

MEETING NOTICE

NOTICE IS HEREBY GIVEN that a Special Meeting of the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties, Illinois will be held on Tuesday, February 4, 2020, beginning at 8:00 PM in the Council Chambers at the Village Hall of Tinley Park, 16250 South Oak Park Avenue, Tinley Park, Illinois.

8:00 PM CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

ITEM #1

SUBJECT: CONSIDER APPROVAL OF AGENDA

ACTION: Discussion - **Consider approval of agenda as written or amended.**

COMMENTS: _____

ITEM #2

SUBJECT: CONSIDER APPROVAL OF MINUTES OF THE REGULAR
VILLAGE BOARD MEETING HELD ON JANUARY 21, 2020.

ACTION: Discussion: **Consider approval of minutes as written or amended.**

COMMENTS: _____

ITEM #3

SUBJECT: CONSIDER RECEIVING A PRESENTATION FROM AUDREY
MAHER, OWNER OF PEKOE AND BEAN, 17028 OAK PARK
AVENUE – **Clerk Thirion**

ACTION: Discussion: Ms. Maher will present an overview of her new tea room
and coffee bar in Downtown Tinley. **No action required.**

COMMENTS: _____

ITEM #4

SUBJECT: CONSIDER APPROVAL OF THE FOLLOWING CONSENT
AGENDA ITEMS:

- A. CONSIDER REQUEST FROM FRANKFORT SCHOOL DISTRICT 157C, TO CONDUCT A RAFFLE ON FRIDAY, MARCH 6, 2020, AT THE ODYSSEY COUNTRY CLUB, 19100 RIDGELAND AVE., WITH THE MAXIMUM VALUE OF THE PRIZE NOT TO EXCEED \$30,000. WINNERS WILL BE DRAWN AT ODYSSEY COUNTRY CLUB.
- B. CONSIDER REQUEST FROM RIVERSIDE HEALTHCARE FOUNDATION, TO CONDUCT A RAFFLE ON SATURDAY, MARCH 1, 2020, AT THE TINLEY PARK CONVENTION CENTER, 18451 CONVENTION CENTER DR., WITH THE MAXIMUM VALUE OF THE PRIZE NOT TO EXCEED \$4,999. WINNERS WILL BE DRAWN AT THE CONVENTION CENTER.
- C. CONSIDER REQUEST FROM LES TURNER ALS FOUNDATION, TO CONDUCT A TAG DAY FUNDRAISER ON SATURDAY, MAY 9, 2020, AT CERTAIN INTERSECTIONS IN THE VILLAGE OF TINLEY PARK.
- D. CONSIDER ADOPTING RESOLUTION 2020-R-006 AUTHORIZING A SETTLEMENT AGREEMENT AND RELEASE BETWEEN THE REGIONAL TRANSPORTATION AUTHORITY (RTA); COUNTY OF COOK; VILLAGE OF FOREST VIEW; VILLAGE OF TINLEY PARK; VILLAGE OF LEMONT; VILLAGE OF ORLAND PARK; ELK GROVE VILLAGE; VILLAGE OF MELROSE PARK; VILLAGE OF HAZEL CREST; VILLAGE OF NORTH BROOK AS PLAINTIFFS AND THE VILLAGE OF CHANNAHON, MINORITY DEVELOPMENT COMPANY, LLC, AND MTS CONSULTING, LLC, AND NON-PARTY SOUTHWEST JET FUEL CO. AS DEFENDANTS RELATIVE TO COOK COUNTY CONSOLIDATED CASES 2011 CH 29744 AND 2011 CH 34266 INVOLVING THE MATTER OF SOURCING AND REPORTING OF SALES TAXES.
- E. CONSIDER ADOPTING RESOLUTION 2020-R-007 APPROVING A FIVE (5) FOOT UTILITY EASEMENT ALONG THE EAST PROPERTY LINE OF 17309 OAK PARK AVENUE (PROPERTY OF JAMES FUENTES).
- F. CONSIDER ADOPTING RESOLUTION 2020-R-008 AUTHORIZING AN AGREEMENT BETWEEN THE VILLAGE OF TINLEY PARK AND PROVIDENCE BANK & TRUST CONSENTING TO THE COLLATERAL ASSIGNMENT OF THE SOUTH STREET REDEVELOPMENT PROJECT.
- G. CONSIDER PAYMENT OF OUTSTANDING BILLS IN THE AMOUNT OF \$2,452,935.88 AS LISTED ON THE VENDOR BOARD APPROVAL REPORTS DATED JANUARY 24 AND JANUARY 31, 2020.

ACTION: Discussion: **Consider approval of consent agenda items.**

COMMENTS: _____

ITEM #5

SUBJECT: CONSIDER ADOPTING ORDINANCE 2020-O-003 GRANTING A MAP AMENDMENT (REZONING) FOR TWO (2) PROPERTIES LOCATED AT 17100 AND 17110 HARLEM AVENUE FROM THEIR EXISTING B-4 (OFFICE AND SERVICE BUSINESS) AND R-1 (SINGLE-FAMILY RESIDENTIAL) ZONING DISTRICTS TO THE B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Vequity LLC, is seeking to rezone the two (2) properties located at the Southwest Corner of Harlem Avenue and 171st Street from their current zoning to the B-1, Neighborhood Shopping zoning district. The purpose of the rezoning is to allow for the construction of an automotive service (gas) station. The proposed gas station site includes ten (10) vehicle fueling stations and a 3,511 sq. ft. convenience store building.

The Plan Commission held a Public Hearing on January 2, 2020 and voted 5-0 to recommend approval of the Map Amendment (Rezoning) in accordance with the plans as listed in the "Listed Reviewed Plans" and Findings of Fact in the January 2, 2020, Staff Report. **This Ordinance is eligible for adoption.**

COMMENTS: _____

ITEM #6

SUBJECT: CONSIDER ADOPTING RESOLUTION 2020-R-003 APPROVING AND ACCEPTING A FINAL PLAT OF RESUBDIVISION FOR SOUTHLANDS FIRST CONSOLIDATION LOCATED AT 17100 HARLEM AVENUE - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Vequity LLC (contract purchaser/developer), has requested Final Plat approval for the Southlands First Consolidation associated with the proposed 7-Eleven gas station and convenience store at 17100 Harlem Avenue. The Plat will consolidate two (2) parcels along Harlem Ave resulting in a single .961-acre parcel. The Plat also includes all existing utility easements, cross-access easements to neighboring properties, and a sidewalk easement for installation of a public sidewalk on a portion of the property.

The Plan Commission reviewed the Final Plat of Resubdivision with a recommended condition that the approval is subject to Final Engineering Plan approval by the Village Engineer on January 2, 2020, and voted 5-0 to recommend approval. **This Resolution is eligible for adoption.**

COMMENTS: _____

ITEM #7

SUBJECT: CONSIDER ADOPTING ORDINANCE 2020-O-004 GRANTING A SPECIAL USE FOR AN AUTOMOBILE SERVICE (GAS) STATION TO PERMIT THE CONSTRUCTION OF A 7-ELEVEN GAS STATION AT 17100 HARLEM AVENUE IN THE B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT (VEQUITY, LLC, PETITIONER) - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Vequity LLC, is seeking a Special Use Permit for an automobile service (gas) at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District. The proposed gas station site includes ten (10) vehicle fueling stations and a 3,511 sq. ft. convenience store building.

The Plan Commission held a Public Hearing on January 2, 2020 and voted 5-0 to recommend approval of the Special Use with recommended conditions in accordance with the plans as listed in the "Listed Reviewed Plans" and Findings of Fact in the January 2, 2020 Staff Report.

Since the Village Board meeting held on January 21, the developer has revised their plans to increase the distance between fuel pumps from 23' feet to 25' in order to provide more space for vehicles. The updated plans are attached and part of this approval. **This Ordinance is eligible for adoption.**

COMMENTS: _____

ITEM #8

SUBJECT: CONSIDER ADOPTING ORDINANCE 2020-O-005 GRANTING VARIATIONS FROM THE ZONING ORDINANCE RELATED TO THE LOT SIZE, LOT WIDTH, LOT DEPTH, DRIVE AISLE WIDTH AND FREESTANDING SIGN SETBACK FOR THE PROPOSED 7-ELEVEN GAS STATION AND CONVENIENCE STORE SITE LOCATED AT 17100 HARLEM AVENUE IN THE B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Vequity LLC (contract purchaser/developer), is seeking the five (5) variations related to lot size, lot width, lot depth, drive aisle width and freestanding sign setback as part of its proposal to redevelop the property at 17100 Harlem Avenue for a 7-Eleven gas station site that includes ten (10) vehicle fueling stations and a 3,511 sq. ft. convenience store building.

The Plan Commission held a Public Hearing on January 2, 2020 and voted 5-0 to recommend approval of the five variations and adopt the Findings of Fact in accordance with the plans as listed in the "Listed Reviewed Plans" as indicated in the January 2, 2020, Staff Report. **This Ordinance is eligible for adoption.**

COMMENTS: _____

ITEM #9

SUBJECT: CONSIDER ADOPTING ORDINANCE 2020-O-006 GRANTING A SPECIAL USE PERMIT FOR THE PROPERTY LOCATED AT 16800 OAK PARK AVENUE – AN ENGLISH GARDEN LLC - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Kim McAuliffe of An English Garden LLC, is seeking a Special Use Permit to convert the second floor of a Heritage Site, located at 16800 Oak Park Avenue, to a 1,214 sq. ft. three-bedroom apartment. The first-floor is utilized by the Petitioner's business, An English Garden Florist and Gifts, which opened in November 2019. The property is known as the Fulton Home and is a culturally and historically significant property with the original home constructed circa 1859. A Special Use is required for the conversion of a Heritage Site to a mixed-use property in the Neighborhood General (NG) Zoning District.

The Plan Commission held a Public Hearing on January 16, 2020 and voted 8-0 to recommend approval of the Special Use in accordance with the plans as listed in the "Listed Reviewed Plans" and Findings of Fact in the January 16, 2020, Staff Report. **This Ordinance is eligible for adoption.**

COMMENTS: _____

ITEM #10

SUBJECT: CONSIDER RESOLUTION 2020-R-009 APPROVING A PARKING LEASE AND MAINTENANCE AGREEMENT WITH AN ENGLISH GARDEN, LLC FOR PROPERTY LOCATED AT 16800 OAK PARK AVENUE - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Kim McAuliffe of An English Garden, LLC, recently purchased and renovated the property at 16800 Oak Park Avenue to operate a second location for her flower and gift business. The property has historically utilized parking located on the south side of the 168th Street right-of-way to meet their parking minimums. The Parking Lease and Maintenance Agreement allows the owner of the property and its tenants the non-exclusive use of the parking along with maintenance responsibilities of the parking area (including snow plowing, pavement and landscaping). The Agreement has been reviewed by the Village Attorney and requires approval by the Village Board. **This Resolution is eligible for adoption.**

COMMENTS: _____

ITEM #11

SUBJECT: CONSIDER ADOPTING ORDINANCE 2020-O-007 GRANTING A MASONRY VARIATION FOR THE PROPERTY LOCATED AT 17305 68TH COURT - **Trustee Mueller**

ACTION: Discussion: The Petitioner, Mark Weber, is seeking a Variation to permit construction of a new single-family residential home without the required first-floor masonry per Section V.C.4.B. of the Zoning Ordinance at 17305 68th Court in the R-4, Single-Family Residential Zoning District. The Petitioner is seeking to construct his new home in a Craftsman architectural style, which does not traditionally utilize brick. The existing neighborhood architecture is a mix of homes with and without first floor masonry.

The Zoning Board of Appeals held a Public Hearing on January 23, 2020 and voted 4-0 to recommend approval of the requested Variation in accordance with plans as listed in the “List of Reviewed Plans” and recommended conditions in the January 23, 2020, Staff Report. **This Ordinance is eligible for adoption.**

COMMENTS:

ITEM #12

SUBJECT: CONSIDER ADOPTING RESOLUTION 2020-R-011 (IDOT RESOLUTION 20-00000-00-GM) AUTHORIZING AN APPROPRIATION OF UP TO \$2,034,000 IN MFT FUNDS FOR THE FY2021 PAVEMENT MANAGEMENT PROGRAM - **Trustee Glotz**

ACTION: Discussion: This Resolution between the Village of Tinley Park and the Illinois Department of Transportation would authorize the appropriation of up to \$2,034,000 in MFT funds for the purpose of maintaining streets and highways under the applicable provision of the Illinois Code from January 1, 2020 to December 31, 2020. Actual expenditures under this resolution will be subject to the amount of funds available. The total program cost is not expected to exceed \$4,115,000. Funding was discussed at the Committee of the Whole meeting held prior to this meeting. Passage of this resolution will allow the Village to competitively bid the project prior to the first major State controlled bid letting in an effort to obtain the best possible unit pricing. This item was discussed at the Committee of the Whole meeting held prior to this meeting. **This Resolution is eligible for adoption.**

COMMENTS:

ITEM #13

SUBJECT: CONSIDER ADOPTING RESOLUTION 2020-R-012 APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE VILLAGE OF TINLEY PARK AND ROBINSON ENGINEERING FOR ENGINEERING SERVICES RELATED TO THE FY2021 PAVEMENT MANAGEMENT PROGRAM - **Trustee Glotz**

ACTION: Discussion: This agreement between the Village of Tinley Park and Robinson Engineering would include preliminary design engineering and field services for the FY2021 Pavement Management Program (PMP). Final costs of this agreement are in accordance with State requirements and will be based on a percentage basis of the PMP awarded contract amount (3.5% for design and 6% for construction observation). This item was discussed at the Committee of the Whole meeting held prior to this meeting. **This Resolution is eligible for adoption.**

COMMENTS: _____

ITEM #14

SUBJECT: RECEIVE COMMENTS FROM STAFF -

COMMENTS: _____

ITEM #15

SUBJECT: RECEIVE COMMENTS FROM THE BOARD -

COMMENTS: _____

ITEM #16

SUBJECT: RECEIVE COMMENTS FROM THE PUBLIC -

COMMENTS: _____

ITEM #17

SUBJECT: ADJOURN TO EXECUTIVE SESSION TO DISCUSS:

- A. THE PURCHASE OR LEASE OF REAL PROPERTY FOR THE USE OF THE PUBLIC BODY, INCLUDING MEETINGS HELD FOR THE PURPOSE OF DISCUSSING WHETHER A PARTICULAR PARCEL SHOULD BE ACQUIRED.
- B. THE SETTING OF A PRICE FOR SALE OR LEASE OF PROPERTY OWNED BY THE PUBLIC BODY.
- C. THE APPOINTMENT, EMPLOYMENT, COMPENSATION, DISCIPLINE, PERFORMANCE, OR DISMISSAL OF SPECIFIC EMPLOYEES OF THE PUBLIC BODY OR LEGAL COUNSEL FOR THE PUBLIC BODY, INCLUDING HEARING TESTIMONY ON A COMPLAINT LODGED AGAINST AN EMPLOYEE OF THE PUBLIC BODY OR AGAINST LEGAL COUNSEL FOR THE PUBLIC BODY TO DETERMINE ITS VALIDITY.
- D. COLLECTIVE NEGOTIATING MATTERS BETWEEN THE PUBLIC BODY AND ITS EMPLOYEES OR THEIR REPRESENTATIVES, OR DELIBERATIONS CONCERNING SALARY SCHEDULES FOR ONE OR MORE CLASSES OF EMPLOYEES.
- E. LITIGATION, WHEN AN ACTION AGAINST, AFFECTING OR ON BEHALF OF THE PARTICULAR PUBLIC BODY HAS BEEN FILED AND IS PENDING BEFORE A COURT OR ADMINISTRATIVE TRIBUNAL, OR WHEN THE PUBLIC BODY FINDS THAT AN ACTION IS PROBABLE OR IMMINENT, IN WHICH CASE THE BASIS FOR THE FINDING SHALL BE RECORDED AND ENTERED INTO THE MINUTES OF THE CLOSED MEETING.

ADJOURNMENT

**MINUTES OF THE REGULAR BOARD MEETING OF THE TRUSTEES,
VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES,
ILLINOIS, HELD JANUARY 21, 2020**

The Regular meeting of the Board of Trustees, Village of Tinley Park, Illinois, was held in the Council Chambers located in the Village Hall of Tinley Park, 16250 S. Oak Park Avenue, Tinley Park, IL on January 21, 2020. President Vandenberg called this meeting to order at 7:31 p.m. and led the Board and audience in the Pledge of Allegiance.

Present and responding to roll call were the following:

| | |
|--------------------|---------------------|
| Village President: | Jacob C. Vandenberg |
| Village Clerk: | Kristin A. Thirion |

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| Trustees: | Cynthia A. Berg |
| | William P. Brady |
| | William A. Brennan |
| | Diane M. Galante |
| | Michael W. Glotz |
| | Michael G. Mueller |

Absent:

| | |
|------------------------|----------------|
| Also Present: | |
| Village Manager: | David Niemeyer |
| Asst. Village Manager: | Patrick Carr |
| Village Attorney: | Douglas Spale |

Motion was made by Trustee Berg, seconded by Trustee Mueller, to approve the agenda as written or amended for this meeting. Vote by voice call. President Vandenberg declared the motion carried.

Motion was made by Trustee Brady, seconded by Trustee Mueller, to approve and place on file the minutes of the Regular Village Board Meeting held on January 7, 2020. Vote by voice call. President Vandenberg declared the motion carried.

Motion was made by Trustee Mueller, seconded by Trustee Brady, to **ADOPT RESOLUTION 2020-R-001 RECOGNIZING THE TINLEY PARK BULLDOGS CHEERLEADING TEAM ON THEIR ACHIEVEMENTS**. The Tinley Park Bulldogs Cheer Recreational Fifth Grade Cheerleading Team closed out their season winning placing second at the 2019 Illinois Recreational Cheer Association State Competition on December 8th. Vote by voice call. President Vandenberg declared the motion carried.

Motion was made by Trustee Brady, seconded by Trustee Brennan, to **ADOPT RESOLUTION 2020-R-004 RECOGNIZING THE KOWALCZYK FAMILY ON WINNING ABC-7 CHICAGO'S 2019 CHRISTMAS "GREAT CHICAGO LIGHT FIGHT"**. This resolution celebrates the Kowalczyk family, Village residents whose home Christmas lights display on Avon Lane was voted the best in the Chicagoland area for the 2019 ABC-7 Chicago "Great Chicago Light Fight". The Kowalczyks' display was chosen from six (6) finalists in the Chicagoland area and represented the Village nationally. Vote by voice call. President Vandenberg declared the motion carried.

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At this time a presentation was received by Peter Dumon of The Harp Group and Daniel Fitzgerald of the Tinley Park Convention Center regarding activities at the Tinley Park Convention Center and Hotel including their partnership with the Even Hotel Chain and an overview of the financials at the Convention Center.

At this time a presentation of a Technical Innovation Award from the Southwest Branch of the American Public Works Association (APWA) for the North Street Reconstruction Project was given. Representatives of the Village receiving the award were Trustee Glotz and Assistant Public Works Director John Urbanski. Others present were Christopher King and Van Calombaris of Robinson Engineering. The Southwest Branch of the American Public Works Association (APWA) recently presented the Village with a Technical Innovation award for its North Street Reconstruction Project. The APWA cited the project's use of permeable interlocking paver stones as a major factor in its decision to select North Street as the award recipient. The interlocking paver stones help to capture almost 60,000 gallons of water at the front-end of any storm, which prevents runoff within the North Street right of way. This \$1.3 million project was completed in 2019 and was funded in part by a \$200,000 Green Infrastructure Grant from the Metropolitan Water Reclamation District of Greater Chicago. Work included reconstruction and beautification, including new paver stones and crosswalks that resemble piano keys. In addition to Public Works Director Kevin Workowski and his team, the North Street Project included Robinson Engineering, Austin-Tyler Construction and LPS Pavement Company.

Motion was made by Trustee Galante, seconded by Trustee Berg, to **APPOINT ANDREW BROWN TO THE POSITION OF ASSISTANT FINANCE DIRECTOR / ASSISTANT TREASURER**. The Village recently conducted recruitment for the position of Assistant Finance Director/Assistant Treasurer. Twelve applications were received and quickly shortlisted to three candidates. Two candidates were requested to participate in a second interview with our panel, and Andrew Brown was identified as the most qualified to fill this vacancy. Mr. Brown earned a Bachelor of Business Administration from Western Michigan University and a Master of Professional Accountancy from Elmhurst College. He previously served the town of Cicero as Senior Accountant and most recently the Village of Buffalo Grove as Deputy Director of Finance, where he has direct involvement in community and economic development, as well as government finance. Mr. Brown has served on the Illinois Government Finance Officers Association (IGFOA) Executive Board, Continuing Professional Education Committee and as Chair of the Growth and Engagement network. In his free time, he is the Head Coach for the Orland Park Vikings Hockey Club and Park Ridge Express Hockey Club. President Vandenberg asked if the Board had any comments. No one came forward. Vote on roll call: Ayes: Berg, Brady, Brennan, Galante, Glotz, Mueller. Nays: None. Absent: None. President Vandenberg declared the motion carried.

Motion was made by Trustee Mueller, seconded by Trustee Brady, to consider approving the following Consent Agenda items:

The following Consent Agenda items were read by the Village Clerk:

- A. CONSIDER REQUEST FROM THE KNIGHTS OF COLUMBUS TO CONDUCT A TAG DAY FUNDRAISER ON FRIDAY, SEPTEMBER 18, AND SATURDAY, SEPTEMBER 19, 2020, AT CERTAIN INTERSECTIONS IN THE VILLAGE OF TINLEY PARK.
- B. CONSIDER REQUEST FROM PARK LAWN TO CONDUCT A TAG DAY FUNDRAISER ON FRIDAY AND SATURDAY APRIL 10 AND 11 AND FRIDAY,

APRIL 17, 2020, AT CERTAIN INTERSECTIONS IN THE VILLAGE OF TINLEY PARK.

- C. CONSIDER REQUEST FROM THE KNIGHTS OF COLUMBUS, TO CONDUCT A RAFFLE ON SATURDAY, APRIL 4, 2020, AT ST. GEORGE CHURCH, 6707 W. 175TH STREET, WITH THE MAXIMUM VALUE OF THE PRIZE NOT TO EXCEED \$12,025. WINNERS WILL BE DRAWN AT THE CHURCH.
- D. CONSIDER PAYMENT OF IMPACT FEES IN THE AMOUNT OF \$7,600 TO KIRBY SCHOOL DISTRICT 140 FROM THE ESCROW FUND.
- E. CONSIDER ADOPTING A RESOLUTION RELEASING THE LETTER OF CREDIT ISSUED IN RELATION TO 179 OPA, LLC'S FOUNDATION ONLY PERMIT FOR UNION SQUARE TOWNHOMES DEVELOPMENT.
- F. CONSIDER PAYMENT OF OUTSTANDING BILLS IN THE AMOUNT OF \$2,803,521.86 AS LISTED ON THE VENDOR BOARD APPROVAL REPORTS DATED JANUARY 10 AND JANUARY 17, 2020.

President Vandenberg asked if anyone from the Board would like to remove or discuss any items from the Consent Agenda. No items were removed or discussed. Vote on roll call: Ayes: Berg, Brady, Brennan, Galante, Glotz, Mueller. Nays: None. Absent: None. President Vandenberg declared the motion carried.

Motion was made by Trustee Mueller, seconded by Trustee Brennan, to place on first reading **ORDINANCE NUMBER 2020-O-003 GRANTING A MAP AMENDMENT (REZONING) FOR TWO (2) PROPERTIES LOCATED AT 17100 AND 17110 HARLEM AVENUE FROM THEIR EXISTING B-4 (OFFICE AND SERVICE BUSINESS) AND R-1 (SINGLE-FAMILY RESIDENTIAL) ZONING DISTRICTS TO THE B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT.** The Petitioner, Vequity LLC, is seeking to rezone the two properties located at the Southwest Corner of Harlem Avenue and 171st Street from their current zoning to the B-1, Neighborhood Shopping zoning district. The purpose of the rezoning is to allow for the construction of an automotive service (gas) station. The proposed gas station site includes ten (10) vehicle fueling stations and a 3,511 sq. ft. convenience store building.

The Plan Commission held a Public Hearing on January 2, 2020 and voted 5-0 to recommend approval of the Map Amendment (Rezoning) in accordance with the plans as listed in the "Listed Reviewed Plans" and Findings of Fact in the January 2, 2020, Staff Report. President Vandenberg asked if the Board cared to comment.

Trustee Mueller asked Kimberly Clarke to brief the Board on how this development has been communicated to the public. Ms. Clarke stated that due to the proximity of this development to residential homes the Village tasked the developer to community clearly to the residents. The Village did the required notice, which is 250 square feet from property to all surrounding properties informing them of the public hearing. No feedback was received from this notice. The developer then went door to door to meet the residents to be sure they were aware of the project. Prior to this Village Board meeting another notice went out to residents. One response was received from the property owner to west, their concerns were addressed.

President Vandenberg asked if commercial properties were notified. Ms. Clarke stated yes, and additional notice was given to the residents.

Trustee Galante stated her concerns with the zoning change, noting this is going from small business/office use to a gas station. She wants to be sure the nearby residents are fully aware of the change. She also stated concerns about traffic issues due to this development. She is uncomfortable with a gas station being built close to homes.

Trustee Glotz asked if the whole block was contacted. Ms. Clarke stated that the east side of Oconto Avenue received the second notice from the Village. The first notice went to properties within 250 feet. The developer went door to door and sent out their own certified letter to residents.

The developer's attorney, David Sosin, stated this project has been vetted very carefully and he spoke to the cleanup of the homes directly behind the development on Harlem Avenue.

Vote by voice call. Ayes Five (5), Nays One (1). President Vandenberg declared the motion carried.

Motion was made by Trustee Mueller, seconded by Trustee Brennan, to place on first reading **RESOLUTION NUMBER 2020-R-003 APPROVING AND ACCEPTING A FINAL PLAT OF RESUBDIVISION FOR SOUTHLANDS FIRST CONSOLIDATION LOCATED AT 17100-17110 HARLEM AVENUE.** The Petitioner, Vequity LLC (contract purchaser/developer), has requested Final Plat approval for the Southlands First Consolidation associated with the proposed 7-Eleven gas station and convenience store at 17100 and 17110 Harlem Avenue. The Plat will consolidate two (2) parcels along Harlem Ave resulting in a single .961-acre parcel. The Plat also includes all existing utility easements, cross-access easements to neighboring properties, and a sidewalk easement for installation of a public sidewalk on a portion of the property.

The Plan Commission reviewed the Final Plat of Resubdivision with a recommended condition that the approval is subject to Final Engineering Plan approval by the Village Engineer on January 2, 2020, and voted 5-0 to recommend approval. President Vandenberg asked if anyone from the Board cared to comment. He asked if the Village's long range plans include any cross access for Harlem Avenue from 171st to 173rd Streets. Kimberly Clarke stated no this is not included, but the Village is requested this developer include cross access in the plan for this project. Vote by voice call. Ayes Five (5), Nays One (1). President Vandenberg declared the motion carried.

Motion was made by Trustee Mueller, seconded by Trustee Brady, to place on first reading **ORDINANCE NUMBER 2020-O-004 GRANTING A SPECIAL USE FOR AN AUTOMOBILE SERVICE (GAS) STATION TO PERMIT THE CONSTRUCTION OF A 7-ELEVEN GAS STATION AT 17100 HARLEM AVENUE IN THE B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT.** The Petitioner, Vequity LLC, is seeking a Special Use Permit for an automobile service (gas) at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District. The proposed gas station site includes ten (10) vehicle fueling stations and a 3,511 sq. ft. convenience store building.

The Plan Commission held a Public Hearing on January 2, 2020, and voted 5-0 to recommend approval of the Special Use with recommended conditions in accordance with the plans as listed in the "Listed Reviewed Plans" and Findings of Fact in the January 2, 2020, Staff Report. President Vandenberg asked if anyone from the Board cared to comment. No one came forward. Vote by voice call. Ayes Five (5), Nays One (1). President Vandenberg declared the motion carried.

Motion was made by Trustee Mueller, seconded by Trustee Berg, to place on first reading **ORDINANCE NUMBER 2020-O-005 GRANTING VARIATIONS FROM THE ZONING ORDINANCE RELATED TO THE LOT SIZE, LOT WIDTH, LOT DEPTH, DRIVE AISLE WIDTH AND FREESTANDING SIGN SETBACK FOR THE PROPOSED 7-ELEVEN GAS STATION AND CONVENIENCE STORE SITE LOCATED AT 17100 HARLEM AVENUE IN THE B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT.** The Petitioner, Vequity LLC (contract purchaser/developer), is seeking the five (5) variations related to lot size, lot width, lot depth, drive aisle width and freestanding sign setback as part of their proposal to redevelop the properties at 17100 and 17110 Harlem Avenue for a 7-Eleven gas station site that includes ten (10) vehicle fueling stations and a 3,511 sq. ft. convenience store building.

The Plan Commission held a Public Hearing on January 2, 2020 and voted 5-0 to recommend approval of the five Variations and adopt the Findings of Fact in accordance with the plans as listed in the “Listed Reviewed Plans” as indicated in the January 2, 2020 Staff Report. President Vandenberg asked if anyone from the Board cared to comment. No one came forward. Vote by voice call. Ayes Five (5), Nays One (1). President Vandenberg declared the motion carried.

Motion was made by Trustee Glotz, seconded by Trustee Brady, to **ADOPT RESOLUTION 2020-R-005 AUTHORIZING A CONTRACT WITH AQUAMIST PLUMBING AND LAWN SPRINKLING, CO. FOR IRRIGATION MAINTENANCE.** The proposed irrigation contract entails winterization, spring start up and repairs to the system at seven (7) locations (LaGrange Road, Harlem Avenue, 171st Street median, Fire Station #4 at 191st Street, Oak Park Avenue Metra Station, Village Hall, and the Police Station.) President Vandenberg asked if anyone from the Board cared to comment. No one came forward. Vote on roll call: Ayes: Berg, Brady, Brennan, Galante, Glotz, Mueller. Nays: None. Absent: None. President Vandenberg declared the motion carried.

At this time, President Vandenberg asked if anyone from the Staff would care to address the Board. No one came forward.

At this time, President Vandenberg asked if anyone from the Board would care to address the Board. No one came forward.

At this time, President Vandenberg asked if anyone from the Public would care to address the Board.

A citizen stated his concerns with the conduct and officials duties of the Village Board.

Trustee Glotz asked Mr. Niemeyer to verify that the BKD Report was reviewed by the Finance Committee and signed by former Trustee Michael Mangin. Mr. Niemeyer stated that the BKD contract was signed by former Trustee Michael Mangin. To the best of his recollection the contract was reviewed by the Finance Committee.

Motion was made by Trustee Berg, seconded by Trustee Brennan, at 8:43 p.m. to adjourn to Executive Session to discuss the following:

- A. THE APPOINTMENT, EMPLOYMENT, COMPENSATION, DISCIPLINE, PERFORMANCE, OR DISMISSAL OF SPECIFIC EMPLOYEES OF THE PUBLIC BODY OR LEGAL COUNSEL

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FOR THE PUBLIC BODY, INCLUDING HEARING TESTIMONY ON A COMPLAINT LODGED AGAINST AN EMPLOYEE OF THE PUBLIC BODY OR AGAINST LEGAL COUNSEL FOR THE PUBLIC BODY TO DETERMINE ITS VALIDITY.

- B. COLLECTIVE NEGOTIATING MATTERS BETWEEN THE PUBLIC BODY AND ITS EMPLOYEES OR THEIR REPRESENTATIVES, OR DELIBERATIONS CONCERNING SALARY SCHEDULES FOR ONE OR MORE CLASSES OF EMPLOYEES.
- C. LITIGATION, WHEN AN ACTION AGAINST, AFFECTING OR ON BEHALF OF THE PARTICULAR PUBLIC BODY HAS BEEN FILED AND IS PENDING BEFORE A COURT OR ADMINISTRATIVE TRIBUNAL, OR WHEN THE PUBLIC BODY FINDS THAT AN ACTION IS PROBABLE OR IMMINENT, IN WHICH CASE THE BASIS FOR THE FINDING SHALL BE RECORDED AND ENTERED INTO THE MINUTES OF THE CLOSED MEETING.

Vote on roll call: Ayes: Berg, Brady, Brennan, Galante, Glotz, Mueller. Nays: None. Absent: None. President Vandenberg declared the motion carried.

Motion was made by Trustee Brady, seconded by Trustee Mueller, to adjourn the Executive Session and reconvene the regular Board meeting. Vote by voice call. President Vandenberg declared the motion carried and reconvened the special Board meeting at 9:56 p.m.

Motion was made by Trustee Mueller, seconded by Trustee Berg, to adjourn the regular Board meeting. Vote by voice call. President Vandenberg declared the motion carried and adjourned the special Board meeting at 9:56 p.m.

PLEASE NOTE: Where there is no summary of discussion on any items in the minutes, this reflects that no discussion occurred other than the introduction of the item.

APPROVED:

Village President

ATTEST:

Village Clerk

CONSIDER RECEIVING A
PRESENTATION FROM AUDREY
MAHER, OWNER OF PEKOE AND
BEAN, 17028 OAK PARK AVENUE

Clerk Thirion

RAFFLE LICENSE APPLICATION

VILLAGE OF TINLEY PARK
16250 South Oak Park Avenue

DATE: 1/14/19

1. **NAME OF ORGANIZATION:** Frankfort School District 157C Education Foundation
2. **ADDRESS:** _____
3. **MAILING ADDRESS IF DIFFERENT FROM ABOVE:**

4. **ADDRESS OF PLACE FOR RAFFLE DRAWING**
The Odyssey Country Club 19100 Ridgeland Ave, Tinley Park, IL 60477
5. **CHECK TYPE OF NOT-FOR-PROFIT ORGANIZATION: (MUST BE IN EXISTENCE FOR A PERIOD OF FIVE (5) YEARS AND ATTACHED DOCUMENTARY EVIDENCE)**
- | | | | |
|---|---|--|---|
| RELIGIOUS <input type="checkbox"/> | CHARITABLE <input checked="" type="checkbox"/> | LABOR <input type="checkbox"/> | FRATERNAL <input type="checkbox"/> |
| EDUCATIONAL <input type="checkbox"/> | VETERANS <input type="checkbox"/> | BUSINESS <input type="checkbox"/> | |
6. **HOW LONG HAS THE ORGANIZATION BEEN IN EXISTENCE:** 24 years
7. **PLACE AND DATE OF INCORPORATION:** July 1995; FSD 157-C; 110 Oregon St. Frankfort
8. **NUMBER OF MEMBERS IN GOOD STANDING:** 10-15
9. **PRESIDENT/CHAIRPERSON:** Tayo Hill
- ADDRESS:** _____ **PHONE:** _____
10. **RAFFLE MANAGER:** Leann Knollenberg
- ADDRESS:** _____
- PHONE:** _____ **Email:** _____
11. **DESIGNATED MEMBER(S) RESPONSIBLE FOR CONDUCT & OPERATION OF RAFFLE:**
- NAME:** Leann Knollenberg
- ADDRESS:** _____ **PHONE:** _____
- NAME:** Meghan Rago
- ADDRESS:** _____ **PHONE:** _____

(ATTACHED ADDITIONAL SHEET IF NECESSARY)

RAFFLE INFORMATION**12. DATE(S) FOR RAFFLE TICKET SALES (INCLUDE DAYS OF THE WEEK)**Friday, March 6, 2020**13. LOCATION OF TICKET SALES:**The Odyssey Country Club, 19110 Ridgeland Avenue, Tinley Park, IL 60477**14. LOCATION FOR DETERMINING WINNERS:**The Odyssey Country Club, 19110 Ridgeland Avenue, Tinley Park, IL 60477**15. DATE(S) FOR DETERMINING WINNERS: (INCLUDE DAYS OF THE WEEK)**Friday, March 6, 2020**16. TOTAL RETAIL VALUE OF ALL PRIZES:**\$ Est. \$30,000(MAXIMUM PRIZE AMOUNT \$250,000)**17. MAXIMUM RETAIL VALUE OF EACH PRIZE:**\$ \$800-\$1,000 (many will be less)**18. MAXIMUM PRICE CHARGED OF EACH TICKET(CHANCE) SOLD** \$ \$25.00**19. § 132.38 FIDELITY BOND REQUIRED**

All operations of and the conduct of raffles as provided for in this subchapter shall be under the supervision of a single manager designated by the organization. Such manager shall give a fidelity bond in the sum of \$165,000 or two times the aggregate value of prizes, whichever is less, in favor of the licensee conditioned upon his honesty in the performance of his duties. The bond shall provide that notice shall be given in writing to the Village of Tinley Park not less than 30 days prior to cancellation. Bonds as provided for in this section may be waived provided the license issued for such raffle shall contain a waiver provision and shall be approved only by unanimous vote of the members of the licensed organization.

FIDELITY BOND☐**WAIVER OF BOND STATEMENT BY ORGANIZATION**☒

"The undersigned attest that the above named organization is an organized not-for-profit under the law of the State of Illinois and has been continuously in existence for five (5) years, preceding date of this application, and that during this entire five (5) year period preceding date of application, it has maintained a bona fide membership actively engaged in carrying out its objections. The undersigned do hereby state under penalties of perjury that all statements in the foregoing application are true and correct; that the officers, operators and workers of the game are bona fide members of the sponsoring organization and are all of good moral character and have not been convicted of a felony; that if a license is granted hereunder, the undersigned will be responsible for the conduct of the games in accordance with the provisions of the laws of the State of Illinois and this jurisdiction governing the conduct of such games."

NAME OF ORGANIZATION: Frankfort School District 157C Education Foundation**EXECUTIVE DIRECTOR:** Tayo Hill

January 14, 2020

Laura Godette
Deputy Village Clerk
Village of Tinley Park
16250 S. Oak Park Ave.
Tinley Park, IL 60477

RE: FSD 157C Education Foundation
Waiver of Bond Statement

Dear Ms. Godette,

The Education Foundation of Frankfort School District 157-C has a charity event scheduled at The Odyssey in Tinley Park on Friday, March 6th, 2020. We will be raffling off a few baskets at that time. This letter shall serve as a confirmation that the organization will waive the Fidelity Bond requirement.

Sincerely,

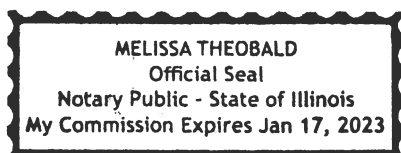


Tayo Hill
FSD 157-C President



Kim Miller
FSD 157-C Treasurer

Melissa Theobald
1/14/2020



RAFFLE LICENSE APPLICATION

VILLAGE OF TINLEY PARK
16250 South Oak Park Avenue

DATE: 1/14/2020

1. **NAME OF ORGANIZATION:** Riverside Healthcare Foundation
2. **ADDRESS:** 350 N Wall St. Kankakee, IL 60901
3. **MAILING ADDRESS IF DIFFERENT FROM ABOVE:**

4. **ADDRESS OF PLACE FOR RAFFLE DRAWING**
Tinley Park Convention Center 18451 Convention Center Dr. Tinley Park, IL
5. **CHECK TYPE OF NOT-FOR-PROFIT ORGANIZATION: (MUST BE IN EXISTENCE FOR A PERIOD OF FIVE (5) YEARS AND ATTACHED DOCUMENTARY EVIDENCE)**

| | | | |
|---|---|--|---|
| RELIGIOUS <input type="checkbox"/> | CHARITABLE <input checked="" type="checkbox"/> | LABOR <input type="checkbox"/> | FRATERNAL <input type="checkbox"/> |
| EDUCATIONAL <input type="checkbox"/> | VETERANS <input type="checkbox"/> | BUSINESS <input type="checkbox"/> | |
6. **HOW LONG HAS THE ORGANIZATION BEEN IN EXISTENCE:** 52 Years
7. **PLACE AND DATE OF INCORPORATION:** Kankakee/July 26, 1968
8. **NUMBER OF MEMBERS IN GOOD STANDING:** 20 Board Members
9. **PRESIDENT/CHAIRPERSON:** Phillip M. Kambic
ADDRESS: _____ **PHONE:** _____
10. **RAFFLE MANAGER:** Jenna Charles, Foundation Coordinator
ADDRESS: _____
PHONE: _____ **Email:** _____
11. **DESIGNATED MEMBER(S) RESPONSIBLE FOR CONDUCT & OPERATION OF RAFFLE:**
NAME: Joseph Giacchino, Advancement Officer
ADDRESS: _____ **PHONE:** _____
NAME: _____
ADDRESS: _____ **PHONE:** _____

(ATTACHED ADDITIONAL SHEET IF NECESSARY)

RAFFLE APPLICATION | 2

RAFFLE INFORMATION**12. DATE(S) FOR RAFFLE TICKET SALES (INCLUDE DAYS OF THE WEEK)**Saturday, March 21, 2020**13. LOCATION OF TICKET SALES:**Tinley Park Convention Center**14. LOCATION FOR DETERMINING WINNERS:**Tinley Park Convention Center**15. DATE(S) FOR DETERMINING WINNERS: (INCLUDE DAYS OF THE WEEK)**Saturday, March 21, 2020**16. TOTAL RETAIL VALUE OF ALL PRIZES:** \$4,999.00(MAXIMUM PRIZE AMOUNT \$250,000)**17. MAXIMUM RETAIL VALUE OF EACH PRIZE:** \$4,999.00**18. MAXIMUM PRICE CHARGED OF EACH TICKET(CHANCE) SOLD** \$100.00**19. § 132.38 FIDELITY BOND REQUIRED**

All operations of and the conduct of raffles as provided for in this subchapter shall be under the supervision of a single manager designated by the organization. Such manager shall give a fidelity bond in the sum of \$165,000 or two times the aggregate value of prizes, whichever is less, in favor of the licensee conditioned upon his honesty in the performance of his duties. The bond shall provide that notice shall be given in writing to the Village of Tinley Park not less than 30 days prior to cancellation. Bonds as provided for in this section may be waived provided the license issued for such raffle shall contain a waiver provision and shall be approved only by unanimous vote of the members of the licensed organization.

FIDELITY BOND ☐ **WAIVER OF BOND STATEMENT BY ORGANIZATION** ☒

"The undersigned attest that the above named organization is an organized not-for-profit under the law of the State of Illinois and has been continuously in existence for five (5) years, preceding date of this application, and that during this entire five (5) year period preceding date of application, it has maintained a bona fide membership actively engaged in carrying out its objections. The undersigned do hereby state under penalties of perjury that all statements in the foregoing application are true and correct; that the officers, operators and workers of the game are bona fide members of the sponsoring organization and are all of good moral character and have not been convicted of a felony; that if a license is granted hereunder, the undersigned will be responsible for the conduct of the games in accordance with the provisions of the laws of the State of Illinois and this jurisdiction governing the conduct of such games."

NAME OF ORGANIZATION: Riverside Healthcare Foundation**EXECUTIVE DIRECTOR:** Matthew McBurnie, VP of Institutional Advancement



January 27, 2020

Village of Tinley Park
16250 S. Oak Park Ave.
Tinley Park, Illinois 60477

To Whom It May Concern,

We are writing this letter to inform you that the Riverside Healthcare Foundation board members have decided to waive the fidelity bond requirement for the raffle we will have at the Riverside Heart Ball held on Saturday, March 21, 2020 at Tinley Park Convention Center.

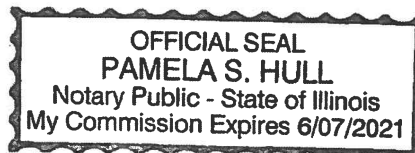
Kind Regards,

A handwritten signature in dark ink, appearing to read "Phil Kambic".

Phil Kambic, President & CEO

A handwritten signature in dark ink, appearing to read "Tim Milner".

Tim Milner, Chairman



A handwritten signature in dark ink, appearing to read "Pamela S. Hull".



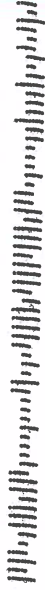
350 North Wall Street
Kankakee, Illinois 60901



Village of Tinley Park
Clerks office
16250 South Oak Park Ave.

Tinley Park, IL 60477

60477\$1600 CD21



U.S. POSTAGE PITNEY BOWES
ZIP 60901 \$ 000.50
02 4W
0000365044 JAN 20 2020



Les Turner ALS Foundation
 5550 W. Touhy Avenue, Suite 302
 Skokie, IL 60077-3254

847 679 3311
847 679 9109 fax

lesturnerals.org

January 21, 2020

**Village of Tinley Park 16250
 S. Oak Park Ave.
 Tinley Park, IL 60477**

To Whom It May Concern:

This letter is to request permission for local volunteer, Melissa Wilder, to hold a Tag Days drive in Tinley Park on Saturday, May 9, 2020. During the month of May, Tag Days drives are held in communities across Chicago in honor of National ALS Awareness Month.

Tag Days volunteers will be stationed at various locations. I understand that businesses need to be contacted directly for permission to tag on their property and volunteers are able to stand in intersections at their own risk. Volunteers will wear bright yellow aprons that identify themselves as volunteers for the Les Turner ALS Foundation. They will distribute baseball card-sized "tags" with information about ALS and the Foundation.

Amyotrophic Lateral Sclerosis (ALS), is a rapidly progressive disease that causes muscle weakness, difficulty speaking and swallowing and, generally, complete paralysis. In most cases, while the body continues to deteriorate, the mind remains unaffected. The disease does not discriminate, striking any age, gender and race. Every 90 minutes, someone in the US is diagnosed with ALS and every 90 minutes, someone in the US dies of ALS. There is no known cure for ALS and, once diagnosed, patients typically live only three to five years.

Please contact me at 847 745 6024 or jromack@lesturnerals.org with questions. Thank you for your continued assistance.

Sincerely,

A handwritten signature in black ink that reads "Jenni Romack".

**Jenni Romack
 Events Manager**

OFFICERS
 Chair
 Ken Hoffman

Vice-Chairs
 Thomas F. Boleky
 John M. Coleman III, MD
 Robin Fern
 Joel A. Schechter

Secretary
 Janene Jonas

Treasurer
 Chair Emeritus
 Harvey Gaffen

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 Erin Reardon Cohn
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 Bonny J. Gaffen
 Jodi Harris
 David T. Hoppe
 Daniel Libit
 Joshua P. Newsome
 Diana Pisone
 Mary Louise Pisone
 Sarvesh Soli
 Meg Rooney
 Philip Schwarz
 Melissa Wilder

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 A. William Haarlow, III*
 Rich Hirsch
 James V. Insolia*
 Bob Lee
 James W. Nolan
 Joan and Paul Rubschlager
 *Deceased

AFFILIATIONS
 Les Turner ALS Center
 at Northwestern Medicine

**Community Health
 Charities of Illinois**

**International Alliance of
 ALS/MND Associations**

CHIEF EXECUTIVE OFFICER
 Andrea Pauls Beckman



LESTURN-01

MDEWITT

CERTIFICATE OF LIABILITY INSURANCE

 DATE (MM/DD/YYYY)
 1/22/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| PRODUCER Mavco Insurance Agency, Inc. 10 W. Chicago Ave. Hinsdale, IL 60521 | CONTACT NAME: PHONE (A/C, No, Ext): (630) 655-2410 FAX (A/C, No): (630) 654-4447 E-MAIL ADDRESS: info@mavcoinsurance.com | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------------------|--|--------|---|--|--|-------------|--|--|-------------|--|--|-------------|--|--|-------------|--|--|-------------|--|--|
| INSURED Les Turner ALS Foundation Ltd. 5550 W. Touhy Ave. Suite 302 Skokie, IL 60077-3254 | <table border="1"> <tr> <th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr> <tr> <td colspan="2">INSURER A : First Non-Profit Insurance Agency, Inc.</td><td></td></tr> <tr> <td colspan="2">INSURER B :</td><td></td></tr> <tr> <td colspan="2">INSURER C :</td><td></td></tr> <tr> <td colspan="2">INSURER D :</td><td></td></tr> <tr> <td colspan="2">INSURER E :</td><td></td></tr> <tr> <td colspan="2">INSURER F :</td><td></td></tr> </table> | INSURER(S) AFFORDING COVERAGE | | NAIC # | INSURER A : First Non-Profit Insurance Agency, Inc. | | | INSURER B : | | | INSURER C : | | | INSURER D : | | | INSURER E : | | | INSURER F : | | |
| INSURER(S) AFFORDING COVERAGE | | NAIC # | | | | | | | | | | | | | | | | | | | | |
| INSURER A : First Non-Profit Insurance Agency, Inc. | | | | | | | | | | | | | | | | | | | | | | |
| INSURER B : | | | | | | | | | | | | | | | | | | | | | | |
| INSURER C : | | | | | | | | | | | | | | | | | | | | | | |
| INSURER D : | | | | | | | | | | | | | | | | | | | | | | |
| INSURER E : | | | | | | | | | | | | | | | | | | | | | | |
| INSURER F : | | | | | | | | | | | | | | | | | | | | | | |

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE | ADDL INSD | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS |
|----------|--|-----------|----------|---------------|-------------------------|-------------------------|--|
| A | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER: General Aggregate | X | | NPP1003763 06 | 1/1/2020 | 1/1/2021 | EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 3,000,000 PRODUCTS - COMP/OP AGG \$ 3,000,000 |
| A | <input type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY | | | NPP1003763 06 | 1/1/2020 | 1/1/2021 | COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ 1,000,000 BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$ |
| A | <input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED \$ RETENTION \$ | | | NMB1003764 06 | 1/1/2020 | 1/1/2021 | EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000 \$ |
| | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below | | N/A | | | | PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$ |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 Tag Days Special Event to be held on Saturday, May 9, 2020

Certificate holder is an additional insured when required by written contract.

CERTIFICATE HOLDER

CANCELLATION

| | |
|---|---|
| Village of Tinley Park 16250 S. Oak Park Avenue Tinley Park, IL 60477 | SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE |
|---|---|



CINCINNATI OH 45999-0038

In reply refer to: 0248188028
Mar. 02, 2017 LTR 4168C 0
36-2916466 000000 00
00015318
BODC: TE

LES TURNER AMYOTROPHIC LATERAL
SCLEROSIS FOUNDATION
5550 TOUHY AVE STE 302
SKOKIE IL 60077

022036

Employer ID Number: 36-2916466
Form 990 required: Yes

Dear Taxpayer:

This is in response to your request dated Feb. 21, 2017, regarding your tax-exempt status.

We issued you a determination letter in May 1977, recognizing you as tax-exempt under Internal Revenue Code (IRC) Section 501(c)(3).

Our records also indicate you're not a private foundation as defined under IRC Section 509(a) because you're described in IRC Sections 509(a)(1) and 170(b)(1)(A)(vi).

Donors can deduct contributions they make to you as provided in IRC Section 170. You're also qualified to receive tax deductible bequests, legacies, devises, transfers, or gifts under IRC Sections 2055, 2106, and 2522.

In the heading of this letter, we indicated whether you must file an annual information return. If a return is required, you must file Form 990, 990-EZ, 990-N, or 990-PF by the 15th day of the fifth month after the end of your annual accounting period. IRC Section 6033(j) provides that, if you don't file a required annual information return or notice for three consecutive years, your exempt status will be automatically revoked on the filing due date of the third required return or notice.

For tax forms, instructions, and publications, visit www.irs.gov or call 1-800-TAX-FORM (1-800-829-3676).

If you have questions, call 1-877-829-5500 between 8 a.m. and 5 p.m., local time, Monday through Friday (Alaska and Hawaii follow Pacific Time).

0248186028
Mar. 02, 2017 LTR 4168C 0
36-2916466 000000 00
00015319

LES TURNER AMYOTROPHIC LATERAL
SCLEROSIS FOUNDATION
5550 TOUHY AVE STE 302
SKOKIE IL 60077

Sincerely yours,

A handwritten signature in black ink, appearing to read "K. A. Billups". The signature is fluid and cursive, with the first name "Kim" and last name "Billups" clearly distinguishable.

Kim A. Billups, Operations Manager
Accounts Management Operations 1

THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION NO. 2020-R-006

**A RESOLUTION AUTHORIZING A SETTLEMENT AGREEMENT AND
RELEASE BETWEEN THE REGIONAL TRANSPORTATION AUTHORITY
(RTA); COUNTY OF COOK; VILLAGE OF FOREST VIEW; VILLAGE OF
TINLEY PARK; VILLAGE OF LEMONT; VILLAGE OF ORLAND PARK;
ELK GROVE VILLAGE; VILLAGE OF MELROSE PARK; VILLAGE OF
HAZEL CREST; VILLAGE OF NORTH BROOK AS PLAINTIFFS AND THE
VILLAGE OF CHANNAHON, MINORITY DEVELOPMENT COMPANY,
LLC, AND MTS CONSULTING, LLC, AND NON-PARTY SOUTHWEST JET
FUEL CO. AS DEFENDANTS RELATIVE TO COOK COUNTY
CONSOLIDATED CASES 2011 CH 29744 AND 2011 CH 34266 INVOLVING
THE MATTER OF SOURCING AND REPORTING OF SALES TAXES**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees**

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION NO. 2020-R-006

**A RESOLUTION AUTHORIZING A SETTLEMENT AGREEMENT AND
RELEASE BETWEEN THE REGIONAL TRANSPORTATION
AUTHORITY (RTA); COUNTY OF COOK; VILLAGE OF FOREST
VIEW; VILLAGE OF TINLEY PARK; VILLAGE OF LEMONT;
VILLAGE OF ORLAND PARK; ELK GROVE VILLAGE; VILLAGE OF
MELROSE PARK; VILLAGE OF HAZEL CREST; VILLAGE OF
NORTH BROOK AS PLAINTIFFS AND THE VILLAGE OF
CHANNAHON, MINORITY DEVELOPMENT COMPANY, LLC, AND
MTS CONSULTING, LLC, AND NON-PARTY SOUTHWEST JET FUEL
CO. AS DEFENDANTS RELATIVE TO COOK COUNTY
CONSOLIDATED CASES 2011 CH 29744 AND 2011 CH 34266
INVOLVING THE MATTER OF SOURCING AND REPORTING OF
SALES TAXES**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, the President and Board of Trustees of the Village of Tinley Park believe and hereby declare that it is in the best interest of the Village and its residents in order to avoid uncertainties of litigation and without admitting any liability to authorize the Village President and/or Village Manager to execute the Settlement Agreement, attached hereto as Exhibit 1; and

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of fact as if said recitals were fully set forth herein.

SECTION 2: The President and Board of Trustees hereby authorize the Village President and/or Village Manager to execute the Settlement Agreement, attached hereto as Exhibit 1, subject to review as to form by the Village Attorney.

SECTION 3: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Resolution shall be and is hereby repealed to the extent of such conflict.

SECTION 4: That the Village Clerk is hereby ordered and directed to publish this Resolution in pamphlet form, and this Resolution shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4TH day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

ATTEST:

VILLAGE PRESIDENT

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-R-006, “**A RESOLUTION AUTHORIZING A SETTLEMENT AGREEMENT AND RELEASE BETWEEN THE REGIONAL TRANSPORTATION AUTHORITY (RTA); COUNTY OF COOK; VILLAGE OF FOREST VIEW; VILLAGE OF TINLEY PARK; VILLAGE OF LEMONT; VILLAGE OF ORLAND PARK; ELK GROVE VILLAGE; VILLAGE OF MELROSE PARK; VILLAGE OF HAZEL CREST; VILLAGE OF NORTH BROOK AS PLAINTIFFS AND THE VILLAGE OF CHANNAHON, MINORITY DEVELOPMENT COMPANY, LLC, AND MTS CONSULTING, LLC, AND NON-PARTY SOUTHWEST JET FUEL CO. AS DEFENDANTS RELATIVE TO COOK COUNTY CONSOLIDATED CASES 2011 CH 29744 AND 2011 CH 34266 INVOLVING THE MATTER OF SOURCING AND REPORTING OF SALES TAXES,**” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

VILLAGE CLERK



Interoffice Memo

Date: February 4, 2020

To: Kimberly Clarke, Community Development Director

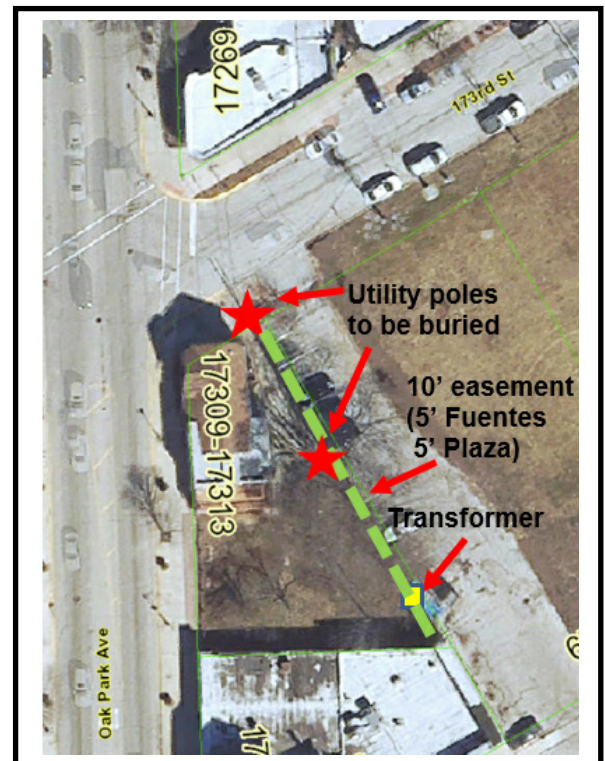
From: Paula J. Wallrich, AICP
Planning Manager

Subject: Utility Easement, 17309 Oak Park Avenue

As part of the Harmony Square Plaza and the Com Ed utility pole burial project on 173rd Street, the Village requested a five (5) foot easement along the east property line of Mr. James Fuentes' property located at 17309 Oak Park Avenue. Combined with a five (5) foot easement along the west property line of the proposed plaza, the ten (10) foot utility easement will allow for the burial of the Com Ed electric lines and removal of the utility poles (★) and overhead service lines.

The easement is necessary not only for the burial of the service line but also to locate a transformer that will serve the Fuentes property. The transformer will be approximately 3' x 3' x 3'. As part of the utility burial project and the granting of the easement the Village will absorb the cost of the service line connection for the Fuentes property.

Upon Village Board approval of the five (5) foot utility easement, staff will record the document and provide copies to Com Ed and the project engineers for completion of the project.



THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION

NO. 2020-R-007

**A RESOLUTION APPROVING AND ACCEPTING A GRANT OF
UTILITY EASEMENT FOR 17309 OAK PARK AVENUE**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees**

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION NO. 2020-R-007**A RESOLUTION APPROVING AND ACCEPTING A GRANT OF
UTILITY EASEMENT FOR 17309 OAK PARK AVENUE**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, the Village of Tinley Park ("Village"), has considered a Plat of Easement ("Plat") for ingress and egress from James Fuentes **XXX** ("Owner"), in preparation for the Harmony Square Plaza and the Com Ed Utility Pole Burial Project within the Village; and

WHEREAS, a true and correct copy of said Plat is attached hereto and made a part hereof as Exhibit 1; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of said Village of Tinley Park that said Plat be approved and accepted; and

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of fact as if said recitals were fully set forth herein.

SECTION 2: That the President and Board of Trustees of the Village of Tinley Park hereby approve and accept the Plat, attached hereto as Exhibit 1, and all necessary Village Officials are hereby authorized to execute the Plat prior to the final recording subject to review and revision as to form by the Village Attorney and Village Staff.

SECTION 3: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Resolution shall be and is hereby repealed to the extent of such conflict.

SECTION 4: That the Village Clerk is hereby ordered and directed to publish this Resolution in pamphlet form, and this Resolution shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

ATTEST:

VILLAGE PRESIDENT

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-R-007, “**A RESOLUTION APPROVING AND ACCEPTING A GRANT OF UTILITY EASEMENT FOR 17309 OAK PARK AVENUE,**” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

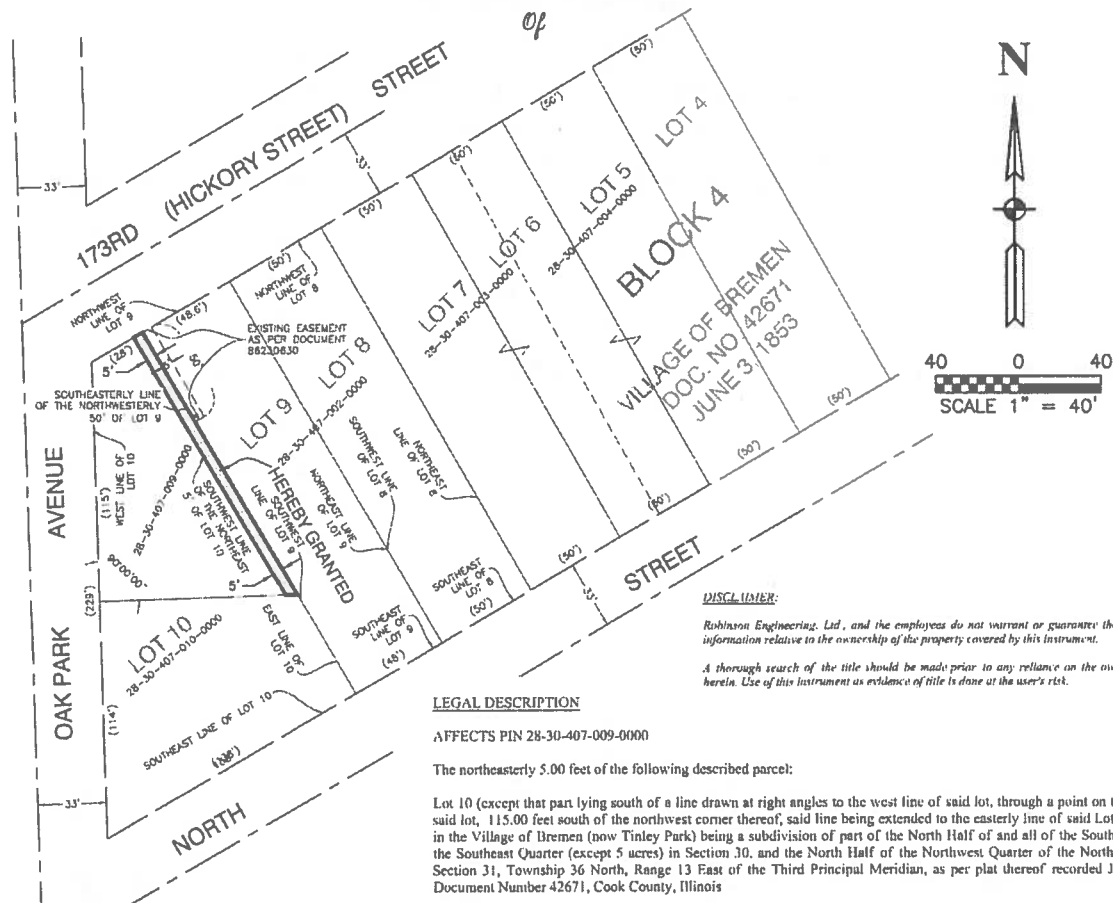
KRISTIN A. THIRION, VILLAGE CLERK

Exhibit 1

GRANT OF EASEMENT

FOR PUBLIC UTILITIES

of



DISCLAIMER:

Robinson Engineering, Ltd., and the employees do not warrant or guarantee the accuracy of the information relative to the ownership of the property covered by this instrument.

A thorough search of the title should be made prior to any reliance on the ownership indicated herein. Use of this instrument as evidence of title is done at the user's risk.

LEGAL DESCRIPTION

AFFECTS PIN 28-30-407-009-0000

The northeasterly 5.00 feet of the following described parcel:

Lot 10 (except that part lying south of a line drawn at right angles to the west line of said lot, through a point on the west line of said lot, 115.00 feet south of the northwest corner thereof, said line being extended to the easterly line of said Lot 10) in Block 4 in the Village of Bremen (now Tinley Park) being a subdivision of part of the North Half of and all of the Southwest Quarter of the Southeast Quarter (except 5 acres) in Section 30, and the North Half of the Northwest Quarter of the Northeast Quarter of Section 31, Township 36 North, Range 13 East of the Third Principal Meridian, as per plat thereof recorded June 3, 1853 as Document Number 42671, Cook County, Illinois

Containing 0.017 acres (725 square feet) more or less

State of Illinois)
County of Cook)

I, RANDALL E. GANN, an Illinois Professional Land Surveyor, do hereby state that I have prepared the herein drawn plat, for the purpose of granting an easement as described herein for public utilities.

Dated in South Holland, Illinois, July 15, 2019

License Number 035-003241
Expires November 30, 2020



Easement Provisions:

An easement for serving the hereon described property and other property with electric, communications, and natural gas service is hereby reserved for and granted to Communicath Edison Company, Conestoga, A.T.&T., NUCOR and those utilities operating under franchise agreement with the Village of Tinley Park, Illinois, and to the Village of Tinley Park, Illinois, their respective successors and assigns jointly and severally, to install, operate, maintain and remove from time to time, facilities used in connection with overhead and underground transmission and distribution of electricity, sounds, signals and natural gas in, over, under, across, along and upon the surface of the property shown on this plat and designated as "HEREBY GRANTED", together with the right to install required service connections over or under the surface of the real estate described herein adjacent real estate or other areas to serve improvements thereon or adjacent real estate, the right to cut, trim or remove trees, bushes and roots as may be reasonably required incident to the rights herein given, and the right to enter upon the property for all such purposes. Obstructions shall not be placed over grantees' facilities or in, upon or over the subdivision without the prior written consent of grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

18-R0616

| ROBINSON ENGINEERING, LTD. | | REVISIONS | |
|---|----------------------|-----------|------|
| CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS 17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473 (708) 331-6700 FAX (708) 331-3826 | | No. | Date |
| © COPYRIGHT 2019 ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128 | | | |
| FOR: THE VILLAGE OF TINLEY PARK, ILLINOIS 16250 SOUTH OAK PARK AVENUE TINLEY PARK, ILLINOIS 60477 | | | |
| Drawn by: R.E.G. | Date: JULY 15, 2019 | | |
| Checked by: R.E.G. | Scale: 1"=40' | | |
| Sheet 1 of | Project No. 18-R0616 | | |

Do not fold original plat.
Upon recordation of this document,
return signed original or copy thereof
to the following:

Robinson Engineering, Ltd.
17000 South Park Avenue
South Holland, Illinois
(708) 331-6700

Attention: Survey Department

State of _____)
County of _____) SS

The undersigned, JAMES T. FUENTES and LOIS T. FUENTES, of 16750 Oak Park Avenue, Tinley Park, in the County of Cook, in the State of Illinois, does hereby certify that they are the titleholders of the property described herein and that they have caused said property to be granted for a public utility easement as shown herein.

Dated this 18 day of November, 2019
By: James T. Fuentes Printed Name: JAMES T. FUENTES Title: OWNER
Attest: Lois Fuentes Printed Name: LOIS FUENTES Title: OWNER

State of Ill)
County of Cook) SS

This instrument was acknowledged before me on the 18 day of November, 2019
by Margaret E. Olson Notary Public
02/02/2026 My Commission Expires
OFFICIAL SEAL
Margaret E. Olson
Notary Public, State of Illinois
My Commission Expires 02/02/2020

Approved by the PRESIDENT and the BOARD OF TRUSTEES of the VILLAGE OF TINLEY PARK, ILLINOIS, at a meeting held this _____ day of _____ of 2021

By: _____
VILLAGE - PRESIDENT

Attest: _____
VILLAGE - CLERK

Reviewed by the Village Engineer of the VILLAGE OF TINLEY PARK, ILLINOIS,
on this _____ day of _____ of 2021

By: _____
VILLAGE - ENGINEER

Consent Agenda

Item F

CONSIDER ADOPTING RESOLUTION 2020-R-008
AUTHORIZING AN AGREEMENT BETWEEN THE
VILLAGE OF TINLEY PARK AND PROVIDENCE BANK &
TRUST CONSENTING TO THE COLLATERAL
ASSIGNMENT OF THE SOUTH STREET
REDEVELOPMENT PROJECT.

BACK UP TO FOLLOW

Bank code : ap_py

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|----------------------------------|-----------|---------------------------------------|----------|------|--|------------------------|
| 126239 | 1/24/2020 | 003127 BLUE CROSS BLUE SHIELD | PR020120 | | IL065LB000001212-0 HEALTH INS E 86-00-000-20430 | 1,768.00 |
| | | | | | Total : | 1,768.00 |
| 126240 | 1/24/2020 | 004640 HEALTHCARE SERVICE CORPORATION | PR020120 | | A/C#271855-HEALTH INS-JAN PMT/ 86-00-000-20430 | 12,398.77 |
| | | | | | Total : | 12,398.77 |
| 2 Vouchers for bank code : ap_py | | | | | | Bank total : 14,166.77 |

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Voucher List
Village of Tinley Park

Page: 2

Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|---------------------------------------|-------------|------------|--|-------------------------|
| 185899 | 1/24/2020 | 010955 A T & T LONG DISTANCE | 827776689 | | CORP ID 931719 LB TIP LINE 01-17-225-72120 | 32.22 |
| | | | | | Total : | 32.22 |
| 185900 | 1/24/2020 | 011227 AMERICAN SOLUTIONS FOR | INV04548454 | VTP-017531 | 2019 TAX FORMS 01-14-000-73110 | 241.55 |
| | | | | | Total : | 241.55 |
| 185901 | 1/24/2020 | 002424 AMERICAN WATER WORKS ASSOC | 012320 | | MEMBERSHIP KEITH HARVEY 60-00-000-72720 63-00-000-72720 64-00-000-72720 | 29.05 29.05 24.90 |
| | | | | | Total : | 83.00 |
| 185902 | 1/24/2020 | 018764 B & B HOLIDAY DECORATING LLC | 3339 | VTP-017407 | HOLIDAY DECORATIONS & BUYOU' 01-35-000-73112 | 16,894.95 |
| | | | 3371 | | C7 (3500 COUNT) FOR 2 EVERGRE 01-35-000-73112 | 1,750.00 |
| | | | 3372 | VTP-017408 | HOLIDAY DECORATIONS-ILLUMINA 01-35-000-73112 | 16,744.00 |
| | | | 3373 | | INSTALL TRUMPETS 140 STREET P 01-35-000-73112 | 32,925.82 |
| | | | | | Total : | 68,314.77 |
| 185903 | 1/24/2020 | 010953 BATTERIES PLUS - 277 | P23435125 | | BATTERIES 01-19-000-74614 | 33.50 |
| | | | | | Total : | 33.50 |
| 185904 | 1/24/2020 | 002974 BETTENHAUSEN CONSTRUCTION SERV | 200006 | | HAULING WOOD CHIPS 01-26-023-72890 | 850.00 |
| | | | 200007 | | HAULING WOOD CHIPS,LEAVES,SV 01-26-023-72890 | 700.00 |
| | | | 200008 | | HAULING STONES 01-26-023-73860 | 60.00 |
| | | | | | 70-00-000-73860 | 20.00 |
| | | | | | 60-00-000-73860 | 75.60 |
| | | | | | 63-00-000-73860 | 8.40 |

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Voucher List
Village of Tinley Park

Page: 3

Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|---------------------------------------|-------------|------|-------------------------------|-----------------|
| 185904 | 1/24/2020 | 002974 BETTENHAUSEN CONSTRUCTION SERV | (Continued) | | | |
| | | | 200009 | | 64-00-000-73860 | 36.00 |
| | | | | | HAULING SPOILS LEAVES SWEEPI | |
| | | | | | 01-26-023-72890 | 240.00 |
| | | | | | 60-00-000-73681 | 352.80 |
| | | | | | 63-00-000-73681 | 39.20 |
| | | | | | 64-00-000-73681 | 168.00 |
| | | | | | Total : | 2,550.00 |
| 185905 | 1/24/2020 | 016817 BEVERLY SNOW AND ICE INC | 42378 | | TINLEY CREEK BRIDGE | |
| | | | 42379 | | 01-26-023-72785 | 210.00 |
| | | | 42380 | | PUBLIC SAFETY BUILDING LOT | |
| | | | 42381 | | 01-26-023-72785 | 850.00 |
| | | | 42382 | | FIRE STATION 3 | |
| | | | 42383 | | 01-26-023-72785 | 480.00 |
| | | | 42384 | | FIRESTATION 4 | |
| | | | 42385 | | 01-26-023-72785 | 720.00 |
| | | | 42386 | | HELIPORT & EMA | |
| | | | 42387 | | 01-26-023-72785 | 2,440.00 |
| | | | 42388 | | HICKORY ST PARKING STALLS | |
| | | | 42389 | | 01-26-023-72785 | 1,390.00 |
| | | | 42390 | | MUNICIPAL LOTS (ED & JOES) | |
| | | | 42391 | | 01-26-023-72785 | 390.00 |
| | | | | | MUNICIPAL LOTS SUBWAY | |
| | | | | | 01-26-023-72785 | 650.00 |
| | | | | | MUNICIPAL LOTS-BATH & KITCHEN | |
| | | | | | 01-26-023-72785 | 285.00 |
| | | | | | MUNICIPAL LOTS CARDINAL | |
| | | | | | 01-26-023-72785 | 295.00 |
| | | | | | 80TH AVENUE NORTH TRAIN LOT | |
| | | | | | 70-00-000-72740 | 7,500.00 |
| | | | | | OAK PARK AVE TRAIN STATION | |
| | | | | | 70-00-000-72740 | 1,375.00 |
| | | | | | 01-26-023-72785 | 1,375.00 |
| | | | | | PAWS | |
| | | | | | 01-26-023-72785 | 395.00 |
| | | | | | POLICE DEPARTMENT | |

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Voucher List
Village of Tinley Park

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Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|---------------------------------|-------------|------|---|------------------|
| 185905 | 1/24/2020 | 016817 BEVERLY SNOW AND ICE INC | (Continued) | | | |
| | | | 42392 | | 01-26-023-72785 POST 11 | 1,095.00 |
| | | | 42393 | | 01-26-023-72785 80TH AVENUE SOUTH TRAIN LOT | 280.00 |
| | | | 42394 | | 70-00-000-72740 MUNICIPAL LOT-UNITED METHODIST | 8,000.00 |
| | | | 42395 | | 01-26-023-72785 VILLAGE HALL | 570.00 |
| | | | 42396 | | 01-26-023-72785 VOGT PLAZA | 2,150.00 |
| | | | 42397 | | 01-26-023-72785 ZABROCKI PLAZA | 420.00 |
| | | | | | 01-26-023-72785 | 710.00 |
| | | | | | Total : | 31,580.00 |
| 185906 | 1/24/2020 | 003127 BLUE CROSS BLUE SHIELD | AP020120 | | IL065LB000001212-0 HEALTH INS E | |
| | | | | | 01-26-023-72435 | 156.00 |
| | | | | | 01-33-300-72435 | 101.00 |
| | | | | | 60-00-000-72435 | 52.63 |
| | | | | | 63-00-000-72435 | 10.02 |
| | | | | | 64-00-000-72435 | 26.85 |
| | | | | | 60-00-000-72435 | 52.63 |
| | | | | | 63-00-000-72435 | 10.02 |
| | | | | | 64-00-000-72435 | 26.85 |
| | | | | | 60-00-000-72435 | 52.63 |
| | | | | | 63-00-000-72435 | 10.02 |
| | | | | | 64-00-000-72435 | 26.85 |
| | | | | | 60-00-000-72435 | 59.39 |
| | | | | | 63-00-000-72435 | 11.31 |
| | | | | | 64-00-000-72435 | 30.30 |
| | | | | | 01-12-000-72435 | 107.00 |
| | | | | | 01-19-020-72435 | 226.00 |
| | | | | | 01-26-023-72435 | 304.00 |
| | | | | | 01-33-300-72435 | 80.00 |
| | | | | | 60-00-000-72435 | 49.39 |
| | | | | | 63-00-000-72435 | 9.41 |

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Voucher List
Village of Tinley Park

Page: 5

Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|-------------------------------------|-------------|------|------------------------------|-----------------|
| 185906 | 1/24/2020 | 003127 BLUE CROSS BLUE SHIELD | (Continued) | | 64-00-000-72435 | 25.20 |
| | | | | | 60-00-000-72435 | 52.63 |
| | | | | | 63-00-000-72435 | 10.02 |
| | | | | | 64-00-000-72435 | 26.85 |
| | | | | | Total : | 1,517.00 |
| 185907 | 1/24/2020 | 018495 BLUEBERRY HILL CAFE | 011520 | | CATERING - DEPARTMENT MTG | |
| | | | | | 01-17-205-72220 | 383.92 |
| | | | | | Total : | 383.92 |
| 185908 | 1/24/2020 | 003504 C & M PIPE & SUPPLY CO., INC | 12645 | | CONCRETE,FLAT TOP | |
| | | | | | 01-26-023-73790 | 473.00 |
| | | | | | Total : | 473.00 |
| 185909 | 1/24/2020 | 003337 CALIBRE PRESS INC. | 79051 | | BRIAN KROTSEY STOPPING ONLIN | |
| | | | | | 01-17-220-72140 | 359.00 |
| | | | | | Total : | 359.00 |
| 185910 | 1/24/2020 | 014148 CALL ONE | 1210676 | | VILLAGE LANDLINE PHONE SERV | |
| | | | | | 01-19-000-72120 | 1,923.35 |
| | | | | | 60-00-000-72120 | 3,160.33 |
| | | | | | 63-00-000-72120 | 351.15 |
| | | | | | 64-00-000-72120 | 1,504.91 |
| | | | | | 01-33-300-72120 | 25.01 |
| | | | | | 01-33-310-72120 | 25.01 |
| | | | | | 01-33-320-72120 | 16.32 |
| | | | | | 01-35-000-72120 | 16.32 |
| | | | | | 01-53-000-72120 | 8.70 |
| | | | | | 60-00-000-72120 | 52.42 |
| | | | | | 63-00-000-72120 | 5.81 |
| | | | | | 64-00-000-72120 | 24.96 |
| | | | | | 01-17-205-72120 | 1,461.05 |
| | | | | | 01-14-000-72120 | 620.00 |
| | | | | | 01-11-000-72120 | 14.49 |
| | | | | | 01-12-000-72120 | 33.33 |
| | | | | | 01-17-205-72120 | 33.33 |

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Voucher List
Village of Tinley Park

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Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|-------------------------------------|-------------------|------|----------------------------------|-----------------|
| 185910 | 1/24/2020 | 014148 CALL ONE | (Continued) | | | |
| | | | | | 01-19-000-72120 | 7.25 |
| | | | | | 01-26-023-72120 | 8.70 |
| | | | | | 01-26-024-72120 | 8.70 |
| | | | | | 01-33-310-72120 | 8.70 |
| | | | | | 01-33-320-72120 | 8.70 |
| | | | | | 60-00-000-72120 | 21.73 |
| | | | | | 01-12-000-72120 | 41.33 |
| | | | | | 01-14-000-72120 | 138.13 |
| | | | | | 01-15-000-72120 | 25.01 |
| | | | | | 01-17-205-72120 | 82.67 |
| | | | | | 01-19-000-72120 | 36.98 |
| | | | | | 01-19-020-72120 | 12.51 |
| | | | | | 01-26-023-72120 | 16.32 |
| | | | | | 01-26-024-72120 | 16.32 |
| | | | | | Total : | 9,709.54 |
| 185911 | 1/24/2020 | 011929 CAPITAL ONE BANK (USA), N.A. | 00061423 | | **** 6452 STAFF LUNCHEON MTG | |
| | | | 010220 | | 01-15-000-72220 | 183.70 |
| | | | 010320 | | **** 6452 CAR WASH COUPONS | |
| | | | 011020 | | 01-17-205-72540 | 900.00 |
| | | | 0115 | | **** 6452 SHIPPING | |
| | | | 100806418 | | 01-35-000-72982 | 89.69 |
| | | | 11102745502427478 | | **** 6452 REGISTRATION PAT CARF | |
| | | | 11218536097971464 | | 01-12-000-72170 | 225.00 |
| | | | 11257392029082642 | | **** 6452 GIFT CARD | |
| | | | 11269241129916213 | | 84-00-000-20199 | 50.00 |
| | | | | | **** 6452 TRAINING FIRE INSPECTC | |
| | | | | | 01-19-020-72140 | 215.00 |
| | | | | | **** 6452 WIRELESS MICROPHONE | |
| | | | | | 01-35-000-72982 | 219.95 |
| | | | | | **** 6452 SUPPLIES FOR HOLIDAY I | |
| | | | | | 84-00-000-20199 | 632.76 |
| | | | | | **** 6452 ADAPTER | |
| | | | | | 01-35-000-72982 | 95.83 |
| | | | | | **** 6452 KEYBOARD | |
| | | | | | 01-17-220-72565 | 449.85 |

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Voucher List
Village of Tinley Park

Page: 7

Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|-------------------------------------|---------------------------|------|--|----------|
| 185911 | 1/24/2020 | 011929 CAPITAL ONE BANK (USA), N.A. | (Continued) 1211639719 | | **** 6452 CORTNEY KRISTUFEK,NIC 01-21-210-72170 | 500.00 |
| | | | 122119 | | **** 6452 REGISTRATION BRAD BE 01-15-000-72170 | 109.00 |
| | | | 123019 | | **** 6452 GIFT CARD 01-35-000-72954 | 50.00 |
| | | | 123020 | | **** 6452 PROPERTY CHECK 01-15-000-72790 | 18.95 |
| | | | 12536 | | **** 6452 NICOLE GARDINER WOR 01-35-000-72170 | 200.00 |
| | | | 154981 | | **** 6452 FIRE STATION FLOOR DR 01-26-025-72520 | 112.97 |
| | | | 164353150 | | **** 6452 SUBSCRIPTION 01-35-000-72720 | 15.96 |
| | | | 20200102514101 | | **** 6452 COPY OF RECORDED DO 01-14-000-72355 | 6.50 |
| | | | 2087309 | | **** 6452 MONITORS 01-26-025-72530 | 3,715.10 |
| | | | 25374 | | **** 6452 DISHGARDEN PLANTER 01-11-000-73110 | 60.00 |
| | | | 27561333 | | **** 6452 RECORDING FEE 01-14-000-72355 | 85.00 |
| | | | 30213278 | | **** 6452 GIFT CARDS 84-00-000-20199 | 50.00 |
| | | | 3127021 | | **** 6452 CONF DAN RITTER 01-33-000-72140 | 820.00 |
| | | | 3685120 | | **** 6452 SEARCH FOR CONTACT II 01-15-000-72790 | 39.95 |
| | | | 41964 | | **** 6452 SUBSCRIPTION 01-15-000-72720 | 292.00 |
| | | | 4445016660795 | | **** 6452 RECORDING FEE 01-14-000-72355 | 1,706.09 |
| | | | 47186170 | | **** 6452 FILING RELEASE FEE 01-14-000-72355 | 189.91 |
| | | | 5077631 | | **** 6452 AD POST 01-35-000-72653 | 34.28 |

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Voucher List
Village of Tinley Park

Page: 8

Bank code : apbank

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|----------------|-----------|---------------------------------------|------------------------|------------|--|------------------|
| 185911 | 1/24/2020 | 011929 CAPITAL ONE BANK (USA), N.A. | (Continued) 5090100 | | **** 6452 AD POST 01-35-000-72653 | 50.00 |
| | | | 5112932 | | **** 6452 AD POST 01-35-000-72653 | 75.00 |
| | | | 7313 | | **** 6452 GIFT CARDS 84-00-000-20199 | 20.00 |
| | | | 936145298 | | **** 6452 10 IMAGES A MONTH 01-35-000-72985 | 29.99 |
| | | | 94967119 | | **** 6452 ECHOGEAR FULL MOTION 01-26-025-72530 | 212.48 |
| | | | dnf1b3a96c | | **** 6452 MEMBERSHIP DAVID NIEM 01-12-000-72720 | 230.00 |
| | | | Oiv-200122-02 | | **** 6452 DATA HUB 3613 01-26-025-72520 | 320.00 |
| Total : | | | | | | 12,004.96 |
| 185912 | 1/24/2020 | 003396 CASE LOTS INC | 2021 | | TOWELS,TOILET PAPER,CAN LINEI 01-26-025-73580 | 651.40 |
| Total : | | | | | | 651.40 |
| 185913 | 1/24/2020 | 003243 CDW GOVERNMENT INC | WHZ0617 | | HP SB400 ITEM#5143618 01-16-000-74128 | 709.95 |
| | | | WMB8593 | VTP-017593 | <PD> - VISIO LICENSING FOR CRA 30-00-000-74137 | 10,706.15 |
| Total : | | | | | | 11,416.10 |
| 185914 | 1/24/2020 | 003229 CED/EFENGEE | 5025-529856 | | BALLIST FOR LIGHTS 01-26-025-73570 | 39.01 |
| | | | 5025-529857 | | PHIL 01-26-025-73570 | 269.30 |
| | | | 5025-529948 | | PHIL 01-26-025-73570 | 63.50 |
| Total : | | | | | | 371.81 |
| 185915 | 1/24/2020 | 003137 CHRISTOPHER B.BURKE ENGINEERNG | 151521 | | 01.R160373.0003A ST LIGHTING LE 30-00-000-75500 | 5,282.40 |

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| 185915 | 1/24/2020 | 003137 CHRISTOPHER B.BURKE ENGINEERNG | (Continued) 152537 | | 01.R160373.0003A STREET LIGHTIN 30-00-000-75500 | 759.00 |
| | | | 155825 | | 01.R160373.00006 POST 3 STORM 65-00-000-72525 | 4,422.81 |
| | | | | | Total : | 10,464.21 |
| 185916 | 1/24/2020 | 012315 CLASSY FLOWERS | 100002048 | | SYMPATHY PLANT 01-11-000-73110 | 60.00 |
| | | | | | Total : | 60.00 |
| 185917 | 1/24/2020 | 012057 COMCAST CABLE | 8771401810010702 | | ACCT#8771401810010702 1/16-2/16 01-35-000-72517 | 21.82 |
| | | | | | Total : | 21.82 |
| 185918 | 1/24/2020 | 013892 COMED | 6771163052 | | ACCT#6771163052 LITE RT/25 01-26-024-72510 | 2,128.75 |
| | | | | | Total : | 2,128.75 |
| 185919 | 1/24/2020 | 013878 COMED - COMMONWEALTH EDISON | 0385440022 | | ACCT#0385440022 SS BRKSIDE GL 64-00-000-72510 | 448.38 |
| | | | 0471006425 | | ACCT#0471006425 LITE CONTROL 01-26-024-72510 | 73.52 |
| | | | 0637059039 | | ACCT#0637059039 7950 W TIMBER 64-00-000-72510 | 136.53 |
| | | | 2922039023 | | ACCT#2922039023 LITE CONTROL 01-26-024-72510 | 22.19 |
| | | | 4943163008 | | ACCT#4943163008 7650 TIMBER DE 01-26-024-72510 | 20.26 |
| | | | 5437131000 | | ACCT#5437131000 7980 W 183RD S 01-26-025-72510 | 317.64 |
| | | | 5983017013 | | ACCT#5983017013 WATER MONITC 63-00-000-72510 | 248.21 |
| | | | | | Total : | 1,266.73 |
| 185920 | 1/24/2020 | 018311 CONNECTION | 57411092 | | CABLE 01-16-000-72565 | 85.53 |

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| 185920 | 1/24/2020 | 018311 018311 CONNECTION | (Continued) | | Total : | 85.53 |
| 185921 | 1/24/2020 | 012410 CONSERV FS, INC. | 105007195 | | DIESELEX GOLD | |
| | | | | | 60-00-000-73545 | 374.59 |
| | | | | | 63-00-000-73545 | 93.65 |
| | | | | | 64-00-000-73545 | 200.67 |
| | | | 66034152 | | RAKE | |
| | | | | | 01-26-023-73410 | 58.91 |
| | | | | | Total : | 727.82 |
| 185922 | 1/24/2020 | 003644 COOK COUNTY SHERIFF'S POLICE | 2010016 | VTP-017602 | RECRUIT TUITION FEE JOSEPH HIGGINS | |
| | | | | | 01-17-220-72140 | 3,250.00 |
| | | | | | Total : | 3,250.00 |
| 185923 | 1/24/2020 | 018325 DAILY SOUTHTOWN | 197792300 | | ACCT#197792300 SUBSCRIPTION | |
| | | | | | 01-17-205-72720 | 95.01 |
| | | | | | Total : | 95.01 |
| 185924 | 1/24/2020 | 011236 DAJANI, OSAMAH | 012220 | | PER DIEM LODG,MEALS/SUPERV F | |
| | | | | | 01-17-205-72140 | 1,941.56 |
| | | | | | Total : | 1,941.56 |
| 185925 | 1/24/2020 | 003770 DUSTCATCHERS INC | 69772 | | MATS/PD | |
| | | | | | 01-26-025-72790 | 85.41 |
| | | | | | Total : | 85.41 |
| 185926 | 1/24/2020 | 004094 EJ EQUIPMENT INC. | P21520 | | CLAMP,HOSE | |
| | | | | | 60-00-000-72540 | 266.39 |
| | | | | | 63-00-000-72540 | 88.79 |
| | | | | | 64-00-000-72540 | 152.22 |
| | | | | | Total : | 507.40 |
| 185927 | 1/24/2020 | 018512 ENVOY DATA CORPORATION | 406969 | VTP-017567 | <IT> - 2FACTOR AUTH - AWID USB | |
| | | | | | 01-17-220-72565 | 1,505.00 |
| | | | | | Total : | 1,505.00 |
| 185928 | 1/24/2020 | 004119 ETP LABS INC. | 20-134301 | | COLIFORM SAMPLES | |
| | | | | | 60-00-000-72865 | 395.92 |

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| 185928 | 1/24/2020 | 004119 ETP LABS INC. | (Continued) | | 63-00-000-72865 | 169.68 |
| | | | | | Total : | 565.60 |
| 185929 | 1/24/2020 | 004019 EVON'S TROPHIES & AWARDS | 011420 | | NAME PLATES FOR PICTURES | |
| | | | | | 01-26-025-72520 | 66.40 |
| | | | | | Total : | 66.40 |
| 185930 | 1/24/2020 | 016212 F H PASCHEN, S N NIELSEN & | 4603-024-1 | VTP-017588 | METRA STATION WARMING SHELTI | |
| | | | | | 27-00-000-75302 | 48,244.95 |
| | | | | | Total : | 48,244.95 |
| 185931 | 1/24/2020 | 018691 FGMARCHITECTS | 18-2533.01-15 | | FD ST #47 11/23/19-12/27/19 | |
| | | | | | 33-00-000-75907 | 5,400.00 |
| | | | | | Total : | 5,400.00 |
| 185932 | 1/24/2020 | 012941 FMP | 52-445693 | | CREDIT CORE | |
| | | | | | 01-26-024-72540 | -29.05 |
| | | | | | 01-19-000-72540 | -24.50 |
| | | | 52-445800 | | CREDIT BATTERY CORE | |
| | | | | | 01-19-000-72540 | -24.50 |
| | | | 52-446684 | | FUEL DRIVER MODULE | |
| | | | | | 01-26-023-72540 | 90.81 |
| | | | 52-446777 | | WIPER BLADES | |
| | | | | | 01-26-023-72530 | 37.94 |
| | | | 52-447257 | | OIL & AIR FILTER | |
| | | | | | 01-26-024-72540 | 35.57 |
| | | | | | Total : | 86.27 |
| 185933 | 1/24/2020 | 004185 FOREST LUMBER COMPANY | 60684 | | LUMBER,RAKE | |
| | | | | | 01-26-023-73410 | 159.46 |
| | | | | | Total : | 159.46 |
| 185934 | 1/24/2020 | 012902 GO PARTS INC. | 170179 | | FLUID,OIL FILTER | |
| | | | | | 01-26-023-72540 | 62.97 |
| | | | | | 60-00-000-72540 | 33.06 |
| | | | | | 63-00-000-72540 | 11.02 |

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| 185934 | 1/24/2020 | 012902 GO PARTS INC. | (Continued) | | 64-00-000-72540 | 18.90 |
| | | | | | Total : | 125.95 |
| 185935 | 1/24/2020 | 004538 GOLDY LOCKS | 678981 | | KEY | |
| | | | | | 01-26-025-73840 | 60.00 |
| | | | | | Total : | 60.00 |
| 185936 | 1/24/2020 | 004438 GRAINGER | 9405867632 | | SWIFFER WET CLOTHS,GLOVES | |
| | | | | | 60-00-000-73845 | 45.14 |
| | | | | | 63-00-000-73845 | 5.02 |
| | | | | | 64-00-000-73845 | 21.50 |
| | | | | | 01-26-023-73845 | 71.66 |
| | | | | | 01-26-024-73845 | 35.84 |
| | | | | | 01-26-025-73580 | 148.54 |
| | | | 9413146151 | | MARKING & SPRAY PAINT | |
| | | | | | 60-00-000-73620 | 57.00 |
| | | | | | 63-00-000-73620 | 57.00 |
| | | | | | 64-00-000-73620 | 48.84 |
| | | | | | Total : | 490.54 |
| 185937 | 1/24/2020 | 004640 HEALTHCARE SERVICE CORPORATION | AP020120 | | A/C#271855-HEALTH INS EXPENSE | |
| | | | | | 01-26-023-72435 | 378.00 |
| | | | | | 01-21-210-72435 | 295.25 |
| | | | | | 01-26-025-72435 | 189.00 |
| | | | | | 60-00-000-72435 | 111.14 |
| | | | | | 63-00-000-72435 | 21.17 |
| | | | | | 64-00-000-72435 | 56.69 |
| | | | | | 01-26-025-72435 | 775.80 |
| | | | | | 01-26-023-72435 | 1,278.62 |
| | | | | | 01-33-300-72435 | 378.00 |
| | | | | | 01-26-023-72435 | 378.00 |
| | | | | | 01-26-024-72435 | 900.62 |
| | | | | | 01-17-220-72430 | 0.09 |
| | | | | | Total : | 4,762.38 |
| 185938 | 1/24/2020 | 017373 HEARTLINE FITNESS SYSTEMS | INV2223965b | | REPAIRS & MAINT/EXERCISE ROOI | |

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| 185938 | 1/24/2020 | 017373 HEARTLINE FITNESS SYSTEMS | (Continued) | VTP-017592 | 01-17-205-72530 | 1,782.08 |
| | | | | | Total : | 1,782.08 |
| 185939 | 1/24/2020 | 012328 HOMER INDUSTRIES | S138055 | | DROP CHARGE - CHIPS 01-26-023-72890 | 250.00 |
| | | | | | Total : | 250.00 |
| 185940 | 1/24/2020 | 004955 ILCMA | 2053 | | JOB AD IT MANAGER 01-16-000-72446 | 50.00 |
| | | | | | Total : | 50.00 |
| 185941 | 1/24/2020 | 012469 ILEAS | 012220 | | MATT WALSH CONF 01-17-205-72170 | 100.00 |
| | | | | | Total : | 100.00 |
| 185942 | 1/24/2020 | 004959 ILLINOIS ASSOC.FOR FLOODPLAIN | 012220 | | REGIST COLBY ZEMAITIS 60-00-000-72170 63-00-000-72170 64-00-000-72170 01-26-023-72170 | 50.16 50.16 43.00 286.68 |
| | | | | | Total : | 430.00 |
| 185943 | 1/24/2020 | 004813 ILLINOIS MUNICIPAL LEAGUE | 012120 | | MEMBERSHIPS 01-11-000-72720 01-12-000-72720 01-14-000-72720 | 1,645.00 705.00 1,150.00 |
| | | | | | Total : | 3,500.00 |
| 185944 | 1/24/2020 | 015497 ILLINOIS SECRETARY OF STATE | 012120 | | 1FM5K8D89KGB28824 & 1FM5K8D8 01-17-205-72860 | 16.00 |
| | | | | | Total : | 16.00 |
| 185945 | 1/24/2020 | 015545 IMAGING SYSTEMS, INC. | SS200102954 | VTP-017414 | <HR> - ONBASE CSS FOR HR - PH/ 01-12-000-72790 | 925.00 |
| | | | | | Total : | 925.00 |
| 185946 | 1/24/2020 | 005127 INGALLS OCCUPATIONAL MEDICINE | 285355 | | PHYSICAL~ | |

