

**DRAFT MINUTES
VILLAGE OF HINSDALE
ZONING AND PUBLIC SAFETY COMMITTEE
MONDAY, MAY 21, 2012
MEMORIAL HALL
7:30 p.m.**

Present: Chairman Saigh, Trustee Angelo, Trustee Haarlow, Trustee Elder

Absent: None

Also Present: Michael Marrs, Village Attorney, Dave Cook, Village Manager, Robert McGinnis, Director of Community Development/Building Commissioner, Brad Bloom, Police Chief, Rick Ronovsky, Fire Chief, Sean Gascoigne, Village Planner

Trustee Saigh called the meeting to order at 7:30 p.m.

Minutes – February 2012

Trustee Elder moved to approve the minutes for the April 23, 2012 meeting as amended. Second by Trustee Angelo. Motion passed unanimously.

Monthly Reports – February and March 2012

Fire Department

Chief Ronovsky reported on the fire department activities for the month of April. There were 207 total incidents that the fire department responded to. Two calls of interest were presented. One of the calls was for a fire alarm activation on the Hospital campus and upon arrival, members found a small fire in the kitchen in a 3rd floor apartment. Fire was put out by security personnel prior to FD arrival. Members cleared smoke from the floor and treated two for smoke inhalation – one was transported to the hospital. Second call was for a fire alarm at 21 Spinning Wheel Road. Upon arrival, members found the sprinkler system extinguished a kitchen fire on the 11th floor. Members checked for fire extension and check occupants of the unit for injuries. Damage estimated at \$5000.

Chief Ronovsky reported that for the 2nd year in a row the Fire Department received an award for excellence from the Good Samaritan EMS System. This award was for care and transportation to a participant in the 4th of July parade who collapsed and was resuscitated.

Police Department

Chief Bloom discussed that the installation of four quadrant railroad gates was completed earlier in the day. The new gates are equipped with motion sensors that prevent a vehicle from being stuck on the grade crossing. Chief Bloom stated that these are first four quadrant gates to be installed on the Burlington Northern Santa Fe line north of I-80 and are largely due to the work of Hinsdale resident Lanny Wilson who has worked to improve railroad crossing safety in the Chicagoland region.

Chief Bloom asked if the Committee had any questions on the monthly report. Trustee Elder asked who precipitated a complaint of underage alcohol sales at one of the Village license holders. Chief Bloom discussed the process.

Community Development

Robert McGinnis discussed permit and inspectional activity for the month and mentioned the status on several commercial projects currently under construction. Trustee Haarlow asked about the status of a problem property and Robert McGinnis stated that the department was aware of the problem and working with the owner on getting the house demolished.

Referral to Plan Commission

Recommend Application be Referred to the Plan Commission for Review and Consideration of a Text Amendment to Section 5-105C, to Allow Fitness Facilities as Special Uses in the B-1 District

Chairman Saigh introduced this item and Kathleen Keating described the request of behalf of her client. She stated that the request was based primarily on a change in her client's business model, and that the use would be more appropriate at the 777 N. York Rd location than their present location given that the business was more personal training than sales of equipment. A motion was made by Trustee Elder to Recommend Application be Referred to the Plan Commission for Review and Consideration of a Text Amendment to Section 5-105C, to Allow Fitness Facilities as Special Uses in the B-1 District. Second by Trustee Angelo. Motion passed unanimously.

Request for Board Action

Recommend Awarding the Contract for the Purchase of one 2012 Type 1 Modular Ambulance in the amount of \$189,357

Chairman Saigh introduced this item and summarized the request. Trustee Angelo made a motion to Recommend Awarding the Contract for the Purchase of one 2012 Type 1 Modular Ambulance in the amount of \$189,357. Second by Trustee Haarlow. Members voted unanimously to approve the recommendation to purchase a new ambulance from Foster Coach/Medtec as the lowest responsible bidder.

Recommend Purchasing a Power Pro Ambulance Cot from the Stryker EMSEMP Corporation in the Amount of \$13,122

Chairman Saigh also introduced this item and summarized the request. Trustee Angelo made a motion to Recommend Purchasing a Power Pro Ambulance Cot from the Stryker EMSEMP Corporation in the Amount of \$13,122. Second by Trustee Haarlow. Members voted unanimously to approve the recommendation to purchase a new stretcher from Stryker EMS.

Approve an Ordinance Approving a Special Use Permit for Live Entertainment, a Design Review Permit and Site Plan and Exterior Appearance Plan for Façade Changes for the Property Located at 777 N. York Road

Chairman Saigh introduced this item and summarized the request and the vote taken at Plan Commission. He then introduced Frank Fox who gave background on the family business and the request being considered.

Sean Gascoigne clarified some of the differences between a carry out restaurant, a restaurant with carry out service and a restaurant with no carry out component vs. a drive up a drive through and the requirements of each as set forth in the code.

Frank Fox provided some of the numbers that are posted in his other locations to give the Committee members some basis for how business is done and what kinds of traffic is generated in their other locations.

Sean Gascoigne stated that the subject of live entertainment was discussed in detail at Plan Commission.

Chairman Saigh discussed the concern of whether proper public notice was provided. He stated that the Village Manager had confirmed that proper notice was given. This was echoed by Sean Gascoigne.

Roger Howell introduced himself and summarized the concerns of the neighborhood. The primary concerns seemed to be focused on traffic and noise.

Andrew London spoke to the Committee and echoed concerns of traffic being generated by the use.

Frank Fox detailed traffic routing in their other locations and how it would likely be handled in Hinsdale.

Chairman Saigh asked if screening would make the traffic more tolerable. Roger Howell stated that it would likely not make any difference in the amount of noise that would be generated.

Jennifer London asked for clarification on how the carryout portion of the business would function. She stated that her concern was that unless conditions were made part of the approval, that enforcement would likely become a problem.

Fran Lucente spoke and stated that her concerns were primarily based on traffic routing. She stated that she did not feel that this shopping center was large enough for this business and that other locations would be more appropriate.

There were comments on cut through traffic on Fuller Road and the speed at which they travel.

Trustee Elder asked about traffic routing around the building and whether this was something that was required. Tim Scott stated that regardless of the direction flow, it would be in one direction only.

Trustee Haarlow stated that the traffic that will be generated along the north side of the building is untenable and could not see any way he support routing traffic to the south along the backs of the properties to the east and south side. He stated that there is no way to enforce provisions on a temporary or trial basis. He mentioned that this property was within the Graue Mill Overlay District and that he did not want to see those standards watered down

Trustee Angelo stated that he felt there was consensus on the music issue. He stated that given the volume likely to be generated at this location, that he could not see changing the entire geometry of the parking lot with respect to routing.

Trustee Elder stated that he would be willing to allow the delivery drivers to use the north side of the building provided that they did not drive around the building.

Chairman Saigh stated that he walked the property and was impressed with the existing traffic volume and aware of the problems in this area. He stated that he was troubled by the drive through and agreed that screening would not be adequate. He added that he and his family were fans of Foxes and felt that this would be a good fit and an anchor for this location.

The Trustees agreed that given the concerns from the neighbors that conditions would need to be made part of the approval.

The request was forwarded to the Board of Trustees with no recommendation.

Discussion Items

DAS Antenna Regulations

Village Attorney Michael Marrs gave an update a summarized the requirements contained within the draft DAS ordinance.

There was discussion on the notice requirements contained in the ordinance and how that notice should be given. Members agreed that the mailing requirements be set at 250' and be certified for consistencies' sake.

Members of AT&T were in attendance and stated that they were just talking notes and that their attorneys would draft a response.

Michael Marrs noted suggested changes and stated that he would forward the revisions to staff to work on an application and return to Committee once the changes were incorporated within the draft ordinance.

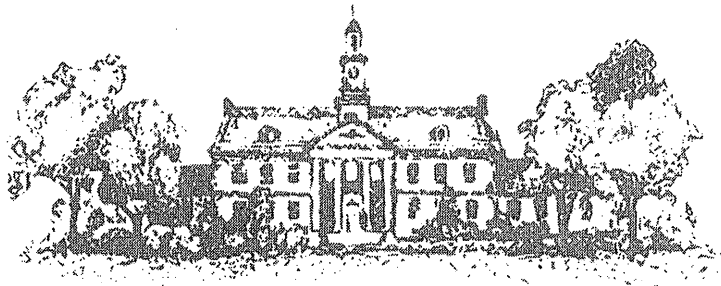
Adjournment

With no further business to come before the Committee, Chairman Saigh asked for a motion to adjourn. Trustee Elder made the motion. Second by Trustee Angelo. Meeting adjourned at 9:46PM.

Respectfully Submitted,



Robert McGinnis, MCP
Director of Community Development/Building Commissioner



**VILLAGE
OF HINSDALE** FOUNDED IN 1873

POLICE DEPARTMENT 789-7070
FIRE DEPARTMENT 789-7060
121 N. M. SYMONDS DRIVE

**FIRE AND POLICE
SERVICES**

MONTHLY REPORT

May 2012



Hinsdale Fire Department Monthly Report May 2012



Emergency Response

In May, the Hinsdale Fire Department responded to a total of **210** requests for assistance for a total of **995** responses this calendar year. There were **50** simultaneous responses and **nine** train delays this month. The responses are divided into three basic categories as follows:

<i>Type of Response</i>	<i>May 2012</i>	<i>% of Total</i>	<i>May 2011</i>
Fire: (Includes activated fire alarms, fire and reports of smoke)	76	36.2%	86
Ambulance: (Includes ambulance requests, vehicle accidents and patient assists)	99	47.1%	95
Emergency: (Includes calls for hazardous conditions, rescues, service calls and extrications)	35	16.7%	29
Simultaneous: (Responses while another call is on- going. Number is included in total)	50	23.8%	49
Train Delay: (Number is included in total)	9	4.3%	5
Total:	210	100%	210

Year to Date Totals

Fire: 400

Ambulance: 434

Emergency: 161

2012 Total: 995

2011 Total: 1013

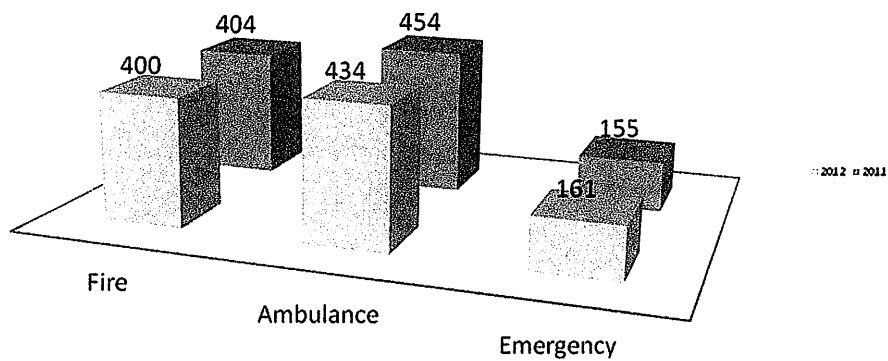


Hinsdale Fire Department Monthly Report May 2012

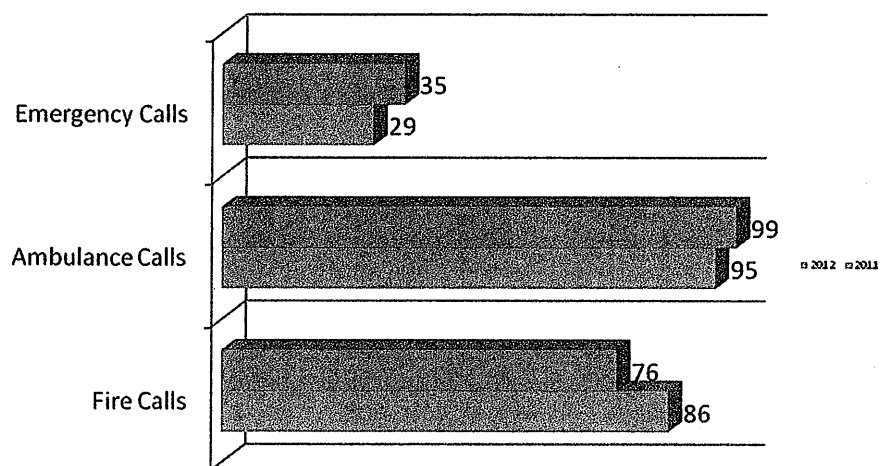


Emergency Response

Type of Responses Year to Date



Total Calls for May



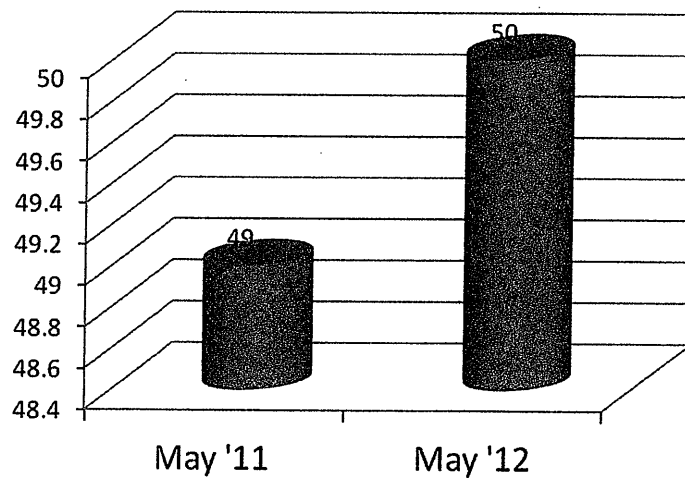


Hinsdale Fire Department Monthly Report May 2012

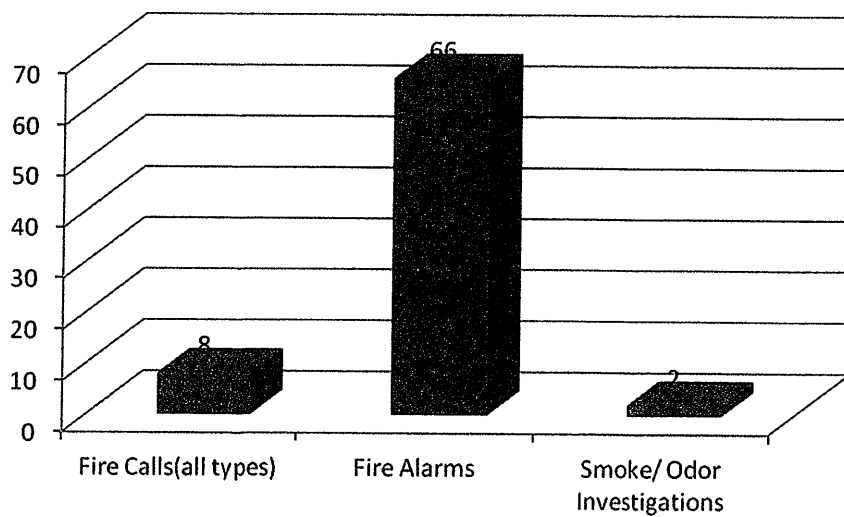


Emergency Response

Simultaneous Calls



Distribution of Fire Related Calls



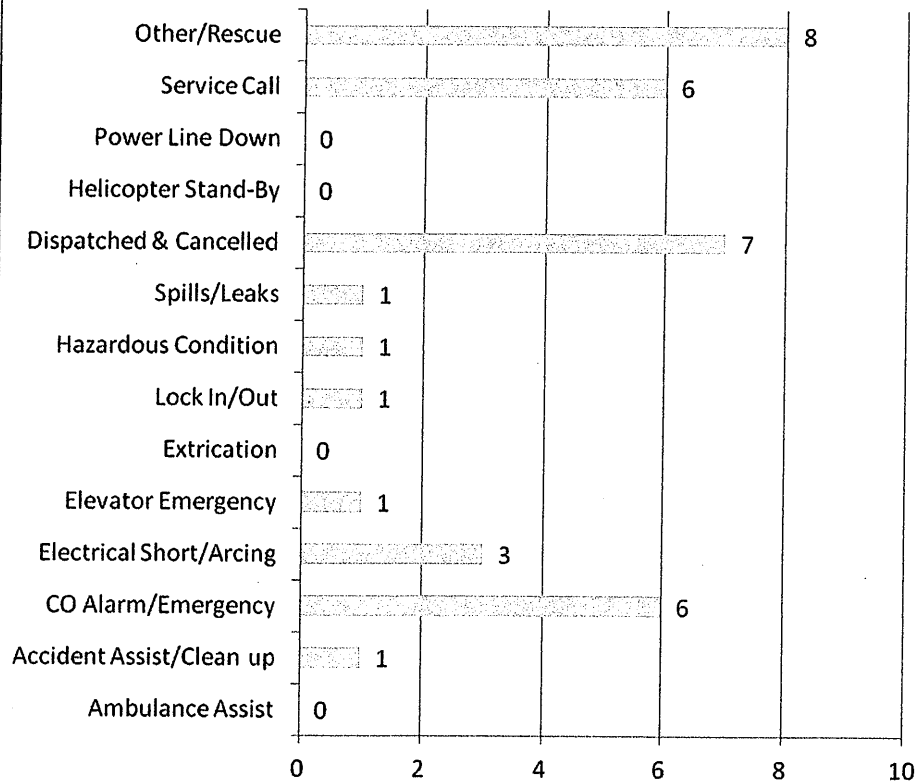


Hinsdale Fire Department Monthly Report May 2012

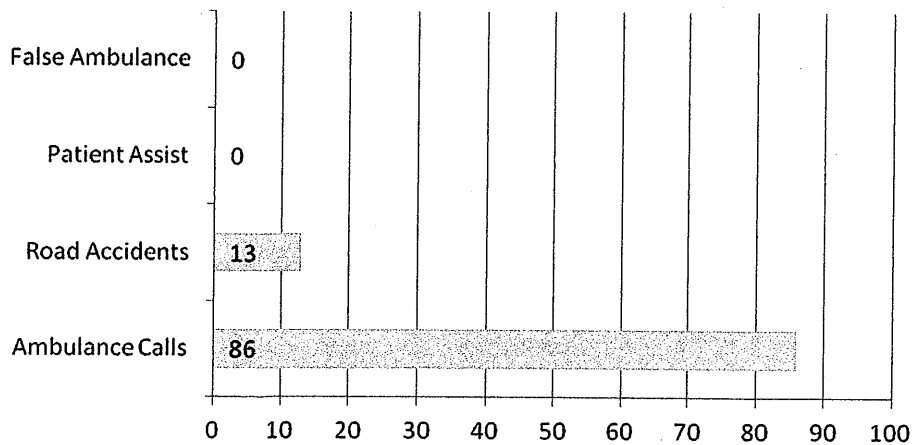


Emergency Response

Distribution of Emergency Related Calls



Distribution of EMS Related Calls





Hinsdale Fire Department Monthly Report May 2012



Incidents of Interest

- On May 1st, members responded to Pierce Park for a child stuck in the ravine near the Tollroad property. Members accessed the child and removed him from the water to safety.
- On May 2nd, members responded to 804 Franklin for a fire in the laundry room. Members extinguished a fire in the dryer. Damage was minor, members also removed hazards and cleared smoke. Clarendon Hills and Western Springs assisted.
- On May 3rd, members responded to a vehicle accident on Ogden Avenue, east of York Road. One vehicle left the roadway and struck a parkway tree. The driver was transported to Hinsdale Hospital.
- On May 5th, members responded to a person who fell at Manor Care. Members treated and transported the patient with multiple injuries including a fractured spine.
- Also on May 5th, our Hazardous Materials Technicians responded to assist Brookfield with several suspicious containers found in one of their alleyways. After further evaluation and investigation, the containers did not have any hazardous materials inside of them.
- On May 7th, members responded to 1401 Burr Oak Road for elevated levels of carbon monoxide in the building. No one was injured but the building required ventilation. Western Springs assisted. The elevated levels were caused by inadequate ventilation after running cleaning equipment inside.
- On May 11th, members responded to I-294 for a vehicle accident. Upon arrival, members found two trucks and two cars. One driver was transported to Hinsdale Hospital. Crews were on scene over an hour to secure hazards and control fuel spills.
- On May 17th, members responded to a fire alarm at Manor Care. Upon arrival, members found a small electrical fire in one of the patient rooms. A staff member pulled the fire alarm and contained the fire. Members cleared smoke from the room. Damage was minor, no injuries.



***Hinsdale Fire Department
Monthly Report
May 2012***



Incidents of Interest

- On May 21st, members responded to an activated residential Carbon Monoxide alarm. Members found elevated levels of CO in the home caused by an overheated sump pump battery. Members isolated the problem and ventilated the home while paramedics checked the occupants of the home.
- On May 25th, our aerial ladder and chief responded to assist Downers Grove with a house fire.
- On May 26th, Fire personnel assisted the Police and Hospital Security with removing a person from the lower roof of Hinsdale Hospital. Once removed, this person was placed into police custody.
- On May 28th, members responded to 415 S Monroe for smoke in the basement. Members found the cause to be clothes piled up against the hot water heater. No damage, members removed the hazard.
- On May 29th, our engine and Investigator Neville responded to assist Riverside with a house fire.
- On May 29th, members responded to a gas grill on fire at 114 S. Monroe. Members secured the hazards. There was no fire damage, no injuries.
- On May 29th, Lt DeWolf responded to investigate two fire incidents as part of the DuPage County Fire Investigators Task Force. One fire was in a home in Glendale Heights and the other was at a commercial fire in Villa Park that injured several occupants.



In May, the members of the Hinsdale Fire Department continued their regularly scheduled fire and EMS training.

Training highlights for the month of May consisted of:

- Department members completed the Fire Service Vehicle Operators and Vehicle Machinery Operators class through the State Fire Marshal's Office. We are going through this program in conjunction with the Clarendon Hills Fire Department. Certification testing will occur in June.
- Department Technical Rescue personnel attended regular monthly training with our MABAS 10 TRT Team. This month members trained on structural collapse rescue. Members also conducted shift training on TRT operations.
- Department Fire Investigators attended regular monthly training with our MABAS 10 Cause & Origin Team and DuPage County Fire Investigation Task Force. This month members trained on evidence collection.
- Department Hazardous Material Technicians attended regular monthly training with our MABAS 10 HAZ MAT Team. This month members trained on Chlorine emergencies.
- Firefighter Skibbens attended Hazardous Materials Operations class at the Romeoville Fire Academy.
- Members trained at a house scheduled for demolition and at 421 E Ogden Avenue on interior firefighting operations, forcible entry, and ventilation techniques.
- Members reviewed SCBA operations and maintenance including annual fit testing.
- Members trained on 57th Street near the water tower on pump evolutions including relay pumping to our aerial ladder.
- Firefighter Claybrook attended continuing education on Pension Board procedures and issues. He completed 8 of the 16 required hours.



***Hinsdale Fire Department
Monthly Report
May 2012***



Training/Events

- Members conducted drivers training on our Engine 1013 throughout the month.
- Each of our shifts met with the Oak Brook Fire Department shifts near the Graue Mill for personnel, equipment, and apparatus familiarization. Each shift reviewed equipment carried by both fire departments and also learned about each others apparatus – including our aerial ladder.



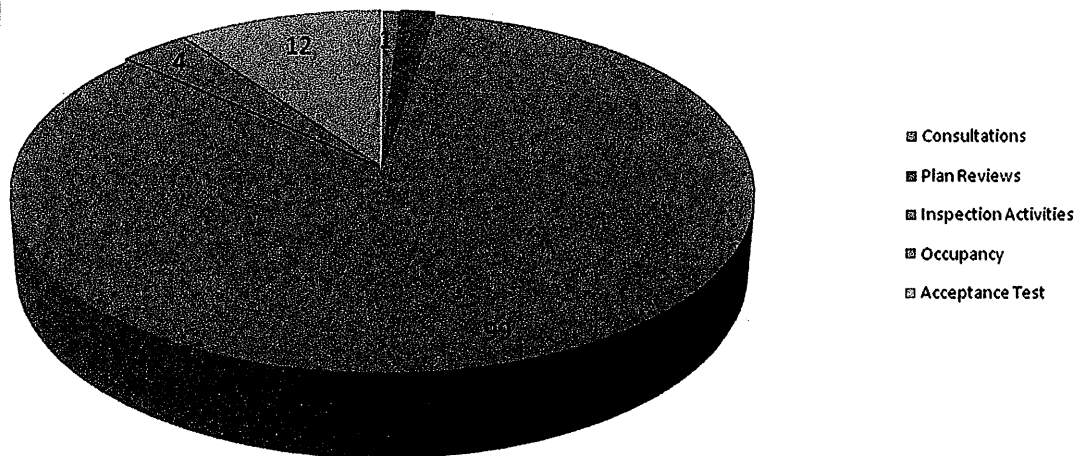
Hinsdale Fire Department Monthly Report May 2012



Prevention Activities

The fire prevention bureau is responsible for conducting a variety of activities designed to educate the public, to prevent fires and emergencies, and to better prepare the public in the event a fire or medical emergency occurs.

PREVENTION ACTIVITIES IN MAY



Fire Prevention/Safety Education:

- Attended the meeting for District 181 Crisis Safety Plan on May 24, 2012.
- Participated in the Hinsdale Library Children's Afternoon Reading Program.
- Each shift completed their monthly updates of various pre incident surveys of locations in our community
- Members prepared for the upcoming Annual Children's Safety Village at Oak School.



Hinsdale Fire Department Monthly Report May 2012



The Survey Says...

Each month, the department sends out surveys to those that we provide service. These surveys are valuable in evaluating the quality of the service we provide and are an opportunity for improvement.

Customer Service Survey Feedback:

We received 16 responses in the month of May with the following results:

Were you satisfied with the response time of our personnel to your emergency?

Yes – 16/16

Was the quality of service received:

“Higher” than what I expected – 12 / 16

“About” what I expected – 4 / 16

“Somewhat lower” than I had expected 0 / 16

Miscellaneous Comments:

“Hinsdale Paramedics are the best. They are professional, proficient and pleasant. We thank each one of you.”

“Service was outstanding – It is very comforting when you live alone to know help is always close by.”

“...I have both lived and practiced in Hinsdale for 40 years...My wife and I regard them as the best in their profession. They were experienced and well-trained, displayed excellent teamwork, including coordination with the police and other fire department agencies, and with the emergency room at Hinsdale Hospital, all while maintaining a humanistic regard for their patient. Their technology, traditional equipment and use of this equipment all reflected high standards as well. This site response seemed to start within five minutes of the 911 call...my wife was so appreciative she went over to the firehouse and told the men personally.



POLICE SERVICES MONTHLY REPORT

MAY 2012

CRIME PREVENTION ACTIVITY

MAY 2012

D.A.R.E. (DRUG ABUSE RESISTANCE EDUCATION)

May 2, 9, 16	12 classes	Monroe School
May 1, 8, 14	3 classes	Oak School
May 4, 11, 14	3 classes	Oak School
May 7, 14	2 classes	Oak School

A 13-week D.A.R.E. Program is presented in all fifth grade classrooms in Hinsdale public schools and in sixth grade classrooms in the Hinsdale parochial schools. Topics include making good decisions, choices, consequences, bullying, cyber bullying and alcohol, drug, tobacco awareness and resistance.

V.E.G.A. (VIOLENCE EDUCATION GANG AWARENESS)

May 10, 17	1 class	St. Isaac Jogues School
-------------------	----------------	--------------------------------

V.E.G.A. is a six-lesson program presented in sixth grade classrooms in Hinsdale public schools and in seventh grade at Hinsdale parochial schools. The program deals with problem solving without violence and avoiding gang activities.

For the months of April, May, and June Officer Rauen was reassigned to Hinsdale Central High School as the School Resource Officer.

On May 1, 2012, Officer Coughlin and Officer Rauen participated with Crossing Guard Appreciation Day by visiting with the crossing guard at The Lane School. Officer Coughlin handed out stickers and gave high fives to many students at the crossing.

On May 1, 2012, Officer Coughlin visited the second graders at Oak School and spoke about the role of a police officer. Officer Coughlin spoke about community workers, safety tips and answered many questions from the students.

On May 22, 2012, Officer Coughlin and Officer Rauen taught the "Alive at 25" defensive driving course to a Driver's Education class at Hinsdale Central High School.

On May 8, 2012, Officer Coughlin and Assistant Fire Chief McElroy participated in the guest reading program at Hinsdale Public Library. Officer Coughlin read three police books and Assistant Fire Chief McElroy read three fire books to the group and then showed the kids a few tools of a police officer and a firefighter. Officer Coughlin answered many questions and handed out stickers to the children.

On May 9, 2012, Officer Coughlin attended the PTO meeting at Hinsdale Middle School. Officer Coughlin, Dean May and Social Worker Klara spoke about internet safety, facebook, twitter, instagram and cyber bullying. Officer Coughlin answered many questions regarding laws with electronic devices and preventative measures to keep students safe.

On May 10, 2012, Officer Coughlin presented a Stranger Danger class at Hinsdale Police Department. Officer Coughlin spoke about good strangers/bad strangers, the buddy system, never taking candy/presents from any one they don't know. Officer Coughlin also spoke about the safety of not answering the door or home phone when parents are busy. Officer Coughlin also spoke about safety tips, answered many questions and handed out stickers.

On May 10, 2012, Officer Coughlin presented a Stranger Danger class at Hinsdale Police Department. Officer Coughlin spoke about good strangers/bad strangers, the buddy system, never taking candy/presents from any one they don't know. Officer Coughlin also spoke about the safety of not answering the door or home phone when parents are busy. Officer Coughlin also spoke about safety tips, answered many questions and handed out stickers.

On May 11, 2012, Officer Coughlin assisted with the Hinsdale Middle School "Ignite the Fight" walk for breast cancer. Officer Coughlin, teachers, and students walked from Hinsdale Middle school to Oak school and back for a total of two miles to raise awareness and money for breast cancer.

On May 18, 19, 20, 21 2012, Officer Coughlin worked and was on stand-by for any problems due to NATO. Officer Coughlin checked the train stations, parks and the areas around the hospital numerous times during those four days.

On May 18, 2012, Officer Coughlin presented a Stranger Danger class. Officer Coughlin spoke about good strangers/bad strangers, the buddy system, never taking candy/presents from any one they don't know. Officer Coughlin also spoke about the safety of not answering the door or home phone when parents are busy. Officer Coughlin also spoke about safety tips, answered many questions and handed out stickers.

On May 22, 2012, Officer Coughlin taught the "Alive at 25" defensive driving course to a Driver's Education class at Hinsdale South High School.

On May 22, 2012, Officer Coughlin visited the second graders at Oak School and spoke about the role of a police officer. Officer Coughlin spoke about community workers, safety tips and answered many questions from the students.

On May 23, 2012, Officers Coughlin, Keller and Rauhen taught the "Alive at 25" defensive driving course to Driver's Education classes at Hinsdale Central High School.

On May 23, 2012, Officer Coughlin attended the D.J.O.A. meeting at Home Run Inn Pizza in Darien. The topic was Secretary of State Updates on zero tolerance, fake id's, GDL, juvenile driving records dui's and new driving legislation. The training was presented by Toshiko Lukens from the Secretary of State's office.

On May 28, 2012, Officer Coughlin assisted with the Memorial Day parade to the Memorial building. Officer Coughlin assisted with blocking off and directing traffic, directing students and parents to their places in the parade and then assisting with traffic and crowd control at the Memorial Service at the Memorial Building.

On May 29, 2012, Officer Coughlin held a DARE luncheon at Monroe School for the D.A.R.E Graduates. Hot dogs were donated by Prime 'N Tender meats, buns were donated by Alpha Baking and the room moms provided juice boxes and healthy snacks. Officer Coughlin showed the students his bulletproof vest, baton and spoke to them about making good choices and not to forget the life tools that were taught in DARE class.

On May 29, 2012, Officer Coughlin held the DARE Graduation at Monroe School for the fifth graders. Officer Coughlin spoke to parents and graduates about the re-enforcement of the DARE lessons and to continue to make good choices and decisions in their future. Students read their essays, and a video presentation was given. Chief Bloom addressed the graduates and all received certificates.

On May 30, 2012, Officers Coughlin, Keller and Rauen attended the senior lunch at Hinsdale Central High School. The three officers spoke with many students and teachers.

On May 30, 2012, Officer Coughlin visited the second graders at Monroe School and spoke about the role of a police officer. Officer Coughlin spoke about community workers, safety tips and answered many questions from the students.

On May 31, 2012, Officer Coughlin held the DARE Graduation at St. Issac Jogues School for the sixth graders. Officer Coughlin spoke to parents and graduates about the re-enforcement of the DARE lessons and to continue to make good choices and decisions in their future. Students read their essays, a video presentation was given, Chief Bloom addressed the graduates and all received certificates.

On May 4, 11, 18 2012, Officer Coughlin walked the Business District monitoring the behavior of middle school students. Officer Coughlin spoke with teens, shoppers, business owners and handled any incidents related to the students.

On May 22, 29 2012 Officer Coughlin supervised two students completing community service work.

Submitted by:

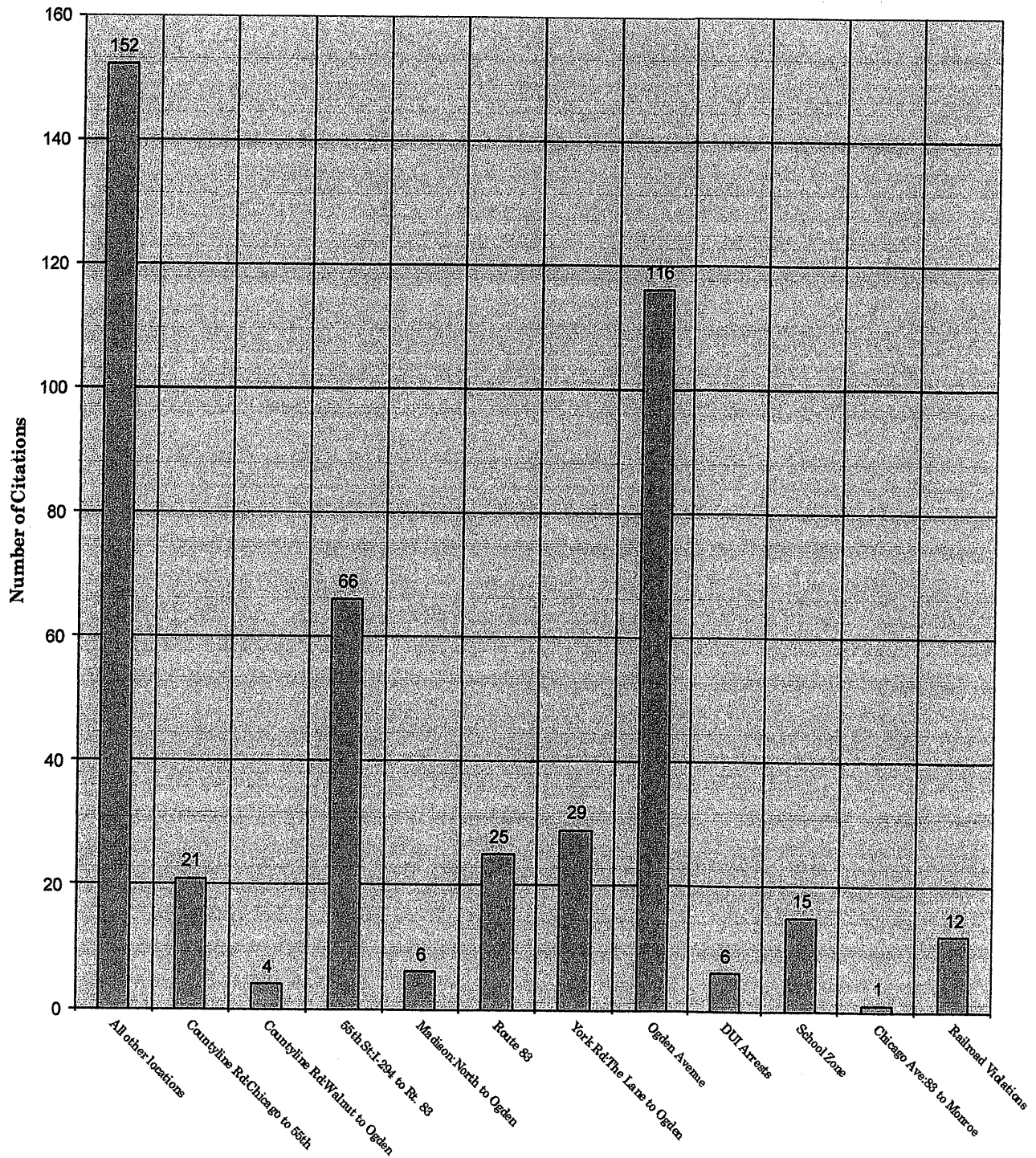
Officer Michael Coughlin
Crime Prevention/DARE/Juvenile

Officer Joseph Rauen
Detective/Computer Forensic/Juvenile

Hinsdale Police Department

Selective Enforcement Citation Activity

May 2012



TRAFFIC ENFORCEMENT

MAY 2012

* Includes Citations and Warnings

	This Month	This Month Last Year	YTD	Last YTD
Speeding	127	145	738	819
Disobeyed Traffic Control Device	25	25	105	146
Improper Lane Usage	47	39	236	220
Insurance Violation	17	22	100	89
Registration Offense	26	24	216	128
Seatbelt Violation	81	48	187	210
Stop Signs	42	36	250	204
Yield Violation	20	16	81	53
No Valid License	3	4	16	23
Railroad Violation	3	2	6	11
Suspended/Revoked License	2	6	25	26
Other	120	104	518	517
Totals	513	471	2,478	2,446

Investigations Division Summary

May 2012

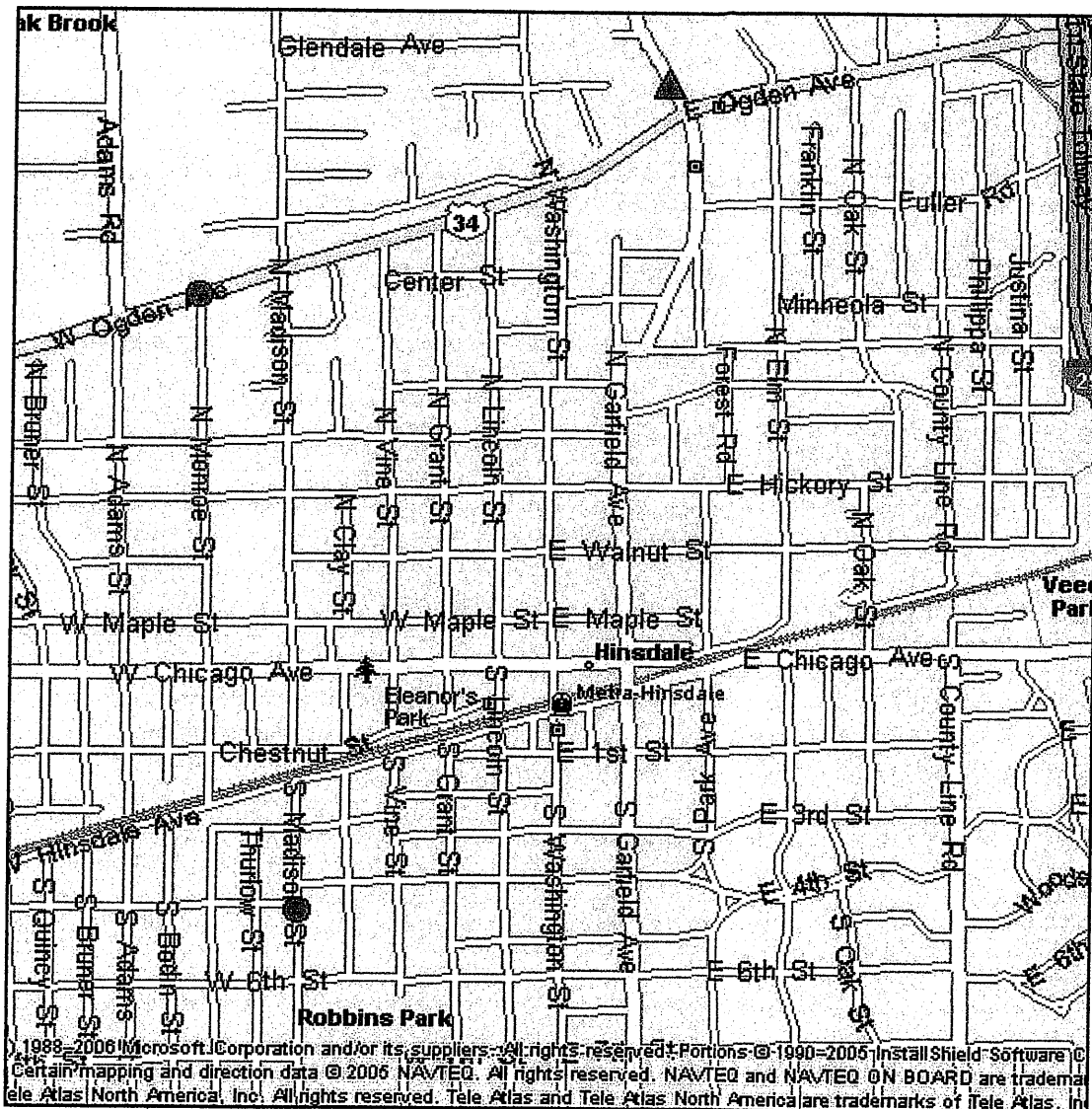
- On May 1, 2012, a 56-year-old Hinsdale man was reported missing by co-workers from the Du Page County Forest Preserve District. When the man had failed to show up to work, co-workers checked his house and found no one was home and his car in the garage. When investigators followed up, it was determined it was unusual for this subject to miss work and his personal belongs were all lined up on a kitchen countertop in his residence. After contacting family and friends the man returned home, and it was determined he needed evaluation at the hospital.
- On May 5, 2012, a 23-year-old Westmont man was charged with one count of **Speeding** and one count of **Possession of Cannabis** and one count of **Possession of Drug Paraphernalia** after being stopped on a traffic stop. The man was released after posting bond.
- On May 22, 2012, a 17-year-old Hinsdale female was reported missing as an endangered juvenile. She was located on May 23 in Westmont at a treatment center after tracking her with GPS from a cell phone. Her father took custody and transported his daughter to the hospital for evaluation.
- On May 31, 2012, an 18-year-old Hinsdale man was charged with one count of **Leaving the scene of an accident-property damage**, after an investigation revealed he was the driver who left the scene of an accident at 55th and Madison Street on May 26. The man was released after posting bond.

Submitted by:

Frank R. Homolka
Investigative Aide

BURGLARIES

MAY 2012



BURGLARIES—950 N. York Road #207

BURGLARIES FROM MOTOR VEHICLES—600 W. Ogden Avenue, 412 S. Madison Street

MONTHLY OFFENSE REPORT

MAY 2012

CRIME INDEX	This Month	This Mo. Last Yr.	Yr. to Date	Last Yr. to Date
1. Criminal Homicide	0	0	0	0
2. Criminal Sexual Assault/Abuse	0	1	0	2
3. Robbery	0	0	0	0
4. Assault and Battery, Aggravated	0	0	0	0
5. Burglary	1	3	10	10
6. Theft	6	13	49	64
7. Auto Theft	0	1	0	2
8. Arson	0	0	0	0
TOTALS	7	18	59	78

SERVICE CALLS—MAY 2012

	This Month	This Month Last Year	This Year to Date	Last Year To Date	% CHANGE
Sex Crimes	0	1	2	2	0
Robbery	0	0	0	0	0
Assault/Battery	0	3	10	13	-23
Domestic Violence	9	6	36	43	-16
Burglary	1	0	1	3	-67
Residential Burglary	0	2	9	6	50
Burglary from Motor Vehicle	1	2	9	8	13
Theft	17	12	64	57	12
Retail Theft	2	1	3	4	-25
Identity Theft	2	1	12	11	9
Auto Theft	0	1	4	2	100
Arson/Explosives	0	0	0	0	0
Deceptive Practice	1	1	9	5	80
Forgery/Fraud	3	2	9	11	-18
Criminal Damage to Property	6	8	26	35	-26
Criminal Trespass	1	0	2	4	-50
Disorderly Conduct	2	1	5	5	0
Harassment	6	4	19	29	-34
Death Investigations	0	0	1	0	100
Drug Offenses	4	6	13	13	0
Minor Alcohol/Tobacco Offenses	1	1	5	3	67
Juvenile Problems	24	26	98	94	4
Reckless Driving	1	4	3	9	-67
Hit and Run	7	7	29	30	-3
Traffic Offenses	2	5	28	37	-24
Motorist Assist	59	24	238	201	18
Abandoned Motor Vehicle	2	2	5	11	-55
Parking Complaint	33	22	85	69	23
Auto Accidents	59	32	244	228	7
Assistance to Outside Agency	2	20	12	123	-90
Traffic Incidents	5	1	17	3	467
Noise complaints	15	5	60	54	11
Vehicle Lockout	23	23	141	151	-7
Fire/Ambulance Assistance	158	118	735	742	-1
Alarm Activations	135	54	575	392	47
Open Door Investigations	3	2	20	16	25
Lost/Found Articles	15	17	55	71	-23
Runaway/Missing Persons	4	2	15	13	15
Suspicious Auto/Person	52	42	316	249	27
Disturbance	6	6	26	41	-37
911 hangup/misdial	109	0	383	354	8
Animal Complaints	43	24	168	131	28
Citizen Assists	45	41	269	206	31
Solicitors	6	5	35	7	400
Community Contacts	1	4	9	16	-44
Curfew/Truancy	4	2	13	10	30
Other	92	65	391	463	-16
TOTALS	961	606	4,209	3,633	16

Hinsdale Police Department

Hinsdale Police Department
Training Summary
May 2012

- Officers completed their monthly legal update. Topics included: Strip Searches; Obstructing a Peace Officer – Failure to Provide Name & Providing False Information; Obstructing Justice – Providing False Information; Obstructing Identification.
- May 8, 2012, Officers Hayes and Lillie attended monthly SWAT training.
- May 9, 2012, Deputy Chief Simpson attended the Northwestern Senior Management Leadership Program regarding Futuristic Policing - Using Predictive Analysis.
- May 10, 2012, Deputy Chief Wodka attended training provided by IRMA regarding Hot Topics for Law Enforcement.
- May 24, 2012, Officer Lillie attended the NAPD one-day refresher for driver training.
- May 29, 2012, Officers Hayes and Lillie attended monthly SWAT training.
- May 31 – June 1, 2012, Officer Ruban attended Acting Patrol Officer in Charge training hosted at Lisle Police Department.

Submitted by:

Erik Bernholdt, Sergeant
Training Coordinator

May 2012 Collision Summary

All Collisions at Intersections			
LOCATION	This Month	Last 12 Months	Last 5 Years
Adams & Ogden	2	3	12
Adams & Walnut	1	1	3
County Line Rd. & Chicago	1	2	7
County Line Rd. & Ogden	2	10	38
Garfield & Chicago	2	6	32
Madison & 55th	1	2	34
Madison & Ashbury Ct.	1	1	2
Madison & Hinsdale	1	1	7
Madison & Ogden	1	5	21
Monroe & Eighth	1	4	5
Monroe & Maple	1	1	4
Monroe & Ogden	1	6	41
Monroe & Seventh	1	2	3
Monroe & Walnut	1	1	1
Princeton & Chicago	1	1	1
Rt. 83 & 55th	1	7	46
York & Ogden	1	9	45
York & The Lane	1	1	3
TOTALS	21	63	305

Right-Angle Collisions at Intersections <i>Collisions of this type are considered when reviewing MUTCD Warrants</i>			
LOCATION	This Month	Last 12 Months	Last 5 Years
Adams & Ogden	1	2	7
Adams & Walnut	1	1	3
Garfield & Chicago	1	5	25
Madison & Ashbury Ct.	1	1	1
Madison & Hinsdale	1	1	6
Monroe & Eighth	1	4	5
Monroe & Maple	1	1	4
Monroe & Ogden	1	3	24
Monroe & Seventh	1	2	3
Princeton & Chicago	1	1	1
Rt. 83 & 55th	1	5	24
TOTALS	9	23	93

Contributing Factors and Collision Types

Contributing Factors:

Failure to yield	13
Improper backing	7
Failure to reduce speed	10
Following too closely	7
Driving skills/ knowledge	1
Improper passing	0
Too fast for conditions	2
Improper turning	2
Disobeyed traffic control device	2
Improper lane usage	6
Had been drinking	0
Weather related	0
Vehicle equipment	0
Unable to determine	3
Other	4

Collision Types:

Private property	7
Hit and run	7
Crashes at intersections	21
Personal injury	8
Pedestrian	0
Bicyclist	0
Other	14

TOTAL CRASHES

57

TOTALS

57

Manual on Uniform Traffic Control Devices Warrants

May 2012

The following warrants should be met prior to installation of a **two-way stop sign**:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
2. Street entering a through highway or street;
3. Unsignalized intersection in a signalized area; and/or
4. High speeds, restricted view, or crash records indicate a need for control by the STOP sign (defined by 5 or more collisions within a 12-month period).

The following warrants should be met prior to the installation of a **Multiway stop sign**:

1. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
2. A crash problem, as indicated by 5 or more reported crashes in a 12-month period, that is susceptible to correction by a multiway stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
3. Minimum volumes:
 - a. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - b. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - c. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
4. Where no single criterion is satisfied, but where Criteria 2, 3.a, and 3.b are all satisfied to 80 percent of the minimum values. Criterion 3.c is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

1. The need to control left-turn conflicts;
2. The need to control vehicle/pedestrian conflicts near locations that generate high-pedestrian volumes;
3. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
4. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

The following warrants must be met prior to the installation of a **Yield sign**:

1. On a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road, but where a stop sign is not necessary at all times, and where the safe approach speed on the minor road exceeds 10 miles per hour;
2. On the entrance ramp to an expressway where an acceleration ramp is not provided;
3. Within an intersection with a divided highway, where a STOP sign is present at the entrance to the first roadway and further control is necessary at the entrance between the two roadways, and where the median width between the acceleration lane; and
4. At an intersection where a special problem exists and where an engineering study indicates the problem to be susceptible to correction by use of the YIELD sign.

PARKING CITATIONS—MAY 2012

PARKING CITATIONS BY LOCATION

		This Month	This Month Last Year	YTD	Last YTD
Chestnut Lot	<i>Commuter Permit</i>	36	52	170	142
Highland Lot	<i>Commuter Permit</i>	21	18	108	52
Village Lot	<i>Commuter Permit</i>	87	87	311	231
Washington Lot	<i>Merchant Permit</i>	74	49	229	227
Hinsdale Avenue	<i>Parking Meters</i>	305	314	1,371	1,321
First Street	<i>Parking Meters</i>	302	384	1,379	1,505
Washington Street	<i>Parking Meters</i>	396	507	2,061	1,748
Lincoln Street	<i>Parking Meters</i>	51	38	152	156
Garfield Lot	<i>Parking Meters</i>	159	182	744	647
Other		488	506	2,064	1,977
TOTALS		1,919	2,187	8,589	8,006

VIOLATIONS BY TYPE

	This Month	This Month Last Year	YTD	Last YTD
Parking Violations				
METER VIOLATIONS	1,258	1,513	5,916	5,451
HANDICAPPED PARKING	1	4	12	18
NO PARKING 7AM-9AM	9	22	111	115
NO PARKING 2AM-6AM	91	88	533	520
PARKED WHERE PROHIBITED BY SIGN	53	68	285	286
NO VALID PARKING PERMIT	38	70	297	240
TOTAL PARKING VIOLATIONS	1,450	1,765	7,154	6,630
Vehicle Violations				
VILLAGE STICKER	230	217	521	484
REGISTRATION OFFENSE	50	34	351	311
VEHICLE EQUIPMENT	71	46	174	223
TOTAL VEHICLE VIOLATIONS	351	297	1,046	1,018
Animal Violations	7	5	36	53

**Youth Bureau Summary
May 2012**

- On 5/2/12 at 10:35am, a student missed school without proper permission. This was the student's first offense. Student was placed on Station Adjustment and a first offense letter was sent home.
- On 5/3/12 at 9:45am, a student missed school without proper permission. This was the student's first offense, a warning was given and the student was placed on Station Adjustment.
- On 5/3/12 at 8:00am, a student was reported absent without permission. This was the student's second offense and was ticketed for the offense. Student was to appear in Field court.
- On 5/8/12 at 9:37am, a student was called in sick for school by his out-of-state father. The student's mother advised school the student was to be in school. Student was located at home and transported to HMS. The Juvenile Officer was notified.
- On 5/14/12 at 8:00am, the police was notified by the principal that a 13-year-old student was not in school. Principal stated that he spoke with the student's mother, who told him she got on the bus and wanted her reported missing. The principal stated the student was not answering either the home or her cell phone. Officer responded to student's address, where the student was found. Student stated she did not want to go to school because of rumors about her were being spread.
- On 5/16/12 at 13:30pm, a student found a pair of headphones in the cafeteria and decided to take them. He did not return them and wrote his initials on the inside of them. Another student approached him and he refused to give them back. Student was to appear in Field Court.
- On 5/16/12 and 5/17/12 between 8:00am and 3:00pm, a student missed school without proper permission. Student had already been warned and ticketed for numerous truant incidents. A local ordinance citation was issued and a notice sent home to his parent. Student was to appear in Field Court.
- On 5/18/12 at 8:00am, a student was absent from school without proper permission. This was the student's first offense for this matter. The student was placed on Station Adjustment and a notice was sent home to her parents.
- On 5/19/12 at 12:45am, a minor violated the curfew law and was to appear in Field Court.
- On 5/22/12 at 9:00am, Juvenile Officer was notified by HCHS Dean that a student had left school to smoke marijuana and returned to class. The Juvenile Office spoke to the student, who admitted to leaving the school grounds and getting high. The student was given Peer Jury.

- 5/26/12 at 12:38pm, two juveniles were spotted on the roof of Hinsdale Hospital. An officer arrived and ordered both males to remain where they were. One of the males jumped down and was immediately ordered to sit on the ground. The other male was assisted off the roof by the Hinsdale Fire Department. Hinsdale Hospital Security Officer wanted the males arrested and charged. Both males were taken into custody and brought to the Hinsdale Police Department. Upon arrival at the station, both males were processed with juvenile contact sheets. Both subjects apologized for their behavior and were released to one of the subject's parents. The other subject's parents were notified. Both males were to appear in Field Court and were given Peer Jury.

