Emails regarding any agenda item are welcomed. Please email rbahan@winnetka.org, and your email will be relayed to the Council members. Emails for the Tuesday Council meeting must be received by Monday at 4 p.m. Any email may be subject to disclosure under the Freedom of Information Act.

Regular Meeting
WINNETKA VILLAGE COUNCIL
Police Department
410 Green Bay Road
Winnetka, Illinois 60093
October 4, 2011
7:30 p.m.

AGENDA

1) Call to Order
2) Pledge of Allegiance to the Flag
3) Quorum
   a) October 11, 2011, Study Session
   b) October 18, 2011, Regular Meeting
4) Approval of Agenda
5) Consent Agenda
   a) Village Council Minutes.
      i) September 6, 2011, Regular Meeting 3
      ii) September 20, 2011, Regular Meeting 9
   b) Warrant Lists Nos. 1719 and 1720 13
   c) Park District Prairie Burn Request – Crow Island and Bell Woods 14
   d) Amend AT&T Cell Site Agreement (Public Safety Building) 17
   e) Change Order: Primary Cable.....37
   f) Pavement Management System – Municipal Partnering Program 38
   g) Holiday Lighting Program 50
6) Stormwater Update
   a) Policy Direction: Stormwater Engineering Evaluation Program.....51
7) Ordinances and Resolutions
   a) Ordinance No. M-16-2011 - Special Use Permit: 1025 Tower Road (BP Service Station) – Adoption 62
8) Old Business
9) New Business

10) Reports

11) Appointments

12) Executive Session

13) Adjournment

NOTICE

All agenda materials are available at villageofwinnetka.org *(Council > Current Agenda)*, the Reference Desk at the Winnetka Library, or in the Manager's Office at Village Hall (2nd floor)**.**

Videos of the Regular Village Council meetings are televised on Channel 10, M-W-F-Sa-Su at 7:00PM, and on Channel 18 M-F-Su at 7:00AM or 7:00PM. Videos of meetings may also be viewed on a link at the Village's web site: villageofwinnetka.org

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator – Liz Rosenthal, at 510 Green Bay Road, Winnetka, Illinois 60093, 847.716.3540; T.D.D. 847.501.6041.

MINUTES
WINNETKA VILLAGE COUNCIL
REGULAR MEETING
September 6, 2011

(Approved: xx)

A record of a legally convened meeting of the Council of the Village September 6, 2011, at 7:30 p.m.

1) Call to Order. President Tucker called the meeting to order at 7:30 p.m. Present: Trustees Arthur Braun, Gene Greable, Bill Johnson, Richard Kates, Chris Rintz and Jennifer Spinney. Absent: None. Also present: Village Manager Robert Bahan, Village Attorney Katherine Janega, Director of Community Development Mike D'Onofrio, Assistant Community Development Director Brian Norkus, Public Works Director Steve Saunders, Water & Electric Director Brian Keys, Police Chief Pat Kreis and approximately 25 persons in the audience.

2) Pledge of Allegiance. President Tucker led the group in the Pledge of Allegiance.

3) Quorum.

   a) September 13, 2011, Study Session. All of the Council members present indicated that they expected to attend.

   b) September 20, 2011, Regular Meeting. All of the Council members present indicated that they expected to attend.

4) Approval of the Agenda. Trustee Johnson, seconded by Trustee Spinney, moved to approve the Agenda. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Kates, Johnson, Spinney and Rintz. Nays: None. Absent: None.

5) Consent Agenda

   a) Village Council Minutes. None.

   b) Warrant Lists Nos. 1715 and 1716. Approves Warrant List No. 1715 in the amount of $1,517,295.23, and Warrant List No. 1716 in the amount of $940,172.98.

   c) Ordinance No. M-12-2011 – Zoning Variation: 314 Woodland – Adoption. Approves variations from the maximum building size restrictions and the total of side yards requirements to allow a 2-story addition and expansion of the existing garage.

   d) Ordinances M-13-2011 & M-14-2011 – Establishing Special Service Area Nos. 4 & 5 – Adoption. Special Service Areas No. 4 and 5 provide for pavement and stormwater improvements to the public alley bounded by Elm, Oak, Locust, Rosewood and Elm, Oak, Rosewood and Glendale.

      i) Ordinance No. M-13-2011 – Establishing Special Service Area No. 4, Providing for Pavement and Stormwater Improvements to the Public Alley bounded by Elm-Oak-Locust-Rosewood – Adoption.

ii) Ordinance M-14-2011 – Establishing Special Service Area No. 5, Providing for Pavement and Stormwater Improvements to the Public Alley bounded by Elm-Oak-Rosewood-Glendale – Adoption.

e) Change Order: Single Phase Transformers, Resco. Awards a change order to Resco in the amount of $15,715 for the purchase of five single-phase transformers at the unit price bid, subject tot he terms and conditions in Bid #11-008.

f) Village Cell Service Provider. Authorizes change in cellular service from Nextel to Verizon pursuant to the competitively bid State of Illinois master contract, at an estimated savings of 17%, and to enter into an agreement with Verizon for the installation of the in-building signal booster for the Emergency Operations Center.

g) Bid 11-022: Alley Reconstruction Program. Awards a contract to Schroeder & Schroeder, Inc. for the 2011 alley reconstruction program, in the amount of $64,695.40 (SSA #4) and $73,579.60 (SSA #5), with the option of reconstructing Myrtle alley for $45,207.70.

h) Combination Sewer/Catch Basin Cleaner Purchase. Waives the competitive bid process for purchasing a replacement combination sewer/catch basin cleaner and awards a purchase order to standard equipment for the purchase of a demonstration 2011 Vactor 2110 plus combination sewer and catch basin cleaner mounted on a freightliner M2 106V chassis, for the amount of $291,335.

Trustee Johnson, seconded by Trustee Braun, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Kates, Johnson and Rintz. Nays: None. Absent: Trustee Spinney.

Trustee Kates requested that the order of two of the agenda items be changed and Trustee Greable requested that stormwater be on all future agendas. After hearing comments from the other trustees, President Tucker said that the order of items would not be changed and requested that she be informed earlier than the night of the meeting if the Trustees had suggestions for the agenda.

6) Ordinance M-11-2011 - 718 Hibbard – Zoning Variation.
Mr. D'Onofrio explained that this ordinance would grant variations from the maximum building size, front yard setback and side yard setback requirements to permit the construction of a detached garage. He reported that since the Council's July 19th meeting, discussions between the petitioner and the homeowner to the south resulted in revisions to the original plans that would increase the setback from 3 feet to 5 feet, reduce the garage height to 12 feet and includes landscape screening.

After hearing from the homeowner to the south of the property and the property owner, President Tucker requested that the ordinance include a condition that would require the planting of 14' high arbor vitae as landscape screening within the 5-foot side yard adjacent to the garage. Village Attorney Janega said that the ordinance had not been introduced, so the provision could be inserted without an amendment.

Trustee Kates moved to waive introduction to the ordinance, seconded by Trustee Braun. By voice vote, the motion passed.

Trustee Johnson, seconded by Trustee Kates, moved to adopt Ordinance M-11-2011. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Johnson, Kates, Rintz, Spinney. Nays: None. Absent: None.

7) M-15-2011 Winnetka/Green Bay Road Dedication.
Village Attorney Janega explained that this ordinance would authorize the conveyance of a portion of 93 Green Bay Road to the Illinois Department of Transportation for dedication as a public right-of-way, which had always been contemplated as part of the improvements to the intersection.

Trustee Johnson moved to waive introduction to the ordinance, seconded by Trustee Greable. By voice vote, the motion passed.

Trustee Johnson, seconded by Trustee Greable, moved to adopt Ordinance M-15-2011. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Johnson, Kates, Rintz, Spinney. Nays: None. Absent: None.

8) MC-8-2011 – Amending the Village code as it Pertains to Sanitary Sewer Backflow Prevention Devices - Introduction.
Public Works Director Steve Saunders explained that this ordinance implements the Council's August 16th policy direction to increase the percentage for the Village's reimbursement for anti-back up devices and for its participation in new overhead sewer conversions. The ordinance does not include upgrades of existing systems. Mr. Saunders further explained that building codes have required these systems in new houses since 1970, and that many older homes have already installed them. He explained that older homes without back flow prevention can be susceptible to sewer backups, but not every older home is susceptible.

The Trustees commented about the funds available for the program, resident interest and whether or not staff had received feedback from those who already have systems. In response to the concerns of one resident, the Council requested that staff monitor the location of the installations to help identify any neighboring properties that may experience sewer back ups because they do not have the devices.

Trustee Braun moved to introduce the ordinance, seconded by Trustee Johnson. By voice vote, the motion carried.

9) M-16-2011 – Special Use Permit: 1025 Tower Road (BP Service Station).
Assistant Community Development Director Brian Norkus explained that this ordinance would grant a special use permit to the BP Amoco station at 1025 Tower Road to allow the convenience store operation to expand within the existing building.

Mr. Norkus reported that the Village staff, Zoning Board, Design Review Board and Plan Commission had worked extensively with the applicant and recommended the following conditions:

1. improvements to separate fueling vehicles from the Tower Road sidewalk;
2. improve visibility of driveway entrances;
3. reduce surface pavement to reduce site runoff;
4. prohibit the sale of hot food;
5. increase landscaping to meet impervious surface limit;

6. add landscaping to provide greater definition along south sidewalk;
7. prohibit left turns onto Green Bay Road;
8. limit hours of operation to 6:00 a.m. – 10:00 p.m.;
9. review impact on neighborhood 12 months after completion.
10. increase landscape area;
11. install 6”-high concrete curb as physical barrier between fueling vehicles and Tower Road sidewalk;
12. widen sidewalk;
13. remove brick pavers from parkway and replace with plantings; and
14. add bollards and chains in parkway.

Due to the cost, the applicant requested that the Village Council waive the requirement to install the bollards or in the alternative, pay for the bollards as part of the streetscape function. The applicant also requested flexibility in the operation hours, stating he has no control over when deliveries for fuel are made as it depends on when the tanks are low. It is also necessary for trucks and boats to turn left out of the driveway to get to Green Bay Road.

Village Attorney Janega suggested that the condition for hours of operation could be revised to say that the operator will expend best efforts to comply with fuel delivery hours. She also suggested that signs could be posted on the property that said left turns onto Green Bay Road would not be allowed for cars.

The Council discussed paying for the installation of the bollards. Trustees Kates, Braun and Johnson were against the Village paying for installation of the bollards as part of streetscape; Trustees Rintz, Greable, Spinney and President Tucker were in favor.

Trustee Spinney moved to introduce the Ordinance, seconded by Trustee Johnson. By voice vote, the motion passed.

10) MC-7-2011 Commercial and Mixed Use Property Maintenance Code - Introduction. Trustee Braun recused himself from this matter.

Village Attorney Janega explained that this revised draft of a commercial and mixed use property maintenance code attempts to further the Council’s July 19th discussion The ordinance adopts the International Property Maintenance Code, 2009 Edition, as the Village’s property maintenance code with certain amendments that eliminate duplication, non-applicable codes, and conflicts with current Village Code provisions. In the revision, the definition of scope was clarified and clear exceptions were stated. Ms. Janega noted that the Council has a policy issue to discuss regarding the scope and how to treat commercial uses in condominium buildings.

The Trustees discussed at length the literal interpretation of the code and the use of discretion in code enforcement.

Comments from the audience members present included examples of renters who were unable to get landlords to make repairs, a request to establish landlord/tenant laws instead of a property maintenance code, and a request for a strong property maintenance code that includes individual condominium units to address problems that are not the responsibility of the condominium association.

Trustee Kates moved to consider the question of Trustee Braun's recusal and participation in the meeting. There was no second and the motion failed.

Several residents opposed the ordinance suggesting that it is not business friendly and requesting that the Trustees consider it more carefully before voting so that there are predictable rules for tenants.

After further discussion, the Council determined that further input was necessary and the ordinance would be placed on the September 20th agenda for introduction.

11) Public Comment and Questions:
Louise Holland, 545 Oak, reported that in 2009 she installed a backflow prevention device and did not get any sewage in this summer's flood, so the device has worked for her. She also corrected Mr. Kates' statement that a former trustee caused a resident's flooding by explaining that her sanitary sewer empties into a different location than that resident's.

12) Old Business:

a) Stormwater update.
Village Manager Bahan reported that Village staff had presented the Council with a timeline for stormwater management issues and many activities are happening simultaneously. On August 17th, the Village President, Village Manager and Public Works Director met with leadership of New Trier High School to discuss sharing of Duke Childs field for retention and ask them to be open to the concept. Meetings continue with the Park District, which has been working on a master plan for the Skokie playfields, about how the Parks and the Village can work together to see if it will help with stormwater management. Staff has also had initial conversations with the MWRD, the Forest Preserve District, and elementary schools.

Mr. Pat Livney, 368 and 388 Elder, commented that there is no bigger legacy than to say that the flooding problem in Winnetka was repaired. He asked the Council to hold the engineering firm accountable and to put money towards infrastructure because it benefits every resident.

b) Affordable housing update.
Village Manager Bahan reported that at its April 12th meeting, the Council had directed staff to follow up on 3 of the 5 recommendations in the staff report and a general time frame to discuss them had been prepared.

Because stormwater management has become a priority, the Trustees agreed that all 5 recommendations should be discussed together rather than in sections during the November study sessions.

c) 9/11 Ten-year Memorial Proclamation. President Tucker read the proclamation honoring the memory of those who sacrificed their lives on September 11, 2001. She announced the memorial being held this weekend on the Village Green.

10) Reports

a) Village President. President Tucker reported she attended the Metropolitan Mayor's Caucus.

b) Trustees. No report.

c) Village Attorney. Attorney Janega reported that she would be attending continuing education events next week.

d) Village Manager. No report.

11) Appointments. None

12) Executive Session. None.

13) Adjournment. Trustee Kates, seconded by Trustee Johnson, moved to adjourn the meeting. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Kates, Johnson, Spinney and Rintz. Nays: None. Absent: None. The meeting adjourned at 12:20 a.m.

_____

Deputy Clerk

MINUTES
WINNETKA VILLAGE COUNCIL
REGULAR MEETING
September 20, 2011

(Approved: xx)

A record of a legally convened meeting of the Council of the Village September 20, 2011, at 7:30 p.m.

1) Call to Order. President Tucker called the meeting to order at 7:32 p.m. Present: Trustees Arthur Braun, Gene Greable, Bill Johnson, Richard Kates, Chris Rintz and Jennifer Spinney. Absent: None. Also present: Village Manager Robert Bahan, Village Attorney Katherine Janega, Director of Community Development Mike D'Onofrio, Planning Assistant Ann Klaassen, Public Works Director Steve Saunders, Water & Electric Director Brian Keys, Police Chief Pat Kreis and approximately 13 persons in the audience.

2) Pledge of Allegiance. President Tucker led the group in the Pledge of Allegiance.

3) Quorum.

   a) October 4, 2011, Regular Meeting. All of the Council members present indicated that they expected to attend.

   b) October 11, 2011, Study Session. All of the Council members present, except Trustee Braun, indicated that they expected to attend.

4) Approval of the Agenda. Trustee Braun, seconded by Trustee Johnson, moved to approve the Agenda. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Kates, Johnson, Spinney and Rintz. Nays: None. Absent: None.

5) Consent Agenda

   a) Village Council Minutes.

      i) July 12, 2011, Study Session

      ii) August 2, 2011, Regular Meeting

      iii) August 16, 2011, Regular Meeting

   b) Warrant Lists Nos. 1717 and 1718. Approves Warrant List No. 1717 in the amount of $1,198,214.61, and Warrant List No. 1718 in the amount of $590,975.12

   c) Ordinance MC-8-2011 – Amending Village code as it Pertains to Sanitary Sewer Backflow Prevention Devices - Adoption. Increases Village's maximum share of the cost of sewer anti-backup installations and overhead sewer conversions.

   d) Police Department Duty Pistol Replacement. Authorizes the Police Department to purchase thirty-five new Fourth Generation Glock 22 MBS pistols and trade-in fifty-five previously issued duty pistols to Ray O'Herron Co.

e) Bid 11-019B: 1976 Line Truck Replacement. Awards a bid to Dueco Inc. in the amount of $169,230 for the replacement of a 1976 aerial line truck for the Water & Electric Department.

Trustee Johnson, seconded by Trustee Kates, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Kates, Johnson, Rintz and Spinney. Nays: None. Absent: None.

6) Stormwater Update.
Public Works Director Steve Saunders reported to the Council that Christopher Burke continues to work on the 25-50-100 year analysis. Staff will be reviewing preliminary results this week and hopes to present recommendations to the Council at the October Study Session. Staff is also researching the feasibility of establishing a program that would assist homeowners in evaluating their properties for improvements that could reduce the risk of future flooding.

Mr. Saunders also reported that the Village and Park District staffs has had productive conversations about stormwater detention on the Skokie playfields and golf course. He hopes to meet with the Cook County Board President to discuss stormwater detention on Forest Preserve District property. Preliminary discussions with New Trier High School about using Duke Childs Field for stormwater detention were received coolly, but the New Trier Board President was willing to discuss it further.

Mr. Saunders further reported that he had received 670 responses to the sanitary sewer survey, which are providing good information he hopes to use to identify locations of sewer basins that need further study and analysis. A new section on the Village website will be updated as information and recommendations become available.

Trustee Greable called for action from the community to contribute their talent and knowledge to the process and invited them to contact the Village Manager and Trustees and to also attend the study session on October 11th.

7) Landmark Preservation Awards:
Louise Holland, Landmark Preservation Committee Chair, presented 6 awards for landmark preservation to:

Eric and Cindy Mogentale and Architect Lawton Thies, for extensive renovation of and an addition to the 1920's colonial revival 10 Indian Hill Road;

Tim and Jeanne Murphy and Architect Charles Cook, for the interior and exterior renovation of the early to mid-1920's brick colonial at 854 Lincoln Avenue;

Jim and Bev Ingle and Architect Mark Ver Bryck, for the addition and rebuilt northwest two-story wing and mudroom at 1161 Spruce Street;

Mike and Nicole Jakob and Architect Ken Alberts, for the rehabilitation of the home at 1260 Spruce Street;

Chris and Alice Spahr and Architect Mark Ver Bryck, for the rehabilitation to the home at 717 Walden Road; and

The Village of Winnetka and Architect Robin Whitehurst of Bailey Edward Architecture, for the restoration of the Cenotaph on the Village Green.

8) Public Comment: None

9) Winnetka Community House Request.
Joan Evanich, 779 Bryant Avenue, spoke to the Council about the beginnings of the Winnetka Community House which is celebrating its 100th anniversary.

Louise Holland, member of the Board of Governors, explained that the Community House would like to display 30- and 36-inch painted fiberglass stars at nine public locations, as a means of raising funds. She hopes to place the stars mainly in the Elm Street business area and on Park District property. Mrs. Holland informed the Council that the Community House does have liability insurance in place and explained the process for sponsoring a star. She also hopes to address any concerns the Police Chief has about vandalism or graffiti and pedestrian safety.

After hearing positive comments from the Trustees, President Tucker ascertained the Council's consensus to support the program.

1) Reports

a) Village President. President Tucker attended the NWMC meeting where the discussions covered the upcoming legislative session, including pension reform and transportation issues. There were also discussions about ComEd and this year's storms, where she was able to appreciate our Village and its electric utility. She urged residents to stay involved in what's going on in Springfield.

b) Trustees. Trustee Greable reported that he and the Village Manager attended the Chamber of Commerce meeting and provided updates on issues before the Village Council.

Trustee Spinney attended the BCDC meeting on September 8th, where the caucus questionnaire was applauded because of the depth of questions on the business districts. She reported that a proposal for Hubbard Woods Park is being discussed, that the BCDC is very active and that visits to businesses continue about retention of stores.

Trustee Johnson reported that the EFC listened to a presentation about the permeability of pavers that its members are discussing in parallel with stormwater management.

Trustee Kates reported that the Willow Road committee will be meeting this Thursday at New Trier West.

Trustee Braun attended a RED center meeting and was impressed with the 40-50 people working together and by the dispatch center that serves so many communities with very few people on the job.

c) Village Attorney. Village Attorney Janega reported that she attended continuing education sessions last week and was the presenter at a session on the Open Meetings Act.

d) Village Manager. Village Manager Bahan reported that E-Winnetka has had a facelift and that there are approximately 450 subscribers. He hoped that the number would double as content becomes more relevant.

11) Appointments. President Tucker announced that there were three appointments.

a) Trustee Kates, seconded by Trustee Braun, moved to approve the reappointment of David Bender to the Fire Pension Board for a second full term, effective immediately. By voice vote, the motion carried.

b) Trustee Johnson, seconded by Trustee Braun, moved to approve the reappointment of Debbie Ross as Chair of the Environmental and Forestry Commission for a second full term, effective immediately. By voice vote, the motion carried.

c) Trustee Johnson, seconded by Trustee Kates, moved to approve the reappointment of John Canfield as Student Representative for the Environmental and Forestry Commission for a second full term, effective immediately. By voice vote, the motion carried.

12) Executive Session. Trustee Braun moved to adjourn into Executive Session to discuss collective bargaining matters, pursuant to Sections 2(c)(2) of the Illinois Open Meetings Act. Trustee Johnson seconded the motion. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Johnson, Kates, Rintz and Spinney. Nays: None. Absent: None. The Council adjourned into Executive Session at 8:35 p.m.

The Council reconvened into Regular Session at 8:58 p.m. Present: President Tucker, Trustees Braun, Greable, Johnson, Kates, Rintz and Spinney. Absent: None. Also present: Village Manager Rob Bahan and Village Attorney Katherine Janega.

13) Adjournment. Trustee Braun, seconded by Trustee Johnson, moved to adjourn the meeting. By roll call vote, the motion carried. Ayes: Trustees Braun, Greable, Kates, Johnson, Spinney and Rintz. Nays: None. Absent: None. The meeting adjourned at 8:59 p.m.

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Deputy Clerk

AGENDA REPORT

SUBJECT: **Warrant Lists Nos. 1719 and 1720**

PREPARED BY: Robert Bahan, Village Manager

DATE: September 1, 2011

Warrants Lists Nos. 1719 and 1720 are enclosed in each Council member's packet.

Recommendation: Consider approving Warrants Lists Nos. 1719 and 1720.

AGENDA REPORT

Subject: Park District Request for Prairie Burns for Crow Island and Bell Woods

Prepared by: Alan J. Berkowsky, Fire Chief

Ref:	June 17, 2008	Council Meeting, pp. 102-105
	November 6, 2008	Council Meeting, pp. 18-20
	August 18, 2009	Council Meeting, pp. 100-103
	January 18, 2011	Council Meeting, pp. 24-27

Date: September 28, 2011

Summary:

The Winnetka Park District is requesting permission to proceed with "Prairie Burns" of Crow Island and Bell Woods. These controlled burns are used to discourage the growth of invasive vegetation and to stimulate wildflower growth as well as other natural species of the park. This is a common practice for this type of park vegetation. The Park District contracts out this work to Pizzo & Associates who specialize in this type of process. In order for the burns to take place, the weather has to be cooperative and it is done on a day where school is not in session. Permits are required from the Cook County EPA (pending) and the Fire Department.

Background:

The Winnetka Park District has requested and performed these Prairie Burns in past years. Previous burns have been successfully completed without issue. The last burn was done on March 31, 2010. The District was planning to do a burn in Spring of 2011 but the weather did not cooperate. There is a small window of opportunity to conduct these burns and they are usually done in the Spring or Fall (October to the beginning of November). When the original request was first received in 2006, it was presented to the Village Council for consideration. The Village Council has approved the requests since then with the following conditions:

- The Park District is compliant with all required permits.
- The Park District complies with all requests by the Fire Department.
- Notification is made to all adjacent neighbors.

The Park District has worked closely with the residents to ensure that no one is affected or inconvenienced by the process. Over the years, they have developed a contact list of residents who request notification once a date has been selected. Our records indicate that there have not been any strong objections by neighbors and the burns were completed without incident.

Recommendation

Following all requirements and direction by Village Council, approve the Prairie Burns for the Park District for Fall 2011. Staff from the Fire Department and Park District will be present at the Council meeting to answer any questions that the Trustees may have.

Jessica Tucker
Board President
Village of Winnetka
510 Green Bay Road
Winnetka, IL. 60093

September 8, 2011

Dear President Tucker:

During the past two years, the Winnetka Park District has conducted two successful controlled burns at both Bell Woods and Crow Island Park through the contracted services of environmental specialists, Pizzo & Associates, LTD. The controlled burns were completed within the required parameters of the Illinois Environmental Protection Agency, Cook County and the Winnetka Fire Department. As you may recall, these controlled burns are used discourage the growth of invasive species and stimulate wildflower growth and other natural species in each park. As the wildflowers are rejuvenated, the beauty of the woods will increase, along with purifying the air by removing Carbon Dioxide (CO2). Prior to these burns the Park District conducted public hearings to meet all Village of Winnetka requirements.

The District planned to do another controlled burn in early-spring, 2011 and at that time the Village Board waved the public hearing process. This burn was delayed due to weather conditions and timing conflicts and is now scheduled for October or early-November.

In hopes of continuing the restoration of these natural areas, I respectfully ask that the Village Board wave the public hearing and other Village requirements to conduct a follow-up controlled burn at both Bells Woods and Crow Island Park this fall given the evidence of success during the past burns. Please be assured that as part of the controlled burn process we will communicate openly with park neighbors and work cooperatively with the Winnetka Fire Department.

I look forward to your response.

Sincerely,

Richard Pierce

Richard Pierce
Board President
Winnetka Park District

cc. Rob Bahan, Village Manager ✓

recycled paper
540 HIBBARD ROAD, WINNETKA, IL 60093
Email: wpdinfo@winpark.org
847-501-2040, FAX: 847-501-5779
Website: www.winpark.org

AGENDA REPORT

SUBJECT: **Resolution R-29-2011 Authorizing the First Amendment to the New Cingular Cell Site Agreement at 410 Green Bay Road**

PREPARED BY: Brian Keys, Director of Water & Electric
Katherine S. Janega, Village Attorney
Brian Norkus, Assistant Director of Community Development

DATE: September 30, 2011

On August 20, 1996, the Village adopted Resolution R-1345-96, a license agreement with AT&T Wireless PCS, Inc. to construct a monopole tower at the Police Station and lease antenna space on the tower and an internal room from the Village for a cellular communications site. In 2005, the wireless company changed its name to New Cingular Wireless PCS, LLC.

New Cingular is now requesting to make changes to the existing cellular equipment located at 410 Green Bay Road. The proposed changes are required to increase the speed and capacity of their mobile telephone network. There is no change to the propagation of the signal in this geographic area.

The proposed modifications include replacement of three existing antennas, installation of three tower mounted amplifiers, and additional carrier equipment within the leased room of the Public Safety Building. No changes are planned for the additional coaxial cable feeding the antennas. The proposed antennas are 51”x12”x6” replacing the existing 55”x11”x5” antennas. The replacement antennas are four inches shorter in height, but one inch wider and deeper than the existing antennas. The antennas will be painted the same color as the existing antennas. The tower mounted amplifiers will be mounted behind the new antennas. Exhibit B contains photo depictions of the existing and proposed site facilities.

Village staff has reviewed the proposed construction plan and confirmed the new facilities will not impact the Police Department operations. A structural engineer has also evaluated the structural impact of the modified installation. The Community Development Department has also reviewed the proposed change for zoning compliance and has determined that the proposed reconfiguration and replacement of antennas does not present a significant, material alteration to the existing facilities and thus does not require a special use permit or other zoning relief in addition to the license amendment.

Village staff and New Cingular have tentatively agreed to the terms for the installation of the new antennas, amplifiers, and carrier equipment, including increased compensation to the Village. New Cingular has agreed to increase the annual license fee by approximately $15,829. The annual lease amount for this site will be $52,500, escalated 4% annually.

Recommendation:

Consider adopting Resolution R-29-2011, approving the First Amendment to the 1996 Cellular Antenna License Agreement between the Village of Winnetka and New Cingular Wireless, PCS, LLC substantially in the form present in Exhibit A.

RESOLUTION NO. R-29-2011

A RESOLUTION
AUTHORIZING AN AMENDMENT
TO THE 1996 LICENSE AGREEMENT WITH AT&T WIRELESS PCS
FOR THE USE OF THE PUBLIC SAFETY BUILDING MONOPOLE

WHEREAS, the Village of Winnetka, Cook County, Illinois (the "Village") is a home rule municipal corporation as provided in Article VII, Section 6 of the 1970 Constitution of the State of Illinois and, pursuant to said constitutional authority, may exercise any power and perform any function pertaining to its government and affairs for the protection of the public health, safety, morals and welfare; and

WHEREAS, on August 20, 1996, the Village adopted Resolution R-1345-96, authorizing an agreement with AT&T Wireless PCS, Inc. for the construction of a monopole tower at the Public Safety Building located at 410 Green Bay Road, and for the use of the monopole and an interior room as a wireless telecommunications antenna site ("License Agreement"); and

WHEREAS, AT&T Wireless PCS, Inc., now operates as New Cingular Wireless PCS, LLC ("New Cingular"), an Illinois limited liability corporation; and

WHEREAS, New Cingular has requested an amendment to the License Agreement to allow it to make changes to its existing cellular equipment in order to increase the speed and capacity of its mobile telephone network; and

WHEREAS, the proposed modifications include replacement of three existing antennas, installation of three tower mounted amplifiers, and additional carrier equipment in the leased room of the Public Safety Building; and

WHEREAS, the appearance of the proposed replacement antennas will be substantially the same as the existing antennas, as they will be four inches shorter and slightly wider and deeper than the existing antennas, and will be painted the same color; and

WHEREAS, the review of the proposed construction plans by Village staff and a structural engineer confirms that the proposed reconfiguration and replacement of the existing facilities will not impact the operations of the Police Department, have a structural impact on the

monopole, or be a significant, material alteration that would require a special use permit or other zoning relief; and

WHEREAS, Village staff and New Cingular have tentatively agreed to the terms for the installation of the new antennas, amplifiers, and carrier equipment, including increased compensation to the Village; and

WHEREAS, New Cingular has agreed to increase the annual license fee by approximately $15,829, to an initial annual lease amount of $52,500, which will be escalated each year by 4% over the prior year's amount; and

WHEREAS, pursuant to the negotiations between Village staff and New Cingular, a draft amendment to the License Agreement has been prepared for consideration by the Village Council, a copy of which is attached hereto as Exhibit A and incorporated herein by reference, as if set fully set forth herein; and

WHEREAS, the Village Council have determined that entering into a new License Agreement with New Cingular, substantially in the form attached, is in the best interests of the Village's health, safety and general welfare.

NOW, THEREFORE, be it resolved by the Council of the Village of Winnetka as follows:

SECTION 1: The Village Council hereby adopts by reference the foregoing recitals as its findings of fact as if fully set forth herein.

SECTION 2: The Village Council hereby approves the "First Amendment to the 1996 Cellular Antenna Site License Agreement between the Village of Winnetka and New Cingular Wireless PCS," ("First Amendment"), substantially in the form attached hereto as Exhibit A.

SECTION 3: Subject to approval of the final form of the First Amendment by the Village Attorney, the Village President and the Village Clerk are hereby authorized and directed to execute and seal the License Agreement, and to take all such other actions as may be necessary to execute the agreement and effectuate its terms.

SECTION 4: This Resolution is adopted by the Council of the Village of Winnetka in the exercise of its home rule powers pursuant to Section 6 of Article VII of the Illinois Constitution of 1970.

SECTION 5: This Resolution shall take effect immediately upon its adoption.

ADOPTED this 4th day of October, 2011, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

Signed:

_____
Village President

Countersigned:

_____
Village Clerk

Market: IL/WI
Cell Site Number: IL1340
Cell Site Name: Winnetka Fire Station
Fixed Asset Number: 10095256

FIRST AMENDMENT TO 1996 LICENSE AGREEMENT
BETWEEN THE VILLAGE OF WINNETKA AND NEW CINGULAR WIRELESS
(Public Safety Building Monopole, 410 Green Bay Road)

THIS FIRST AMENDMENT TO WINNETKA LICENSE AGREEMENT ("**First Amendment**"), dated as of the latter of the signature dates below, is by and between the Village of Winnetka, an Illinois home rule municipality, having a mailing address of 510 Green Bay Road, Winnetka, IL 60093 ("**Licensor**") and New Cingular Wireless PCS, LLC, a Delaware limited liability company, successor in interest to AT&T Wireless PCS, Inc., a Delaware corporation, having a mailing address of 12555 Cingular Way, Suite 1300, Alpharetta, GA 30004 ("**Licensee**").

WHEREAS, Licensor and Licensee entered into a Winnetka License Agreement dated August 20, 1996, whereby Licensor leased to Licensee certain Premises, therein described, that are a portion of the Property located at 410 Green Bay Road, Winnetka, Illinois 60093 ("**Agreement**"); and

WHEREAS, Licensee desires to change or modify the Licensee Facilities, which Licensor is willing to approve; and

WHEREAS, Licensor and Licensee desire to adjust the rent in conjunction with the modifications to the Agreement contained herein; and

WHEREAS, Licensor and Licensee desire to amend the Agreement to modify the notice section thereof; and

WHEREAS, Licensor and Licensee, in their mutual interest, wish to amend the Agreement as set forth below accordingly.