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| 185946 | 1/24/2020 | 005127 | INGALLS OCCUPATIONAL MEDICINE | | (Continued) | |
| | | | 285524 | | 01-41-040-72846 | 45.00 |
| | | | | | PHYSICAL,DRUG SCREEN,VACCINI | |
| | | | | | 01-15-000-72150 | 124.00 |
| | | | | | 01-17-205-72446 | 59.00 |
| | | | | | 01-15-000-72150 | 59.00 |
| | | | | | 01-14-000-72985 | 65.00 |
| | | | 285874 | | DRUG SCREEN | |
| | | | | | 01-26-023-72735 | 59.00 |
| | | | | | Total : | 411.00 |
| 185947 | 1/24/2020 | 016752 | INSITUFORM TECHNOLOGIES, LLC | | RIDGELAND AVENUE LINING PROJ | |
| | | | 587769 | VTP-017236 | 16-00-000-75305 | 127,316.29 |
| | | | | VTP-017236 | 18-00-000-75305 | 96,347.46 |
| | | | | VTP-017236 | 61-00-000-75305 | 120,434.33 |
| | | | | | Total : | 344,098.08 |
| 185948 | 1/24/2020 | 018232 | INTERNAT'L ASSOC OF ARSON | | TRANS ID 2922 HEATHER TRINIDA[| |
| | | | 2922-53-1-152b | | 01-17-205-72170 | 250.00 |
| | | | | | Total : | 250.00 |
| 185949 | 1/24/2020 | 018935 | JX ENTERPRISES INC | | REPAIRS VIN#3BPPHM7XXJF59195 | |
| | | | 2224924S | | 01-26-023-72530 | 1,119.86 |
| | | | | | Total : | 1,119.86 |
| 185950 | 1/24/2020 | 005356 | KROTSER, BRIAN | | PER DIEM: LODG,MEALS/BCKGRD | |
| | | | 012220. | | 01-17-220-72140 | 301.73 |
| | | | | | Total : | 301.73 |
| 185951 | 1/24/2020 | 005356 | KROTSER, BRIAN | | REIM.EXP. TRNG ILL FIN CRIMES S | |
| | | | 012220 | | 01-17-220-72140 | 100.00 |
| | | | | | Total : | 100.00 |
| 185952 | 1/24/2020 | 016801 | LIBERTY FLAG & BANNER | | REMOVAL OF HOLIDAY BANNERS | |
| | | | 17012 | VTP-017560 | 01-35-000-73112 | 2,147.00 |
| | | | 17021 | VTP-017559 | REMOVAL OF HOLIDAY BANNERS F | |
| | | | | | 01-35-000-73112 | 2,470.00 |

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| 185952 | 1/24/2020 | 016801 016801 LIBERTY FLAG & BANNER | (Continued) | | Total : | 4,617.00 |
| 185953 | 1/24/2020 | 012371 LIFE FITNESS | 6368745 | | LABOR & TRIP CHARGE EXERCISE 01-19-000-72530 | 155.00 |
| | | | | | Total : | 155.00 |
| 185954 | 1/24/2020 | 014846 LORENCE, BRUCE | 020120 | | FEB'20 OPA STATION TRAIN MAINT 01-26-025-72530 | 30.00 |
| | | | | | Total : | 30.00 |
| 185955 | 1/24/2020 | 003440 M. COOPER WINSUPPLY CO. | S2071360.001 | | LEAD WOOL 60-00-000-73630 63-00-000-73630 64-00-000-73630 | 51.17 5.69 24.37 |
| | | | | | Total : | 81.23 |
| 185956 | 1/24/2020 | 013969 MAP AUTOMOTIVE OF CHICAGO | 40-544238 | | ELEMENT ASY 01-26-023-72540 60-00-000-72540 63-00-000-72540 64-00-000-72540 | 60.30 31.66 10.55 18.09 |
| | | | | | Total : | 120.60 |
| 185957 | 1/24/2020 | 012631 MASTER AUTO SUPPLY, LTD. | 15030-83054 | | BRAKE PAD SETS,ROTORS 01-17-205-72540 | 348.59 |
| | | | 15030-83107 | | MAINT DOE 01-21-000-72540 | 31.39 |
| | | | | | Total : | 379.98 |
| 185958 | 1/24/2020 | 019338 MCGILL CONSTRUCTION CO LLC | 19-206 | | PROJ#17-R0338.014 REC TRAIL PA 33-00-000-75205 | 179,718.62 |
| | | | | | Total : | 179,718.62 |
| 185959 | 1/24/2020 | 006074 MENARDS | 79188 | | DIP AND WASH BRUSH 01-26-023-73870 | 9.96 |
| | | | 79279 | | CORD 01-26-025-73570 | 19.54 |
| | | | 79300 | | GLUES | |

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| 185959 | 1/24/2020 | 006074 MENARDS | (Continued) | | | |
| | | | 79312 | | 01-26-025-73410 LATCH BOX | 7.87 |
| | | | 79436 | | 01-26-025-73870 UTIL TUB,TIDE | 24.95 |
| | | | 79451 | | 01-26-025-73580 CONN,BOX,OUTLET PLATE,INSERT | 24.78 |
| | | | 79506 | | 01-26-025-73570 WINGNUT,WIREGARD | 14.91 |
| | | | | | 01-26-025-73570 | 13.36 |
| | | | | | Total : | 115.37 |
| 185960 | 1/24/2020 | 005746 MIDWEST TRANSIT EQUIPMENT INC. | X102123647:01 | | ASM BLOCK GUIDE PLATFORM | |
| | | | | | 01-53-000-72540 | 2.83 |
| | | | | | Total : | 2.83 |
| 185961 | 1/24/2020 | 017487 MONDT, FREDERICK | 012220 | | PER DIEM:LODG,MEALS/BACKGRD | |
| | | | | | 01-17-220-72140 | 301.73 |
| | | | | | Total : | 301.73 |
| 185962 | 1/24/2020 | 005664 MORTON SALT INC | 5402004168 | | ROAD SALT FOR 2019/2020 WINTEI | |
| | | | | VTP-017494 | 01-26-023-73810 | 34,873.78 |
| | | | | VTP-017494 | 70-00-000-73810 | 2,000.00 |
| | | | | | Total : | 36,873.78 |
| 185963 | 1/24/2020 | 017651 MSC INDUSTRIAL SUPPLY CO. | 3550413001 | | PAINT,BRAKE CLNR,DRILL BITS,QL | |
| | | | | | 60-00-000-72540 | 27.93 |
| | | | | | 64-00-000-72540 | 15.96 |
| | | | | | 01-26-023-72540 | 53.20 |
| | | | | | 01-26-024-72540 | 53.20 |
| | | | | | 01-17-205-72540 | 79.80 |
| | | | | | 01-33-300-72540 | 26.61 |
| | | | | | 63-00-000-72540 | 9.31 |
| | | | | | Total : | 266.01 |
| 185964 | 1/24/2020 | 015723 NICOR | 33079168366 | | ACCT#33-07-91-6836 6 9322 LAPOF | |
| | | | | | 64-00-000-72511 | 41.50 |

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| 185964 | 1/24/2020 | 015723 NICOR | (Continued) 64423710009 | | ACCT#64-42-37-1000 9 6825 173RD 01-26-025-72511 | 923.12 |
| | | | 81423710003 | | ACCT#81-42-37-1000 3 17375 69TH 01-26-025-72511 | 106.48 |
| | | | | | Total : | 1,071.10 |
| 185965 | 1/24/2020 | 013224 NORTHWESTERN UNIVERSITY | 15194 | VTP-017605 | EXECUTIVE MANAGEMENT PROGFI 01-17-205-72140 | 2,300.00 |
| | | | | | Total : | 2,300.00 |
| 185966 | 1/24/2020 | 001487 NUWAY DISPOSAL SERVICE INC | 6851993 | | SWEEPING 01-26-023-72890 | 1,024.50 |
| | | | | | Total : | 1,024.50 |
| 185967 | 1/24/2020 | 006475 PARK ACE HARDWARE | 062744/1 | | #891431 SQUARE BIT 60-00-000-73410 | 4.33 |
| | | | | | 64-00-000-73410 | 2.06 |
| | | | | | 63-00-000-73410 | 0.48 |
| | | | 062765/1 | | #9404 GRILL BRUSH,MAGNET,TAPE 01-19-000-73580 | 32.75 |
| | | | 062773/1 | | #891431 PEN LIGHT,FILTER FURNA 60-00-000-72528 | 11.18 |
| | | | | | 63-00-000-72528 | 11.17 |
| | | | 062774/1 | | #9404 SNOW PUSHER,SNOW DOM 01-19-000-73410 | 80.98 |
| | | | 062804/1 | | SCRAPER,BLADES,SEAL TAPE,PLU 60-00-000-73410 | 5.03 |
| | | | | | 63-00-000-73410 | 0.56 |
| | | | | | 64-00-000-73410 | 2.39 |
| | | | | | 60-00-000-73630 | 6.82 |
| | | | | | 64-00-000-73630 | 3.25 |
| | | | | | 63-00-000-73630 | 0.76 |
| | | | | | Total : | 161.76 |
| 185968 | 1/24/2020 | 017268 PETERSON JOHNSON & MURRAY | 130422 | | 4118.0001 JABER (OMAR) & OTHER 60-00-000-72850 | 526.50 |

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| 185968 | 1/24/2020 | 017268 PETERSON JOHNSON & MURRAY | (Continued) 130434 | | 4130.0001 VOTP-GENERAL MATTEF 01-14-000-72850 | 20,523.50 |
| | | | 130435 | | 4130.0003 FOIA SERV THRU 12/31/ 01-14-000-72850 | 844.00 |
| | | | 130436 | | 4130.0022 NEW BREMEN TIF SERV 27-00-000-72850 | 490.00 |
| | | | 130437 | | 4130.0023 RUDSINSKI VS VOTP SE 60-00-000-72850 | 390.00 |
| | | | 130439 | | 4130.0031 TP EMINENT DOMAIN SI 27-00-000-72850 | 5,387.00 |
| | | | 130440 | | VOTP GENERAL LABOR MATTER TI 01-14-000-72855 | 5,518.50 |
| | | | 130444 | | 4160.0001 VOTP PROSECUTIONS S 01-14-000-72850 | 4,294.00 |
| | | | | | Total : | 37,973.50 |
| 185969 | 1/24/2020 | 006780 POMP'S TIRE SERVICE, INC | 410737689 | VTP-017534 | (20) P245 55VR 18 RSA GOODYEAR 01-17-205-73560 | 2,897.20 |
| | | | 410743747 | VTP-017582 | (6) LT225 75 R16 TRANS TIRES (PA 01-53-000-73560 | 729.92 |
| | | | 410744346 | VTP-017581 | LT265/70R17 TIRES UNIT 1401 01-19-000-72570 | 686.12 |
| | | | | | Total : | 4,313.24 |
| 185970 | 1/24/2020 | 006507 POSTMASTER, U. S. POST OFFICE | 012220 | | STAMPS 01-19-020-72110 | 550.00 |
| | | | 012220. | | STAMPS 01-19-000-72110 | 110.00 |
| | | | | | Total : | 660.00 |
| 185971 | 1/24/2020 | 006509 POULOS, TIMOTHY | 012220 | | PER DIEM: LODG,MEALS,AIRFARE, 01-17-225-72130 | 1,545.22 |
| | | | | | Total : | 1,545.22 |
| 185972 | 1/24/2020 | 007680 PUBLIC STORAGE | 51624287 | | STORAGE FIRE ST #47 51624287 3/ 01-19-000-73870 | 217.20 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|--------------------------------------|-------------|------|---------------------------------|------------------|
| 185972 | 1/24/2020 | 007680 007680 PUBLIC STORAGE | (Continued) | | Total : | 217.20 |
| 185973 | 1/24/2020 | 006850 QUILL CORPORATION | 3837729 | | HOOK,CRATE | |
| | | | | | 01-33-300-73110 | 26.76 |
| | | | 3963378 | | LASER LABELS | |
| | | | | | 01-35-000-73110 | 42.49 |
| | | | | | Total : | 69.25 |
| 185974 | 1/24/2020 | 006361 RAY O' HERRON CO INC | 2004086-IN | | HELMET | |
| | | | | | 01-17-220-73610 | 290.00 |
| | | | 2004087-IN | | HELMET | |
| | | | | | 01-17-220-73610 | 301.96 |
| | | | | | Total : | 591.96 |
| 185975 | 1/24/2020 | 006874 ROBINSON ENGINEERING CO. LTD. | 19120507 | | 16-R0364 BIKE PATH EXTENSIONS | |
| | | | | | 01-26-023-72840 | 211.00 |
| | | | 19120508 | | 17-R0338.014 REREATIONAL TRLS | |
| | | | | | 33-00-000-75205 | 16,703.25 |
| | | | 19120509 | | 19-R0005.024 2019 CRACKSEALING | |
| | | | | | 01-26-023-75406 | 2,968.00 |
| | | | | | Total : | 19,882.25 |
| 185976 | 1/24/2020 | 007629 SAM'S CLUB DIRECT | 1962 | | SENIOR CENTER SUPPLIES,WATEI | |
| | | | | | 01-41-056-72937 | 113.98 |
| | | | | | 60-00-000-73115 | 6.69 |
| | | | | | 64-00-000-73115 | 2.86 |
| | | | | | 01-26-023-73115 | 9.55 |
| | | | | | 01-26-024-73115 | 4.78 |
| | | | 1963 | | SMART TV,MNT | |
| | | | | | 01-26-025-72530 | 239.86 |
| | | | 2083 | | PLATES,COOKIE TRAYS,SODA,NAF | |
| | | | | | 01-26-023-73115 | 151.06 |
| | | | 2650 | | COOKIE TRAYS,WIPES | |
| | | | | | 01-14-000-73115 | 62.62 |
| | | | | | Total : | 591.40 |
| 185977 | 1/24/2020 | 018104 SBA STEEL,LLC | IN14051374 | | TOWER SITE RENT #IL46494-A-03 2 | |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|----------------|-------------|---------------------------------------|----------------|-------------|--------------------------------|-----------------|
| 185977 | 1/24/2020 | 018104 SBA STEEL,LLC | (Continued) | | 60-00-000-72631 | 182.33 |
| | | | | | 63-00-000-72631 | 182.33 |
| | | | | | 64-00-000-72631 | 182.33 |
| | | | | | 01-17-205-72631 | 364.65 |
| | | | | | 01-19-000-72631 | 303.87 |
| | | | | | Total : | 1,215.51 |
| 185978 | 1/24/2020 | 007346 SCHMECKPEPER, GREGORY | 012220 | | PER DIEMLODG,MEALS/SUPERV P | |
| | | | | | 01-17-205-72140 | 1,941.56 |
| | | | | | Total : | 1,941.56 |
| 185979 | 1/24/2020 | 019209 SEWER ASSESSMENT SERVICES, LLC | 012220 | | BAL DUE INFLOW & INFILTRATION | |
| | | | | | 61-00-000-75305 | 5,084.94 |
| | | | | | Total : | 5,084.94 |
| 185980 | 1/24/2020 | 018814 SIDE STREET AMERICAN TAVERN | 011520 | | 12/18/19 COMMISSION APPRECIATI | |
| | | | | | 01-14-000-72975 | 3,500.00 |
| | | | | | 01-11-000-72220 | 1,557.30 |
| | | | | | Total : | 5,057.30 |
| 185981 | 1/24/2020 | 013950 SSWWA MEMBERSHIP | 012320 | | MEMBERSHIPS~(6) | |
| | | | | | 60-00-000-72720 | 75.25 |
| | | | | | 63-00-000-72720 | 75.25 |
| | | | | | 64-00-000-72720 | 64.50 |
| | | | | | Total : | 215.00 |
| 185982 | 1/24/2020 | 012238 STAPLES BUSINESS ADVANTAGE | 3435467821 | | TONER,FILE FOLDER,HP LASER | |
| | | | | | 01-17-205-73110 | 204.41 |
| | | | 3435467822 | | EXPANDABLE MESSENGER BA | |
| | | | | | 01-17-205-73110 | 33.79 |
| | | | 3435467823 | | NOTEBOOK MESSENGER | |
| | | | | | 01-17-205-73110 | 31.99 |
| | | | 3435467824 | | LETTER TRAY,BINDER,DIVIDERS,V | |
| | | | | | 01-17-205-73110 | 127.26 |
| | | | 3436078437 | | 2020 CALENDAR | |
| | | | | | 01-12-000-73110 | 62.99 |

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|----------------|-------------|-------------------------------------|---------------------------|-------------|---|-------------------|
| 185982 | 1/24/2020 | 012238 STAPLES BUSINESS ADVANTAGE | (Continued) 3436078439 | | INKING,BINDERCLIPS,POST ITS,TA 01-14-000-73110 | 54.67 |
| | | | | | 01-15-000-73110 | 6.45 |
| | | | 3436078440 | | POS ROLLS 01-15-000-73110 | 41.05 |
| | | | 3436078441 | | CD/DEV SLEEVES,STAMP,ENVELOI 01-17-205-73110 | 157.21 |
| | | | 3436078442 | | STAMPS 01-17-205-73110 | 9.79 |
| | | | | | Total : | 729.61 |
| 185983 | 1/24/2020 | 015452 STEINER ELECTRIC COMPANY | S006541936.001 | | LAMPS 01-26-025-73570 | 26.00 |
| | | | | | Total : | 26.00 |
| 185984 | 1/24/2020 | 019227 STREET COP TRAINING LLC | 15225-165-1-cebe | | COURSE VINCE VAN SCHOUWEN 01-17-220-72140 | 249.00 |
| | | | | | Total : | 249.00 |
| 185985 | 1/24/2020 | 011248 TEMPERATURE EQUIPMENT CORP. | 012120 | | 19TH SEMI-ANNUAL INCENTIVE PA 01-97-000-79129 | 303,039.00 |
| | | | | | Total : | 303,039.00 |
| 185986 | 1/24/2020 | 004400 THE GORMAN GROUP, LTD. | 011720 | | APPRAISAL 6775 SOUTH ST 27-00-000-72790 | 1,200.00 |
| | | | | | Total : | 1,200.00 |
| 185987 | 1/24/2020 | 018724 THE LOCKER SHOP | OE 68526 | | POLOS 01-19-000-73610 | 57.00 |
| | | | | | Total : | 57.00 |
| 185988 | 1/24/2020 | 007886 THEODORE POLYGRAPH SERVICE | 6911 | | POLYGRAPH EXAM MORGAN DUNI 01-17-205-72446 | 200.00 |
| | | | | | Total : | 200.00 |
| 185989 | 1/24/2020 | 007777 THOMPSON ELEVATOR INSPECTION | 20-0129 | | 15 ELEV CODE REINSPECTIONS 01-33-300-72853 | 570.00 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|--------|---|------------|--|-----------------|
| 185989 | 1/24/2020 | 007777 | 007777 THOMPSON ELEVATOR INSPECTIOI (Continued) | | Total : | 570.00 |
| 185990 | 1/24/2020 | 007800 | THYSSENKRUPP ELEVATOR CORP | 5001211490 | MAINT WATER IN PIT 01-26-025-72530 | 1,033.00 |
| | | | | | Total : | 1,033.00 |
| 185991 | 1/24/2020 | 012480 | TOTAL ADMINISTRATIVE SERV.CORP | IN1693103 | FSA-ADMIN FEES 3/1/20-3/31/20 01-12-000-72449 | 213.39 |
| | | | | | Total : | 213.39 |
| 185992 | 1/24/2020 | 004106 | TYLER TECHNOLOGIES, INC | 045-288678 | EXECUTIME LICENSE INCREASE | |
| | | | | VTP-016786 | 30-00-000-74139 | 90.00 |
| | | | | VTP-016786 | 60-00-000-74139 | 30.00 |
| | | | | | Total : | 120.00 |
| 185993 | 1/24/2020 | 008040 | UNDERGROUND PIPE & VALVE CO | 040698 | ADAPTER,FLG KIT,CLAMP,COUPLII 60-00-000-73630 | 698.04 |
| | | | | | 63-00-000-73630 | 77.56 |
| | | | | | 64-00-000-73630 | 332.40 |
| | | | | | Total : | 1,108.00 |
| 185994 | 1/24/2020 | 002613 | UNITED HEALTHCARE AARP | 010820 | JAN 20 PYMT FOR FEBRUARY 20 C 01-33-300-72435 | 257.46 |
| | | | | | 01-13-000-72435 | 211.26 |
| | | | | | 60-00-000-72435 | 64.37 |
| | | | | | 01-26-023-72435 | 64.36 |
| | | | | | 60-00-000-72435 | 208.95 |
| | | | | | 01-17-205-72435 | 126.02 |
| | | | | | 60-00-000-72435 | 295.44 |
| | | | | | 01-26-024-72435 | 207.66 |
| | | | | | 01-26-023-72435 | 104.48 |
| | | | | | 60-00-000-72435 | 204.58 |
| | | | | | 01-17-205-72435 | 78.04 |
| | | | | | 60-00-000-72435 | 37.14 |
| | | | | | 01-26-025-72435 | 37.13 |
| | | | | | 01-17-205-72435 | 156.09 |
| | | | | | Total : | 2,052.98 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|--------------------------------|---------------|------|---|--|
| 185995 | 1/24/2020 | 007987 UNITED METHODIST CHURCH | 020120 | | FEB'20 PARKING LOT RENTAL 70-00-000-72621 | 1,200.00 |
| Total : | | | | | | 1,200.00 |
| 185996 | 1/24/2020 | 002754 UNITED RENTALS NW, INC. | 177883965-001 | | CONFINED SPACE & EXCAVATION : 01-26-023-72140 01-26-025-72140 01-26-024-72140 60-00-000-72140 63-00-000-72140 64-00-000-72140 | 600.00 200.00 600.00 70.00 70.00 60.00 |
| Total : | | | | | | 1,600.00 |
| 185997 | 1/24/2020 | 011416 VERIZON WIRELESS | 9846259671 | | ACCT 280481333-00001 11-00-000-72127 01-16-000-72127 01-17-220-72127 01-17-205-72127 01-19-000-72127 01-19-020-72127 01-26-025-72127 01-33-300-72127 01-33-310-72127 01-33-320-72127 01-35-000-72127 01-12-000-72127 01-13-000-72127 01-11-000-72127 01-26-023-72127 01-21-210-72127 60-00-000-72127 63-00-000-72127 64-00-000-72127 | 72.02 72.02 1,820.86 396.15 535.61 101.09 216.06 144.04 108.03 72.02 144.04 144.04 72.02 180.05 540.15 241.64 176.45 176.45 151.24 |
| | | | 9846259672 | | ACCT 2804813333-00003 01-15-000-72120 01-11-000-72120 01-12-000-72120 | 46.39 327.76 9.20 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|-----------------------------------|-------------|------|--------------------------------|-------------------|
| 185997 | 1/24/2020 | 011416 VERIZON WIRELESS | (Continued) | | | |
| | | | | | 01-13-000-72120 | 91.04 |
| | | | | | 01-14-000-72120 | 12.41 |
| | | | | | 01-17-205-72120 | 4,303.53 |
| | | | | | 01-19-000-72120 | 233.20 |
| | | | | | 01-19-020-72120 | 233.26 |
| | | | | | 01-21-000-72120 | 138.25 |
| | | | | | 01-21-210-72120 | 230.98 |
| | | | | | 01-26-023-72120 | 1,344.83 |
| | | | | | 01-26-024-72120 | 199.90 |
| | | | | | 01-26-025-72120 | 308.34 |
| | | | | | 01-33-300-72120 | 227.60 |
| | | | | | 01-33-310-72120 | 136.56 |
| | | | | | 01-42-000-72120 | 26.78 |
| | | | | | 01-53-000-72120 | 7.42 |
| | | | | | 60-00-000-72120 | 297.86 |
| | | | | | 63-00-000-72120 | 297.86 |
| | | | | | 64-00-000-72120 | 255.31 |
| | | | | | 01-16-000-72120 | 93.24 |
| | | | 9846261123 | | 285837077-00001 | |
| | | | | | 01-17-205-72127 | 8.45 |
| | | | | | Total : | 14,194.15 |
| 185998 | 1/24/2020 | 008085 VERMEER MIDWEST/VERMEER IL | PE5158 | | SWITCH, SOCKET, NUTS | |
| | | | | | 01-26-023-72530 | 309.18 |
| | | | | | Total : | 309.18 |
| 185999 | 1/24/2020 | 014938 VILLAGE OF LANSING | 012120 | | 19TH SEMI-ANNUAL INCENTIVE PA | |
| | | | | | 01-97-000-79129 | 153,039.00 |
| | | | | | Total : | 153,039.00 |
| 186000 | 1/24/2020 | 006429 VILLAGE OF ORLAND HILLS | 012120 | | 14TH IGA PAYMENT SEPT-OCT 2019 | |
| | | | | | 01-97-000-79125 | 12,081.33 |
| | | | | | Total : | 12,081.33 |
| 186001 | 1/24/2020 | 008158 VIOLETTO JR, RAYMOND | 012220 | | PER DIEM: MEALS LANE BRYANT IN | |
| | | | | | 01-17-225-72130 | 70.00 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|------------------------------------|-------------|------|---------------------------------|------------------|
| 186001 | 1/24/2020 | 008158 008158 VIOLETTO JR, RAYMOND | (Continued) | | Total : | 70.00 |
| 186002 | 1/24/2020 | 011055 WARREN OIL CO. | W1284282 | | N. L. GAS USED 12/31/19-1/16/20 | |
| | | | | | 01-17-205-73530 | 6,596.24 |
| | | | | | 01-19-000-73530 | 325.53 |
| | | | | | 01-19-020-73530 | 63.23 |
| | | | | | 01-21-000-73530 | 105.49 |
| | | | | | 60-00-000-73530 | 575.91 |
| | | | | | 63-00-000-73530 | 143.98 |
| | | | | | 64-00-000-73530 | 308.52 |
| | | | | | 01-26-023-73530 | 562.67 |
| | | | | | 01-26-024-73530 | 311.77 |
| | | | | | 01-33-300-73530 | 183.31 |
| | | | | | 01-12-000-73530 | 226.75 |
| | | | | | 01-14-000-73532 | 55.34 |
| | | | | | 14-00-000-73530 | 32.03 |
| | | | | | 01-42-000-73530 | 162.67 |
| | | | W1284283 | | DIESEL USED 12/31/19-1/16/20 | |
| | | | | | 01-19-000-73545 | 1,380.02 |
| | | | | | 60-00-000-73545 | 206.84 |
| | | | | | 63-00-000-73545 | 51.71 |
| | | | | | 64-00-000-73545 | 110.81 |
| | | | | | 01-26-023-73545 | 4,062.70 |
| | | | | | 01-26-024-73545 | 85.11 |
| | | | | | 01-14-000-73531 | 2,661.01 |
| | | | | | Total : | 18,211.64 |
| 186003 | 1/24/2020 | 013263 WEST SIDE TRACTOR SALES | S79366 | | FILTERS | |
| | | | | | 60-00-000-72530 | 162.36 |
| | | | | | 63-00-000-72530 | 54.12 |
| | | | | | 64-00-000-72530 | 92.77 |
| | | | | | Total : | 309.25 |
| 186004 | 1/24/2020 | 012976 ZYLKA, MATTHEW | 012220 | | PER DIEM: MEALS PEER SUPPORT | |
| | | | | | 01-17-220-72140 | 75.00 |
| | | | | | Total : | 75.00 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|------|---------------------------------|---------|------|---------------------|--------------|
| 106 | | Vouchers for bank code : apbank | | | Bank total : | 1,393,421.68 |
| 108 | | Vouchers in this report | | | Total vouchers : | 1,407,588.45 |

The Tinley Park Village Board having duly met at Village Hall do hereby certify that the following claims or demands against said village were presented and are approved for payment as presented on the above listing.

In witness thereof, the Village President and Clerk of the Village of Tinley Park, hereunto set their hands.

_____ Village President

_____ Village Clerk

_____ Date

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|-----------------------------------|------------|------------|--|------------|
| 186005 | 1/31/2020 | 018948 ADAPT PHARMA INC | 25130 | VTP-017584 | NARCAN NASAL SPRAY (2) CASES 01-17-220-73550 | 1,800.00 |
| | | | | | Total : | 1,800.00 |
| 186006 | 1/31/2020 | 002734 AIR ONE EQUIPMENT, INC | 152637 | VTP-017620 | SAFETY GLASSES 01-19-000-74619 | 82.21 |
| | | | 152737 | | AIR PACK REPAIR 01-19-000-72578 | 1,452.07 |
| | | | 152744 | | PREV MAINT 01-19-000-72578 | 734.00 |
| | | | 152745 | | PREV MAINT AIR TEST GAUGE REE 01-19-000-72578 | 926.94 |
| | | | | | Total : | 3,195.22 |
| 186007 | 1/31/2020 | 002856 AIRY'S, INC | 23639 | VTP-017625 | POST 1 IMPROVEMENT 62-00-000-75702 | 75,579.90 |
| | | | 23639. | VTP-017616 | POST 1 GENERATOR 62-00-000-74240 | 176,416.00 |
| | | | 23640 | | WATER MAIN BREAK 17724 OAK P 60-00-000-72745 | 7,355.44 |
| | | | | | Total : | 259,351.34 |
| 186008 | 1/31/2020 | 002628 AMERICAN WATER | 4000184694 | | FLAT MONTHLY FEE 64-00-000-73225 | 455.67 |
| | | | | | Total : | 455.67 |
| 186009 | 1/31/2020 | 002424 AMERICAN WATER WORKS ASSOC | 7001727200 | | MEMBERSHIP ALLEN LORENZEN 60-00-000-72720 | 29.05 |
| | | | | | 63-00-000-72720 | 29.05 |
| | | | | | 64-00-000-72720 | 24.90 |
| | | | 7001736670 | | MEMBERSHIP JASON ZIMBAUERS 60-00-000-72720 | 29.05 |
| | | | | | 63-00-000-72720 | 29.05 |
| | | | | | 64-00-000-72720 | 24.90 |
| | | | | | Total : | 166.00 |

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| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|---------|-----------|--|-------------|------------|--|----------|
| 186010 | 1/31/2020 | 010062 B & H PHOTO. VIDEO .PRO AUDIO | 167219263 | VTP-017596 | CAMERA 01-19-020-73615 | 599.00 |
| Total : | | | | | | 599.00 |
| 186011 | 1/31/2020 | 019341 BARNES, ELIZABETH | 012720 | | REFUND PARKING PLACARD NO L 70-00-000-79000 | 67.50 |
| Total : | | | | | | 67.50 |
| 186012 | 1/31/2020 | 010953 BATTERIES PLUS - 277 | P23205027 | | BATTERY 01-26-025-73870 | 12.95 |
| | | | P23275372 | | BATTERIES 14-00-000-74150 | 140.00 |
| | | | P23650375 | | BATTERIES 14-00-000-74150 | 140.00 |
| Total : | | | | | | 292.95 |
| 186013 | 1/31/2020 | 002938 BEST TECHNOLOGY SYSTEMS INC. | BTL-19042-5 | | BULLET TRAP BASIC CLEAN 01-26-025-72779 | 1,070.00 |
| Total : | | | | | | 1,070.00 |
| 186014 | 1/31/2020 | 002974 BETTENHAUSEN CONSTRUCTION SERV 200010 | | | HAULING SPOILS 01-26-023-72890 | 240.00 |
| | | | | | 60-00-000-73681 | 352.80 |
| | | | | | 63-00-000-73681 | 39.20 |
| | | | | | 64-00-000-73681 | 168.00 |
| Total : | | | | | | 800.00 |
| 186015 | 1/31/2020 | 016817 BEVERLY SNOW AND ICE INC | 42516 | | FIRE STATION 3 01-26-023-72785 | 260.00 |
| | | | 42517 | | FIRE STATION 3 01-26-023-72785 | 330.00 |
| | | | 42520 | | PUBLIC SAFETY BUILDING LOT 01-26-023-72785 | 590.00 |
| | | | 42521 | | PUBLIC SAFETY BUILDING LOT 01-26-023-72785 | 390.00 |
| | | | 42522 | | FIRESTATION 4 01-26-023-72785 | 400.00 |

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|----------------|-------------|---------------------------------|----------------|-------------|--|------------------|
| 186015 | 1/31/2020 | 016817 BEVERLY SNOW AND ICE INC | (Continued) | | | |
| | | | 42523 | | FIRESTATION 4 01-26-023-72785 | 480.00 |
| | | | 42524 | | HELIPORT & EMA 01-26-023-72785 | 1,280.00 |
| | | | 42525 | | HELIPORT & EMA 01-26-023-72785 | 1,740.00 |
| | | | 42526 | | HICKORY ST PARKING STALLS 01-26-023-72785 | 790.00 |
| | | | 42527 | | HICKORY ST PARKING STALLS 01-26-023-72785 | 900.00 |
| | | | 42529 | | MUNICIPAL LOTS (ED & JOES) 01-26-023-72785 | 270.00 |
| | | | 42530 | | MUNICIPAL LOTS SUBWAY 01-26-023-72785 | 370.00 |
| | | | 42531 | | MUNICIPAL LOTS SUBWAY 01-26-023-72785 | 420.00 |
| | | | 42536 | | 80TH AVENUE NORTH TRAIN LOT 70-00-000-72740 | 3,900.00 |
| | | | 42537 | | 80TH AVENUE NORTH TRAIN LOT 70-00-000-72740 | 5,400.00 |
| | | | 42538 | | OAK PARK AVE TRAIN STATION 70-00-000-72740 | 775.00 |
| | | | 42539 | | 01-26-023-72785 OAK PARK AVE TRAIN STATION 70-00-000-72740 | 775.00 900.00 |
| | | | 42541 | | 01-26-023-72785 PAWS | 270.00 |
| | | | 42542 | | 01-26-023-72785 POLICE DEPARTMENT | 605.00 |
| | | | 42543 | | 01-26-023-72785 POLICE DEPARTMENT | 735.00 |
| | | | 42546 | | 80TH AVENUE SOUTH TRAIN LOT 70-00-000-72740 | 4,200.00 |
| | | | 42547 | | 80TH AVENUE SOUTH TRAIN LOT 70-00-000-72740 | 5,700.00 |

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| 186015 | 1/31/2020 | 016817 BEVERLY SNOW AND ICE INC | (Continued) | | | |
| | | | 42548 | | MUNICIPAL LOT-UNITED METHODIST | |
| | | | | | 01-26-023-72785 | 310.00 |
| | | | 42549 | | MUNICIPAL LOT-UNITED METHODIST | |
| | | | | | 01-26-023-72785 | 390.00 |
| | | | 42550 | | VILLAGE HALL | |
| | | | | | 01-26-023-72785 | 1,170.00 |
| | | | 42551 | | VILLAGE HALL | |
| | | | | | 01-26-023-72785 | 1,470.00 |
| | | | 42553 | | VOGT PLAZA | |
| | | | | | 01-26-023-72785 | 270.00 |
| | | | 42554 | | ZABROCKI PLAZA | |
| | | | | | 01-26-023-72785 | 410.00 |
| | | | 42555 | | ZABROCKI PLAZA | |
| | | | | | 01-26-023-72785 | 450.00 |
| | | | 42569 | | HELIPORT & EMA | |
| | | | | | 01-26-023-72785 | 580.00 |
| | | | 42570 | | HICKORY ST PARKING STALLS | |
| | | | | | 01-26-023-72785 | 300.00 |
| | | | 42575 | | 80TH AVENUE NORTH TRAIN LOT | |
| | | | | | 70-00-000-72740 | 1,800.00 |
| | | | 42576 | | OAK PARK AVE TRAIN STATION | |
| | | | | | 70-00-000-72740 | 300.00 |
| | | | | | 01-26-023-72785 | 300.00 |
| | | | 42578 | | POLICE DEPARTMENT | |
| | | | | | 01-26-023-72785 | 245.00 |
| | | | 42580 | | 80TH AVENUE SOUTH TRAIN LOT | |
| | | | | | 70-00-000-72740 | 1,900.00 |
| | | | 42582 | | VILLAGE HALL | |
| | | | | | 01-26-023-72785 | 490.00 |
| Total : | | | | | | 42,765.00 |
| 186016 | 1/31/2020 | 016817 BEVERLY SNOW AND ICE INC | 42518 | | TINLEY CREEK BRIDGE | |
| | | | | | 01-26-023-72785 | 110.00 |
| | | | 42519 | | TINLEY CREEK BRIDGE | |
| | | | | | 01-26-023-72785 | 150.00 |
| | | | 42528 | | MUNICIPAL LOTS (ED & JOES) | |

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| 186016 | 1/31/2020 | 016817 BEVERLY SNOW AND ICE INC | (Continued) | | | |
| | | | 42532 | | 01-26-023-72785 MUNICIPAL LOTS-BATH & KITCHEN | 210.00 |
| | | | 42533 | | 01-26-023-72785 MUNICIPAL LOTS-BATH & KITCHEN | 155.00 |
| | | | 42534 | | 01-26-023-72785 MUNICIPAL LOTS CARDINAL | 195.00 |
| | | | 42535 | | 01-26-023-72785 MUNICIPAL LOTS CARDINAL | 165.00 |
| | | | 42540 | | 01-26-023-72785 PAWS | 195.00 |
| | | | 42544 | | 01-26-023-72785 POST 11 | 215.00 |
| | | | 42545 | | 01-26-023-72785 POST 11 | 160.00 |
| | | | 42552 | | 01-26-023-72785 VOGT PLAZA | 180.00 |
| | | | 42565 | | 01-26-023-72785 TINLEY CREEK BRIDGE | 240.00 |
| | | | 42566 | | 01-26-023-72785 PUBLIC SAFETY BUILDING LOT | 50.00 |
| | | | 42567 | | 01-26-023-72785 FIRE STATION 3 | 130.00 |
| | | | 42568 | | 01-26-023-72785 FIRESTATION 4 | 110.00 |
| | | | 42571 | | 01-26-023-72785 MUNICIPAL LOTS (ED & JOES) | 160.00 |
| | | | 42572 | | 01-26-023-72785 MUNICIPAL LOTS SUBWAY | 90.00 |
| | | | 42573 | | 01-26-023-72785 MUNICIPAL LOTS-BATH & KITCHEN | 140.00 |
| | | | 42574 | | 01-26-023-72785 MUNICIPAL LOTS CARDINAL | 65.00 |
| | | | 42577 | | 01-26-023-72785 PAWS | 65.00 |
| | | | 42579 | | 01-26-023-72785 POST 11 | 90.00 |

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| 186016 | 1/31/2020 | 016817 BEVERLY SNOW AND ICE INC | (Continued) | | | |
| | | | 42581 | | 01-26-023-72785 MUNICIPAL LOT-UNITED METHODIST | 60.00 |
| | | | 42583 | | 01-26-023-72785 VOGT PLAZA | 130.00 |
| | | | 42584 | | 01-26-023-72785 ZABROCKI PLAZA | 90.00 |
| | | | | | 01-26-023-72785 | 150.00 |
| | | | | | Total : | 3,305.00 |
| 186017 | 1/31/2020 | 019342 BURKE, PATRICK | 012220 | | REFUND OVERPAYMENT CRIME FF | |
| | | | | | 01-14-000-79000 | 50.00 |
| | | | | | Total : | 50.00 |
| 186018 | 1/31/2020 | 003388 CAMPBELL, ANTHONY | 012920 | | PER DIEM: LODGING-CRIM LAW & I | |
| | | | | | 01-17-220-72140 | 108.48 |
| | | | | | Total : | 108.48 |
| 186019 | 1/31/2020 | 003334 CCP INDUSTRIES, INC | IN02459818 | | BATH TOWELS | |
| | | | IN02460027 | | 01-19-000-72710 | 592.49 |
| | | | | | WIPEES | |
| | | | | | 01-26-024-72710 | 88.57 |
| | | | | | 01-26-023-72710 | 177.12 |
| | | | | | 60-00-000-72710 | 61.99 |
| | | | | | 63-00-000-72710 | 61.99 |
| | | | | | 64-00-000-72710 | 53.14 |
| | | | | | Total : | 1,035.30 |
| 186020 | 1/31/2020 | 003229 CED/EFENGEE | 5025-529714 | | BUTT CONN | |
| | | | | | 60-00-000-73631 | 66.92 |
| | | | | | 64-00-000-73631 | 28.68 |
| | | | 5025-530104 | | BULBS | |
| | | | | | 01-26-024-73570 | 381.96 |
| | | | 5025-530106 | | BULBS | |
| | | | | | 01-26-023-73570 | 381.96 |
| | | | 5025-530107 | | BULBS | |
| | | | | | 01-26-024-73570 | 194.88 |

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| 186020 | 1/31/2020 | 003229 CED/EFENGEE | (Continued) | | 01-26-024-73520 | -3.90 |
| | | | | | Total : | 1,050.50 |
| 186021 | 1/31/2020 | 017741 CENTRAL STATES BUS SALES, INC. | IN457945 | | BLOWER ASSY PACE BUS | |
| | | | IN458329 | | 01-53-000-72540 | 207.85 |
| | | | | VTP-017621 | CIRCUIT BOARD AND BOOST PUMF | |
| | | | | | 01-53-000-72540 | 756.39 |
| | | | | | Total : | 964.24 |
| 186022 | 1/31/2020 | 015199 CHICAGO PARTS & SOUNDS LLC | 2-0000525 | | DEV DOC ST | |
| | | | | | 01-17-205-72540 | 579.00 |
| | | | | | Total : | 579.00 |
| 186023 | 1/31/2020 | 003137 CHRISTOPHER B.BURKE ENGINEERNG | 155826 | | 01.R160373.00007 POST 4 LIFT ST I | |
| | | | 155829 | | 61-00-000-75320 | 4,673.50 |
| | | | | | 01.R160373.00002 INTERIM ENG SE | |
| | | | | | 01-26-023-72840 | 375.00 |
| | | | | | 64-00-000-72840 | 3,088.00 |
| | | | 155831 | | 01.R160373.00012 UTIL ENG SERV | |
| | | | | | 27-00-000-75300 | 714.00 |
| | | | 155832 | | 01.R160373.00013 RIDGELAND AVE | |
| | | | | | 61-00-000-75305 | 168.35 |
| | | | | | 16-00-000-75305 | 177.97 |
| | | | | | 18-00-000-75305 | 134.68 |
| | | | 155833 | | ENGINEERING SERVICES FOR BOI | |
| | | | | VTP-017392 | 27-00-000-75300 | 2,997.00 |
| | | | 155834 | | 01.R160373.C0014 POST 7 FORCE I | |
| | | | | | 61-00-000-75305 | 9,028.00 |
| | | | | | Total : | 21,356.50 |
| 186024 | 1/31/2020 | 013820 CINTAS CORPORATION | 5015801184 | | MEDICAL SUPPLIES/PUBLIC WORK | |
| | | | | | 01-26-025-73117 | 444.26 |
| | | | 5015801185 | | MEDICAL SUPPLIES PUMP HOUSE | |
| | | | | | 01-26-025-73117 | 54.87 |
| | | | 5015801186 | | MEDICAL SUPPLIES PUMP HOUSE | |
| | | | | | 01-26-025-73117 | 81.52 |

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| 186024 | 1/31/2020 | 013820 CINTAS CORPORATION | (Continued) 5015801187 | | MEDICAL SUPPLIES VILLAGE HALL 01-26-025-73117 | 228.28 |
| | | | 5015801188 | | MEDICAL SUPPLIES PUBLIC SAFETY 01-26-025-73117 | 306.64 |
| | | | 5015801189 | | MEDICAL SUPPLIES POLICE SHOOL 01-26-025-73117 | 90.69 |
| | | | 5015801190 | | MEDICAL SUPPLIES EMA GARAGE 01-26-025-73117 | 89.50 |
| | | | 5015801191 | | MEDICAL SUPPLIES POLICE DEPT 01-26-025-73117 | 180.67 |
| | | | | | Total : | 1,476.43 |
| 186025 | 1/31/2020 | 012057 COMCAST CABLE | 8771401810265348 | | ACCT#8771401810265348 1/22/20-2 01-19-000-72517 | 81.30 |
| | | | 8771401810316240 | | ACCT#8771401810316240 1/21/20-2 01-17-205-72517 | 54.35 |
| | | | | | Total : | 135.65 |
| 186026 | 1/31/2020 | 013892 COMED | 6771163052 | | ACCT#6771163052 LITE RT/25 12/16 01-26-024-72510 | 4,354.59 |
| | | | | | Total : | 4,354.59 |
| 186027 | 1/31/2020 | 013878 COMED - COMMONWEALTH EDISON | 0021100130 | | ACCT#0021100130 RT/23 METERED 01-26-024-72510 | 54.22 |
| | | | 0052035006 | | ACCT#0052035006 6720 SOUTH ST 01-26-025-72510 | 1,738.01 |
| | | | 0363058226 | | ACCT#0363058226 TFLT 9340 W 17 01-26-024-72510 | 112.99 |
| | | | 0369095018 | | ACCT#0369095018 6761 NORTH ST 01-26-024-72510 | 74.70 |
| | | | 0421064066 | | ACCT#0421064066 0 LAPORTE RD 64-00-000-72510 | 131.74 |
| | | | 0519019106 | | ACCT#0519019106 6750 SOUTH ST 12-00-000-72510 | 7.39 |
| | | | 0522112018 | | ACCT#0522112018 LITE RT/25 PAR 01-26-024-72510 | 40.33 |

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| 186027 | 1/31/2020 | 013878 COMED - COMMONWEALTH EDISON | (Continued) 1222218001 | | ACCT#1222218001 1 E OAK PK SS I 70-00-000-72510 | 126.48 |
| | | | 1224165129 | | ACCT#1224165129 LIGHTING 7053 01-26-024-72510 | 174.03 |
| | | | 2587063010 | | ACCT#2587063010 REAR TEMP 173 12-00-000-72510 | 19.36 |
| | | | 3784064010 | | ACCT#3784064010 16301 CENTRAL 60-00-000-72510 | 134.48 |
| | | | | | 63-00-000-72510 | 134.48 |
| | | | 4329016037 | | ACCT#4329016037 TEMP PRK LOT 12-00-000-72510 | 25.17 |
| | | | 4803158058 | | ACCT#4803158058 0 RIDGELAND L 64-00-000-72510 | 148.62 |
| | | | 7090006006 | | ACCT#7090006006 TEMP/PARK LO 12-00-000-72510 | 19.36 |
| | | | 7398024011 | | ACCT#7398024011 7000 W 183RD S 01-26-024-72510 | 111.75 |
| | | | | | Total : | 3,053.11 |
| 186028 | 1/31/2020 | 018311 CONNECTION | 57439501 | | CABLE 01-16-000-72565 | 36.86 |
| | | | 57446268 | | MONITOR 01-19-000-72565 | 171.60 |
| | | | | | Total : | 208.46 |
| 186029 | 1/31/2020 | 012826 CONSTELLATION NEWENERGY, INC. | 16590703801 | | ACCT#8368394 UTIL #4384028017 1 01-26-024-72510 | 129.18 |
| | | | 16622754001 | | ACCT ID 8368396 UTIL#4623055116 01-26-024-72510 | 18,971.40 |
| | | | | | Total : | 19,100.58 |
| 186030 | 1/31/2020 | 019337 CRISIS ASSOCIATES LLC | 012420 | | PEER SUPPORT WORKSHOP/ZYLK 01-17-220-72140 | 600.00 |
| | | | | VTP-017614 | 01-21-210-72140 | 600.00 |
| | | | | | Total : | 1,200.00 |

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| 186031 | 1/31/2020 | 003635 CROSSMARK PRINTING, INC | 77185 | VTP-017579 | FIELD DIRECTORY 2020 | |
| | | | | | 01-17-205-72310 | 905.31 |
| | | | 77534 | | 30 ESDA MAP SHEETS | |
| | | | | | 01-21-000-72310 | 314.59 |
| | | | 77541 | | UTILITY TERMINATION NOTICE | |
| | | | | | 60-00-000-72310 | 215.39 |
| | | | | | 64-00-000-72310 | 92.31 |
| | | | | | Total : | 1,527.60 |
| 186032 | 1/31/2020 | 017958 CUES | 552408 | VTP-017589 | GRANITE SOFTWARE RENEWAL | |
| | | | | | 64-00-000-72655 | 1,250.00 |
| | | | | | Total : | 1,250.00 |
| 186033 | 1/31/2020 | 015554 DALEY-MOMMSEN ENTERPRISES | 012920 | | BOX OF JOE,DONUTS | |
| | | | | | 01-17-217-72220 | 25.50 |
| | | | | | Total : | 25.50 |
| 186034 | 1/31/2020 | 014690 DARLING INGREDIENTS INC | 10853285 | | SERV FEE TRAP INT/CAVALLINI'S C | |
| | | | | | 01-26-025-72530 | 127.00 |
| | | | | | Total : | 127.00 |
| 186035 | 1/31/2020 | 003770 DUSTCATCHERS INC | 70228 | | MATS/ VH | |
| | | | | | 01-26-025-72790 | 65.93 |
| | | | 70230 | | MATS/PW GARAGE | |
| | | | | | 01-26-025-72790 | 99.08 |
| | | | | | Total : | 165.01 |
| 186036 | 1/31/2020 | 018996 ECOVOLT POWER CORP | 2126 | | BATTERY | |
| | | | | | 01-17-205-72540 | 75.00 |
| | | | | | Total : | 75.00 |
| 186037 | 1/31/2020 | 004010 ED & JOE'S PIZZA | 972822 | | PIZZAS - FIRE DEPT | |
| | | | | | 01-19-000-72220 | 176.40 |
| | | | 973823 | | PIZZAS FOR TABLETOP EXERCISE | |
| | | | | | 01-21-000-72220 | 165.55 |
| | | | | | Total : | 341.95 |
| 186038 | 1/31/2020 | 012784 EMERGENCY VEHICLE TECHNOLOGIES 4801 | | | REPAIR LIGHT BAR | |

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| 186038 | 1/31/2020 | 012784 | EMERGENCY VEHICLE TECHNOLOGIES (Continued) | | 01-19-000-72540 | 22.50 |
| | | | | | Total : | 22.50 |
| 186039 | 1/31/2020 | 004019 | EVON'S TROPHIES & AWARDS | 111919 | NAME BADGES | |
| | | | | | 01-26-024-72310 | 124.25 |
| | | | | | Total : | 124.25 |
| 186040 | 1/31/2020 | 019272 | FIRE CAM LLC | 1572 | DRONES | |
| | | | | VTP-017524 | 30-00-000-74025 | 15,798.00 |
| | | | | | Total : | 15,798.00 |
| 186041 | 1/31/2020 | 004265 | FIRE PROTECTION PUBLICATION | 145724 | 8TH EDITION INSTRUCTOR RESOU | |
| | | | | | 01-19-020-72720 | 235.50 |
| | | | | | Total : | 235.50 |
| 186042 | 1/31/2020 | 015058 | FLEETPRIDE | 43243662 | LED,ANGLE,PRONG | |
| | | | | 44454943 | 01-53-000-72540 | 58.66 |
| | | | | | LAMP,MOUNT KIT | |
| | | | | | 60-00-000-72530 | 32.81 |
| | | | | | 63-00-000-72530 | 10.94 |
| | | | | | 64-00-000-72530 | 18.75 |
| | | | | | Total : | 121.16 |
| 186043 | 1/31/2020 | 012941 | FMP | 52-444821 | COOLING METER | |
| | | | | 52-444853 | 01-53-000-72540 | 38.91 |
| | | | | | OIL | |
| | | | | 52-446018 | 01-42-000-73535 | 43.20 |
| | | | | | GEAR PWR REPL | |
| | | | | 52-446644 | 01-53-000-72540 | 439.70 |
| | | | | | CREDIT CORE CHARGE,AUTOMATI | |
| | | | | | 01-53-000-72540 | -229.60 |
| | | | | G | 01-19-000-72540 | -14.23 |
| | | | | | Total : | 277.98 |
| 186044 | 1/31/2020 | 017852 | FUN EXPRESS, INC. | 701034028-01 | ST PAT'S & EASTER DECOR | |
| | | | | | 01-35-000-72923 | 101.43 |

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| 186044 | 1/31/2020 | 017852 | 017852 FUN EXPRESS, INC. | (Continued) | | Total : 101.43 |
| 186045 | 1/31/2020 | 016889 | GALLAGHER MATERIALS INC. | 14218 | COLD PATCH 01-26-023-73780 | 2,887.02 |
| | | | | VTP-017585 | | Total : 2,887.02 |
| 186046 | 1/31/2020 | 004458 | GATTO'S RESTAURANT & BAR | 155952 | MEALS 01-41-046-72220 | 297.00 |
| | | | | | | Total : 297.00 |
| 186047 | 1/31/2020 | 010419 | GLOBAL EMERGENCY PRODUCTS, INC | AGJ14571 | REPAIRS 01-19-000-72540 | 469.08 |
| | | | | | | Total : 469.08 |
| 186048 | 1/31/2020 | 004538 | GOLDY LOCKS | 679063 | DUPL KEY 01-26-025-73840 | 11.80 |
| | | | | | | Total : 11.80 |
| 186049 | 1/31/2020 | 015397 | GOVTEMPSUSA LLC | 2956874 | 1/12 & 1/19/20 PAULA WALLRICH 01-33-310-72750 | 5,114.35 |
| | | | | | | Total : 5,114.35 |
| 186050 | 1/31/2020 | 004438 | GRAINGER | 9409472454 | GLOVES 01-26-025-73580 | 408.30 |
| | | | | 9409472462 | EAR MUFFS 01-26-023-73845 | 81.88 |
| | | | | 9409863801 | TOILET BOWL CLEANER 01-26-025-73580 | 152.25 |
| | | | | 9418558103 | CLEANER/DEGREASER 01-26-025-73580 | 115.92 |
| | | | | 9418565140 | TOILET WAND DISPOSABLE CLEAN 01-26-025-73580 | 331.28 |
| | | | | | | Total : 1,089.63 |
| 186051 | 1/31/2020 | 012328 | HOMER INDUSTRIES | S138079 | CHIPS DROP CHARGE 01-26-023-72890 | 250.00 |
| | | | | S138089 | CHIPS DROP CHARGE 01-26-023-72890 | 150.00 |

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| 186051 | 1/31/2020 | 012328 012328 HOMER INDUSTRIES | (Continued) | | Total : | 400.00 |
| 186052 | 1/31/2020 | 004820 I.A.F.C MEMBERSHIP RENEWAL | 012920 | | MEMBERSHIP STEPHEN KLOTZ 01-19-000-72720 | 240.00 |
| | | | | | Total : | 240.00 |
| 186053 | 1/31/2020 | 004813 ILLINOIS MUNICIPAL LEAGUE | 012820 | | PUBLICATIONS 01-13-000-73110 | 62.00 |
| | | | | | Total : | 62.00 |
| 186054 | 1/31/2020 | 015545 IMAGING SYSTEMS, INC. | 2119-02 | | CAPSYS SOFTWARE CAPTURE 01-13-000-72650 | 2,980.49 |
| | | | | | Total : | 2,980.49 |
| 186055 | 1/31/2020 | 010377 JIMMY JOHN'S GOURMET SANDWICH | 2228500 | | DELI ITEMS 01-12-000-72220 | 131.70 |
| | | | 2241606 | | SUBS 01-15-000-72140 | 133.50 |
| | | | | | Total : | 265.20 |
| 186056 | 1/31/2020 | 015288 KIESLER POLICE SUPPLY | IN125743 | VTP-017603 | AMMUNITION 01-17-220-73760 | 673.15 |
| | | | | | Total : | 673.15 |
| 186057 | 1/31/2020 | 005379 KLEIN, THORPE & JENKINS, LTD | 012120 | | LEGAL SERV THRU 12/31/19 01-14-000-72850 | 561.00 |
| | | | | | Total : | 561.00 |
| 186058 | 1/31/2020 | 019248 K-TECH SPECIALTY COATINGS INC | 202001-K0050 | VTP-017591 | BEET HEET ANTI-ICER/PRE-WETTII 01-26-023-73812 | 5,968.47 |
| | | | | | Total : | 5,968.47 |
| 186059 | 1/31/2020 | 014190 LEHIGH HANSON | 5797036 | | BED/BACKFILL 70-00-000-73860 | 53.00 |
| | | | | | 01-26-023-73860 | 159.01 |
| | | | | | 60-00-000-73860 | 200.35 |
| | | | | | 63-00-000-73860 | 22.26 |
| | | | | | 64-00-000-73860 | 95.40 |

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|----------------|-------------|------------------------------------|------------------|-------------|--|-----------------|
| 186059 | 1/31/2020 | 014190 014190 LEHIGH HANSON | (Continued) | | Total : | 530.02 |
| 186060 | 1/31/2020 | 014402 LEXISNEXIS RISK DATA MNGMNT | 1038013-20191231 | | DEC'19 MINIMUM COMMITMENT RI 01-17-225-72852 | 150.00 |
| | | | | | Total : | 150.00 |
| 186061 | 1/31/2020 | 013059 MAIOLO, DENISE | 012020 | | REIM.EXP. MILEAGE 36.5 @ .58 DE 01-12-000-72130 | 21.18 |
| | | | | | Total : | 21.18 |
| 186062 | 1/31/2020 | 013969 MAP AUTOMOTIVE OF CHICAGO | 40-544237 | | EVOL CER,FILTER ASY 01-17-205-72540 | 298.14 |
| | | | 40-544517 | | EVOL CER,BRAKE ROTOR,ACMLTR 01-17-205-72540 | 165.10 |
| | | | | | Total : | 463.24 |
| 186063 | 1/31/2020 | 017802 MARTIN PLUMBING | 010720 | | REMOVE & INSTALL BALL VALVE 66 60-00-000-72745 | 295.00 |
| | | | 080519 | | REMOVE & INSTALL BALL VALVE 66 60-00-000-72745 | 245.00 |
| | | | 091819 | | REMOVE & INSTALL METER 17824 : 60-00-000-72745 | 295.00 |
| | | | 101019 | | REMOVE & INSTALL WATER METEF 60-00-000-72745 | 185.00 |
| | | | | | Total : | 1,020.00 |
| 186064 | 1/31/2020 | 012631 MASTER AUTO SUPPLY, LTD. | 15030-83495 | | EXHAUST PIPE 01-53-000-72540 | 60.00 |
| | | | | | Total : | 60.00 |
| 186065 | 1/31/2020 | 006074 MENARDS | 79479 | | HOSE,CLAMPS,COUPLINGS,ELBOV 60-00-000-72528 | 72.92 |
| | | | | | 63-00-000-72528 | 72.91 |
| | | | 79701 | | PAIL 01-26-023-73410 | 5.98 |
| | | | 79702 | | PUSH BROOM 01-19-000-73410 | 188.93 |
| | | | 79734 | | PAIL, SPRING SNAP | |

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| 186065 | 1/31/2020 | 006074 MENARDS | (Continued) | | | |
| | | | 79759 | | 01-26-023-73410 FLIPTOGGLE | 5.07 |
| | | | 79842 | | 01-26-023-72540 LADDER | 19.98 |
| | | | 79846 | | 01-26-025-73410 SUPPLIES | 25.00 |
| | | | 79990 | | 01-21-000-72530 CREDIT HOSE,COUPLING,ADAPTEI | 4.23 |
| | | | 79991 | | 60-00-000-72528 63-00-000-72528 CHEST,TOOL BAG,COMFORT MAT | -38.10 -38.10 |
| | | | | | 60-00-000-73870 63-00-000-73870 64-00-000-73870 | 33.94 33.94 29.08 |
| | | | | | Total : | 415.78 |
| 186066 | 1/31/2020 | 018372 METROPOLITAN FIRE CHIEFS ASSOC | 012920 | | DUES FOREST REEDER 01-19-000-72720 | 40.00 |
| | | | | | Total : | 40.00 |
| 186067 | 1/31/2020 | 005904 MIDWEST AIR PRO | 13595 | | SERV EXHAUST SYSTEM 01-19-000-72520 | 2,311.30 |
| | | | | | Total : | 2,311.30 |
| 186068 | 1/31/2020 | 017764 MONTANA & WELCH, LLC. | 12475 | | HEARING OFFICER 01-14-000-72876 | 1,365.00 |
| | | | | | Total : | 1,365.00 |
| 186069 | 1/31/2020 | 005664 MORTON SALT INC | 5402010831 | VTP-017494 | ROAD SALT FOR 2019/2020 WINTEI 01-26-023-73810 | 1,845.92 |
| | | | 5402012140 | VTP-017494 | ROAD SALT FOR 2019/2020 WINTEI 01-26-023-73810 | 39,129.09 |
| | | | | VTP-017494 | 70-00-000-73810 | 2,000.00 |
| | | | | | Total : | 42,975.01 |
| 186070 | 1/31/2020 | 017651 MSC INDUSTRIAL SUPPLY CO. | 3590219001 | | SWIVEL,PARKRIMP,TUBE,HOSE,FI | |

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| 186070 | 1/31/2020 | 017651 MSC INDUSTRIAL SUPPLY CO. | (Continued) | | | |
| | | | 3590296001 | | 01-26-023-72540 CPLRS,SEALANT,LOCTITE,SEIZE S | 456.85 |
| | | | 3590309001 | | 01-26-023-72540 PARKRIMP | 427.70 |
| | | | | | 01-26-023-72540 | 103.48 |
| | | | | | Total : | 988.03 |
| 186071 | 1/31/2020 | 014443 MURPHY & MILLER, INC | SVC00023905 | VTP-017384 | ROOF TOP A/C REPAIR AT POLICE I 01-26-025-72530 | 6,944.00 |
| | | | | | Total : | 6,944.00 |
| 186072 | 1/31/2020 | 018604 NAPA MONEE | 154129 | | MIRROR | |
| | | | 154137 | | 01-17-205-72540 BELT | 26.99 |
| | | | | | 01-17-205-72540 | 34.18 |
| | | | | | Total : | 61.17 |
| 186073 | 1/31/2020 | 015723 NICOR | 90223493009 | | ACCT#90-22-34-9300 9 6700 SOUTH 01-26-025-72511 | 286.95 |
| | | | | | Total : | 286.95 |
| 186074 | 1/31/2020 | 013224 NORTHWESTERN UNIVERSITY | 15213 | VTP-017613 | NUCPS REGIST GREG SCHMECKP 01-17-205-72140 | 1,000.00 |
| | | | 15214 | VTP-017613 | NUCPS REGIST SAM DAJANI 01-17-205-72140 | 1,000.00 |
| | | | 15220 | VTP-017612 | NUCPS REGISTRATION 01-17-220-72140 | 900.00 |
| | | | | | Total : | 2,900.00 |
| 186075 | 1/31/2020 | 006714 PAPER DIRECT INC. | 7953225 | | CERTIFICATES | |
| | | | | | 01-14-000-73110 | 360.06 |
| | | | | | 01-33-300-73110 | 59.83 |
| | | | | | 01-14-000-73110 | -108.02 |
| | | | | | 01-33-300-73110 | -17.95 |
| | | | | | 01-14-000-73110 | 39.61 |
| | | | | | 01-33-300-73110 | 6.58 |

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| 186075 | 1/31/2020 | 006714 006714 PAPER DIRECT INC. | (Continued) | | Total : | 340.11 |
| 186076 | 1/31/2020 | 006475 PARK ACE HARDWARE | 062763/1 | | #891431 BIT INSERT | |
| | | | | | 60-00-000-73410 | 2.51 |
| | | | | | 63-00-000-73410 | 0.28 |
| | | | | | 64-00-000-73410 | 1.20 |
| | | | 062808/1 | | #891432 HOME/GARD SPRAYER | |
| | | | | | 01-26-023-73410 | 19.19 |
| | | | 062831/1 | | #9404 TIE DOWNS | |
| | | | | | 01-19-000-72140 | 39.98 |
| | | | 062835/1 | | #891431 SCREWDRIVER | |
| | | | | | 60-00-000-73410 | 3.32 |
| | | | | | 63-00-000-73410 | 0.37 |
| | | | | | 64-00-000-73410 | 1.58 |
| | | | 062849/1 | | #891432 LINK CHAIN | |
| | | | | | 60-00-000-72552 | 0.72 |
| | | | | | 63-00-000-72552 | 0.72 |
| | | | | | 64-00-000-72552 | 0.63 |
| | | | 062868/1 | | #891432 RULE TAPE | |
| | | | | | 01-26-023-73410 | 19.18 |
| | | | | | Total : | 89.68 |
| 186077 | 1/31/2020 | 017268 PETERSON JOHNSON & MURRAY | 130438 | | 4130.0030 NEW HORIZON-MARRIO | |
| | | | | | 01-14-000-72850 | 312.00 |
| | | | | | Total : | 312.00 |
| 186078 | 1/31/2020 | 006559 PRAXAIR DISTRIBUTION, INC | 94403448 | | ACETYLENE,HIGH PRESSURE | |
| | | | | | 01-26-024-73730 | 45.78 |
| | | | | | 01-26-023-73730 | 91.55 |
| | | | | | 60-00-000-73730 | 32.04 |
| | | | | | 63-00-000-73730 | 32.04 |
| | | | | | 64-00-000-73730 | 27.47 |
| | | | | | Total : | 228.88 |
| 186079 | 1/31/2020 | 019344 QUICK, BILL | Ref001387463 | | UB Refund Cst #00504061 | |
| | | | | | 60-00-000-20599 | 4.60 |
| | | | | | Total : | 4.60 |

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| 186080 | 1/31/2020 | 006361 RAY O' HERRON CO INC | 2004867-IN | | ARMOR/S BISHOP 01-17-220-74618 | 753.21 |
| | | | | | Total : | 753.21 |
| 186081 | 1/31/2020 | 012268 REGIONAL TRUCK EQUIPMENT CO | 205561 | | REPLACEMENT FUEL TANK UNIT 30 | |
| | | | | VTP-017619 | 60-00-000-72530 | 597.94 |
| | | | | VTP-017619 | 63-00-000-72530 | 66.44 |
| | | | | VTP-017619 | 64-00-000-72530 | 284.73 |
| | | | | | Total : | 949.11 |
| 186082 | 1/31/2020 | 006874 ROBINSON ENGINEERING CO. LTD. | 19110368 | | 18-R0616 TP NORTH ST MUSIC PL | |
| | | | 19120506 | | 30-00-000-75905 | 403.13 |
| | | | 20010314 | | 14-541 THE MAGNUSON SERV THR | |
| | | | 20010321 | | 01-14-000-72840 | 1,122.50 |
| | | | | | 17-R0338.014 RECREATNAL TRAILS | |
| | | | | | 33-00-000-75205 | 2,140.00 |
| | | | | | 18-R0617 TP NORTH ST RECONSTR | |
| | | | | | 27-00-000-75300 | 3,983.80 |
| | | | | | Total : | 7,649.43 |
| 186083 | 1/31/2020 | 006874 ROBINSON ENGINEERING CO. LTD. | 20010193 | | 14-653.04 TP OAK PK AVE RECONS | |
| | | | | | 33-00-000-75806 | 2,558.33 |
| | | | | | Total : | 2,558.33 |
| 186084 | 1/31/2020 | 019343 ROSOLOWSKI, JESSICA | Ref001387462 | | UB Refund Cst #00488649 | |
| | | | | | 60-00-000-20599 | 26.64 |
| | | | | | Total : | 26.64 |
| 186085 | 1/31/2020 | 015423 ROY ZENERE TRUCKING & | 9258 | | CUL-DE-SACS SNOW REMOVAL | |
| | | | | | 01-26-023-72785 | 14,042.40 |
| | | | | | Total : | 14,042.40 |
| 186086 | 1/31/2020 | 013079 ROYAL PUBLISHING, INC. | 7983026 | | AD/2019-20 ANDEW WINTER SPOR | |
| | | | | | 01-11-000-72310 | 350.00 |
| | | | | | Total : | 350.00 |
| 186087 | 1/31/2020 | 016334 RUSH TRUCK CENTERS | 3018056768 | | STAINLESS OIL PAN AND GASKET I | |
| | | | | VTP-017617 | 01-26-023-72540 | 1,208.43 |

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| 186087 | 1/31/2020 | 016334 016334 RUSH TRUCK CENTERS | (Continued) | | Total : | 1,208.43 |
| 186088 | 1/31/2020 | 007629 SAM'S CLUB DIRECT | 2216 | | WTR,CPY PPR,FOIL,TISSUE,GLUE, 01-21-000-72220 | 3.36 |
| | | | | | 01-21-000-73110 | 32.94 |
| | | | | | 01-21-210-73110 | 121.39 |
| | | | | | 01-21-000-73110 | 9.32 |
| | | | | | 01-21-210-73110 | 9.33 |
| | | | | | 01-19-000-73110 | 9.33 |
| | | | 2764 | | COPY PAPER, TISSUE, LYSOL, SWIFI | |
| | | | | | 01-26-025-73580 | 57.52 |
| | | | | | 01-14-000-73115 | 5.49 |
| | | | | | 01-26-023-73115 | 5.49 |
| | | | | | 01-33-300-73115 | 5.49 |
| | | | | | 01-33-310-73115 | 5.49 |
| | | | | | 01-14-000-73110 | 50.97 |
| | | | | | 60-00-000-73110 | 32.11 |
| | | | | | 63-00-000-73110 | 3.57 |
| | | | | | 64-00-000-73110 | 15.29 |
| | | | | | 01-33-300-73110 | 50.97 |
| | | | | | 01-33-310-73110 | 50.97 |
| | | | | | 01-14-000-73115 | 5.97 |
| | | | | | 60-00-000-73115 | 4.18 |
| | | | | | 64-00-000-73115 | 1.79 |
| | | | | | 01-33-300-73115 | 5.97 |
| | | | | | 01-33-310-73115 | 5.97 |
| | | | | | 60-00-000-73115 | 6.68 |
| | | | | | 64-00-000-73115 | 2.87 |
| | | | | | 01-26-023-73115 | 9.55 |
| | | | | | 01-26-024-73115 | 4.78 |
| | | | 3410 | | TEA, TOWELS, COFFEE, COPY PAPE | |
| | | | | | 60-00-000-73115 | 26.82 |
| | | | | | 64-00-000-73115 | 11.50 |
| | | | | | 01-26-023-73115 | 38.32 |
| | | | | | 01-26-024-73115 | 19.16 |
| | | | | | 01-26-025-73110 | 44.74 |
| | | | | | 01-26-025-73580 | 14.98 |

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| 186088 | 1/31/2020 | 007629 | 007629 SAM'S CLUB DIRECT | | (Continued) | Total : 672.31 |
| 186089 | 1/31/2020 | 019239 | SECURE WESTERN STORAGE INC | 484 | GUN RACK | 643.18 |
| | | | | VTP-017466 | 01-17-220-73760 | Total : 643.18 |
| 186090 | 1/31/2020 | 007350 | SOUTH SUB. MAYORS & MANAGERS | 2020-135 | 2020 MEMBERSHIP DUES /DINNER | |
| | | | | | 01-12-000-72720 | 30,176.00 |
| | | | | | 01-11-000-72220 | 200.00 |
| | | | | | 01-12-000-72220 | 200.00 |
| | | | | | Total : | 30,576.00 |
| 186091 | 1/31/2020 | 007195 | ST. JOHN, PATRICK | 012820 | PER DIEM: MEALS ALICE INSTRUCT | |
| | | | | | 01-17-220-72140 | 30.00 |
| | | | | | Total : | 30.00 |
| 186092 | 1/31/2020 | 012238 | STAPLES BUSINESS ADVANTAGE | 3436685745 | CREDIT EXPANDABLE MESSENGER | |
| | | | | 3436685746 | 01-17-205-73110 | -33.79 |
| | | | | 3436685747 | CREDIT STAMP | -9.79 |
| | | | | 3436685748 | 01-17-205-73110 | 9.79 |
| | | | | 3436685749 | STAMP | |
| | | | | | 01-17-205-73110 | 119.15 |
| | | | | | CALC RIBBON,PAPER,PENS,MOIST | |
| | | | | | 01-17-205-73110 | 203.49 |
| | | | | | TONER | |
| | | | | | 01-17-205-73110 | Total : 288.85 |
| 186093 | 1/31/2020 | 015452 | STEINER ELECTRIC COMPANY | S006549813.001 | 6FT FIBERGLASS STEP/SHELF LAC | |
| | | | | | 01-26-025-73410 | 145.67 |
| | | | | | Total : | 145.67 |
| 186094 | 1/31/2020 | 014368 | SUBURBAN PW DIRECTORS ASSOC. | 2020-56 | DUES KEVIN WORKOWSKI | |
| | | | | | 60-00-000-72720 | 17.50 |
| | | | | | 63-00-000-72720 | 17.50 |
| | | | | | 64-00-000-72720 | 15.00 |
| | | | | | 01-26-023-72720 | 50.00 |

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| 186094 | 1/31/2020 | 014368 | 014368 SUBURBAN PW DIRECTORS ASSO((Continued) | | Total : | 100.00 |
| 186095 | 1/31/2020 | 007297 | SUTTON FORD INC./FLEET SALES | | KIT | |
| | | | 497424 | | 01-17-205-72540 | 34.04 |
| | | | 497781 | | HINGE ASY | |
| | | | 497859 | | 01-17-205-72540 | 54.46 |
| | | | 497977 | | MOULDING DOOR | |
| | | | 498025 | | 01-17-205-72540 | 175.99 |
| | | | 633280 | | SOCKET & WIRE ASY | |
| | | | 633504 | | 01-17-205-72540 | 285.31 |
| | | | K00934 | | WHEEL ASY | |
| | | | | | 01-17-205-72540 | 108.92 |
| | | | | | KEYS | |
| | | | | | 01-17-205-72540 | 293.88 |
| | | | | | FILTER,OIL | |
| | | | | | 01-17-205-72540 | 39.99 |
| | | | | VTP-017550 | 2019 FORD TRANSIT VAN- REPLAC | |
| | | | | | 30-00-000-74225 | 40,108.00 |
| | | | | | Total : | 41,100.59 |
| 186096 | 1/31/2020 | 018264 | THE LAKOTA GROUP, INC. | 18047.01-01 | DOWNTOWN STREETSCAPE ADDL | |
| | | | | | 01-33-310-72847 | 930.00 |
| | | | | | Total : | 930.00 |
| 186097 | 1/31/2020 | 007886 | THEODORE POLYGRAPH SERVICE | 6919 | POLY EXAM /HEMZA SHAIBI/POLICI | |
| | | | | | 01-41-040-72846 | 200.00 |
| | | | | | Total : | 200.00 |
| 186098 | 1/31/2020 | 007691 | TINLEY PARK CHAMBER/COMMERCE | 011320 | 2019 TRIM-A-TREE SPONSOR | |
| | | | | 013020 | 01-11-000-72220 | 200.00 |
| | | | | | NIEMEYER,GALANTE/65 ANNV/INAI | |
| | | | | | 01-12-000-72220 | 40.00 |
| | | | | | 01-11-000-72220 | 40.00 |
| | | | | | Total : | 280.00 |
| 186099 | 1/31/2020 | 019006 | TRAFFIC CONTROL COMPANY | 14786 | RE-STRIPPING VARIOUS PARKING | |
| | | | | VTP-017382 | 01-26-025-72520 | 4,800.00 |

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| 186099 | 1/31/2020 | 019006 | 019006 TRAFFIC CONTROL COMPANY | (Continued) | Total : | 4,800.00 |
| 186100 | 1/31/2020 | 019336 | TRAINING FORCE USA LLC | LEO-012020-0075 | REGIST/BORDEN,STAMBAUGH | |
| | | | | VTP-017615 | 01-17-220-72140 | 398.00 |
| | | | RR-012020-0076 | VTP-017615 | REGIST BISHOP,BONAREK | |
| | | | | | 01-17-220-72140 | 398.00 |
| | | | | | Total : | 796.00 |
| 186101 | 1/31/2020 | 018759 | TYSSEN, ROXANE | 120319 | REIM. EXP. FRAME PRINCE PRESE | |
| | | | | | 01-41-057-72220 | 21.94 |
| | | | 136854 | | PRINTING PIC 30TH ANNIVERSARY | |
| | | | | | 01-41-057-72220 | 25.00 |
| | | | | | Total : | 46.94 |
| 186102 | 1/31/2020 | 008040 | UNDERGROUND PIPE & VALVE CO | 040833 | TAP | |
| | | | | | 60-00-000-73630 | 244.44 |
| | | | | | 63-00-000-73630 | 37.16 |
| | | | | | 64-00-000-73630 | 106.40 |
| | | | | | Total : | 388.00 |
| 186103 | 1/31/2020 | 006362 | VILLAGE OF OAK LAWN | 6913 | NORTHERN TRUST UNUSED COMM | |
| | | | | | 60-00-000-73221 | 215.55 |
| | | | | | Total : | 215.55 |
| 186104 | 1/31/2020 | 010851 | VISU-SEWER OF ILLINOIS, LLC | 011620 | POST 7 LINING PROJECT | |
| | | | | VTP-017232 | 61-00-000-75305 | 447,857.19 |
| | | | | | Total : | 447,857.19 |
| 186105 | 1/31/2020 | 013654 | VOSS EQUIPMENT INC | 101170495 | PAINT | |
| | | | | | 60-00-000-72530 | 21.01 |
| | | | | | 63-00-000-72530 | 7.00 |
| | | | | | 64-00-000-72530 | 12.00 |
| | | | | | Total : | 40.01 |
| 186106 | 1/31/2020 | 010165 | WAREHOUSE DIRECT WORKPL SOLTNS | 4554762-0 | CART,STAPLER | |
| | | | | | 01-26-025-73580 | 117.22 |
| | | | | | 01-26-025-73110 | 117.21 |
| | | | 4555401-0 | | PAPER | |

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| <u>Voucher</u> | <u>Date</u> | <u>Vendor</u> | <u>Invoice</u> | <u>PO #</u> | <u>Description/Account</u> | <u>Amount</u> |
|--|-------------|---------------|--|-------------|---------------------------------|----------------------------------|
| 186106 | 1/31/2020 | 010165 | WAREHOUSE DIRECT WORKPL SOLTNS (Continued) | | 01-17-205-73110 | 478.90 |
| | | | | | Total : | 713.33 |
| 186107 | 1/31/2020 | 012034 | WITMER PUBLIC SAFETY GROUP,INC | E1923652 | EQUIP MARKER 01-19-000-73410 | 37.99 |
| | | | | | Total : | 37.99 |
| 103 Vouchers for bank code : apbank | | | | | | Bank total : 1,028,658.70 |

vchlist
01/31/2020 9:19:11AM

Voucher List
Village of Tinley Park

Page: 24

Bank code : ipmq

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|----------------|-------------|---------------|-------------------------------|--------------|---|-----------------|
| 2611 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190912W021 | PAYEE-ALIGN NETWORKS INC 01-14-000-72542 | 343.75 |
| Total : | | | | | | 343.75 |
| 2612 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190912W021-2 | PAYEE-ALIGN NETWORKS INC 01-14-000-72542 | 343.75 |
| Total : | | | | | | 343.75 |
| 2613 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190912W021-3 | PAYEE-ALIGN NETWORKS INC 01-14-000-72542 | 392.24 |
| Total : | | | | | | 392.24 |
| 2614 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190912W021-4 | PAYEE-ALIGN NETWORKS INC 01-14-000-72542 | 392.24 |
| Total : | | | | | | 392.24 |
| 2615 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190912W021-5 | PAYEE-ALIGN NETWORKS INC 01-14-000-72542 | 392.24 |
| Total : | | | | | | 392.24 |
| 2616 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 191224W003 | PAYEE-INGALLS OCCUPATIONAL H 01-14-000-72542 | 81.27 |
| Total : | | | | | | 81.27 |
| 2617 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 191224W003 | PAYEE-INGALLS OCCUPATIONAL H 01-14-000-72542 | 473.21 |
| Total : | | | | | | 473.21 |
| 2618 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190912W021 | PAYEE-OAK SURGICAL INSTITUTE 01-14-000-72542 | 4,494.51 |
| Total : | | | | | | 4,494.51 |
| 2619 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 190326W026 | PAYEE-PETERSON JOHNSON & ML 01-14-000-72542 | 78.00 |
| Total : | | | | | | 78.00 |
| 2620 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR | 191105W030 | PAYEE-PETERSON JOHNSON & ML 01-14-000-72542 | 560.00 |

Bank code : ipmq

| Voucher | Date | Vendor | Invoice | PO # | Description/Account | Amount |
|----------------------------------|-----------|--------|---|------|--|-------------------------------|
| 2620 | 1/29/2020 | 018837 | 018837 INSURANCE PROGRAM MANAGERS (Continued) | | Total : | 560.00 |
| 2621 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR 190912W021-6 | | PAYEE-TODD SWARTZENTRUBER 01-14-000-72542 | 587.52 |
| | | | | | Total : | 587.52 |
| 2622 | 1/29/2020 | 018837 | INSURANCE PROGRAM MANAGERS GR 200123W026 | | PAYEE-MEADE, INC. 01-14-000-72542 | 8,550.00 |
| | | | | | Total : | 8,550.00 |
| 12 Vouchers for bank code : ipmq | | | | | | Bank total : 16,688.73 |
| 115 Vouchers in this report | | | | | | Total vouchers : 1,045,347.43 |

The Tinley Park Village Board having duly met at Village Hall do hereby certify that the following claims or demands against said village were presented and are approved for payment as presented on the above listing.

In witness thereof, the Village President and Clerk of the Village of Tinley Park, hereunto set their hands.

_____ Village President

_____ Village Clerk

_____ Date

THE VILLAGE OF TINLEY PARK
Cook County, Illinois
Will County, Illinois

ORDINANCE
NO. 2020-O-003

**AN ORDINANCE APPROVING A MAP AMENDMENT TO REZONE
CERTAIN REAL PROPERTY FROM A B-4 (OFFICE AND SERVICE
BUSINESS) ZONING DISTRICT AND R-1 (SINGLE-FAMILY
RESIDENTIAL) ZONING DISTRICT TO B-1 (NEIGHBORHOOD
SHOPPING) ZONING DISTRICT TO ALLOW FOR AN AUTOMOBILE
SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE
(VEQUITY, LLC, PETITIONER)**

JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK

CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Tinley Park
Peterson, Johnson, & Murray Chicago, LLC, Village Attorneys
200 W. Adams, Suite 2125 Chicago, IL 60606

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-003

**AN ORDINANCE APPROVING A MAP AMENDMENT TO REZONE
CERTAIN REAL PROPERTY FROM A B-4 (OFFICE AND SERVICE
BUSINESS) ZONING DISTRICT AND R-1 (SINGLE-FAMILY
RESIDENTIAL) ZONING DISTRICT TO B-1 (NEIGHBORHOOD
SHOPPING) ZONING DISTRICT TO ALLOW FOR AN AUTOMOBILE
SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE
(VEQUITY, LLC, PETITIONER)**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, a petition for granting a rezoning of certain real property from the B-4 (Office and Service Business) zoning district and R-1 (Single-Family Residential) to B-1 (Neighborhood Shopping) ("Rezoning") located at 17100 & 17110 Harlem Avenue, Tinley Park, Illinois 60477 ("Subject Property") to construct a gas station and convenience store has been filed by Vequity, LLC ("Petitioner") with the Village Clerk of this Village and has been referred to the Plan Commission of the Village and has been processed in accordance with the Tinley Park Zoning Ordinance; and

WHEREAS, said Plan Commission held a public hearing on the question of whether the Rezoning should be granted on January 2, 2020 at the Village Hall of this Village, at which time all persons present were afforded an opportunity to be heard; and

WHEREAS, public notice in the form required by law was given of said public hearing by publication not more than thirty (30) days nor less than fifteen (15) days prior to said public hearing in the Daily Southtown, a newspaper of general circulation within the Village of Tinley Park; and

WHEREAS, the Plan Commission vote 5-0 and has filed its report and findings and recommendations that the proposed Rezoning be approved with this President and Board of Trustees, and this Board of Trustees has duly considered said report of findings and recommendations; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of the Village of Tinley Park and its residents to approve said Rezoning; and

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of facts as if said recitals were fully set forth herein.

SECTION 2: That the report of findings and recommendations of the Plan Commission are herein incorporated by reference as the findings of this President and the Board of Trustees, as complete as if fully set forth herein at length. This Board finds that the Petitioner has provided evidence establishing that they have met the standards for granting a Rezoning as set forth below and the proposed granting of the Rezoning as set forth herein is in the public good and in the best interest of the Village and its residents and is consistent with and fosters the purpose and spirit of the Tinley Park Zoning Ordinance.

1. The existing uses and zoning of nearby property;

The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the intersection are all commercial zoning districts (B-4 and B-3). The area south of the subject property has similar infill/redevelopment properties that have been rezoned to similar low-intensity commercial districts (B-1 and B-4) upon their redevelopment.

2. The extent to which property values are diminished by the particular zoning;

The area along Harlem Avenue transitioning from residential to commercial uses and is indicated as commercial/office in the Village's Comprehensive Plan. The development of the vacant properties will not diminish property values.

3. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;

No negative effects on property values are expected. The project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.

4. The relative gain to the public as compared to the hardship imposed on the individual property owner;

No hardship is expected from neighboring properties due to the landscape and fence buffering provided. Lighting, dumpster locations, and overall site design was designed to avoid any issues with the neighboring residential properties. The project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.

5. The suitability of the property for the zoned purpose;
The proposed use as a convenience store and gas station is suitable for the subject property due to the availability of high traffic volumes and available access points.
6. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
The existing R-1 zoning house has remained vacant for 4-5 years and is not expected to be suitable for residential use. The B-4 zoned parcel had a vacant office building on it from 2014-2016 and has been vacant since the building's demolition in 2016.
7. The public need for the proposed use; and
There is a demand for additional automotive service (gas) stations and convenience stores in the area. Competition is limited at the two nearest gas stations (Shell and Speedway).
8. The thoroughness with which the municipality has planned and zoned its land use.
The property is shown as a Commercial/Office use in the Comprehensive Plan. The rezoning as a B-1, Neighborhood Shopping zoning district limits the ability for non-desirable uses to be located adjacent to residential properties.

SECTION 3: The Rezoning as set forth herein below shall be applicable to the following described property:

LEGAL DESCRIPTION: LOTS 1 AND 2 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SPUTHLANDS IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL IDENTIFICATION NUMBER: 27-25-403-013-0000 and 27-25-403-014-0000

COMMONLY KNOWN AS: 17100 – 17110 Harlem Avenue, Tinley Park, Illinois

SECTION 4: That a Rezoning of the Subject Property from the B-4 (Office and Service Business) zoning district and R-1 (Single-Family Residential) to B-1 (Neighborhood Shopping) ("Rezoning") to permit the construction a gas station and convenience store is hereby granted to the Petitioner.

SECTION 5: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Ordinance shall be and is hereby repealed to the extent of such conflict.

SECTION 6: That this Ordinance shall be in full force and effect from and after its adoption and approval.

SECTION 7: That the Village Clerk is hereby ordered and directed to publish this Ordinance in pamphlet form, and this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

ATTEST:

VILLAGE PRESIDENT

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 2020-O-003 “AN ORDINANCE APPROVING A MAP AMENDMENT TO REZONE CERTAIN REAL PROPERTY FROM A B-4 (OFFICE AND SERVICE BUSINESS) ZONING DISTRICT AND R-1 (SINGLE-FAMILY RESIDENTIAL) ZONING DISTRICT TO B-1 (NEIGHBORHOOD SHOPPING) ZONING DISTRICT TO ALLOW FOR AN AUTOMOBILE SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE (VEQUITY, LLC, PETITIONER),” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES
FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION
SUBJECT: MINUTES OF THE DECEMBER 19, 2019 REGULAR MEETING

Item #2 PUBLIC HEARING: 7-ELEVEN GAS STATION – 171st STREET & HARLEM AVENUE

Consider a request to recommend that the Village Board consider granting Vequity, LLC (Contract Purchaser) a map amendment to rezone the subject properties from B-4 (Office and Service Business) and R-1 (Single-Family Residential) to a B-1 (Neighborhood Shopping) zoning district. Additionally, the Petitioner is requesting a special use for an automobile service (gas) station with a convenience store and a variation from the Zoning Ordinance to permit a reduced ground sign setback. The requests will permit a 7-Eleven gas station and convenience store to be constructed at the properties located at 17100 - 17110 Harlem Avenue. Site Plan and Final Plat approval will also be considered at the meeting.

Present were the following:

Plan Commissioners: Garrett Gray, Chairman
 Stephen Vick
 Tim Stanton
 Lucas Engel
 MaryAnn Aitchison

Absent Plan Commissioner(s): Eduardo Mani
 Angela Gatto
 James Gaskill
 Curt Fielder

Guests: George Arnold, Attorney
 Chris Ileakis, Petitioner
 Dan Aykroyd, Sr. Real Estate Rep. – 7-Eleven
 Ivan Nockov, Developer
 William Perry, Engineer
 Javier Millan, KLOA Traffic Consultant

A Motion was made by COMMISSIONER STANTON, seconded by COMMISSIONER ENGEL to open the Public

Hearing for 7-ELEVEN GAS STATION – 171st & HARLEM AVENUE. The Motion was approved by voice call.

CHAIRMAN GRAY declared the Motion approved.

CHAIRMAN GRAY noted that Village Staff provided confirmation that appropriate notice regarding the Public Hearing was published in the local newspaper in accordance with State law and Village requirements.

CHAIRMAN GRAY requested anyone present in the audience who wished to give testimony, comment, engage in cross-examination or ask questions during the Hearing stand and be sworn in.

Daniel Ritter, Senior Planner gave a presentation as noted in the Staff Report. The Petitioner is here with his design team; they will be available for questions. The site will be a 7- Eleven convenience store and a gas station with 10 fueling stations. The site is on the southwest corner of 171st and Harlem Avenue. The subject property consists of two lots. The lot furthest north is vacant and is currently zoned B-4 (Office and Service Business). The site was previously home to an office building that was demolished in 2016. The south portion of the subject property is zoned R-1 (Single-Family Residential) with a vacant single-family home and detached garage located on the property, both slated for demolition. There are two vacant single-family home lots zoned R-1 to the south of the subject properties as well, and are not part of this development. The developer has agreed with the property owner (who is the owner of all four lots) and staff to demolish those two homes as well as part of the 7-Eleven project and the lots. Staff recommended the demolition be a condition of the approval for the rezoning and special use requests as a substitution for completing a concept plan approval for the remaining lots.

The general history of that western block along Harlem Avenue is that it was developed as R-1 single family homes back to the 1950's and 1960's. Over time it has converted to commercial uses starting in the 1980s due to the high traffic volumes along Harlem Avenue. As they have redeveloped it has either been B-4 (Service and Office) or B-1 (Neighborhood Shopping). To the north of the subject property is the Tinley Park Post Office, and to the west is a bank both zoned B-4 (Office and Service Business). To the northeast is a multi-tenant office building and car wash zoned B-3 (General Business). Directly to the east of the property is a Shell gas station/car wash, Jewel-Osco, and Tinley Park Commons Shopping Center zoned B-3 (General Business). To the west is single-family residential zoned R-1, which was a strong consideration in the site design and layout.

Automobile service (gas) stations are a special use in all commercial zoning districts, with the exception of B-5 (Automotive Service). The proposed gas station site is .961 acres and includes a 3,511 sq. ft. convenience store building, vehicle fueling area/canopy, vehicle parking, walkways, exterior storage areas, landscaping, and a dumpster enclosure. There will be no truck/diesel fueling available at this site. Access to the site will primarily be through two curb cuts, one on Harlem Avenue and one on 171st Street. Additionally, there will be cross-access for vehicles to the west through the existing First Merchants Bank and a future cross-access to the south. The cross-access through the bank will only be used for personal vehicles; truck access will be prohibited. Fueling trucks will primarily access the site from 171st Street and exit southbound onto Harlem Avenue.

The access points on both Harlem Avenue and 171st Street will be limited to right-in/right-out turns. The median at Harlem Avenue is likely to make any illegal turns unlikely at that location. The 171st Street access includes limited access and a raised island to discourage illegal or dangerous turning movements. The geometrics of the access has been altered slightly to allow for fuel truck and fire engine access. Drive aisles will meet the 26 foot width minimum with the exception of one on the north of the property that connects to the existing bank cross-access. 24 feet is standard in many situations, including in the Legacy District, and staff has no concerns with matching the existing bank aisle width to the west. There is a Variation to reduce a drive aisle to 24 feet. The Village code is 26 feet, typically for extra width in case there are multiple trucks. 24 feet is typical for most communities. This site is tight and they have requested the reduction. Staff and Fire have no concerns.

The parking and traffic were a primary concern staff and the developer has been reviewing and revising the plans to best address those concerns. The intersection can be very busy and has a history of traffic issues. There was originally a full access on 171st Street. Staff did not feel this worked and pushed for the right-in/right-out with raised curbing to prevent vehicles from making turns they should not be and that could

create traffic issues on 171st Street. Staff feels this plan will work with Cook County Dept. of Transportation requirements and the Village Engineer.

A Gas Station and convenience store is not a specific use listed in the Zoning Ordinances parking requirements. With the 3,511 sq. ft. proposed convenience store would require 23 parking spaces if analyzed under the “retail store” requirements. The proposed site plan provides 17 total spaces based on the similar retail requirements. Due to the unique nature of a gas station where some of the retail users may be stationed at the pumps, it yields the potential for 10 additional parking spaces. Customers are usually on the site for short very periods as opposed to typical retail stores with longer shopping periods. This results in high turnover and thereby lowering the demand for parking stalls. Staff believes that the parking supply is adequate on the proposed site.

The Plan Commission did not have concerns about the parking supply on the site due to the experiences with other locations and the expected quick turnover of customers. The Commission did request a review of the traffic analysis findings by the Petitioners’ traffic consultant (KLOA). There are some deficiencies in the landscaping. The Village’s Landscape Architect has reviewed the plan and finds it to be in general conformance with the Village’s Landscape Ordinance with a few exceptions due to the site’s constraints. The Petitioner has indicated that they have worked to meet the landscape requirements to the greatest extent possible and focused their available bufferyard width and landscaping to adequately buffer views from the residential properties to the west. The deficiencies are outlined in the table below.