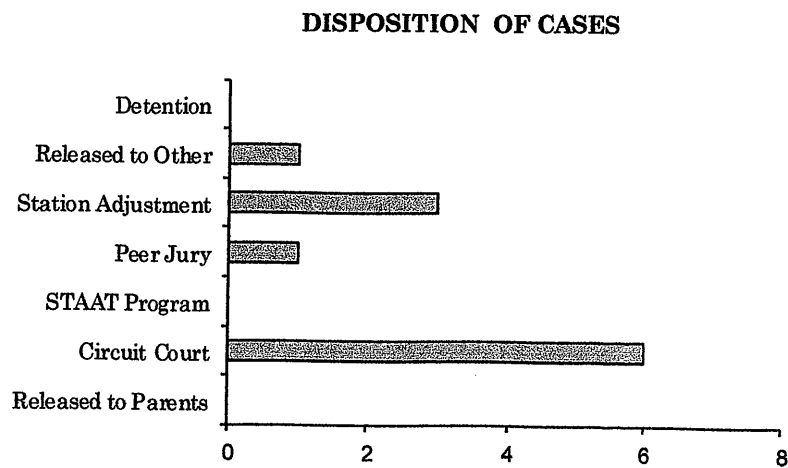
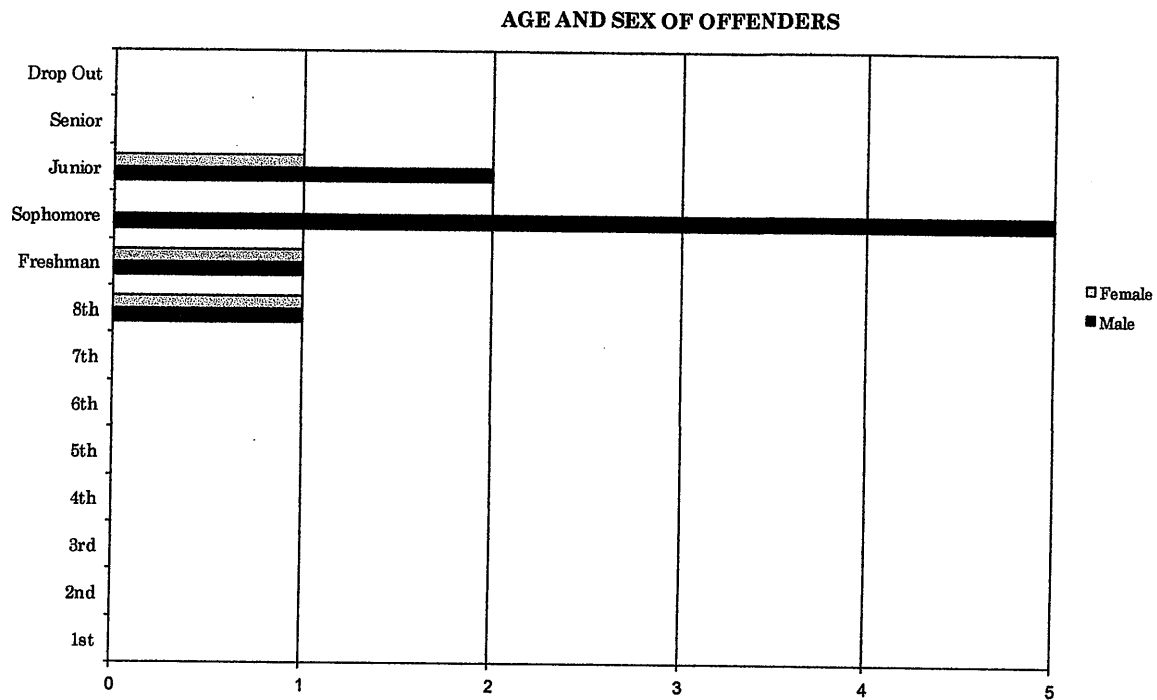
Submitted by:

Joseph Rauen
Detective / Youth Officer

Hinsdale Police Department

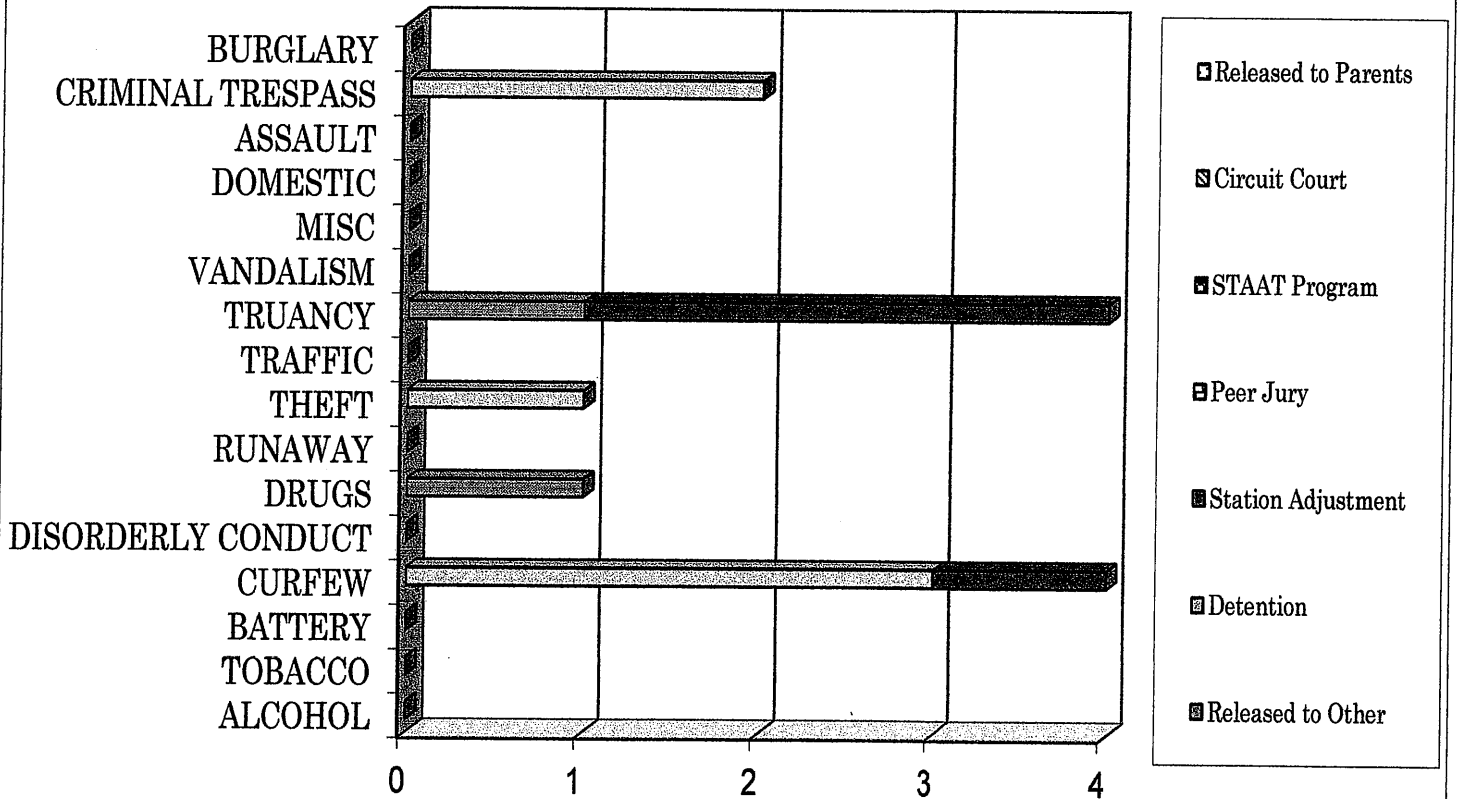
Juvenile Monthly Report

May 2012

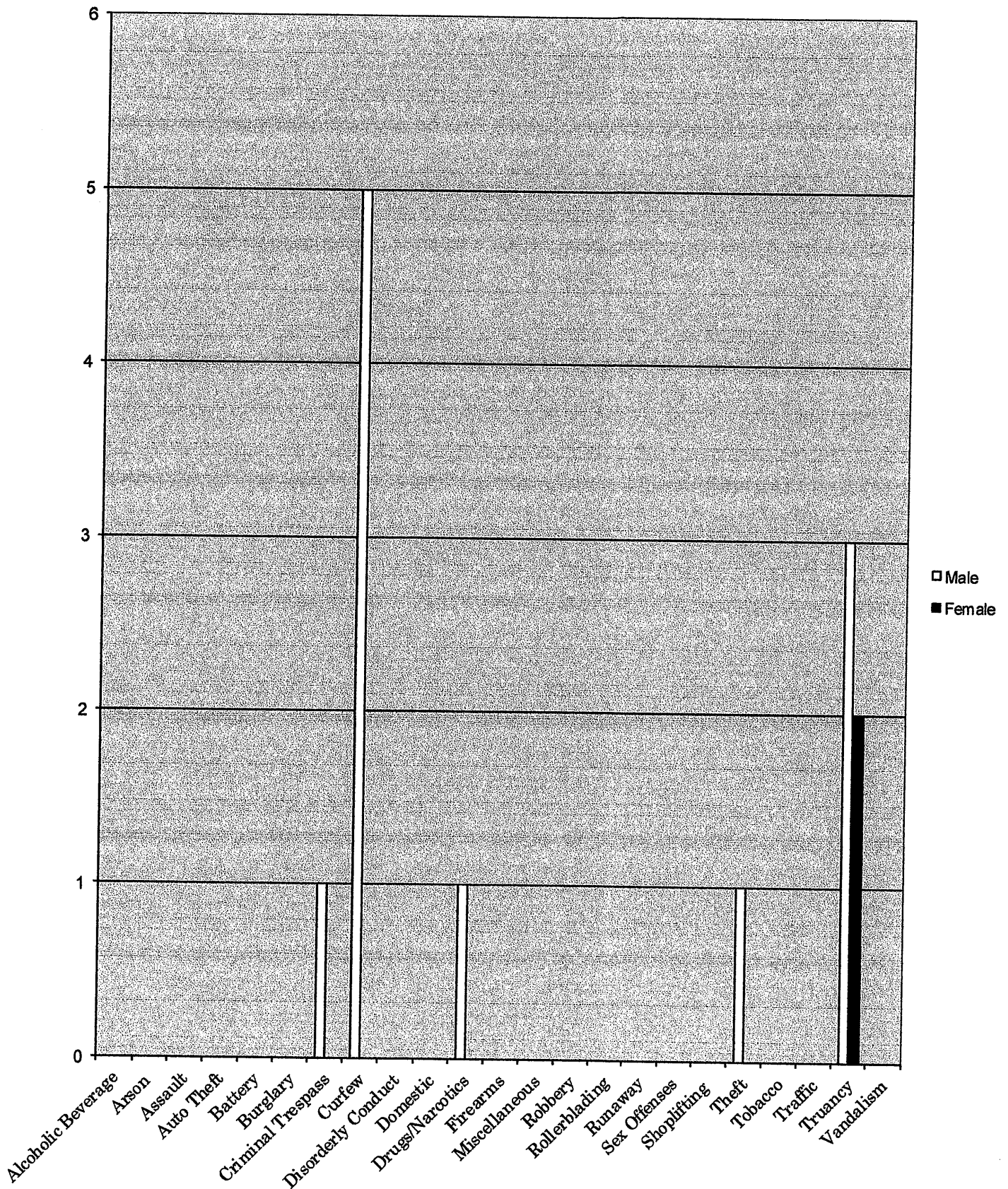


Juvenile Monthly Report (cont.) May 2012

DISPOSITION BY OFFENSE TYPE



Hinsdale Police Department
Juvenile Monthly Offenses Total Offenses by Offense Type
 May 2012

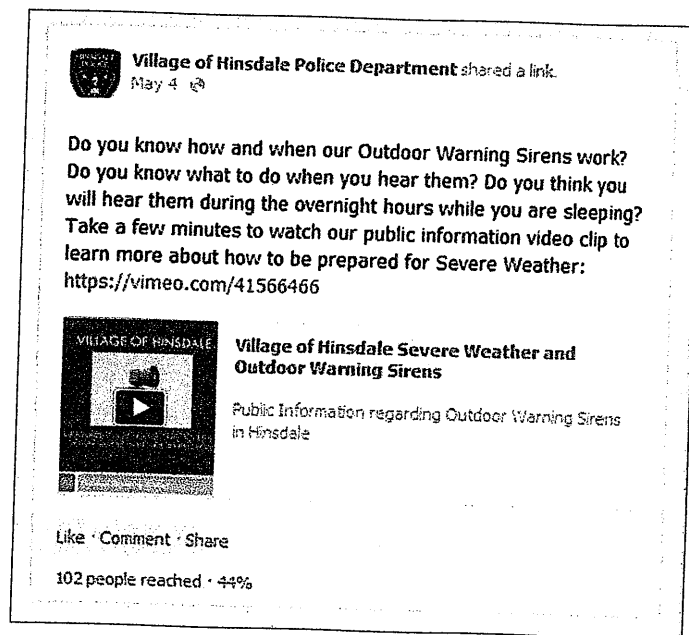


Social Networking Monthly Status Report

May 2012

The Hinsdale Police Department continues to publicly advocate its community notification via social media. During the past reporting period, posts were disseminated on the following topics:

- Addressed how the Village Outdoor Warning Sirens work, with a link to a new public information video about severe weather preparation.
- Publicized the release of the Police Department 2011 Annual Report – a good summary of the Department activity, personnel, and programs offered to the community.
- Offered a reminder regarding summer watering restrictions.
- Wished residents a safe and enjoyable Memorial Day weekend with a few seatbelt and DUI safety reminders.
- Announced the Illinois Crime Commission's War on Heroin program.



Number of Followers		
	May '12	July '11
facebook	192	101
twitter	199	72

Memorandum

To: Chairman Saigh and Public Safety Committee

From: Robert McGinnis MCP, Community Development Director/Building Commissioner *RM*

Date: June 6, 2012

Re: **Community Development Department Monthly Report-May 2012**

In the month of May the department issued 108 permits including four demolition permits and three new single family homes. The department conducted 326 inspections and revenue for the month came in at just over \$109,500.

Building Division activity was up almost 5% over last year. We issued 1,409 permits and conducted 4,754 inspections during fiscal year 2011-12, including 41 permits for new single family homes. This compares with 1,335 permits issued, 4,615 inspections done, and includes 39 permits for new single family homes during fiscal year 2010-11.

There are approximately 67 applications in house including 15 single family homes and 6 commercial alterations. There are 22 permits ready to issue at this time, plan review turnaround is running approximately four weeks, and lead times for inspection requests are running approximately 3 days.

The Engineering Division has continued to work with the Building Division in order to complete site inspections, monitor current engineering projects, support efforts to obtain additional state and federal funding, and respond to drainage complaint calls. In total, 83 inspections were performed for the month of May by the division.

We currently have 44 vacant properties on our registry list. The department continues to pursue owners of vacant and blighted properties to either demolish them and restore the lots or come into compliance with the property maintenance code.

COMMUNITY DEVELOPMENT MONTHLY REPORT - May 2012

PERMITS	THIS MONTH	THIS MONTH LAST YEAR	FEEs	FY TO DATE	TOTAL LAST FY TO DATE
New Single Family Homes	3	6			
New Multi Family Homes	0	0			
Residential Addns./Alts.	12	25			
Commercial New	0	0			
Commercial Addns./Alts.	6	5			
Miscellaneous	35	36			
Demolitions	4	7			
Total Building Permits	60	79	\$ 90,131.00	\$ 90,131.00	\$ 116,397.00
Total Electrical Permits	19	21	\$ 8,079.00	\$ 8,079.00	\$ 8,160.00
Total Plumbing Permits	29	23	\$ 11,400.00	\$ 11,400.00	\$ 19,632.50
TOTALS	108	123	\$ 109,610.00	\$ 109,610.00	\$ 144,189.50

Citations			\$500		
Vacant Properties	44				

INSPECTIONS	THIS MONTH	THIS MONTH LAST YEAR			
Building Insp.	133	135			
Electric Insp.	9	32			
Plumbing Insp.	29	35			
Property Maint./Site Mgmt.	72	63			
Engineering Insp.	83	100			
TOTALS	326	365			

REMARKS:

VILLAGE OF HINSDALE - MAY 22, 2012 COURT CALL/RESULT

Name	Ticket NO.	Location	Violation	
Brickstone Development	8759	Kelly	10 N. Washington	Violation of work hours
Coleman, Patricia M	8748	Kelly	906 Chanticleer	Count 1-7 - Property Maint.
Espinoza, Odeta	8735	Kelly	909 S. Madison	Counts 1 -16 Property Maintenance
Kuehl, Bernice W	8750	Kelly	3 N. Vine St.	Failure to register vacant property
Mani, B S	8723	Kelly	902 S. Monroe	Failure to maintain exterior of home
				250
				30 day court order to clean up
				No show, set for 6-19 trial date
				250 default judgement
				cont to 6-19

Fines assessed: 500

STOP WORK ORDERS ASSESSED

Date SWO Issued to Address Reason

SWO assessed:

MONTHLY TOTAL:

500

DATE: June 25, 2012

REQUEST FOR BOARD ACTION

AGENDA	ORIGINATING DEPARTMENT
SECTION NUMBER ZONING AND PUBLIC SAFETY	Community Development
ITEM Case A-12-2012 - Applicant: Craig Ross - Location: 23 N. Lincoln Street: Special Use to Allow Real Estate Offices with a Maximum of 4 Agents at 23 N. Lincoln Street.	APPROVAL

The Applicant, Craig Ross, has submitted an application to allow real estate offices, with a maximum of 4 agents at 23 N. Lincoln Street. The applicant has indicated that if approved, this special use would allow him to execute a lease to allow a small, independent, two-person real estate office within a tenant space in the existing building. In addition, he has indicated it would allow him to utilize his real estate license and combine his real estate business that he currently runs from his home in Elmhurst, with his contractor business (Ross Builders), which he currently operates out of the subject property. Section 6-106A(3) of the Hinsdale Zoning Code identifies that real estate offices in the O-1, Specialty Office District are a Special Use.

ZONING HISTORY/CHARACTER OF AREA



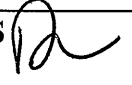
The site is located in the O-1 Specialty Office District. The property to the east is zoned R-5, Multi-Family, the property to the north is IB, Institutional Buildings and the properties to the west and south are also O-1. The building is located on the southeast corner of Maple and Lincoln Street.

At the June 13, 2012 Plan Commission, the request to allow Real Estate Offices with a Maximum of 4 Agents at 23 N. Lincoln Street, with a vote of 3 in favor and 2 opposed, was denied. **While the vote was 3 in favor and 2 opposed to approve the request, the Village's Zoning Code states that "the concurring vote of a majority of the plan commission, consisting of at least four (4) members, shall be necessary on any motion to recommend approval of any matter or application. Any lesser vote on any such motion, even if a majority of those voting, shall be considered a final decision to recommend denial of such matter or application."**

Attached are the draft findings and recommendations from the Plan Commission and the draft ordinance.

Should the Committee and Village Board feel the proposed request is suitable, the following motion would be appropriate:

MOTION: Move that the request be forwarded to the Board of Trustees to approve an "Ordinance Approving a Special Use Permit to Allow Real Estate Offices with a Maximum of 4 Agents at 23 N. Lincoln Street."

APPROVAL 	APPROVAL 	APPROVAL	APPROVAL	MANAGER'S APPROVAL 
COMMITTEE ACTION:				
BOARD ACTION:				

DRAFT

VILLAGE OF HINSDALE

ORDINANCE NO. _____

**AN ORDINANCE APPROVING A SPECIAL USE PERMIT TO ALLOW REAL ESTATE
OFFICES WITH A MAXIMUM OF FOUR AGENTS AT 23 N. LINCOLN STREET
(Plan Commission Case No. A-12-2012)**

WHEREAS, an application seeking a special use permit to allow a real estate office with a maximum of four (4) agents at 23 N. Lincoln Avenue, Hinsdale, Illinois, (the "Subject Property"), in the O-1 Specialty Office Zoning District, was filed with the Village of Hinsdale by Petitioner Craig Ross; and

WHEREAS, the Subject Property, which is improved with an existing two-story home currently used for office space, is legally described in **Exhibit A** attached hereto and made a part hereof; and

WHEREAS, the application has been referred to the Plan Commission of the Village and has been processed in accordance with the Hinsdale Zoning Code ("Zoning Code"), as amended; and

WHEREAS, on June 13, 2012, the Plan Commission held a public hearing on the Application pursuant to notice thereof properly published in *The Hinsdalean* on April 19, 2012; and

WHEREAS, at the public hearing, members of the Plan Commission disagreed on the proposed imposition of landscaping improvements as a condition on a recommendation to approve the special use; and

WHEREAS, after considering all of the testimony and evidence presented at the public hearing, the Plan Commission, on a motion to approve the Application, voted three (3) in favor and two (2) against, with four (4) absent. As the Zoning Code of the Village of Hinsdale specifies, in Section 11-103.D., that the concurring vote of at least four (4) members is necessary on any motion to recommend approval, and that any lesser vote is considered a recommendation of denial, the Plan Commission vote constituted a recommendation of denial of the requested special use; and

WHEREAS, a copy of the Plan Commission's Findings and Recommendation for Plan Commission Case No. A-12-2012 ("Findings and Recommendation"), are attached hereto as **Exhibit B**; and

WHEREAS, the Zoning and Public Safety Committee of the Board of Trustees of the Village, at a public meeting on June 25, 2012, considered the Application and the Findings and Recommendation of the Plan Commission and made its recommendation to the Board of Trustees; and

WHEREAS, the President and Board of Trustees of the Village have duly considered the Findings and Recommendation of the Plan Commission, and all of the materials, facts and circumstances affecting the Application, and find that the Application satisfies the standards set forth in Section 11-602 of the Zoning Code relating to special use permits.

NOW, THEREFORE, BE IT ORDAINED, by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1: Incorporation. The foregoing recitals are incorporated into this Section 1 by reference as findings of the President and Board of Trustees.

Section 2: Approval of Special Use for a Real Estate Office. The President and Board of Trustees, acting pursuant to the authority vested in it by the laws of the State of Illinois and the Zoning Code, hereby approves a special use permit for a real estate office in the O-1 Specialty Office Zoning District on the Subject Property located at 23 N. Lincoln Street, legally described in **Exhibit A**, on the condition that the number of agents operating out of the office not exceed four (4).

Section 3: Violation of Condition or Code. Any violation of any term or condition stated in this Ordinance or of any applicable code, ordinance, or regulation of the Village shall be grounds for the immediate rescission by the Board of Trustees of the approvals made in this Ordinance.

Section 4: Severability and Repeal of Inconsistent Ordinances. Each section, paragraph, clause and provision of this Ordinance is separable, and if any section, paragraph, clause or provision of this Ordinance shall be held unconstitutional or invalid for any reason, the unconstitutionality or invalidity of such section, paragraph, clause or provision shall not affect the remainder of this Ordinance, nor any part thereof, other than that part affected by such decision. All ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

Section 5: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this ____ day of _____ 2012.

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED by me this ____ day of _____, 2012, and attested to by the Village Clerk this same day.

Thomas K. Cauley, Jr., Village President

ATTEST:

Christine M. Bruton, Village Clerk

This Ordinance was published by me in pamphlet form on the ____ day of _____, 2012.

Christine M. Bruton, Village Clerk

EXHIBIT A

THE NORTH 65 FEET OF LOT 4 IN BLOCK 4 IN STOUGH'S ADDITION TO THE TOWN OF HINSDALE, BEING A SUBDIVISION OF THE SOUTH ½ OF THE SOUTHWEST ¼ OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 29, 1868 AS DOCUMENT 9593, IN DUPAGE COUNTY, ILLINOIS

COMMONLY KNOWN AS: 23 N. LINCOLN STREET, HINSDALE, ILLINOIS

DRAFT

EXHIBIT "B"

HINSDALE PLAN COMMISSION

Re: Case A-12-2012 – Craig Ross – 23 N. Lincoln Street - Request: Special Use Permit to Allow Real Estate Offices with a Maximum of 4 Agents at 23 N. Lincoln Street.

DATE OF PLAN COMMISSION REVIEW: June 13, 2012

DATE OF ENVIRONMENT & PUBLIC SERVICES REVIEW: June 25, 2012

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. The Applicant, Craig Ross, submitted an application for a Special Use permit to allow real estate offices with a maximum of 4 agents at 23 N. Lincoln Street.
2. The property is located within the O-1, Specialty Office District and improved with a 2-story home used for office.
3. The Plan Commission heard testimony from the applicant regarding the proposed request at the Plan Commission meeting of June 13, 2012.
4. Certain Commissioners expressed concerns with landscaping and suggested that additional landscaping be provided by the applicant.
5. While some Commissioners requested that additional landscaping be provided, most Commissioners felt that the request lacked the appropriate relationship to the specific use that was being requested. As such they felt that requiring it would be overly burdensome and should not be required given that the applicant was not requesting any approval for changes to the exterior of the building or property.
6. Although the vote was 3 in favor and 2 opposed to approve the request, the Village's Zoning Code states that "the concurring vote of a majority of the plan commission, consisting of at least four (4) members, shall be necessary on any motion to recommend approval of any matter or application. Any lesser vote on any such motion, even if a majority of those voting, shall be considered a final decision to recommend denial of such matter or application." Therefore, due to the lack of a fourth vote in favor, the recommendation must proceed as a recommendation to deny.
7. The Plan Commission generally finds that the Application satisfies the standards in Section 11-602 of the Zoning Code applicable to approval of a special use permit and evidence presented at the public hearing.

II. RECOMMENDATION

The Village of Hinsdale Plan Commission, by a vote of three (3) "Ayes," two (2) "Nay," and four (4) "Absent", recommends that the President and Board of Trustees deny the Application for a special use permit to allow Real Estate Offices with a Maximum of 4 Agents at 23 N. Lincoln Street.

THE HINSDALE PLAN COMMISSION

By: _____
Chairman

Dated this _____ day of _____, 2012.



**VILLAGE
OF HINSDALE** FOUNDED IN 1873

**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

**PLAN COMMISSION APPLICATION
FOR BUSINESS DISTRICTS**

I. GENERAL INFORMATION

Applicant
Name: <u>Craig Ross</u>
Address: <u>23 N Lincoln St</u>
City/Zip: <u>Hinsdale, 60521</u>
Phone/Fax: <u>(60) 253 / 5177</u>
E-Mail: <u>craig@RossBuilders.com</u>

Owner
Name: <u>Craig Ross</u>
Address: <u>23 N Lincoln</u>
City/Zip: <u>Hinsdale, 60521</u>
Phone/Fax: <u>(60) 253 / 5177</u>
E-Mail: <u>craig@RossBuilders.com</u>

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: _____
Title: _____
Address: <u>N/A</u>
City/Zip: _____
Phone/Fax: () _____ / _____
E-Mail: _____

Name: _____
Title: _____
Address: <u>N/A</u>
City/Zip: _____
Phone/Fax: () _____ / _____
E-Mail: _____

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)	
1)	<u>N/A</u>
2)	<u>N/A</u>
3)	<u>N/A</u>

II. SITE INFORMATION

Address of subject property: 23 N Lincoln St

Property identification number (P.I.N. or tax number): 09-01-331-001

Brief description of proposed project: to allow for Realtors as
tenants in office building in O-1

General description or characteristics of the site: old home converted
to office building

Existing zoning and land use: O1

Surrounding zoning and existing land uses:

North: 1B

South: O1

East: R5

West: O1

Proposed zoning and land use: O1

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☐ Site Plan Disapproval 11-604

☐ Map and Text Amendments 11-601E
Amendment Requested: _____

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☐ Planned Development 11-603E

☒ Special Use Permit 11-602E

Special Use Requested: realtor tenants

☐ Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 23 N Lincoln St

The following table is based on the O-1 Zoning District.

	Minimum Code Requirements			Proposed/Existing Development
	O-1	O-2	O-3	O-1
Minimum Lot Area (s.f.)	8,500	25,000	20,000	10,725
Minimum Lot Depth	125	125	125	145'
Minimum Lot Width	60	100	80	65'
Building Height	30	40	60	30'
Number of Stories	2.5	3	5	2
Front Yard Setback	35	25	25	31.50'
Corner Side Yard Setback	35	25	25	19.20'
Interior Side Yard Setback	10	10	10	19.25'
Rear Yard Setback	25	20	20	99.27'
Maximum Floor Area Ratio (F.A.R.)*	.40	.50	.35	.24, 2,574sf
Maximum Total Building Coverage*	35%	N/A	N/A	.03, 1,392sf
Maximum Total Lot Coverage*	80%	80%	50%	.35
Parking Requirements	5	N/A	N/A	5
Parking front yard setback	35	N/A	N/A	0
Parking corner side yard setback	35			0
Parking interior side yard setback	10			0
Parking rear yard setback	25			8
Loading Requirements	0			0
Accessory Structure Information	15			15'

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance:

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 9th day of April, 2012, we have read the above certification, understand it, and agree to abide by its conditions.

Charles S. Pon
Signature of applicant or authorized agent

Signature of applicant or authorized agent

Name of applicant or authorized agent

Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 9th day of
April, 2012.

[Signature]
Notary Public





**VILLAGE
OF HINSDALE** FOUNDED IN 1873

**COMMUNITY DEVELOPMENT DEPARTMENT
SPECIAL USE PERMIT CRITERIA**

Must be accompanied by completed Plan Commission Application

Address of proposed request: 23 N Lincoln St

Proposed Special Use request: Realtor office

Is this a Special Use for a Planned Development? ☒ No ☐ Yes (If so this submittal also requires a completed Planned Development Application)

REVIEW CRITERIA

Section 11-602 of the Hinsdale Zoning Code regulates Special use permits. Standard for Special Use Permits: In determining whether a proposed special use permit should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Plan Commission and Board of Trustees should weigh, among other factors, the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

FEES for a Special Use Permit: \$1,225 (must be submitted with application)

1. **Code and Plan Purposes.** The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established.

Allowing Realtors in office would comply with allowed Special Use in O-1 district.

2. **No Undue Adverse Impact.** The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.

Having Realtors in the office would not impact the area any differently than other professionals currently allowed in the O1 district.

3. **No Interference with Surrounding Development.** The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations

Building will stay as-is.

4. **Adequate Public Facilities.** The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Building will stay as-is, allowing Realtors will have no different impact than other tenants currently allowed.

5. **No Traffic Congestion.** The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Realtors tend to not have any more visitors than other tenants currently allowed in OI. Realtors themselves will use on-site parking.

6. **No Destruction of Significant Features.** The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.

Building will stay as-is.

7. **Compliance with Standards.** The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

yes, it does.

8. **Special standards for specified special uses.** When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district.

N/A

9. Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider the following:

Public benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Allowing these Realtors to occupy this building will bring a new realty firm to Hinsdale that will bring more competition and choices for the benefit of the community. Otherwise the Realtors may not come to Hinsdale if forced to go elsewhere.

Alternate locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

Since "visiting clients" of Realtors are much less prevalent these days, since most preliminary "shopping" is now done online, not many clients actually go to the Realtors' office. Even the Realtors themselves tend to do most of their business at home or mobile.

Mitigation of adverse impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

Building will stay as-is.

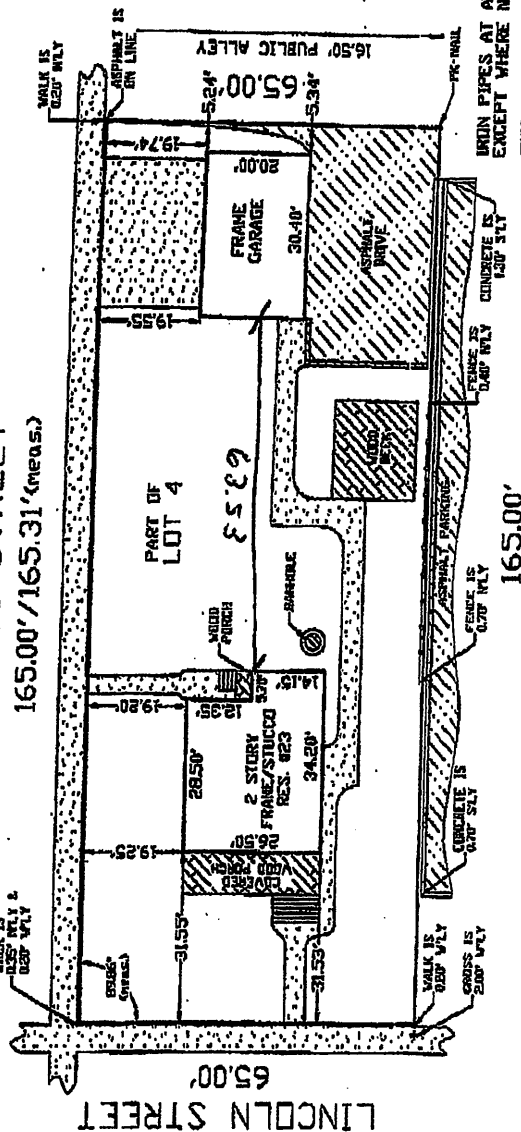
Associated Surveying Group, P.C.

P.O. Box 810 Bolingbrook, IL 60440
 PH (630) 759-0205 FAX (630) 759-9291

PLAT OF SURVEY

THE NORTH 65 FEET OF LOT 4 IN BLOCK 4 IN STURGEON ADDITION TO THE TOWN OF HINSDALE, BEING A SUBDIVISION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 17, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF REDUCED MAY 23, 1889 AS DOCUMENT 3883, IN DUPAGE COUNTY, ILLINOIS.

MAPLE STREET
 165.00'/165.31'(meas.)



IRON PIPES AT ALL CORNERS
 EXCEPT WHERE NOTED

THIS PROFESSIONAL SERVICE CONFORMS
 TO THE CURRENT ILLINOIS MINIMUM
 STANDARDS FOR A MEASURED SURVEY.

State of Illinois } ss

County of Will } ss

I, Michael G. Harvey, an Illinois Professional Land Surveyor, do hereby certify that I have surveyed the parcel of land hereon described and that this Plat hereon drawn is a correct representation of said survey.

Dated, this 15th day of FEBRUARY, A.D. 2005, at Bolingbrook, Illinois.

Michael G. Harvey
 Illinois Professional Land Surveyor No. 35-28000

License Expires Nov. 30, 2005

For Building Lines, Easements and Other Restrictions not shown, herein refer to your Deed, Title Policy, Ordinance, etc.

CLIENT: VESELIK

JOB No. 59373-05






SCALE 1" = 20'

Reduced to 78%

DATE: June 25, 2012

REQUEST FOR BOARD ACTION

AGENDA SECTION NUMBER	ORIGINATING DEPARTMENT Community Development			
ITEM 22 N. Elm Street – Hinsdale Humane Society – Site Plan and Exterior Appearance Review – Expansion of Existing Dog Run	APPROVAL			
<p>The applicant is requesting exterior appearance and site plan review approval, to allow for the expansion of the dog run at the subject property. The site is currently improved with a one-story building and being used by the Hinsdale Humane Society. The property is zoned IB, Institutional Buildings District and owned by the Village of Hinsdale.</p> <p>The Humane Society has been approached by Matt Saunders a Boy Scout who has requested to do the expansion as his Eagle Scout Project. The details of the proposal can be found in the attached documents. It should be noted that this application falls under the requirement for notification, due to the fact that it falls within 250 feet of a single-family residential zoning district. Staff has confirmed that proper notification has been provided by the applicant as required.</p> <p>The petitioner should be aware that if this proposal is approved, building permits are still required, prior to any work being initiated.</p> <p>At the Plan Commission meeting of June 13, 2012, the Plan Commission unanimously recommended approval, for exterior appearance and site plan approval for the proposed site improvements.</p> <p><u>Review Criteria</u></p> <p>In review of the application submitted the Commission must review the following criteria as stated in the Zoning Code:</p> <ol style="list-style-type: none">1. Subsection 11-604F pertaining to Standards for site plan disapproval; and2. Subsection 11-606E pertaining to Standards for building permits (exterior appearance review), which refers to Subsection 11-605E Standards and considerations for design review permit. <p>Attached are the draft findings and recommendation from the Plan Commission and the draft ordinance.</p> <p>MOTION: Move that the request be forwarded to the Board of Trustees to approve an “Ordinance Approving Site Plans and Exterior Appearance Plans for Modifications to an Office Building at 22 N. Elm Street.”</p>				
APPROVAL 	APPROVAL 	APPROVAL	APPROVAL	MANAGER'S APPROVAL 
COMMITTEE ACTION:				
BOARD ACTION:				

DRAFT

HINSDALE PLAN COMMISSION

RE: 22 N. Elm Street – The Hinsdale Humane Society - Exterior Appearance and Site Plan Review

DATE OF PLAN COMMISSION REVIEW: June 13, 2012

DATE OF ZONING AND PUBLIC SAFETY REVIEW: June 25, 2012

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. Matt Saunders, an Eagle Scout and applicant on behalf of Hinsdale Humane Society, (the “Applicant”) submitted an application for an Eagle Scout project, to the Village of Hinsdale for the property located at 22 N. Elm Street (the “Subject Property”).
2. The Subject Property is zoned in the IB Institutional Buildings District and improved with a one-story building.
3. The applicant is proposing to expand the existing dog run on the north side of the of the subject property.
4. The proposed expansion would include the replacement of any old and deteriorated posts, as well as new posts for the expansion. In addition, the existing fence would be re-used for the existing portion with new fencing proposed for the expansion.
5. The Plan Commission finds that the application complies with the standards set forth in Section 11-606 of the Hinsdale Zoning Code pertaining to the exterior appearance review.
6. The Plan Commission finds that the plan submitted by the Applicant complies with the standards set forth in Section 11-604 of the Zoning Code governing site plan review. There are no changes proposed to the site plan.

II. RECOMMENDATION

The Village of Hinsdale Plan Commission, on a vote of 5 “Ayes,” 0 “Nays,” and 4 “absent”, recommends that the President and Board of Trustees of the Village of Hinsdale approve the exterior appearance and site plans at 22 N. Elm Street.

THE HINSDALE PLAN COMMISSION

By: _____
Chairman

Dated this _____ day of _____, 2012.

DRAFT

VILLAGE OF HINSDALE

ORDINANCE NO. _____

**AN ORDINANCE APPROVING SITE PLANS
AND EXTERIOR APPEARANCE PLANS FOR MODIFICATIONS
TO AN OFFICE BUILDING AT 22 N. ELM STREET**

WHEREAS, The Hinsdale Humane Society. (the "Applicants") filed an application for site plan approval and exterior appearance approval (the "Application") to authorize the expansion of the existing dog run, located on the property commonly known as 22 N. Elm Street in the Village of Hinsdale (the "Subject Property"); and

WHEREAS, the Hinsdale Plan Commission conducted a public meeting to consider the Application on June 13, 2012, and, after considering all of the matters related to the Application, recommended approval of the Application; and

WHEREAS, the Zoning and Public Safety Committee of the Board of Trustees of the Village of Hinsdale, at a public meeting on June 25, 2012, considered the Application and the recommendation of the Plan Commission and made its recommendation to the Board of Trustees; and

WHEREAS, the President and Board of Trustees of the Village of Hinsdale have determined that the Application satisfies the standards established in Sections 11-604 and 11-606 of the Hinsdale Zoning Code governing site plans and exterior appearance plans, subject to the conditions stated in this Ordinance;

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1. Recitals. The foregoing recitals are incorporated into this Ordinance as findings of the President and Board of Trustees.

Section 2. Approval of Site Plans and Exterior Appearance Plans. The Board of Trustees, acting pursuant to the authority vested in it by laws of the State of Illinois and Sections 11-604 and 11-606 of the Hinsdale Zoning Code, approves the site plans and exterior appearance plans attached to and, by this reference, incorporated into this Ordinance as Exhibit A (the "Approved Plans"), subject to the conditions stated in Section 3 of this Ordinance.

Section 3. Conditions. The approvals granted in Section 2 of this Ordinance are expressly subject to all of the following conditions:

- A. Compliance with Plans. All work on the Subject Property shall be undertaken in strict compliance with the Approved Plans.
- B. Compliance with Codes, Ordinances, and Regulations. Except as specifically set forth in this Ordinance, the provisions of the Hinsdale Municipal Code and the Hinsdale Zoning Code shall apply and govern all development on, and improvement of, the Subject Property. All such development and improvement shall comply with all Village codes, ordinances, and regulations at all times.
- C. Building Permits. The Applicants shall submit all required building permit applications and other materials in a timely manner to the appropriate parties, which materials shall be prepared in compliance with all applicable Village codes and ordinances.

Section 4. Violation of Condition or Code. Any violation of any term or condition stated in this Ordinance or of any applicable code, ordinance, or regulation of the Village shall be grounds for the immediate rescission by the Board of Trustees of the approvals made in this Ordinance.

Section 5. Severability and Repeal of Inconsistent Ordinances. If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity of such section, paragraph, clause or provision shall not affect any of the other provisions of this Ordinance, and all ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

Section 6. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this _____ day of _____ 2012.

AYES:

NAYS:

ABSENT:

APPROVED this _____ day of _____ 2012.

Thomas K. Cauley, Jr., Village President

ATTEST:

Christine M. Bruton, Village Clerk

**ACKNOWLEDGEMENT AND AGREEMENT BY THE APPLICANT TO
THE CONDITIONS OF THIS ORDINANCE:**

By:
Its:

Date: _____, 2012



**COMMUNITY DEVELOPMENT
DEPARTMENT
EXTERIOR APPEARANCE AND
SITE PLAN REVIEW CRITERIA**

Address of proposed request: 22 N. Elm Street (Hinsdale Humane Society)

REVIEW CRITERIA

Section 11-606 of the Hinsdale Zoning Code regulates Exterior appearance review. The exterior appearance review process is intended to protect, preserve, and enhance the character and architectural heritage and quality of the Village, to protect, preserve, and enhance property values, and to promote the health, safety, and welfare of the Village and its residents. Please note that Subsection Standards for building permits refers to Subsection 11-605E Standards and considerations for design permit review.

*****PLEASE NOTE*** If this is a non-residential property within 250 feet of a single-family residential district, additional notification requirements are necessary. Please contact the Village Planner for a description of the additional requirements.**

FEES for Exterior Appearance/Site Plan Review:

Standard Application: \$600.00

Within 250 feet of a Single-Family Residential District: \$800

Below are the criteria that will be used by the Plan Commission, Zoning and Public Safety Committee and Board of Trustees in reviewing Exterior Appearance Review requests. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

1. *Open spaces.* The quality of the open space between buildings and in setback spaces between street and facades.

Everything is existing and the only request is to expand the existing exterior dog run.

2. *Materials.* The quality of materials and their relationship to those in existing adjacent structures.

The materials will match the existing.

3. *General design.* The quality of the design in general and its relationship to the overall character of neighborhood.

The dog run already exists, this would just be an enlargement of the existing run.

4. *General site development.* The quality of the site development in terms of landscaping, recreation, pedestrian access, auto access, parking, servicing of the property, and impact on vehicular traffic patterns and conditions on-site and in the vicinity of the site, and the retention of trees and shrubs to the maximum extent possible.

None of these items will be affected by the enlargement of the run.

5. *Height.* The height of the proposed buildings and structures shall be visually compatible with adjacent buildings.

The additional run will be at the same height as the existing.

6. *Proportion of front façade.* The relationship of the width to the height of the front elevation shall be visually compatible with buildings, public ways, and places to which it is visually related.

N/A

7. *Proportion of openings.* The relationship of the width to the height of windows shall be visually compatible with buildings, public ways, and places to which the building is visually related.

N/A

8. *Rhythm of solids to voids in front facades.* The relationship of solids to voids in the front façade of a building shall be visually compatible with buildings, public ways, and places to which it is visually related.

N/A

9. *Rhythm of spacing and buildings on streets.* The relationship of a building or structure to the open space between it and adjoining buildings or structures shall be visually compatible with the buildings, public ways, and places to which it is visually related.

N/A

10. *Rhythm of entrance porch and other projections.* The relationship of entrances and other projections to sidewalks shall be visually compatible with the buildings, public ways, and places to which it is visually related.

N/A

11. *Relationship of materials and texture.* The relationship of the materials and texture of the façade shall be visually compatible with the predominant materials to be used in the buildings and structures to which it is visually related.

Materials will all match.

12. *Roof shapes.* The roof shape of a building shall be visually compatible with the buildings to which it is visually related.

N/A

13. *Walls of continuity.* Building facades and appurtenances such as walls, fences, and landscape masses shall, when it is a characteristic of the area, form cohesive walls of enclosure along a street to ensure visual compatibility with the buildings, public ways, and places to which such elements are visually related.

N/A

14. *Scale of building.* The size and mass of buildings and structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the buildings, public ways, and places to which they are visually related.

N/A

15. *Directional expression of front elevation.* The buildings shall be visually compatible with the buildings, public ways, and places to which it is visually related in its directional character, whether this be vertical character, horizontal character, or nondirectional character.

N/A

16. *Special consideration for existing buildings.* For existing buildings, the Plan Commission and the Board of Trustees shall consider the availability of materials, technology, and craftsmanship to duplicate existing styles, patterns, textures, and overall detailing.

The materials will match.

REVIEW CRITERIA – Site Plan Review

Below are the criteria that will be used by the Plan Commission and Board of Trustees in determining if the application does not meet the requirements for Site Plan Approval. Briefly describe how this application will not do the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

Section 11-604 of the Hinsdale Zoning Code regulates Site Plan Review. The site plan review process recognizes that even those uses and developments that have been determined to be generally suitable for location in a particular district are capable of adversely affecting the purposes for which this code was enacted unless careful consideration is given to critical design elements.

1. The site plan fails to adequately meet specified standards required by the Zoning Code with respect to the proposed use or development, including special use standards where applicable.

N/A

2. The proposed site plan interferes with easements and rights-of-way.

It will not interfere.

3. The proposed site plan unreasonably destroys, damages, detrimentally modifies, or interferes with the enjoyment of significant natural, topographical, or physical features of the site.

A dog run already exists. The area is relatively remote, being adjacent to the hospital, the Public Services facility, the train tracks and Brush Hill Park.

4. The proposed site plan is unreasonably injurious or detrimental to the use and enjoyment of surrounding property.

There is no real change to the site.

5. The proposed site plan creates undue traffic congestion or hazards in the public streets, or the circulation elements of the proposed site plan unreasonably creates hazards to safety on or off site or disjointed, inefficient pedestrian or vehicular circulation paths on or off the site.

It will not.

6. The screening of the site does not provide adequate shielding from or for nearby uses.

The site is relatively remote as described above.

7. The proposed structures or landscaping are unreasonably lacking amenity in relation to, or are incompatible with, nearby structures and uses.

The dog run already exists and I am looking to enlarge it for the Humane Society as my Eagle Scout project.

8. In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan makes inadequate provision for the creation or preservation of open space or for its continued maintenance.

N/A

9. The proposed site plan creates unreasonable drainage or erosion problems or fails to fully and satisfactorily integrate the site into the overall existing and planned ordinance system serving the community.

N/A

10. The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to fully and satisfactorily integrate the site's utilities into the overall existing and planned utility system serving the Village.

N/A

11. The proposed site plan does not provide for required public uses designated on the Official Map.

N/A

12. The proposed site plan otherwise adversely affects the public health, safety, or general welfare.

N/A



VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT

GENERAL APPLICATION

I. GENERAL INFORMATION

Applicant

Name: Hinsdale Humane Society
Address: 19 E. Chicago Avenue
City/Zip: Hinsdale, Il. 60521
Phone/Fax: 630-789-7030 / _____
E-Mail: _____

Owner

Name: Village of Hinsdale (V.O.H.)
Address: _____
City/Zip: _____
Phone/Fax: _____ / _____
E-Mail: _____

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: Matt Saunders
Title: Eagle Scout
Address: 216 S. Vine Street
City/Zip: Hinsdale, Il. 60521
Phone/Fax: 630-325-2524 / _____
E-Mail: msaunders97@comcast.net

Name: _____
Title: _____
Address: _____
City/Zip: _____
Phone/Fax: _____ / _____
E-Mail: _____

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) Sean Gascoigne, Village Planner
- 2) _____
- 3) _____

II. SITE INFORMATION

Address of subject property: 22 N. Elm Street - Hinsdale Humane Society

Property identification number (P.I.N. or tax number): 09 - 01 - 119 - 002

Brief description of proposed project: Expansion of existing outdoor dog run for an Eagle Scout project.

General description or characteristics of the site: Currently contains the Hinsdale Humane Society

Existing zoning and land use: IB

Surrounding zoning and existing land uses:

North: OS

South: R-4

East: HS

West: IB

Proposed zoning and land use: IB

Existing square footage of property: N/A square feet

Existing square footage of all buildings on the property: 4645 square feet

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☒ Site Plan Disapproval 11-604

☐ Design Review Permit 11-605E

☒ Exterior Appearance 11-606E

☐ Special Use Permit 11-602E

Special Use Requested: _____

☐ Map and Text Amendments 11-601E

Amendment Requested: _____

☐ Planned Development 11-603E

☐ Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 22 N. Elm Street - Hinsdale Humane Society

The following table is based on the IB Zoning District.

	Minimum Code Requirements	Proposed/Existing Development
Minimum Lot Area	50,000 s.f.	approx. 75,000 s.f.
Minimum Lot Depth	250'	approx. 300'
Minimum Lot Width	200'	approx. 150'
Building Height	40'	13'
Number of Stories		1
Front Yard Setback	35'	15' (existing)
Corner Side Yard Setback	35'	30' (existing)
Interior Side Yard Setback	25'	20' (existing)
Rear Yard Setback	25'	211' (existing)
Maximum Floor Area Ratio (F.A.R.)*	.50	<.50
Maximum Total Building Coverage*	N/A	N/A
Maximum Total Lot Coverage*	N/A	N/A
Parking Requirements	N/A	N/A
Parking front yard setback	N/A	N/A
Parking corner side yard setback	N/A	N/A
Parking interior side yard setback	N/A	N/A
Parking rear yard setback	N/A	N/A
Loading Requirements	N/A	N/A
Accessory Structure Information	N/A	N/A

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: _____

All buildings are existing

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 14th day of May, 2012, I/We have read the above certification, understand it, and agree to abide by its conditions.

Signature of applicant or authorized agent

Name of applicant or authorized agent

Lori Halligan

Signature of applicant or authorized agent

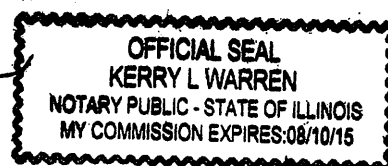
Lori Halligan, Exec. Dir.

Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 14th day of
May, 2012.

Kerry L Warren

Notary Public
4



VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
19 East Chicago Avenue
Hinsdale, Illinois 60521-3489
630.789.7030

Application for Certificate of Zoning Compliance

You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.

Applicant's name: Hinsdale Humane Society

Owner's name (if different): Village of Hinsdale

Property address: 22 N. Elm Street

Property legal description: [attach to this form]

Present zoning classification: IB, Institutional Buildings

Square footage of property: Approx. 75,000

Lot area per dwelling: N/A

Lot dimensions: 150' x 300'

Current use of property: Hinsdale Humane Society

Proposed use: ☐ Single-family detached dwelling
☒ Other: Same

Approval sought: ☐ Building Permit ☐ Variation
☐ Special Use Permit ☐ Planned Development
☒ Site Plan ☒ Exterior Appearance
☐ Design Review
☐ Other: Same

Brief description of request and proposal:

Eagle Scout project to expand existing outdoor dog run

Plans & Specifications: [submit with this form]

Provided: Required by Code:

Yards:

front:	<u>15'</u>	<u>35'</u>
interior side(s)	<u>20' / N/A</u>	<u>25' / 25'</u>

Provided:**Required by Code:**

corner side	30'	35'
rear	211'	25'

Setbacks (businesses and offices):

front:	15'	35'
interior side(s)	20' /	25' / 25'
corner side	30'	35'
rear	211'	25'
others:	N/A	
Ogden Ave. Center:	N/A	
York Rd. Center:	N/A	
Forest Preserve:	N/A	

Building heights:

principal building(s):	13'	40'
accessory building(s):	N/A	

Maximum Elevations:

principal building(s):	N/A	
accessory building(s):	N/A	

Dwelling unit size(s):	N/A	
------------------------	-----	--

Total building coverage:	40%	N/A
--------------------------	-----	-----

Total lot coverage:	40%	N/A
---------------------	-----	-----

Floor area ratio:	.50	<.50
-------------------	-----	------

Accessory building(s):	None	
------------------------	------	--


Spacing between buildings: [depict on attached plans]

principal building(s):	N/A		
accessory building(s):	N/A		

Number of off-street parking spaces required: 18**Number of loading spaces required:** 0**Statement of applicant:**

I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zoning Compliance.

By:



Applicant's signature

Lori Halligan, Executive Director

Applicant's printed name

Dated:

May 1, 2012

VILLAGE OF HINSDALE

Certificate of Zoning Compliance

Subject to the statements below, the Village has determined that, based on the information included in the Plan Commission File for 22 N. Elm Street – Hinsdale Humane Society – regarding Exterior Appearance in 2012 for a Certificate of Zoning Compliance, the proposal described in this certificate appears to comply with the standards made applicable to it by the Hinsdale Zoning Code.

This certificate is issued to:

Hinsdale Humane Society

Address or description of subject property:

22 N. Elm St. Hinsdale, IL 60521

Use or proposal for subject property
for which certificate is issued:

Expansion of the existing dog run on the north side of the Hinsdale Humane Society.

Plans reviewed, if any: *See attached plans, if any.* See Plan Commission File for 22 N. Elm St. – Hinsdale Humane Society, regarding a Site Plan and Exterior Appearance Review in 2012.

Conditions of approval of this certificate:

- The petitioner must apply for and obtain Exterior Appearance and Site Plan Review Approval for the proposed changes.
- Section 11-606 of the Hinsdale Zoning Code pertaining to the Exterior Appearance Review
- Section 11-604 of the Hinsdale Zoning Code governing Exterior Appearance/Site Plan Review in 2009

Note: other conditions may be attached to approval of any pending zoning application.

NOTE ALL OF THE FOLLOWING CAREFULLY:

This approval granted in this certificate has been granted based on the information provided to the Village and the Village's understanding of the facts and circumstances related to the proposal at this time. If (a) any information provided to the Village changes, (b) any new information is becomes available or is discovered, or (c) the Village's understanding of the facts and circumstances otherwise changes, then this certificate may be rescinded.

This certificate does not signify Building Code Review or approval and is not authorization to undertake any work without such review and approval where either is required. See the Hinsdale Building Code for details.

Before any structure to which this certificate is applicable may be occupied or used for any purpose, a Certificate of Occupancy must be obtained. See Section 11-402 of the Hinsdale Zoning Code and the Hinsdale Building Code for details.

Subject to an extension of time granted pursuant to the Hinsdale Zoning Code, this certificate shall become null and void six months after the date on which it was issued unless construction, reconstruction, remodeling, alteration, or moving of a structure is commenced or a use is commenced.

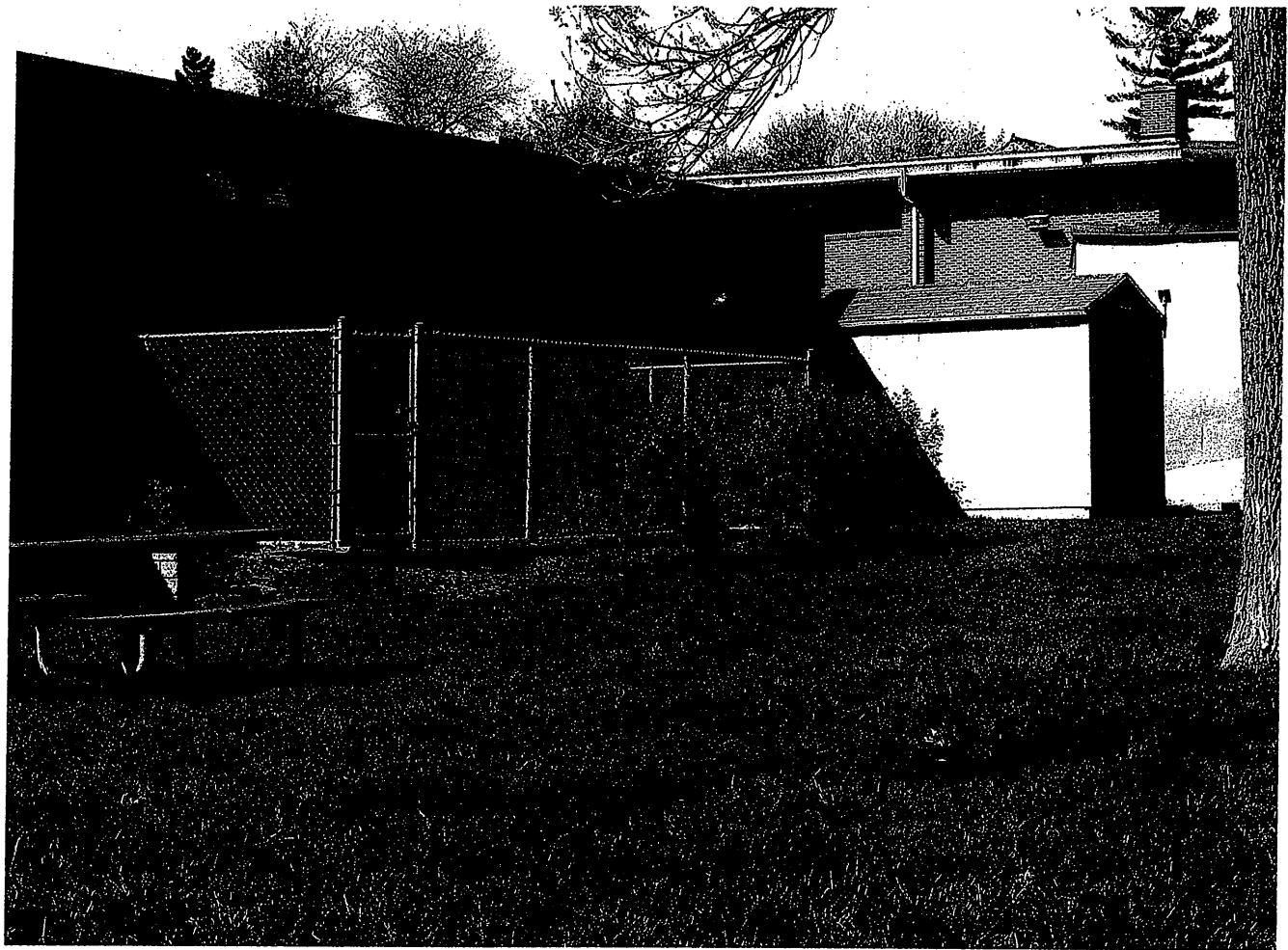
If this certificate is issued in violation of the provisions of the Hinsdale Zoning Code, whether intentionally, negligently, or innocently, then it shall be void *ab initio* and shall give rise to no rights whatsoever.