NOW THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Licensor and Licensee agree as follows:

1. Licensee Facilities.

The definition of Licensee Facilities in Section 1 of the License Agreement shall be amended to include the attached Exhibit B-1, as if fully set forth therein. Licensor agrees to grant Licensee the right to replace the three existing antennas on the Existing Tower with three new antennas, each measuring 51"x12"x6," to install three tower mounted amplifiers and additional carrier equipment within the leased room of the Public Safety Building, all as depicted on the attached Exhibit B-1, subject to the following conditions:

(a) Licensee shall obtain all necessary permits required pursuant to Title 15 of the Winnetka Village Code, and shall submit final construction plans for review and approval, and for issuance of such permits;

(b) the antennas shall be painted the same color as the existing antennas; and

(c) there shall be no additional coaxial cable feeding the antennas.

2. **License Fees.** Section 6 of the Agreement is hereby deleted in its entirety and replaced with the following:

6. License Fees.

(a) Commencing on September 1, 2011 ("Commencement Date"), the Licensee shall pay to Licensor an annual license fee of Fifty-Two Thousand Five Hundred and No/100 Dollars ($52,500.00) per year, subject to further adjustments as provided in the following subsection (b) ("License Fee").

(b) The License Fee shall be increased each year by the amount of Four Percent (4%). Such increase to the License Fee shall be computed and become effective on each anniversary of the Commencement Date.

3. Notices. Section 19 (d) of the Agreement is hereby deleted in its entirety and replaced with the following:

NOTICES. All notices, requests, demands and communications hereunder will be given by first class certified or registered mail, return receipt requested, or by a nationally recognized overnight courier, postage prepaid, to be effective when properly sent and received, refused or returned undelivered. Notices will be addressed to the parties as follows.

If to Licensee: New Cingular Wireless PCS, LLC
By: AT&T Mobility Corporation,
Attn: Network Real Estate Administration
Re: Cell Site #:IL1340, Cell Site Name: Winnetka Fire Station (IL),
FA No: 10095256
12555 Cingular Way, Suite 1300, Alpharetta, GA 30004

With the required copy of legal notice sent to Licensee at the address above, a copy to the Legal Department: New Cingular Wireless PCS, LLC
Attn: Legal Department,
Re: Cell Site #:IL1340, Cell Site Name: Winnetka Fire Station (IL)
FA No: 10095256
15 E. Midland Ave., Paramus, NJ 07652-2939

A copy sent to the Legal Department is an administrative step which alone does not constitute legal notice.

If to Licensor: Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093
Attn: Village Manager

Either party hereto may change the place for the giving of notice to it by thirty (30) days prior written notice to the other as provided herein.

4. **Other Terms and Conditions Remain.** Except as expressly set forth in this First Amendment, the License Agreement otherwise is unmodified and remains in full force and effect. Each reference in the License Agreement to itself shall be deemed also to refer to this First Amendment.

5. Capitalized Terms. All capitalized terms used but not defined herein shall have the same meanings as defined in the License Agreement.

6. Licensee Representations. Licensee represents that it has taken all steps necessary under law to enter into and be bound by this First Amendment, and to authorize and empower Licensee's Real Estate & Construction Manager-IL/WI to sign this First Amendment on Licensee's Behalf.

IN WITNESS WHEREOF, the parties have caused their properly authorized representatives to execute and seal this First Amendment on the dates set forth below.

"**LICENSOR**"
Village of Winnetka

By:_____
Name: _____
Title: _____
Date: _____

"**LICENSEE**"
New Cingular Wireless PCS, LLC,
a Delaware limited liability company

By: AT&T Mobility Corporation
Its: Manager

By: _____
Name: Scott A. Root
Title: Real Estate & Construction Manager- IL/WI
Date: _____

LICENSEE ACKNOWLEDGEMENT

STATE OF ILLINOIS)
) ss:
COUNTY OF COOK)

On the _____ day of _____ in the year 2011 before me, the undersigned, a notary public in and for said state, personally appeared **Scott A. Root**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s) or the person upon behalf of which the individual(s) acted, executed the instrument.

_____
Notary Public: _____
My Commission Expires: _____

LICENSOR ACKNOWLEDGEMENT

STATE OF ILLINOIS)
)
COUNTY OF _____)

I CERTIFY that on _____ _____, 2011, _____ personally came before me and acknowledged under oath that he or she:

(a) is the _____ [title] of _____ , the municipality named in the attached instrument,

(b) was authorized to execute this instrument on behalf of the municipality and

(c) executed the instrument as the act of the municipality.

_____
Notary Public
My Commission Expires:_____

EXHIBIT B-1

See attached Construction Drawings comprised of nine pages, dated July 14, 2011, and prepared by Volver International, LLC,6836 Bee Caves Rd., Suite 258, Austin, TX 78746.

Notes:

1. UPON ISSUANCE OF ALL APPLICABLE PERMITS, THIS EXHIBIT MAY BE REPLACED BY THE FINAL CONSTRUCTION DRAWINGS, AS APPROVED BY THE VILLAGE FOR PERMIT.
2. ANY SETBACK OF THE PREMISES FROM THE PROPERTY'S BOUNDARIES SHALL BE THE DISTANCE REQUIRED BY THE APPLICABLE GOVERNMENTAL AUTHORITIES.
3. WIDTH OF ACCESS ROAD SHALL BE THE WIDTH REQUIRED BY THE APPLICABLE GOVERNMENTAL AUTHORITIES, INCLUDING POLICE AND FIRE DEPARTMENTS.

3C UMTS & LTE PROJECTS

THESE DRAWINGS ARE PREPARED BASED ON RFDS
DATED: 06/17/11
REVISION: 2.3
GENERAL CONTRACTOR TO VERIFY AND INCORPORATE MOST RECENT VERSION OF RFDS WITH "GOODMAN NETWORKS" PRIOR TO CONSTRUCTION.

at&t

SITE NAME: WINNETKA FIRE STATION

SITE NUMBER: IL1340

SITE ADDRESS: (OR NEAREST) 410 NORTH GREEN BAY ROAD
WINNETKA, IL60093
(COOK COUNTY)

FA CODE: 10095256

BUILDING CODES

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL AUTHORITIES HAVING JURISDICTION:

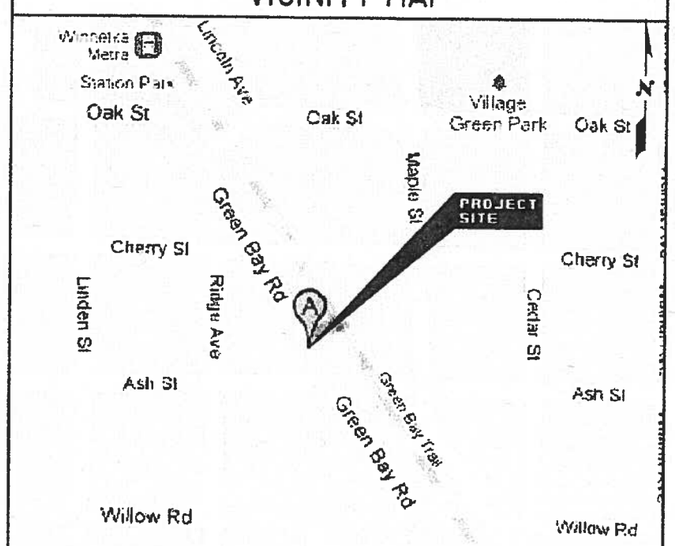
COOK COUNTY BUILDING AND ENVIRONMENTAL ORDINANCE 1997 EDITION WITH 2009 ADDENDA

DRIVING DIRECTIONS

DRIVING DIRECTIONS:

FROM CHICAGO, TAKE I-94 [EDENS EXPY W] / MILWAUKEE, AT EXIT 33B, TURN RIGHT ONTO RAMP 0.1 MILE EAST WILLOW RD, BEAR RIGHT (EAST) ONTO WILLOW RD 1.9 MILE, TURN LEFT (NORTH) ONTO GREEN BAY RD 0.1 MILE, ARRIVE IL1340

VICINITY MAP



PROJECT INFORMATION

SCOPE OF WORK:	ADD (3) 700 RRUs AND (3) AWS RRUs, REPLACE (3) ANTENNAS WITH (3) NEW LTE ANTENNAS. ADD (3) 1900 RRU's AND (1) UMTS 3RD CARRIER KIT.
AMSL:	650'
LATITUDE:	42°.06''9.00"
LONGITUDE:	-87°43''52.00"
JURISDICTION:	VILLAGE OF WINNETKA
TELEPHONE CO.:	AT&T
POWER CO.:	VILLAGE OF WINNETKA

APPLICANT/LEASSEE:
NAME: AT&T MOBILITY
ADDRESS: 930 NATIONAL PKWY, 4TH FLOOR
CITY, STATE ZIP: SCHAUMBURG, IL 60173
CONTACT:
PHONE:
EMAIL:

TOWER OWNER:
NAME: VILLAGE OF WINNETKA
ADDRESS: 510 GREEN BAY ROAD
CITY, STATE ZIP: WINNETKA, IL 60093
CONTACT:
PHONE:
EMAIL:

PROPERTY OWNER:
NAME:
ADDRESS:
CITY, STATE ZIP:
CONTACT:
PHONE:
EMAIL:

DESIGN TEAM

DESIGNER:
NAME: GOODMAN NETWORKS, INC.
ADDRESS: 6400 INTERNATIONAL PKWY, SUITE 1000
CITY, STATE ZIP: PLANO, TX 75093
CONTACT: WILLIAM D. McGEHEE
PHONE: 972.406.9692
EMAIL: wmcgehee@goodmannetworks.com

ENGINEER:
NAME: VOLVER INTERNATIONAL, LLC.
ADDRESS: 6836 BEE CAVES RD, SUITE 258
CITY, STATE ZIP: AUSTIN, TX 78746
CONTACT: TIM MARTIN
PHONE: 512.617.6327
EMAIL: tmartin@volver.us.com

IF YOU DIG IN ANY STATE DIAL 811 FOR THE LOCAL "ONE CALL CENTER" - IT'S THE LAW

THE UTILITIES SHOWN HEREIN ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER/SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL THE UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO THE EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

APPROVALS

AT&T CONSTRUCTION MGR.	DATE	GOODMAN ENGINEER	DATE
GOODMAN CONSTRUCTION MGR.	DATE	CONTRACTOR	DATE
PROPERTY OWNER	DATE	CONTRACTOR	DATE

SHEET INDEX

NO.	DESCRIPTION	REV
T1.0	COVER SHEET	3
N1.0	GENERAL NOTES	2
A1.0	COMPOUND PLAN	2
A1.1	EQUIPMENT LAYOUT	2
A2.0	TOWER ELEVATION AND ANTENNA ORIENTATION	3
A3.0	NOT USED	3
A3.1	NOT USED	3
A3.2	NOT USED	3
A4.0	ANTENNA DETAILS	2
A5.0	CABLE MARKING DETAIL	2
E1.0	ELECTRICAL PLAN	2
E2.0	ELECTRICAL DETAILS	2

AT&T MOBILITY APPROVAL
REAL ESTATE ____ DATE ____
RF ____
OPERATION ____

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY COMPLY WITH THE COOK COUNTY BUILDING AND ENVIRONMENTAL ORDINANCE 1997 EDITION WITH 2009 ADDENDA.

7-14-2011

AHMET COLAKOGLU, S.E.
ILLINOIS STRUCTURAL ENGINEER, LICENSE #081.006821
EXPIRES:11-30-2011

AHMET COLAKOGLU 081-006821 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

volver INTERNATIONAL

DESTEK ENGINEERING, LLC
3835 NEMOURS TRAIL NW
KENNESAW, GA 30152
TEL:856-313-7183
FIRM NO. 184-006124

Goodman Networks

at&t

COVER SHEET
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV	DATE:	DESCRIPTION:
0	08/07/10	ISSUED FOR CONSTRUCTION
1	09/24/10	ISSUED FOR CONSTRUCTION
2	05/24/11	COMBINED 3C & LTE PROJECTS
3	06/30/11	UPDATED PER NEW RFDS

DRAWN BY: SS
CHECKED BY: PN
PROJECT NUMBER:
FILE NAME: IL1340 CD
SHEET NUMBER: T1.0

ORIGINAL DOCUMENT DRAWN TO BE PRINTED 22"x34". IF PRINTING AS 11"x17", PLEASE NOTE CHANGE OF SCALE.

SCALE IS BASED ON 22" X 34" "D" SIZE

C:\Cad Data\IL1340\CAD\IL1340-025.dwg plotted by: BGETHUE,77) 14 Jul 2011 - 1:18am

1. GENERAL REQUIREMENTS

A. PURPOSE AND INTENT

1. THE DRAWING AND SPECIFICATIONS ARE INTENDED TO BE FULLY EXPLANATORY AND SUPPLEMENTARY, HOWEVER, SHOULD ANYTHING BE SHOWN, INDICATED, OR SPECIFIED ON ONE AND NOT THE OTHER, IT SHALL BE DONE THE SAME AS IF SHOWN, INDICATED, OR SPECIFIED IN BOTH. SHOULD THERE BE ANY DISCREPANCIES BETWEEN REQUIREMENTS SHOWN IN BOTH, THE MORE STRINGENT REQUIREMENTS SHALL APPLY.
2. THE INTENTION OF THE DOCUMENTS IS TO INCLUDE ALL LABOR AND MATERIALS REASONABLY NECESSARY FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK AS STIPULATED IN THE CONTRACT.

B. CONFLICTS

1. VERIFY ALL MEASUREMENTS AT THE SITE BEFORE ORDERING MATERIAL OR DOING ANY WORK. NO EXTRA CHARGE OR COMPENSATION WILL BE ALLOWED DUE TO DIFFERENCES BETWEEN ACTUAL DIMENSIONS OR DIMENSIONS SHOWN ON PLANS. SUBMIT NOTICE OF ANY DISCREPANCY IN DIMENSIONS OR OTHERWISE TO AT&T FOR RESOLUTION BEFORE PROCEEDING WITH THE WORK.
2. NO PLEA OF IGNORANCE OF CONDITIONS THAT EXIST, OR OF DIFFICULTIES OF CONDITIONS THAT MAY BE ENCOUNTERED,OR OF ANY OTHER RELEVANT MATTER CONCERNING THE EXECUTION OF THE WORK WILL BE ACCEPTED AS AN EXCUSE FOR ANY FAILURE OR OMISSION ON THE PART OF THE CONTRACTOR TO FULFILL EVERY DETAIL OF ALL THE REQUIREMENTS OF THE CONSTRUCTION DOCUMENTS GOVERNING THE WORK.

C. CLEANING

KEEP THE SITE FREE FROM ACCUMULATION OF WASTE AND RUBBISH CAUSED BY EMPLOYEES. AT THE COMPLETION OF THE WORK, REMOVE ALL WASTE AND NON-CONSTUCTION MATERIAL, INCLUDING ALL CONTRACTOR TOOLS, SCAFFOLDING, AND SURPLUS MATERIAL AND LEAVE SITE CLEAN AND READY FOR USE.

D. CODES

CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING ALL LAWS, REGULATIONS, AND RULES PROMULGATED BY FEDERAL STATE AND LOCAL AUTHORITIES WITH JURISDICTION OVER THE SALTIER. THIS RESPONSIBILITY IS IN EFFECT REGARDLESS OF WEATHER THE LAW, ORDINANCE, REGULATION OR RULE IS MENTIONED IN THESE SPECIFICATIONS.

E. LICENSING

CONTRACTOR SHALL HAVE AND MAINTAIN A VALID CONTRACTOR'S LICENSE FOR THE LOCATION IN WHICH THE WORK IS TO BE PERFORMED. FOR JURISDICTIONS THAT LICENSE INDIVIDUAL TRADES, THE TRADESMAN OR SUBCONTRACTOR PERFORMING THOSE TRADES SHALL BE LICENSED. RESEARCH AND COMPLY WITH THE LICENSING LAWS, PAY LICENSE FEES, AND SELECT AND INFORM SUBCONTRACTORS REGARDING THESE LAWS.

F. OSHA

FOLLOW ALL APPLICABLE RULES AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIONS AND STATE LAWS BASED IN THE FEDERAL OCCUPATIONAL SAFETY AND HEALTH ACT. THESE REGULATIONS INCLUDE, BUT ARE NOT LIMITED TO, REGULATIONS DEALING WITH TOWER CONSTRUCTION AND SAFETY, EXCAVATIONS AND TRENCHING, AND WORK IN CONFINED SPACES. ENSURE THAT EMPLOYEES AND SUBCONTRACTORS WEAR HARD HATS AT ALL TIMES DURING CONSTRUCTION.

G. PHOTOS

PROVIDE PHOTOGRAPHIC EVIDENCE OF ALL FOUNDATION INSTALLATION, GROUNDING, AND TRENCHING AFTER PLACEMENT OF UTILITIES PRIOR TO BACKFILL.

H. BUILDING PERMITS

CONTRACTOR WILL SUBMIT CONSTRUCTION DOCUMENTS TO THE JURISDICTIONAL AUTHORITY FOR PLAN CHECK AND REVIEW. CONTRACTOR WILL SUBMIT LICENSING AND WORKMAN'S COMPENSATION INFORMATION TO THE JURISDICTION AS REQUIRED TO OBTAIN THE BUILDING PERMIT, CONTRACTOR SHALL COORDINATE AND SCHEDULE REQUIRED INSPECTIONS AND POST REQUIRED PERMITS AT THE JOB SITE. COMPLY WITH SPECIFIC PROJECT RELATED REQUESTS AND SUGGESTION MADE BY BUILDING INSPECTOR, AND INFORM CONSTRUCTION MANAGER OF ANY SUCH WORK THAT MAY BE BEYOND THE SCOPE OF THE CONTRACT OR DEVIATE FROM THE CONSTRUCTION DOCUMENTS. AT&T WILL REIMBURSE THE CONTRACTOR FOR FEES, FOR PLAN REVIEW, BUILDING PERMIT, CONNECTIONS, AND INSPECTION. (INCLUDED IN THE BASE PROPOSAL)

I. ZONING REGULATIONS AND CONDITIONAL USE PERMITS

CONTRACTOR WILL SUBMIT FOR AND OBTAIN AII ZONING AND CONDITIONAL USE PERMITS, SOME USE PERMITS MAY HAVE SPECIFIC REQUIREMENTS FOR THE SITE RELATED TO CONSTRUCTION, SUCH AS NOISE REGULATIONS, HOURS OF WORK. ACCESS LIMITATIONS, ETC. THE CONSTRUCTION MANAGER WILL INFORM THE CONTRACTOR OF THESE REQUIREMENTS AT THE PRE-BID MEETING OR AS SHOWN IN THE CONSTRUCTION DOCUMENTS.

J. FAA PERMIT AND TOWER LIGHTING

REFER TO CONSTRUCTION DOCUMENTS AND CONSTRUCTION MANAGER FOR FAA AND STATE LIGHTING REQUIREMENTS. CONTRACTOR SHALL PROVIDE TEMPORARY FM APPROVED LIGHTING UNTIL PERMANENT LIGHTING IS OPERATIONAL.

K. TOWER SECURITY

IF REQUIRED, TOWER MUST BE FENCED, TEMPORARILY OR PERMANENTLY WITHIN 24 HOURS OF ERECTION. DO NOT ALLOW THE GATE ACCESSING THE TOWER AREA TO REMAIN OPEN OR UNATTENDED ANY TIME FOR ANY REASON. KEEP THE GATE CLOSED AND LOCKED WHEN NOT IN USE.

L. SITE CONTROL

1. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR CONTAINMENT OF SEDIMENT AND CONTROL OF EROSION AT THE SITE. ANY DAMAGE TO ADJACENT OR DOWNSTREAM PROPERTIES WILL BE CORRECTED BY THE CONTRACTOR AT NO EXPENSE TO AT&T.
2. THE CONTRACTOR IS TO MAINTAIN ADEQUATE DRAINAGE AT ALL TIMES. DO NOT ALLOW WATER TO STAND OR POND. ANY DAMAGE TO STRUCTURES OR WORK ON THE SITE CAUSED BY INADEQUATE MAINTENANCE OF DRAINAGE PROVISIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND ANY COST ASSOCIATED WITH REPAIRS FOR SUCH DAMAGE WILL BE AT THE CONTRACTOR'S EXPENSE.
3. ALL WASTE MATERIAL SHALL BE PROPERLY DISPOSED OF OFF-SITE OR AS DIRECTED BY THE CONSTRUCTION MANAGER AND IN ACCORDANCE WITH JURISDICTIONAL AUTHORITIES.

2. GENERAL NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE ALL PLAN SHEETS AND SPECIFICATIONS AND COORDINATE HIS WORK WITH THE WORK OF ALL OTHER CONTRACTORS TO ENSURE THAT WORK PROGRESSION IS NOT INTERRUPTED.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A NEAT AND ORDERLY SITE, YARD AND GROUNDS. CONTRACTOR SHALL REMOVE AND DISPOSE OFF SITE ALL RUBBISH, WASTE MATERIALS, LITTER AND ALL FOREIGN SUBSTANCES. REMOVE PETROCHEMICAL SPILLS, STAINS AND OTHER FOREIGN DEPOSITS. RAKE GROUNDS TO A SMOOTH EVEN-TEXTURED SURFACE.
3. THE PLANS SHOW SOME SUBSURFACE STRUCTURES, ABOVE GROUND STRUCTURES AND/OR UTILITIES BELIEVED TO EXIST IN THE WORKING AREA. EXACT LOCATION OF WHICH MAY VARY FROM THE LOCATIONS INDICATED, IN PARTICULAR. THE CONTRACTOR IS WARNED THAT THE EXACT OR EVEN APPROXIMATE LOCATIONS OF SUCH PIPELINES, SUBSURFACE STRUCTURES AND/OR UTILITIES IN THE AREA MAY BE SHOWN OR MAY NOT BE SHOWN AND IT SHALL BE HIS RESPONSIBILITY TO PROCEED WITH GREAT CARE IN EXCAVATION ANY WORK. 48 HOURS BEFORE YOU DIG, DRILL OR BLAST CALL LOCAL UTILITY LOCATOR COMPANY.
4. THE OWNER OR OWNERS'S REPRESENTATIVE SHALL BE NOTIFIED IN WRITING OF ANY CONDITIONS THAT VARY FROM THOSE SHOWN ON THE PLANS. THE CONTRACTOR'S WORK SHALL NOT VARY FROM THE PLANS WITHOUT THE EXPRESSED APPROVAL OF THE OWNER OR THE OWNER'S REPRESENTATIVE.
5. THE CONTRACTOR IS INSTRUCTED TO COOPERATE WITH ANY AND ALL OTHER CONTRACTORS PERFORMING WORK ON THIS JOB SITE DURING THE PERFORMANCE OF THIS CONTRACT
6. THE CONTRACTOR SHALL RESTORE ALL DAMAGED, PUBLIC OR PRIVATE, PROPERTY TO AT LEAST AS GOOD OF CONDITION AS BEFORE DISTURBED AS DETERMINED BY THE OWNER OR OWNER'S REPRESENTATIVE
7. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIRED PERMITS.
8. THE CONTRACTOR SHALL PROTECT EXISTING PROPERTY LINE MONUMENTATION. ANY MONUMENTATION DISTURBED OR DESTROYED, AS JUDGED BY THE OWNER OR OWNER'S REPRESENTATIVE SHALL BE REPLACED.
9. ALL TRENCH EXCAVATION AND ANY REQUIRED SHEETING AND SHORING SHALL BE DONE IN ACCORDANCE WITH OSHA REGULATIONS FOR CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING AND THE MAINTENANCE OF SURFACE DRAINAGE DURING THE COURSE OF WORK.
11. ALL UTILITY WORK INVOLVING CONNECTIONS TO EXISTING SYSTEMS SHALL BE COORDINATED WITH THE OWNER OR OWNER'S REPRESENTATIVE AND THE UTILITY OWNER BEFORE EACH AND EVERY CONNECTION TO EXISTING SYSTEMS IS MADE.
12. MAINTAIN FLOW FOR ALL EXISTING UTILITIES.
13. ALL SITE FILL SHALL MEET SELECTED FILL STANDARDS AS DEFINED BY THE OWNER OR OWNER'S REPRESENTATIVE ON THE DRAWINGS OR GEOTECHNICAL REPORT RECOMMENDATIONS
14. CONTRACTOR TO GRADE ALL AREAS OF THE SITE TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING OR EQUIPMENT PAD AND THE TOWER.
15. IF NECESSARY, THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING AND REGRADING ROADWAY AND ANY DISTURBED AREAS FOLLOWING INSTALLATION OF UTILITIES.
16. NO COMMERCIAL MESSAGES TO BE DISPLAYED ON TOWER
17. WATER AND SEWER SERVICES ARE NOT REQUIRED FOR THIS DEVELOPMENT
18. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL MATERIALS UNLESS NOTED.

ABBREVIATIONS

AC	ALTERNATING CURRENT
AGL	ABOVE GRADE LEVEL
A.H.J.	AUTHORITY HAVING JURISDICTION
AWG	AMERICAN WIRE GAUGE
BCW	BARE COPPER WIRE
BTS	BASE TRANSCEIVER STATION
CLR	CLEAR
CM	CONSTRUCTION MANAGER
DC	DIRECT CURRENT
DU	DIGITAL UNIT
(E)	EXISTING
EL	ELEVATION
EG	EQUIPMENT GROUND
EGR	EQUIPMENT GROUND RING
FIF	FACILITY INTERFACE FRAME
GEN	GENERATOR
GSM	GLOBAL SYSTEM FOR MOBILE COMMUNICATIONS
HVAC	HEATING, VENTILATION AND AIR-CONDITIONING
IGR	INTERIOR GROUND RING
LTE	LONG TERM EVOLUTION
MIN	MINIMUM
MGB	MASTER GROUND BUS
(N)	NEW
NEC	NATIONAL ELECTRICAL CODE
N.T.S.	NOT TO SCALE
RBS	RADIO BASE STATION
REF	REFERENCE
REQ.	REQUIRED
RF	RADIO FREQUENCY
RRU	REMOTE RADIO UNIT
SIAD	SMART INTEGRATED ACCESS DEVICE
SST	SELF SUPPORT TOWER
T.B.D.	TO BE DETERMINED
T.B.R.	TO BE RESOLVED
T.M.A.	TOWER MOUNTED AMPLIFIER
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE

LINE AND SYMBOL LEGEND

—X—	FENCED BOUNDARY
— — —	DIRECT BURIED BARE GROUND WIRE
	UNDERGROUND ELECTRICAL CONDUIT AND FEEDER
	UNDERGROUND TELEPHONE COMPANY CONDUIT TO TELCO DEMARK POINT
	UNDERGROUND SYSTEM CONDUCTORS
	SYSTEM SERVICE CONDUCTORS
	GROUNDING RING
	CONNECTION (CADWELD OR EXOTHERMIC WELD TO STRUCTURE OR DEVICE)
	GROUNDING BAR
	CONNECTION TO GROUND RING OR GROUND ROD PER A.H.J.
	GROUND POINT
	GROUNDING PORT
	CHEMICAL GROUNDING ROD
	PULL BOX
	SINGLE-POLE THERMAL-MAGNETIC CIRCUIT BREAKER
	TWO-POLE THERMAL-MAGNETIC CIRCUIT BREAKER
X|||	INDICATES 2 HOT, 1 NEUTRAL, AND 1 GROUND IN CONDUIT
(M)	METER

AHMET COLAKOGLU
081-006821
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

volver INTERNATIONAL

DESTEK ENGINEERING, LLC
3938 NEMOURS TRAIL NW
KENNESAW, GA 30152
TEL:858-313-7183
FIRM NO. 184-006124

GoodmanNetworks

at&t

GENERAL NOTES
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV	DATE:	DESCRIPTION:
0	08/07/10	ISSUED FOR CONSTRUCTION
2	05/24/11	COMBINED 3C & LTE PROJECTS

ORIGINAL DOCUMENT DRAWN TO BE PRINTED 22"x34". IF PRINTING AS 11"x17", PLEASE NOTE CHANGE OF SCALE.

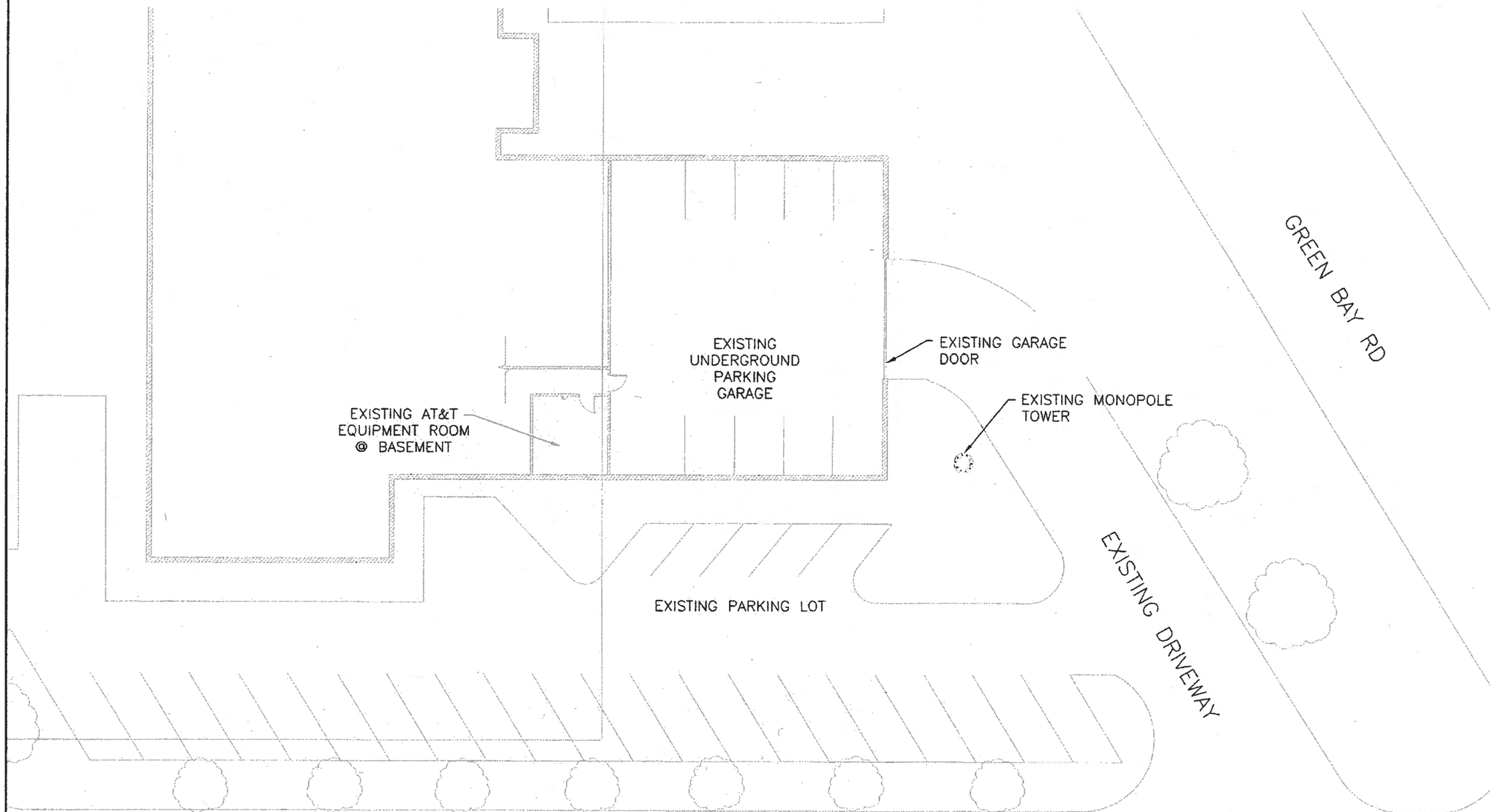
DRAWN BY: SS
CHECKED BY: PN
PROJECT NUMBER
FILE NAME: IL1340 CD
SHEET NUMBER: N1.0

SCALE IS BASED ON 22" X 34" "D" SIZE

C:\Cad Data\IL1340\CAD\IL1340.CDS.dwg plotted by: $(GETVAR,??) 14 Jul 2011 - 1:18pm

NOTE:

1. THESE PLANS ARE BASED ON EXISTING DRAWINGS DATED 05/24/10. THEY HAVE BEEN UPDATED FOR LTE BUILD OUT.



1 COMPOUND PLAN
SCALE: 3/32" = 1'-0"

NORTH

AHMET COLAKOGLU
081-006821
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

volver INTERNATIONAL

DESTEK ENGINEERING, LLC
3935 NEMOURS TRAIL NW
KENNESAW, GA 30152
TEL:858-313-7183
FIRM NO. 184-006124

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COMPOUND PLAN
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV	DATE:	DESCRIPTION:
0	08/07/10	ISSUED FOR CONSTRUCTION
2	05/24/11	COMBINED 3C & LTE PROJECTS

ORIGINAL DOCUMENT DRAWN TO BE PRINTED 22"x34". IF PRINTING AS 11"x17", PLEASE NOTE CHANGE OF SCALE.