Table A

Please note the following abbreviations: CT = Canopy Tree, US = Understory Tree, SH = Shrub, T = Tree.

| BUFFERYARD REQUIREMENTS | | | | | | |
|-----------------------------------|----------------|----------------|--------|--------------------|--------------------|---------|
| Bufferyard Location | Required Width | Proposed Width | Length | Required Plantings | Proposed Plantings | Deficit |
| North ("C" Bufferyard) | 10' | 10' | 117' | 6 CT | 4 CT | -2 CT |
| | | | | 3 US | 2 US | - |
| | | | | 24 SH | 24 SH | +9 SH |
| East ("C" Bufferyard) | 10' | 10' | 149' | 8 CT | 4 CT | -4 CT |
| | | | | 3 US | 3 US | - |
| | | | | 30 SH | 30 SH | - |
| South ("B" Bufferyard) | 20' | 20' | 154' | 4 CT | 4 CT | 0 |
| | | | | 1 US | 3 US | +2 US |
| | | | | 19 SH | 8 SH | -11 SH |
| West (top) ("B" Bufferyard) | 10' | 10' | 83' | 3 CT | 3 CT | - |
| | | | | 1 US | 1 US | - |
| | | | | 14 SH | 12 SH | +1 SH |

| | | | | | | |
|---|-----|-----|-----|-----------------------|-----------------------|-----------------------------------|
| West (bottom) (“D” Bufferyard) | 30’ | 30’ | 82’ | 6 CT 3 US 23 SH | 5 CT 1 US 23 SH | -1 CT -2 US - |
|---|-----|-----|-----|-----------------------|-----------------------|-----------------------------------|

| PARKWAY STANDARDS | | | | | |
|--------------------------|--------------------------|-----------------------|-----------------------|----------------|---|
| Location | Requirement | Required Trees | Proposed Trees | Deficit | Comments |
| Parkway | 1 tree per 25 lineal ft. | 9 | 0 | -9 | Adequate room does not exist. CT in bufferyards could be further upsized to compensate for this deficiency. |

| PARKING LOT LANDSCAPING STANDARDS | | | | |
|--|---|------------------------------------|-----------------------|---|
| Location | Requirement | Provided | Deficit | Comments |
| Parking Lot | 15% of parking lot area to be landscaped or 3,130 sq. ft. | 1,425 sq. ft. | -1,705 sq. ft. | 20,870 sq. ft. of parking lot shown on landscape plan |
| Parking Lot | Screening of adjacent properties and streets. | Continuous screening not provided. | ~40 lineal ft. | Parking in northwest corner of site not screened along drive aisle – this could also help with Parking Lot deficit outlined above |

The Village’s consultant supports the bufferyard and parkway requests with a couple of recommendations/changes listed below. Staff recommends these few revisions be made to reduce the landscape waivers were possible.

1. They have only upsized shade trees to a combination of 3” and 4” cal. It is recommended that all CT trees be increased to a minimum of 4.5” cal.
2. Add some shrubs along the north drive aisle in the NW corner of the site to help offset the deficiencies.
3. Revise the west bufferyard design to add two additional shrubs.

A fence is proposed running between the site and the parcels to the west. The fence is proposed to match the adjacent bank’s fence (beige PVC fence). Plans currently show a six foot high fence. The bank’s existing fence is eight foot high. Eight foot high fences are recommended for the separation of commercial and residential uses.

The north and west bufferyards were revised to better meet the Landscape Code’s requirements. The revised waivers are listed in the table above. The Petitioner agreed to utilize a minimum tree caliber of 4-inches at installation to help offset some of the deficiencies and ensure a buffer is established quickly. They also agreed to revise the fence height to 8 feet and to match the existing bank. These two changes (tree caliber and fencing) were made to plan details but there are also some contradicting notes left on the plans due to the quick resubmittal timeframe. To clarify, the requirements were added as recommended conditions of Site Plan Approval and will be revised prior to permitting. The Plan Commission did not

have concerns at the workshop in regards to the interior landscaping and parkway tree waivers due to the limited space on the site and auto-oriented use. The proposed landscaping is expected to meet or exceed the neighboring commercial properties.

The design of the convenience store building and gas station canopy utilizes high-quality materials, including face brick (76% of the exterior, excluding glazing) with fiber cement and metal cornice architectural treatments. All mechanical equipment on the rooftop will be screened by the parapet. The face brick will be a beige/grey color and the fiber cement accents will be dark brown/espresso in color. The proposed structure will have metal architectural canopies on the front façade over windows and doors. The fueling canopy and dumpster enclosure are also proposed to match the building's materials, colors, and style.

Staff recommended a more residential roof for the convenience store building, utilizing more residential elements such as shingles and peaks. A peak was added to the front entrance and caps to the architectural treatments to give a more traditional look to the building. The architectural design is prototypical of 7-Eleven's new branding initiative. The Plan Commission did not have concerns about the proposed building or canopy designs and preferred the peaked roof element at the entrance.

The Petitioner is requesting a Variation for a 5 foot sign setback. Due to the tight space, a ground sign size and location were presented. The proposed location will require a five foot setback Variation to allow the sign to be setback 5 feet from the property line instead of 10 feet. The Petitioner has decided to leave the final proposal up to the 7-Eleven operator and it will meet the zoning code. Staff is comfortable with the proposed 5 foot setback Variation.

The Petitioner has provided a Photometric Plan that provides lighting via 8 LED light poles, 12 LED canopy fixtures, and 6 LED wall mount fixtures throughout the site. The light spillage will be less than one foot candle at the roadway and zero at the south and western property lines, which are adjacent to the residential uses. All light fixtures are full cut-off and downcast to prevent glare on adjacent properties and roadways. Particular thought was put into the light placement and height to avoid their visibility from the residential properties to the west. Lighting appeared to be placed approximately to avoid off-site light spillage and glare. There is also an 8 foot fence that matches the bank fence that will block light to the residents.

Due to the rezoning of the lots to a B-1 zoning district, three lot bulk variations are required for the following:

1. Lot size of .961 acres instead of the required min. of 4 acres.
2. Lot width of 186.53 feet instead of the required min. of 600 feet.
3. Lot depth of 198.52 feet instead of the required min. of 250 feet.

An automobile service (gas) station is a special use in B-1, B-2, and B-3 commercial zoning districts. Gas stations are a special use in all commercial zoning districts except B-5. Gas stations are generally in high traffic areas and the sites require a unique site design that accounts for safe/efficient access, proper circulation, sufficient parking, and adequate light levels.

The proposed Plat of Subdivision will consolidate two existing lots (17100 and 17110 Harlem Avenue) resulting in a single lot that is .961 acres in size. Existing drainage and utility easements will remain on the property. Easements for the public sidewalk and cross-access to east and south have been included in the Final Plat of Subdivision. However, the public sidewalk easement need to be extended across the north property line. The Plat of Subdivision will need to be revised to add a sidewalk easement covering the full length of the sidewalk along the northern property line. The Final Plat of Subdivision was revised with the appropriate public sidewalk easements in place. Staff has no further concerns.

CHAIRMAN GRAY asked for comments from the Commissioners.

There were none.

CHAIRMAN GRAY asked the Petitioner to speak.

George Arnold, Attorney for the Petitioner thanked staff for a thorough presentation. He introduced his project team and noted they are available for any questions. They would have their traffic consultant give an overview of the existing and proposed traffic situation.

Javier Millan, KLOA Traffic Consultant noted the development will be served by two right-in/right-outs, one on Harlem Avenue and the other on 171st Street. The one on 171st Street will be constructed with a raised triangular island to enforce the turn restrictions. It will also be enhanced with larger radius to accept the tanker trucks. In addition to the access drives there will be additional cross-access connectivity to the west with the First Merchants Bank. The Bank has a full access on 171st Street and they also have a right-in/right-out access on Oconto Drive. This will ensure efficient flexibility with access. There will also be cross-access to the south when that land is developed in the future.

Also in the traffic study he observed the traffic in the area. 171st Street during the peak traffic time backs up quite a bit travelling east bound. The reason for the backup is that Harlem Avenue gets the majority of the green time with three times the amount of traffic than 171st Street. More often than not, the que/backup clears or gets significantly reduced and allows people to get out. Most of the trips will be from pass-by traffic. They are already on the road and just looking for a convenient gas station. It is our professional opinion that the traffic will be dispersed in an efficient manner. Both intersections, Harlem Avenue and 171st Street will operate in an acceptable level of service. The county and the state have preliminarily reviewed the site plan and are in agreement with an acceptable level of service. In conclusion, the proposed development of the gas station is only proposed to increase traffic 1-2%. This is so minimal that it will not have a large impact.

CHAIRMAN GRAY agreed with the benefit of cross-access to the other sites to the west and south. What does 1-2% equate to in terms of vehicles? Mr. Millan replied during the peak hours there will only be approximately 15 vehicles per hour.

CHAIRMAN GRAY inquired about the curb cuts on Harlem Avenue. Mr. Ritter replied that final details would be decided and permitted by IDOT. At this point IDOT is okay with this and the Village does not have significant concerns.

Mr. Ritter noted that Mr. Ileakis was proactive and met with the neighbors to show the proposal and receive feedback. The car wash was removed from the plan to avoid neighbor concerns about noise and the proximity to the lot line. The adjacent residential was one of the biggest concerns taken into account by the developer in regards to the design of lighting and landscaping.

COMMISSIONER VICK inquired about adding trees in the back on the west side of the property. Mr. Ritter replied this has been taken care of along the west property line.

CHAIRMAN GRAY asked for comments from the public. There were none.

A Motion was made by COMMISSIONER ENGEL, seconded by COMMISSIONER VICK, to close the Public Hearing for 7-ELEVEN GAS STATION – 171st & HARLEM AVENUE. The Motion was approved

by voice call. CHAIRMAN GRAY declared the Motion approved.

Mr. Ritter reviewed the Standards for rezoning:

- a. The existing uses and zoning of nearby property;
 - *The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the intersection are all commercial zoning districts (B-4 and B-3). The area south of the subject property has similar infill/redevelopment properties that have been rezoned to similar low-intensity commercial districts (B-1 and B-4) upon their redevelopment.*
- b. The extent to which property values are diminished by the particular zoning;
 - *The area along Harlem Avenue transitioning from residential to commercial uses and is indicated as commercial/office in the Village's Comprehensive Plan. The development of the vacant properties will not diminish property values.*
- c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
 - *No negative effects on property values are expected. The project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
 - *No hardship is expected from neighboring properties due to the landscape and fence buffering provided. Lighting, dumpster locations, and overall site design was designed to avoid any issues with the neighboring residential properties. The project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*
- e. The suitability of the property for the zoned purpose;
 - *The proposed use as a convenience store and gas station is suitable for the subject property due to the availability of high traffic volumes and available access points.*
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
 - *The existing R-1 zoning house has remained vacant for 4-5 years and is not expected to be suitable for residential use. The B-4 zoned parcel had a vacant office building on it from 2014-2016 and has been vacant since the building's demolition in 2016.*
- g. The public need for the proposed use; and
 - *There is a demand for additional automotive service (gas) stations and convenience stores in the area. Competition is limited at the two nearest gas stations (Shell and Speedway).*
- h. The thoroughness with which the municipality has planned and zoned its land use.

- *The property is shown as a Commercial/Office use in the Comprehensive Plan. The rezoning as a B-1, Neighborhood Shopping zoning district limits the ability for non-desirable uses to be located adjacent to residential properties.*

Mr. Ritter reviewed the Standards for Special Use:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - *The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project will encompass the development of an automobile service (gas) station and convenience store that will service for visitors and residents of the community. The project will be constructed meeting current Village building codes and is among the highest and best uses of a parcel at a heavily traveled intersection.*
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - *The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood because the proposed project will develop land that is currently vacant and provide services for visitors and residents of the community. The site will be well-landscaped and will have an eight-foot fence to buffer the property from the residential homes to the west. The building will be constructed with quality materials. This proposed use is similar and compatible with existing nearby uses along Harlem Avenue.*
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
 - *The Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed. Landscape buffers have been supplied to the west and cross-access has been supplied for the vacant lots to the south.*
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - *The proposed plans provide evidence of existing utilities, roads, and drainage facilities and any necessary modifications to be accommodated on the 7-Eleven site. Drainage has been accounted for on the site and utilizes the existing storm sewer system. All on-site and accepted existing off-site drainage has been accounted for within the plans.*
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
 - *The proposed plans include site access by utilizing two curb cuts on Harlem Avenue and 171st Street that allow for ingress/egress to the site and efficient site circulation. Cross-access for passenger vehicles is also provided by a cross-access easement to the east through the neighboring bank property. Cross-access is also supplied to the vacant lots to the south for possible future cross-access as well. The site incorporates proposed public and private walkways for safe pedestrian travel to and from the site.*

- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
 - *The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations except for certain Variations applied herein related to the redevelopment of an existing infill site. These Variations are consistent with other properties within along Harlem Avenue and the intent of the regulations are met where possible.*
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - *The proposed 7-Eleven project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue.*

Mr. Ritter reviewed the Standards for Variation:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
 - *The property is an infill site with limited ability to expand its size, dimensions, and setbacks. The overall area on the west side of Harlem Avenue will eventually meet the intent of the Zoning Code's minimum lot requirements upon its full redevelopment. The Variations allow the fairly small and limited sized lot to be reasonably developed with a commercial use.*
2. The plight of the owner is due to unique circumstances.
 - *The small properties offer a challenging situation for redevelopment as they were originally residential lots. Residential uses on the lots are no longer preferred or marketable along the heavily traveled Harlem Avenue commercial corridor.*
3. The Variation, if granted, will not alter the essential character of the locality.
 - *The lot Variations will be similar to other properties that have redeveloped along Harlem Avenue in regards to the lot size and sign setbacks. The drive aisle width is a standard width in many other municipalities and is not expected to be noticeable.*
4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;

- b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
- c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
- d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
- e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
- f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

CHAIRMAN GRAY asked for Motions:

Motion 1 (Site Plan):

A Motion was made by COMMISSIONER VICK, seconded by COMMISSIONER AITCHISON to grant the Petitioner, Vequity LLC, Site Plan Approval to construct an automobile service (gas) station and a 3,511 sq. ft. 7-Eleven convenience store building at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District, in accordance with the plans submitted and listed herein and subject to the following conditions:

- 1. The two vacant single-family homes to the south of the subject property (17118 & 17130 Harlem Avenue) owned by the same property owner shall be demolished as proposed by the Petitioner.
- 2. The proposed fence shall be a minimum of 8 feet in height and match the existing fence on the neighboring bank property (7231 171st Street) in height, color, and style.
- 3. All Canopy Trees on the site shall be installed at a minimum of 4" trunk caliper.
- 4. Site Plan Approval is subject to approval of the Rezoning, Special Use, and Variations by the Village Board.
- 5. Site Plan Approval is subject to final engineering plan review and approval."

AYES: STANTON, ENGEL, AITCHISON, VICK & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call

Motion 2 (Rezoning):

A Motion was made by COMMISSIONER STANTON, seconded by COMMISSIONER ENGEL to recommend that the Village Board grant the Petitioner, Vequity LLC, a rezoning of the properties located at 17100 and 17110 Harlem Avenue from their existing B-4 (Office and Service Business) and R-1 (Single-

Family Residential) zoning districts to the B-1 (Neighborhood Shopping) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed by Village Staff in the Staff Report.”

AYES: STANTON, ENGEL, AITCHISON, VICK & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call

Motion 3 (Variations):

A motion was made by COMMISSIONER AITCHISON, seconded by COMMISSIONER STANTON to recommend that the Village Board grant the following Variations to the Petitioner, Vequity LLC, at the property located at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report.

1. A five foot Variation from Section IX-D-2-c. to permit a freestanding sign to be located five feet from the property instead of the required minimum of ten feet.
2. A two foot Variation from Section VIII-C-Table 2 (Parking Lot Dimension Guidelines) to permit a 24 foot wide two-way drive aisle instead of the required 26 foot minimum.
3. A 3.039 sq. ft. Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot size of .961 acres, instead of the required minimum of 4 acres.
4. A 413.47 foot Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot width of 186.53 feet instead of the required minimum of 600 feet.
5. A 51.48 foot Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot depth of 198.52 feet instead of the required minimum of 250 feet.

AYES: STANTON, ENGEL, AITCHISON, VICK & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call

Motion 4 (Special Use):

A Motion was made by COMMISSIONER ENGEL, seconded by COMMISSIONER AITCHISON to recommend that the Village Board grant a Special Use Permit to the Petitioner, Vequity LLC, to permit an automobile service (gas) station and a 3,511 sq. ft. convenience store on the property located at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report.

AYES: STANTON, ENGEL, AITCHISON, VICK & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call

Motion 5 (Final Plat):

A Motion was made by COMMISSIONER ENGEL, seconded by COMMISSIONER STANTON to recommend that the Village Board grant approval to the Petitioner, Vequity LLC, Final Plat of

Subdivision Approval for Southlands First Consolidation in accordance with the Final Plat submitted and listed herein, subject to the following condition:

1. The Final Plat approval is subject to Final Engineering Plan approval by the Village Engineer.

AYES: STANTON, ENGEL, AITCHISON, VICK & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call



**MINUTES OF THE REGULAR MEETING OF THE
PLAN COMMISSION, VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS**

December 19, 2019

The Regular Meeting of the Plan Commission was held in the Council Chambers of Village Hall on December 19, 2019 at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Plan Commissioners: Curt Fielder, Acting Chairman
James Gaskill
Tim Stanton
Angela Gatto
Stephen Vick

Absent Plan Commissioner(s): Garrett Gray
Eduardo Mani
Lucas Engel
Mary Aitchison

Village Officials and Staff: Kimberly Clarke, Community Development Director
Dan Ritter, Senior Planner
Barbara Bennett, Commission Secretary

CALL TO ORDER

PLAN COMMISSION ACTING CHAIRMAN FIELDER called to order the Regular Meeting of the Plan Commission for December 19, 2019 at 7:00 p.m.

COMMUNICATIONS

None

APPROVAL OF MINUTES

Minutes of the November 21, 2019 Regular Meeting of the Plan Commission were presented for approval. A Motion was made by COMMISSIONER STANTON, seconded by COMMISSIONER GASKILL to approve the minutes as presented. ACTING CHAIRMAN FIELDER declared the Motion approved by voice call.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES
FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION
SUBJECT: MINUTES OF THE DECEMBER 19, 2019 REGULAR MEETING

Item #1 WORKSHOP: 7-ELEVEN GAS STATION – 171st & HARLEM AVENUE

Consider a request to recommend that the Village Board consider granting Vequity, LLC (Contract Purchaser) a map amendment to rezone the subject properties from B-4 (Office and Service Business) and R-1 (Single-Family Residential) to a B-1 (Neighborhood Shopping) zoning district. Additionally, the Petitioner is requesting a special use for an automobile service (gas) station with a convenience store and a variation from the Zoning Ordinance to permit a reduced ground sign setback. The requests will permit a 7-Eleven gas station and convenience store to be constructed at the properties located at 17100 - 17110 Harlem Avenue. Site Plan and Final Plat approval will also be considered at the meeting.

Present were the following:

Plan Commissioners: Curt Fielder, Acting Chairman
James Gaskill
Stephen Vick
Tim Stanton
Angela Gatto

Absent Plan Commissioner(s): Garrett Gray
Eduardo Mani
Lucas Engel
MaryAnn Aitchison

Guests: David Sosin, Attorney
Dan Aykroyd, Sr. Real Estate Rep. – 7-Eleven
Ivan Nockov, Developer
William Perry, Engineer

Daniel Ritter, Senior Planner gave a presentation as noted in the Staff Report. The Petitioner is here with his design team; they will give a short presentation of their project and respond to any open items. The site will be a 7- Eleven convenience store and a gas station with 10 fueling stations. The site is on the southwest corner of 171st and Harlem Avenue. The subject property consists of two lots. The lot furthest north is vacant and is currently zoned B-4 (Office and Service Business). The site was previously home to an office building that was demolished in 2016. The south portion of the subject property is zoned R-1 (Single-Family Residential) with a vacant single-family home and detached garage located on the property, both slated for demolition. There are two vacant single-family home lots zoned R-1 to the south of the subject properties as well, and are not part of this development. The developer has agreed with the property owner (who is the owner of all four lots) and staff to demolish those two homes as well as part of the 7-Eleven project and the lots. Staff recommended the demolition be a condition of the approval for the rezoning and special use requests as a substitution for completing a concept plan approval for the remaining lots.

To the north of the subject property is the Tinley Park Post Office, and to the west is a bank. Both are zoned B-4 (Office and Service. To the northeast is a multi-tenant office building and car wash zoned B-3 General Business). Directly to the

east of the property is a Shell gas station/car wash and the Jewel-Osco and Tinley Park Commons Shopping Center zoned B-3 (General Business). To the west is single-family residential.

Automobile service (gas) stations are a special use in all commercial zoning districts, with the exception of B-5 (Automotive Service). The proposed gas station site includes a 3,511 sq. ft. convenience store building, vehicle fueling area/canopy, vehicle parking, walkways, exterior storage areas, landscaping, and a dumpster enclosure. There will be no truck/diesel fueling available at this site. Access to the site will primarily be through two curb cuts, one on Harlem Avenue and one on 171st Street. Additionally, there will be cross-access for vehicles to the west through the existing First Merchants Bank and a future cross-access to the south. The cross-access through the bank will only be used for personal vehicles; truck access will be prohibited. Fueling trucks will primarily access the site from 171st Street and exit southbound onto Harlem Avenue.

The access points on both Harlem Avenue and 171st Street will be limited to right-in/right-out turns. The median at Harlem Avenue is likely to make any illegal turns unlikely at that location. The 171st Street Access includes limited access and a raised island to discourage illegal or dangerous turning movements. The geometrics of the access has been altered slightly to allow for fuel truck and fire engine access. Drive aisles will meet the 26 foot width minimum with the exception of one on the north of the property that connects to the existing bank cross-access. 24 feet is standard in many situations and staff has no concerns with matching the existing bank aisle width.

The parking and traffic were a primary concern staff and the developer has been reviewing and revising the plans to best address those concerns. The intersection can be very busy and has a history of traffic issues. There was originally a full access on 171st Street. Staff did not feel this worked and pushed for the right-in/right-out with raised curbing to prevent vehicles to make turns they should not do and could create traffic issues on 171st Street. Staff feels this plan will work with Cook County Dept. of Transportation and the Village Engineer. This should control the access in and out. The Petitioner's transportation expert (KLOA) will be available at the Public Hearing to discuss their report and answer any other specific questions.

With the 3,511 sq. ft. proposed convenience store requires 23 parking spaces per the Zoning Ordinance requirements. The proposed site plan provides 17 total spaces based on the similar retail requirements. Due to the unique nature of a gas station where some of the retail users may be stationed at the pumps yields the potential for 10 additional parking spaces. Customers are usually on the site for short periods, resulting in high turnover and thereby lowering the demand for parking. Staff believes that the parking supply is adequate on the proposed site.

COMMISSIONER GASKILL inquired about the parking. He was not sure there is enough parking at this location. Mr. Sosin, Attorney replied that per the Petitioner's experience with his other locations, he is confident that this parking is adequate.

There are some deficiencies in the landscaping. The Village's Landscape Architect has reviewed the plan and finds it to be in general conformance with the Village's Landscape Ordinance with a few exceptions due to the site's constraints. The Petitioner has indicated that they have worked to meet the landscape requirements to the greatest extent possible and focused their available bufferyard width and landscaping to adequately buffer views from the residential properties to the west. The deficiencies are outlined in the table below.

Table A

Please note the following abbreviations: CT = Canopy Tree, US = Understory Tree, SH = Shrub, T = Tree.

| BUFFERYARD REQUIREMENTS | | | | | | |
|-------------------------|----------------|----------------|--------|--------------------|--------------------|---------|
| Bufferyard Location | Required Width | Proposed Width | Length | Required Plantings | Proposed Plantings | Deficit |

| | | | | | | |
|--|-----|-----|------|-----------------------|-----------------------|-----------------------------------|
| North ("C" Bufferyard) | 10' | 10' | 117' | 6 CT 3 US 24 SH | 4 CT 2 US 24 SH | -2 CT -1 US - |
| East ("C" Bufferyard) | 10' | 10' | 149' | 8 CT 3 US 30 SH | 4 CT 3 US 30 SH | -4 CT - - |
| South ("B" Bufferyard) | 20' | 20' | 154' | 4 CT 1 US 19 SH | 4 CT 3 US 8 SH | 0 +2 US -11 SH |
| West (top) ("B" Bufferyard) | 10' | 10' | 83' | 3 CT 1 US 14 SH | 3 CT 1 US 12 SH | - - -2 SH |
| West (bottom) ("D" Bufferyard) | 30' | 30' | 82' | 6 CT 3 US 23 SH | 5 CT 1 US 23 SH | -1 CT -2 US - |

| PARKWAY STANDARDS | | | | | |
|-------------------|--------------------------|----------------|----------------|-----------|---|
| Location | Requirement | Required Trees | Proposed Trees | Deficit | Comments |
| Parkway | 1 tree per 25 lineal ft. | 9 | 0 | -9 | Adequate room does not exist. CT in bufferyards could be further upsized to compensate for this deficiency. |

| PARKING LOT LANDSCAPING STANDARDS | | | | |
|-----------------------------------|---|------------------------------------|-----------------------|--|
| Location | Requirement | Provided | Deficit | Comments |
| Parking Lot | 15% of parking lot area to be landscaped or 3,130 sq. ft. | 1,425 sq. ft. | -1,705 sq. ft. | 20,870 sq. ft. of parking lot shown on landscape plan |
| Parking Lot | Screening of adjacent properties and streets. | Continuous screening not provided. | ~40 lineal ft. | Parking in northwest corner of site not screened along drive aisle – this could also help with Parking Lot deficit outlined above. |

A fence is proposed running between the site and the parcels to the west. The fence is proposed to match the adjacent bank's fence (beige PVC fence). Plans currently show a six foot high fence. The bank's existing fence is eight foot high. Eight foot high fences are recommended for the separation of commercial and residential uses. The Petitioner will need to revise the plans to indicate an eight foot fence matching the existing bank fence in color, height, and style.

The design of the convenience store building and gas station canopy utilizes high-quality materials, including face brick with fiber cement and metal cornice architectural treatments. All mechanical equipment on the rooftop parapet will be screened. The architectural design is prototypical of 7-Eleven's new branding initiative. Staff recommended a more residential roof for the convenience store building, utilizing more residential elements such as shingles and peaks. A peak was added to the front entrance and caps to the architectural treatments to give a more traditional look to the building.

Due to the tight space, a ground sign size and location were presented. The proposed location will require a five foot setback Variation to allow the sign to be setback five feet from the property line instead of ten feet. The Petitioner has decided to leave the final proposal up to the 7- Eleven operator. Staff is comfortable with the proposed five foot setback Variation.

The Petitioner has provided a Photometric Plan. Particular thought was put into the light placement and height (20' pole height) to avoid their visibility from the residential properties to the west. No light or glare (0 foot candle spillage) will be visible to the neighboring properties. The property will require rezoning. The existing properties are zoned B-4 (Office and Service Business) and R-1 (Single-Family Residential). The B-1 zoning district was chosen due to the cohesiveness with adjacent residential uses. The B-1 zoning district also allows for the Petitioner to request a special use to permit an automobile service (gas) station to be constructed on the site.

Due to the rezoning of the lots to a B-1 zoning district, three lot bulk variations are required for the following:

1. Lot size of .961 acres instead of the required min. of 4 acres.
2. Lot width of 186.53 feet instead of the required min. of 600 feet.
3. Lot depth of 198.52 feet instead of the required min. of 250 feet.

An automobile service (gas) station is a special use in B-1, B-2, and B-3 commercial zoning districts. Gas stations are a special use in all commercial zoning districts except B-5. Gas stations are generally in high traffic areas and the sites require a unique site design that accounts for safe/efficient access, proper circulation, sufficient parking, and adequate light levels.

The proposed Plat of Subdivision will consolidate two existing lots (17100 and 17110 Harlem Avenue) resulting in a single lot that is .961 acres in size. Existing drainage and utility easements will remain on the property. Easements for the public sidewalk and cross-access to east and south have been included in the Final Plat of Subdivision. However, the public sidewalk easement need to be extended across the north property line. The Plat of Subdivision will need to be revised to add a sidewalk easement covering the full length of the sidewalk along the northern property line.

ACTING CHAIRMAN FIELDER asked the Petitioner to speak.

David Sosin, Attorney for the Petitioner noted regarding the parking that most customers would only spend 3-5 minutes while they get gas and enter the store to pay for the gas and do minor shopping. 17 parking spaces are considered to be more than adequate due to their experience with the other 7-Eleven stores, of which they have many.

Mr. Sosin noted they have been working on this plan for over a year and have done 10 major changes to try and address the access and neighboring property issues. The car wash was eliminated due to the proximity of the residents to the west and that allowed for additional buffering. There is no Master Plan at this time but he is working with the developer on a use for the property to the south. The drive aisle of 24' is standard for other Villages and works well on this site.

Adding 2 feet in height to the fence is not a problem at all. Signage is important to any user and they will work with the Village to meet the code requirements. The houses will be buffered from Harlem Avenue with the 0 foot-candle lighting and the buffering from landscaping and an 8 foot fence. The site actually accepts stormwater from the residents to the west and will accommodate stormwater flow through their site. The stormwater in this area will be improved with the extensive engineering done. The traffic expert will be at the Public Hearing for any questions. As this is currently a busy area, they feel the traffic change will only be 1-2% more at most.

ACTING CHAIRMAN FIELDER asked for comments from the public. There were none.

COMMISSIONER STANTON inquired if you could make a left-hand turn and enter the station on 171st Street when going north on Harlem, then turn into the station. Mr. Ritter replied that it would not be possible to directly enter the gas station that way, you can only turn into the station when going south on Harlem Avenue and east on 171st Street. You could make a left turn at the Oconto Avenue intersection or enter at the bank due to the allowable cross-access between the properties.

COMMISSIONER STANTON inquired about the hours of operation. Mr. Sosin replied the hours of operation for most 7-elevens are 24 hours a day. There are no speakers or bells, and the lighting has been designed very well to avoid any issues off-site. They will be good neighbors. The pumps are close to Harlem Avenue and the entrance is on the east side with the thought of staying away from the residential area.

COMMISSIONER STANTON inquired if there was thought about a security system. Ivan Nockov, Developer replied there will be a camera system that is centrally monitored.

COMMISSIONER VICK inquired about Cook County allowing access on 171st Street. It seems that you are doing everything possible to restrict the left-hand turn. The parking seems to be fine and will work similarly to their other gas station location on 159th Street with quick customer turnover.

COMMISSIONER GATTO inquired about the properties to the south and who would maintain them after they are demolished. Mr. Sosin replied that the homes that are there now are a buffer to the residents to the west. It could be good to leave them there until there is something done with that property. Mr. Ritter replied that there is a demo plan in the contract with the Petitioner and they are in deteriorating condition with property maintenance issues. Staff does not want these properties to be reoccupied as residential as the 7-Eleven plan was designed assuming these would not be residential homes.

ACTING CHAIRMAN FIELDER inquired if the utility poles will remain or would they be burying the lines. If not, will any of the poles be moved. Mr. Ritter replied the poles will stay and they will not be buried. It is very expensive to bury them and there are poles in the area that connect to these. They will need to adjust the utility line height for safe access and it does appear one of the Harlem Avenue light poles needs to be relocated.

ACTING CHAIRMAN FIELDER inquired if the triangle at the right-in/right-out would be a choke point for cars entering and exiting. Mr. Nockov replied that the safety standard for 7-Eleven is to have fuel trucks enter from the back rather than around the front of the building. Mr. Ritter replied that the fuel trucks would be coming into the station at slow traffic times. Kimberly Clarke, Community Development Director noted that the entry to the station has been very challenging but they have come up with a plan that should work for all properties.

COMMISSIONER VICK noted that the entry is probably the best way that can be done. What are the changes to the buffer on the landscaping? Mr. Ritter replied they are short a couple trees and shrubs. Staff feels the landscape architect can make it work. Parkway trees are not able to be done. Mr. Sosin noted he would have the Petitioner's landscape architect work with the Village. A 4" tree is probably the best size.

COMMISSIONER VICK inquired if the lots to the south should be rezoned now. Mr. Ritter replied this would not be good to rezone at this time until there are plans for the development.

COMMISSIONER GATTO noted she liked the peak that has been added to the roof.

Ms. Clarke noted this has been a good team to work with.

Mr. Ritter went through all the open items:

1. Discuss recommended condition requiring the demolition and lot restoration of the two deteriorating vacant single-family homes south of the subject site (currently the same property owners).
2. Discuss Variation to reduce the minimum drive aisle width from 26 feet to 24 feet.
3. Staff is recommending a condition that site plan approval be conditioned upon final engineering review and approval.

4. Discuss the proposed landscape plan and requested Landscape Ordinance waivers. Discuss staff's recommendations to best offset deficiencies.
5. Revise plans to indicate that the fence between the subject site and residential properties to the west matches the existing bank's fence in height (eight feet), color (taupe/beige) and style (PVC privacy).
6. Review the proposed architectural design and materials used throughout the site.
7. Discuss proposed ground sign setback Variation to permit a five foot setback.
8. Discussed proposed parking supply of 17 parking spaces and need for the traffic analysis to include parking information for similar locations.
9. Discuss overall light plan and light fixture placement.
10. Discuss the requested rezoning of the subject property to the B-1 (Neighborhood Shopping) zoning district.
11. Discuss the requested Variations associated with the lot dimensions and size.
12. Discuss the proposed special use for an Automobile Service (Gas) Station.
13. Revise the Plat of Subdivision so that the public sidewalk easement encompasses the entire length of the sidewalk that runs on private property.

Mr. Ritter noted most of the open items are workable with minimal concerns.

Ms. Clarke noted the Traffic Consultant (KLOA) will be at the Public Hearing to talk about the improvements.

Mr. Sosin noted they are fairly certain they will be able to get a permit for a curb cut from IDOT and Cook County.

The Public Hearing will be on January 2, 2020.

GOOD OF THE ORDER:

1. The Village is working towards Property Acquisition for Harmony Plaza.
2. The Boulevard/South Street moving forward with the foundation. The weather has cooperated. They are close to the full permit being issued with hopefully one more set of revisions needed.
3. Lenny's Food N Fuel on 183rd Street was approved by the Village Board.
4. Banging Gavel got the incentive agreement amended and will be moving forward with their loan and start the reconstruction.
5. SIP Wine Bar has pretty much finished on the outside and they are working on the inside and opening soon.
6. The Masonry amendments have been approved at the Village Board. The Fee structure is being reviewed by Village Board currently and will take fees out of the zoning code and put them in a comprehensive fee schedule.
7. An English Garden, 16800 Oak Park Avenue will come before the Plan Commission at the next meeting for Special Use to convert commercial space to an apartment on the second floor. This will help with their taxes.

COMMENTS FROM THE COMMISSION:

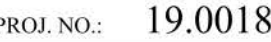
None at this time.

PUBLIC COMMENT:

None at this time.

ADJOURNMENT:

There being no further business, a Motion was made by PLAN COMMISSIONER GASKILL, seconded by PLAN COMMISSIONER VICK to adjourn the Regular Meeting of the Plan Commission of December 19, 2019 at 8:16 p.m. The Motion was unanimously approved by voice call. ACTING PLAN COMMISSION CHAIRMAN FIELDER declared the meeting adjourned.



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PLAN COMMISSION STAFF REPORT

January 2, 2020 - Public Hearing

7-Eleven Gas Station

17100 Harlem Ave

Petitioner

Vequity, LLC (Contract Purchaser)

Property Location

17100 & 17110 Harlem Avenue

PIN

27-25-403-013-0000 &
27-25-403-014-0000

Zoning

B-4 (Office & Service Business) &
R-1 (Single-Family Residential)

Approvals Sought

Rezoning
Special Use Permit
Site Plan Approval
Variation
Plat Approval

Project Planner

Daniel Ritter, AICP
Senior Planner



EXECUTIVE SUMMARY

The Petitioner, Vequity LLC (Contract Purchaser), is seeking approval to construct a 7-Eleven gas station and convenience store on the southwest corner of 171st Street and Harlem Avenue (17100 and 17110 Harlem Avenue). The proposal includes a 3,511 sq. ft. convenience store and canopy area with ten vehicle fueling stations. The project includes installation of a dumpster enclosure, fencing, landscaping, and a public sidewalk. The project requires Rezoning of the properties to the B-1 (Neighborhood Shopping) zoning district, Special Use Approval for an automobile service (gas) station with a convenience store, Site Plan Approval, Final Plat of Consolidation Approval and Variations for min. lot width, min. lot size and min. lot depth, ground sign setback, and min. drive aisle width.

The subject site area on the west side of Harlem Ave was originally developed in the county with single-family homes for the full block. Starting in the 1980s the area began to transition from residential to commercial uses; the Comprehensive Plan designates the area as a "commercial/office" use. As the homes have been demolished and new commercial buildings constructed, the properties have been rezoned to either B-1 (Neighborhood Shopping) or B-4 (Office and Service) due to their proximity to single-family residential homes. The petitioner revised a previous plan for a car wash to be constructed on the site due to staff review comments and a desire to minimize potential negative effects on the abutting residential properties. The petitioner has also added fencing, additional landscaping, and amended the lighting plan to avoid any off-site glare or light pollution.

Changes to the December 19, 2019 Plan Commission Workshop Staff Report are indicated in red.

EXISTING SITE & ZONING

The subject property consists of two lots on the southwest corner of Harlem Avenue and 171st Street. The lot furthest north is vacant and currently zoned B-4 (Office and Service Business). This site was previously home to an office building that was demolished in 2016. The south portion of the lot is zoned R-1 (Single-Family Residential) with a vacant single-family home and detached garage located on the property that are slated for demolition. There are two vacant single-family home lots zoned R-1 to the south of the subject properties as well, and while these are not part of the development, the homes are in deteriorating condition. The developer has agreed with the property owner (who is the current owner of all four lots) and staff to demolish those two homes as well as part of the 7-Eleven project and restore the lots (top soil, seed and blanket). Staff recommends this be a condition of the approval for the rezoning and special use requests. This would remove two vacant and deteriorating homes and would leave only one home occupied residentially on the block.

~~Open Item #1: Discuss recommended condition requiring the demolition and lot restoration of the two deteriorating vacant single-family homes south of the subject site (currently the same property owners).~~

Petitioner has indicated they agree to demolish the vacant and deteriorating homes and that it is in their purchase contract for their project.

The block where the gas station is proposed on the west side of Harlem Ave was originally developed with single-family homes in the 1950s-1960s. Starting in the 1980s this area began to transition from residential to commercial uses due to their frontage along a heavily traveled commercial corridor. The area is shown as a commercial/office use in the Village's Comprehensive Plan (2000). Due to the multiple curb cuts and difficulty of access, residential uses are not considered the highest and best use for this area. As the lots have been redeveloped with commercial buildings, the properties have been rezoned to either B-1 (Neighborhood Shopping) or B-4 (Office and Service) due to their proximity to the single-family residential to the west.

To the north of the subject property is the Tinley Park Post Office and to the west is bank, both zoned B-4 (Office and Service). To the northeast is a multi-tenant office building and car wash zoned B-3 (General Business). Directly to the east of the property is a Shell gas station/car wash and the Jewel-Osco and Tinley Park Commons Shopping Center zoned B-3 (General Business).



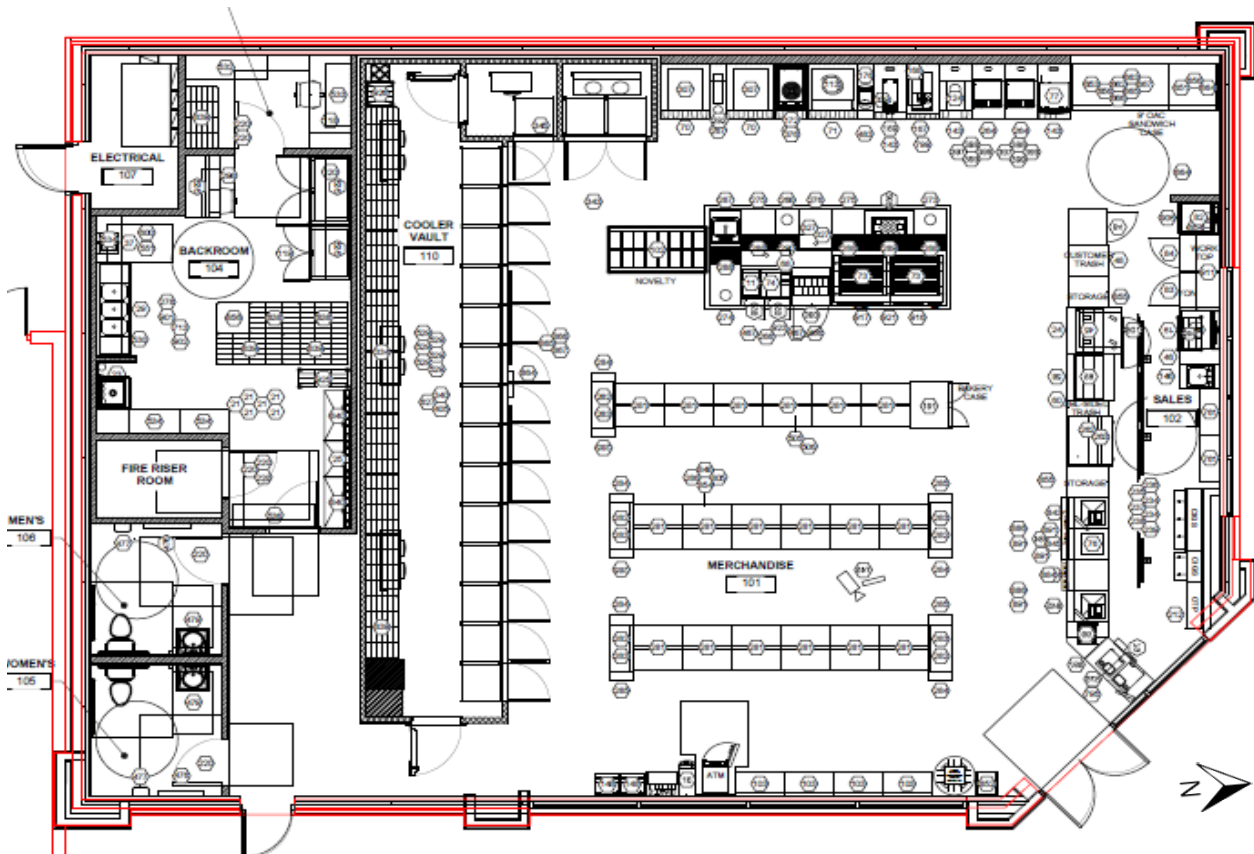
PROPOSED USE

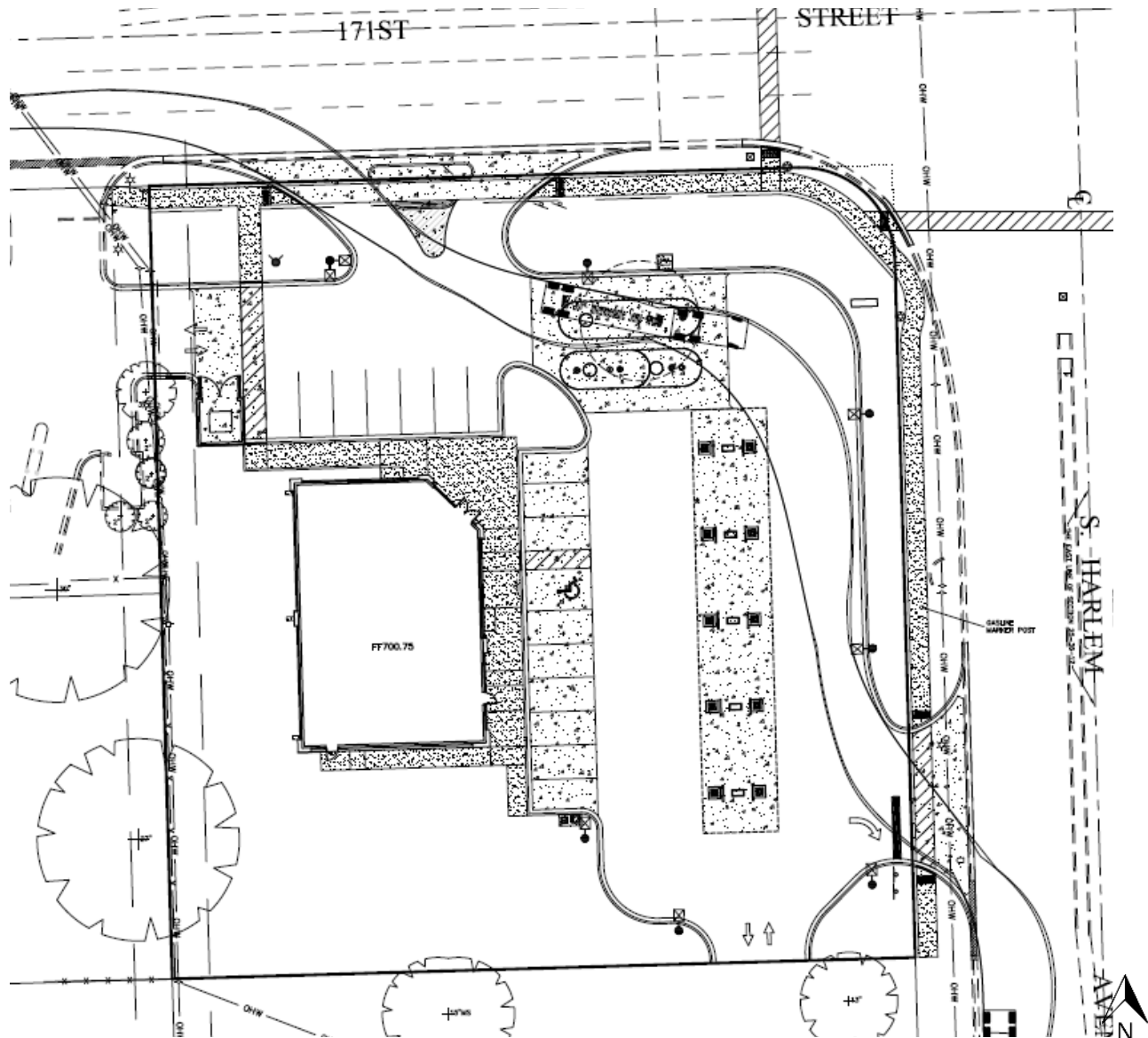
The proposed gas station site includes fueling stations for ten vehicles. There will be a 3,511 sq. ft. convenience store building that sells vehicle fuel and typical retail items (food, drinks, snacks, tobacco, etc.) There will not be any truck fueling available at this location.

Vehicle service (gas) stations are a special use in all commercial zoning districts with the exception of B-5 (Automotive Service). One typical concern with gas stations is that they require a unique site design that accounts for safe/efficient access, proper circulation, sufficient parking and adequate lighting levels, among other things.

The Petitioner originally proposed an attached car wash as part of the proposal requiring B-3 (General Business and Commercial) zoning. Due to staff's concerns related to the more intense uses permitted in the B-3 zoning district and the possible noise from traffic and car wash equipment, the Petitioner agreed to remove the car wash from their proposal and revise their request to a B-1 zoning district.

NEW CORPORATE 7ELEVEN PROTOTYPE (INTERIOR)





Above: Proposed Truck Circulation Plan

The Subdivision Code requires that any new development or redevelopment install a public sidewalk on all public frontages. The other three corners of intersection have sidewalks and crossings installed. The six foot wide sidewalk is the standard width in commercial areas and runs along both the Harlem Avenue and 171st Street frontages. Due to the small parkway area along 171st Street and at the intersection, the sidewalk will encroach onto the development site and that portion of the sidewalk will need to be placed in a public sidewalk easement. IDOT is reviewing the plans currently and may require crosswalk upgrades to be completed with sidewalk installation.

Engineering has a number of outstanding comments and revisions on the preliminary/final engineering plans that will be addressed prior to permit submittal. Staff is recommending that the site plan approval be conditioned upon final engineering review and approval.

Open Item #3: Staff is recommending a condition that site plan approval be conditioned upon final engineering review and approval.

LANDSCAPE

The proposed Landscape Plan has been reviewed by the Village's Landscape Architect and finds it to be in general conformance with the Village's Landscape Ordinance with a few exceptions due to the site's constraints. The proposal requests a waiver from a few of the bufferyard requirements, parkway tree requirements, and interior landscaping requirements. The Petitioner has indicated that they have worked to meet the landscape requirements to the greatest extent possible and focused their available bufferyard width and landscaping to adequately buffer views from the residential properties to the west. Deficiencies are outlined in the table below.

Table A

Please note the following abbreviations: CT = Canopy Tree, US = Understory Tree, SH = Shrub, T = Tree.

| BUFFERYARD REQUIREMENTS | | | | | | |
|-----------------------------------|----------------|----------------|--------|-----------------------|-----------------------|----------------------|
| Bufferyard Location | Required Width | Proposed Width | Length | Required Plantings | Proposed Plantings | Deficit |
| North ("C" Bufferyard) | 10' | 10' | 117' | 6 CT 3 US 24 SH | 4 CT 3 US 33 SH | -2 CT - +9 SH |
| East ("C" Bufferyard) | 10' | 10' | 149' | 8 CT 3 US 30 SH | 4 CT 3 US 30 SH | -4 CT - - |
| South ("B" Bufferyard) | 20' | 20' | 154' | 4 CT 1 US 19 SH | 4 CT 3 US 8 SH | 0 +2 US -11 SH |
| West (top) ("B" Bufferyard) | 10' | 10' | 83' | 3 CT 1 US 14 SH | 3 CT 1 US 15 SH | - - +1 SH |
| West (bottom) ("D" Bufferyard) | 30' | 30' | 82' | 6 CT 3 US 23 SH | 5 CT 2 US 23 SH | -1 CT -1 US - |

| PARKWAY STANDARDS | | | | | |
|-------------------|-------------------------|----------------|----------------|---------|---|
| Location | Requirement | Required Trees | Proposed Trees | Deficit | Comments |
| Parkway | 1 tree per 25 lineal ft | 9 | 0 | -9 | Adequate room does not exist. CT in bufferyards could be further upsized to compensate for this deficiency. |

| PARKING LOT LANDSCAPING STANDARDS | | | | |
|-----------------------------------|---|------------------------------------|----------------|--|
| Location | Requirement | Provided | Deficit | Comments |
| Parking Lot | 15% of parking lot area to be landscaped or 3,130 sq. ft. | 1,425 sq. ft. | -1,705 sq. ft. | 20,870 sq. ft. of parking lot shown on landscape plan |
| Parking Lot | Screening of adjacent properties and streets. | Continuous screening not provided. | ~40 lineal ft | Parking in northwest corner of site not screened along drive aisle – this could also help with Parking Lot deficit outlined above. |

Staff has recognized the difficulty in meeting the Landscape Ordinance requirements for gas stations in recent reviews, especially on smaller sites. As an auto-oriented use, the fueling area needs to remain free from obstructions and allow room for vehicle movement throughout the site. Landscaping pots can be added but these are often hard to maintain throughout the year. The Petitioner has met the majority of the Landscape Ordinance, yet these few deficiencies remain due to site constraints. The proposed landscaping is similar in style and design with surrounding area properties and along Harlem Avenue. Below is a list of the landscaping deficiencies in the proposed plan. The species and variety of plantings are expected to increase the appeal of the property and overall area. The proposed plan shows a plethora of screening along the west property line to help buffer any views from the residential homes the property adjoins.

The Village's consultant supports the bufferyard and parkway requests with a couple of recommendations/changes listed below. Staff recommends these few revisions be made to reduce the landscape waivers were possible.

1. They have only upsized shade trees to a combination of 3" and 4" cal. It is recommended that all CT trees be increased to a minimum of 4.5" cal.
2. Add some shrubs along the north drive aisle in the NW corner of the site to help offset the deficiencies.
3. Revise the west bufferyard design to add two additional shrubs.

~~Open Item #4: Discuss the proposed landscape plan and requested Landscape Ordinance waivers. Discuss staff's recommendations to best offset deficiencies.~~

A fence is proposed running between the subject property and the parcels to the west. The fence is proposed to match the adjacent bank's fence (beige PVC fence). Plans currently show a six foot high fence proposed. However, the bank's existing fence is eight foot high. Eight foot high fences are recommended for separation of commercial and residential uses. It is believed this was indicated as six feet high in error. The petitioner will need to confirm this and revise the plans to indicate an eight foot fence matching the existing bank fence in color, height, and style.

~~Open Item #5: Revise plans to indicate that the fence between the subject site and residential properties to the west matches the existing bank's fence in height (eight feet), color (taupe/beige) and style (PVC privacy).~~

The north and west bufferyards were revised to better meet the Landscape Code's requirements. The revised waivers are listed in the table above. The Petitioner agreed to utilize a minimum tree caliber of 4-inches at installation to help offset some of the deficiencies and ensure a buffer is established quickly. They also agreed to revise the fence height to 8 feet and to match the existing bank. These two changes (tree caliber and fencing) were made in the plan details, but there are also some contradicting notes left on the plans due to the quick resubmittal timeframe. To clarify, the requirements were added as recommended conditions of Site Plan Approval and will be revised prior to permitting. The Plan Commission did not have concerns at the Workshop in regards to the interior landscaping and parkway tree waivers due to the limited space on the site and auto-oriented use. The proposed landscaping is expected to meet or exceed the neighboring commercial properties.



Staff originally recommended a more residential roof for the convenience store building, utilizing more residential elements such as shingles and peaks. However, the architectural design is prototypical of 7-Eleven's new branding initiative. A peak was added to the front entrance and caps to the architectural treatments to give a more traditional look to the building.

The Commission did not have concerns about the proposed building or canopy designs and preferred the peaked roof element at the entrance as proposed.

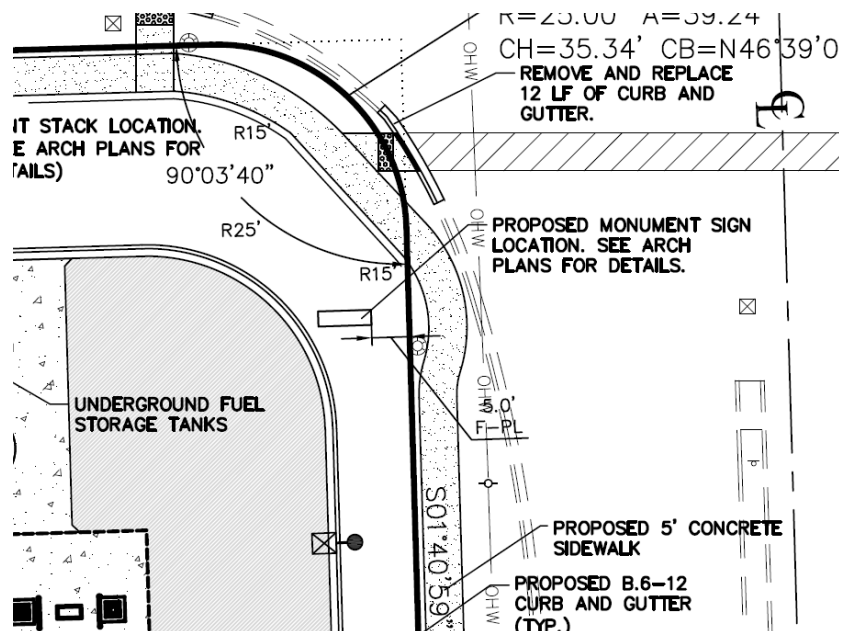


SIGNAGE

Specific wall, canopy, and ground signs are not proposed for the site at this time. The Petitioner has reviewed the Zoning Code's sign requirements and believes that they can comply with them. Wall signs will not be proposed on the south and west facades due to their proximity to residentially zoned property.

Due to the tight space, a ground sign size and location were proposed. The proposed location will require a five foot setback variation to allow the sign to be setback five feet from the property line instead of ten feet. The ground sign is required to have a base that matches the principal building and not exceed ten feet in height. Sign setback variations are typically accompanied by a specific sign design. However, the petitioner has decided to leave the final proposal up to the operator. Staff is comfortable with the proposed variation request because of the tight site constraints. The request will be limited to the proposed location, but will avoid the need to request a separate Variation in the future.

Open Item #7: Discuss proposed ground sign-setback Variation to permit a five-foot setback.



Above: Not the actual ground sign proposal. For discussion purposes only.
Example of a typical 7-Eleven gas station sign with a solid base.

PARKING

The Village Zoning ordinance provides some guidance for required parking for various uses; however, there is no specific reference for a convenience store associated with a gas station. In these situations where a specific use is not listed, the Plan Commission has authority to approve the parking based on the Petitioner's proposal and similar uses noted in the ordinance. A professional parking study is typically required to be supplied to assist the Plan Commission in their review.

Convenience stores are most commonly considered a "retail use" which requires one parking stall for every 150 sq. ft. With a total of 3,511 sq. ft. proposed, this results in a requirement of 23 parking spaces per the Zoning Ordinance requirements. The proposed site plan provides 17 total spaces total (deficient six parking spaces) based on the similar retail requirement. However, due to the unique nature of a gas station where some of the retail users may be stationed at the pumps (which is not included in the parking count) yields the potential for ten additional parking spaces. In addition, customers are usually on the site for short periods, resulting in high turnover and thereby lowering the demand for parking. The gas station exceeds the parking supply compared to other gas stations in

Tinley Park that are similar in size. For example, the Shell gas station across the street (17101 Harlem Avenue) has 6 parking spaces and Mobil/7-Eleven (7601 159th Street) has 14 parking spaces. The existing 7-Eleven convenience store at 17055 Oak Park Avenue does not have fueling, but is comparable in size, and has 14 parking spaces.

The petitioner did supply a traffic analysis from their consultant (KLOA) but that analysis did not address the proposed parking. Staff believes that the parking supply is adequate on the proposed site, but if the Commission have any parking concerns, parking counts of comparable locations can be requested.

The Plan Commission did not have concerns about the parking supply on the site due to the experiences with other locations and the expected quick turnover of customers. The Commission did request a review of the traffic analysis findings by the Petitioner's traffic consultant (KLOA) at the Public Hearing.

~~**Open Item #8: Discussed proposed parking supply of 17 parking spaces and need for the traffic analysis to include parking information for similar locations.**~~

LIGHTING

A new lighting ordinance was recently adopted in September 2019. The lighting plan for the proposed development complies with the new lighting standards in respect to fixture type, illumination intensity, and light intensity at the property lines.

The Petitioner has provided a Photometric Plan that provides lighting via 8 LED light poles, 12 LED canopy fixtures, and 6 LED wall mount fixtures throughout the site. The Photometric Plan indicates light spillage of less than one foot candle at the roadway and zero at the south and western property lines, which are adjacent to residential uses. All light fixtures are full cut-off and downcast to prevent glare on adjacent properties and roadways. Particular thought was put into the light placement and height (20' pole height) to avoid their visibility from the residential properties to the west. Between the thoughtful placement of lights, fence and landscape screening, no light or glare will be visible to the neighboring properties.



Above: Proposed wal-pac lighting will be attached to the building and downcast at a 90 degree angle.

~~**Open Item #9: Discuss overall light plan and light fixture placement.**~~

Lighting appeared to be placed approximately to avoid off-site light spillage and glare.

ABOUT THE SPECIAL APPROVALS NEEDED

Rezoning

The two existing properties are zoned B-4 (Office and Service Business) and R-1 (Single-Family Residential) and proposed to be rezoned to B-1 (Neighborhood Shopping). The Zoning Code's describes the zoning district as follows:

"The B-1 Neighborhood Shopping District is intended to provide areas for retail and service establishments to supply convenience goods or personal services for the daily needs of the residents living in adjacent residential neighborhoods. The district is designed to encourage shopping centers with planned off-street parking and loading and to provide for existing individual or small groups of local stores."

The Petitioner originally proposed an attached car wash as part of the proposal requiring B-3 (General Business and Commercial) zoning. Due to staff's concerns related to the more intense uses permitted in the B-3 zoning district and the possible noise from traffic and car wash equipment, the Petitioner agreed to remove the car wash from their proposal and revise their request to a B-1 zoning district.

The B-1 zoning district was chosen due to the cohesiveness with adjacent residential uses. The B-1 zoning district also allows for the petitioner to request a special use to permit an automobile service (gas) station to be constructed on the site. The other commercial zoning district traditionally used adjacent to residential properties is the B-4. However, the B-4 zoning district does not permit a gas station special use permit to be requested.

~~Open Item #10: Discuss the requested rezoning of the subject property to the B-1 (Neighborhood Shopping) zoning district.~~

Lot Variations

Due to the rezoning of the lots to a B-1 zoning district, three lot bulk variations are required for the following:

1. Lot size of .961 acres instead of the required min. of 4 acres.
2. Lot width of 186.53 feet instead of the required min. of 600 feet.
3. Lot depth of 198.52 feet instead of the required min. 250 feet.

These Variations are the result of their prior use and subdivision as residential lots. The area is shown as a commercial/office use in the Village's Comprehensive Plan (2000). Due to the multiple curb cuts and difficulty of access, residential uses are not considered the highest and best use for this area. Since the 1980s, the lots have been redeveloped in the area with commercial buildings and have been rezoned to either B-1 (Neighborhood Shopping) or B-4 (Office and Service) due to their proximity to the single-family residential to the west. The properties to the south of the subject property have similar lot dimensions as the proposed lot.

~~Open Item #11: Discuss the requested Variations associated with the lot dimensions and size.~~

Special Use

An automobile service (gas) station is a special use in B-1 (Neighborhood Shopping), B-2 (Community Shopping), and B-3 (General Business) commercial zoning districts. Gas stations are only a permitted use in the B-5 (Automotive Service) zoning district. Gas stations are a special use in all commercial zoning districts with the exception of B-5 (Automotive Service). One typical concern with gas stations is that due to high traffic volumes, the sites require a unique site design that accounts for safe/efficient access, proper circulation, sufficient parking and adequate lighting levels. Gas stations

~~Open Item #12: Discuss the proposed special use for an Automobile Service (Gas) Station.~~

Final Plat of Subdivision Approval

The proposed Plat of Subdivision will consolidate two existing lots (17100 and 17110 Harlem Avenue) resulting in a single lot that is .961 acres in size. Existing drainage and utility easements will remain on the property. Easements for the public sidewalk and cross-access to east and south have been included in the Final Plat of Subdivision. However, the public sidewalk easement need to be extended across the north property line. The Plat of Subdivision will need to be revised to add a sidewalk easement covering the full length of the sidewalk along the northern property line (see image below).

~~Open Item #13: Revise the Plat of Subdivision so that the public sidewalk easement encompasses the entire length of the sidewalk that runs on private property.~~

The Final Plat of Subdivision was revised with the appropriate public sidewalk easements in place. Staff has not further concerns.

STANDARDS FOR REZONING APPROVAL

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases. The following “LaSalle Standards” have been supplied for the Commission to consider. Staff has provided the following draft Findings for the Commission’s review.

- a. The existing uses and zoning of nearby property;
 - *The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the intersection are all commercial zoning districts (B-4 and B-3). The area south of the subject property has similar infill/redevelopment properties that have been rezoned to similar low-intensity commercial districts (B-1 and B-4) upon their redevelopment.*
- b. The extent to which property values are diminished by the particular zoning;
 - *The area along Harlem Avenue transitioning from residential to commercial uses and is indicated as commercial/office in the Village’s Comprehensive Plan. The development of the vacant properties will not diminish property values.*
- c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
 - *No negative effects on property values are expected. The project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
 - *No hardship is expected from neighboring properties due to the landscape and fence buffering provided. Lighting, dumpster locations, and overall site design was designed to avoid any issues with the neighboring residential properties. The project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*
- e. The suitability of the property for the zoned purpose;
 - *The proposed use as a convenience store and gas station is suitable for the subject property due to the availability of high traffic volumes and available access points.*
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
 - *The existing R-1 zoning house has remained vacant for 4-5 years and is not expected to be suitable for residential use. The B-4 zoned parcel had a vacant office building on it from 2014-2016 and has been vacant since the building’s demolition in 2016.*
- g. The public need for the proposed use; and
 - *There is a demand for additional automotive service (gas) stations and convenience stores in the area. Competition is limited at the two nearest gas stations (Shell and Speedway).*
- h. The thoroughness with which the municipality has planned and zoned its land use.
 - *The property is shown as a Commercial/Office use in the Comprehensive Plan. The rezoning as a B-1, Neighborhood Shopping zoning district limits the ability for non-desirable uses to be located adjacent to residential properties.*

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff has provided the following draft Findings for the Commission's review.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - *The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project will encompass the development of an automobile service (gas) station and convenience store that will service for visitors and residents of the community. The project will be constructed meeting current Village building codes and is among the highest and best uses of a parcel at a heavily traveled intersection.*
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - *The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood because the proposed project will develop land that is currently vacant and provide services for visitors and residents of the community. The site will be well-landscaped and will have an eight-foot fence to buffer the property from the residential homes to the west. The building will be constructed with quality materials. This proposed use is similar and compatible with existing nearby uses along Harlem Avenue.*
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
 - *The Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed. Landscape buffers have been supplied to the west and cross-access has been supplied for the vacant lots to the south.*
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - *The proposed plans provide evidence of existing utilities, roads, and drainage facilities and any necessary modifications to be accommodated on the 7-Eleven site. Drainage has been accounted for on the site and utilizes the existing storm sewer system. All on-site and accepted existing off-site drainage has been accounted for within the plans.*
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
 - *The proposed plans include site access by utilizing two curb cuts on Harlem Avenue and 171st Street that allow for ingress/egress to the site and efficient site circulation. Cross-access for passenger vehicles is also provided by a cross-access easement to the east through the neighboring bank property. Cross-access is also supplied to the vacant lots to the south for possible future cross-access as well. The site incorporates proposed public and private walkways for safe pedestrian travel to and from the site.*

- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
 - *The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations except for certain Variations applied herein related to the redevelopment of an existing infill site. These Variations are consistent with other properties within along Harlem Avenue and the intent of the regulations are met where possible.*
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - *The proposed 7-Eleven project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue.*

It is also important to recognize that a Special Use Permit does not run with the land and instead the Special Use Permit is tied to the Petitioner. This is different from a process such as a variance, since a variance will forever apply to the property to which it is granted. Staff encourages the Plan Commission to refer to Section X.J.6. to examine the conditions where a Special Use Permit will expire.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff has provided the following draft Findings of the Statutorily required Standards for the Commission's review.

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
 - *The property is an infill site with limited ability to expand its size, dimensions, and setbacks. The overall area on the west side of Harlem Avenue will eventually meet the intent of the Zoning Code's minimum lot requirements upon its full redevelopment. The Variations allow the fairly small and limited sized lot to be reasonably developed with a commercial use.*
2. The plight of the owner is due to unique circumstances.
 - *The small properties offer a challenging situation for redevelopment as they were originally residential lots. Residential uses on the lots are no longer preferred or marketable along the heavily traveled Harlem Avenue commercial corridor.*
3. The Variation, if granted, will not alter the essential character of the locality.
 - *The lot Variations will be similar to other properties that have redeveloped along Harlem Avenue in regards to the lot size and sign setbacks. The drive aisle width is a standard width in many other municipalities and is not expected to be noticeable.*
4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:

- a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
- b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
- c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
- d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
- e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
- f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

STANDARDS FOR SITE PLAN APPROVAL

Section III.T.2. of the Zoning Ordinance requires that Planning Staff must find that the conditions listed below must be met prior to presenting the proposal to the Plan Commission. The Standards are listed below for the Commission's consideration for reviewing the site plan as well.

- a. That the proposed Use is a Permitted Use in the district in which the property is located.
- b. That the proposed arrangement of buildings, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses.
- c. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient, and convenient movement of traffic, not only within the site but on adjacent roadways as well.
- d. That the Site Plan provides for the safe movement of pedestrians within the site.
- e. That there is a sufficient mixture of grass, trees, and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses and will provide a pleasing appearance to the public; any part of the Site Plan area not used for buildings, structures, parking, or access-ways shall be landscaped with a mixture of grass, trees, and shrubs.
- f. That all outdoor trash storage areas are adequately screened.

MOTIONS TO CONSIDER

If the Plan Commission wishes to take action on the Petitioner's requests, the appropriate wording of the motions are listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

Motion 1 (Site Plan):

"...make a motion to grant the Petitioner, Vequity LLC, Site Plan Approval to construct an automobile service (gas) station and a 3,511 sq. ft. 7-Eleven convenience store building at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District, in accordance with the plans submitted and listed herein and subject to the following conditions:

- 1. The two vacant single-family homes to the south of the subject property (17118 & 17130 Harlem Avenue) owned by the same property owner shall be demolished as proposed by the Petitioner.*
- 2. The proposed fence shall be a minimum of 8 feet in height and match the existing fence on the neighboring bank property (7231 171st Street) in height, color, and style.*
- 3. All Canopy Trees on the site shall be installed at a minimum of 4" trunk caliper.*
- 4. Site Plan Approval is subject to approval of the Rezoning, Special Use, and Variations by the Village Board.*
- 5. Site Plan Approval is subject to final engineering plan review and approval."*

[any conditions that the Commission would like to add]

Motion 2 (Rezoning):

"...make a motion to recommend that the Village Board grant the Petitioner, Vequity LLC, a rezoning of the properties located at 17100 and 17110 Harlem Avenue from their existing B-4 (Office and Service Business) and R-1 (Single-Family Residential) zoning districts to the B-1 (Neighborhood Shopping) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed by Village Staff in the Staff Report."

Motion 3 (Variations):

"...make a motion to recommend that the Village Board grant the following Variations to the Petitioner, Vequity LLC, at the property located at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report.

- 1. A five foot Variation from Section IX-D-2-c. to permit a freestanding sign to be located five feet from the property instead of the required minimum of ten feet.*
- 2. A two foot Variation from Section VIII-C-Table 2 (Parking Lot Dimension Guidelines) to permit a 24 foot wide two-way drive aisle instead of the required 26 foot minimum.*
- 3. A 3.039 sq. ft. Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot size of .961 acres, instead of the required minimum of 4 acres.*
- 4. A 413.47 foot Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot width of 186.53 feet instead of the required minimum of 600 feet.*
- 5. A 51.48 foot Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot depth of 198.52 feet instead of the required minimum of 250 feet.*

[any conditions that the Commissioners would like to add]

Motion 4 (Special Use):

“...make a motion to recommend that the Village Board grant a Special Use Permit to the Petitioner, Vequity LLC, to permit an automobile service (gas) station and a 3,511 sq. ft. convenience store on the property located at 17100 Harlem Avenue in the B-1 (Neighborhood Shopping) Zoning District, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report.

[any conditions that the Commission would like to add]

Motion 5 (Final Plat):

“...make a motion to recommend that the Village Board grant approval to the Petitioner, Vequity LLC, Final Plat of Subdivision Approval for Southlands First Consolidation in accordance with the Final Plat submitted and listed herein, subject to the following condition:

- 1. The Final Plat approval is subject to Final Engineering Plan approval by the Village Engineer.”*

[any conditions that the Commissioners would like to add]

LIST OF REVIEWED PLANS

| Submitted Sheet Name | | Prepared By | Date On Sheet |
|----------------------|---|-------------|---------------|
| | Project Narrative | Vequity | 7/15/19 |
| | LaSalle Standard Responses | Vequity | N/A |
| | Standards for a Special Use Responses | Vequity | N/A |
| AS1.01 | Site Plan | Ilekis | 11/22/19 |
| AS1.02 | Site Details | Ilekis | 11/22/19 |
| A1.01 | Floor Plan | Ilekis | 11/22/19 |
| A3.01 | Exterior Elevations and Schedule | Ilekis | 11/22/19 |
| A3.02 | Exterior Color Elevations and Schedule | Ilekis | 11/22/19 |
| A3.03 | Fuel Canopy Elevations | Ilekis | 11/22/19 |
| A3.04 | 3D Views | Ilekis | 11/22/19 |
| PH1.01 | Photometric Plan | Ilekis | 11/22/19 |
| PH1.02 | Photometric Schedules | Ilekis | 11/22/19 |
| C-1 | Engineering Plan – Cover Sheet | Watermark | 11/22/19 |
| C-1.1 | Demolition Plan | Watermark | 11/22/19 |
| C-2 | Geometric Plan | Watermark | 11/22/19 |
| C-3 | Grading Plan | Watermark | 11/22/19 |
| C-4 | Accessible Route Grades and Details | Watermark | 11/22/19 |
| C-5 | Utility Plan | Watermark | 11/22/19 |
| C-6 | Phase 1 Soil Erosion Control Plan | Watermark | 11/22/19 |
| C-7 | Phase 2 Soil Erosion Control Plan | Watermark | 11/22/19 |
| C-8 | Soil Erosion Control Details and Specs | Watermark | 11/22/19 |
| C-9 | Project Details | Watermark | 11/22/19 |
| C-10 | Project Specifications | Watermark | 11/22/19 |
| C-11 | MWRD General Notes | Watermark | 11/22/19 |
| C-12 – C-15 | IDOT Details | Watermark | 11/22/19 |
| 1 | ALTA/NSPS Land Title & Topographic Survey | Compass | 8/5/19 |
| L-1 | Landscape Plan <i>(Revised)</i> | Watermark | 12/27/19 |
| L-2 | Landscape Details and Specifications | Watermark | 11/22/19 |
| 1 of 1 | MWRD Drainage Exhibit | Watermark | 11/22/19 |
| 2pg | Final Plat of Subdivision – Southlands First Consolidation <i>(Revised)</i> | Compass | 12/27/19 |
| | Fire Truck Circulation Plan | Watermark | 11/22/19 |
| | Fuel Truck Circulation Plan | Watermark | 11/22/19 |
| | Traffic Impact Study – Proposed 7-Eleven Gas Station | KLOA | 8/23/19 |

Vequity – Vequity Inc.

Ilekis – Ilekis Associates (Architect)

Watermark – Watermark Engineering Resources LTD

Compass – Compass Surveying LTD

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



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- ☒ Special Use for: _____
- ☐ Planned Unit Development (PUD) ☐ Concept ☐ Preliminary ☐ Final ☐ Deviation
- ☐ Variation ☐ Residential ☐ Commercial for _____
- ☐ Annexation
- ☒ Rezoning (Map Amendment) From B4 + R1 to B3
- ☒ Plat (Subdivision, Consolidation, Public Easement) ☒ Preliminary ☒ Final
- ☒ Site Plan
- ☐ Landscape Change Approval
- ☐ Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: GAS + Convenience store

Project Description: 3,500 SF gas + convenience store

Project Address: 17110 + 17100 Harlem Ave Property Index No. (PIN): 27-25-403-013 + 27-25-403

Zoning District: B4 + R1 Lot Dimensions & Area: 41,862 SF

Estimated Project Cost: \$ _____

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: Mohammad Alzoubi Company: EMARR Properties

Street Address: _____ City, State & Zip: _____

E-Mail Address: malzoubi@gmail.com Phone Number: _____

APPLICANT INFORMATION

☒ Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: Vequity LLC series XLIX Company: vequity

Relation To Project: Developer & future owner

Street Address: 400 N. State St. suite 400 City, State & Zip: Chicago, IL 60654

E-Mail Address: K.WARD@VEQUITY.COM Phone Number: _____



Village of Tinley Park
Community Development Dept
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS
PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, proposed improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized representative.

I hereby authorize _____ (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature: _____

Property Owner Name (Print): _____

Emcar Properties LLC

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: _____

Property Owner Name (Print): _____

Emcar Properties LLC

Applicant Signature:
(if other than Owner)

Applicant's Name (Print): _____

NIM WARD

Date: _____

7/15/19

VILLAGE OF TINLEY PARK

APPLICATION FOR SITE PLAN APPROVAL

PROJECT NAME: 7-11 Tinley Park

LOCATION: 17100 S. Harlem Avenue

The undersigned hereby requests that the Plan Commission and/or the Village Board of the Village of Tinley Park, Illinois consider authorizing Site Plan Approval for the project described within.

APPLICANT INFORMATION

Name: Kim Ward
Company: Vequity LLC Series XLIX
Mailing Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone (Office): [REDACTED]
Phone (Cell): [REDACTED]
Fax: [REDACTED]
Email: k.ward@vequity.com

If the Applicant is not the property owner, describe the nature of the Applicant's interest in the property and/or the relationship to the property owner:

The applicant is a pursuant owner of this property

PROPERTY INFORMATION

Property Address: 17100 S. Harlem Avenue
PIN(s): 27-25-403-013 + 27-25-403-014
Existing Land Use: Land // house + garage
Zoning District: B4 + R1
Lot Dimensions: 198'.51" X 196'.6"
Property Owner(s): Mohammad Alzoubi // Emarr Properties
Mailing Address:

APPLICATION INFORMATION


Description of proposed project (use additional attachments as necessary):

3,500 SF Gas + Convenience Store with a car wash attached

Is the Applicant aware of any variations required from the terms of the Zoning Ordinance? If yes, please explain and note that a separate Variation Application is required with the submittal.

☐ No ☒ Yes: Special Use

The Applicant certifies that all of the above statements and other information submitted as part of this application are true and correct to the best of his or her knowledge.


Signature of Applicant

7/15/19

Date

VILLAGE OF TINLEY PARK**SITE PLAN APPROVAL
CONTACT INFORMATION****PROJECT NAME:** 7-11 Tinley Park**LOCATION:** 17100 S. Harlem Avenue

In order to expedite your site plan submission through the planning process, the Village of Tinley Park requires the following contact information. Please provide the information requested and return to the Planning Department. Your prompt attention is greatly appreciated.

CURRENT PROPERTY OWNER OF RECORD

Name: Mohammad Alzoubi
Company: Emarr Properties
Address: _____
Phone: _____
Fax: _____
Email: malzoubi2010@gmail.com

PROJECT ARCHITECT

Name: Yousuf Ghorl
Company: Ilekis Associates
Address: 226 W. Jackson Blvd Suite 1000, Chicago, IL
Phone: _____
Fax: _____
Email: _____

PROJECT ENGINEER

Name: Bill Perry
Company: Watermark Engineering
Address: 2631 Ginger Woods Pky, Suite 100, Aurora, IL
Phone: [REDACTED]
Fax: [REDACTED]
Email: b-perry@watermark-engineering.com

PROJECT LANDSCAPE ARCHITECT

Name: _____
Company: Watermark Engineering
Address: 2631 Ginger Woods Pky, Suite 100, Aurora, IL
Phone: [REDACTED]
Fax: [REDACTED]
Email: b-perry@watermark-engineering.com

ATTORNEY

Name: John Morse
Company: PFS
Address: 200 S. Wacker Drive, Suite 2700, Chicago, IL
Phone: [REDACTED]
Fax: [REDACTED]
Email: jmorse@pfs-law.com

END USER

Name: _____
Company: 7Eleven
Address: _____
Phone: _____
Fax: _____
Email: Daniel.Aykroyd@7-11.com

VILLAGE OF TINLEY PARK**SITE PLAN APPROVAL
RESPONSIBLE PARTIES****PROJECT NAME:** 7-11 Tinley Park**LOCATION:** 17100 S. Harlem Avenue

Please provide name, address and telephone number of the person/firm that will be responsible for payment of plan review, engineering, landscaping, attorney and building permit fees in the space provided below. If only one party will be responsible for all fees, please list that party's contact information under "General Billing."

GENERAL BILLING

Name: _____
Company: Vequity LLC Series XLIX
Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone: [REDACTED]
Fax: N/A
Email: k.ward@vequity.com

RESPONSIBLE FOR PLAN REVIEW FEES

Name: _____
Company: Vequity LLC Series XLIX
Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone: [REDACTED]
Fax: _____
Email: k.ward@vequity.com

RESPONSIBLE FOR BUILDING PERMIT FEES

Name: _____
Company: Vequity LLC Series XLIX
Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone: _____
Fax: _____
Email: k.ward@vequity.com

RESPONSIBLE FOR ATTORNEY FEES

Name: _____
Company: Vequity LLC Series XLIX
Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone: [REDACTED]
Fax: _____
Email: k.ward@vequity.com

**RESPONSIBLE FOR ENGINEERING/
CONSTRUCTION OVERSIGHT FEES**

Name: _____
Company: Vequity LLC Series XLIX
Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone: [REDACTED]
Fax: _____
Email: k.ward@vequity.com

**RESPONSIBLE FOR LANDSCAPE REVIEW
FEES**

Name: _____
Company: Vequity LLC Series XLIX
Address: 400 N. State Street Suite 400, Chicago, IL 60654
Phone: [REDACTED]
Fax: _____
Email: k.ward@vequity.com



7/15/2019

VEQUITY

400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
312.985.0987

Village of Tinley Park
16250 S. Oak Park Avenue
Tinley Park, IL 60477

RE: 17100 S Harlem Avenue, Tinley Park IL, Project Narrative

Vequity is proposing the development of a new 3,500 SF 7Eleven Gas + Convenience store with a car wash located at the intersection of Harlem and 171st Street in Tinley Park, IL. The building will be comprised of masonry face brick with a Cordova limestone wall base and Nichiha, fiber cement paneling as accents. The site will have 12 regular parking spaces and one additional handicap parking space per code. Vequity has added heavy landscaping and a 6' fence along the western portion of the site to act as a buffer between the proposed development and the residential neighborhood. The carwash will be a one-car, carwash bay attached to the building.

As the developer, we don't have access to operations of the future store but based on our conversations with the Tenant we are happy to share the details we have available.

7Eleven, the proposed Tenant, is the world's largest operator, franchisor, and licensor of convenience stores. The company operates, franchises and licenses close to 8,700 convenience stores in the US and Canada alone. Outside of the U.S. and Canada, there are some 45,600 7-Eleven stores in Japan, Taiwan, Thailand, South Korea, China, Malaysia, Mexico, Singapore, Australia, Philippines, Indonesia, Norway, Sweden, and Denmark. 7Eleven is listed as S&P AA (Investment Grade) Outlook Stable.

The proposed hours of operation are 24 hours a day and 7 days a week with approximately three to four employees in the store at any given peak period. The franchisee is given all rights to determine how many full-time and part-time employees are employed at each store but based off our real estate representatives experience it is somewhere between seven and ten people.

As for delivery schedules, this is something the store is unable to predict prior to opening. All delivery and vendor schedules are created closer to store opening. On average, stores have two main deliveries per vendor per week during business hours.

Vequity will be requesting a Special Use for this property for the gas/convenience store use. We will also be engaging a zoning attorney to rezone the property as B-3 from the current zoning of B-4/R-1.

LaSalle Standards – 7/11 Gas Station (171st Street & Harlem Ave.)

A. US Post Office to the north on 171st St., zoned B-4.

SFH to the south abutting property line, zoned R-1.

Shell gas station to the east on S. Harlem Ave, zoned B-3.

First Merchant Bank to the west, zoned B-4

B. Automobile service stations with attached carwashes are not permitted in B-4 or R-1 zoned districts. B-3 Districts are the only zoning districts in which automobile service stations are permitted. The current zoning classification diminishes the property value by restricting the permissible uses.

C. To no extent does the destruction of the complaining party's property value benefit the health, safety and welfare of the general public.

D. The public gains tax revenue contribution and job creation for the local economy. The hardship imposed on the property owner is that the current zoning is incompatible with the functional roadway classifications abutting the property. This parcel does not serve as a buffer or transition between residential and commercial uses as intended in the B-4 district.

E. A B-3 zoning designation is suitable to accommodate a wide range of specialized commercial uses, including highway-oriented services and commercial types of establishments to serve the needs of motorists. The parcel is bordered by southbound IL-43 S. Harlem Ave, Illinois Dept of Transportation (IDOT) ROW, to the east and 171st St., Cook County Department of Transportation and Highways (CCDOTH), to the north. The parcel is not compatible with the current B-4 and R-1 zoning.

F. The commercial property on the north parcel has been vacant since 2015. Between August and September of 2016, the building and parking lot were demolished. The residential building on the south parcel has been present on the property since at least 1962 and remains intact.

G. The proposed automobile service station development will serve motorists along southbound IL-43 S. Harlem Ave which is a Principal Arterial Roadway and eastbound along 171st St which is a Major Collector roadway, as designed in B-3 districts. Furthermore, the proposed development will meet modern requirements set by IDOT and CCDOTH in highway safety, the Metropolitan Water Reclamation District (MWRD) in stormwater management, site development and optimized energy performance referenced by current building and energy code.

H. Comprehensively, the municipality has addressed changes in population growth and density, commercial/residential use and urban planning by modernizing the zoning map with overlay districts. IL-43 S. Harlem Ave, a Principal Arterial roadway, which has 31,000+ vehicles per day and 171st St, a Major Collector roadway, which has 12,000+ vehicles per day, has a high number of SFH's in both R-1 and R-4 districts. It is appropriate to re-zone areas in and around this intersection to B-3 in order to accommodate motorists given the high volume of daily traffic.

LASALLE FACTORS/CRITERIA FOR REZONING (MAP AMENDMENT)

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases, LaSalle Bank of Chicago v. Count of Cook (1957) and Sinclair Pipeline v. Village of Richton Park (1960), when evaluating the validity of zoning changes. The so-called "LaSalle factors" are listed below. Village staff and officials will take these factors into consideration when evaluating and deciding rezoning requests. The petitioner should prepare their own responses to the "LaSalle Factors" with factual evidence to defend the requested rezoning. If additional space is required, you may provide the responses on a separate document or page.

- A. The existing uses and zoning of nearby property;**
- B. The extent to which property values are diminished by the particular zoning;**
- C. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;**
- D. The relative gain to the public as compared to the hardship imposed on the individual property owner;**
- E. The suitability of the property for the zoned purpose;**
- F. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;**
- G. The public need for the proposed use; and**
- H. The thoroughness with which the municipality has planned and zoned its land use.**

Standards for a Special Use – 7/11 Gas Station (171st & Harlem)

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

The proposed plan will allow the petitioner to redevelop a vacant piece of land which will in turn enhance the corner property at 171st St & Harlem Avenue. The proposed development will provide fueling services to residents, businesses, and visitors. The proposed use is in the interest of the public convenience and will contribute to the general welfare of the area as the petitioner will further invest in this property. Our tenant upholds the highest safety standards regarding truck refueling, the tenant only allows trucks refuel from one side of the tank, they do not allow extenders to reach the tanks and bollards are always used to protect the MEPs themselves.

- 2. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values with the neighborhood.***

The proposed plan will not be injurious to the use and enjoyment of other property in the immediate vicinity. The petitioner has ensured that there will be a 6' privacy fence between the development and the residential area to the West. The petitioner has also added ample landscaping to the western portion of the building as an even larger buffer. The petitioner has also added several shrubs and trees through the site to enhance the corner visually.

- 3. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district***

The petitioner will not impede the normal and orderly development and improvement of the surrounding property as it fits in nicely with the surrounding uses. To the North of the building is a United States Postal Office, to the East is a Shell Gas Station, a Jewel Grocery as well as several other commercial uses, and to the South of the petitioner's building will be a new commercial development. We feel like the addition of a new gas + convenience store will only enhance this commercial corridor.

- 4. That adequate utilities, access roads, drainage, and/or necessary facilities have been or are being provided***

The petitioner will be providing all new utilities to this site. They will also may every attempt to work with the building owner's to the West and South to ensure the properties have cross-access for ease of entrance. The new development has also been working with MWRD to make sure all storm detention and volume control measures have been addressed properly.

- 5. That adequate measures have been or will be taken to provide ingress and egress to designed as to minimize traffic congestion in the public streets.***

The petitioner has reached out and received feedback from IDOT and CCDOT which the petitioner has already built into the site plan that has been submitted for Special Use approval to ensure that the site plan meets or exceeds all ingress and egress requirements to minimize traffic and congestion to the corner of 171st and Harlem.

- 6. *That the Special Use shall in all other respects confirm to the applicable regulations of the district in which it is located except as such regulations may in each instance be modified by the Village Board to the recommendation of the Plan Commission.***

The proposed plan will confirm to the applicable regulations of the district in which it resides.

- 7. *The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.***

The proposed plan will allow the petitioner to redevelop a piece of land that has been vacant. Once the development has been built and is open it will add not only a new attractive store to the corner of 171st and Harlem but it will also affect the economic development by adding tax revenues from both the gas and convenience store sales.

THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION

NO. 2020-R-003

**A RESOLUTION APPROVING AND ACCEPTING A FINAL PLAT OF
RESUBDIVISION FOR SOUTHLANDS FIRST CONSOLIDATION**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees**

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Tinley Park
Peterson, Johnson, & Murray Chicago, LLC, Village Attorneys
200 W. Adams, Suite 2125 Chicago, IL 60606

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION NO. 2020-R-003**A RESOLUTION APPROVING AND ACCEPTING A FINAL PLAT OF
RESUBDIVISION FOR SOUTHLANDS FIRST CONSOLIDATION**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, the Village of Tinley Park ("Village") has considered the Plat of Subdivision for Southlands First Consolidation ("Plat") pertaining to certain real property located at 17100 Harlem Avenue, Tinley Park, Illinois 60477 ("Subject Property"), a true and correct copy of which is attached hereto and made a part hereof as Exhibit 1; and

WHEREAS, said Plat, was referred to the Plan Commission of the Village and has been processed in accordance with the Village of Tinley Park Zoning Ordinance; and

WHEREAS, the Plan Commission held a public hearing on the proposed Plat on January 2, 2020, at which time all persons were afforded an opportunity to be heard; and

WHEREAS, the Plan Commission voted 5-0 in favor to recommend that said Plat be approved; and

WHEREAS, the Plan Commission of this Village has filed its report of findings and recommendations that the proposed Plat be approved by this President and Board of Trustees, and this Board of Trustees has duly considered said report of findings and recommendations; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of the Village of Tinley Park and its residents to approve said Plat; and

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: That the report and findings and recommendations of the Plan Commission of this Village are herein incorporated by reference as the findings of this Board of Trustees, as completely, as if fully recited herein at length.

SECTION 2: That the President and Board of Trustees of the Village of Tinley Park, hereby approve and accept said Plat, attached hereto as Exhibit 1, and all necessary Village Officials and staff are hereby authorized to execute said Plat prior to final recording, subject to review and revision as to form by the Village Attorney and Village staff.

SECTION 3: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Resolution shall be and is hereby repealed to the extent of such conflict.

SECTION 4: That this Resolution shall be in full force and effect from and after its adoption and approval.

SECTION 5: That the Village Clerk is hereby ordered and directed to publish this Resolution in pamphlet form, and this Resolution shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

VILLAGE PRESIDENT

ATTEST:

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-R-006, “A RESOLUTION APPROVING AND ACCEPTING A FINAL PLAT OF RESUBDIVISION FOR SOUTHLANDS FIRST CONSOLIDATION,” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK



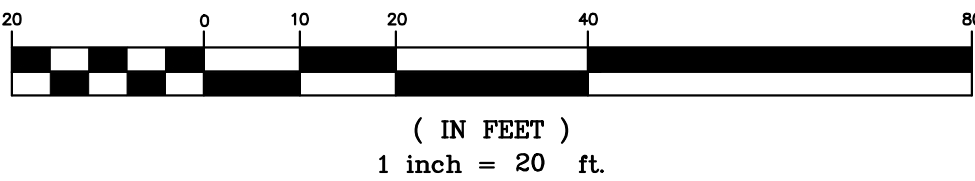
VICINITY MAP
NO SCALE

FINAL PLAT OF SUBDIVISION SOUTHLANDS FIRST CONSOLIDATION

IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP
36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL
MERIDIAN, IN COOK COUNTY, ILLINOIS.

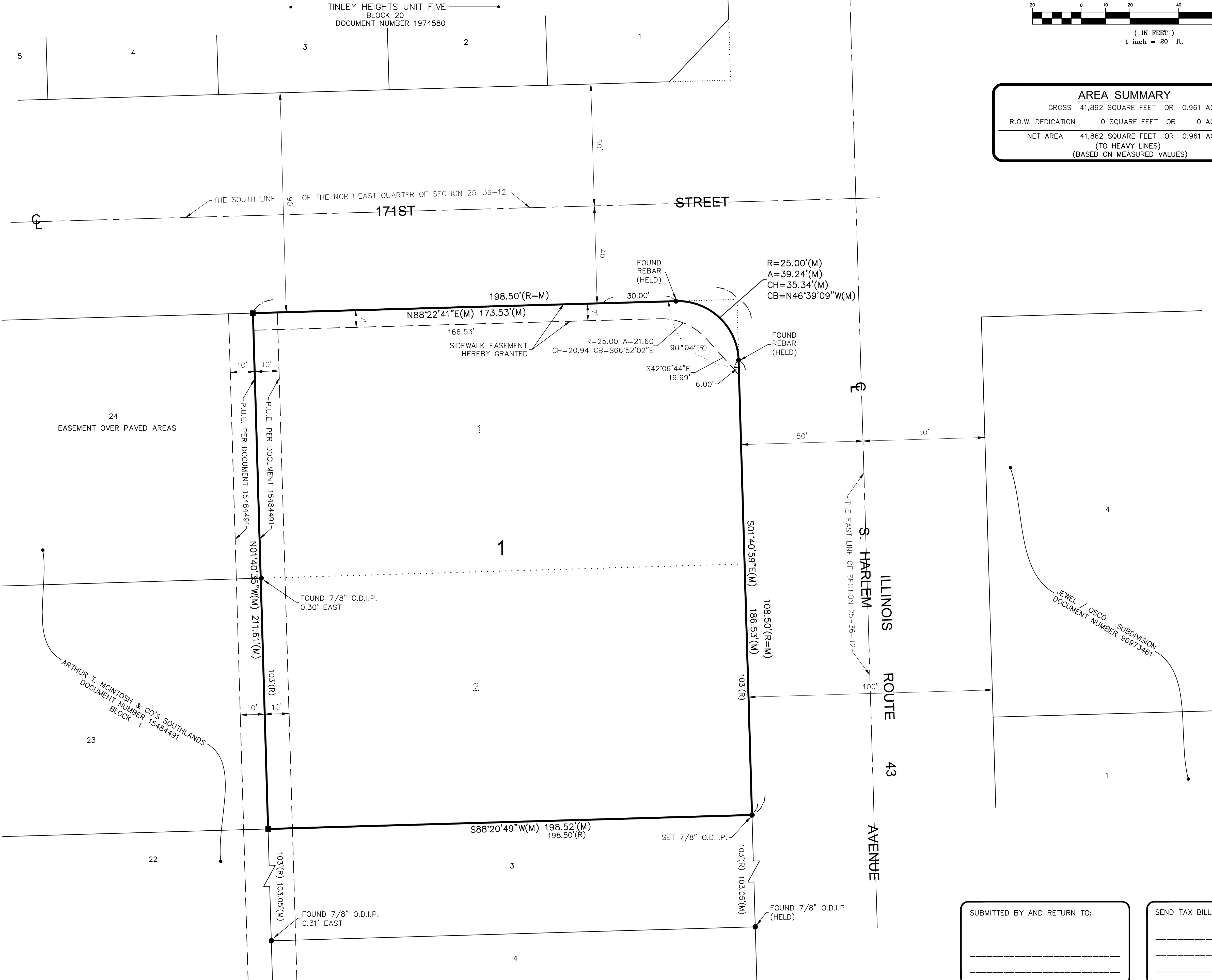
P.I.N. 27-25-403-013-0000 LOT 1
P.I.N. 27-25-403-014-0000 LOT 2

GRAPHIC SCALE



AREA SUMMARY

| | | | |
|----------------------------|--------------------|----|-------------|
| GROSS | 41,862 SQUARE FEET | OR | 0.961 ACRES |
| R.O.W. DEDICATION | 0 SQUARE FEET | OR | 0 ACRES |
| NET AREA | 41,862 SQUARE FEET | OR | 0.961 ACRES |
| (TO HEAVY LINES) | | | |
| (BASED ON MEASURED VALUES) | | | |



NOTE

BLANKET ACCESS EASEMENT IS HEREBY
GRANTED OVER ALL PAVED DRIVEWAYS,
ROADWAYS AND WALKWAYS AS
PRESENTLY OR HEREAFTER
CONSTRUCTED ON LOT 1.