By:

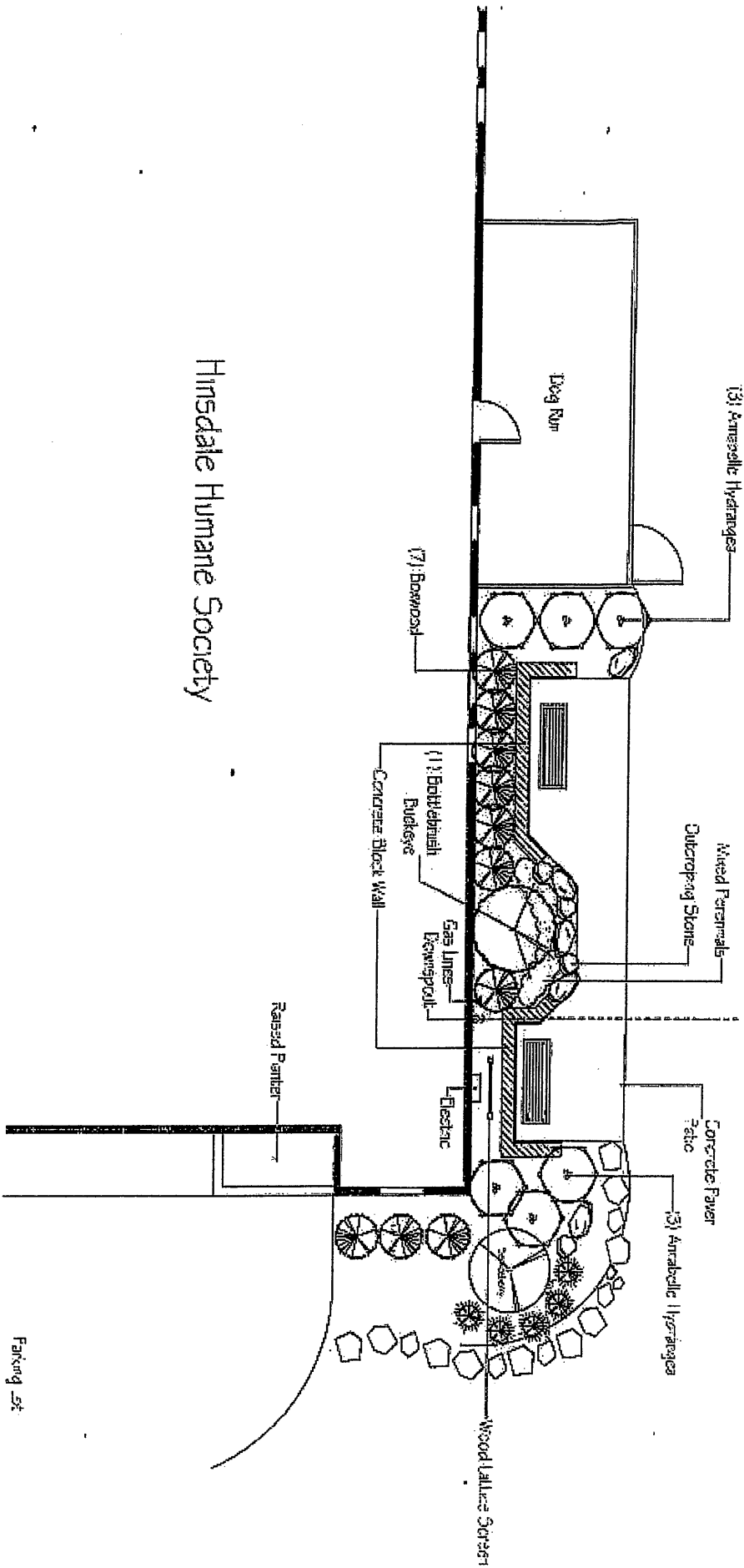

Village Manager

Dated:

5/25, 2012

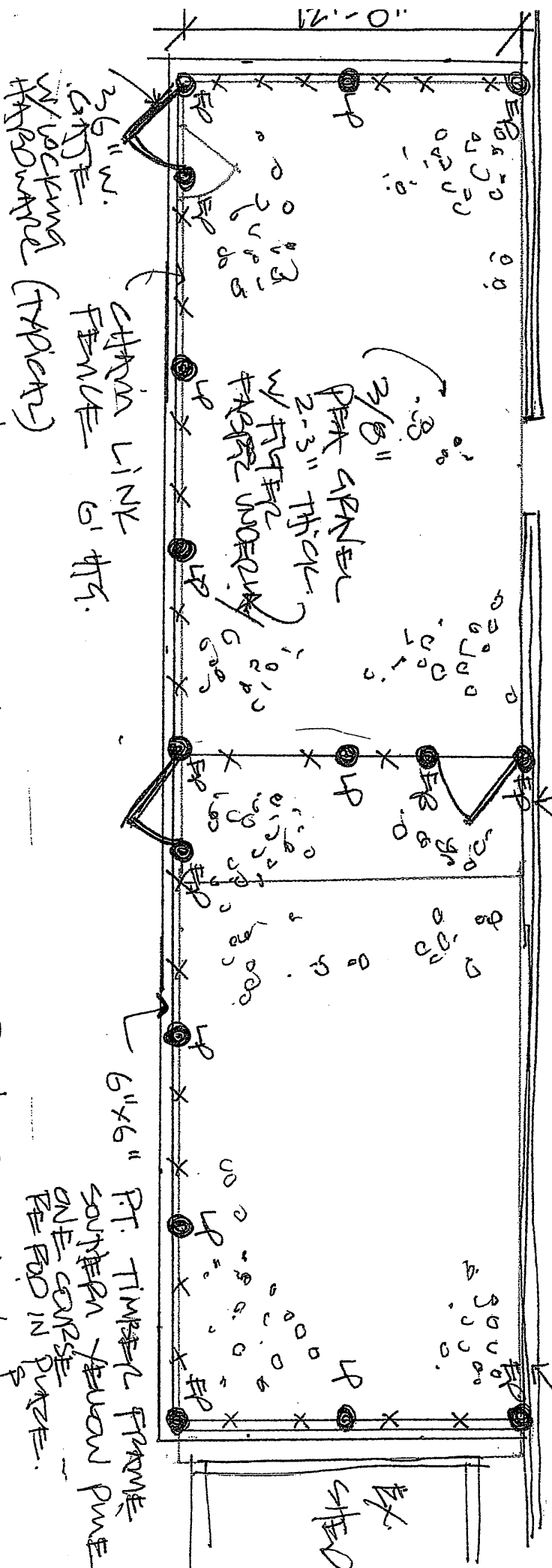
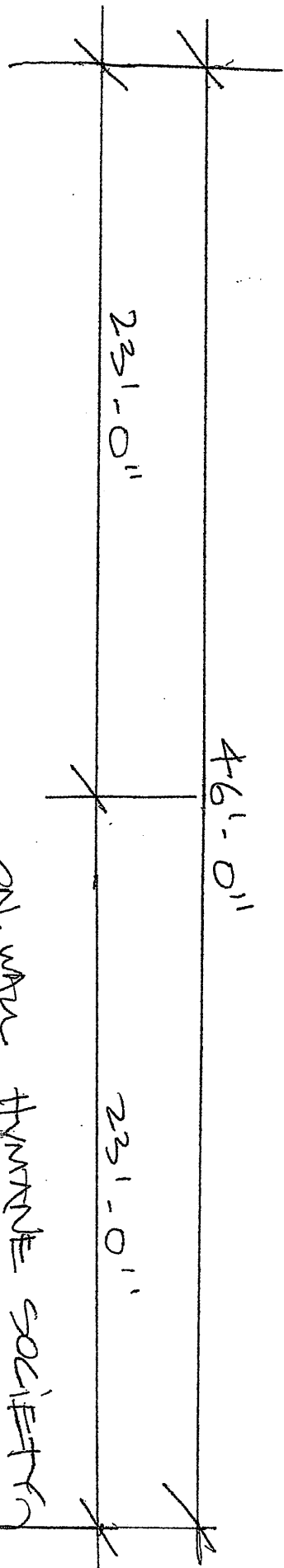


EXISTING COLLECTIONS

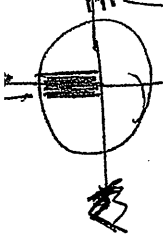


Hinsdale Humane Society

CPM Julie locate
 before excavating!
 1800 812-0123



HINDS DAVE HUMAN SOCIETY - DOG RUN - PAN VIEW
 4/14/2012 WAT SANDS - EXCAVATION PROJECT 1"=5'-0"



Hinsdale Humane Society Animal Run Expansion Project

By Matt Saunders
Eagle Scout Project Presentation

Purpose

- The Hinsdale Humane Society(HHS) needs an expanded and two section animal run to
 - Test animal compatibility
 - Allow animals more exercise room at the Society location
- Old base wood frames along the side are worn out and decaying

My Personal Interest in Completing this Project

- Both me and my family are animal lovers
- We know the Director personally through our church and other civic activities
- This project will qualify me for Eagle rank achievement

Project Details

- Add second section to existing animal run, adding 23 X 12 foot extension to existing 23 X 12 foot run
- Add gate between the two sections to create 2 equal size sections or one larger run
- Replace base wood of existing dog run to create structural integrity

Location

- 22 North Elm Street Hinsdale, IL 60521



Materials Needed

- Pressure treated wood 6"X 6" for base
- Chain-link fencing-stainless steel
- Fence Posts-stainless steel
- Pea Gravel and filter fabric
- Temporary Wood Lath Fence while construction is underway
- Rebar

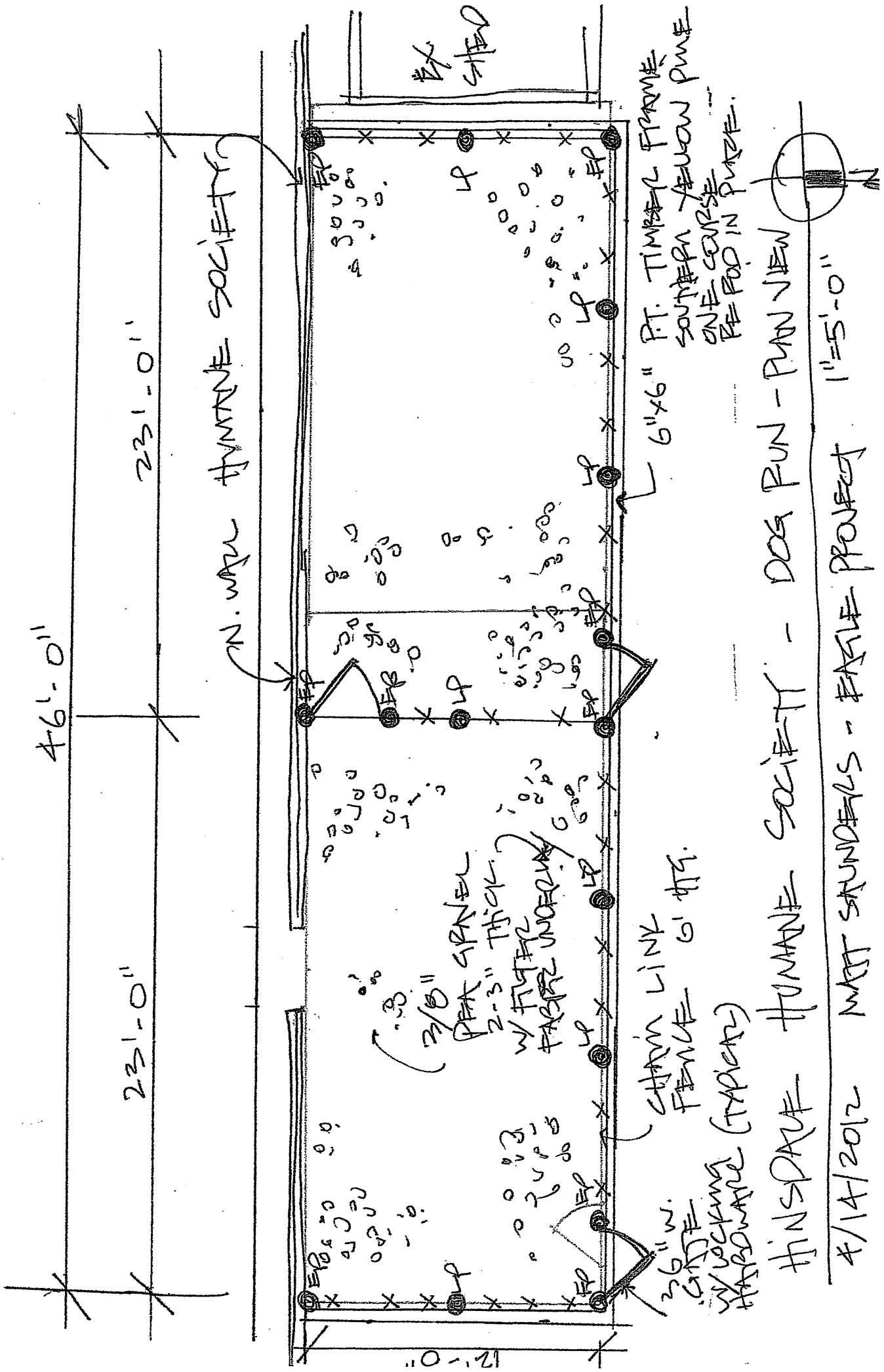
Project Plan

- Use volunteers from Troop to do site preparation work
- Contact JULIE for underground line detection
- Utilize fencing contractor to dig and set posts, and stretch chain link
- Troop volunteers to do finish work (pea gravel hauling and clean up)
 - Waivers required for any volunteer
 - Donations will be secured – no cost to HHS or the Village

Additional Information

- Animal run located on north side of HHS building
- See satellite photo of location
- Animal run is only visible traveling south on Elm Street and is obscured from view
- No direct view from residences located on Walnut Street
- Project has been discussed and approved by Ms. Lori Halligan, Director of HHS
- Work to be completed upon Village approval and to be completed before year end

OBTH JULIE LOCATE
 BEFORE EXCAVATING!
 1800 842-0123



mapquest m^o

Map of:
Hinsdale, IL



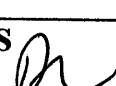
Notes



©2011 MapQuest, Inc. Use of directions and maps is subject to the MapQuest Terms of Use. We make no guarantee of the accuracy of their content, road conditions or route usability. You assume all risk of use. [View Terms of Use](#)

DATE: June 25, 2012

REQUEST FOR BOARD ACTION

AGENDA SECTION NUMBER		ORIGINATING DEPARTMENT Community Development		
ITEM 22 N. Elm Street – Hinsdale Humane Society – Waiver of Fee Request		APPROVAL		
<p><u>REQUEST</u></p> <p>The Hinsdale Humane Society is requesting a waiver of fees as they relate to the Exterior Appearance and Site Plan Review process for the expansion of their existing dog run at 22 N. Elm Street. The property is zoned IB, Institutional Buildings and is owned by the Village of Hinsdale. The applicant is a not-for-profit organization and the work is being done by Eagle Scout, Matt Saunders as his Eagle Scout project. As such, they have requested the waiver of fees as part of its Exterior Appearance/Site Plan Review application that was heard and recommended unanimously, at the Plan Commission of June 13, 2012.</p> <p>The application consists of fees for the Exterior Appearance/Site Plan Review process (\$800 of which \$450 is escrow) and a Certificate of Zoning Compliance (\$50), totaling \$850. In addition to the application fees, the applicant is also requesting a waiver of all Building Permit fees as well. On October 6, 2009, a similar request was made and approved by the Village.</p> <p>Should the recommendation be to approve the requested proposal, the following motion would be appropriate:</p> <p><u>MOTION:</u></p> <p>To recommend to the Board of Trustees a waiver of fees in the amount of \$850, plus all building permit fees, be granted for the Plan Commission application required at 22 N. Elm, The Hinsdale Humane Society.</p>				
APPROVAL 	APPROVAL 	APPROVAL	APPROVAL	MANAGER'S APPROVAL 
COMMITTEE ACTION:				
BOARD ACTION:				

DATE: June 25, 2012

REQUEST FOR BOARD ACTION

AGENDA

SECTION NUMBER ZONING AND PUBLIC SAFETY

ORIGINATING DEPARTMENT
Community Development

ITEM Case A-15-2012 - Applicant: Nurturing Wisdom - Location: 125 S. Vine Street: Special Use Permit to Operate a Private Middle School

APPROVAL

The Applicant, Nurturing Wisdom, has submitted an application for a special use permit to allow a private middle school in the empty school building at Zion Lutheran Church located at 125 S. Vine Street. The applicant has indicated that they intend to occupy no more than 2 to 3 classrooms of the existing building that was once occupied by a private school that no longer operates out of the facility. Because the special use for the previous middle school has been vacated for a period of more than six months, the applicant is required to re-establish the special use to operate their middle school. While the applicant does not intend on being at maximum capacity for the first year, they have indicated that the maximum permitted at the school would be 36 students. While the applicant would have a surplus of parking even at capacity, they have no intent of utilizing all of the 17 available spaces that are adjacent to the school property. In addition to the 17 spaces adjacent to the school building, the church also has a surface parking lot across Second Street that sees minimal activity during the periods that the middle school would be in session.

At the June 13, 2012 Plan Commission it was recommended, on a vote of 4 ayes, 0 nays and 1 abstention, to approve a Special Use Permit to operate a Private Middle School at 125 S. Vine Street.

Attached are the draft findings and recommendations from the Plan Commission and the draft ordinance.

Review Criteria

In review of the application submitted the Commission must review the following criteria as stated in the Zoning Code:

1. Subsection 11-602E pertaining to Standards for special use permits;
2. Subsection 11-604F pertaining to Standards for site plan disapproval; and
3. Subsection 11-606E pertaining to Standards for building permits (exterior appearance review), which refers to Subsection 11-605E Standards and considerations for design review permit.

MOTION: **Move that the request be forwarded to the Board of Trustees to approve an "Ordinance Approving a Special Use Permit to Operate a Private Middle School at 125 S. Vine Street."**

APPROVAL 

APPROVAL 

APPROVAL

APPROVAL

MANAGER'S
APPROVAL 

COMMITTEE ACTION:

BOARD ACTION:

VILLAGE OF HINSDALE

ORDINANCE NO. _____

**AN ORDINANCE APPROVING A SPECIAL USE PERMIT TO OPERATE A PRIVATE
SCHOOL AT 125 S. VINE STREET
(Plan Commission Case No. A-15-2012)**

WHEREAS, an application seeking a special use permit to operate a private school in the existing school building located at 125 S. Vine Street, Hinsdale, Illinois, (the "Subject Property"), in the IB Institutional Buildings Zoning District, was filed by Petitioner Nurturing Wisdom with the Village of Hinsdale; and

WHEREAS, a special use for a private school on the Subject Property had previously been approved as one aspect of a planned development in Ordinance No. 2004-15, but had lapsed due to the school use having been discontinued for a period in excess of six (6) months; and

WHEREAS, the Subject Property, which is improved with an existing school building, is legally described in **Exhibit A** attached hereto and made a part hereof; and

WHEREAS, the application has been referred to the Plan Commission of the Village and has been processed in accordance with the Hinsdale Zoning Code ("Zoning Code"), as amended; and

WHEREAS, on June 13, 2012, the Plan Commission held a public hearing on the Application pursuant to notice thereof properly published in *The Hinsdalean* on May 24, 2012, and, after considering all of the testimony and evidence presented at the public hearing, the Plan Commission recommended approval of the Application by a vote of 4 in favor, 0 against, 1 abstention, and 4 absent, all as set forth in the Plan Commission's Findings and Recommendation for Plan Commission Case No. A-15-2012 ("Findings and Recommendation"), a copy of which is attached hereto as **Exhibit B**; and

WHEREAS, the Zoning and Public Safety Committee of the Board of Trustees of the Village, at a public meeting on June 25, 2012, considered the Application and the Findings and Recommendation of the Plan Commission and made its recommendation to the Board of Trustees; and

WHEREAS, the President and Board of Trustees of the Village have duly considered the Findings and Recommendation of the Plan Commission, and all of the materials, facts and circumstances affecting the Application, and find that the Application satisfies the standards set forth in Section 11-602 of the Zoning Code relating to special use permits.

NOW, THEREFORE, BE IT ORDAINED, by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1: Incorporation. The foregoing recitals are incorporated into this Section 1 by reference as findings of the President and Board of Trustees;

Section 2: Approval of Special Use for a Private School. The President and Board of Trustees, acting pursuant to the authority vested in it by the laws of the State of Illinois and the Zoning Code, hereby approves a special use permit for a private school in the IB Institutional Buildings Zoning District in the existing school building on the Subject Property located at 125 S. Vine Street, legally described in Exhibit A.

Section 3: Violation of Condition or Code. Any violation of any term or condition stated in this Ordinance or of any applicable code, ordinance, or regulation of the Village shall be grounds for the immediate rescission by the Board of Trustees of the approvals made in this Ordinance.

Section 4: Severability and Repeal of Inconsistent Ordinances. Each section, paragraph, clause and provision of this Ordinance is separable, and if any section, paragraph, clause or provision of this Ordinance shall be held unconstitutional or invalid for any reason, the unconstitutionality or invalidity of such section, paragraph, clause or provision shall not affect the remainder of this Ordinance, nor any part thereof, other than that part affected by such decision. All ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

Section 5: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this ____ day of _____ 2012.

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED by me this ____ day of _____, 2012, and attested to by the Village Clerk this same day.

Thomas K. Cauley, Jr., Village President

ATTEST:

Christine M. Bruton, Village Clerk

This Ordinance was published by me in pamphlet form on the ____ day of _____, 2012.

Christine M. Bruton, Village Clerk

EXHIBIT A

LOTS 11 AND 12 IN BLOCK 6 IN J.I. CASE'S ADDITION TO HINSDALE, DUPAGE COUNTY, ILLINOIS, BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 13, 1872 AS DOCUMENT NUMBER 15440, IN DUPAGE COUNTY, ILLINOIS

COMMONLY KNOWN AS: 125 S. VINE STREET, HINSDALE, ILLINOIS

DRAFT

EXHIBIT "B"

HINSDALE PLAN COMMISSION

Re: Case A-15-2012 – Nurturing Wisdom – 125 S. Vine Street - Request: Special Use Permit to Operate a Private Middle School

DATE OF PLAN COMMISSION REVIEW: June 13, 2012

DATE OF ENVIRONMENT & PUBLIC SERVICES REVIEW: June 25, 2012

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. The Applicant, Nurturing Wisdom, submitted an application for a Special Use to operate a private middle school at 125 S. Vine Street.
2. The property is located within the IB Institutional Buildings District and improved with an existing school where a private middle school operated previously. Middle schools are listed as a Special Use.
3. The Plan Commission heard testimony from the applicant regarding the proposed request, including proposed hours and class sizes, at the Plan Commission meeting of June 13, 2012.
4. The Commissioners asked the applicant questions regarding the proposed use, which confirmed, among other things, that the facility would not be doing tutoring from this location.
5. The Commissioners agreed that the proposed use was a good fit for the location.
6. The Plan Commission specifically finds that based on the Application and the evidence presented at the public hearing, the Applicant has satisfied the standards in Section 11-602 of the Zoning Code applicable to approval of a special use permit. Among the evidence relied upon by the Plan Commission is the fact that the school will be located in an existing building specifically designed for school use, that a school has operated at this location in the past, that adequate public facilities to serve the school are already in place, and that adequate parking to serve the proposed school use exists.

II. RECOMMENDATION

The Village of Hinsdale Plan Commission, by a vote of four (4) "Ayes," 0 "Nay," one (1) "Abstention" and four (4) "Absent", recommends that the President and Board of Trustees approve the Application for a special use permit to allow the operation of a private middle school at 125 S. Vine Street.

THE HINSDALE PLAN COMMISSION

By: _____
Chairman

Dated this _____ day of _____, 2012.



**VILLAGE
OF HINSDALE**

FOUNDED IN 1873

**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

GENERAL APPLICATION

I. GENERAL INFORMATION

Applicant

Name: Nurturing Wisdom (Alyssa DeCesari)
Address: 15105 Leng Ave
City/Zip: Oak Forest, IL 60452
Phone/Fax: (312) 260-7945 /
X103
E-Mail: alyssa@nurturingwisdom.com

Owner

Name: Zion Lutheran Church
Address: 204 S. Grant St.
City/Zip: Hinsdale, IL 60521
Phone/Fax: (630) 323-0384 /
E-Mail: info@zionhinsdale.org

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: Keith Larson
Title: Architect
Address: 701 N. York Rd
City/Zip: Hinsdale, IL 60521
Phone/Fax: (630) 476-2418 /
E-Mail: larson.Keith@comcast.net

Name: Pari Schacht
Title: Owner, Nurturing Wisdom
Address: 340 S. Lemon Ave. #5236
City/Zip: Walnut, CA 91789
Phone/Fax: (415) 963-9229 / 415-683-5477
E-Mail: pari@nurturingwisdom.com
X2

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

1) N/A

II. SITE INFORMATION

Address of subject property: 125 S. Vine, Hinsdale, IL

Property identification number (P.I.N. or tax number): $\begin{array}{r} 09 \\ 09 \end{array} - \begin{array}{r} 12 \\ 12 \end{array} - \begin{array}{r} 110 \\ 110 \end{array} - \begin{array}{r} 006 \\ 007 \end{array}$

Brief description of proposed project: _____

Middle school (5th-8th grade) with maximum 36 students

General description or characteristics of the site: The former Zion Lutheran School, we will only use 2-3 classrooms and the gym (not the entire building)

Existing zoning and land use: IB

Surrounding zoning and existing land uses:

North: O-1, office

South: IB, Institutional Building

East: O-1, office

West: R-4, single family

Proposed zoning and land use: Same

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☐ Site Plan Disapproval 11-604

☐ Map and Text Amendments 11-601E
Amendment Requested: _____

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☐ Planned Development 11-603E

☒ Special Use Permit 11-602E

Special Use Requested: middle school of 36 students.

☐ Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 125 S. Vine St., Hinsdale, IL

The following table is based on the IB Zoning District.

	Minimum Code Requirements	Proposed/Existing Development
Minimum Lot Area	80,000'	101,849'
Minimum Lot Depth	250'	383.5'
Minimum Lot Width	200	250'
Building Height	40'	40'
Number of Stories	2	2
Front Yard Setback	35'	EXIST 28'
Corner Side Yard Setback	35'	EXIST 20'
Interior Side Yard Setback	25'	EXIST 7.41'
Rear Yard Setback	25'	EXIST 38' or 219' (C to Grant St.)
Maximum Floor Area Ratio (F.A.R.)*	.5	.49
Maximum Total Building Coverage*	N/A	EXIST LOT : 101,849 EXIST COVER 25,638 (25%)
Maximum Total Lot Coverage*	N/A	33599 (EXIST COVER + 7961) (33%)
Parking Requirements	Church - 50 Childhood center - 7 School - 3 TOTAL = 60	Church Childhood center } 78 spots total School
Parking front yard setback	35'	140'
Parking corner side yard setback	35'	0'
Parking interior side yard setback	25'	6'
Parking rear yard setback	25'	39'
Loading Requirements	1	1
Accessory Structure Information	n/a	2 garages, freestanding

* Must provide actual square footage number and percentage.

included above

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: The setbacks not in compliance are from

an existing building and can not be changed.

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 26 day of April, 2012, I/We have read the above certification, understand it, and agree to abide by its conditions.

Alyssa DeCesari
Signature of applicant or authorized agent

Alyssa DeCesari
Name of applicant or authorized agent

Signature of applicant or authorized agent

Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 26th day of
April, 2012.

Christine M. Bruton
Notary Public





**VILLAGE
OF HINSDALE** FOUNDED IN 1873

**COMMUNITY DEVELOPMENT DEPARTMENT
SPECIAL USE PERMIT CRITERIA**

Must be accompanied by completed Plan Commission Application

Address of proposed request: 125 S. Vine Street, Hinsdale, IL

Proposed Special Use request: Middle school (5th - 8th grade) for 36 students maximum

Is this a Special Use for a Planned Development? ☒ **No** ☐ **Yes** (If so this submittal also requires a completed Planned Development Application)

REVIEW CRITERIA

Section 11-602 of the Hinsdale Zoning Code regulates Special use permits. Standard for Special Use Permits: In determining whether a proposed special use permit should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Plan Commission and Board of Trustees should weigh, among other factors, the below criteria Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

FEES for a Special Use Permit: \$1,225 (must be submitted with application)

1. *Code and Plan Purposes.* The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established.

The building was originally used as a school and built to be a school, so by putting a school back into the building, we are maintaining the purpose of the original building.

2. *No Undue Adverse Impact.* The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.

We are doing no construction, alterations or renovations to the building, so our school should not have any adverse impact upon the adjacent property, character of the area or safety of the area. We are also only using 2-3 classrooms and the gym of the building, so the impact should be very minimal.

3. *No Interference with Surrounding Development.* The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations

We are using an existing building and are not making any renovations or alterations to the building, so there should be no interference with the surrounding development.

4. *Adequate Public Facilities.* The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Since our school will be considerably smaller than the school originally housed in the building, and since we will only be using a small portion of the building, our needs will be met by the current public facilities.

5. *No Traffic Congestion.* The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Since we will have no more than 36 students at the school at one time, and no more than 5 staff members at the school at one time, we do not anticipate our school will cause any traffic congestion on the surrounding streets. Also, any traffic caused by our school will be very minimal in comparison to the traffic caused by the previous school since we are much smaller.

6. *No Destruction of Significant Features.* The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.

We will not be doing any construction, renovation or alterations to the current building, so there will be no destruction of the building itself or any of the surrounding area.

7. *Compliance with Standards.* The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

N/A

8. *Special standards for specified special uses.* When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district.

N/A

9. Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider the following:

Public benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

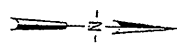
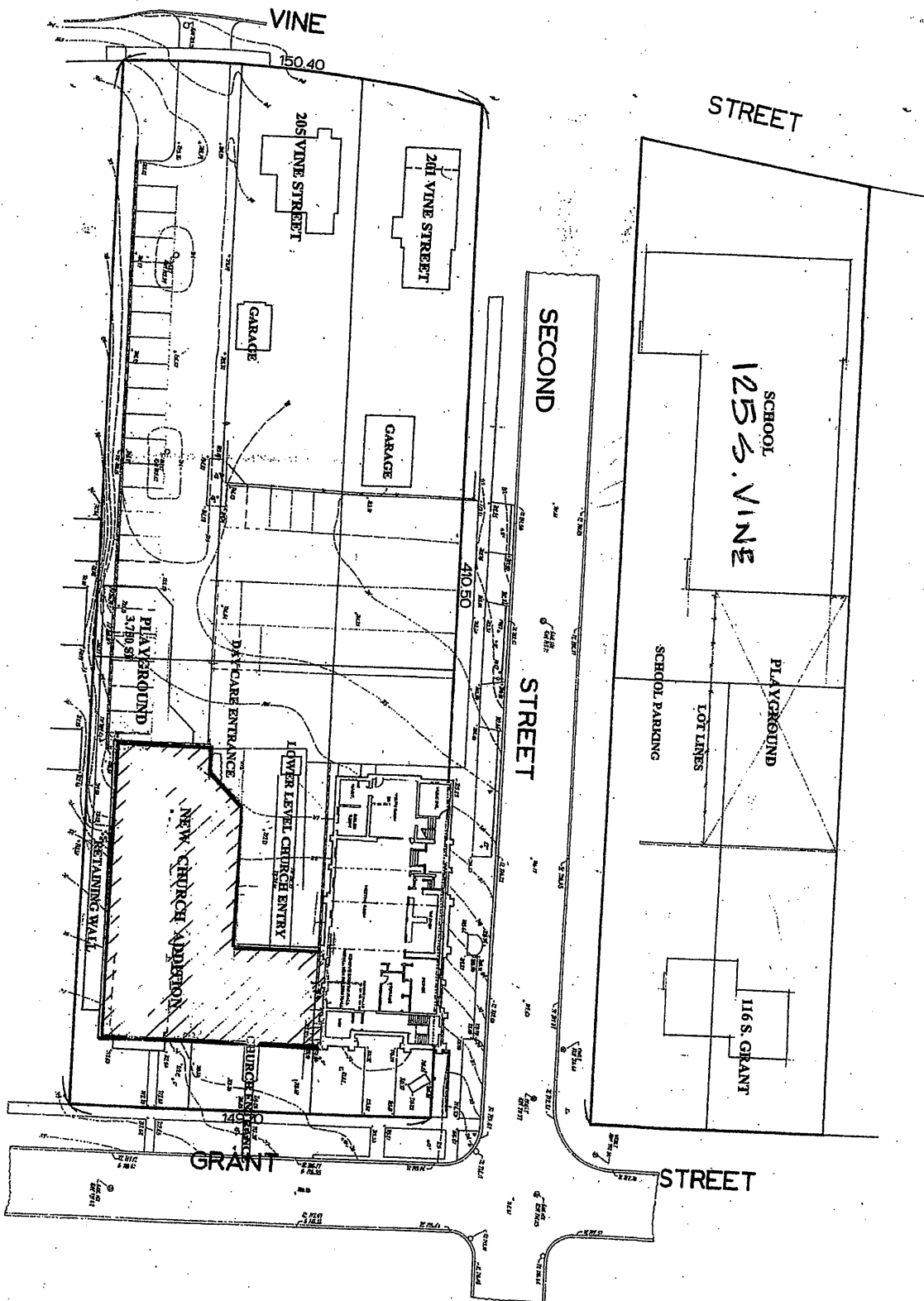
We believe that our school will be a benefit to the community and the village of Hinsdale. Our school provides an alternate education option for students who don't currently fit in to the traditional school system. We will provide a fully customized education, including one on one instruction. To the best of our knowledge, there is no other school in the area that provides the same type of alternative. We aim to provide an excellent education for the students so that they can succeed in their future educational endeavors. We will not be directly competing with any schools currently in Hinsdale, since our school is specifically for students whose needs are not being met by traditional schools.

Alternate locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

We believe that Zion Lutheran School is absolutely the best option for our needs. Since it was previously used as a school, and designed to be a school, it is already set up with classrooms, a gym, a playground, parking etc. Because of this, we will need to make no renovations or alterations to the building, and we are minimizing the impact of our school on the surrounding community.

Mitigation of adverse impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

Since our location is currently a school building, we will be making no alternations or renovations to the building. We will not be changing the landscaping or exterior of the building. There should be no adverse impact on the surrounding community.



LARSON-KRAMER & ASSOCIATES
701 YORK ROAD
HINSDALE, IL 60521 630-325-0384



LINDLEY & SONS, INC.
HINSDALE, ILLINOIS

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE

ZION LUTHERAN CHURCH
Hinsdale, Illinois



NURTURING WISDOM ACADEMY

Nurturing Wisdom Academy

Our Mission:

Inspiring students to embrace challenges, pursue passions and develop an active mind through customized learning.

What is Nurturing Wisdom Academy?

Nurturing Wisdom Academy is a middle school focused on customized learning, having students taking ownership of their learning, and encouraging students to pursue their passions and interests. We accept students of all abilities, from gifted to learning disabled, who are passionate about learning and excited about their interests.

Where will the Nurturing Wisdom Academy be?

We'll be located at the former Zion Lutheran School in Hinsdale, beginning August 20, 2012.

How much time is spent in school?

Our school day will be eight hours long (8:15am – 4:15pm), and will run for 200 days per year. Our longer school day includes time for independent practice and studying so that students do not have to take home homework after the school day is through.

Who are the Academy students?

The NW Academy is a small community with up to 36 learners in grades five through eight. Some fourth graders may also be accepted. Initially, we expect to have much fewer students than 36.

How many staff members are at the school?

Most of our staff work at our school part time. Depending on our enrollment, we'll have from five to twelve people working at the school, but not more than five at a time. Typically, 1-3 teachers and one administrator are at the school at any given time.

VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
19 East Chicago Avenue
Hinsdale, Illinois 60521-3489
630.789.7030

Application for Certificate of Zoning Compliance

You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.

Applicant's name: Nurturing Wisdom
Owner's name (if different): Zion Lutheran Church
Property address: 125 S. Vine, Hinsdale, IL
Property legal description: [attach to this form]
Present zoning classification: IB
Square footage of property: 101,849
Lot area per dwelling: N/A
Lot dimensions: North: 100 x 399.38 / South: 150 x 415
Current use of property: membership organization, Church, parsonage
Proposed use: Single-family detached dwelling
☒ **Other:** School
Approval sought:

Building Permit <input checked="" type="checkbox"/> Special Use Permit Site Plan Design Review Other: _____	Variation Planned Development Exterior Appearance
---	---

Brief description of request and proposal:

To use 2-3 classrooms, and the gym, of the former Zion Lutheran School for our middle school of 36 students maximum.

Plans & Specifications: [submit with this form]

Provided: Required by Code:

Yards:

front:

interior side(s)

n/a
1 n/a

n/a
1 n/a

Provided:

Required by Code:

corner side
rear

n/a
n/a

n/a
n/a

Setbacks (businesses and offices):

front:
interior side(s)
corner side

28
7.41 /
20

35
25 /
35

rear
others:

38'
n/a

25
n/a

Ogden Ave. Center:
York Rd. Center:
Forest Preserve:

n/a
n/a
n/a

n/a
n/a
n/a

Building heights:

principal building(s):
accessory building(s):

40'
14'

40'
15' (garage)

Maximum Elevations:

principal building(s):
accessory building(s):

40'
14'

40'
15'

Dwelling unit size(s):

n/a

n/a

Total building coverage:

25.38

n/a

Total lot coverage:

33.599

n/a

Floor area ratio:

.49

.5

Accessory building(s):

2 garages freestanding

Spacing between buildings: [depict on attached plans]

n/a

principal building(s):

accessory building(s):

Number of off-street parking spaces required:

60

Number of loading spaces required:

1

Statement of applicant:

I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zoning Compliance.

By:

Alyssa DeCesar
Applicant's signature

Alyssa DeCesar
Applicant's printed name

Dated: April 26th, 2012.

VILLAGE OF HINSDALE

Certificate of Zoning Compliance

Subject to the statements below, the Village has determined that, based on the information included in Application # A-15-2012 for a Certificate of Zoning Compliance, the proposal described in this certificate appears to comply with the standards made applicable to it by the Hinsdale Zoning Code.

This certificate is issued to:

Nurturing Wisdom

Address or description of subject property:

125 S. Vine Street, Hinsdale Illinois 60521

Use or proposal for subject property for which certificate is issued:

Special Use for the Operation of Private Middle School

Plans reviewed, if any: *See attached plans, if any. – See Case A-15-2012 – Special Use Permit*

Conditions of approval of this certificate:

- The petitioner must apply for and obtain the necessary special use as it relates to the proposed use.

The Board of Trustee's adopt an Ordinance that grants the following requests:

- Subsection 11-602E pertaining to Standards for Special Use permits as found in the Zoning Code;

Note: other conditions may be attached to approval of any pending zoning application.

NOTE ALL OF THE FOLLOWING CAREFULLY:

This approval granted in this certificate has been granted based on the information provided to the Village and the Village's understanding of the facts and circumstances related to the proposal at this time. If (a) any information provided to the Village changes, (b) any new information is becomes available or is discovered, or (c) the Village's understanding of the facts and circumstances otherwise changes, then this certificate may be rescinded.

This certificate does not signify Building Code Review or approval and is not authorization to undertake any work without such review and approval where either is required. See the Hinsdale Building Code for details.

Before any structure to which this certificate is applicable may be occupied or used for any purpose, a Certificate of Occupancy must be obtained. See Section 11-402 of the Hinsdale Zoning Code and the Hinsdale Building Code for details.

Subject to an extension of time granted pursuant to the Hinsdale Zoning Code, this certificate shall become null and void six months after the date on which it was issued unless construction, reconstruction, remodeling, alteration, or moving of a structure is commenced or a use is commenced.

If this certificate is issued in violation of the provisions of the Hinsdale Zoning Code, whether intentionally, negligently, or innocently, then it shall be void *ab initio* and shall give rise to no rights whatsoever.

By:



Village Manager

Dated:

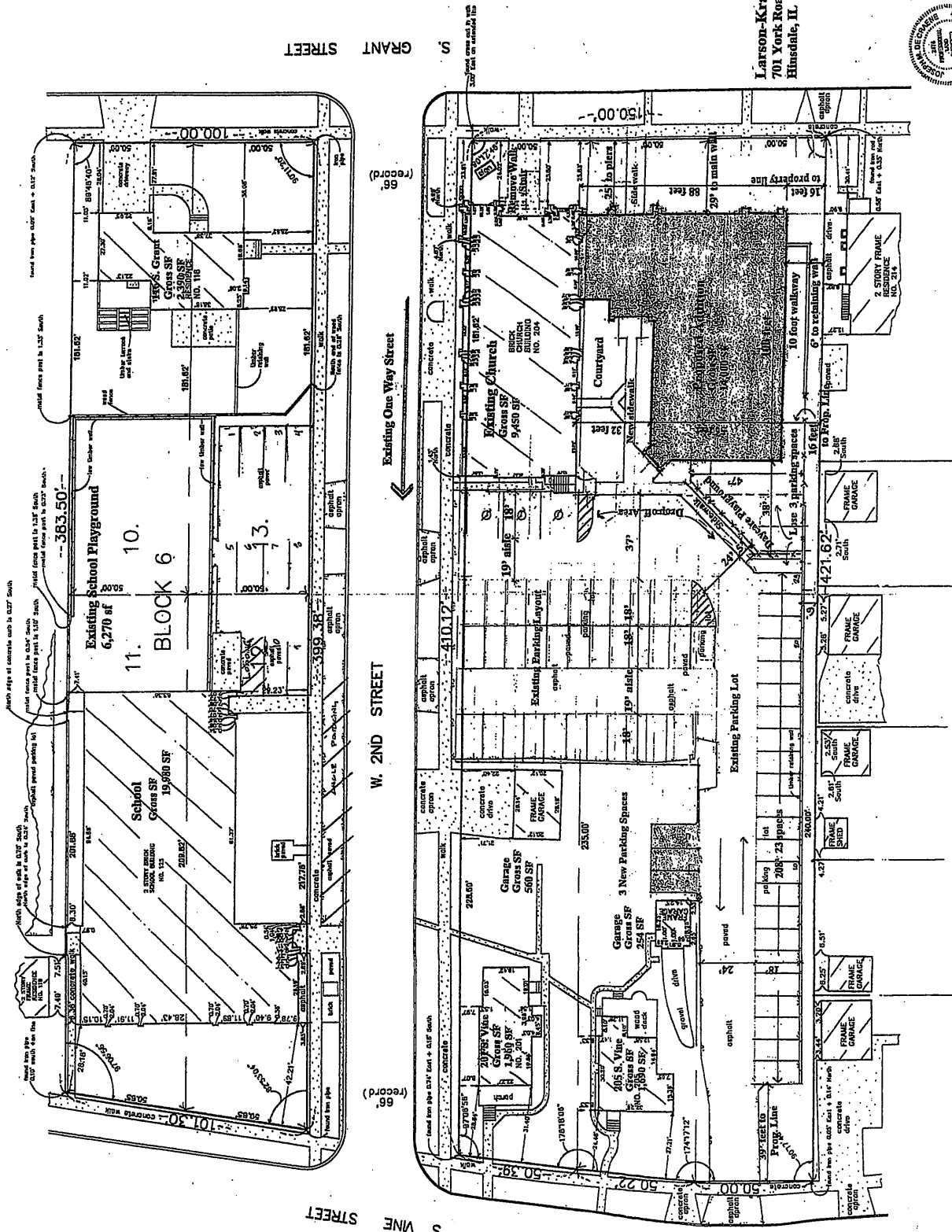
4/30, 2012

Plat of Survey

JOSEPH A. DE CRAINÉ
710 S. VINNE STREET
CHICAGO, ILL. 60607
FAX (312) 778-0077

LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 6 AND LOTS 10, 11, 12 AND 13 IN BLOCK 6 IN J.L. CASE'S
SUBDIVISION OF LAND IN DECATUR COUNTY, ILLINOIS, BEING A SUBDIVISION OF PART OF THE
NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 36 NORTH, RANGE 10 WEST, 10TH PRINCIPAL
MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 13, 1972 AS
DOCUMENT NUMBER 1440, IN DECATUR COUNTY, ILLINOIS.

EXHIBIT B SITE PLAN January 16, 2004



Larson-Kramer & Associates- Architects
701 York Road
Hinsdale, IL 60521

THE PROFESSIONAL SERVICE CONTRACT IS THE PROPERTY OF LARSON-KRAMER & ASSOCIATES, ARCHITECTS, P.C. AND SHALL REMAIN IN THEIR POSSESSION. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF LARSON-KRAMER & ASSOCIATES, ARCHITECTS, P.C. ANY VIOLATION OF THIS AGREEMENT SHALL BE SUBJECT TO LEGAL ACTION.

DATE: JANUARY 16, 2004
BY: J. A. DE CRAINÉ
TITLE: ARCHITECT
CHECKED BY: J. A. DE CRAINÉ
DATE: JANUARY 16, 2004
DRAWN BY: J. A. DE CRAINÉ
DATE: JANUARY 16, 2004
PROJECT: 031103
SHEET: 1 OF 1





NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

Andrew Burridge

611 S. County Line rd

Hinsdale, IL 60521

Additional Comments:

They have helped all
our children tremendously!



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed: _____

Printed Name & Address:

130 E THIRD

HINSDALE IL 60521

630 781 1392

Additional Comments:



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Jennifer Mather

Printed Name & Address:

Jennifer Mather
955 Taft Rd.
Hinsdale IL 60521

Additional Comments:

I have used Nurturing Wisdom for all 4 of my children and have been so pleased with how professionally they are run. I am happy to support them in any way.



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

D. Moisten C. Apple

Printed Name & Address:

D. Moisten

747 Taft Rd.

Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

LAWRENCE LATIMER

443 S. MADISON ST.

HINSDALE, IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

4115 S. Bodin St.

Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Susan Chakos

Printed Name & Address:

Susan Chakos

645 S. Monroe

Hinsdale, IL 60521

Additional Comments:

Nurturing Wisdom is providing a necessary service for children that our current education facilities fall short. This is a great addition to our community and we should be grateful to have them!



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Mika C

Printed Name & Address:

Mika Cusick

444 S. Adams

Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

Susan + Edward Dumphrey
629 W 7th St.
Hinsdale IL 60521

Additional Comments:

Nurturing Wisdom has been invaluable to ~~our~~ children. It is a much needed alternative school for our community.



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Janet Mills

Printed Name & Address:

Janet Mills

751 The Pines

Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed: _____

Printed Name & Address: _____

Dr. Matthew Smith
355 S. Main Ave
Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Sue Pyzdrowski

Printed Name & Address:

SUE & BOB PYZDROWSKI
124 W. 8TH ST.
HINSDALE IL 60521
630-325-6102

Additional Comments:

Nurturing Wisdom has provided services to both of my school age children. They are professional and very successful in the delivery of their educational programs. I look forward to N.W. becoming part of the Hinsdale community.



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

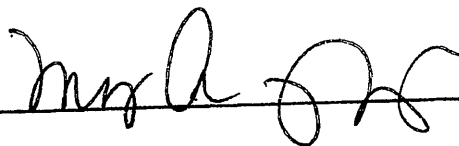
Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:



Printed Name & Address:

MARY Klingenberg
7 S. Oak St.
Hinsdale, IL 60521

Additional Comments:

We would be lucky to have Nurturing Wisdom as a very important of our community.



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

Allen & Kathy Smith

736 Taft Rd.

Hinsdale, IL 60521

Additional Comments:

Nurturing Wisdom is a fantastic organization that really cares about seeing the kids succeed. They would be additive to the community!

Allen



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Susan Pircan

Printed Name & Address:

Susan Pircan

427 South Vine

Hinsdale, IL 60521

Additional Comments:

*And as a neighbor of Zion Lutheran it
will be a great use of empty space.*

*Thank you —
Jue*



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Claudia Schramko

Printed Name & Address:

Claudine Schramko
544 West North Street
Hinsdale, IL 60521

Additional Comments:

We love Nurturing Wisdom and the tutors' abilities to streamline and simplify processes for our children. Studying and learning continues to be a positive venture in our home!



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Mark Guglielmo

Printed Name & Address:

MARK Guglielmo
425 S Baden St
Hinsdale IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

NEWENKA DULONT

532 W 4th St

HINSDALE 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed: _____

Printed Name & Address: _____

YANNIS ARVANITIS

532 W. 4th St.

Hinsdale

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Patricia DeWitt

Printed Name & Address:

Patricia DeWitt

404 S. Lincoln St

Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

DR. & MRS. MICHAEL J. AULKEY

433 E. 3rd St

HINSDALE, IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Julia A McMahon

Printed Name & Address:

Julia A McMahon
1645 W North Street
Hinsdale IL 60521

Additional Comments:



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Jo Marie Ferro

Printed Name & Address:

Jo Marie Ferro

302 N. Adams St.

Hinsdale, IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

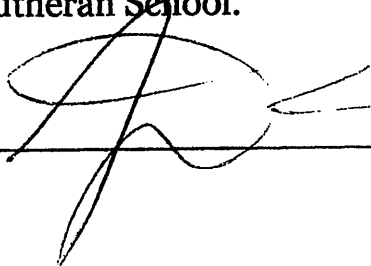
Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:



Printed Name & Address:

STEPHEN AND DAWN MCKENNA
220 N COUNTY LINE ROAD
HINSDALE, IL 60521

Additional Comments:

WE HAVE TRUSTED NW WITH THREE OF OUR KIDS AND THEY HAVE BEEN DILIGENT, FAIR AND EXTREMELY EFFECTIVE. THEY ARE NICE PEOPLE THAT WOULD ADD A LOT TO THIS TOWN. WE STRONGLY SUPPORT THEM.



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Cynthia Stegmann

Printed Name & Address:

ROBERT & CYNTHIA STEGMANN

14 S. ELM STREET

HINSDALE 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945
www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Mary Lou Fynwald

Printed Name & Address:

Mary Lou Fynwald
126 E. Hickory Street
Hinsdale, IL 60521

Additional Comments:

Welcome!

May 23, 2012

Dear Village Board,

We have lived in Hinsdale since 1989 and have seen businesses and schools come and go. We would be glad to have Nurturing Wisdom open a school in Hinsdale. We have used their tutoring services and have been very happy with their professionalism. Nurturing Wisdom would be a great addition in Hinsdale.

Vicky Bush-Joseph
Vicky Bush-Joseph
419 N. Lincoln St.
Hinsdale, IL 60521
630-986-8504
vicky@bushjoseph.com



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Elaine H. Moore

Printed Name & Address:

ELAINE H. MOORE
734 S. LINCOLN ST.
HINSDALE, IL 60521

Additional Comments:

*I would strongly support Nurturing Wisdom
And its plans for the Academy!*



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Printed Name & Address:

Jamie Maloney

449 S. Vine St

Hinsdale Il. 60521

Additional Comments:



NURTURING WISDOM TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Amanda

Printed Name & Address:

Amanda Miller
220 S Clay St.
Hinsdale IL 60521

Additional Comments:



NURTURING WISDOM

TUTORING SERVICES

San Francisco 415-963-9229

Chicago 312-260-7945

www.nurturingwisdom.com

To whom it may concern:

As a Hinsdale resident who is familiar with the work of Nurturing Wisdom, I am very pleased to hear that they are opening Nurturing Wisdom Academy in Hinsdale!

Nurturing Wisdom has been helping students in the Hinsdale area for years, and I'm very much in support of the services that they provide to children in this community. I also feel that Hinsdale will be a great home for them to open a small middle school focused on customized education. Therefore, I fully support Nurturing Wisdom's request to open at their academy at Zion Lutheran School.

Signed:

Jill D. Jay Jovan

Printed Name & Address:

631 S. Bayview
Hinsdale

Additional Comments:

DATE: June 25, 2012

REQUEST FOR BOARD ACTION

AGENDA	ORIGINATING DEPARTMENT
SECTION NUMBER ZONING & PUBLIC SAFETY	Community Development
ITEM Case A-20-2012 – Applicant: Sprint Communications – Request: Major Adjustment to the approved Planned Development.	APPROVAL

In 2001 the Village Board passed ordinance O2001-046, approving a Planned Development for the Adventist Hinsdale Hospital. Since then, several wireless carriers have received approval to install antennas on the existing smokestack of the hospital. Sprint is now proposing to replace antennas and equipment, and as such are required to obtain a major adjustment to the existing Planned Development. While the upgrade and replacement is considered general maintenance, the applicant is proposing to raise two of the antennas on the smokestack which will alter the appearance and necessitates the major adjustment. As stated in the attached cover memo from the applicant, the final design is a one to one replacement of both the existing antennas and equipment cabinets (with the cabinets actually being reduced in size) however as the applicant explains, two of the antennas being replaced will need to remain in their existing location for a period of 6-12 months until they can switch over to the new technology utilizing the two antennas at the higher elevation, at which point the two lower antennas will be removed. The end result will be a direct replacement of three antennas at the lower elevation and the relocation of two existing antennas to a higher elevation, with the replacement of the existing ground cabinets using smaller units. All documents referenced in the paragraph above have been attached for your reference.

Due to the nature of the request, a major adjustment to a Planned Development goes directly to the Village Board for action. In 2006, Sprint received approval for a major adjustment to add six additional antennas and the applicant has stated they feel that the requested changes are in substantial conformity with the approved Planned Development since the antennas and equipment already exist and they are just replacing existing antennas to improve the technology.

Pursuant to Article 11, Section 11-603(K)(2) of the Village of Hinsdale Zoning Ordinance, the Board of Trustees may grant approval of the major adjustments upon finding that the changes are within substantial compliance with the approved final plan or if it is determined that the changes are not within substantial compliance with the approved plan, shall refer it back to the Plan Commission for further hearing and review. Staff believes that the changes are in substantial conformity with the approved plans and recommends approval to the Village Board.

MOTION: Move that the Board of Trustees approve an “Ordinance Amending the Planned Development for Adventist Hinsdale Hospital Related to the Replacement of Existing Cellular Antenna and Associated Equipment on the Existing Smoke Stack at 120 North Oak Street.”

APPROVAL 	APPROVAL 	APPROVAL	APPROVAL	MANAGER'S APPROVAL 
---	---	-----------------	-----------------	---

COMMITTEE ACTION:

BOARD ACTION:



DESCRIPTION OF PROPOSED WORK

120 N. Oak Street, Hinsdale, IL

**SPRINT COMMUNICATIONS
PROPOSED NETWORK UPGRADE**

There are currently two (2) existing Sprint CDMA technology antennas, three (3) legacy Sprint IDEN antennas, three (3) Clearwire antennas, and two (2) Clearwire Microwave Dishes and at the 104' elevation on the Adventist Hinsdale Hospital Smokestack. Sprint also has two (2) electronic equipment cabinets located on the 9' X 17' platform. The equipment cabinets are obsolete and will be replaced with two smaller equipment cabinets which are 3'x 3' size. In addition to the cabinets, Sprint intends to replace the two (2) CDMA antennas with two (2) new Network Vision antennas. The two (2) new antennas will be mounted at the 121' elevation. For approximately six to twelve months Sprint will need to have the cabinets and antennas constructed side by side until they are able to switch over to the new technology.

In that interim period, Sprint will have the two (2) existing CDMA antennas and the two (2) new antennas installed at the site, along with the three (3) existing IDEN antennas.

In the final design, there will be two (2) new Sprint antennas at the 121' elevation, and the three (3) legacy IDEN antennas at the original 104' elevation. The Clearwire equipment will not be changed.



VILLAGE
OF HINSDALE

FOUNDED IN 1831

**MAJOR ADJUSTMENT TO PLANNED
DEVELOPMENT
COMMUNITY DEVELOPMENT
DEPARTMENT**

***Must be accompanied by completed Plan Commission Application**

Address of proposed request: 130 N. Oak Street

Proposed Planned Development request: _____

Amendment to Adopting Ordinance Number: _____

REVIEW CRITERIA:

Paragraph 11-603K2 of the Hinsdale Zoning Code regulates Major Adjustments to a Final Planned Development that are under construction and Subsection 11-603L regulates Amendments to Final Plan Developments Following Completion of Development and refers to Subsection 11-603K. Any adjustment to the Final Plan not authorized by Paragraph 11-603K1 shall be considered to be a Major Adjustment and shall be granted only upon application to, and approval by, the Board of Trustees. The Board of Trustees may, by ordinance duly adopted, grant approval for a Major Adjustment without a hearing upon finding that any changes in the Final Plans as approved will be in substantial conformity with said Final Plan. If the Board of Trustees determines that a Major Adjustment is not in substantial conformity with the Final Plan as approved, then the Board of Trustees shall refer the request to the Plan Commission for further hearing and review.

1. Explain how the proposed major adjustment will be in substantial conformity with said plan.

See Attached.



BLACK & VEATCH
Building a world of difference.

Major Adjustment in Substantial Conformity

120 N. Oak Street, Hinsdale, IL

**SPRINT COMMUNICATIONS
NETWORK UPGRADE**

This is an existing Sprint Wireless Communications site located on the Smokestack of Adventist Hinsdale Hospital.

There are currently two (2) existing Sprint CDMA technology antennas and three (3) legacy Sprint IDEN antennas at the 104' elevation. Sprint also has two (2) electronic equipment cabinets located on the 9' X 17' platform. The equipment cabinets are obsolete and will be replaced with two smaller equipment cabinets which are 3'x 3' size. In addition to the cabinets, Sprint intends to replace the existing two (2) CDMA antennas with two (2) new Network Vision antennas. The two (2) new antennas will be mounted at the 121'.

In the final design, there will be two (2) new Sprint antennas at the 121' elevation, the three (3) legacy IDEN antennas at the original 104' elevation, and the two new smaller electronic equipment cabinets.

Sprint's proposed upgrade does not materially impact the appearance of the Sprint site.



**VILLAGE
OF HINSDALE** FOUNDED IN 1873

**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

GENERAL APPLICATION

I. GENERAL INFORMATION

Applicant

Name: Sprint Communications
Address: Black & Veatch Agent
City/Zip: Burr Ridge, IL 60521
Phone/Fax: 773-704-2132
E-Mail: Susanjane.Fabera@gmail.com

Owner

Name: Adventist Hinsdale Hosp.
Address: 120 N. Oak St
City/Zip: Hinsdale, IL 60521
Phone/Fax: _____
E-Mail: _____

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: Forge Services
Title: A+E Firm
Address: 2210 Midwest Rd
City/Zip: Oak Brook, IL
Phone/Fax: 630-881-1067
E-Mail: a.waites@Forge

Name: Overland Contracting
Title: GC
Address: 7600 S. County Line Rd
City/Zip: Burr Ridge, IL
Phone/Fax: 630-789-1900
E-Mail: _____

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) None
- 2) _____
- 3) _____

II. SITE INFORMATION

Address of subject property: 120 W. Oak Street

Property identification number (P.I.N. or tax number): 09-01-418-001

Brief description of proposed project: Sprint Wireless Communications facility upgrade. Replace antennas + cabinets to make improvements at site

General description or characteristics of the site: Sprint Wireless Facility located on Hospital Smokestack.

Existing zoning and land use: HS

Surrounding zoning and existing land uses:

North: R 4 South: R 4 (RR)

East: HS West: OS

Proposed zoning and land use: /

Existing square footage of property: _____ square feet

Existing square footage of all buildings on the property: _____ square feet

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☒ Site Plan Disapproval 11-604

☐ Design Review Permit 11-605E

☒ Exterior Appearance 11-606E

☐ Special Use Permit 11-602E

Special Use Requested: _____

☐ Map and Text Amendments 11-601E
Amendment Requested: _____

☐ Planned Development 11-603E

☐ Development in the B-2 Central Business District Questionnaire

TABLE OF COMPLIANCE

Address of subject property: 120 N. Oak Street

The following table is based on the HS Zoning District.

	Minimum Code Requirements	Proposed/Existing Development
Minimum Lot Area		
Minimum Lot Depth		
Minimum Lot Width		
Building Height		
Number of Stories		
Front Yard Setback		
Corner Side Yard Setback		
Interior Side Yard Setback		
Rear Yard Setback		
Maximum Floor Area Ratio (F.A.R.)*		
Maximum Total Building Coverage*		
Maximum Total Lot Coverage*		
Parking Requirements		
Parking front yard setback		
Parking corner side yard setback		
Parking interior side yard setback		
Parking rear yard setback		
Loading Requirements		
Accessory Structure Information		

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: _____

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 8th day of June, 2012, I/We have read the above certification, understand it, and agree to abide by its conditions.

Signature of applicant or authorized agent

Susan Faber
Name of applicant or authorized agent

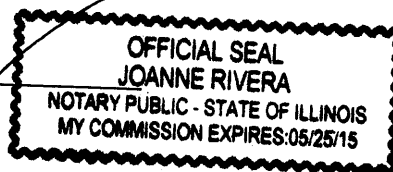
Signature of applicant or authorized agent

Sankey for Spirit Co.
Name of applicant or authorized agent

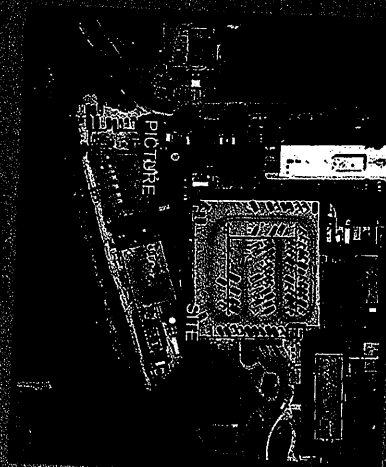
SUBSCRIBED AND SWORN
to before me this 8th day of
June, 2012.

Notary Public

4



VIEW FROM WEST BEFORE



Sprint

CH03XC904 Hinsdale Hospital Smokestack
120 N Oak St
Hinsdale, IL 60521

Latitude: 41° 48' 17.55" N (40.804626)
Longitude: 087° 59' 15.03" W (-87.987222)

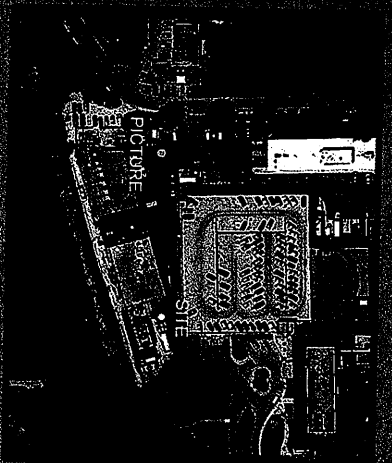
Ground Elevation: 602.07 (1985)

© 2008 ALL RIGHTS RESERVED



VIEW FROM WEST

AFTER



Sprint

CH00XC904 Hinsdale Hospital Smokestack
120 N Oak St
Hinsdale, IL 60521

Latitude: 41° 43' 17.88" N
Longitude: 88° 18' 52.14" W
Ground Elevation: 1022.6' (MSSL)



© 2010/06/01 RIGHTS RESERVED

CONTRACTOR SHALL MODIFY TOWER ONLY, IN ACCORDANCE WITH TOWER STRUCTURAL DESIGN DETAILS, AND REPORT UNDER SEPARATE CONTRACT AND UNDER SEPARATE COVER ANY CHANGE OR OMISSION MUST BE APPROVED IN WRITING BY TOWER STRUCTURAL ENGINEER. ALL REPRESENTATIONS OF TOWER AND TOWER FOUNDATION ARE FOR REPRESENTATIONAL PURPOSES ONLY.