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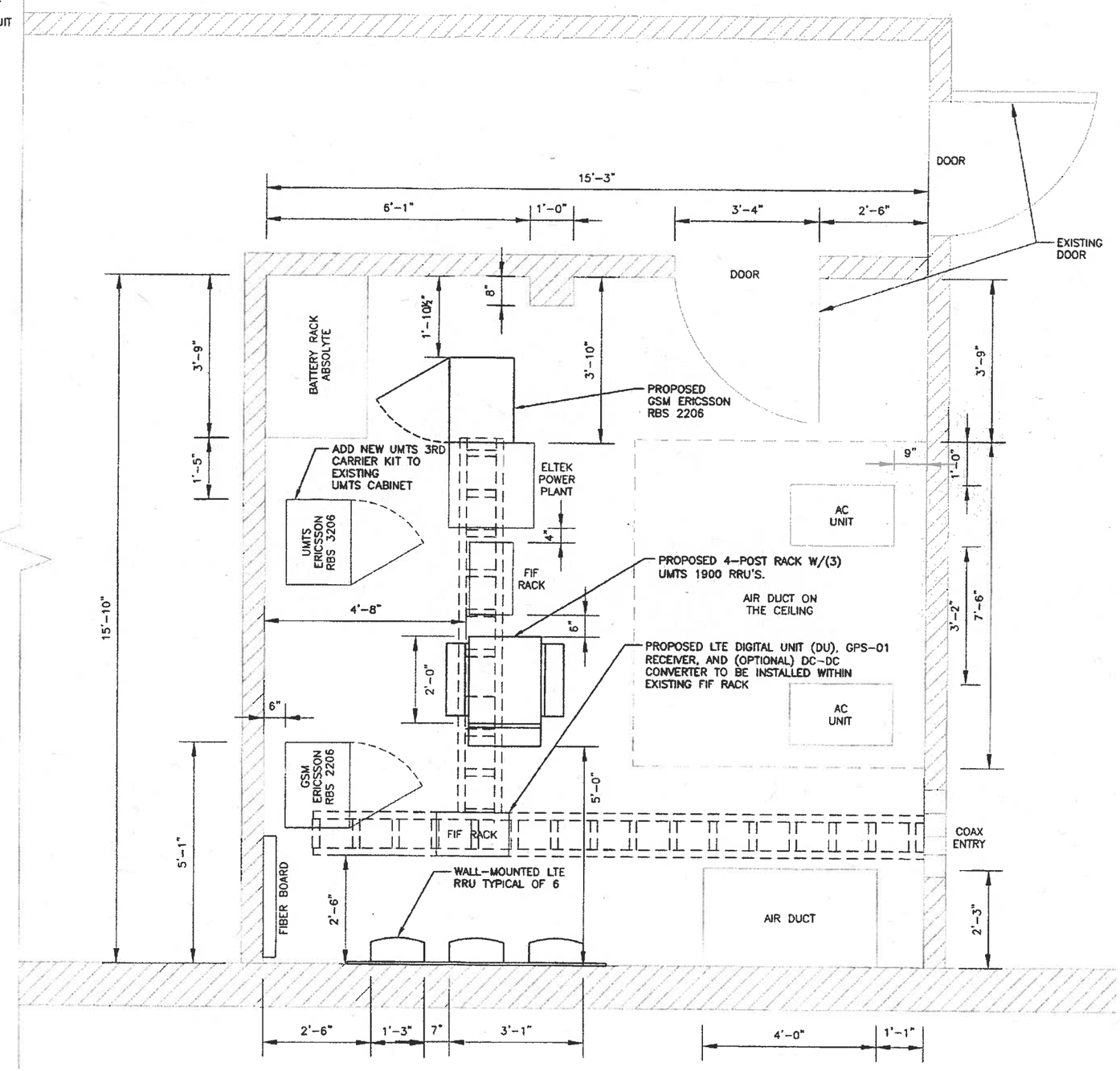
PROJECT NUMBER:
FILE NAME: IL1340 CD
SHEET NUMBER: A1.0

NOTES:

1. EXISTING SPACE FOR PROPOSED EQUIPMENT ASSUMED TO BE ADEQUATE. PRIOR TO INSTALLATION, COORDINATE FINAL LOCATION WITH CONSTRUCTION MANAGER.
2. COORDINATE WITH CONSTRUCTION MANAGER FOR THE PROVISION OF DC CIRCUIT BREAKERS AND OTHER ANCILLARY ITEMS TO SUPPORT THE NEW EQUIPMENT.
3. PROPERLY BOND ALL EQUIPMENT AND CONDUCTIVE SURFACES TO EXISTING GROUND PER NEC AND AT&T STANDARDS.



1 EQUIPMENT LAYOUT
SCALE: 3/4" = 1'-0"

NORTH

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EQUIPMENT LAYOUT
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

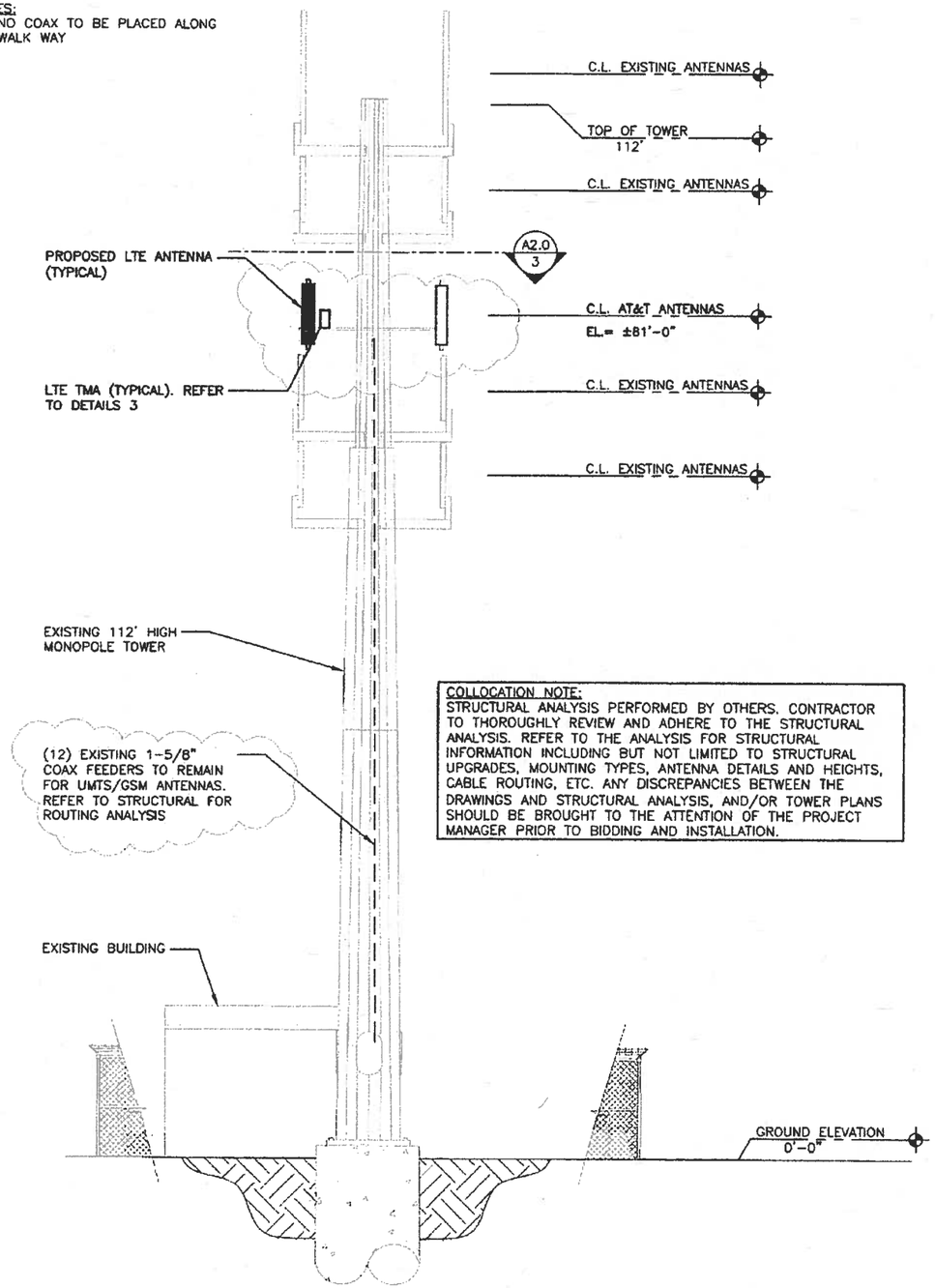
REV.	DATE:	DESCRIPTION:
0	08/07/10	ISSUED FOR CONSTRUCTION
2	05/24/11	COMBINED JC & LTE PROJECTS

DRAWN BY: SS
CHECKED BY: PN
PROJECT NUMBER:
FILE NAME: IL1340 CD
SHEET NUMBER: A1.1

ORIGINAL DOCUMENT DRAWN TO BE PRINTED 22"x34", IF PRINTING AS 11"x17", PLEASE NOTE CHANGE OF SCALE.

SCALE IS BASED ON 22" X 34" "D" SIZE

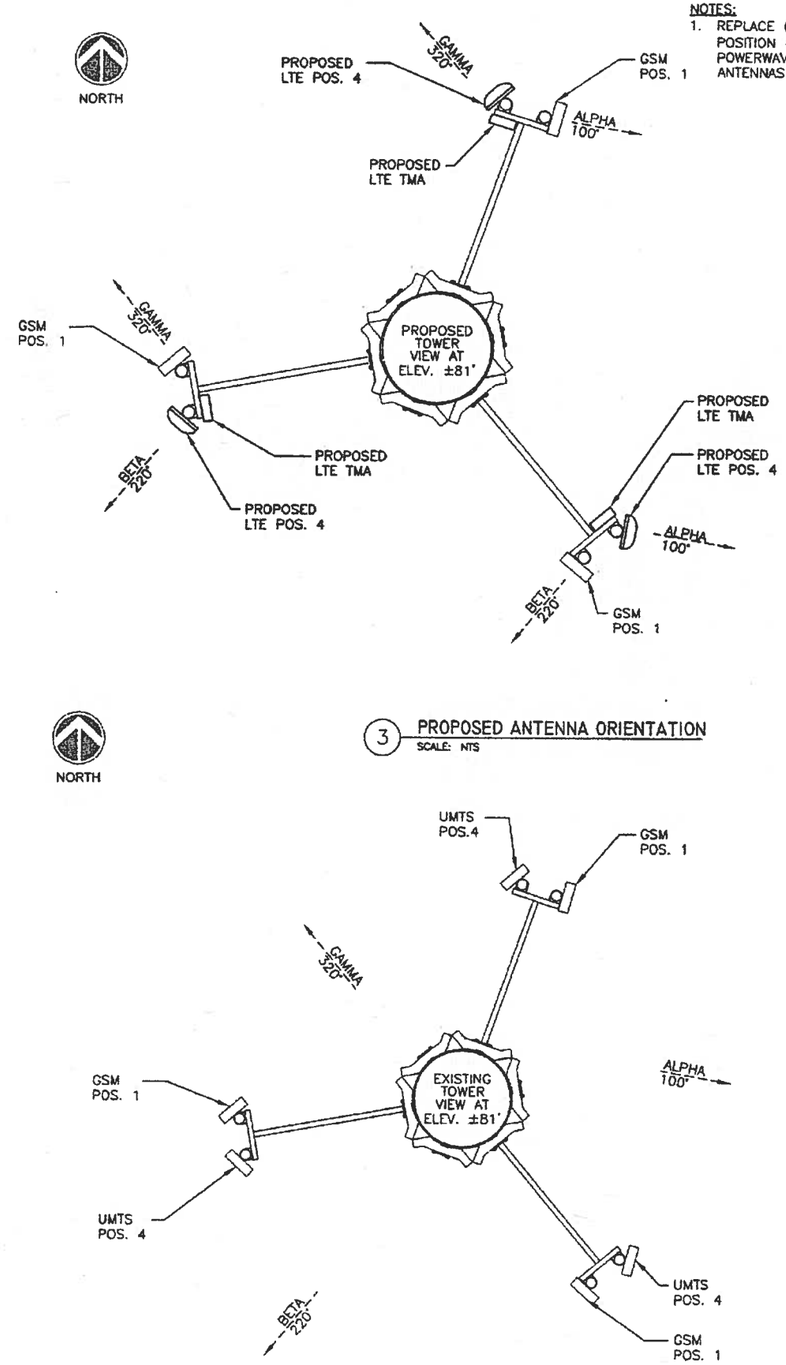
NOTES:
1. NO COAX TO BE PLACED ALONG WALK WAY



COLLOCATION NOTE:
STRUCTURAL ANALYSIS PERFORMED BY OTHERS. CONTRACTOR TO THOROUGHLY REVIEW AND ADHERE TO THE STRUCTURAL ANALYSIS. REFER TO THE ANALYSIS FOR STRUCTURAL INFORMATION INCLUDING BUT NOT LIMITED TO STRUCTURAL UPGRADES, MOUNTING TYPES, ANTENNA DETAILS AND HEIGHTS, CABLE ROUTING, ETC. ANY DISCREPANCIES BETWEEN THE DRAWINGS AND STRUCTURAL ANALYSIS, AND/OR TOWER PLANS SHOULD BE BROUGHT TO THE ATTENTION OF THE PROJECT MANAGER PRIOR TO BIDDING AND INSTALLATION.

2 TOWER ELEVATION
SCALE: NTS

NOTES:
1. REPLACE (3) UMTS ANTENNAS IN POSITION 4 WITH (3) LTE POWERWAVE P65-15-XLH-RR ANTENNAS



3 PROPOSED ANTENNA ORIENTATION
SCALE: NTS

1 EXISTING ANTENNA ORIENTATION
SCALE: NTS

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TOWER ELEVATION AND ANTENNA ORIENTATION
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV	DATE:	DESCRIPTION:
0	08/07/10	ISSUED FOR CONSTRUCTION
1	09/24/10	ISSUED FOR CONSTRUCTION
2	05/24/11	COMBINED 3C & LTE PROJECTS
3	06/23/11	UPDATED PER NEW RFDS

ORIGINAL DOCUMENT DRAWN TO BE PRINTED 22"x34", IF PRINTING AS 11"x17", PLEASE NOTE CHANGE OF SCALE.

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PROJECT NUMBER:
FILE NAME: IL1340 CD
SHEET NUMBER: A2.0

SCALE IS BASED ON 22" X 34" "D" SIZE

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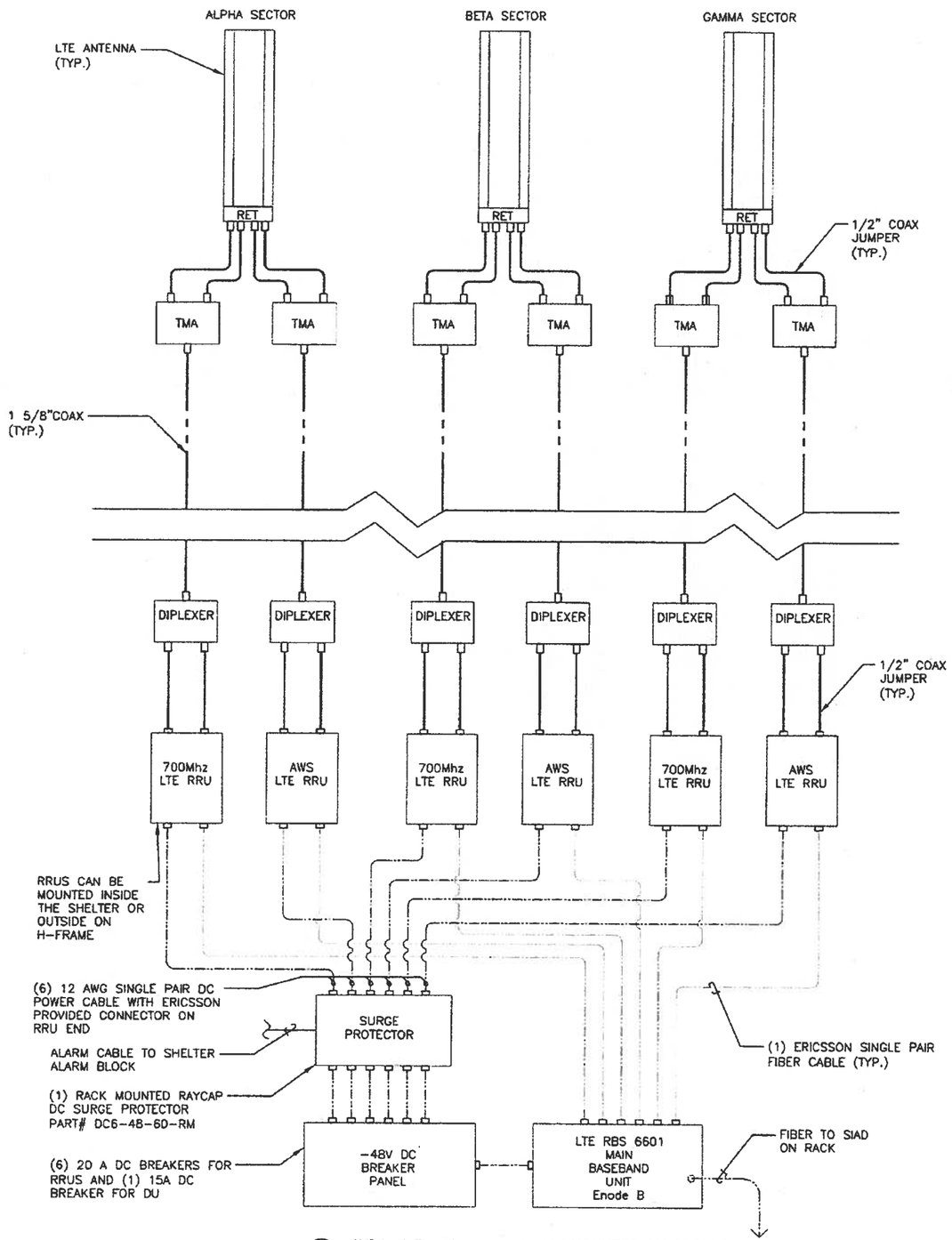
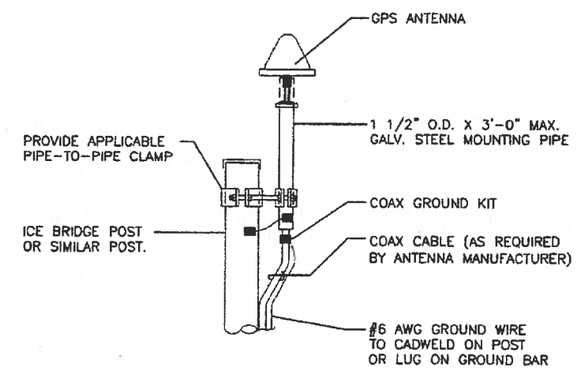


2 INDOOR TOWER SITE W/ RRU MOUNTED ON GROUND
SCALE: NTS



NOTES:

1. LOCATION OF ANTENNA MUST HAVE CLEAR VIEW OF SOUTHERN SKY AND CANNOT HAVE ANY BLOCKAGES EXCEEDING 25% OF THE SURFACE AREA OF A HEMISPHERE AROUND THE GPS ANTENNA.
2. ALL GPS ANTENNA LOCATIONS MUST BE ABLE TO RECEIVE CLEAR SIGNALS FROM A MINIMUM OF FOUR (4) SATELLITES. VERIFY WITH HANDHELD GPS BEFORE FINAL LOCATION OF GPS ANTENNA.

1 TYPICAL GPS ANTENNA
SCALE: NTS

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ANTENNA DETAILS
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV	DATE:	DESCRIPTION:
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PROJECT NUMBER:
FILE NAME: IL1340 CD
SHEET NUMBER: A4.0

SCALE IS BASED ON 22" X 34" "D" SIZE

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CABLE MARKING COLOR CONVENTION TABLE								
ALPHA, A, X, #1	A1-1	A1-2	A2-1	A2-2	A3-1	A3-2	A4-1	A4-2
	+45	-45	+45	-45	+45	-45	+45	-45
SECTOR ANTENNA PORT (+/-)	RED	RED	RED	RED	RED	RED	RED	RED
	WHITE	WHITE	ORANGE	ORANGE	BROWN	BROWN	VIOLET	VIOLET
	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN
BAND (850 / 1900)	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET
BETA, B, Y, #2	B1-1	B1-2	B2-1	B2-2	B3-1	B3-2	B4-1	B4-2
	+45	-45	+45	-45	+45	-45	+45	-45
SECTOR ANTENNA PORT	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE	BLUE
	WHITE	WHITE	ORANGE	ORANGE	BROWN	BROWN	VIOLET	VIOLET
	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN
BAND (850 / 1900)	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET
GAMMA, C, Z, #3	C1-1	C1-2	C2-1	C2-2	C3-1	C3-2	C4-1	C4-2
	+45	-45	+45	-45	+45	-45	+45	-45
SECTOR ANTENNA PORT	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN
	WHITE	WHITE	ORANGE	ORANGE	BROWN	BROWN	VIOLET	VIOLET
	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN
BAND (850 / 1900)	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET
DELTA, D, #4	D1-1	D1-2	D2-1	D2-2	D3-1	D3-2	D4-1	D4-2
	+45	-45	+45	-45	+45	-45	+45	-45
SECTOR ANTENNA PORT	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW
	WHITE	WHITE	ORANGE	ORANGE	BROWN	BROWN	VIOLET	VIOLET
	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN	SLATE	BROWN
BAND (850 / 1900)	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET	ORANGE / VIOLET

NOTE*: ALL COLOR CODE TAPE SHALL BE 3M-35 AND SHALL BE INSTALLED USING A MINIMUM OF (3) WRAPS OF TAPE.
NOTE*: ALL COLOR BANDS INSTALLED AT THE TOWER TOP SHALL BE A MINIMUM OF 3" WIDE AND SHALL HAVE A MINIMUM OF 3/4" OF SPACING BETWEEN EACH COLOR.
NOTE*: ALL COLOR BANDS INSTALLED AT OR NEAR THE GROUND MAY BE ONLY 3/4" WIDE. EACH TOP-JUMPER SHALL BE COLOR CODED WITH (1) SET OF 3" WIDE BANDS.
NOTE*: EACH MAIN COAX SHALL BE COLOR CODED WITH (1) SET OF 3" BANDS NEAR THE TOP-JUMPER CONNECTION AND WITH 3/4" COLOR BANDS JUST PRIOR TO ENTERING THE BTS OR TRANSMITTER BUILDING.
NOTE*: ALL BOTTOM JUMPERS SHALL BE COLOR CODED WITH (1) SET OF 3/4" BANDS ON EACH AND OF THE BOTTOM JUMPER.
NOTE*: ALL COLOR CODES SHALL BE INSTALLED SO AS TO ALIGN NEATLY WITH ONE ANOTHER FROM SIDE-TO-SIDE.
NOTE*: EACH COLOR BAND SHALL HAVE A MINIMUM OF (3) WRAPS AND SHALL BE NEATLY TRIMMED AND SMOOTHED OUT SO AS TO AVOID UNRAVELING.
NOTE*: X-POLE ANTENNAS SHOULD USE "XX-1" FOR THE "+45" PORT. "XX-2" FOR THE "-45" PORT.
NOTE*: COLOR BAND #4 REFERS TO THE FREQUENCY BAND: ORANGE=850, VIOLET=1900. USED ON JUMPERS ONLY.
NOTE*: RF FEEDLINE SHALL BE IDENTIFIED WITH A METAL TAG (STAINLESS OR BRASS) AND STAMPED WITH THE SECTOR, ANTENNA POSITION, AND CABLE NUMBER.
NOTE*: ANTENNAS MUST BE IDENTIFIED, USING THE SECTOR LETTER AND ANTENNA NUMBER, WITH A BLACK MARKER PRIOR TO INSTALLATION.

CABLE MARKING TAGS

TO PROVIDE ADDITIONAL IDENTIFICATION RF CABLES SHALL BE IDENTIFIED WITH A METAL TAG MADE OF STAINLESS STEEL OR BRASS AND STAMPED WITH THE SECTOR, ANTENNA POSITION, AND CABLE NUMBER. THE ID MARKING LOCATIONS SHOULD BE AS PER "CABLE MARKING LOCATIONS TABLE". THE TAG SHOULD BE ATTACHED WITH CORROSIVE PROOF WIRE OR WAX STRING AROUND THE CABLE. THE TAG SHOULD BE LABELED AS SHOWN BELOW IN FIGURE 2.

FIGURE 1: ANTENNA ORIENTATION

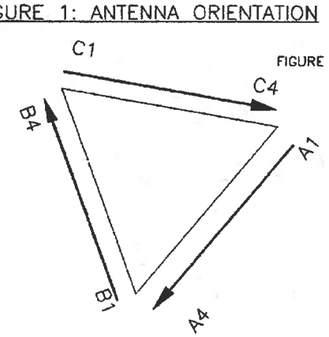
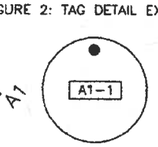
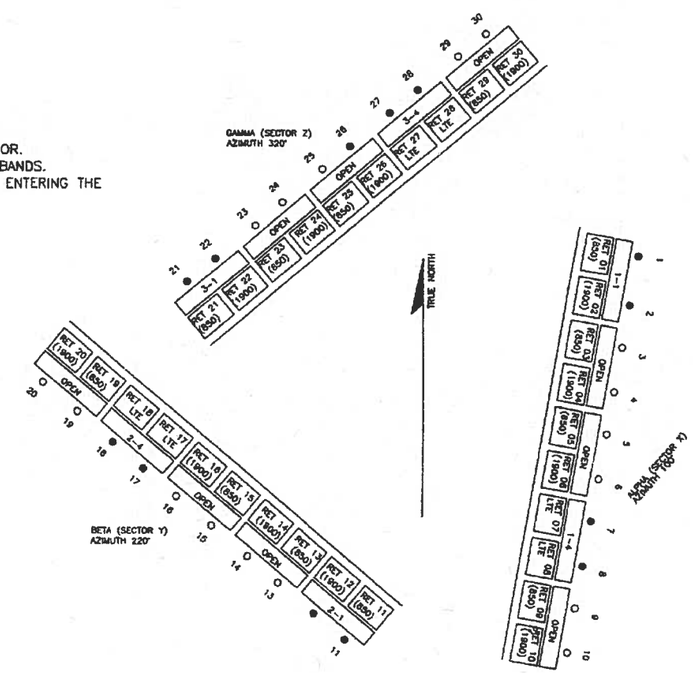


FIGURE 2: TAG DETAIL EXAMPLE



CABLE MARKING LOCATIONS TABLE		
TAPE	TAG	LOCATIONS
X		EACH TOP JUMPER SHALL BE COLOR CODED WITH (1) SET OF 3" WIDE BANDS.
X		EACH MAIN COAX SHALL BE COLOR CODED WITH (1) SET OF 3" WIDE BANDS NEAR THE TOP-JUMPER CONNECTION AND WITH (1) SET OF 3/4" WIDE COLOR BANDS JUST PRIOR TO ENTERING THE BTS OR TRANSMITTER BUILDING.
	X	MARKING TAGS SHALL BE ATTACHED AT CABLE ENTRY PORT ON THE INTERIOR OF THE SHELTER
X		ALL BOTTOM JUMPERS SHALL BE COLOR CODED WITH (1) SET OF 3/4 " WIDE BANDS ON EACH END OF BOTTOM JUMPER.

2 CABLE COLOR CODING
SCALE: NTS



1 ANTENNA PLATFORM ASSIGNMENT
SCALE: NTS

STATE OF ILLINOIS
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ENGINEER
AHMET COLAKOGLU

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CABLE MARKING DETAIL

IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV.	DATE:	DESCRIPTION:
0	08/07/10	ISSUED FOR CONSTRUCTION
2	05/24/11	COMBINED 3C & LTE PROJECTS

ORIGINAL DOCUMENT DRAWN TO BE PRINTED 22"x34". IF PRINTING AS 11"x17", PLEASE NOTE CHANGE OF SCALE.

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FILE NAME: IL1340 CD
SHEET NUMBER: A5.0

SCALE IS BASED ON 22" x 34" "D" SIZE

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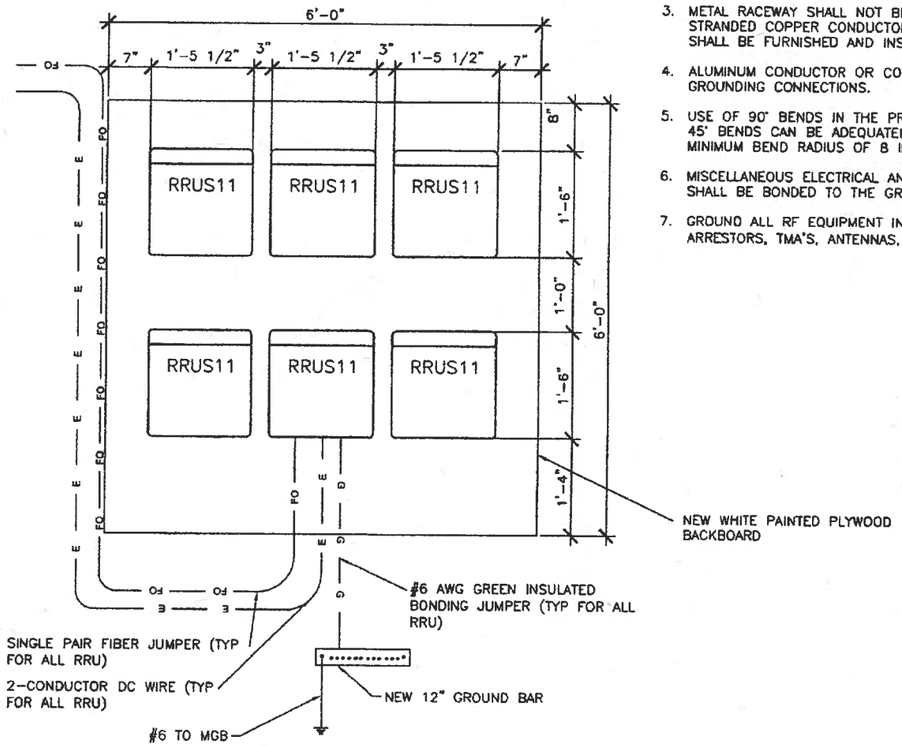
GROUNDING NOTES:

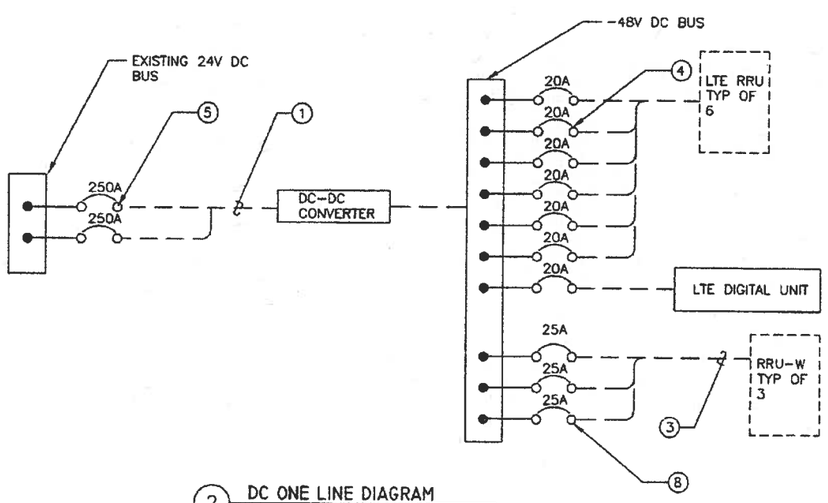
1. METAL CONDUIT AND TRAY SHALL BE GROUNDED AND MADE ELECTRICALLY CONTINUOUS WITH LISTED BONDING FITTINGS OR BY BONDING ACROSS THE DISCONTINUITY WITH #6 AWG COPPER WIRE AND UL APPROVED GROUNDING TYPE CONDUIT CLAMPS PER NEC AND AT&T ND-00071.
2. CONNECTIONS TO THE GROUND BAR SHALL NOT BE DOUBLED UP OR STACKED. BACK TO BACK CONNECTIONS ON OPPOSITE SIDES OF THE GROUND BUSS ARE PERMITTED.
3. METAL RACEWAY SHALL NOT BE USED AS THE NEC REQUIRED EQUIPMENT GROUND CONDUCTOR. STRANDED COPPER CONDUCTORS WITH GREEN INSULATION, SIZED IN ACCORDANCE WITH NEC, SHALL BE FURNISHED AND INSTALLED WITH POWER CIRCUITS TO BTS EQUIPMENT.
4. ALUMINUM CONDUCTOR OR COPPER CLAD STEEL CONDUCTOR SHALL NOT BE USED FOR GROUNDING CONNECTIONS.
5. USE OF 90° BENDS IN THE PROTECTION GROUNDING CONDUCTORS SHALL BE AVOIDED WHEN 45° BENDS CAN BE ADEQUATELY SUPPORTED. IN ALL CASES, BENDS SHALL BE MADE WITH A MINIMUM BEND RADIUS OF 8 INCHES.
6. MISCELLANEOUS ELECTRICAL AND NON-ELECTRICAL METAL BOXES, FRAMES AND SUPPORTS SHALL BE BONDED TO THE GROUND RING, IN ACCORDANCE WITH NEC.
7. GROUND ALL RF EQUIPMENT INCLUDING BUT NOT LIMITED TO COAX, DIPLEXERS, SURGE ARRESTORS, TMA'S, ANTENNAS, AND ANTENNA MAST PER NEC AND AT&T ND-00071.