LEGEND

- SET 7/8" O.D.I.P.
UNLESS OTHERWISE NOTED
- SET CONCRETE MONUMENT
UNLESS OTHERWISE NOTED
- + SET CROSS IN CONCRETE
UNLESS OTHERWISE NOTED

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND
DRAINAGE EASEMENT

LINE LEGEND

- SUBDIVISION BOUNDARY LINE
- ADJACENT LAND PARCEL LINE
- LOT LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

SUBMITTED BY AND RETURN TO:

SEND TAX BILL TO:

| DATE | 7/16/2019 | PC | TK | DRAWN BY | MRA | CHECKED BY | DW | BOOK | N/A | PG | N/A |
|---------------------------|-------------------------|---------|-----|----------|-----|------------|----|------|-----|----|-----|
| NO. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| REVISIONS | PER LETTER DATED 8/5/19 | 8/20/19 | MRA | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| PER LETTER DATED 9/6/19 | 11/22/19 | MRA | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| PER LETTER DATED 12/20/19 | 12/26/19 | MRA | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |

| PROJECT | SOUTHLANDS FIRST CONSOLIDATION |
|---------|---|
| CLIENT | Tinley Park, Illinois |
| VEQUITY | 400 N. State Street, Suite 400 Chicago, Illinois 60654 |

| COMPASS SURVEYING LTD | ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING |
|---|---|
| 2631 GINGER WOODS PARKWAY, STE. 100 AURORA, IL 60002 | PHONE: (630) 820-9100 FAX: (630) 820-9100 EMAIL: ADMIN@CCLSURVEYING.COM |

SCALE: 1" = 20'

1 OF 2

PROJ. NO.: 19.0018-01

J:\PDATA\2019 PROJECTS\19.0018\19.0018-01 PLAT OF SUBDIVISION\19.0018-01 POSUBD.DWG

FINAL PLAT OF SUBDIVISION
SOUTHLANDS FIRST CONSOLIDATION

IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP
36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL
MERIDIAN, IN COOK COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

THIS IS TO CERTIFY THAT _____, LLC, A _____ LIMITED LIABILITY COMPANY, IS THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN HEREON AND AS SUCH OWNER, HAS CAUSED THE PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND AS ALLOWED AND PROVIDED BY STATUTES, AND SAID LIMITED LIABILITY COMPANY DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE AFORESAID.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF SCHOOL DISTRICT _____.

DATED AT _____, _____, THIS ____ DAY OF _____, A.D., 20 ____

OWNER NAME: _____ ADDRESS: _____

BY: _____
SIGNATURE

TITLE: _____
PRINT TITLE

NOTARY'S CERTIFICATE

STATE OF _____ }
COUNTY OF _____ } SS

I, _____, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ (PRINT NAME), _____ (TITLE) OF SAID LIMITED LIABILITY COMPANY, WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____, A.D., 20____

NOTARY PUBLIC SIGNATURE

(PRINT NAME)

VILLAGE ENGINEER

STATE OF ILLINOIS }
COUNTY OF COOK } SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____, 20____

VILLAGE ENGINEER

DRAINAGE CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT, TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THIS CONSOLIDATION OR THAT, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION WILL BE MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS THAT THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO ELIMINATE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY OWNERS BECAUSE OF THIS CONSOLIDATION. THE EXISTING OVERLAND FLOW ROUTES WILL CONFORM TO THE ORIGINAL SUBDIVISION GRADING PLAN AND ACCEPTED ENGINEERING DESIGN. SHOULD ANY PONDING OCCUR ON-SITE, IT WILL BE OUR RESPONSIBILITY TO ADDRESS AS PER ALL REQUIREMENTS OF THE VILLAGE'S CODES, ORDINANCES AND REGULATIONS RELATED TO STORMWATER MANAGEMENT, SOIL EROSION CONTROL AND SITE GRADING.

DATED THIS _____ DAY OF _____, 20____

OWNER

ENGINEER

VILLAGE PLAN COMMISSION

STATE OF ILLINOIS }
COUNTY OF COOK } SS

REVIEWED AND APPROVED BY THE PLAN COMMISSION

THIS _____ DAY OF _____, A.D. 20____

CHAIRMAN

VILLAGE BOARD OF TRUSTEES

STATE OF ILLINOIS }
COUNTY OF COOK } SS

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES

THIS _____ DAY OF _____, A.D. 20____

PRESIDENT

VILLAGE CLERK

SIDEWALK EASEMENT PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF TINLEY PARK, ITS HEIRS, SUCCESSORS AND ASSIGNS OVER ALL AREAS HEREON PLATTED AND DESIGNATED "SIDEWALK EASEMENT" FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, REPLACE AND MAINTAIN A PATHWAY WITHIN THE SUBJECT EASEMENT AREA, TOGETHER WITH THE RIGHT OF ACCESS FOR THE NECESSARY PERSONS AND OR EQUIPMENT TO COMPLETE ANY OF THE ABOVE WORK, TOGETHER WITH THE RIGHT OF TRANSFER FOR PEDESTRIAN AND NON-MOTORIZED VEHICULAR TRAFFIC ALONG THE EASEMENT. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES OR SHRUBS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE PUBLIC PATHWAYS. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT, BUT THE SAME MAY BE USED FOR DRIVEWAYS CROSSING THE EASEMENT AREA, LAWNS AND LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS.

ACCESS EASEMENT PROVISIONS

AN ACCESS EASEMENT IS RESERVED FOR AND GRANTED TO THE OWNERS OF LOTS 3, 4 AND 24 IN BLOCK 1 ARTHUR T. MCINTOSH & COMPANY'S SOUTHLANDS SUBDIVISION, THEIR HEIRS, SUCCESSORS, ASSIGNS AND VISITORS OVER ALL PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS AS PRESENTLY OR HEREAFTER CONSTRUCTED ON LOT 1, SO AS TO PROVIDE FOR THE PASSAGE OF MOTOR VEHICLES AND PEDESTRIANS TO AND FROM ALL ABUTTING STREETS OR RIGHTS OF WAY.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF KANE } SS

I, DANIEL W. WALTER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3585, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING PROPERTY:

LOTS 1 AND 2 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SOUTHLANDS IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AS SHOWN BY THE ATTACHED PLAT WHICH IS A REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. THIS SUBDIVISION IS WITHIN THE VILLAGE OF TINLEY PARK WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED, AND THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17031C07081J, HAVING A REVISED DATE OF AUGUST 19, 2008.

GIVEN UNDER MY HAND AND SEAL AT AURORA , ILLINOIS

THIS _____ DAY OF _____, 20____

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2021

BY: _____
DANIEL W. WALTER
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3585
LICENSE EXPIRES 11/30/2020

SURVEYOR'S AUTHORIZATION TO RECORD

STATE OF ILLINOIS }
COUNTY OF KANE } SS

I HEREBY DESIGNATE _____, AND/OR REPRESENTATIVES THEREOF, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

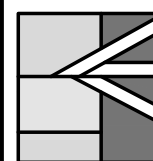
DATED THIS _____ DAY OF _____, 20____, AT AURORA, KANE COUNTY, ILLINOIS.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2021

BY: _____
DANIEL W. WALTER
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3585
EXPIRES 11/30/2020

| DATE: 7/16/2019 | PC | TK | DRAWN BY | MRA | CHECKED BY | DW | BOOK | N/A | PG | N/A |
|-----------------|----|----|----------|---------------------------|------------|----|------|-----|----|-----|
| NO. | | | | REVISIONS | | | | | | |
| 1 | | | | PER LETTER DATED 8/5/19 | | | | | | |
| 2 | | | | PER LETTER DATED 9/6/19 | | | | | | |
| 3 | | | | PER LETTER DATED 12/20/19 | | | | | | |
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| | | | | | | | | | | |
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| | | | | | | | | | | |

| | |
|---------|---|
| PROJECT | SOUTHLANDS FIRST CONSOLIDATION |
| | Tinley Park, Illinois |
| CLIENT | |
| VEQUITY | 400 N. State Street, Suite 400 Chicago, Illinois 60654 |

| | |
|---|---|
|  COMPASS SURVEYING LTD ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING | 2631 GINGER WOODS PARKWAY, STE. 100 AURORA, IL 60502 PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM |
|---|---|

SCALE: NONE

2 OF 2

THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-004

**AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR AN AUTOMOBILE
SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE
(VEQUITY, LLC, PETITIONER)**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees**

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Tinley Park
Peterson, Johnson, & Murray Chicago, LLC, Village Attorneys
200 W. Adams, Suite 2125 Chicago, IL 60606

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-004**AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR AN
AUTOMOBILE SERVICE (GAS) STATION LOCATED AT 17100 HARLEM
AVENUE
(VEQUITY, LLC, PETITIONER)**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, a petition for the granting of a Special Use Permit to construct a gas station and convenience store at 17100 Harlem Avenue Tinley, Park, Illinois 60477 (“Subject Property”) has been filed by Vequity, LLC (“Petitioner”) with the Village Clerk of this Village and has been referred to the Plan Commission of the Village and has been processed in accordance with the Tinley Park Zoning Ordinance; and

WHEREAS, said Plan Commission held a public hearing on the question of whether the Special use Permit should be granted on January 2, 2020 at the Village Hall of this Village, at which time all persons present were afforded an opportunity to be heard; and

WHEREAS, public notice in the form required by law was given of said public hearing by publication not more than thirty (30) days nor less than fifteen (15) days prior to said public hearing in the Daily Southtown, a newspaper of general circulation within the Village of Tinley Park; and

WHEREAS, the Plan Commission vote 5-0 and has filed its report and findings and recommendations that the proposed Special Use Permit be approved with this President and Board of Trustees, and this Board of Trustees has duly considered said report of findings and recommendations; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of the Village of Tinley Park and its residents to approve said Special Use Permit; and

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of facts as if said recitals were fully set forth herein.

SECTION 2: That the report of findings and recommendations of the Plan Commission are herein incorporated by reference as the findings of this President and the Board of Trustees, as complete as if fully set forth herein at length. This Board finds that the Petitioner has provided evidence establishing that they have met the standards for granting the Special Use Permit as set forth in Section X.J.5 of the Zoning Ordinance, and the proposed granting of the Special Use Permit as set forth herein is in the public good and in the best interest of the Village and its residents and is consistent with and fosters the purpose and spirit of the Tinley Park Zoning Ordinance.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

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

The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project will encompass the development of an automobile service (gas) station and convenience store that will service for visitors and residents of the community. The project will be constructed meeting current Village building codes and is among the highest and best uses of a parcel at a heavily traveled intersection.

2. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;

The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood because the proposed project will develop land that is currently vacant and provide services for visitors and residents of the community. The site will be well-landscaped and will have an eight-foot fence to buffer the property from the residential homes to the west. The building will be constructed with quality materials. This proposed use is similar and compatible with existing nearby uses along Harlem Avenue.

3. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;

The Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed. Landscape buffers have been supplied to the west and cross-access has been supplied for the vacant lots to the south.

4. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;

The proposed plans provide evidence of existing utilities, roads, and drainage facilities and any necessary modifications to be accommodated on the 7-Eleven site. Drainage has

been accounted for on the site and utilizes the existing storm sewer system. All on-site and accepted existing off-site drainage has been accounted for within the plans.

5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and

The proposed plans include site access by utilizing two curb cuts on Harlem Avenue and 171st Street that allow for ingress/egress to the site and efficient site circulation. Cross-access for passenger vehicles is also provided by a cross-access easement to the east through the neighboring bank property. Cross-access is also supplied to the vacant lots to the south for possible future cross-access as well. The site incorporates proposed public and private walkways for safe pedestrian travel to and from the site.

6. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.

The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations except for certain Variations applied herein related to the redevelopment of an existing infill site. These Variations are consistent with other properties within along Harlem Avenue and the intent of the regulations are met where possible.

7. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

The proposed 7-Eleven project will contribute directly to the economic development of the community by providing fuel, retail, and food services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue.

SECTION 3: The Special Use Permit set forth herein below shall be applicable to the following described property

LEGAL DESCRIPTION: LOTS 1 AND 2 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SPUTHLANDS IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL IDENTIFICATION NUMBER: 27-25-403-013-0000 and 27-25-403-014-0000

COMMONLY KNOWN AS: 17100 – 17110 Harlem Avenue, Tinley Park, Illinois

SECTION 4: That a Special Use Permit to allow for the construction of a gas station and convenience store at the Subject Property is hereby granted to the Petitioner.

SECTION 5: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Ordinance shall be and is hereby repealed to the extent of such conflict.

SECTION 6: That this Ordinance shall be in full force and effect from and after its adoption and approval.

SECTION 7: That the Village Clerk is hereby ordered and directed to publish this Ordinance in pamphlet form, and this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

ATTEST:

VILLAGE PRESIDENT

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 2020-O-004, “AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR AN AUTOMOBILE SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE (VEQUITY, LLC, PETITIONER),” which was adopted by the President and Board of Trustees of the Village of Tinley Park February 4, 2020.

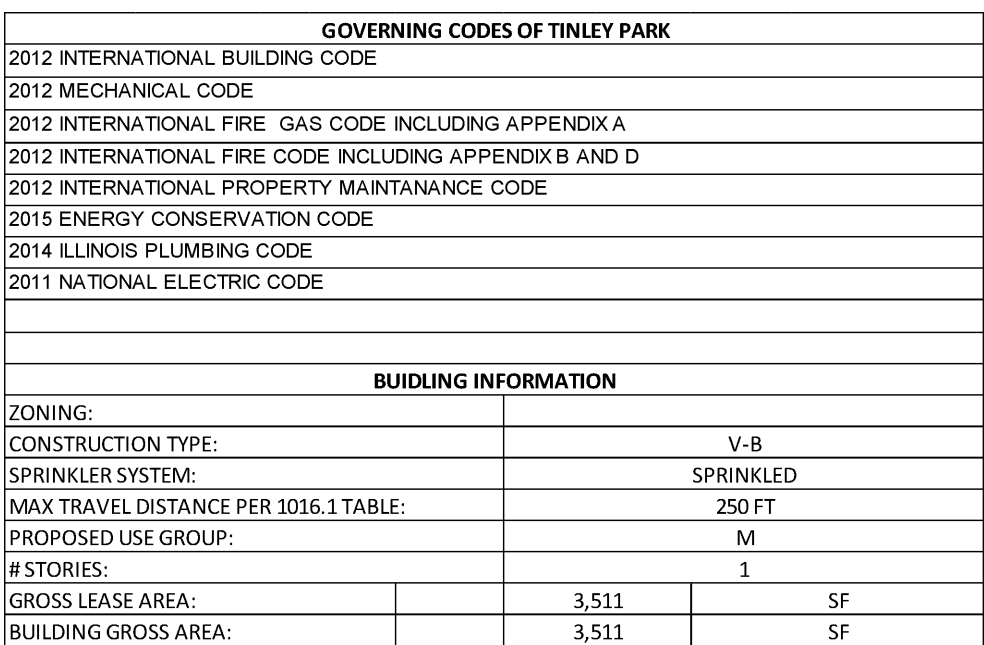
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK



| SHEET INDEX | | | | |
|-------------|---|---|---|---|
| REVISION | | | | SHEET NAME |
| 4 | 3 | 2 | 1 | |
| | | | | ARCHITECTURAL |
| | | | | G0.00 COVER SHEET, DRAWING INDEX AND PROJECT INFO |
| | | | | AS1.01 SITE PLAN |
| | | | | AS1.02 SITE DETAILS |
| | | | | A1.01 FLOOR PLAN |
| | | | | A3.01 EXTERIOR COLOR ELEVATIONS AND SCHEDULE |
| | | | | A3.02 EXTERIOR ELEVATIONS AND SCHEDULE |
| | | | | A3.02 CANOPY ELEVATIONS |
| | | | | A3.04 3D VIEWS |
| | | | | PH1.01 PHOTOMETRIC PLAN |
| | | | | PH1.02 PHOTOMETRIC PLAN |

G0.00



| SITE-BUILDING ANALYSIS | | | | | |
|------------------------|------------|---------|-------------|-------------------|---|
| ZONE: | | TBD | | | |
| LOT AREA SF: | | 41,866 | SF | | |
| BUILDING AREA SF: | | 3,511 | SF | | |
| BUILDING AREA SF: | | 3,511 | SF | | |
| BUILDING SETBACKS: | | | REQUIRED | PROVIDED | VARIANCE |
| FRONT YARD | | | 50' | | |
| REAR YARD | | | 50' | | Variance needed on Harlem Ave For Canopy |
| SIDE YARD | | | 15' | | |
| SIDE YARD | | | 15' | | |
| NOTES: | | | | | |
| PARKING CALCULATION | | | | | |
| TENANT | OCCUPANCY | AREA | PARKING/SF | PARKING REQUIRED | |
| BLDG A | RETAIL USE | 3,511 | 1/150 SF | 23.00 | |
| | | | AT THE PUMP | 10.00 | |
| | | | | | |
| | | | | | |
| TOTAL BUILDING AREA | | | 3,511 | TOTAL REQUIRED | 23 |
| | | | | TOTAL PROVIDED | 27 |
| | | | | SURPLUS/(DEFICIT) | 4 |
| STALL : | 90 Degree | | | | |
| ADA STALL: | 9'X18.5' | | | | |
| DRIVE AISLE: | 11' & 5' | | | | |
| | 26' | ONE WAY | | REQUIRED | PROVIDED |
| ADA PARKING SPACES : | | | 5% | 1 | 1 |
| LOADING BERTH: | | | | | |
| BIKE PARKING : | | | | | |
| STACKING PARKING: | | | | | |

- GENERAL NOTES:

- A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
- B. SEE AS.102 FOR ADDITIONAL SITE DETAILS.
- C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
- D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
- E. PROVIDE KNOX BOX , PER FIRE DEPARTMENT REQUIREMENTS.
- F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
- G. CAN LOT AFTER SITE WORK AND SIGNAGE IS COMPLETE.
- H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
- I. EXPANDED JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFG. SPECS, OR 30FT SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

 KEY NOTES:

1. ADA PARKING SIGN MOUNTED ON POST. SEE CIVIL FOR DETAILS.
2. ADA SIDEWALK RAMP TYP. SEE CIVIL.
3. EXISTING CONCRETE CURB AND GUTTER TO REMAIN.
4. NEW CONCRETE PAVEMENT TYP. SEE CIVIL.
5. PROVIDE ASPHALT PAVEMENT. SEE CIVIL PLANS FOR PAVING AND GRADING DETAILS.
6. CONCRETE SIDEWALK. REFER TO CIVIL DRAWINGS.
7. 12" ISOLATION JOINT ALONG PROFILE OF BUILDING AND WHERE INDICATED, USE BITUMINOUS FILLER AND SEALANT ALONG EDGE.
8. FD CONNECTION. SEE CIVIL
9. FIRE HYDRANT
10. PROVIDE TRASH ENCLOSURE. REFER TO AS1.02 FOR DETAILS.
11. AIR / VAC REFER TO CIVIL SHEETS FOR LOCATION.
12. MAIN DOOR
13. EXIT DOOR
14. PROPOSED FUEL CANOPY. REFER TO CIVIL.
15. PROPOSED UNDERGROUND FUEL TANKS. REFER TO CIVIL.
16. NEW PYLON SIGN UNDER SEPARATE PERMIT
17. NEW BIKE RACK
18. VENT STACK REFER TO CIVIL DRAWINGS
19. NEW LIGHT POLE , REFER TO PHOTOMETRIC PLAN.

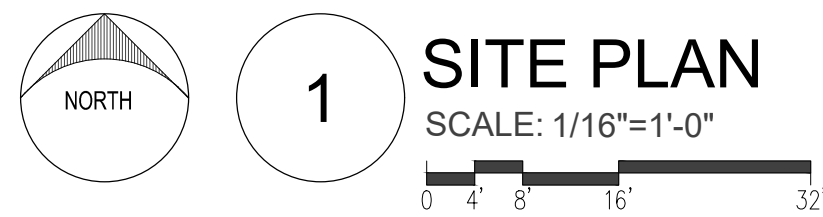
LEGEND:

NEW CONCRETE

SIGNAGE

FIRE DEPARTMENT CONNECTION

FDC



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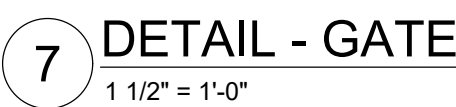
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SITE PLAN

AS1.01



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A blank coordinate plane with a horizontal x-axis and a vertical y-axis intersecting at the origin. The axes are represented by thin black lines.

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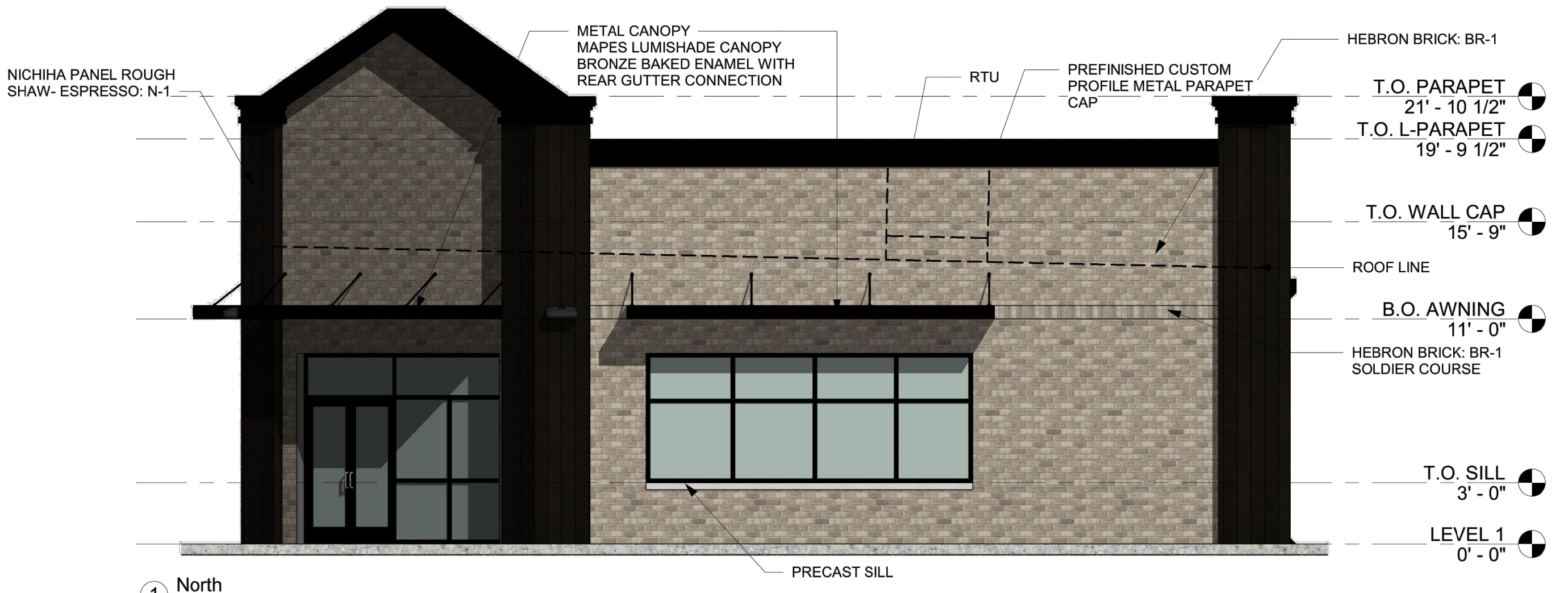
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SITE DETAILS

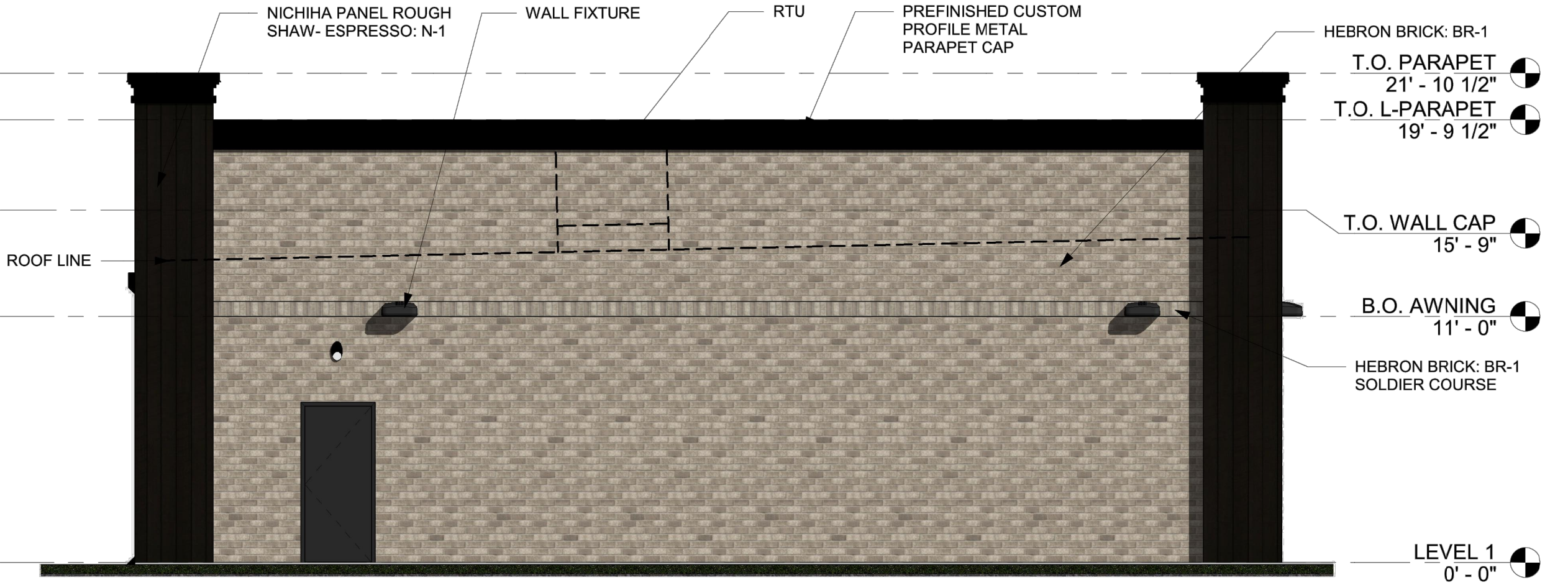
AS1 02

7A01.02

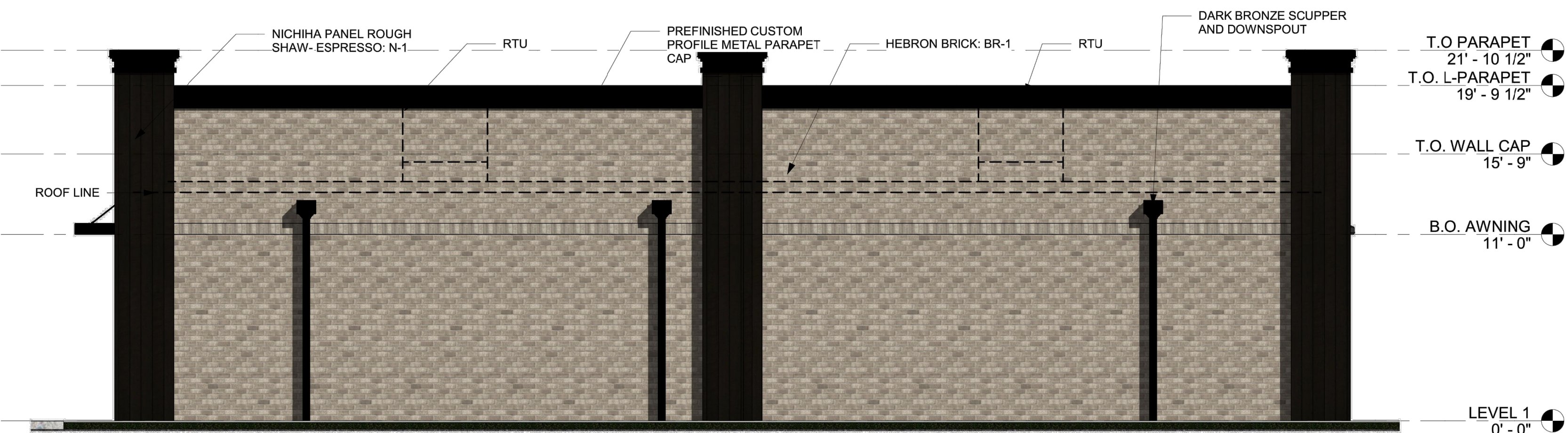
A1.01



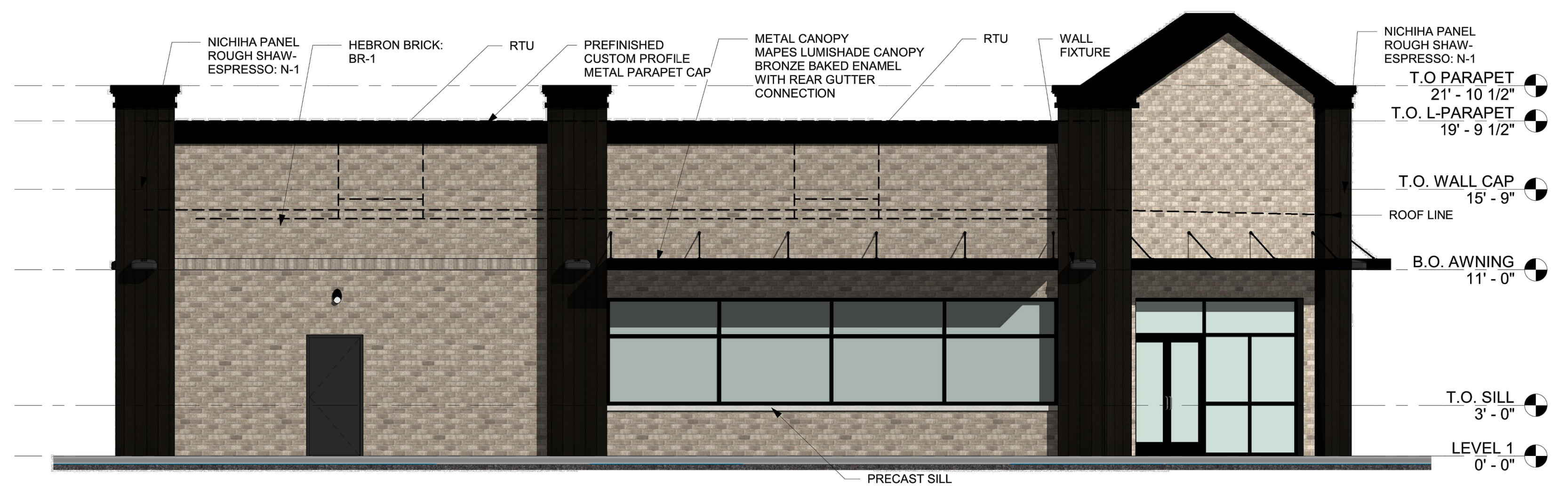
1 North
3/16" = 1'-0"



2 South
3/16" = 1'-0"



3 West
3/16" = 1'-0"



4 East
3/16" = 1'-0"

| MATERIAL SCHEDULE | | | | |
|-------------------|-----------------------|----------------------|-----------------------------|--|
| LEGEND | SYMBOL | COLOR | MANUFACTURER | TYPE |
| | BRICK (BR-1) | HARBOURTOWN | HARBOURTOWN BRICK BY HEBRON | 3 5/8"x2 1/4"x7 5/8"-SMOOTH FACE & MONOTONE PALLETTE |
| | MORTAR | SOLOMON COLORS: GRAY | BMI OR APPROVED EQUAL | 950 TYPE S /W WATER REPELLENT |
| | CONTROL JOINT SEALANT | COLOR: GRAY | DOW CORNING | DOW CORNING 790 |
| | METAL COPING | COLOR: DARK BRONZE | PAC-CLAD PETERSEN | |

| | | | | |
|--|--------------------------|--------------------|--------------------|-----------------|
| | FIBER CEMENT PANEL (N-1) | ESPRESSO | NICHIHA ROUGH SAWN | |
| | CONTROL JOINT SEALANT | COLOR: BRONZE | DOW CORNING | DOW CORNING 790 |
| | METAL COPING | COLOR: DARK BRONZE | PAC-CLAD PETERSEN | |

| | | | | |
|--|--------------|------------|--|---------------|
| | METAL CANOPY | DARK BROWN | SUPERSHADE BY MAPES ARCHITECTURAL CANOPIES OR APPROVED EQUAL | 4' PROJECTION |
|--|--------------|------------|--|---------------|

| | | | | |
|--|-----------|-------|----|---|
| | WALL PACK | BROWN | GE | EXTERIOR LED WALL PACK # EWLS01_15AF750 |
|--|-----------|-------|----|---|

| | | | | |
|--|------------|---------------------|--|---|
| | STOREFRONT | DARK BRONW ANODIZED | | CLEAR ANODIZED STOREFRONT WITH 1" INSULATED GLASS |
|--|------------|---------------------|--|---|

| | | | | |
|--|-----------------------|-----------------|------------------|--|
| | METAL DOORS AND FRAME | SEALSKIN SW7675 | SHERWIN WILLIAMS | |
|--|-----------------------|-----------------|------------------|--|

| EXTERIOR MATERIAL AREAS | | | | | | | | |
|--------------------------|-----------|------|------|-------|-------|--------|------|----------------------|
| | NORTHEAST | EAST | WEST | NORTH | SOUTH | TOTAL: | | |
| OVERALL ELEVATION SF | 420 | 1111 | 1394 | 709 | 980 | 4614 | 4165 | SF EXCLUDING GLAZING |
| GLAZING(INCLUDING DOORS) | 131 | 193 | 0 | 101 | 24 | 449 | | |
| MASONRY | 226 | 647 | 1090 | 435 | 749 | 3147 | 76% | |
| FIBER CEMENT PANEL | 86 | 192 | 205 | 123 | 138 | 744 | 18% | |
| METAL CORNICE | 21 | 79 | 99 | 50 | 69 | 318 | 8% | |

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EXTERIOR
ELEVATIONS AND
SCHEDULE

A3.01

A3.03



1 3D VIEW
SCALE:



2 3D VIEW
SCALE:

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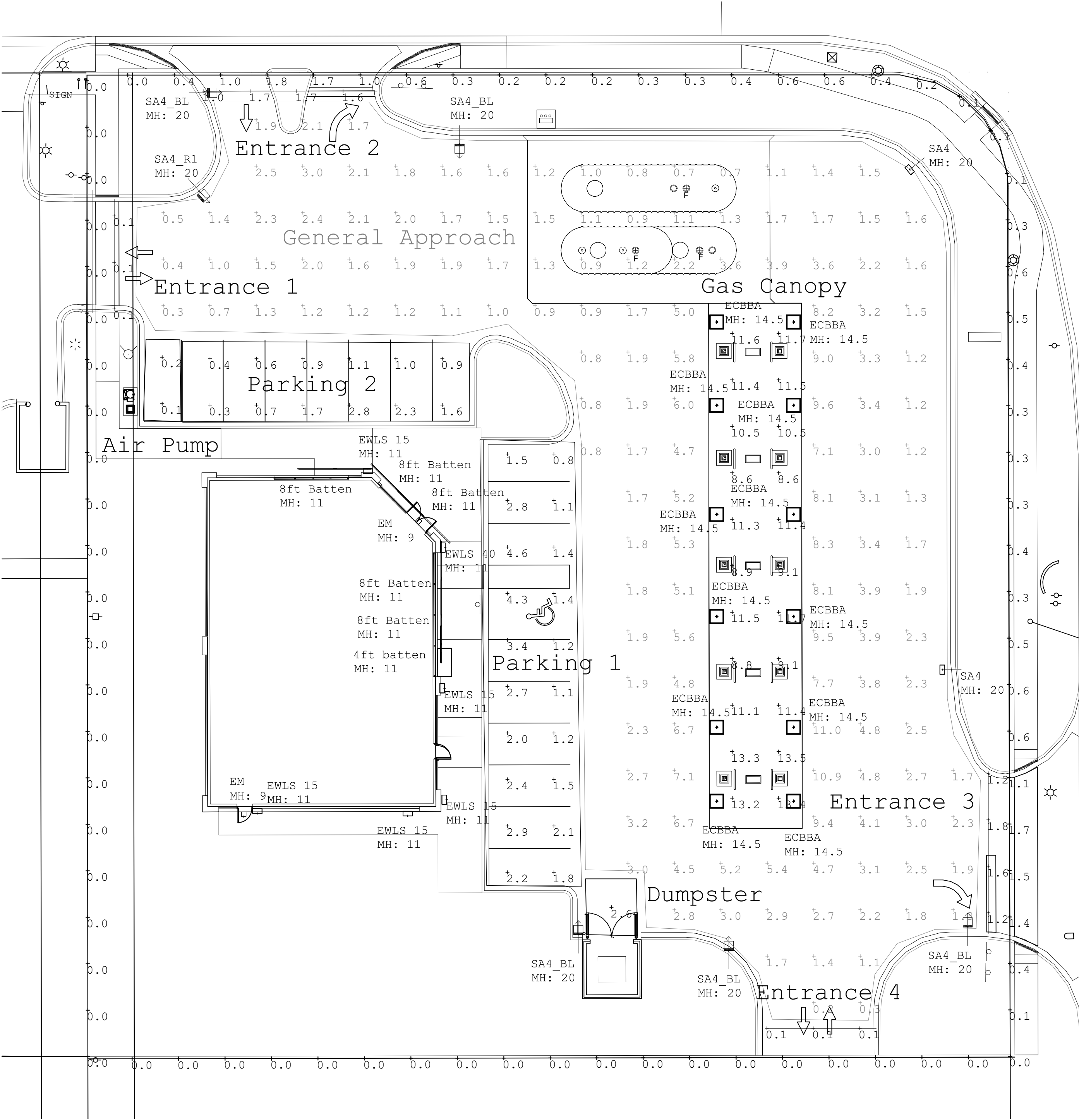
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3D VIEWS

A3.04



NOTE: PHOTOMETRIC PLAN WAS DEVELOPED BY GE COMPANY.

PHOTOMETRIC PLAN
 SCALE: 1/16"=1'-0"

The plan shows a circular area with a north arrow pointing towards the top-left. A scale bar indicates distances of 0, 4, 8, 16, and 32 feet.

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PHOTOMETRIC PLAN

PH1.01

| Symbol | Qty | Label | Arrangement | LLF | Description | Arr. Watts | Arr. Lum. Lumens |
|---|-----|------------|-------------|-------|--|------------|------------------|
|  | 12 | ECBBA | SINGLE | 1.000 | ECBB0A5F5501AWHTE | 35 | 4230 |
|  | 1 | EWLS 40 | SINGLE | 1.000 | EWLS01_40AF750_____-120-277V | 37 | 4000 |
|  | 5 | EWLS 15 | SINGLE | 1.000 | EWLS01_15AF750_____-120-277V | 12 | 1500 |
|  | 2 | EM | SINGLE | 0.010 | LEDPRS-BR-CL (Phillips) | 20 | 32 |
|  | 5 | 8ft Batten | SINGLE | 1.000 | GE 96 4100K Batten Strip GEWI109641BAT-SY | 33 | 3073 |
|  | 1 | 4ft batten | SINGLE | 1.000 | GE 48 4100K Batten Strip GEWI104841BAT-SY | 16.68 | 1536 |
|  | 2 | SA4 | SINGLE | 1.000 | EASC_A4F550_____ | 44 | 4200 |
|  | 5 | SA4_BL | SINGLE | 1.000 | 1-EASC0A4F550DC____D with ELSEASXRBLBLCK | 44 | 4000 |
|  | 1 | SA4_R1 | SINGLE | 1.000 | 1-EASC0A4F550DC____D with ELSEASXRS1BLCK (Right) | 44 | 2400 |

| Calculation Summary | | | | | | | |
|---------------------|-------------|-------|-------|------|-----|---------|---------|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| Air Pump | Illuminance | Fc | 0.15 | 0.2 | 0.1 | 1.50 | 2.00 |
| Dumpster | Illuminance | Fc | 2.60 | 2.6 | 2.6 | 1.00 | 1.00 |
| Entrance 1 | Illuminance | Fc | 0.10 | 0.1 | 0.1 | 1.00 | 1.00 |
| Entrance 2 | Illuminance | Fc | 1.50 | 1.7 | 1.0 | 1.50 | 1.70 |
| Entrance 3 | Illuminance | Fc | 1.45 | 1.8 | 1.2 | 1.21 | 1.50 |
| Entrance 4 | Illuminance | Fc | 0.10 | 0.1 | 0.1 | 1.00 | 1.00 |
| Gas Canopy | Illuminance | Fc | 11.00 | 13.5 | 8.6 | 1.28 | 1.57 |
| General Approach | Illuminance | Fc | 2.88 | 11.0 | 0.2 | 14.40 | 55.00 |
| Parking 1 | Illuminance | Fc | 2.12 | 4.6 | 0.8 | 2.65 | 5.75 |
| Parking 2 | Illuminance | Fc | 1.19 | 2.8 | 0.3 | 3.97 | 9.33 |
| Property Line | Illuminance | Fc | 0.27 | 1.8 | 0.0 | N.A. | N.A. |

Poles cannot be placed in tree islands. Residential areas located to the West and South, therefore, the property line has to be 0FC.

Due to the above, this design does not meet 7-Eleven spec.

| Standard 7-Eleven Lighting Specification | |
|---|----------|
| Entrances | 10FC AVG |
| Air Pump | 10FC |
| Gasoline Canopy | 30FC |
| Dumpster | 10FC |
| Parking | 10FC |
| General Approach | 3FC |
| Sidewalk | NO SPEC |
| Property Line | NO SPEC |
| * Levels designed to be at initial output or 1.0LLF | |



NOTE: PHOTOMETRIC PLAN WAS
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PHOTOMETRIC
SCHEDULES





FINAL ENGINEERING PLANS
FOR
PROPOSED FUEL CENTER - TINLEY PARK

AT
17100 S. HARLEM AVENUE
VILLAGE OF TINLEY PARK
COOK COUNTY, ILLINOIS

| INDEX | | REVISIONS | | | | | | |
|-------------------------|--|-----------|---|---|---|---|---|---|
| CIVIL ENGINEERING PLANS | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| C-1 | COVER SHEET | | | | | | | |
| C-11 | DEMOLITION PLAN | X | X | | | | | |
| C-2 | GEOMETRIC PLAN | X | X | X | | | | |
| C-3 | GRADING PLAN | X | X | X | | | | |
| C-4 | ACCESSIBLE ROUTE GRADES AND DETAILS | X | X | X | | | | |
| C-5 | UTILITY PLAN | X | X | X | | | | |
| C-6 | PHASE 1 SOIL EROSION CONTROL PLAN | | | X | | | | |
| C-7 | PHASE 2 SOIL EROSION CONTROL PLAN | | X | X | | | | |
| C-8 | SOIL EROSION CONTROL DETAILS AND SPECS | | | | | | | |
| C-9 | PROJECT DETAILS | X | | | | | | |
| C-10 | PROJECT SPECIFICATIONS | X | | | | | | |
| C-11 | MWRD GENERAL NOTES | | | | | | | |
| C-12 | IDOT DETAILS 1 | | | | | | | |
| C-13 | IDOT DETAILS 2 | | | | | | | |
| C-14 | IDOT DETAILS 3 | | | | | | | |
| C-15 | DOT DETAILS | | | X | | | | |
| SUPPORTING DOCUMENTS | | REVISIONS | | | | | | |
| 1 of 1 | LAND TITLE SURVEY | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| L-1 | LANDSCAPE PLAN | X | X | X | X | | | |
| L-2 | LANDSCAPE DETAILS AND SPECIFICATIONS | | X | | | | | |
| 1 of 1 | MWRD DRAINAGE EXHIBIT | X | X | | | | | |

NOTE: THE DESIGNS CONTAINED IN THE ABOVE PLANS AND SUPPORTING DOCUMENTS WERE PREPARED WITH THE UNDERSTANDING THAT THEY WOULD BE USED AS A WHOLE PLAN SET. EACH CONSTRUCTION DISCIPLINE IS TO USE ALL THE PLANS AND SUPPORTING DOCUMENTS TOGETHER AS A WHOLE AND NOT AS SEPARATE DOCUMENTS. EACH CONTRACTOR IS TO BECOME COMPLETELY FAMILIAR WITH THE WHOLE PLAN SET AND THE EXISTING SITE CONDITIONS. SHOULD ANYTHING WITH ALL THESE PLANS AND SUPPORTING DOCUMENTS BE INCONSISTENT WITH THE SITE CONDITIONS THEN THE CONTRACTOR IS TO CONTACT THE ENGINEER IMMEDIATELY BEFORE ANY CONSTRUCTION IS STARTED.



| LEGEND | | |
|----------|---------------------------------|----------|
| EXISTING | DESCRIPTION | PROPOSED |
| | CATCH BASIN INLET | |
| | STORM MANHOLE | |
| | SANITARY MANHOLE | |
| | VALVE VAULT | |
| | FIRE HYDRANT | |
| | FLARED END SECTION | |
| | ELECTRICAL POWER POLE | |
| | OVERHEAD TRAFFIC SIGNAL | |
| | TRAFFIC SIGNAL MANHOLE | |
| | OVERHEAD ELECTRIC WIRES | |
| | TRANSFORMER PAD | |
| | TELEPHONE PEDESTAL | |
| | TELEPHONE MANHOLE | |
| | CABLE TELEVISION PEDESTAL | |
| | COMMONWEALTH EDISON MANHOLE | |
| | B/BOX | |
| | LIGHT POLE | |
| | SIGN | |
| | BOLLARD POLE | |
| | GAS MARKER | |
| | ELECTRIC MARKER | |
| | TELEPHONE MARKER | |
| | WATER MAIN | |
| | GAS MAIN | |
| | ELECTRIC LINE | |
| | TELEPHONE LINE | |
| | CABLE TV LINE | |
| | SANITARY SEWER | |
| | STORM SEWER | |
| | GUY POLE | |
| | CONIFEROUS TREE W/DIAMETER | |
| | DECIDUOUS TREE W/DIAMETER | |
| | WOOD FENCE | |
| | CHAIN LINK FENCE | |
| | METAL GUARDRAIL | |
| | CONCRETE SURFACE | |
| | CONTOUR LINE | |
| | FINISHED FLOOR ELEVATION | |
| | PAVEMENT ELEVATION | |
| | MATCH EXISTING ELEVATION | |
| | GROUND ELEVATION | |
| | TOP OF WALK ELEVATION | |
| | TOP OF RETAINING WALL ELEVATION | |
| | FLOW LINE ELEVATION | |
| | TOP OF CURB ELEVATION | |
| | RIM ELEVATION | |
| | DOWNSPOUT LOCATION | |
| | PERVIOUS AREA SLOPE DIRECTION | |
| | PAVEMENT SLOPE DIRECTION | |
| | OVERLAND OVERFLOW DIRECTION | |
| | INLET PROTECTION | |
| | INLET BASKET FILTER | |

| BENCHMARK | |
|---|---|
| REFERENCE BENCHMARK NGS DESIGNATION - DK2006 PIN - DN4693 STATION IS 39 FEET WEST OF THE CENTERLINE OF WILL/COOK ROAD, 54 FEET SOUTH OF THE CENTERLINE OF 167TH STREET, 10 FEET WEST OF A TRAFFIC SIGNAL HAND HOLE AND 1 FOOT NORTHEAST OF AN ORANGE CARSONITE MARKER. ACCESS TO THE DATUM POINT IS THROUGH A 6 INCH LOGO CAP AND THE ROD (DATUM POINT) IS SURROUNDED BY A FLOATING BRONZE DISK TO AID IN IDENTIFICATION. SITE BENCHMARK SITE BENCHMARK 1 - CROSS CUT ON TRAFFIC SIGNAL MANHOLE SITE BENCHMARK 2 - SOUTHWEST BOLT OF FIRE HYDRANT | DATUM: NAVD88 ELEVATION = 751.92 ELEVATION = 700.19 ELEVATION = 700.71 |

I, WILLIAM H. PERRY, HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THE DESIGN PLANS ARE IN COMPLIANCE WITH ALL APPLICABLE STATE, COUNTY AND VILLAGE ORDINANCES WITH REGARD TO DRAINAGE AND THAT THE PROJECT WILL NOT CHANGE DRAINAGE OF SURFACE WATERS, AND WILL NOT INCREASE THE LIKELIHOOD OF FLOODING THE NEIGHBORING PROPERTIES.

DATE:

STATE OF ILLINOIS) SS
COUNTY OF KANE)

I, WILLIAM H. PERRY, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE CIVIL ENGINEERING PLANS, NOT THE SUPPORTING DOCUMENTS, AS LISTED IN THE INDEX, HAVE BEEN PREPARED BY WATERMARK ENGINEERING RESOURCES, LTD. UNDER MY PERSONAL DIRECTION. THESE PLANS ARE INTENDED TO BE USED AS AN INTEGRAL PART OF THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATE:

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 62-055801.
MY LICENSE EXPIRES ON 11-30-21.

UNLESS THIS DOCUMENT BEARS ORIGINAL SIGNATURE AND EMBOSSED SEAL OF THE DESIGN ENGINEER, IT IS NOT A VALID DOCUMENT.

ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002989

COVER SHEET

| NO. | REVISIONS | DATE |
|-----|--|----------|
| 1 | REVISIONS PER VILLAGE REVIEW LETTER DATED 8/5/19 | 8/22/19 |
| 2 | PER CLIENT REQUEST | 9/5/19 |
| 3 | PER CLIENT REQUEST | 11/22/19 |
| 4 | PER VILLAGE COMMENTS 12/20/19 | 12/27/19 |

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654

PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:

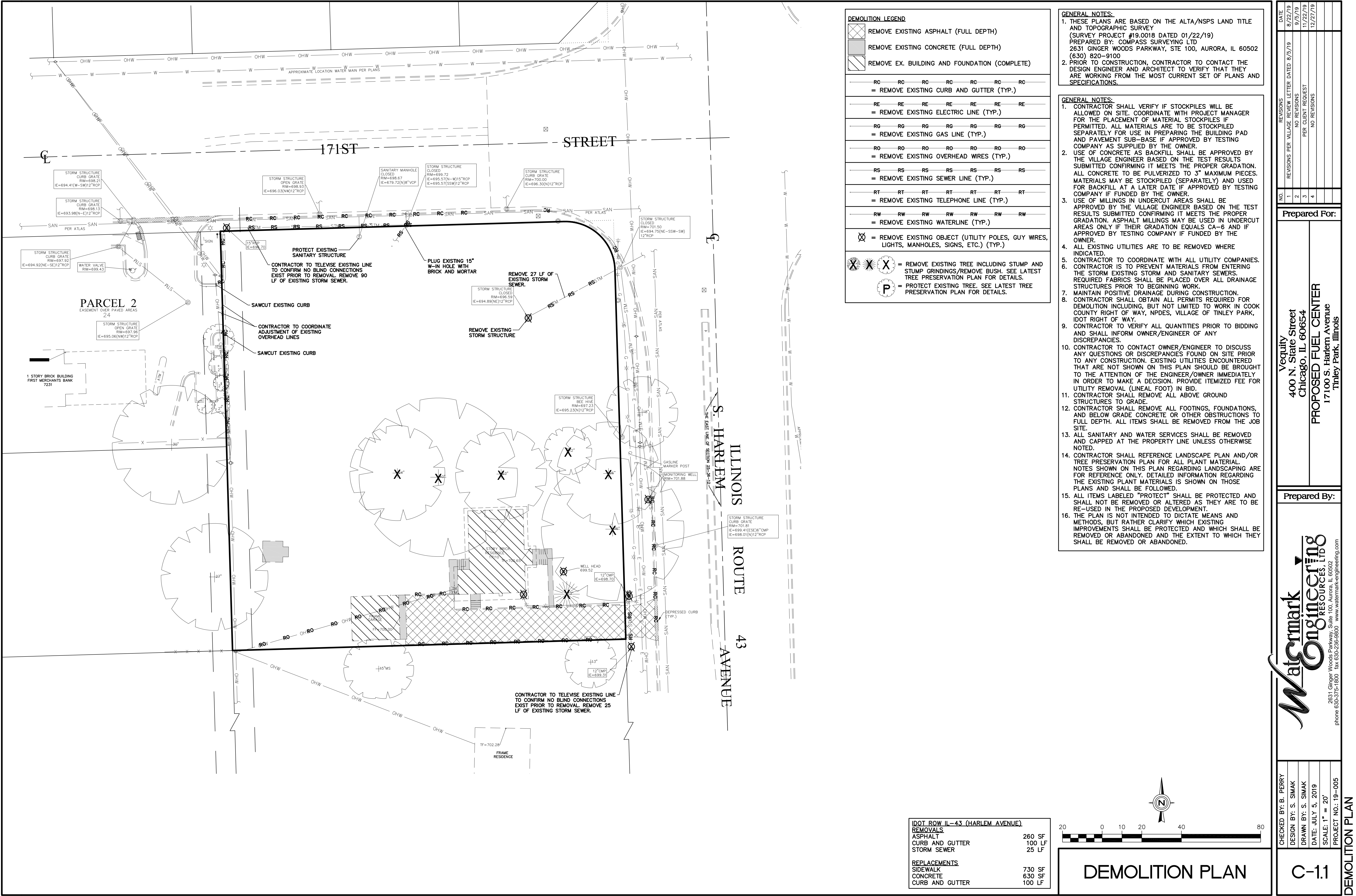
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phone 630-375-1800 fax 630-236-9600 www.watermark-engineering.com

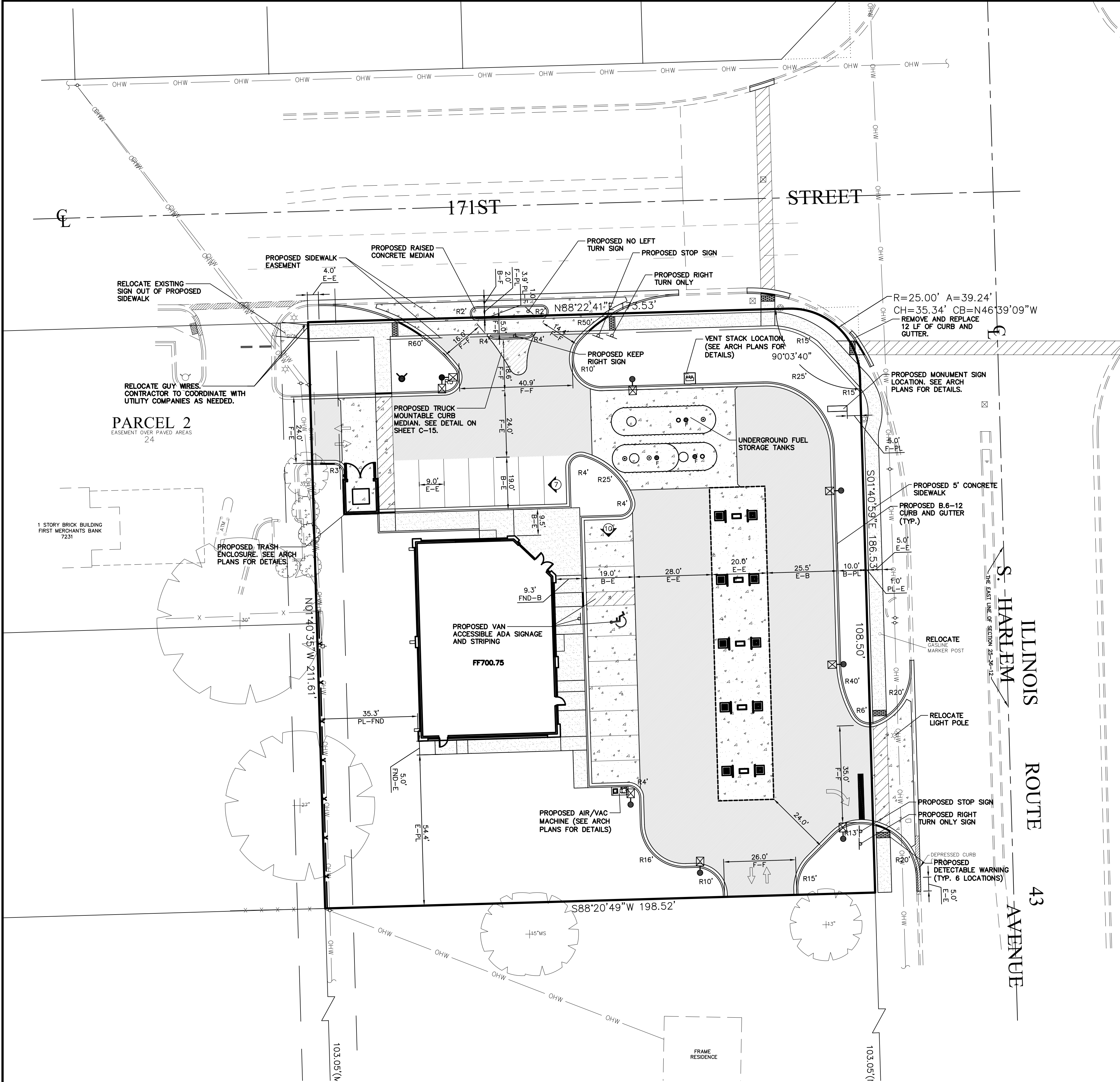
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|----------------------|---------------------|
| CHECKED BY: B. PERRY | DESIGN BY: S. SINAK |
| DRAWN BY: S. SINAK | DATE: JULY 5, 2019 |
| SCALE: NONE | PROJECT NO.: 19-005 |

C-1

COVER SHEET







GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #19.0018 DATED 01/22/19) PREPARED BY: COMPASS SURVEYING LTD 2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

| ON SITE PARKING DATA | |
|-----------------------|----|
| REGULAR SPACES | 16 |
| ADA ACCESSIBLE SPACES | 1 |
| TOTAL SPACES | 17 |

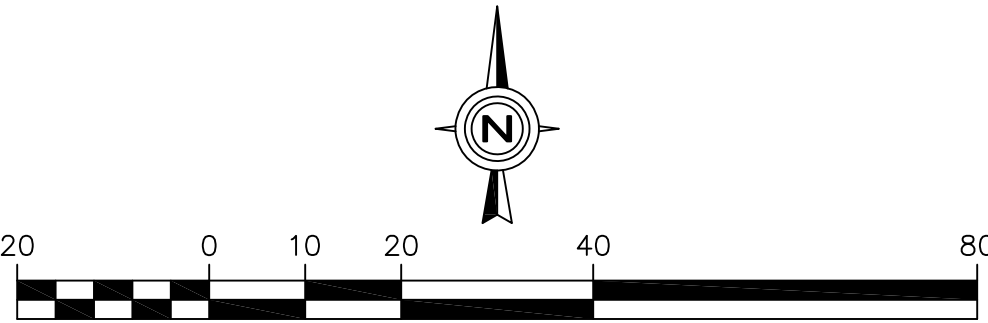
| SITE DATA | |
|-----------------|-------------------------------|
| LOT AREA | = 41,852 S.F. (.961 AC.) |
| IMPERVIOUS AREA | = 27,222 S.F. (.625 AC.)(65%) |
| PERVIOUS AREA | = 14,630 S.F. (.336 AC.)(35%) |
| BUILDING AREA | = 3,500 S.F. |

GEOMETRIC PLAN NOTES:
1. PROPOSED IMPROVEMENTS ARE PARALLEL AND PERPENDICULAR TO THE WESTERN PROPERTY LINE.
2. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
3. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
4. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
5. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

| PAVEMENT LEGEND | |
|------------------------------------|---|
| SIDEWALK | 5" P.C.C. (SIX BAG MIX) 4" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) COMPACTED SUB-BASE |
| STANDARD DUTY | 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22 2 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22 8" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) COMPACTED SUB-BASE |
| HEAVY DUTY | 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22 3" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22 10" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) COMPACTED SUB-BASE |
| CONCRETE | 6" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) COMPACTED SUB-BASE |
| CONCRETE DRIVEWAY AND TRASH APRONS | 8" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) COMPACTED SUB-BASE |

NOTES:
1. REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES AND SECTION 351 FOR AGGREGATE BASE COURSE.
2. THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT ARE TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
3. SEE PROJECT SPECIFICATIONS FOR SUB-BASE AND BASE COURSE COMPACTION.
4. ALL CONCRETE FLATWORK TO INCLUDE A JOINTING PATTERN SUBMITTAL TO THE CONSTRUCTION MANAGER. CONTRACTOR TO STAY AS CLOSE TO 9'x9' SQUARE PANELS IN LARGE CONCRETE FLATWORK AREAS AS POSSIBLE.
5. FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
6. PROVIDE AN EXPANSION JOINT ADJACENT TO ALL STRUCTURES. THESE JOINTS SHOULD BE SEALED WITH A TOOL-FINISHED SILICONE SEALANT PER I.D.O.T. STANDARD.

| DIMENSION LEGEND | |
|------------------|--------------------|
| F = FACE | FNC = FENCE |
| FND = FOUNDATION | R = RADIUS |
| B = BACK | C = CENTER |
| E = EDGE | PL = PROPERTY LINE |



GEOMETRIC PLAN

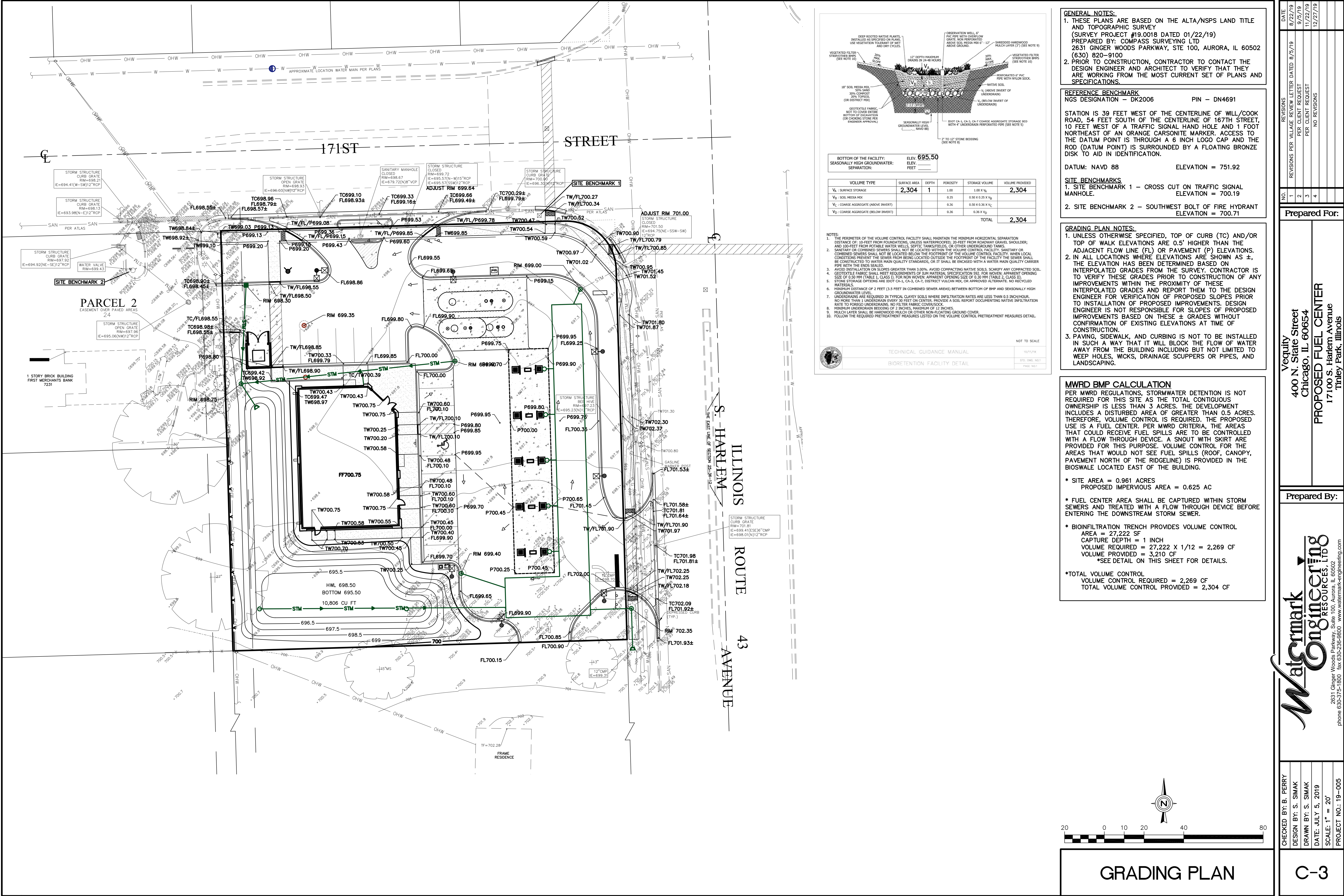
| DATE | REVISIONS |
|----------|-----------|
| 8/22/19 | 1 |
| 9/15/19 | 2 |
| 11/22/19 | 3 |
| 12/27/19 | 4 |

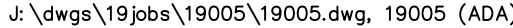
Prepared For:
Vequity
400 N. State Street
Chicago, IL 60654
PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:
Watermark Engineering Resources, Ltd
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com

| | | | | | |
|----------------------|---------------------|--------------------|--------------------|-----------------|---------------------|
| CHECKED BY: B. PERRY | DESIGN BY: S. SINAK | DRAWN BY: S. SINAK | DATE: JULY 5, 2019 | SCALE: 1" = 20' | PROJECT NO.: 19-005 |
|----------------------|---------------------|--------------------|--------------------|-----------------|---------------------|

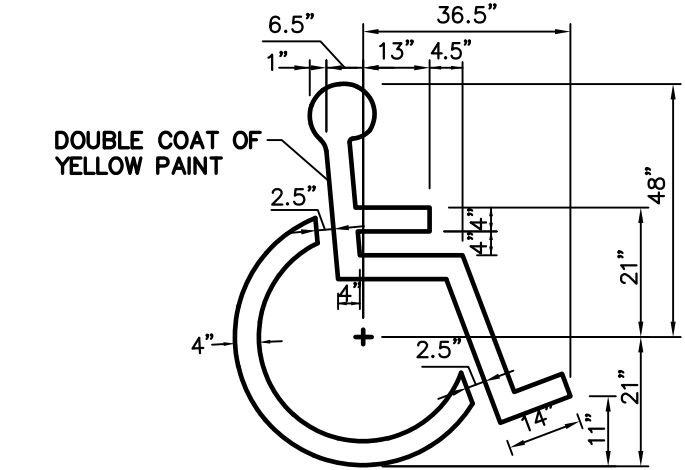
C-2



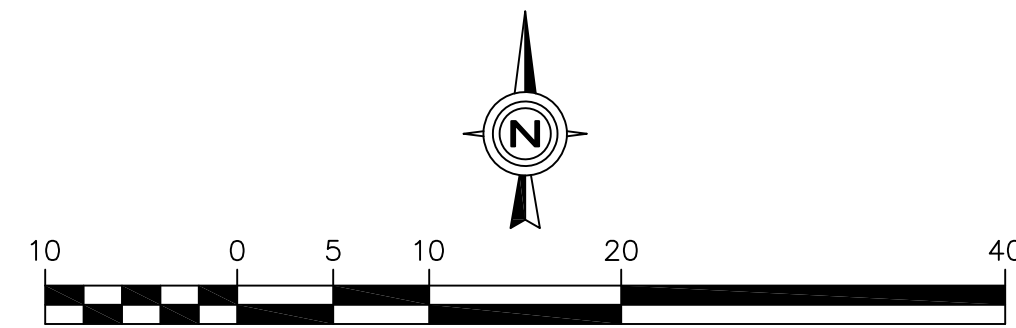
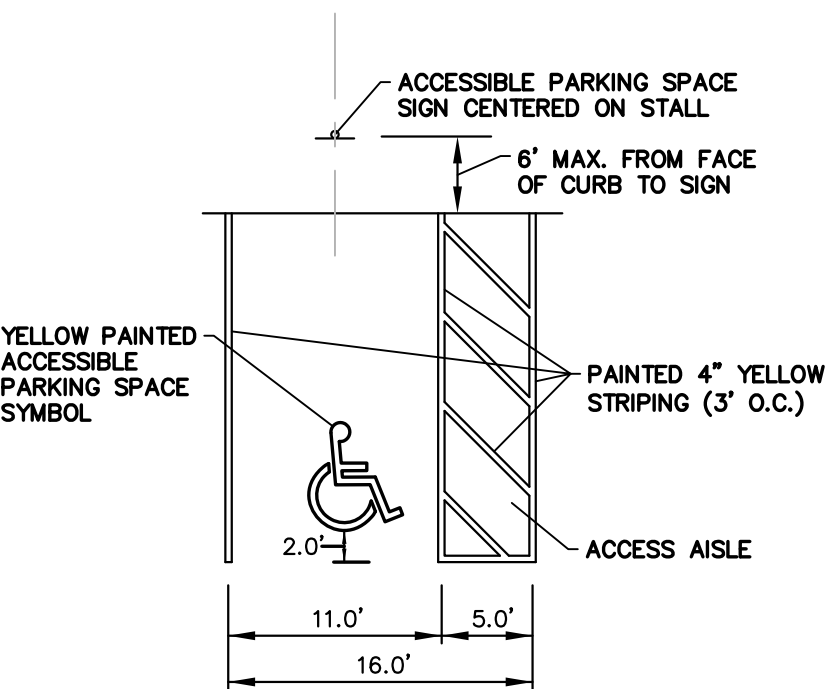


GRADING PLAN NOTES:

1. UNLESS OTHERWISE SPECIFIED, TOP OF CURB (TC) AND/OR TOP OF WALK ELEVATIONS ARE 0.5' HIGHER THAN THE ADJACENT FLOW LINE (FL) OR PAVEMENT (P) ELEVATIONS.
2. IN ALL LOCATIONS WHERE ELEVATIONS ARE SHOWN AS \pm , THE ELEVATION HAS BEEN DETERMINED BASED ON INTERPOLATED GRADES FROM THE SURVEY. CONTRACTOR IS TO VERIFY THESE GRADES PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS WITHIN THE PROXIMITY OF THESE INTERPOLATED GRADES AND REPORT THEM TO THE DESIGN ENGINEER FOR VERIFICATION OF PROPOSED SLOPES PRIOR TO INSTALLATION OF PROPOSED IMPROVEMENTS. DESIGN ENGINEER IS NOT RESPONSIBLE FOR SLOPES OF PROPOSED IMPROVEMENTS BASED ON THESE \pm GRADES WITHOUT CONFIRMATION OF EXISTING ELEVATIONS AT TIME OF CONSTRUCTION.
3. PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPING.



1. SYMBOL IS CENTERED ON WIDTH OF PARKING STALL AND 2' FROM THE END OF THE STALL.

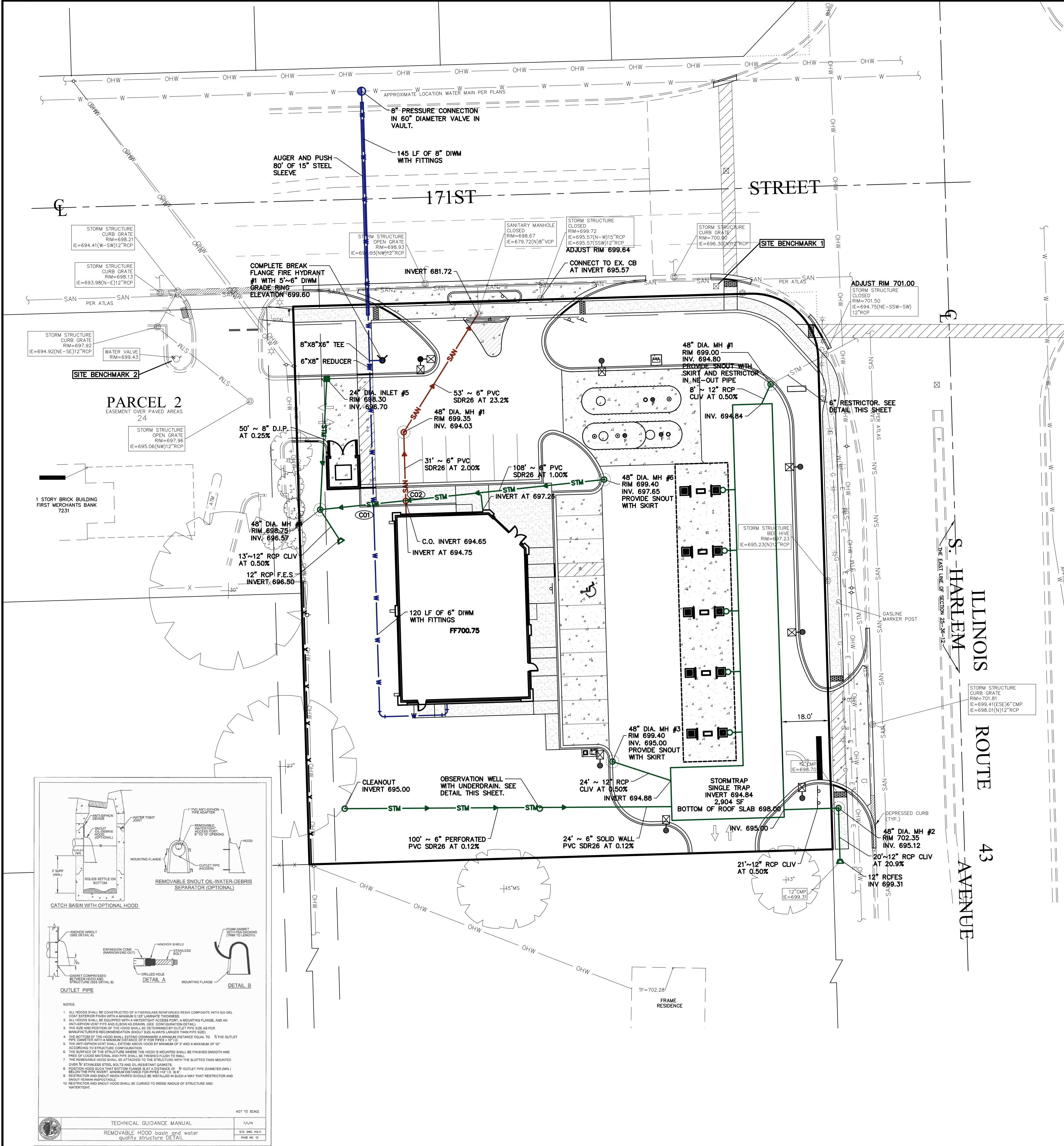


ACCESSIBLE ROUTE GRADES AND DETAILS

| | |
|---|---|
| Vequity 400 N. State Street Chicago, IL 60654 | PROPOSED FUEL CENTER 17100 S. Harlem Avenue Tinley Park, Illinois |
| Prepared By: | |

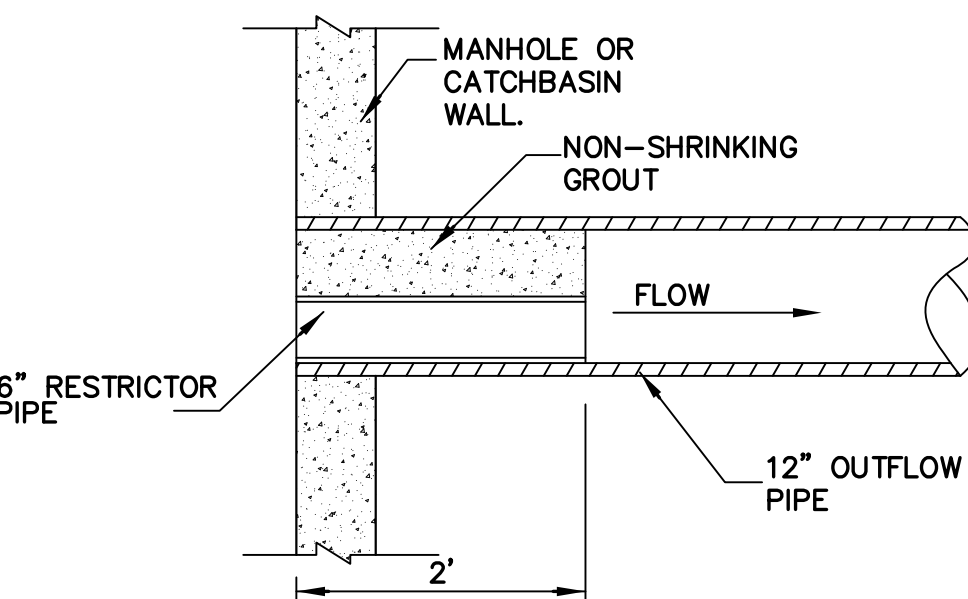
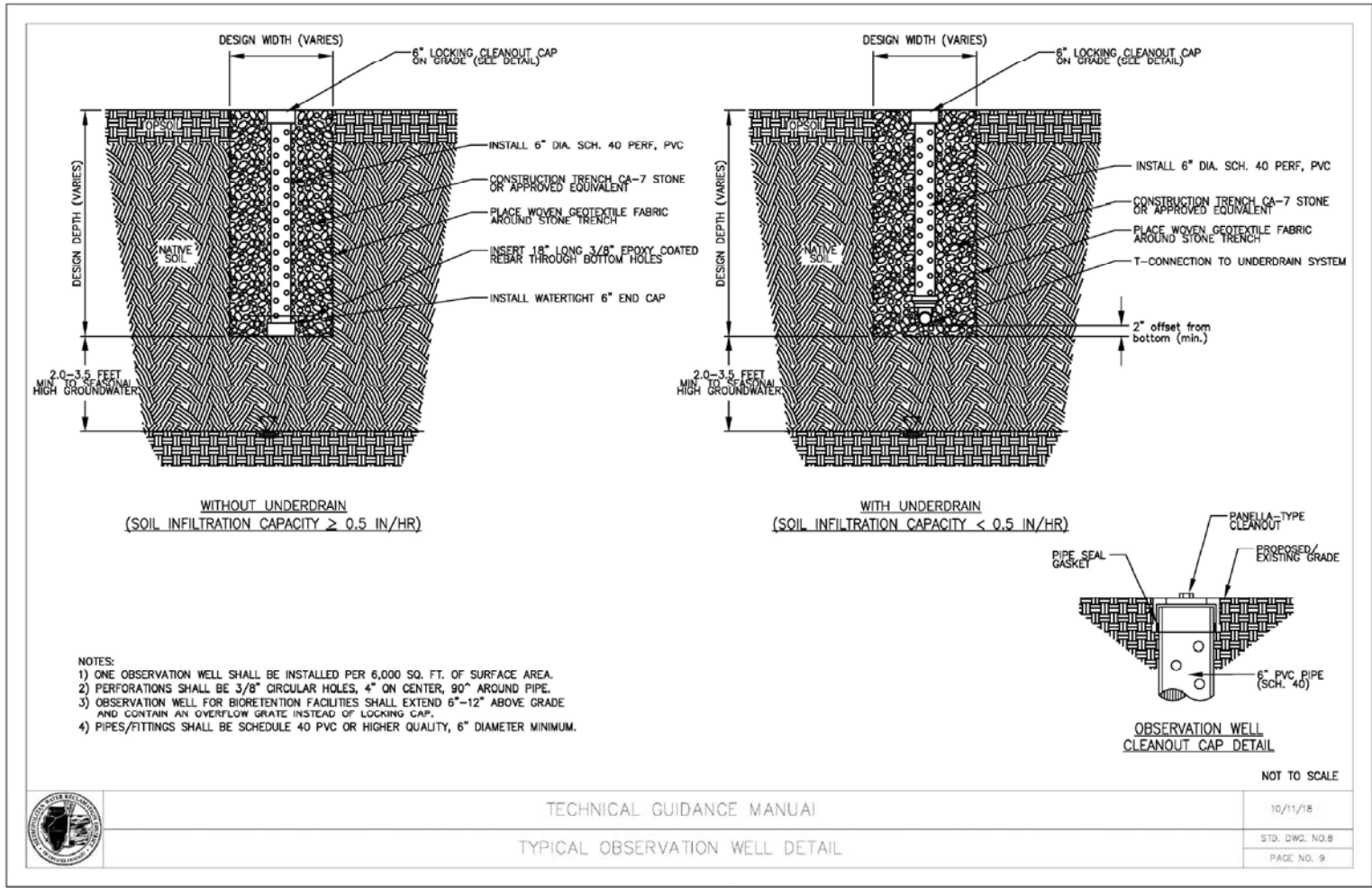
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phone 630-375-1500 fax 630-226-9800 www.watermark-engineering.com

| |
|----------------------|
| CHECKED BY: B. PERRY |
| DESIGN BY: S. SIMAK |
| DRAWN BY: S. SIMAK |
| DATE: JULY 5, 2019 |
| SCALE: 1" = 20' |
| PROJECT NO.: 19-005 |



IDOT STORMWATER REQUIREMENTS

| | |
|--|--------------|
| EXISTING RELEASE RATE | = 2.77 CFS |
| EXISTING AREA TO RIGHT OF WAY | = .737 ACRES |
| ADJUSTED C VALUE | = .64 |
| 10-YEAR STORM AT 10 MINUTES | = 5.88 IN/HR |
| PROPOSED RELEASE RATE - NO RESTRICTOR | = 4.12 CFS |
| RESTRICTOR REQUIRED | |
| HWL = 698.50 | |
| INVERT = 694.80 | |
| AREA = .961 ACRES | |
| Cd = 0.73 | |
| REQUIRED STORAGE PER EXISTING RELEASE RATE | = 2,933 CF |
| STORAGE PROVIDED IN BIORETENTION FACILITY | = 10,806 CF |
| STORAGE PROVIDED IN UNDERGROUND UNIT | = 9,176 CF |
| TOTAL STORAGE PROVIDED | = 19,982 CF |
| RESTRICTOR SIZE | = 6 INCHES |
| PROPOSED 6" RESTRICTOR | = 2.57 CFS |



UTILITY PLAN

| NO. | REVISIONS | DATE |
|-----|--|----------|
| 1 | REVISIONS PER VILLAGE REVIEW LETTER DATED 8/5/19 | 8/22/19 |
| 2 | PER CLIENT REQUEST | 9/5/19 |
| 3 | PER CLIENT REQUEST | 11/22/19 |
| 4 | NO REVISIONS | 12/27/19 |
| | | |
| | | |
| | | |
| | | |

Prepared For:

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654
PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:

Watermark Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com

CHECKED BY: B. PERRY
DESIGN BY: S. SINAK
DRAWN BY: S. SINAK
DATE: JULY 5, 2019
SCALE: 1" = 20'
PROJECT NO.: 19-005

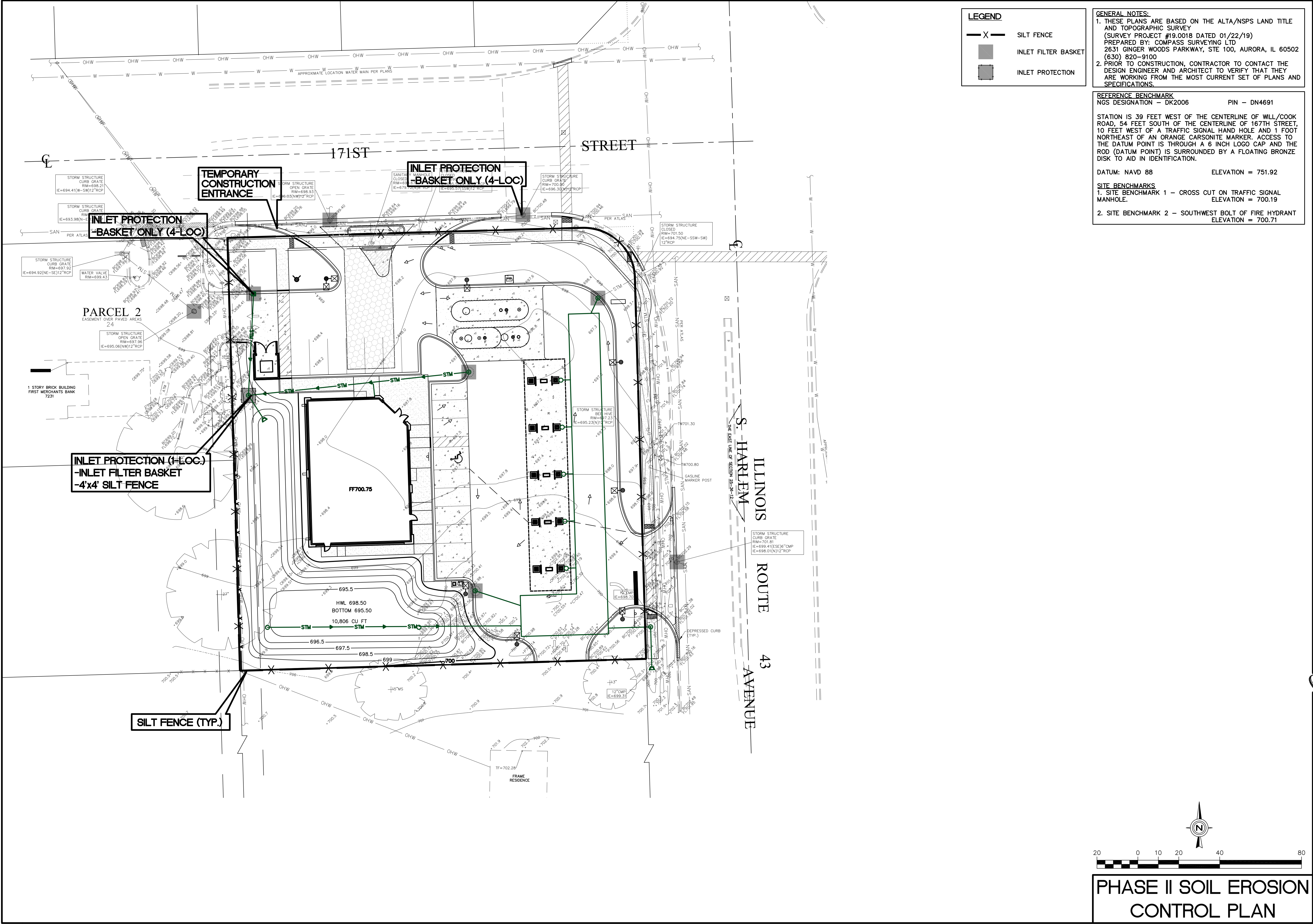
C-5

UTILITY PLAN

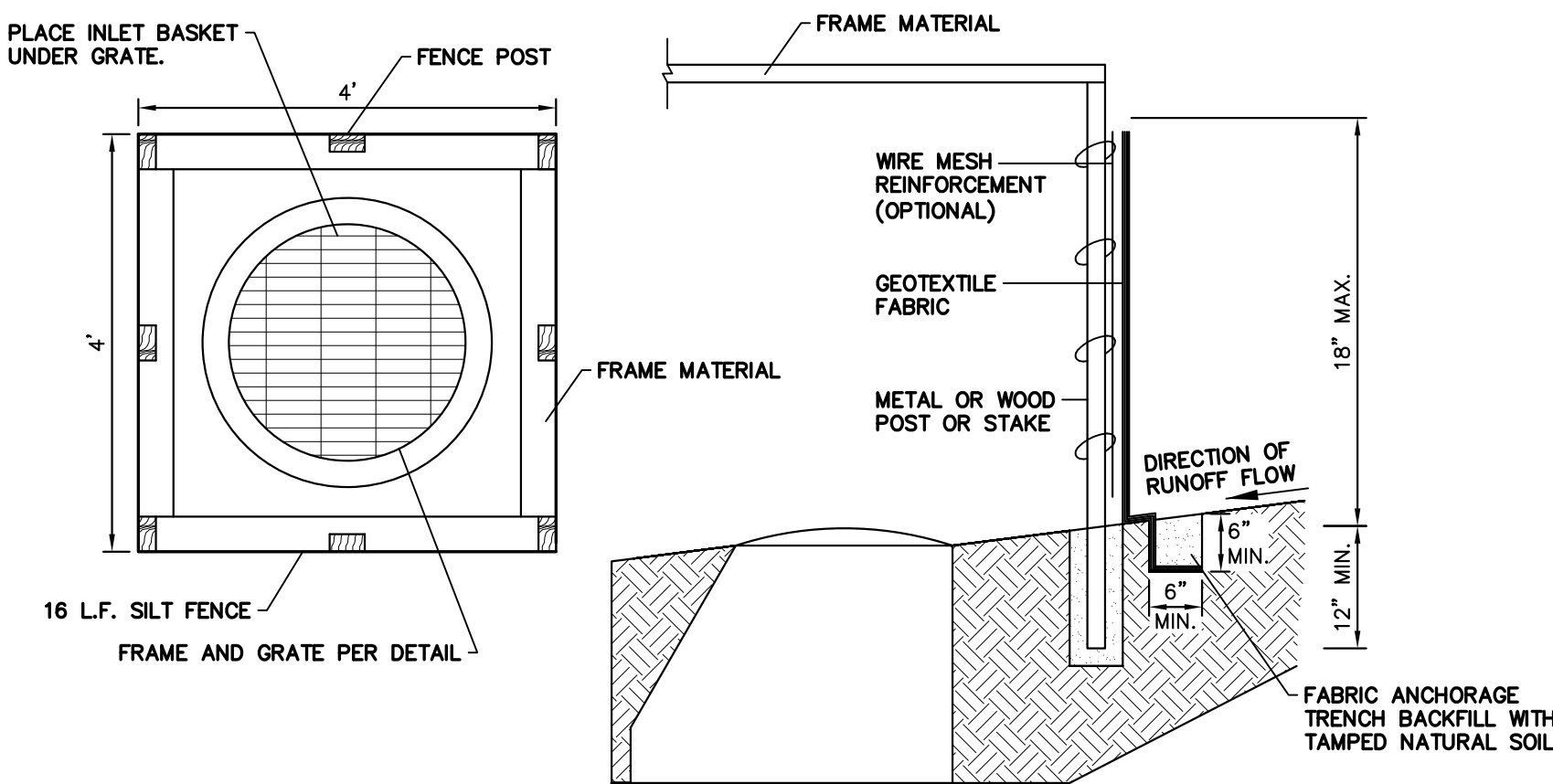


| DATE | REVISIONS | NO. | Prepared For: | Prepared By: | CHECKED BY: B. PERRY | DESIGN BY: S. SIMAK | DRAWN BY: S. SIMAK | DATE: JULY 5, 2019 | SCALE: 1" = 20' | PROJECT NO.: 19-005 | C-6 |
|----------|---------------------|-----|---|--------------|----------------------|---------------------|--------------------|--------------------|-----------------|---------------------|-----|
| 8/22/19 | NO REVISIONS | 1 | Vequity 400 N. State Street Chicago, IL 60654 | | | | | | | | |
| 9/15/19 | NO REVISIONS | 2 | PROPOSED FUEL CENTER | | | | | | | | |
| 11/22/19 | PEER CLIENT REQUEST | 3 | 17100 S. Harlem Avenue Tinley Park, Illinois | | | | | | | | |
| 12/27/19 | NO REVISIONS | 4 | | | | | | | | | |





| DATE | 8/22/19 | 9/15/19 | 11/22/19 | 12/27/19 |
|--|---------------------|--------------------|--------------------|-----------------|
| REVISIONS | NO REVISIONS | PER CLIENT REQUEST | PER CLIENT REQUEST | NO REVISIONS |
| NO. | 1 | 2 | 3 | 4 |
| Prepared For: | | | | |
| Vequity 400 N. State Street Chicago, IL 60654 PROPOSED FUEL CENTER 17100 S. Harlem Avenue Tinley Park, Illinois | | | | |
| Prepared By: | | | | |
| Watermark Engineering Resources, Ltd. 2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-375-1800 fax 630-236-9600 www.watermark-engineering.com | | | | |
| CHECKED BY: B. PERRY | DESIGN BY: S. SIMAK | DRAWN BY: S. SIMAK | DATE: JULY 5, 2019 | SCALE: 1" = 20' |
| PROJECT NO.: 19-005 | | | | C-7 |



NOTES:

1. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.
2. STEEL POSTS SHALL BE STANDARD T AND U SECTIONS WEIGHING NOT LESS THAN 1.33 POUNDS PER LINEAR FOOT OR OTHER STEEL POSTS OF EQUIVALENT STRENGTH AND STANDING RESISTANCE.
3. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 (GEOTEXTILE) TABLE 1 OR 2, CLASS I IN THE ILLINOIS URBAN MANUAL, CURRENT EDITION. THE FABRIC SHALL HAVE AN AOS OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN MATERIAL.
4. STAKES ARE TO BE PLACED A MAXIMUM OF 3 FEET APART.
5. JOINTS IN GEOTEXTILE FABRIC ARE TO BE MADE AT STAKES.

The technical drawings show a circular structure with the following dimensions:

- Top View:** A circle with an inner diameter of $11\frac{1}{8}$.
- Side View:** A cross-section showing a total height of 20' and a top width of 18'. The interior is filled with a cross-hatch pattern.
- End View:** A cross-section showing a total height of 20' and a top width of 20'. The interior is filled with a cross-hatch pattern.
- Bottom View:** A cross-section showing an outer diameter of $22\frac{1}{4}$ and an inner diameter of $19\frac{1}{8}$. The thickness of the wall is 2'.

NOTES:

1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. ALL FENCES SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.
3. STEEL POSTS SHALL BE STANDARD T AND U SECTIONS WEIGHING NOT LESS THAN 1.33 POUNDS PER LINEAR FOOT OR OTHER STEEL POSTS HAVING EQUIVALENT STRENGTH AND BENDING RESISTANCE.
4. WIRE FENCE SHALL BE A MINIMUM 12 GAGE WIRE WITH A 6 INCH MAXIMUM OPENING.
5. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 (GEOTEXTILE) TABLE 1 OR 2, CLASS I IN THE FABRIC SHALL HAVE AN AOS OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN MATERIAL.

MAINTENANCE NOTES:

1. FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL GREATER THAN 1/2" AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
2. SHOULD THE FABRIC DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL BE NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
3. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THE FENCE MUST BE MOVED WHEN THE DEPOSITS REACH APPROXIMATELY HALF THE HEIGHT OF THE BARRIER.
4. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDDED.
5. AT A MINIMUM, SILT FENCE AND OTHER EROSION CONTROL MEASURES SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PHASE I AND PHASE II SOIL EROSION CONTROL PLANS. THEY SHALL ALSO BE INSTALLED ANYWHERE THAT THEY ARE NEEDED DURING CONSTRUCTION IN ORDER TO PREVENT EROSION AND SEDIMENT FROM BEING CARRIED DOWN STREAM. THIS IS THE GENERAL CONTRACTOR'S RESPONSIBILITY AND SHALL BE INSTALLED, RELOCATED, MAINTAINED, ETC. AS DIRECTED BY THE APPOINTED SWPPP INSPECTOR. EROSION CONTROL INSTALLATION AND MAINTENANCE IS TO BE A PART OF THE CONTRACT AND IS NOT AN EXTRA TO THE OWNER.