C2.1

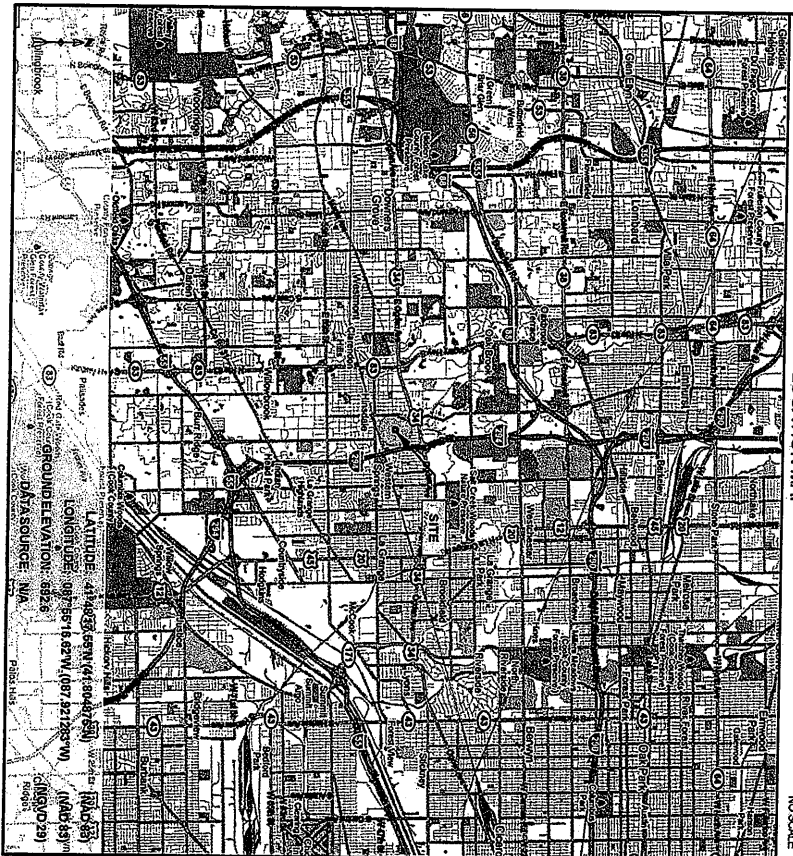


CH03XC904 ADVENTIST HINSDALE HOSPITAL SMOKESTACK

120 N OAK ST.

SITE TYPE
SMOKESTACK
STRUCTURE HEIGHT: 130'-0" PH
STRUCTURE TYPE: BRICK SMOKESTACK
ANTENNA QTY: (4) NEW
ANTENNA HEIGHT (CL): 121 FT.
LEASE AREA: N/A
EQUIPMENT MOUNTING: CONCRETE PAD

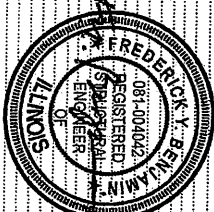
LOCATION MAP



DRAWING INDEX

NO. SHEET NO. SHEET TITLE TOTAL PAGES: 28

NO.	SHEET NO.	SHEET TITLE	REVISIONS
1	1	SITE PLAN	01
2	2	EQUIPMENT PLAN	01
3	3	ANTENNA PLAN	01
4	4	EQUIPMENT DETAILS	01
5	5	STRUCTURAL NOTES	01
6	6	ANTENNA MOUNTING	01
7	7	EQUIPMENT MOUNTING	01
8	8	OVERALL FIBER PLAN	01
9	9	GENERAL NOTES	01
10	10	GENERAL NOTES	01
11	11	GENERAL NOTES	01
12	12	GENERAL NOTES	01
13	13	GENERAL NOTES	01
14	14	GENERAL NOTES	01
15	15	GENERAL NOTES	01
16	16	GENERAL NOTES	01
17	17	GENERAL NOTES	01
18	18	GENERAL NOTES	01
19	19	GENERAL NOTES	01
20	20	GENERAL NOTES	01
21	21	GENERAL NOTES	01
22	22	GENERAL NOTES	01
23	23	GENERAL NOTES	01
24	24	GENERAL NOTES	01
25	25	GENERAL NOTES	01
26	26	GENERAL NOTES	01
27	27	GENERAL NOTES	01
28	28	GENERAL NOTES	01



DRIVING DIRECTIONS

TR-STATE TOLLWAY HILLSIDE, IL 60162, USA
2.8 MI. ABOUT 4 MINS
1. HEAD SOUTH ON I-594 S
TOLL ROAD 2.3 MI
2. EXIT ONTO US-34 W/OCCDEN AVE 0.5 MI
3. TURN LEFT ON OAK
4. TURN RIGHT ON OAK FOR 2 MILES
5. ARRIVE AT SITE PARKING
GARAGE EXIT GARAGE ON SOUTH SIDE, ENTER
SITE THROUGH SERVICE BUILDING
120 N OAK ST., HINSDALE, IL 60521, USA

SITE INFORMATION

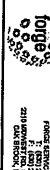
PROPERTY OWNER: ADVENTIST HINSDALE HOSPITAL
HINSDALE, IL 60521
OWNER CONTACT: N/A
SITE ADDRESS: 120 N OAK ST
HINSDALE, IL 60521
APPLICANT: SPRINTCOM, INC.
400 W GRAND AVE.
ELMHURST, IL 60126
PROJECT CONTACT: CHRIS SZAFON
M: (630) 772-8564
T: (630) 690-5840
COUNTY: DU PAGE
PIN: 06-01-416-001
ZONING CLASS: HS - HEALTH SERVICES
ZONING JURISDICTION: VILLAGE OF HINSDALE
REAL ESTATE REP.: TASH KISSING
LATITUDE: 41°48'17.55\"/>

PROJECT TEAM

FORGE SERVICES, INC.
2210 HICKORY ST. #213
OAK BROOK, IL 60057
KARRY INC.
409 MEADOWBRIDGE
PROSPECT HEIGHTS, IL 60070
WWW.KARRYINC.COM
TEL (630) 352-4465
FAX (630) 352-4415
WWW.FORGE-INC.COM
TEL (630) 582-5533
FAX (630) 582-5533



ILLINOIS ONE-CALL SYSTEM
CALL BEFORE YOU DIG
THIS NOTICE MUST BE AT LEAST 72
HOURS PRIOR TO ANY WORKING DAYS PRIOR
TO THE START OF EXCAVATION



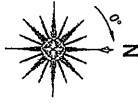
FORGE PROJECT NO. 0593
DRAWN BY: AW
CHECKED BY: FB

CONSTRUCT ONLY ON EXISTING DRAWINGS
MARKED DIMENSIONS ARE TO BE MAINTAINED
FREDERICK Y. BENHAM
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS
081-004042
EXPIRES 12/31/2008

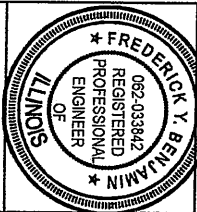
DATE SIGNED:
EXPIRES:
CH03XC904
ADVENTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK

TITLE SHEET
T1.1

SCALE: 1" = 3'-0"



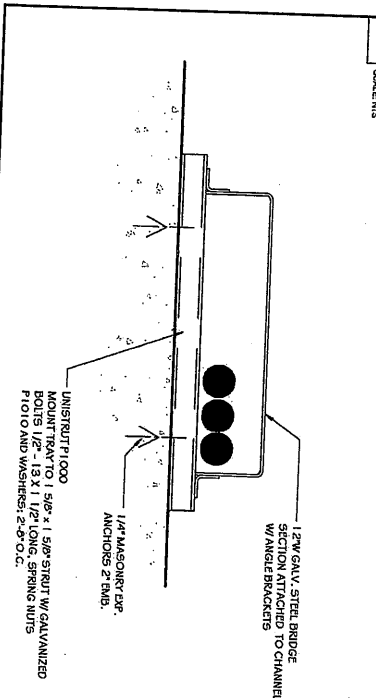
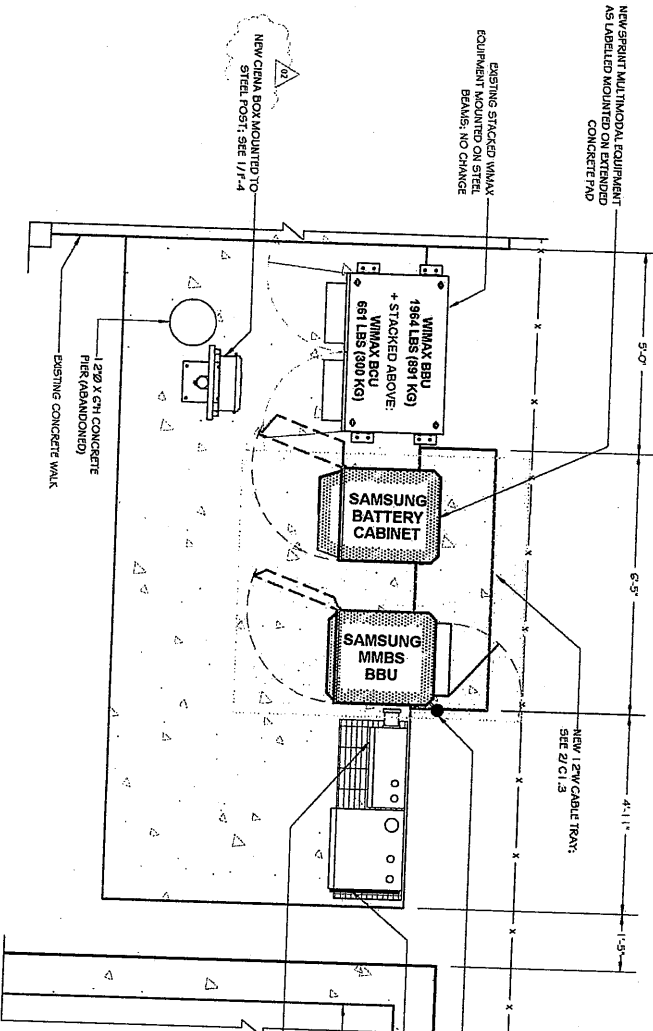
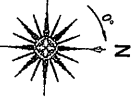
SCALE: 1"=3'-0"



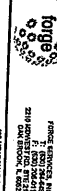
**CH03XC904
ADVENTIST
NSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
NSDALE, IL 60521
SMOKESTACK**

EQUIPMENT PLAN

C1.2



NOTE: CONTRACTOR TO VERIFY IN FIELD ALL DIMENSIONS TO EXISTING CONDITIONS BEFORE ORDERING MATERIAL OR FABRICATING ANY ASSEMBLIES

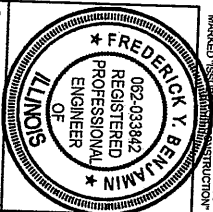


FORGE PROJECT NO: 0693

DRAWN BY: AM

CHECKED BY: EB

NO.	DESCRIPTION	DATE	BY	CHKD
1	ISSUED FOR REVIEW	11/21/11	AM	EB
2	ISSUED FOR PERMIT	11/21/11	AM	EB
3	ISSUED FOR CONSTRUCTION	11/21/11	AM	EB



DATE SIGNED: _____

CH03XC94
ADVENTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK

EQUIPMENT PLAN

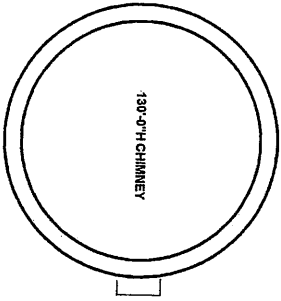
C1.3

CONTRACTOR SHALL MODIFY TOWER ONLY, IN ACCORDANCE WITH TOWER STRUCTURAL DESIGN DETAILS, AND REPORT UNDER SEPARATE CONTRACT, AND UNDER SEPARATE COVER ANY CHANGE OR OMISSION MUST BE APPROVED IN WRITING BY TOWER STRUCTURAL ENGINEER. ALL REPRESENTATIONS OF TOWER AND TOWER FOUNDATION ARE FOR REPRESENTATIONAL PURPOSES ONLY.



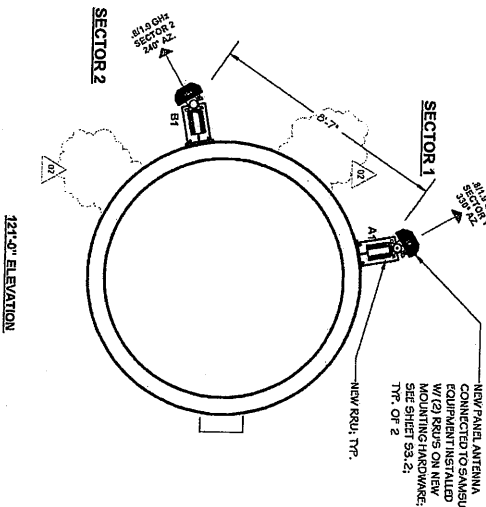
C2.1

SCALE: NTS



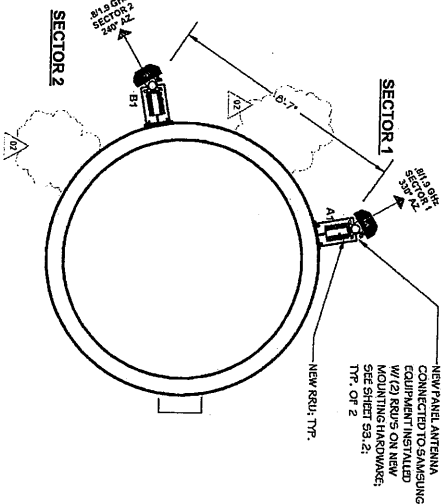
121'-0" ELEVATION

SCALE: NTs












121'-0" ELEVATION

SCALE: MTS



121'-0" ELEVATION

SYMBOL KEY	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	
SPRINT NEW	

ANTENNA PLAN

C3.1



ELMHURST, IL 60126

SAMSUNG
ISO 9001

BLACK & VEATCH
Building a world of difference

forge

kamry
CORPORATE DIRECT

DRAW

DATE

11/7/11	13
11/21/11	13
12/07/11	13

CONSTRUCT ON
MARKED "ISSUE"

DERICK

REGISTRATION
* F.A.

777

DATE SIGNED; _____

CH03
ADVE

SMOKI
120N

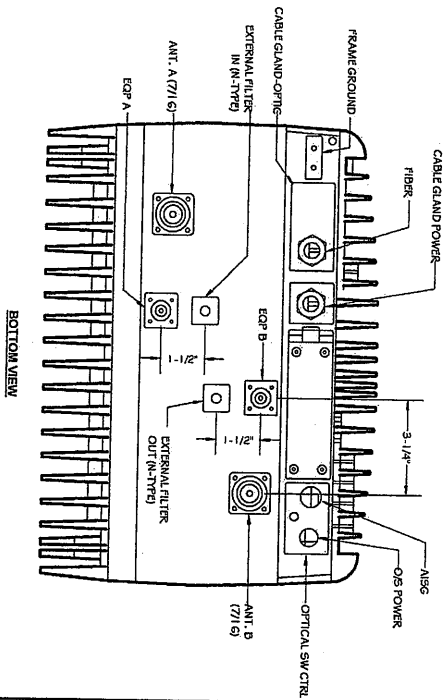
SMOKE

ANTENNI

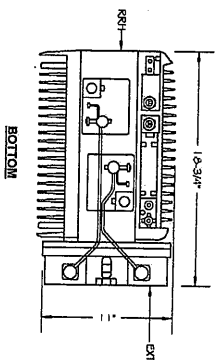
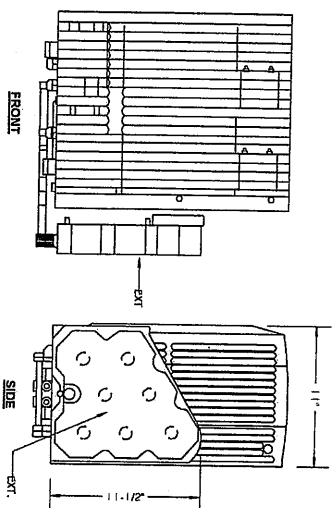
111

NOT SCALED FOR IT

1 800 MHz RRU MECHANICAL SPECIFICATIONS SCALE: NTS



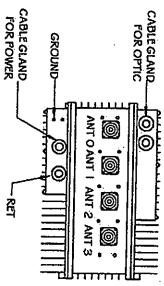
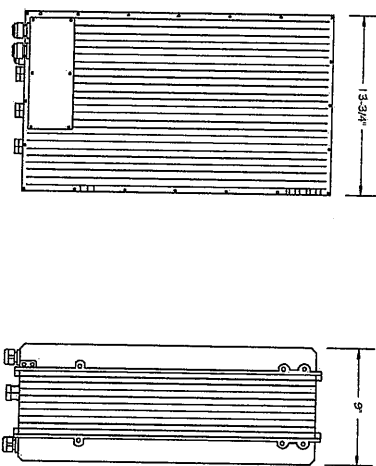
BOTTOM VIEW



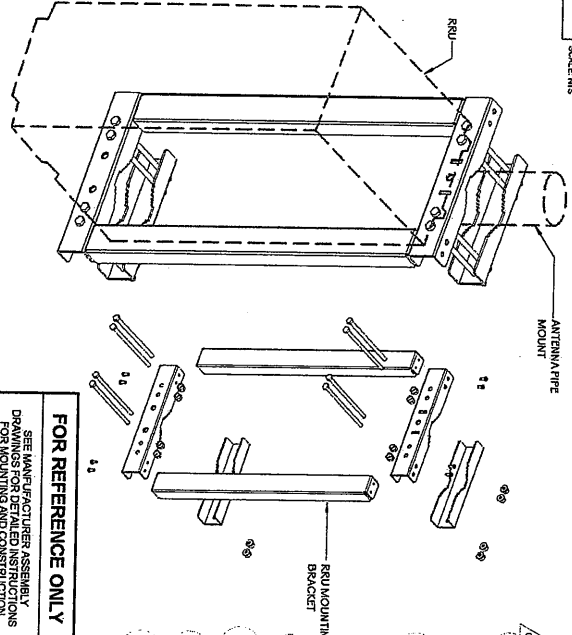
FOR REFERENCE ONLY
SEE MANUFACTURER ASSEMBLY
DRAWINGS FOR DETAILED INSTRUCTIONS
FOR MOUNTING AND CONSTRUCTION

SPECIFICATIONS (800 MHz RRU)			
WEIGHT (lbs.)	WEIGHT (kg)	SIZE	
88.52	27	18.2" X 10.4" X 15"	
EXT. FILTER	4		
TOTAL	31		

2 1.9 GHz RRU MECHANICAL SPECIFICATIONS SCALE: NTS



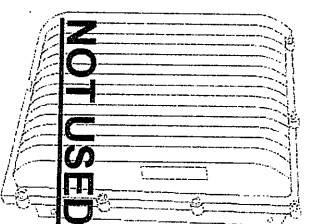
3 1.9 GHz RRU MOUNTING BRACKET SCALE: NTS



FOR REFERENCE ONLY
SEE MANUFACTURER ASSEMBLY
DRAWINGS FOR DETAILED INSTRUCTIONS
FOR MOUNTING AND CONSTRUCTION

SPECIFICATIONS (1.9 GHz RRU)	
SPECIFICATION	
WEIGHT (lbs.)	62.83 (28.5 KG)
SIZE	13.75" (W) X 22.87" (H) X 9" (D)

4 1.9 GHz RRU MECHANICAL SPECIFICATIONS SCALE: NTS



SPECIFICATIONS (1.9 GHz RRU)	
SPECIFICATION	
WEIGHT (lbs.)	50.5 (22.9 KG)
WEIGHT (lbs.)	21 (9.5 KG) EXTERNAL FILTER
TOTAL	71.5 (32.4 KG)
SIZE	21.87" (W) X 11.87" (H) X 9" (D)

Sprint
SPRINT COMMUNICATIONS INC.
ELMHURST, IL 60120

SAMSUNG
550 EAST LEXINGTON AVENUE
FLOOR 11
NEW YORK, NY 10022

BLACK & VEATCH
Engineering Services Worldwide

kamy
KAMY ENGINEERING INC.
2700 WEST 10TH AVE. SUITE 200
DENVER, CO 80202
303.733.8888
WWW.KAMYENGINEERING.COM

FORGE PROJECT NO. 5555
DRAWN BY: AM
CHECKED BY: PB

NO.	DATE	DESCRIPTION
1	7/20/01	ISSUED FOR REVIEW
2	7/20/01	ISSUED FOR REVIEW
3	7/20/01	ISSUED FOR REVIEW
4	7/20/01	ISSUED FOR REVIEW
5	7/20/01	ISSUED FOR REVIEW
6	7/20/01	ISSUED FOR REVIEW
7	7/20/01	ISSUED FOR REVIEW
8	7/20/01	ISSUED FOR REVIEW
9	7/20/01	ISSUED FOR REVIEW
10	7/20/01	ISSUED FOR REVIEW

FREDERICK Y. BENJAMIN
062-033842
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

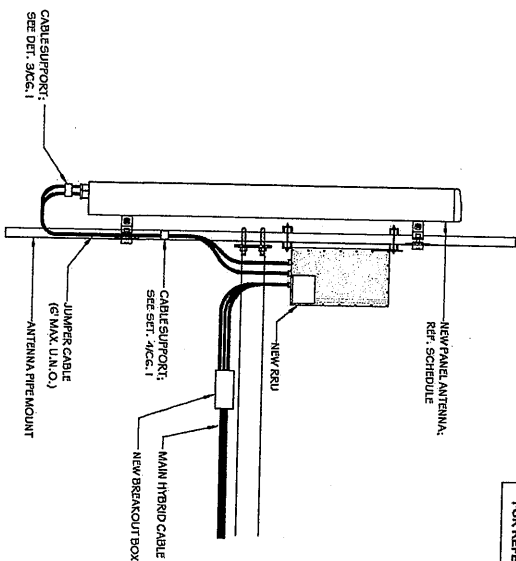
DATE SIGNED: _____
EXPIRES: _____

CH20X304
ADVENTIST
HINSDALE HOSPITAL
SMOKESSTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESSTACK

RRU DETAILS

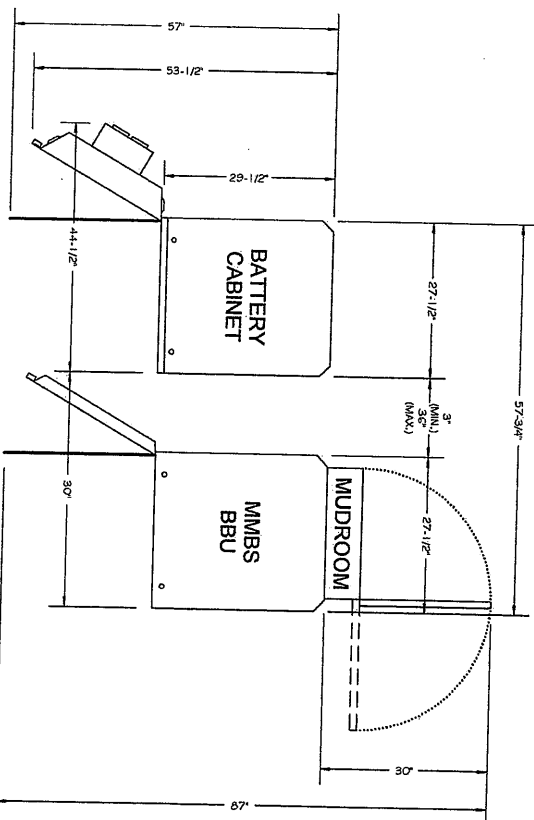
C4.1

SCALE: NTS

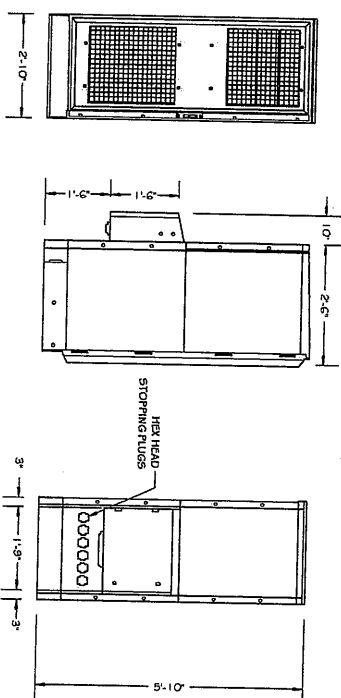


FOR REFERENCE ONLY

SCALE: NTS

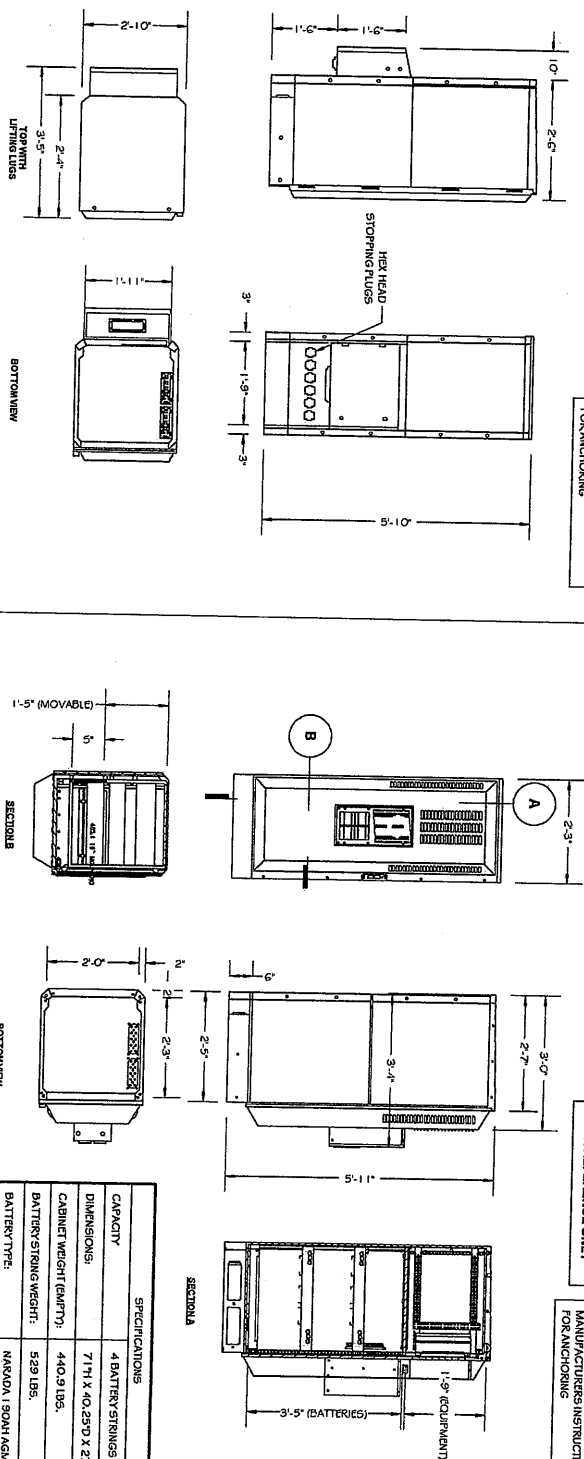


SCALE: MTS



**CONTRACTOR TO FOLLOW
MANUFACTURERS INSTRUCTIONS
FOR ANCHORING**

SCALE: MTS



FOR REFERENCE ONLY

**CONTRACTOR TO FOLLOW
MANUFACTURERS INSTRUCTIONS
FOR ANCHORING**

SPECIFICATIONS	
CAPACITY	4 BATTERY STRINGS
DIMENSIONS:	71 1/4 X 40.25 D X 27.6" W
CABINET WEIGHT (EMPTY):	440.9 LBS.
BATTERY STRING WEIGHT:	5.529 LBS.
BATTERY TYPE:	MAKADIA 120AH AGM TYPE (VRLA)



Sprint
SPRINT.COM/INC

SPRINTCOM INC.
400 W GRAND AVE.
ELMHURST, IL 60126

SAMSUNG
1991
RDC

BLACK & VEATCH
Building a world of difference

FORJICE SERVICES, INC.
 T: (800) 294-4400
 F: (800) 206-6119
 2210 MIDWEST RD. STE 215
 GAY BIRCH, IL 60525

kamry
CONCRETE & PAPER DESIGN

PROSPECT HEIGHTS, IL 60070
TEL: (647) 870-2413
FAX: (647) 850-5908
WWW.KAMRYDESIGN.COM

DRAWN BY: AW


CHECKED BY: FB

A	7/6/2011	ISSUED FOR REVIEW
B	7/16/11	ISSUED FOR REVIEW

1207/1	ISSUED FOR REVIEW
216/12	ISSUED FOR PERMIT

CONSTRUCT ONLY FROM DRAWINGS
MARKED "ISSUED FOR CONSTRUCTION"

FEDERICK BENJA
DEC 22 1965



PROFESSIONAL
ENGINEER



EXPIRES 31/10/2020. ALL RIGHTS RESERVED

**ADVENTIS!
HINSDALE HOSPITAL
SMOKESTACK**

HINSDALE, IL 60521
SMOKESTACK

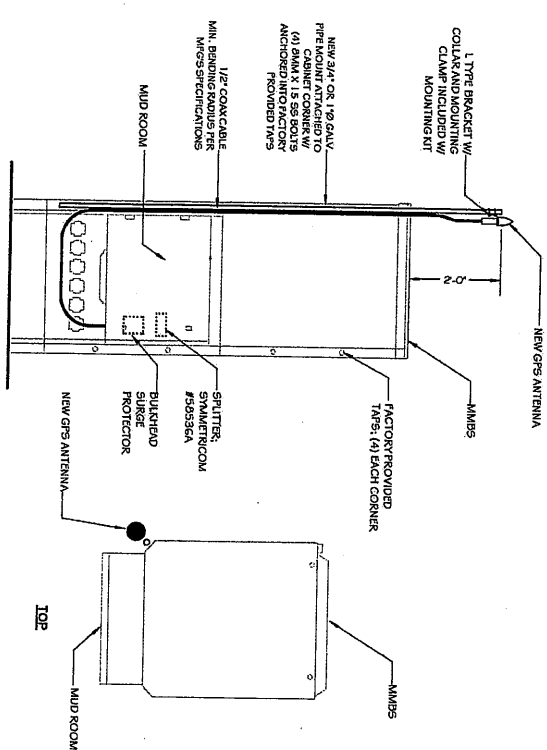
EQUIPMENT DETAILS

--	--

THIS DOCUMENT IS SCANNED FOR 11-11 PAPER (U.S. GOVT. STANDARD)

GPS MOUNTING ON CABINET

SCALE: NTS

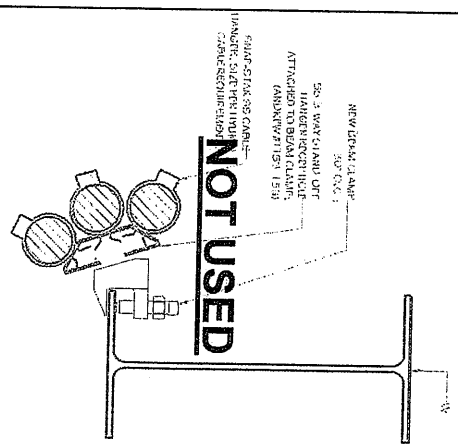


BACK

TOP

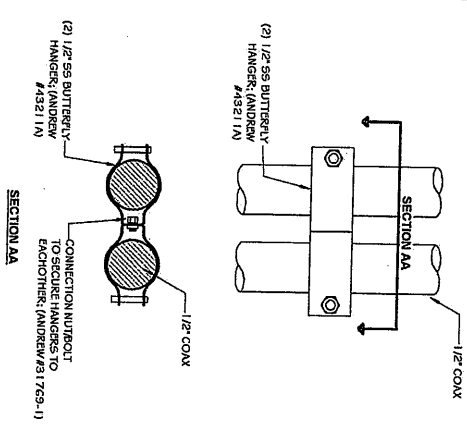
HYBRID CABLE ROUTING AT BEAM

SCALE: NTS



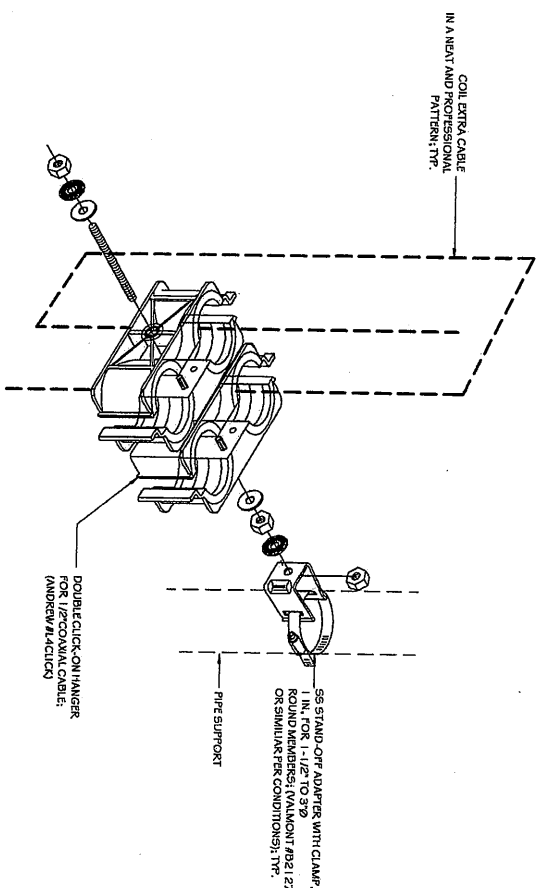
JUMPER SELF-SUPPORT DETAIL

SCALE: NTS



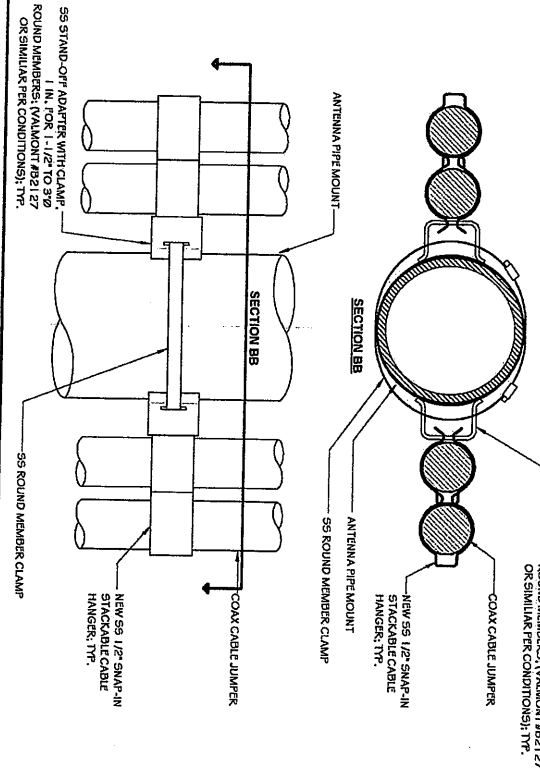
EXTRA CABLE SUPPORT DETAIL

SCALE: NTS



JUMPER ATTACHMENT DETAIL AT PIPE

SCALE: NTS



Sprint
Sprint Communications
400 W. GRAND AVE.
EAST AURORA, IL 60127

SAMSUNG
Samsung Electronics America
4450 W. SAM HOUSTON BLVD.
FORT WORTH, TX 76149

BLACK & VEATCH
Black & Veatch Corporation
1000 N. GARDEN AVE.
DENVER, CO 80202

tofige
TOFIGE CORPORATION
2000 W. 12TH AVE.
DENVER, CO 80202

kamy
Kamy Corporation
1000 N. GARDEN AVE.
DENVER, CO 80202

FORGE PROJECT NO. 2659
DRAWN BY: AM
CHECKED BY: FB

NO.	DATE	DESCRIPTION
1	10/20/01	ISSUED FOR REVIEW
2	11/01/01	ISSUED FOR REVIEW
3	11/01/01	ISSUED FOR REVIEW
4	11/01/01	ISSUED FOR REVIEW
5	11/01/01	ISSUED FOR REVIEW
6	11/01/01	ISSUED FOR REVIEW
7	11/01/01	ISSUED FOR REVIEW
8	11/01/01	ISSUED FOR REVIEW
9	11/01/01	ISSUED FOR REVIEW
10	11/01/01	ISSUED FOR REVIEW

FREDERICK Y. BENJAMIN
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS
062-033842

EXPRESS
DATE SIGNED: _____

CH03K3904
ADVANTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N. OAK ST.
HINSDALE, IL 60521

EQUIPMENT DETAILS

CG.1

THIS DRAWING IS CONTROLLED BY THE DRAWING ROOM. NO OTHER COPIES ARE TO BE MADE.

SCALE: M

GENERAL REQUIREMENTS:

1. WORK SHALL BE PERFORMED AND MATERIALS INSTALLED SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITIONS OF THE FOLLOWING CODES, SPECIFICATIONS, STANDARDS, AND REGULATIONS:
 - A. INTERNATIONAL BUILDING CODE.
 - B. ALL APPLICABLE STATE AND FEDERAL CODES AND REGULATIONS.
 - C. AMERICAN CONCRETE INSTITUTE.
 - D. AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM).
 2. PLANS ARE NOT TO BE SCALED AND ARE INTENDED TO BE A DIMENSIONAL CUTTING ONLY. UNLESS NOTED OTHERWISE, ALL WORK SHALL INCLUDE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
 3. PRIOR TO THE SUBMISSION OF THE BIDS, THE CONTRACTOR SHALL VISIT THE SITE AND BECOME FAMILIAR WITH THE FIELD CONDITIONS. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE.
 4. THE CONTRACTOR SHALL RECEIVE IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY IDENTIFIED BY THE CONTRACT DOCUMENTS.
 5. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK, USING BEST SKILLED PERSONNEL. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, MATERIALS, AND/OR COORDINATION WITH THE OWNERS. THE CONTRACT INCLUDES THE CONTRACT AND COORDINATION WITH THE OWNERS AUTHORIZED REPRESENTATIVE.
 6. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS ON THE SITE AND NOTIFY THE OWNERS REPRESENTATIVE OF ANY DISCREPANCIES BEFORE STARTING ANY WORK.
 7. THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT AND MAINTAIN IMPROVEMENTS, PAVING, CURBS, GALVANIZED SURFACES, ETC. AND PREVENT COMPLETION OF WORK, BEING AN DAMAGE THAT OCCURRED DURING CONSTRUCTION.
 8. KEEP THE CONSTRUCTION SITE CLEAN, HAZARD FREE, AND DEPOSE OF ALL DIRT, DEBRIS, RUBBING AND OIL. ALL DEBRIS NOT STORAGED AS REMAINING ON THE DIRT, OR SLUDGES OF ANY NATURE.
 9. CONTRACTOR SHALL REMOVE A COMPLETE SET OF AS BUILT DRAWINGS TO THE OWNER AFTER COMPLETION OF THE JOB.
 10. MEANS AND METHODS OF CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, THE DESIGN AND PLACEMENT OF FORMS AND SHORING ARE THE RESPONSIBILITY OF THE CONTRACTOR.
 11. THE CONTRACTOR SHALL COORDINATE ALL OTHER TRADE CONTRACTORS, IN THE ORDER OF COORDINATION AND SITE ACCESS.
- DESIGN LOGS.
- A) WIND (OVERALL) 90 MPH

CONCRETE:

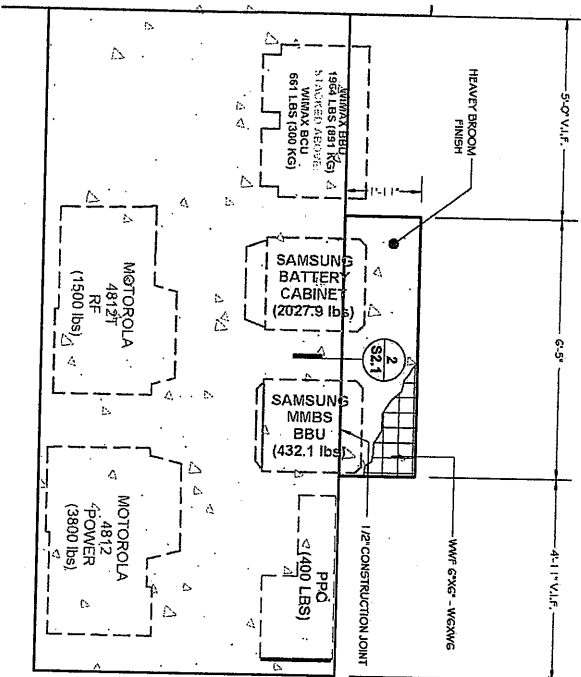
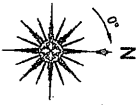
1. ACCEPT WHERE SPECIFIED, INDICATED, CONCRETE SHALL BE NORMAL F.C. = 5000 PSI.
2. ALL CONCRETE WORK SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF ACI CODE.
3. GEMET SHALL CONFORM TO ASTM D5071 / AGGREGATES SHALL CONFORM TO ASTM C33 (REGULAR WEIGHT).
4. REINFORCING BARS SHALL CONFORM TO ASTM A615, GRADE 60. ALL WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185.
5. ALL CONCRETE REINFORCEMENT SHALL BE PERMANENTLY FABRICATED, LABELED, SUPPORTED AND PLACED IN FORMS, AND SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATIONS AND REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE MANUAL OF STANDARD PRACTICE FOR PLACING REINFORCED CONCRETE STRUCTURES, ACI 315, BAR SUPPORTS IN CONTACT WITH EXPOSED SURFACES SHALL BE PLASTIC TYPED.
6. UNLESS NOTED OTHERWISE, ALL SLABS ON GRADE SHALL BE REINFORCED WITH ONE (1) LAYER OF X 6 W2.9 X W2.9 W.W.F. AT MIN HEIGHT OF SLAB.
7. ALL REINFORCING SPURLIES SHALL CONFORM TO THE REQUIREMENTS OF ACI 315, LATEST EDITION BUT IN NO CASE SHALL BE LESS THAN 36 BARS DIAMETER, UNLESS NOTED OTHERWISE, ALL WELDED WIRE FABRIC SHALL BE TYPE TWO (2) TIE WIRE PANELS AND TIES SECURED X WELDED WIRE FABRIC SHALL MATCH SIZE AND NUMBER OF MAIN REINFORCING.
8. WELDING OF REINFORCEMENT IS NOT PERMITTED.
9. PLACE ALL SLABS ON GRADE WITH AN APPROVED PATTERN AND SEQUENCE OF CONSTRUCTION AND JOINT JOINTS MINIMUM OF 15' O.C. TO MINIMIZE SHRINKAGE CRACKS.
10. ALL EXPOSED EDGES OF CONCRETE SLABS SHALL BE ROUNDED OVER AND CHAMFERED 3/4".
11. CONSTRUCTION SHALL BE IN ACCORDANCE WITH GENERALLY ACCEPTED INSTALLATION PRACTICES.
12. CONCRETE SHALL BE PLACED IN MANNER THAT WILL PREVENT SEGREGATION OF AGGREGATES, AND DISTRIBUTION OF WATER, SOIL, AND OTHER OCCURRENCES WHICH MAY DEGRADE THE STRENGTH OF DURABILITY OF THE FOUNDATION.
13. PROVIDE TEST CHAIRS PER ASTM C 31 AND AS FOLLOWS: ONE SET OF CHAIRS FOR EVERY TRUCK LOAD OF CONCRETE.
14. TESTING OF CONCRETE CHAIRS SHALL CONFORM TO ASTM C 29 AND SHALL BE CONDUCTED BY INDEPENDENT LAB. COPIES SHALL BE FURNISH BY THE OWNER. A COPY OF THE TEST REPORT SHALL BE SENT TO THE ENGINEER.
15. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCEMENT:

STRUCTURAL STEEL

1. ALL STRUCTURAL STEEL WORK SHALL CONFORM TO AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) MANUAL OF STEEL CONSTRUCTION, 9TH EDITION.
2. ALL STRUCTURAL STEEL PLATES, SHAPES AND BARS SHALL CONFORM TO ASTM A572 GRADE 50, OR A592 GRADE 50, UNLESS NOTED OTHERWISE. COAT ROUGHED TURNING SHALL CONFORM TO ASTM A560 GRADE B. FITS SHALL CONFORM TO ASTM A536 B TYPE OR S.
3. ALL BOLTS, NUTS AND WASHERS FOR STRUCTURAL STEEL FRAMING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A563, SURF CRITICAL TYPE BOLTS, UNLESS NOTED OTHERWISE.
4. ALL WELDING SHALL BE DONE BY QUALIFIED WELDERS AND SHALL ALL WELDING TO MEET 1. STRUCTURAL WELDING CODE, LATEST EDITION, ALL WELDING TECHNIQUES SHALL BE EXOK.
5. ALL CONNECTIONS SHALL BE DESIGNED AND DETAILD BY THE FABRICATOR. THE CONNECTIONS SHALL BE DESIGNED BY OR UNDER THE SUPERVISION OF A LICENSED STRUCTURAL ENGINEER IN THE STATE OF ILLINOIS, DETAILING SHALL BE PERFORMED USING RATIONAL, STANDARD, AND STANDARD RATIONAL DESIGN IN ACCORDANCE WITH THE CONSTRUCTION CODE, AND STANDARD RATIONAL SHELL SHOWN ON THE NUMBERS OF BOLTS OR WELD SIZES, UNLESS SPECIFICALLY REQUIRED BY THE ENGINEER IMMEDIATELY IF THE INFORMATION ON THE DRAWINGS IS NOT SUFFICIENT FOR COMPLETE DESIGN OF CONNECTIONS.
6. THE FABRICATOR, DIRECTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW, ENGINEER AND CHECKED DRAWINGS SHOWING SHOP FABRICATION DETAILS, FIELD ASSEMBLY DETAILS, AND SECTIONAL AND STRUCTURAL STEEL, WITH EACH SUBMITTAL OF SHOP DRAWINGS, THE FABRICATORS ENGINEER SHALL CERTIFY THAT THE CONNECTIONS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE CONSTRUCTION CODE, AND THE CONSTRUCTION CODE AND THE CONSTRUCTION CODES, CERTIFIED MILL TEST REPORTS SHALL ALSO BE SUBMITTED.
7. ALL SHOP DRAWINGS SHALL BEAR THE SEAL OF AN ILLINOIS LICENSED STRUCTURAL ENGINEER ATTESTING THAT THE DESIGN MEET OR EXCEED THE AISC REQUIREMENTS SET FORTH BY THE CHICAGO BUILDING CODE.
8. MINIMUM STEEL CAPACITIES: REMOVE AT LEAST ONE HALF OF THE CAPACITY OF THE BEAM WITH THE ASSUMPTION OF FULLY BRACED COMPRESSION FLANGE.
9. THE DEPTH OF A SIMPLE BEAM CONNECTION SHALL NOT BE LESS THAN ONE HALF OF THE NOMINAL DEPTH OF THE BEAM. THE MINIMUM NUMBER OF BOLTS PER CONNECTION SHALL BE TWO (2).
10. ALL BEAMS SHALL BE FABRICATED WITH THE NATURAL CAMBER UP, UNLESS OTHERWISE NOTED ON THE DRAWINGS.
11. THERE SHALL BE NO FIELD JOINTING OF STRUCTURAL STEEL MEMBERS FOR THE WORK OF OTHER TRADES WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
12. ALL NEW STRUCTURAL AND MISCELLANEOUS STEEL, SHALL BE GALVANIZED

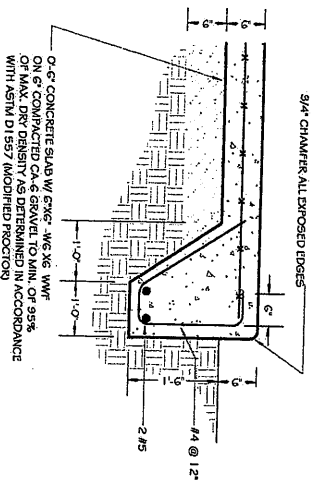
EQUIPMENT FOUNDATION PLAN

SCALE: NTS



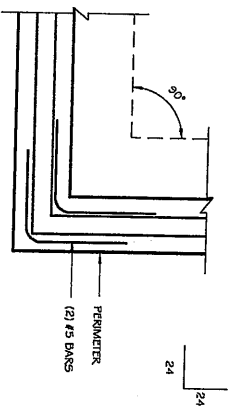
FOUNDATION SECTION

SCALE: NTS



FOUNDATION CORNER SECTION

SCALE: NTS



Sprint
SPRINT COMM. INC.
400 W. GRAND AVE.
ELMWOOD, IL 60120

SAMSUNG
SAMSUNG ELECTRONICS AMERICA
PO BOX 12918
DALLAS, TEXAS 75212

BLACK & VEATCH
Engineering & Construction Services
10000 E. 15th Ave.
Denver, CO 80231

forge
FORGE GROUP, INC.
10000 E. 15th Ave.
Denver, CO 80231

kamy
KAMY CONSTRUCTION, INC.
10000 E. 15th Ave.
Denver, CO 80231

FORGE PROJECT NO. 6659
DRAWN BY: JF
CHECKED BY: RB

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR REVIEW			
2	ISSUED FOR REVIEW			
3	ISSUED FOR REVIEW			
4	ISSUED FOR REVIEW			
5	ISSUED FOR REVIEW			
6	ISSUED FOR REVIEW			
7	ISSUED FOR REVIEW			
8	ISSUED FOR REVIEW			
9	ISSUED FOR REVIEW			
10	ISSUED FOR REVIEW			

FREDERICK Y. BENAMIN
REGISTERED STRUCTURAL ENGINEER
OF ILLINOIS
081-004042

DATE SIGNED: _____

CH03XC804
ADVENTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK

STEEL PLAN

S2.1

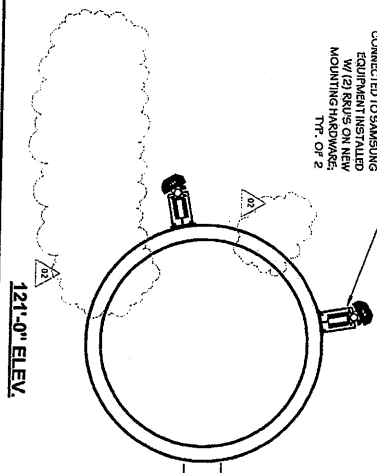
THIS DRAWING IS LOANED FROM THE HINSDALE HOSPITAL

SCALE: NTS

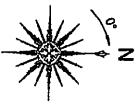


— WALL MOUNT BRACKET
(2) PER ANTENNA

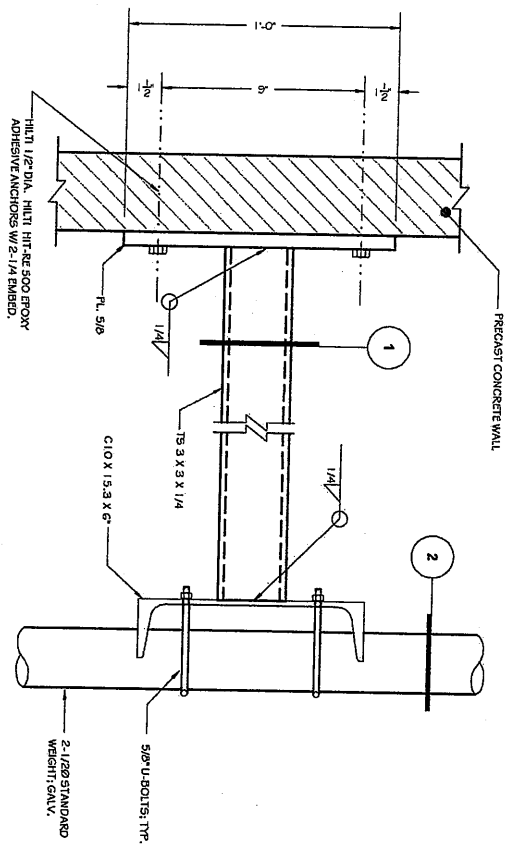
NEW PANEL ANTENNA
CONNECTED TO SAMSUNG
EQUIPMENT INSTALLED
W/ (2) RRU'S ON NEW
MOUNTING HARDWARE;
TYP. OF 2



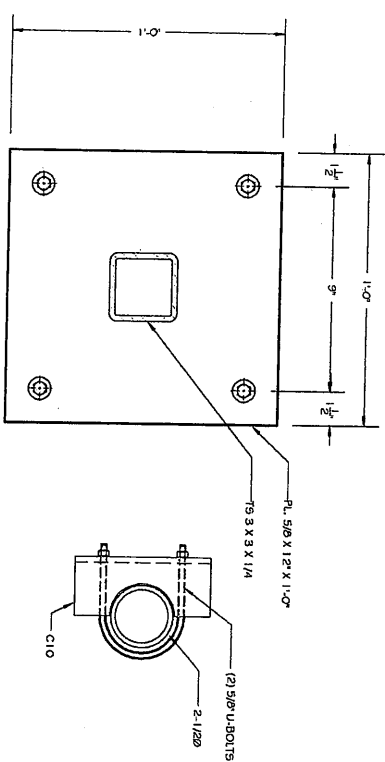
121'-0" ELEV.



SCALE: NTS



DO NOT CORE DRILL, DO NOT CUT REBARS OR STRANDS INSIDE EXISTING WALLS



SECTION 1

SECTION 2

Sprint
SPRINTCOM INC.
400 W GRAND AVE.
ELMHURST, IL 60126

SAMSUNG
1921 EAST LOOKOUT DRIVE
RICHMOND, TX 75382



BLACK & VEATCH
Building a world of difference

forge
FORGE SERVICES, INC.
T: (202) 294-4555
F: (202) 204-0718
2210 MOVINGWATER RD. STE. 215
OAK BROOK, IL 60521

kamry
CONSULTING & SERVICES

PROJECT HIGHLIGHTS & AROUND
TEL: (407) 878-2413
FAX: (407) 880-2809
WWW.KAMRYTDC.COM

FORGE PROJECT NO: 6059
DRAWN BY: AW
CHECKED BY: FB

[illegible]

CONSTRUCT ONLY FROM DRAWINGS
MARKED "ISSUED FOR CONSTRUCTION"

10

1

DATE SIGNED: _____

© 2011 FICANCE REFINOVES, INC. ALL RIGHTS RESERVED

CH03XC904

**ADVENTIST
HINSDALE HOSPITAL
SMOKESTACK**
420 N. OAK ST.

120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK

ANTENNA MOUNTING

01

S3.1

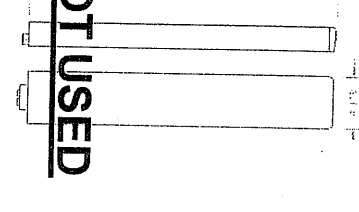
ANTENNA SPECIFICATIONS

SCALE: NTS

ANTENNA CONFIGURATION SCHEDULE

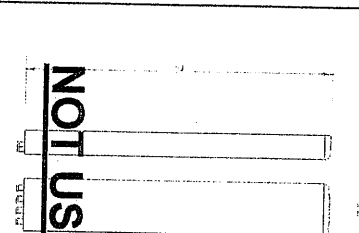
SECTOR	POSITION	NEW OR EXISTING	QTY	MAKE	MODEL	SIZE	WEIGHT (LBS)	GAIN (dBi)	TX HEIGHT	REU QTY	REU MODEL	RET. ELEC. UNIT	CABLE KIT	CABLE LENGTH	CABLE TYPE	CABLE SIZE	CABLE OTHER	
1	A1	NEW	1	KMW	ET-X-TS-70-15-62-18-R-RC	72"X12"X5.9"	39.66 LBS	13.1/16.1	121	2	RH-C2RH-14	-046	(6) JUMPER AT EACH ANTENNA (344' FEET CABLE FOR EACH ANTENNA)	1	154	HYBRID	1 IN	1.000 MHZ FILTER
	A3																	
	A4																	
	A2																	
2	B1	NEW	1	KMW	ET-X-TS-70-15-62-18-R-RC	72"X12"X5.9"	39.66 LBS	13.1/16.1	121	2	RH-C2RH-14	-046	(6) JUMPER AT EACH ANTENNA (344' FEET CABLE FOR EACH ANTENNA)	1	152	HYBRID	1 IN	1.000 MHZ FILTER
	B3																	
	B4																	
	B2																	
3	C1												(6) JUMPER AT EACH ANTENNA (344' FEET CABLE FOR EACH ANTENNA)	1	154	HYBRID	1 IN	1.000 MHZ FILTER
	C3																	
	C4																	
	C2																	
GPS	G1		1	PCTEL	GPS-TM03R-000A								1	0	PCTEL LMM03	1/2	LOCATION PER PLANS	

2 ANTENNA DETAIL (1.8 GHZ)



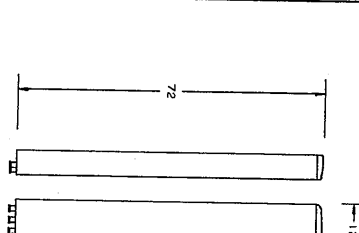
NOT USED

3 ANTENNA DETAIL (2.1 GHZ)

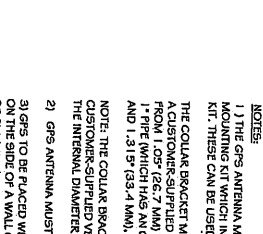
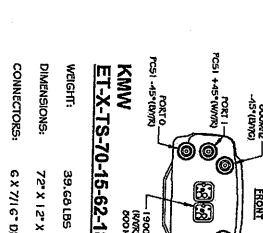
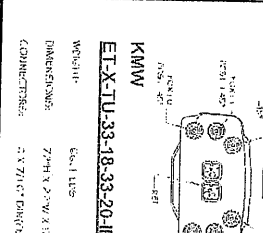
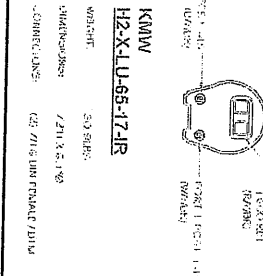
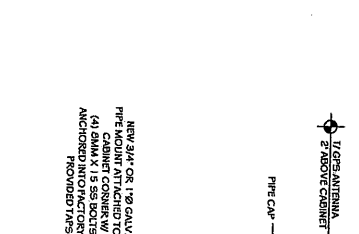


NOT USED

4 ANTENNA DETAIL (2.1 GHZ)



5 GPS DETAIL



NOTES:
 1) THE GPS ANTENNA MOUNT IS DESIGNED TO MOUNT TO A STANDARD MOUNTING KIT WHICH INCLUDES A BRACKET AND A L-BRACKET KIT. THESE CAN BE USED TOGETHER OR SEPARATELY.
 2) THE COILAR BRACKET MOUNT KIT ATTACHES THE GPS ANTENNA ONTO A CUSTOMER-SUPPLIED VERTICAL PIPE WITH A DIAMETER RANGING FROM 1.315" (33.4 MM) TO 1.315" (33.4 MM), STANDARD 3/4" AND 1.315" (33.4 MM), RESPECTIVELY CAN BE USED.
 3) THE COILAR BRACKET MOUNT ATTACHES TO THE TOP OF THE CUSTOMER-SUPPLIED VERTICAL PIPE. CABLE INSTALLATION IS THROUGH THE INTERNAL DIAMETER OF THE PIPE.
 4) GPS ANTENNA MUST BE PLACED TO WITHIN 1/8" OVER 6'-0" ON THE SIDE OF A WALL OR VERTICAL STRUCTURE. GPS MUST BE A MINIMUM OF 3' AWAY ON STANDOFFS.

RF1.1

Sprint
 400 WOODLAND AVE.
 ELKHART, IL 60126

SAMSUNG
 1500 WEST CONVENT DRIVE
 CHICAGO, IL 60606

BLACK & VEATCH
 Building a world of difference
 1000 WEST CONVENT DRIVE
 CHICAGO, IL 60606

kamy
 PROJECT MANAGER & DESIGNER
 1000 WEST CONVENT DRIVE
 CHICAGO, IL 60606

FORGE PROJECT NO. 6999
 DRAWN BY: AM
 CHECKED BY: FB

CONSTRUCT ONLY FROM DRAWINGS
 MARKED ISSUED FOR CONSTRUCTION

FREDERICK Y. BENJAMIN
 REGISTERED PROFESSIONAL ENGINEER
 OF ILLINOIS
 062-033642

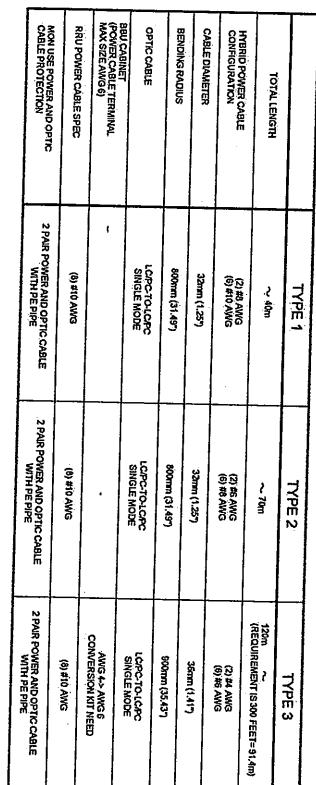
DATE SUBMITTED: 10/1/2009
 DATE REVIEWED: 10/1/2009
 DATE APPROVED: 10/1/2009

CH03X004
 ADVERTISER
 HINSDALE HOSPITAL
 SMOKESTACK
 120 N OAK ST.
 HINSDALE, IL 60521

SMOKESACK

RDSD

COLOR CODING CHART	
G	GREEN
BR	BROWN
W	WHITE
R	RED
B	BLUE
Y	YELLOW
O	ORANGE
RW	RED & WHITE
BLW	BLACK & WHITE
BLW	BLUE & WHITE



TEL CABLE: COMMSCOPE A15G AT CB-B01-003

- HYBRID CABLE WILL BE MARKED IN A SIMILAR MANNER AS COAX CABLE DESCRIBED IN THE PREVIOUS SECTION. THE MAIN "TRUNK" OF THE HYBRID CABLE WILL NOT BE LABELED WITH THE REQUIRED CODE AS THE HYBRID CABLE IN MANY CASES WILL CONTAIN ALL THE REQUIRED INDIVIDUAL POWER Pairs AND THEIR CABLES WILL BE LABELED WITH BOTH THE REQUIRED AND SECTION CABLE MARKINGS.
1. COLOR BAND TO BE 2" WIDE ON MAIN LINE.
 2. SPACING TO BE 1" BETWEEN BANDS AND 2" BETWEEN LINE AND COLOR BANDS.
 3. COLOR CODES TO BE IDENTICAL WITH W. 1" SPACE.
 4. START COLOR BANDS 2" BEFORE CONNECTOR.
 5. START SECTION COLOR NEXT TO END CONNECTOR.
- SECTION BAND FORMAT**
- SECTION 1 -> B
SECTION 2 -> BG
SECTION 3 -> GGG
SECTION 4 -> GGG
SECTION 5 -> GGGG
SECTION 6 -> GGGGGG

[illegible]

Sprint
SPRINTCOM INC.
400 W GRAND AVE.
ELMHURST, IL 60126

SAMSUNG
1501 EAST LOOKOUT DRIVE
RICHARDSON, TX, 75081

forge
a world of difference

22111 ROBERTS RD. #100
OKLAHOMA CITY, OK 73125
OKA BLDG. 2ND FL. 00013

FORGE SERVICES, INC.
P. 1 (800) 504-6718
F. (405) 504-6718
WWW.FORGESERVICES.COM

BLACK & VEATCH
Building a world of difference

FORGE SERVICES, INC.
P. 1 (800) 504-6718
F. (405) 504-6718
WWW.FORGESERVICES.COM

FORGE PROJECT NO.: 6059
DRAWN BY: AW
CHECKED BY: FB

	ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
A	7/8" x 1/2"	SS-409 OR EQUIV				
B	7/8" x 1/2"	SS-409 OR EQUIV				
C	1/2" x 1/2"	SS-409 OR EQUIV				
D	1/2" x 1/2"	SS-409 OR EQUIV				
E	1/2" x 1/2"	SS-409 OR EQUIV				
F	1/2" x 1/2"	SS-409 OR EQUIV				
G	1/2" x 1/2"	SS-409 OR EQUIV				
H	1/2" x 1/2"	SS-409 OR EQUIV				
I	1/2" x 1/2"	SS-409 OR EQUIV				
J	1/2" x 1/2"	SS-409 OR EQUIV				
K	1/2" x 1/2"	SS-409 OR EQUIV				
L	1/2" x 1/2"	SS-409 OR EQUIV				
M	1/2" x 1/2"	SS-409 OR EQUIV				
N	1/2" x 1/2"	SS-409 OR EQUIV				
O	1/2" x 1/2"	SS-409 OR EQUIV				
P	1/2" x 1/2"	SS-409 OR EQUIV				
Q	1/2" x 1/2"	SS-409 OR EQUIV				
R	1/2" x 1/2"	SS-409 OR EQUIV				
S	1/2" x 1/2"	SS-409 OR EQUIV				
T	1/2" x 1/2"	SS-409 OR EQUIV				
U	1/2" x 1/2"	SS-409 OR EQUIV				
V	1/2" x 1/2"	SS-409 OR EQUIV				
W	1/2" x 1/2"	SS-409 OR EQUIV				
X	1/2" x 1/2"	SS-409 OR EQUIV				
Y	1/2" x 1/2"	SS-409 OR EQUIV				
Z	1/2" x 1/2"	SS-409 OR EQUIV				

CONSTRUCT ONLY FROM DRAWINGS
MAKED TO ORDER BY THE CUSTOMER

EXPIRATION DATE: _____

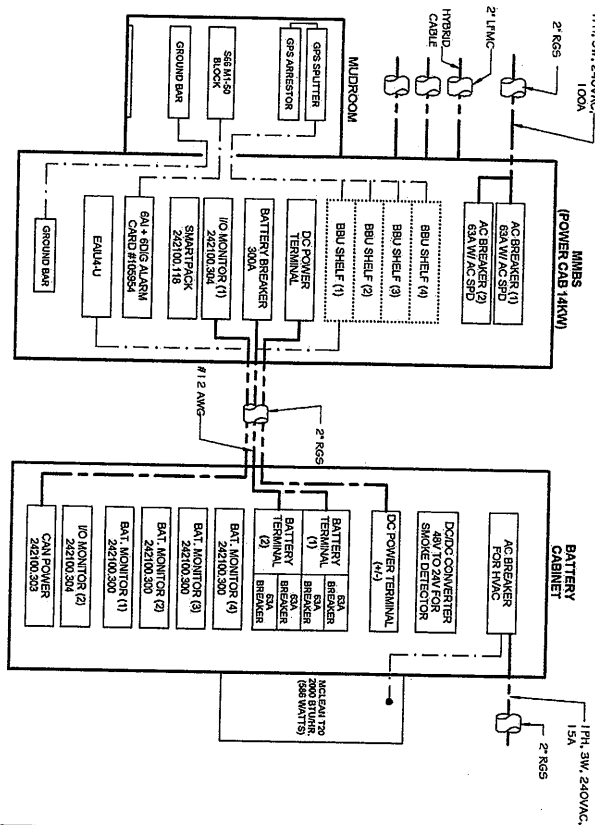
DATE SIGNED: _____

062-033842
FREDERICK Y. BENJAMIN
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

**CH03XC904
ADVENTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK**

EQUIPMENT CABLING DIAGRAM

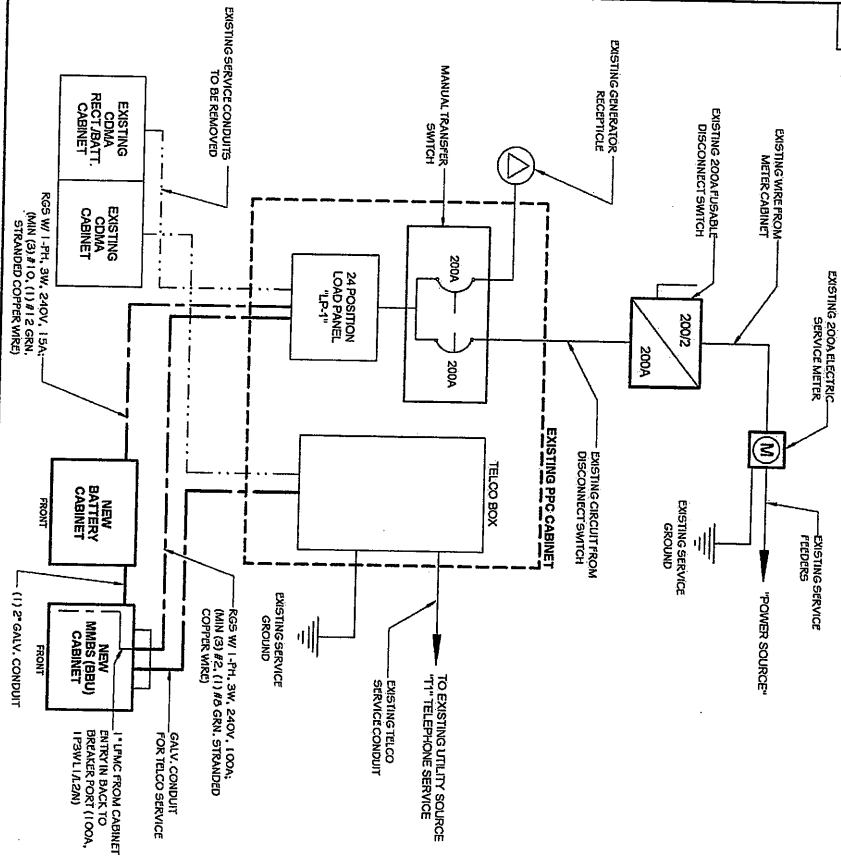
1 SCALE: NTS



NOTE: CONTRACTOR TO VERIFY EXISTING LOADS DO NOT EXCEED THE MAXIMUM RATING OF SERVICE AND EQUIPMENT PRIOR TO SUBMITTAL OF BID

SINGLE LINE DIAGRAM

2 SCALE: NTS



- A. ELECTRICAL PLANS, DETAILS, AND DIAGRAMS ARE DIAGNOSTIC ONLY; VERIFY EXACT LOCATIONS AND MOUNTING HEIGHTS WITH OWNER'S REPRESENTATIVE.
- B. SERVICE EQUIPMENT SHALL HAVE A FAULT WITHSTAND RATING EQUAL TO OR EXCEEDING THE AVAILABLE AVAILABLE FAULT CURRENT AT THE SUPPLY TERMINAL. INSTALLATION SHALL BE FREE FROM ALL FAULTS AND GROUNDS.
- C. ALL ELECTRICAL EQUIPMENT, CONDUITS, AND SUPPORT SHALL BE ABLE TO WITHSTAND 60 M.P.H. WIND SPEED. EXPOSURE C.
- D. ALL ELECTRICAL EQUIPMENT SHALL HAVE A PERMANENTLY ATTACHED NON-REMovable PLASTIC LABEL WITH (2) STAINLESS STEEL SCREWS, NOT ADHESIVE.
- E. ALL WIRING SHALL BE COPPER WITH THIN-WALL DUAL RATED EGC, COLOR CODED, #12 AWG MINIMUM UNLESS NOTED OTHERWISE.
- F. RIGID CONDUIT SHALL BE U.L. LISTED, GALVANIZED ZINC COATED WITH CONCRETE SURFACE, IN CONTACT WITH EARTH UNDER PUBLIC ROADS, IN MASONRY, OR BUILDING EXTERIOR. CONDUIT IN CONTACT WITH EARTH SHALL BE LIFTED WAIVED WITH HOURS WORK NO. 3.