ELECTRICAL NOTES:

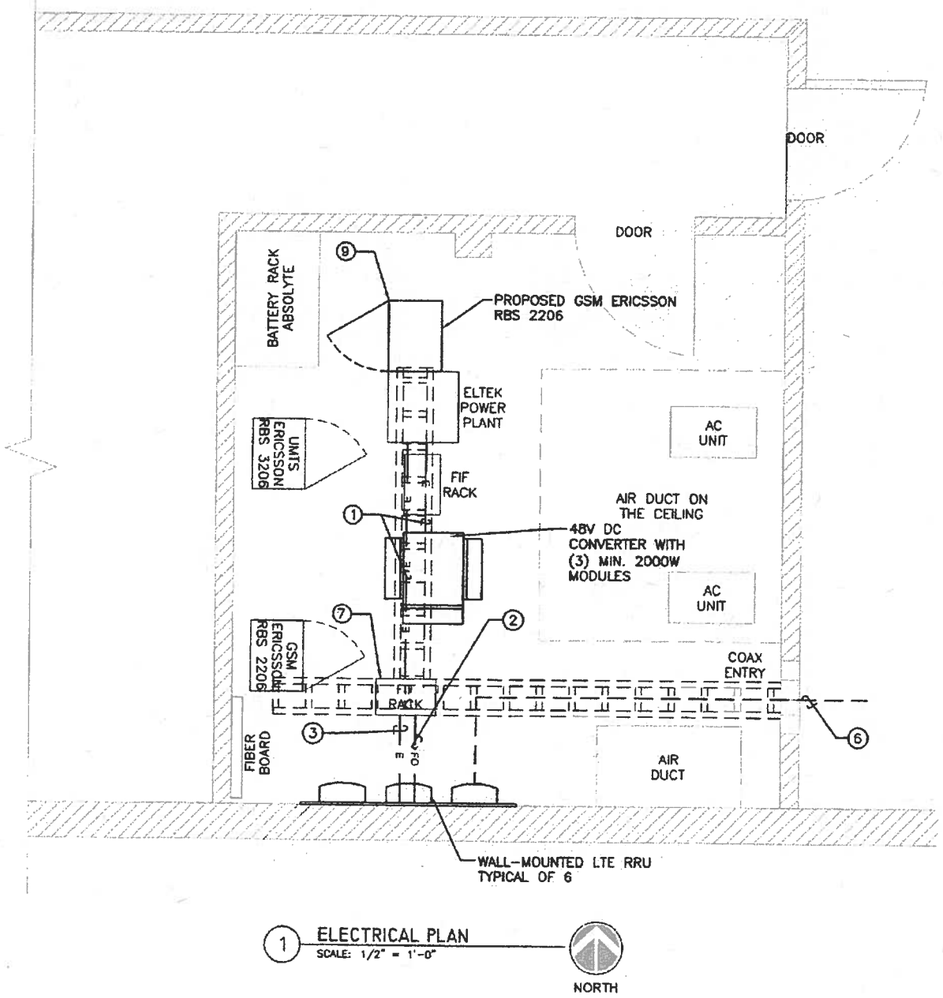
1. PROVIDE (4) #4/0 AWG STRANDED COPPER CONDUCTORS FROM THE EXISTING 24V DC POWER PLANT TO THE PROPOSED DC-DC CONVERTER.
2. PROVIDE (1) SINGLE PAIR FIBER OPTIC JUMPER FROM LTE DIGITAL UNIT TO EACH RRU. SEE A4.0 FOR MORE INFORMATION.
3. PROVIDE 2-CONDUCTOR DC CABLES FOR EACH RRU.
4. PROVIDE (1) 20A DC CIRCUIT BREAKER PER LTE RRU AND (1) 20A DC CIRCUIT BREAKER FOR THE DIGITAL UNIT.
5. PROVIDE (2) 250A DC CIRCUIT BREAKERS FOR THE PROPOSED DC-DC CONVERTER.
6. COAX FEEDER TO LTE ANTENNA TYPICAL. REFER TO RFDS.
7. PROPOSED LTE DIGITAL UNIT (DU) AND (OPTIONAL) ARGUS DC-DC CONVERTER TO BE INSTALLED WITHIN EXISTING FIF RACK.
8. PROVIDE (1) 25A DC CIRCUIT BREAKER PER UMTS 1900 RRU. CONFIRM OVER-CURRENT PROTECTION REQUIREMENTS WITH MANUFACTURER.
9. COORDINATE WITH JSA DOCUMENT AND CONSTRUCTION MANAGER FOR PROVISION OF DC POWER FOR 2206 CABINET.



3 LTE RRU WALL ELEVATION
SCALE: NTS



2 DC ONE LINE DIAGRAM
SCALE: NTS



1 ELECTRICAL PLAN
SCALE: 1/2" = 1'-0"

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FIRM NO. 184-008124

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ELECTRICAL PLAN
IL1340
WINNETKA FIRE STATION
WINNETKA, IL 60093

REV.	DATE:	DESCRIPTION:
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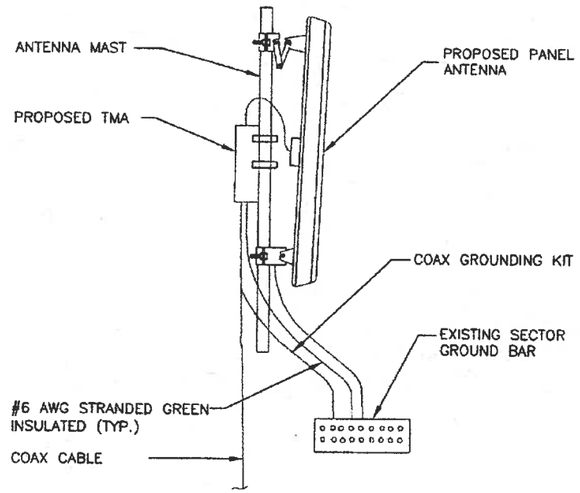
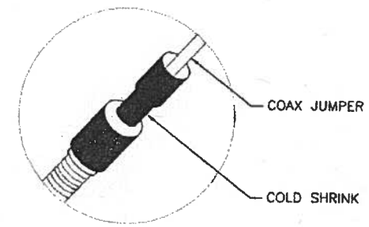
PROJECT NUMBER:
FILE NAME: IL1340 CD
SHEET NUMBER: E1.0

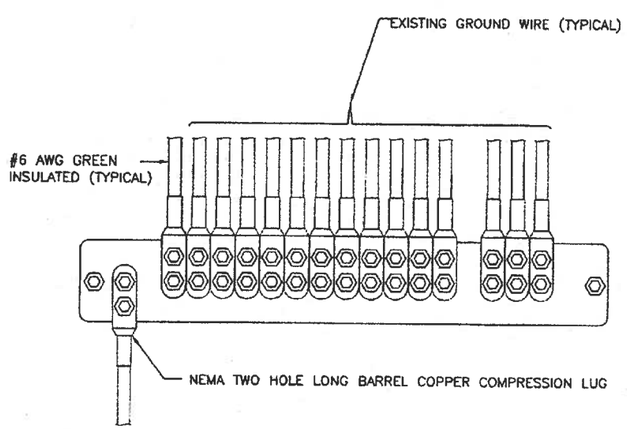
SCALE IS BASED ON 22" X 34" "D" SIZE



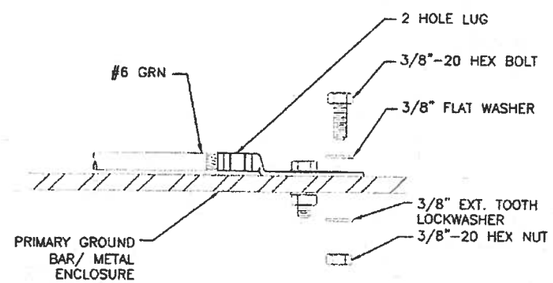
5 GROUNDING SCHEMATIC FOR LTE EQUIPMENT
SCALE: NTS



4 WEATHERPROOFING-WEATHERTIGHT SEAL
SCALE: NTS



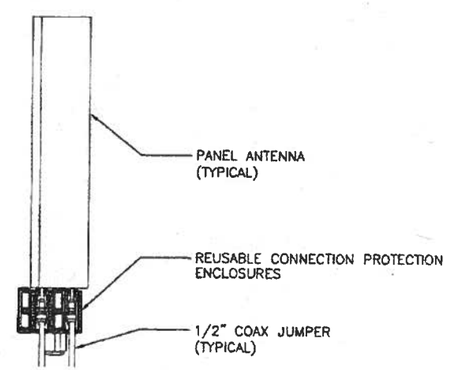
3 TYPICAL UPPER GROUND BAR DETAIL
SCALE: NTS



INSTALLATION NOTES:

1. SELECT BOLT LENGTH TO PROVIDE A MINIMUM OF TWO EXPOSED THREADS.
2. BURNISH MOUNTING SURFACE TO REMOVE PAINT IN THE AREA OF LUG CONTACT.
3. APPLY ANTI-OXIDANT COMPOUND TO MATING SURFACE OF LUG AND WIPE CLEAN EXCESS COMPOUND.
4. USE SOLID COPPER WIRE AND MECHANICAL 2-HOLE LUG FOR ALL EXTERIOR GROUNDING.

2 MECHANICAL GROUND CONNECTION
SCALE: NTS



1 WEATHERPROOFING-WEATHER SHIELD DETAIL
SCALE: NTS

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ELECTRICAL DETAILS
IL1340
WINNETKA FIRE STATION
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SHEET NUMBER: E2.0

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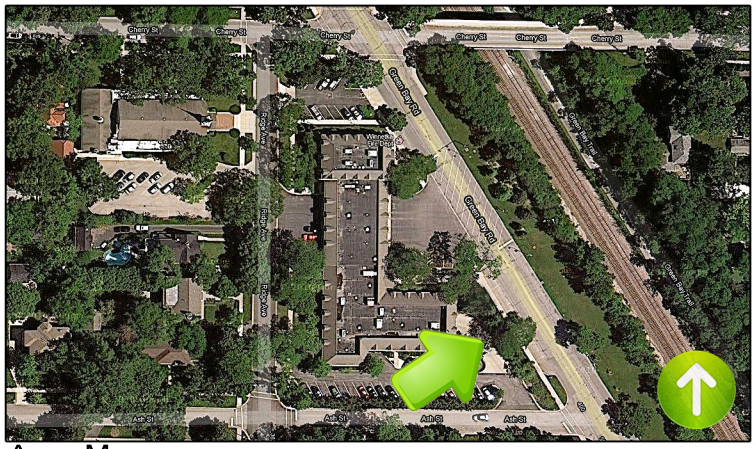
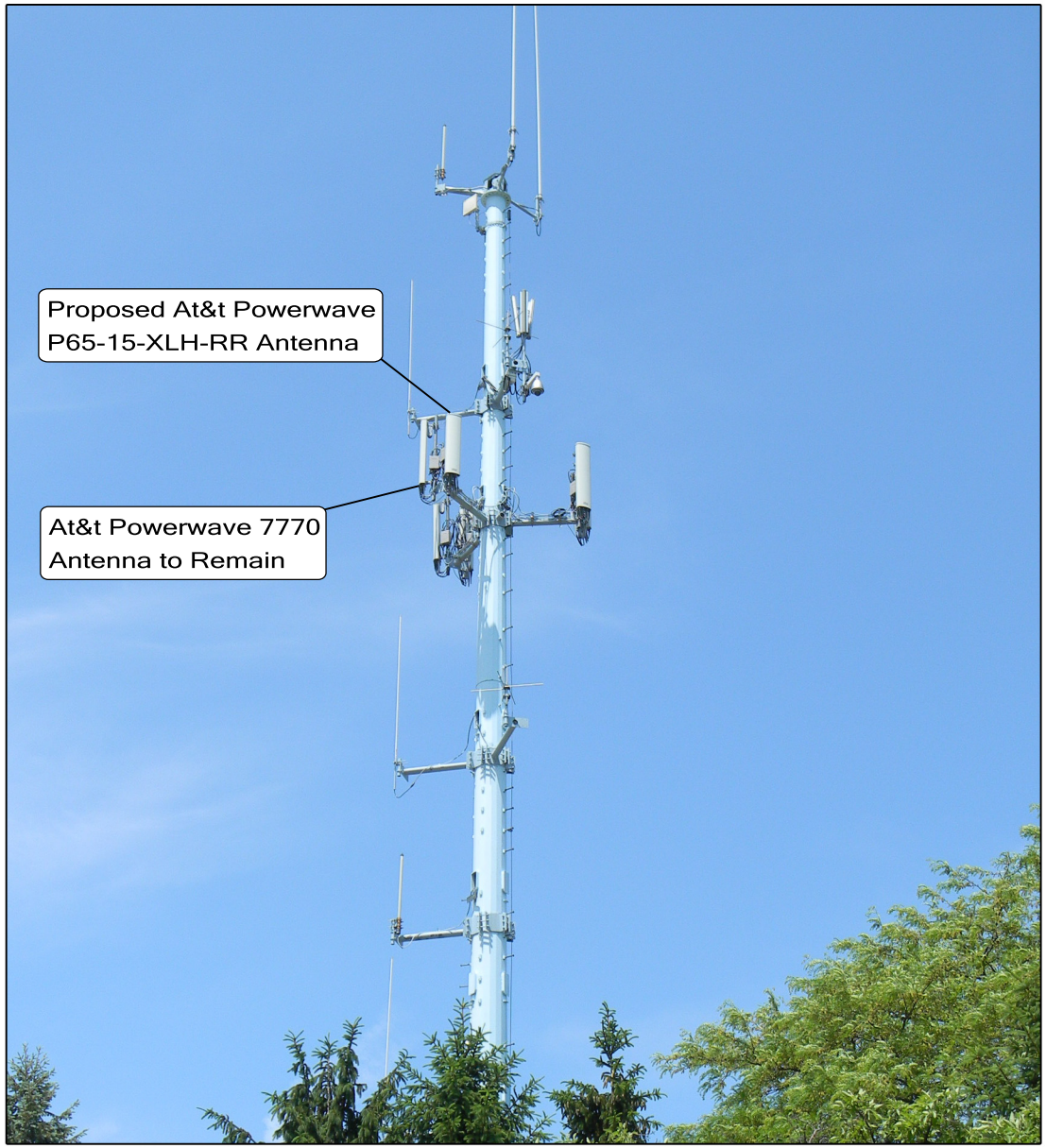
These depictions are for demonstrative purposes only. They are to be used in addition to the engineering drawings for an accurate representation of site.



Area Map

Before [Looking Northeast]



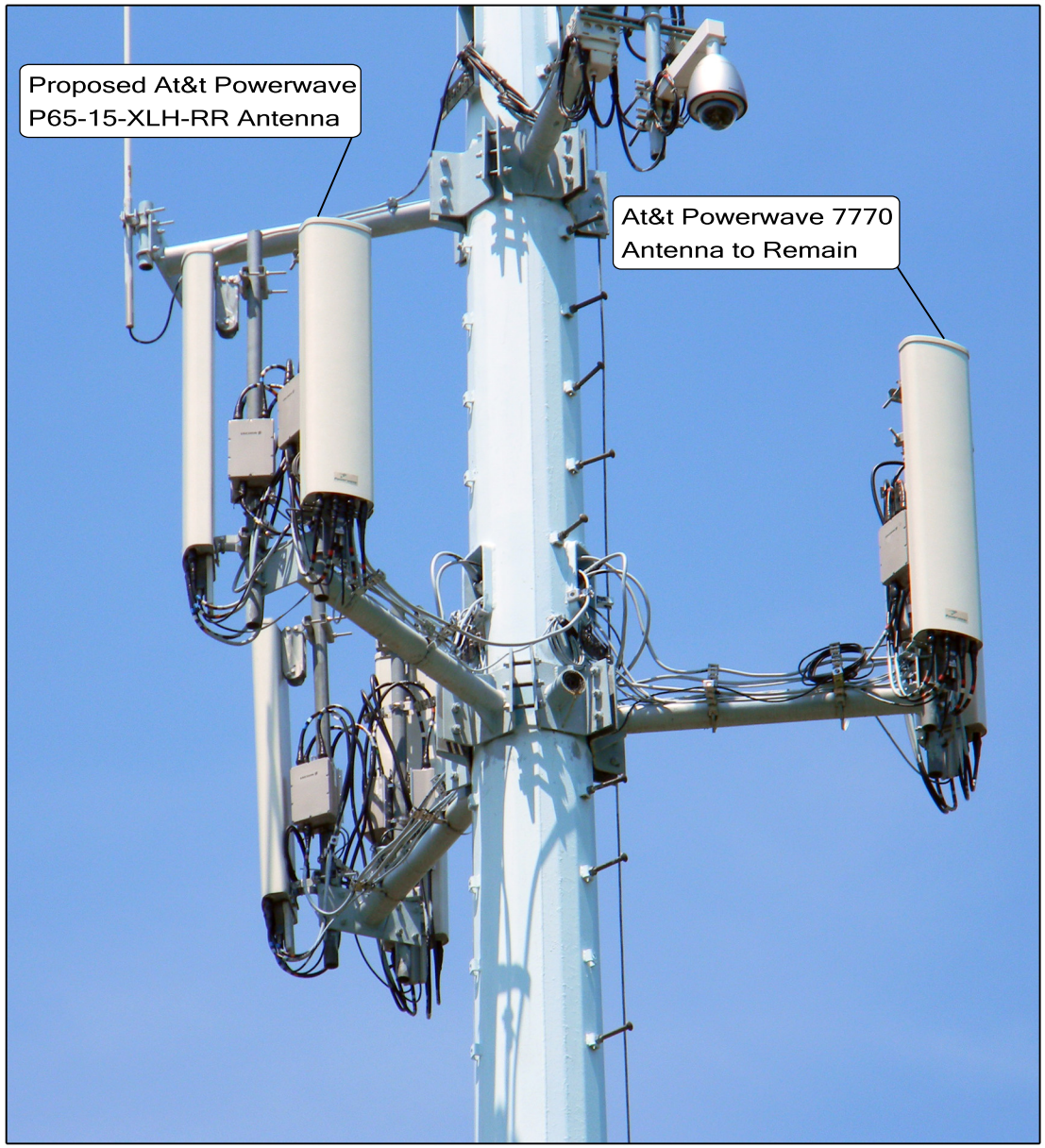
After [Looking Northeast]

IL1340 | Winnetka Fire Station | 410 North Green Bay Road | Winnetka, Illinois 60093

These depictions are for demonstrative purposes only. They are to be used in addition to the engineering drawings for an accurate representation of site.

Area Map

Before [Close Up View]



After [Close Up View]

IL1340 | Winnetka Fire Station | 410 North Green Bay Road | Winnetka, Illinois 60093

AGENDA REPORT

SUBJECT: **Change Order for Primary Cable, The Okonite Company**

PREPARED BY: Brian Keys, Director Water & Electric

REF:

February 15, 2011	Budget Presentation
April 7, 2011	Council Meeting, pp. 11-15
June 7, 2011	Council Meeting, pg. 75

DATE: September 26, 2011

The Water & Electric Department issued Bid Number 11-007 for the purchase and delivery of cable for the period of April 1, 2011 through March 31, 2012. Vendors provided unit prices for each of the cables required on the electric system. Bid prices are indexed to the cost of metals.

At the April 7, 2011 Council Meeting, the Village Manager was authorized to award two purchase orders for the procurement of primary and secondary cable. Based on the bid evaluation, the primary cable was awarded to the Okonite Company in an amount not to exceed $340,248 and the secondary cable was awarded to Wesco in an amount not to exceed $111,395. On June 7th, the Village Council awarded a change order to the Okonite Company for additional primary cable in the amount of $69,502.

The inventory level of the three phase underground residential distribution (URD) primary cable used on the electric system needs to be replenished. Staff is requesting authorization to purchase an additional 4,500 ft. of 1/0 15kV primary cable. This is the smaller sized primary cable that is predominantly used for connections between transformers or switchgear-to-transformer connections. The manufacturing lead-time for this cable is 10-12 weeks.

The requested change order amount is $69,434. The change order amount includes additional funds for packaging and manufacturing length tolerances as noted below.

1/0 15kV PRIMARY CABLE

Additional Quantity Required 4,500 ft. 3 ph.	**Metals Escalation**	**Shipping Length Tolerance (5%) & Packaging**	**Requested Amount**
$66,127.50	$0	$3,306.38	$69,433.88

↓

$69,434

The FY2011-12 Budget contains $1,207,500 (account #50-47-640-209) for the purchase and installation of cable. The Village Council has previously approved purchase orders for $521,145 of cable purchases and $140,393 of wire pulling services.

Recommendation:

Consider authorizing the Village Manager to award a change order to the Okonite Company in the amount of $69,434 for the purchase of 15kV 1/0 primary cable at the unit prices bid, subject to the contract conditions.

Agenda Report

Subject: **Pavement Management System – Municipal Partnering Program**

Prepared By: Steven M. Saunders, Director of Public Works/Village Engineer

Date: September 23, 2011

Background.

The Village of Winnetka is responsible for maintaining and/or repairing approximately 55 miles of roadway. Annual budgeted expenditures for reconstruction and rehabilitation projects to maintain the network are around $1.1 million. Clearly, pavement rehabilitation and maintenance is a significant expense for the Village. With the completion of the Chestnut Street Rehabilitation last summer, the Village has reached the point where, with the exception of a few relatively minor streets, each public roadway has curbing, and has been resurfaced at least once over the past 25 years.

Proposed Program.

Having reached this point, staff believes that it is important to undertake a complete condition evaluation of the Village's street network. Data gathered from this undertaking will allow the Village to more effectively plan and budget for appropriate continuation of the Village's pavement management activities. Staff, working with other area communities participating in the Municipal Partnering effort, has obtained a fee proposal from IMS Infrastructure Management Services of Rolling Meadows, IL, to complete such a pavement evaluation for the Village of Winnetka.

Proposed Scope of Work.

The proposed program involves using automated inspection technology to evaluate pavement surface and load-carrying conditions for the entire network of Village roadways. This survey will be completed using the Road Surface Tester (RST), a vehicle-mounted inspection system. The Village will receive a continuous, objective, and accurate survey of the surface condition of the street network. The information gathered in this survey includes inventory, roughness, rut depth, cracking, and texture. Each street test section surveyed by the Laser RST will also receive a deflection test. This testing will be performed using the Dynaflect device and the results of this testing will permit an analysis of the structural capabilities of the existing street section. This provides valuable information on the capabilities of the pavement, base and subgrade sections, and the interaction between these sections.

The Village will also receive the current version of PavePRO Manager Software, fully loaded with IMS collected field data. The software provides information on existing conditions, future performance, viable maintenance and rehabilitation strategies, optimization, schedules, budgets and multiyear programs. Staff will be able to link between the Village's GIS program and the pavement management data to enable

generation and display of color-coded maps based upon existing pavement conditions, street rehabilitation plans or most any of the data in the pavement management program. Staff will keep information current by updating conditions as streets are rehabilitated. To obtain maximum benefit from the program, the street network should be re-tested every 5-7 years, as budgets allow.

IMS proposes to test the Village's entire street network, install the current version of PavePRO Manager Software, and link the data to the Village's GIS topology. Digital images and software training are also included in the scope.

Deliverables.
The Village will receive a complete pavement inventory and condition information, PavePRO pavement management and analysis software, GIS linkage, training, and product support.

Cost and Budget Information.
Under the leadership of the Village of Glenview, a number of municipalities have partnered together for procurement of a wide array of contracts and services, including concrete repairs, sewer lining, crack filling, hydrant painting, and a number of other services. Several villages including Winnetka, Glenview, and Lincolnshire have jointly solicited pricing for pavement management services from a single provider, IMS Infrastructure Management Services. This firm is located in Rolling Meadows, yet performs this work for many agencies, large and small, throughout the country. Local references, including Glenview, Highland Park, Lake Forest, and Buffalo Grove, report good results. IMS has proposed a fee based on joint purchasing of $31,938 for this work. The FY 2011-12 Budget contains $40,000 for this project in account 10-30-530-136.

Recommendation:
Consider awarding a contract to IMS Infrastructure Management Services of Rolling Meadows, IL, to provide a pavement condition evaluation and pavement management engineering services based on unit prices contained in their August 1, 2011 proposal, with a not-to-exceed cap of $32,000.

ATTACHMENT 1

IMS Infrastructure Management Services
1895-D Rohlwing Road, Rolling Meadows, IL 60008
Phone: (847) 506-1500 Fax: (847) 255-2938
www.ims-rst.com

August 1, 2011

Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093-2563

Attention: Ms. Susan Chen, Assistant Village Engineer
Reference: 2011 Pavement Management Program
IMS Northeast Illinois Municipal Partnering Contract

Dear Ms. Chen:

IMS Infrastructure Management Services is pleased to submit a cost estimate to implement a pavement management program for the Village of Winnetka. IMS proposes to test the Village's entire street network, install the current version of PavePRO Manager Software, and link the data to the Village's GIS topology. Digital images and software training would be included in the scope. IMS works closely with other software providers including Lucity (GBA), CarteGraph, Hansen, PAVER, and Deighton to offer optional 3rd party solutions as appropriate to meet the specific needs of our clients. As an alternative to a software implementation, IMS can provide the Village with a hard copy pavement management report.

For your review, we have also provided cost information on IMS's ROWMan asset management software and the capabilities of the Road Surface Tester (RST), which performs simultaneous pavement and ROW asset data collection. The ROWMan software is integrated with the PavePRO Manager software to provide easy access to all asset data, both pavement and ROW features. Signs, signals, pavement striping, pavement markings, sidewalks, ADA ramps, curb & gutter, trees and more can be extracted as part of the current project. However, IMS can retain the GPS referenced digital video so that the Village can have the option of extracting these ROW assets in the future without incurring the additional expense of re-driving the streets.

The proposed pavement management program will accurately reflects current conditions. This street information along with optional ROW data collected by IMS and/or Village staff can be used to meet many of the reporting requirements of the GASB 34 "modified approach". IMS' automated data collection can provide a cost-effective approach to expand your pavement management software into a complete asset management program.

We have included a short statement of our qualifications and experience for your review. A brief description of the elements of the proposed program with corresponding fee schedule is included on the following pages. We have used the approved fee schedule from the Northeast Illinois Municipal Partnering Contract. The cost summaries provided are for the base pavement management program. If the Village elects to use MFT funds for this project, IMS will assist the Village in preparing the appropriate engineering agreement for approval by IDOT's Local Roads personnel.

We look forward to working with the Village of Winnetka to further discuss how best to tailor the program to address the goals of the Village. If you have any questions regarding the enclosed information, please feel free to contact our office.

Very truly yours,
IMS INFRASTRUCTURE MANAGEMENT SERVICES

Donald L. Hardt
Manager of Client Services

QUALIFICATIONS AND EXPERIENCE

IMS Infrastructure Management Services is an employee owned and managed firm with offices in Illinois, Arizona and Ontario. We started our pavement management activities from Des Plaines, IL in the late 1960s as Novak, Dempsey & Associates. Since IMS' inception in 1985, we have progressively developed new technologies together with real-world software applications to become a recognized leader in the field of pavement and infrastructure management. Our software solutions provide the tools required to meet the complex challenges within the modern urban and rural environment. Our fleet of data collection equipment performs automated pavement surface condition surveys, rutting and roughness surveys, deflection testing, multi-camera video logging, and right-of-way asset surveys.

IMS performed its first Pavement Management Program for the Village of Roselle in 1974. Since they wanted to utilize MFT funding, IDOT conducted an extensive review prior to granting its approval. The Village continues to use the IMS program and updates the data on a five year cycle. Many of the IMS implementations are now funded with MFT

IMS has completed more than 600 pavement and right-of-way management assignments for government agencies and private-sector companies throughout the United States and Canada. As an entity, IMS has completed similar projects for:

- 500 city and county agencies plus 30 large-scale public works departments.
- 10 state agencies and transportation authorities.
- Collected data for more than 15 different software platforms, ranging from our own proprietary systems, to 3rd party programs including CartêGraph, Lucity (GBA), INFOR/Hansen, Deighton, Azteca Cityworks, Stantec and MicroPAVER.
- Developed 4 pavement and asset management applications.
- Performed work with more than 8 databases and mapping applications.
- Developed revolutionary data collection tools that set the standard for automated, objective surveys.

Our complete lineup of pavement and infrastructure management applications includes:

- **PavePRO Manager** – Pavement management software
- **ROWMan** – Right-of-way infrastructure management software
- **Digital Image Viewer** – Image software for PavePRO Manager
- **SURFace Pro Manager** – Parking lot management software
- **DataVUE** – Digital image and distress data viewing software

Specialized infrastructure asset management and related roadway services offered by IMS include:

Pavement Management Services

- Pavement management software, implementation and training
- Automated distress data collection
- Automated roughness and rutting measurement
- Manual pavement performance data collection
- Nondestructive Dynaflect and FWD deflection testing
- Ground Penetrating Radar
- Parking lot management software and data collection
- Roadway cross fall, grade and radius of curvature data collection
- GIS interface implementation

Right-of-Way Management Services

- Right-of-way asset management software and implementation
- Right-of-way asset data collection and condition rating
- Sign retro-reflectivity surveys
- Digital video data collection and digital image development
- GPS coordinate data collection
- Right-of-way asset planning
- RFID Implementations

In order to provide the greatest efficiency and cost savings to our clients, IMS supplements its core professional staff with long-term relationships with key service, software and technology partners. This allows IMS to stay current with industry trends and new technology, as well as to offer a wider array of software solutions. IMS Business Partners with Lucity (GBA) and CarteGraph, We regularly collect data for a variety of 3rd party software.

In addition to providing pavement management software and services, IMS operates an advanced, state-of-the-art fleet of data collection units. Our pavement and right-of-way testing equipment includes:

Three (3) Road Surface Testers (RST)

The RST is capable of collecting automated pavement condition and right-of-way asset information in a single pass. The RST incorporates lasers, distance measuring instruments, accelerometers and rate gyroscopes, inertial navigation based GPS and high resolution, forward and side view digital images and video. Through the use of its laser-camera array, the RST collects objective surface distress data, roughness and rutting.

Three (3) Dynaflects

Dynaflects provide nondestructive, multi-sensor dynamic deflection data for pavement structure analysis. Dynaflects have a 30-year history of collecting dependable, repeatable data, and may be used on asphalt and concrete roads.

PROJECT REFERENCES

Presented below are some local project references illustrating IMS's capabilities to implement a comprehensive pavement management system. Over the years we have provided programs to over 50 Chicago Metro area agencies. Recent references include:

Village of Glenview, 2007, 154 miles + parking lots
1225 Waukegan Road, Glenview, IL 60025
Russell Jensen, P.E., Village Engineer, (847) 904-4333

Lake County, 1990-2010, ~200 miles/year
600 W. Winchester Road, Libertyville, IL 60048
Darrell Kuntz, P.E., Project Engineer, (847) 377-7459

City of Lake Forest, 2004 & 2010, 137 miles
800 N. Field Drive, Lake Forest, IL 60045
Kenneth Magnus, P.E., City Engineer (847) 810-3551

City of Highland Park, 2011, 144 miles
Dept.of Public Works; 1150 Half Day Road; Highland Park, IL 60035
John M. Welch, PE, CFM, City Engineer, (847) 432-0807

Village of Schaumburg, 2010, 245 miles
714 South Plum Grove Road, Schaumburg, IL 60193
Brad Hurban, Engineering & Public Works Inspector, (847) 895-7100

City of St. Charles, 2009, 150 miles
2 E. Main Street, St. Charles, IL 60174
James Bernahl, Engineering Manager (630) 443-3709

Village of Deerfield, 2008, 68 miles
465 Elm Street, Deerfield, IL 60015
Barbara Little, P.E., Director of Public Works & Engineering (847) 317-2490

Village of Cary, 2007 & 2010, 73 miles
655 Village Hall Drive, Cary, IL 60013
Chris Papierniak, Director of Public Works/Engineering, (847) 639-0003

Village of Buffalo Grove, 2008, 117 miles
51 Raupp Blvd., Buffalo Grove, IL 60089
Dick Kuenkler, Village Engineer, (847) 459-2523

City of Aurora, 2010, 440 miles
44 E. Downer Place, Aurora, IL 60507
Kenneth Schroth, Director of Public Works/City Engineer (630) 844-3621

City of Elgin, 2006, 320 miles
150 Dexter Ct., Elgin, IL 60120
David Lawry, General Services Group Director, (847) 931-5961

For each municipality, with the exception of Buffalo Grove, IMS implemented PavePRO Manager, IMS's comprehensive pavement management software. A Dynaflect device was used to collect deflection information. The projects also included detailed rehabilitation analysis, GIS integration, software installation, training and reporting. The deliverables were a detailed 5-year rehabilitation plan and annual budgets. Buffalo Grove has selected the hard copy report option at 5 year intervals. The IMS project teams were lead by Dave Butler and Donald Hardt.

PROJECT APPROACH

Surface Condition Survey

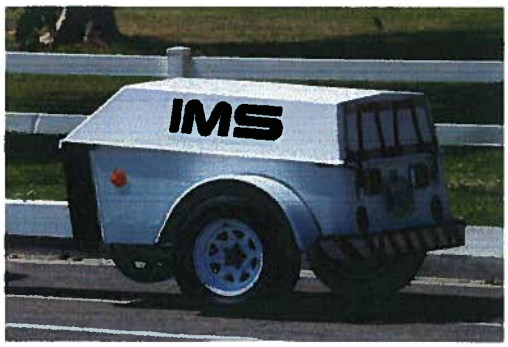
Surveys are completed using the Road Surface Tester (RST). The Village will receive a continuous, objective, and accurate survey of the surface condition of the street network. These network-level surveys with intersection-to-intersection test sections can easily be linked to the Village's GIS. The RST provides a great deal of flexibility and can easily adjust test section lengths to meet previously established test sections and any Village goals. Single-direction testing will be performed on the two-lane streets. Two-direction testing is recommended for use on divided streets and arterials and collectors with four or more lanes of traffic. The surface condition survey is conducted continuously over the entire length of the test section and is not based on sample sections. The information gathered in this survey includes inventory, roughness, rut depth, cracking, and texture. The effects of environmental conditions will be considered in conjunction with the surface condition survey.