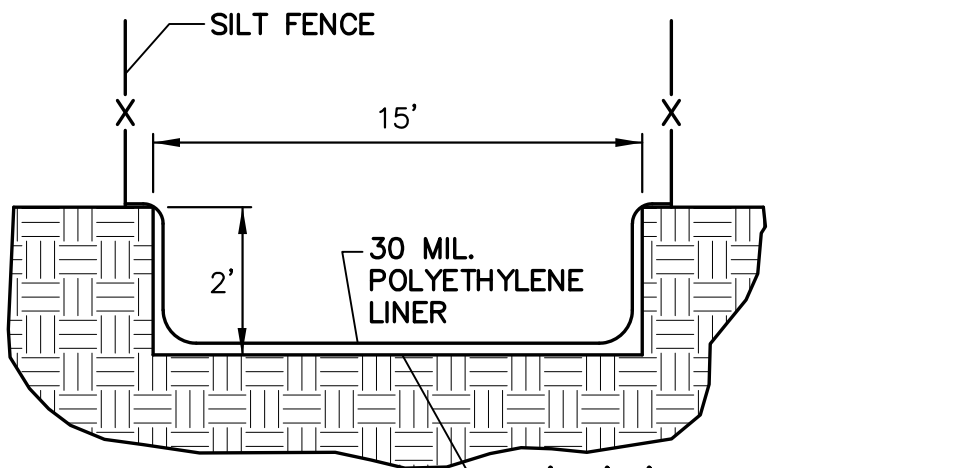
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- NOTES:
1. PERMANENT VEGETATION SHALL BE PLANTED ACCORDING TO THE APPROVED LANDSCAPE PLAN AND SHALL FOLLOW ILLINOIS URBAN MANUAL PRACTICE STANDARD 880 FOR PERMANENT SEEDING AND 925 FOR SODDING AT A MINIMUM.
2. TEMPORARY SEEDING SHALL BE APPLIED ACCORDING TO THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 965. THIS PRACTICE APPLIES TO ALL CLEARED, UNVEGETATED, OR SPARSELY VEGETATED SOIL SURFACES WHERE VEGETATIVE COVER IS NEEDED FOR LESS THAN 1 YEAR.
 - A. WHERE THE PH OF THE SOIL IS BELOW 5.5, APPLY ONE AND ONE HALF TO TWO TONS PER ACRE OF FINELY GROUND AGRICULTURAL LIMESTONE. IF THE SEEDING PERIOD IS LESS THAN 30 DAYS, LIMING WILL NOT BE REQUIRED.
 - B. APPLY 500 POUNDS PER ACRE OF 10-10-10 FERTILIZER OR EQUIVALENT. INCORPORATE LIME AND FERTILIZER INTO THE TOP 2-4 INCHES OF SOIL. IF THE SEEDING PERIOD IS LESS THAN 30 DAYS, FERTILIZER WILL NOT BE REQUIRED.
 - C. PREPARE A TOPSOIL SEEDING OF LOOSE SOIL TO A DEPTH OF 3 TO 4 INCHES. IF RECENT TILLAGE OR GRADING OPERATIONS HAVE RESULTED IN A LOOSE SURFACE, ADDITIONAL TILLAGE OR ROUGHENING MAY NOT BE REQUIRED EXCEPT TO BREAK UP LARGE CLODS. IF RAINFALL CAUSED THE SURFACE TO BECOME SEALED OR CRUSTED, LOOSEN IT JUST PRIOR TO SEEDING BY DISKING, RAKING, HARROWING, OR OTHER SUITABLE METHODS. GROVE OR FURROW SLOPES STEEPER THAN 3:1 ON THE CONTOUR BEFORE SEEDING.
 - D. SOIL SHALL BE EVENLY APPLIED WITH A CYCLONE SEEDER, DRILL, CULIPACKER SEEDER OR HYDROSEEDER. SMALL GRAINS SHALL BE PLANTED NO MORE THAN ONE INCH DEEP. GRASSES SHALL BE PLANTED NO MORE THAN ONE HALF INCH DEEP.
 - E. COVER BROADCAST SEEDINGS BY CULIPACKING, DRAGGING A HARROW, OR RAKING.
 - F. OATS SHALL BE APPLIED AT 90 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO JULY 1.
3. CEREAL RYE SHALL BE APPLIED AT 90 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO SEPTEMBER 30.
4. HUEY SHAH BUE SHALL BE APPLIED AT 90 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO SEPTEMBER 30.
5. PERENNIAL RYE GRASS SHALL BE APPLIED AT 25 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO SEPTEMBER 30.
6. TEMPORARY MULCHES ARE TO BE APPLIED TO:
 - A. AREAS THAT HAVE BEEN SEEDDED TO PROVIDE A TEMPORARY OR PERMANENT SEEDING;
 - B. AREAS THAT CANNOT BE SEEDDED BECAUSE OF THE SEASON OF THE YEAR AND NEED FOR SOIL SURFACE PROTECTION;
 - C. FOR MUD AND DUST CONTROL;
 - D. PROVIDE PROTECTION DURING PERIODS WHEN CONSTRUCTION OR SEEDING CANNOT BE DONE; AND SHALL BE CONSTRUCTED ACCORDING TO THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 875.

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
3. CONSTRUCT THE SILT FENCES ON THE SITE.
4. INSTALL INLET PROTECTION AROUND ALL EXISTING STORM SEWER STRUCTURES.
5. CONSTRUCT THE SEDIMENTATION BASINS.
6. CONSTRUCT DIVERSION DITCHES AND AGGREGATE DITCH CHECKS TO DIRECT FLOW TO THE SEDIMENTATION BASINS.
7. HOLD PRE-CONSTRUCTION MEETING TO DISCUSS THE STORM WATER POLLUTION CONTROL PLAN WITH ENGINEER, ALL CONTRACTORS AND JURISDICTIONAL INSPECTION AGENCIES.
8. CLEAR AND GRUB THE SITE.
9. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
10. BEGIN MASS GRADING OPERATIONS FOR THE SITE.

1. TEMPORARILY SEED DENUDEED AREAS.
2. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
3. INSTALL RIP RAP AROUND OUTLET STRUCTURES.
4. INSTALL INLET PROTECTION AROUND ALL STORM SEWER STRUCTURES.
5. PREPARE SITE FOR PAVING.
6. PAVE SITE.
7. INSTALL INLET PROTECTION DEVICES.
8. COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND PLANTING.
9. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED).

A schematic diagram of a rectangular excavation pit. The pit is labeled "15'x10'x2' DEEP OPEN CUT PIT". The horizontal dimension is 15 feet, and the vertical dimension is 10 feet. A "SILT FENCE" is indicated by a line with 'x' marks along the top and right edges of the pit. A "30 MIL. POLYETHYLENE LINER" is indicated by a line with 'x' marks along the bottom and right edges of the pit. The diagram shows the pit is open on the left side.



NOTE: OPTIONAL USE OF A PORTABLE CONCRETE WASHOUT
CONTAINER IS ACCEPTABLE WITH 30 MIL.
POLYETHYLENE LINER.

SOIL EROSION CONTROL DETAILS AND SPECS

| NO. | REVISIONS | DATE |
|-----|--------------|----------|
| 1 | NO REVISIONS | 8/22/19 |
| 2 | NO REVISIONS | 9/5/19 |
| 3 | NO REVISIONS | 11/22/19 |
| 4 | NO REVISIONS | 12/27/19 |
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| | | |
| | | |

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17100 S. Harlem Avenue
Tinley Park, Illinois

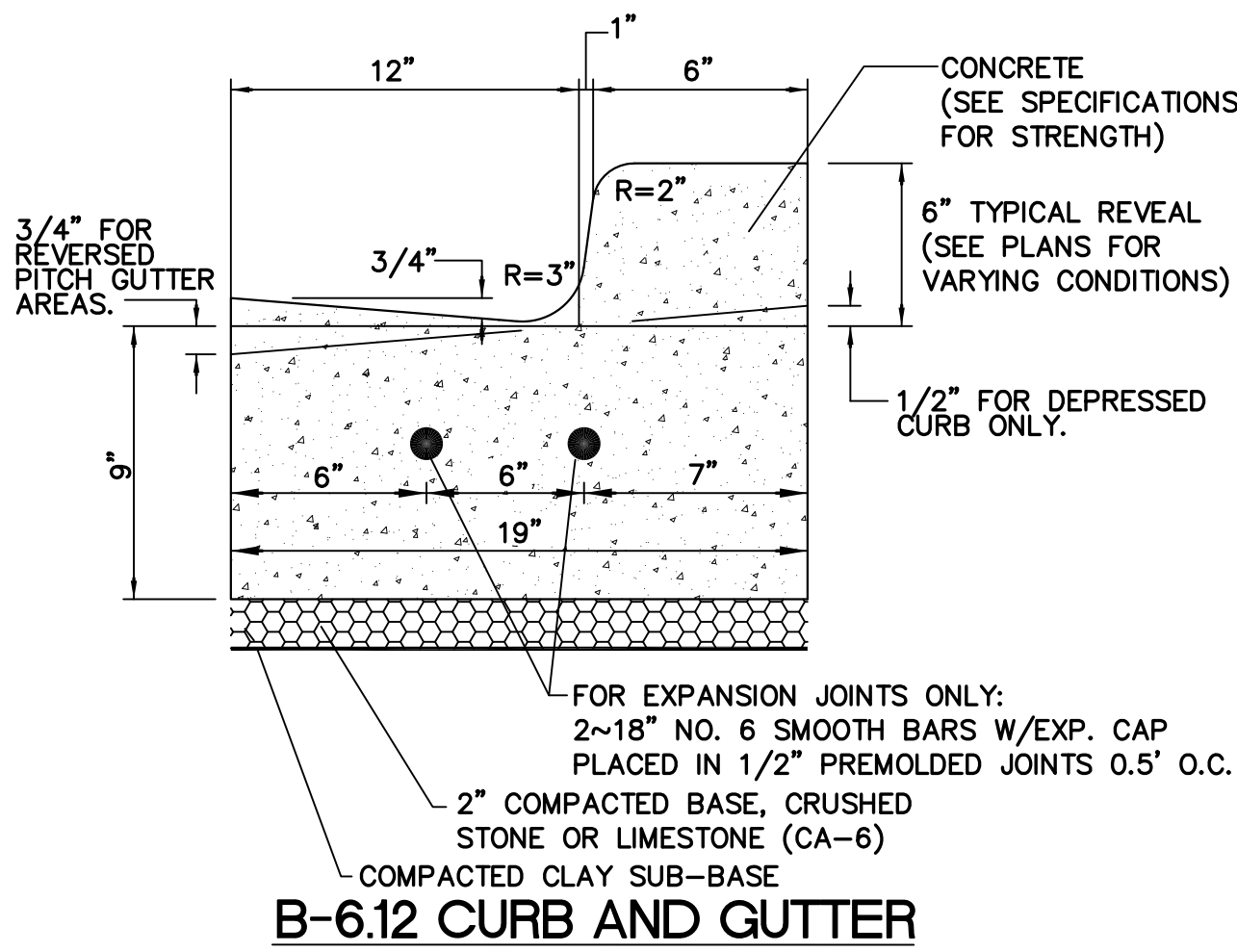
Prepared By:

Watermark
Engineering
RESOURCES, LTD

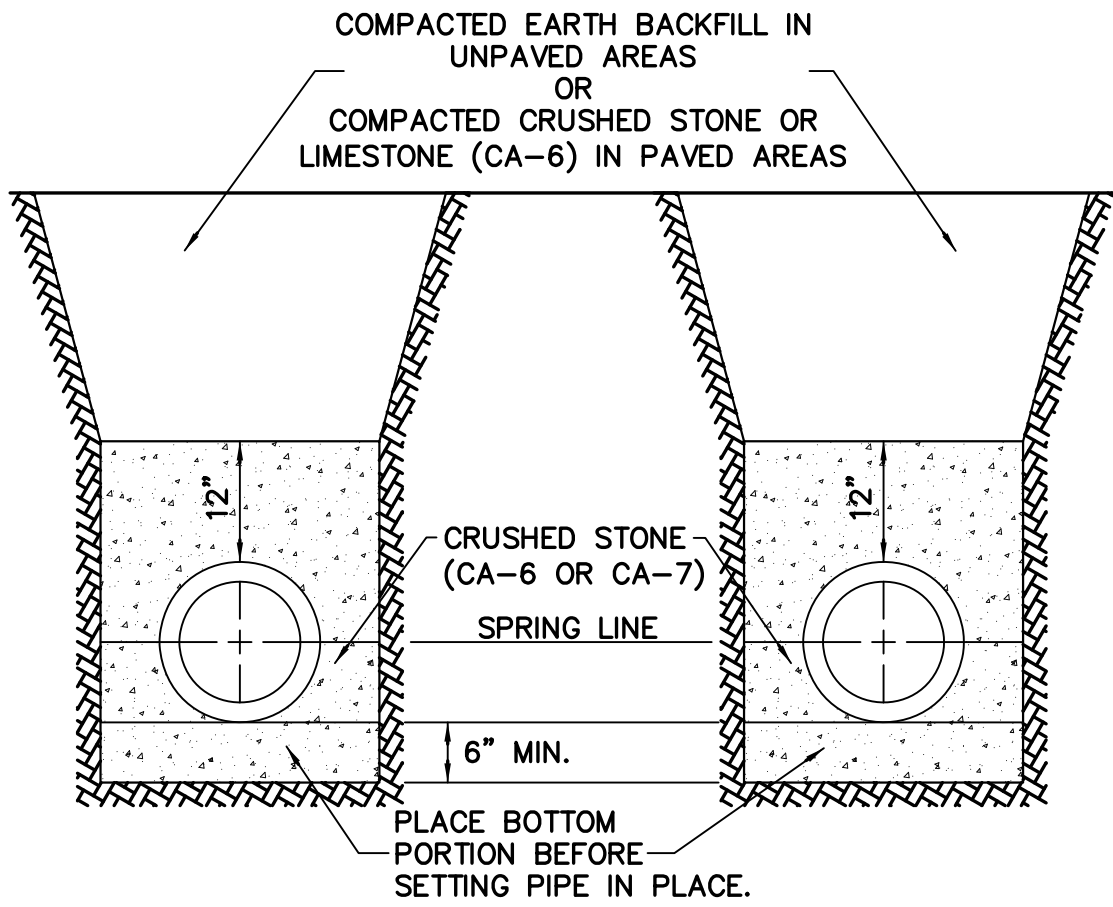
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60002
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CHECKED BY: B. PERRY
DESIGN BY: S. SIMAK
DRAWN BY: S. SIMAK
DATE: JULY 5, 2019
SCALE: NONE
PROJECT NO.: 19-005

C-8



- NOTES:
1. PROVIDE 1/2" EXPANSION JOINTS EVERY 45' O.C.
 2. PROVIDE HAND TOOLED CONTRACTION JOINTS EVERY 15' O.C.
 3. THE MINIMUM LONGITUDINAL CURB SLOPE SHALL BE 0.3%.



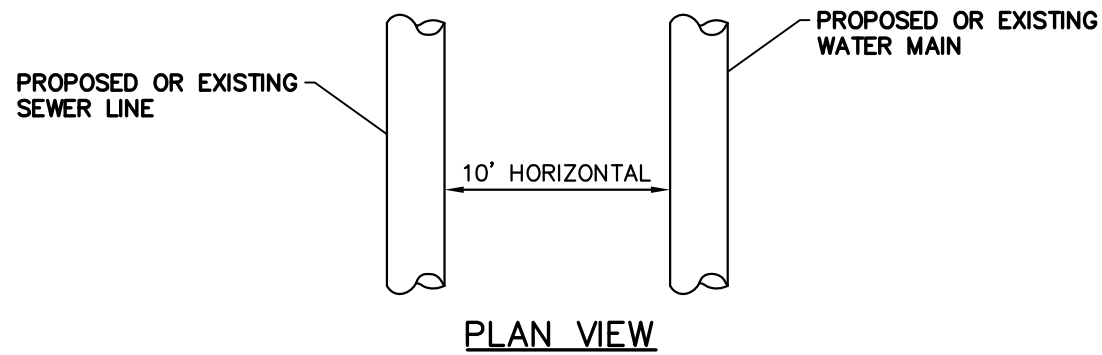
CLASS 1A
(FLEXIBLE PIPE, ASTM 2321-89)

TYPE B
(RIGID PIPE)

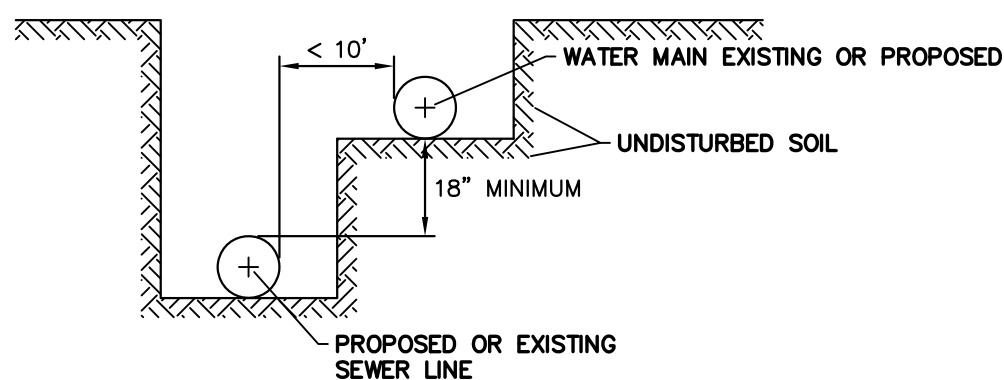
- NOTES:
1. GRANULAR BEDDING IS NOT REQUIRED FOR WATER MAIN; HOWEVER, SOIL BASE BEDDING MUST BE COMPACTED AND STABLE MATERIAL.
 2. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH A FOUNDATION OF CLASS I OR II MATERIAL AS DEFINED IN ASTM D2321, "STANDARD PRACTICE FOR INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS," LATEST EDITION.
 3. MAXIMUM WIDTH OF TRENCH AT TOP OF PIPE FOR ALL CLASSES IS TO BE 4/3 INTERNAL DIAMETER PLUS 10" UNLESS SHEETING IS USED.
 4. MINIMUM COVER FOR PVC, HDPE, AND CMP IS 12" FROM THE TOP OF THE PIPE TO THE BOTTOM OF ASPHALT/OR TO BOTTOM OF CONCRETE PAVEMENT, OR TO FINISHED GRADE ELEVATION IN LANDSCAPED AREAS.
 5. TRENCH BACKFILL MUST BE WELL SPADED ON BOTH SIDES OF PIPE.
 6. TRENCH BACKFILL AND BEDDING MATERIALS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LABORATORY DENSITY PER ASTM D698.

TRENCH DETAIL

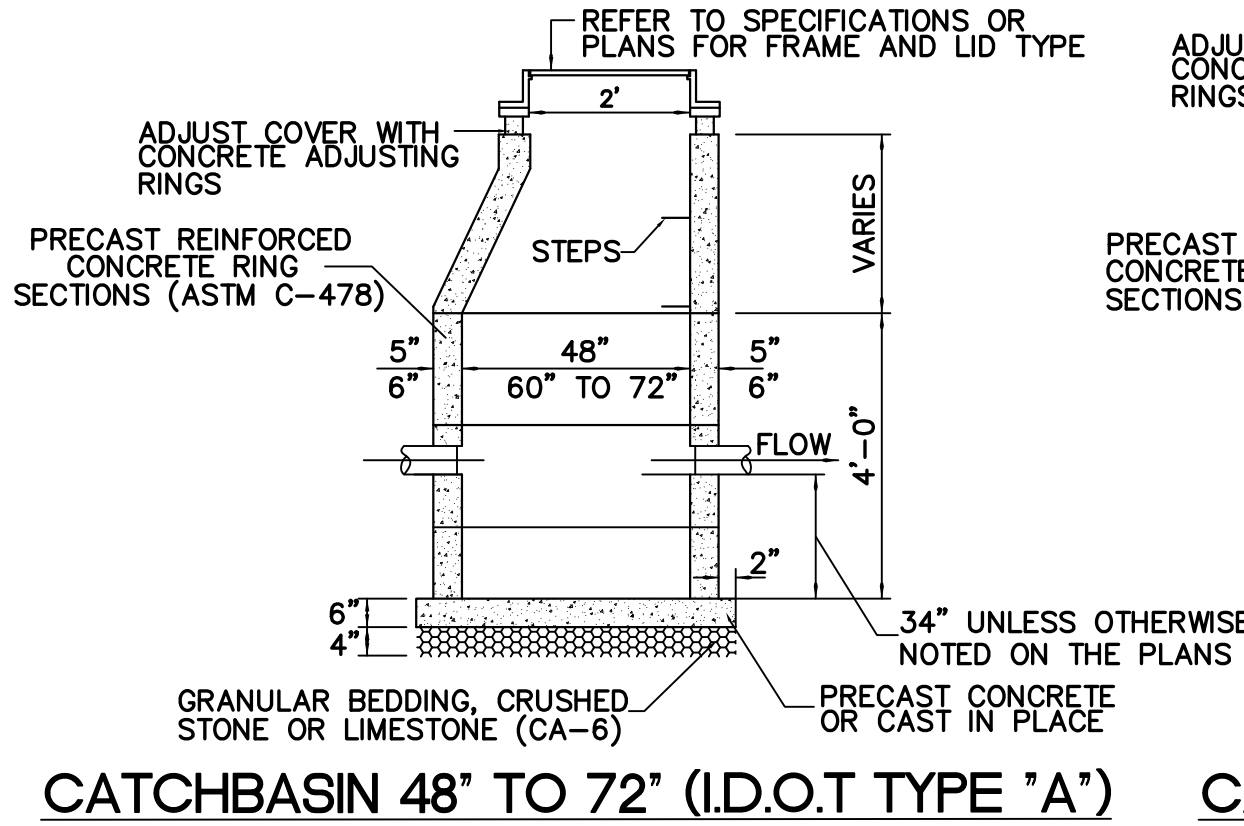
WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED. SEE ARTICLE 41-2.01A (1)



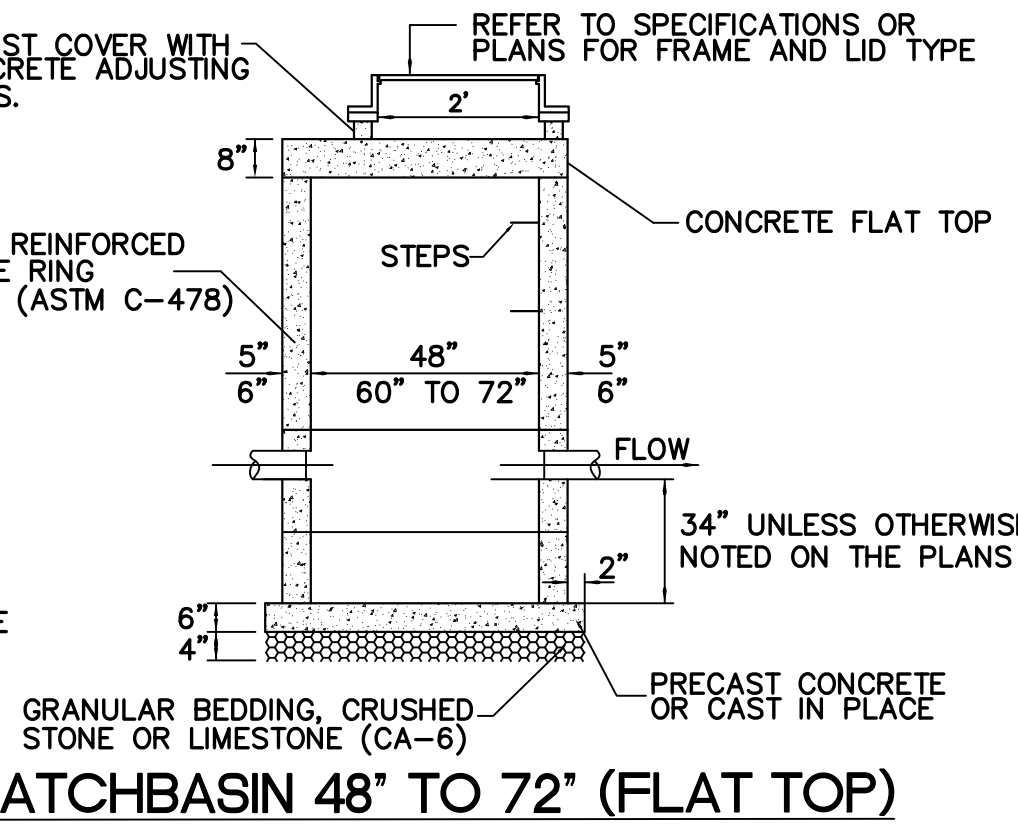
WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER), DETAILS BELOW SHALL APPLY. SEE ARTICLE 41-2.01B (2)



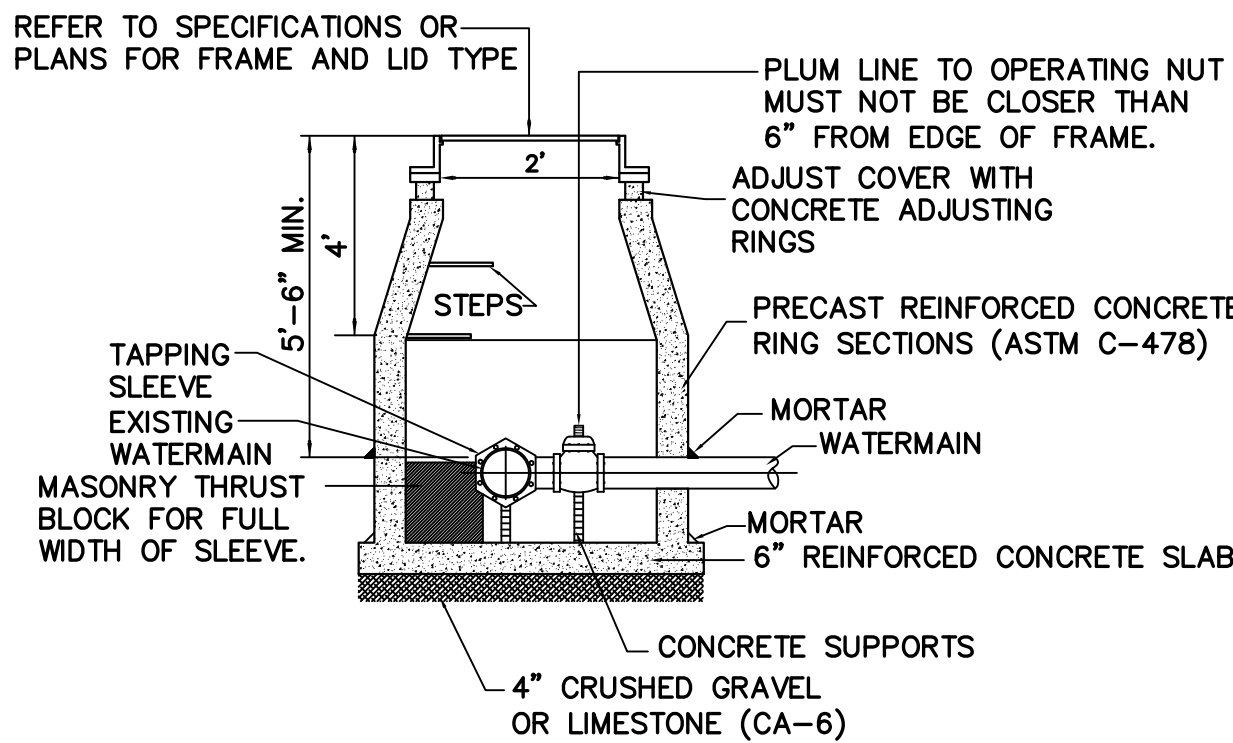
WATER AND SEWER SEPARATION REQUIREMENTS HORIZONTAL SEPARATION



CATCHBASIN 48" TO 72" (I.D.O.T TYPE "A")

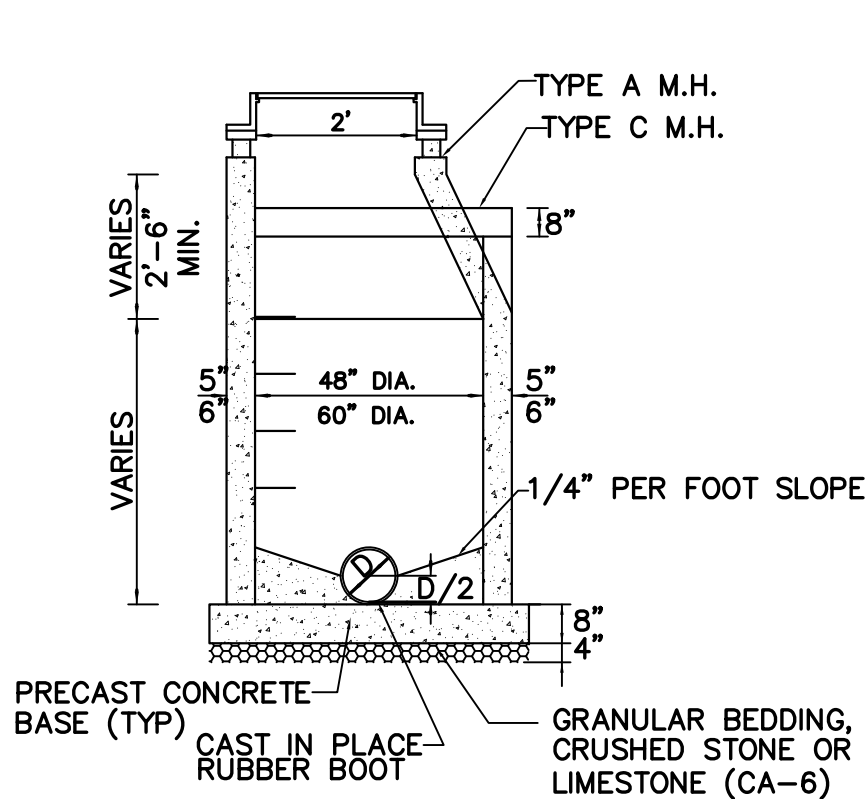


CATCHBASIN 48" TO 72" (FLAT TOP)



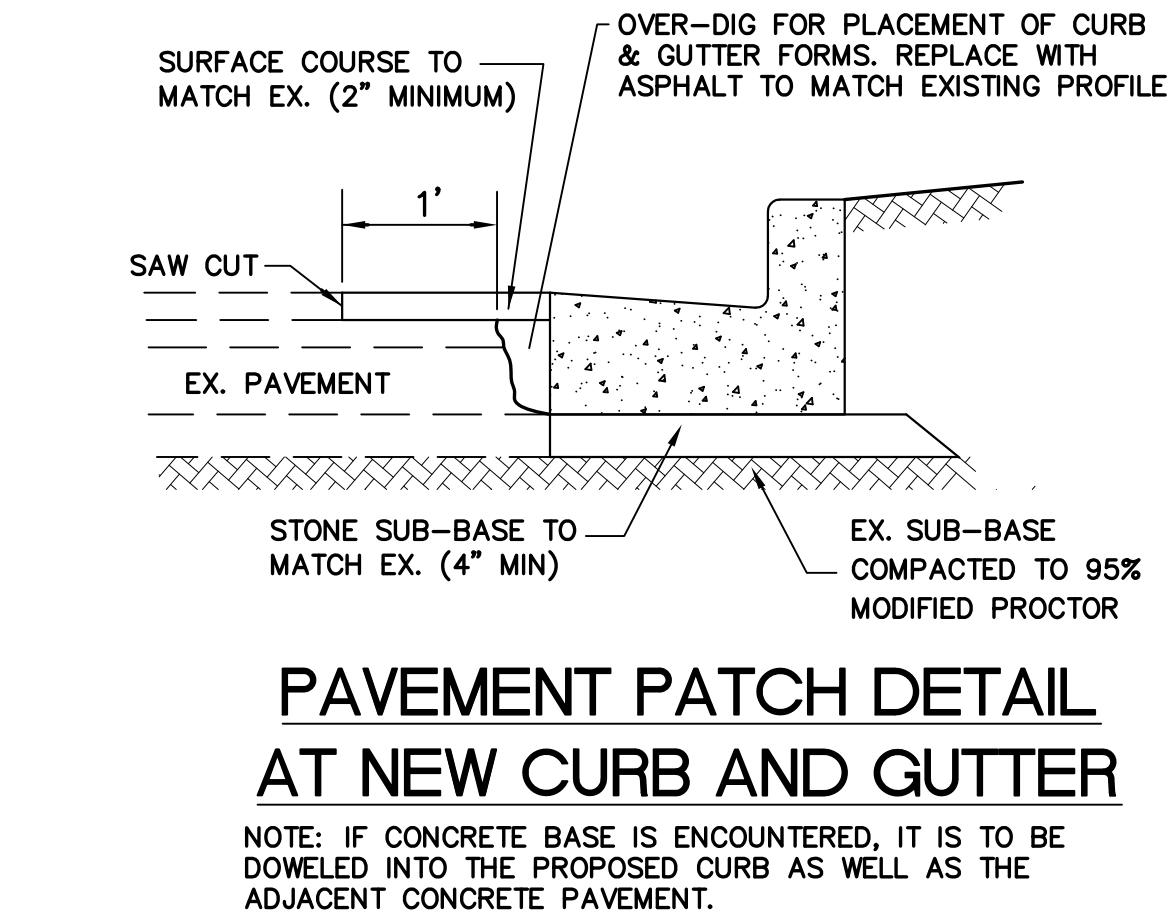
PRESSURE CONNECTION

- NOTES:
1. 60" MINIMUM DIAMETER FOR ALL PRESSURE CONNECTIONS.
 2. PIPE OPENINGS TO BE CAST INTO WALL.



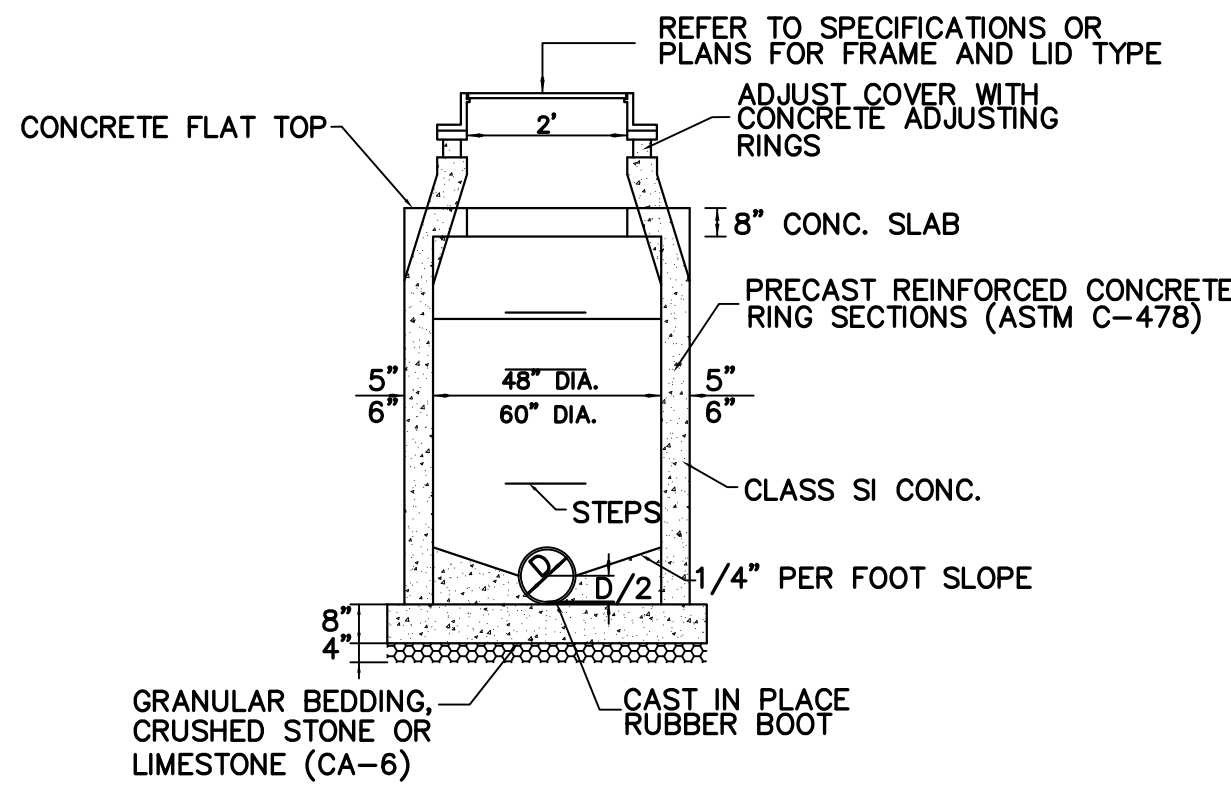
SANITARY MANHOLE (IEPA TYPES A AND C)

- NOTES:
1. PROVIDE EXTERNAL CHIMNEY SEAL ON ALL SANITARY MANHOLES.
 2. USE TYPE A UNLESS SPECIFIED IN SEWER CALLOUT.
 3. OUTSIDE OF SANITARY MANHOLE SHALL BE MOISTURE PROOFED WITH TWO COATS OF BITUMINOUS MATERIAL.



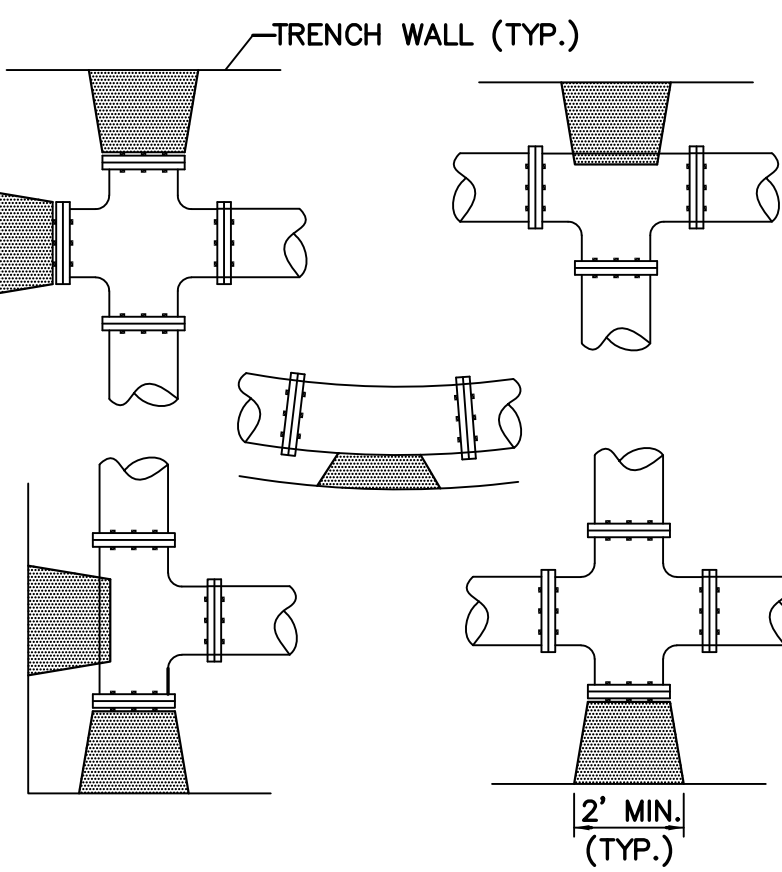
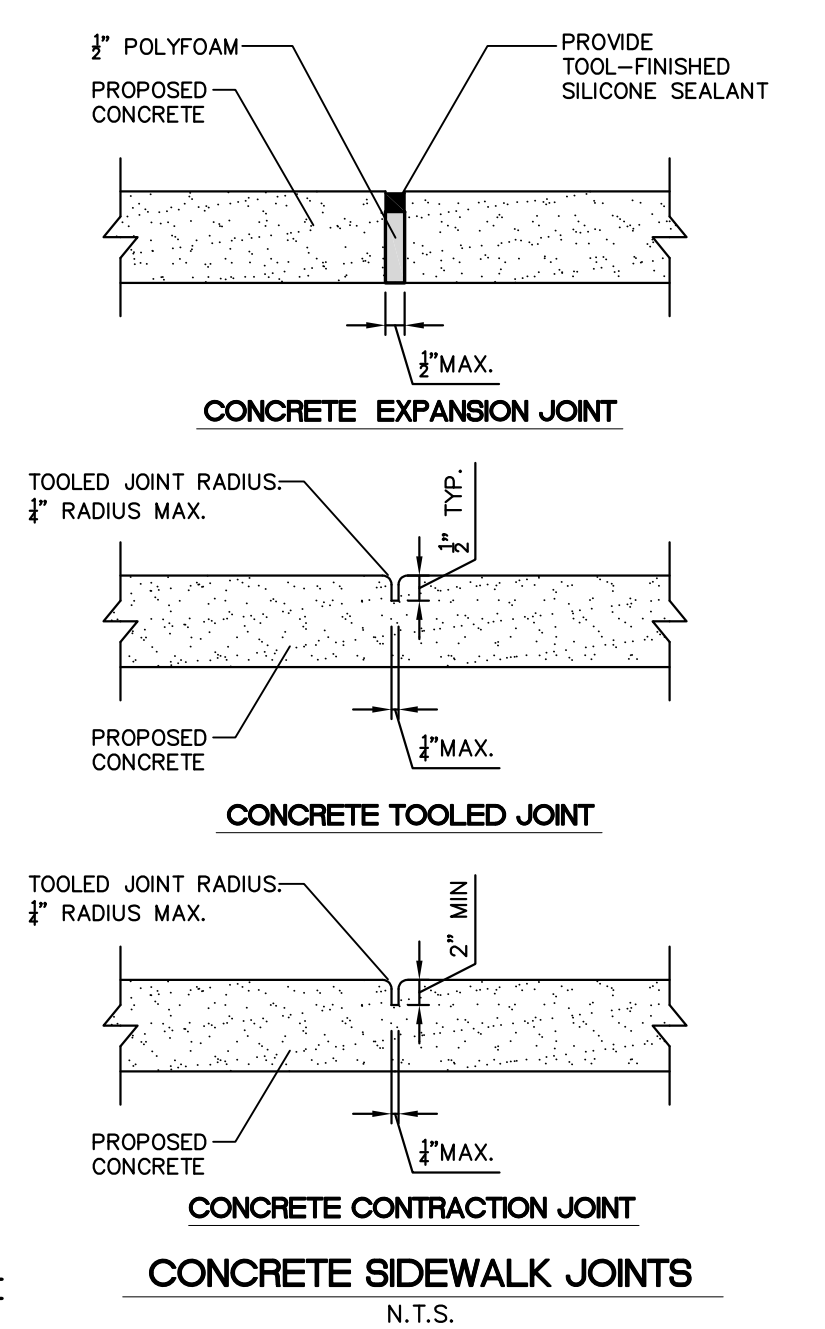
PAVEMENT PATCH DETAIL AT NEW CURB AND GUTTER

NOTE: IF CONCRETE BASE IS ENCOUNTERED, IT IS TO BE DOWELED INTO THE PROPOSED CURB AS WELL AS THE ADJACENT CONCRETE PAVEMENT.



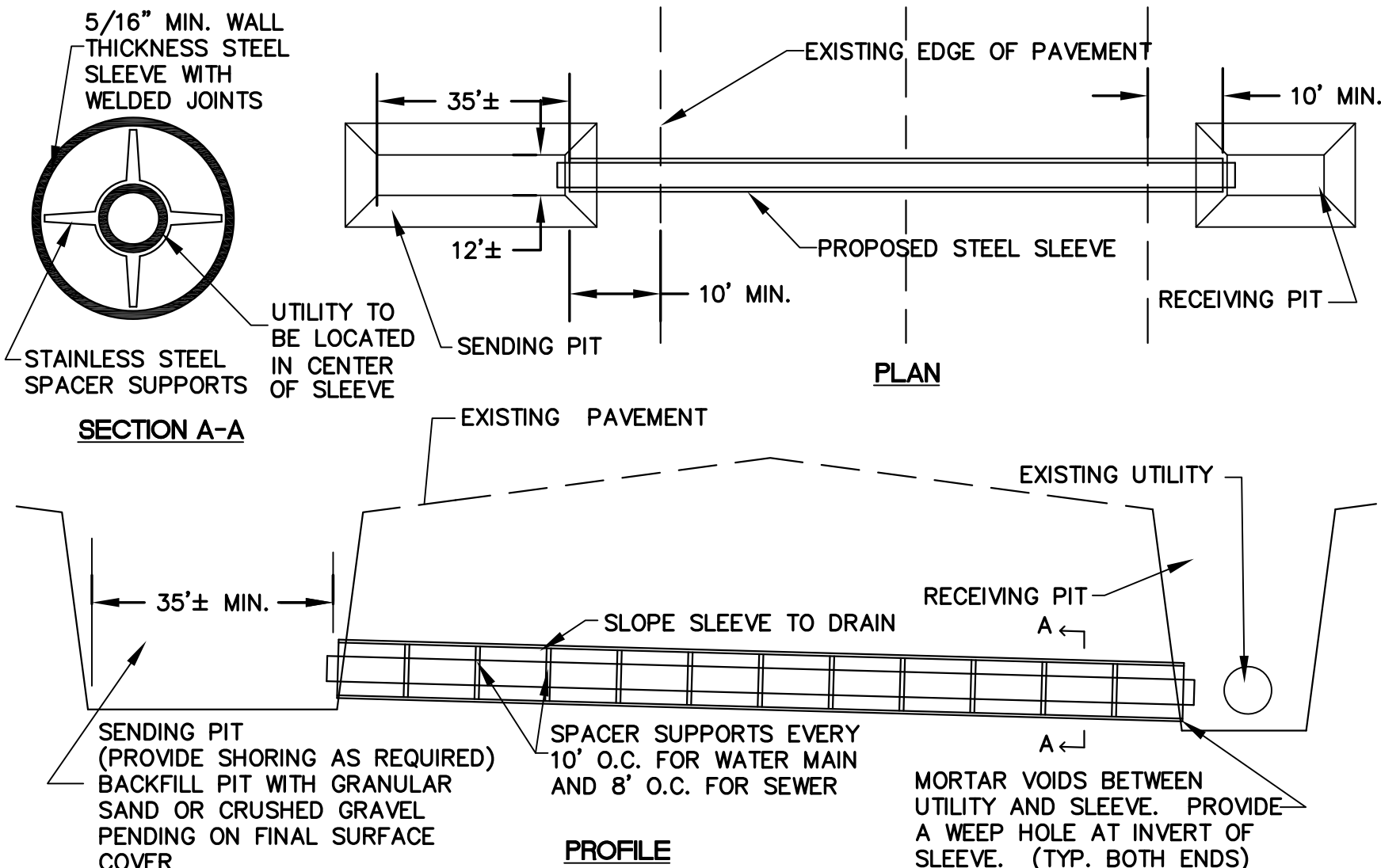
SANITARY MANHOLE (CONCENTRIC)

- NOTES:
1. PROVIDE EXTERNAL CHIMNEY SEAL ON ALL SANITARY MANHOLES.
 2. USE TYPE A UNLESS SPECIFIED IN SEWER CALLOUT.
 3. OUTSIDE OF SANITARY MANHOLE SHALL BE MOISTURE PROOFED WITH TWO COATS OF BITUMINOUS MATERIAL.

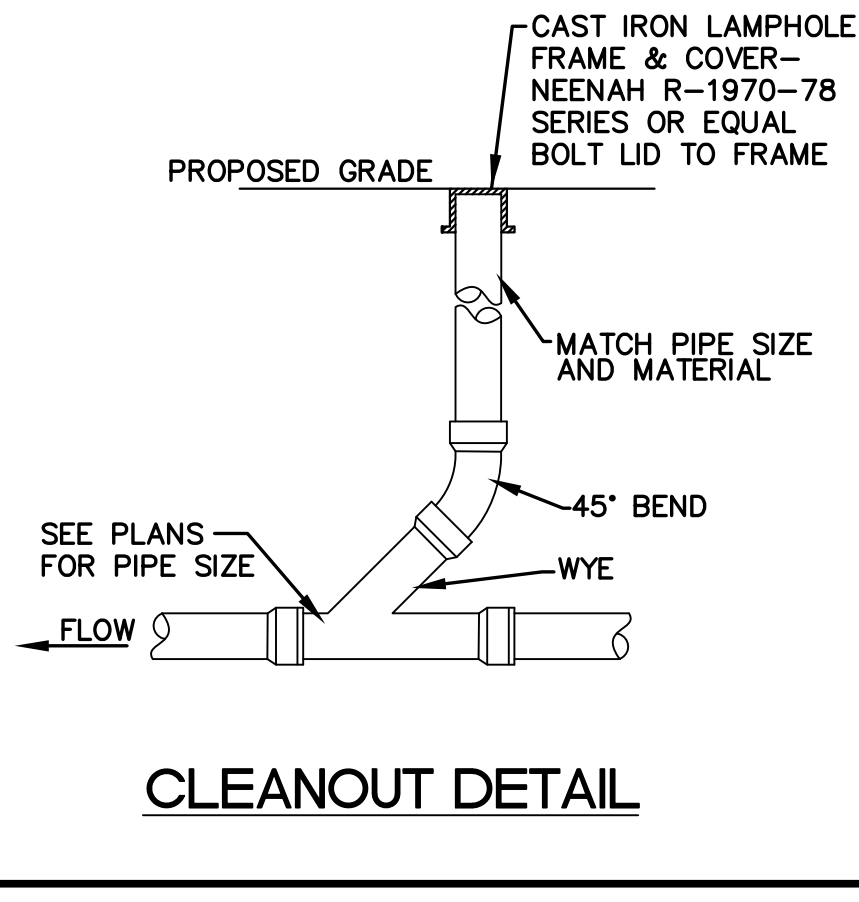


- NOTES:
1. ALL BLOCKS SHALL BE WITH POURED CONCRETE AGAINST UNDISTURBED EARTH.
 2. AREA OF UNDISTURBED EARTH SHALL CONFORM TO MANUFACTURERS RECOMMENDATIONS AND THE SOILS ENGINEERS INSTRUCTIONS.

THRUST BLOCK INSTALLATION



AUGERING DETAIL



CLEANOUT DETAIL

PROJECT DETAILS

| NO. | REVISIONS | DATE |
|-----|--|----------|
| 1 | REVISIONS PER VILLAGE REVIEW LETTER DATED 8/5/19 | 8/22/19 |
| 2 | NO REVISIONS | 9/15/19 |
| 3 | NO REVISIONS | 11/22/19 |
| 4 | NO REVISIONS | 12/27/19 |

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| |
|----------------------|
| CHECKED BY: B. PERRY |
| DESIGN BY: S. SIMAK |
| DRAWN BY: S. SIMAK |
| DATE: JULY 5, 2019 |
| SCALE: NONE |
| PROJECT NO.: 19-005 |

C-9

PROJECT SPECIFICATIONS

- CONTRACTOR IS TO FOLLOW ALL ORDINANCES AND REQUIREMENTS OF THE STATE, COMMUNITY, LOCAL DISTRICTS AND THE ILLINOIS ACCESSIBILITY CODE (IAC). ALL PROPOSED IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS WELL AS THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" CURRENT EDITIONS.
- THE CONTRACTOR SHALL INDEMNIFY WATERMARK ENGINEERING RESOURCES, LTD (THE DESIGN ENGINEER), ARCHITECT AND OWNER, THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONDUCTING WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, SPECIFICATIONS, AND ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THIS DEVELOPMENT.
- THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL PERMITS THAT ARE REQUIRED BY THE LOCAL AGENCIES.
- PRIOR TO BID AND PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSPECT THE SITE TO VERIFY THAT THERE ARE NO DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL CONDITIONS AT THE SITE. IF ANY DISCREPANCIES ARE FOUND, AT ANY TIME BEFORE OR DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY (BEFORE ANY ADDITIONAL IMPROVEMENTS ARE INSTALLED) IN ORDER TO OBTAIN WRITTEN CONFIRMATION BY THE DESIGN ENGINEER AS TO ANY REVISIONS THAT MAY NEED TO BE MADE TO THE PLANS.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS. FINAL APPROVED PLAN SETS SHALL BE LABELED "FOR CONSTRUCTION."
- THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION, AND ALL UTILITY COMPANIES THAT MAY BE AFFECTED BY THE PROPOSED CONSTRUCTION 2 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE APPROPRIATE CONSTRUCTION INSPECTIONS.
- THE MUNICIPALITY SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE IMPROVEMENTS. ALL WORK IN THE 171ST STREET RIGHT OF WAY SHALL BE UNDER AUTHORITY OF COOK COUNTY DOT.
- PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS, THE CONTRACTOR MUST CALL J.U.L.I.E. FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND UTILITIES (GAS, ELECTRIC, TELEPHONE) AT 1-800-892-0123, 48 HOURS PRIOR TO DIGGING.
- PRIOR TO THE OCCUPANCY PERMIT BEING ISSUED, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING RECORD DRAWINGS PER THE MUNICIPALITY AND/OR ANY OTHER AGENCY REQUIREMENTS. ANY CHANGES TO THE DRAWINGS MUST BE REPORTED TO THE DESIGN ENGINEER BEFORE WORK PROGRESSES.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE MUNICIPALITY.
- ALL QUANTITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE TO BE VERIFIED PRIOR TO CONSTRUCTION. IF DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER IMMEDIATELY AND NO WORK IS TO BE DONE UNTIL APPROVED BY THE DESIGN ENGINEER.
- ANY RESTORATION NEEDED BECAUSE OF CONSTRUCTION SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- TRENCH BACKFILL MATERIAL, CRUSHED STONE OR LIMESTONE (CA-6) IS REQUIRED UNDER AND WITHIN TWO FEET (2') OF SIDEWALKS AND PAVED AREAS. THIS BACKFILL SHALL BE IN SIX INCH (6") LIFTS AND COMPACTED TO 95% STANDARD PROCTOR.
- CONTRACTOR IS TO PROVIDE ALL TEMPORARY SIGNAGE AS REQUIRED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND LOCAL MUNICIPALITIES.
- ALL EXISTING DRAIN TILES THAT ARE ENCOUNTERED ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION OR REROUTED TO THE PROPOSED STORM SEWER SYSTEM.
- RESTORATIONS OF EXISTING RIGHT-OF-WAYS IS TO BE COMPLETED WITH FOUR INCH (4") MINIMUM TOPSOIL AND SALT TOLERANT SOD UNLESS OTHERWISE NOTED.
- THE WATER SYSTEM CANNOT BE TURNED ON OR SHUT DOWN WITHOUT CONSENT BY THE OWNER OF THE SYSTEM.
- ALL FRAME ADJUSTMENTS SHALL BE MADE WITH PRE-CAST CONCRETE RINGS CONFORMING TO ASTM C-39 AND CANNOT EXCEED TWELVE INCHES (12").
- FRAMES SHALL BE SET WITH EZ STIK® (OR EQUAL) MATERIAL TO PREVENT LEAKAGE.
- THE REINFORCED CONCRETE SECTIONS SHALL BE LAID IN MORTAR, SEALED WITH EXTERNAL SEALING BANDS, OR SEALED USING MASTIC JOINT SEALER. WHEN MASTIC JOINT SEALER IS USED, THE MATERIAL SHALL COMPLETELY FILL THE JOINT AFTER THE UNITS HAVE BEEN BROUGHT TOGETHER.
- STEPS IN STRUCTURES SHALL BE MADE OF COPOLYMER POLYPROPYLENE PLASTIC WITH CONTINUOUS ONE HALF INCH (1/2") GRADE SIXTY (60) STEEL REINFORCEMENT, STEP PSI-PP, AS MANUFACTURED BY W.A. INDUSTRIES, INC., OR APPROVED EQUAL. STEPS TO BE SPACED SIXTEEN INCHES (16") ON-CENTER.
- ALL INSTRUMENTS ARE TO BE PROPERLY CALIBRATED PRIOR TO CONSTRUCTION USE.
- ALL PARKING LOT LIGHT POLES ARE TO BE CONSTRUCTED AT THE INTERSECTION OF PARKING LOT STRIPING OR IN LANDSCAPE AREAS WITH A MINIMUM OF 2' CLEARANCE BETWEEN THE BACK OF CURB AND THE EDGE OF THE PARKING LOT LIGHT BASE UNLESS OTHERWISE SPECIFIED.
- GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/DESIGN ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION. THIS INCLUDES, BUT NOT LIMITED TO, TRANSITIONS TO EXISTING CONDITIONS.
- CONSTRUCTION MEANS, METHODS AND JOB SITE SAFETY IS THE SOLE AND EXCLUSIVE RESPONSIBILITY OF THE CONTRACTOR.
- PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPE.

PAVEMENT

- ALL PAVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING REFERENCES AS THEY APPLY: STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; MANUAL FOR STRUCTURAL DESIGN OF PORTLAND CEMENT CONCRETE PAVEMENT, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; DESIGN MANUAL, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
- ALL BASE COURSE AND SUB-BASE AREAS SHALL BE COMPACTED TO 95% STANDARD LABORATORY DENSITY, PER I.D.O.T. SECTION 301. BEFORE THE BASE COURSE MATERIALS ARE INSTALLED, THE SUB-BASE SHALL BE PROOF-ROLLED TO THE SATISFACTION OF THE ENGINEER, HIS AGENT, AND/OR THE SOILS ENGINEER. COMPACTION AND DENSITY TESTS SHALL BE TAKEN AT THE OWNER'S OPTION.
- ALL CONCRETE TO BE MINIMUM 3500 PSI, SALT TOLERANT, 6 BAG MIX WITH A SPRAY ON SEALER.
- EXPANSION AND CONTRACTION JOINTS SHALL BE TOOL FINISHED.
- BINDER COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 40°F AND RISING. SURFACE COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 45°F AND RISING.
- ALL PROPOSED PAVEMENT, SIDEWALKS, AND CURBS ARE TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.05' OF THE PROPOSED ELEVATIONS EXCEPT IN THE ACCESSIBLE STALLS OR ACCESSIBLE ROUTES.
- PRIOR TO SEAL COATING, ALL ASPHALT AREAS ARE TO BE CLEAN AND DRY. ALL LOOSE MATERIALS ARE TO BE REMOVED. ALL GREASE TO BE REMOVED. ALL CRACKS ARE TO BE FILLED PER IDOT STANDARDS. ALL PAINTED STRIPING TO BE MODIFIED SHALL BE "BLACKED OUT" WITH BLACK PAINT (1 COAT MINIMUM, 2 COATS IF NECESSARY), ALLOWED TO THOROUGHLY DRY PER PAINT MANUFACTURER, PRIOR TO SEAL COATING. ALL AREAS THAT ARE ADJACENT TO THE SEAL COATED AREA ARE TO BE MASKED (I.E. SIDEWALKS, CONCRETE SURFACES, BRICK SURFACES, GUTTERS, CATCHBASINS/INLETS, ETC.) PRIOR TO SEAL COATING TO BE APPLIED. AIR TEMPERATURE TO BE 50°F AND RISING. APPLICATION RATE TO BE SUCH THAT ALL SURFACES OF THE ASPHALT BEING COATED IS THOROUGHLY COVERED IN ONE COAT. SPRAYING IS NOT ALLOWED. ALL SEAL COATING SHOULD BE APPLIED BY SQUEEGEE OR BRUSHES. THE BITUMINOUS SEAL COATING MATERIAL SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS AND SHOULD BE ALLOWED TO DRY AT LEAST 18 HOURS PRIOR TO VEHICULAR USE. CRACK FILLER AND SEAL COATING MATERIALS ARE TO BE FREE OF COAL TAR.

GRADING

- GEOTECHNICAL REPORTS AS PREPARED BY OWNER (OR REPRESENTATIVE) SHALL BE REFERRED TO PRIOR TO EARTH MOVING AND/OR UTILITY CONSTRUCTION.
- UNSTABLE SOIL SHALL BE REMOVED OR STABILIZED.
- CONTRACTOR IS TO MAINTAIN A POSITIVE DRAINAGE PATTERN AT THE END OF EACH DAY. CARE SHOULD BE TAKEN TO INSURE THAT DRAINAGE IS NOT REROUTED OR BLOCKED IN A WAY THAT MAY BE INJURIOUS TO ADJACENT LAND.
- THE SUB-BASE BELOW STRUCTURES, PAVEMENTS OR NEW STRUCTURAL FILL SHALL BE PROOF ROLLED IF SOIL RUTS, PUMPS, DEFLECTS EXCESSIVELY OR EXHIBITS EXCESSIVE MOVEMENT OR MOISTURE, THEN THE UNSTABLE SOIL SHALL BE UNDERCUT AND REPLACED WITH STRUCTURAL FILL OR DISCING AND DRYING TO NEAR OPTIMUM MOISTURE SO SOIL CAN BE PROPERLY COMPACTED. THIS PROCESS IS TO BE OBSERVED BY A GEOTECHNICAL ENGINEER.
- ALL FILLS SHALL BE PLACED IN 6" LIFTS COMPACTED TO A MINIMUM OF 98% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN INFLUENCE OF THE BUILDING, A MINIMUM OF 95% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN THE INFLUENCE OF ALL OTHER IMPERVIOUS AREAS, AND A MINIMUM OF 90% STANDARD LABORATORY DENSITY PER ASTM D698 IN ALL LANDSCAPE AREAS.
- EROSION CONTROL SHALL BE PROVIDED PRIOR TO ANY DISTURBANCES. SEE EROSION CONTROL PLANS FOR ADDITIONAL SPECIFICATIONS AND DETAILS.
- PROVIDE TOPSOIL RESPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
 - A. 4" MINIMUM IN GRASS OR SOD AREAS.
 - B. 6" MINIMUM IN PLANTING AREAS.
 - C. 12" MINIMUM IN LANDSCAPE ISLANDS.
- ALL TOPSOIL TO BE FRIABLE (NOT COHESIVE), WEED FREE, AND FREE OF ROCKS, LARGE ROOTS AND UNNATURAL DEBRIS.
- ALL GRADING IS TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.10' OF THE PROPOSED ELEVATIONS. SEE PAVEMENT SPECIFICATIONS FOR PAVEMENT TOLERANCES.

SANITARY SEWER SPECIFICATIONS

- ALL SANITARY SEWER PIPE SHALL BE P.V.C. PIPE CONFORMING TO ASTM D-3034 SPECIFICATIONS, SDR26 WALL THICKNESS AND ASTM D-3212 GASKET TYPE JOINTS OR ASTM D-2855 SOLVENT WELDED JOINTS WITH A TRACER WIRE ON THE TOP.
- ALL WATERMAIN QUALITY PLASTIC PIPE SHALL BE P.V.C. CONFORMING TO NSF STANDARD 14 AND: ASTM STANDARD D 1784 OR AWWA STANDARD C900 OR C905. JOINTING SHALL BE PRESSURE SLIP JOINTED. ELASTOMERIC SEALS (GASKETS) USED FOR PUSH-ON JOINTS SHALL COMPLY WITH ASTM STANDARD F477, AND SHALL BE PRESSURE RATED IN ACCORDANCE WITH ASTM D3139.
- DEFLECTION OF POLYVINYL CHLORIDE (PVC) PIPE SHALL NOT EXCEED 5.0% OF THE "BASE I.D." (INTERNAL DIAMETER) OF THE PIPE. "BASE I.D." SHALL BE CALCULATED IN ACCORDANCE WITH THE FOLLOWING:
AVG ID = AVG OD - 2(1.06)T
TOLERANCE PACKAGE = (A^2 + B^2 + C^2)^(1/2)
WHERE:
 - A = OD TOLERANCE (ASTM D-3034)
 - B = EXCESS WALL THICKNESS TOLERANCE = 0.06T
 - C = OUT-OF-ROUNDNESS TOLERANCE = 0.015 (AVG OD)
 - T = MINIMUM WALL THICKNESS (ASTM D-3034)BASE ID = AVG ID - TOLERANCE PACKAGE
- DEFLECTION OF COMPOSITE PIPE ("TRUSS" PIPE) SHALL NOT EXCEED 3.0% OF THE AVERAGE INSIDE DIAMETER (ID) OF THE PIPE IN ACCORDANCE WITH ASTM D-2680. THE PIPE LINE SHALL BE TESTED FOR EXCESS DEFLECTING BY PULLING A "GO - NO GO" MANDREL THROUGH THE PIPE FROM MANHOLE TO MANHOLE. THE MANDREL SHALL BE SIZED IN ACCORDANCE WITH SECTION 31-1.11C (4), AND AS SPECIFIED IN THE SPECIAL PROVISIONS. A "DEFLECTOMETER" MAY ALSO BE USED TO CHECK AND RECORD DEFLECTION, WHENEVER POSSIBLE AND PRACTICAL. THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES. WHERE THE DEFLECTION IS FOUND TO BE IN EXCESS OF ALLOWABLE TESTING LIMITS, THE CONTRACTOR SHALL EXCAVATE TO THE POINT OF EXCESS DEFLECTION AND CAREFULLY COMPACT AROUND THE POINT WHERE EXCESS DEFLECTION WAS FOUND. THE LINE SHALL THEN BE RETESTED FOR DEFLECTION. HOWEVER, SHOULD AFTER THE INITIAL TESTING THE DEFLECTED PIPE FAIL TO RETURN TO THE ORIGINAL SIZE (INSIDE DIAMETER) THE LINE SHALL BE REPLACED.
- INFILTRATION OR EXFILTRATION SHALL NOT EXCEED 100 GALLONS PER TWENTY-FOUR (24) HOURS PER MILE PER INCH-DIAMETER OF THE SEWER PIPE, FOR ANY SECTION OF THE SYSTEM AND AT ANY TIME DURING ITS SERVICE LIFE. TESTING IS REQUIRED PER THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" CURRENT EDITIONS.
- LEAKAGE TESTING FOR MANHOLES FOR WATER TIGHTNESS SHALL BE DONE IN ACCORDANCE WITH ASTM C969-94(2000) "STANDARD PRACTICE FOR INFILTRATION AND EXFILTRATION ACCEPTANCE TESTING OF INSTALLED PRECAST CONCRETE PIPE SEWER LINES", VOL. 04.05, CHEMICAL RESISTANT MATERIALS, VITRIFIED CLAY, CONCRETE, FIBER-CEMENT PRODUCTS; MORTARS; MASONRY (1996)(NO LATER EDITIONS OR AMENDMENTS) OR ASTM C1244-93 "STANDARD TEST METHOD FOR CONCRETE SEWER MANHOLES BY THE NEGATIVE PRESSURE (VACUUM) TEST", VOL. 04.05, CHEMICAL RESISTANT MATERIALS, VITRIFIED CLAY, CONCRETE, FIBER-CEMENT PRODUCTS; MORTARS; MASONRY (1996)(NO LATER EDITIONS OR AMENDMENTS) PRIOR TO PLACING INTO SERVICE.
- ALL STRUCTURE LIDS SHALL BE IMPRINTED "SANITARY" AND "VILLAGE OF TINLEY PARK".
- ALL WATERTIGHT FRAMES AND LIDS SHALL BE EAST JORDAN IRON WORKS 1020.
- ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
- ALL SEWERS ARE TO BE INSTALLED FROM THE DOWNSTREAM END UPSTREAM. IF ANY CONFLICTS ARE ENCOUNTERED, THE DESIGN ENGINEER IS TO BE CONTACTED PRIOR TO THE INSTALLATION OF ANY PIPE.
- FOR A DROP CONNECTION, THE DIAMETER OF THE DROP PIPE SHALL PREFERABLY BE LARGER THAN, OR OF THE SAME DIAMETER AS, THE ENTERING SEWER. THE MINIMUM DIAMETER OF THE DROP PIPE SHALL NOT BE SMALLER THAN THE DIAMETER OF THE ENTERING SEWER BY MORE THAN TWO NOMINAL DIAMETERS, PROVIDED THAT THE MINIMUM DIAMETER OF THE DROP PIPE SHALL NOT BE LESS THAN EIGHT INCHES (8").
- ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER.
- ALL SANITARY SEWER BEDDING SHALL BE IN ACCORDANCE WITH THE TRENCH DETAIL AS INCLUDED IN THE PLANS.

STORM SEWER SPECIFICATIONS

- ALL REINFORCED CONCRETE PIPE SHALL CONFORM TO ASTM C-76 SPECIFICATIONS WITH ASTM C-443 FLAT GASKET JOINTS, OR ASTM C-361 "O-RING" JOINTS WHEN WATER MAIN QUALITY JOINTS ARE REQUIRED.
- ALL PLASTIC PIPE SHALL BE P.V.C. WITH SDR26 WALL THICKNESS AND CONFORM TO D-3034 SPECIFICATIONS WITH ASTM D-3212 GASKET TYPE JOINTS.
- ALL WATERMAIN QUALITY PLASTIC PIPE SHALL BE P.V.C. CONFORMING TO NSF STANDARD 14 AND: ASTM STANDARD B 1784 OR AWWA STANDARD C900 OR C905. JOINTING SHALL BE PRESSURE SLIP JOINTED. ELASTOMERIC SEALS (GASKETS) USED FOR PUSH-ON JOINTS SHALL COMPLY WITH ASTM STANDARD F477, AND SHALL BE PRESSURE RATED IN ACCORDANCE WITH ASTM D3139.
- ALL STRUCTURE LIDS SHALL BE IMPRINTED "STORM" AND "VILLAGE OF TINLEY PARK".
- ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
- ALL SEWERS ARE TO BE INSTALLED FROM THE DOWNSTREAM END UPSTREAM. IF ANY CONFLICTS OR INFORMATION INCONSISTENT WITH SITE CONDITIONS ARE ENCOUNTERED, THE DESIGN ENGINEER IS TO BE CONTACTED PRIOR TO THE INSTALLATION OF ANYTHING.
- IN PAVED AREAS, ALL FRAMES AND LIDS SHALL BE: EAST JORDAN IRON WORK 1050z1 WITH TYPE M1 GRATES AT LOW POINTS AND CURB LINES.
- IN NON-PAVED AREAS, ALL FRAMES AND LIDS SHALL BE: EAST JORDAN IRON WORK 1050z1 WITH TYPE M1 GRATES AT LOW POINTS AND CURB LINES.
- ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER.
- ALL FLARED END SECTIONS (FES) ARE TO BE INSTALLED WITH TRASH GRATES.

WATER MAIN SPECIFICATIONS

- HORIZONTAL SEPARATION
 - A. WATER MAINS AND SEWERS: WATER MAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER OR SEWER SERVICE CONNECTION.
 - B. WATER MAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE OR SEWER SERVICE CONNECTION WHEN:
 - i) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
 - ii) THE WATER MAIN INVERT IS AT LEAST EIGHTEEN INCHES (18") ABOVE THE CROWN OF THE SEWER; AND
 - iii) THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.
 - C. BOTH THE WATER MAIN AND SEWER PIPE SHALL BE CONSTRUCTED OF PUSH JOINT OR MECHANICAL JOINT DUCTILE IRON PIPE, PRESSURE PIPE, PRESTRESSED CONCRETE PIPE, OR PVC SDR18 PIPE WITH AWWA C-900 JOINTS, MEETING THE REQUIREMENTS OF SECTION 653.111 OF THE IEPA'S TITLE 35 SUBTITLE F, WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE, THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
- VERTICAL SEPARATION
 - A. A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS EIGHTEEN INCHES (18") ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
 - B. BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF PUSH JOINT OR MECHANICAL JOINT DUCTILE PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 635.111 OF THE IEPA'S TITLE F, SUBTITLE F, AND CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER DRAIN LINE IS AT LEAST TEN FEET (10') WHEN:
 - i) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (A) ABOVE; OR
 - ii) THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.
 - C. A VERTICAL SEPARATION OF EIGHTEEN INCHES (18") BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
- WATER MAINS AND SERVICES SHALL BE CONSTRUCTED SO THAT THE MINIMUM DEPTH IS FIVE AND ONE HALF FEET (5 1/2') MEASURED FROM FINISHED GRADE TO THE TOP OF THE PIPE, UNLESS OTHERWISE SPECIFIED AND/OR APPROVED BY THE REVIEW ENGINEER.
- ALL WATER MAIN FITTINGS MAY OR MAY NOT BE SHOWN ON THE PLANS AND SHOULD BE INCLUDED IN THE COST OF THE WATER MAIN ITSELF FOR BIDDING PURPOSES. ALL WATER MAIN SHALL BE DUCTILE IRON CLASS 52 CEMENT LINED CONFORMING TO ANSI A-21.51 WITH ANSI A-21.11 JOINTS, OR TYPE "K" COPPER PIPE WITH SWEATED JOINTS.
- FIRE HYDRANTS SHALL MEET AWWA C-502 AND BE EAST JORDAN IRON WORKS WATERMASTER 5BR250, WITH FIVE AND ONE QUARTER INCH (5 1/4") VALVE OPENING, TWO TWO AND ONE HALF INCH (2 1/2") HOSE NOZZLES AND ONE FIVE INCH (4 1/2") PUMPER NOZZLE. FIRE HYDRANT SHALL BE EQUIPPED WITH AN AUXILIARY RESILIENT SEAL GATE VALVE COMPLETE WITH ROADWAY BOX, TYLER, 6850 SERIES, ITEM 668-S. FIRE HYDRANTS MUST HAVE THEIR DISCHARGE AT LEAST 18 INCHES BUT NOT MORE THAN TWENTY-FOUR INCHES (24") FROM THE SURFACE OF THE ADJACENT GROUND.
- HYDRANTS SHALL BE INSTALLED NO CLOSER THAN THREE FEET (3') NOR FURTHER THAN EIGHT FEET (8') FROM THE BACK OF CURB OR EDGE OF PAVEMENT TO THE FIVE INCH (5") STEAMER NUT. NO BARRIERS, TREES, SHRUBS, WALLS OR OTHER OBSTACLES WHICH MAY HIDE OR IMPEDE THE USE OF A FIRE HYDRANT SHALL BE INSTALLED, MAINTAINED, CONSTRUCTED, OR ENLARGED, WITHIN FORTY-EIGHT INCHES (48") OF A HYDRANT.
- ALL STRUCTURE LIDS SHALL BE IMPRINTED "WATER" AND "VILLAGE OF TINLEY PARK".
- ALL WATERTIGHT FRAMES AND LIDS SHALL BE EAST JORDAN IRON WORKS 1020g WITH TYPE A LIDS.
- BEFORE BEING PLACED INTO SERVICE, ALL NEW MAINS AND REPAIRED PORTIONS OF, OR EXTENSIONS TO EXISTING MAINS SHALL BE CHLORINATED SO THAT THE INITIAL CHLORINE RESIDUAL IS NOT LESS THAN FIFTY (50) mg/L AND THAT A CHLORINE RESIDUAL OF NOT LESS THAN TWENTY-FIVE (25) mg/L REMAINS IN THE WATER AFTER STANDING TWENTY-FOUR (24) HOURS IN THE PIPE.
- A HYDROSTATIC PRESSURE TEST SHALL BE DONE WITH NO LESS THAN 150 PSI OF PRESSURE BEING HELD FOR A FOUR (4) HOUR PERIOD. VILLAGE HAS THE RIGHT TO EXTEND THE DURATION UP TO 6 HOURS. A PUBLIC WORKS REPRESENTATIVE SHALL BE CONTACTED PRIOR TO THE START OF THE TEST.
- VALVE VAULTS SHALL PASS A VACUUM TEST TO ENSURE INFILTRATION CANNOT AND WILL NOT OCCUR. A PUBLIC WORKS REPRESENTATIVE SHALL BE CONTACT AND AT THE SITE PRIOR TO THE START OF THE TEST.

"AMERICANS WITH DISABILITIES ACT" (ADA) MINIMAL REQUIREMENTS:

- GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION.
- ACCESSIBLE ROUTES ON AN ACCESSIBLE SITE AND FOR ANY NEW SITE IMPROVEMENTS SHALL BE PROVIDED TO SERVE ALL ACCESSIBLE SPACES OR ELEMENTS.
- THE MINIMUM CLEAR WIDTH OF AN ACCESSIBLE ROUTE PER CODE IS 48"
- EACH ACCESSIBLE PARKING SPACE IS TO BE:
 - 4.1. CAR:
 - A MINIMUM OF 192" WIDE, CONSISTING OF A 96" WIDE ACCESS AISLE AND A 96" WIDE PARKING SPACE, UNLESS OTHERWISE NOTED. (SEE DETAIL). THE ACCESS AISLE SHALL BE PERMITTED TO BE PLACED ON EITHER SIDE OF THE PARKING SPACE. SEE DETAIL FOR REQUIRED DEPTH.
 - 4.2. VAN:
 - A MINIMUM OF 192" WIDE, CONSISTING OF A 96" WIDE ACCESS AISLE AND A 96" WIDE PARKING SPACE, UNLESS OTHERWISE NOTED (SEE DETAIL). WHEN VAN ACCESSIBLE PARKING SPACES ARE ANGLED, THE ACCESS AISLE SHALL BE LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACE. SEE DETAIL FOR REQUIRED DEPTH.
- ACCESSIBLE PARKING SPACES ARE TO BE LOCATED AS CLOSE TO THE BUILDING ENTRANCE AS POSSIBLE AND SHALL BE IDENTIFIED WITH A SIGN.
- RAMPS MUST NOT EXTEND OUT FROM THE CURB INTO THE ACCESS AISLE OF ANY ACCESSIBLE PARKING SPACE.
- ACCESS AISLES SHALL BE MARKED SO AS TO DISCOURAGE PARKING IN THEM. (SEE DETAIL)
- ALL ADA PARKING STALLS, ACCESS AISLES AND CROSSWALKS SHALL BE STRIPED USING 4" WIDE DOUBLE LAYER OF HIGH QUALITY YELLOW PAINT, UNLESS OTHERWISE NOTED.
- ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1:50 (2.00%) IN ANY DIRECTION.
- EACH ACCESSIBLE PARKING SPACE SHALL HAVE AN IDENTIFICATION SIGN (SEE DETAIL).

RAMPS

- AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 1:20 (5.00%) IS A RAMP AND SHALL COMPLY WITH THE RAMP REQUIREMENTS.
- AN ACCESSIBLE ROUTE MAY CROSS OPEN PAVEMENT OR FOLLOW A RAMP AS REQUIRED BY SITE-SPECIFIC CONDITIONS. THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE ACROSS OPEN PAVEMENT MUST NOT EXCEED 1:20 (5.00%), WITH A CROSS SLOPE NOT EXCEEDING 1:50 (2.00%). SLOPES EXCEEDING 1:20 (5.00%), BUT LESS THAN 1:12 (8.33%), CONSTITUTE RAMPS AND MUST CONFORM TO THE REQUIREMENTS FOR RAMP DESIGN (HANDRAILS, CURBS, LANDINGS, RISE AND RUN LIMITS, ETC.) AS DETAILED ON THE CIVIL AND ARCHITECTURAL PLANS. NO RAMP SHALL HAVE A RUNNING SLOPE EXCEEDING 1:12 (8.33%), NOR HAVE A CROSS SLOPE EXCEEDING 1:50 (2.00%).
- THE GENERAL CONTRACTOR/CONTRACTOR SHALL MEASURE THE SUBGRADE AND ACROSS FORMS PRIOR TO INSTALLATION OF ASPHALT OR CONCRETE IMPROVEMENTS TO ASSURE THE FINAL IMPROVEMENTS WILL MEET THESE MINIMAL ADA REQUIREMENTS. ANY DISCREPANCIES SHALL BE REPORTED TO THE CIVIL ENGINEER PRIOR TO INSTALLATION OF THE IMPROVEMENTS.

CURB RAMPS

- A CURB RAMP SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.
- CURB RAMPS HAVE A MAXIMUM SLOPE OF 1:12 (8.33%) AND DO NOT REQUIRE HANDRAILS.
- IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS, OR GUARDRAILS, IT SHALL HAVE FLARED SIDES; THE MAXIMUM SLOPE OF THE FLARE SHALL BE 1:12 (8.33%).

| NO. | REVISED | DATE | |
|-----|---------|-----------|------------------------------------|
| | | REVISIONS | REVISIONS PER VILLAGE LETTER DATED |
| 1 | | 8/22/19 | 8/5/19 |
| 2 | | 9/15/19 | |
| 3 | | 11/22/19 | |
| 4 | | 12/27/19 | |

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654

PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:



| |
|----------------------|
| CHECKED BY: B. PERRY |
| DESIGN BY: S. SINAK |
| DRAWN BY: S. SINAK |
| DATE: JULY 5, 2019 |
| SCALE: NONE |
| PROJECT NO.: 19-005 |

PROJECT SPECIFICATIONS

C-10

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
- * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - * VILLAGE OF TINLEY PARK MUNICIPAL CODE;
 - * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
 - * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
2. THE VILLAGE OF TINLEY PARK ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NGVD 1929. SUBTRACT 0.42' FROM ALL ELEVATIONS SHOWN HEREON TO OBTAIN NAVD88 DATUM.
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL

VITRIFIED CLAY PIPE
REINFORCED CONCRETE SEWER PIPE
CAST IRON SOIL PIPE
DUCTILE IRON PIPE

PIPE SPECIFICATIONS

ASTM C-700
ASTM C-76
ASTM A-74
ANSI A21.51

JOINT SPECIFICATIONS

ASTM C-425
ASTM C-443
ASTM C-564
ANSI A21.11
ASTM D-3034
ASTM F-679
ASTM D-3212
ASTM D-3212
ASTM D-3261,F-2620 (HEAT FUSION)
ASTM D-3212,F-477 (GASKETED)
ASTM D-3350
ASTM D-3035
ASTM D-2241
AWWA C900
AWWA C905
ASTM D-3139
ASTM D-3139
ASTM D-3139

POLYVINYL CHLORIDE (PVC) PIPE
6-INCH TO 15-INCH DIAMETER SDR 26
18-INCH TO 27-INCH DIAMETER F/DY=46
HIGH DENSITY POLYETHYLENE (HDPE)
WATER MAIN QUALITY PVC
4-INCH TO 36-INCH
4-INCH TO 12-INCH
14-INCH TO 48-INCH

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL

POLYPROPYLENE (PP) PIPE
12-INCH TO 24-INCH DOUBLE WALL
30-INCH TO 60-INCH TRIPLE WALL

PIPE SPECIFICATIONS

ASTM F-2736
ASTM F-2764

JOINT SPECIFICATIONS

D-3212, F-477
D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¾" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
- a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS (SHEWER-TAP MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
 - b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
 - c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
- a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
12. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
13. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
14. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
15. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
16. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
17. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
18. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
19. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
21. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
22. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
23. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
24. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

| DATE | REVISIONS |
|----------|--------------|
| 8/22/19 | NO REVISIONS |
| 9/5/19 | NO REVISIONS |
| 11/22/19 | NO REVISIONS |
| 12/27/19 | NO REVISIONS |
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| NO. | 1 | 2 | 3 | 4 |
|-----|---|---|---|---|
|-----|---|---|---|---|

Prepared For:

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| Vequity 400 N. State Street Chicago, IL 60654 PROPOSED FUEL CENTER 17100 S. Harlem Avenue Tinley Park, Illinois |
|--|

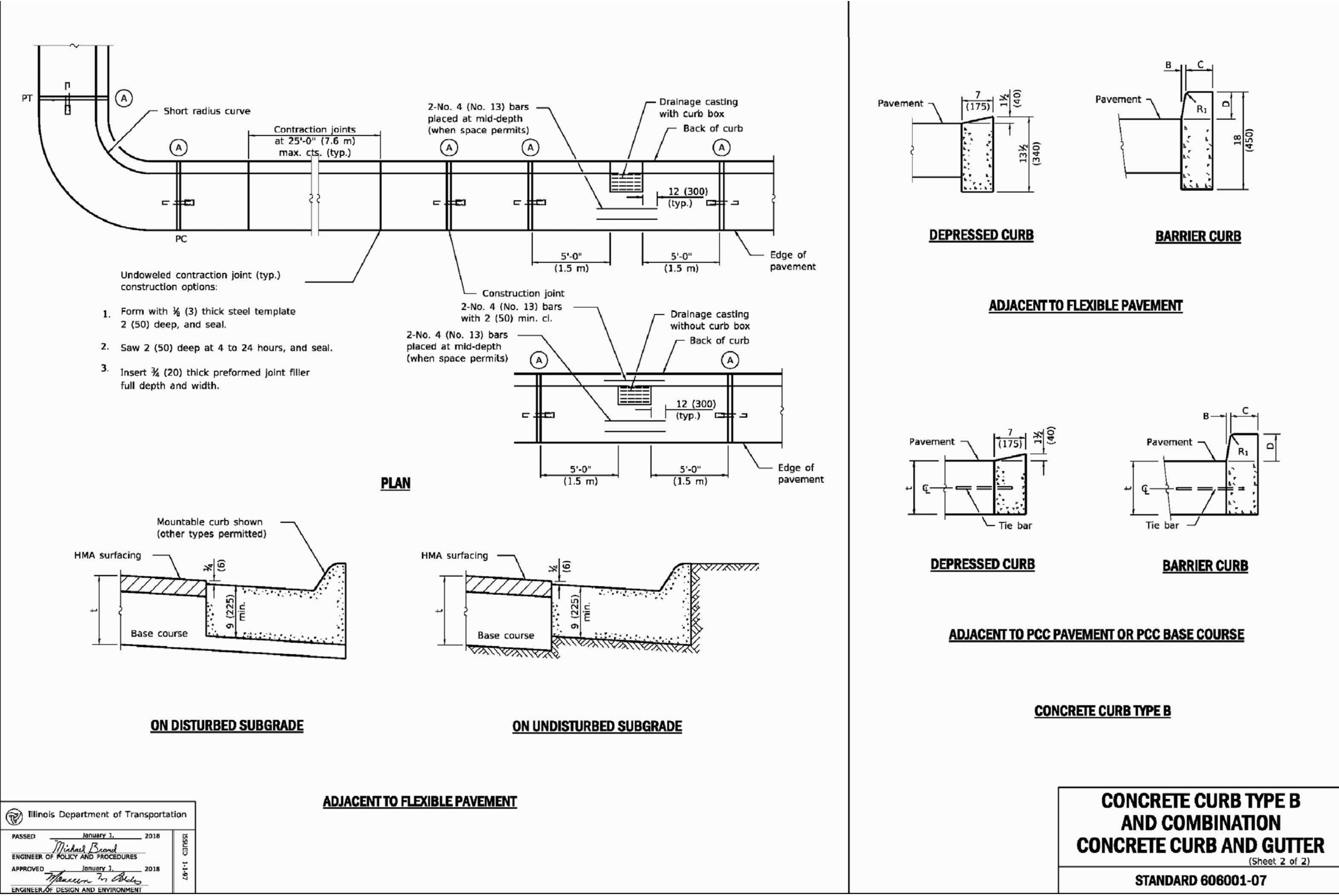
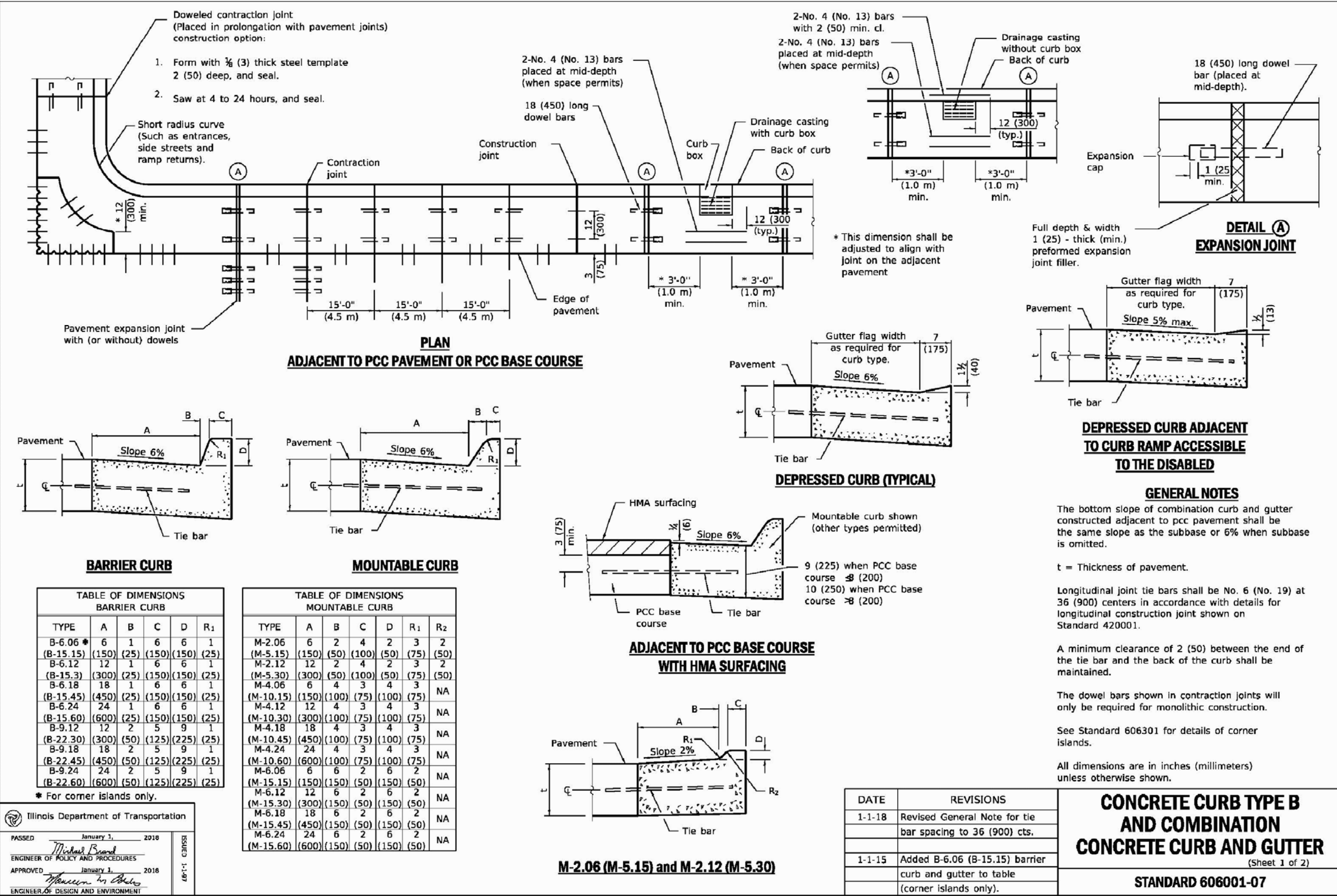
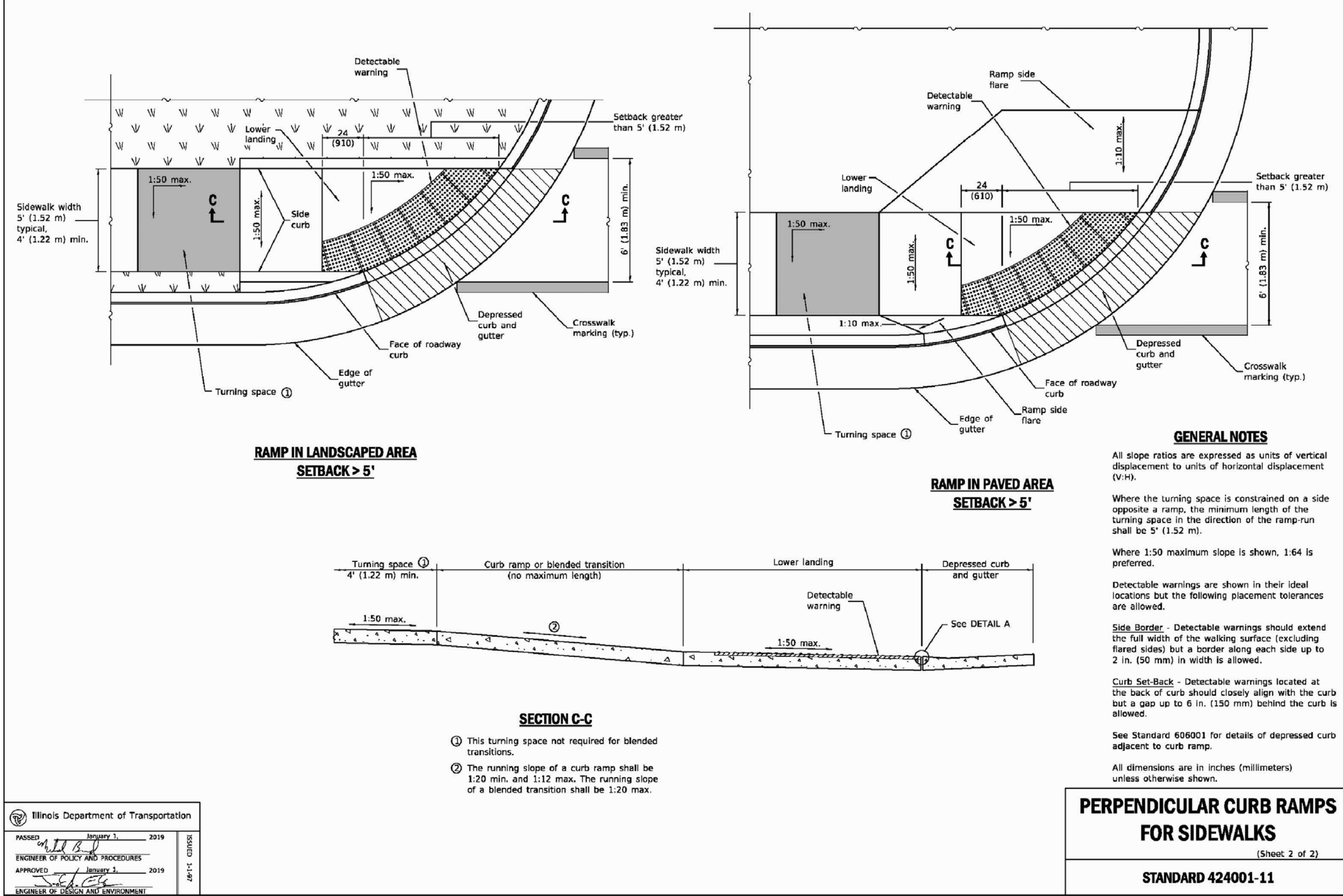
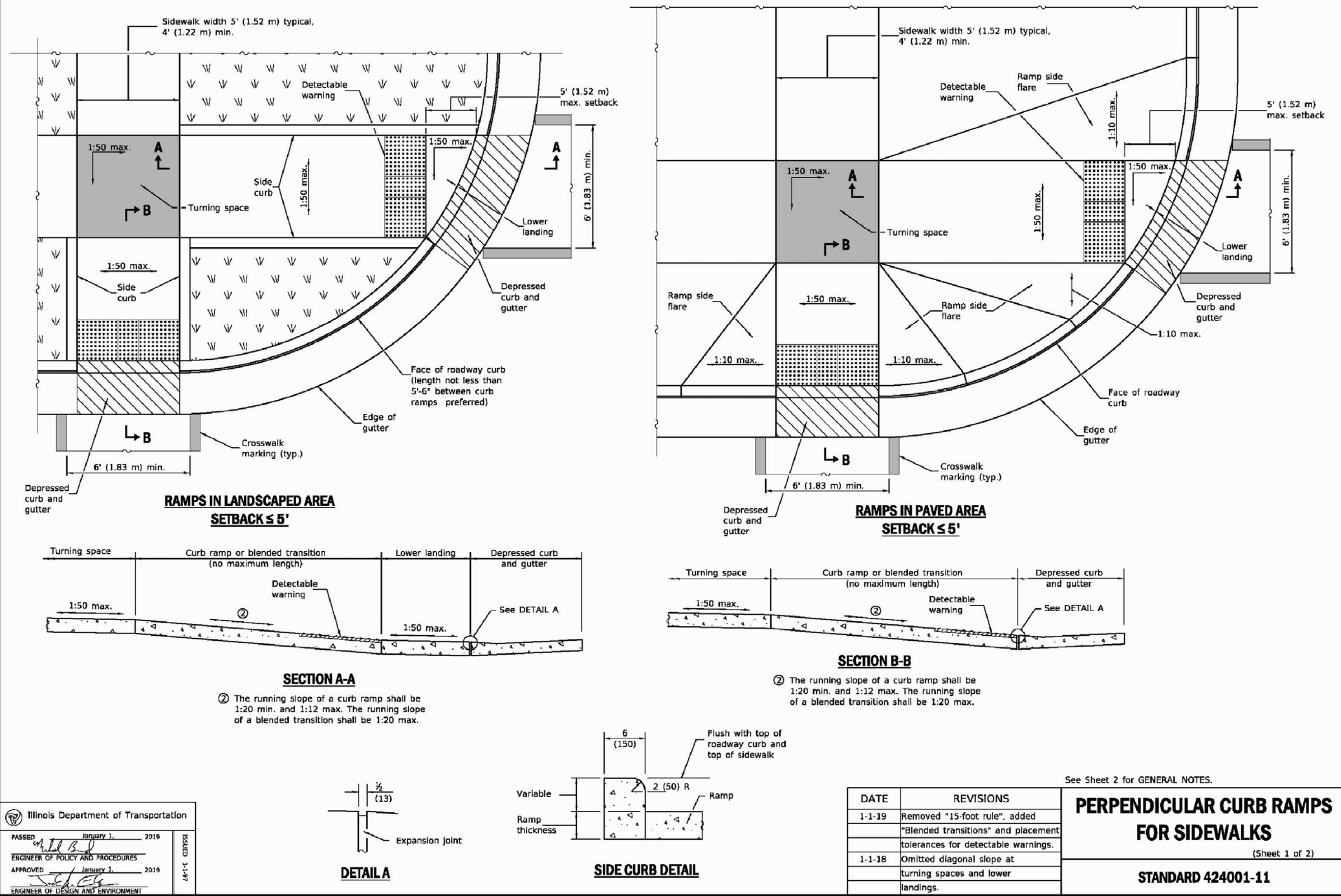
Prepared By:

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|----------------------|
| CHECKED BY: B. PERRY |
| DESIGN BY: S. SIMAK |
| DRAWN BY: S. SIMAK |
| DATE: JULY 5, 2019 |
| SCALE: NONE |
| PROJECT NO.: 19-005 |

MWRD GENERAL NOTES

C-11



DATE
8/22/19
9/15/19
11/22/19
12/27/19

REVISIONS
NO REVISIONS
NO REVISIONS
NO REVISIONS
NO REVISIONS

NO.
1
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Prepared For:

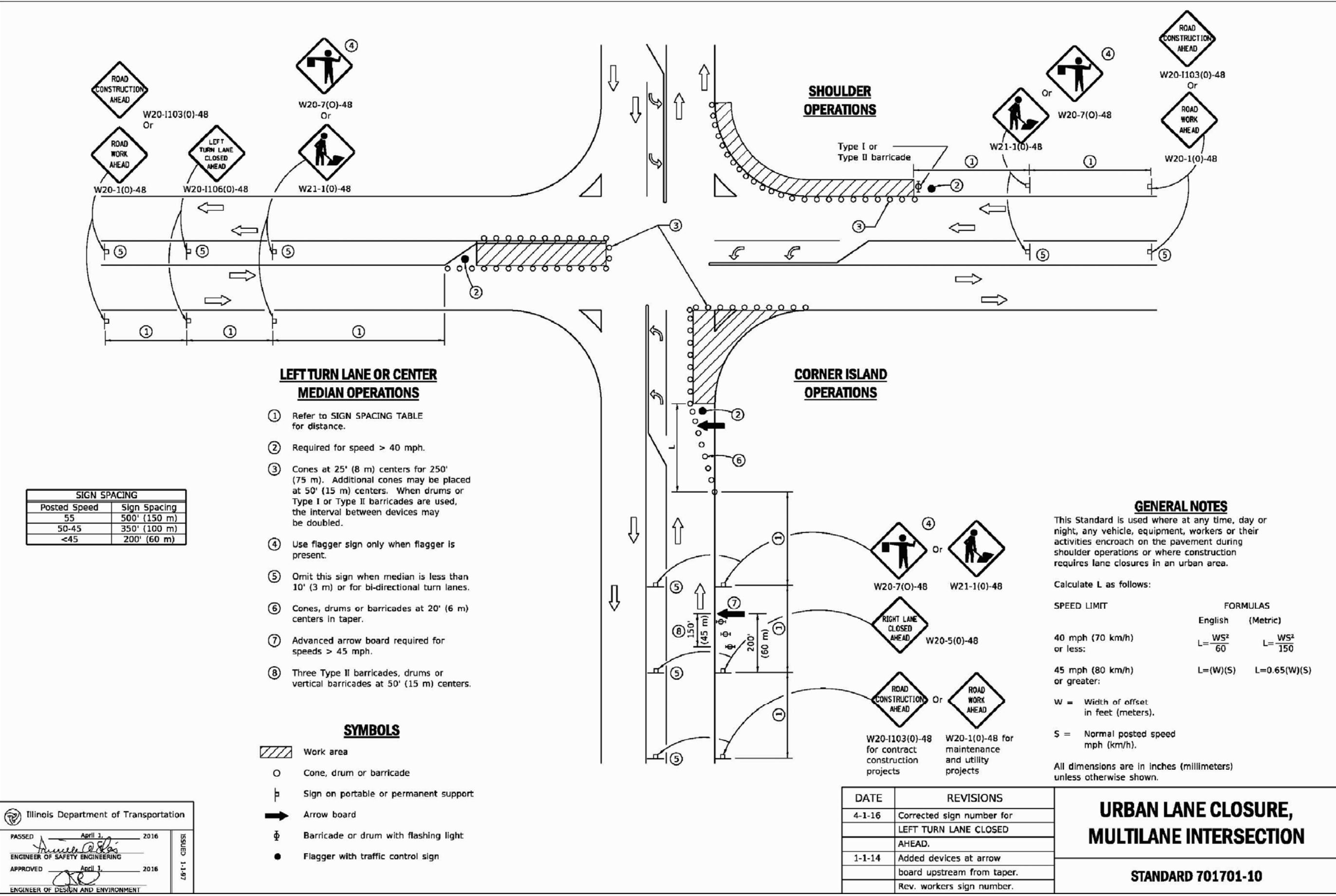
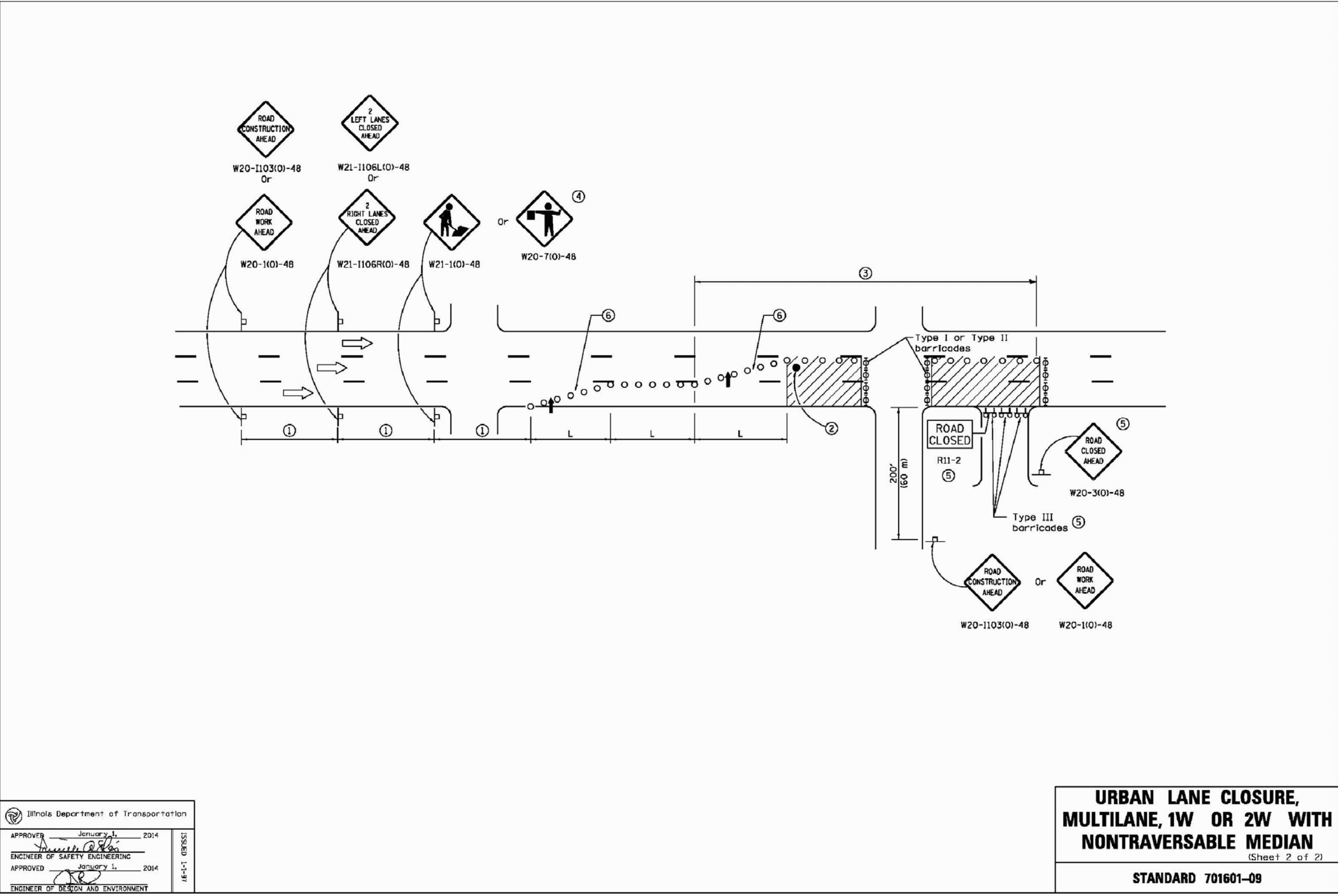
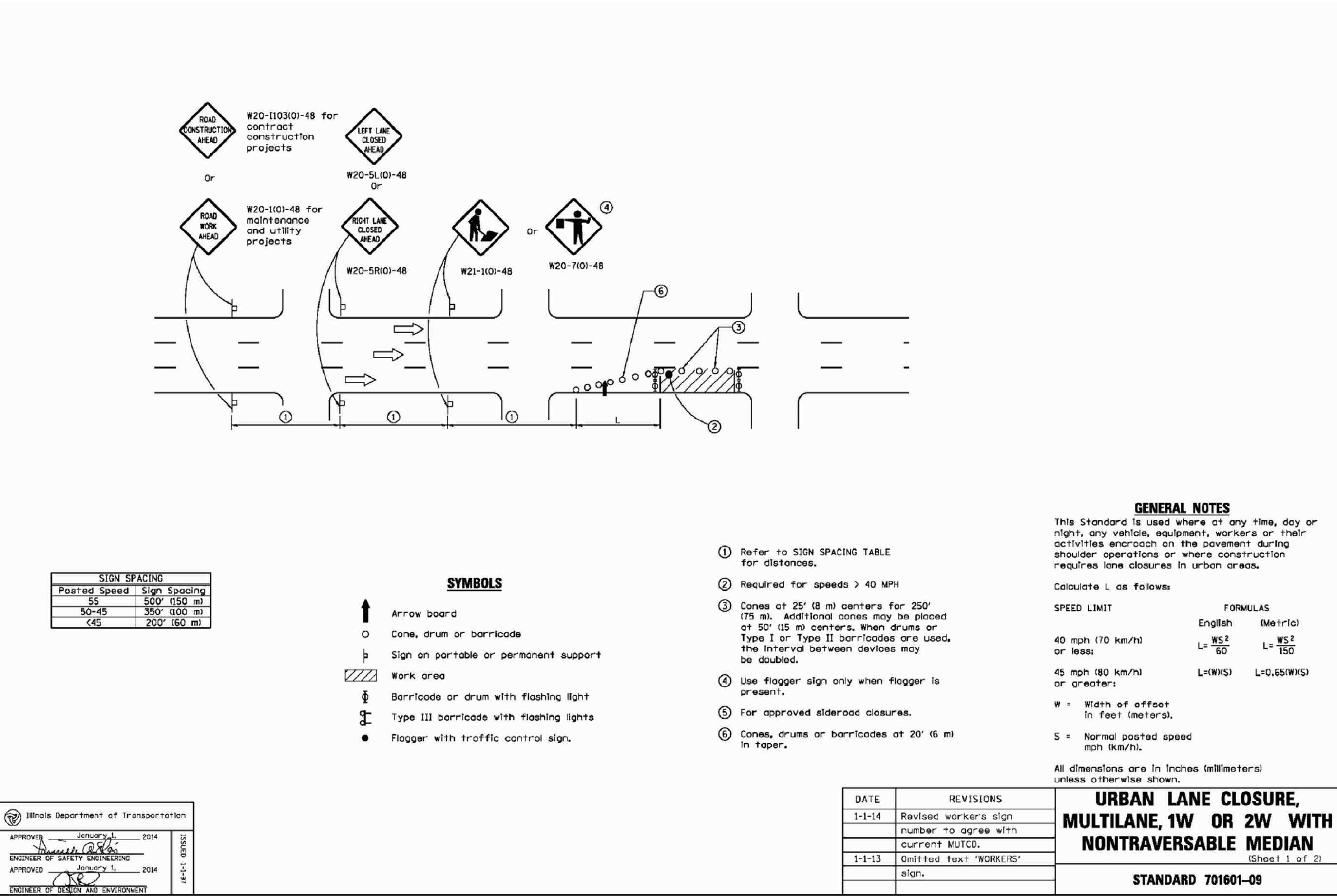
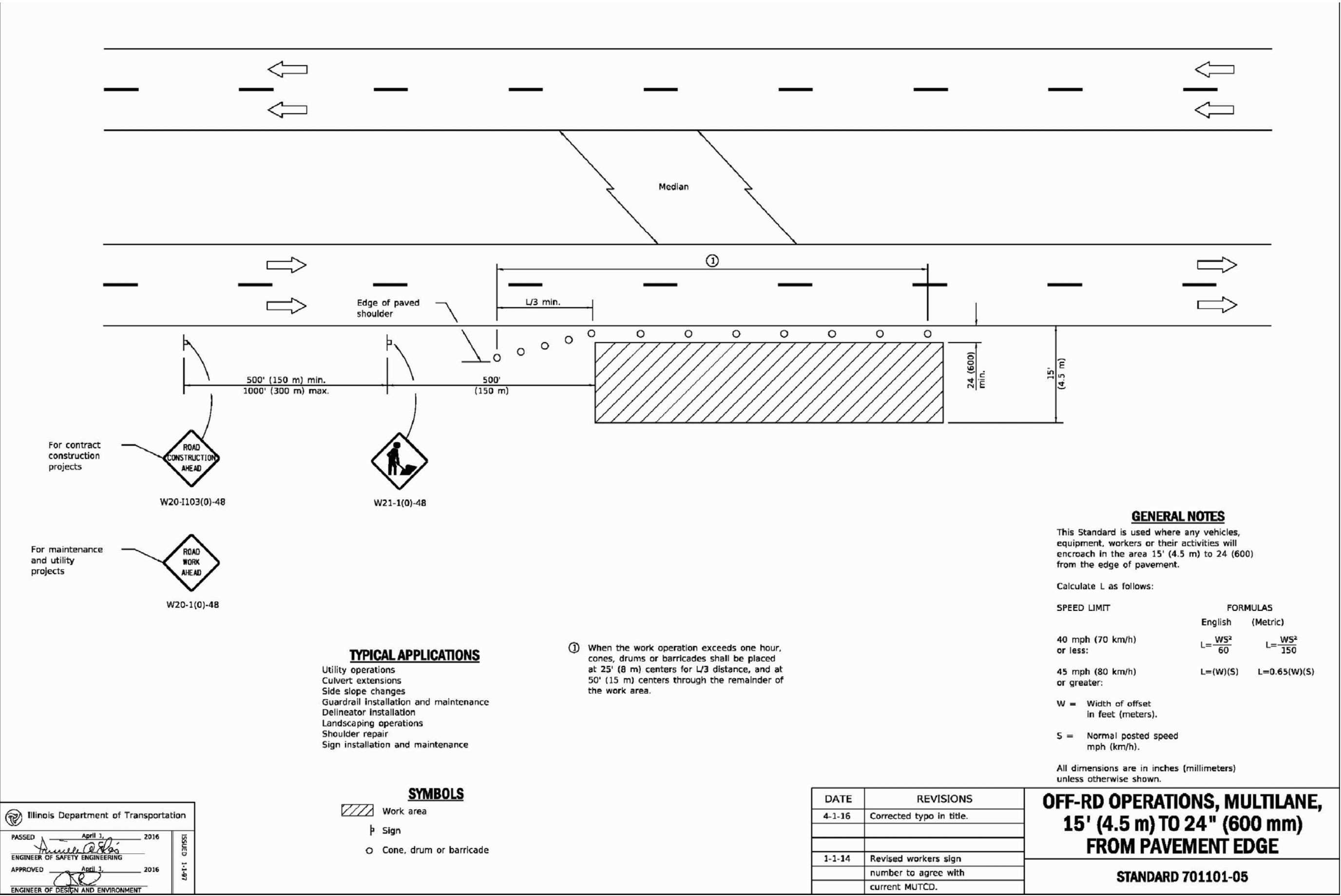
Prepared By:

Checked By: B. PERRY
Design By: S. SIMAK
Drawn By: S. SIMAK
Date: JULY 5, 2019
Scale: NONE
Project No.: 19-005

Watermark Engineering Resources, Ltd.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60002
phone 630-575-1800 fax 630-236-9800 www.watermark-engineering.com

C-12

IDOT DETAILS 1



| NO. | REVISIONS | DATE |
|-----|--------------|----------|
| 1 | NO REVISIONS | 8/22/19 |
| 2 | NO REVISIONS | 9/15/19 |
| 3 | NO REVISIONS | 11/22/19 |
| 4 | NO REVISIONS | 12/27/19 |

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654
PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

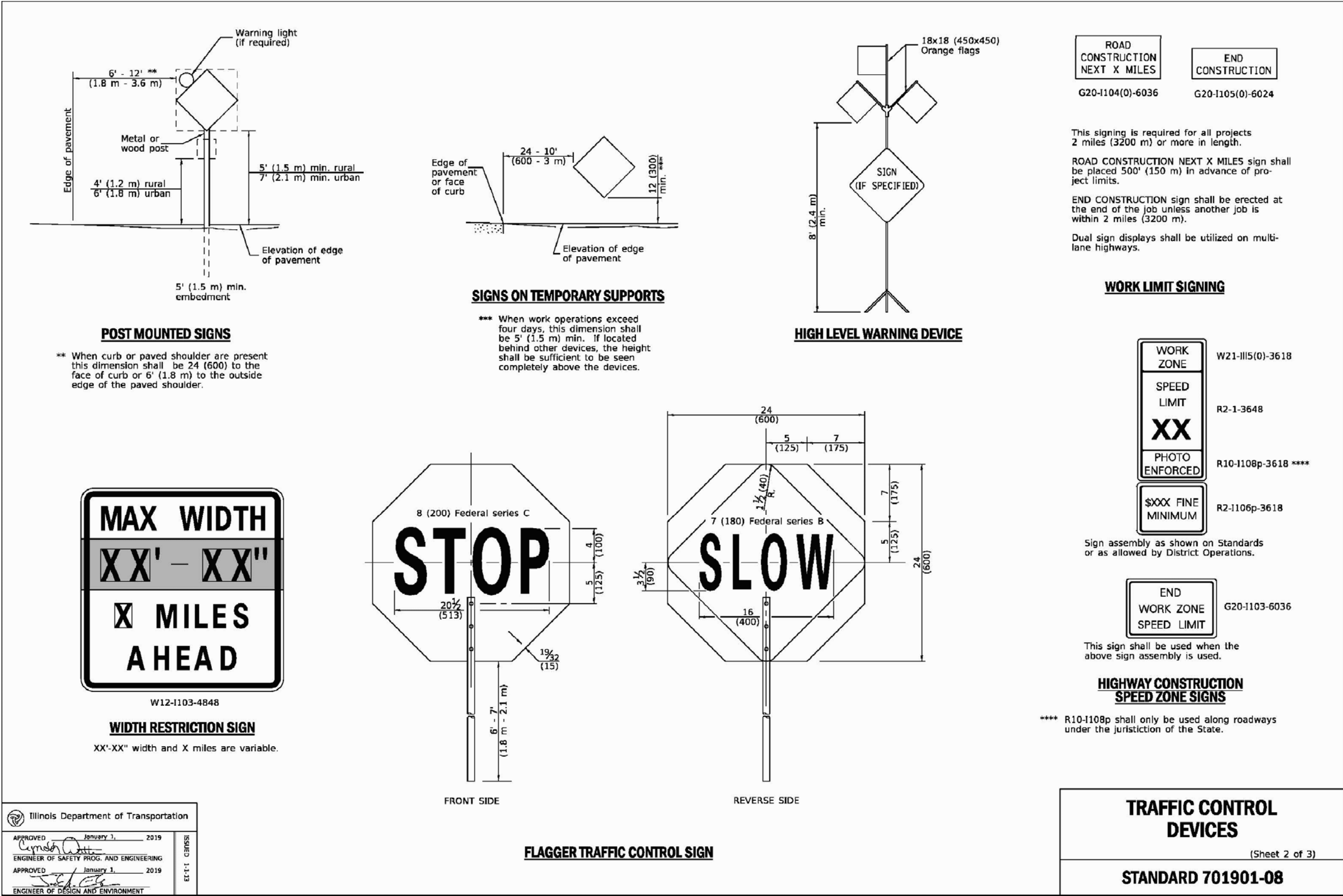
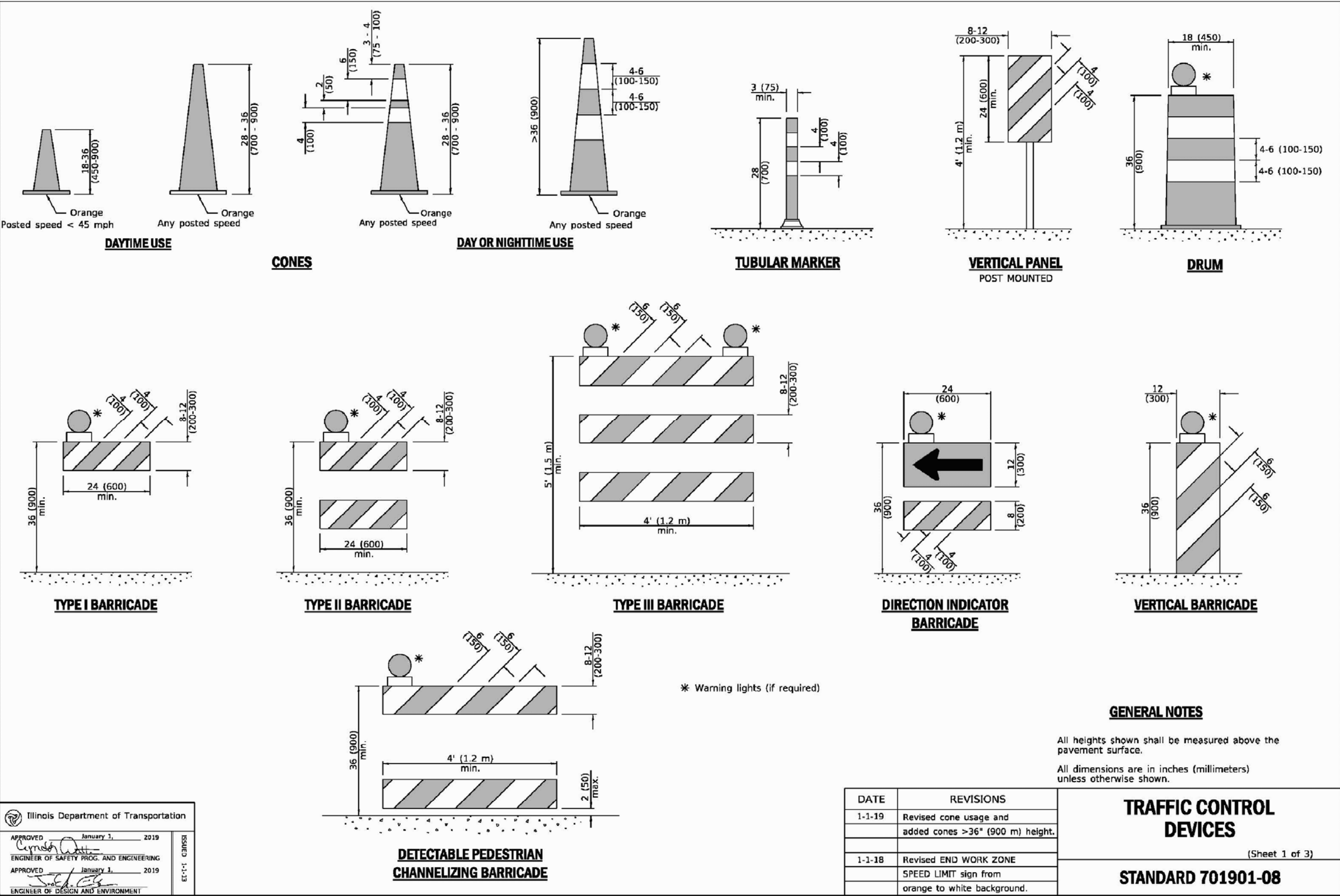
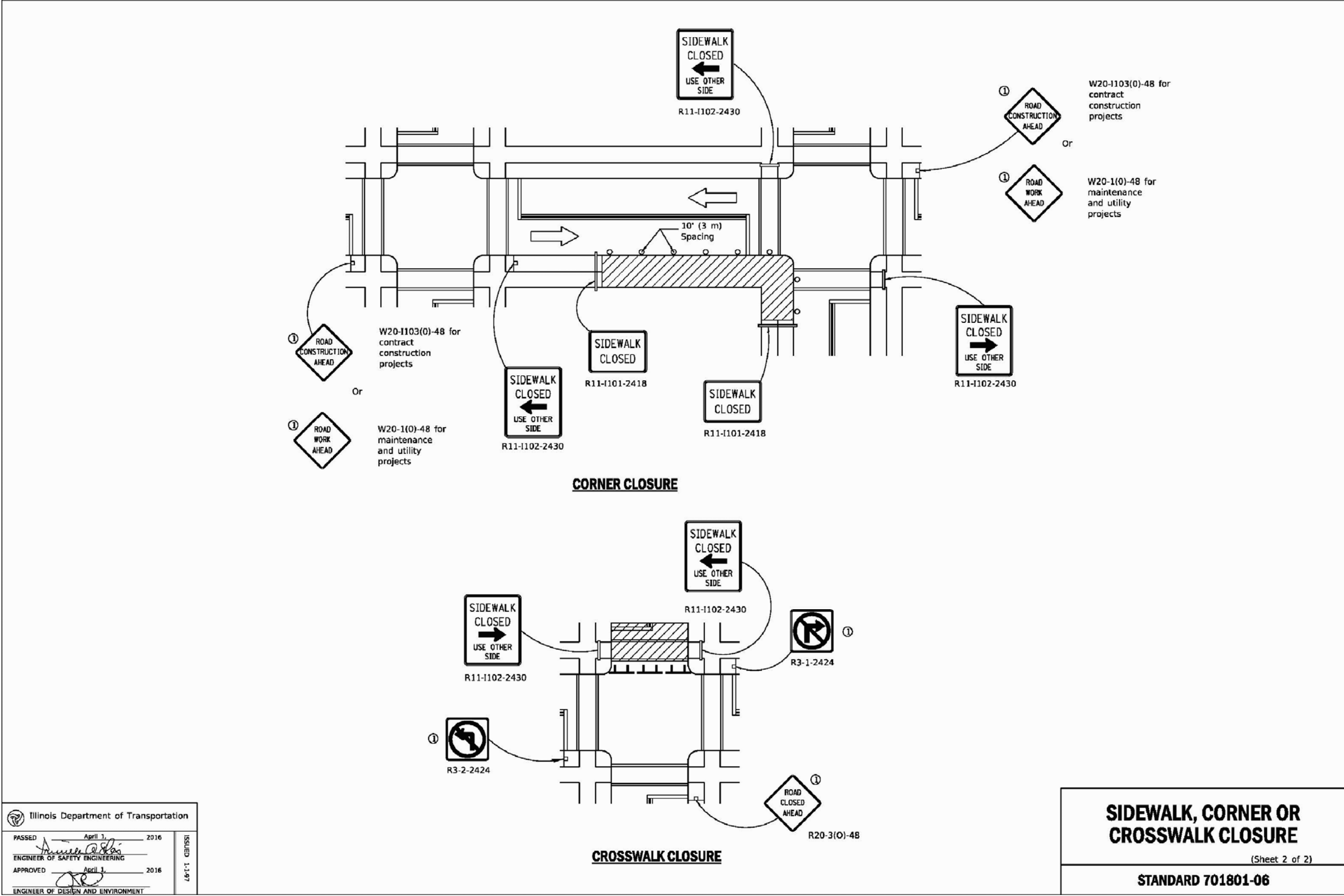
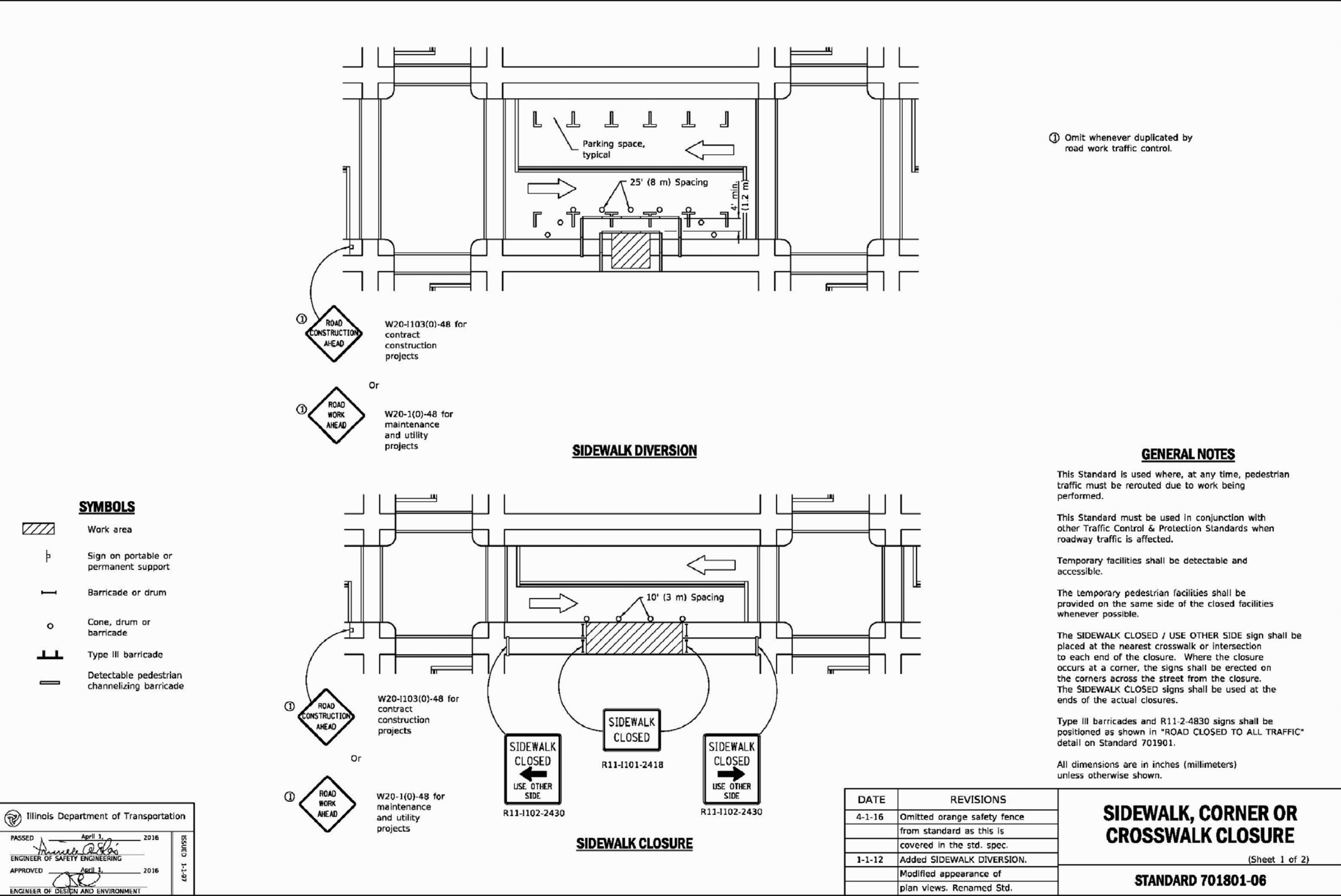
Prepared By:

Watermark Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60002
phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com

| | |
|----------------------|---------------------|
| CHECKED BY: B. PERRY | DESIGN BY: S. SIMAK |
| DRAWN BY: S. SIMAK | DATE: JULY 5, 2019 |
| SCALE: NONE | PROJECT NO.: 19-005 |

IDOT DETAILS 2

C-13



| DATE | REVISIONS | NO. |
|----------|--------------|-----|
| 8/22/19 | NO REVISIONS | 1 |
| 9/15/19 | NO REVISIONS | 2 |
| 11/22/19 | NO REVISIONS | 3 |
| 12/27/19 | NO REVISIONS | 4 |

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654
PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:

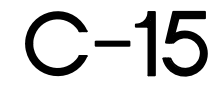
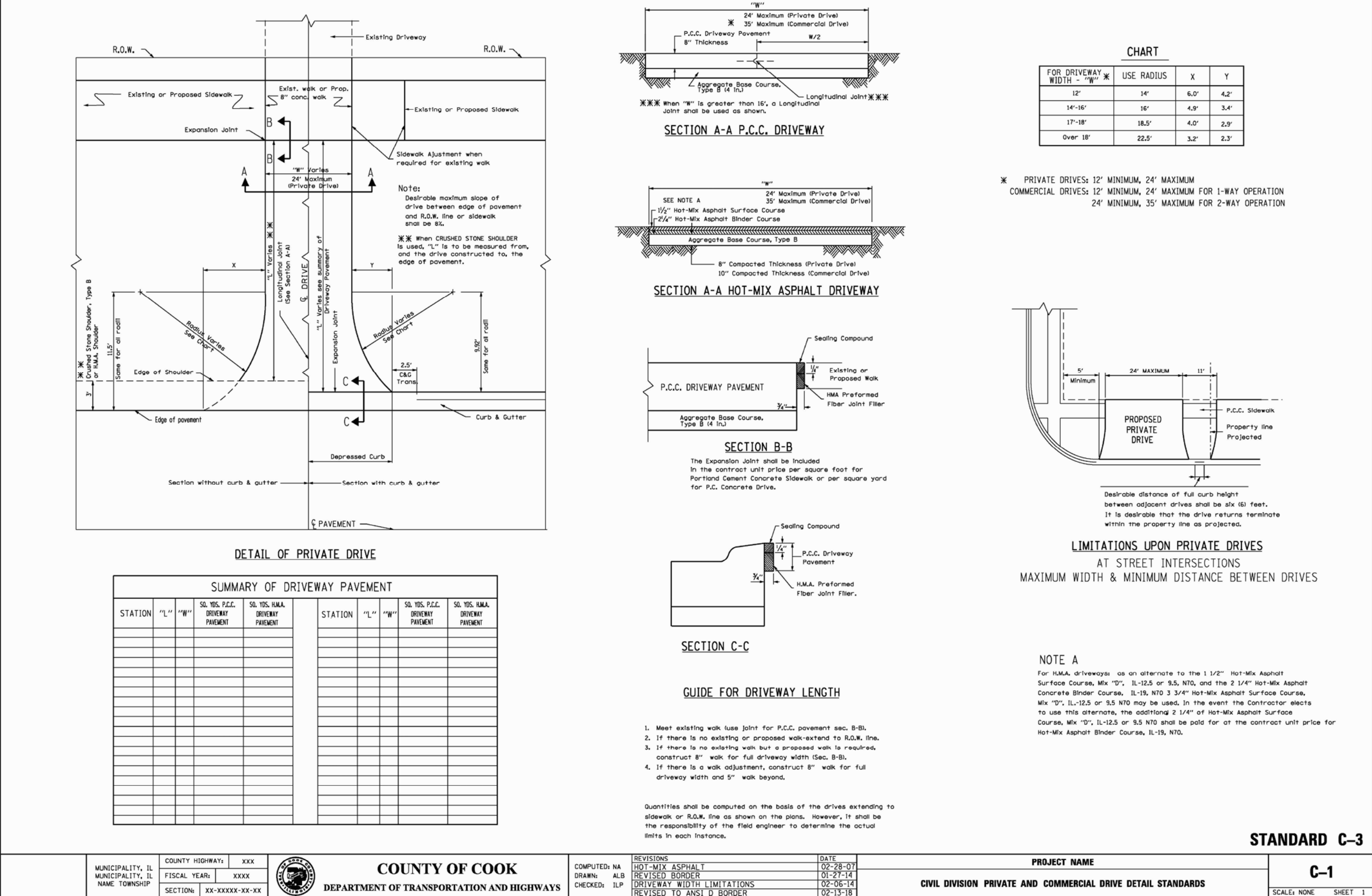
Watermark Engineering Resources, Ltd.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-575-1800 fax 630-236-9600 www.watermark-engineering.com

CHECKED BY: B. PERRY
DESIGN BY: S. SIMAK
DRAWN BY: S. SIMAK
DATE: JULY 5, 2019
SCALE: NONE
PROJECT NO.: 19-005

IDOT DETAILS 3

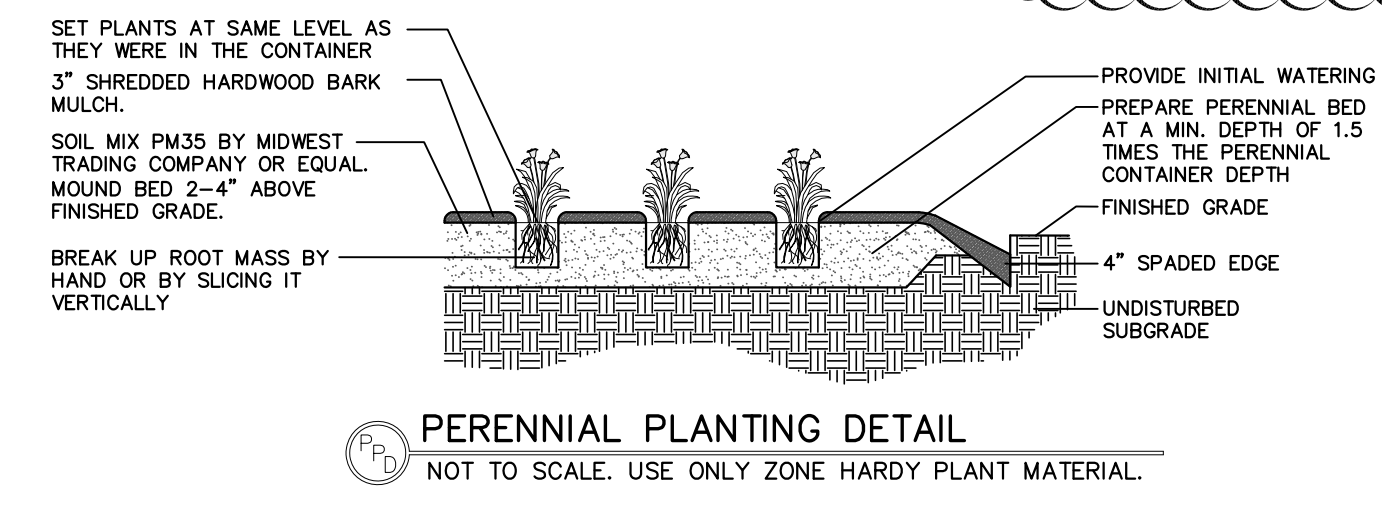
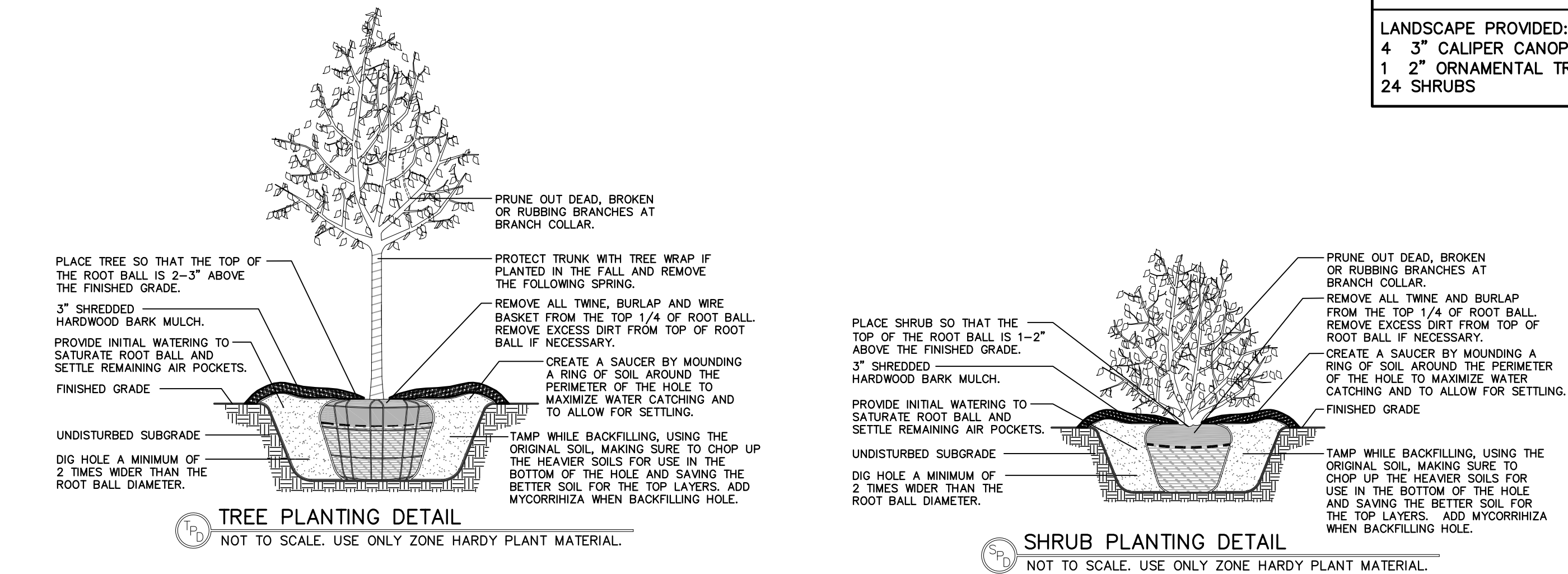
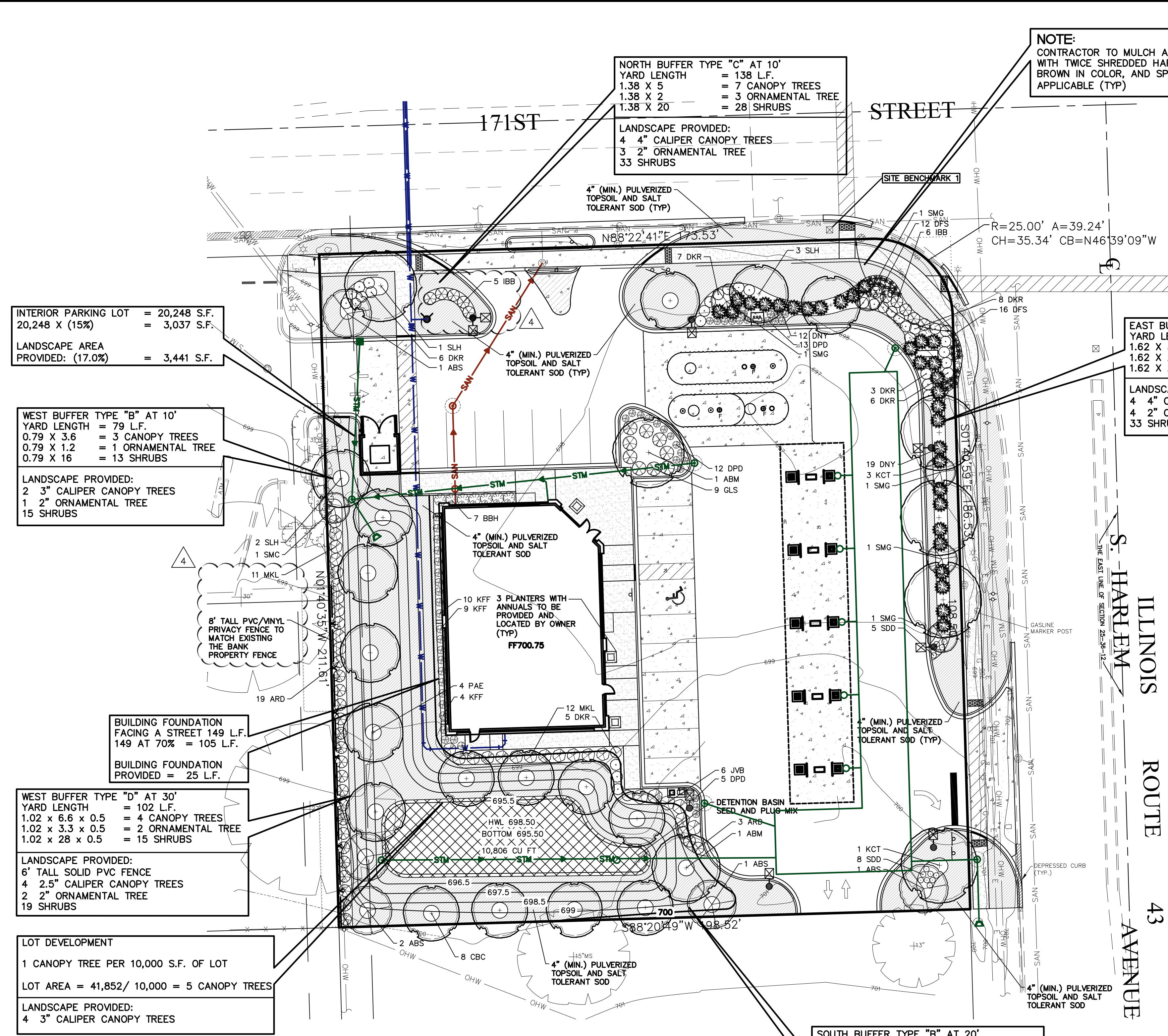
C-14

IDOT DETAILS 3





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| ON SITE PARKING DATA | | |
|-----------------------|---------------|-----------------|
| REGULAR SPACES | 16 | |
| ADA ACCESSIBLE SPACES | 1 | |
| TOTAL SPACES | 17 | |
| SITE DATA | | |
| LOT AREA | = 41,852 S.F. | (.961 AC.) |
| IMPERVIOUS AREA | = 27,222 S.F. | (.625 AC.)(65%) |
| PERVIOUS AREA | = 14,630 S.F. | (.336 AC.)(35%) |
| BUILDING AREA | = 3,500 S.F. | |

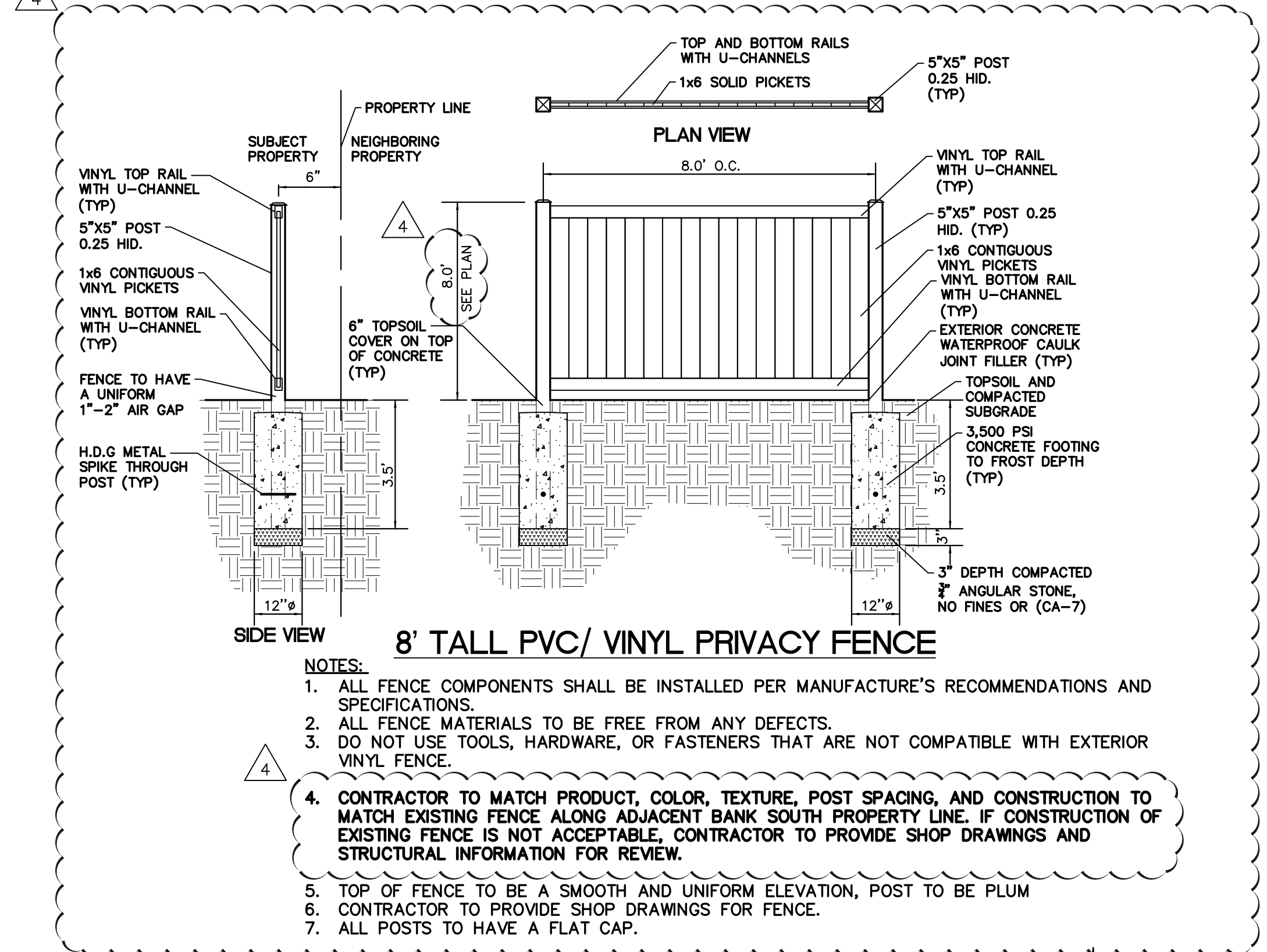
GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #19.0018 DATED 01/22/19) PREPARED BY: COMPASS SURVEYING LTD 2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

PLANT LIST
SHADE, ORNAMENTAL AND CONIFEROUS TREES

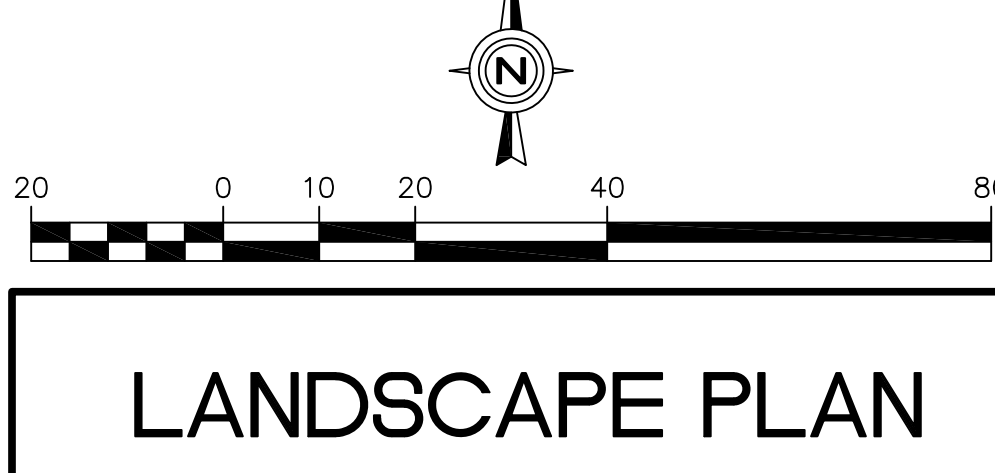
| QTY. | ABRV. | BOTANICAL NAME | COMMON NAME | SIZE |
|------|-------|---|--------------------------------|---------|
| 2 | ABM | Acer x fremanii 'Jeffersred' | Autumn Blaze Maple | 4" Cal. |
| 6 | SLH | Gleditsia triacanthos var. inermis 'Skyline' | Skyline Honeylocust | 4" Cal. |
| 4 | KCT | Gymnocladus dioicus (Male Only) | Kentucky Coffee Tree | 4" Cal. |
| 8 | CBC | Taxodium distichum | Common Bald Cypress | 4" Cal. |
| 4 | PAE | Ulmus 'New Horizons' | New Horizon Elm | 4" Cal. |
| 5 | ABS | Amelanchier x grandiflora 'Autumn Brilliance' | Autumn Brilliance Serviceberry | 6' |
| 6 | SMG | Magnolia stellata | Star Magnolia | 6' |

| FLOWERING AND EVERGREEN SHRUBS | | | | |
|--------------------------------|-------|-----------------------------|----------------------------------|--------|
| QTY. | ABRV. | BOTANICAL NAME | COMMON NAME | SIZE |
| 11 | IBB | Aronia melanocarpa 'Morton' | Iriquois Beauty Black Chokeberry | 5 Gal. |
| 22 | ARD | Cornus sericea 'Alleman' | Alleman Compact Redosier Dogwood | 5 Gal. |
| 7 | BBH | Hydrangea paniculata 'Bobo' | Bobo Hydrangea | 5 Gal. |
| 9 | GLS | Rhus aromatica 'Grow-Low' | Grow-Low Sumac | 5 Gal. |
| 36 | DKR | Rosa 'Radtko' | Double Knock Out Rose | 3 Gal. |
| 23 | MKL | Syringa patula 'Miss Kim' | Miss Kim Lilac | 5 Gal. |
| 6 | JVB | Viburnum x juddii | Judd Viburnum | 36" |
| 31 | DNY | Taxus x media 'Densiformis' | Densiformis Yew | 5 Gal. |

| PERENNIALS, ORNAMENTAL GRASS AND GROUNDCOVERS | | | | |
|---|-------|--|----------------------------------|--------|
| QTY. | ABRV. | BOTANICAL NAME | COMMON NAME | SIZE |
| 28 | DFS | Helioopsis helianthoides 'Tuscan Sun' | Tuscan Sun False Sunflower | 1 Gal. |
| 13 | SDD | Heemerocallis 'Stella de' Oro | Stella de Oro Daylily | 1 Gal. |
| 23 | KFF | Calamagrostis x acutiflora 'Karl Foerster' | Karl Foerster Feather Reed Grass | 1 Gal. |
| 30 | DPD | Sporobolus heterolepis 'Tara' | Dwarf Prairie Dropseed | 1 Gal. |



LANDSCAPE PLAN
DESIGNED BY
KENNETH M. PRICE, RLA



DATE
8/22/19
9/15/19
11/22/19
12/27/19

REVISIONS
1
2
3
4

REVISIONS PER VILLAGE REVIEW LETTER DATED 8/5/19
PER CLIENT REQUEST
PER VILLAGE COMMENTS
PER VILLAGE COMMENTS 12/20/19

Prepared For:
Vequity
400 N. State Street
Chicago, IL 60654
PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:
Watermark Engineering Resources, Ltd
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-575-1800 fax 630-236-9800 www.watermark-engineering.com

CHECKED BY: B. PERRY
DESIGN BY: K. PRICE
DRAWN BY: K. PRICE
DATE: JULY 5, 2019
SCALE: 1" = 20'
PROJECT NO.: 19-005

L-1

LANDSCAPE PLAN



Pizzo Native Plant Nursery, LLC • 10729 Pine Road • Leland, IL 60531 • P: 815.981.8000 • F: 815-498-4406 • www.pizzonursery.com
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| Dry-Bottom Detention Basin Seed Mix (Mesic-Wet Soils at the Bottom of Basins or Swales) | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|---------|---------|-----------------------------|---------|------------|---|---|---|---|----------|---------|-----------|----------|---------|-----------|---------------|
| MIX STATISTICS | | | | | | | | | | | | | | | | | | | |
| Base Mix Without Supplemental Plugs | | | | | | | | | | | | | | | | | | | |
| Average Mix Height | | 4.0' | | | | | | | | | | | | | | | | | |
| Median Mix Height | | 4.0' | | | | | | | | | | | | | | | | | |
| Mix Height Mode (# of Occurrences in Mix) | | 3.0' (10), 4.0' (9), 5.0' (7), 2.0' (2), 3.5' (2), 6.0' (2), 7.0' (2), 1.0' (1), 1.5' (1), 2.5 (1), 8.0' (1) | | | | | | | | | | | | | | | | | |
| Number of Native Species in Mix | | 38 | | | | | | | | | | | | | | | | | |
| Lbs/Acre of Native Seed | | 30.3 | | | | | | | | | | | | | | | | | |
| Propagules per Square Foot | | 0.0 | | | | | | | | | | | | | | | | | |
| Native FQI | | 30.2 | | | | | | | | | | | | | | | | | |
| Native Mean C Value | | 4.9 | | | | | | | | | | | | | | | | | |
| Native Mean W Value | | -0.4 | | | | | | | | | | | | | | | | | |
| National Wetland Category | | Facultative - Equally likely to occur in wetlands or non-wetlands (estimated probability 34 - 66%) | | | | | | | | | | | | | | | | | |
| Grasses, Sedges, & Rushes | | | | | | | | | | | | | | | | | | | |
| ACRONYM | SCIENTIFIC NAME | COMMON NAME | C-Value | W-Value | WETNESS | HEIGHT Min-Max (Typical) | COLOR | BLOOM TIME | | | | | SEEDS/OZ | OZ/ACRE | LB/ACRE | % OF MIX | | | |
| | | | | | | | | A | M | J | J | A | S | O | | | | by Weight | by Seed Count |
| ANDGER | <i>Andropogon gerardii</i> | BIG BLUESTEM GRASS | 5 | 0 | FAC | 6-8' (7') | N/A | | | | | | | | 10,000 | 64,0000 | 4.00 | 13.20% | 4.91% |
| CXBEBB | <i>Carex bebbii</i> | BEBB'S OVAL SEDGE | 6 | -5 | OBL | 2-4' (3') | N/A | | | | | | | | 34,000 | 2,0000 | 0.13 | 0.41% | 0.52% |
| CXBREV | <i>Carex brevior</i> | PLAINS OVAL SEDGE | 4 | 0 | FAC | 6'-18" (12") | N/A | | | | | | | | 29,000 | 4,0000 | 0.25 | 0.82% | 0.89% |
| CXYHST | <i>Carex hystericina</i> | PORCUPINE SEDGE | 5 | -5 | OBL | 2-4' (3') | N/A | | | | | | | | 30,000 | 4,0000 | 0.25 | 0.82% | 0.92% |
| CXYULP | <i>Carex vulpinoidea</i> | BROWN FOX SEDGE | 2 | -3 | FACW | 2-4' (3') | N/A | | | | | | | | 100,000 | 8,0000 | 0.50 | 1.65% | 6.13% |
| ELPAL | <i>Elaecharis palustris</i> | GREAT SPIKE RUSH | 10 | -5 | OBL | 6'-18" (12") | N/A | | | | | | | | 51,000 | 4,0000 | 0.25 | 0.82% | 1.56% |
| ELVCAN | <i>Elymus canadensis</i> | CANADA WILD RYE | 4 | 3 | FACU | 2-5' (3.5') | N/A | | | | | | | | 5,200 | 32,0000 | 2.00 | 6.60% | 1.28% |
| ELVIR | <i>Elymus virginicus</i> | VIRGINIA WILD RYE | 4 | -3 | FACW | 3-5' (4') | N/A | | | | | | | | 4,200 | 48,0000 | 3.00 | 9.90% | 1.55% |
| JUNDUD | <i>Juncus dudleyi</i> | DUDLEY'S RUSH | 4 | -3 | FACW | 1-3' (2') | N/A | | | | | | | | 3,200,000 | 1,0000 | 0.06 | 0.21% | 24.54% |
| PANVIR | <i>Panicum virgatum</i> | SWITCH GRASS | 5 | 0 | FAC | 3-5' (4') | N/A | | | | | | | | 14,000 | 80,0000 | 5.00 | 16.49% | 8.59% |
| SCHSCO | <i>Schizachyrium scoparium</i> | LITTLE BLUESTEM GRASS | 5 | 3 | FACU | 2-3' (3') | N/A | | | | | | | | 15,000 | 64,0000 | 4.00 | 13.20% | 7.36% |
| SORNUOT | <i>Sorghastrum nutans</i> | INDIAN GRASS | 5 | 3 | FACU | 3-7' (6') | N/A | | | | | | | | 12,000 | 16,0000 | 1.00 | 3.30% | 1.47% |
| Grass/Sedge Subtotals | | | | | | | | | | | | | | | | 20.44 | 67.42% | 59.72% | |
| Flowers & Other Broadleaves | | | | | | | | | | | | | | | | | | | |
| ACRONYM | SCIENTIFIC NAME | COMMON NAME | C-Value | W-Value | WETNESS | HEIGHT Min-Max (Typical) | COLOR | BLOOM TIME | | | | | SEEDS/OZ | OZ/ACRE | LB/ACRE | % OF MIX | | | |
| | | | | | | | | A | M | J | J | A | S | O | | | | by Weight | by Seed Count |
| ALLCER | <i>Allium cernuum</i> | NODDING WILD ONION | 7 | 3 | FACU | 1-2' (1.5') | Pink | | | | | | | | 7,600 | 4,0000 | 0.25 | 0.82% | 0.23% |
| ASCINC | <i>Asclepias incarnata</i> | SWAMP MILKWEED | 4 | -5 | OBL | 3-5' (4') | Magenta | | | | | | | | 4,800 | 24,0000 | 1.50 | 4.95% | 0.88% |
| CHAFAS | <i>Chamaecrista fasciculata</i> | PARTRIDGE PEAS | 5 | 3 | FACU | 1-3' (2') | Yellow | | | | | | | | 2,700 | 16,0000 | 1.00 | 3.30% | 0.33% |
| CORTRP | <i>Coroopsis tripteris</i> | TALL COROOPSIS | 5 | 0 | FAC | 5-8' (7') | Yellow | | | | | | | | 14,000 | 6,0000 | 0.38 | 1.24% | 0.64% |
| DESCAA | <i>Desmodium canadense</i> | SHOWY TICK TREFOIL | 4 | 3 | FACU | 3-6' (5') | Purple | | | | | | | | 5,500 | 4,0000 | 0.25 | 0.82% | 0.17% |
| ECHPUR | <i>Echinacea purpurea</i> | PURPLE CONEFLOWER | 3 | 5 | UPL | 2-5' (4') | Purple | | | | | | | | 6,600 | 16,0000 | 1.00 | 3.30% | 0.81% |
| ERYVUC | <i>Eryngium yuccifolium</i> | RATTLESNAKE MASTER | 9 | 0 | FAC | 2-5' (4') | White | | | | | | | | 7,500 | 12,0000 | 0.75 | 2.47% | 0.69% |
| EUPPER | <i>Eupatorium perfoliatum</i> | COMMON BONESET | 4 | -5 | OBL | 3-6' (4') | White | | | | | | | | 160,000 | 0,5000 | 0.03 | 0.10% | 0.61% |
| EUTGRA | <i>Euthamia graminifolia</i> | COMMON GRASS-LEAVED GOLDENROD | 4 | -3 | FACW | 2-4' (3') | Yellow | | | | | | | | 350,000 | 1,0000 | 0.06 | 0.21% | 2.68% |
| EUTMAC | <i>Eutrachium maculatum</i> | SPOTTED JOE PYE WEED | 4 | -5 | OBL | 4-7' (5') | Pink | | | | | | | | 95,000 | 2,0000 | 0.13 | 0.41% | 1.46% |
| HELAUT | <i>Helianthus autumnalis</i> | SNEEZEWEED | 5 | -3 | FACW | 2-5' (4') | Yellow | | | | | | | | 130,000 | 3,0000 | 0.19 | 0.62% | 2.99% |
| KUHEUC | <i>Kuhnia eupatorioides corymbulosa</i> | FALSE BONESET | 6 | 5 | UPL | 2-5' (3') | White | | | | | | | | 32,000 | 4,0000 | 0.25 | 0.82% | 0.98% |
| MONFIS | <i>Monarda fistulosa</i> | WILD BERGAMOT | 4 | 3 | FACU | 3-5' (4') | Purple | | | | | | | | 70,000 | 4,0000 | 0.25 | 0.82% | 2.15% |
| PENDIG | <i>Penstemon digitalis</i> | FOXGLOVE BEARD TONGUE | 4 | 0 | FAC | 2.5-5' (3.5') | White | | | | | | | | 130,000 | 4,0000 | 0.25 | 0.82% | 3.99% |
| PYCVIR | <i>Pycnanthemum virginianum</i> | COMMON MOUNTAIN MINT | 5 | -3 | FACW | 1-4' (3') | White | | | | | | | | 220,000 | 2,0000 | 0.13 | 0.41% | 3.37% |
| RUDHIR | <i>Rudbeckia hirta</i> | BLACK-EYED SUSAN | 1 | 3 | FACU | 2-3' (2.5') | Yellow | | | | | | | | 92,000 | 8,0000 | 0.50 | 1.65% | 5.64% |
| RUDSUB | <i>Rudbeckia subtomentosa</i> | SWEET BLACK-EYED SUSAN | 9 | 3 | FACU | 3-6' (5') | Yellow | | | | | | | | 43,000 | 4,0000 | 0.25 | 0.82% | 1.52% |
| RUDTRI | <i>Rudbeckia triloba</i> | BROWN-EYED SUSAN | 3 | 3 | FACU | 4-6' (5') | Yellow | | | | | | | | 34,000 | 3,0000 | 0.19 | 0.62% | 0.78% |
| SILLAC | <i>Silphium laciniatum</i> | COMPASS PLANT | 5 | 5 | UPL | 6-9' (8') | Yellow | | | | | | | | 660 | 1,0000 | 0.06 | 0.21% | 0.01% |
| SOLRID | <i>Solidago riddellii</i> | RIDDELL'S GOLDENROD | 7 | -5 | OBL | 2-4' (3') | Yellow | | | | | | | | 93,000 | 2,0000 | 0.13 | 0.41% | 1.43% |
| SOLRIG | <i>Solidago rigida</i> | STIFF GOLDENROD | 4 | 3 | FACU | 3-6' (4') | Yellow | | | | | | | | 41,000 | 1,5000 | 0.09 | 0.31% | 0.47% |
| SYMNOV | <i>Symphoricarichum novae-angliae</i> | NEW ENGLAND ASTER | 4 | -3 | FACW | 4-6' (5') | Purple | | | | | | | | 65,000 | 6,0000 | 0.38 | 1.24% | 2.99% |
| THADAD | <i>Thalictrum dasycarpum</i> | PURPLE MEADOW RUE | 5 | -3 | FACW | 4-7' (6') | Cream | | | | | | | | 11,000 | 4,0000 | 0.25 | 0.82% | 0.34% |
| VERFAS | <i>Vernonia fasciculata</i> | COMMON IRONWEED | 5 | -3 | FACW | 4-6' (5') | Purple | | | | | | | | 24,000 | 6,0000 | 0.38 | 1.24% | 1.10% |
| VERHAS | <i>Verbena hastata</i> | BLUE VERVAIN | 4 | -3 | FACW | 4-7' (5') | Blue | | | | | | | | 95,000 | 4,0000 | 0.25 | 0.82% | 2.85% |
| ZIZAUR | <i>Zizia aurea</i> | GOLDEN ALEXANDERS | 7 | 0 | FAC | 2-4' (3') | Yellow | | | | | | | | 11,000 | 16,0000 | 1.00 | 3.30% | 1.35% |
| Broadleaf Subtotals | | | | | | | | | | | | | | | | 9.88 | 32.58% | 40.28% | |
| SEED MIX TOTALS | | | | | | | | | | | | | | | | 30.31 | 100.00% | 100.00% | |
| SUPPLEMENTED MIX STATISTICS | | | | | | | | | | | | | | | | | | | |
| Base Seed Mix Including Supplemental Plugs | | | | | | | | | | | | | | | | | | | |
| Number of Native Species in Mix | | 50 | Some species are not appropriate for inclusion into a seed mix, however they may be very desirable to have as part of the permanent plant matrix because of their ecological, habitat, and/or aesthetic value. The plug species listed above are appropriate for supplementing this seed mix. Following are the common reasons for not including these species within the seed mix: 1-Does not germinate well from seed in the field, 2-Seed is very expensive, 3-Low number of seeds per cone, 4-Requires specialized microclimate, 5-Seed is not commercially available or is only available in small quantities | | | | | | | | | | | | | | | | |
| Native FQI | | 37.5 | | | | | | | | | | | | | | | | | |
| Native Mean C Value | | 5.3 | | | | | | | | | | | | | | | | | |
| Native Mean W Value | | -0.7 | | | | | | | | | | | | | | | | | |
| National Wetland Category | | Facultative Wetland / Facultative - Usually occur in wetlands (estimated probability 67 - 99%), but occasionally found in non-wetlands (estimated probability 34 - 66%) | | | | | | | | | | | | | | | | | |

- Notes:
- 1.) Pizzo recommends installing a Mycorrhizal Inoculant with the above seed mix at 40 lbs/acre
 - 2.) For spring planting, Pizzo recommends installing a cover crop of Seed Oats (Avena sativa) with the above seed mix at 40 lbs/acre
 - 3.) For fall planting, Pizzo recommends installing a cover crop of ReGreen (a Winter Wheat x Wheatgrass Sterile Hybrid) with the above mix at 50 lbs/acre
 - 4.) **At no time should Annual nor Perennial Rye (Lolium multiflorum or perenne) be utilized as a cover crop**

NATIVE SEED MIX INFORMATION

ECOLOGY + VISION, LLC
ECOLOGYLLC.COM
815-981-8003
P.O. BOX 601
LELAND, IL 60531

CONTRACTOR TO INSTALL NATIVE SEED MIXES AND BLANKET PER SUPPLIERS SPECIFICATIONS, INSTRUCTIONS AND RECOMMENDATIONS INCLUDING SEED BED PREPARATION, SOIL AMENDMENTS, AND PH LEVELS. ALL BLANKETS SHALL BE STAKED AS NECESSARY TO PROPERLY ANCHOR BLANKETS IN PLACE.

SEPARATE BID ITEM:
CONTRACTOR TO PROVIDE A SEPARATE BID FOR A MAINTENANCE CONTRACT FOR THE NATIVE AREAS AS REQUIRED.

NOTES:

1. CONTRACTOR TO PROVIDE AT LEAST 75% OF THE RECOMMENDED SPECIES BASED ON AVAILABILITY AND INSTALL AS NEEDED TO COVER DESIGNATED AREAS.

NATIVE PLANTING SPECIFICATIONS FOR STORMWATER B.M.P.S
DESCRIPTION AND GENERAL REQUIREMENTS

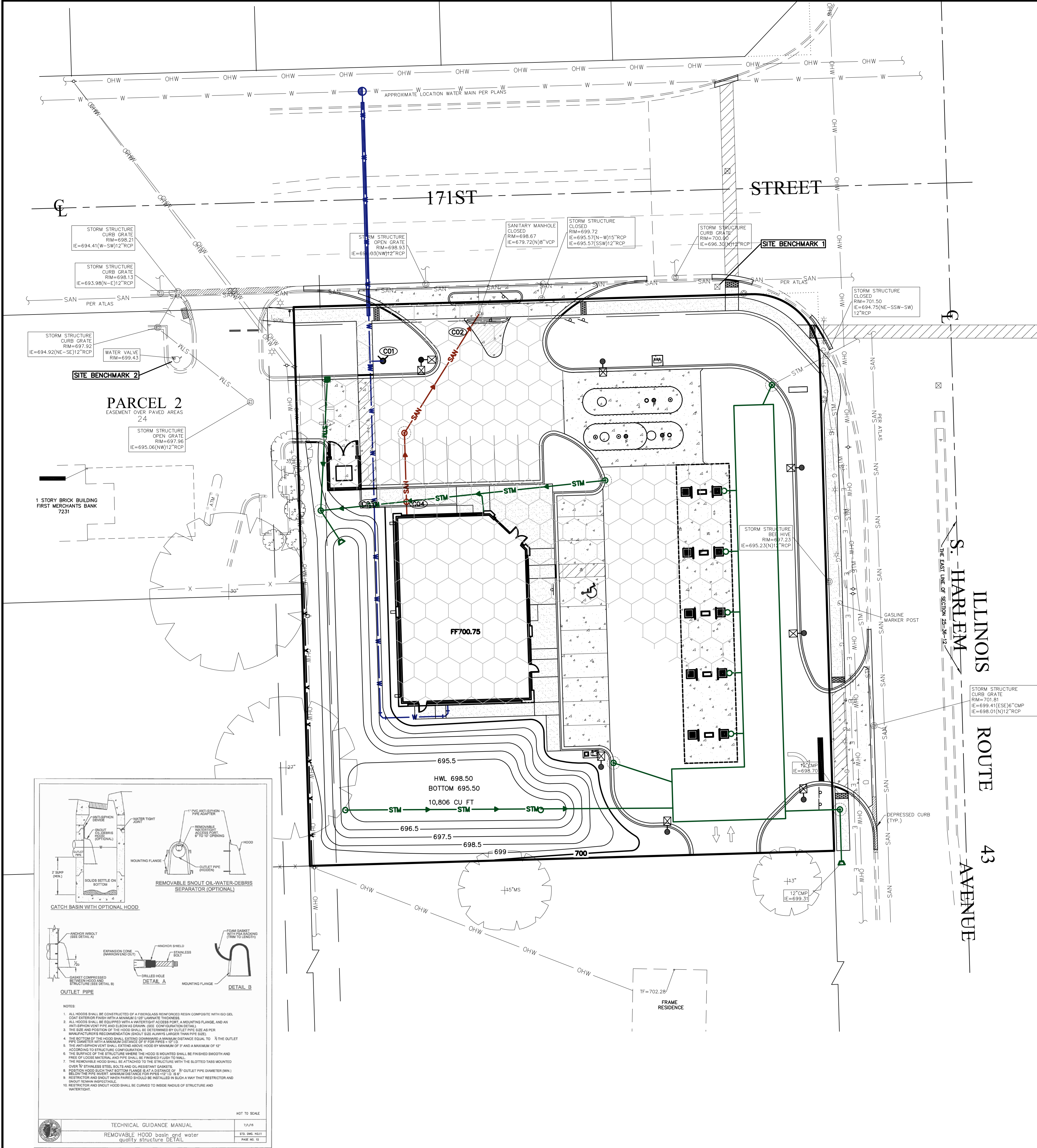
1. WORK SHALL CONSIST OF PROVIDING, DELIVERING, AND INSTALLING ALL SEEDS, PLUGS, PLANTS, OR OTHER MATERIALS REQUIRED FOR THE ESTABLISHMENT OF THE PROPOSED STORMWATER BMP. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL POST-PLANTING MAINTENANCE UNTIL RELEASED BY THE LANDSCAPE ARCHITECT/ DESIGNER OR OWNER'S REPRESENTATIVE, AND ANY TASKS AND OPERATIONS IN COMPLIANCE WITH THE PLANS AS SPECIFIED IN THIS PROVISION OR AS DEEMED NECESSARY BY THE LANDSCAPE ARCHITECT/DESIGNER OR OWNER'S REPRESENTATIVE.
2. COMPLIANCE WITH LOCAL REQUIREMENTS AS RELATED TO THE WORK AS DESCRIBED HEREIN INCLUDING PERFORMANCE AND MAINTENANCE STANDARDS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND/ OR SUB-CONTRACTORS.
3. WORK SHALL BE PERFORMED ONLY BY A COMPANY SPECIALIZING IN NATIVE/ WETLAND INSTALLATION AND MAINTENANCE WITH A MINIMUM OF 7 YEARS OF EXPERIENCE. PERSONAL ASSIGNED TO SITE SHALL HAVE A MINIMUM OF 3 YEARS OF PROFESSIONAL EXPERIENCE IN ASSIGNED WORK. IN NO CASE SHALL ANYONE WORK ON-SITE WITHOUT A QUALIFIED SUPERVISOR.
4. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL PERMITS THAT ARE REQUIRED BY THE APPLICABLE AGENCIES.
5. THE CONTRACTOR SHALL NOTIFY THE DESIGNER, ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION, AND ALL UTILITY COMPANIES THAT MAY BE AFFECTED BY THE PROPOSED CONSTRUCTION 2 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE APPROPRIATE CONSTRUCTION INSPECTIONS.
6. THE MUNICIPALITY SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE IMPROVEMENTS.
7. PRIOR TO CONSTRUCTION, THE CONTRACTOR IS TO CONTACT THE DESIGNER TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.
8. THE CONTRACTOR IS TO FOLLOW ALL ORDINANCES AND REQUIREMENTS OF THE STATE, COMMUNITY, AND LOCAL DISTRICTS. ALL PROPOSED IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS FOR THE PROJECT. PRIOR TO BID AND PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSPECT THE SITE TO VERIFY THAT THERE ARE NO DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL CONDITIONS AT THE SITE. IF ANY DISCREPANCIES ARE FOUND, AT ANY TIME BEFORE OR DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY (BEFORE ANY ADDITIONAL IMPROVEMENTS ARE INSTALLED) IN ORDER TO OBTAIN WRITTEN CONFIRMATION BY THE LANDSCAPE ARCHITECT/DESIGNER AS TO ANY REVISIONS/SUBSTITUTIONS THAT MAY NEED TO BE MADE TO THE PLANS.
9. THE CONTRACTOR SHALL GUARANTEE ALL SEED, PLUGS, PLANTS, LABOR AND ANY MATERIAL FOR THE DURATION OF ANY AND ALL INSTALLATION AND MAINTENANCE CONTRACT OR 1 YEAR, WHICHEVER IS GREATER.
10. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGES ON AND OFF-SITE AND THE CONTRACTOR SHALL PROVIDE A WRITTEN STATEMENT TO HOLD HARMLESS THE OWNER AND ANY OTHER AGENTS OF THE PROJECT.
11. THE CONTRACTOR SHALL INDEMNIFY WATERMARK ENGINEERING RESOURCES, LTD (THE ENGINEER), ARCHITECT AND OWNER, THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION.

SEEDS, PLUGS AND PLANTS

12. ALL SEEDS, PLUGS AND PLANTS SHALL BE GUARANTEED TO BE TRUE TO BOTANICAL NAME AND VARIETIES.
13. SEED MIX PERCENTAGES SHALL MATCH SEED COUNT AND PERCENTAGES SPECIFIED.
14. SEED MIX PERCENTAGES/ QUANTITY INDICATED PER ACRE SHALL MEAN THE TOTAL AMOUNT OF PLS (PURE LIVE SEED) PER ACRE FOR ALL SPECIES EXCLUDING FORBS.
15. SEED MIXTURES TAGS SHALL BE SUBMITTED A MINIMUM OF 2 WEEKS PRIOR TO SEEDING TIME FOR APPROVAL BY THE LANDSCAPE ARCHITECT/ DESIGNER OR OWNER'S REPRESENTATIVE.
16. ALL SEEDS SHALL HAVE THE PROPER STRATIFICATION AND/OR SCARIFICATIONS TO BREAK SEEDS OUT OF DORMANCY FOR ANY PLANTING TO OCCUR OTHER THAN FALL PLANTING.
17. LEGUMES SHALL BE INOCULATED WITH THE PROPER RHIZOBIUM AS NECESSARY FOR SCHEDULED PLANTING TIME.
18. IF NOT ALREADY INCLUDED IN THE SEED MIX, PLANT A TEMPORARY COVER CROP ALONG WITH THE SEED TO STABILIZE THE SOIL WHILE THE PERMANENT NATIVE SPECIES GERMINATE AND BECOME ESTABLISHED, ESPECIALLY IN HIGHLY ERODIBLE AREAS.
19. SEEDS AND PLUGS SHALL BE FROM A SOURCE WITHIN A MAXIMUM OF 200 MILES FROM THE PROJECT LOCATION.
20. ALL QUANTITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE TO BE VERIFIED PRIOR TO CONSTRUCTION. IF DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT THE LANDSCAPE ARCHITECT/ DESIGNER OR OWNER'S REPRESENTATIVE IMMEDIATELY AND NO WORK IS TO BE DONE UNTIL APPROVED BY THE LANDSCAPE ARCHITECT/ DESIGNER OR OWNER'S REPRESENTATIVE.

INSTALLATION

21. CONSTRUCTION REQUIREMENTS AND TIMELINES SHALL BE SCHEDULED WITH THE GENERAL CONTRACTOR.
22. MOW ANY EXCESS EXISTING VEGETATION SCHEDULED TO REMAIN TO A HEIGHT OF 6" MAXIMUM.
23. APPLY BROAD SPECTRUM OR TARGETED HERBICIDE, DEPENDING ON SPECIES PRESENT. HERBICIDE APPLICATION MUST BE PERFORMED BY A LICENSED PESTICIDE APPLICATOR.CONTRACTOR TO VERIFY EXISTING TOPSOIL PH AND ORGANIC MATTER.
24. SOIL PH SHALL BE MONITORED AND ADJUSTED AS NEEDED FOR VIGOROUS PLANT HEALTH
25. CONTRACTOR IS RESPONSIBLE FOR ALL TESTING AND LABOR FOR ANNUAL SOIL TESTS AND AS NEEDED TO PROBLEMATIC AREAS.
26. CONTRACTOR TO VERIFY WITH SEED SOURCE FOR APPROPRIATE PLANTING TIMES AND CONDITIONS AS NEEDED.
27. CONTRACTOR SHALL AVOID THE USE OF HEAVY EQUIPMENT AND ANY OTHER ACTIVITY THAT WILL RESULT IN OVER COMPACTION OF THE AREAS TO BE PLANTED.
28. WHEN APPLICABLE, CONTRACTOR SHALL AMEND THE AMENDED SOIL MIX PER PLAN. MATERIALS MAKING UP AMENDED SOIL MIXTURE SHALL BE WELL BLENDED AND SHALL NOT INSTALLED SEPARATELY IN "LAYERS".
29. TOPSOIL SHALL BE TILLED AS NECESSARY TO COINCIDE WITH SEEDING METHODOLOGY WHETHER IT BE BROADCAST, DRILL, HYDRO-SEEDING, OR NO-TILL TYPES. SEEDING METHODOLOGY SHALL BE AT THE DISCRETION OF THE CONTRACTOR BUT SHALL BE IN A MANNER NECESSARY TO MAXIMIZE PLANT ESTABL



MWRD SUMMARY

SITE RUNOFF REQUIREMENTS
ONSITE AREA TRIBUTARY TO OVERLAND CONVEYANCE - 0.961 ACRES
UPSTREAM OFF-SITE TRIBUTARY - 0 ACRES
TOTAL TRIBUTARY AREA - 0.961 ACRES

CN IMPERVIOUS AREA - 98
CN PERVIOUS AREA - 74
ADJUSTED CN VALUE - 91

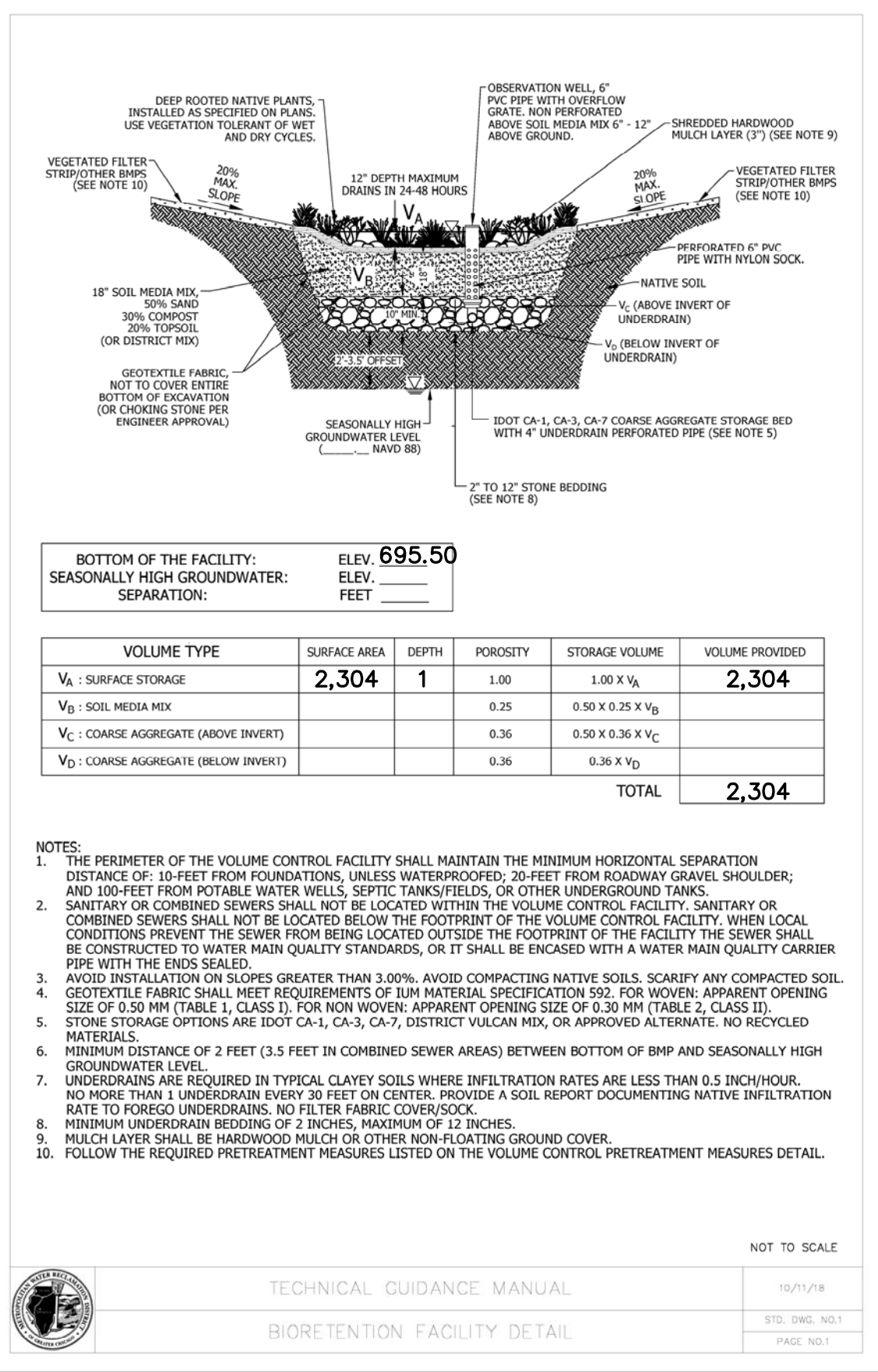
TIME OF CONCENTRATION - 5 MINUTES
DESIGN 100-YEAR PEAK FLOW RATE - 9.82 CFS
OVERLAND CONVEYANCE CAPACITY - 12.18 CFS

CONVEYANCE SYSTEM
SOUTH DRIVEWAY ACTS AS WEIR, 29' IN LENGTH

SITE VOLUME CONTROL REQUIREMENTS
VOLUME CONTROL REQUIRED:
27,222 S.F. X 1/12 = 2,269 CF

BIORETENTION FACILITY HAS BEEN PROVIDED FOR AREAS NOT RECEIVING FUEL SPILLS IN THE AMOUNT OF 2,304 CF.

A FLOW THROUGH DEVICE (SNOT WITH SKIRT) HAS BEEN PROVIDED, TO REMOVE SOLIDS, PRIOR TO RUNOFF ENTERING THE VOLUME CONTROL FACILITIES, DUE TO THE POSSIBILITY OF OIL AND GAS RUNOFF POTENTIALLY ENTERED THE SYSTEM FROM THE PROPOSED USE AS A FUEL STATION.



GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #19.0018 DATED 01/22/19) PREPARED BY: COMPASS SURVEYING LTD 2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

REFERENCE BENCHMARK
NGS DESIGNATION - DK2006 PIN - DN4691

STATION IS 39 FEET WEST OF THE CENTERLINE OF MILL/COOK ROAD, 54 FEET SOUTH OF THE CENTERLINE OF 167TH STREET, 10 FEET WEST OF A TRAFFIC SIGNAL HAND HOLE AND 1 FOOT NORTHEAST OF AN ORANGE CARSONITE MARKER. ACCESS TO THE DATUM POINT IS THROUGH A 6 INCH LOGO CAP AND THE ROD (DATUM POINT) IS SURROUNDED BY A FLOATING BRONZE DISK TO AID IN IDENTIFICATION.

DATUM: NAVD 88 ELEVATION = 751.92

SITE BENCHMARKS
1. SITE BENCHMARK 1 - CROSS CUT ON TRAFFIC SIGNAL MANHOLE. ELEVATION = 700.19
2. SITE BENCHMARK 2 - SOUTHWEST BOLT OF FIRE HYDRANT ELEVATION = 700.71

UTILITY PLAN NOTES:
1. PRIOR TO CONSTRUCTION OF ANY UTILITIES, CONTRACTOR IS TO VERIFY THAT THE PROPOSED UTILITIES SHOWN ON THIS PLAN THAT ENTER THE PROPOSED BUILDING(S) CORRESPOND WITH THE UTILITIES ON THE PLUMBING PLANS AS THEY EXIT THE BUILDING(S). CONTRACTOR TO REPORT IN WRITING ANY DISCREPANCIES IN SIZE, LOCATION, OR INVERT ELEVATION TO THE DESIGN ENGINEER IMMEDIATELY FOR RESOLUTION OF THE CONFLICT IN WRITING.
2. GENERAL CONTRACTOR TO COORDINATE THE INSTALLATION AND PERMITTING OF THE PUBLIC UTILITIES, SUCH AS GAS, ELECTRIC, TELEPHONE, CABLE AND FIBER OPTICS, WITH THE PUBLIC UTILITY COMPANIES AND ARCHITECT PRIOR TO CONSTRUCTION. THE INSTALLATION OF THE PUBLIC UTILITIES AND NECESSARY SLEEVING TO BE INCLUDED AS PART OF GENERAL CONTRACTOR'S SCOPE OF WORK FOR THIS PROJECT.