- G. ELECTRICAL METALLIC TUBING SHALL BE U.L. LISTED, FITTING SHALL BE GALD RING COMPRESSION TYPE.
- H. CORING THROUGH FLOORS AND WALLS SHALL NOT BE DONE WITHOUT FINAL APPROVAL OF BUILDING OWNER OR OWNER REPRESENTATIVE.
- I. CORING SHALL NOT BE PERFORMED DURING WORKING HOURS UNLESS OTHERWISE APPROVED BY THE OWNER.
- J. SUBMITTAL OF BID INDICATES CONTRACTOR IS FAMILIAR WITH ALL JOB SITE CONDITIONS AND WORK TO BE PERFORMED AS DETAILED AND OUTLINED IN THESE DRAWINGS. IT IS NECESSARY FOR THE ELECTRICAL TO CONSIDER ALL ASPECTS OF THE PROJECT WHEN BIDDING AND PLANNING THE WORK.
- K. IN THE EVENT OF A CONFLICTING DESIGN OR NOTATION, THE CONTRACTOR SHALL ASSUME THE MOST EXPENSIVE OR RESTRICTIVE METHOD UNTIL A CLARIFICATION IS MADE.
- L. ALL THINGS, WHICH IN THE OPINION OF THE CONTRACTOR ARE DEFICIENCIES, OMISSIONS, CONFLICTS, OR AMBIGUITIES, IN THESE DESIGN DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE WORK PROCEEDS; ALL CLARIFICATIONS MUST BE RECEIVED IN WRITING IN ORDER FOR THE MATTER TO BE CONSIDERED RESOLVED.

- M. ELECTRICAL WORK SHALL INCLUDE BUT NOT LIMITED TO ALL MATERIALS AND LABOR TO COMPLETE ALL ELECTRICAL SYSTEMS INCLUDING LIGHTING, LOW VOLTAGE SYSTEMS, PUMPS, POWER, AND TELEPHONE DATA SERVICE, CONTROL WIRING, AND GROUNDING.
- N. ALL WORK TO BE PERFORMED IN A WORKMAN LIKE MANNER AND SHALL PRESENT A NEAT, UNIFORM, AND WELL INSTALLED APPEARANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PROTECTION, CLEANUP AND RESTORATION OF OWNER FACILITIES ASSOCIATED WITH THE WORK.
- O. SUBMITTAL OF BID INDICATES CONTRACTOR IS AWARE AND WILL CONFORM TO ALL LOADING AND UNLOADING RESTRICTIONS, ELEVATOR RESTRICTIONS, AND ALL OTHER TRAFFIC IMPACTING ACTIVITIES REGARDING TO THE SCHEDULE OF CORING AND OTHER TRAFFIC IMPACTING ACTIVITIES.



SPRINT
400 W GRAND AVE
ELMHURST, IL 60120



SAMSUNG
100 WEST LEXINGTON PARK
ROSELAND, IL 60442



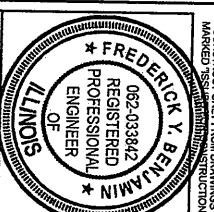
BLACK & VEATCH
Building a world of difference



KAMY
400 WEST LEXINGTON PARK
ROSELAND, IL 60442
TEL: (708) 555-2000
WWW.KAMYTECH.COM

FORGE PROJECT NO. 6293
DRAWN BY: AM
CHECKED BY: FB

NO.	REVISION	DATE	BY	DESCRIPTION
1	1	11/11/11	AM	ISSUED FOR PERMIT
2	2	11/11/11	AM	ISSUED FOR PERMIT
3	3	11/11/11	AM	ISSUED FOR PERMIT
4	4	11/11/11	AM	ISSUED FOR PERMIT
5	5	11/11/11	AM	ISSUED FOR PERMIT
6	6	11/11/11	AM	ISSUED FOR PERMIT
7	7	11/11/11	AM	ISSUED FOR PERMIT
8	8	11/11/11	AM	ISSUED FOR PERMIT
9	9	11/11/11	AM	ISSUED FOR PERMIT
10	10	11/11/11	AM	ISSUED FOR PERMIT



DATE SIGNED: _____
 CH30X094
 ADVENST
 HINSDALE PROSPECT
 SMOKESTACK
 120 N OAK ST.
 HINSDALE, IL 60521
 SMOKESTACK

ELECTRICAL PLAN
 E1.1

PANEL NAME: LP-1
VOLTAGE: 120/240V
PHASES: 3
WIRES: 3
MAIN BREAKER: 200A
AC: 22,000

C = CONTINUOUS / NC = NON-CONTINUOUS

LOAD		LOAD PER PHASE (VA)		TRIP	POLES	A.I.C.	WIRE SIZE	WIRE TYPE		
									PHASE	
									A	B
BRKR	DESCRIPTION	TYPE	A	B						
1	BTS	C	4180		100	2	10,000	6	THWN	
3				4180	100	2	10,000	6	THWN	
5	BTS	C	4180		100	2	10,000	6	THWN	
7				4180	100	2	10,000	6	THWN	
9										
11	TELECO PAN	NC			400	10	10,000	12	THWN	
13	OPEN									

LOAD		LOAD PER PHASE (VA)		TRIP	POLES	A.I.C.	WIRE SIZE	WIRE TYPE		
									PHASE	
									A	B
BRKR	DESCRIPTION	TYPE	A	B						
	SURGE ARRESTOR	C	0		60	2	10,000	6	THWN	
4				6144	100	2	10,000	6	THWN	
6	MMBS (NEW)	C			100	2	10,000	6	THWN	
8				8144	100	2	10,000	6	THWN	
10	TELECO GFI	NC			15	400	10	10,000	12	THWN
12	BATTERY C (NEW)	NC			15	400	10	10,000	12	THWN
14					400	2	10,000	10	THWN	

CONNECTED LOAD (NO DEMAND FACTORING)	
PHASE A	14864
PHASE B	15264
TOTAL CONNECTED LOAD	
30728 KVA	128 MWPS

NOTE: CONTRACTOR TO VERIFY EXISTING LOADS DO NOT EXCEED THE MAXIMUM RATING OF SERVICE AND EQUIPMENT PRIOR TO SUBMITTAL OF BID

- GENERAL NOTES:
1. THE DISTANCE AND CONDUCTOR SIZES LISTED HERE ARE ESTIMATES ONLY.
 2. CONTRACTOR TO VERIFY ALL CODES, SIZES, AND DISTANCES AND IS TO ADJUST THE INSTALLATION ACCORDINGLY.
 3. A SMALLER CONDUCTOR THAN WHAT IS LISTED HERE MAY NOT BE USED UNLESS APPROVED IN WRITING BY ENGINEER OF RECORD.
 4. CONDUCTORS MAY BE INCREASED IN SIZE WITHOUT NOTICE AND WITHOUT NOTICE TO CONTRACTOR'S PROFESSIONAL JUDGEMENT AND CALCULATIONS.
 5. THERE IS TO BE NO GREATER THAN A 3% VOLTAGE DROP FOR SERVICE FEEDERS.

Sprint
SPRINTCH, INC.
400 W. GRAND AVE.
ELKHART, IL 60128

SAMSUNG
SAMSUNG ELECTRONICS AMERICA
4000 W. PARKWAY
FARMERSVILLE, TX 77834

BLACK & VEATCH
Building a world of difference
PO BOX 10000
SPRINGFIELD, IL 62708
TEL: 217.244.4419
FAX: 217.244.4419
WWW.BLACK-VEATCH.COM

kamy
KAMY ELECTRIC, INC.
1000 W. 10TH ST.
SPRINGFIELD, IL 62708
TEL: 217.244.4419
FAX: 217.244.4419
WWW.KAMY-INC.COM

FORGE PROJECT NO. 0050
DRAWN BY: AM
CHECKED BY: PB

NO.	DATE	DESCRIPTION
1	7/20/01	ISSUED FOR PERMIT
2	7/20/01	ISSUED FOR PERMIT
3	7/20/01	ISSUED FOR PERMIT
4	7/20/01	ISSUED FOR PERMIT
5	7/20/01	ISSUED FOR PERMIT
6	7/20/01	ISSUED FOR PERMIT
7	7/20/01	ISSUED FOR PERMIT
8	7/20/01	ISSUED FOR PERMIT
9	7/20/01	ISSUED FOR PERMIT
10	7/20/01	ISSUED FOR PERMIT
11	7/20/01	ISSUED FOR PERMIT
12	7/20/01	ISSUED FOR PERMIT
13	7/20/01	ISSUED FOR PERMIT
14	7/20/01	ISSUED FOR PERMIT

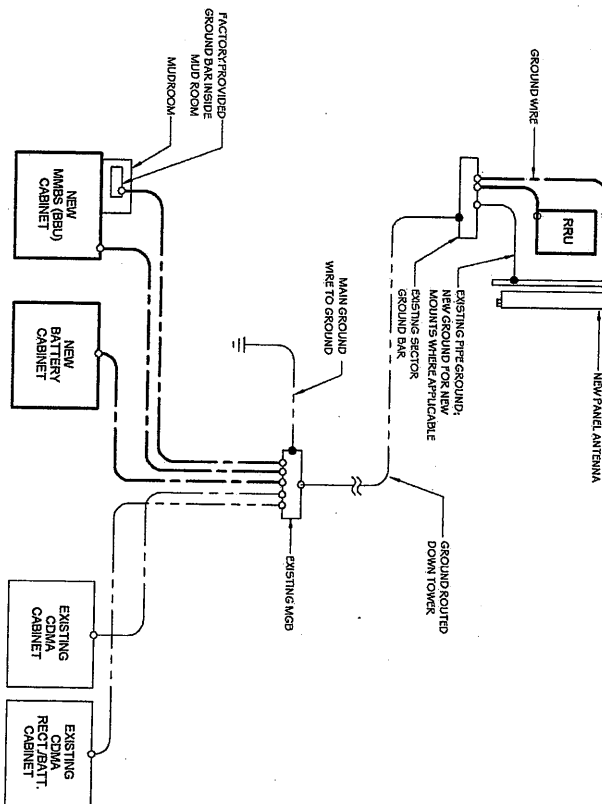
CONSTRUCT ONLY FROM DRAWINGS
MARKED "CONSTRUCT ONLY" INSTRUCTIONS

FREDERICK Y. BENJAMIN
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS
062-033842

DATE SIGNED: _____
CH03XC904
ADVANTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK

PANEL SCHEDULE

SCALE: NTS

[illegible][illegible]

<p>CH08XC304 ADVENTIST HINSDALE HOSPITAL SMOKESTACK 120 N OAK ST. HINSDALE, IL 60521 SMOKESTACK</p>	<p>GROUND PLAN</p>
---	---------------------------

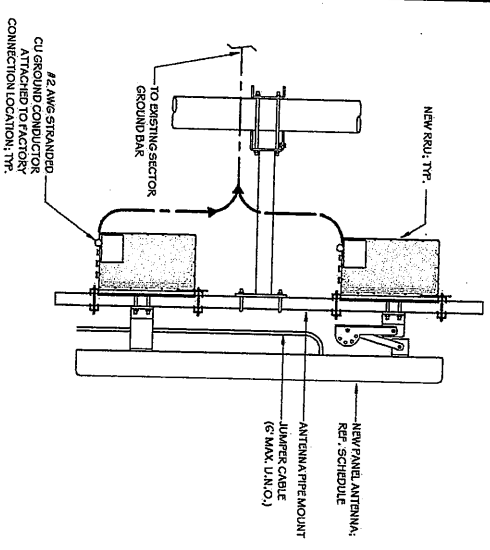
G1.1

GROUND PLAN

G1.1

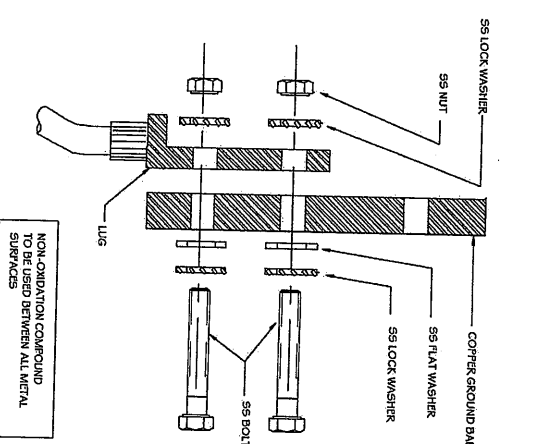
GROUNDING PLAN

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



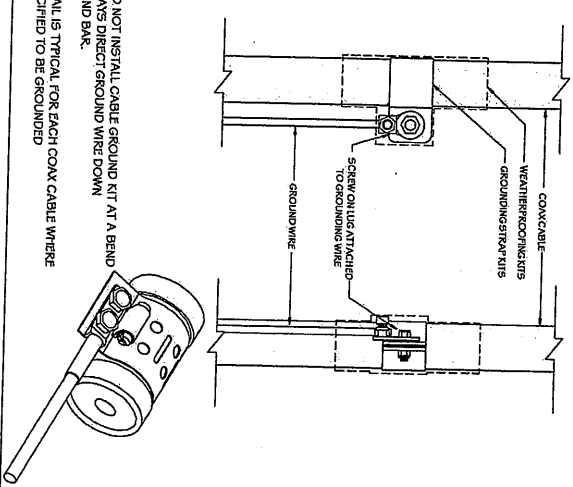
TWO-HOLE LUG CONNECTION DETAIL

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



COAX GROUND KIT DETAIL

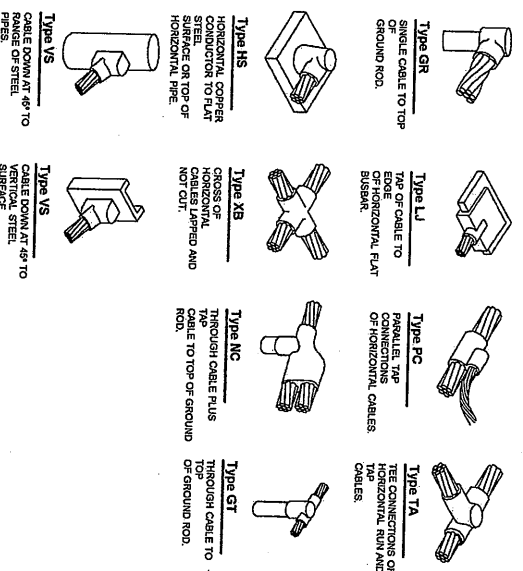
SCALE: 1/8" = 1'-0"



EXOTHERMIC WELD SCHEDULE

4

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



SPRINT
SPRINT INC.
400 W. GRAND AVE.
ELKHART, IL 60126

SAMSUNG
SAMSUNG ELECTRONICS AMERICA
10000 DEER CREEK DRIVE
DALLAS, TX 75243

BLACK & VEATCH
Building a world of difference
10000 DEER CREEK DRIVE
DALLAS, TX 75243

FORGE PROJECT NO. 660
DRAWN BY: AM
CHECKED BY: FB

FORGE PROJECT NO. 660
DRAWN BY: AM
CHECKED BY: FB

FORGE PROJECT NO. 660
DRAWN BY: AM
CHECKED BY: FB

FORGE PROJECT NO. 660
DRAWN BY: AM
CHECKED BY: FB

CH03KC984
ADVENTIST
HINSDALE HOSPITAL
SMOKESTACK
120 N OAK ST.
HINSDALE, IL 60521
SMOKESTACK

GROUND DETAILS
G2.1

CONTRACTOR'S SIGNATURE
DATE SIGNED: _____

REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
FREDERICK T. BENJAMIN
062-033842

CONTRACTOR'S SIGNATURE
DATE SIGNED: _____

REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
FREDERICK T. BENJAMIN
062-033842

ALL MATERIALS MUST BE STORED IN A LEVEL AND DRY LOCATION AND IN A MANNER THAT WILL NOT RESTRICT THE FLOW OF OTHER WORK. ANY EQUIPMENT OR MATERIAL STORAGE METHOD MUST MEET RECOMMENDATIONS OF THE MANUFACTURER.

FOR EACH SUBSTITUTION, IN EACH REQUEST IDENTIFY THE PRODUCT OR INSTALLATION METHOD TO BE REPLACED BY THE SUBSTITUTION, INCLUDE RELATED SECTIONS AND DRAWING NUMBERS, AND COMPLETE DOCUMENTATION SHOWING COMPLIANCE WITH THE REQUIREMENTS FOR SUBSTITUTIONS.

THE CONTRACTOR SHALL BE EQUIPPED







THE ORDER IS SCALED FOR 11x17 PAPER (U.S. COM. TABULAR)





**CH03XC804
ADVENTIST
NSDALE HOSPITA
SMOKESTACK
120 N OAK ST.
NINSDALE, IL 60521
SMOKESTACK**

- 2.02 RELATED WORK:
- A. CONSTRUCTION OF BUILDING FOUNDATION
- B. INSTALLATION OF ANTENNA SYSTEM
- 2.03 DESCRIPTIONS:
- A. ACCESS ROAD, TWIN SURFACE ROAD AND SITES ARE CONSTRUCTED TO PROVIDE A WELL DRAINED, PERMANENT ACCESS.
- 2.04 QUALITY ASSURANCE
- A. ARMY SOIL STABILIZER IS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION (USE AS NEEDED)
- B. SEED SHALL BE APPLIED AND MAINTAINED AS RECOMMENDED BY THE SEED PRODUCER IF REQUIRED
- C. VEGETATION LANDSCAPING, IF INCLUDED WITHIN THE CONTRACT, WILL BE PLACED AND MAINTAINED AS RECOMMENDED BY NURSERY INDUSTRY STANDARDS (IF REQUIRED).
- 2.05 EQUIPMENT NEEDED: UNPUBLISHED
- A. CONFORM SURVEY METHOD AND SETBACK ELEVATION STATES PRIOR TO ANY CONSTRUCTION.
- B. THE COMPLETE ROAD AND SITE AREA WILL BE CRUSHED PRIOR TO FOUNDATION CONSTRUCTION OR PLACEMENT OF BACKFILL OR SUB-BASE MATERIAL.
- C. THE SURFACE OF TEMPORARY CONSTRUCTION ZONE ALONG ACCESS DRIVE, COURSE ELEVATION PRIOR TO ROAD AND SUB-BASE COURSE ELEVATION AND THE ACCESS ROAD TO BASE F. APPLY 2" DYNAMIC BAG HERBICIDE PER 1,000 SQ. FT. AND INSTALL 50 MIL THICK TERRAARND P. FERTILIZER TO CRUSTE, AND MUCH DISTURBED AREAS IMMEDIATELY AFTER BROWNING THE SITE AND ACCESS ROAD TO CRUSTE.
- G. REMOVE CRUSTAL FROM TEMPORARY CONSTRUCTION SITE TO ENSURE GROWTH.
- H. AFTER COMPLETION OF CONSTRUCTION BUT PRIOR TO THE FINAL PLANT LIST INSPECTION, APPLY 6 INCHES OF FOOT ST CRUSHED STONE
- I. FINAL INSPECTION OF FINAL SURFACES, ARMY SOIL STABILIZER TO THE STONE SURFACES.
- 2.06 SUBMITTALS:
- A. BEFORE CONSTRUCTION
- B. AFTER CONSTRUCTION
- C. NURSERY LETTERING IS APPLICABLE TO THE CONTRACT. TWO COPIES OF THE LANDSCAPE PLAN UNDER LISTING OF PROPOSED COSTS UNDER NURSERY LETTERING REFER TO SITE PLAN FOR LANDSCAPING REQUIREMENT.
- D. SUBMIT FOR APPROVAL, 1/4 CUBIC FOOT OF THE PROPOSED SURFACE COURSE MATERIAL
- B. AFTER CONSTRUCTION
1. MANUFACTURER'S DESCRIPTION OF PRODUCT AND WARRANTY STATEMENT ON SOIL STABILIZER.
2. MANUFACTURER'S DESCRIPTION OF PRODUCT ON GRASS SEED AND FERTILIZER.
3. LANDSCAPE WARRANTY STATEMENT.
- 2.07 WARRANTY:
- A. IN ADDITION TO THE WARRANTY ON ALL CONSTRUCTION COVERED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL REPAIR ALL DAMAGE TO CAMPSPROPERTY OR SURROUNDING PROPERTY CAUSED BY YEARS ROAD DATE OF FINAL INSPECTION.
- C. DISTURBED AREAS WILL REFLECT GROWTH OF NEW GRASS COVER PRIOR TO FINAL INSPECTION.
- D. LANDSCAPING, IF INCLUDED WITHIN THE SCOPE OF THE CONTRACT, WILL BE GUARANTEED FOR ONE YEAR FROM DATE OF FINAL SITE ACCEPTANCE.
- PART 3 PRODUCTS
- 3.00 MATERIALS:
- A. SOIL STABILIZERS
1. TOTAL KILL PHASER CORPORATION
PRODUCT 910 PO BOX 5123
EPA 10285-7 DAWSON, MI 49129
(619) 563-8000
- B. ARBUSH HERBICIDE PHASER INDUSTRIAL PRODUCTS - EPA REGISTERED
1435 MORRIS AVENUE
LUDON, NJ 07036
(609) 528-4924
- B. ROAD AND SITE MATERIALS SHALL CONFORM TO ILLINOIS DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
- C. FILL MATERIAL - ACCEPTABLE SELECT FILL SHALL BE IN ACCORDANCE WITH ILLINOIS STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
- D. SOIL STABILIZER SHALL BE EPA REGISTERED AND IN ACCORDANCE WITH THE EMERGENCY DESIGN.
- E. SOIL STABILIZER BAGS SHALL BE 50 MIL THICK TERRAARND TYPE II
- 3.01 EQUIPMENT
- A. CONSTRUCTION SHALL BE ACCOMPANIED BY MECHANICAL WEANS.
1. LARGER AREAS SHALL BE COMPACTED BY SHEETS FOOT, VIBRATION, OR RUBBER TIED ROLLERS WEIGHING AT LEAST TEN TONS.
2. SMALLER AREAS SHALL BE COMPACTED BY POWER DRIVERS HAND HEID TAMPERS.
- PART 4 PAINT/COATING
- 4.00 INSPECTIONS:
- A. LOCAL BUILDING INSPECTION SHALL BE NOTIFIED NO LESS THEN 48 HRS. IN ADVANCE OF CONCRETE POURING.

- [illegible]

 SPRINGTOWN, ILL. 400 W GRAND AVE. ELKHURST, IL 60120		 SAMSUNG ELECTRONICS AMERICA 12000 W. BRIDGE PL. FARMERS BRANCH, TX 75448		 BLACK & VEATCH Building a world of difference		 FORGE ENGINEERING, INC. 2215 BOWEN RD. FARMERS BRANCH, TX 75448 972.363.1232		 KAMRY ENGINEERING, INC. 1401 W. 14TH ST. SUITE 200 FARMERS BRANCH, TX 75448 WWW.KAMRYINC.COM		FORGE PROJECT NO. 5559 DAYANA BY JW CHECKED BY: FB		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>7/26/2011</td> <td>ISSUED FOR REVIEW</td> </tr> <tr> <td>B</td> <td>7/26/2011</td> <td>ISSUED FOR REVIEW</td> </tr> <tr> <td>C</td> <td>7/27/11</td> <td>ISSUED FOR REVIEW</td> </tr> <tr> <td>D</td> <td>11/21/11</td> <td>ISSUED FOR REVIEW</td> </tr> <tr> <td>E</td> <td>1/20/12</td> <td>ISSUED FOR REVIEW</td> </tr> <tr> <td>F</td> <td>7/10/12</td> <td>ISSUED FOR REVIEW</td> </tr> </tbody> </table>		REV	DATE	DESCRIPTION	A	7/26/2011	ISSUED FOR REVIEW	B	7/26/2011	ISSUED FOR REVIEW	C	7/27/11	ISSUED FOR REVIEW	D	11/21/11	ISSUED FOR REVIEW	E	1/20/12	ISSUED FOR REVIEW	F	7/10/12	ISSUED FOR REVIEW	CONTRACT ONLY FROM DRAWINGS MARKED FOR CONSTRUCTION				DATE SIGNED: _____ EXPIRES		CHOCXC9D ADVENTIST HINSDALE HOSPITAL SMOKESTACK 12D N OAK ST HINSDALE, IL 60521 SMOKESTACK		GENERAL NOTES		GNA.1	
REV	DATE	DESCRIPTION																																												
A	7/26/2011	ISSUED FOR REVIEW																																												
B	7/26/2011	ISSUED FOR REVIEW																																												
C	7/27/11	ISSUED FOR REVIEW																																												
D	11/21/11	ISSUED FOR REVIEW																																												
E	1/20/12	ISSUED FOR REVIEW																																												
F	7/10/12	ISSUED FOR REVIEW																																												

DATE June 19, 2012

AGENDA SECTION	ZONING & PUBLIC SAFETY	ORIGINATING DEPARTMENT	Community Development	
ITEM	DAS Antenna Regulations	APPROVED	Robert McGinnis CD Director/Bldg. Commissioner	
<p>Attached is a draft ordinance regulating Distributed Antenna Systems received from our village attorney. They suggested that the regulations be included within the Municipal Code in Title 7 and Title 13. It incorporates suggestions received from Staff and the Trustees at the Zoning & Public Safety meeting of 5/21/12.</p> <p>Based on this information, Staff is seeking a motion to recommend that these regulations be incorporated into the Municipal Code. If the Committee concurs with staff's recommendation, the following motion would be appropriate:</p> <p>Motion: To recommend to the Board of Trustees approval of an ordinance amending Title 7 (Public Ways and Properties), Chapter 1 (Streets and Sidewalks), Article G (Construction of Utility Facilities in Rights of Way), and Title 13 (Telecommunications), Chapters 1 (General Provisions) and 6 (Fees and Compensation), relative to installations of Distributed Antenna Systems in Public-Rights-of-Way.</p>				
STAFF APPROVALS				
APPROVAL 	APPROVAL	APPROVAL	APPROVAL	MANAGER'S APPROVAL 
COMMITTEE ACTION:				
BOARD ACTION:				

**DRAFT – 06-18-12
VILLAGE OF HINSDALE**

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 7 (PUBLIC WAYS AND PROPERTIES), CHAPTER 1 (STREETS AND SIDEWALKS), ARTICLE G (CONSTRUCTION OF UTILITY FACILITIES IN RIGHTS-OF-WAY) AND TITLE 13 (TELECOMMUNICATIONS), CHAPTERS 1 (GENERAL PROVISIONS) AND 6 (FEES AND COMPENSATION) RELATIVE TO INSTALLATIONS OF DISTRIBUTED ANTENNA SYSTEMS IN PUBLIC RIGHTS-OF-WAY

WHEREAS, the Village of Hinsdale ("Village") uses the public rights-of-way within its corporate limits to provide essential public services to its residents and businesses; and

WHEREAS, the public rights-of-way within the Village are a limited public resource held in trust by the Village for the benefit of its citizens and the Village has a custodial duty to ensure that the public rights-of-way are used, repaired and maintained in a manner that best serves the public interest; and

WHEREAS, utility service providers, including electricity, telephone, natural gas and cable television and video service providers have placed, or from time to time may request to place, certain utility facilities in the public rights-of-way within the Village; and

WHEREAS, the President and Board of Trustees of the Village have previously adopted regulations, in Title 7 (Public Ways and Property) and Title 13 (Telecommunications) of the Village Code of Hinsdale ("Village Code"), among other places, in order to establish generally applicable standards for construction, installation, use, maintenance and repair of utility facilities on, over, above, along, upon, under, across, or within, the public rights-of-way of the Village; and

WHEREAS, growing demand for wireless telecommunications services has resulted in increasing requests nationwide and locally from the wireless industry to place distributed antenna systems and other wireless facilities on utility and street light poles and other structures in the public rights-of-way; and

WHEREAS, while State and federal law limit the authority of local governments to enact laws that prohibit or have the effect of prohibiting the provision of telecommunications service, the Village does have the power, under existing State and federal law, to approve appropriate time, place and manner restrictions relative to distributed antenna systems and other wireless antenna installations in the public rights-of-way; and

WHEREAS, in light of the anticipated continuation of increased demand for placement of distributed antenna system facilities within the public rights-of-way, the Village President and Board of Trustees find and determine that it is necessary to and in the best interests of the public health, safety and general welfare to adopt the below amendments to Title 7 (Public Ways and Property) and Title 13 (Telecommunications) of the Village Code, as amended, in order to establish generally applicable standards for construction, installation, use, maintenance and repair of distributed antenna systems within the public rights-of-way of the Village (the "Code amendments"), so as to, among other things, (i) prevent interference with the use of streets, sidewalks, alleys and other public ways and places by the Village and the general public, (ii) protect against visual and physical obstructions to vehicular and pedestrian traffic, (iii) prevent interference with the facilities and operations of the Village's utilities and of other utilities lawfully located in public rights-of-way or property, (iv) protect against environmental damage, from the installation of utility facilities, (v) preserve the character of the neighborhoods in which facilities are installed, (vi) prevent visual blight, and (vii) assure the continued safe use and enjoyment of private properties adjacent to utility facilities locations; and

WHEREAS, the Zoning and Public Safety Committee of the Village of Hinsdale Board of Trustees, at public meetings held on May 21 and _____, 2012, considered the proposed Code Amendments and _____.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

SECTION 1: Recitals. The foregoing recitals are incorporated into this Ordinance by this reference as findings of the President and Board of Trustees.

SECTION 2: Title 7 (Public Ways and Properties), Chapter 1G (Construction of Utility Facilities in Rights-of-Way), Section 2 (Definitions), is amended by insertion of the following definition in the existing text:

"DISTRIBUTED ANTENNA SYSTEM: A wireless communications network with multiple spatially separated antenna nodes and related equipment mounted on existing infrastructure (typically power and/or telephone poles), all connected to a common source via fiber optic cable or other transport medium, which provides enhanced coverage within a geographic area."

SECTION 3: Title 7 (Public Ways and Properties), Chapter 1G (Construction of Utility Facilities in Rights-of-Way), Section 4 (Permit Required; Applications and

Fees), subsection D (Supplemental Application Requirements For Specific Types Of Utilities) is amended to read in its entirety as follows:

"D. Supplemental Application Requirements For Specific Types Of Utilities: In addition to the requirements of subsection C of this section, the permit application shall include the following items, as applicable to the specific utility that is the subject of the permit application:

1. In the case of the installation of a new electric power, communications, telecommunications, cable television service, video service or natural gas distribution system, evidence that any "certificate of public convenience and necessity" or other regulatory authorization that the applicant is required by law to obtain, or that the applicant has elected to obtain, has been issued by the ICC or other jurisdictional authority;

2. In the case of natural gas systems, state the proposed pipe size, design, construction class, and operating pressures;

3. In the case of water lines, indicate that all requirements of the Illinois environmental protection agency, division of public water supplies, have been satisfied;

4. In the case of sewer line installations, indicate that the land and water pollution requirements of the Illinois environmental protection agency, division of water pollution control, and other local or state entities with jurisdiction, have been satisfied; or

5. In the case of petroleum products pipelines, state the type or types of petroleum products, pipe size, maximum working pressure, and the design standard to be followed.

6. In the case of distributed antenna systems, state whether the applicant is seeking to place all or a portion of the system within a residential zoning district or design review overlay district and, if so, an explanation as to why placement of the system entirely outside of such districts would compromise the functioning of the system or is otherwise impractical. Applications for installation of distributed antenna systems shall also include proof that the telecommunications carrier or provider is registered with the village pursuant to section 13-2-1 of this code.

SECTION 4: Title 7 (Public Ways and Properties), Chapter 1G (Construction of Utility Facilities in Rights-of-Way), Section 5 (Action on Permit Applications), is amended to add a new subsection D., to read in its entirety as follows:

"D. Additional Village Review of Applications for Installation of Distributed Antenna Systems. Applications to install distributed antenna systems in the right-of-way are subject to the following application approval procedures.

1. Initial Application Review. Upon submission of a completed application for installation of a distributed antenna system in the right-of-way, the village manager or his or her designee shall review the application for completeness and compliance with the requirements of this chapter, and for the location of the proposed system.

2. Administrative Approval of Non-Residential Application. If an application seeks installation of a distributed antenna system in right-of-way locations (other than alley right-of-way locations) that are entirely outside of residential zoning districts and design review overlay districts, the village manager or his or her designee shall review the application and issue a permit pursuant to subsection A above upon finding that the proposed work conforms to the requirements of this article and applicable ordinances, codes, laws, rules and regulations.

3. Zoning and Public Safety Committee Review of Certain Applications. If an application seeks installation of a distributed antenna system in right-of-way locations that include any locations (other than alley right-of-way locations) within a residential zoning district or design review overlay district, the application, upon being found to contain all required information and to be otherwise complete, shall be forwarded for review to the village's zoning and public safety committee. The zoning and public safety committee, upon receipt of an application seeking installation of a distributed antenna system in the right-of-way that includes locations within a residential zoning district or a design review overlay district, shall review the application at its next regularly scheduled meeting. Notice of the meeting at which the application shall be considered shall be provided at least seven (7) days prior to the meeting via certified mail to all taxpayers of record of properties within 250 feet of any node proposed to be placed in a residential zoning district or within the village's design review overlay district at the address listed with the Treasurer of the applicable County for payment of real estate property taxes on the property. At the meeting where the application is considered, the zoning and public safety committee may seek input from the applicant, village engineer, village staff, residents and other concerned parties relative to the proposed system and its location. The committee may suggest alternative locations for location of the system or particular nodes and other equipment. The committee may continue the matter for additional input or submissions, or take other action as it deems

necessary to reach a reasoned decision on the application. If the zoning and public safety committee finds that the application conforms to all village requirements for construction of utility facilities in the rights-of-way, including both general requirements and those specifically applying to distributed antenna systems, and that placement of the system at the proposed locations instead of outside of the residential zoning district or design review overlay district is necessary, advisable or otherwise acceptable based on the application and input received by the committee, it may approve the application, with or without reasonable conditions. If the zoning and public safety commission determines that the application fails to conform to all village requirements, or that placement of the distributed antenna system at the proposed locations is neither necessary, advisable nor otherwise acceptable, it may deny the application.

4. Secondary Review by Board of Trustees. Following a vote on an application by the zoning and public safety committee, a seven (7) day waiting period shall commence. If, during the waiting period, the chair of the zoning and public safety committee receives a written request from the applicant, the village president or any single member of the board of trustees requesting secondary review of the application by the board of trustees, the application and any materials otherwise considered by the committee in its application review, along with the vote of the committee, shall be forwarded to the board of trustees for secondary review. Upon secondary review, the board of trustees shall consider the application, related materials, any other relevant information or input received by it, and shall approve the application, approve the application with conditions, or deny the application.

5. Time Limit for Village Consideration. The village shall ensure that fully completed applications for installation of distributed antenna systems receive timely consideration. Unless otherwise acted on by the village, a fully completed application shall be deemed granted ninety (90) days after submission, provided the applicant has complied with applicable village codes, ordinances and regulations. The 90-day period can be extended by agreement."

SECTION 5: Title 7 (Public Ways and Properties), Chapter 1G (Construction of Utility Facilities in Rights-of-Way), Section 15 (Location of Facilities), is amended to add a new subsection J., to read in its entirety as follows:

"J. Distributed Antenna Systems:

1. Co-Location; Existing Poles. All equipment related to a distributed antenna system shall be mounted/co-located on existing poles or other existing structures unless it can be shown by the applicant either that a new pole is required in order for the system to function effectively or that an alternate location will be less obtrusive and/or more beneficial to the public.

2. Blending. An applicant seeking installation of a distributed antenna system must demonstrate that it has made efforts to blend or camouflage the system with existing facilities and surroundings or has otherwise screened or concealed the system from view. Approved blending methods include, but are not limited to, location of equipment within a tree canopy or other inconspicuous location, use of green, brown or other colored equipment designed to mimic the colors and/or materials of the tree canopy, co-location structure or other environmental features or nearby structures, as well as use of textures and shapes as appropriate, all with the intent of minimizing the visual impact of the system.

3. Minimum Height. All distributed antenna systems shall be installed at a minimum height of fifteen feet (15') above the ground.

4. Maximum Height. Distributed antenna systems may not extend more than twenty-four inches (24") above the height of the existing pole or other structure on which it is installed.

5. Size. Distributed antenna systems, including related equipment enclosures, shall conform to the size limitations in subsection A.5. above. Equipment enclosures shall not be oversized based on anticipated future needs unless specifically approved by the village.

6. Residential Placements. Where distributed antenna systems are placed in residential or design overlay districts, every effort shall be made to avoid placement at right-of-way locations directly in front of a residence. If placement directly in front of a residence is absolutely necessary for technological reasons, the village has the right to require screening or impose other design mitigation requirements.

7. Alternative Locations. The village may request that a particular node or nodes be placed in an alternative location to that proposed by the applicant. Where a request for an alternative location is unable to be accommodated by an applicant, the applicant shall supply an explanation in writing as to why the suggested alternative location will compromise the functioning of the system or is otherwise impractical."

SECTION 6: Title 7 (Public Ways and Properties), Chapter 1G (Construction of Utility Facilities in Rights-of-Way), Section 7-1G-19 is amended to read in its entirety as follows:

"7-1G-19: CLEANUP AND RESTORATION:

The utility shall, at its sole expense, remove all excess material and restore all turf and terrain and other property within ten (10) days after any portion of the rights-of-way are disturbed, damaged or destroyed due to construction or maintenance by the utility, all to the satisfaction of the village. This includes restoration of entrances and side roads. Restoration of roadway surfaces shall be made using materials and methods approved by the village manager. Such cleanup and repair may be required to consist of backfilling, regrading, reseeding, resodding, or any other requirement to restore the right-of-way to a condition substantially equivalent to that which existed prior to the commencement of the project. The time period provided in this section may be extended by the village manager for good cause shown."

SECTION 7: Title 13 (Telecommunications), Chapter 1 (General Provisions), Section 2 (Definitions), is amended by insertion of the following definition in the existing text:

"DISTRIBUTED ANTENNA SYSTEM: A wireless communications network with multiple spatially separated antenna nodes and related equipment mounted on existing infrastructure (typically power and/or telephone poles), all connected to a common source via fiber optic cable or other transport medium, which provides enhanced coverage within a geographic area."

SECTION 8: Title 13 (Telecommunications), Chapter 6 (Fees and Compensation), is amended by adding a new Section 13 (Distributed Antenna System Application Fee), to read in its entirety as follows:

"13-6-13: DISTRIBUTED ANTENNA SYSTEM APPLICATION FEE:

Applications for installation of a distributed antenna system shall be subject to a one time administrative fee of (\$) relating to the review, issuance and administration of the application. Applicants are required to pay such fee at the date such application is submitted.

SECTION 9: Severability and Repeal of Inconsistent Ordinances. Each section, paragraph, clause and provision of this Ordinance is separable, and if any section, paragraph, clause or provision of this Ordinance shall be held unconstitutional or invalid for any reason, the unconstitutionality or invalidity of such section, paragraph, clause or provision shall not affect the remainder of this Ordinance, nor any part thereof, other than that part affected by such

decision. All ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

SECTION 10: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this ____ day of _____ 2012.

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED by me this ____ day of _____, 2012, and attested to by the Village Clerk this same day.

Thomas K. Cauley, Jr., Village President

ATTEST:

Christine M. Bruton, Village Clerk

This Ordinance was published by me in pamphlet form on the ____ day of _____, 2012.

Christine M. Bruton, Village Clerk

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS
COUNTY OF COOK)

CLERK'S CERTIFICATE

I, Christine Bruton, Clerk of the Village of Hinsdale, in the Counties of DuPage and Cook, State of Illinois, do hereby certify that the attached and foregoing is a true and correct copy of that certain Ordinance now on file in my Office, entitled:

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 7 (PUBLIC WAYS AND PROPERTIES), CHAPTER 1 (STREETS AND SIDEWALKS), ARTICLE G (CONSTRUCTION OF UTILITY FACILITIES IN RIGHTS-OF-WAY) AND TITLE 13 (TELECOMMUNICATIONS), CHAPTERS 1 (GENERAL PROVISIONS) AND 6 (FEES AND COMPENSATION) RELATIVE TO INSTALLATIONS OF DISTRIBUTED ANTENNA SYSTEMS IN PUBLIC RIGHTS-OF-WAY

which Ordinance was passed by the Board of Trustees of the Village of Hinsdale at a Regular Village Board Meeting on the ____ day of _____, 2012, at which meeting a quorum was present, and approved by the President of the Village of Hinsdale on the ____ day of _____, 2012.

I further certify that the vote on the question of the passage of said Ordinance by the Board of Trustees of the Village of Hinsdale was taken by Ayes and Nays and recorded in the minutes of the Board of Trustees of the Village of Hinsdale, and that the result of said vote was as follows, to-wit:

AYES: _____

NAYS: _____


ABSENT: _____

I do further certify that the original Ordinance, of which the foregoing is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Hinsdale, this ____ day of _____, 2012.

Village Clerk

REQUEST FOR BOARD ACTION

Agenda Section Number Zoning & Public Safety Committee	Originating Department Police
Item Number: Multi-way Stop Sign/Traffic Study Eighth and Monroe Streets.	Approved Chief Bradley Bloom 

SUMMARY OF REQUESTED ACTION:

In an effort to proactively monitor traffic crash data that may trigger a review of an intersection for potential intersection improvements we completed a traffic engineering study at the intersection of Eighth and Monroe Streets following the most recent accident that occurred on June 2, 2012. Our review findings are as follows:

The intersection of Eighth and Monroe is a standard residential intersection. What make this intersection problematic is a significant roadway incline on Eighth Street just east of the intersection. This roadway incline poses a line of sight issue for traffic going both northbound and southbound on Monroe and reduces a driver's reaction time to cross traffic for a vehicle traveling westbound on Eighth Street. Cars exceeding the 25 MPH speed limit exacerbate this problem.

It should be noted that we have reviewed this intersection on five (5) separate occasions since 2003 each time finding that the MUTCD warrants had not been met for a multi-way stop signs. Past studies have recommended the installation of additional signage warning "dangerous intersection ahead" for east and westbound traffic on Eighth Streets and that bushes that may add to sight obstructions be removed.


Our most recent study found that we have experienced five (5) right angle collisions within a 12 month period with the most recent involving a teen bicyclist that occurred on June 2, 2012.

This crash data alone meets the MUTCD warrants contained in Section 2B.07, Multi-Way Stop Applications and allows the installation of a multi-way stop sign.

Therefore, we are recommending that a multi-way stop sign be installed at this intersection. We are also recommending that the "dangerous intersection" sign on Eighth Street be replaced with a "stop ahead" sign.

The complete traffic study is attached for your review.

MOTION: To recommend that the Village Board approve an ordinance amending section 6-12-3 of the Village Code to include a multi-way stop sign at Eighth and Monroe Streets.

Approval	Approval	Approval	Approval	Manager's Approval 
-----------------	-----------------	-----------------	-----------------	---

COMMITTEE ACTION:**BOARD ACTION:**

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 6-12-3
OF THE VILLAGE CODE OF HINSDALE

WHEREAS, the President and Board of Trustees of the Village of Hinsdale have studied the intersection of Garfield Street and First Street and believe it to be in the best interests of the Village residents to change said intersection to a four-way stop intersection.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1. Recital. The foregoing recital is incorporated herein as a finding of the President and Board of Trustees.

Section 2. Amendment to Section 6-12-3(B). Section 6-12-3(B) of the Village Code of Hinsdale shall be, and is hereby, amended by, deleting the following:

EIGHTH STREET AND MONROE STREET – NORTHBOUND AND SOUTHBOUND

Section 3. Amendment to Section 6-12-3(D). Section 6-12-3(D) of the Village Code of Hinsdale shall be, and it is hereby, amended by adding thereto, in proper alphabetical order, the following:

**EIGHTH STREET AND MONROE STREET –
WEST/EAST/NORTH AND SOUTHBOUND**

Section 4. Signs. The Police Department is hereby authorized and directed to erect appropriate signs on the above named streets.

Section 5. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law and after the erection of appropriate signs in accordance with Section 4 above.

PASSED this _____ day of _____, 2012.

AYES:

NAYES:

ABSENT:

APPROVED this _____ day of _____, 2012

ATTEST:

Village President

Village Clerk

HINSDALE POLICE DEPARTMENT

INTERSECTION STUDY

LOCATION: 8th & Monroe

June 18, 2012

Prepared By:
Deputy Chief Mark Wodka

STUDY TABLE OF CONTENTS

Study Report

- A. PRESENT CONDITIONS
- B. CRASH DATA AND ANALYSIS
- C. TRAFFIC VOLUMES
- D. SIGHT OBSTRUCTIONS
- E. PREVIOUS STUDIES
- F. CONCLUSIONS/RECOMMENDATIONS

Support Data

- A. US DOT WARRANTS
- B. COLLISION DIAGRAM
- C. INTERSECTION PHOTOGRAPHS

Memorandum

To: Chief Bradley Bloom
From: Deputy Chief Mark Wodka
Date: June 18, 2012
Re: Intersection Study – Monroe & Eighth



A review of the intersection was initiated based upon internal monthly crash analysis which indicated that there had been an increase in the number of collisions at this intersection, particularly within the last 12-months. The review was conducted to determine whether any physical changes at the intersection or traffic control signage changes may be warranted. The review includes a review of previous studies and data for the intersection, on-site inspection of physical changes to the intersection such as landscaping that may be impairing driver vision, review of traffic volumes, and an analysis of crash data for a 12-month period.

PRESENT CONDITIONS

The intersection of Monroe & Eighth is currently controlled by a 2-way stop sign on Monroe, requiring northbound and southbound traffic on Monroe to yield to traffic on Eighth Street. The posted speed limit for both Monroe & Eighth is 25 miles per hour. Yellow "Dangerous Intersection" warning signs are present on both the east and westbound approaches of Eighth Street. Sidewalks are present on three corners of this intersection. The traffic generated is primarily from residents living in the vicinity of the intersection, but is also generated from cut through traffic within the Village as well as commuters to the West Hinsdale or Clarendon Hills train stations.

CRASH DATA

Collision data was reviewed for a 12-month period from 6/1/2011 to 6/2/2012. During this time, there were four property damage accidents at this intersection, and one injury accident (the bicyclist on 6/2/2012).

See continuation next page

ANALYSIS OF CRASHES

Direction of Travel	Numbers of Crashes and Respective Causes
Northbound vehicle on Monroe not yielding to Westbound Vehicle on Eighth	2 <i>Cause: Bicyclist did not stop for Stop Sign</i> <i>Cause: Motorist stopped and did not see approaching vehicle. A vision obstruction was not reported.</i>
Southbound vehicle on Monroe not yielding to Westbound Vehicle on Eighth	1 <i>Cause: Motorist did not come to a stop and failed to yield</i>
Northbound vehicle on Monroe not yielding to Eastbound vehicle on Eighth	1 <i>Cause: Vehicle tried to come to a stop but slid on wet pavement</i>
Southbound vehicle on Monroe not yielding to Eastbound vehicle on Eighth	1 <i>Cause: Motorist was waived to proceed by a driver in a vehicle approaching in the opposite direction. Driver proceeded without yielding to a motorist on Eighth Street.</i>

TRAFFIC VOLUME

Traffic counts from previous studies were reviewed. Traffic volume was collected for a 24-hour period for both Monroe & Eighth Street (September 2005.) The combined total for eastbound (1,363) and westbound (1,517) Eighth Street was **2880** vehicles. The combined total for northbound (414) and southbound (487) Monroe Street was **901** vehicles. The total volume per hour, for any eight hours of an average day, from all four approaches is **285.375**.

SIGHT OBSTRUCTIONS

Past reviews of this intersection have found that shrubbery on the northwest and northeast corners were in the line of sight for motorists approaching this intersection. Those obstructions have been previously removed.

A grade remains on Eighth Street which reduces visibility of vehicles approaching in the westbound direction. The grade has been cited in previous studies as being a contributing factor in collisions where visibility was reduced.

PREVIOUS STUDIES/DATA

Previous studies at this intersection were reviewed. Studies were conducted in 1988, 1993, 1994, 1997, 1999, 2003 and 2005. All of these studies unanimously found that the intersection did not meet the warrants for a multi-way stop sign due to collision data not being met. Modifications were made instead to shrubbery and landscaping in an effort to minimize site obstructions which were present.

CONCLUSIONS/RECOMMENDATIONS

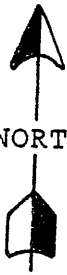
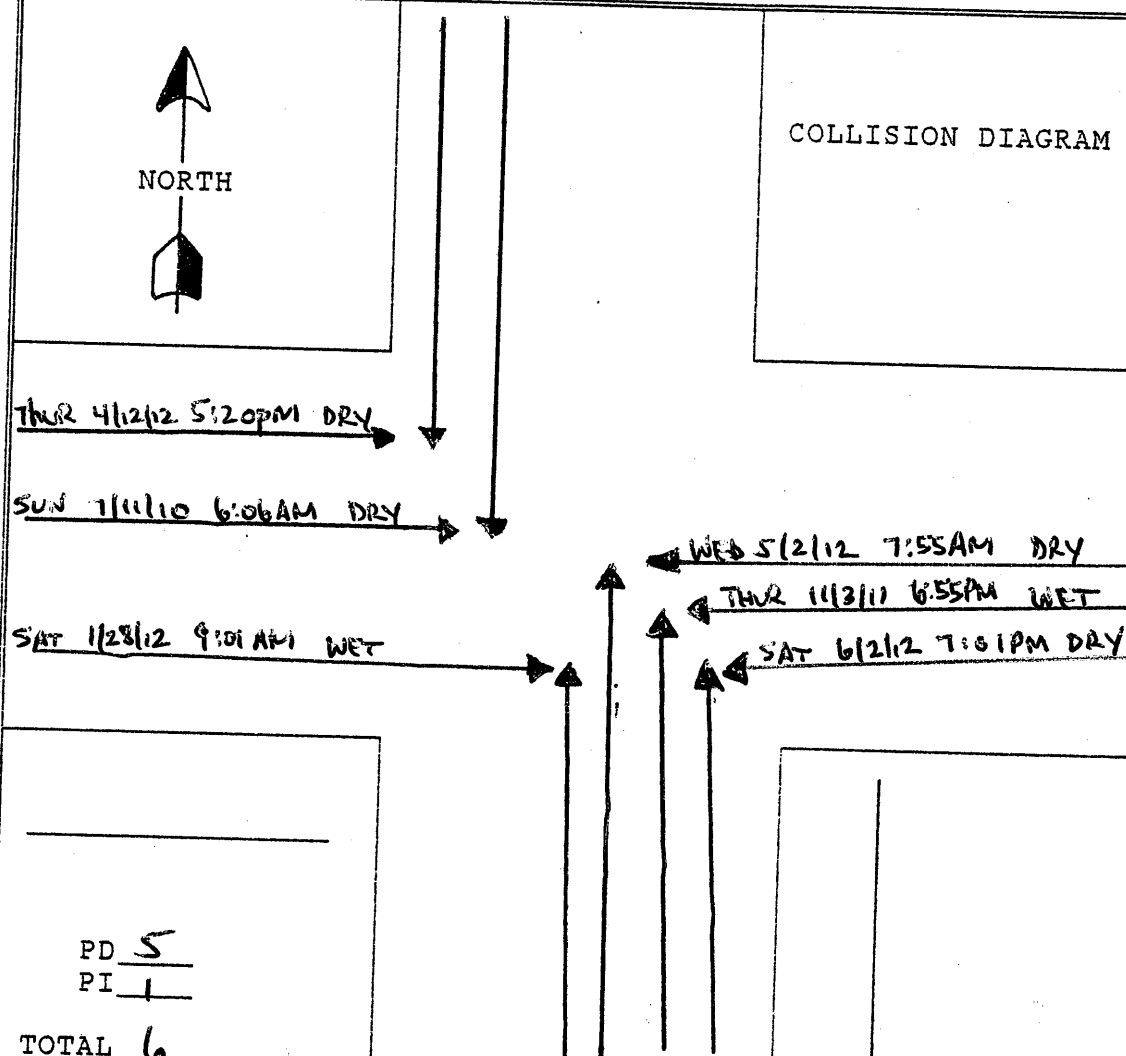














Although historically collisions at the intersection of Monroe & Eighth remain low over a 5-year period, there has been an increase of collision frequency in the last 12-month period, meeting the federal requirement of "Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation."

The increase in collision frequency has prompted additional consideration for a multi-way stop installation as other signage or obstruction alternatives have already been exhausted. There have been no physical changes to the intersection in the last 12-months that may be resulting in the increased frequency of collisions. Signage that is currently in place is clear and supplemented with signage that warns motorists that cross traffic does not stop, coupled with a unique signage application has been previously implemented at this intersection which cautions motorists of a dangerous intersection ahead.

Optional criteria in the multi-way stop warrants provide for the installation of a multi-way stop at locations "where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting traffic is also required to stop." This optional criteria historically has been a hazard factor identified in previous studies of this intersection, but lacked minimum crash data to warrant a multi-way stop installation.

Based upon the current crash analysis and the continuing site obstruction at this intersection, I am recommending that a multi-way stop sign installation be considered for this intersection.

Due to the physical location of the grade of Eighth Street and its proximity to the intersection, a multi-way stop installation would also require a warning sign to be placed on the westbound approach which cautions motorists. Such warning signage will warn motorists of an approaching stop requirement on the Eighth Street grade.