To provide the Village with a ROW asset data collection option, IMS will collect continuous digital mages during the surface condition survey. The RST combines an inertial navigation guidance system with GPS to geo-locate visible pavement and ROW features. The simultaneous pavement and ROW asset data collection capability of the RST is unique in the industry. It provides an efficient and cost-effective means to populate both pavement and asset management systems.

The presence of any failed or broken concrete slabs within a test section will be recorded for further detailed identification during the deflection survey. IMS crews will use the Village-identified definition of failed/broken slabs as the basis for our rating. The number of failed slabs will be recorded during the deflection survey and used by PavePRO Manager Software to give the Village an option to address individual slab removal and replacement as a maintenance/rehabilitation strategy for concrete pavements. If the Village elects to use a surface only approach on all or some portion of the street network, the slab survey would be performed as a separate activity on identified concrete pavements.

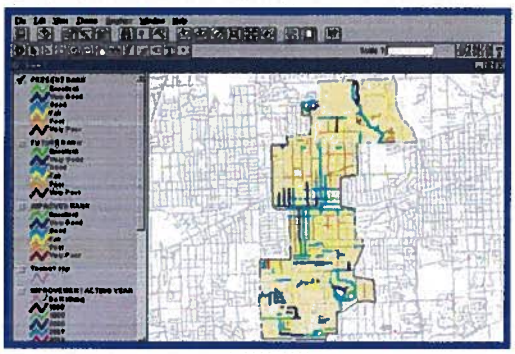
Deflection Testing

Each street test section surveyed by the Laser RST will receive a deflection test. This testing will be performed using the Dynaflect device and the results of this testing will permit an analysis of the structural capabilities of the existing street section. IMS utilizes all five sensors of the Dynaflect in its structural analysis. This provides valuable information on the capabilities of the pavement, base and subgrade sections, and the interaction between these sections. Although most Chicago area agencies include structural analysis as part of their program, the PavePRO software can now be used with or without deflection data. Nationally, some agencies use structural information on arterial and collector streets that tend to fail due to load, but rely on surface only data for residential roads where load is not a major factor in pavement failures. Others use surface only as the primary basis of the evaluation.



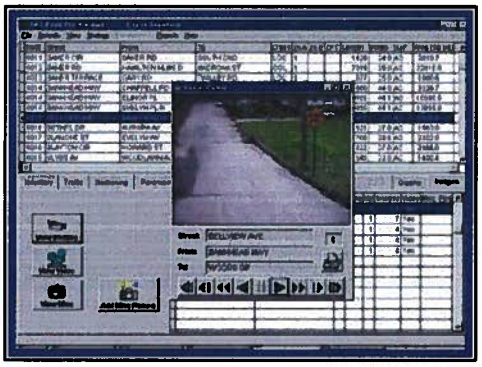
GIS and Pavement Management

IMS will provide a link between the Village's GIS program and the pavement management data to enable the Village to display and generate color-coded maps based upon existing pavement conditions, street rehabilitation plans or most any of the data in the pavement management program. The Village can use the query function of its mapping program to display the pavement management data. It may also be possible to use your mapping program to make queries of other infrastructure plans in conjunction with your road rehabilitation plans to determine if conflicts exist between plans. The future addition of ROW assets would also be geolocated on the GIS and entered in the asset management software. To most effectively maintain this link, IMS will require a copy of the Village's current electronic centerline map prior to field data collection activities.



Digital Images

In conjunction with the surface condition survey, each test section is recorded on GPS referenced digital videotape with forward and rearward directed video cameras and used as part of IMS' Quality Control and Quality Assurance procedures. Additional cameras can be used to expand the viewing area or include features of special interest to the Village. IMS can provide digital images at Village specified intervals (e.g. 10', 25' or 50') for viewing in PavePRO Manager and/or through the Village's GIS. Many agencies find these images valuable as a "point-in-time" record of their roads and as a source of information for a variety of engineering, legal/investigative, and administrative uses. They can also be beneficial in assessing damage from a natural disaster or unforeseen event.



IMS has developed an image module for the PavePRO Manager software. This enhancement allows for the attachment of digital images to each test section. The user can then access all the pavement management data from a selected block and view multiple digital images for the identified section on his/her computer monitor. The digital images can be captured directly from the continuous video performed as part of the RST survey, generated from a Village-owned digital camera, and/or result from scanned photos or drawings.

IMS uses an automated image capture process that is cost effective and provides for a user-defined frequency for the number of pictures per section.

Pavement Management Software or Hard Copy Report Option

IMS will provide the current version of PavePRO Manager Software fully loaded with IMS collected field data. The software will be installed on the Village's computer network. Since the software is provided with a site license, it can be used on laptops, field computers or by other departments at no additional charge. The software provides information on existing conditions, future performance, viable maintenance and rehabilitation strategies, optimization, schedules, budgets and multiyear programs. The program can be kept current by Village staff through input of rehabilitation activities.

IMS will provide training for Village staff in the operation and interpretation of these programs. Training is usually completed as part of a two day on-site session and can include actual operators, managers, and field staff. Group training may be available with the Northeast Illinois Municipal Partnering Consortium for a reduced cost.

Alternative software programs can be implemented if the Village prefers a particular program or wants the pavement management program to be part of an enterprise-wide management system (e.g. work orders, complaint tracking, inventories, fleet, etc.)

As an alternative to a software implementation, IMS can provide the Village with a hard copy pavement management report. IMS will use the PavePRO Manager Software to generate a series of pavement management reports individualized to the Village needs. Field data will be provided in a database and delivered in a CD format with the hard copy report. Field data and optional digital images can still be linked to the Village's GIS and accessed or used for a variety of presentations. The IMS pavement management report will permit the Village of Winnetka to investigate several different scenarios regarding traffic, budgets, rehabilitation strategies, etc. and their effect on pavement performance levels and budgets. IMS recommends the software implementation, but this report option is used by a couple of our Chicago area clients.

Right-of-Way Asset Management System

Although the pavement management software provides for pavement inventory, IMS can provide ROW asset management software for the acquisition of additional pavement and ROW features. Signs and supports, trees, sidewalks, ADA ramps, curbs and gutters, inlets, manholes, traffic signals, light poles, pavement markings, pavement and ROW hardware, trees, and more can be included to a level of detail determined by the Village. Data collection for the expanded inventory can be performed simultaneously with the surface condition survey using IMS's Laser RST or through a variety of techniques using Village and/or IMS staff. This software is integrated with the pavement management software and will meet the requirements of GASB Statement 34.

FEE SCHEDULE

The cost summary is based on the following fee schedule. It is derived from the official schedule submitted by IMS to the Northeast Illinois Partnering Contract (a consortium for North and Northwest Chicago area municipalities). It is based on scheduling surveys in conjunction with other area projects to eliminate mobilization charges.

• Project Initiation	$1,500.00
• Network Referencing	$1,000.00
• RST Surface Condition Survey	$130.00/ test mile
• Deflection Testing	$120.00/ test mile
• Data Processing	$20.00/ test mile
• Development of Structural Indices (3rd Party Software)	$15.00/ test mile
• PCC Slab Survey (for streets with no deflection testing)	$20.00/ test mile
• Pavement Width Measurements (for streets with no deflection testing)	$10.00/ test mile
• PavePRO Manager Software	$3,000.00
• 3rd Party Software	Special Quote
• Data Configuration & Data Load (3rd Party Software)	Special Quote
• Parking Lot Survey, Software/Report	$0.25/sq.yd. - Special Review
• Software Training (on site)	$1,000.00/day - $600/ half day
• Engineering Interpretation, Analysis, Special Reports	$125.00/hour
• Transfer of Historical Data to a New Program	$85.00/hour
• PavePRO Software Maintenance and Support	$1,000.00/year
• GIS Linkage	$20.00/ test mile
• Digital Images @ 25' intervals (single view)	$13.00/ test mile
• Digital Images @ 25' intervals (additional views)	$10.00/mile/view
• Digital Video Storage for Future ROW Asset Extraction	$10.00/ test mile
• GPS/Camera Extraction Set-up & AVI Conversion	$10.00/ test mile
• ROWMan Software	$2,000.00
• Master Asset List Development	$300.00 - $1,500.00
• Project Management	7.5% of Task Activities
• Asset Extraction Services	
◦ Signs and Supports	$2.50/sign
◦ Traffic Signals and Supports	$2.25/signal and/or support
◦ Light Poles	$1.75/pole
◦ Curb and Gutter	$1.75/curb block
◦ Storm sewer Inlets	$1.75/inlet
◦ Manholes	$1.75/manhole
◦ Sidewalks	$1.75-$2.25/sidewalk block
◦ ADA Ramps	$1.75/ramp
◦ Driveway Aprons (point asset)	$1.75/apron
◦ Driveway Aprons (linear asset)	$2.25/apron
◦ Railroad Crossings	$2.25/crossing
◦ Hydrants	$2.25/hydrant
◦ Trees	$2.50/tree
◦ Pavement Markings (point assets)	$1.75/marking
◦ Pavement Striping (linear assets)	$1.75/block
◦ Guard Rails	$2.50/guard rail
◦ Medians	$2.50/median
◦ Fences	$2.50/fence
◦ Ditches	$2.25/ditch
◦ Misc. Road and ROW Hardware	$2.25/asset

COST SUMMARY

IMS has developed the following pavement management cost summaries for your review. IMS performed a project level walking survey with deflection testing in 1982. Although we no longer have all the data from that survey, we believe the network mileage for the Village was approximately 55 centerline miles. For this project, our estimates are based on 70 test miles (with two direction testing on arterials & collectors). These cost summaries are developed using project costs derived from the Northeast Illinois Municipal Partnering Contract.

Scenario #1 – Pavement Management with Software Implementation, GIS Linkage, Images, Training & Report Generation

Task	Activity	Quantity	Units	Unit Rate	Total
	Project Initiation				
1	Project Initiation	1	LS	$1,500.00	$1,500.00
2	Network Referencing	1	LS	$1,000.00	$1,000.00
	Field Surveys				
3	RST Surface Condition Survey	70	MI	$130.00	$9,100.00
4	Deflection Testing	70	MI	$120.00	$8,400.00
	Data Management				
5	Data Processing	70	MI	$20.00	$1,400.00
6	GIS Linkage	70	MI	$20.00	$1,400.00
7	Digital Images (1 view @ 25' intervals)	70	MI	$13.00	$910.00
8	PavePRO Software	1	LS	$3,000.00	$3,000.00
9	PavePRO Software Maintenance and Support	1	LS	$1,000.00	$1,000.00
10	Software Training/Report Generation (2 days @ $1000/day)	1	LS	$2,000.00	$2,000.00
11	Project Management	1	LS	$2,228.00	$2,228.00
	Scenario #1 Pavement Management Total:				**$31,938.00**
	Options				
	Digital Video Storage for Future Asset Extraction	70	MI	$10.00	$700.00

Scenario #2 – Pavement Management with Hard Copy Report

Task	Activity	Quantity	Units	Unit Rate	Total
	Project Initiation				
1	Project Initiation	1	LS	$1,500.00	$1,500.00
2	Network Referencing	1	LS	$1,000.00	$1,000.00
	Field Surveys				
3	RST Surface Condition Survey	70	MI	$130.00	$9,100.00
4	Deflection Testing	70	MI	$120.00	$8,400.00
	Data Management				
5	Data Processing	70	MI	$20.00	$1,400.00
6	Pavement Management Hard Copy Report	1	LS	$5,000.00	$5,000.00
7	Report Presentation/Meeting	1	LS	$1,500.00	$1,500.00
8	Project Management	1	LS	$2,093.00	$2,093.00
	Scenario #2 Pavement Management Total:				**$29,993.00**
	Options				
	GIS Data Linkage	70	MI	$20.00	$1,400.00
	Digital Images (1 view @ 25' intervals)	70	MI	$13.00	$910.00
	Digital Video Storage for Future Asset Extraction	70	MI	$10.00	$700.00

Budget estimates for ROW assets are more difficult to develop because of unlimited scenarios and unknown quantities. Having performed sign surveys for a number of different county, Village, and state agencies, we find that the number of signs ranged from 30 to 109 per mile. Other assets (e.g. sidewalks, light poles, hydrants, inlets, etc.) vary dramatically from agency to agency and district to district within the Village depending on age, terrain, etc. Since there are some advantages to extracting multiple assets during the extraction activity, IMS will try to assist the Village in developing a budget by offering a cost per mile alternative, in addition to or in lieu of the cost per asset previously referenced. We will need the Village to provide one or more scenarios that include the various assets or features that would be included in the extraction process. We will then provide the Village with a cost per mile to extract the requested assets. We believe that this alternative can assist the Village in the budget process and eliminate surprises. If the Village has a good estimate of the quantity of some of their assets, the original unit price offer may be the best approach.

Services are provided on a unit-price basis and the Village will be charged only for the actual number of miles tested or assets extracted and included in the database. The fee schedule is submitted with the assumption that the Village of Winnetka will provide or assist IMS with the following information and services:

- Street list and GIS centerline file of roads to be surveyed complete with functional classifications.
- Optional asset attributes and condition assessments for the Master Asset List.
- Safety vehicle to trail deflection-testing equipment on arterials and collectors, if requested.
- Notification and coordination with other departments or agencies, if necessary.

Agenda Report

Subject: **2011 Holiday Lighting**

Prepared By: Steven M. Saunders, Director of Public Works/Village Engineer

Date: September 19, 2011

On September 7, 2010, the Village Council awarded a contract to Landscape Concepts Management for the 2010 Holiday Lighting Program, pursuant to competitive bid request 10-023. That bid request allowed for extending the contract for an additional one-year term if the Village and contractor mutually agree. Landscape Concepts Management has provided the Holiday Lighting program for Winnetka in three of the last four years, and they have consistently performed well both in installation and in customer service with Village residents and staff. LCM has also been conscientious to recycle all packing material as well as recycling the lights when removed from the trees. Landscape Concepts Management has agreed to extend their price of $36,068.50 to install and remove the lighting in this upcoming 2011-12 season.

Recommendation:

Consider awarding a one-year extension of the 2010 Holiday Lighting Contract for the 2011-12 lighting season to Landscape Concepts Management Inc. of Grayslake, IL for $36,068.50, an amount equal to the 2010-2011 price.

Agenda Report

Subject: **Stormwater Engineering Evaluation Program**

Prepared By: Steven M. Saunders, Director of Public Works/Village Engineer
Katherine S. Janega, Village Attorney

Date: September 27, 2011

Issue

At the August 2, 2011 Council Meeting, following the July 22-23 flooding event, staff proposed to the Council a program that would enable property owners to obtain an engineering evaluation of drainage problems on their property, as well as suggestions for potential solutions to those problems. As outlined by staff, the program could include a site visit by an engineer, internal and external property inspections, and a flood risk reduction report containing recommendations to reduce the risk of flooding for a property owner. The property owners would then be free to act on the report as they wished, implementing some, all, or none of the recommendations. Staff also suggested that the Village could administer this program by competitively soliciting proposals from engineering firms to provide a standard property evaluation fee, which could be paid for in full by the Village, in full by the property owner, or some combination thereof.

After a brief discussion – at a late hour – the Council requested that staff provide additional detail on how a program could be administered, and how the Village could anticipate and manage any liability concerns associated with recommending improvements on private property.

Pursuant to the Council's directive, staff has researched two similar programs in nearby municipalities, Wilmette and Glenview. Although both programs aim to achieve the same end result, *i.e.*, a property owner who possesses information on how to proactively address drainage problems that affect their properties, each program arrives at that point a little differently.

A discussion of the two programs follows, and Attachment 1 contains a detailed description of each community's program.

The Wilmette Program

Wilmette takes a relatively "hands-off" approach, simply providing interested property owners with contact and cost information for several engineering firms and allowing homeowners to follow up as they choose. Because Wilmette has taken a relatively hands off approach, their staff does not have any data on how many property owners have availed themselves of the program, but their estimate is "just a handful".

The Glenview Program

Glenview, on the other hand, takes a more active and involved approach to the issue. Glenview has negotiated a fee of $800 per property for a complete engineering inspection, including a written inspection report. In addition to negotiating one single fee for an assessment, Glenview provides additional incentives for homeowners to participate in the program. First, the Village funds 50% of the $800 inspection fee, payable up front, meaning the homeowner is only

responsible for $400. Second, if the inspection results in recommended property improvements that require a permit, the Village issues a voucher good for $200 off permit fees associated with constructing the recommended improvements. Glenview's program was implemented in August of 2010, and to date approximately 40 property owners have had inspections performed.

Liability Issues

Both Wilmette and Glenview also provide examples of how the Village could address potential liability should recommendations arising from the program prove ineffective, or cause unintended consequences elsewhere. Once again, the two communities take a slightly different approach, with each reflecting the different nature of their respective programs.

Wilmette's potential for exposure is liability is minimal, if not entirely absent. Consistent with the "hands-off" nature of its program, all Wilmette does is to provide a list of engineers who are licensed to perform the engineering services. The licenses are issued by the State, which establishes both the licensing criteria and the methods for determining how those criteria are met. In addition, Wilmette makes no recommendations: the individual property owners are the ones who screen the engineers and decide which of the firms, if any, they will use.

Because Glenview has screened and negotiated the pricing arrangement for the engineering services, it is more involved in the process, and therefore has a potentially higher exposure to liability. To address that exposure, the homeowners who apply for participation in the process are required to assent to the following indemnification provision:

> INDEMNIFICATION AND HOLD HARMLESS. In submitting this inspection request, HOMEOWNER hereby agrees to defend, indemnify and hold harmless the VILLAGE, and all of its agents, board of trustees, officers, administrators, agents, and employees ("Indemnified Parties"), to the fullest extent permitted by law, from and against all claims, damages, actions, liabilities, losses (including economic losses), injuries, lawsuits, costs, expenses and liens, including but not limited to, reasonable attorneys' fees, relating to HOMEOWNER's participation in the PROGRAM. Any costs or expenses, including reasonable attorneys' fees, incurred by Indemnified Parties to enforce the indemnification obligations hereunder shall be borne by HOMEOWNER.

In addition, like Winnetka and most other municipalities, Glenview's professional services contracts include indemnification language to protect it against liability for the acts and omissions of the party that carries out the work specified under the contract. Following is the standard indemnification provision that the Village of Winnetka's Public Works Department includes in all consulting contracts that it administers. (The are similar provisions in all other service contracts.)

> INDEMNIFICATION. Respondents to this RFP shall understand that the successful proposer shall indemnify and hold harmless the Village of Winnetka, its agents, and its employees against any and all lawsuits, claims, demands, liabilities, losses or expenses, including court costs, and attorney's fees, for or on account of any injury to any person or any death at any time resulting from such injury, or any damaged property, which may be alleged to have arisen out of the negligent acts, errors, or omissions of the Consultant. It is further understood that this

> indemnification shall not be construed to cover the negligent acts or omissions of the Village of Winnetka, its agents, or its employees. It is additionally understood that this indemnification shall not be construed to cover the negligent acts or omissions of parties unrelated to this contract.

As a general rule, and as is the case with most municipal activity, the greater a municipality's involvement, the greater its exposure to liability, and the greater the need to protect itself. Thus, Wilmette's approach of providing information to homeowners, while leaving all decisions and actions up to the individual homeowners has far less risk of exposure to liability than Glenview's approach. Should the Village of Winnetka decide to proceed with a program patterned after Glenview's, it would be advisable to have the multiple layers of indemnification, but also to include the obligation to defend in the indemnification provision. In addition, because an indemnification provision cannot guarantee that the Village would never be sued by the homeowner, it would also be advisable to require a release and waiver of claims in the program application materials.

Finally, it should also be noted that, whatever the Village Council decides, whether it be not to institute an inspection program or to proceed with an inspection program modeled after either Wilmette's program or Glenview's program, the Village would also be protected under the Local Governmental and Governmental Employees Tort Immunity Act, which protects municipalities, its officials and its employees from liability arising from the determination or policy, the exercise of discretion, the acts or omissions of another person, from the issuance, denial or administration of permits, and from the inspection, failure to inspect or negligent inspection of property. (*See, generally,* 745 ILCS 10/2-103, 10/2-104, 10/2-105, 10/2-201, 10/2-204, 10/2-206 and 10/2-207.)

Staff Proposal and Council Discussion

Staff recommends implementing a private property Stormwater Engineering Evaluation Program to assist property owners in protecting their own property against potential flood damage, for two compelling reasons.

First, some properties experienced flood damage that is not attributable to the broader drainage problems that the Village is attempting to address. In some cases, water may enter basements by seepage resulting from poorly graded ground adjacent to foundations. In other cases, water flowing downhill between houses overtops window wells or travels down driveways or basement steps, entering lower levels of the building. In some of these cases, it is possible that relatively simple, single-property fixes could provide real relief at little personal cost.

Second, some problems may prove resistant to Village attempts to reduce flooding. Because of their cost and complexity, some of the projects being considered by the Village may take some time to implement. Some properties lie within the 100-year floodplain and thus face the possibility of flooding from forces well outside the Village's control. In such cases, improvements to individual properties may be the only way a property owner can reduce the risk of flooding on their own property. A program that would make this easier and more attractive for property owners will benefit both the Village and the property owners affected.

Possible Budget Impact.

There is no funding in the Village's current budget for such a program. If the Council wishes to implement a program based loosely on the Glenview model, the following estimates may be helpful.

Cost per inspection: $1,000 @ 50% cost share = $500 per inspection Village cost.

If the Council were to consider implementing a program with a cost sharing component, staff could begin the RFP process this fall to obtain pricing, and then propose a line item in for the FY 2012-2013 Budget. A $10,000 line item in the Village's FY 2012-13 Budget would provide a program that would allow for inspection of up to 20 properties, beginning April 1, 2012.

Policy Issues

The Village Council should address the policy questions.

- First, does the Council wish to provide a private property Stormwater Engineering Evaluation Program?
- Second, if the Council does wish to provide such a program, does it want to contribute public funds for individual, private services, as Glenview does, or does it want to follow the Wilmette model?

The table on the following page is intended to assist the Council in its discussions.

Recommendation:

Provide policy direction.

	Wilmette Model	Glenview Model
Program Description	Village provides contact and pricing information for engineering services related to property inspections and written report detailing possible flood reduction improvements to private properties.	Village negotiates a contract with an engineering firm to provide individual property inspections and written report detailing possible flood reduction improvements to private properties. Village funds 50% of inspection cost. Village provides $200 voucher for permit fees.
Municipal Involvement	Limited to obtaining pricing for inspections and reports.	Negotiate contract with engineering firm. Administer payments to firm, collect payments from residents. Administer permit vouchers.
Procurement Process	Staff develops brief scope of work and obtains pricing information from several licensed engineers. Pricing provided to prospective program participants.	Staff develops request for proposals (RFP) and distributes to qualified engineering firms. Staff evaluates proposals based on qualifications and price, and negotiates final price with most qualified firm.
Desired Outcome	Property owner educated on possible improvements to drainage problems	Property owner educated on possible improvements to drainage problems
Program Deliverable	On-site inspection and optional written report.	On-site inspection and written report.
Liability Issues	Very limited	Potential liability, reduced with good indemnification statements.
Cost Sharing	None	50%
Homeowner Cost	$300 to $1,375	$400
Municipality Cost	None	$400/ inspection
Additional Incentives	None	$200 voucher good towards permit fees if work undertaken.
Resident Use of Program	Unknown, estimated as “just a handful”	Approximately 40 since August 2010

ATTACHMENT 1

RESIDENT ASSISTANCE PROGRAMS

In an effort to help residents protect their homes against flooding and to provide a list of contractors and consultants to help identify appropriate pricing, the Village issued two Requests for Proposals (RFP) to establish lists of firms to provide the following services at a fixed cost:

- Sewer Lateral Televising
- Residential Flood Assessments

Sewer Lateral Televising

Firm/Contact	Address	Phone	Televising Cost	Hourly Rate to Clean Sewer*
Reliance Plumbing, Sewer & Drainage Contact: Alex Ortega	1848 Techny Ct. Northbrook, IL	847-583-1858	$115	$140/hour
Tangney & Sons Plumbing & Sewer Contact: Michelle	41550 N Rt. 45 Antioch, IL	847-599-0635	$125	$125/hour
Rick's Sewer & Drainage Contact: Rick	9105 Carmel Spring Grove, IL	847-635-8988	$150	$150/hour
M & A Plumbing Contact: Mike	3510 Wilmette Wilmette, IL	847-251-2040	$185	$95/hour
Lucke Plumbing Contact Bob	736 12th Street Wilmette, IL	847-251-2020	$250	$250/hour
Lakeside Plumbing Contact: Heather	1684 Barclay Buffalo Grove, IL	847-419-0303	($220-$315)	$185/hour

*If the sewer lateral is dirty, it may not be possible to televise until it is cleaned (rodded.)

Residential Flood Assessments

Firm/Contact	Address	Phone	Assessment Cost	Assessment Report
Bono Consulting Contact: Bernie Bono	1018 Busse Highway Park Ridge, IL	847-823-3300	$300	Included
Top Gun Construction Contact: Tom Pieczonka	7720 Touhy Chicago, IL	847-502-0993	$300	$185
Daniel Creaney Company Contact: Daniel Creaney (Initial meeting ½ hr or less: No Charge)	450 Skokie Blvd Northbrook, IL	847-480-5757	$450	$500
Pearson Brown & Associates Contact: Ron Adams	1850 W. Winchester #205 Libertyville, IL	847-367-6707	$500	$250
Christopher Burke Engineering Contact: Mike Kerr	9575 W. Higgins Rosemont, IL	847-823-0500	$625	$375
Terra Engineering Contact: Jamil Bou-Saab	225 W. Ohio Chicago, IL	312-467-0123	$875	$450

Please note that the Village is not the purchaser of the services noted above and the decision to use any of the firms listed is that of the property owner and not the Village. The decision whether to use any of the firms listed above or any other commercial service, is completely up to the resident. Residents wishing to use the firms listed above must deal with the company directly. The Village is not responsible for the services provided by any of the firms listed above.

Revised: July 2011

Sewer Lateral Televising

The services provided as part of the sewer lateral televising include:

- Preparatory cleaning of the sewer lateral to permit unobstructed passage of the television camera and clean enough for the camera to discern structural defects and points of infiltration.

- Closed circuit television (CCTV) video recording system for internal inspection of the sewer lateral capable of producing satisfactory picture quality.

- Video recording of the sewer on a CD/DVD color format.

- Two copies of the CD/DVD shall be made available to the property owner.

- A lighting system that allows the features and condition of the pipe to be clearly seen.

- The camera shall stop at all defects and points of infiltration and pan as necessary to permit proper documentation of the sewer's condition.

- The contractor shall stop and thoroughly inspect each of the following:

    - Collapsed pipe, obstructions
    - Structural cracking, with and without deflection
    - Missing portion of wall
    - Sag, excessively deflected joint
    - Cracked and open joints
    - Root intrusion
    - Protruding joint sealing material
    - Corrosion conditions, including aggregate, exposed reinforcement, and disintegrated wall which exposes the soil surrounding the pipe.
    - Missing, damaged pipe
    - Deposits
    - Protruding, break-in, and manufactured wyes or tees.
    - Infiltration (GPM)

Residential Flood Assessments

The services provided as part of the residential flood assessment include:

- Questionnaire to document flood history.
- Determine source and type of flooding (overland, seepage, sewer back-up, etc.).
- Verify if the home is served by the combined or separate sewer system.
- Inspect surrounding topography to determine drainage patterns.
- Identify public improvements (storm sewers, relief sewers, drainage ditches, etc.) that provide management of storm water.
- Identify physical characteristics (below-grade garage, patio etc) that may contribute to flooding.
- Verify if downspouts from roof gutters direct water away from the house.
- Inspect sump pump for adequately sized pump.
- Determine if there is secondary power (battery backup) and if so, is it an adequate system.
- Identify the location of the sump pump discharge and whether or not water is directed away from the house.
- Visually inspect plumbing for possible cross connections.
- Inspect foundation floor and walls for sources of seepage.
- Discuss options to mitigate flooding with the home owner.

Optional Assessment Report

- Prepare a report documenting findings and suggestions to mitigate flooding.

Storm Water Task Force Cost Sharing Programs
Local Drainage Inspection Program

Are there any eligibility requirements?

No, any resident may ask the Village to conduct a site drainage inspection on their property. As part of the program, the Village also provides one-time cost-share assistance that covers 50% of the $800 inspection fee.

What is covered?

- One on-site drainage inspection conducted by a licensed professional engineer
- Review of site conditions and any drainage problems affecting the property
- Recommendations for improvements that can be made to address existing drainage problems
- A written report containing the results of the inspection and summarizing key findings and recommendations

What isn't covered?

- Detailed design of the recommended improvements
- Acquisition of any permits required to implement the recommended improvements
- Actual construction, site, or landscaping work required to implement the recommended improvements
- Additional site drainage inspections or follow-up consultations

Program Expectations

- 100% utilization of the allocated cost-share funding.
- Increased resident awareness about local drainage problems and the actions they can take to help reduce the frequency and magnitude of localized flooding events.
- Increased communication and interaction between the Village and individual property owners affected by local drainage problems.

How do I sign up for the program?

1. Contact the Village's Development Department, either in person at the Village Hall (1225 Waukegan Rd.),on the Village website, or by phone at (847) 904-4320 to request a site drainage inspection. Residents will be asked to fill out a brief inspection request form.

2. Upon completion of the inspection request form, residents will be asked to contact the Village's Finance Department to pay $400, the resident's share of the inspection fee. The Village will then provide a one-time cost-share assistance that covers the remaining $400, totaling to the $800 inspection fee.

3. Once the inspection fee has been paid, the inspection request will be forwarded to a licensed professional engineer who will review the request and contact the resident to schedule the site drainage inspection.

4. At the conclusion of the inspection, the engineer will review his or her findings with the property owner and will offer recommendations on the improvements that can be made to alleviate any existing drainage problems. Within 10 business days, residents will receive a personalized written report containing the results of the inspection and summarizing the key findings and recommendations.

5. If implementation of the recommended improvements will require permits from the Village's Development Department, residents will receive a voucher good for up to $200 worth of fees associated with the acquisition of those permits.

Local Drainage Problem in Glenview

More information on the Village of Glenview's Cost Sharing Programs is available on the Village website at:
http://glenview.il.us/departments/development/inspectional_services/floodreductioncostshare.shtml

Storm Water Task Force Cost Sharing Programs
Local Drainage Inspection Program

What is it?

A voluntary technical assistance program available to residents who are interested in having a licensed professional engineer assess and identify potential solutions to their local drainage problems.

The Village provides cost-share assistance to residents who volunteer to participate in the program. The cost-share assistance provided by the Village covers 50% of the $800 inspection fee. To be eligible for the cost-share assistance, residents must sign up to participate in the program by November 30, 2011.

What assistance does the program provide?

When localized flooding occurs, Village residents often wonder why their property flooded and what they can do to help prevent it from occurring in the future. Fortunately, there are often site-specific improvements that property owners can make to help reduce the frequency and magnitude of these localized flooding events. In many cases, however, residents need assistance in determining the improvements that need to be made.

Under this program, the Village of Glenview assists residents in evaluating local flooding problems by conducting drainage inspections on individual properties. Licensed professional engineers, retained by the Village and acting as an extension of Village staff, perform the inspections to evaluate existing drainage problems and provide residents with recommendations on potential solutions to those problems. After each inspection, residents will receive a personalized written report containing the results of the inspection and summarizing the key findings and recommendations.

Local Drainage Problem in Glenview

Who benefits?

- ☑ **Homeowner**
- ☑ **Neighborhood**
- ☑ **Village**

Who can participate in the program?

The program is open to all Village residents. As part of the program, the Village provides cost-share assistance that covers 50% of the $800 inspection fee. Costs for design, permitting, and construction of any recommended improvements are not covered by the program.

What are the benefits?

- Site specific evaluation of local drainage problems and identification of potential solutions to those problems.
- Education of residents as to actions they can take to help reduce the frequency and magnitude of localized flooding events.
- Increased communication and interaction between the Village and individual property owners affected by local drainage problems.

The cost-share funding that the Village has made available will support reduced-cost site drainage inspections at as many as 240 properties.

More information on the Village of Glenview's Cost Sharing Programs is available on the Village website at:
http://glenview.il.us/departments/development/inspectional_services/floodreductioncostshare.shtml

Inspectional Services

A Division of the Development Department

Flood Risk Reduction Program Homeowner Cost-Sharing Initiatives

In August 2010, the Village Board approved the final **Flood Risk Reduction Program**, developed under the leadership of the Storm Water Task Force established after the heavy flooding that occurred in September 2008. In addition to several major flood improvement projects, two cost-sharing initiatives were approved to help homeowners reduce the likelihood of flooding. On this page, you'll find more information about these initiatives as well as application materials.

Funds will be provided on a first-come, first-serve basis.

- **Overhead sanitary sewer conversions.** Homes with gravity sanitary sewer systems are susceptible to sewage back-up; converting to an overhead system can greatly reduce this risk. Through this cost-sharing initiative, the Village and the homeowner will each pay 50 percent of the cost of this conversion -- **up to a total project cost of $15,000** (that means that the Village will pay up to $7,500 of the cost). Below are links to additional information and application materials.