EXISTING SITE DATA

| | | | |
|--------------------------|---|-------------|-------------|
| LOT AREA | = | 41,852 S.F. | (0.961 AC.) |
| EXISTING IMPERVIOUS AREA | = | 36,932 S.F. | (0.848 AC.) |
| EXISTING PERVIOUS AREA | = | 4,920 S.F. | (0.113 AC.) |

PROPOSED SITE DATA

| | | | |
|-----------------|---|-------------|-------------|
| LOT AREA | = | 41,852 S.F. | (0.961 AC.) |
| IMPERVIOUS AREA | = | 27,222 S.F. | (0.625 AC.) |
| PERVIOUS AREA | = | 14,630 S.F. | (0.336 AC.) |

IMPERVIOUS AREA SENT TO BIORETENTION SWALE VOLUME CONTROL FACILITY 14,487 SF

DATE
8/22/19
9/15/19
11/22/19
12/27/19

REVISIONS
NO REVISIONS
PER CLIENT REQUEST
PER CLIENT REQUEST
NO REVISIONS

NO
1
2
3
4

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654
PROPOSED FUEL CENTER

17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:

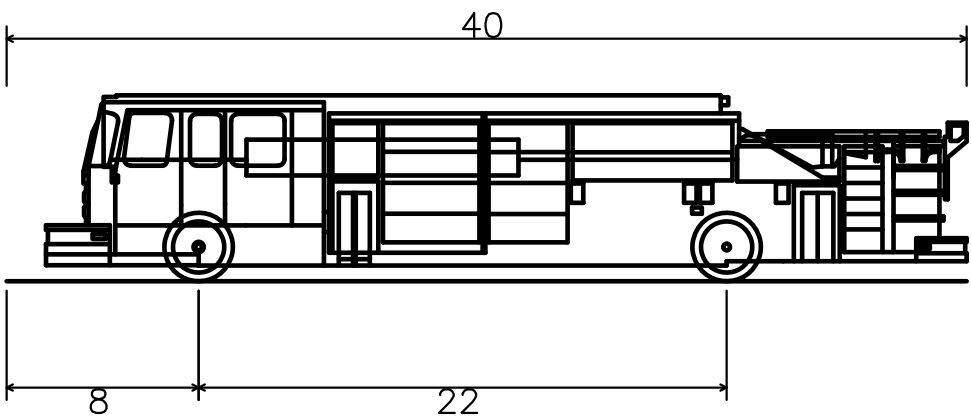
Watermark
Engineering
RESOURCES, LTD

2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-575-1800 fax 630-236-9800 www.watermark-engineering.com

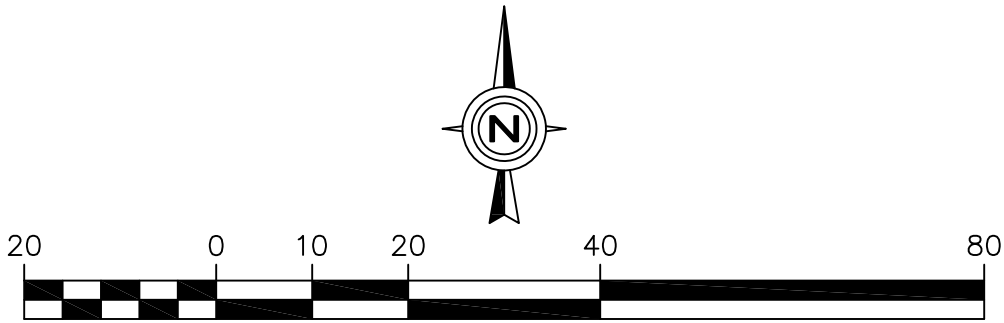
CHECKED BY: B. PERRY
DESIGN BY: S. SINAK
DRAWN BY: S. SINAK
DATE: JULY 5, 2019
SCALE: 1" = 20'
PROJECT NO.: 19-005

1 of 1


MWRD DRAINAGE EXHIBIT

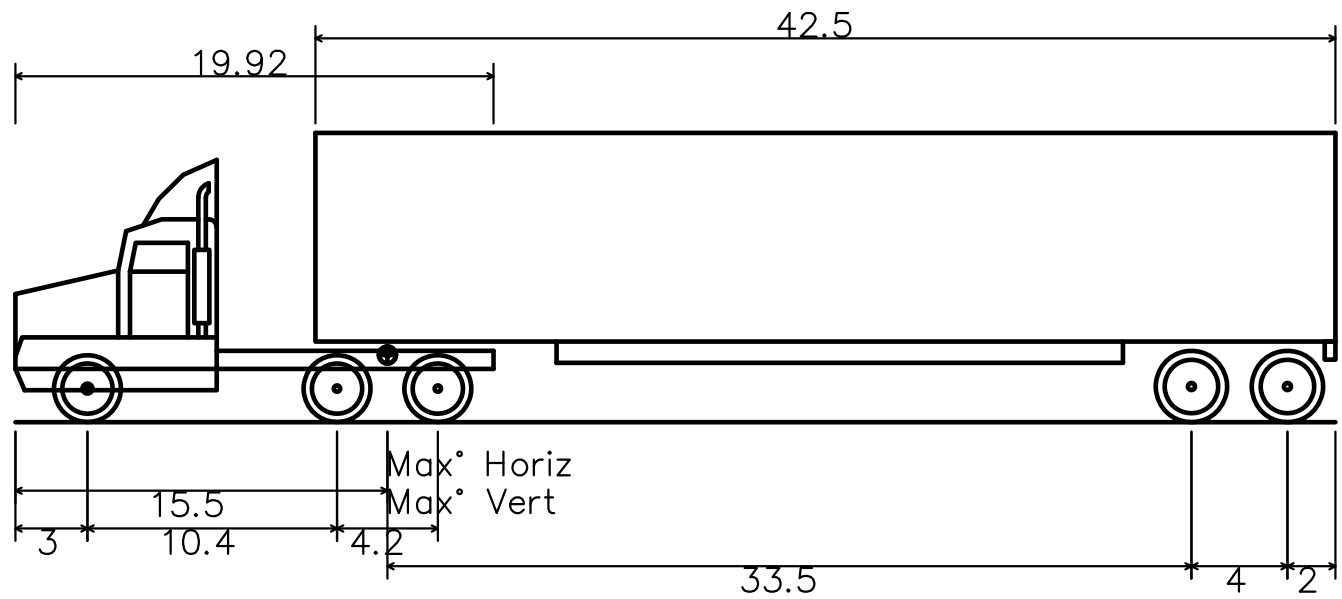
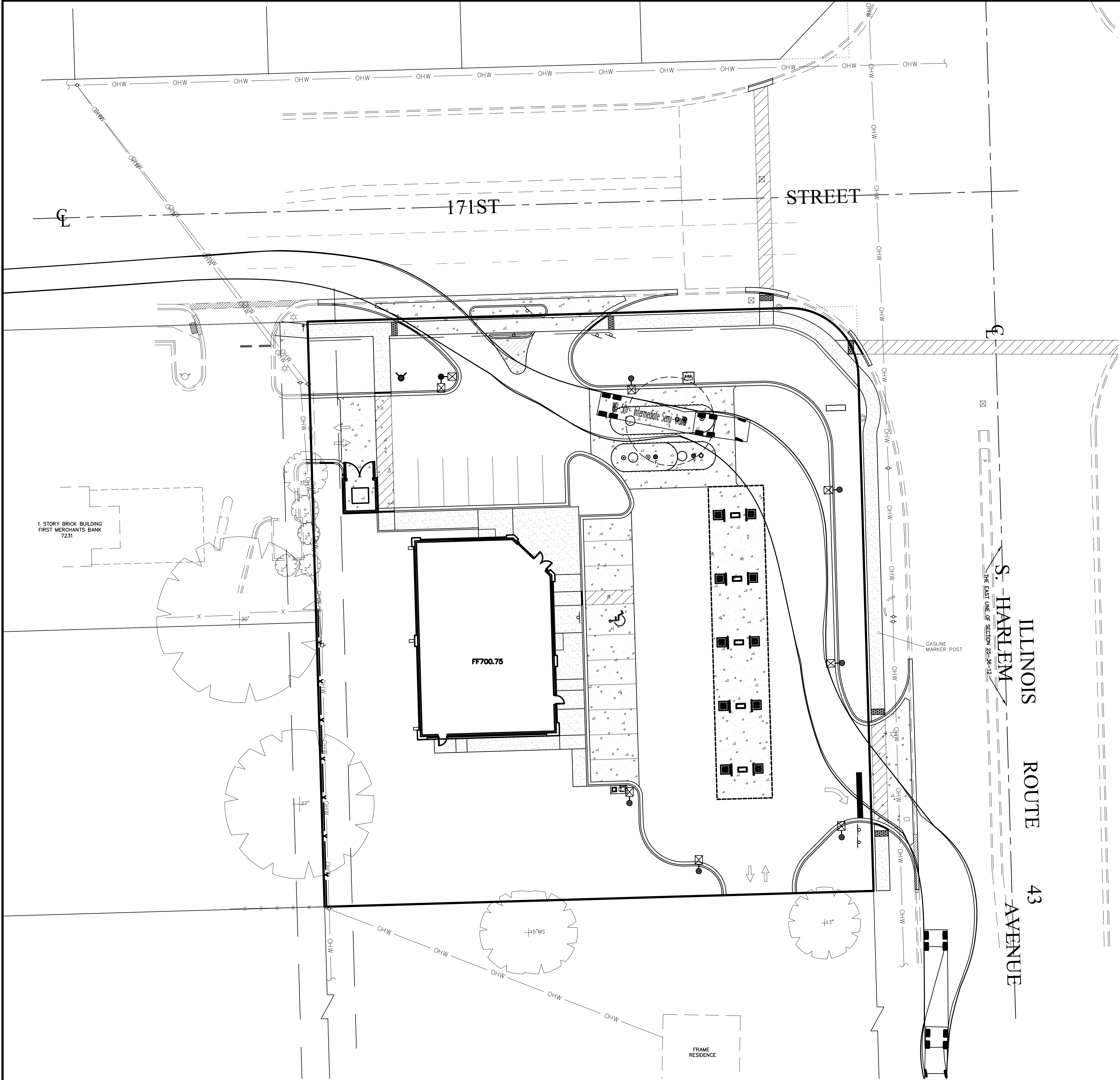


| | |
|-------------------------------|----------|
| Fire Truck 45' Turning Radius | |
| Overall Length | 40.000ft |
| Overall Width | 8.167ft |
| Overall Body Height | 7.745ft |
| Min Body Ground Clearance | 0.656ft |
| Track Width | 8.167ft |
| Lock-to-lock time | 5.00s |
| Curb to Curb Turning Radius | 45.000ft |

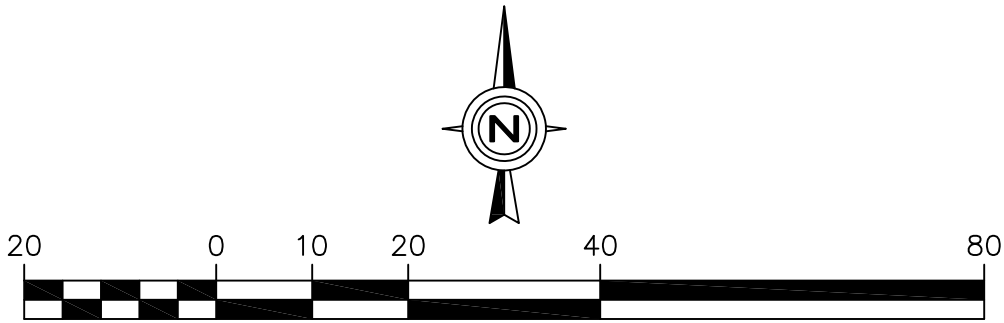


FIRE TRUCK CIRCULATION PLAN

| 1 of 1 | | <div>CHECKED BY: B. PERRY</div> <div>DESIGN BY: S. SINAK</div> <div>DRAWN BY: S. SINAK</div> <div>DATE: AUGUST 22, 2019</div> <div>SCALE: 1" = 20'</div> <div>PROJECT NO.: 19-005</div> | | <div><p>2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-875-1800 fax 630-236-9600 www.watermark-engineering.com</p></div> | | Prepared By: | | Vequity 400 N. State Street Chicago, IL 60654 PROPOSED FUEL CENTER 17100 S. Harlem Avenue Tinley Park, Illinois | | Prepared For: | | <table><thead><tr><th>NO.</th><th>REVISIONS</th></tr></thead><tbody><tr><td>1</td><td>PER SITE PLAN REVISIONS</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></tbody></table> <div>DATE 11/22/19</div> | | NO. | REVISIONS | 1 | PER SITE PLAN REVISIONS | | | | | | | | | | |
|--------|-------------------------|---|--|---|--|--------------|--|---|--|---------------|--|---|--|-----|-----------|---|-------------------------|--|--|--|--|--|--|--|--|--|--|
| NO. | REVISIONS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | PER SITE PLAN REVISIONS | | | | | | | | | | | | | | | | | | | | | | | | | | |
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WB-50 — Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 45.000ft



FUEL TRUCK
CIRCULATION PLAN

| | | | | | |
|----------------------|---|--------------------|-----------------------|-----------------|---------------------|
| CHECKED BY: B. PERRY | DESIGN BY: S. SIMAK | DRAWN BY: S. SIMAK | DATE: AUGUST 22, 2019 | SCALE: 1" = 20' | PROJECT NO.: 19-005 |
| 1 of 1 | Prepared By: Vequity 400 N. State Street Chicago, IL 60654 PROPOSED FUEL CENTER 17100 S. Harlem Avenue Tinley Park, Illinois | | | | |
| Prepared For: | | | | | NO. 1 |
| REVISIONS | | | | | DATE 11/22/19 |
| PER CLIENT REQUEST | | | | | |

Traffic Impact Study Proposed 7-Eleven Gas Station

Tinley Park, Illinois



Prepared For:

vequity

Prepared By:

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

August 23, 2019

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed 7-Eleven gas station to be located in Tinley Park, Illinois. The site, which is currently occupied by a single-family home, is located in the southwest quadrant of the intersection of Harlem Avenue (IL Route 43) with 171st Street. As proposed, the site will be developed with a 7-Eleven convenience store with 20 fueling positions and an automated car wash. Access to the gas station will be provided via a proposed right-in/right-out access drive off Harlem Avenue, a right-in/right-out access drive off 171st Street, and a cross connection to the existing First Merchants Bank.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed gas station will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed gas station.

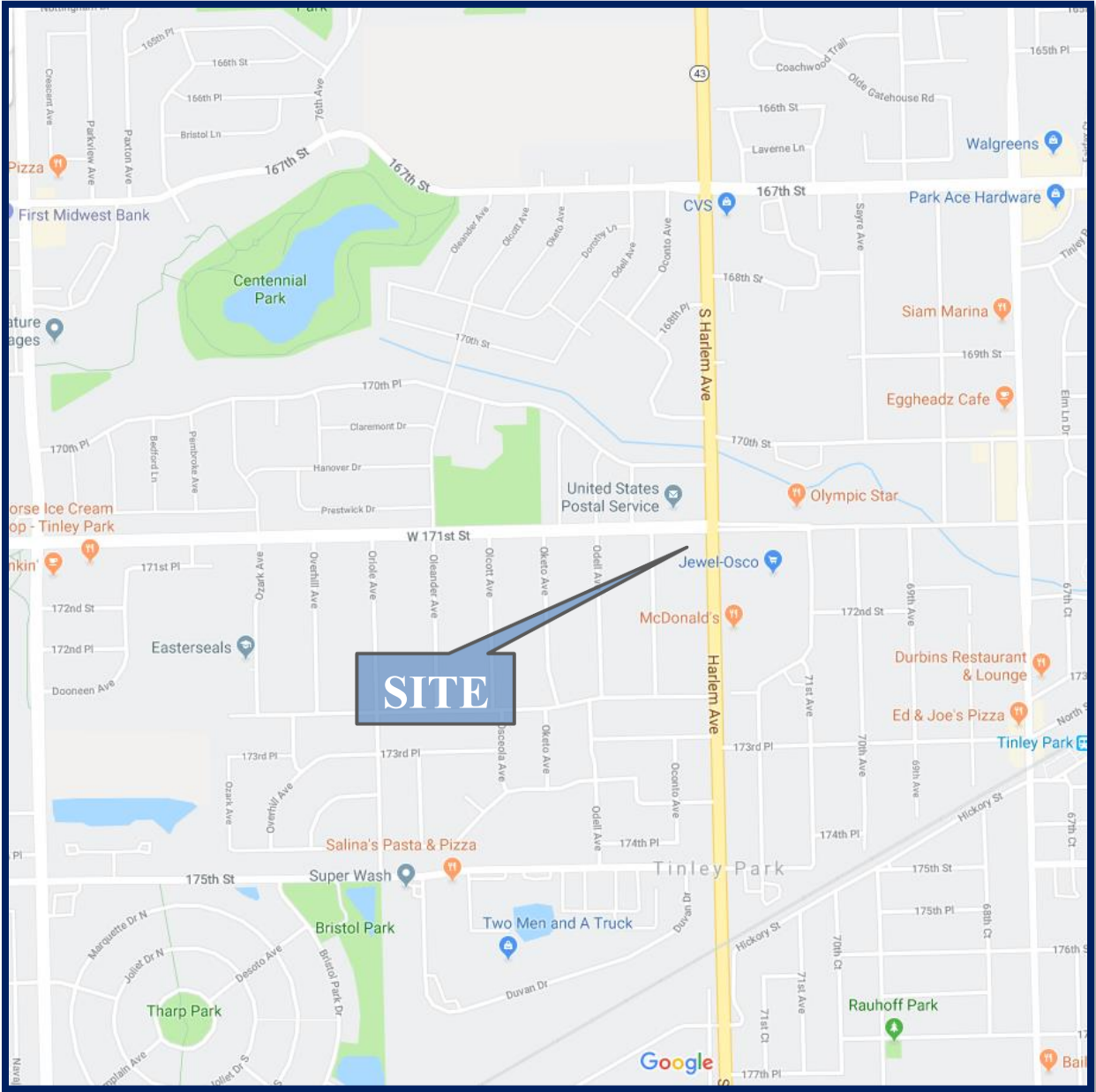
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed gas station
- Directional distribution of the gas station traffic
- Vehicle trip generation for the gas station
- Future traffic conditions including access to the gas station
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

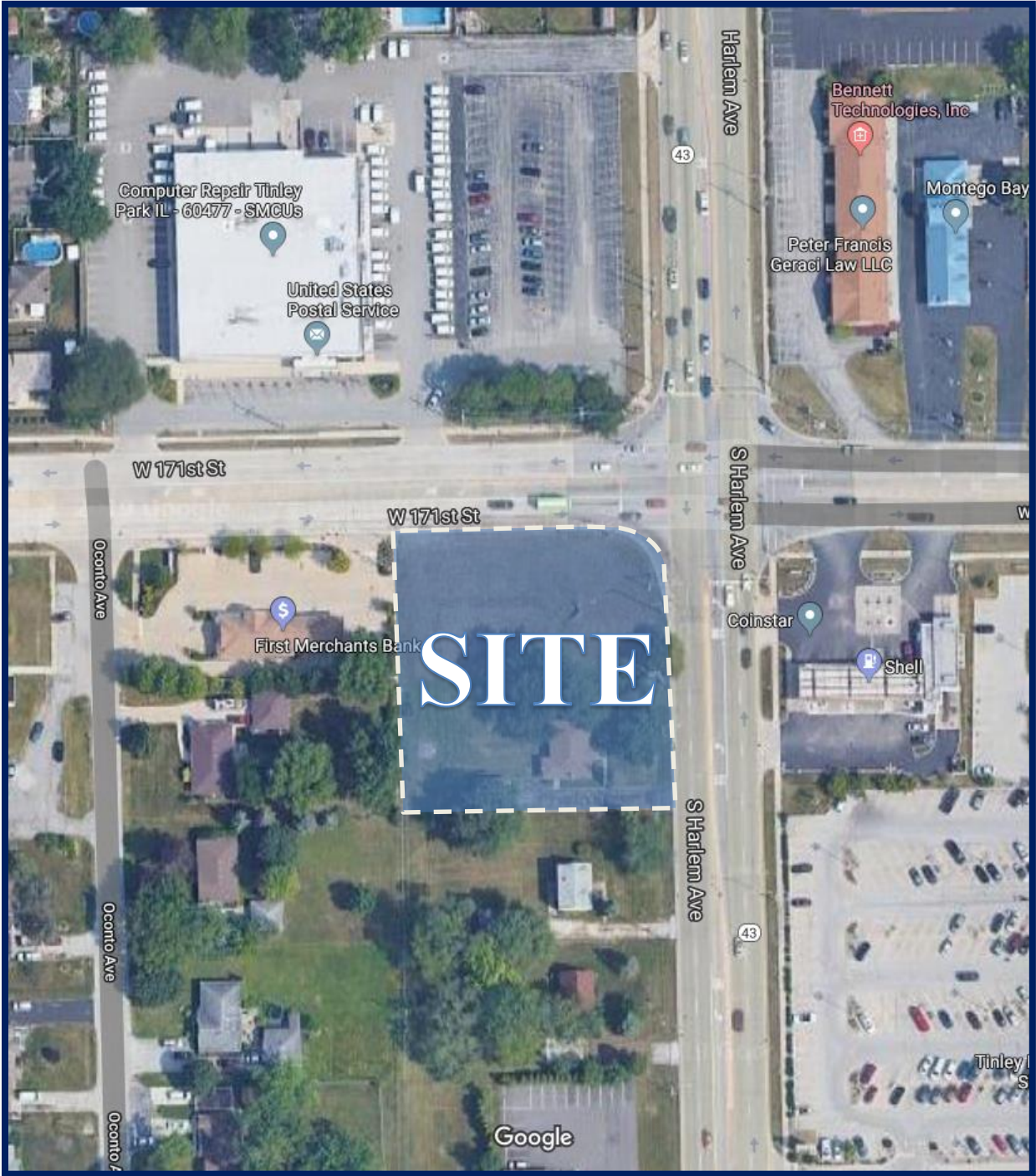
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. No-Build Conditions – Analyze the capacity of the future roadway system using background traffic volumes that include the existing traffic volumes increased by an ambient growth factor.
3. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed gas station.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

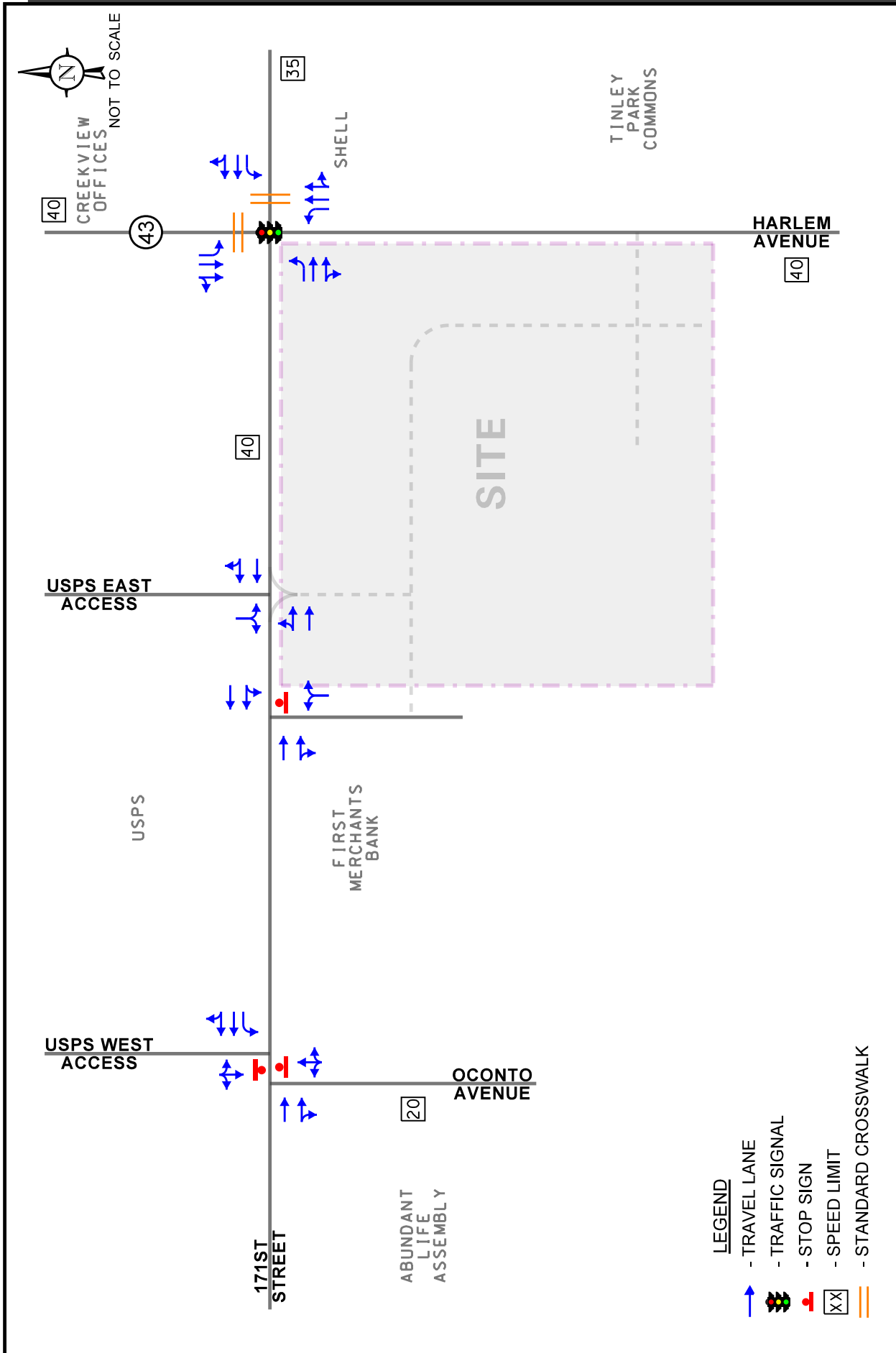
The site, which is currently occupied by a single-family home, is located in the southwest quadrant of the intersection of Harlem Avenue with 171st Street and is bounded by First Merchants Bank to the west and a single-family home to the south. Land uses in the area include single family homes to the west, the United States Postal Service (USPS) to the north, Creekview Offices, Montego Bay Car Wash, and Tinley Park Commons to the west and DuPage Medical Group and single-family homes to the south.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the gas station are described below and illustrated in **Figure 3**.

Harlem Avenue (IL Route 43) is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction separated by a raised barrier median. At its signalized intersection with 171st Street, Harlem avenue provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the northbound and southbound approaches. The north leg of the intersection provides a standard style crosswalk and pedestrian countdown signals. Harlem Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) route, carries an annual average daily traffic (AADT) volume of 32,500 vehicles north of 171st Street and an AADT volume of 35,300 vehicles south of 171st Street (IDOT AADT 2017) and has a posted speed limit of 40 miles per hour.

171st Street is an east-west collector roadway that in the vicinity of the site provides two through lanes in each direction separated by a mountable/stripped median. At its signalized intersection with Harlem Avenue, 171st Street provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the eastbound and westbound approaches. The east leg provides a standard style crosswalks and pedestrian countdown signals. At its unsignalized intersection with Oconto Avenue, 171st Street provides a through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the westbound approach. West of Harlem Avenue, 171st Street is under the jurisdiction of the Cook County Department of Transportation and Highways, carries an AADT volume of 16,00 vehicles (IDOT AADT 2018) and has a posted speed limit of 40 miles per hour. East of Harlem Avenue, 171st Street is under the jurisdiction of the Village of Tinley Park, carries an AADT volume of 11,800 vehicles (IDOT AADT 2018) and has a posted speed limit of 35 miles per hour.



Oconto Avenue is a north-south local roadway that provides one through lane in each direction and extends from 171st Street to its terminus at 173rd Street approximately 1,300 feet to the south. At its unsignalized intersection with 171st Street, Oconto Avenue provides a shared left/right-turn lane under stop-sign control. Oconto Avenue is under the jurisdiction of the Village of Tinley Park and has a posted speed limit of 20 miles per hour.

Traffic Signal Interconnect

The intersection of Harlem Avenue with 171st Street is part of a 16-signal interconnect system that extends along Harlem Avenue from 175th Street (located one-half mile to the south) to 151st Street (approximately 2.5 miles to the north) and also includes the traffic signals along US Route 6 (159th Street) between the Park Center/Home Depot Signalized Access Drives and Laramie Avenue. These traffic signals are maintained by IDOT.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods on Tuesday, August 6, 2019 at the following intersections:

- Harlem Avenue with 171st Street
- 171st Street with the First Merchants Bank Access Drive
- 171st Street with Oconto Avenue/USPS Westerly Access Drive
- 171st Street with USPS Easterly Access Drive

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Analysis

KLOA, Inc. obtained crash data¹ for the most recent available past five years (2013 to 2017) for the intersection of Harlem Avenue with 171st Street as summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported.

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

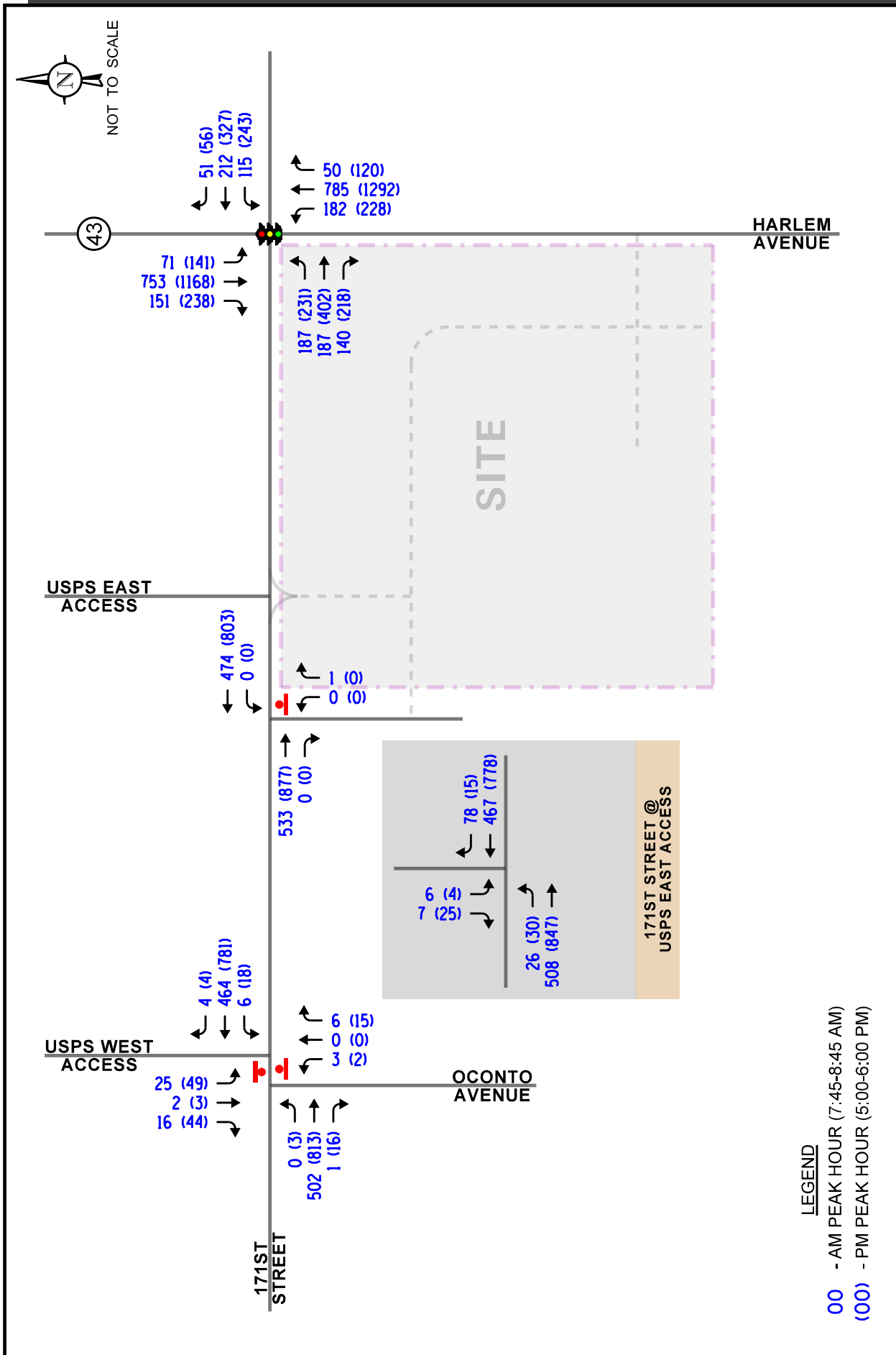


Table 1

HARLEM AVENUE WITH 171st STREET - CRASH SUMMARY

| Year | Type of Accident Frequency | | | | | | Total |
|---------------------|----------------------------|---------------|-------------|-----------|------------|---------------|-------------|
| | Angle | Object | Rear End | Sideswipe | Turning | Other | |
| 2013 | 2 | 1 | 21 | 3 | 8 | 0 | 35 |
| 2014 | 1 | 0 | 12 | 2 | 4 | 0 | 19 |
| 2015 | 2 | 1 | 14 | 3 | 10 | 0 | 30 |
| 2016 | 2 | 1 | 23 | 5 | 5 | 1 | 37 |
| 2017 | 1 | 0 | 6 | 2 | 7 | 1 | 17 |
| Total | 8 | 3 | 76 | 15 | 34 | 2 | 138 |
| Average/Year | 1.6 | < 1 | 15.2 | 3 | 6.8 | < 1 | 27.6 |

3. Traffic Characteristics of the Proposed Gas Station

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed gas station, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

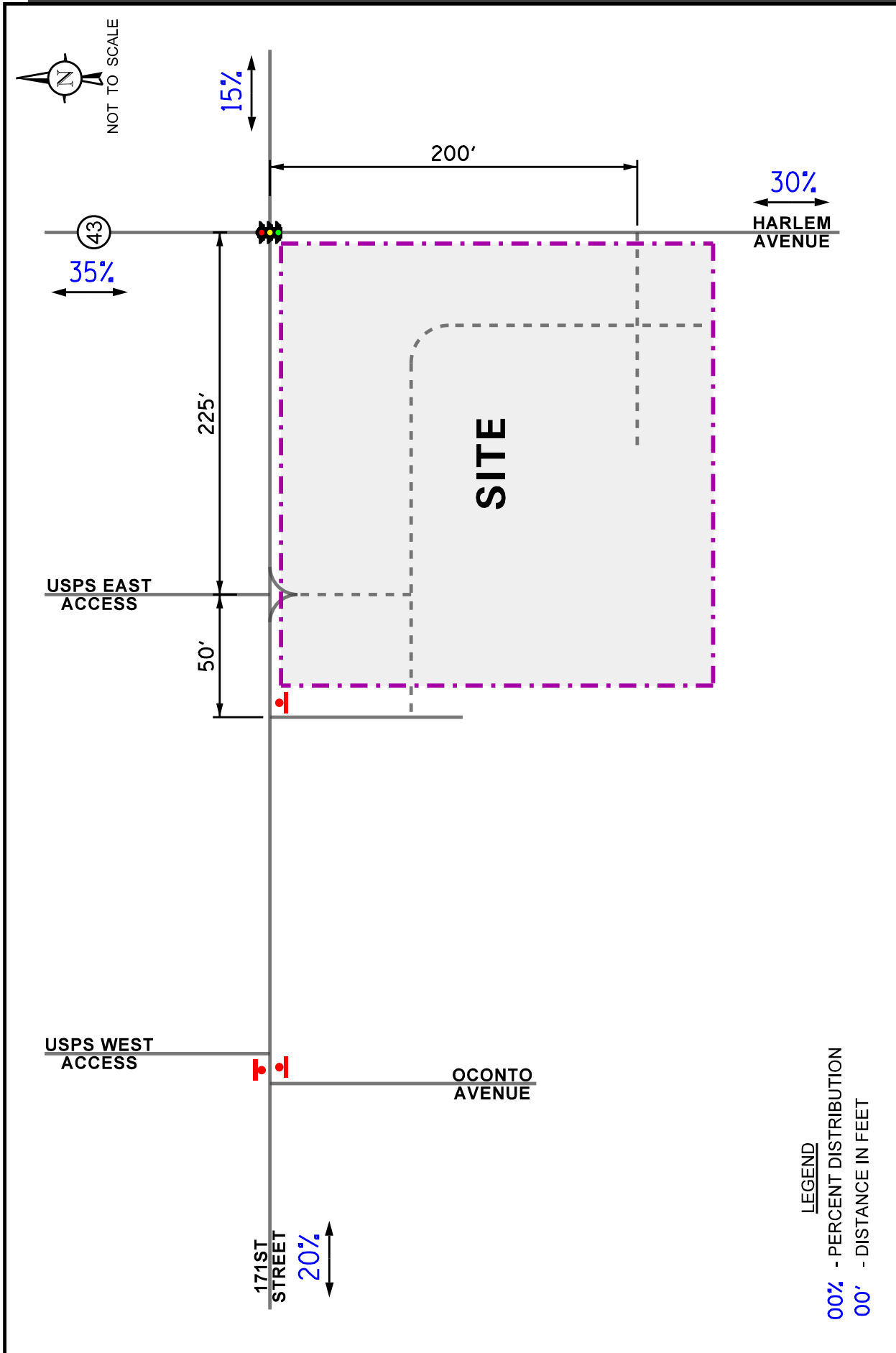
As proposed, the site will be developed with a 7-Eleven gas station with an approximately 3,500 square-foot convenience store with 20 fueling positions and an automated car wash. Access to the gas station will be provided via the following:

- A right-in/right-out access drive off Harlem Avenue located approximately 200 feet south of 171st Street. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop-sign control. Turning movements at this access drive will be restricted to right-turns only via the existing raised median along Harlem Avenue and will be supplemented with appropriate striping and signage.
- A right-in/right-out access drive off 171st Street located approximately 225 feet west of Harlem Avenue. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop-sign control. Turning movements at this access drive will be physically restricted to right-turns only via a raised triangular median, striping and signage.
- A cross access to the existing First Merchants Bank site that borders the west side of the site. This cross access will allow traffic generated by the subject site to access the existing full movement access drive serving the bank that is located approximately 275 feet west of Harlem Avenue and the existing three-quarter (rights in, rights out, lefts in) access drive off Oconto Avenue that is located approximately 110 feet south of 171st Street.

It should be noted that the site will be developed with an additional cross access curb cut along the southern frontage to provide additional site connectivity to the future development of the two residential homes located south of the site. A site plan depicting the proposed gas station layout and access is included in the Appendix.

Directional Distribution

The directions from which patrons and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the gas station-generated traffic.



Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed gas station was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The “Convenience Market/Gas Station” (Land-Use Code 960) rate was utilized. In addition, it is important to note that surveys conducted by ITE have shown that approximately 60 percent of trips made to gas stations are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. **Table 2** summarizes the trips projected to be generated by the proposed gas station.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

| ITE Land Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | |
|----------------------|--|------------------------------|-----------|-----------|------------------------------|-----------|-----------|
| | | In | Out | Total | In | Out | Total |
| 960 | Convenience Market/Gas Station (3,500 s.f.) | 146 | 145 | 291 | 121 | 121 | 242 |
| | <i>60% Pass-By Reduction</i> | -87 | -87 | -174 | -73 | -73 | -146 |
| | Total New Trips | 49 | 50 | 99 | 42 | 42 | 84 |

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject gas station.

Gas Station Traffic Assignment

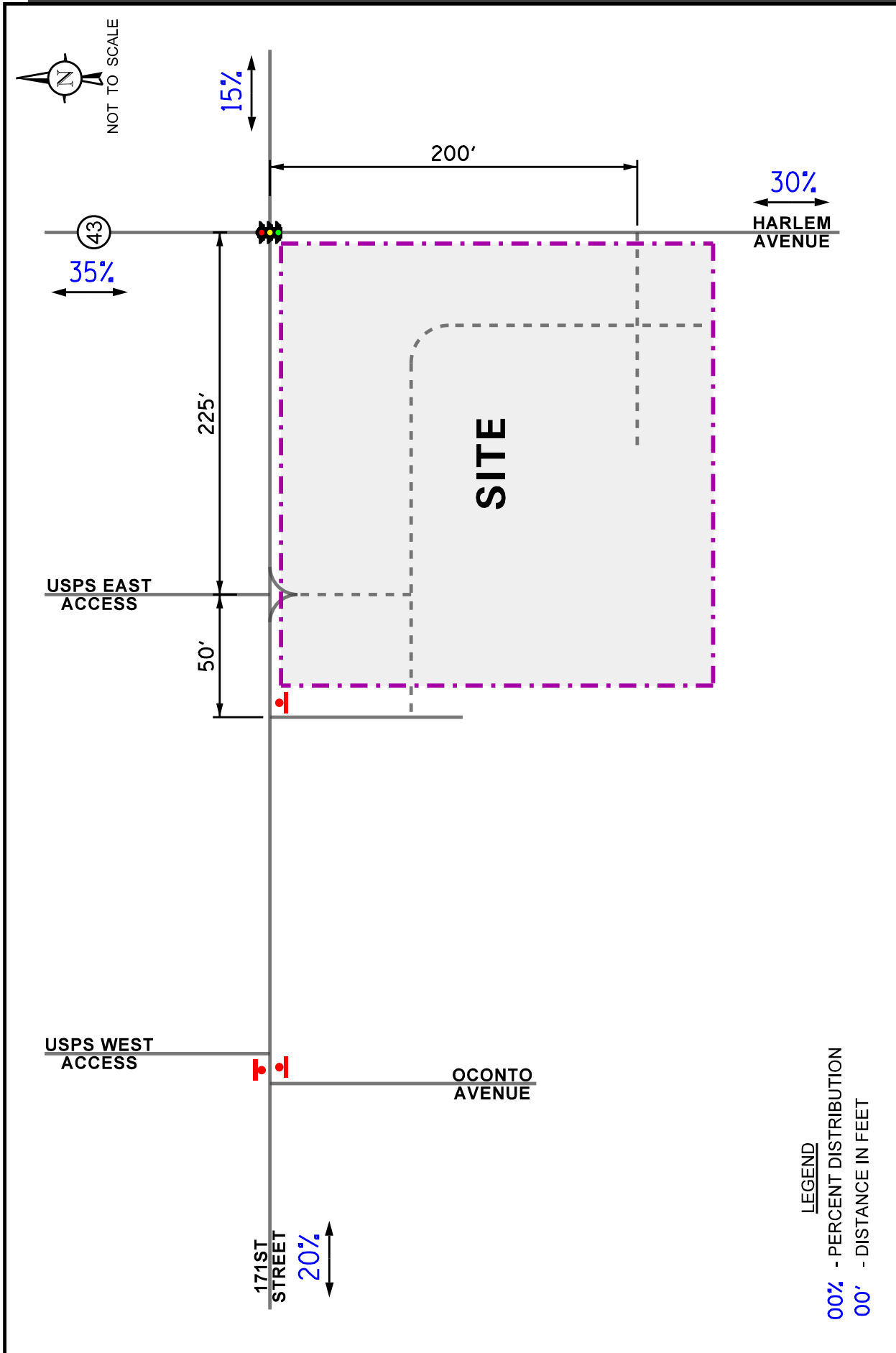
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed gas station were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips. As previously indicated, a 60 percent pass-by reduction was applied, and **Figure 7** illustrates the traffic assignment of the pass-by trips.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a total of 4.3 percent (0.7 percent compounded annually) to represent Year 2025 total projected conditions (one-year buildout plus five years). **Figure 8** illustrates the Year 2025 no-build traffic volumes. A copy of the CMAP projections letter is included in the Appendix.

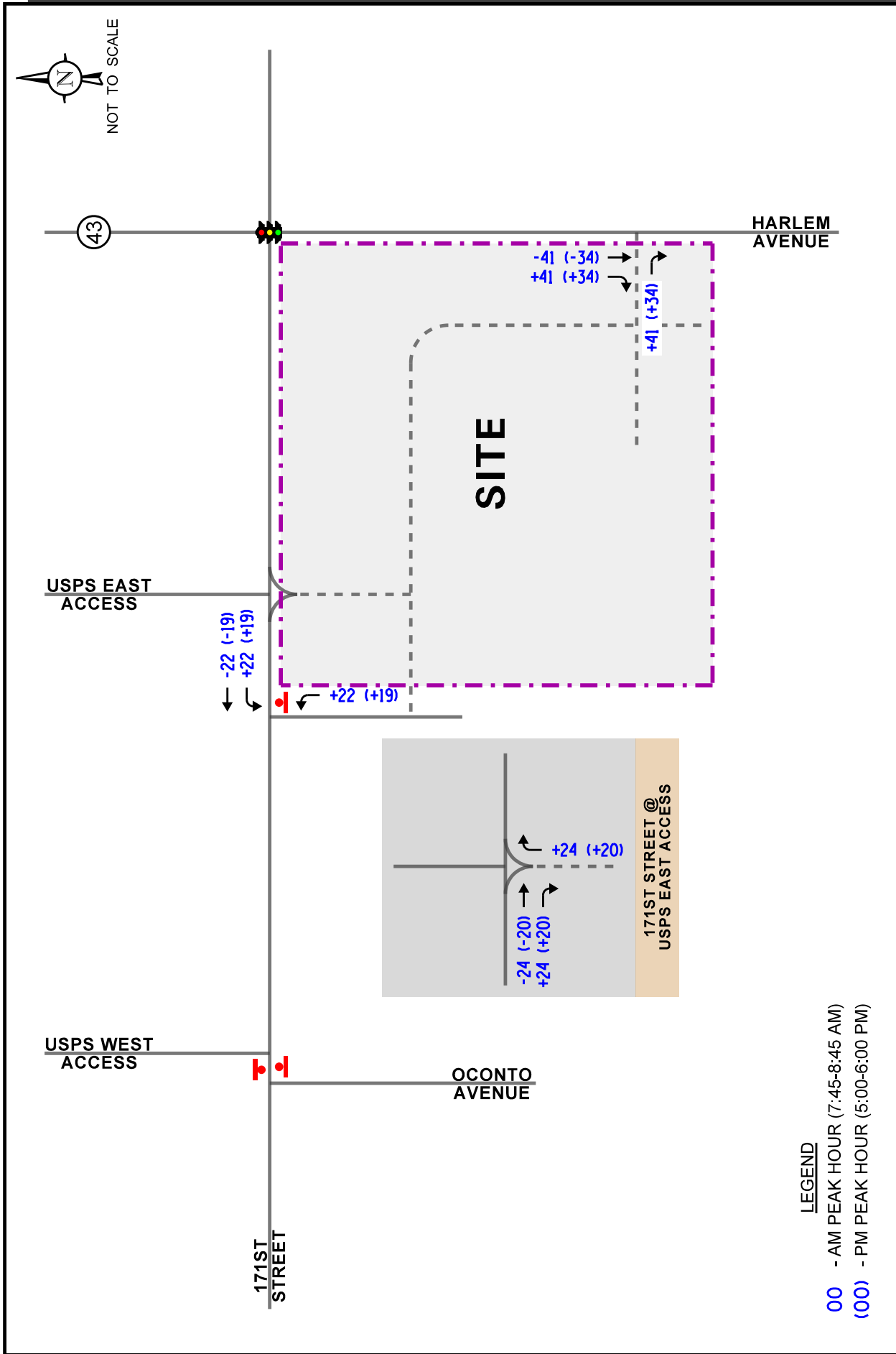
Total Projected Traffic Volumes

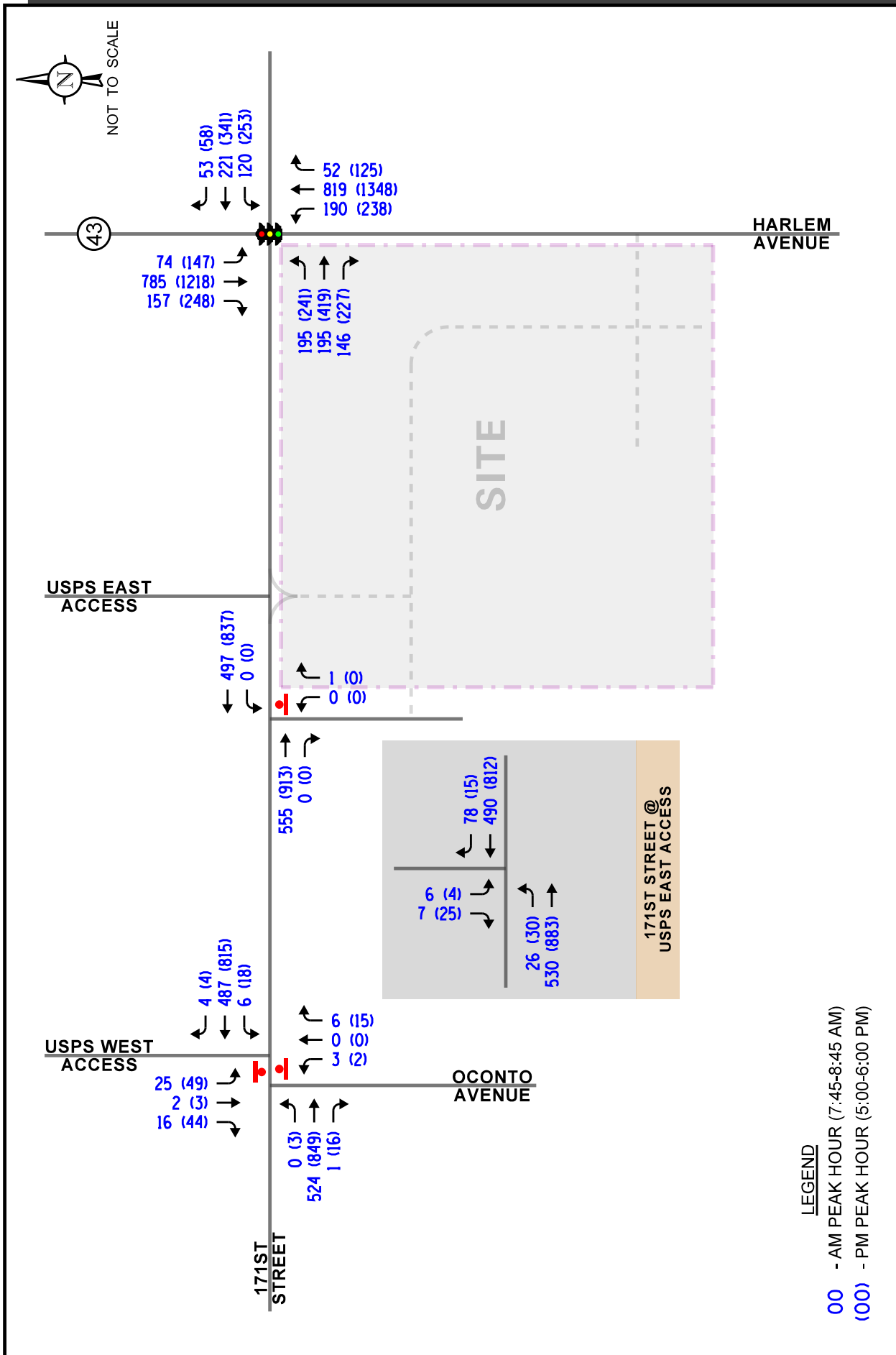
The gas station-generated traffic (Figures 6 and 7) was added to the existing traffic volumes increased by the regional growth factor (Figure 8) to determine the Year 2025 total projected traffic volumes, shown in **Figure 9**.

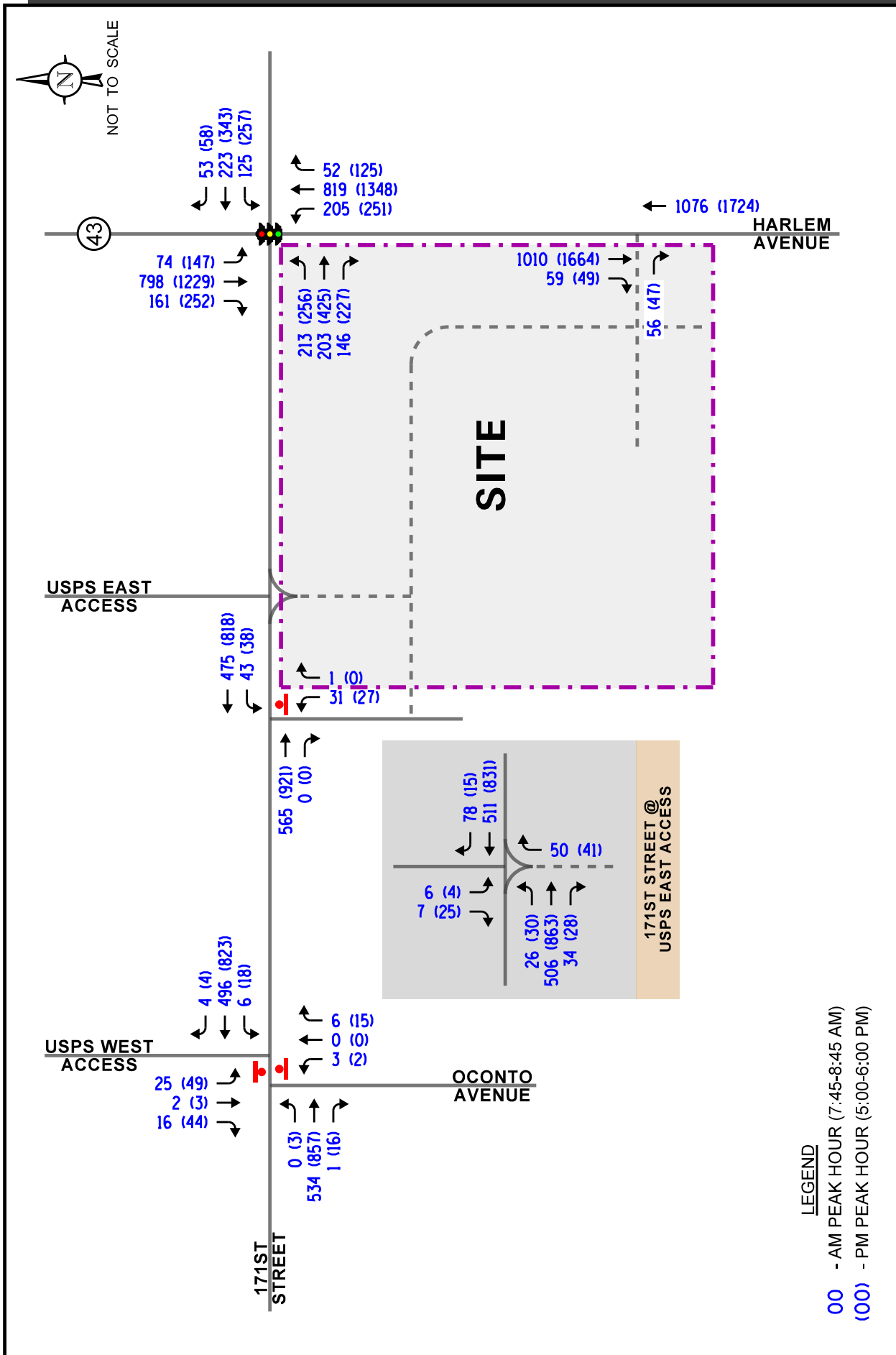


Estimated Directional Distribution

7 Eleven
Gas Station
Tinley Park, Illinois







5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2019) and Year 2025 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 3** through **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – HARLEM AVENUE WITH 171st STREET – SIGNALIZED

| | Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Overall |
|---|---------------------------|-----------|-----------|---|-----------|-----------|---|------------|-----------|---|------------|-----------|---|----------|
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| Year 2019 Existing Conditions | Weekday Morning Peak Hour | D 40.2 | D 50.2 | | C 34.9 | D 54.8 | | B 16.4 | C 20.3 | | B 11.2 | C 25.9 | | C – 30.0 |
| | | D – 46.5 | | | D – 48.7 | | | B – 19.6 | | | C – 24.9 | | | |
| | Weekday Evening Peak Hour | E 64.4 | F 99+ | | F 92.4 | E 64.7 | | E 67.0 | D 43.7 | | D 54.0 | E 63.8 | | E – 72.3 |
| | | F – 99+ | | | E – 75.5 | | | D – 46.9 | | | E – 62.9 | | | |
| Year 2025 No-Build Traffic Volumes | Weekday Morning Peak Hour | D 40.2 | D 49.6 | | C 34.7 | D 54.2 | | B 19.3 | C 21.5 | | B 11.8 | C 27.5 | | C – 30.9 |
| | | D – 46.2 | | | D – 48.2 | | | C – 21.1 | | | C – 26.3 | | | |
| | Weekday Evening Peak Hour | E 73.9 | F 99+ | | F 99+ | E 66.8 | | E 69.7 | D 50.4 | | E 55.8 | E 78.8 | | F – 82.5 |
| | | F – 99+ | | | F – 80.4 | | | D – 53.0 | | | E – 76.7 | | | |
| Year 2025 Total Projected Conditions | Weekday Morning Peak Hour | D 42.4 | D 49.5 | | C 34.9 | D 54.2 | | C 22.8 | C 21.7 | | B 12.0 | C 29.1 | | C – 31.9 |
| | | D – 46.8 | | | D – 48.2 | | | C – 21.9 | | | C – 27.9 | | | |
| | Weekday Evening Peak Hour | F 85.2 | F 99+ | | F 99+ | E 67.0 | | E 74.0 | D 50.4 | | E 55.3 | F 87.2 | | F – 86.7 |
| | | F – 156.6 | | | F – 82.1 | | | D – 53.8 | | | F – 84.4 | | | |
| Delay is measured in seconds. L – Left T – Through R – Right | | | | | | | | | | | | | | |

Table 4

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|------------------------------|-------|------------------------------|-------|
| | LOS | Delay | LOS | Delay |
| 171st Street with Oconto Avenue/USPS Westerly Access Drive | | | | |
| • Northbound Approach | B | 13.7 | C | 15.0 |
| • Southbound Approach | C | 17.6 | E | 47.0 |
| • Eastbound Left Turn | -- | -- | B | 10.7 |
| • Westbound Left Turn | A | 8.6 | A | 9.9 |
| 171st Street with First Merchants Bank Full Access Drive | | | | |
| • Northbound Approach | B | 10.1 | -- | -- |
| • Westbound Left Turn | -- | -- | -- | -- |
| 171st Street with USPS Easterly Access Drive | | | | |
| • Southbound Approach | B | 14.2 | C | 15.3 |
| • Eastbound Left Turn | A | 8.8 | A | 9.8 |
| LOS = Level of Service Delay is measured in seconds. | | | | |

Table 5

CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|------------------------------|-------|------------------------------|-------|
| | LOS | Delay | LOS | Delay |
| 171st Street with Oconto Avenue/USPS Westerly Access Drive | | | | |
| • Northbound Approach | B | 14.1 | C | 15.6 |
| • Southbound Approach | C | 18.6 | F | 55.7 |
| • Eastbound Left Turn | -- | -- | B | 10.9 |
| • Westbound Left Turn | A | 8.7 | B | 10.1 |
| 171st Street with First Merchants Bank Full Access Drive | | | | |
| • Northbound Approach | B | 10.2 | -- | -- |
| • Westbound Left Turn | -- | -- | -- | -- |
| 171st Street with USPS Easterly Access Drive | | | | |
| • Southbound Approach | B | 14.6 | C | 15.9 |
| • Eastbound Left Turn | A | 8.8 | B | 10.0 |
| LOS = Level of Service Delay is measured in seconds. | | | | |

Table 6

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|------------------------------|-------|------------------------------|-------|
| | LOS | Delay | LOS | Delay |
| 171st Street with Oconto Avenue/USPS Westerly Access Drive | | | | |
| • Northbound Approach | B | 14.2 | C | 15.8 |
| • Southbound Approach | C | 19.0 | F | 57.7 |
| • Eastbound Left Turn | -- | -- | B | 11.0 |
| • Westbound Left Turn | A | 8.7 | B | 10.1 |
| 171st Street with First Merchants Bank Full Access Drive | | | | |
| • Northbound Approach | C | 22.6 | E | 46.4 |
| • Westbound Left Turn | A | 8.9 | B | 10.2 |
| 171st Street with USPS Easterly Access Drive/Proposed Right-In/Right-Out | | | | |
| • Northbound Approach | B | 10.5 | B | 12.4 |
| • Southbound Approach | C | 16.8 | C | 18.4 |
| • Eastbound Left Turn | A | 8.9 | B | 10.1 |
| Harlem Avenue with Proposed Right-In/Right-Out Access Drive | | | | |
| • Eastbound Approach | B | 13.7 | C | 20.3 |
| LOS = Level of Service Delay is measured in seconds. | | | | |

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the gas station-generated traffic.

Harlem Avenue with 171st Street

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) LOS C during the weekday morning peak hour and at LOS E during the weekday evening peak hour. The level of service during the weekday evening peak hours is a result of the eastbound approach which operates at LOS F and the westbound and southbound approaches which operate at LOS E during the peak hour.

Under Year 2025 no-build conditions, this intersection overall is projected to operate at LOS C during the weekday morning peak hour and at LOS F during the weekday evening peak hour with increases in delay of less than one second and approximately 10 seconds, respectively. The eastbound and westbound approaches are projected to continue operating at LOS F and the southbound approach is projected to continue operating at LOS E during the weekday evening peak hour.

Under Year 2025 total projected conditions, the intersection overall is projected to continue operating at LOS C during the weekday morning peak hour and at LOS F during the weekday evening peak hour with increases in delay of approximately one second and four seconds over no build conditions.

Overall, the proposed development is only projected to increase the traffic traversing this intersection by approximately two percent during the weekday morning peak hour and approximately one percent during the weekday evening peak hour. As such, the proposed development traffic will have a limited impact on the operations of this intersection.

171st Street with Oconto Avenue/USPS Westerly Access Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Outbound movements from the westerly USPS access drive onto 171st Street currently operate at LOS C during the weekday morning peak hour and at LOS E during the weekday evening peak hour.

Under Year 2025 no-build conditions, the northbound approach is projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with increases in delay of less than one second. Outbound movements from the westerly USPS access drive onto 171st Street are projected to operate at LOS C during the weekday morning peak hour and at LOS F during the weekday evening peak hour with increases in delay of approximately one and eight seconds, respectively. This level of service is expected for an access driveway that has an intersection with a major roadway such as 171st Street and the increases in delay are attributed to the background traffic growth.

Proposed 7-Eleven Gas Station Tinley Park, Illinois

Under Year 2025 total projected conditions, the northbound approach is projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with increases in delay of less than one second over no build conditions. Outbound movements from the westerly USPS access drive onto 171st Street are projected to operate at LOS C during the weekday morning peak hour and at LOS F during the weekday evening peak hour with increases in delay of less than one and approximately two seconds, respectively. As previously indicated, this level of service is expected for an access driveway that has an intersection with a major roadway such as 171st Street and the increases in delay are attributed to the background traffic growth. Eastbound and westbound left-turns onto the access drive/Oconto Avenue are projected to continue operating at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles. As such, the traffic projected to be generated by the proposed gas station will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

171st Street with First Merchants Bank

The results of the capacity analysis indicate that outbound movements from the First Merchants Bank access drive onto 171st Street currently operate at LOS B during the weekday morning peak hour. Under Year 2025 no-build conditions, outbound movements from the access drive onto 171st Street are projected to continue operate at LOS B during the weekday morning peak hour with increases in delay of less than one second.

Under Year 2025 total projected conditions outbound movements from the access drive onto 171st Street are projected to operate at LOS C to the weekday morning peak hour and at LOS E during the weekday evening peak hour. However, this level of service is expected for an access driveway that has an unsignalized intersection with a major roadway such as 171st Street. Furthermore, it should be noted that this access drive will primarily accommodate left-turning movements to/from 171st Street given the proposed right-in/right-out access drive that serves the site directly. Westbound left-turning movements from 171st Street onto the access drive are projected to operate at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles.

Overall, the traffic estimated to be generated by the proposed gas station will have a limited impact on the operations of First Merchants Bank, as the bank will generate a minimal volume of traffic during the peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

171st Street with USPS Easterly Access Drive/Proposed Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that outbound movements from the easterly USPS access drive currently operate at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Under Year 2025 no-build conditions, outbound movements from the easterly USPS access drive are projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with increases in delay of less than one second.

Under Year 2025 total projected conditions, outbound movements from the easterly USPS access drive are projected to continue operating at LOS C during the weekday morning peak hour weekday evening peak hours with increases in delay of approximately two seconds or less. Eastbound left-turning movements onto the access drive are projected to continue operating at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles.

Outbound movements from the proposed right-in/right-out access drive onto 171st Street are projected to operate at LOS B during the peak hours with 95th percentile queues of one to two vehicles. As such, the proposed right-in/right-out access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will have a limited impact on the operations of the USPS easterly access drive.

Harlem Avenue with Proposed Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that outbound movements from the proposed access drive onto Harlem Avenue are projected to operate at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The traffic projected to be generated by the proposed gas station will be reduced due to the volume of pass-by traffic generated by the gas station.
- The proposed access system, including cross access to the First Merchants Bank, will be adequate in accommodating the traffic projected to be generated by the proposed gas station with limited impact on the external roadway system.
- The proposed gas station is only projected to increase the traffic traversing the intersection of Harlem Avenue with 171st Street by approximately two percent during the weekday morning peak hour and approximately one percent during the weekday evening peak hour and as such will have a limited impact on the operations of the intersection.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Sheets
CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Harlem Avenue with 171st Street
Site Code:
Start Date: 08/06/2019
Page No: 1

Turning Movement Data

| Start Time | 171st Street Eastbound | | | | | | 171st Street Westbound | | | | | | Harlem Avenue Northbound | | | | | | Harlem Avenue Southbound | | | | | | Int. Total |
|----------------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|--------------------------|------|------|-------|------|------------|--------------------------|------|------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 35 | 42 | 23 | 0 | 100 | 0 | 31 | 31 | 9 | 0 | 71 | 0 | 29 | 136 | 2 | 0 | 167 | 0 | 11 | 156 | 15 | 0 | 182 | 520 |
| 7:15 AM | 0 | 22 | 45 | 40 | 0 | 107 | 0 | 30 | 25 | 8 | 0 | 63 | 0 | 28 | 211 | 13 | 0 | 252 | 0 | 7 | 205 | 24 | 0 | 236 | 658 |
| 7:30 AM | 0 | 34 | 53 | 26 | 0 | 113 | 0 | 34 | 36 | 12 | 0 | 82 | 1 | 27 | 177 | 11 | 0 | 216 | 0 | 16 | 220 | 26 | 1 | 262 | 673 |
| 7:45 AM | 0 | 39 | 46 | 35 | 0 | 120 | 0 | 27 | 47 | 12 | 0 | 86 | 0 | 46 | 208 | 14 | 0 | 268 | 0 | 25 | 240 | 46 | 0 | 311 | 785 |
| Hourly Total | 0 | 130 | 186 | 124 | 0 | 440 | 0 | 122 | 139 | 41 | 0 | 302 | 1 | 130 | 732 | 40 | 0 | 903 | 0 | 59 | 821 | 111 | 1 | 991 | 2636 |
| 8:00 AM | 0 | 35 | 27 | 32 | 0 | 94 | 0 | 24 | 63 | 13 | 0 | 100 | 0 | 42 | 194 | 10 | 0 | 246 | 0 | 13 | 157 | 28 | 0 | 198 | 638 |
| 8:15 AM | 0 | 51 | 49 | 36 | 0 | 136 | 0 | 31 | 31 | 7 | 0 | 69 | 0 | 52 | 205 | 13 | 0 | 270 | 0 | 17 | 211 | 38 | 0 | 266 | 741 |
| 8:30 AM | 0 | 62 | 59 | 37 | 0 | 158 | 0 | 33 | 60 | 19 | 0 | 112 | 0 | 42 | 178 | 13 | 0 | 233 | 0 | 16 | 145 | 39 | 0 | 200 | 703 |
| 8:45 AM | 0 | 30 | 41 | 31 | 0 | 102 | 0 | 26 | 43 | 20 | 0 | 89 | 0 | 48 | 195 | 11 | 0 | 254 | 0 | 9 | 166 | 41 | 0 | 216 | 661 |
| Hourly Total | 0 | 178 | 176 | 136 | 0 | 490 | 0 | 114 | 197 | 59 | 0 | 370 | 0 | 184 | 772 | 47 | 0 | 1003 | 0 | 55 | 679 | 146 | 0 | 880 | 2743 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 51 | 93 | 35 | 0 | 179 | 0 | 37 | 92 | 16 | 0 | 145 | 0 | 41 | 277 | 23 | 0 | 341 | 0 | 36 | 269 | 56 | 0 | 361 | 1026 |
| 4:15 PM | 0 | 62 | 81 | 52 | 0 | 195 | 0 | 42 | 86 | 29 | 0 | 157 | 0 | 36 | 262 | 28 | 0 | 326 | 0 | 31 | 256 | 51 | 0 | 338 | 1016 |
| 4:30 PM | 0 | 50 | 92 | 41 | 0 | 183 | 1 | 55 | 80 | 14 | 0 | 150 | 0 | 62 | 332 | 33 | 0 | 427 | 0 | 28 | 289 | 58 | 0 | 375 | 1135 |
| 4:45 PM | 0 | 55 | 86 | 65 | 0 | 206 | 0 | 68 | 80 | 22 | 0 | 170 | 0 | 53 | 302 | 36 | 0 | 391 | 0 | 35 | 267 | 43 | 0 | 345 | 1112 |
| Hourly Total | 0 | 218 | 352 | 193 | 0 | 763 | 1 | 202 | 338 | 81 | 0 | 622 | 0 | 192 | 1173 | 120 | 0 | 1485 | 0 | 130 | 1081 | 208 | 0 | 1419 | 4289 |
| 5:00 PM | 0 | 50 | 90 | 46 | 0 | 186 | 0 | 57 | 71 | 17 | 0 | 145 | 0 | 40 | 325 | 38 | 0 | 403 | 0 | 30 | 313 | 61 | 0 | 404 | 1138 |
| 5:15 PM | 0 | 66 | 107 | 52 | 0 | 225 | 0 | 64 | 86 | 14 | 0 | 164 | 0 | 57 | 314 | 31 | 0 | 402 | 0 | 47 | 295 | 66 | 0 | 408 | 1199 |
| 5:30 PM | 0 | 54 | 85 | 59 | 0 | 198 | 0 | 61 | 89 | 15 | 0 | 165 | 0 | 69 | 303 | 22 | 0 | 394 | 0 | 30 | 273 | 52 | 0 | 355 | 1112 |
| 5:45 PM | 0 | 61 | 87 | 61 | 0 | 209 | 0 | 61 | 81 | 10 | 0 | 152 | 1 | 62 | 350 | 29 | 0 | 442 | 0 | 34 | 287 | 59 | 0 | 380 | 1183 |
| Hourly Total | 0 | 231 | 369 | 218 | 0 | 818 | 0 | 243 | 327 | 56 | 0 | 626 | 1 | 228 | 1292 | 120 | 0 | 1641 | 0 | 141 | 1168 | 238 | 0 | 1547 | 4632 |
| Grand Total | 0 | 757 | 1083 | 671 | 0 | 2511 | 1 | 661 | 1001 | 237 | 0 | 1920 | 2 | 734 | 3969 | 327 | 0 | 5032 | 0 | 385 | 3749 | 703 | 1 | 4837 | 14300 |
| Approach % | 0.0 | 30.1 | 43.1 | 26.7 | - | - | 0.1 | 35.5 | 52.1 | 12.3 | - | - | 0.0 | 14.6 | 78.9 | 6.5 | - | - | 0.0 | 8.0 | 77.5 | 14.5 | - | - | - |
| Total % | 0.0 | 5.3 | 7.6 | 4.7 | - | 17.6 | 0.0 | 4.8 | 7.0 | 1.7 | - | 13.4 | 0.0 | 5.1 | 27.8 | 2.3 | - | 35.2 | 0.0 | 2.7 | 26.2 | 4.9 | - | 33.8 | - |
| Lights | 0 | 740 | 1072 | 656 | - | 2468 | 1 | 674 | 985 | 230 | - | 1890 | 2 | 719 | 3858 | 319 | - | 4898 | 0 | 382 | 3641 | 685 | - | 4708 | 13964 |
| % Lights | - | 97.8 | 99.0 | 97.8 | - | 98.3 | 100.0 | 99.0 | 98.4 | 97.0 | - | 98.4 | 100.0 | 98.0 | 97.2 | 97.6 | - | 97.3 | - | 99.2 | 97.1 | 97.4 | - | 97.3 | 97.7 |
| Buses | 0 | 5 | 4 | 0 | - | 9 | 0 | 0 | 4 | 1 | - | 5 | 0 | 5 | 11 | 2 | - | 18 | 0 | 0 | 9 | 8 | - | 17 | 49 |
| % Buses | - | 0.7 | 0.4 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.4 | 0.4 | - | 0.3 | 0.0 | 0.7 | 0.3 | 0.6 | - | 0.4 | - | 0.0 | 0.2 | 1.1 | - | 0.4 | 0.3 |
| Single-Unit Trucks | 0 | 5 | 6 | 8 | - | 19 | 0 | 6 | 10 | 5 | - | 21 | 0 | 3 | 54 | 5 | - | 62 | 0 | 2 | 59 | 7 | - | 68 | 170 |
| % Single-Unit Trucks | - | 0.7 | 0.6 | 1.2 | - | 0.8 | 0.0 | 0.9 | 1.0 | 2.1 | - | 1.1 | 0.0 | 0.4 | 1.4 | 1.5 | - | 1.2 | - | 0.5 | 1.6 | 1.0 | - | 1.4 | 1.2 |
| Articulated Trucks | 0 | 7 | 1 | 7 | - | 15 | 0 | 1 | 2 | 1 | - | 4 | 0 | 7 | 46 | 1 | - | 54 | 0 | 1 | 40 | 3 | - | 44 | 117 |
| % Articulated Trucks | - | 0.9 | 0.1 | 1.0 | - | 0.6 | 0.0 | 0.1 | 0.2 | 0.4 | - | 0.2 | 0.0 | 1.0 | 1.2 | 0.3 | - | 1.1 | - | 0.3 | 1.1 | 0.4 | - | 0.9 | 0.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |

| | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|--------------------|---|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | 0 | - | - | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Harlem Avenue with 171st Street
Site Code:
Start Date: 08/06/2019
Page No: 3

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Harlem Avenue with 171st Street
Site Code:
Start Date: 08/06/2019
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

| Start Time | 171st Street Eastbound | | | | | | | 171st Street Westbound | | | | | | | Harlem Avenue Northbound | | | | | | | Harlem Avenue Southbound | | | | | | |
|----------------------|------------------------|-------|-------|-------|------|------------|--|------------------------|-------|-------|-------|------|------------|--|--------------------------|-------|-------|-------|------|------------|--|--------------------------|-------|-------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 5:00 PM | 0 | 50 | 90 | 46 | 0 | 186 | | 0 | 57 | 71 | 17 | 0 | 145 | | 0 | 40 | 325 | 38 | 0 | 403 | | 0 | 30 | 313 | 61 | 0 | 404 | 1138 |
| 5:15 PM | 0 | 66 | 107 | 52 | 0 | 225 | | 0 | 64 | 86 | 14 | 0 | 164 | | 0 | 57 | 314 | 31 | 0 | 402 | | 0 | 47 | 295 | 66 | 0 | 408 | 1199 |
| 5:30 PM | 0 | 54 | 85 | 59 | 0 | 198 | | 0 | 61 | 89 | 15 | 0 | 165 | | 0 | 69 | 303 | 22 | 0 | 394 | | 0 | 30 | 273 | 52 | 0 | 355 | 1112 |
| 5:45 PM | 0 | 61 | 87 | 61 | 0 | 209 | | 0 | 61 | 81 | 10 | 0 | 152 | | 1 | 62 | 350 | 29 | 0 | 442 | | 0 | 34 | 287 | 59 | 0 | 380 | 1183 |
| Total | 0 | 231 | 369 | 218 | 0 | 818 | | 0 | 243 | 327 | 56 | 0 | 626 | | 1 | 228 | 1292 | 120 | 0 | 1641 | | 0 | 141 | 1168 | 238 | 0 | 1547 | 4632 |
| Approach % | 0.0 | 28.2 | 45.1 | 26.7 | - | - | | 0.0 | 38.8 | 52.2 | 8.9 | - | - | | 0.1 | 13.9 | 78.7 | 7.3 | - | - | | 0.0 | 9.1 | 75.5 | 15.4 | - | - | - |
| Total % | 0.0 | 5.0 | 8.0 | 4.7 | - | 17.7 | | 0.0 | 5.2 | 7.1 | 1.2 | - | 13.5 | | 0.0 | 4.9 | 27.9 | 2.6 | - | 35.4 | | 0.0 | 3.0 | 25.2 | 5.1 | - | 33.4 | - |
| PHF | 0.000 | 0.875 | 0.862 | 0.893 | - | 0.909 | | 0.000 | 0.949 | 0.919 | 0.824 | - | 0.948 | | 0.250 | 0.826 | 0.923 | 0.789 | - | 0.928 | | 0.000 | 0.750 | 0.933 | 0.902 | - | 0.948 | 0.966 |
| Lights | 0 | 228 | 368 | 211 | - | 807 | | 0 | 239 | 327 | 56 | - | 622 | | 1 | 226 | 1272 | 118 | - | 1617 | | 0 | 141 | 1155 | 237 | - | 1533 | 4579 |
| % Lights | - | 98.7 | 99.7 | 96.8 | - | 98.7 | | - | 98.4 | 100.0 | 100.0 | - | 99.4 | | 100.0 | 99.1 | 98.5 | 98.3 | - | 98.5 | | - | 100.0 | 98.9 | 99.6 | - | 99.1 | 98.9 |
| Buses | 0 | 1 | 0 | 0 | - | 1 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 2 | 0 | - | 2 | | 0 | 0 | 1 | 0 | - | 1 | 4 |
| % Buses | - | 0.4 | 0.0 | 0.0 | - | 0.1 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.1 | | - | 0.0 | 0.1 | 0.0 | - | 0.1 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 0 | 3 | - | 3 | | 0 | 3 | 0 | 0 | - | 3 | | 0 | 1 | 10 | 1 | - | 12 | | 0 | 0 | 7 | 1 | - | 8 | 26 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 1.4 | - | 0.4 | | - | 1.2 | 0.0 | 0.0 | - | 0.5 | | 0.0 | 0.4 | 0.8 | 0.8 | - | 0.7 | | - | 0.0 | 0.6 | 0.4 | - | 0.5 | 0.6 |
| Articulated Trucks | 0 | 2 | 1 | 4 | - | 7 | | 0 | 1 | 0 | 0 | - | 1 | | 0 | 1 | 8 | 1 | - | 10 | | 0 | 0 | 5 | 0 | - | 5 | 23 |
| % Articulated Trucks | - | 0.9 | 0.3 | 1.8 | - | 0.9 | | - | 0.4 | 0.0 | 0.0 | - | 0.2 | | 0.0 | 0.4 | 0.6 | 0.8 | - | 0.6 | | - | 0.0 | 0.4 | 0.0 | - | 0.3 | 0.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

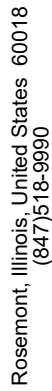
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 171st Street with Oconto Avenue
Site Code:
Start Date: 08/06/2019
Page No: 1

Turning Movement Data

| Start Time | 171st Street Eastbound | | | | | | 171st Street Westbound | | | | | | Oconto Avenue Northbound | | | | | | USPS Access Drive Southbound | | | | | | Int. Total | |
|----------------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|--------------------------|------|------|-------|------|------------|------------------------------|------|------|-------|-------|------------|------------|------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | | |
| 7:00 AM | 0 | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 75 | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 6 | 176 |
| 7:15 AM | 0 | 0 | 114 | 1 | 0 | 115 | 0 | 0 | 72 | 0 | 0 | 72 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 1 | 0 | 5 | 193 |
| 7:30 AM | 0 | 1 | 104 | 1 | 0 | 106 | 0 | 1 | 81 | 0 | 0 | 82 | 0 | 2 | 0 | 2 | 0 | 4 | 4 | 0 | 5 | 0 | 4 | 0 | 9 | 201 |
| 7:45 AM | 0 | 0 | 120 | 0 | 0 | 120 | 0 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 5 | 1 | 3 | 0 | 9 | 261 |
| Hourly Total | 0 | 1 | 431 | 2 | 0 | 434 | 0 | 1 | 358 | 1 | 0 | 360 | 0 | 3 | 0 | 5 | 0 | 8 | 8 | 0 | 17 | 1 | 11 | 0 | 29 | 831 |
| 8:00 AM | 0 | 0 | 84 | 0 | 0 | 84 | 1 | 0 | 107 | 3 | 0 | 111 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 3 | 0 | 4 | 0 | 7 | 204 |
| 8:15 AM | 0 | 0 | 138 | 1 | 0 | 139 | 1 | 4 | 98 | 0 | 0 | 103 | 0 | 1 | 0 | 2 | 0 | 3 | 3 | 0 | 8 | 1 | 4 | 0 | 13 | 258 |
| 8:30 AM | 0 | 0 | 150 | 0 | 0 | 150 | 0 | 0 | 121 | 1 | 0 | 122 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 9 | 0 | 5 | 0 | 14 | 288 |
| 8:45 AM | 0 | 0 | 116 | 2 | 1 | 118 | 0 | 2 | 123 | 0 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 7 | 250 |
| Hourly Total | 0 | 0 | 488 | 3 | 1 | 491 | 2 | 6 | 449 | 4 | 0 | 461 | 0 | 3 | 0 | 4 | 0 | 7 | 7 | 0 | 23 | 1 | 17 | 0 | 41 | 1000 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 2 | 169 | 3 | 0 | 174 | 0 | 2 | 180 | 0 | 0 | 182 | 0 | 3 | 0 | 3 | 0 | 6 | 6 | 0 | 13 | 0 | 14 | 0 | 27 | 389 |
| 4:15 PM | 0 | 0 | 177 | 5 | 0 | 182 | 0 | 1 | 149 | 1 | 0 | 151 | 0 | 2 | 0 | 4 | 0 | 6 | 6 | 0 | 15 | 0 | 11 | 0 | 26 | 365 |
| 4:30 PM | 0 | 3 | 187 | 4 | 0 | 194 | 0 | 5 | 184 | 0 | 0 | 189 | 0 | 1 | 0 | 2 | 0 | 3 | 3 | 0 | 9 | 1 | 18 | 1 | 28 | 414 |
| 4:45 PM | 0 | 4 | 189 | 7 | 0 | 200 | 0 | 4 | 170 | 0 | 0 | 174 | 0 | 1 | 0 | 3 | 0 | 4 | 4 | 0 | 11 | 0 | 19 | 0 | 30 | 408 |
| Hourly Total | 0 | 9 | 722 | 19 | 0 | 750 | 0 | 12 | 683 | 1 | 0 | 696 | 0 | 7 | 0 | 12 | 0 | 19 | 19 | 0 | 48 | 1 | 62 | 1 | 111 | 1576 |
| 5:00 PM | 0 | 2 | 203 | 2 | 0 | 207 | 0 | 8 | 166 | 1 | 0 | 175 | 0 | 1 | 0 | 10 | 0 | 11 | 11 | 0 | 11 | 2 | 10 | 1 | 23 | 416 |
| 5:15 PM | 0 | 0 | 200 | 2 | 0 | 202 | 0 | 3 | 181 | 0 | 0 | 184 | 0 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 13 | 0 | 14 | 0 | 27 | 418 |
| 5:30 PM | 1 | 1 | 202 | 7 | 0 | 211 | 0 | 4 | 204 | 1 | 0 | 209 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 14 | 1 | 8 | 0 | 23 | 444 |
| 5:45 PM | 0 | 0 | 208 | 5 | 0 | 213 | 2 | 3 | 185 | 2 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 12 | 0 | 23 | 428 |
| Hourly Total | 1 | 3 | 813 | 16 | 0 | 833 | 2 | 18 | 736 | 4 | 0 | 760 | 0 | 2 | 0 | 15 | 0 | 17 | 17 | 0 | 49 | 3 | 44 | 1 | 96 | 1706 |
| Grand Total | 1 | 13 | 2454 | 40 | 1 | 2508 | 4 | 37 | 2226 | 10 | 0 | 2277 | 0 | 15 | 0 | 36 | 0 | 51 | 51 | 0 | 137 | 6 | 134 | 2 | 277 | 5113 |
| Approach % | 0.0 | 0.5 | 97.8 | 1.6 | - | - | 0.2 | 1.6 | 97.8 | 0.4 | - | - | 0.0 | 29.4 | 0.0 | 70.6 | - | - | - | 0.0 | 49.5 | 2.2 | 48.4 | - | - | - |
| Total % | 0.0 | 0.3 | 48.0 | 0.8 | - | 49.1 | 0.1 | 0.7 | 43.5 | 0.2 | - | 44.5 | 0.0 | 0.3 | 0.0 | 0.7 | - | 1.0 | 1.0 | 0.0 | 2.7 | 0.1 | 2.6 | - | 5.4 | - |
| Lights | 1 | 10 | 2410 | 40 | - | 2461 | 4 | 35 | 2182 | 10 | - | 2231 | 0 | 14 | 0 | 35 | - | 49 | 49 | 0 | 134 | 6 | 134 | - | 274 | 5015 |
| % Lights | 100.0 | 76.9 | 98.2 | 100.0 | - | 98.1 | 100.0 | 94.6 | 98.0 | 100.0 | - | 98.0 | - | 93.3 | - | 97.2 | - | 96.1 | 96.1 | - | 97.8 | 100.0 | 100.0 | - | 98.9 | 98.1 |
| Buses | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 19 | 0 | - | 19 | 0 | 0 | 0 | 1 | - | 1 | 1 | 0 | 0 | 0 | 0 | - | 0 | 28 |
| % Buses | 0.0 | 0.0 | 0.3 | 0.0 | - | 0.3 | 0.0 | 0.0 | 0.9 | 0.0 | - | 0.8 | - | 0.0 | - | 2.8 | - | 2.0 | 2.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Single-Unit Trucks | 0 | 3 | 26 | 0 | - | 29 | 0 | 2 | 17 | 0 | - | 19 | 0 | 1 | 0 | 0 | - | 1 | 1 | 0 | 0 | 0 | 0 | - | 0 | 49 |
| % Single-Unit Trucks | 0.0 | 23.1 | 1.1 | 0.0 | - | 1.2 | 0.0 | 5.4 | 0.8 | 0.0 | - | 0.8 | - | 6.7 | - | 0.0 | - | 2.0 | 2.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | 0 | - | 3 | 21 |
| % Articulated Trucks | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 2.2 | 0.0 | 0.0 | - | 1.1 | 0.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |

[illegible]



Turning Movement Peak Hour Data (7:45 AM)

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 171st Street with Oconto Avenue
Site Code:
Start Date: 08/06/2019
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

| Start Time | 171st Street Eastbound | | | | | | | 171st Street Westbound | | | | | | | Oconto Avenue Northbound | | | | | | | USPS Access Drive Southbound | | | | | | |
|----------------------|------------------------|-------|-------|-------|------|------------|--|------------------------|-------|-------|-------|------|------------|--|--------------------------|-------|-------|-------|------|------------|--|------------------------------|-------|-------|-------|-------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 5:00 PM | 0 | 2 | 203 | 2 | 0 | 207 | | 0 | 8 | 166 | 1 | 0 | 175 | | 0 | 1 | 0 | 10 | 0 | 11 | | 0 | 11 | 2 | 10 | 1 | 23 | 416 |
| 5:15 PM | 0 | 0 | 200 | 2 | 0 | 202 | | 0 | 3 | 181 | 0 | 0 | 184 | | 0 | 0 | 0 | 5 | 0 | 5 | | 0 | 13 | 0 | 14 | 0 | 27 | 418 |
| 5:30 PM | 1 | 1 | 202 | 7 | 0 | 211 | | 0 | 4 | 204 | 1 | 0 | 209 | | 0 | 1 | 0 | 0 | 0 | 1 | | 0 | 14 | 1 | 8 | 0 | 23 | 444 |
| 5:45 PM | 0 | 0 | 208 | 5 | 0 | 213 | | 2 | 3 | 185 | 2 | 0 | 192 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 11 | 0 | 12 | 0 | 23 | 428 |
| Total | 1 | 3 | 813 | 16 | 0 | 833 | | 2 | 18 | 736 | 4 | 0 | 760 | | 0 | 2 | 0 | 15 | 0 | 17 | | 0 | 49 | 3 | 44 | 1 | 96 | 1706 |
| Approach % | 0.1 | 0.4 | 97.6 | 1.9 | - | - | | 0.3 | 2.4 | 96.8 | 0.5 | - | - | | 0.0 | 11.8 | 0.0 | 88.2 | - | - | | 0.0 | 51.0 | 3.1 | 45.8 | - | - | - |
| Total % | 0.1 | 0.2 | 47.7 | 0.9 | - | 48.8 | | 0.1 | 1.1 | 43.1 | 0.2 | - | 44.5 | | 0.0 | 0.1 | 0.0 | 0.9 | - | 1.0 | | 0.0 | 2.9 | 0.2 | 2.6 | - | 5.6 | - |
| PHF | 0.250 | 0.375 | 0.977 | 0.571 | - | 0.978 | | 0.250 | 0.563 | 0.902 | 0.500 | - | 0.909 | | 0.000 | 0.500 | 0.000 | 0.375 | - | 0.386 | | 0.000 | 0.875 | 0.375 | 0.786 | - | 0.889 | 0.961 |
| Lights | 1 | 2 | 802 | 16 | - | 821 | | 2 | 17 | 736 | 4 | - | 759 | | 0 | 2 | 0 | 15 | - | 17 | | 0 | 48 | 3 | 44 | - | 95 | 1692 |
| % Lights | 100.0 | 66.7 | 98.6 | 100.0 | - | 98.6 | | 100.0 | 94.4 | 100.0 | 100.0 | - | 99.9 | | - | 100.0 | - | 100.0 | - | 100.0 | | - | 98.0 | 100.0 | 100.0 | - | 99.0 | 99.2 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 1 | 7 | 0 | - | 8 | | 0 | 1 | 0 | 0 | - | 1 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 9 |
| % Single-Unit Trucks | 0.0 | 33.3 | 0.9 | 0.0 | - | 1.0 | | 0.0 | 5.6 | 0.0 | 0.0 | - | 0.1 | | - | 0.0 | - | 0.0 | - | 0.0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 1 | 0 | 0 | - | 1 | 5 |
| % Articulated Trucks | 0.0 | 0.0 | 0.5 | 0.0 | - | 0.5 | | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | | - | 2.0 | 0.0 | 0.0 | - | 1.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | | - | - | - | - | - | 0 | | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | 100.0 | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 171st Street with USPS/First
Merchants Bank Access Drives
Site Code:
Start Date: 08/06/2019
Page No: 1

Turning Movement Data

| Start Time | 171st Street Eastbound | | | | | | 171st Street Westbound | | | | | | First Merchants Bank Access Drive Northbound | | | | | | USPS Access Drive Southbound | | | | | | Int. Total |
|----------------------|------------------------|-------|------|-------|------|------------|------------------------|------|------|-------|------|------------|--|------|-------|-------|------|------------|------------------------------|-------|-------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 3 | 95 | 0 | 0 | 98 | 0 | 0 | 79 | 6 | 0 | 85 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 7:15 AM | 0 | 4 | 117 | 0 | 0 | 121 | 0 | 0 | 71 | 5 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 200 |
| 7:30 AM | 0 | 5 | 106 | 0 | 0 | 111 | 0 | 0 | 84 | 7 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 204 |
| 7:45 AM | 0 | 4 | 122 | 0 | 0 | 126 | 0 | 0 | 130 | 13 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 273 |
| Hourly Total | 0 | 16 | 440 | 0 | 0 | 456 | 0 | 0 | 364 | 31 | 0 | 395 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 4 | 0 | 9 | 861 |
| 8:00 AM | 0 | 5 | 91 | 0 | 0 | 96 | 1 | 0 | 111 | 21 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 234 |
| 8:15 AM | 0 | 9 | 145 | 0 | 0 | 154 | 0 | 0 | 102 | 26 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 284 |
| 8:30 AM | 0 | 8 | 149 | 0 | 0 | 157 | 0 | 0 | 124 | 18 | 0 | 142 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 302 |
| 8:45 AM | 0 | 5 | 122 | 0 | 0 | 127 | 0 | 0 | 121 | 11 | 0 | 132 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 262 |
| Hourly Total | 0 | 27 | 507 | 0 | 0 | 534 | 1 | 0 | 458 | 76 | 0 | 535 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 11 | 1082 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 10 | 175 | 0 | 0 | 185 | 0 | 0 | 170 | 27 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 388 |
| 4:15 PM | 0 | 7 | 202 | 0 | 0 | 209 | 0 | 0 | 148 | 23 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 386 |
| 4:30 PM | 0 | 7 | 182 | 0 | 0 | 189 | 0 | 0 | 175 | 26 | 0 | 201 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 8 | 1 | 12 | 404 |
| 4:45 PM | 0 | 17 | 196 | 0 | 0 | 213 | 0 | 0 | 165 | 20 | 0 | 185 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 7 | 407 |
| Hourly Total | 0 | 41 | 755 | 0 | 0 | 796 | 0 | 0 | 658 | 96 | 0 | 754 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 12 | 1 | 18 | 1 | 31 | 1585 |
| 5:00 PM | 0 | 7 | 197 | 0 | 0 | 204 | 0 | 0 | 175 | 18 | 0 | 193 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 8 | 405 |
| 5:15 PM | 0 | 10 | 223 | 0 | 0 | 233 | 0 | 0 | 178 | 24 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 441 |
| 5:30 PM | 0 | 7 | 198 | 0 | 0 | 205 | 0 | 0 | 207 | 18 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 9 | 439 |
| 5:45 PM | 0 | 6 | 228 | 0 | 0 | 234 | 0 | 0 | 187 | 15 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 442 |
| Hourly Total | 0 | 30 | 846 | 0 | 0 | 876 | 0 | 0 | 747 | 75 | 0 | 822 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 25 | 1 | 29 | 1727 |
| Grand Total | 0 | 114 | 2548 | 0 | 0 | 2662 | 1 | 0 | 2227 | 278 | 0 | 2506 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 25 | 1 | 54 | 2 | 80 | 5255 |
| Approach % | 0.0 | 4.3 | 95.7 | 0.0 | - | - | 0.0 | 0.0 | 88.9 | 11.1 | - | - | 0.0 | 0.0 | 14.3 | 85.7 | - | - | 0.0 | 31.3 | 1.3 | 67.5 | - | - | - |
| Total % | 0.0 | 2.2 | 48.5 | 0.0 | - | 50.7 | 0.0 | 0.0 | 42.4 | 5.3 | - | 47.7 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.5 | 0.0 | 1.0 | - | 1.5 | - |
| Lights | 0 | 114 | 2502 | 0 | - | 2616 | 1 | 0 | 2183 | 275 | - | 2459 | 0 | 0 | 1 | 6 | - | 7 | 0 | 25 | 1 | 54 | - | 80 | 5162 |
| % Lights | - | 100.0 | 98.2 | - | - | 98.3 | 100.0 | - | 98.0 | 98.9 | - | 98.1 | - | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 98.2 |
| Buses | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 18 | 0 | - | 18 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 28 |
| % Buses | - | 0.0 | 0.4 | - | - | 0.4 | 0.0 | - | 0.8 | 0.0 | - | 0.7 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Single-Unit Trucks | 0 | 0 | 24 | 0 | - | 24 | 0 | 0 | 18 | 1 | - | 19 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 43 |
| % Single-Unit Trucks | - | 0.0 | 0.9 | - | - | 0.9 | 0.0 | - | 0.8 | 0.4 | - | 0.8 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.8 |
| Articulated Trucks | 0 | 0 | 12 | 0 | - | 12 | 0 | 0 | 8 | 2 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 22 |
| % Articulated Trucks | - | 0.0 | 0.5 | - | - | 0.5 | 0.0 | - | 0.4 | 0.7 | - | 0.4 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 171st Street with USPS/First
Merchants Bank Access Drives
Site Code:
Start Date: 08/06/2019
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

| Start Time | 171st Street Eastbound | | | | | | | 171st Street Westbound | | | | | | | First Merchants Bank Access Drive Northbound | | | | | | | USPS Access Drive Southbound | | | | | | |
|----------------------|------------------------|-------|-------|-------|------|------------|--|------------------------|-------|-------|-------|------|------------|--|--|-------|-------|-------|------|------------|--|------------------------------|-------|-------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:45 AM | 0 | 4 | 122 | 0 | 0 | 126 | | 0 | 0 | 130 | 13 | 0 | 143 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | 0 | 2 | 0 | 4 | 273 |
| 8:00 AM | 0 | 5 | 91 | 0 | 0 | 96 | | 1 | 0 | 111 | 21 | 0 | 133 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | 0 | 3 | 0 | 5 | 234 |
| 8:15 AM | 0 | 9 | 145 | 0 | 0 | 154 | | 0 | 0 | 102 | 26 | 0 | 128 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 2 | 284 |
| 8:30 AM | 0 | 8 | 149 | 0 | 0 | 157 | | 0 | 0 | 124 | 18 | 0 | 142 | | 0 | 0 | 0 | 1 | 0 | 1 | | 0 | 1 | 0 | 1 | 0 | 2 | 302 |
| Total | 0 | 26 | 507 | 0 | 0 | 533 | | 1 | 0 | 467 | 78 | 0 | 546 | | 0 | 0 | 0 | 1 | 0 | 1 | | 0 | 6 | 0 | 7 | 0 | 13 | 1093 |
| Approach % | 0.0 | 4.9 | 95.1 | 0.0 | - | - | | 0.2 | 0.0 | 85.5 | 14.3 | - | - | | 0.0 | 0.0 | 0.0 | 100.0 | - | - | | 0.0 | 46.2 | 0.0 | 53.8 | - | - | - |
| Total % | 0.0 | 2.4 | 46.4 | 0.0 | - | 48.8 | | 0.1 | 0.0 | 42.7 | 7.1 | - | 50.0 | | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | | 0.0 | 0.5 | 0.0 | 0.6 | - | 1.2 | - |
| PHF | 0.000 | 0.722 | 0.851 | 0.000 | - | 0.849 | | 0.250 | 0.000 | 0.898 | 0.750 | - | 0.955 | | 0.000 | 0.000 | 0.000 | 0.250 | - | 0.250 | | 0.000 | 0.750 | 0.000 | 0.583 | - | 0.650 | 0.905 |
| Lights | 0 | 26 | 495 | 0 | - | 521 | | 1 | 0 | 444 | 77 | - | 522 | | 0 | 0 | 0 | 1 | - | 1 | | 0 | 6 | 0 | 7 | - | 13 | 1057 |
| % Lights | - | 100.0 | 97.6 | - | - | 97.7 | | 100.0 | - | 95.1 | 98.7 | - | 95.6 | | - | - | - | 100.0 | - | 100.0 | | - | 100.0 | - | 100.0 | - | 100.0 | 96.7 |
| Buses | 0 | 0 | 5 | 0 | - | 5 | | 0 | 0 | 16 | 0 | - | 16 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 21 |
| % Buses | - | 0.0 | 1.0 | - | - | 0.9 | | 0.0 | - | 3.4 | 0.0 | - | 2.9 | | - | - | - | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | 1.9 |
| Single-Unit Trucks | 0 | 0 | 5 | 0 | - | 5 | | 0 | 0 | 6 | 0 | - | 6 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 11 |
| % Single-Unit Trucks | - | 0.0 | 1.0 | - | - | 0.9 | | 0.0 | - | 1.3 | 0.0 | - | 1.1 | | - | - | - | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 0 | 2 | 0 | - | 2 | | 0 | 0 | 1 | 1 | - | 2 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 4 |
| % Articulated Trucks | - | 0.0 | 0.4 | - | - | 0.4 | | 0.0 | - | 0.2 | 1.3 | - | 0.4 | | - | - | - | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | 0.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | - | 0.0 | | 0.0 | - | 0.0 | 0.0 | - | 0.0 | | - | - | - | 0.0 | - | 0.0 | | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

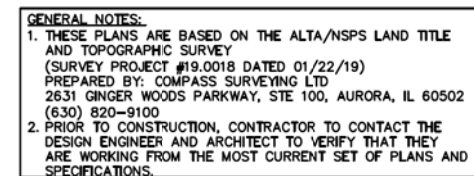
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 171st Street with USPS/First
Merchants Bank Access Drives
Site Code:
Start Date: 08/06/2019
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

| Start Time | 171st Street Eastbound | | | | | | | 171st Street Westbound | | | | | | | First Merchants Bank Access Drive Northbound | | | | | | | USPS Access Drive Southbound | | | | | | |
|----------------------|------------------------|-------|-------|-------|------|------------|--|------------------------|-------|-------|-------|------|------------|--|--|-------|-------|-------|------|------------|--|------------------------------|-------|-------|-------|-------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 5:00 PM | 0 | 7 | 197 | 0 | 0 | 204 | | 0 | 0 | 175 | 18 | 0 | 193 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 7 | 1 | 8 | 405 |
| 5:15 PM | 0 | 10 | 223 | 0 | 0 | 233 | | 0 | 0 | 178 | 24 | 0 | 202 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 5 | 0 | 6 | 441 |
| 5:30 PM | 0 | 7 | 198 | 0 | 0 | 205 | | 0 | 0 | 207 | 18 | 0 | 225 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | 0 | 7 | 0 | 9 | 439 |
| 5:45 PM | 0 | 6 | 228 | 0 | 0 | 234 | | 0 | 0 | 187 | 15 | 0 | 202 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 6 | 0 | 6 | 442 |
| Total | 0 | 30 | 846 | 0 | 0 | 876 | | 0 | 0 | 747 | 75 | 0 | 822 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 25 | 1 | 29 | 1727 |
| Approach % | 0.0 | 3.4 | 96.6 | 0.0 | - | - | | 0.0 | 0.0 | 90.9 | 9.1 | - | - | | 0.0 | 0.0 | 0.0 | 0.0 | - | - | | 0.0 | 13.8 | 0.0 | 86.2 | - | - | - |
| Total % | 0.0 | 1.7 | 49.0 | 0.0 | - | 50.7 | | 0.0 | 0.0 | 43.3 | 4.3 | - | 47.6 | | 0.0 | 0.0 | 0.0 | 0.0 | - | - | | 0.0 | 0.2 | 0.0 | 1.4 | - | 1.7 | - |
| PHF | 0.000 | 0.750 | 0.928 | 0.000 | - | 0.936 | | 0.000 | 0.000 | 0.902 | 0.781 | - | 0.913 | | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | | 0.000 | 0.500 | 0.000 | 0.893 | - | 0.806 | 0.977 |
| Lights | 0 | 30 | 833 | 0 | - | 863 | | 0 | 0 | 745 | 74 | - | 819 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 4 | 0 | 25 | - | 29 | 1711 |
| % Lights | - | 100.0 | 98.5 | - | - | 98.5 | | - | - | 99.7 | 98.7 | - | 99.6 | | - | - | - | - | - | - | | - | 100.0 | - | 100.0 | - | 100.0 | 99.1 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.1 | - | - | 0.1 | | - | - | 0.0 | 0.0 | - | 0.0 | | - | - | - | - | - | - | | - | 0.0 | - | 0.0 | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 7 | 0 | - | 7 | | 0 | 0 | 2 | 0 | - | 2 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 9 |
| % Single-Unit Trucks | - | 0.0 | 0.8 | - | - | 0.8 | | - | - | 0.3 | 0.0 | - | 0.2 | | - | - | - | - | - | - | | - | 0.0 | - | 0.0 | - | 0.0 | 0.5 |
| Articulated Trucks | 0 | 0 | 5 | 0 | - | 5 | | 0 | 0 | 0 | 1 | - | 1 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | 0.0 | 0.6 | - | - | 0.6 | | - | - | 0.0 | 1.3 | - | 0.1 | | - | - | - | - | - | - | | - | 0.0 | - | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | - | 0.0 | | - | - | 0.0 | 0.0 | - | 0.0 | | - | - | - | - | - | - | | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | | - | - | - | - | 0 | - | | - | - | - | - | - | 0 | | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | - | - | | - | - | - | - | 100.0 | - | - |

Preliminary Site Plan



| ON SITE PARKING DATA | |
|-----------------------|----|
| REGULAR SPACES | 12 |
| ADA ACCESSIBLE SPACES | 1 |
| TOTAL SPACES | 13 |

SITE DATA

| | | |
|-----------------|---|-----------------------------|
| LOT AREA | = | 41,852 S.F. (.961 AC.) |
| IMPERVIOUS AREA | = | 31,931 S.F. (.733 AC.)(76%) |
| PERVIOUS AREA | = | 9,921 S.F. (.228 AC.)(24%) |
| BUILDING AREA | = | 3,500 S.F. |

GEOMETRIC PLAN NOTES:

- GEOMETRIC PLANS NOTES:**
1. PROPOSED IMPROVEMENTS ARE PARALLEL AND PERPENDICULAR TO THE WESTERN PROPERTY LINE.
 2. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
 3. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
 4. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
 5. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

PAVEMENT LEGEND

SIDEWALK

- 5" P.C.C. (SIX BAG MIX)
- 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6)
- COMPACTED SUB-BASE

STANDARD DUTY

- 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22
- 2 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22
- 8" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6)
- COMPACTED SUB-BASE

HEAVY DUTY

- 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22
- 3" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22
- 10" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6)
- COMPACTED SUB-BASE

CONCRETE

- 6" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY
- 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6)
- COMPACTED SUB-BASE

CONCRETE DRIVEWAY AND TRASH APRONS

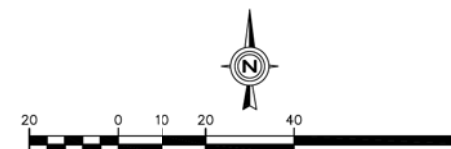
- 6" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY
- 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6)
- 10" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6)
- COMPACTED SUB-BASE

NOTES:

1. REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES SECTION 351 FOR AGGREGATE BASE COURSE.
2. THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT ARE TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
3. SEE PROJECT SPECIFICATIONS FOR SUB-BASE AND BASE COURSE COMPACTION.
4. ALL CONCRETE FLATWORK TO INCLUDE A JOINTING PATTERN SUBMITTAL TO THE CONSTRUCTION MANAGER. CONTRACTOR TO STAY AS CLOSE TO 9'x9' SQUARE PANELS IN LARGE CONCRETE FLATWORK AREAS AS POSSIBLE.
5. FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
6. PROVIDE AN EXPANSION JOINT ADJACENT TO ALL STRUCTURES. THESE JOINTS SHOULD BE SEALED WITH A TOOL-FINISHED SILICONE SEALANT PER I.D.O.T. STANDARD.