<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  NORTH </div> <div style="text-align: center;">  </div> <div style="text-align: right; padding-right: 50px;"> COLLISION DIAGRAM </div> </div>		
PD <u>5</u> PI <u>1</u> TOTAL <u>6</u>		
SYMBOLS <div style="margin-top: 10px;">  MOVING VEH  BACKING VEH  NON-INVOLVED  PEDESTRIAN <div style="margin-top: 5px;">  PARKED VEH  FIXED OBJECT <div style="margin-top: 5px;">  FATAL  INJURY </div> </div> </div>	TYPE OF COLLISION <div style="margin-top: 10px;">  REAR END  HEAD ON  SIDE SWIPE  OUT OF CONT <div style="margin-top: 10px;">  LEFT TURN  RIGHT TURN </div> </div>	SHOW FOR EACH COLLISION <div style="margin-top: 10px;"> 1. DAY, DATE, TIME 2. WEATHER 3. NIGHT/DAY </div>
INTERSECTION <u>EIGHTH</u> AND <u>MONROE</u> PERIOD <u>5 YEARS</u> FROM <u>6/1/2007</u> TO <u>6/2/2012</u>		

Hinsdale Police Department

Manual on Uniform Traffic Control Devices Warrants

The following warrants must be met prior to the installation of a **Multi-way** stop sign:

Section 2B.07 Multi-Way Stop Applications

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

Guidance:

The decision to install multi-way stop control should be based on an engineering study. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th -percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

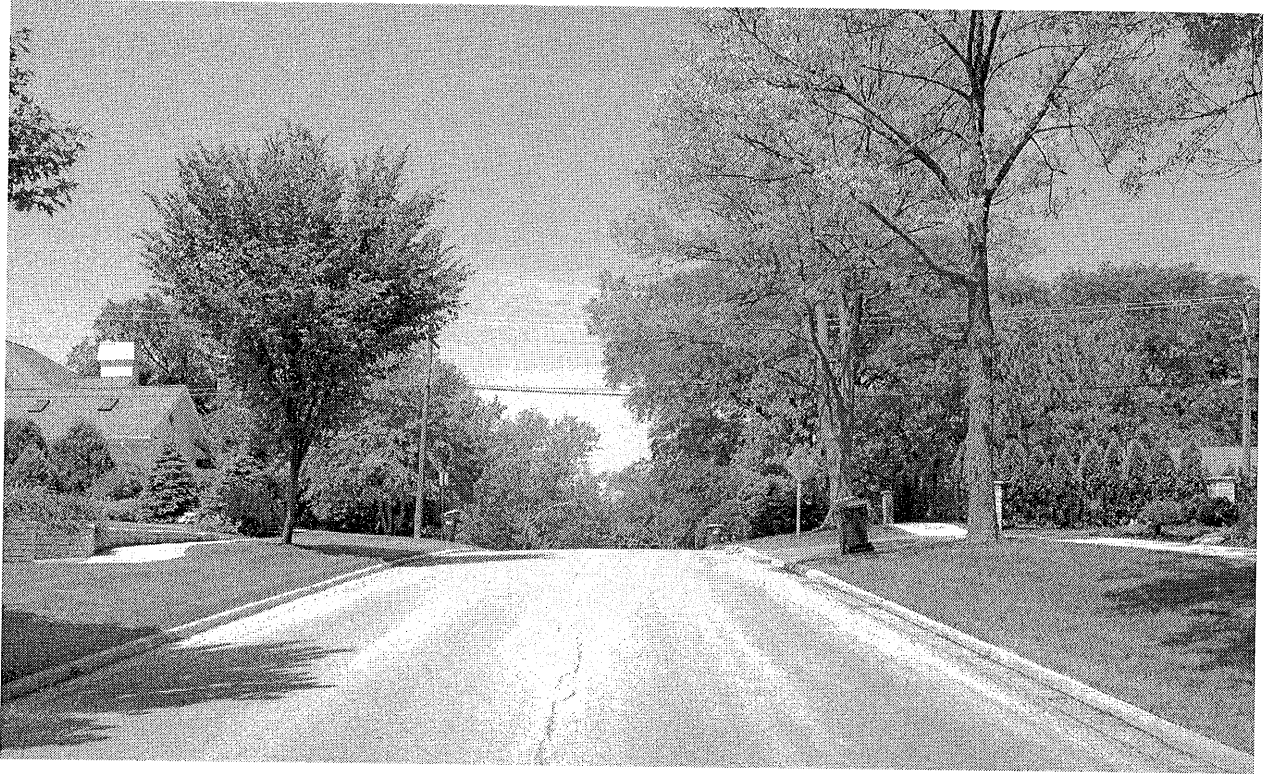
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

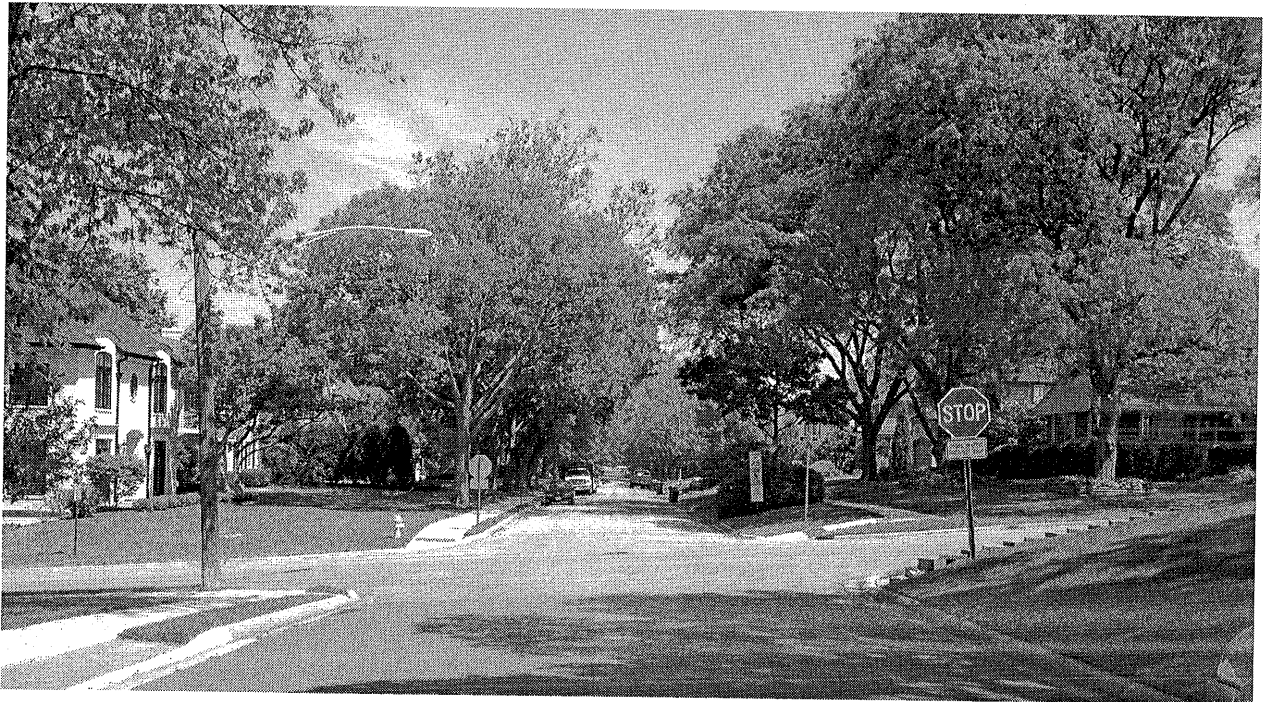
Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

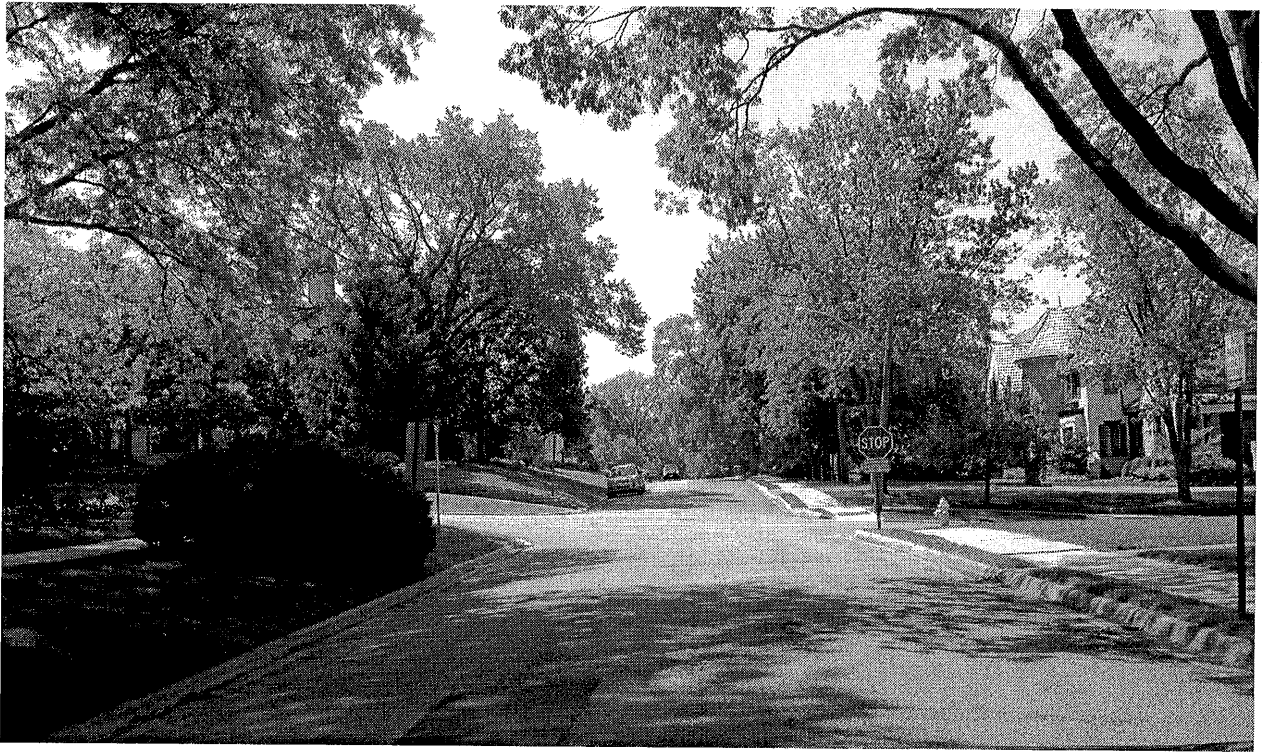
WESTBOUND EIGHTH STREET APPROACH



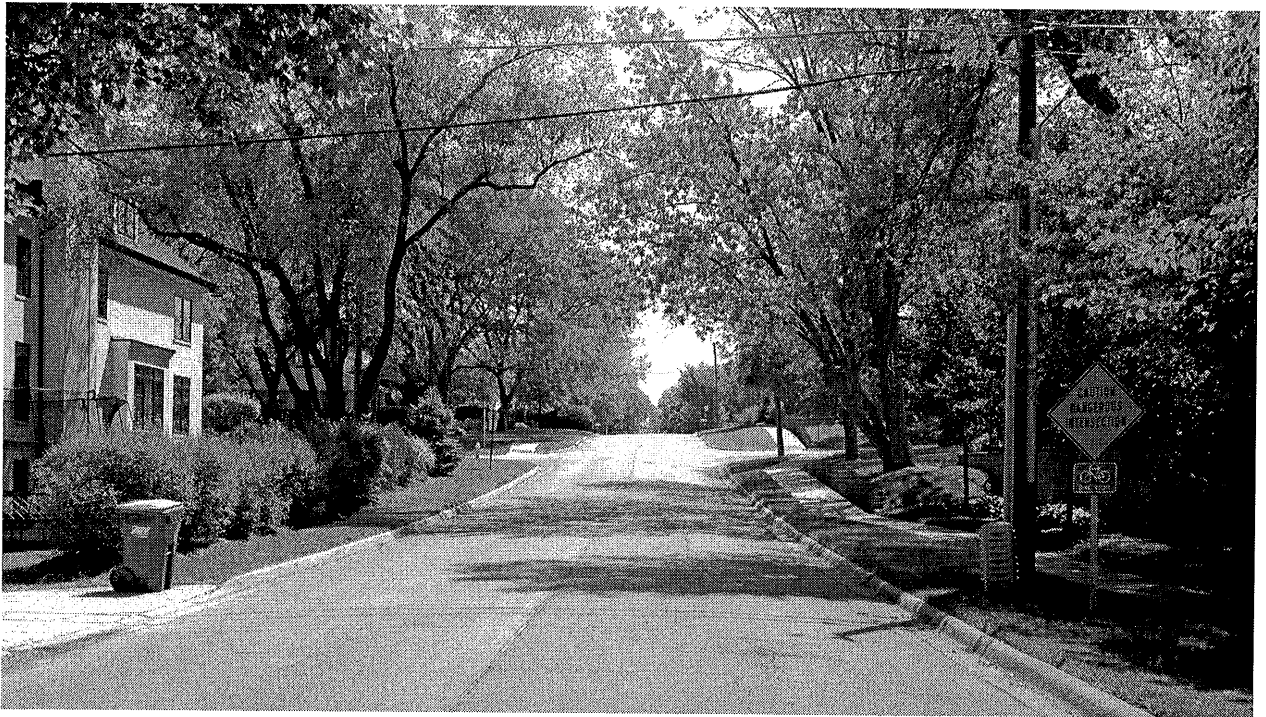
NORTHBOUND MONROE STREET APPROACH



SOUTHBOUND MONROE STREET APPROACH



EASTBOUND EIGHTH STREET APPROACH



REQUEST FOR BOARD ACTION

Agenda Section Number Zoning and Public Safety Committee		Originating Department Police		
Item Number DuPage MEG Contribution		Approved Chief Bradley Bloom <i>BAB</i>		
SUMMARY OF REQUESTED ACTION:				
<p>The DuPage Metropolitan Group (DUMEG) is cooperative entity of municipal DuPage County law enforcement agencies specializing in illegal drug investigations within DuPage County. The DuMeg unit is commanded by personnel from the State Police and reports to a policy board comprised of member police chiefs. DuMeg's investigative techniques include undercover buys, surveillances, the use of informants and sharing intelligence information.</p> <p>In Hinsdale last year, DuMeg assisted in an investigation that uncovered a chemical lab that was being used to manufacture a Schedule III hallucinogen. The resident responsible was charged with a Class X felony and is awaiting trial. This case underscores the necessity of this resource. On a local level we don't have the expertise or resources to conduct such an investigation on our own. Additionally, DuMeg covered the very costly Haz-Mat clean-up of the lab.</p> <p>All drug investigations are done cooperatively and in conjunction with local law enforcement. Agencies wishing to participate in DUMEG have the choice of assigning an officer to the unit or paying a fee which is based on the number of sworn officers authorized by budget. Hinsdale has been a member of DUMEG since its inception 30 years ago and has always been a fee paying contributor.</p> <p>We have found DUMEG to be both a responsive to our needs and quite effective. DUMEG agents in the past year alone have been quite active and conducted many drug investigations within the Village. Moreover, since there has always been a link between illegal drug use and property crimes intelligence information supplied by DUMEG has been invaluable to our investigators.</p> <p>Staff respectfully requests that payment of the fair share contribution to the DuPage Metropolitan Enforcement Group (DUMEG) in the amount of \$13,000, based upon \$520 per authorized officer (25 officers).</p> <p>MOTION: To recommend that the Village Board approve payment in the amount of \$13,000 to the DuPage Metropolitan Enforcement Group.</p>				
Approval	Approval	Approval	Approval	Manager's Approval <i>DL</i>
COMMITTEE ACTION:				
BOARD ACTION:				



DU PAGE METROPOLITAN

Narcotics and Dangerous Drugs

ENFORCEMENT GROUP

May 16, 2012

Chief Bradley Bloom
Hinsdale Police Department
121 Symonds Drive
Hinsdale, IL 60521

Dear Chief Bloom:


As approved by the DuPage MEG Policy Board your "Fair Share" contributions for FY2013 to DuPage MEG is \$13,000.00.

This figure is based upon \$520 per authorized officer, as approved by the DuPage MEG Policy Board.

Please send your contribution directly to DUMEG by July 15, 2012 so that proper budgeting for FY13 may be implemented.

If you have any questions regarding your contribution, please feel free to contact me.

Sincerely,


Chief Bradley Bloom
Chairman, DuPage MEG

DUMEG

P.O. BOX 162 • CLARENDON HILLS, ILLINOIS 60514-0162

630 - 325 - 4784

FAX: 630 - 325 - 4762

Memorandum

To: Chairman Saigh and Members of the Zoning and Public Safety Committee
From: Chief Bradley Bloom and Tim Scott
Date: June 19, 2012
Re: Discussion Item-Support for Grant Application for Assistance in Conducting a Comprehensive Parking Study in the Central Business District.



We were recently contacted by Ms. Lindsay Banks of the Chicago Metropolitan Agency for Planning (CMAP) regarding a potential grant opportunity through the Local Technical Assistance Program that provides staff assistance in developing a comprehensive parking study in our Central Business District.

Ms. Banks recently completed a report entitled "Parking Strategies to Support Livable Communities" A copy of this report is attached for your review.

Under the terms of the grant CMAP will provide staff assistance and guidance in completing the steps outlined in the report starting with an occupancy study and engaging the public and business community. Municipal support and support from the Chamber of Commerce is an essential part of being selected for the grant. The goal of this study is to develop best practices to manage our existing parking supply and gain community buy-in for the plan going forward.

Under the terms of the program grant applications are evaluated based on the following criteria:

- Alignment of the project with the recommendations of GO TO 2040
- Local need for assistance
- Feasibility and ability to implement
- Collaboration with other groups, including neighboring governments and nongovernmental groups
- Input from relevant Counties and Councils of Government (COGs)
- Geographic balance

According to Ms. Banks, the criteria for parking management assistance will be slightly different than other projects because the local need (financial ability of the municipality) will have less of an impact. This is primarily because more affluent communities might have the financial resources but not the technical expertise – and an affluent / thriving community is more likely to have parking congestion than a struggling community. Also, there won't be much inter-jurisdictional collaboration on parking management – but support from local Chamber of Commerce would be good.

Applications are due by August 1, 2012. One or two projects will be selected for the parking study in October 2012. The project will take approximately eight months to complete and does not require a local funding match.



Parking Strategies to Support Livable Communities



April 2012



Table of Contents

CONTENTS	
Livable Communities	
Envisioning the Future	5
Complete Streets	6
The Role of Parking	6
The Evolution of Parking Management	7
Step 1: Evaluation	8
Determining if you have a parking problem	9
Assessing your Parking Problem	9
Conducting a Parking Survey	10
Step 2: Education / Outreach	13
Working with Consultants	13
Effective Public Participation	14
Step 3: Strategy Development	17
How to Handle Parking Demand without Building More Parking	18
Non-Pricing Strategies	19
Pricing Strategies	26
Selecting the Right Set of Strategies	31
Step 4: Implementation	33
Writing the Plan	34
Parking Signage, Branding, and Marketing	34
Enforcement	35
Considerations for Parking Structures	35
Paying for Parking Structures	36
Bonding and Debt	36
Financial Tools Acronym Soup: TIFs, SAs, SSAs, BIDs, and BDs	37
Payment In Lieu of Parking	39
Public-Private Partnerships	39
Recently constructed garages in the region	40
Step 5: Monitoring and Evaluation	43
Conclusion	44
Appendix	46
Model Ordinances and Sample Code Amendments	47
Additional Resources	49



Downtown Glen Ellyn Photo: Lindsay Banks, <http://flic.kr/p/bAsaph>

Introduction

Livable Communities

This report is provided to help communities address their parking concerns with the end goal of making our communities more livable. Though opinions differ on what exactly makes a community “livable,” attractive and appealing communities tend to share some common traits. They are healthy, safe, and walkable. They offer choices for timely transportation to schools, jobs, services, and basic needs. As outlined in the GO TO 2040 regional plan, livable communities are created through effective planning and decisions by local officials, developers, and individual residents. In addition to their quality-of-life benefits, livability and compact growth make good economic sense for our region and its residents. Developing our existing communities and improving their livability is more cost-effective and resource-efficient than rapidly developing in areas without adequate infrastructure. Decisions made about parking directly affect the livability of our communities.

Envisioning the Future

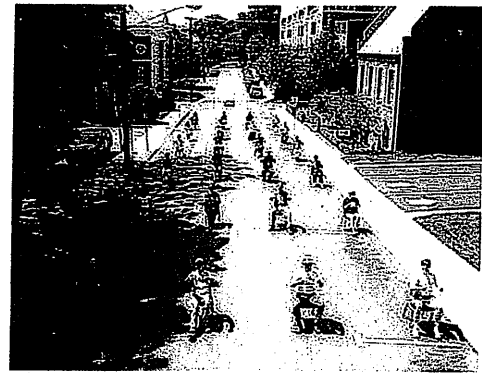
One of the central goals of GO TO 2040 is to make our region a better place to live, by directing investment toward policies that strengthen existing communities. While CMAP can help local governments address the issues of livability in their communities, development decisions will continue to be made locally. As such, each community should develop its own goals for future growth and envision how they would like their downtown to look, feel, and function. With that in place, it will be easier to determine the best approach to take toward parking.

Complete Streets

Addressing any parking problems should be part of a comprehensive multi-modal transportation system plan. Driving and parking make up just one facet of a community's transportation infrastructure. While cars will continue to be the primary mode of transportation for many of us, GO TO 2040 recommends that other modes — like walking, bicycling, and transit — make up a greater share of trips in the future. The design of our streets and how we manage parking can encourage multi-modal use and improve safety; one popular method of accomplishing this is called "Complete Streets." While a complete street can differ somewhat from one community to the next, the common idea is that they are designed with all potential users in mind — old and young; people using wheelchairs, walkers, or canes; pedestrians, bicyclists, bus riders, and drivers.

Complete Streets make it easier to walk from one destination to the next, to cross the street, and to ride a bike; they can reduce accidents at dangerous intersections. Providing transportation options improves the health of a community and the health of residents. The Alliance for Bicycling and Walking found that states with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure.¹ Complete Streets can help older residents stay active and involved in their communities. As indicated by the photos to the right, accommodating multiple modes of transportation can move more people within the same amount of road space.

Common elements of a complete street include sidewalks, bike lanes, dedicated bus lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, median islands, curb extensions, limited curb cuts, narrowed travel lanes, etc.² Sustainable prosperity depends on our region's success in reducing congestion by promoting transportation options other than driving. While not the only solution to the need for more parking, improving the walkability of an area and the quality of the environment expands the range of parking facilities that serve a destination, and encourages walking and bicycling to substitute for some automobile trips.



¹ "Bicycling and Walking in the United States: 2010 Benchmarking Report," Alliance for Biking and Walking. <http://www.completestreets.org/complete-streets-fundamentals/>

² National Complete Streets Coalition: <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq/>

The same number of people, showing amount of road space occupied when traveling: in cars, while walking and bicycling, and on a bus. Investing in alternative transportation is the best way to make efficient use of our roads. Photos: Thomas Jefferson Planning District Commission. www.tjpd.org

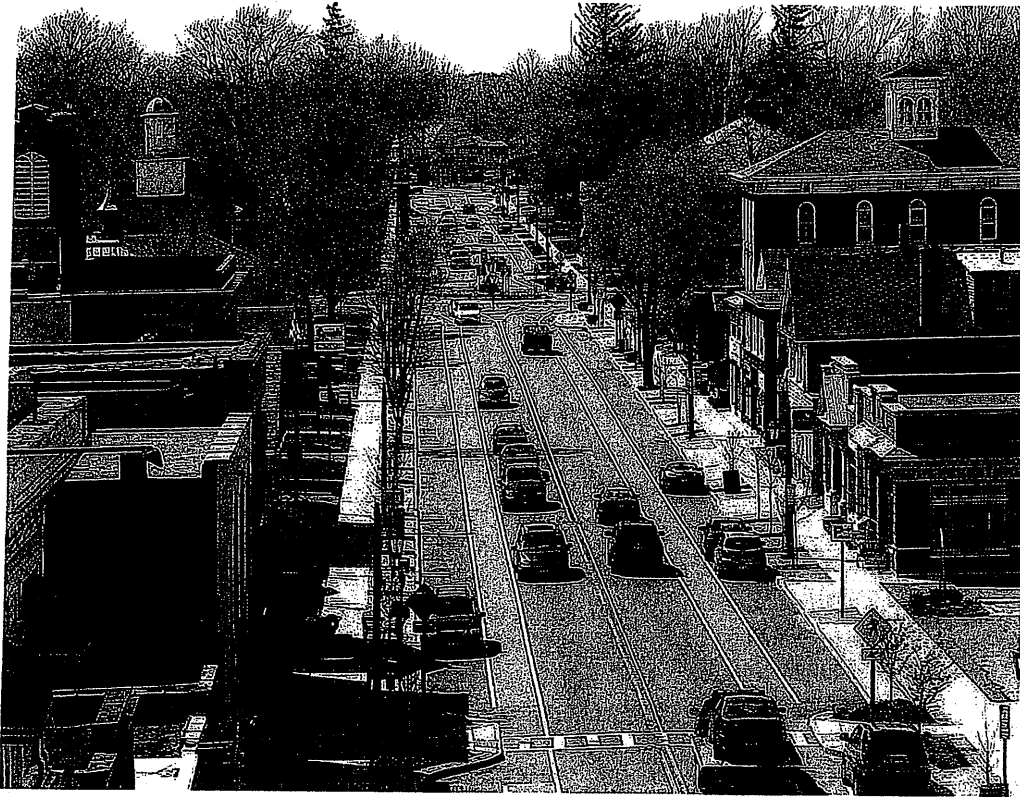


Photo: Dan Burden, www.completestreets.org

A healthy community provides safe options for all forms of travel -- whether it is on foot, bicycle, by bus, or by car. Proper parking management can reduce the need for more spaces by using the existing ones more efficiently and targeting different types of parkers (short term / long term), sharing parking between uses with different peak demands, and by shifting the cost of providing parking from the general public and municipal governments onto the users. While we have long-focused on improving the driving experience, there is a need for a balanced approach to accessibility.

The Role of Parking

As one of the largest single land uses in our municipal "footprints," parking deserves more attention than is typically bestowed upon it. Besides encouraging auto use, having such a large supply of parking influences the character, form, function and flow of our communities. For example:

- Providing a supply of parking to meet peak demand for every use keeps buildings widely spaced apart, rendering walking and bicycling unpleasant and unsafe.
- Paving over what were once grassland and wetlands increases runoff and therefore the burden on our stormwater systems and leads to flooding and pollution problems.
- Requiring large amounts of parking in housing developments makes the housing more expensive, irrespective of resident demand, as the cost of parking is built into the cost of each unit.

Parking strategies should be aligned with the municipality's vision for the future. This paper outlines five steps to reforming parking policy:

- 1) Evaluation,
- 2) Education / outreach,
- 3) Strategy development,
- 4) Implementation,
- 5) Monitoring and improvement.

A community should first evaluate the existing conditions for supply and usage rates, conduct a public education and outreach campaign, implement the appropriate changes, monitor results, and adapt as needed. It is important to have flexible policies so that adjustments can easily be made. Additionally, communities should consider how their zoning policy is affecting parking and make revisions to increase economic vitality and livability. They can also provide incentives for alternative transportation and work with local employers to encourage car-pooling, bicycling, and walking.

The Evolution of Parking Management

The amount of parking supplied influences the demand for parking, and it is impossible to determine the optimal parking supply without consideration of the costs and benefits of providing the supply. In the United States, we have more cars than licensed drivers, and the gap has been widening since the 1980s. For every car in the US, there may be as many as 8 parking spaces,³ and 99 percent of trips end in free parking.⁴ Our communities and our habits have adapted to the idea of ubiquitous, free parking. As communities grow, their parking needs and demands also undergo transformations, requiring different types of parking management – especially if we hope to reduce congestion and encourage livable communities.

In the Chicago region, most suburban downtown communities provide free parking with an assortment of restrictions, mainly on time. Several communities have added capacity, using a variety of funding measures to construct parking garages. There are some policy changes that can help alleviate stresses of parking, but as demand for parking continues to grow, and municipalities examine the costs to construct additional supply, many more communities will need to make the unpopular decision to charge for parking in high-demand areas.

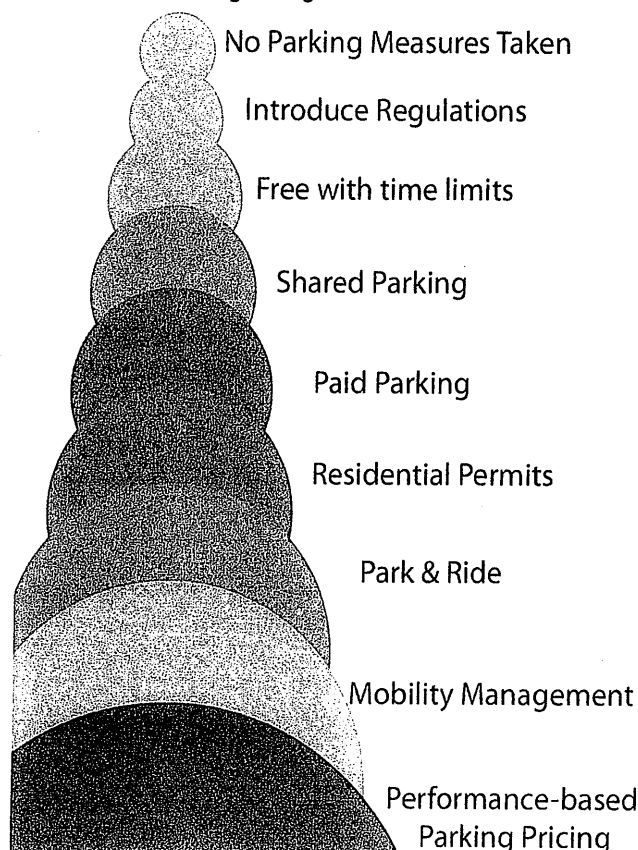
Parking pricing has been done successfully in places like Oak Park and Evanston, as well as smaller communities who are testing pricing mechanisms. Many commuter stations already have paid parking, but prices do not reflect actual costs, and the spaces remain in high demand. This imbalance of supply and demand has kept many lots full, and created parking spillover problems. If done right, parking pricing can be helpful to businesses and painless to shoppers and visitors. If there are no parking spaces available, a shopper may give up on his or her trip entirely. The goal of pricing is to free up just one or two spaces per block, and shift the long-term parkers from high-demand spaces.

A similar pattern of parking problems is found in villages and towns across the globe, and certain strategies consistently emerge to deal with them – this has been called the Evolution of Parking Management, as shown to the right. Most communities will start without parking management strategies until free and abundant parking becomes congested and negatively impacts the area's ability to attract shoppers or other pedestrians. When this happens, local governments put parking regulations and controls in place, such as prohibiting parking in some locations and marking spaces more clearly. If parking availability continues to decline, governments introduce time restrictions on the free parking, attracting long-term parkers to spaces farther from the town center, where space turnover is encouraged. As parking congestion increases, some parkers may resort to the “two-hour shuffle” in which long-term parkers occupy high-demand spaces but move their cars every few hours to avoid citations.

Eventually, if parking demand outpaces supply, and construction costs for new parking remain prohibitive, cities turn to pricing to shift demand and influence mode choice. Parking pricing, in turn, can lead to residential “spillover,” as neighborhoods close to high demand areas are targeted by long-term parkers looking to avoid paying for parking. Local governments solve this with residential parking schemes designed to give priority to residents who can purchase parking permits. Continued growth in car ownership and driving habits, combined with limited land in city centers has led to the use of Park & Ride lots, often with shuttles to move people between the lot and the town center. This can work for commuters and also for visitors and shoppers.

More recently, the concept of “Mobility Management” has found a place in cities trying to reduce congestion and promote a variety of travel modes. This tactic aims to enhance the accessibility of towns and cities for all people, regardless of their mode of transport. Providing connections between modes becomes very important when trying to create a “seamless journey,” where driving or taking a taxi is not necessary. Some large cities are also looking at “Performance – based Parking Pricing,” a strategy popularized by an urban planning professor from UCLA, Donald Shoup, and currently being tested in San Francisco. This tactic takes a market-based approach, varying the price of parking based on supply and demand.

The Evolution of Parking Management*



3 David Biello, “No Such Thing as Free Parking,” *Scientific American*, 9 January 2011, <http://bit.ly/vATtAw>

4 Donald Shoup, “The High Cost of Free Parking,” American Planning Association Press, Chicago, IL: 2005.

*Adapted from: “Parking Policies and the Effects on Economy and Mobility,” COST Action 342. Online: <http://bit.ly/rYHuDu>. Performance-based Parking Pricing added.

Step One Evaluation

Determining If You Have a Parking Problem

Most communities have a central downtown where businesses and attractions are clustered. Juggling the needs of local businesses, restaurants, rail commuters, residents, and visitors is no small feat. In addition to the customers, there are also employees arriving by car. When everyone is trying to go to the same part of town, it can become a challenge to find a parking spot for each automobile; people often are forced to drive in circles searching for a convenient space. Parking congestion indicates that people want to visit your downtown. The process of determining the degree of the parking problem primarily involves interviewing stakeholders and counting available spaces. With training and volunteer help, the counting can be done at very little cost.

Assessing Your Parking Problem

Whether you are planning for future growth or addressing current parking congestion issues, it is important to have a strong understanding of local stakeholders' perception of the problem, as well as thorough on-the-ground knowledge of the existing supply and parking occupancy rates. Municipalities often retain consultants to conduct parking inventories, but with some basic training, staff or volunteers can also be effective. A parking inventory is essentially a count of spaces and how they are used.



Photo: Capital Painting, Inc., www.capitalpaintinginc.com

Conducting a Parking Survey

Goal

Determine how much parking exists (both public & private) and how it is used. This can help to identify underutilized parking, high demand areas, opportunities for shared parking, and future parking needs in your community.

Materials needed

Municipal staff or volunteers with basic survey training, well-defined methodologies, map of area to be surveyed, survey forms, clipboards, writing utensils.

About surveys

Surveys are typically conducted in response to a perceived lack of parking, but if a municipality has the resources, a parking survey can be very valuable to have at any point, and should be done on a seasonal basis. Surveys typically focus only on the number of cars at certain parking spaces throughout the day, but can also include resident input on satisfaction and ease of parking. Naperville does annual parking surveys to measure parking use and business satisfaction; a sample of their survey is available in the appendix. More in-depth surveys can include the amount of turnover in an area.

Turnover Survey

A more thorough evaluation of the parking supply can include information about the turnover rate. In this process, you need to include the license plates of all the cars parking in the areas you are surveying. The process is repeated every hour in order to identify cars doing the “two-hour shuffle” to avoid tickets, cars parking for longer than the allowed time (where applicable), and to get a better understanding of turnover. If budgets allow, this process can be simplified with the use of Automated License Plate Recognition (ALPR) systems. ALPR systems are typically used by enforcement agents, as they can scan thousands of license plates each hour, recording the GPS location and alert officers if a car exceeds the time limit or “shuffles” to avoid tickets. If funding allows, enforcement agents (police) and planners may also want to consider sharing an ALPR system, as an efficient means of monitoring turnover. If your budget is limited, a turnover survey can be done manually on streets identified as problematic.

Metra has utilization rates and total number of parking spaces for each commuter parking lot, available on the RTAMS website: <http://www.rtams.org/rtams/home.jsp>.

Route	Block	Block Face	Street	Between which streets?	On street Capacity	Off-street Capacity	Total Capacity	Notes / Restrictions
A	15	East	Center Ave	W Scranton & E Scranton	15	0	15	meter
	16	West	Center Ave	W Scranton & E Scranton	12	20	32	meter
	15	North	E Scranton Ave	Center & Sheridan	10	0	10	2 hour maximum
	11	South	E Scranton Ave	Center & Sheridan	5	0	5	2 hour maximum
	11	West	Sheridan Rd	E Scranton & North	0	22	22	2 hour maximum
	11	North	North Ave	Sheridan & Walnut	3	0	3	
	8	South	North Ave	Sheridan & Walnut	5	20	25	2 hour maximum
	11	East	Walnut Ave	North & E Scranton	7	15	22	2 hour maximum
	16	West	Walnut Ave	North & E Scranton	10	15	25	2 hour maximum
	12	South	E Scranton Ave	Walnut & Oak	15	0	15	2 hour maximum
	12	North	E Scranton Ave	Walnut & Oak	10	0	10	2 hour maximum
	12	East	Oak Ave	E Scranton & North	10	0	10	2 hour maximum
	13	West	Oak Ave	E Scranton & North	5	0	5	2 hour maximum
	9	South	North Ave	Walnut & Oak	5	0	5	2 hour maximum
	8	South	North Ave	Walnut & Oak	10	0	10	2 hour maximum
	12	North	North Ave	Walnut & Oak	15	0	15	2 hour maximum
	16	South	E Center Ave	W Scranton & Oak	12	20	32	2 hour maximum
	18	North	E Center Ave	W Scranton & Oak	12	20	32	2 hour maximum

A sample parking inventory, available for download: <http://1.usa.gov/zkiWQX>

Occupancy Survey

Any survey of parking supply should begin with conversations on the street and inside local businesses.

1. Listen to stakeholders to determine their perceived parking needs and problems (business owners, employees, downtown residents, realtors, shoppers, city officials, chamber of commerce or downtown business association). Potential forums for input include public meetings, focus groups, and personal interviews. Questions to ask include:

- Is there a parking problem? Are certain blocks worse than others? What is the biggest problem?
- What times of the day are the worst; is it only weekdays / weekends?
- How is the enforcement? Does it work well? Is it fair?
- Are there obvious offenders? Certain groups or businesses that contribute more significantly to the problem?
- What is your ideal vision of parking downtown?
- What are ideas for solutions? How should they be paid for?

2. Design your survey, informed by the stakeholder input received.

- Is the study focused only on the Central Business District (CBD)? Does it extend into the residential neighborhoods next to the CBD ("spillover")?
- Alternatively, the study area can be determined by the largest distance someone would be willing to walk to local attractions (usually about half a mile)

3. Create a map of the study area and an Excel table to input data (see Appendix).

- Define the study area (depending on stakeholder input and time / budget allowances)
- Number the blocks, with cardinal references to different sides of the street ("block face")
- Number the private and public parking lots, and identify the owners of the property or the entity leasing the spaces for use
- Create a table that corresponds to the mapped block numbers and lot numbers
- Count the number of existing spaces, on-street and off, for each numbered area; this can be done ahead of time if you will be covering a large area, by: Measuring the block lengths in GIS or Google Earth, and using the information in the chart to the right, or using aerial photographs to count parked cars or parking spaces
- If the study area is small, this can be done during the survey, by walking the blocks and counting as you go

4. Conduct the survey

- Count the number of occupied parking spaces for each block, noting any restrictions / handicapped spaces / meters / etc.
- Are the spaces private parking spaces, restricted to employees and customers (who)? Loading zones? Is there a fee? What are the rates? Include this information in the notes.
- Include bicycle racks, rings, and other bicycle facilities in the inventory
- Note the location of any illegally parked vehicles
- The survey should include at least 3 or 4 different time periods during the day, including all times with peak demand, possibly a Saturday or Sunday as well, depending on the results of your stakeholder interviews
- The survey should not take place on a major event day, but should be focused to capture typical, everyday usage
- Note the weather, and if there is snow blocking any spaces

Distance as Measured Along Curb (ft)	# of Parking Spaces	Using 20' spaces
<15	0	0
15-35	1	1
35-60	2	3
60-85	3	4
85-110	4	5
110-135	5	6
135-160	6	8
160-185	7	9
185-210	8	10
210-235	9	11
235-260	10	13
260-285	11	14
285-310	12	15

Average spaces will vary if motorcycle / scooter parking is considered; Smart Cars can fit two to a space. An on-street bike corral may be preferable to a parking space, for example, near intersections where low visibility is a safety concern. Left two columns from "Parking Management Made Easy: A Guide to Taming the Downtown Parking Beast." Oregon Department of Transportation: http://1.usa.gov/ODOT_ParkingMgt

Compile the Survey Results

The results of the survey should be compiled in a report, with a stand-alone executive summary mostly consisting of maps and tables. The amount of descriptive writing at this point should be limited to the methodology because you are not interpreting the survey, just reporting the results. Ideally, the data would be stored in database tables and a Geographic Information System (GIS) to allow for future analysis. In the absence of GIS software, the results can be mapped using free services such as Google Maps or Google Earth; it will involve staff time to compile the information.

The report could include the following elements:

- A map of the study area
- A description of stakeholders and specific groups that provided input
- Common themes heard from stakeholders
- Methodology used to reach out to stakeholders and to collect data
- Maps showing rates of occupancy by block face (unless the study area is very small, this section will be a series of maps)
- Data tables (with turnover information, if available)



Public meeting in Berwyn. Photo: CMAP Library.

Step Two

Education & Outreach

The results of the survey should highlight “problematic” blocks (or high-demand areas) and areas with excess capacity. Considering the community’s long range goals for livability, an assortment of strategies is available to target different users. The education and outreach stage of parking management will help determine the priorities of stakeholders, which will help to devise which approaches to use.

Getting Started

From the report of survey results, the municipality should develop a series of maps of the downtown area, showing the average parking demand at different times of day (if available). These maps will be helpful when working with stakeholders and residents to develop potential solutions. With stakeholder input and local expertise of the area, different zones for parking demand should be identified. Larger communities may have a “Downtown Arts Center,” a “Retail Corridor,” or “Commuter Parking” areas. Smaller communities may only need to identify the busiest streets and the busiest times of day.

Working With Consultants

Many municipalities turn to parking professionals to assist with parking surveys and to determine the best strategies to address their problems. A knowledgeable consultant can be helpful in selecting the best strategies for the unique challenges in your community, and the best ways to communicate those ideas with the public. The process can be more cost-effective if the municipality has done some work before hiring a consultant. For example, the basic parking occupancy survey can help a consultant determine where to focus their efforts. Most importantly, when approaching a consultant or releasing a Request for Proposals (RFP), the community should be prepared with their goals for parking already formulated. The goals for parking should be part of a broader strategic vision for parking, livability, and transportation. Consultants may be better equipped to conduct a turnover survey, help with outreach, choose appropriate strategies to achieve the community’s strategic planning goals, and help with implementation. After processing the results of the survey, the municipality should consider whether or not to seek professional guidance.

Effective Public Participation

Effectively engaging the community will help to prioritize values, understand the trade-offs that various groups are willing to make, and develop a solution to your municipality's parking problems. The public engagement should also consider future growth and long-term goals. Before deciding which strategies to pursue, it is important to engage the community in as many ways as possible. If you are using a consultant, they can help determine the best ways to reach stakeholders. If you are conducting outreach in-house, there are some important things to consider. Referencing the stakeholders that you surveyed in Step 1, you can identify various groups of stakeholders (business owners, employees, downtown residents, realtors, shoppers, city officials, etc.) that you will target, and you may want to limit your focus to certain areas, such as the most congested downtown streets.

If the most congested areas for parking are highly concentrated with businesses (as is often the case), you may want to begin by engaging the local Chamber of Commerce. Identify the values of the business owners, residents, as well as the municipality. By understanding the values of various stakeholders, you can identify where there is overlap; the overlap becomes the foundation for collaborative problem-solving. In 2007, CMAP adopted a Public Participation Plan (PPP) that discusses how engagement efforts should be incorporated into regional planning work. The guiding principles of CMAP's public engagement efforts, strongly influenced by the International Association for Public Participation (IAP2)'s core values, are helpful to consider when undertaking any public engagement effort:

1. **The public should have input in decisions about actions that affect their lives.**
2. **Public participation includes the promise that the public's contribution will be considered in the decision-making process.**
3. **The public participation process communicates the interests and considers the needs and interests of all participants.**
4. **Public participation process seeks out and facilitates the involvement of those potentially affected by local and regional plans.**
5. **The public participation process provides participants with the information they need to participate in a meaningful way.**
6. **The public participation process communicates to participants how their input influenced the decision.**

Municipalities are encouraged to host meetings, talk with stakeholders, and make their constituents aware of the issue. Creating a publicly-accessible, easy-to-understand report highlighting the results of the parking evaluation is a good way to begin the engagement process. The document should explain the parking problems to stakeholders with graphics as well as text. Graphics should include maps with occupancy rates by time of day and tables with turnover information (if available). Make these maps available at City Hall, local libraries and available for download online. Encourage businesses to provide them to their customers and employees as well. Use the data and charts to convey the costs of parking congestion, and what could happen in a "do-nothing" approach.

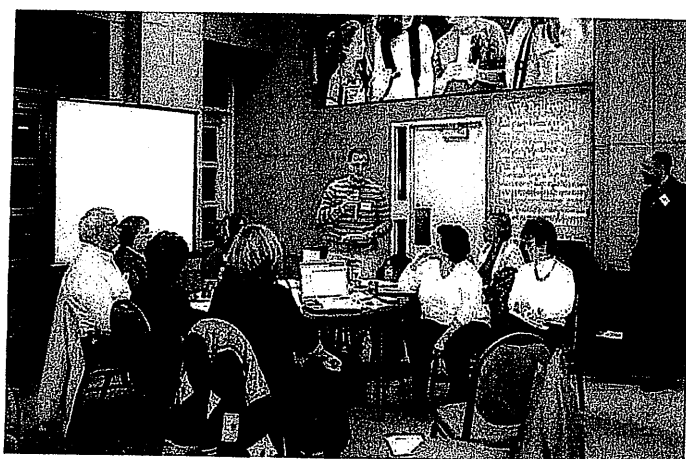


Real-time interactive keypad polling at a public meeting. Photo: CMAP Library.

In addition to explaining the current conditions, explain the costs of constructing parking infrastructure. Develop a dialogue around parking infrastructure to determine if it is feasible, desired, and who will pay for it. If considering parking pricing for very congested areas, keep in mind that parking is a very sensitive topic; work to create safe discussion environments. Use social media outlets like Facebook and Twitter to develop more interest in the conversation.

Create goals and objectives for the public outreach process; identify real problems, pushing for specifics about when and where parking is an issue. Allow at least two months for public engagement before developing solutions. A sample public outreach strategy could involve the following steps: (1) Present your report to relevant councils, committees, Chamber of Commerce, and make it publicly available at City Hall, libraries, and online, (2) hold several area- or topic-specific focus group meetings, (3) provide a telephone number or email address where constituents can give comments, (4) host two public meetings, and (5) write a report describing the results of your focus groups, meetings, and comments received on the topic. The public engagement process should continue throughout the development of strategies and implementation, to build relationships with the interested parties, to monitor satisfaction, and identify early hurdles.

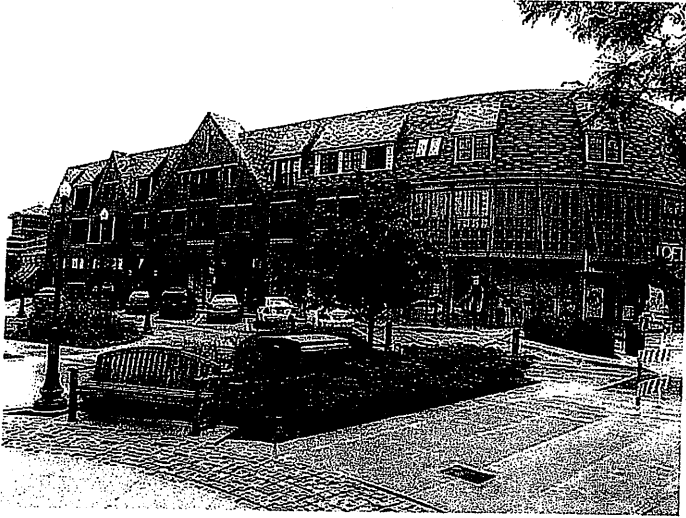
The most important goal is to involve people in the decision-making process from the beginning, so that they better understand the benefits and costs of parking, and differing viewpoints can discuss potential solutions and strategies.



Hearing from constituents at a public meeting. Photo: CMAP Library.

In addition to traditional public meetings, consider the following public participation strategies for potentially contentious topics:

- **Keypad polling technology:** an electronic, real-time anonymous survey tool that allows the municipality to gauge what the public's main concerns are, and can collect their preferences about what goals are most important. This also allows for collection of basic demographic and lifestyle preference information, which can be useful when compiling the baseline data.
- **Mapping and other creative "report back" methods:** Mapping exercises are frequently used for public meetings so that residents can identify land use challenges and opportunities. The map will allow the public to see where problem areas are concentrated.
- **"Citizens' Juries":** This public participation method consists of a small panel of non-specialists, modeled on the structure of a criminal jury. They should consist of about 12 - 16 members, with a demographic sample that represents the community. They review "evidence" from opposed viewpoints and try to reach a consensus about recommendations for policy direction.
- **Small Group Discussions or "World Cafes":** This enables participants to delve into the topic areas in a concentrated period of time, giving people a chance to share their thoughts and goals in a more comfortable setting than in front of the whole group. This allows everyone to get a taste of the complexities surrounding parking planning. Talking with peers will allow people's ideas to grow and creates a sense of team ownership of some of the proposed goals.
- **The "Samoan Circle":** some participants are seated in a small circle and others remain in an outer circle. The inner circle should represent all the different viewpoints present and there should be a couple of open chairs. Those outside of this inner circle must remain silent; if they wish to join the discussion or react to a position, they must sit in the open inner circle chairs or stand behind one until it is available. This technique is used on controversial and divisive topics.



The Glen Town Center. Photo: CMAP Library.



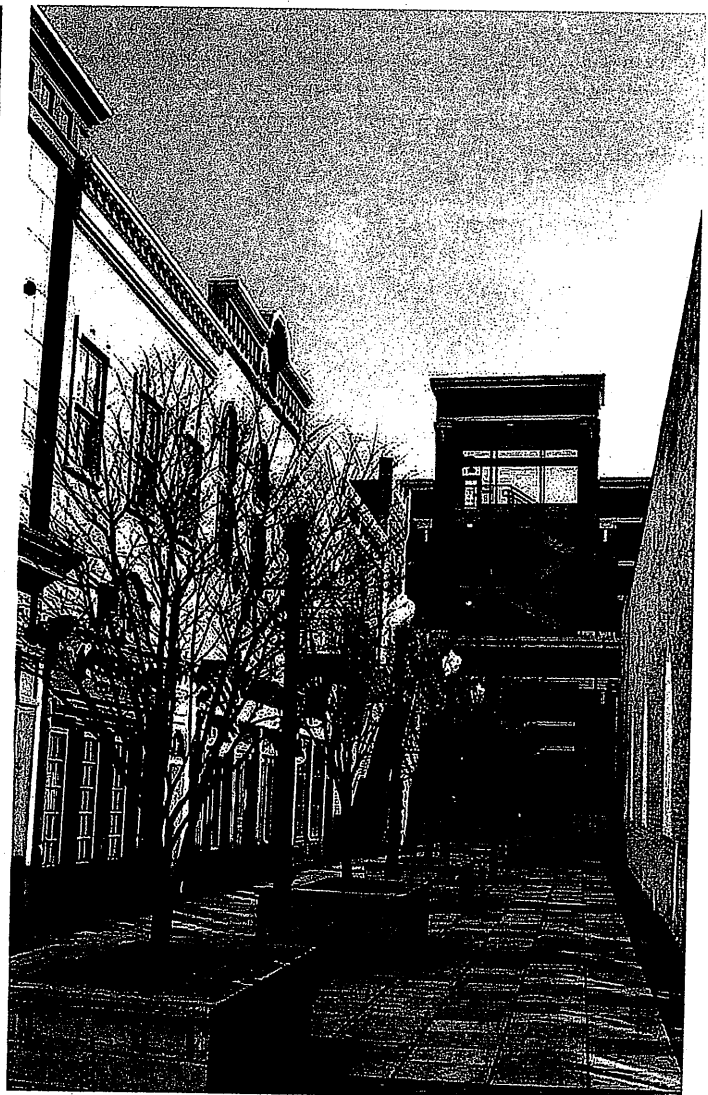
Downtown Woodstock. Photo: CMAP Library.



On-street bike corral parking in Oak Park. Photo: Steven Vance, www.stev Vance.net



Palatine's Gateway Center parking structure, adjacent to the Metra commuter station. Photo: Jim Watkins, www.flickr.com/photos/jim_watkins/

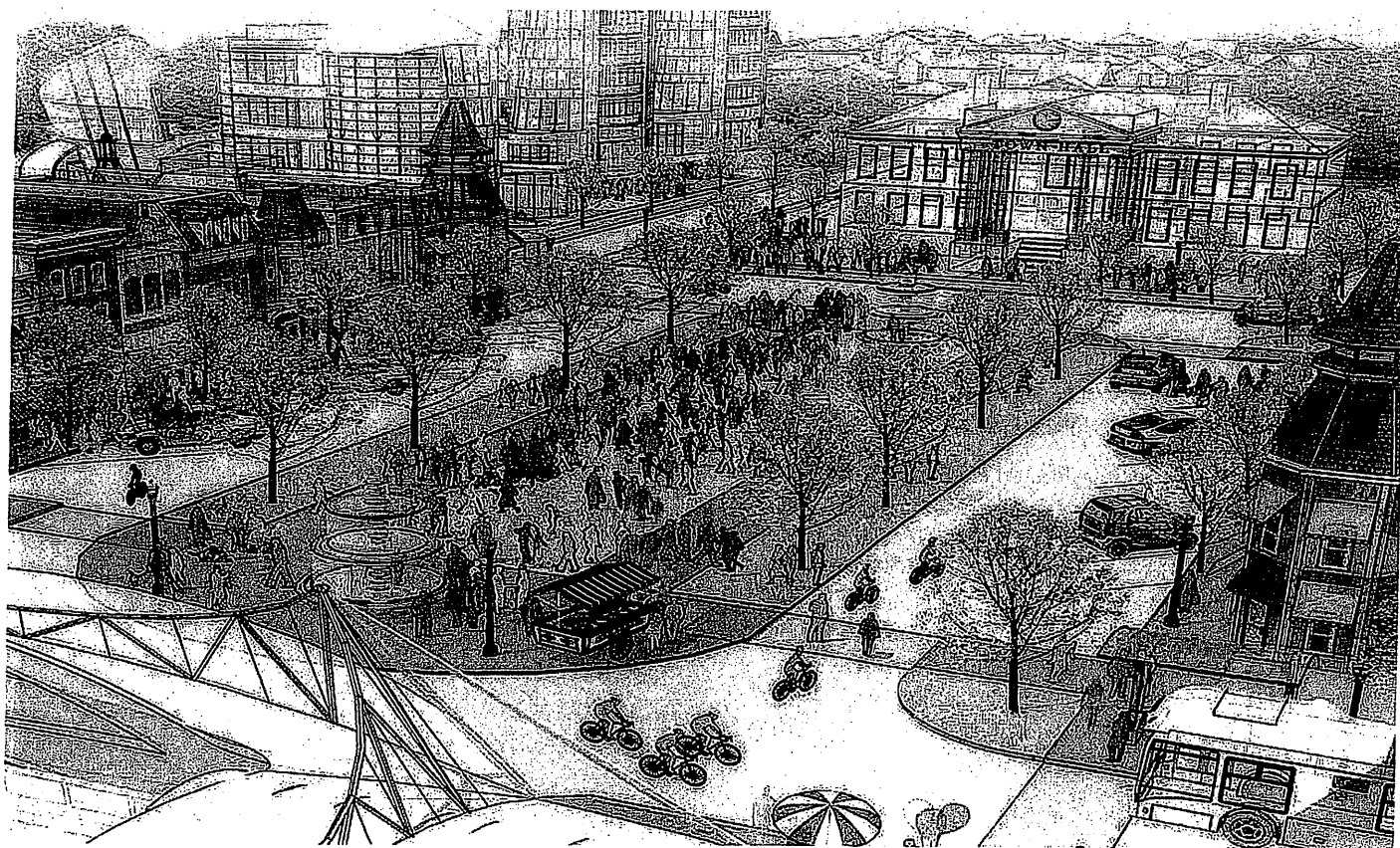


Pedestrian-friendly walkway to Downers Grove Parking Garage. Photo: Jim Watkins, www.flickr.com/photos/jim_watkins/

Step Three

Strategy Development

Parking is a local issue and there is no prescribed solution that will work for all of our 284 municipalities in the CMAP region. Each community will need to develop their own set of strategies targeted to their unique characteristics and needs. The results of the public outreach efforts should help guide a municipality to the most appropriate solutions for their community.



Envisioning vibrant public spaces. Photo: CMAP's GO TO 2040 Plan, www.goto2040.org

How To Handle Parking Demand Without Building More Parking

Without understanding the complexities of parking and its role in the transportation system, people often say, “Just build more parking!” Parking structures are expensive, often upwards of \$25,000 per space, and rarely pay for themselves. The design and management of parking supply affects the livability and walkability of any downtown. Building additional parking without managing the existing supply can induce driving and increase the demand for even more parking. Conversely, managing the existing supply can be a cost-effective way to reduce demand or increase attractiveness of underutilized spaces.

Once you have an understanding of your parking supply and high-demand areas, you can start to identify appropriate strategies to better manage the supply. A desirable occupancy rate is 85 percent, where one or two spaces are open on each block at all times. When parking occupancy rates approach 90 percent, drivers spend extra time searching for parking and add to congestion on the roadways. Most parking survey results will find higher occupancy rates in certain zones at certain times of day, and under-utilized parking in other areas.

The most effective way to shift demand from one area to another is through the using of pricing mechanisms, but additional policies and practices can also be effective, and strategies will vary depending on the community. Factors affecting the impact of parking management policies include density levels, transit access, median income, bicycling and pedestrian infrastructure, as well as access to businesses and services in the local downtown area. Communities with a variety of amenities and transit options will have more possibilities for innovative policy. In smaller, less dense communities with no transit, strategies will be somewhat limited. See chart on page 31 for more details.

Communities with limited or unsafe alternatives to driving should develop their pedestrian and bicycling infrastructure while implementing parking management strategies before attempting to implement parking pricing. If certain areas or blocks will be converted to metered parking, there should be options for drivers who do not want to pay. This may include free remote parking lots, safe bicycling networks, improved pedestrian streetscapes and paths, or public transit. Some municipalities subsidize a parking garage while charging for more convenient on-street parking, using the meter revenue to help pay for the garage.

Building Consensus For Action

While everyone may agree that there is a parking problem, they may not agree on the appropriate measures to solve it. It is important to inform stakeholders of the costs and benefits of various courses of action. Drawing from the early workshops and focus groups, try to pull themes upon which to act. For example, long-term employee parking may be a source of frustration for employees, business owners, as well as customers. Work with local employers to help find parking solutions for employees, to encourage alternative modes of transportation and carpooling, and to hear their ideas for solutions.

Reach out to stakeholders and the public; listen to their ideas and opinions before any changes are implemented. These activities should improve the outcome and the satisfaction of those who are impacted. Parking is a controversial subject and can elicit passionate responses from the public; while pricing strategies are far more effective at reducing demand, it may be more appropriate for smaller communities to begin managing parking before introducing pricing.

A clear set of goals for the community can help guide the discussion. Some sample goals include: better integrating land use and housing, encourage alternatives to solo-driving, support economic development, encourage infill development, optimize the use of prime real estate.

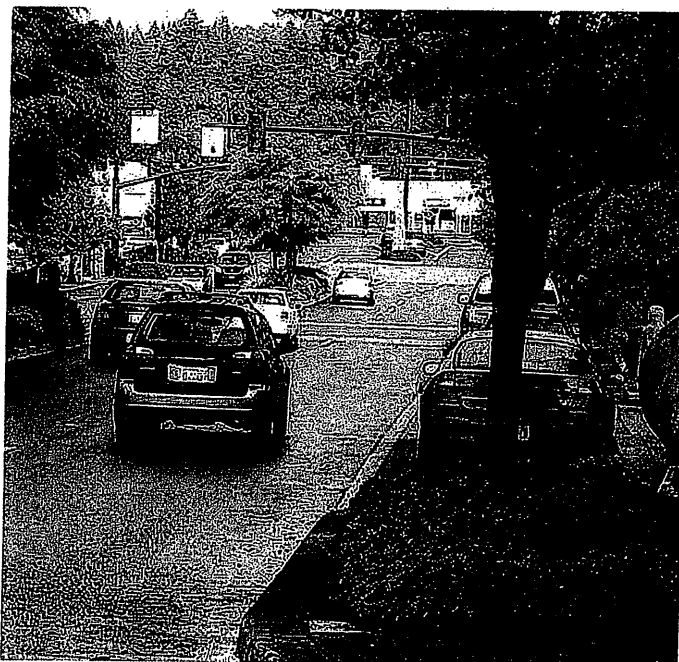


Photo : Dan Burden, www.completestreets.org

Non-Pricing Strategies

Parking management strategies can promote efficient use of existing parking. Parking management techniques are utilized in reforming municipal ordinances to reduce parking requirements for new development, which are typically designed to accommodate rare peak demand occurring perhaps once a year, (i.e. major sporting event, “Black Friday” holiday shopping) in an auto-only environment. Most parking management projects utilize a variety of strategies, employing each as needed to best address the unique context of the municipality. Flexible policies allow for parking strategies to adjust to the changing needs of a community.

REDUCE / ELIMINATE MINIMUM REQUIREMENTS

Traditional parking requirements specify a minimum number of spaces to be provided for each land use. Applying economic principles of supply and demand to parking would result in the elimination of minimum parking requirements, allowing the market to determine appropriate levels of supply. Given the high cost of providing parking, developers have an incentive to build what they consider to be the minimum amount needed to satisfy customers. Eliminating minimum parking requirements can also provide opportunities for small businesses who could not afford to build the amount of parking that was previously required. The City of Elmhurst eliminated parking requirements for their downtown twenty years ago and has pursued a variety of strategies to manage the parking supply and create a pedestrian-friendly core.

Existing parking minimums are often based on the idea that more parking is better. The assumption is that without enough parking, motorists will “cruise for parking” in nearby neighborhoods, causing unwanted congestion. Most local governments and developers want to avoid such outcomes. Unfortunately, the data used to set minimum parking requirements is limited and often irrelevant.

To set requirements, most cities use the Institute of Transportation Engineers’ (ITE) Parking Generation handbook to set requirements or look to see what their neighbors have done, often without conducting a parking survey. The majority of the data in the first three editions of Parking Generation is from the 1980s; the 1st and 2nd editions use data averaging the maximum observed demand in “isolated, suburban sites,”⁵ and the 3rd edition only begins to factor in variables that would affect parking such as time of day, access to transit, or walkability of a site. Therefore, a parking survey provides a much more reliable measure of area-specific parking needs.

The existence of transit and/or provision of biking and walking infrastructure can greatly reduce parking needs, and the ITE handbook does not yet consider such variation between communities, although they are reportedly working to address this problem.

“If your community is not ready to drop minimum parking requirements altogether, other options include establishing flexible parking requirements, allowing shared parking, setting parking maximums in addition to minimums, and allowing spaces to be held in landscaped reserves.”