  - Overhead Sewer Conversion Information Sheet
  - Application Form
  - Contractor Checklist
  - Reimbursement Checklist

- **Holistic drainage inspection conducted by the Village's consulting engineering firm Baxter & Woodman.** This inspection should provide homeowners with a better understanding of the work, costs and steps involved in flood-proofing their homes. Through this cost-sharing initiative, the Village and the homeowner will each pay 50 percent of the $800 cost of this inspection (that means that the Village will pay $400). In addition, the Village will waive up to $200 in permit fees should the homeowner undertake the recommended improvements. Below is a link to additional information; check back in coming weeks for application materials.

  - Drainage Inspection Information Sheet
  - Online Application Form

Thank you for your interest! Please call (847) 904-4320 with any questions you might have.

CONTACT US

Phone

(847) 904-4330

Fax

(847) 724-1752

Address

1225 Waukegan Road
Glenview, IL 60025

Manager

Joe Footlik

AGENDA REPORT

SUBJECT: **Special Use Permit – 1025 Tower Road (BP Service Station)**

PREPARED BY: Brian Norkus, Assistant Director of Community Development

DATE: September 29, 2011

REF: September 6, 2011 Council Agenda, pp. 163-265

Ordinance M-16-2011 grants a Special Use Permit to the operator of the BP Amoco station at 1025 Tower Road, permitting alteration of the existing site and building to permit expansion of a retail convenience store into areas of the existing building originally built as automotive service bays. Related improvements include installation of new perimeter landscaping along the southern boundary of the site, and expansion of an existing landscape area along the property's east boundary.

Automotive service stations, and their modification, are subject to issuance of a Special Use Permit to allow evaluation of proposed changes for impacts on neighboring properties, adequacy of Village streets and other infrastructure, and to review for consistency with adopted Village plans.

The petitioner, Nick Panchal, has operated the local BP Amoco station since 2005. Approximately 20 years ago, the previous station operator ceased automobile service in the station's two service bays - gradually expanded their retail merchandise, installing soda coolers and steel shelving for snack foods and related merchandise. The improvised appearance of today's retail operation speaks to its origin as an auto service bay, with industrial overhead space heaters, industrial grade lighting and exterior walls consisting largely of original overhead service bay doors.

The proposed convenience store renovation includes re-cladding of the existing exterior with brick and cast limestone and infill of the existing service bay doors with an anodized aluminum storefront system. The proposed convenience store retail floor area would occupy approximately 960 square feet of the 1,790 square foot building, with the remainder of the building used for upgraded restrooms, supply storage and office area.

Due to the highly visible, key location of the BP Amoco site, Village staff has worked extensively with the applicant's architect and other project representatives to refine planned improvements to enhance the safety of pedestrians and to improve site appearance and consistency with the goals articulated in the Village's *Commercial Area Design Guidelines*, as well as the *2020 Comprehensive Plan.*

The current lack of a physical separation between BP customers' fueling vehicles and the Tower Road sidewalk leads to occasional obstruction of the public walk. Conditions such these create a hazard to pedestrians and result in confusing site circulation for BP customers.

A traffic and parking study commissioned by the applicant dated September 2, 2009 by KLOA Transportation and Parking Consultants notes that the adjacent roadways are adequate to support the site's traffic, and that proposed improvements will not substantially increase site traffic. In their conclusions, KLOA recommends improvements to separate fueling vehicles from the adjacent Tower Road sidewalk.

Village Engineer Steve Saunders evaluated the KLOA traffic and parking study, and summarizes his conclusions in a memorandum dated September 2, 2010. Mr. Saunders' review of the proposed site development includes a recommendation for a physical separation of the Tower Road public sidewalk, as well as improving the visibility of the BP site driveway entrances. His report also includes a recommendation for reduction in surface pavement, to reduce site runoff.

Lower Board review

The Plan Commission, Zoning Board of Appeals and Design Review Board worked extensively on this project, holding a total of *six* meetings to review the proposed changes and make several recommendations for modifications. Over the course of this review, the lower Boards reviewed several iterations of the applicant's plans, as well as the KLOA traffic study and subsequent report by the Village Engineer.

Zoning Board of Appeals

The Zoning Board of Appeals conducted a public hearing on the request on September 13, 2010. The ZBA received testimony from a neighbor within the 250-foot notification area expressing concern regarding the nature of the proposed convenience store operation, including the extent to which food items may result in increased traffic or congestion.

In evaluating this request, the Zoning Board of Appeals requested clarification of the food products to be offered in order to gauge possible increases in traffic. The applicant has explained that they do not intend to serve ready-to-eat hot food items, and agreed to conditions prohibiting such items from being offered. In a related matter, the applicant acknowledged that they are not proposing at this time any franchised food offering (such as Dunkin Donuts or Subway), and further acknowledged that such any such alteration in the future would be subject to consideration under the Village's Special Use permit procedures.

The site currently exceeds impermeable surface limitations, occupying 94.23% of the site area, and is proposed by the applicant to occupy a reduced 93.68% of the site. Referencing the traffic study's recommendation for a barrier between customer fueling operations and the adjacent public sidewalk, the ZBA recommended that landscaped areas be increased to bring the site into conformity with the 90% impermeable limitation.

The Zoning Board of Appeals concluded their review voting 3-0 (with two abstaining) to recommend **conditional approval** of the requested Special Use Permit, recommending that approval be conditioned upon the following; **(1)** the convenience store would not be allowed to sell hot food; **(2)** the amount of landscaping be increased to meet the 90%

impervious surface limit; **(3)** that landscaping be added to provide greater definition along the south sidewalk; **(4)** that the site signed to prohibit left turns onto Green Bay Road; **(5)** the hours of operation be limited to 6:00 a.m. to 10:00 p.m.; and **(6)** that one year after the applicant completes the changes to the store, the Village perform an evaluation impact on the neighborhood and address any injurious actions or activities which are determined at that time.

Design Review Board

The Design Review Board evaluated the request over the course of three meetings (September 16, October 21, and November 18, 2010), evaluating the application for consistency with the Village's *Commercial area Design Guidelines*. DRB review included two distinct project components; the first element involved evaluating the building's architectural elements and façade details for consistency with Village standards, while the second area of focus involved review of the site plan and recommendations for enhancements to achieve landscaping and screening standards contained within the adopted Guidelines.

Final building elevations were modified over the course of three meetings at the request of the Design Review Board to incorporate more traditional building materials (red brick and cast limestone), while also modifying the overall design to improve the proportion and scale of the building.

Site plan details received a large portion of the Design Review Board's attention, including evaluating multiple alternatives for achieving a physical separation from the adjacent public sidewalk. In addition, the Design Review Board considered multiple options for calling more attention to the location of driveway openings and pedestrian crossings.

The Design Review Board's concluded its review and recommended approval of the attached final plans which incorporates the following details:

- An increased amount of landscape area, achieved by removing the easterly 5 feet of existing concrete, and planting the resulting area with a combination of trees and shrubs. The expansion of landscaped area brings the site into compliance with impermeable surface limitations of the zoning ordinance;

- A 6-inch high concrete curb as a physical barrier between fueling vehicles and the adjacent Tower Road sidewalk – The proposed curb has been reviewed by the Village Engineer to assure adequate public sidewalk width. The concrete curb will be highlighted with a brick red stain and outfitted with a short 8" ornamental rail (consistent with Village streetscape details) to draw attention to the curb for BP customers.

- A new, widened public sidewalk, adjacent to the barrier curb described above. The applicant will provide a new, widened, six-foot (6') wide concrete sidewalk adjacent to the barrier curb, widened to assure ease of snow removal by Village crews and equipment;

- Removal of brick pavers from Village parkway and replacement with plant materials. Plans for the public parkway lying between the sidewalk and curb have been revised to incorporate a mixture of small shrubs, perennials and ornamental grasses to replace aging concrete pavers. Plant materials have been selected for salt tolerance and growing habit to assure adequate site visibility. Parkway plant materials are designed to provide relief to the current continuous expanse of pavement on the site. In addition, the plant materials provide a degree of screening of automotive use areas called for in Design Guidelines, while also serving to better identify the location of driveway entrances.

- Addition of bollards and chains in the Village parkway. The close proximity of the fueling islands to the Tower Road right-of-way complicated achieving landscape and screening goals of the Village's Design Guidelines, leaving little room on the BP site to introduce plant material or other elements to effectively obscure views of pavement and parked vehicles. Fuel delivery trucks also placed constraints on the ability to increase landscape areas. As a result, both the Design Review Board and Plan Commission turned attention to the public right-of-way for further enhancements.

  The installation of bollards on the public parkway was recommended by both the Design Review Board and Plan Commission as a means of better identifying the location of driveway openings, and is depicted conceptually in the image below.

  Bollards identified in the applicant's final plan were selected from the list of elements identified in the Village streetscape elements, and are proposed to be outfitted with chains to provide both an enhanced streetscape appearance, as well as a measure of separation between the sidewalk and Tower road traffic.

Plan Commission

As provided for under Section 17.56 of the Village Code, the Plan Commission is charged with evaluating Special Use Permit requests for consistency with the Village's *2020 Comprehensive Plan*. The Plan Commission reviewed the request over the course of two meetings on September 22, 2010 and October 27, 2010.

The Plan Commission's review of the request covered many of the issues identified earlier, including separation and definition of the southerly boundary of the site. In addition, the Plan Commission focused additional attention on improvement to the adjacent pedestrian crossing of Green Bay Road. As shown in the image on the following page, the current westerly curb cut measures approximately 45 feet in continuous length, with a single opening for both vehicles and pedestrians. The resulting final plan includes a new ADA pedestrian ramp, separated from the adjacent vehicular drive by a small raised, planted area.

The Plan Commission voted unanimously to recommend approval of the revised plan, subject to the following conditions: **(1)** no hot foods would be served, **(2)** that there be a

maintenance agreement for the landscaping and bollards, **(3)** to have the Village Forester review the new plant material and **(4)** for the fuel to be delivered at night.

Following completion of the lower board review in October 2010, the applicant elected to revisit the project budget in light of the modifications requested by the lower Boards. As outlined in a written supplement by the applicant dated July 12, 2011, the applicant has solicited bids for the revised project plans, explaining that the required upgrades have increased the project budget substantially, both due to architectural upgrades, and due to landscape and site plan improvements.

The applicant has requested that the Village Council consider either (a) waiving the requirement to install bollards in the Tower Road parkway, or in the alternative, (b) for the Village to supply and install nine (9) bollards due to their streetscape function, with the applicant designing and constructing appropriate concrete footings as part of other site development work.

Staff has sought manufacturer pricing on specified bollards, with nine bollards having a July 2011 delivered cost of $4,444.

Previous Council action:

The Village Council considered this case at its September 6, 2011 meeting, and introduced Ordinance M-16-2011 subject to modifications. The attached redline Ordinance M-16-2011 reflects modifications previously discussed by the Council, and also includes clarifying references to specific final plan sheets throughout.

More substantive modifications to Ordinance M-16-2011 are as follows;

1. Clarification regarding the condition of evening fuel delivery, specifying that the applicant shall use best efforts to limit delivery times to the evening hours of 9pm to 6am;

2. Clarification that bollards depicted in approved plans are to be furnished by the Village with site preparation and installation of bollards the responsibility of the applicant;

3. A requirement that the applicant install signage prohibiting all vehicles other than fuel delivery trucks and vehicles towing boat trailers from making left turns onto Green Bay Road from the west side of the Subject Property, with such signage required to comply with applicable standards as determined by the Village Engineer.

Recommendation:

1. Consider a motion to amend Ordinance M-16-2011;

2. Consider a motion to approve Ordinance M-16-2011 as amended, granting a Special Use Permit for proposed alterations to the BP Service Station at 1025 Tower Road

ORDINANCE NO. M-16-2011

AN ORDINANCE GRANTING A SPECIAL USE PERMIT TO ALLOW THE ALTERATION OF THE BP SERVICE STATION AT 1025 TOWER ROAD, WINNETKA, ILLINOIS

WHEREAS, the Village of Winnetka is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970, pursuant to which it has the authority, except as limited by said Section 6 of Article VII, to exercise any power and perform any function pertaining to the government and affairs of the Village; and

WHEREAS, the Council of the Village of Winnetka ("Village Council") find that establishing standards for the use and development of lands and buildings within the Village and establishing and applying criteria for variations from those standards are matters pertaining to the affairs of the Village; and

WHEREAS, the property commonly known as 1025 Tower Road, Winnetka, Illinois (the "Subject Property"), is legally described as follows:

> Lots 12 and 13 (except the northeasterly 60.0 feet) (and except that part thereof taken for roadway purposes) in block 5 in Jared Gage's subdivision, being a part of the east half of the northwest quarter, also part of the west half of the northwest quarter of fractional Section 17, Township 42 North, Range 13, East of the third principal meridian, also part of the East half of the Southwest quarter of fractional Section 8, Township 42 north, Range 13, east of the third principal meridian, as shown upon the plat of said subdivision, recorded February 8, 1872, as document number 12837 in Book 1 of Plats, page 25, in Cook County, Illinois; and

WHEREAS, the Subject Property is located at the northeast corner of Green Bay Road and Tower Road, in the C-2 General Retail Commercial Zoning District provided in Chapter 17.44 of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code; and

WHEREAS, the Subject Property is improved with a BP Amoco service station and two now-defunct automobile service bays, which currently function as an ad-hoc retail operation that sells snack foods and related merchandise; and

WHEREAS, pursuant to Sections 17.46.010(K) and 17.46.010(E) of the Winnetka Zoning Ordinance, Title 17 of the Winnetka Village Code, both service stations and convenience stores, as well as modifications to those uses, are subject to the issuance of a Special Use Permit to allow evaluation of proposed changes for impacts on neighboring properties, adequacy of Village streets and other infrastructure, and to review for consistency with adopted Village plans; and

WHEREAS, on December 10, 2009, the lessee of the Subject Property ("Applicant") filed an application for a special use permit in accordance with Chapter 17.56, "Special Uses," of the Winnetka Zoning Ordinance, seeking approval of a plan to modify the existing site and building to permit the expansion of the retail convenience store into the areas of the existing building that were originally the service bays; and

WHEREAS, the proposed convenience store renovation would include re-cladding of the existing exterior with brick and cast limestone and infill of the existing service bay doors with an anodized aluminum storefront system; and

WHEREAS, the proposed convenience store retail floor area would occupy approximately 960 square feet of the 1,790 square foot building, with the remainder of the building being used for upgraded restrooms, supply storage and an office area; and

WHEREAS, the Subject Property's location at the northeast corner of Green Bay Road and Tower Road is a highly visible, key location in the Hubbard Woods business district, and Village staff has worked extensively with the Applicant to refine the proposed improvements in order to enhance the safety of pedestrians, to improve the appearance of the Subject Property, and to increase the proposed special use's degree of consistency with the goals articulated in the Village's *Commercial Area Design Guidelines* and the Comprehensive Plan, *Winnetka 2020*; and

WHEREAS, the Subject Property currently exceeds impermeable surface limitations, occupying 94.23% of the site area; and

WHEREAS, the proposed renovation of the Subject Property will reduce the impermeable surface to 93.68% of the site; and

WHEREAS, on September 13, 2010, on due notice thereof, the Zoning Board of Appeals conducted a public hearing on the requested special use; and

WHEREAS, all interested parties were provided an opportunity to testify, comment, cross-examine witnesses and present evidence before the Zoning Board of appeals; and

WHEREAS, by the favorable vote of three of the five members then present, with the remaining two members present abstaining, the Zoning Board of Appeals has reported to the Council recommending that the special use permit be granted subject to the following conditions: (a) that the convenience store not be allowed to sell hot food; (b) that the impermeable surface area be reduced to 90% of the site area by increasing the amount of landscaped area; (c) that landscaping be added to provide greater definition along the south sidewalk; (d) that left turns from the Subject

Property to Green Bay Road be prohibited, and that signage to that effect be posted on the Subject Property; (e) that the hours of operation be limited to 6:00 a.m. to 10:00 p.m.; and (f) that the Village evaluate the special use one year after the expansion is completed, to determine impact on the neighborhood and to address any concerns that may surface at that time; and

WHEREAS, on September 22, 2010, on due notice thereof, the Plan Commission considered the application for special use ; and

WHEREAS, on October 27, 2010, on due notice thereof, the Plan Commission continued its consideration of the proposed special use and, by the favorable vote of 10 of the 11 members then present, with one member abstaining, found the proposed special use to be consistent with the Comprehensive Plan, *Winnetka 2020*, and has reported to the Council recommending that the special use be granted subject to the following conditions: (a) that no hot foods be sold; (b) that a maintenance agreement be executed for landscaping and bollards between the south border of the Subject Property and Green Bay Road; (c) that the Village Forester review the new plant material for the landscaping; and (d) that the fuel deliveries for the service station be allowed only at night; and

WHEREAS, notice was issued for the Zoning Board of Appeals hearing and for both meetings of the Plan Commission as required by the Open Meetings Act and the Zoning Ordinance; and

WHEREAS, the separate proceedings before the Zoning Board of Appeals and the Plan Commission both included questioning of the Applicant by members of the Zoning Board of Appeals and the Plan Commission; and

WHEREAS, no owners of property located within 250 feet of the Subject Property filed written objections, submitted any evidence, or requested an opportunity to cross-examine witnesses at either the Zoning Board of Appeals hearing or the Plan Commission meeting; and

WHEREAS, the proceedings of the Zoning Board of Appeals and Plan Commission conformed with all requirements of their procedural rules, the Winnetka Village Code and applicable statutes of the State of Illinois; and

WHEREAS, special uses granted pursuant to Section 17.40.020(B) are subject to the conditions and requirements set forth in Chapter 17.56 of the Winnetka Zoning Ordinance; and

WHEREAS, the record of proceedings before the Zoning Board of Appeals and Plan Commission consists of: (a) the application for special use, including a narrative from the

Applicant's architect; (b) a GIS survey map depicting the location of the subject Property; (c) a site plan of the Subject Property and floor plans depicting the proposed changes to the building and Subject Property; (d) the proposed south building elevation; (e) a traffic and parking analysis prepared by Koenig, Lindgren, O'Hara and Aboona, Inc. (KLOA); (f) a September 2, 2010, memorandum from the Village Engineer to the Zoning Board of Appeals commenting on the KLOA analysis and traffic and parking issues; (g) testimony from the Applicant and his architect; (h) testimony and correspondence from a resident who lives on Locust Street south of Chatfield Road and who objected to the application; and (i) correspondence in opposition to the application from another resident who lives on Locust Street, south of Chatfield Road; and

WHEREAS, the KLOA parking survey concludes that: (a) there is adequate parking in the area to meet the demands of the proposed expansion; (b) the site access is more than adequate to serve the expanded use; and (c) although pedestrian movements in the area are minimal, a separation treatment such as fencing or landscaping between the sidewalk and adjacent fueling stations will increase pedestrian safety; and

WHEREAS, the Village Engineer has reviewed the KLOA parking survey and concluded that: (a) the impact on traffic flow, congestion and safety in the vicinity will be minimal; (b) the applicant should work with Village staff to modify the public sidewalk and driveway aprons to create a separation between pedestrians and fueling stations; (c) parking stalls should be appropriately striped to clearly delineate parking areas; (d) a physical barrier is recommended next to the southerly fueling island so as to avoid vehicle encroachment on the sidewalk; and (e) landscaping should be installed particularly at the northwest, northeast and southeast corners of the Subject Property, in order to alleviate stormwater runoff and to improve the appearance of the site; and

WHEREAS, on September 16, 2010, October 21, 2010, and November 18, 2010, the Design Review Board, in accordance with Open Meetings Act notice requirements, reviewed and considered the design elements of the proposed special use; and

WHEREAS, at its November 18, 2010 meeting, the Design Review Board recommended that approval of the final plans incorporate the following details: (a) an increased landscape area; (b) a 6-inch high concrete curb between fueling vehicles and the adjacent Tower Road sidewalk; (c) a new, widened public sidewalk; (d) removal of brick pavers from the parkway and replacement with plant materials; and (e) installation of bollards and chains in the parkway; and

WHEREAS, when implemented in accordance with this Ordinance, the proposed special use will neither endanger nor be detrimental to the public health, safety, comfort, morals or general welfare, in that: (a) the gasoline pump islands will not be expanded; (b) the small, existing convenience store facility will expand within the confines of the existing building; (c) left turns onto Green Bay Road will be prohibited; (d) a new barrier curb between the vehicle lanes on the Subject Property and the adjacent sidewalk along Tower Road, as well as a parkway planting strip between the Tower Road sidewalk and the vehicular lanes on Tower Road will provide for improved pedestrian safety; (e) the Subject Property is more than 200 feet from the nearest school and church; (f) the improvements to the Subject Property will improve the appearance of the Subject Property in the neighborhood; and (g) the expansion of the convenience store operation within the existing building is likely to generate additional sales tax revenues for the Village; and

WHEREAS, when implemented in accordance with this Ordinance, the proposed special use will neither substantially diminish nor impair property values in the immediate vicinity, in that (a) the Subject Property is in a highly visible location at the northeast corner of Green Bay Road and Tower Road; (b) both Green Bay Road and Tower Road are major throughfares in the Village; (c) the gasoline service station and the small convenience store that currently exist on the Subject Property are established uses in the neighborhood; (d) the property uses in the immediate vicinity include commercial buildings, two Village parking lots, parking areas in front of the buildings at the southwest corner of Green Bay Road and Tower Road, and the railroad cut for the METRA/Union Pacific North Line; and (e) the nearest single family residences are south and west of the commercial and parking areas located south of Tower Road along Green Bay Road and west of Green Bay Road along the south side of Tower Road; and

WHEREAS, when implemented in accordance with this Ordinance, adequate measures will have been taken to provide ingress and egress in a manner that minimizes pedestrian and vehicular traffic congestion in the public ways, in that: (a) the facility is easily accessible from both Tower Road and Green Bay Road; (b) the addition of curbs and landscaping will improve both pedestrian safety and vehicular circulation on the Subject Property; and (c) traffic interference will be avoided by prohibiting left turns from the Subject Property onto Green Bay Road; and

WHEREAS, adequate parking, utilities, access roads, drainage and other facilities necessary for the operation of the special use already exist; and

WHEREAS, in all other respects, the special use, as granted pursuant to the Ordinance, conforms to the applicable regulations of the Zoning Ordinance and all other applicable Village ordinances and codes; and

WHEREAS, because the proposed special use will improve the appearance of the immediate vicinity, it is consistent with the *Winnetka 2020* objective to "ensure that commercial, institutional, and residential development is appropriate to the character of and minimizes the adverse impact on its surrounding neighborhood;" and

WHEREAS, because of its minimal intensity and the pre-existing infrastructure, the proposed special use is consistent with the *Winnetka 2020 o*bjectives to: (a) "limit commercial, institutional and residential development within the Village to minimize potentially adverse impacts on adjacent residential neighborhoods and to prevent the need for significant increases in infrastructure and other community resources," and (b) "ensure that development proposals minimize the potential adverse impact they might have on residential neighborhoods, including the impact on pedestrian character, on site parking, traffic patterns, congestion, open space, storm water management and Village infrastructure;" and

WHEREAS, the proposed special use is consistent with the *Winnetka 2020 g*oal to "provide for a wide range of office/service and retail commercial land uses and development within the existing business districts in the Corridor;" and

WHEREAS, because the proposed expansion of the existing special use and exterior improvements to the Subject Property will maintain the established use and configuration of the Subject Property while improving its appearance, the proposed special use is consistent with the goals of *Winnetka 2020* to: (a) "promote a strong community identity and opportunities to interact while building a healthy commercial tax base," and (b) "maintain the essential quality, viability and attractiveness of Winnetka's business districts while encouraging new economic development consistent with the character of the Village and the individual business districts;" and

WHEREAS, the proposed special use is consistent with the *Winnetka 2020* objective to "ensure that new development does not decrease public parking supply;" and

WHEREAS, when implemented in accordance with this Ordinance, the proposed special use, as a whole, will be consistent with the Comprehensive Plan, *Winnetka 2020*.

NOW, THEREFORE, the Council of the Village of Winnetka do ordain as follows:

SECTION 1: The foregoing recitals are hereby incorporated as the findings of the Council of the Village of Winnetka, as if fully set forth herein.

SECTION 2: Subject to the terms and conditions set forth in Sections 3 through 6 of this Ordinance, and pursuant to Chapter 17.56 of the Winnetka Zoning Ordinance, a special use is hereby granted to the Subject Property, commonly known as 1025 Tower Road, Winnetka, Illinois, and located in the C-2 General Retail Commercial Zoning District, to allow for an expansion of the existing convenience store facility on the Subject Property, known as "BP Amoco," all in accordance with the plans submitted with the application, as amended by the following sheets: A-01-REV, dated July 23, 2010; A-03A-revised, dated October 27, 2010; A-06, dated August 18, 2010; and site and landscape plan L-1, dated July 15, 2011.

SECTION 3: The special use granted by this Ordinance is subject to the following conditions regarding the operation of the business:

A. The sale of hot foods shall be prohibited.

B. The hours of operation of the gas station and convenience store shall be limited to the hours from 6:00 a.m. to 10:00 p.m.

C. The operator shall use its best efforts to limit ~~Fuel~~ fuel deliveries for the service station ~~shall be limited~~ to the hours ~~after~~ between 9:00 p.m. and ~~before~~ 6:00 a.m.

SECTION 4: The special use granted by this Ordinance is subject to the following conditions regarding the installation of site improvements and landscaping.

A. All site improvements and landscaping shall be installed substantially as depicted in as depicted in the site and landscape plan, sheet L-1, dated July 15, 2011 ("Sheet L-1").

B. ~~The pavement on the Subject Property shall be reduced and landscaping shall be increased so that the area of impermeable surface~~ Impermeable surface on the Subject Property ~~does~~ shall not exceed 90% of the area of the Subject Property, as required by the Winnetka Zoning Ordinance.

C. Applicant shall install landscaping at the northwest, northeast and southeast corners of the Subject Property, substantially as depicted in Sheet L-1,

~~B.Landscaping and bollards shall be added to the Tower Road parkway adjacent to the Subject Property to provide greater definition between the sidewalk and Tower Road.~~

~~The~~

D. Applicant shall remove the existing brick pavers from the parkway and replace them with plant materials, substantially as depicted in Sheet L-1.

E. All landscaping materials shall be subject to the review and approval of the Village Forester.

F. Applicant shall install bollards and railings as depicted on Sheet L-1 in circled numbers 3 and 4, "Village Proposed Section Through Sidewalk," and "Railing Detail." The Village will provide the bollards, at Village expense. The Applicant shall be responsible for installing the bollards and for providing and installing the railings and all other materials necessary to comply with Sheet L-1.~~The bollards shall be consistent with the streetscape design materials, as determined by the Director of Community Development.~~

~~F.~~G. Applicant shall construct ~~A~~ a concrete curb barrier ~~shall be constructed~~ next to the southerly fueling island to avoid vehicle encroachment on the public sidewalk, substantially as depicted in Sheet L-1, subject to the final approval of the Village Engineer.

SECTION 5: The special use granted by this Ordinance is subject to the following additional conditions regarding the installation of site improvements and landscaping.

~~G.~~A. ~~The~~ Applicant shall execute an agreement with the Village, in a form acceptable to the Village Attorney, pursuant to which the Applicant and any successor operators of the gas station and convenience store on the Subject Property shall be responsible for maintaining the new landscaping and bollards.

~~H.~~B. Applicant shall install signage ~~Signage~~ prohibiting all vehicles other than fuel delivery trucks and vehicles towing boat trailers from making left turns onto Green Bay Road from the west side of the Subject Property. ~~shall be installed.~~ The design and location of such signage shall comply with applicable standards, as determined by the Village Engineer.

~~I.~~C. Parking stalls shall be appropriately striped to clearly delineate parking areas.

~~D.Landscaping shall be installed at the northwest, northeast and southeast corners of the Subject Property, in order to alleviate stormwater runoff and to improve the appearance of the site.~~

~~K.~~D. ~~Brick pavers shall be removed from the parkway and replaced with plant materials~~.

~~L.~~E. One year after the expansion is completed, Village Staff shall evaluate the special use and report to the Village Council as to whether the conditions imposed in this Ordinance have provided adequate protection to the immediate neighborhood from the potential negative impact of the special use.

SECTION 6: ~~4:~~ The stipulations, conditions and restrictions set forth in the foregoing Section 3 of this Ordinance may be modified or revised from time to time by the Village Council following public notice and hearing, as provided in Section 17.56.070 of the Zoning Ordinance.

SECTION 7: ~~5:~~ This Ordinance is passed by the Council of the Village of Winnetka in the exercise of its home rule powers pursuant to Section 6 of Article VII of the Illinois Constitution of 1970.

SECTION 8: 6: This Ordinance shall take effect immediately upon its passage, approval and posting as provided by law.

PASSED this ___ day of _____, 2011, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this ___ day of _____, 2011.

Signed:

_____
Village President

Countersigned:

_____
Village Clerk

Introduced: September 6, 2011
Posted: September 7, 2011
Passed and Approved:
Posted:

ERIC CARLSON ARCHITECTS, INC.

July 12, 2011

Village of Winnetka
Village Board Members
Winnetka, IL 60093

Re: BP Gas Station
1025 Tower Rd
Winnetka, IL 60093

To Whom it may concern:

This letter is to briefly explain the project, some of the history of the petitioner's process, and request relief from 2 items that have been incorporated into the submittal documents resulting from meetings with the Plan Commission, Design Review Board, and the Village staff.

The petitioners' initial desire was to remodel the interior of the existing convenience store and enhance the exterior appearance of the existing gas station / convenience store. It was discovered after the architectural plans were submitted to the Building Department that the appropriate "Special Use" had not been granted for the convenience store aspect of the business, which had been operating as such for 15 - 20 years. This discovery required the petitioner to apply for the special use permit.

The petitioner is a tenant/operator leasing the building from the current ownership. The cost of the renovations are being paid by the tenant; therefore, they are incurring a fairly substantial cost to enhance the building and site without reaping the long term benefit, as if they owned the building.

Through the Special Use process there have been substantial revisions made to the originally submitted plans. The initial plan was mostly intended for interior remodeling, including a new mechanical system. The exterior work was primarily in-filling the existing overhead door openings with a brick veneer wall and some standard size casement windows. The current plan, as revised through the special use process, involves removing the existing grey glazed brick on the west and south elevations, replacing it with a red brick and a base of stone more typically found within the Village, and replacing the overhead doors with a full storefront glazing system. The additional work to the elevation has added approximately $40,000 to the cost of the exterior renovations.

Since it was not known by the petitioner that there were existing non-conforming items that needed special use approval, they had intended for only minimal "clean-up" work to the existing site landscaping. The site / landscape plan that is currently submitted is the culmination of comments from the Plan Commission and the Design Review Board as interpreted and summarized by Village staff. We have worked closely with all parties to provide a plan that meets the desires of the Village of Winnetka. Due to the limited amount of space available for additional landscaping on site, it was recommended to provide landscaping and screening on the Villages parkway along Tower Rd. This work requires the removal of the existing paved parkway and removal and replacement of the existing sidewalk providing

455 Barnaby Drive ▪ Oswego, IL 60543 ▪ Phone: 630.400.2950 ▪ Fax: 630.786.3132 ▪ www.ecarchitects.com

for the new landscape island curbing and the stamped and stained “Carriage walk” curb detail along the property line. The petitioner has received bids for the work along Tower road. With 5 bids tallied, the cost for the Tower Road improvements is about $35,000.

As the design enhancements have been incorporated into the current plan, the costs of the improvements has significantly increased the initial project budget, making it financially challenging to continue with the project. The Plan Commission placed restrictions on the food items that could be sold, which would negatively impact the profitability, making it harder to recoup the investment. After much negotiating, the owner has agreed to contribute a minimal amount of money to the cost of the project. The amount agreed by the owner is not to exceed $10,000.

The petitioner is requesting relief from two items that were recommended, resulting from the discussions as noted above. The first would be to eliminate the (9) bollards located within parkway landscaping along Tower Rd. The second would be to provide a more cost effective stained curb in lieu of the stamped and stained “carriage walk” at the north side of the sidewalk. These two reliefs would save an estimated $10,000 while still providing the screening and the separation between the public sidewalk and the drive lane of the gas pumps requested by the PC/DRB/ and the Village.

As an alternate to omitting the bollards completely, the petitioner would ask the Board to consider the Village to provide and install the bollards. It would be reasonable to expect that overtime, the increased tax revenue generated from higher sales volume of the larger convenience store, would pay for the bollards.

The petitioner has agreed to increase their initial budget to attempt to accommodate the desires of the Village. We have spent several months bidding the project and investigating various ways to trim the cost of the project while keeping the site improvements requested. While some value engineering can be and has been incorporated into the interior work, the budget is still stretched beyond what the petitioner is able to spend without a commitment of future ownership. The owners’ commitment to contribute $10,000 helps, but, more is needed. We ask that you consider our willingness to work with the various Boards and staff to provide a quality enhancement to the existing property, and grant these minor reliefs in the scope to assist in making this project financially feasible.

Sincerely,

Eric R. Carlson – Owners Design Rep.