– Boston Metropolitan Area Planning Council

The 3rd and 4th editions have a broader base of data to draw from, but should still be used with caution and mainly to supplement area-specific research. For example, the land use “billiard hall” lists a parking supply ratio of 6.9 spaces per 1,000 sq. ft. GFA and 3.0 vehicles per billiard table.⁶ This is based upon a single hour of observation on a weekday in a suburban town in New Jersey in 1990. This data would have little relevance to a billiard hall in a walkable, transit-friendly neighborhood.

The quantity of parking provided is almost always determined by municipal ordinance or zoning code. Most US developers surveyed by Kuzmyak et al. (2003) reported that they would reduce the amount of parking if they could get a higher return on investment via more development, or if incentives or bonuses were offered.⁷ For most municipalities in northeastern Illinois, reducing or eliminating parking minimums would help to bring parking levels closer to the actual demand. In some cases, the use of parking maximums may be needed to avoid over-saturation of parking supply.

In San Francisco and other large cities, the municipal code limits the amount of parking that a developer can provide, so as to prevent induced demand for driving in congested areas with extensive public transportation. Where parking maximums are considered,

⁵ Parking Generation, 3rd edition.

⁶ Parking Generation, 4th edition.

⁷ Kuzmyak, Richard J., Rachel Weinberger, Richard H. Pratt and Herbert Levinson. 2003. Parking Management and Supply: TCRP Report 95, Chapter 18. Washington, DC: Transportation Research Board. http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rpt_95c18.pdf



New parking garage at the University of Chicago. Photo: Steven Vance, www.stevenvance.net

some developers worry about the “marketability” of a building if its parking supply is restricted. The authors of an RTA study concluded that municipalities would see short-term fiscal benefit only if reduced parking led developers to construct more buildings. In the longer-term, reduced excess parking supply could help to raise land values, which would be to the municipality’s benefit.⁸ In the Village of Plainfield, they have established a “Downtown Parking Zone” (DPZ) to support a pedestrian-friendly environment “and ensure robust economic activity for commercial establishments in the area;” the parking requirements for commercial establishments in the DPZ are converted into maximum parking limits.

INSTITUTIONAL PARKING

High schools and colleges with parking problems may charge for student parking while providing bicycle amenities and ensuring safe connections to the school for biking and walking. Elmhurst College has a program to reduce parking demand and encourage cycling; they give a free bicycle, helmet, and lock to any student or faculty member who pledges not to bring a motorized vehicle to campus for a year (with temporary winter permits offered). Many schools have created Safe Routes to Schools (SRTS) programs. In Blue Island, the SRTS program started with a local resident who wanted to walk her kids to school, and grew to include a “Walking School Bus” and a Friday Night Bike Club. The popularity of the programs helped the municipality secure funding for bicycle infrastructure and an education program.

Parking “spillover” problems from high school drivers are also common. A municipality can allow residents to rent out their driveways, offer residential permit programs, and /or create a residential parking benefit district. In a residential parking benefit district, non-residents pay to park in resident permit parking areas during school hours, and the money is used for street improvements at the discretion of residents. Opening their street to non-residents would be unpopular with residents who would see an increase in traffic and a reduction in on-street parking availability, but would be viewed more positively if the funds collected are used specifically for the neighborhood where the permits are used. The revenue generated can be used for increased services for the area in the form of street cleaning, graffiti removal, tree planting, traffic calming measures, sidewalk repair, etc.



Elmhurst College reduces parking demand by giving away bicycles to those who pledge not to bring a motor vehicle to campus. Photo: Elmhurst College, <http://public.elmhurst.edu/bicycleprogram>

⁸ Regional Transportation Authority (Chicago). 1998. Opportunity Costs of Municipal Parking Requirements, Prepared by Fish & Associates, K.T. Analytics, and Vleides-Schroeder Associates, Final Report, April. <http://rtachicago.com/index.php?Itemid=325>

EMPLOYER INCENTIVES

Within the framework of livability, the goal of employer parking strategies is to reward people who carpool or take alternative modes of transportation and discourage or penalize single-occupant drivers, with the use of incentives and disincentives. Employers who promote alternative transportation reduce the overall demand for parking, yet many employers may not be aware of commuter benefit options available to them.

Since the largest peak-period demand for parking comes from home-to-work trips, and a majority of commuters drive to work alone, employer parking management strategies can be very successful at reducing overall vehicle miles traveled (VMT). To reduce the amount of employees that add to congestion on roadways during peak hours, some employers may allow employees to arrive at flexible hours, telecommute, or work alternative schedules. Similar to other strategies discussed in this paper, these employer programs are most successful when they are multi-faceted. Employers who are committed to reducing the number of employees arriving in single-occupant vehicles can provide transit benefits, park-and-ride passes, shuttle services, and/or preferential carpool spots, while increasing the costs of parking. For more on this subject, please refer to the CMAP Transportation Demand Management strategy paper.

In some communities, the municipality may be one of the largest local employers. A municipality can manage its own parking, and reward workers who use alternative modes. Municipal assistance to employers in their mode-shift goals can also include the provision of bicycle maps, explanation of commuter benefits, safety training, bike-to-work challenges, etc. Wilson and Shoup (1990) show that the greatest reduction in single-occupant drivers is seen when employers stop subsidizing "free" parking for employees while implementing other incentives. If employers offer incentives to use other modes and continue to subsidize parking, it is difficult or impossible to reduce the number of single-occupant drivers;⁹ if employers continue to provide free parking, there will always be a high demand for it. This has an influence on the development of municipal zoning laws and codes, which will in turn require excessive parking spaces. Making changes to local zoning requirements should be coordinated with an effort to reduce employer-subsidized parking. Studies have found that with the way parking is subsidized and the "effects of tax law," parking subsidies tend to benefit higher income groups.¹⁰ Reducing subsidies for parking while increasing subsidies to alternative modes provides a more equitable balance.

There are various programs that offer financial incentives to commuters for reducing their automobile trips. Examples of programs include:

- **Parking cash-out** where commuters using subsidized parking can choose cash instead; in places with nearby parking options, employers may need to do some "policing" of employees to ensure that they do not take money offered in cash-out programs and continue to drive, finding on-street parking and/or other available commercial parking.¹¹
- **Transit benefits** provide commuters with a subsidized transit pass
- **Universal transit passes** give bulk discounts for transit passes
- **Discounted or preferential parking for rideshare vehicles.**¹²

With "parking cash-out," there is an incentive not to drive – cash – but no punishment for those who continue to drive. California law requires many employers to offer this option and in before-and-after studies, parking cash out reduced driving to work by 11 percent.¹³ In an analysis of eight parking cash-out programs in California, the programs were shown to help reduce commuter parking demand, solo driving, and vehicle miles traveled by 11, 17 and 12 percent, respectively.¹⁴ Federal tax law allows for parking cash out (the cash is a taxable benefit, while the parking space remains tax exempt), so employers nationwide can take advantage of it.¹⁵ Parking cash out can also save employers money, particularly in the case of employers who lease their parking. With fewer employees driving, there is less need for parking spaces.

In addition to financial incentives to discourage solo-driving to work, there is also a need to provide facilities for biking and walking. Areas with safe and established bicycling infrastructure and convenient bicycle racks have an easier time promoting bicycling as an alternative transportation mode. There are additional steps that employers can take to further encourage cycling. In the northwest community of Rosemont, Christopher B. Burke Engineering pays bicyclists per mile ridden to work and provides shower facilities, among other incentives. The Village of Arlington Heights runs a Bicycle to Work program and encourages local businesses to consider adopting similar programs.

9 Wilson, Richard and Donald C. Shoup. 1990. "Parking Subsidies and Travel Choices: Assessing the Evidence." *Transportation*, 17: 141-157. Kluwer Academic Publishers, Netherlands.

10 Ibid, 1990.

11 Kuzmyak, Richard J., Rachel Weinberger, Richard H. Pratt and Herbert Levinson. 2003. *Parking Management and Supply*: TCRP Report 95, Chapter 18. Washington, DC: Transportation Research Board. http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rpt_95c18.pdf

12 Litman, Todd. 2006. *Parking Management: Strategies, Evaluation and Planning*. Summary of Parking Management Best Practices. Chicago: APA Planners Press. http://www.vtpi.org/park_man.pdf

13 Shoup, Donald. "The High Cost of Free Parking." American Planning Association Press, Chicago, IL: 2005.

14 Shoup, Donald. "Evaluating the Effects of Cashing Out Employer-Paid Parking: Eight Case Studies." *Transport Policy*, Vol. 4, No. 4, October 1997, pp. 201-216.

15 USEPA - Office of Air and Radiation. 2005. *Parking Cash Out: Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters*. Washington, DC: US Environmental Protection Agency.

SHARED PARKING

Shared parking is defined as “the use of a parking space to serve two or more individual land uses without conflict or encroachment.”¹⁶ This practice is often found where parking (usually in garages) is not necessarily tied to a particular building and its uses, but can be used by anyone visiting any of the nearby buildings. Most commonly, it is found in downtowns and larger activity centers, but it can also be a vital component in good mixed-use or transit-oriented developments, or anywhere that livability is a goal. The pedestrian environment of a site often benefits greatly from shared parking.

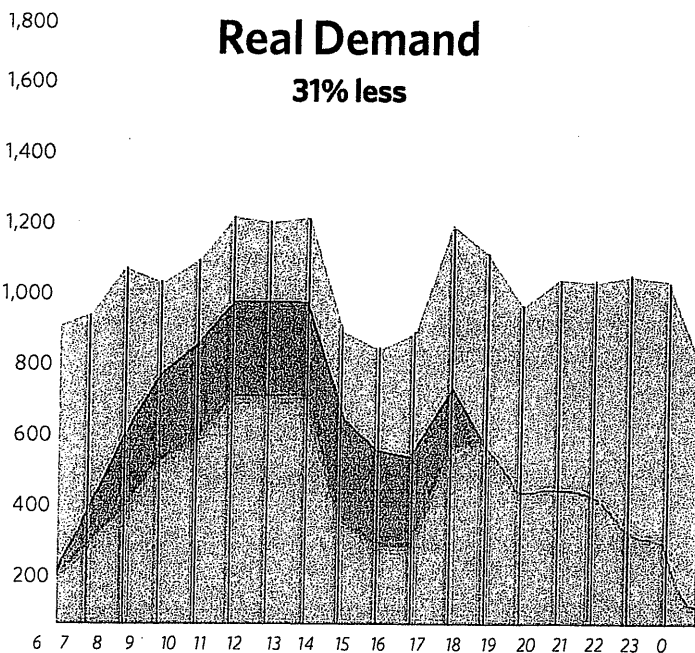
The key to shared parking is a mix of uses that require parking at different times of the day, or different days of the week. For example, an office building in the same development as a movie theater or other entertainment venue would be a good candidate for shared parking. The peak parking demand for office workers will be from 8 to 5, Monday through Friday. Movie goers, on the other hand, will be looking for parking in the evening and on the weekends, when the office workers are not there. Instead of building one parking lot for the office building and another one for the movie theater, the two uses can share a lot. Fewer parking spaces can free up land for other development or for more landscaping and pedestrian amenities. Metra has had great success in developing agreements with churches to share parking with commuters. Shared parking can also encourage people to park once and walk between destinations served by the same parking facility, instead of driving between uses that would otherwise each have their own surface lot.

Shared parking works in any number of situations, and a methodology has been developed for analyzing how many spaces need to be built to fit the needs of a particular mix of uses. Shared parking is often coupled with many of the other parking management strategies discussed in this paper, such as pricing, overflow parking, and reserved parking. The other strategies are often necessary to ensure successful implementation of shared parking. For example, Arlington Heights promotes and manages shared parking in public garages and encourages developers to provide shared parking in mixed-use developments.

Not all municipal parking requirements allow for shared parking.

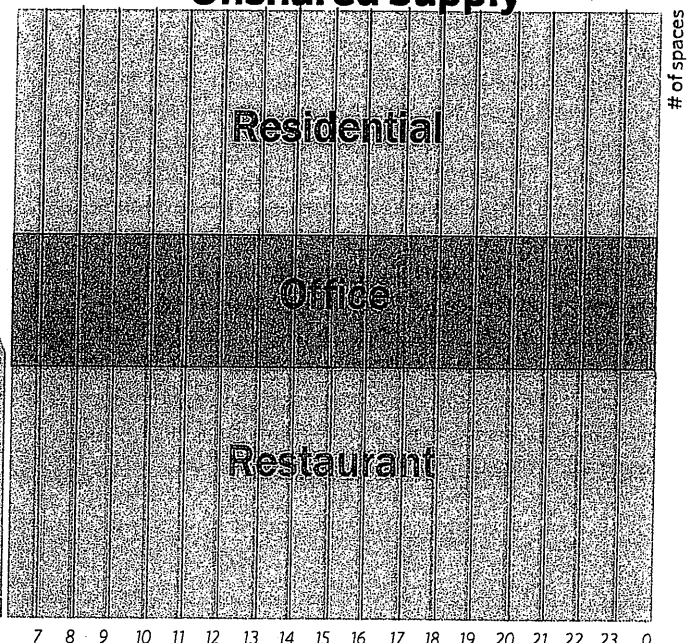
Communities hoping to encourage livable downtown centers should develop more flexible parking standards. For communities and developers alike who are interested in shared parking, the Urban Land Institute's Shared Parking methodology (2005) has been recognized by the Institute of Transportation Engineers and is a valuable resource for those considering this type of parking management. Additionally, Stein Engineering developed a Shared Parking Ordinance for Portland Metro in the late 1990s, which continues to be highly regarded and is available online (See Appendix).

Real Demand
31% less



This graph shows the demand for parking by time of day, which varies for different uses. By sharing parking between uses with different peak demand periods, the total parking necessary is significantly reduced. (Image courtesy of Nelson / Nygaard, 2011)

Unshared Supply



¹⁶ Smith, Mary. 2005. "Shared Parking, Second Edition." Washington, D.C.: ULI-the Urban Land Institute and the International Council of Shopping Centers. Transportation Authority of Marin, TPLUS TOD/PeD Toolkit. <http://www.tam.ca.gov/index.aspx?page=293>

ON-STREET RESIDENTIAL NEIGHBORHOOD PARKING

Similar to neighborhoods adjacent to schools, residential neighborhoods near downtown districts with high parking demand may also experience “spillover” problems. This demand can be managed with parking permits for residents. Overly restrictive regulations in residential areas can, however, lead to increased public and private parking development costs, which can prevent transit-oriented and traditional neighborhood development. Local authorities should evaluate neighborhoods on a block-by-block basis, balancing the residential parking demand with employee and/or customer access, while considering the development goals of the municipality. Perhaps the most well-known residential parking permit areas are adjacent to Wrigley Field in Chicago, but many other communities in the region also have permit programs – like Evanston, Wilmette, and Joliet.

In areas of high parking demand, exploring the possibilities for shared on-street parking should be a goal. Neighborhoods with residential permits often have many under-used spaces during the day – a problem that Shoup considers to be the result of an overreaction to parking spillover problems.¹⁷ Alternatively, he suggests creating a market for curb parking, using residential parking benefit districts, and allowing residents to continue to park free but charge a fee to non-residents high enough to maintain 15 percent vacancy. The revenue would be returned directly to the residents in the form of street improvements. While not a Parking Benefit District, the Village of Oak Park does maintain a “parking clearinghouse” and allows residents to list private spaces for rent through the municipal Parking Services list.

UNBUNDLE PARKING

Most residential parking is provided as an inseparable part of housing cost whether rented or purchased, ultimately making housing more expensive, especially for those who own fewer cars and do not use as much parking. Separating the cost of parking from the cost of the housing “is an essential first step towards getting people to understand the economic cost of parking.”¹⁸ When developers or landlords separate the cost of parking, it gives a discount to households with fewer cars, and an economic incentive for people to opt out of parking and make alternative travel decisions. It is a strategy that brings the cost of parking to light without penalizing drivers.

This strategy is not common in northeastern Illinois, but would work well in downtown areas with good pedestrian and bicycling infrastructure, as well as car-sharing vehicles. With these characteristics, a municipality could lower the minimum parking requirements for developments that sell or lease parking separately from rents.

PERIPHERAL PARKING LOTS

Parking lots placed outside of the central business district are called peripheral parking. When located within 1/2 mile of the activity center, many users will walk to their final destination. The primary goal of peripheral lots is to divert traffic from the central business district (CBD) or major destinations where traffic bottlenecks might occur, or where parking resources may be limited. Unlike other parking management strategies, the use of peripheral parking might change where people drive, but it is generally not an attempt to influence the mode choice or travel behavior of the driver, and is only relevant to larger communities, communities with a commuter population arriving at the station by car, or to accommodate long-term employee parking.

Critics argue that peripheral parking can convert transit commuters to drivers or reduce usage of park-and-ride facilities further from the destination. When given the choice, few developers will trade peripheral parking for less on-site parking and so the peripheral parking may not greatly reduce the amount of CBD parking. Some communities have used peripheral lots with limited success; the failure is usually attributed to “insufficient user cost savings to justify the loss in time or convenience relative to core area parking.”¹⁹ Peripheral lots can, however, foster carpooling if spaces in the CBD are reserved for carpools while others are shifted to the peripheral lots. Peripheral lots could also be provided free of charge in conjunction with the implementation of metered parking in the core downtown area.

NARROWED STREETS WITH BACK-IN ANGLED PARKING

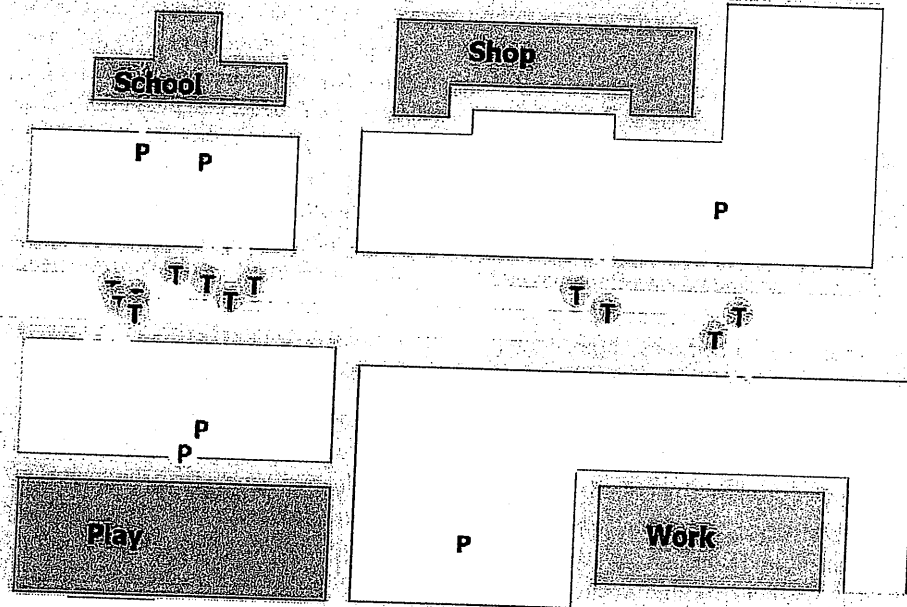
On-street parking is the most convenient and desirable parking, especially for customers, and creates a buffer between moving traffic and pedestrians. Of the different types of parking, back-in angled parking (also called head-out or reverse-angled parking) is most preferable. It is easier than parallel parking, creates more spaces along the curb, and it's safer for all users. When returning to the car and driving away, the driver can access the trunk from the sidewalk, and has a better line of sight for oncoming traffic, which especially improves safety for bicyclists. Additionally, back-in angled parking calms traffic speeds, making the street safer for pedestrians. Since back-in angled parking is unfamiliar to many drivers, a public education campaign can help people figure out how to maneuver the new system. Some residential neighborhoods in Chicago have back-in angled parking, often near churches. Back-in angled parking is recommended for lower-traffic streets with less than 9,000 vehicles per day on one-way streets, and less than 5,000 vehicles per day on two way streets. Using the extra street space for back-in angled parking should be weighed against the benefits that could be gained with the addition of bicycle facilities, like a bike lane or cycle track.

17 Shoup, Donald. “The High Cost of Free Parking.” American Planning Association Press, Chicago, IL: 2005.

18 Metropolitan Transportation Commission “Reforming Parking Policies to Support Smart Growth” Toolbox. See Appendix for more information.

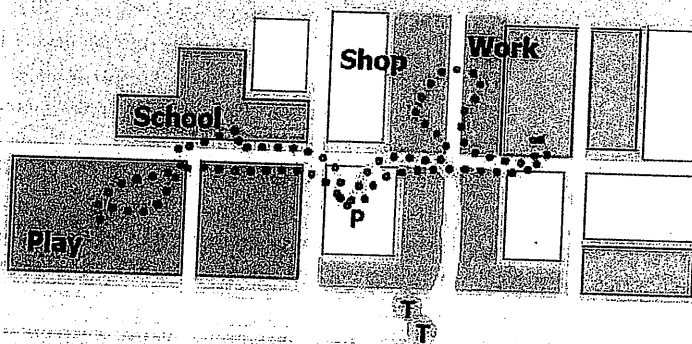
19 Kuzmyak, Richard J., Rachel Weinberger, Richard H. Pratt and Herbert Levinson. 2003. Parking Management and Supply: TCRP Report 95, Chapter 18. Washington, DC: Transportation Research Board. http://onlinepubs.trb.org/Onlinepubs/trcrp/trcrp_rpt_95c18.pdf

Conventional Development



These images compare conventional development with a park-once district, in which shared parking areas reduce the total land area, amount of parking, and the associated traffic (Image courtesy of Nelson / Nygaard, 2011). Similarly, the president of the Congress for the New Urbanism and Milwaukee's former mayor, John Norquist, has argued for modeling our transit stations after ski resorts "designed for hotel patrons and parkers to walk through a gauntlet of retail going to and returning from the ski slopes."

Mixed Use, Park Once District



Results:

- < 1/2 the parking
- < 1/2 the land area
- 1/4 the arterial trips
- 1/6th the arterial turning movements
- < 1/4 the vehicle miles traveled

PARK-AND-RIDE

Park-and-ride facilities are parking lots near bus or rail stops that allow travelers to transfer from automobile to transit. Providing access to transit stations for drivers is more expensive than accommodating other modes, but is still an important part of our regional transportation system, currently used by 60 percent of Metra riders.²⁰ On one hand, they can increase the effectiveness of transit systems and help reduce the need for parking in the Chicago central business district, and on the other hand they provide storage for vehicles when transit-oriented development around the station could accomplish the same task while providing tax revenue for the municipality.

With the increasing popularity of transit-oriented development (TOD), the place of the park-and-ride in a transit system is changing. In 2011, the Regional Transportation Authority published a report called "Access & Parking Strategies for Transit-Oriented Development," which includes guidelines to redevelop Metra commuter parking lots to accommodate alternative modes, create a TOD, and manage parking demand. Park-and-ride facilities are typically located with as much convenience as possible to the transit station in order to make using the facilities more attractive. The land close to a rail station is, however, the prime location for the higher density, mixed-use buildings that characterize TOD. TODs help to balance pedestrian and automobile needs. For example, instead of surface lots, parking could be in garage structures that incorporate other uses on the ground floor. Shared parking strategies (discussed earlier) can be an important tool to make parking work in a TOD. If a parking garage is built in a TOD, a portion of the spaces can be allocated to, or shared with, transit commuters. The structure would ideally contain a mix of uses, such as retail and office on lower levels. Also, not every train station will have transit-oriented development, and these locations may be more appropriate for park-and-ride lots.

In terms of the region's parking supply, park-and-ride lots can be considered a substitute for long-term parking in the Chicago central business district (CBD). By allowing commuters to park their cars further out and take transit in, there is less need for parking in the CBD. Park-and-ride lots thus promote a more efficient use of land in the region, because less of the valuable land in the CBD needs to be devoted to parking, which is a relatively unproductive use. In the Village of Plainfield, the park-and-ride lot adjacent to the Village Hall provides commuters with easy access to two express Pace bus routes that go to downtown Chicago and are able to bypass traffic jams using the widened shoulder on I-55.

Park-and-ride lots reduce highway demand at peak commute periods and provide good opportunities for shared parking because their demand is consistent; they are most heavily used by commuters and can be shared with churches, dining venues, or other evening entertainment.

The parking charges at park-and-ride lots are not meant to manage the parking supply at these facilities. They typically cover some or all of the operations and maintenance costs, but in order to make park-and-rides effective, the cost to park and take transit must be less (often substantially so) than the cost to drive and park downtown. If a fee is charged, it is preferable to have a system that charges the user for each time he or she uses it so that there is an incentive to supplement travel with other modes, if possible. If a driver knows that riding a bicycle will save her a few dollars and the weather is nice, there is an incentive not to drive. Many communities in the CMAP region have easy bicycle access to Metra stations; and communities such as Schaumburg promote bicycling to the station by providing bike lockers for rent. More recent safety concerns around lockers have been addressed by permitting the lockers, rather than allowing full public access.

Managing commuter parking is a complex endeavor and this paper does not fully address the topic. Some municipalities have commuter lots in the heart of their downtown, and when lots are full, the commuter demand can spillover into neighboring areas and compete with customer parking spaces. A community interested in addressing current and future commuter parking needs should consult with Metra and / or Pace. Metra prepares 30-year ridership projections for existing stations based on current station ridership, CMAP household forecasts, parking capacity and utilization, and translates the data into future parking needs.

Metra also looks for opportunities to partner with municipalities or other entities to provide funding to support parking, pending availability of funds and demand. For example, in 2007, Metra worked with the City of Geneva to provide some funding for a parking deck near their station, and to help them to secure funding from the State of Illinois for the installation of a third level in 2012. Metra's guidelines regarding replacement parking, lot ownership/maintenance, and location of commuter lots are identified in RTA's Access & Parking Strategies for TOD (See Appendix).

²⁰ Regional Transportation Authority (Chicago). 1998. Opportunity Costs of Municipal Parking Requirements, Prepared by Fish & Associates, K.T. Analytics, and Vlecidis-Schroeder Associates, Final Report, April. <http://rtachicago.com/index.php?Itemid=325>

Pricing Strategies

Parking management without right-price parking will only take a municipality so far, because the provision of free parking is an incentive to drive and the number of drivers and cars continues to increase. As parking demand increases, the municipality will need to determine if it will increase parking supply at a high cost, address illegal parking with increased enforcement measures and penalties, or implement market-based parking pricing. Considering the cost-effectiveness of pricing, the goal for parking management intended to create livable communities should be a downtown parking strategy that limits and centralizes the amount of off-street parking, prices on-street parking appropriately, and incentivizes alternative modes. Financial instruments can be used to modify the price of parking to reflect its true market value, either by directly regulating prices or by imposing taxes and fees.

When given the choice, drivers prefer free parking. But the parking is not really free and is paid for by all consumers in the form of higher taxes and retail prices, as well as reduced wages and benefits. The idea behind market-based pricing is to have users pay much or all of the cost of parking, resulting in reduced demand and congestion. Providing safe, convenient alternatives to solo driving is important when imposing pricing mechanisms.

An important lesson from San Francisco's parking manager, Jay Primus, is to focus on availability and not on turnover.²¹ If the goal is to improve the economic vitality of an area with the help of market-based pricing, the municipality should determine the lowest possible price that leaves one or two spaces vacant per block. Parking availability reduces traffic congestion associated with the search for parking and improves access to the stores and businesses where customers want to go. The goals for parking pricing should never be tied to revenue collection, but to creating parking availability.

Municipal planners should try to understand, through public outreach, what frustrates different groups most about various pricing mechanisms. Some people never carry enough coins or cash and need machines that accept credit cards. Some people may not want to walk half a block to pay and half a block back to put a ticket in their car. Some people forget to track the time and often get tickets; others find pay machines overly complicated. There are various technologies coming online to address these concerns. For example, if meters were equipped with Quick Response (QR) codes read by smart phones, a user could access an app to pay, receive notices of time expiration, and "feed the meter" remotely. These technologies facilitate user acceptance of parking pricing by making it easier for them to pay for parking and less likely that they will receive a ticket.

If your community is investigating parking pricing for some or all of your downtown parking, it may be easier to start small, focus on the most congested block, and work outward from there as people become adjusted to the changes. It is important to be transparent about costs and revenues. Making the costs clear and understandable to residents will help explain the need for pricing. Often nervous about negative impacts, local businesses will be concerned that paid parking will scare away potential customers. Many businesses have come to see the positive impacts that pricing can have on turnover, and changed their opinions. A local business owner in Oak Park went from being one of the most outspoken opponents to parking price increases in 2008, to saying at a public meeting in 2011 that the parking price increase was "the best thing the municipality had ever done." Businesses can pay for a validation program, or even better, they can have a say in how the meter revenue is spent on the street in front of their store. They can decide if the revenues from parking will be used to improve the streetscape, to pay for a parking structure, or to develop "Complete Streets." Experimentations and pilot programs along one block at a time can help ease the adjustment, but rate changes should not be implemented or removed too quickly as there will be an initial adjustment period.

**As parking demand increases,
the municipality will need to
determine if they will increase
parking supply at a high cost,
increase enforcement measures
and penalties, or implement
market-based pricing.**

The most important factors in attracting customers are quality of the environment, the range of goods and services offered, and the overall accessibility.²² Concerns about the economic impacts of parking pricing are important to confront. Some areas offer "first 30 minutes free" or similar parking discounts, but with limited success. It has been found that, instead of an increase in customers, this is more likely to result in increased traffic movement and increased municipal costs.²³ As far back as 1935, in Oklahoma City, businesses on non-metered streets advertised free parking for a short time and then abandoned that strategy when occupied spots prevented customers from finding parking.²⁴ In Boise, ID meters with a button that give a customer 20 free minutes were installed. This was done to increase public acceptance of the new meters. In that case, a driver that is just stopping to pick up a coffee or dry cleaning pushes the button, does the errand, and leaves without having to pay. The button can only be pressed once, but there is obvious potential for abuse.

21 FHWA Parking Webinar, 2-23-12.

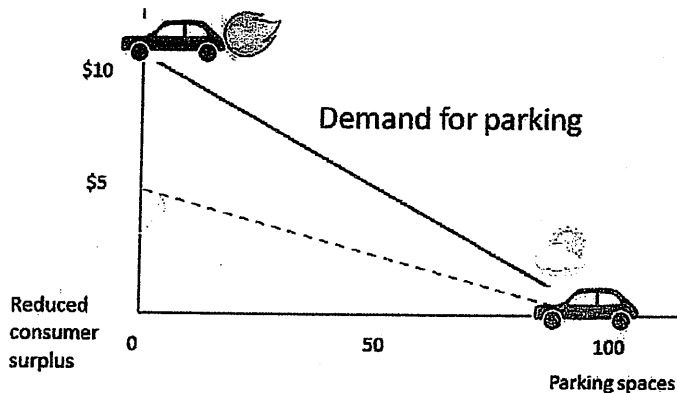
22 European Cooperation in Science and Technology (COST). 2006. Parking Policy Measures and Their Effects on Mobility and the Economy. Technical Committee on Transport August, 2006. <http://www.transportlearning.net/docs/COST%20Action%20342%20final%20report%20veilig.pdf>

23 Ibid, 2006.

24 Oklahoma Historical Society. 2007. Oklahoma Journeys, April 7, 2007. <http://www.okhistory.org/okjourneys/parkingmeter.html>

At the same time, policies that restrict parking too severely can adversely affect the economic vitality of a business district just as lenient policies can. It is a matter of finding the right balance between supply and demand, with price playing a crucial role. When parking is free or underpriced and there is a high demand for it, it becomes hard to find, and once you have it, you are reluctant to give it up. Eighty-five percent occupancy ensures that one or two spaces per block will be available, so drivers no longer need to “cruise for parking.” If occupancy levels are lower, the prices are too high and should be lowered or free; if occupancy levels are higher, the prices are too low and should go up.

From an economic perspective, free parking is inefficient when parking is scarce. The demand for parking is a downward sloping curve, meaning that the driver with the most urgent need (red car) is prepared to pay more to park, while the driver with the least urgent need (green car) will only park for free.



The area under the demand curve (blue line above) represents consumer surplus when parking is free. Drivers who would be willing to pay for a prime parking spot are not able to do so where supply is limited, and this results in maximum utilization of the spaces. When parking spaces are scarce and there is high demand, the consumer surplus is reduced and its distribution is insensitive to the differing needs of drivers.²⁵ Those with less urgent needs (employees) will remain in spaces that drivers with urgent needs (customers) would be willing to pay for. The time spent searching for parking becomes a dead weight loss to the economy, and destinations in these areas have less business activity than they would if they had parking available on-street.

When it comes to the politics of parking, planners and local elected officials typically “weigh the interests of voters (who want free parking and no spillover) against the interests of developers (who must pay for the required spaces),” yet both of these considerations are short-term, and fail to consider how the provision of parking will affect traffic, walkability, air pollution, and costs of goods.²⁶ To best address our parking problems, we must trade in our engineer hats for economist hats. Increasing the supply of parking without applying a price is very expensive for everyone except the driver. Additionally, constructing more parking does not reduce the perception of parking shortages when on-street parking remains free. On-street parking is more desirable because it provides closer access to the shops and restaurants and is perceived as safer. If on-street parking is free, there is an incentive to drive in circles until locating a space – and once in a space, there is little incentive to move. When there are time restrictions, a driver who needs to be downtown longer than the time limit is forced to move the car, or “shuffle.” This adds to congestion and the perception of a parking shortage.

Options for advanced technology must be used to make the experience of paying for parking less painful, and can reduce the need for additional physical infrastructure. Pre-paid parking cards, in-car parking meters, mobile phone and GPS technology, barcode scanners / QR codes on meters are all options. Public input and funding will help determine the best choices for each community. See discussion of enforcement in Step 4 for more on this topic.



Photo: Dan Burden, www.completestreets.org

²⁵ For more information: <http://flashecon.org/lectures/parking/parking.asp>

²⁶ Shoup, Donald. “The High Cost of Free Parking.” American Planning Association Press, Chicago, IL: 2005.

VARIABLE RATES / DYNAMIC PRICING

Like other parking management strategies, municipalities can apply variable rates to parking to influence traveler mode choice, time and amount of travel, and shift drivers from a congested location. It is important to carefully select the locations for variable pricing to avoid negative impacts. A parking price that is set too high may shift drivers to other locations, rather than to alternative modes. The goal is typically to reduce parking congestion without reducing the number of people who travel to a location. Balancing the characteristics of the site with parking programs, incentives, and pricing is crucial to achieving that goal.

Variable pricing seeks to apply a free market-inspired pricing system to more efficiently allocate parking supply, with higher prices charged at times and locations of peak demand. Variable pricing promises both effective congestion mitigation and the ability to raise considerable sums for local governments. Cities like Los Angeles and San Diego are following San Francisco's lead and are tracking parking demand with in-ground sensors to determine parking price adjustments needed to maintain appropriate levels of vacancy.

Keeping on-street parking spaces available for short-term use should be a high priority, as they are the most convenient type of parking for potential customers. If on-street commercial parking is not managed or priced, commuters, employees and spillover parkers avoiding fees will use the parking spaces and the desired patrons will not have a place to park. A municipality should set the lowest price so that there will always be some vacancy, but not so high as to send business to other locations. Todd Litman, of the Victoria Transport Policy Institute, recommends that prime spaces suitable for short-term use be at least twice as expensive per unit of time as less-convenient spaces suitable for longer-term uses.²⁷ Prices and restrictions could vary by block, time-of-day, and day-of-week.

The Albany Parking Authority removed time limits in high-demand areas and implemented pricing that increases after two hours. Rather than paying \$1.25 per hour at meters with 2 hour limits, the hourly price increases by \$.25 per hour for the 3rd through 10th hour for a total daily price of \$21.50. Data shows that 15 to 20 percent of the customers stay more than 2 hours, average length of stay is slightly over 1 hour, and over 50 percent of the revenue comes from "long-stay" customers.²⁸ Turnover is created by economic forces based on individual choice in the marketplace, parking revenue is increased, and customers appreciate the added flexibility to stay longer. Payment by credit card is generally selected by customers when parked for more than two hours.

Managing parking in commercial areas typically involves "setting peak hour, daytime, or 24-hour parking restrictions; establishing parking time limits, and installing parking meters." The most important factor influencing the behavior of single-occupant drivers is parking cost to user, not supply; there is also a less intense relationship for maximum time limits.²⁹

27 Litman, Todd. 2008. *Parking Pricing. Direct Charges for Using Parking Facilities*. TDM Encyclopedia, Victoria Transport Policy Institute <http://www.vtpi.org/tdm/tdm26.htm>

PERFORMANCE-BASED PARKING PRICING & PROGRESSIVE PARKING PRICING

Pricing fees should be designed to create one or two available spaces per block. Shoup compares underpriced on-street parking to rent-controlled apartments: "they are hard to find, and once you find a space you'd be crazy to give it up."³⁰ Since these spaces are so hard to find (and desirable), people end up spending excessive time "cruising" for a spot.³¹ This leads to congestion and pollution, as well as increased travel times. It is estimated that almost 1/3 of traffic in downtown New York consists of people searching for a parking space. While traffic in our suburban downtowns is not as severe as New York City, "cruising for parking" still contributes to congestion.

With occupancy rates and existing supply information, varying zones of demand can be established. This would be a flexible designation that could change with business openings and closings, as well as any new construction. Typically, a downtown's "main street" will have the highest demand for parking. These zones of demand will be used by the community to institute parking pricing to reach the desired occupancy rates. In 2010, San Francisco launched the federally-funded pilot program SFpark.org to test the idea of flexible pricing. The video for the project explains how rates are adjusted to achieve the 85 percent occupancy levels, and how that reduces traffic congestion.³²

In high activity areas with strong parking demand, prices can be set to encourage turnover with "progressive pricing." The price for a parking space would be progressively higher per hour in high activity areas (for example, \$1 for the first hour, \$2 for the next hour, \$5 for each hour following). If parking is priced to encourage short-term parking, some travelers would reduce the amount of time spent at a location and many long-term parkers and commuters would go directly to a garage or remote lot. This would encourage turnover of spaces, but is less likely to affect congestion goals than "performance-based pricing," because it does not influence when people park.

Sometimes, the most effective pricing strategy is simply to coordinate the on-street and off-street parking prices, so that there is an incentive to go directly to a parking garage or lot, rather than cruise for an on-street space that may be underpriced. Evanston is able to do this effectively, since they own more than 80 percent of the parking supply in the downtown area. This also helps to provide spaces for short-term customer parking.

28 Michael Klein, Executive Director, Albany Parking Authority. Email message to author, April 2012.

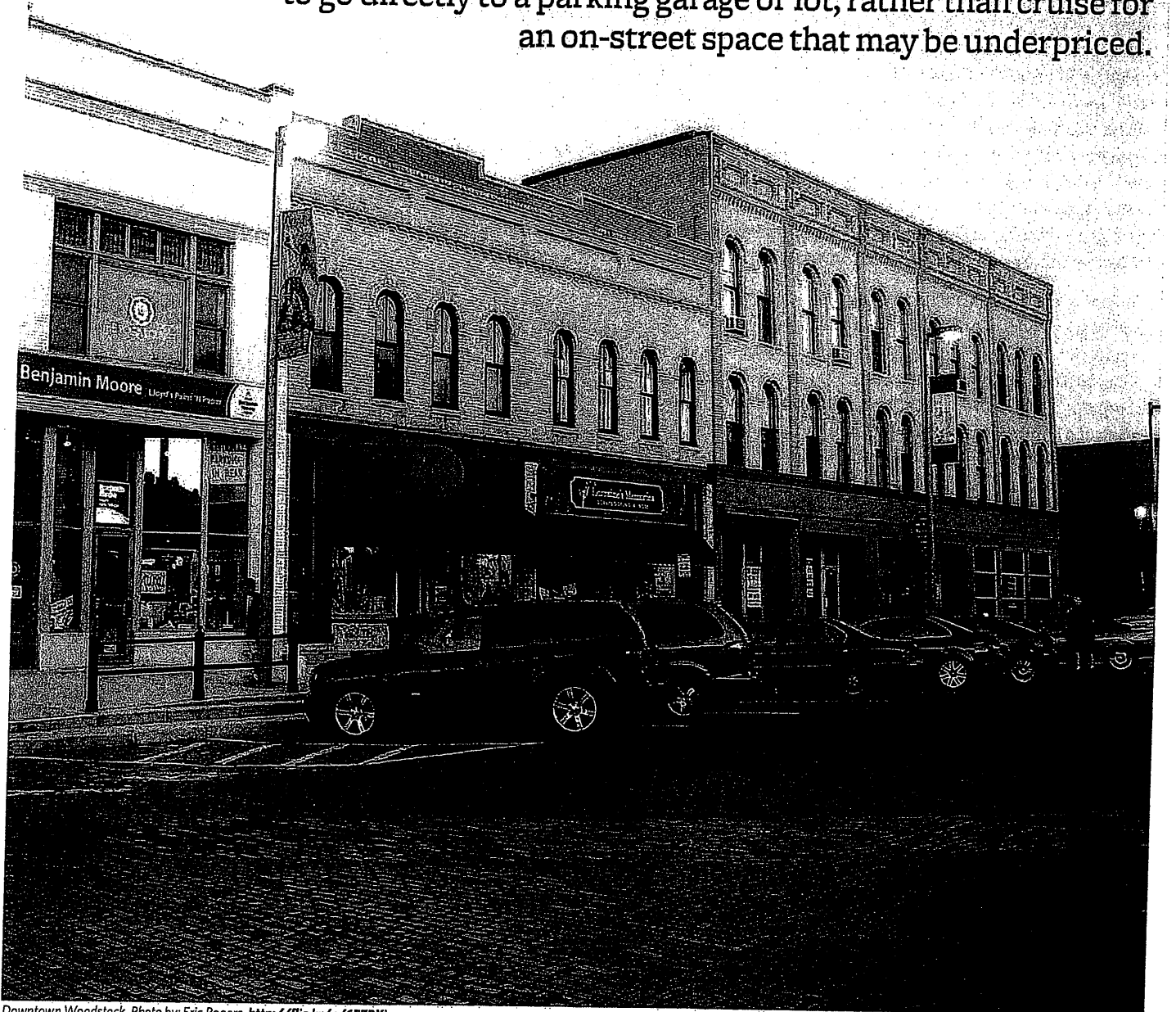
29 Kuzmyak, Richard J., Rachel Weinberger, Richard H. Pratt and Herbert Levinson. 2003. *Parking Management and Supply*: TCRP Report 95, Chapter 18. Washington, DC: Transportation Research Board. http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rpt_95c18.pdf

30 Donald Shoup, "Cruising for Parking," Access, No. 30, Spring 2007, pp.16-22.

31 Ibid, 2007.

32 See SFpark video: <http://vimeo.com/13867453>

Sometimes, the most effective pricing strategy is simply to coordinate the on-street and off-street parking prices, so that there is an incentive to go directly to a parking garage or lot, rather than cruise for an on-street space that may be underpriced.



Downtown Woodstock. Photo by: Eric Rogers, <http://flic.kr/p/6F7BXJ>

PARKING BENEFIT DISTRICTS

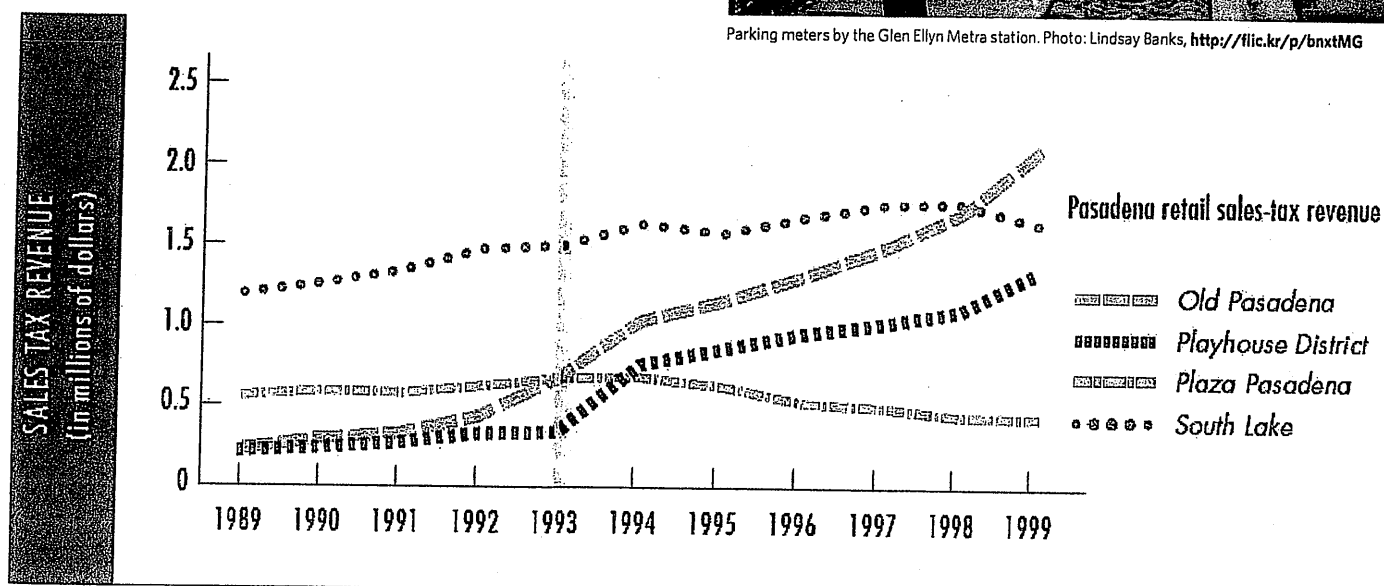
An integrated parking management strategy can be used to increase the attractiveness of a retail center by reinvesting the parking revenue into street improvements. Many communities in the U.S. have established Parking Management Authorities (PMAs) to help set prices in Parking Benefit Districts and determine how parking revenue is spent. The PMAs are usually comprised of local leaders, business owners, and residents. A Parking Benefit District is a way for a city or town to return all or some parking revenue (generated through parking meters, fines, assessments, and/or taxes) to an area for improvements and/or beautification projects in the district. Returning parking money directly to the community often improves the general public's acceptance of the idea. "Key stakeholders such as businesses, developers, land owners, residents and government representatives need to work together to develop goals, objectives and a plan to create a parking district."³³ These stakeholders will also decide where and how funds should be spent.

An improved street environment can attract pedestrians and bicyclists who add to commercial "foot-traffic" without congesting the roadways. In the early 1970s, Boulder, CO took the risk of pricing parking with the idea that a more attractive environment would entice shoppers regardless of parking pricing.³⁴ Through the creation of a Parking Benefit District, parking meter revenues were used to build centralized parking structures, improve the pedestrian environment, and create the sense of place that attracts people. Rather than compete with suburban shopping malls' free parking, they worked to enhance the aspects of a small downtown that make it attractive and lively.

The city of Pasadena, CA also used parking management to revitalize their downtown through a parking benefit district. With agreement from local merchants, they added parking meters and used the revenue to pay debt service on a major streetscape overhaul, called the "Old Pasadena Streetscape and Alleyways Project."³⁵ The meter revenue went toward street furniture, trees, decorative grating for trees, better lighting, improved policing, more street and sidewalk cleaning, and marketing (maps, brochures, etc.). Local merchants actually saw an increase in business as the location became a more attractive place for customers to shop and spend time in "Old Pasadena." Their business increased compared to neighboring Westwood Village with underpriced meters and no walkability improvements. The graph below shows the sales tax revenue from various districts of Pasadena, with the yellow line indicating the year that meters were installed in Old Pasadena.³⁶



Parking meters by the Glen Ellyn Metra station. Photo: Lindsay Banks, <http://flic.kr/p/bnxtMG>



33 Metropolitan Transportation Commission (MTC). 2007. Developing Parking Policies to Support Smart Growth in Local Jurisdictions: Best Practices. Wilbur Smith Associates: <http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=239>

34 Weinberger, Rachel, John Kaehny, and Matthew Rufo. 2010. U.S. Parking Policies: An Overview of Management Strategies. Institute for Transportation and Development Policy, New York.

35 Douglas Kolozsvari and Donald Shoup, "Turning Small Change into Big Changes," Access, No. 23, Fall 2003, pp. 2-7. Online: www.shoup.bol.ucla.edu/SmallChange.pdf

36 Ibid, 2003

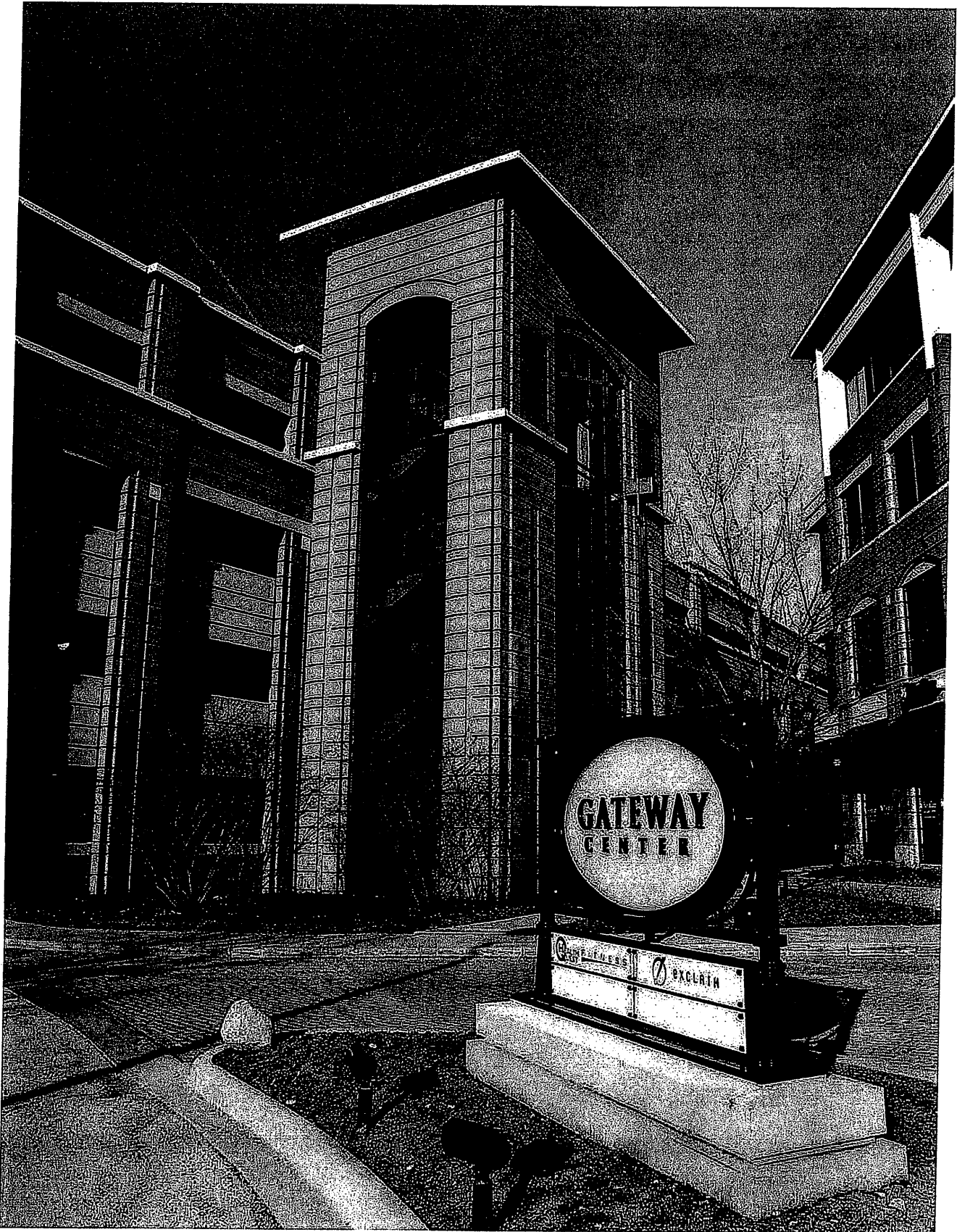
Selecting the Right Set of Strategies

The most appropriate parking strategies for each municipality will depend on their unique characteristics and their vision for the future. Both the Parking Generation handbook and Metropolitan Transportation Commission's (MTC) parking toolbox use 5 "area types," ranging from extremely urban to rural, to determine appropriate strategies. While downtown Chicago falls into the most urban category, there are neighborhoods in Chicago that would not. Some planners refer to the "Smart Code Transect," which provides a visual cue for the range of development intensity in our nation's villages and towns.

In northeastern Illinois, the most important factors affecting parking include: the presence or absence of a Metra commuter station, the presence or absence of bus service and the level of service offered for each transit mode, population and employment density of the area, as well as bicycling and walking amenities. If the parking policies are intended to increase the walkability of an area or to support increased retail and commerce, they should be designed around the future vision of the community.

A strategy that might be appropriate for one street could fail miserably on the next. Applying strategies to "focus areas" is best. The table below, inspired by MTC's parking toolbox table, can be used to evaluate focus areas.

	<div> <div>HIGH-DENSITY WALKABLE TRANSIT-RICH</div> <div>LOW-DENSITY NO "MAIN STREET" NO TRANSIT, PARKING-RICH</div> </div>				
<div> <div>● MOST EFFECTIVE</div> <div>⊕ SOMEWHAT EFFECTIVE</div> </div>					
NON-PRICING STRATEGIES					
Reduced Parking Minimums	●	●	●	●	●
Parking Maximums	●	●	⊕	●	●
Employer Incentives	●	●	●	●	●
Shared Parking	●	●	●	●	●
Residential Permits	●	●	●	●	●
Peripheral Parking Lots	●	●	⊕	●	
Improved Bicycling and Walking Infrastructure	●	●	●	●	●
Real time parking information	●	●	●	●	●
Unbundled Parking	●	●	●	●	
Narrow streets with back-in angled parking	●	●	●	●	●
Park-and-ride	●	⊕			
PRICING STRATEGIES					
Variable Rates / Dynamic Pricing	●	●	●	⊕	
Performance-based Pricing	●	●	⊕	⊕	
Coordinated on-street and off-street Pricing	●	●	⊕	⊕	
Parking Benefit Districts	●	●	●	●	●



Palatine's Gateway Center is a four-story mixed-use parking deck with street level retail and office space on the upper floors adjacent to the Palatine Metra Station.
Photo by Jim Watkins: http://www.flickr.com/photos/jim_watkins/

Step Four Implementation

A municipality undertaking the process of developing parking strategies to support livable communities begins the process with an idea of community issues and problems, and a vision for solving them. The vision is refined with input received from stakeholders; existing conditions are documented and focus areas are identified. The strategies to address the challenges within focus areas are developed, and public engagement helps to shape how they are designed. When a set of tools and strategies has been selected, it is time to develop an implementation plan.



Parking signage at The Glen, in Glenview. Photo: CMAP Library.

WRITING THE PLAN

The parking implementation plan should be founded on the results of the initial parking survey and the community values and goals for livability and long-term sustainability developed through the engagement process. This plan will identify the public engagement efforts, occupancy survey results, strategies identified, and target zones for improvement. It will also outline a timeline for implementing the strategies and monitoring results, which can identify changes that will take effect immediately, within a year or more, and others that will only be implemented if necessary, based on success or failure of other strategies. It is important for communities to develop contingency plans so that they can provide the minimum spaces, monitor results, and have strategies to provide more if necessary. The plan should also include measurements of success that relate back to the original goals for livability, whether it is reduced congestion, increased walkability, etc.

If parking pricing or strategies that restrict or reduce parking availability are implemented, there may be an initial negative result in business activity as people adjust to the changes, and the municipality should not be quick to undo efforts without waiting through this period. This may take a couple of months, but business should return to normal. In the case of parking pricing, the resulting increase in turnover should even help businesses and improve customer satisfaction. To keep track of the user satisfaction, host regular public meetings that can be used to gauge impacts, understand initial frustrations, and work through any early problems. Maintain open lines of communication with residents.

The implementation plan should also include ideas for branding and marketing, identification of enforcement policies and goals, and strategies for addressing future parking needs. Short-term actions should have visible results and long-term actions should account for funding and management of future parking.

PARKING SIGNAGE, BRANDING AND MARKETING

Parking operations are often criticized and rarely praised; this can partly be blamed on inadequate user information and a lack of understanding by the general public as to how parking systems work.³⁷ The former issue can be mitigated by providing maps, signs, brochures, websites, real-time information, etc. For the latter, some communities have had success with the publication of an Annual Parking Report. A report documenting parking inventory, utilization (or “demand”), anticipated changes in demand or supply, enforcement issues, and a financial overview of the costs of parking, can be very informative and help to alleviate or prevent problems.

Oftentimes, it is not a lack of parking that is causing problems, but the *perception* of a parking shortage. There may be a decent supply of under-utilized parking that could be put to better use. Improving

the signage around the parking supply can help direct traffic from more congested areas to the available parking. Consistent branding and marketing can make it quick and easy to locate parking. A coordinated, visible branding on municipal handouts, websites, and maps to match the street signs is a must.



Enhancing crosswalks to promote pedestrian safety in Oak Park.

Improved user information at the parking location is also helpful for ease of use and user satisfaction. New York City’s Mayor Bloomberg has expressed a desire for “smart meters” that will work with wireless PDAs or smart phones to help drivers locate vacant spots, pay the meter, and to receive messages when the meter is about to expire.³⁸ Effective signage can improve parking management by making it easier for drivers to navigate both off-street and on-street parking facilities. Effective signage for off-street facilities can include:

- Directional signs at entrances from public streets
- Signs at exit to get back to the street network
- Internal signs to direct parkers to parking for various uses
- Internal signs to direct parkers to available spaces
- Way-finding within the facility so parkers can get back to their car

Instructional signs can also illustrate how to use innovative, safer on-street parking, such as back-in angled parking. Other signage can regulate which users can occupy on-street parking (i.e. residential permits). Automated parking guidance systems (APGS) and automated parking availability displays (APAD) can inform users of the number of available spaces in a facility, by level.

The marketing aspect is very important when making changes to the existing parking management system, and especially when creating parking benefit districts. If parking revenues are improving the neighborhood, signage can help show people, and encourage buy-in and support for the policies. In Pasadena, CA, the meters have stickers exclaiming, “Your meter money makes a difference!” and it lists the improvement projects paid for by meter revenue.

³⁷ Burns, Dennis L. and Melinda Anderson. 2004. “Developing an Annual Parking Report,” in Haahs, Timothy H., ed. *Parking Management - The Next Level*, Parking 101 Vol. 2. Fredericksburg, VA: International Parking Institute

³⁸ Bloomberg, Michael. 2009. “My big parking promises: Mayor Bloomberg serves up a plan for N.Y.C drivers” in NYDailyNews.com, 9/13/2009. <http://bit.ly/SIOACj>

ENFORCEMENT

Parking enforcement should be efficient, considerate, and fair; the goal is to encourage compliance with existing regulations in order to maximize the efficiency of public space usage. Consistency of enforcement helps to maintain a high level of compliance. With recent changes to their parking management, the City of Tempe, AZ, decided to change the name of their “Parking Enforcement” department to “Parking Compliance.” This was representative of the shift to better customer service and education intended to increase compliance with parking regulations.

If resources for enforcement are limited, only issue tickets two or three days a week, but shift the days so that drivers do not know when enforcement will happen. Design enforcement routes so that a complete circuit coincides with the local time limits, where applicable. Evening enforcement is a lower priority because traffic volumes are typically lighter, but in areas with many restaurants and two-hour time limits, the hours of enforcement should extend until 7 pm to prevent wait staff arriving at 4 pm from parking on-street all night.

Investments in new technology can improve the efficiency of collections, reduce challenges, and lead to fewer violations. Automated license plate scanning machines, photos of violations, hand-held ticket writers, are all available for enforcement officers. The handheld devices should also contain police information regarding stolen vehicles, warrants, “shuffling,” unpaid tickets, etc.

Many communities are using “courtesy tickets” for first-time violators. These tickets do not have an associated fine; they alert the driver of his or her violation, direct them to longer-term parking or free parking, and thank them for visiting downtown. Progressive fines for repeat offenders are also recommended. Another emerging marketing strategy is the use of parking “ambassadors.” Typically identified by bright t-shirts, parking ambassadors are on-hand to make parking easy; they can direct drivers to off-street parking or assist with pay machines. A combination of ambassadors and enforcement can be very effective.

CONSIDERATIONS FOR PARKING STRUCTURES

If parking strategies to reduce demand are insufficient and a municipality is considering construction of additional parking, cost recovery should be an important decision-factor. The choice between surface and structured parking is generally driven by land costs. Where land costs are higher – usually in denser, more urban environments – it becomes more economical to build up than to build out. Excluding land costs, parking construction costs in 2012 were estimated to be:³⁹

- \$4,000 - \$8,000 /space for a surface lot,
- \$12,000 - \$24,000/space for a stand-alone parking structure,
- \$40,000 - \$70,000 /space for an automated parking garage, and
- \$40,000 - \$100,000 /space for an underground parking garage.