455 Barnaby Drive ▪ Oswego, IL 60543 ▪ Phone: 630.400.2950 ▪ Fax: 630.786.3132 ▪ www.ecarchitects.com

CASE NO. 10-27-SU

APPLICATION FOR SPECIAL USE

Name of Applicant NICK PANCHAL

Property Address 1025 TOWER RD WINNETKA IL 60093

Home and Work Telephone Number (815) 236-4962 - W (847) 446-2287

Fax and Email NIP 3002 @ YAHOO . COM

Architect Information: Name, Address, Telephone, Fax & Email (847) 663-1074 FAX

BARKAT VIRANI (847)-414-4575 CELL

6540 N. LONGMEADOW AVE LINCOLNWOOD ILL 60712

Attorney Information: Name, Address, Telephone, Fax & Email

Date Property Acquired by Owner

Nature of Any Restrictions on Property

Explanation of Special Use Requested INTERIOR REHAB FOR THE EXISTING CONVENIENCE STORE

OFFICE USE ONLY

Special Use Requested under Ordinance Section(s)

Staff Contact: Date:

Explain in detail how the proposed Special Use meets the following standard. Under the terms of the Zoning Ordinance, no Special Use Permit shall be granted unless it is found:

✓ 1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;

✓ 2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

✓ 3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

✓ 4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;

✓ 5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided; and

✓ 6. That the Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

Respectfully Submitted,

Mina W. Ogden
Property Owner

12/10/09
Date

1025 TOWER RD WINNETKA
Address

Explain in detail how the proposed Special Use meets the following standard. Under the terms of the Zoning Ordinance, no Special Use Permit shall be granted unless it is found:

✓ 1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;

✓ 2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

✓ 3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

✓ 4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;

✓ 5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided; and

✓ 6. That the Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

Respectfully Submitted,

The Robert C. Ogden Family Trust U/A Dated 12-7-90

X [signature] Co-Trustee 8/16/10

Michael Ogden, Co-Trustee

[signature], Co-Trustee 12/10/09

Property Owners Date

X

Myna Engleman, Co-Trustee

1025 TOWER RD WINNETKA

Address

Explain in detail how the proposed Special Use meets the following standard. Under the terms of the Zoning Ordinance, no Special Use Permit shall be granted unless it is found:

✓ 1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;

✓ 2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

✓ 3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

✓ 4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;

✓ 5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided; and

✓ 6. That the Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

Respectfully Submitted,

The Robert C. Ogden Family Trust U/A Dated 12-7-90

X

Michael Ogden, Co-Trustee

Missa W. Ogden, Co-Trustee — 12/10/09

Property Owners — Date

X Myna Engleman

Myna Engleman, Co-Trustee

1025 TOWER RD WINNETKA

Address

ERIC CARLSON ARCHITECTS, INC.

August 10, 2010

RECEIVED
AUG 11 2010
BY:

Village of Winnetka
Community Development Department
Building and Zoning Division
510 Green Bay Rd
Winnetka, IL 60093

RE: Special Use Application 1025 Tower Rd, Winnetka IL

The petitioners' desire is to obtain a Special Use Permit to continue to operate the gas station / convenience store business and upgrade the interior and exterior of the existing building. It has become brought to our attention that while the current facility has been operating as a gas station / convenience store for more than 15 years, a special use permit to allow the C-store use was never properly applied for. The original use of the building was a gas station and auto service station.

The petitioner is a new tenant under the current ownership. The fact that the special use permit did not exist was brought to the petitioners' attention after they applied for a permit to renovate the existing convenience store. The petitioner is simply asking for the special use to allow them to update both the interior and exterior of the existing building.

The following responses relate directly to the compliance standards as part of the special use application.

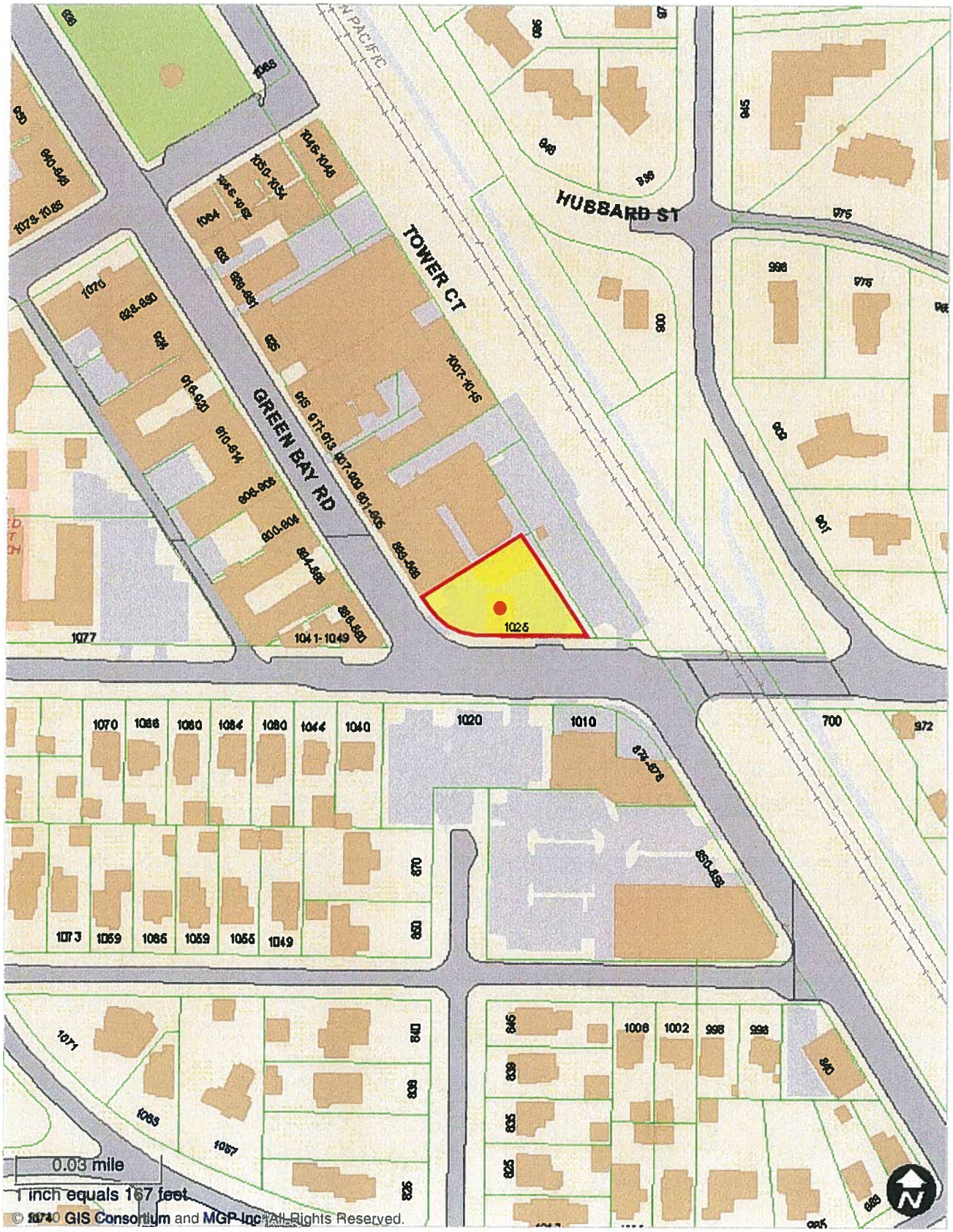
1) Since the building is currently operating as a convenience store and has for over 15 years, the operations of the existing facility will remain as the local residence have come to know the property. No detrimental impact will be noticed. More impact would be noticed to convert the building back to its approved use as a auto service station.
2) Since the intent is to enhance the existing buildings "street" façade and improve the property in general, the value to people and properties would be enhanced.
3) Same as 1)
4) Ingress and egress to the site will not change from the existing, therefore will have no impact. Additional entrances to the building are proposed for easier customer access.
5) Parking is proposed to remain. Less parking would negatively impact the use of the site.
6) Due to the age of the existing project and the adaption of various ordinances over time, there are some deficiencies with the existing site. The petitioner has been working with the Village to enhance the property to come as close to compliance as reasonable.
7) Similar to 2)
8) Similar to 2)
9) No significant change to signage, window display, or lighting. Upgraded wall sconces are proposed for mainly aesthetic reasons.
10) N/A
11) It is not expected that the use and number of patrons would change significantly from the existing use of the property, therefore now negative impact would be realized.

Sincerely,

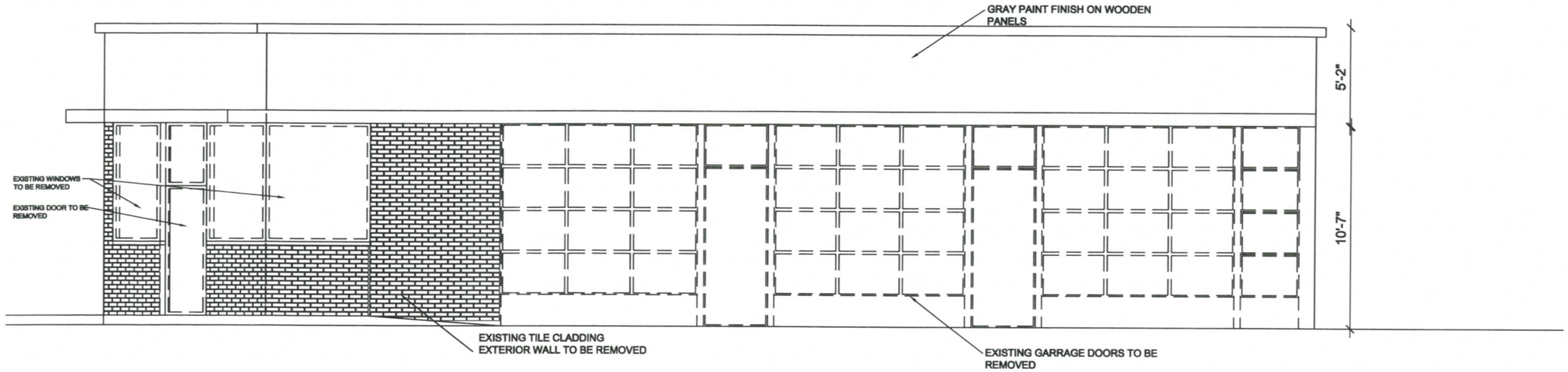
Eric R. Carlson – Architect

455 BARNABY DRIVE.
OSWEGO, IL 60543
630-400-2950
630-786-31 9 FAX)
eric@ecarchitects.com

GIS consortium MapOffice™ *1025 Tower Rd.* Created By mgp inc



Attachment A - Final Building elevation



PROPOSED ELEVATION -27 oct 10

DESIGN CONSULTANT

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TEL-847-414-4575

ARCHITECT ON RECORD

BARRY GREENBERG
TEL-847-414-4575
2426, HARTZELL ST.
EVANSTON,IL - 60201

LIC NO -01-05834
EXPIRATION DATE - 11.30.2010

PROJECT

CONVENIENCE STORE FOR
FOR BP GAS STATION
1025 TOWER ROAD
WINETKA, ILLINOIS

OWNER: Dr. Kalpana Panchal

NOTES

REVISIONS

PRINTS

DATE	PURPOSE	ISSUED TO	SETS
03-16-0	PERMIT	CLIENT	7

A-03A- revised

TITLE	EXISTING AND PROPOSED ELEVATION		
SCALE	3/16"=1'-0"	DRG. NO.	PROJ.NO.
DATE	16 MAR 09 27 oct 10	A-03A	KP/CONC/08
DRAWN	AMEE		

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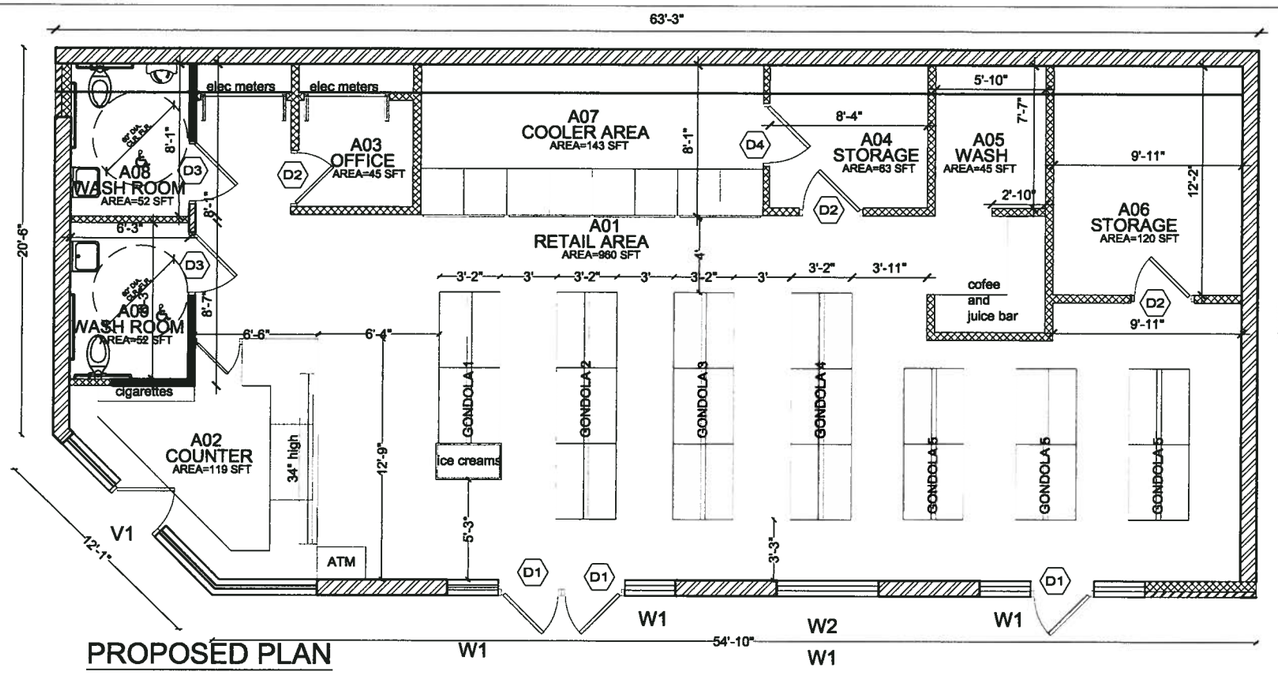
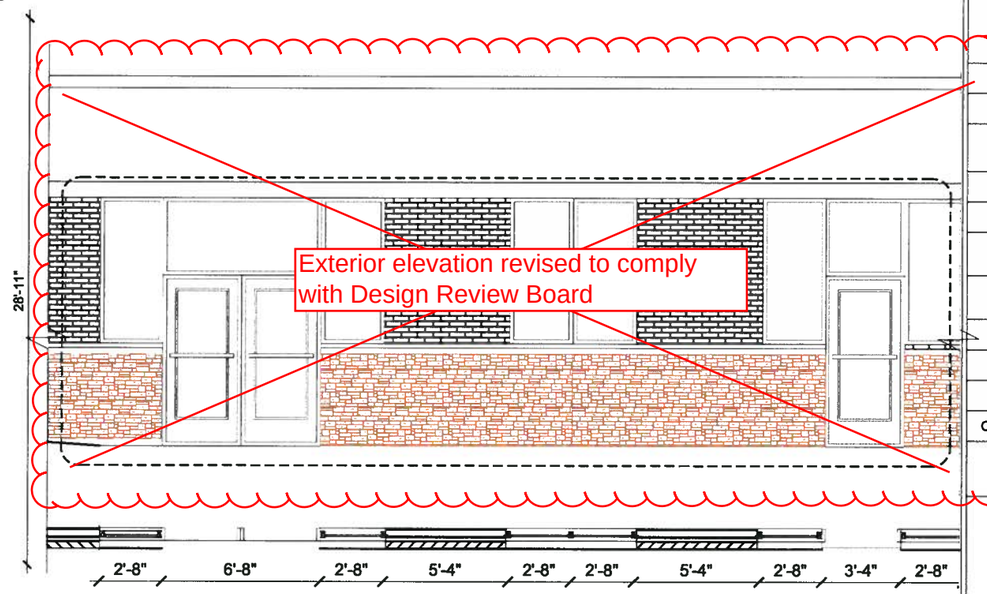
Attachment B - floor plans



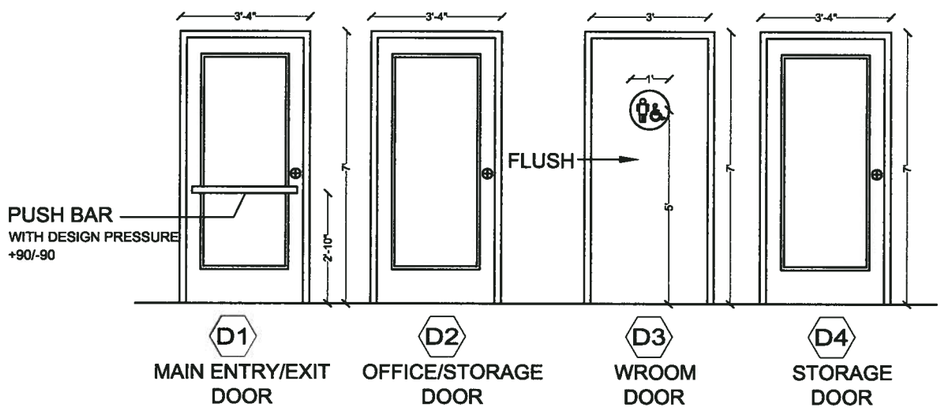
PROPOSED PLAN



Exterior elevation revised to comply with Design Review Board

EXTERIOR WALL DETAIL

SCALE: 3/16"-1'-0"



DOOR SCHEDULE

MARK	SIZE	LOCATION	QTY	FRAME	RESP.	FIRE RATING	REMARK
D1	3'-0"X7'-0"	ENTRY / EXIT	3	ALU. ANOD.	GC	90 MIN.	TEMPERED GLASS DOOR with panic device W/AUTO DOOR CLOSER. 1 PANELED DOOR
D2	3'-0"X7'-0"	INTERNAL DOOR	3	ALU. ANOD.	GC	90 MIN.	SWING DOOR PANELLED AND LAMINATED, SINGLE LEAF W/AUTO DOOR CLOSER
D3	3'-0"X7'-0"	WASH RM.	2	ALU. ANOD.	GC	90 MIN.	SWING DOOR PANELLED AND LAMINATED, SINGLE LEAF W/AUTO DOOR CLOSER
D4	3'-0"X7'-0"	INTERNAL DOOR	1	ALU. ANOD.	GC	90 MIN.	SWING DOOR PANELLED AND LAMINATED, SINGLE LEAF W/AUTO DOOR CLOSER

WINDOW SCHEDULE

W1	W2	V1
WIDTH - AS ON PLAN SILL - 4' - 4" LINTEL - 10' - 7"	WIDTH - AS ON PLAN SILL - 4' - 4" LINTEL - 10' - 7"	EXISTING WINDOW SILL - 4' - 4" LINTEL - 10' - 7"

DOOR HARDWARE SCHEDULE

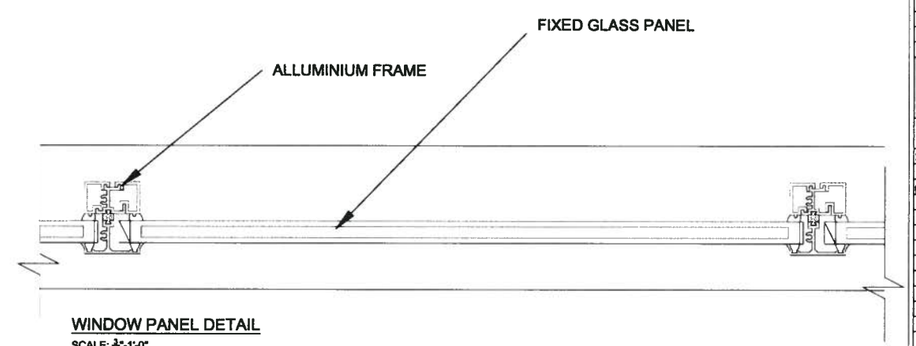
D1 SET 3
- 4-EACH HINGES OF 6"
- AUTOMATIC DOOR CLOSER
- INSIDE PANIC DEVICE
- OUTSIDE MORTICE LOCK
- WEATHER STRIPING

D2 SET 3
- 3-EACH HINGES OF 4"
- AUTOMATIC DOOR CLOSER
- MORTICE LOCK

D3 SET 2
- 3-EACH HINGES OF 4"
- AUTOMATIC DOOR CLOSER
- LOCK SET
- MORTICE LOCK

D4 SET 1
- 3-EACH HINGES OF 4"
- AUTOMATIC DOOR CLOSER

NOTE:
1. ALL EXTERNAL DOORS SHOULD BE PROVIDED WITH WEATHER STRIPING
2. THRESHOLDS AT DOORS SHALL NOT BE GREATER THAN ½" IN HEIGHT. SUCH RAISED THRESHOLD OR FLOOR LEVEL CHANGE SHALL BE LEVELED WITH A SLOPE NO GREATER THAN 1:2
3. DOORS TO STAIRWELLS SHALL NOT BE LOCKED



WINDOW PANEL DETAIL

SCALE: 3/16"-1'-0"

DESIGN CONSULTANT

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ARCHITECT ON RECORD

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EVANSTON,IL - 60201

LIC NO -01-05834
EXPIRATION DATE - 11.30.2010

PROJECT

CONVENIENCE STORE FOR
FOR BP GAS STATION
1025 TOWER ROAD
WINETKA, ILLINOIS

OWNER: Dr. Kalpana Panchal

NOTES

REVISIONS

		08-18-10

PRINTS

DATE	PURPOSE	ISSUEDTO	SETS
03-16-09	PERMIT	CLIENT	7

A-06

TITLE	DOOR AND WINDOW SCHEDULE PLAN		
SCALE	AS SHOWN	DRG. NO.	PROJ.NO.
DATE	16,MAR,09	A-06	KP/CON/CS/09
DRAWN	AMEE		

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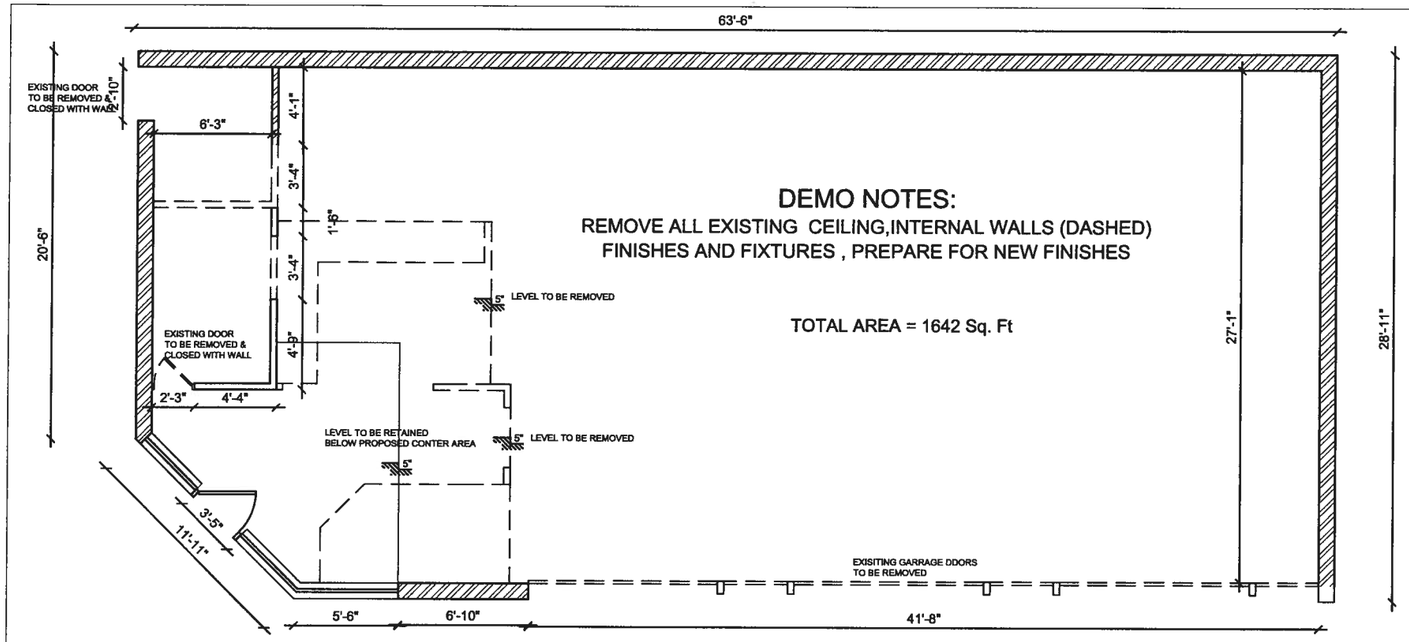
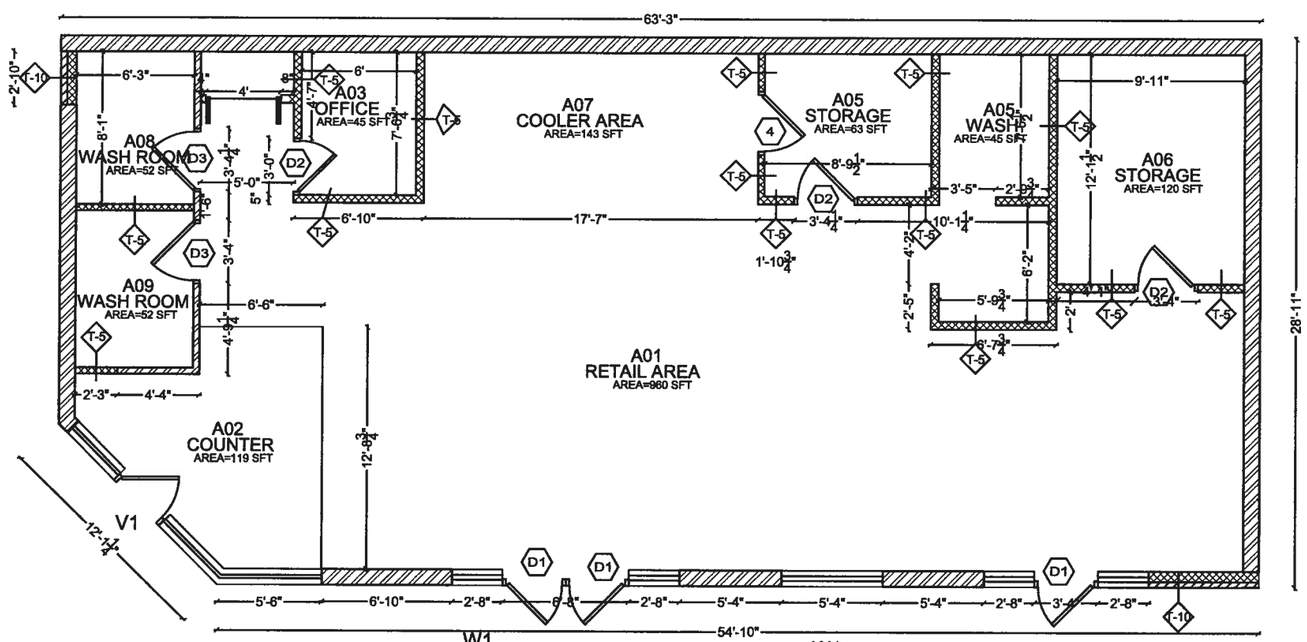


DEMOLITION PLAN

SCALE:1/8"=1'-0"



DIMENSION PLAN

SCALE:1/8"=1'-0"

GENERAL NOTES:

1) DROP CEILING HEIGHT IS AS PER REFLECTED CEILING PLAN
2) ELECTRICAL OUTLET HEIGHTS MEASURED TO BOTTOM OF BOX.
3) ONE ELECTRICAL JUNCTION BOX TO BE LOCATED IN CEILING ABOVE EACH WINDOW PANEL.
4) EXIT LIGHTS INSTALLED BY G.C. PER LOCAL CODE.
5) EMERGENCY LIGHTS INSTALLED BY G.C. PER LOCAL CODE.
6) EXTINGUISHERS, SMOKE AND FIRE DETECTION SYSTEMS INSTALLED BY G.C. PER LOCAL CODE.
7) LABOR & MATERIAL SUPPLIED BY G.C. UNLESS OTHERWISE NOTED.
8) INSTALLATION OF MATERIAL BY G.C. UNLESS OTHERWISE NOTED.
9) ALL DIMENSIONS TO BE VERIFIED BY G.C. ON SITE.

KEY NOTES

NEW WALL PARTITIONS SHOWN UNSHADED 3 5/8" METAL STUDS 16" ON CENTRE WITH 5/8" GYP. WALLBOARD EACH SIDE TO UNDERSIDE OF CEILING(TYPICAL)

TOILET SINK AND CABINETS TO BE SEALED TO FLOORS/WALLS WITH SILICON CALK SEAL

TOILETS ROOMS TO HAVE PERMANENT ROOM IDENTIFICATION ADJACENT TO FULL SIDE OF DOOR A.F.F.60" TO SIGN CENTER -AS PER ILLINOIS ACCESSIBILITY CODE

PORTABLE FIRE EXTINGUISHERS SHALL HAVE THE NAME OF AN APPROVED AGENCY AND BE INSTALLED IN LOCATION VISIBLE AND ACCESSIBLE TO THE OCCUPANTS.

FINAL LOCATION BY FIRE PREVENTION BUREAU

1) THE BOTTOM PLATE OF ALL INTERIOR PARTITIONS SHALL BE ATTACHED @ FLOOR W/.177 SHANK DIA. *1 7/16" PENETRATION @ 32" O.C. POWER DRIVEN FASTNER HILTI OR EQ. TYP.

2) INTERIOR PARTITION SIZING:

UP TO	STUD	SPACE
13'-6"	358ST25	2'-0"
16'-0"	358ST25	1'-4"
15'-0"	358ST22	2'-0"
17'-3"	358ST22	1'-4"
15'-7"	358ST20	2'-0"
17'-11"	358ST20	1'-4"

3) THE TOP TRACK OF EACH FULL HEIGHT WALL SHALL BE ATTACHED DIRECTLY TO THE FRAMING WHEN THE WALL IS PERPENDICULAR TO FRAMING AND TO BLOCKING BETWEEN FRAMING @ 4'-0" CENTRES WHEN THE WALL IS PARALLEL TO THE FRAMING.