Similarly, in 2006, Bier et. al. estimated the following numbers: \$3,000 per space for a surface lot, \$20,000 per space for an above-ground parking structure, and \$35,000 per space for an underground parking garage.⁴⁰

Automated parking garages can fit more spaces on the same area of land, with ramps and driving lanes eliminated, and some estimate their costs to be as low as \$25,000 per space.⁴¹ Automated garages are not common in the United States, but are gaining popularity in areas with high land costs. Evanston’s Northwestern University found costs similar to Bier et al’s in 2006, with slightly higher numbers for surface lots.⁴²

The annual cost to own and operate a parking space (assuming a total capacity of 500 spaces) follows a similar hierarchy, and in 2004 ranged from less than \$400 for a surface lot space to over \$3,500 for an underground structure space. Structured parking is recommended for areas with higher land values and high demand for parking. The construction costs of structured parking per space diminish with scale, but consideration must be given to the ability to recover costs through parking fees, as well as the impact to the character and livability of the community. Factors affecting parking construction costs are detailed on the International Parking Design firm’s website.⁴³

39 Wiens, William, “The Cost of Tomorrow’s Parking...Have you considered this?” Hybrid Parking Blog, 5 February 2012. <http://hybridparkinggarages.com/Hybrid-Parking-Blog/bid/122553/>

40 Bier, Leonard, Gerard Giosa, Robert S. Goldsmith, Richard Johnson, and Darius Sollhub, 2006. *Parking Matters: Designing, Operating and Financing Structured Parking in Smart Growth Communities*. Airmont, NJ: the Urban Land Institute-Northern New Jersey. <http://bit.ly/748MxH>

41 Josh Levin, “The Valet You Don’t Have to Tip,” *Slate*, 1 April 2004: <http://www.slate.com/>

articles/arts/gizmos/2004/04/the_valet_you_dont_have_to_tip.html

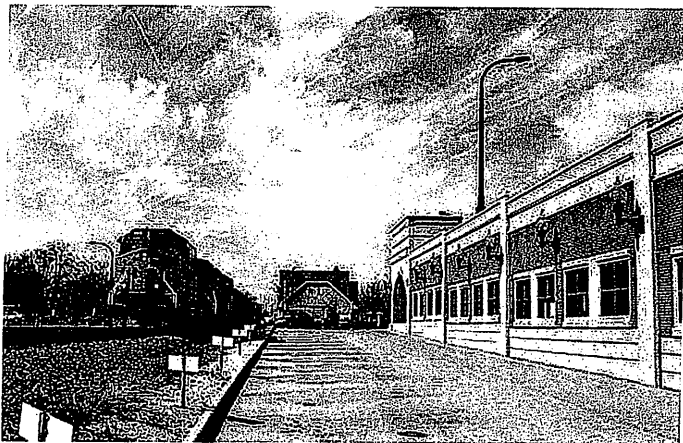
42 Northwestern University Newsletter. 2006. <http://www.northwestern.edu/newscenter/stories/2006/01/parking.html>

43 International Parking Design: http://www.ipd-global.com/whats_it_cost/

44 Shoup, Donald. “The High Cost of Free Parking.” American Planning Association Press, Chicago, IL: 2005.

Few parking operators (public or private) recover the full costs of owning and operating the garage because they set parking prices lower than the full cost of a space or otherwise subsidize the spaces. One result of these high costs coupled with inadequate revenue from parking charges is that parking structures are “seldom built as freestanding commercial ventures.”⁴⁴ By incorporating other uses into the parking garage, the rents for those uses will help to pay for the structure. In a study of eight municipal parking agencies in the Middle Atlantic and New England states, the annual operating revenue per space ranged from 26 to 36 percent of the annual cost per new space.⁴⁵ As stated before, it is important to consider the expected lifetime of a parking garage when making investment decisions, to estimate renovation costs and build the costs of long-term maintenance and renovations into user fees so that a multi-million dollar improvement does not come as a shock after 30 years.

There are benefits to parking structures over surface parking lots, despite their higher costs. Contrary to the perception that building structured parking will increase congestion, “it has been shown that there is less congestion because people immediately go to the deck to park, rather than cruise through town looking for spaces.”⁴⁶ Clear signage and way-finding are necessary to help drivers quickly locate structures and park. Additionally, when on-street parking is appropriately priced, the off-street garages become more competitive; revenue from on-street parking can be used to subsidize the garage. In more urban environments, it may be desirable to have retail space on the ground floor. The retail can wrap around the base of the garage and improve the local streetscape. In active areas – such as downtown, near transit, or in a shopping district – such retail space may be able to draw fairly high rents. Those rents can then be used to subsidize the building or maintenance costs of the entire facility. Minimizing interruptions in the pedestrian network (curb cuts) should also be a goal.



A Union Pacific train passes Geneva's municipal parking garage. Photo by Jim Watkins:
http://www.flickr.com/photos/jim_watkins/

PAYING FOR PARKING STRUCTURES

If a new parking structure is desired, it is important first to determine the trade-offs that your community is willing to make in order to pay for it, whether through meter revenues from a parking benefit district, taxes, or a combination of taxes and user fees. As stated previously, it is also important to consider the lifecycle of a parking garage and anticipate major renovations and build a fund to cover necessary repairs.

Constructing parking can be an expensive endeavor. Structured parking in particular involves significant up-front expenditures. Moreover, parking fees, where charged, may cover operating costs and a portion of the capital costs but structured parking rarely pays for itself in full. Public agencies who construct parking often need to find sources of financing and revenue beyond their general fund. Private entities looking to construct parking may partner with public agencies to take advantage of financing mechanisms and lower interest rates available only to public entities.⁴⁷

BONDING AND DEBT

Taking on some form of debt is a common way for public (and private) entities to fund the construction of a parking facility. Bonds often offer the lowest interest rates of any public financing method. Bonds issued by public or non-profit organizations to construct public facilities are usually tax-exempt, which helps lower their interest rate. Two major considerations for bonds are the identity of the issuer and how they will be paid back. Among public entities, municipalities and other units of local government with taxing authority (i.e. schools, park districts, and other authorities) have the power to issue bonds.

The best rates are for general obligation bonds, which are issued by municipalities and paid back through their general fund. Parking facilities are one of many reasons to issue bonds; and other purposes may take priority when issuing bonds. Revenue bonds are typically backed by the anticipated revenue from the project, but could also be backed by the proceeds from a special-purpose district such as a Tax Increment Financing (TIF), Special Services Area (SSA), a Business District (BD), or a specific revenue source such as a sales tax. To use these bonds, however, one needs to show that there is a stable source of revenue to pay back the bond; this may be demand for priced parking, sales taxes, or property taxes, etc. Depending on the project and the local parking system, there may be other sources of parking revenues to cover the debt service. Other sources might include parking meters or parking fine revenue from on-street spaces or other lots; rent from ground-floor retail around the facility (if built); and air right or ground leases.⁴⁸ Using bonding and debt can be complicated, and for joint development, municipalities or transit agencies also have to own the land for this to work.

45 Herbert Levinson, as cited in Shoup, 2005.

46 How to Handle Parking, 2007. Transit-Friendly Development Newsletter 3 (1) <http://policy.rutgers.edu/vtc/tod/newsletter/vol3-num1/TODParking.html>

47 Baron, Philip J. and John W. Dorsett. 2004. "Parking Facility Economics and Approaches to Financing," in Haahs, Timothy H., ed. *Parking Management - The Next Level*, Parking 101 Vol. 2. Fredericksburg, VA: International Parking Institute.

48 Bier, Leonard, Gerard Giosa, Robert S. Goldsmith, Richard Johnson, and Darius Sollohub. 2006. *Parking Matters: Designing, Operating and Financing Structured Parking in Smart Growth Communities*. Airmont, NJ: the Urban Land Institute-Northern New Jersey. <http://bit.ly/748MxH>



Wheaton Parking Garage. Photo: Lindsay Banks, <http://flic.kr/p/bArwZv>

FINANCIAL TOOLS ACRONYM SOUP: TIFs, SAs, SSAs, BIDs and BDs

TAX INCREMENT FINANCING (TIF)

Local communities can also turn to the surrounding properties that stand to benefit from increased parking supply for financing assistance. Tax Increment Financing (TIF) captures the increased property value generated by development in an area to create a pool of money that can be used for area improvements. When a TIF district is established in Illinois, the area must have a demonstrated condition of blight, and property values must be projected to increase enough to fund improvements. The current property taxes are defined as the “base” amount. In the succeeding years, a maximum of 23 years in Illinois, any additional property tax (over and above the base amount) generated within the district is set aside in a special fund. That money can then be used to fund further improvements within the district, including public parking facilities. However, there are often concerns about money that is diverted away from underlying taxing districts when TIFs are used.

TIF money can be used as it is generated or the municipality can issue bonds backed by the future revenues from the increment collected in the district. More often, a municipality will issue a general obligation bond and hope to be paid back by the TIF. TIFs have been used in the Chicago region to fund parking garages; for example, the 5-level municipal parking garage in Downers Grove was funded through a TIF district. Depending on where a parking facility is being built, this may be a desirable financing mechanism. TIFs are more useful when they are part of a coordinated redevelopment strategy that includes parking, and in new development in a larger area.

SPECIAL ASSESSMENTS (SA)

In contrast to TIFs, where the property tax rate is not increased, Special Assessments (SAs) levy fees on properties near an improvement on top of the property taxes to capture the expected increases in property value from an investment in public infrastructure. This is commonly used when a public improvement benefits a particular area to a greater degree than the community as a whole. The assessment amount is typically calculated by starting with the total cost of the improvement and allocated to each property based on the degree of special benefit it is expected to receive from the improvement. A public body cannot use SAs to fund general improvements; it must be established that the money is for a local improvement. Essentially, the concept is that if improvements made by a government agency make a particular piece of property more valuable, the property owners that benefit should contribute to the cost of the improvement.

Special assessments are commonly used to assist developers of vacant land by financing the installation of public improvements such as storm sewers, streets, sidewalks, and gutters; but it can also be used to fund parking structures, police or fire protection, street lighting, and other purposes. The special assessment district for a parking structure would be limited to the area around the structure that is accessible by walking. The taxes, however, may not necessarily be applied to residential properties or properties that are not expected to benefit from the parking structure. The developer realizes a cost savings because of the lower tax exempt interest rate on special assessment bonds compared to the interest rate charged by commercial banks. As the properties are sold, the developer can use the money from sales to pay the assessment relative to parcels sold. The assessment is a lien against the real estate that, if not paid, is handled through the county as if real estate taxes have not been paid. Unlike SSAs, the SA is not an ad valorem property tax, meaning that it is not based on the value of the property.

SPECIAL SERVICE AREAS (SSAs) / BUSINESS IMPROVEMENT DISTRICTS (BIDS)

Business Improvement Districts (BIDs), called Special Service Areas (SSAs) in Illinois, levy an additional real estate tax (or other taxes) on properties within a defined area, creating differential taxing areas. The additional money is used to fund services and/or infrastructure improvements in that area – which can include construction of a parking facility or payment on the debt of the construction, if the area businesses choose. Assessments are often on a uniform per unit basis (square footage, receipts, assessed value), but in Illinois it is more commonly done using Equalized Assessed Value (EAV). The taxes are not limited to property taxes. With regard to parking funded by a BID, there is “typically no exemption or tax credit...provided to property owners who provide all or a portion of their required parking.”⁴⁹ Naperville pushed for changes to the state legislation to allow for a tax on food and beverages that could be used for the purposes of constructing new parking facilities.⁵⁰ Naperville’s parking garages are funded through a Special Service Area that levies a tax on local businesses, and new businesses are required to pay the taxes of the prior year in addition to the current tax. In this model (and in SAs), the businesses are able to offer their patrons free parking, but they are forced to charge more for goods for everyone, regardless of whether they use the parking, which encourages driving.

BUSINESS DISTRICTS (BDS)

A Business District is an area, deemed to be “blighted,” where a municipality can impose an additional tax to spur development or redevelopment. A BD must be contiguous, and all properties involved must be directly and substantially benefited by the public expenditures. A BD can fund tourism initiatives and infrastructure with an increase in sales and / or hotel tax for all businesses in the area by 1/4 percent increments, up to 1 percent, without referendum by citizens, for a maximum term of 23 years. A BD does not have the restrictions and requirements of TIFs, can be created by non-home rule municipalities, and has no impact on taxing districts. They may be more appropriate in areas with a significant amount of retail, and they can harm certain businesses. At least two public hearings must be held before a municipality can approve a BD.

PARKING ENTERPRISE FUND

One approach used primarily by municipalities and universities to help pay for parking is to create a parking enterprise fund. This fund is self-sustaining and is separate from the general fund, but its administration is still within the local government (or university). The fund does not have the capacity to issue bonds on its own, but can raise revenue in a number of ways. These revenue streams are also available to public enterprises and include:

- Monthly leases or permit sales
- Parking meter revenues
- Parking violation revenues
- Short term (non-contract, non-monthly) parking fee revenues

The key to the fund’s success is that while no one facility may cover all of its costs, multiple facilities together can. This is because the lifespan of a parking structure can range from 40-50 years or more, but development costs are typically capitalized over a 20-30 year period. This means that most parking structures have useful lives after their debt is retired, thus freeing up parking revenue to help pay for newer facilities.⁵¹ An enterprise fund may require outside subsidy in the early years.

49 Baron, Philip J. and John W. Dorsett. 2004. “Parking Facility Economics and Approaches to Financing,” in Haahs, Timothy H., ed. *Parking Management - The Next Level*, Parking 101 Vol. 2. Fredericksburg, VA: International Parking Institute.

50 “Continuous Improvement Model” 2008 ITE Midwestern Conference. Need to improve this

citation.

51 Baron and Dorsett, 2004.

52 Shoup, Donald. “The High Cost of Free Parking.” American Planning Association Press,

PAYMENT IN LIEU OF PARKING OR FEE-IN-LIEU

As discussed above, most municipalities require that a minimum amount of parking be provided as part of all new developments. As an alternative, some municipalities allow developers to pay a fee in lieu of constructing some or all of that parking. The fees collected are used to construct a public parking facility that serves that particular development, as well as surrounding uses.

Most cities set a uniform fee per space, with the number of spaces per development still dictated by the parking code. The fee itself is often less than the full cost per space for the public sector to provide the parking. Unless updated regularly, the fee may be considerably lower than the actual cost if the system has been around for a while. Vancouver, British Columbia takes an interesting approach by setting the fee per space equal to the cost to construct that space in a public garage minus the expected revenue the city will get from that space.⁵²

In most cases, the developer can choose whether or not (and for how many spaces) to pay the in-lieu fee. Some cities may offer payment in lieu of parking only in certain districts, such as in Lake Forest or Riverside where the option is available in downtown commercial / business districts. Other municipalities in northeastern Illinois that offer payment in lieu of parking are Libertyville and Highland Park, both of which charge \$15,000 per space in the downtown areas. Oak Park charges \$28,000 per space, an estimate similar to the cost of providing a garage space. Lake Forest has estimated the cost of providing a space at \$18,000, but charges only \$9,000 per space.

Beyond the financial aspects of payment in lieu of parking, there are a number of benefits to such programs. Donald Shoup identifies a number of advantages to payment in lieu of parking, including:⁵³

- Greater flexibility for developers, which can support historic preservation given the challenge parking may pose for adaptive reuse;
- More shared parking, thus potentially reducing the total number of spaces needed in the area;
- Fewer surface lots, because lots have been consolidated into one surface lot or possibly a structure;
- Fewer curb cuts, which increases pedestrian safety; and
- Fewer zoning variances that need to be issued, which expedites the development process and levels the playing field for all developers.

Additionally, fewer surface parking lots lead to better access management and improved traffic operations. Some developers may be wary of fee-in-lieu programs if they think that the money will not be used to provide parking. Programs demonstrated to reduce demand, paired with fee-in-lieu policy, can alleviate this fear.

PUBLIC-PRIVATE PARTNERSHIPS

The financing mechanisms described above mostly involve the public sector taking on debt to provide public parking facilities. In some cases, investments made jointly by the public and private sector can be used to help pay for parking. These public-private partnerships (PPP) can reduce the public sector's direct debt burden while also providing needed infrastructure. One strategy to minimize risks in PPPs to use a design-build contract, with a single party responsible for both designing and building the project. Long-term leases, another form of PPP, are the current extent of PPPs in Illinois. See CMAP's PPP strategy paper for more details on public-private partnerships.

Another form of PPP that has been applied to parking in a couple cases nationwide is the use of Design-Build-Operate-Manage (DBOM) to construct new facilities. An example from Connecticut can help to illustrate this innovative method. In 2000, the state issued bonds to cover the costs of constructing a new parking facility at Bradley Airport in Hartford, Conn. Due to the structure of the agreement, the bonds are actually guaranteed by a private entity. The state's arrangement used the same entity to design and build the facility and then after construction, to operate and manage through a lease from the state. The lease payments cover the state's debt service and the facility revenues cover the lease payments. Excess revenues are split between the state and the private operator. Should the lease payments and revenue sharing prove insufficient to cover the debt service, the private operator is responsible for making up the difference.⁵⁴

A similar strategy used to pay for parking facilities is called build-operate-transfer (BOT). A private entity may cover the costs associated with building public infrastructure, operate it and receive all revenues for a pre-determined time, and then transfer ownership to a public agency. Early parking meters were often installed in this fashion with manufacturers of meters installing them and recovering costs until they were paid for.⁵⁵

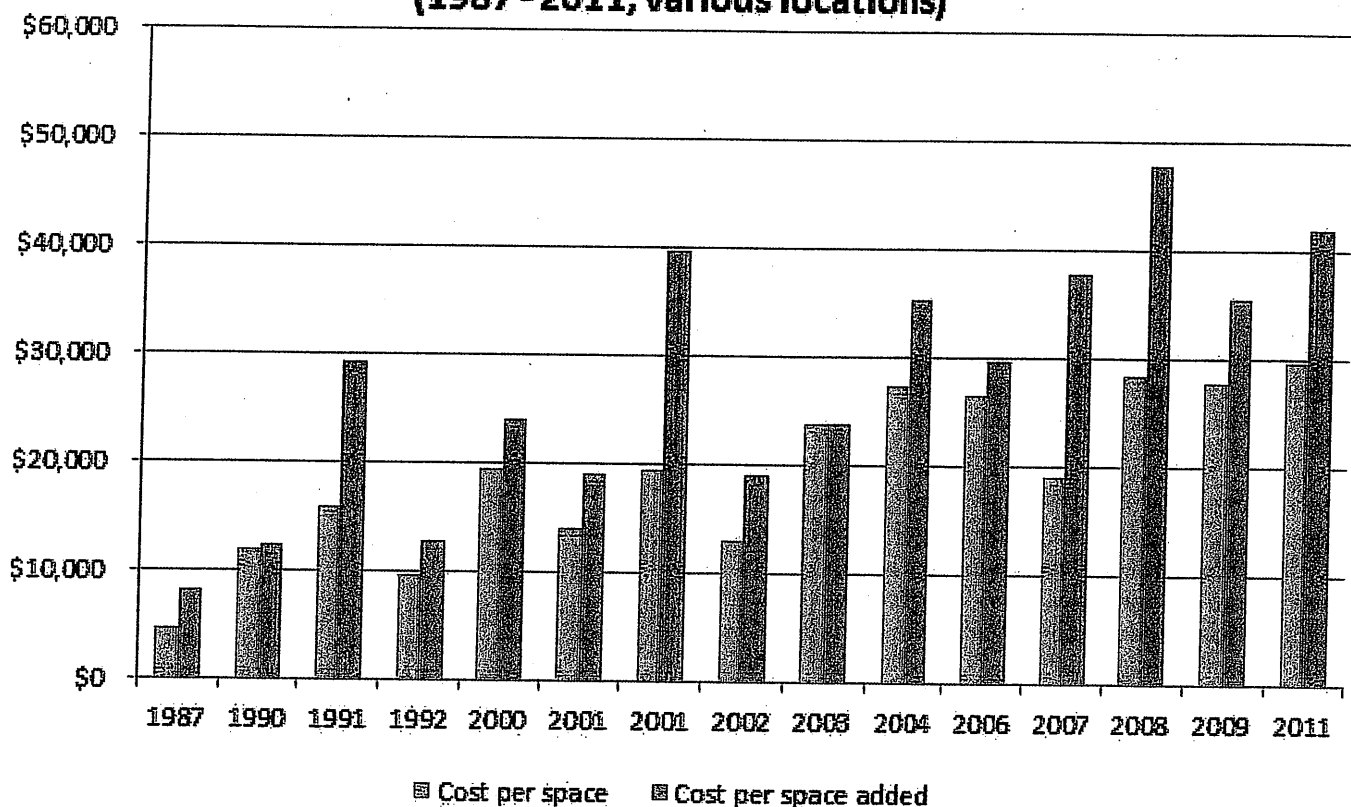
Chicago, IL: 2005.

53 Ibid, 2005.

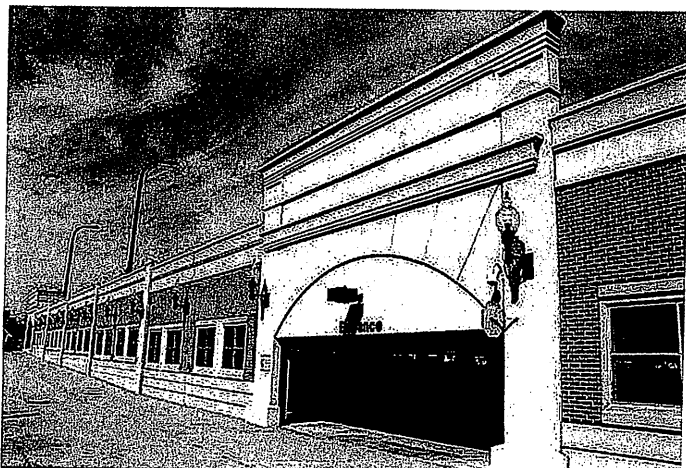
54 Bier, Leonard, Gerard Giosa, Robert S. Goldsmith, Richard Johnson, and Darius Sollhub. 2006. *Parking Matters: Designing, Operating and Financing Structured Parking in Smart Growth*

Communities. Airmont, NJ: the Urban Land Institute-Northern New Jersey. <http://bit.ly/748MxH>
55 Shoup, Donald "The High Cost of Free Parking." American Planning Association Press, Chicago, IL: 2005.

Parking Garage Costs in the Chicago region (1987 - 2011, various locations)



■ Cost per space ■ Cost per space added



Geneva's municipal parking garage was engineered to accept a third level as additional funding became available and extra spaces were warranted.

Photo by Jim Watkins: http://www.flickr.com/photos/jim_watkins/

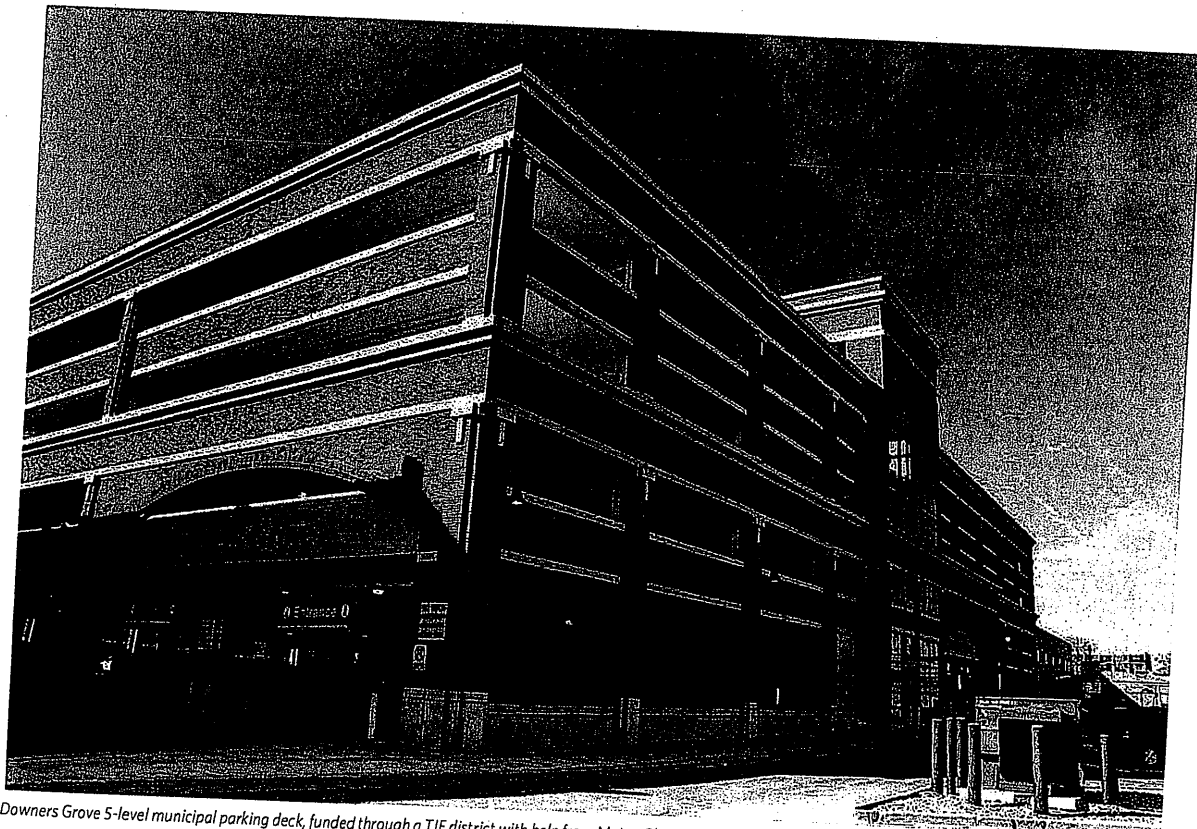
Recently Constructed Garages in the Region

The graph above and the data table on the following page both contain data collected on parking garages in the Chicago region. The cost per space is the total cost divided by the number of spaces, while the cost per space added subtracts the number of spaces that could be accommodated in the footprint of the site in a surface lot. If there were no garage, the land could be used for surface parking, and a structure allows for an additional number of spaces on the site.

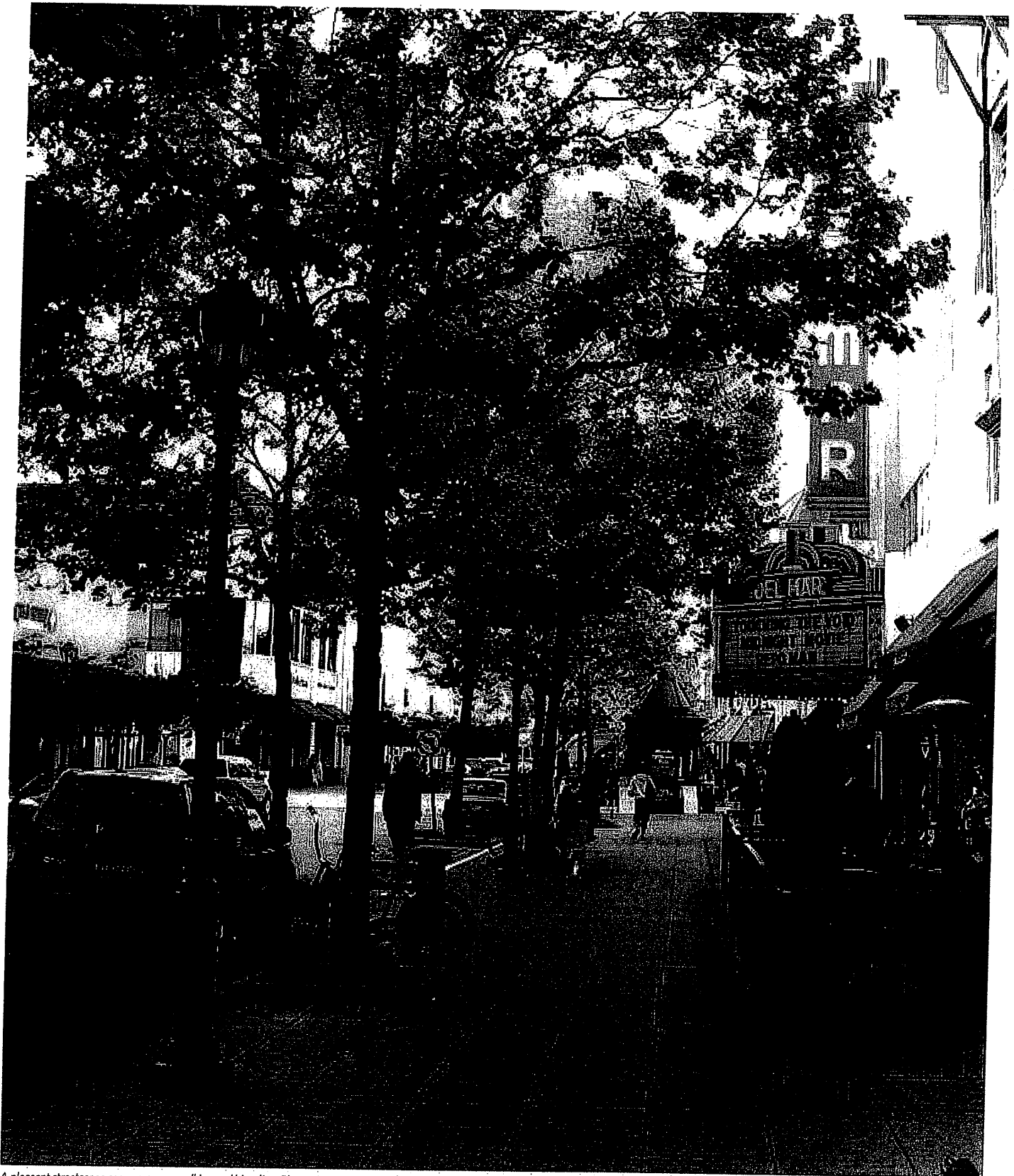
Parking garages

FACILITY LOCATION	YEAR BUILT	SPACES	TOTAL COST OF GARAGE	COST PER SPACE	COST PER SPACE ADDED
Naperville Central Parking Facility	1987	553	\$2,600,000	\$4,702	\$8,176
Evanston Church St. garage	1990	600	\$7,200,000	\$12,000	\$12,457
Elmhurst Schiller Parking Deck	1991	221	\$3,516,245	\$15,911	\$29,302
Elmhurst Adelaide Parking Deck	1992	213	\$1,908,709	\$9,727	\$12,710
Evanston Maple St. garage	2000	1,400	\$27,200,000	\$19,429	\$24,028
Naperville Van Buren Deck	2001	530	\$7,400,000	\$13,962	\$19,023
Elmhurst Adelaide Expansion	2001	98	\$2,071,752	\$19,477	\$39,765
Palatine Gateway Center Parking Deck	2002	1,300	\$17,000,000	\$13,077	\$18,974
Elmhurst Schiller Expansion	2003	90	\$2,149,094	\$23,879	\$23,879
Downers Grove	2004	787	\$21,500,000	\$27,319	\$35,304
Evanston Sherman Plaza garage	2006	1,614	\$42,700,000	\$26,456	\$29,715
Geneva	2007	362	\$3,500,000	\$19,006	\$37,802
Naperville Van Buren Addition	2008	317	\$9,007,950	\$28,416	\$47,915
Berwyn	2009	396	\$11,000,000	\$27,778	\$35,484
Elmhurst 1st St. Parking Deck	2011	253	\$7,631,971	\$29,644	\$41,899

Source: Chicago Metropolitan Agency for Planning collected information



Downers Grove 5-level municipal parking deck, funded through a TIF district with help from Metra. Photo: Jim Watkins http://www.flickr.com/photos/jim_watkins/

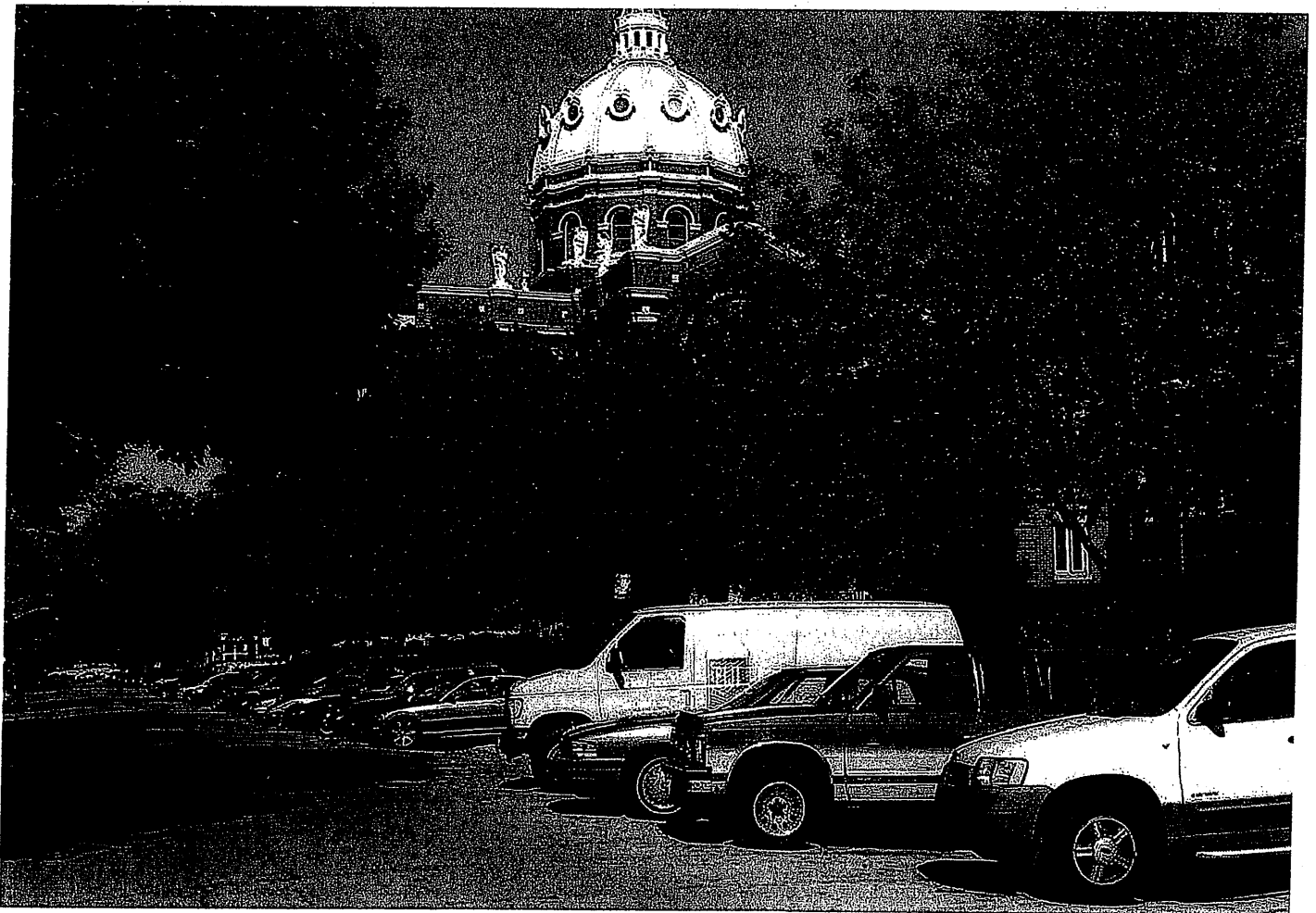


A pleasant streetscape can encourage walking and bicycling. Photo: Dan Burden, www.completestreets.org

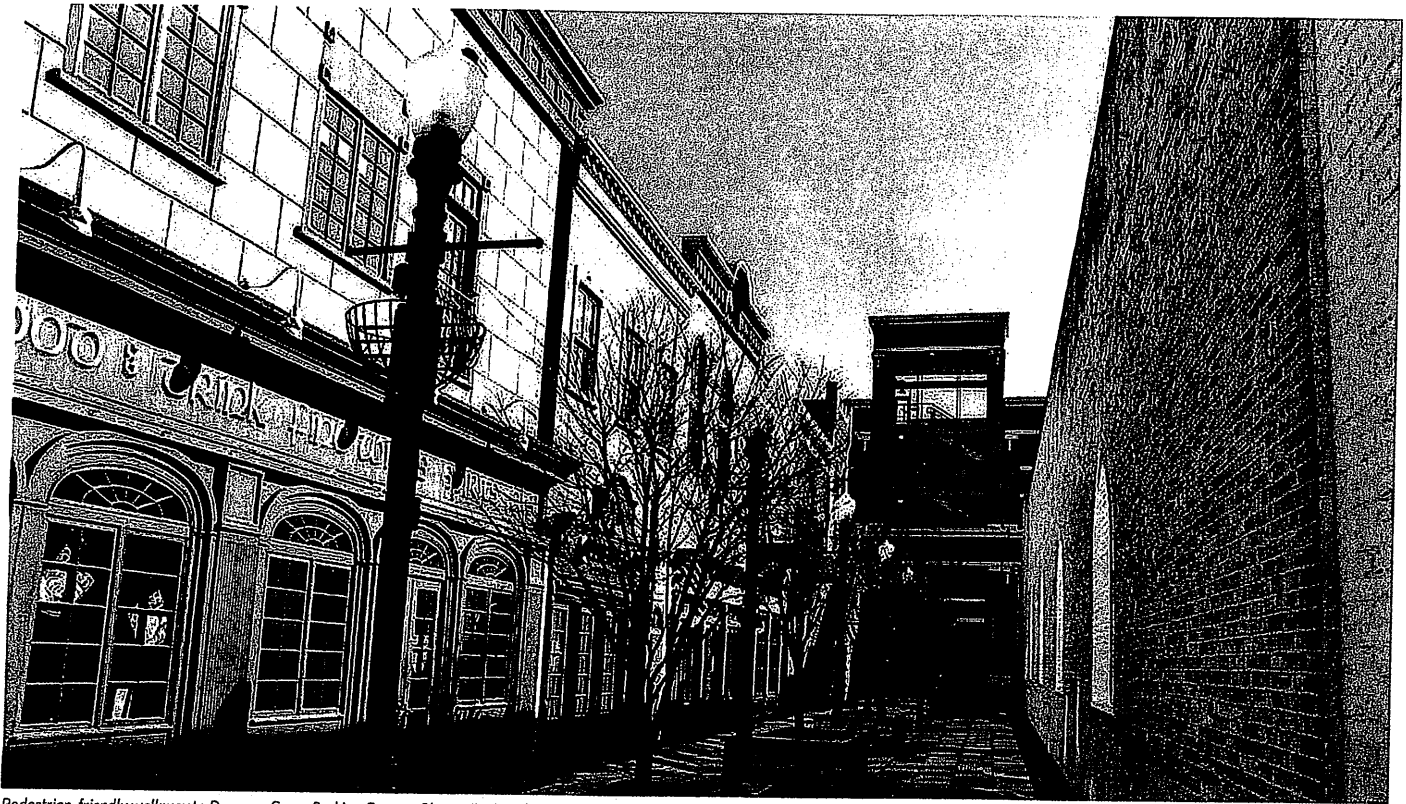
Step Five

Monitoring and Evaluation

In order to determine the success or failure of new parking policies, a municipality should refer back to the initial livability goals established for the community and the indicators of success established in the implementation plan. Well-documented public outreach and continued engagement through the implementation stages will make for a smoother experience.



Back-in angled parking in Chicago's Bucktown neighborhood. Photo: CMAP Library, by Tom Murtha.



Pedestrian-friendly walkway to Downers Grove Parking Garage. Photo: Jim Watkins, www.flickr.com/photos/jim_watkins/

Fine-tuning

Through public surveys, the municipality can continue to monitor customer satisfaction, ease of use, and behavior adjustments. A parking occupancy survey should be conducted after three months to gauge effectiveness of policies, which can be compared with results from public surveys. In the end, there may still be unsatisfied customers but thorough documentation of the publicly-established goals for the community, the strategies selected to achieve those goals, as well as the indicators for success can all be used to help explain why the policy changes were necessary and what they have accomplished. Maintaining an open communication platform is important; take time to respond to emails and answer phone calls about the policy changes.

Some examples of evaluation measures include: average time spent searching for a parking space (determined through public surveys), 85 percent parking occupancy levels, number of people bicycling or walking to work, adoption of commuter benefits to promote alternatives to solo driving, and customer satisfaction. If these indicators are showing little to no improvements, the parking management strategies need to be re-evaluated, with new strategies selected to reach target goals.

Conclusion

Driving will continue to be the primary mode of transportation for many people in the region, but it must be evaluated as one part of a comprehensive multi-modal transportation system that includes walking, biking, and transit. With driving as the main form of transportation in the region, parking is a very important part of our municipal landscapes, but it is significantly undervalued because users do not pay market costs for parking.

When parking is underpriced, it becomes costly to provide because users are not willing to pay the associated costs. A municipality can accept the burden of cost in the interest of supporting the local economy, but by adopting smart parking management strategies, the municipality can make the most out of existing resources before incurring unnecessary debt. By understanding existing supply and demand, effectively communicating the costs associated with parking to the public, the municipality can implement appropriate parking policies. When the demand for parking necessitates the construction of parking structures, the municipality can use the base knowledge of parking demand to provide the appropriate amount of parking, prepare for future demand, and utilize available financing tools. The way that we plan for and provide parking will have a huge impact on the future livability of our communities.

Appendix

DISABLED PARKING

To better accommodate the needs of people who use wheelchairs, the Americans with Disabilities Act created design guidelines for handicapped spaces, which are often located close to building entrances and access ramps. In the state of Illinois, any facility with parking for employees or visitors must provide accessible parking for people with disabilities. An accessible space must be 16-foot wide with an eight- or five-foot wide striped access aisle, which must be clear of obstructions including snow, ice, shopping carts, etc. The specifications for size and markings, location, and signage are available in an informational flyer distributed by the Illinois Attorney General.

Additionally, cars displaying handicapped plates or placards may park free at meters in Illinois. In areas with metered parking, this becomes a hurdle because there are many placard-abusers who avoid paying for parking by using someone else's placards. If able-bodied people are parking in the handicapped-designated spaces, this can prevent people who really need a convenient space from finding one. Chicago has recently introduced tougher penalties for violators to curb this abuse.

BICYCLE PLANNING AND PARKING

Planning for bicycles as a mode of transportation is vital to the development of livable communities. This paper does not address the complexities of bicycle planning, but there are many local resources available. Notably, the Active Transportation Alliance and their suburban ambassadors work with community members, sub-regional organizations, towns, and park districts to create biking and walking plans, expand trails and infrastructure and implement encouragement and safety programs.⁵⁶

Parking plans should consider bicycle parking and bicycle facilities as a means to reduce the number of parking spaces necessary. Many lots will use irregular or small spaces for bicycle and motorcycle parking. When converting from parking meters to pay-box systems, planners should consider the potential bicycle parking that is lost with the removal of meters. Some cities have removed the top of the meter and replaced it with an ornamental decoration, enabling bicyclists to continue using the meter as a bike rack, and reducing costs associated with meter removal and construction of bike racks. In Chicago, where pay boxes have been installed, some meters have a sticker informing people to pay for parking at the box, and that the "meter remains as a courtesy to cyclists." For more on bicycle facilities and planning, see the CMAP Bicycling strategy paper.

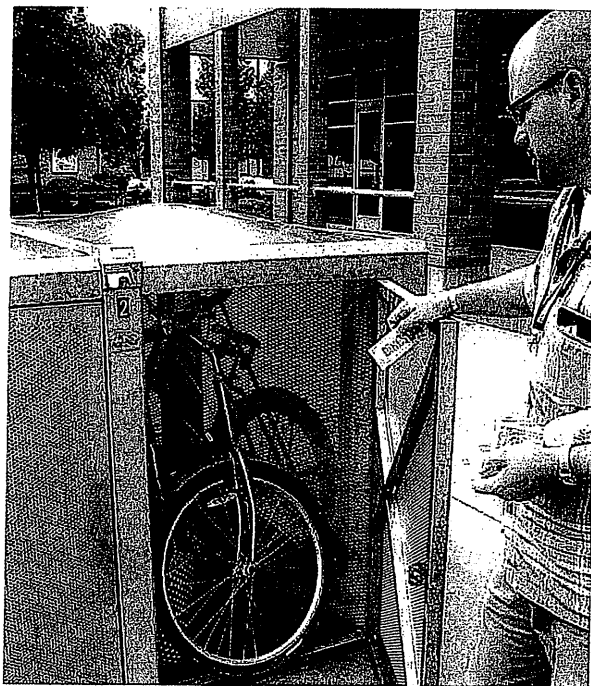
In Schaumburg, zoning ordinances have been used to encourage bicycle use. All retail centers are required to have a minimum of 10 bicycle spaces prominently displayed and located by every main entrance.

CAR-SHARING

Car-sharing is a way for a group of people to share vehicle ownership, thereby reducing costs of ownership. By joining a car-sharing organization, members have access to a fleet of vehicles, parked in a variety of locations. The cars can be reserved for short periods of time, with members paying for their individual usage. Car-sharing is most successful in walkable communities and higher density communities.

Car-sharing is shown to reduce vehicle trips, as members use cars only when necessary and use alternative transportation for most other trips. On average, 20 percent of car-sharing members give up a car (primary or secondary) and over 40 percent forego the purchase of a new vehicle.⁵⁷ It also reduces the need for households to have extra vehicles, and provides access to cars for people who cannot afford the costs of vehicle ownership. There are two car-sharing organizations operating in Chicago and nearby municipalities, I-Go Cars and Zipcar. Region-wide coverage is limited, but growing.

Municipal governments can partner with a car-sharing organization to bring vehicles to their community, or to convert their municipal fleet of vehicles into car-sharing vehicles that could be used by the public at night and on the weekends. Each car-sharing vehicle takes 14-15 personally owned vehicles off the road.⁵⁸ Fewer vehicles means fewer parking spaces needed, allowing for more compact development and walkable neighborhoods. Locally, both Highland Park and Oak Park are in talks with the Chicago-based non-profit I-Go Cars to possibly convert some or all of their municipal fleets to shared vehicles. For more on car-sharing, see CMAP's Car-sharing strategy paper.



Rental bicycle locker. Photo: John Luton, <http://capitalbikeandwalk.org/>

56 For more information, visit <http://www.activetrans.org/in-your-community>

57 Millard-Ball, Adam, et al. 2005. TCRP Report 108 - Car-Sharing: Where and How it Succeeds. Transit Cooperative Research Program, Transportation Research Board. Washington, DC.

58 Zipcar, Inc. 2005. Zipcar member behavior survey. Cambridge, MA.

Model Ordinances And Sample Code Amendments

CMAP's Local Ordinances and Toolkits Program

<http://www.cmap.illinois.gov/local-ordinances-toolkits>

CMAP's Local Ordinances and Toolkits Program is a response to municipal demand for resources to develop policies that support the goals of GO TO 2040. Each year, CMAP staff will work with municipal officials and experts to deliver a series of guides that describe the process of implementing a specific municipal policy, from study to approval. In conjunction with the Local Technical Assistance (LTA) program, the agency also expects to provide staff support to several municipalities implementing these policies in the coming years. The Parking Strategies to Support Livable Communities paper is available for download and more materials will be added as the project evolves.

Shared parking

Stein Engineering. January, 1997. Shared Parking Handbook, Portland Metro: Appendix A, Model Shared Parking Ordinance Provisions.
<http://1.usa.gov/SharedParking>

South Carolina Department of Health & Environmental Control Sample Shared Parking Agreement:
<http://1.usa.gov/ModelAgreement>

NW Connecticut Model Zoning Regulations for Parking: http://1.usa.gov/NW_CT (pages 21-22)

Car sharing

FAQ from I-Go: <http://1.usa.gov/IGoMuni>

Nelson-Nygaard Car-sharing Best Practices report:
<http://nelsonnygaard.com/Documents/Reports/CITY-CARSHARE-best-practices.pdf>

Reduced parking minimums & maximums

Massachusetts Smart Parking Model Bylaws: <http://1.usa.gov/SmartParking>

Valet parking

The Old Pasadena "Universal Valet" program – park your car at one spot and pick it up at another – has never been a complicated project or process, and has been almost completely devised by the private operator. The valet space is permitted by the city to an operator, with the buy-in of whatever business they are located in front of. The storefront must approve the meters in front of their business being dedicated to a valet stand. Often the business is also underwriting part of the permit expense to have the valet there. The operator secures their own parking inventory to utilize for storing the valeted cars. In this case, they utilize several private parking garages and surface lots. The operation is completely in the hands of the permittee, who in this case happens to operate all of the locations because they long ago secured the available space to park the vehicles. The Business Improvement District mediates in cases of conflict resolution, and markets the services as an amenity for shoppers, diners, and visitors.

More information: <http://www.oldpasadena.org/valet.asp>

Parking reserves - Land set aside for excess parking, if needed

Ordinance text from Corte Madera, Marin County:

"...the planning commission may permit a property owner to designate a portion of his required off-street parking area as a "parking reserve" and to place improvements such as landscaping, tennis courts, and the like in the area which are compatible with the future use of the reserve as a parking lot. If the planning commission finds that the reserve is needed for off-street parking for users of the site, the owner shall improve the reserve as a parking lot within one hundred twenty days from the date the finding is made by the planning commission."

More information from the Transportation Authority of Marin: <http://www.tam.ca.gov/index.aspx?page=298>

Unbundled parking

- Reduce parking requirements for developers who sell or lease the parking separately from the residential units in TODs
- San Francisco Unbundled Parking for Below Market Rate Housing: <http://sf-moh.org/index.aspx?page=909>

Performance-based Parking Pricing

SFpark.org: <http://sfpark.org/resources-overview/>

“As a federally funded demonstration, SFpark publicly shares extensive information about the project. This information may be of interest to customers, the press, academics and city administrators considering how to manage parking. Project documents, maps, images and data are available for download here.”

Parking Benefit District

Redwood City Parking Benefit Ordinance: http://1.usa.gov/PBD_Ordinance

Austin, TX, description and link to ordinance: <http://www.austintexas.gov/departments/parking-benefit-district-pbd>

MAPC Commercial and Residential examples:

<http://www.mapc.org/resources/parking-toolkit/strategies-topic/parking-benefit-districts>

Back-in/Head-out Angle Parking

Nelson/Nygaard Report: <http://1.usa.gov/BackInAngledParking>

Parking Design Guidelines

Ventura County Parking & Loading Design Guideline: <http://bit.ly/VenturaParking>

NW Connecticut Model Zoning Regulations for Parking: http://1.usa.gov/NW_CT

The City/County Association of Governments of San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook provides information on creating low-impact development (LID) roadways and parking lots within San Mateo County: <http://www.mitod.org/pdf/ParkingRequirementsGuideSCANPH.pdf>

Kimley-Horn Sustainable Parking Deck Design: http://1.usa.gov/KHA_Design

Fees-In-Lieu of Parking

Libertyville Ordinance with Fee-In-Lieu: <http://1.usa.gov/FeesInLieu>

NW Connecticut Model Zoning Regulations for Parking: http://1.usa.gov/NW_CT (page 20)

Accommodation of Alternate Modes

Complete Streets information <http://www.completestreets.org/>

Policy Brochure <http://www.completestreets.org/webdocs/cs-brochure-policy.pdf>

NW Connecticut Model Zoning Regulations for Parking: http://1.usa.gov/NW_CT (pages 23-26)

TOD overlay / Overlay Zone

Village of Plainfield Downtown Parking Zone: <http://1.usa.gov/PlainfieldDPZ>

From Sustainable Cities Institute: <http://bit.ly/TODoverlay>

Model Mixed-Use Zoning District Ordinance (APA): <http://1.usa.gov/ModelMixedUse>

Additional Resources

Definitions related to parking

NW Connecticut Model Zoning Regulations for Parking: http://1.usa.gov/NW_CT (pages 8-10)

Smart Parking Model Bylaws (pages 2-3): <http://1.usa.gov/SmartParking>

Parking Surveys

ITE Parking Demand Survey Form (used to help improve data for Parking Generation Handbook):
http://www.ite.org/parkinggeneration/parking_basicform.xls

Naperville Parking Satisfaction Survey: <http://1.usa.gov/NapervilleSurvey>

Oak Park's July 2009 Parking Counts (.xls): <http://1.usa.gov/OakParkSurvey>

Sample Parking Survey Template (.xls): <http://1.usa.gov/SampleSurvey>

CMAP Strategy Papers

Transportation Demand Management: <http://www.cmap.illinois.gov/strategy-papers/transportation-demand-management>

Public -Private Partnerships: <http://www.cmap.illinois.gov/strategy-papers/public-private-partnerships>

Bicycling: <http://www.cmap.illinois.gov/strategy-papers/bicycling>

Car Sharing: <http://www.cmap.illinois.gov/strategy-papers/car-sharing>

Boston Metropolitan Area Planning Council (MAPC)'s Parking Toolkit

<http://www.mapc.org/resources/parking-toolkit/>

"This toolkit is designed to help local officials, developers, citizen board members, and advocates understand the sources of parking issues in their communities and identify potential solutions. The strategies outlined in the toolkit address a variety of situations and concerns in ways that save money, protect the environment, support local businesses, and encourage alternatives to driving. The toolkit includes information on how to do a parking study, regulatory tools to tailor parking supply, strategies to reduce parking demand, parking management tools to make more efficient use of existing parking, information on financing parking, and many local examples."

Metropolitan Transportation Commission "Reforming Parking Policies to Support Smart Growth"

http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf

"This report is intended to serve as a guide or a handbook for communities interested in planning and implementing parking policies and programs that are supportive of Smart Growth and Transit Oriented Development (TOD). The focus is on downtowns, neighborhoods, and transit station areas in which a major investment has been made to provide regional and local transit accessibility. In order to maximize the value of that investment and to discourage the solo use of the automobile for travel, this report will assist communities in identifying the TOD supportive parking policies and improvements that are best suited to their individual characteristics."

Donald Shoup, *The High Cost of Free Parking*, Chicago: Planners Press, 2005 and 2011.

Also known as the parking professional's bible, this book should be on the shelves of every urban planner, to help them see parking as an economist would.

Oregon Department of Transportation's "Parking Management Made Easy: A Guide to Taming the Downtown Parking Beast"

<http://www.oregon.gov/LCD/docs/publications/parkingguide.pdf?ga=t>

This guide explains how to analyze downtown parking to see if you have a parking problem; how to analyze what, where, and when the problem(s) occur; how you can add to your parking supply through better management of the total space that you currently have (not always the individual number of spaces).

RTA's "Access & Parking Strategies for Transit-Oriented Development"

<http://bit.ly/sQqYXf>

The guide is intended as a resource for municipal officials looking for innovative strategies to support multi-modal access to their transit station and TOD area. While providing parking options in these areas is important, this guide focuses first on assessing multi-modal access strategies as a whole and placing a priority on pedestrian, bicycle and transit access. Ideally, a mixture of these strategies should be applied to achieve an optimal balance of access modes and available parking. Each station and TOD area is unique and not all strategies will be applicable to all communities.

The Parking Handbook for Small Communities:

http://www.downtowndevelopment.com/parking_handbook.php

This document was written in 1994, but is unique in the focus on small communities, providing parking solutions for cities with populations under 50,000. It is a step-by-step review of how to plan, develop, and manage parking in a small downtown.

Victoria Transport Policy Institute's Online TDM Encyclopedia:

<http://www.vtppi.org/tdm/index.php>

This website has a vast amount of literature on Transportation Demand Management strategies that "result in more efficient use of transportation resources." In addition to the TDM Encyclopedia, there are many important documents on transportation and livability.

Active Transportation Alliance

<http://www.activetrans.org/>

The Active Transportation Alliance is a local non-profit advocacy organization that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship and resource conservation. They have assisted many municipalities in the Chicago region with the development of bicycle and pedestrian plans.

EPA's Parking Spaces / Community Places: Finding the Balance through Smart Growth Solutions

www.epa.gov/smartgrowth/pdf/EPAParkingSpaces06.pdf

The approaches described in this report can help communities explore new, flexible parking policies that can encourage growth and balance parking needs with their other goals. The EPA developed this guide for local government officials, planners, and developers in order to:

- demonstrate the significance of parking decisions in development patterns;
- illustrate the environmental, financial, and social impact of parking policies;
- describe strategies for balancing parking with other community goals; and
- provide case studies of places that are successfully using these strategies

NW Connecticut Parking Study - Phase 2: Model Zoning Regulations for Parking:

<http://bit.ly/w8RupA>

The focus of this study is on reducing the impervious surface area to improve stormwater drainage systems, but it includes a thorough background on zoning and design. It covers flexible parking guidelines, and has model ordinance language that may be useful to municipalities looking to update their code. There is model language for fee-in-lieu parking, shared parking, accommodation of alternate modes, and design standards for stormwater management.

TOD-Targeted Parking Regulations

<http://www.mitod.org/todtargetedparkingregulations.php>

The Center for Transit-Oriented Development and the Center for Community Innovation, and the Non-Profit Housing Association of Northern California partnered to create a report of Mixed-Income Transit-Oriented Communities. From this report, they developed an Action Guide, which includes these TOD-specific parking strategies, with case studies and links to resources.

International Parking Institute's Knowledge Center

<http://www.parking.org/knowledge-center.aspx>

The International Parking Institute has a number of different resources for parking professionals, including the growing "Knowledge Center" with publications, FAQs, case studies, and more.

National Complete Streets Coalition

<http://www.completestreets.org/>

This webpage offers clear descriptions of the basics of complete streets, sample policy documents, advocacy materials, and fact sheets.

Documents on financing mechanisms

- SB Friedman's "What is an SSA?" document (PDF): <http://bit.ly/wskjOo>
- SB Friedman's "What is a TIF?" document (PDF): <http://bit.ly/AwaU5V>
- Lake County Partners -TIF: <http://bit.ly/LakeCountyTIF>
- Lake County Partners - Business Districts: <http://bit.ly/BusinessDistricts>
- CMAP's "Use of Special Assessments, Special Service Areas" (PDF): <http://1.usa.gov/AE9Dry>
- St. Louis Regional Chamber "State of Illinois Business District Program Detail" (PDF): <http://bit.ly/xhpTnG>
- CMAP's Transportation Value Capture Analysis (PDF): <http://bit.ly/ugHYsA>



225 South Dearborn Street, Suite 100
Chicago, IL 60606
(312) 464-0400
info@cmaphillinois.org
www.chicagomaphillinois.org

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 254 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality of life issues. See www.chicagomaphillinois.org for more information.



Photo by Jim Watkins

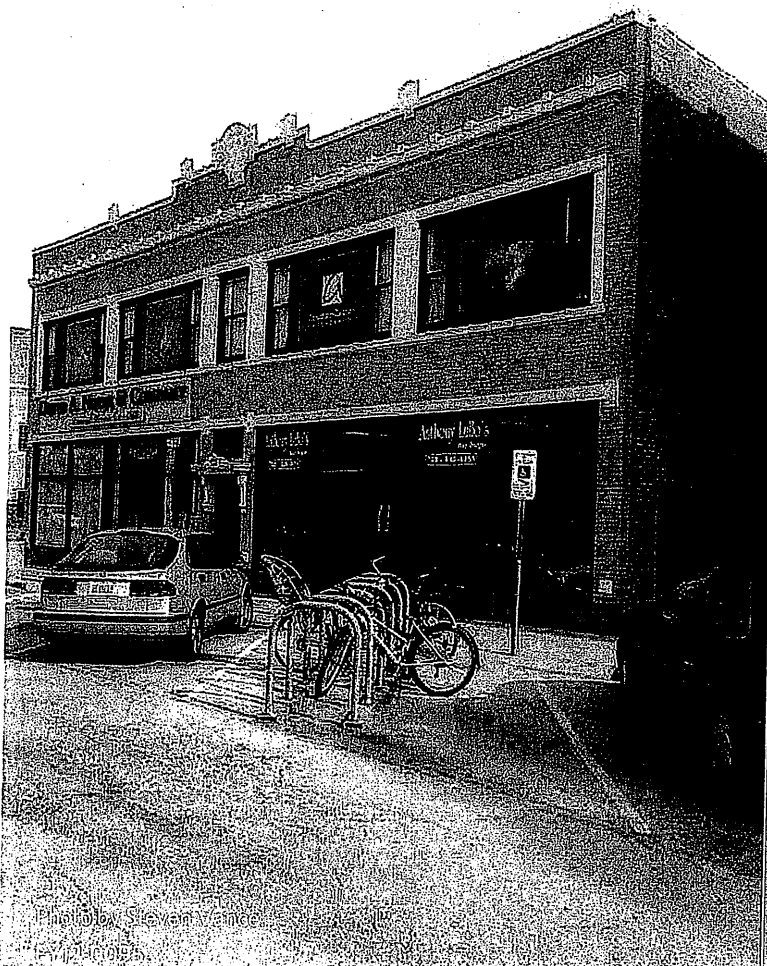


Photo by Steven Weinstock
for CMAP