4) PROVIDE MIN 2'-0" HIGH CEMENT BOARD @ FLOOR AS LOWER PANEL FOR ALL WET WALLS AND BEHIND ALL FRP PANELLING
5) PROVIDE CEMENT BOARD UNDER ALL WALL TILE

6) NOTE: ALL BRACING AND SUSPENDED COMPONENTS ARE FROM STRUCTURE (NOT FROM DECK). DO NOT PENETRATE THROUGH DECK ABOVE

WALL TYPES

DEMOLITION WALLS

EXISTING WALLS

T-10 — 8" CMU WALL WITH GYPSUM BOARD ON INTERIOR SIDE AND MAT FINISH 2 1/4"x 7 5/8" WHITE TILE FINISH ON EXTERIOR SIDE

T-5 — 5" WALL -WITH 3 5/8" METAL STUDS 16"ON CENTRE WITH 5/8" GYPBOARD ON BOTH SIDES

DESIGN CONSULTANT

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PROJECT

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FOR BP GAS STATION
1025 TOWER ROAD
WINETKA, ILLINOIS

OWNER: Dr. Kalpana Panchal

NOTES

REVISIONS

PRINTS

DATE	PURPOSE	ISSUEDTO	SETS
03-18-09	PERMIT	CLIENT	7

A-01-REV

TITLE	DEMO/DIMENSION/LAYOUT PLANS			
SCALE	AS SHOWN	DRG. NO.		PROJ.NO.
DATE	16.MAR.09 / 23.JULY10	A-01-R		KP/CONVCS/09
DRAWN	AMEE			

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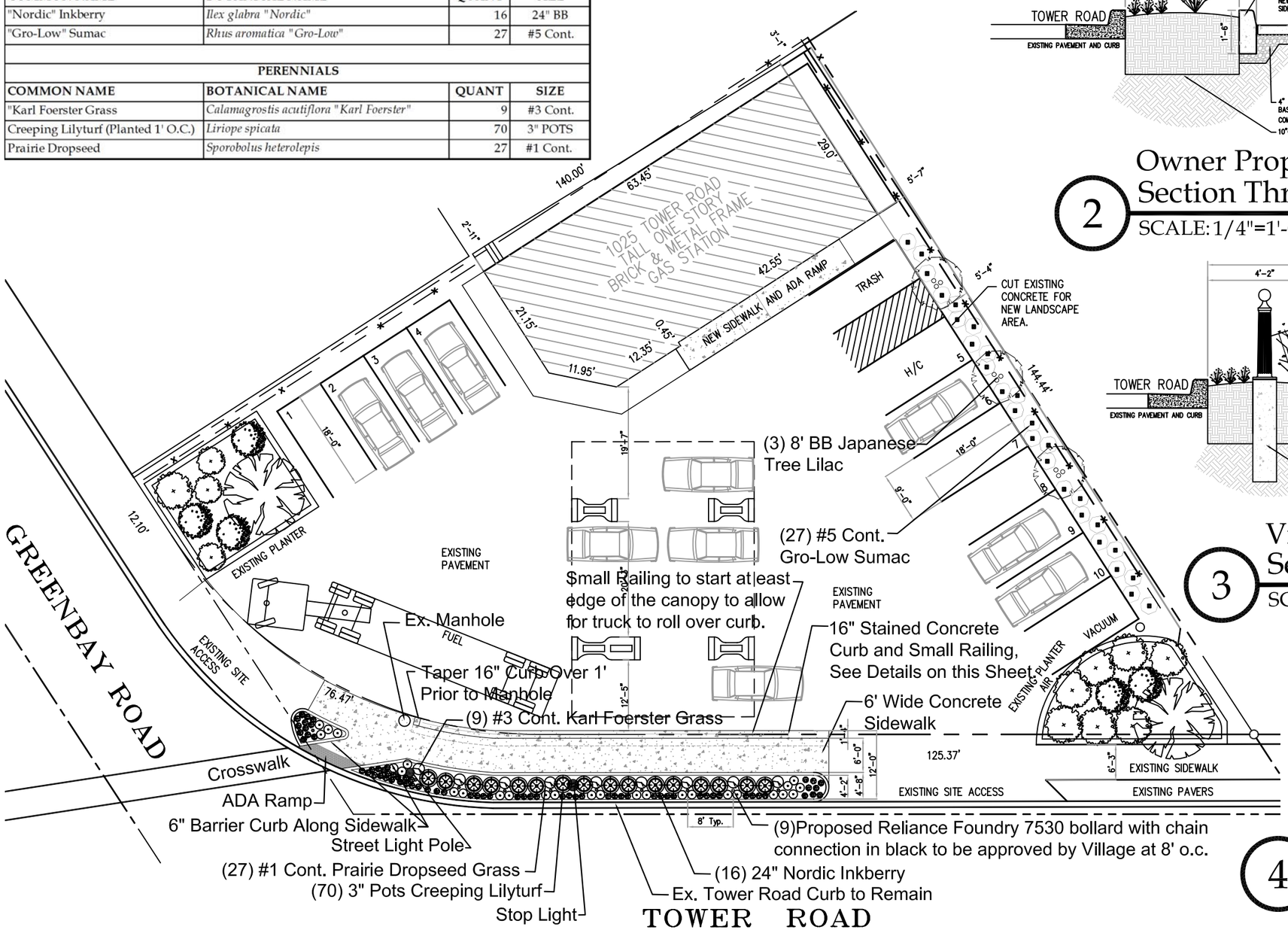
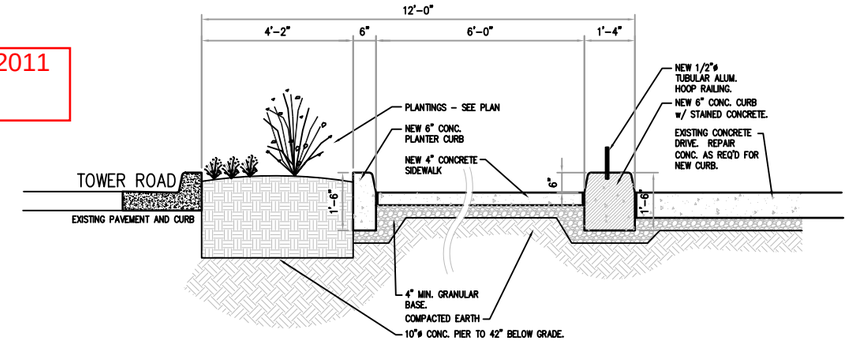
Attachment C - July 15, 2011 site plan

Plant List

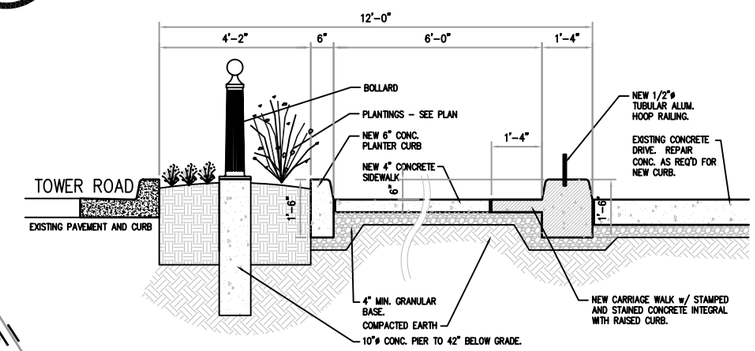
COMMON NAME	BOTANICAL NAME	QUANT	SIZE
TREES			
Japanese Tree Lilac	*Syringa reticulata*	3	8' BB
SHRUBS			
COMMON NAME	**BOTANICAL NAME**	**QUANT**	**SIZE**
"Nordic" Inkberry	*Ilex glabra "Nordic"*	16	24" BB
"Gro-Low" Sumac	*Rhus aromatica "Gro-Low"*	27	#5 Cont.
PERENNIALS			
COMMON NAME	**BOTANICAL NAME**	**QUANT**	**SIZE**
"Karl Foerster Grass	*Calamagrostis acutiflora "Karl Foerster"*	9	#3 Cont.
Creeping Lilyturf (Planted 1' O.C.)	*Liriope spicata*	70	3" POTS
Prairie Dropseed	*Sporobolus heterolepis*	27	#1 Cont.



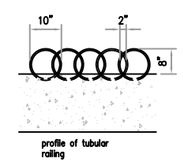
1 Landscape Plan
SCALE: 1"=20'-0"



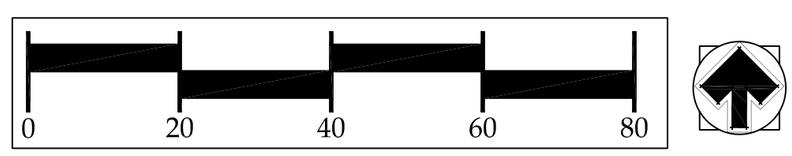
2 Owner Proposed Section Through Sidewalk
SCALE: 1/4"=1'-0"



3 Village Proposed Section Through Sidewalk
SCALE: 1/4"=1'-0"



4 Railing Detail
SCALE: 1/4"=1'-0"



3D design studio
529 N. BARRON BLVD.
GRAYSLAKE, IL 60030
847.223.1891
847.223.1892 (FAX)
info@3ddesignstudio.com

DESIGN CONSULTANT

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PROJECT

CONVENIENCE STORE FOR
FOR BP GAS STATION
1025 TOWER ROAD
WINNETKA, ILLINOIS

OWNER: Dr. Kalpana Panchal

NOTES

REVISIONS

10.15.10	Village Comment Revisions	CSM
10.27.10	Village Comment Revisions	CSM
10.29.10	Village Comment Revisions	CSM
07.15.11	Village Comment Revisions	CSM

PRINTS

DATE	PURPOSE	ISSUEDTO	SETS

L1

TITLE	LANDSCAPE PLAN		
SCALE	AS NOTED	DRG. NO.	PROJ.NO.
DATE	30,SEPT 10	L1	KP/CON/CS/09
DRAWN	3D		

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Attachment D - Parking and Traffic Study

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

RECEIVED
AUG 11 2010
BY:

MEMORANDUM TO: Kalpana Panchal
BP Station - Tower Road
Winnetka, Illinois

FROM: Neil S. Kenig, PE
Principal

DATE: September 2, 2009

SUBJECT: Special Use Traffic and Parking Analysis
Gas Station/Convenience Store
Winnetka, Illinois

This memorandum summarizes the results of a traffic and parking analysis conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for an existing gas station/convenience store development located in Winnetka, Illinois. The site is located in the northeast quadrant of Green Bay Road and Tower Road. The site currently contains a gas station and convenience store. Access to the site is currently provided via driveways on both Green Bay Road and Tower Road.

This study was conducted to assess the impact that proposed site modifications would have on traffic and parking conditions and determine if any traffic control and access improvements are necessary to accommodate site-generated traffic.

The sections of this report present the following.

- Existing street conditions
- A description of the proposed development
- Vehicle trip generation
- Parking provisions
- Recommendations with respect to site access, sidewalk provisions, pedestrian safety and adequacy of parking

Existing Conditions

Site Location

The site is located in the northeast quadrant of Green Bay Road and Tower Road. Land uses in the immediate vicinity of the site north along Green Bay Road are primarily retail. East of the site are the Metra tracks. The site itself has eight fueling stations and a small convenience store as well as on-site parking.

Site Accessibility

The accessibility of the site is via two driveways one each on Green Bay Road and Tower Road. The intersection of these two roadways is controlled by a traffic signal.

Green Bay Road is a north-south major road through the north shore suburbs. In the vicinity of the site, it has a two-lane cross section with parking on both sides of the street. It is signalized at both approaches to its offset intersection with Tower Road.

Tower Road is an east-west road ending at Sheridan Road on the east and the Edens Expressway on the west. It has two lanes and no parking on both sides of the street.

Existing Traffic Volumes

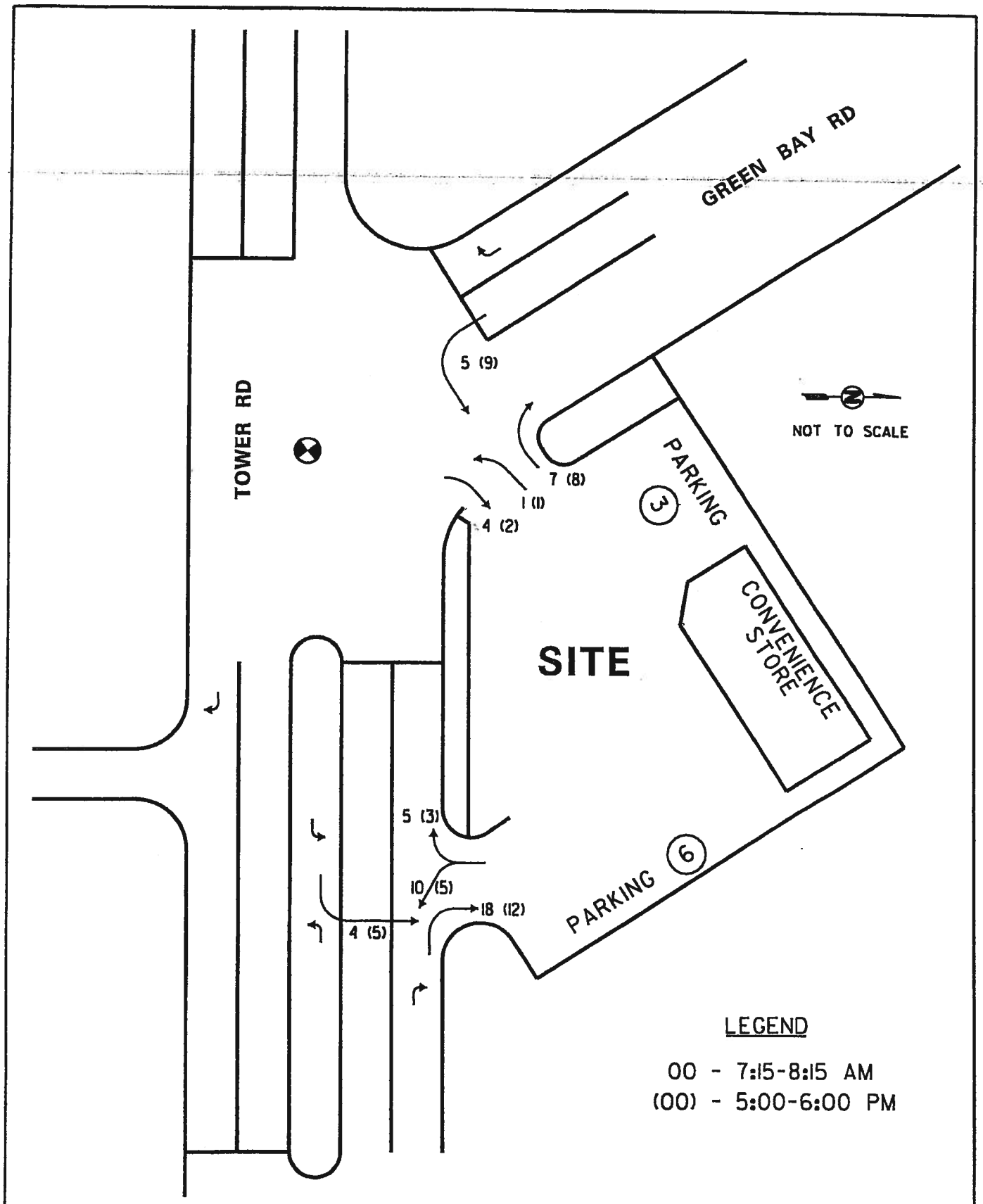
To determine the traffic volumes entering/exiting the site, KLOA, Inc. conducted manual traffic counts at the driveways on Green Bay Road and Tower Road. The counts were conducted in August 2009 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods. Summaries of the traffic counts indicate that the weekday morning peak hour occurs from 7:15 to 8:15 A.M. and the weekday evening peak hour occurs from 5:00 to 6:00 P.M. The existing peak hour traffic volumes are illustrated in **Figure 1** and **Table 1**.

Development Traffic Characteristics

In order to properly evaluate the traffic conditions at the site access drives, it was necessary to determine the traffic characteristics of the development.

Traffic Generation

The traffic generation characteristics of any development are based on the magnitude and character of its land use. The development currently contains a gas station and convenience store (8 fueling stations). The estimate of the peak hour traffic generated by the development was based on data obtained from observations and counts. **Table 2** provides a breakdown of the site activity.



PROJECT:	TITLE:	PROJECT NO: 09-115
GAS STATION-1025 TOWER RD WINNETKA, ILLINOIS	EXISTING SITE TRAFFIC VOLUMES	KLOA
		FIGURE NO: 1

Table 1
ENTERING/EXITING TRAFFIC TO THE BP STATION

Time	Green Bay Road		Tower Road		Total	
	In	Out	In	Out	In	Out
7:00 - 7:15 A.M.	0	2	5	2	5	4
7:15 - 7:30 A.M.	2	3	5	5	7	8
7:30 - 7:45 A.M.	1	2	4	2	5	4
7:45 - 8:00 A.M.	3	2	9	1	12	3
8:00 - 8:15 A.M.	3	1	5	7	8	8
8:15 - 8:30 A.M.	0	3	6	2	6	5
8:30 - 8:45 A.M.	1	2	2	2	3	4
8:45 - 9:00 A.M.	2	3	5	1	7	4
Totals	12	18	41	22	53	40
4:00 - 4:15 P.M.	2	4	8	5	10	9
4:15 - 4:30 P.M.	1	0	1	3	2	3
4:30 - 4:45 P.M.	0	0	4	1	4	1
4:45 - 5:00 P.M.	3	1	1	3	4	4
5:00 - 5:15 P.M.	2	2	2	3	4	5
5:15 - 5:30 P.M.	4	5	3	2	7	7
5:30 - 5:45 P.M.	1	1	2	3	3	4
5:45 - 6:00 P.M.	4	1	9	12	13	13
Totals	17	14	30	32	47	46

Peak Hour	In	Out
7:15 - 8:15 A.M.	32	23
5:00 - 6:00 P.M.	27	29

Table 2
SITE ACTIVITY

Time		A	B	C	D	E	F	G	H
7:00 - 7:15 A.M.		4	1	0	1	1	0	2	1
7:15 - 7:30 A.M.		4	3	0	3	3	0	0	1
7:30 - 7:45 A.M.		3	2	1	2	1	0	1	1
7:45 - 8:00 A.M.		3	9	0	6	1	3	0	1
8:00 - 8:15 A.M.		5	3	1	2	2	1	0	2
8:15 - 8:30 A.M.		2	4	0	4	1	0	2	1
8:30 - 8:45 A.M.		3	0	0	0	1	0	1	1
8:45 - 9:00 A.M.		3	4	0	4	1	0	0	1
	Totals	27	26	2	22	11	4	6	9
4:00 - 4:15 P.M.		5	5	1	4	3	1	1	4
4:15 - 4:30 P.M.		0	2	1	1	0	1	0	4
4:30 - 4:45 P.M.		2	2	0	2	1	0	1	3
4:45 - 5:00 P.M.		2	2	0	1	1	1	0	3
5:00 - 5:15 P.M.		3	1	1	1	1	0	0	3
5:15 - 5:30 P.M.		6	1	0	0	3	1	1	3
5:30 - 5:45 P.M.		3	0	0	0	1	0	0	3
5:45 - 6:00 P.M.		9	4	2	4	3	0	1	3
	Totals	30	17	5	13	13	4	4	26

Notes:
A - Vehicles getting gas.
B - Vehicles parking on site.
C - Pedestrians entering convenience store from off site.
D - People entering convenience store after parking on site.
E - People entering convenience store before/after using gas pumps.
F - People stopping on site to use air pump or other (cell phone call, etc.).
G - Pedestrians using sidewalk alongside gas station.
H - Parked vehicles in marked stalls surveyed every fifteen minutes.

Other Observations
A and B represent total vehicles entering the site.
Most of the vehicles parking (B) did not utilize the marked stalls. Only five did.
In the A.M., the one car noted in Colum H was an employee.
In the P.M. time period, three of the parked vehicles for the entire two hours were single unit trucks and a pick-up truck.

From our observations we noted the following.

- 42 percent of the traffic entering in the morning parked and went into the convenience store. Only 28 percent in the evening did the same.
- Eight percent in the morning and nine percent in the evening stopped to put air in their tires, reading a map or using their cell phones.
- 41 percent of the customers getting gas in the morning and 43 percent in the evening also went into the convenience store.
- A small number of pedestrians entered the convenience store from outside the site.
- Very few customers actually used the on-site parking spaces in either the A.M. or P.M. periods. In fact all of the parked cars , one in the A.M. and three vehicles in the P.M. were parked for the entire time.
- Most of the convenience store customers parked at the pumps or adjacent to the building (not getting gas) because of the proximity to the door.

The proposed site improvements are not anticipated to generate significant increases in site traffic for several reasons.

- Stable trade area.
- Traffic on Green Bay Road and Tower Road is not expected to increase. This is important since approximately 60 percent of the site's traffic is pass by.
- Number of fueling positions to remain the same.
- Convenience store is just that a convenience for both gas customers and pass-by traffic. It is being remodeled but not increasing in size at the present time.

Surveys conducted by the Institute of Transportation Engineers (ITE) have shown that many trips made to gas station and convenience store developments are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. Previous surveys have shown that over 60 percent of the trips generated by gas station and convenience store developments are diverted from existing traffic on adjacent roadways. We compared the traffic generated by the site with the figures shown in the ITE *Trip Generation Manual* (ITE Land-Use Code 945, Gas Stations with Convenience Stores) and noted the following comparison. The actual A.M. and P.M. peak period counts were lower than the ITE figures by approximately 40 percent. The ITE figures are based on fueling stations and are somewhat high for a site at this location.

Evaluation and Recommendations

In order to evaluate the site access facilities, internal circulation and parking adequacy, the current observations of site activity were utilized in our analysis. From this analysis, recommendations were developed.

Site Access

Access to the site is provided via two full access drives one each located on Green Bay Road and Tower Road. As indicated in Figure 1, the drive on Tower Road is more heavily utilized (67 percent of the total inbound and outbound site volumes) than the Green Bay Road Driveway. Because of the signal timing at the two intersections and the driveway's location, it is easier to exit at this location. As indicated, one vehicle was noted turning left out of the Green Bay Road driveway during the A.M. and P.M. peak hours. We recommend that a "No Left Turn" out sign be posted at that driveway to preclude those movements.

Pedestrian Activity

As indicated in Table 2, there is very little pedestrian activity to/from the convenience store from outside the site. In addition, there are minimal pedestrian movements on the sidewalk adjacent to the site. One of the problems observed is defining of the sidewalk adjacent to the pump islands. The sidewalk and adjacent fueling area blend together. This presents a safety problem and some separation between the sidewalk edge and the access to the gas islands needs to be provided. It is suggested that the site landscape architect develop a plan for a landscaping or fencing feature separating the two elements.

Parking Provisions

The site will provide parking spaces for nine vehicles not including the area at the pumps. Even though our observations indicated customers of the convenience store found it easier to park by the pumps and go in the store, it is recommended they be encouraged to use the parking spaces being provided. The counts indicated that if the customers parking by the pumps had instead used the parking spaces, there would be adequate parking available to meet their needs. This would also help improve on-site circulation and minimize vehicular and pedestrian conflicts.

ITE *Parking Generation* (3rd Edition) indicates the peak parking demand for convenience markets is 3.4 spaces per 1,000 square feet of floor area. At full buildout the building would have approximately 1,600 square feet. This would mean a demand of between five and six spaces.

Conclusion

The site is well situated with respect to the area roadway system. The traffic that is generated by the development can be readily accommodated by the roadway network. The site access system is more than adequate to serve the development with minimal interruption to existing through traffic. Pedestrian movements in the area are minimal. In order to insure increased safety along the site, landscaping or fencing treatment is recommended to provide separation between the sidewalk and vehicles adjacent using the fueling stations. The provision of adequate well defined parking spaces will improve on-site circulation. The ultimate potential increase in the convenience store's size will not substantially increase new site traffic. As indicated, a significant increase of the traffic accessing the site is pass-by traffic.

Attachment E

Memorandum

To: Brian Norkus, Assistant Director of Community Development

From: Steven M. Saunders, Director of Public Works/Village Engineer

Date: September 2, 2010

Re: 1025 Tower Road – Traffic and Parking Study Review

The franchise owner of the BP Station at 1025 Tower Road has applied for a Special Use permit to allow remodeling of the convenience store at that location. As part of the Special Use process, a traffic and parking analysis (attached) was prepared for the site by KLOA, Inc., to evaluate any potential impacts on traffic congestion or safety, and parking availability that would result from the expansion. I have evaluated the traffic and parking study and offer the following comments:

1. It appears that there would be little if any additional traffic generated if the request were to be granted, and that granting the request would have no deleterious effect on the traffic flow, congestion, or safety on Tower Road or on Green Bay Road.

2. There is no visual definition between the access driveways and the adjacent sidewalk or fueling areas, so drivers lack visual cues to guide their movements. The Village and the applicant should consider partnering to explore ways to modify the public sidewalk and driveway aprons to incorporate contrasting materials, perhaps to the extent of implementing elements of the sidewalk and paver designs included in the Streetscape Master Plan, in order to provide greater definition to the sidewalk and driveways.

3. The parking stalls are not marked, so drivers parking on the site lack visual cues as to where and how to park. The applicant should devise an appropriate striping plan to clearly delineate parking areas with an eye towards improving usage of the parking that exists on site.

4. The southern fuel island is close to the south property line, so that vehicles accessing this island can and do encroach onto the adjacent public sidewalk. The applicant should consider a physical barrier along the south edge of the property to provide improved protection for pedestrians traveling along the public sidewalk.

5. There appear to be some areas of "dead space" on the site that are not useable for parking or vehicle circulation, which are currently paved over. The applicant should consider the possibility of installing landscape areas onsite to improve the appearance of the site, and to reduce stormwater runoff from the site. Particular attention should be given to the northwest, northeast, and southeast corners of the site, where additional landscape buffers would be most effective.

Staff would be glad to work with the applicant, particularly with respect to possible modifications to the driveways and sidewalks suggested in point #2, above.

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Attachment F - Bollard specification & quote

ARCHITECTURAL SECURITY

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ZOOM

Shopping in USD$
Change to CAD$

Quantity	Price
1	$526.00
2	$501.00
3	$486.00
4	$477.00
5 – 9	$467.00
10 – 24	$458.00
25 – 49	$447.00
50 – 99	$438.00
100 +	$430.00

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Specifications:

Height:
39 in / 99 cm

Base Diameter:
10 in / 25.4 cm

R-7530 Bollard

A classic architectural bollard with a fluted base &-7530 bollard comes with a unique ball top. Th decorative highlighting & traffic control projects.

Photo Gallery - click images to Zoom

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Village of Winnetka
1025 Tower Road
Winnetka IL 60093
United States

Quoted Destination:

Village of Winnetka
1025 Tower Road
Winnetka IL 60093
United States

Customer Quote Reference	Prepared by	Phone	Email	Date
	Rick Pasternak	604-592-4327	rick@reliance-foundry.com	5/4/2011

Ship Date	FOB/Incoterms 2000	Terms	Currency	Quote Expires	QUOTE Number
	Destination	TBA	U.S. Dollar	6/3/2011	20214

Quan	Item	Description	Options	Lbs Ea	Price	Unit	Amount
9	R-7530	Architectural Bollard, Round Top, Model No. R-7530 With or without chain eyes 39" high c/w 10" dia base Will fit over 3.5" OD pipe x 29" high Material: ASTM A536, Grade 65-45-12 Ductile Iron Powder Coated Textured Black		83	467.00		4,203.00
9	Mounting Kit: Standard, New Concrete	Hardware for Standard Bollard Mounting Option Kit Suitable for infrequent removable applications using standard hand tools. Kit Includes: Anchor Casting Threaded Bar, Washer, Nut, Set Screws Installation Instructions Hardware cost is included in the Bollard price					0.00
1	Cartage & Freight	Cartage & Freight charges for standard commercial delivery. Prices include U.S. Brokerage and Customs Fees. Prices do NOT include any US State Use Tax. Unless an exemption applies, any applicable US State Use Tax must be paid by the purchaser directly to the State. DELIVERY - The above Bollards can currently be prepared for shipping within 1 week from date of order. - Delivery is dependent on prior sales, and is subject to credit approval or advance payment at the time of order. FREIGHT - A dock or forklift is required to unload these goods. - The customer acknowledges that it is their responsibility to provide labour and equipment to assist with the unloading of goods on their site, at the customer's expense. - Other freight options are available (i.e. residential delivery,			241.00		241.00

QUOTATION

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Phone: 604-592-4333 Internet: www.reliance-foundry.com

Fax: 604-590-8875 E-mail: info@reliance-foundry.com

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Quote Prepared For:

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Winnetka IL 60093
United States

Quoted Destination:

Village of Winnetka
1025 Tower Road
Winnetka IL 60093
United States

Date
5/4/2011
QUOTE Number
20214

Quan	Item	Description	Options	Lbs Ea	Price	Unit	Amount
		power tailgate lift for curbside or street level delivery, inside delivery, etc.), but we must be advised of any special delivery requests prior to shipment. - Special delivery requests may be accommodated for an additional fee, but such requests must be confirmed in writing by Reliance Foundry in advance. ACCESSORIES - Removable Mounting Kits are available for most of our Bollard models for an extra cost of $55.00 each - Lock Not included but is available for an additional $15.00 ea (keyed alike) - Chains (5/16") are available for any of the above Bollards for an extra cost of $3.50/foot (galvanized and powder coated) - Chain Eyes and Connecting links to attach chain to the above Bollards are available for an extra cost of $2.20 each (galvanized and powder coated) TERMS & CONDITIONS - Prices are for the quantities shown. Changes in quantity may change pricing. - Bollards in this quote are a product of China. - Provision of quotation is not necessarily a provision and/or extension of credit. Acceptance of order is subject to credit approval at the time of order. - Request for credit can take up to 1 week or more to process and could affect delivery times. First time orders (new customers only) are normally subject to up front (down) payments, COD payments, or other stringent terms associated with the establishment of new credit. ORDERING - Purchase Orders can be placed by email, fax or phone at any time. - When placing your order, please be ready to confirm model number, finish, quantity, installation methods, delivery address, billing address and site contact information. - To accept the above quote details and place your order					

QUOTATION

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Quote Prepared For:	Quoted Destination:
Village of Winnetka 1025 Tower Road Winnetka IL 60093 United States	Village of Winnetka 1025 Tower Road Winnetka IL 60093 United States

Date
5/4/2011
QUOTE Number
20214

Quan	Item	Description	Options	Lbs Ea	Price	Unit	Amount
		right away, please complete the Order Acceptance form at the end of this quote, and FAX or E-Mail this quote back to us					

ORDER ACCEPTANCE: "I / we accept your price quote as above. Please place our order for the above materials, and confirm details in writing as soon as possible."

Authorized Signature: _____ Date: _____

Name: _____ Position/Title: _____

Total	$4,444.00

QUOTATION

Brian Norkus

From: [redacted]@comcast.net
Sent: Tuesday, September 21, 2010 10:32 PM
To: Brian Norkus
Subject: Fwd: Special Use Permit: 1025 Tower Road (BP Amoco) -- Plan Commission review

Brian,

I am resending the below since it appeared to "bounce back" earlier.

Please confirm you received.

Thanks,
Karl

----- Forwarded Message -----
From: [redacted]@comcast.net
To: 'bnorkus@winnetka.org
Sent: Tuesday, September 21, 2010 4:50:44 PM
Subject: Special Use Permit: 1025 Tower Road (BP Amoco) -- Plan Commission review

Brian,

Very recently, I found out about the Special Use Permit for 1025 Tower Road (BP Amoco). I am not able to attend tomorrow's Plan Commission meeting to discuss, so wanted to send this email and let the Commission know that I am against this petition. Please share my concerns with the meeting participants and committee members tomorrow.

I have lived at 835 Locust Street for the past 11 years and in Winnetka for the past 17 years. I am well aware of the balance between a vibrant business and residential community within Winnetka. The granting of this special use permit at this gas station does not help maintain this balance.

I am against this petition for several reasons.

1. Increased stop/go traffic in an already busy intersection. The risk of increased traffic flow in and out of this location is great. As a gas station, customers fuel up and will be on their way. As a convenient store, customers will be more likely to run in/out and them consume/drink/smoke what they buy while driving out of the lot, putting nearby pedestrians and other motorist at risk.
2. Proximity to schools. The addition of this convenience store being near 2 schools (Hubbard Woods and Sacred Heart) adds to the accident risk due to increased traffic. Kids walk to school, parents drive kids to school, many are going to/from work – all at this already awkward intersection. Adding another factor to the chaos is not in the best interest of our children and those that care for them. The study I read online that was done to prove minimal impact was done in August 2009. In addition to this not being during the school year, it is also the height of summer vacation season and many residents not around

3. No need for an additional Convenience Store. The addition of another convenient store does not add value to Winnetka and their residents. Up and down Green Bay Road, there are already established choices of 7/11, Walgreens, Grand Foods, White Hen to purchase convenient items & staples. Another one would add an undesirable appeal of a "Convenience Store" strip from point to point across Winnetka, not mention another location for the Winnetka Police to patrol as a youth "hangout"
4. McDonalds is already a "stone's throw" away. Adding a convenience store that sells food that is so near McDonalds runs the risk of too many fast food & convenient type locations in one area
5. Risk of diminishing property values. Due to the fact this is adjacent to the neighborhood I live (I can see the gas station from our street), adding a Convenient store with many unknown outcomes impacts our neighborhood and can have an impact on quality of life and property values. Since this is a "special use" request, we don't need to grant at the risk of bleeding into our residential neighborhood.

Please let me know if you have any questions.

Thanks,

Karl Ellensohn

835 Locust Street, Winnetka

847-[redacted]

Brian Norkus

From: Hallermann, Scott [redacted]
Sent: Tuesday, September 21, 2010 11:28 AM
To: Brian Norkus
Subject: Plan Commission review of Special Use Permit: 1025 Tower Road (BP Amoco)

Brian,

I have comment relative to the Plan Commission's review of the Special Use Permit for 1025 Tower Road (BP Amoco). Unfortunately I have a conflicting meeting of the Winnetka Caucus Council Executive Committee and will not be able to attend the Plan Commission meeting on September 22 in person. Please share my message with the members of the commission.

I am against the petition for several reasons. Also my conversations with neighbors in the surrounding single family residential area regarding the petition indicate a lack of community awareness of the proposal and general opposition as details become known. As I expressed to the Zoning Board in their review of the matter I believe at least 3 sections of Village code support my opposition. Additionally I believe the timing of the August 2009 traffic study requires seasonal adjustment and neglects to consider the safety impact to students going to and from several area schools.

Title 17 Zoning
Chapter 17.56 Special Uses, Section 17.56.010 Special Uses L. 2.
That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;

The current use of 1025 Tower Road (BP Amoco) can plainly be characterized as a gas station. While the building and premises are in need of remodeling the use of the property as a traditional gas station is reflected in the neighborhood aesthetics and market values of the surrounding residential area bordering the Hubbard Woods commercial area. The expansion of the gas station into a Qwiki Mart style convenience store would negatively impact the perception of the neighborhood. Additionally the traffic and usage patterns would negatively impact the surrounding area. A Qwiki Mart style convenience store would function much like the McDonald's resulting in material increases in litter, loitering and traffic hours inconsistent with peaceful enjoyment of our homes in the surrounding neighborhood. A Qwiki Mart style convenience store would substantially diminish or impair property values in the immediate vicinity.

Chapter 17.44 C-2 General Retail Commercial District, Section 17.44.030 Development Standards B. 4. a.
No fast food restaurant, drive-in establishment or drive-in facility shall be located within the boundaries of the C-2 Retail Overlay District.

The proposed special use is inconsistent with the concept of the C-2 Retail Overlay District which includes substantial parts of the property. A convenience store with food service designed for patrons to quickly drive-in and purchase perishable items for immediate consumptions does not conform to the intended type of retailing desired for the C-2 Overlay District.

Chapter 17.44 C-2 General Retail Commercial District, Section 17.44.030 Development Standards B. 4. b. i.
No fast food restaurant, drive-in establishment or drive-in restaurant may be located within three hundred (300) feet (measured from property line to property line) of another fast food restaurant, drive-in establishment or drive-in restaurant.

The proposed special use is inconsistent with development standards in that the drive-in establishment convenience store is located within 300 feet of the existing McDonald's fast food restaurant. At a minimum any specially permitted use should materially restrict the type of products sold so as to not allow the business to function as a de facto fast food restaurant.

In summary I do not think the expansion of a Qwiki Mart style convenience store is beneficial to the character of Winnetka and greater value of our community. The proposed project is inconsistent with the development standards expressed in the village code. The project would negatively impact home values and quality of life in the surrounding residential neighborhood.

Finally, I believe the safety impact especially to school children at what is readily known to be one of Winnetka's most dangerous intersections has been almost entirely neglected.

Please contact me at your convenience for elaboration of my comments and concerns.

Best regards,

Scott Hallermann
839 Locust Street, Winnetka
847[redacted]

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