DIMENSION LEGEND

| | | | |
|-----|--------------|-----|-----------------|
| F | = FACE | FNC | = FENCE |
| FND | = FOUNDATION | R | = RADIUS |
| B | = BACK | C | = CENTER |
| E | = EDGE | PL | = PROPERTY LINE |



GEOMETRIC PLAN

Prepared For:

PROPOSED FUEL CENTER AND CAR WASH
17100 S. Harlem Avenue
Chicago, IL 60654
Vequity
400 N. State Street
Chicago, IL 60654
201-691-1100

Prepared By:

Watermark Engineering Resources, Ltd.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 61502

CHECKED BY: B. PERRY
DESIGN BY: S. SIMAK
DRAWN BY: S. SIMAK
DATE: JULY 5, 2019
SCALE: 1" = 20'

C-2

ITE Trip Generation Sheets

Super Convenience Market/Gas Station

(960)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 39

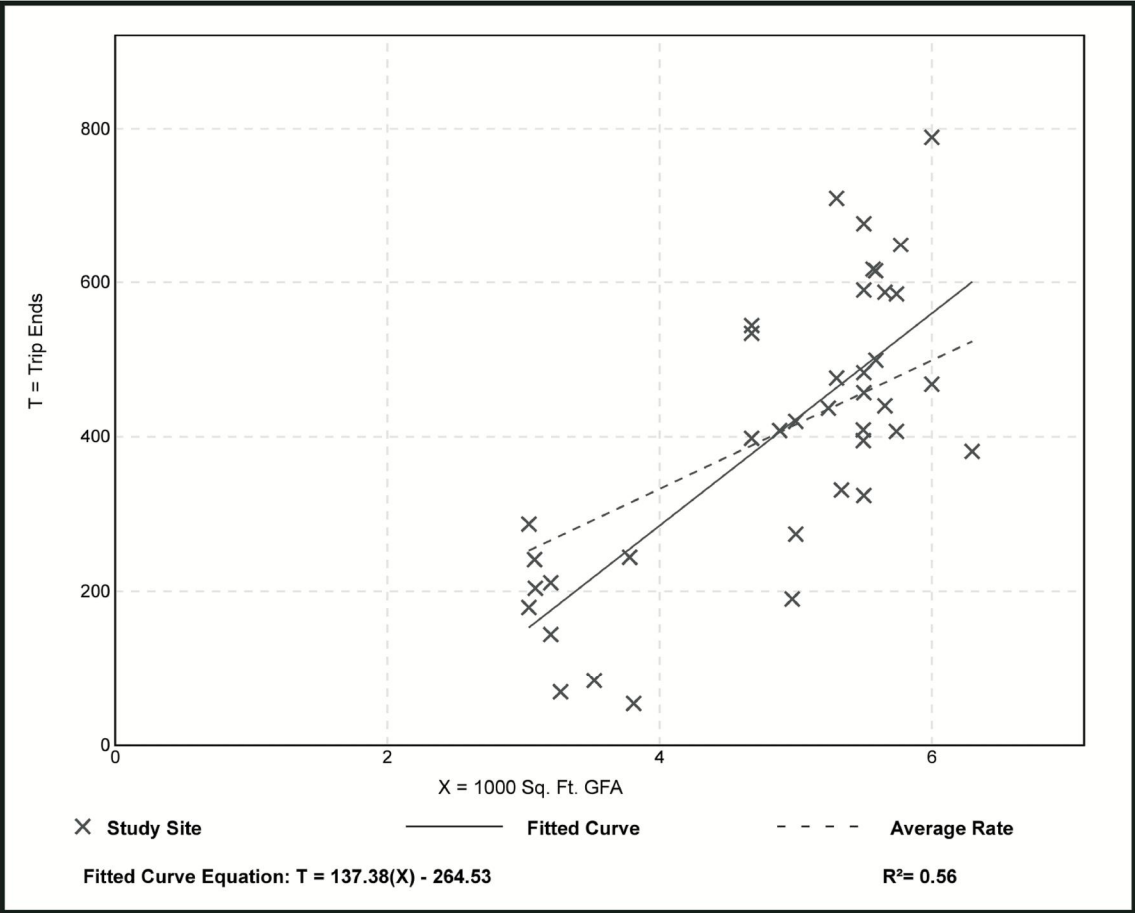
1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 83.14 | 14.17 - 133.96 | 28.07 |

Data Plot and Equation



Super Convenience Market/Gas Station

(960)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 48

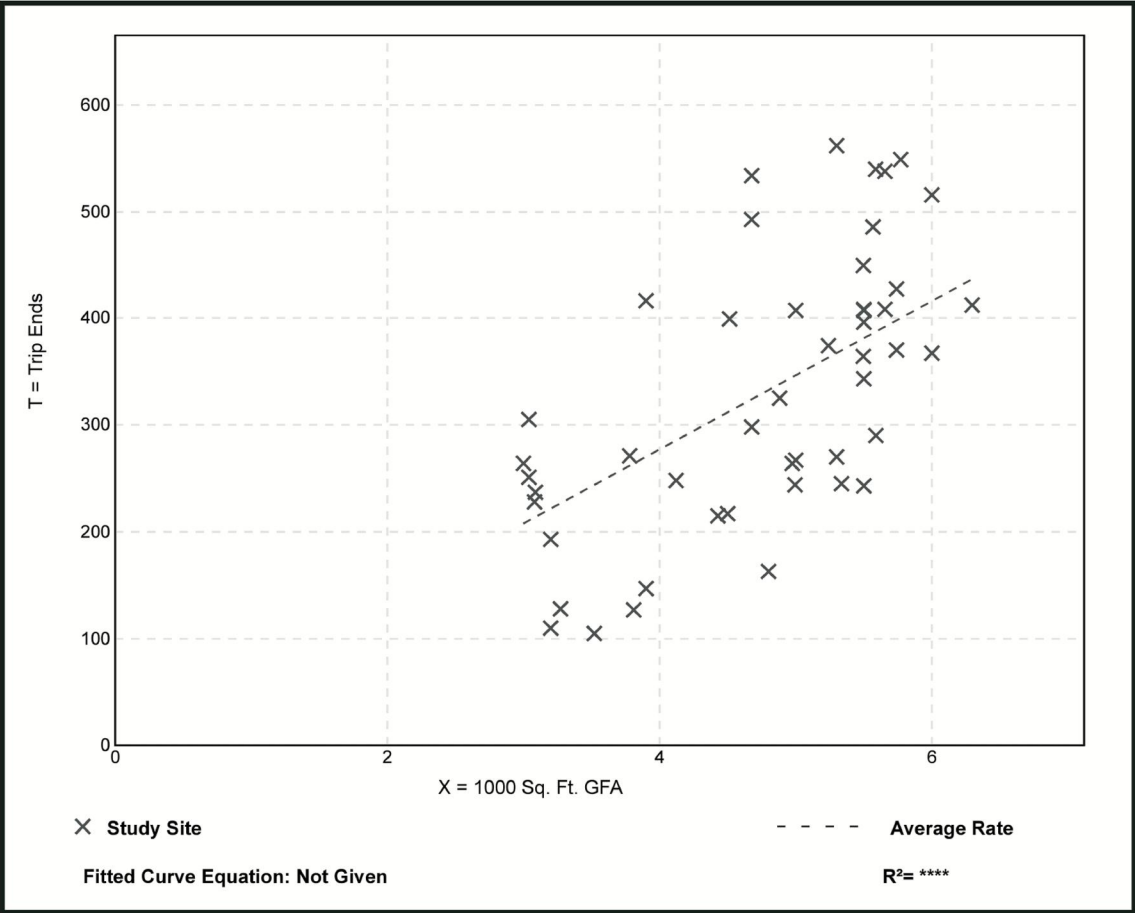
1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 69.28 | 29.83 - 114.20 | 21.07 |

Data Plot and Equation



CMAP Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

August 21, 2019

Brendan May
Consultant
Kenig Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Harlem Avenue (IL 43) @ 171st Street
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated August 20, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current Volumes | Year 2050 ADT |
|--|-----------------|---------------|
| Harlem Avenue North of 171 st St | 32,500 | 42,800 |
| Harlem Avenue South of 171 st St | 35,300 | 43,200 |
| 171 st Street West of Harlem Avenue | 16,000 | 20,700 |
| 171 st Street East of Harlem Avenue | 11,800 | 14,100 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

A handwritten signature in black ink, appearing to read "Jose Rodriguez".

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\TinleyPark\ck-108-19\ck-108-19.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

| Signalized Intersections | | |
|----------------------------|--|---|
| Level of Service | Interpretation | Average Control Delay (seconds per vehicle) |
| A | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping. | ≤10 |
| B | Good progression, with more vehicles stopping than for Level of Service A. | >10 - 20 |
| C | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | >20 - 35 |
| D | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable. | >35 - 55 |
| E | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent. | >55 - 80 |
| F | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. | >80.0 |
| Unsignalized Intersections | | |
| Level of Service | Average Total Delay (SEC/VEH) | |
| A | 0 - 10 | |
| B | > 10 - 15 | |
| C | > 15 - 25 | |
| D | > 25 - 35 | |
| E | > 35 - 50 | |
| F | > 50 | |





















Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street













08/21/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 187 | 187 | 140 | 115 | 212 | 51 | 182 | 785 | 50 | 71 | 753 | 151 |
| Future Volume (vph) | 187 | 187 | 140 | 115 | 212 | 51 | 182 | 785 | 50 | 71 | 753 | 151 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 160 | | 0 | 150 | | 0 | 160 | | 0 | 190 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 145 | | | 125 | | | 125 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.936 | | | 0.971 | | | 0.991 | | | 0.975 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 3327 | 0 | 1787 | 3383 | 0 | 1752 | 3405 | 0 | 1805 | 3315 | 0 |
| Flt Permitted | 0.371 | | | 0.504 | | | 0.183 | | | 0.261 | | |
| Satd. Flow (perm) | 678 | 3327 | 0 | 948 | 3383 | 0 | 338 | 3405 | 0 | 496 | 3315 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 35 | | | 40 | | | 40 | |
| Link Distance (ft) | | 212 | | | 789 | | | 383 | | | 516 | |
| Travel Time (s) | | 3.6 | | | 15.4 | | | 6.5 | | | 8.8 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 2% | 1% | 1% | 4% | 2% | 3% | 5% | 6% | 0% | 6% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 205 | 359 | 0 | 126 | 289 | 0 | 200 | 918 | 0 | 78 | 993 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 15.0 | | 3.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | |
| Total Split (s) | 19.0 | 36.0 | | 14.0 | 31.0 | | 14.0 | 56.0 | | 14.0 | 56.0 | |
| Total Split (%) | 15.8% | 30.0% | | 11.7% | 25.8% | | 11.7% | 46.7% | | 11.7% | 46.7% | |
| Yellow Time (s) | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effect Green (s) | 36.9 | 21.0 | | 28.8 | 16.4 | | 76.1 | 64.4 | | 68.5 | 58.4 | |
| Actuated g/C Ratio | 0.31 | 0.18 | | 0.24 | 0.14 | | 0.63 | 0.54 | | 0.57 | 0.49 | |

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street

08/21/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| v/c Ratio | 0.61 | 0.62 | | 0.43 | 0.63 | | 0.57 | 0.50 | | 0.21 | 0.62 | |
| Control Delay | 40.2 | 50.2 | | 34.9 | 54.8 | | 16.4 | 20.3 | | 11.2 | 25.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.2 | 50.2 | | 34.9 | 54.8 | | 16.4 | 20.3 | | 11.2 | 25.9 | |
| LOS | D | D | | C | D | | B | C | | B | C | |
| Approach Delay | | 46.5 | | | 48.7 | | | 19.6 | | | 24.9 | |
| Approach LOS | | D | | | D | | | B | | | C | |
| Queue Length 50th (ft) | 123 | 136 | | 72 | 112 | | 61 | 240 | | 22 | 294 | |
| Queue Length 95th (ft) | 182 | 180 | | 115 | 154 | | 105 | 335 | | 46 | 411 | |
| Internal Link Dist (ft) | | 132 | | | 709 | | | 303 | | | 436 | |
| Turn Bay Length (ft) | 160 | | | 150 | | | 160 | | | 190 | | |
| Base Capacity (vph) | 344 | 831 | | 305 | 704 | | 358 | 1827 | | 409 | 1613 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.43 | | 0.41 | 0.41 | | 0.56 | 0.50 | | 0.19 | 0.62 | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 30.0

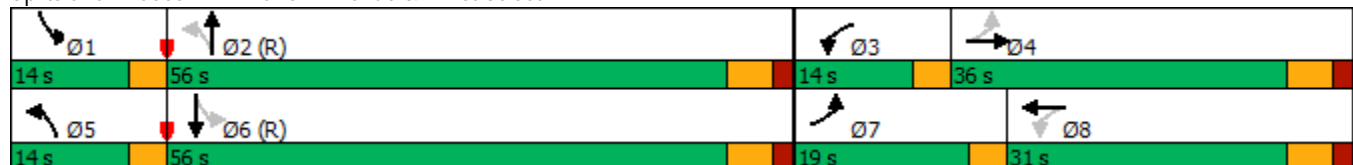
Intersection LOS: C

Intersection Capacity Utilization 70.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Harlem Avenue & 171st Street






HCM 6th TWSC

2: 171st Street & USPS Easterly Access Drive

08/20/2019

Intersection

Int Delay, s/veh 0.5

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|---|---|------|---|------|
| Lane Configurations | |  |  | |  | |
| Traffic Vol, veh/h | 26 | 508 | 467 | 78 | 6 | 7 |
| Future Vol, veh/h | 26 | 508 | 467 | 78 | 6 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 5 | 1 | 0 | 0 |
| Mvmt Flow | 29 | 558 | 513 | 86 | 7 | 8 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 599 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.2 | - | - |
| Pot Cap-1 Maneuver | 988 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 988 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.6 | 0 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 988 | - | - | - | 407 |
| HCM Lane V/C Ratio | 0.029 | - | - | - | 0.035 |
| HCM Control Delay (s) | 8.8 | 0.2 | - | - | 14.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

HCM 6th TWSC

3: First Merchant Bank Access Drive & 171st Street






08/20/2019

| Intersection | | | | | | |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 533 | 0 | 0 | 474 | 0 | 1 |
| Future Vol, veh/h | 533 | 0 | 0 | 474 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 0 | 0 | 5 | 0 | 0 |
| Mvmt Flow | 586 | 0 | 0 | 521 | 0 | 1 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 586 | 0 | 847 | 293 |
| Stage 1 | - | - | - | - | 586 | - |
| Stage 2 | - | - | - | - | 261 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 999 | - | 305 | 709 |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 765 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 999 | - | 305 | 709 |
| Mov Cap-2 Maneuver | - | - | - | - | 305 | - |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 765 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0 | | 10.1 | |
| HCM LOS | | | | | B | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 709 | - | - | 999 | - | |
| HCM Lane V/C Ratio | 0.002 | - | - | - | - | |
| HCM Control Delay (s) | 10.1 | - | - | 0 | - | |
| HCM Lane LOS | B | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

HCM 6th TWSC

4: Oconto Avenue/USPS Westerly Access Drive & 171st Street

08/20/2019





















| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|---|---|------|--------|---|------|--------|---|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 0 | 502 | 1 | 6 | 464 | 4 | 3 | 0 | 6 | 25 | 2 | 16 |
| Future Vol, veh/h | 0 | 502 | 1 | 6 | 464 | 4 | 3 | 0 | 6 | 25 | 2 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 17 | 4 | 0 | 0 |
| Mvmt Flow | 0 | 570 | 1 | 7 | 527 | 5 | 3 | 0 | 7 | 28 | 2 | 18 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 532 | 0 | 0 | 571 | 0 | 0 | 850 | 1117 | 286 | 829 | 1115 | 266 |
| Stage 1 | - | - | - | - | - | - | 571 | 571 | - | 544 | 544 | - |
| Stage 2 | - | - | - | - | - | - | 279 | 546 | - | 285 | 571 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 7.24 | 7.58 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.58 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.58 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.47 | 3.54 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1046 | - | - | 1012 | - | - | 257 | 209 | 668 | 260 | 210 | 738 |
| Stage 1 | - | - | - | - | - | - | 478 | 508 | - | 486 | 522 | - |
| Stage 2 | - | - | - | - | - | - | 710 | 521 | - | 693 | 508 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1046 | - | - | 1012 | - | - | 247 | 208 | 668 | 256 | 209 | 738 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 247 | 208 | - | 256 | 209 | - |
| Stage 1 | - | - | - | - | - | - | 478 | 508 | - | 486 | 518 | - |
| Stage 2 | - | - | - | - | - | - | 685 | 517 | - | 686 | 508 | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 0.1 | | | 13.7 | | | 17.6 | | |
| HCM LOS | | | | | | | B | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 426 | 1046 | - | - | 1012 | - | - | 334 | | | | |
| HCM Lane V/C Ratio | 0.024 | - | - | - | 0.007 | - | - | 0.146 | | | | |
| HCM Control Delay (s) | 13.7 | 0 | - | - | 8.6 | - | - | 17.6 | | | | |
| HCM Lane LOS | B | A | - | - | A | - | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.5 | | | | |

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street













08/20/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 231 | 402 | 218 | 243 | 327 | 56 | 228 | 1292 | 120 | 141 | 1168 | 238 |
| Future Volume (vph) | 231 | 402 | 218 | 243 | 327 | 56 | 228 | 1292 | 120 | 141 | 1168 | 238 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 160 | | 0 | 150 | | 0 | 160 | | 0 | 190 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 145 | | | 125 | | | 125 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.947 | | | 0.978 | | | 0.987 | | | 0.975 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3407 | 0 | 1787 | 3423 | 0 | 1770 | 3385 | 0 | 1770 | 3395 | 0 |
| Flt Permitted | 0.279 | | | 0.173 | | | 0.060 | | | 0.063 | | |
| Satd. Flow (perm) | 515 | 3407 | 0 | 325 | 3423 | 0 | 112 | 3385 | 0 | 117 | 3395 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 35 | | | 40 | | | 40 | |
| Link Distance (ft) | | 212 | | | 789 | | | 346 | | | 516 | |
| Travel Time (s) | | 3.6 | | | 15.4 | | | 5.9 | | | 8.8 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 0% | 1% | 1% | 3% | 4% | 2% | 5% | 8% | 2% | 4% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 254 | 682 | 0 | 267 | 421 | 0 | 251 | 1552 | 0 | 155 | 1546 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 15.0 | | 3.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | |
| Total Split (s) | 20.0 | 29.0 | | 20.0 | 29.0 | | 24.0 | 73.0 | | 18.0 | 67.0 | |
| Total Split (%) | 14.3% | 20.7% | | 14.3% | 20.7% | | 17.1% | 52.1% | | 12.9% | 47.9% | |
| Yellow Time (s) | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effect Green (s) | 41.9 | 23.0 | | 42.1 | 23.1 | | 87.5 | 69.4 | | 77.7 | 63.1 | |
| Actuated g/C Ratio | 0.30 | 0.16 | | 0.30 | 0.16 | | 0.62 | 0.50 | | 0.56 | 0.45 | |

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street

08/20/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| v/c Ratio | 0.85 | 1.22 | | 0.99 | 0.75 | | 0.87 | 0.92 | | 0.75 | 1.01 | |
| Control Delay | 64.4 | 162.5 | | 92.4 | 64.7 | | 67.0 | 43.7 | | 54.0 | 63.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 64.4 | 162.5 | | 92.4 | 64.7 | | 67.0 | 43.7 | | 54.0 | 63.8 | |
| LOS | E | F | | F | E | | E | D | | D | E | |
| Approach Delay | | 135.9 | | | 75.5 | | | 46.9 | | | 62.9 | |
| Approach LOS | | F | | | E | | | D | | | E | |
| Queue Length 50th (ft) | 183 | ~400 | | 193 | 194 | | 170 | 687 | | 86 | ~802 | |
| Queue Length 95th (ft) | #283 | #527 | | #376 | 256 | | #305 | #878 | | 163 | #942 | |
| Internal Link Dist (ft) | | 132 | | | 709 | | | 266 | | | 436 | |
| Turn Bay Length (ft) | 160 | | | 150 | | | 160 | | | 190 | | |
| Base Capacity (vph) | 300 | 559 | | 269 | 565 | | 312 | 1678 | | 238 | 1530 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.85 | 1.22 | | 0.99 | 0.75 | | 0.80 | 0.92 | | 0.65 | 1.01 | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 72.3

Intersection LOS: E

Intersection Capacity Utilization 100.7%

ICU Level of Service G

Analysis Period (min) 15


~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




Splits and Phases: 1: Harlem Avenue & 171st Street

| | | | |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 18 s | 73 s | 20 s | 29 s |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 24 s | 67 s | 20 s | 29 s |

HCM 6th TWSC

2: 171st Street & USPS Easterly Access Drive

08/20/2019

| Intersection | | | | | | |
|--------------------------|--------|---|---|--------|---|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | |  |  | |  | |
| Traffic Vol, veh/h | 30 | 847 | 778 | 15 | 4 | 25 |
| Future Vol, veh/h | 30 | 847 | 778 | 15 | 4 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 1 | 2 | 0 | 0 |
| Mvmt Flow | 33 | 931 | 855 | 16 | 4 | 27 |
| Major/Minor | Major1 | Major2 | | Minor2 | | |
| Conflicting Flow All | 871 | 0 | - | 0 | 1395 | 436 |
| Stage 1 | - | - | - | - | 863 | - |
| Stage 2 | - | - | - | - | 532 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 783 | - | - | - | 135 | 574 |
| Stage 1 | - | - | - | - | 378 | - |
| Stage 2 | - | - | - | - | 559 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 783 | - | - | - | 123 | 574 |
| Mov Cap-2 Maneuver | - | - | - | - | 123 | - |
| Stage 1 | - | - | - | - | 345 | - |
| Stage 2 | - | - | - | - | 559 | - |
| Approach | EB | WB | | SB | | |
| HCM Control Delay, s | 0.7 | 0 | | 15.3 | | |
| HCM LOS | | | | C | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 783 | - | - | - | 381 | |
| HCM Lane V/C Ratio | 0.042 | - | - | - | 0.084 | |
| HCM Control Delay (s) | 9.8 | 0.4 | - | - | 15.3 | |
| HCM Lane LOS | A | A | - | - | C | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 | |

HCM 6th TWSC

3: First Merchant Bank Access Drive & 171st Street

08/20/2019

| Intersection | | | | | | |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 877 | 0 | 0 | 803 | 0 | 0 |
| Future Vol, veh/h | 877 | 0 | 0 | 803 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 2 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 895 | 0 | 0 | 819 | 0 | 0 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 895 | 0 | 1305 | 448 |
| Stage 1 | - | - | - | - | 895 | - |
| Stage 2 | - | - | - | - | 410 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 767 | - | 154 | 564 |
| Stage 1 | - | - | - | - | 364 | - |
| Stage 2 | - | - | - | - | 644 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 767 | - | 154 | 564 |
| Mov Cap-2 Maneuver | - | - | - | - | 154 | - |
| Stage 1 | - | - | - | - | 364 | - |
| Stage 2 | - | - | - | - | 644 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0 | | 0 | |
| HCM LOS | | | | | A | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | - | - | - | 767 | - | |
| HCM Lane V/C Ratio | - | - | - | - | - | |
| HCM Control Delay (s) | 0 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - | |

HCM 6th TWSC

4: Oconto Avenue/USPS Westerly Access Drive & 171st Street

08/20/2019





















| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕↕ | | ↗ | ↕↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 813 | 16 | 18 | 781 | 4 | 2 | 0 | 15 | 49 | 3 | 44 |
| Future Vol, veh/h | 3 | 813 | 16 | 18 | 781 | 4 | 2 | 0 | 15 | 49 | 3 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 33 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 3 | 847 | 17 | 19 | 814 | 4 | 2 | 0 | 16 | 51 | 3 | 46 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 818 | 0 | 0 | 864 | 0 | 0 | 1309 | 1718 | 432 | 1284 | 1724 | 409 |
| Stage 1 | - | - | - | - | - | - | 862 | 862 | - | 854 | 854 | - |
| Stage 2 | - | - | - | - | - | - | 447 | 856 | - | 430 | 870 | - |
| Critical Hdwy | 4.76 | - | - | 4.22 | - | - | 7.5 | 6.5 | 6.9 | 7.54 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Follow-up Hdwy | 2.53 | - | - | 2.26 | - | - | 3.5 | 4 | 3.3 | 3.52 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 634 | - | - | 750 | - | - | 119 | 91 | 577 | 122 | 90 | 597 |
| Stage 1 | - | - | - | - | - | - | 320 | 375 | - | 320 | 378 | - |
| Stage 2 | - | - | - | - | - | - | 566 | 377 | - | 574 | 372 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 634 | - | - | 750 | - | - | 104 | 88 | 577 | 116 | 87 | 597 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 104 | 88 | - | 116 | 87 | - |
| Stage 1 | - | - | - | - | - | - | 317 | 372 | - | 317 | 369 | - |
| Stage 2 | - | - | - | - | - | - | 505 | 368 | - | 553 | 369 | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 0.2 | | | 15 | | | 47 | | |
| HCM LOS | | | | | | | C | | | E | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 376 | 634 | - | - | 750 | - | - | 181 | | | | |
| HCM Lane V/C Ratio | 0.047 | 0.005 | - | - | 0.025 | - | - | 0.552 | | | | |
| HCM Control Delay (s) | 15 | 10.7 | 0 | - | 9.9 | - | - | 47 | | | | |
| HCM Lane LOS | C | B | A | - | A | - | - | E | | | | |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 2.9 | | | | |

Capacity Analysis Summary Sheets
No-Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street













08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 195 | 195 | 146 | 120 | 221 | 53 | 190 | 819 | 52 | 74 | 785 | 157 |
| Future Volume (vph) | 195 | 195 | 146 | 120 | 221 | 53 | 190 | 819 | 52 | 74 | 785 | 157 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 160 | | 0 | 150 | | 0 | 160 | | 0 | 190 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 145 | | | 125 | | | 125 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.936 | | | 0.971 | | | 0.991 | | | 0.975 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 3327 | 0 | 1787 | 3357 | 0 | 1752 | 3405 | 0 | 1805 | 3315 | 0 |
| Flt Permitted | 0.365 | | | 0.485 | | | 0.164 | | | 0.242 | | |
| Satd. Flow (perm) | 667 | 3327 | 0 | 912 | 3357 | 0 | 303 | 3405 | 0 | 460 | 3315 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 35 | | | 40 | | | 40 | |
| Link Distance (ft) | | 212 | | | 789 | | | 383 | | | 516 | |
| Travel Time (s) | | 3.6 | | | 15.4 | | | 6.5 | | | 8.8 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 2% | 1% | 1% | 5% | 2% | 3% | 5% | 6% | 0% | 6% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 214 | 374 | 0 | 132 | 301 | 0 | 209 | 957 | 0 | 81 | 1036 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 15.0 | | 3.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | |
| Total Split (s) | 19.0 | 36.0 | | 14.0 | 31.0 | | 14.0 | 56.0 | | 14.0 | 56.0 | |
| Total Split (%) | 15.8% | 30.0% | | 11.7% | 25.8% | | 11.7% | 46.7% | | 11.7% | 46.7% | |
| Yellow Time (s) | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effect Green (s) | 37.7 | 21.8 | | 29.6 | 17.1 | | 75.3 | 63.5 | | 67.6 | 57.4 | |
| Actuated g/C Ratio | 0.31 | 0.18 | | 0.25 | 0.14 | | 0.63 | 0.53 | | 0.56 | 0.48 | |

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street

08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| v/c Ratio | 0.63 | 0.62 | | 0.44 | 0.63 | | 0.63 | 0.53 | | 0.23 | 0.65 | |
| Control Delay | 40.2 | 49.6 | | 34.7 | 54.2 | | 19.3 | 21.5 | | 11.8 | 27.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.2 | 49.6 | | 34.7 | 54.2 | | 19.3 | 21.5 | | 11.8 | 27.5 | |
| LOS | D | D | | C | D | | B | C | | B | C | |
| Approach Delay | | 46.2 | | | 48.2 | | | 21.1 | | | 26.3 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 128 | 141 | | 75 | 117 | | 65 | 257 | | 23 | 318 | |
| Queue Length 95th (ft) | 186 | 184 | | 118 | 157 | | 115 | 364 | | 49 | 436 | |
| Internal Link Dist (ft) | | 132 | | | 709 | | | 303 | | | 436 | |
| Turn Bay Length (ft) | 160 | | | 150 | | | 160 | | | 190 | | |
| Base Capacity (vph) | 347 | 831 | | 305 | 699 | | 338 | 1800 | | 387 | 1585 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.62 | 0.45 | | 0.43 | 0.43 | | 0.62 | 0.53 | | 0.21 | 0.65 | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 30.9

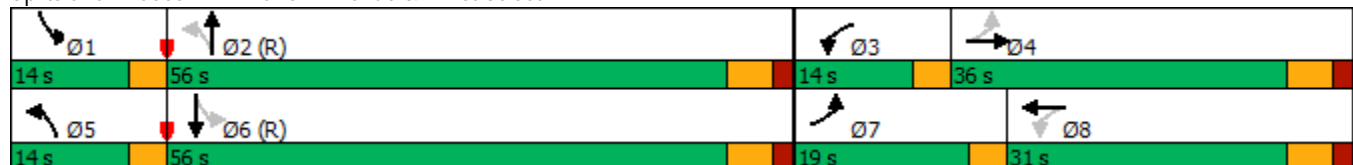
Intersection LOS: C

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15




Splits and Phases: 1: Harlem Avenue & 171st Street



HCM 6th TWSC

2: 171st Street & USPS Easterly Access Drive

08/22/2019

| Intersection | | | | | | |
|--------------------------|--------|---|---|--------|---|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | |  |  | |  | |
| Traffic Vol, veh/h | 26 | 530 | 490 | 78 | 6 | 7 |
| Future Vol, veh/h | 26 | 530 | 490 | 78 | 6 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 5 | 1 | 0 | 0 |
| Mvmt Flow | 29 | 582 | 538 | 86 | 7 | 8 |
| Major/Minor | Major1 | Major2 | | Minor2 | | |
| Conflicting Flow All | 624 | 0 | - | 0 | 930 | 312 |
| Stage 1 | - | - | - | - | 581 | - |
| Stage 2 | - | - | - | - | 349 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 967 | - | - | - | 270 | 690 |
| Stage 1 | - | - | - | - | 528 | - |
| Stage 2 | - | - | - | - | 691 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 967 | - | - | - | 258 | 690 |
| Mov Cap-2 Maneuver | - | - | - | - | 258 | - |
| Stage 1 | - | - | - | - | 505 | - |
| Stage 2 | - | - | - | - | 691 | - |
| Approach | EB | WB | | SB | | |
| HCM Control Delay, s | 0.6 | 0 | | 14.6 | | |
| HCM LOS | | | | B | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 967 | - | - | - | 389 | |
| HCM Lane V/C Ratio | 0.03 | - | - | - | 0.037 | |
| HCM Control Delay (s) | 8.8 | 0.2 | - | - | 14.6 | |
| HCM Lane LOS | A | A | - | - | B | |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 | |

HCM 6th TWSC

3: First Merchant Bank Access Drive & 171st Street






08/22/2019

| Intersection | | | | | | |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 555 | 0 | 0 | 497 | 0 | 1 |
| Future Vol, veh/h | 555 | 0 | 0 | 497 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 0 | 0 | 5 | 0 | 0 |
| Mvmt Flow | 610 | 0 | 0 | 546 | 0 | 1 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 610 | 0 | 883 | 305 |
| Stage 1 | - | - | - | - | 610 | - |
| Stage 2 | - | - | - | - | 273 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 979 | - | 289 | 697 |
| Stage 1 | - | - | - | - | 510 | - |
| Stage 2 | - | - | - | - | 754 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 979 | - | 289 | 697 |
| Mov Cap-2 Maneuver | - | - | - | - | 289 | - |
| Stage 1 | - | - | - | - | 510 | - |
| Stage 2 | - | - | - | - | 754 | - |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0 | | 10.2 | |
| HCM LOS | | | | | B | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 697 | - | - | 979 | - | |
| HCM Lane V/C Ratio | 0.002 | - | - | - | - | |
| HCM Control Delay (s) | 10.2 | - | - | 0 | - | |
| HCM Lane LOS | B | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

HCM 6th TWSC

4: Oconto Avenue/USPS Westerly Access Drive & 171st Street

08/22/2019





















| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|---|---|------|--------|---|------|--------|---|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 0 | 524 | 1 | 6 | 487 | 4 | 3 | 0 | 6 | 25 | 2 | 16 |
| Future Vol, veh/h | 0 | 524 | 1 | 6 | 487 | 4 | 3 | 0 | 6 | 25 | 2 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 17 | 4 | 0 | 0 |
| Mvmt Flow | 0 | 595 | 1 | 7 | 553 | 5 | 3 | 0 | 7 | 28 | 2 | 18 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 558 | 0 | 0 | 596 | 0 | 0 | 888 | 1168 | 298 | 868 | 1166 | 279 |
| Stage 1 | - | - | - | - | - | - | 596 | 596 | - | 570 | 570 | - |
| Stage 2 | - | - | - | - | - | - | 292 | 572 | - | 298 | 596 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 7.24 | 7.58 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.58 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.58 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.47 | 3.54 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1023 | - | - | 990 | - | - | 241 | 195 | 656 | 243 | 196 | 724 |
| Stage 1 | - | - | - | - | - | - | 462 | 495 | - | 469 | 509 | - |
| Stage 2 | - | - | - | - | - | - | 697 | 508 | - | 680 | 495 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1023 | - | - | 990 | - | - | 232 | 194 | 656 | 239 | 195 | 724 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 232 | 194 | - | 239 | 195 | - |
| Stage 1 | - | - | - | - | - | - | 462 | 495 | - | 469 | 505 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 504 | - | 673 | 495 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 0.1 | | | 14.1 | | | 18.6 | | |
| HCM LOS | | | | | | | B | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 408 | 1023 | - | - | 990 | - | - | 314 | | | | |
| HCM Lane V/C Ratio | 0.025 | - | - | - | 0.007 | - | - | 0.156 | | | | |
| HCM Control Delay (s) | 14.1 | 0 | - | - | 8.7 | - | - | 18.6 | | | | |
| HCM Lane LOS | B | A | - | - | A | - | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.5 | | | | |

Capacity Analysis Summary Sheets
No-Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street













08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 241 | 419 | 227 | 253 | 341 | 58 | 238 | 1348 | 125 | 147 | 1218 | 248 |
| Future Volume (vph) | 241 | 419 | 227 | 253 | 341 | 58 | 238 | 1348 | 125 | 147 | 1218 | 248 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 160 | | 0 | 150 | | 0 | 160 | | 0 | 190 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 145 | | | 125 | | | 125 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.947 | | | 0.978 | | | 0.987 | | | 0.975 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3407 | 0 | 1787 | 3423 | 0 | 1770 | 3385 | 0 | 1770 | 3395 | 0 |
| Flt Permitted | 0.254 | | | 0.174 | | | 0.061 | | | 0.064 | | |
| Satd. Flow (perm) | 469 | 3407 | 0 | 327 | 3423 | 0 | 114 | 3385 | 0 | 119 | 3395 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 35 | | | 40 | | | 40 | |
| Link Distance (ft) | | 212 | | | 789 | | | 346 | | | 516 | |
| Travel Time (s) | | 3.6 | | | 15.4 | | | 5.9 | | | 8.8 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 0% | 1% | 1% | 3% | 4% | 2% | 5% | 8% | 2% | 4% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 265 | 709 | 0 | 278 | 439 | 0 | 262 | 1618 | 0 | 162 | 1611 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 15.0 | | 3.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | |
| Total Split (s) | 20.0 | 29.0 | | 20.0 | 29.0 | | 24.0 | 73.0 | | 18.0 | 67.0 | |
| Total Split (%) | 14.3% | 20.7% | | 14.3% | 20.7% | | 17.1% | 52.1% | | 12.9% | 47.9% | |
| Yellow Time (s) | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effect Green (s) | 42.0 | 23.0 | | 42.0 | 23.0 | | 87.5 | 69.1 | | 77.5 | 62.6 | |
| Actuated g/C Ratio | 0.30 | 0.16 | | 0.30 | 0.16 | | 0.62 | 0.49 | | 0.55 | 0.45 | |

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street

08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| v/c Ratio | 0.91 | 1.27 | | 1.03 | 0.78 | | 0.89 | 0.97 | | 0.77 | 1.06 | |
| Control Delay | 73.9 | 180.7 | | 101.8 | 66.8 | | 69.7 | 50.4 | | 55.8 | 78.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.9 | 180.7 | | 101.8 | 66.8 | | 69.7 | 50.4 | | 55.8 | 78.8 | |
| LOS | E | F | | F | E | | E | D | | E | E | |
| Approach Delay | | 151.7 | | | 80.4 | | | 53.0 | | | 76.7 | |
| Approach LOS | | F | | | F | | | D | | | E | |
| Queue Length 50th (ft) | 192 | ~426 | | ~212 | 204 | | 180 | 750 | | 91 | ~866 | |
| Queue Length 95th (ft) | #323 | #555 | | #398 | 267 | | #326 | #943 | | #179 | #1005 | |
| Internal Link Dist (ft) | | 132 | | | 709 | | | 266 | | | 436 | |
| Turn Bay Length (ft) | 160 | | | 150 | | | 160 | | | 190 | | |
| Base Capacity (vph) | 291 | 559 | | 270 | 562 | | 313 | 1671 | | 238 | 1518 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.91 | 1.27 | | 1.03 | 0.78 | | 0.84 | 0.97 | | 0.68 | 1.06 | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 82.5

Intersection LOS: F

Intersection Capacity Utilization 104.3%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street

| | | | |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 18 s | 73 s | 20 s | 29 s |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 24 s | 67 s | 20 s | 29 s |




HCM 6th TWSC

2: 171st Street & USPS Easterly Access Drive

08/22/2019

Intersection

Int Delay, s/veh 0.6

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|---|---|------|---|------|
| Lane Configurations | |  |  | |  | |
| Traffic Vol, veh/h | 30 | 883 | 812 | 15 | 4 | 25 |
| Future Vol, veh/h | 30 | 883 | 812 | 15 | 4 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 1 | 2 | 0 | 0 |
| Mvmt Flow | 33 | 970 | 892 | 16 | 4 | 27 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 908 | 0 | 0 1451 454 |
| Stage 1 | - | - | - 900 - |
| Stage 2 | - | - | - 551 - |
| Critical Hdwy | 4.1 | - | - 6.8 6.9 |
| Critical Hdwy Stg 1 | - | - | - 5.8 - |
| Critical Hdwy Stg 2 | - | - | - 5.8 - |
| Follow-up Hdwy | 2.2 | - | - 3.5 3.3 |
| Pot Cap-1 Maneuver | 758 | - | - 124 559 |
| Stage 1 | - | - | - 362 - |
| Stage 2 | - | - | - 547 - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 758 | - | - 112 559 |
| Mov Cap-2 Maneuver | - | - | - 112 - |
| Stage 1 | - | - | - 328 - |
| Stage 2 | - | - | - 547 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 15.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 758 | - | - | - | 361 |
| HCM Lane V/C Ratio | 0.043 | - | - | - | 0.088 |
| HCM Control Delay (s) | 10 | 0.4 | - | - | 15.9 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

HCM 6th TWSC

3: First Merchant Bank Access Drive & 171st Street






08/22/2019

| Intersection | | | | | | |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 913 | 0 | 0 | 837 | 0 | 0 |
| Future Vol, veh/h | 913 | 0 | 0 | 837 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 2 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 932 | 0 | 0 | 854 | 0 | 0 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 932 | 0 | 1359 | 466 |
| Stage 1 | - | - | - | - | 932 | - |
| Stage 2 | - | - | - | - | 427 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 743 | - | 142 | 549 |
| Stage 1 | - | - | - | - | 348 | - |
| Stage 2 | - | - | - | - | 632 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 743 | - | 142 | 549 |
| Mov Cap-2 Maneuver | - | - | - | - | 142 | - |
| Stage 1 | - | - | - | - | 348 | - |
| Stage 2 | - | - | - | - | 632 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0 | | 0 | |
| HCM LOS | | | | | A | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | - | - | - | 743 | - | |
| HCM Lane V/C Ratio | - | - | - | - | - | |
| HCM Control Delay (s) | 0 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - | |

HCM 6th TWSC

4: Oconto Avenue/USPS Westerly Access Drive & 171st Street

08/22/2019





















| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|---|---|------|--------|---|------|--------|---|------|
| Int Delay, s/veh | 3.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 3 | 849 | 16 | 18 | 815 | 4 | 2 | 0 | 15 | 49 | 3 | 44 |
| Future Vol, veh/h | 3 | 849 | 16 | 18 | 815 | 4 | 2 | 0 | 15 | 49 | 3 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 33 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 3 | 884 | 17 | 19 | 849 | 4 | 2 | 0 | 16 | 51 | 3 | 46 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 853 | 0 | 0 | 901 | 0 | 0 | 1363 | 1790 | 451 | 1337 | 1796 | 427 |
| Stage 1 | - | - | - | - | - | - | 899 | 899 | - | 889 | 889 | - |
| Stage 2 | - | - | - | - | - | - | 464 | 891 | - | 448 | 907 | - |
| Critical Hdwy | 4.76 | - | - | 4.22 | - | - | 7.5 | 6.5 | 6.9 | 7.54 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Follow-up Hdwy | 2.53 | - | - | 2.26 | - | - | 3.5 | 4 | 3.3 | 3.52 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 612 | - | - | 725 | - | - | 109 | 82 | 561 | 111 | 81 | 582 |
| Stage 1 | - | - | - | - | - | - | 304 | 360 | - | 304 | 364 | - |
| Stage 2 | - | - | - | - | - | - | 553 | 363 | - | 560 | 357 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 612 | - | - | 725 | - | - | 95 | 79 | 561 | 105 | 78 | 582 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 95 | 79 | - | 105 | 78 | - |
| Stage 1 | - | - | - | - | - | - | 301 | 356 | - | 301 | 355 | - |
| Stage 2 | - | - | - | - | - | - | 492 | 354 | - | 539 | 353 | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0.1 | | | 0.2 | | | 15.6 | | | 55.7 | | |
| HCM LOS | | | | | | | C | | | F | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 356 | 612 | - | - | 725 | - | - | 165 | | | | |
| HCM Lane V/C Ratio | 0.05 | 0.005 | - | - | 0.026 | - | - | 0.606 | | | | |
| HCM Control Delay (s) | 15.6 | 10.9 | 0.1 | - | 10.1 | - | - | 55.7 | | | | |
| HCM Lane LOS | C | B | A | - | B | - | - | F | | | | |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0.1 | - | - | 3.3 | | | | |

Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street













08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 213 | 203 | 146 | 125 | 223 | 53 | 205 | 819 | 52 | 74 | 798 | 161 |
| Future Volume (vph) | 213 | 203 | 146 | 125 | 223 | 53 | 205 | 819 | 52 | 74 | 798 | 161 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 160 | | 0 | 150 | | 0 | 160 | | 0 | 190 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 145 | | | 125 | | | 125 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Ped Bike Factor | | | | | | | | | | | | |
| Frt | | 0.937 | | | 0.971 | | | 0.991 | | | 0.975 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 3330 | 0 | 1787 | 3357 | 0 | 1752 | 3405 | 0 | 1805 | 3315 | 0 |
| Flt Permitted | 0.362 | | | 0.481 | | | 0.152 | | | 0.247 | | |
| Satd. Flow (perm) | 661 | 3330 | 0 | 905 | 3357 | 0 | 280 | 3405 | 0 | 469 | 3315 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 35 | | | 40 | | | 40 | |
| Link Distance (ft) | | 212 | | | 789 | | | 218 | | | 516 | |
| Travel Time (s) | | 3.6 | | | 15.4 | | | 3.7 | | | 8.8 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 4% | 2% | 1% | 1% | 5% | 2% | 3% | 5% | 6% | 0% | 6% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 234 | 383 | 0 | 137 | 303 | 0 | 225 | 957 | 0 | 81 | 1054 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 15.0 | | 3.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | |
| Total Split (s) | 19.0 | 36.0 | | 14.0 | 31.0 | | 14.0 | 56.0 | | 14.0 | 56.0 | |
| Total Split (%) | 15.8% | 30.0% | | 11.7% | 25.8% | | 11.7% | 46.7% | | 11.7% | 46.7% | |
| Yellow Time (s) | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effect Green (s) | 38.1 | 22.1 | | 29.7 | 17.2 | | 74.9 | 63.1 | | 66.0 | 55.8 | |
| Actuated g/C Ratio | 0.32 | 0.18 | | 0.25 | 0.14 | | 0.62 | 0.53 | | 0.55 | 0.46 | |

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street

08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| v/c Ratio | 0.68 | 0.63 | | 0.46 | 0.63 | | 0.67 | 0.53 | | 0.24 | 0.68 | |
| Control Delay | 42.4 | 49.5 | | 34.9 | 54.2 | | 22.8 | 21.7 | | 12.0 | 29.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 42.4 | 49.5 | | 34.9 | 54.2 | | 22.8 | 21.7 | | 12.0 | 29.1 | |
| LOS | D | D | | C | D | | C | C | | B | C | |
| Approach Delay | | 46.8 | | | 48.2 | | | 21.9 | | | 27.9 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 142 | 145 | | 78 | 117 | | 71 | 258 | | 23 | 335 | |
| Queue Length 95th (ft) | 203 | 188 | | 121 | 158 | | 144 | 364 | | 49 | 447 | |
| Internal Link Dist (ft) | | 132 | | | 709 | | | 138 | | | 436 | |
| Turn Bay Length (ft) | 160 | | | 150 | | | 160 | | | 190 | | |
| Base Capacity (vph) | 349 | 832 | | 304 | 699 | | 336 | 1790 | | 386 | 1542 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.67 | 0.46 | | 0.45 | 0.43 | | 0.67 | 0.53 | | 0.21 | 0.68 | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 31.9

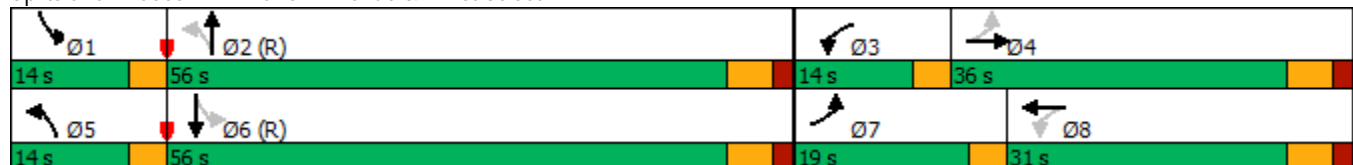
Intersection LOS: C

Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Harlem Avenue & 171st Street



HCM 6th TWSC

2: Proposed Right-In/Right-Out Access Drive/USPS Easterly Access Drive & 171st Street

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | | ↔↔ | | | | ↗ | | ↔↔ | |
| Traffic Vol, veh/h | 26 | 506 | 34 | 0 | 511 | 78 | 0 | 0 | 50 | 6 | 0 | 7 |
| Future Vol, veh/h | 26 | 506 | 34 | 0 | 511 | 78 | 0 | 0 | 50 | 6 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 29 | 556 | 37 | 0 | 562 | 86 | 0 | 0 | 55 | 7 | 0 | 8 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 648 | 0 | 0 | - | - | 0 | - | - | 297 | 941 | 1256 | 324 |
| Stage 1 | - | - | - | - | - | - | - | - | - | 605 | 605 | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | 336 | 651 | - |
| Critical Hdwy | 4.1 | - | - | - | - | - | - | - | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | - | - | - | - | - | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 947 | - | - | 0 | - | - | 0 | 0 | 705 | 221 | 173 | 678 |
| Stage 1 | - | - | - | 0 | - | - | 0 | 0 | - | 456 | 491 | - |
| Stage 2 | - | - | - | 0 | - | - | 0 | 0 | - | 657 | 468 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 947 | - | - | - | - | - | - | - | 705 | 197 | 165 | 678 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | 197 | 165 | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | 435 | 491 | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | 578 | 446 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0.6 | | | 0 | | | 10.5 | | | 16.8 | | |
| HCM LOS | | | | | | | B | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBT | WBR | SBLn1 | | | | | |
| Capacity (veh/h) | 705 | 947 | - | - | - | - | 319 | | | | | |
| HCM Lane V/C Ratio | 0.078 | 0.03 | - | - | - | - | 0.045 | | | | | |
| HCM Control Delay (s) | 10.5 | 8.9 | 0.2 | - | - | - | 16.8 | | | | | |
| HCM Lane LOS | B | A | A | - | - | - | C | | | | | |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | - | - | 0.1 | | | | | |

HCM 6th TWSC

3: First Merchant Bank Access Drive & 171st Street






08/22/2019

| Intersection | | | | | | |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 565 | 0 | 43 | 475 | 31 | 1 |
| Future Vol, veh/h | 565 | 0 | 43 | 475 | 31 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 0 | 0 | 5 | 0 | 0 |
| Mvmt Flow | 621 | 0 | 47 | 522 | 34 | 1 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 621 | 0 | 976 | 311 |
| Stage 1 | - | - | - | - | 621 | - |
| Stage 2 | - | - | - | - | 355 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 969 | - | 252 | 691 |
| Stage 1 | - | - | - | - | 504 | - |
| Stage 2 | - | - | - | - | 686 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 969 | - | 235 | 691 |
| Mov Cap-2 Maneuver | - | - | - | - | 235 | - |
| Stage 1 | - | - | - | - | 470 | - |
| Stage 2 | - | - | - | - | 686 | - |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 1 | | 22.6 | |
| HCM LOS | | | | | C | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 240 | - | - | 969 | - | |
| HCM Lane V/C Ratio | 0.147 | - | - | 0.049 | - | |
| HCM Control Delay (s) | 22.6 | - | - | 8.9 | 0.3 | |
| HCM Lane LOS | C | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.2 | - | |

HCM 6th TWSC

4: Oconto Avenue/USPS Westerly Access Drive & 171st Street

08/22/2019

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|---|---|------|--------|---|------|--------|---|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | |  |  | | |  | | |  | |
| Traffic Vol, veh/h | 0 | 534 | 1 | 6 | 496 | 4 | 3 | 0 | 6 | 25 | 2 | 16 |
| Future Vol, veh/h | 0 | 534 | 1 | 6 | 496 | 4 | 3 | 0 | 6 | 25 | 2 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 17 | 4 | 0 | 0 |
| Mvmt Flow | 0 | 607 | 1 | 7 | 564 | 5 | 3 | 0 | 7 | 28 | 2 | 18 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 569 | 0 | 0 | 608 | 0 | 0 | 905 | 1191 | 304 | 885 | 1189 | 285 |
| Stage 1 | - | - | - | - | - | - | 608 | 608 | - | 581 | 581 | - |
| Stage 2 | - | - | - | - | - | - | 297 | 583 | - | 304 | 608 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 7.24 | 7.58 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.58 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.58 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.47 | 3.54 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1013 | - | - | 980 | - | - | 235 | 189 | 649 | 236 | 190 | 718 |
| Stage 1 | - | - | - | - | - | - | 454 | 489 | - | 462 | 503 | - |
| Stage 2 | - | - | - | - | - | - | 693 | 502 | - | 675 | 489 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1013 | - | - | 980 | - | - | 226 | 188 | 649 | 232 | 189 | 718 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 226 | 188 | - | 232 | 189 | - |
| Stage 1 | - | - | - | - | - | - | 454 | 489 | - | 462 | 499 | - |
| Stage 2 | - | - | - | - | - | - | 668 | 498 | - | 668 | 489 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 0.1 | | | 14.2 | | | 19 | | |
| HCM LOS | | | | | | | B | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 400 | 1013 | - | - | 980 | - | - | 306 | | | | |
| HCM Lane V/C Ratio | 0.026 | - | - | - | 0.007 | - | - | 0.16 | | | | |
| HCM Control Delay (s) | 14.2 | 0 | - | - | 8.7 | - | - | 19 | | | | |
| HCM Lane LOS | B | A | - | - | A | - | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.6 | | | | |

HCM 6th TWSC

5: Harlem Avenue & Proposed Right-In/Right-Out Access Drive

08/22/2019





















| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 56 | 0 | 1076 | 1010 | 59 |
| Future Vol, veh/h | 0 | 56 | 0 | 1076 | 1010 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 5 | 0 |
| Mvmt Flow | 0 | 59 | 0 | 1133 | 1063 | 62 |
| Major/Minor | Minor2 | Major1 | Major2 | | | |
| Conflicting Flow All | - | 563 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 475 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 475 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 13.7 | 0 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR | | |
| Capacity (veh/h) | - | 475 | - | - | | |
| HCM Lane V/C Ratio | - | 0.124 | - | - | | |
| HCM Control Delay (s) | - | 13.7 | - | - | | |
| HCM Lane LOS | - | B | - | - | | |
| HCM 95th %tile Q(veh) | - | 0.4 | - | - | | |

Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street













08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  | |
| Traffic Volume (vph) | 256 | 425 | 227 | 257 | 343 | 58 | 251 | 1348 | 125 | 147 | 1229 | 252 |
| Future Volume (vph) | 256 | 425 | 227 | 257 | 343 | 58 | 251 | 1348 | 125 | 147 | 1229 | 252 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 160 | | 0 | 150 | | 0 | 160 | | 0 | 190 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 145 | | | 145 | | | 125 | | | 125 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.948 | | | 0.978 | | | 0.987 | | | 0.974 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3410 | 0 | 1787 | 3423 | 0 | 1770 | 3385 | 0 | 1770 | 3392 | 0 |
| Flt Permitted | 0.252 | | | 0.174 | | | 0.061 | | | 0.065 | | |
| Satd. Flow (perm) | 465 | 3410 | 0 | 327 | 3423 | 0 | 114 | 3385 | 0 | 121 | 3392 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 35 | | | 40 | | | 40 | |
| Link Distance (ft) | | 212 | | | 789 | | | 218 | | | 516 | |
| Travel Time (s) | | 3.6 | | | 15.4 | | | 3.7 | | | 8.8 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 0% | 1% | 1% | 3% | 4% | 2% | 5% | 8% | 2% | 4% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 281 | 716 | 0 | 282 | 441 | 0 | 276 | 1618 | 0 | 162 | 1628 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 8.0 | | 3.0 | 8.0 | | 3.0 | 15.0 | | 3.0 | 15.0 | |
| Minimum Split (s) | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | | 9.5 | 24.0 | |
| Total Split (s) | 20.0 | 29.0 | | 20.0 | 29.0 | | 24.0 | 73.0 | | 18.0 | 67.0 | |
| Total Split (%) | 14.3% | 20.7% | | 14.3% | 20.7% | | 17.1% | 52.1% | | 12.9% | 47.9% | |
| Yellow Time (s) | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | | 0.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | | 3.5 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effect Green (s) | 42.0 | 23.0 | | 42.0 | 23.0 | | 87.5 | 69.1 | | 76.8 | 62.0 | |
| Actuated g/C Ratio | 0.30 | 0.16 | | 0.30 | 0.16 | | 0.62 | 0.49 | | 0.55 | 0.44 | |
| v/c Ratio | 0.97 | 1.28 | | 1.04 | 0.78 | | 0.92 | 0.97 | | 0.76 | 1.08 | |
| Control Delay | 85.2 | 184.6 | | 105.7 | 67.0 | | 74.0 | 50.4 | | 55.3 | 87.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 85.2 | 184.6 | | 105.7 | 67.0 | | 74.0 | 50.4 | | 55.3 | 87.2 | |
| LOS | F | F | | F | E | | E | D | | E | F | |
| Approach Delay | | 156.6 | | | 82.1 | | | 53.8 | | | 84.4 | |
| Approach LOS | | F | | | F | | | D | | | F | |
| Queue Length 50th (ft) | 206 | ~433 | | ~220 | 205 | | 195 | 750 | | 90 | ~884 | |
| Queue Length 95th (ft) | #358 | #561 | | #408 | 268 | | #359 | #943 | | #173 | #1024 | |

Lanes, Volumes, Timings

1: Harlem Avenue & 171st Street

08/22/2019

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Internal Link Dist (ft) | 132 | | | 709 | | | 138 | | | 436 | | |
| Turn Bay Length (ft) | 160 | | | 150 | | | 160 | | | 190 | | |
| Base Capacity (vph) | 291 | 560 | | 270 | 562 | | 313 | 1671 | | 239 | 1501 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.97 | 1.28 | | 1.04 | 0.78 | | 0.88 | 0.97 | | 0.68 | 1.08 | |

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 86.7

Intersection LOS: F

Intersection Capacity Utilization 105.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street

| | | | |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 18 s | 73 s | 20 s | 29 s |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 24 s | 67 s | 20 s | 29 s |

HCM 6th TWSC

2: Proposed Right-In/Right-Out Access Drive/USPS Easterly Access Drive & 171st Street

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|------|--------|------|------|--------|------|------|--------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | | ↔↔ | | | | ↗ | | ↕ | |
| Traffic Vol, veh/h | 30 | 863 | 28 | 0 | 831 | 15 | 0 | 0 | 41 | 4 | 0 | 25 |
| Future Vol, veh/h | 30 | 863 | 28 | 0 | 831 | 15 | 0 | 0 | 41 | 4 | 0 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 33 | 948 | 31 | 0 | 913 | 16 | 0 | 0 | 45 | 4 | 0 | 27 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 929 | 0 | 0 | - | - | 0 | - | - | 490 | 1461 | 1966 | 465 |
| Stage 1 | - | - | - | - | - | - | - | - | - | 921 | 921 | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | 540 | 1045 | - |
| Critical Hdwy | 4.1 | - | - | - | - | - | - | - | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | - | - | - | - | - | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 744 | - | - | 0 | - | - | 0 | 0 | 529 | 92 | 64 | 550 |
| Stage 1 | - | - | - | 0 | - | - | 0 | 0 | - | 295 | 352 | - |
| Stage 2 | - | - | - | 0 | - | - | 0 | 0 | - | 499 | 308 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 744 | - | - | - | - | - | - | - | 529 | 78 | 58 | 550 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | 78 | 58 | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | 266 | 352 | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | 412 | 278 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0.8 | | | 0 | | | 12.4 | | | 18.4 | | |
| HCM LOS | | | | | | | B | | | C | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBT | WBR | SBLn1 | | | | | |
| Capacity (veh/h) | 529 | 744 | - | - | - | - | 300 | | | | | |
| HCM Lane V/C Ratio | 0.085 | 0.044 | - | - | - | - | 0.106 | | | | | |
| HCM Control Delay (s) | 12.4 | 10.1 | 0.5 | - | - | - | 18.4 | | | | | |
| HCM Lane LOS | B | B | A | - | - | - | C | | | | | |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | - | - | 0.4 | | | | | |

HCM 6th TWSC

3: First Merchant Bank Access Drive & 171st Street

08/22/2019

| Intersection | | | | | | |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 921 | 0 | 38 | 818 | 27 | 0 |
| Future Vol, veh/h | 921 | 0 | 38 | 818 | 27 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 2 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 940 | 0 | 39 | 835 | 28 | 0 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | 940 | 0 | 1436 | 470 |
| Stage 1 | - | - | - | - | 940 | - |
| Stage 2 | - | - | - | - | 496 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 737 | - | 127 | 545 |
| Stage 1 | - | - | - | - | 345 | - |
| Stage 2 | - | - | - | - | 583 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 737 | - | 114 | 545 |
| Mov Cap-2 Maneuver | - | - | - | - | 114 | - |
| Stage 1 | - | - | - | - | 311 | - |
| Stage 2 | - | - | - | - | 583 | - |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0.9 | | 46.4 | |
| HCM LOS | | | | | E | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 114 | - | - | 737 | - | |
| HCM Lane V/C Ratio | 0.242 | - | - | 0.053 | - | |
| HCM Control Delay (s) | 46.4 | - | - | 10.2 | 0.5 | |
| HCM Lane LOS | E | - | - | B | A | |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.2 | - | |

HCM 6th TWSC

4: Oconto Avenue/USPS Westerly Access Drive & 171st Street

08/22/2019

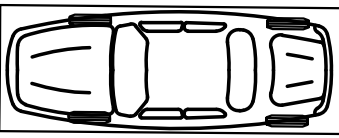
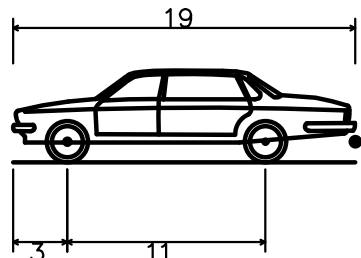
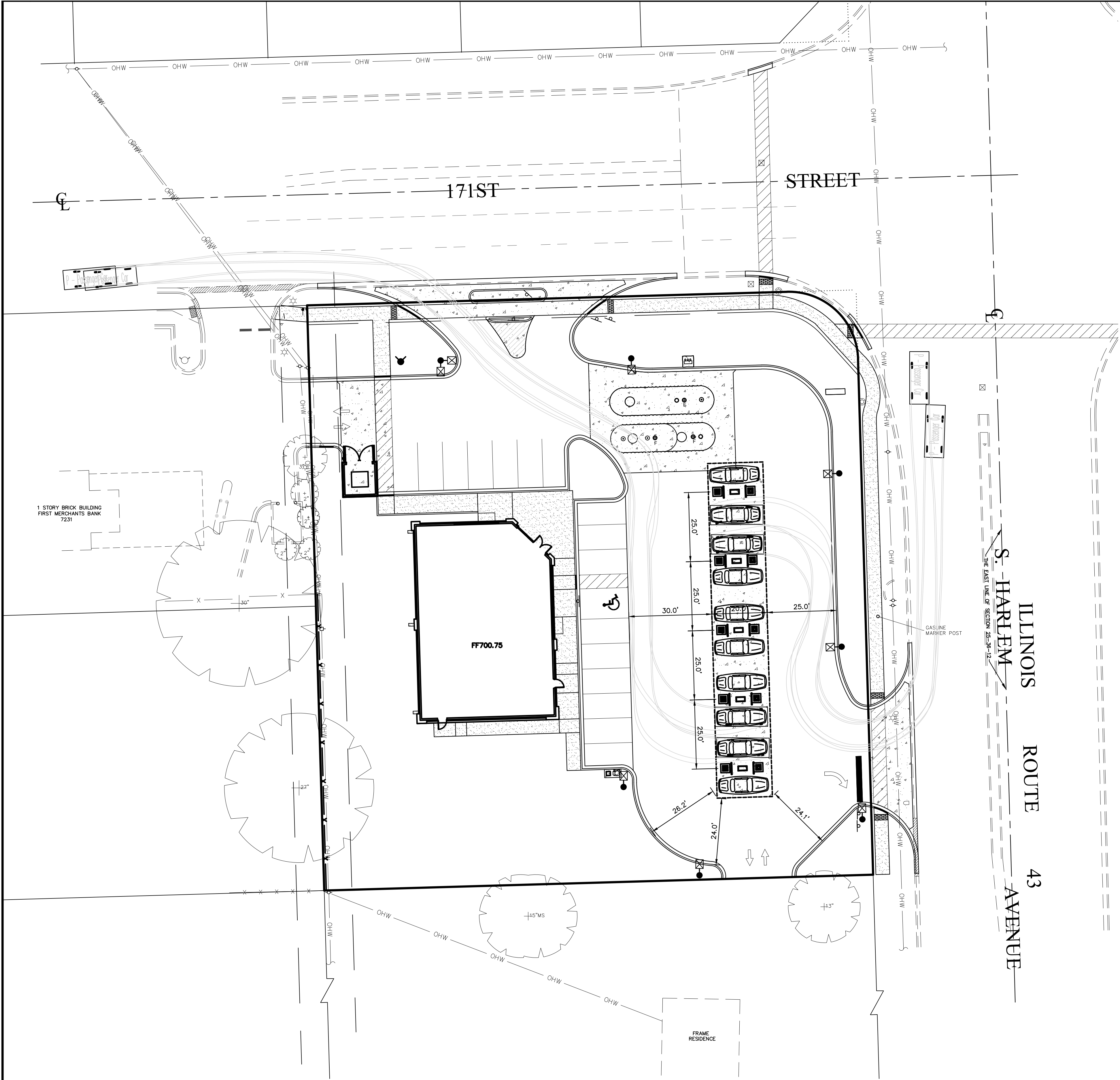
| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|------|------|
| Int Delay, s/veh | 3.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕↕ | | ↗ | ↕↕ | | | ↕↕ | | | ↕↕ | |
| Traffic Vol, veh/h | 3 | 857 | 16 | 18 | 823 | 4 | 2 | 0 | 15 | 49 | 3 | 44 |
| Future Vol, veh/h | 3 | 857 | 16 | 18 | 823 | 4 | 2 | 0 | 15 | 49 | 3 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 33 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 3 | 893 | 17 | 19 | 857 | 4 | 2 | 0 | 16 | 51 | 3 | 46 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 861 | 0 | 0 | 910 | 0 | 0 | 1376 | 1807 | 455 | 1350 | 1813 | 431 |
| Stage 1 | - | - | - | - | - | - | 908 | 908 | - | 897 | 897 | - |
| Stage 2 | - | - | - | - | - | - | 468 | 899 | - | 453 | 916 | - |
| Critical Hdwy | 4.76 | - | - | 4.22 | - | - | 7.5 | 6.5 | 6.9 | 7.54 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Follow-up Hdwy | 2.53 | - | - | 2.26 | - | - | 3.5 | 4 | 3.3 | 3.52 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 608 | - | - | 720 | - | - | 106 | 80 | 558 | 109 | 79 | 578 |
| Stage 1 | - | - | - | - | - | - | 301 | 357 | - | 301 | 361 | - |
| Stage 2 | - | - | - | - | - | - | 550 | 360 | - | 556 | 354 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 608 | - | - | 720 | - | - | 92 | 77 | 558 | 103 | 76 | 578 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 92 | 77 | - | 103 | 76 | - |
| Stage 1 | - | - | - | - | - | - | 298 | 353 | - | 298 | 352 | - |
| Stage 2 | - | - | - | - | - | - | 489 | 351 | - | 535 | 350 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0.1 | | | 0.2 | | | 15.8 | | | 57.7 | | |
| HCM LOS | | | | | | | C | | | F | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 350 | 608 | - | - | 720 | - | - | 162 | | | | |
| HCM Lane V/C Ratio | 0.051 | 0.005 | - | - | 0.026 | - | - | 0.617 | | | | |
| HCM Control Delay (s) | 15.8 | 11 | 0.1 | - | 10.1 | - | - | 57.7 | | | | |
| HCM Lane LOS | C | B | A | - | B | - | - | F | | | | |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0.1 | - | - | 3.4 | | | | |

HCM 6th TWSC

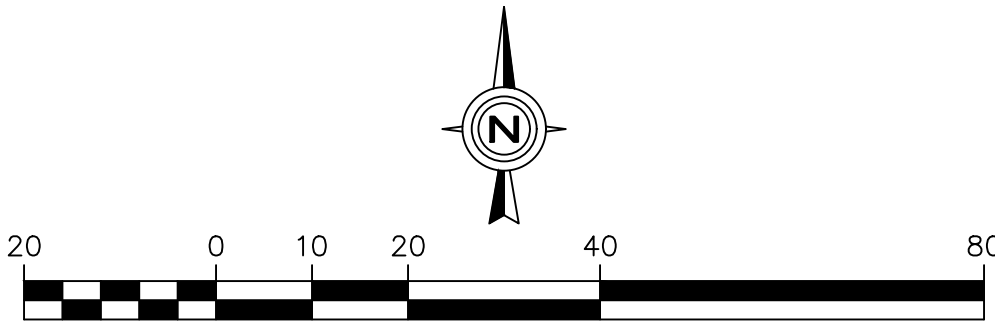
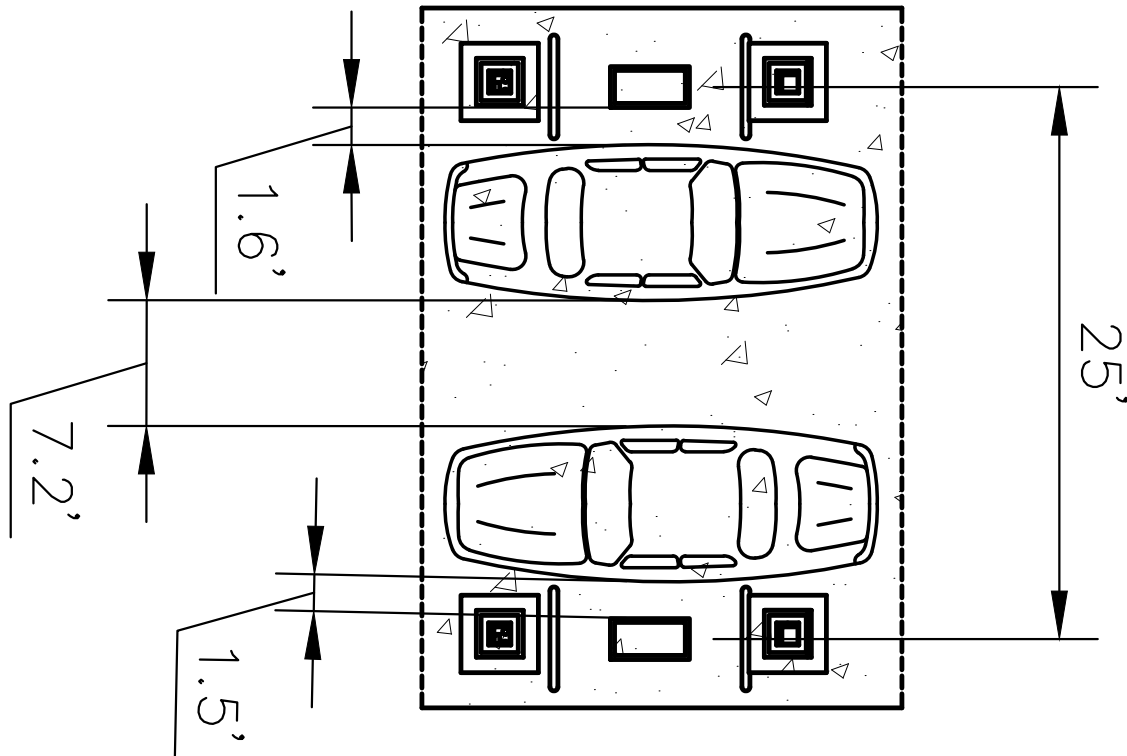
5: Harlem Avenue & Proposed Right-In/Right-Out Access Drive

08/22/2019

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | ↗ | | ↑↑ | ↑↑ | |
| Traffic Vol, veh/h | 0 | 47 | 0 | 1724 | 1664 | 49 |
| Future Vol, veh/h | 0 | 47 | 0 | 1724 | 1664 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 0 | 49 | 0 | 1815 | 1752 | 52 |
| Major/Minor | Minor2 | Major1 | Major2 | | | |
| Conflicting Flow All | - | 902 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 285 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 285 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 20.3 | 0 | 0 | | | |
| HCM LOS | C | | | | | |
| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR | | |
| Capacity (veh/h) | - | 285 | - | - | | |
| HCM Lane V/C Ratio | - | 0.174 | - | - | | |
| HCM Control Delay (s) | - | 20.3 | - | - | | |
| HCM Lane LOS | - | C | - | - | | |
| HCM 95th %tile Q(veh) | - | 0.6 | - | - | | |



| | |
|-----------------------------|----------|
| P - Passenger Car | 19.000ft |
| Overall Length | 7.000ft |
| Overall Width | 5.101ft |
| Min. Body Ground Clearance | 1.116ft |
| Track Width | 6.000ft |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 24.000ft |



TRAFFIC TURN
SITE PLAN

| NO. | REVISIONS | DATE |
|-----|--------------------------------|-----------|
| 1 | REVISIONS PER VILLAGE COMMENTS | 1/27/2020 |
| 1 | REVISIONS PER VILLAGE COMMENTS | 1/29/2020 |

Prepared For:

Vequity
400 N. State Street
Chicago, IL 60654

PROPOSED FUEL CENTER
17100 S. Harlem Avenue
Tinley Park, Illinois

Prepared By:

Watermark Engineering
RESOURCES, LTD O
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com

| |
|------------------------|
| CHECKED BY: B. PERRY |
| DESIGN BY: S. SIMAK |
| DRAWN BY: S. SIMAK |
| DATE: JANUARY 20, 2020 |
| SCALE: 1" = 20' |
| PROJECT NO.: 19-005 |

THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-005

**AN ORDINANCE GRANTING CERTAIN VARIATIONS FOR AN AUTOMOBILE
SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE
(VEQUITY, LLC, PETITIONER)**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
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Board of Trustees**

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Peterson, Johnson, & Murray Chicago, LLC, Village Attorneys
200 W. Adams, Suite 2125 Chicago, IL 60606

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-005**AN ORDINANCE GRANTING CERTAIN VARIATIONS FOR AN AUTOMOBILE
SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE
(VEQUITY, LLC, PETITIONER)**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, a petition for granting certain bulk variations (“Variations”) to construct a gas station and convenience store at 17100 Harlem Avenue Tinley, Park, Illinois 604577 (“Subject Property”) has been filed by Vequity, LLC (“Petitioner”) with the Village Clerk of this Village and has been referred to the Plan Commission of the Village and has been processed in accordance with the Tinley Park Zoning Ordinance; and

WHEREAS, said Plan Commission held a public hearing on the question of whether the Variations should be granted on January 2, 2020 at the Village Hall of this Village, at which time all persons present were afforded an opportunity to be heard; and

WHEREAS, public notice in the form required by law was given of said public hearing by publication not more than thirty (30) days nor less than fifteen (15) days prior to said public hearing in the Daily Southtown, a newspaper of general circulation within the Village of Tinley Park; and

WHEREAS, the Plan Commission vote 5-0 and has filed its report and findings and recommendations that the proposed Variations be approved with this President and Board of Trustees, and this Board of Trustees has duly considered said report of findings and recommendations; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of the Village of Tinley Park and its residents to approve said Variations; and

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of facts as if said recitals were fully set forth herein.

SECTION 2: That the report of findings and recommendations of the Plan Commission are herein incorporated by reference as the findings of this President and the Board of Trustees, as complete as if fully set forth herein at length. This Board finds that the Petitioner has provided evidence establishing that they have met the standards for granting the Variations as set forth in Section X.G.4 of the Zoning Ordinance, and the proposed granting of the Variations as set forth herein is in the public good and in the best interest of the Village and its residents and is consistent with and fosters the purpose and spirit of the Tinley Park Zoning Ordinance.

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff has provided the following draft Findings of the Statutorily required Standards for the Commission's review.

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.

The property is an infill site with limited ability to expand its size, dimensions, and setbacks. The overall area on the west side of Harlem Avenue will eventually meet the intent of the Zoning Code's minimum lot requirements upon its full redevelopment. The Variations allow the fairly small and limited sized lot to be reasonably developed with a commercial use.

2. The plight of the owner is due to unique circumstances.

The small properties offer a challenging situation for redevelopment as they were originally residential lots. Residential uses on the lots are no longer preferred or marketable along the heavily traveled Harlem Avenue commercial corridor.

3. The Variation, if granted, will not alter the essential character of the locality.

The lot Variations will be similar to other properties that have redeveloped along Harlem Avenue in regards to the lot size and sign setbacks. The drive aisle width is a standard width in many other municipalities and is not expected to be noticeable.

SECTION 3: That the Variations as set forth herein below shall be applicable to the following described property

LEGAL DESCRIPTION: LOTS 1 AND 2 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SPTHLANDS IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL IDENTIFICATION NUMBER: 27-25-403-013-0000 and 27-25-403-014-0000

COMMONLY KNOWN AS: 17100 – 17110 Harlem Avenue, Tinley Park, Illinois

SECTION 4: That the following Variations are hereby granted to the Petitioner in the B-1 (Neighborhood Shopping) Zoning District at the above-mentioned property to construction a gas station and convenience store:

1. A five-foot Variation from Section IX-D-2-c, to permit a freestanding sign to be located five feet from the property instead of the required minimum of ten feet.
2. A two-foot Variation from Section VIII-C-Table 2 (Parking Lot Dimension Guidelines) to permit a 24-foot wide two-way drive aisle instead of the required 26-foot minimum.
3. A 3.039 sq. ft Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot size of .961 acres, instead of the required minimum 4 acres.
4. A 413.47-foot variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot width of 186.53 feet instead of the required minimum 600 feet.
5. A 51.47 foot Variation from Section V-B-Schedule II (Schedule of District Requirements) to permit a lot depth of 198.52 feet instead of the required minimum of 250 feet.

SECTION 5: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Ordinance shall be and is hereby repealed to the extent of such conflict.

SECTION 6: That this Ordinance shall be in full force and effect from and after its adoption and approval.

SECTION 7: That the Village Clerk is hereby ordered and directed to publish this Ordinance in pamphlet form, and this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

ATTEST:

VILLAGE PRESIDENT

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 2020-O-005, “AN ORDINANCE GRANTING CERTAIN VARIATIONS FOR AN AUTOMOBILE SERVICE (GAS) STATION LOCATED AT 17100 HARLEM AVENUE (VEQUITY, LLC, PETITIONER),” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK

THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-006

**AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR CERTAIN PROPERTY
LOCATED AT 16800 OAK PARK AVENUE
(AN ENGLISH GARDEN LLC)**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees**

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Tinley Park
Peterson, Johnson, & Murray Chicago, LLC, Village Attorneys
200 W. Adams, Suite 2125 Chicago, IL 60606

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-006**AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR CERTAIN PROPERTY
LOCATED AT 16800 OAK PARK AVENUE
(AN ENGLISH GARDEN LLC)**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, a petition for the granting of a Special Use Permit to convert a Heritage Site from a standalone commercial building to a mixed-use building with a second floor apartment at 16800 Oak Park Avenue, Tinley Park, Illinois 60477 ("Subject Property") has been filed by An English Garden, LLC ("Owner" and "Petitioner") with the Village Clerk of this Village and has been referred to the Plan Commission of this Village and has been processed in accordance with the Tinley Park Zoning Ordinance; and

WHEREAS, said Plan Commission held a Public Hearing on the question of whether the Special Use Permit should be granted on January 16, 2020 at the Village Hall of this Village, at which time all persons present were afforded an opportunity to be heard; and

WHEREAS, public notice in the form required by law was given of said Public Hearing by publication not more than thirty (30) days nor less than fifteen (15) days prior to said Public Hearing in the Daily Southtown, a newspaper of general circulation within the Village of Tinley Park; and

WHEREAS, the Plan Commission voted 8-0 and has filed its report and findings and recommendations that the proposed Special Use Permit be approved with this President and Board of Trustees, and this Board of Trustees has duly considered said report of findings and recommendations; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of the Village of Tinley Park and its residents to approve said Special Use Permit; and

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of facts as if said recitals were fully set forth herein.

SECTION 2: That the report and findings and recommendations of the Plan Commission are herein incorporated by reference as the findings of this President and the Board of Trustees, as complete as if fully set forth herein at length. This Board finds that the Petitioner has provided evidence establishing that they have met the standards for granting the Special Use Permit as set forth in Section X.J.5. and Section XII.5.D.1. of the Zoning Ordinance, and the proposed granting of the Special Use Permit as set forth herein is in the public good and in the best interest of the Village and its residents and is consistent with and fosters the purpose and spirit of the Tinley Park Zoning Ordinance.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

1. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project will convert the second floor to an apartment with the first floor remaining a florist and gift shop. The uses are compatible with one another and neighboring uses.
2. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood because the proposed project will allow the unused second floor to be converted to a residence. The project will further promote the reuse of a historically and culturally significant property in Tinley Park. This mix of uses are similar and compatible with existing nearby uses along Oak Park Avenue.
3. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
The Special Use will not impede the normal development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed. The project will be constructed meeting current Village building codes and is among the highest and best uses for the site. The addition of an apartment to the property more closely complies with the Legacy Plan than a standalone commercial property.
4. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
The site and building are existing. The site uses a right-of-way extension with on-street parking for access to their site. The site incorporates existing public and private walkways for safe pedestrian travel to and from the site.

5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
The site and building are existing. The site uses a right-of-way extension with on-street parking for access to their site. The site incorporates existing public and private walkways for safe pedestrian travel to and from the site.
6. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations. The proposed commercial and residential uses are consistent with other properties within along Oak Park Avenue.
7. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
The proposed residential apartment will help bring additional revenue and tax relief to the property compared to a standalone commercial use. The addition of an apartment is consistent with the Legacy Plan's goal of increasing population density around the Downtown Core and train station to support a strong economic center.

XII.5.D.1. Standards: The Plan Commission shall not recommend a Special Use, variance, appeal, or map amendment from the regulations of this ordinance unless it shall have made findings of fact, based upon evidence presented to it, in each specific case that:

1. The proposed improvement meets the Legacy Plan and its Principles, as presented in Section 1.A-B: Purpose and Intent, of this ordinance;
The proposal more closely complies with the Legacy Plan principles than the existing standalone commercial use. The proposal maximizes the amount of people within proximity of the Downtown Core. The reuse of the space for a residential use, helps to ensure a historically and culturally significant property in the Village is maintained.
2. The new improvement is compatible with uses already developed or planned in this district and will not exercise undue detrimental influences upon surrounding properties;
A mixed-use building works well with the existing and planned developments along that block of Oak Park Avenue, which has a mix of uses existing and expected in the future.
3. Any improvement meets the architectural standards set forth in the Legacy Code;
No improvements to the building are proposed with the Special Use. The building is a historically and culturally significant property that is retaining its original character.

4. The improvement will have the effect of protecting and enhancing the economic development of the Legacy Plan area.

The proposed residential apartment will help bring additional revenue and tax relief to the property compared to a standalone commercial use. The addition of an apartment is consistent with the Legacy Plan's goal of increasing population density around the Downtown Core and train station to support a strong economic center.

SECTION 3: The Special Use Permit set forth herein below shall be applicable to the following described property:

LEGAL DESCRIPTION: LOT 1 IN BLOCK 6 IN ELMORE'S OAK PARK AVENUE ESTATES, BEING A RESUBDIVISION OF THE NORTHWEST FRACTIONAL QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THIRD PRINCIPAL MERIDIAN (EXCEPT THAT PART OF THE DRAINAGE DITCH CONVEYED BY DOCUMENT NUMBER 377150) ACCORDING TO THE PLAT THEREOF RECORDED APRIL 25, 1929 AS DOCUMENT 10351096, IN COOK COUNTY, ILLINOIS.

PARCEL IDENTIFICATION NUMBER: 28-30-107-007-0000

COMMONLY KNOWN AS: 16800 Oak Park Avenue, Tinley Park, Illinois

SECTION 4: That a Special Use Permit to allow for the construction to convert a Heritage Site from a standalone commercial building to a mixed-use building with a 1,214 square foot three-bedroom second floor apartment at the Subject Property is hereby granted to the Petitioner.

SECTION 5: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Ordinance shall be and is hereby repealed to the extent of such conflict.

SECTION 6: That this Ordinance shall be in full force and effect from and after its adoption and approval.

SECTION 7: That the Village Clerk is hereby ordered and directed to publish this Ordinance in pamphlet form, and this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

VILLAGE PRESIDENT

ATTEST:

VILLAGE CLERK

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 2020-O-006, “AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR CERTAIN PROPERTY LOCATED AT 16800 OAK PARK AVENUE (AN ENGLISH GARDEN, LLC), which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK



PLAN COMMISSION STAFF REPORT

January 2, 2020 – Public Hearing

An English Garden, Mixed-Use Apartment

16800 Oak Park Avenue

Petitioner

Kim McAuliffe, An English Garden LLC

Property Location

16800 Oak Park Avenue

PIN

28-30-107-007-0000

Zoning

NG, Neighborhood General

Approvals Sought

Special Use Permit



EXECUTIVE SUMMARY

The Petitioner, Kim McAuliffe of An English Garden LLC (Property Owner), is seeking approval of a Special Use Permit to convert a Heritage Site from a standalone commercial building to a mixed-use building with a second floor apartment at 16800 Oak Park Avenue in the NG (Neighborhood General) zoning district.

The property was originally constructed as a residential home in 1859 as the home of early Tinley Park settlers John and Jane Fulton. The property is considered a culturally and historically significant property in Tinley Park. Most recently, the property has functioned as a standalone commercial property (law office and GiGi's Playhouse). This property is classified as a Heritage Site in the Legacy Code since the standalone commercial use existed lawfully prior to the adoption of the Legacy Code. The site remains classified as a Heritage Site as long as any voluntary, private-owner initiated modifications to the property do not exceed 50% of the property's market value and does not expand the structure or use. The Legacy Code permits a special use to convert a Heritage Site in the NG district to a mixed-use building.

The Petitioner renovated the first floor of the building for their business, *An English Garden Florist & Gifts*, which opened in November 2019. Some minor interior modifications are required to meet the building code requirements for a second floor residential use and building permits will be applied for following the Special Use Permit approval. The second floor is difficult to rent out to other commercial tenants due to the existing residential layout and compliance with accessibility codes. The addition of an apartment will allow the Petitioner to collect rent on the unit and will allow the property's taxes to be assessed at a lower rate through Cook County. The one apartment will have three bedrooms and is approximately 1,214 sq. ft. in size.

Project Planner

Daniel Ritter, AICP
Senior Planner

EXISTING SITE, HISTORY & ZONING

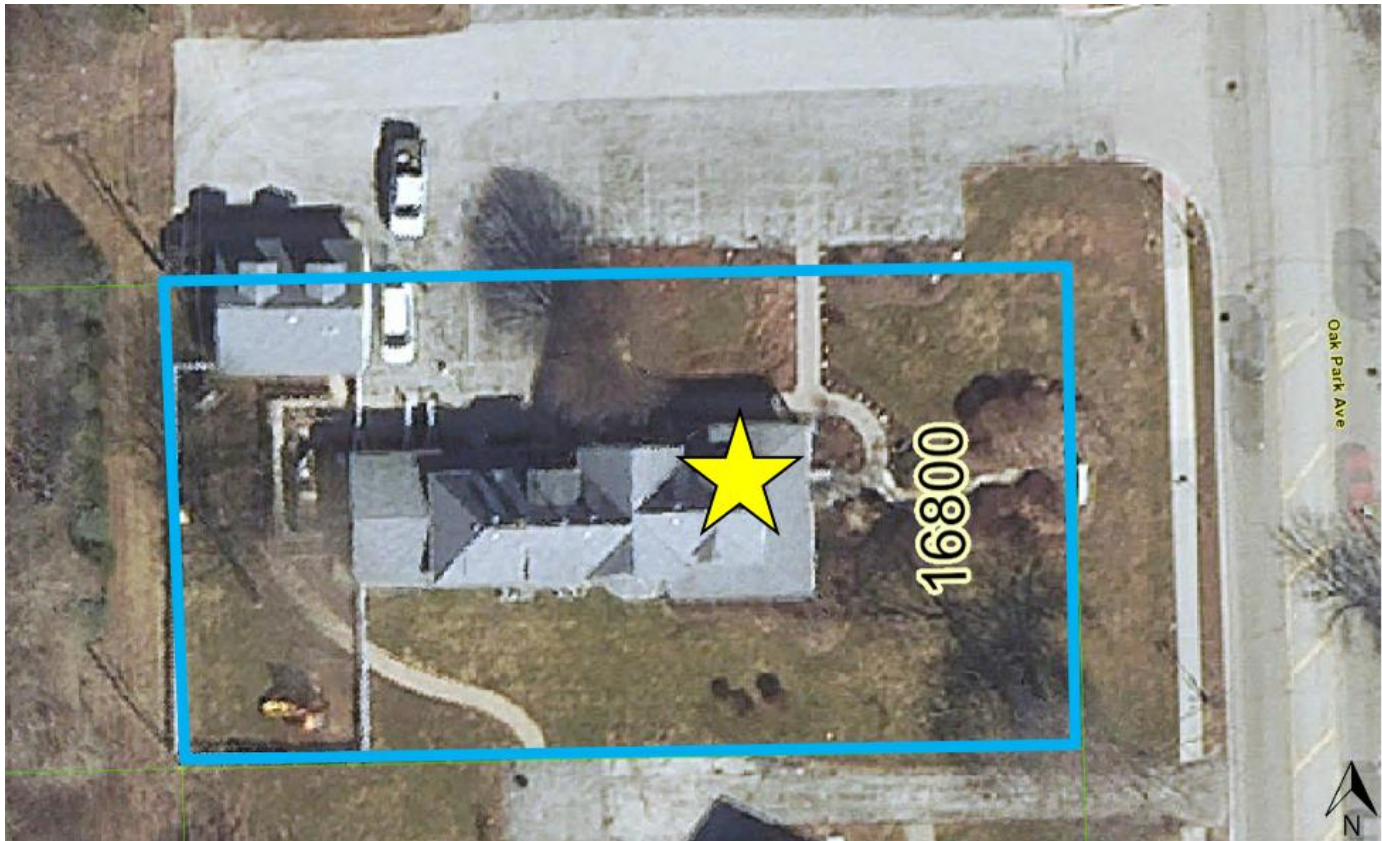
The subject property was originally constructed as a residential home in 1859 as the home of early Tinley Park settlers, John and Jane Fulton. The structure is considered a culturally and historically significant property according to the Tinley Park Historical Society and the Legacy Plan. A residential addition was added to the original home in 1912. In 2001-2002 a Special Use Permit was approved for a bed & breakfast and the property was heavily renovated, but the business never formally opened. That renovation work included replacement of aluminum siding with more historically appropriate wood siding and a front “wrap-around” porch. Since 2006, the property has functioned as a standalone commercial property (law office and then GiGi’s Playhouse). In early 2019, *An English Garden* purchased the property to expand to its second florist and gift shop location (first location is in Mokena). Following a buildout, structure maintenance, and renovation work, the business opened in November 2019.



The property consists of one lot that is approximately 18,050 sq. ft. in size and consists of the two story principal structure and a two-car detached garage. The detached garage was mistakenly constructed off-site in 2005 and is located partially in the unimproved right-of-way to the north. There are no current concerns about the garage's location. There are five parking spaces (including garage spaces) located on the lot, however, the property is adjacent to a dead-end right-of-way with ten “on-street” parking spaces. The property has traditionally entered into a Private Parking Lease and Maintenance Agreement for the use of the stalls on the south side of the right-of-way for business parking. The new Parking Lease and Maintenance Agreement will be proposed to the Village Board at the same time as the Special Use request.



This subject property is located in the NG (Neighborhood General) zoning district and is classified as a “Heritage Site” because the commercial use existed lawfully prior to the adoption of the Legacy Code. The site will remain classified as a Heritage Site as long as any voluntary, private-owner initiated modification to the property does not exceed 50% of the property’s market value and does not expand the commercial use. The Legacy Code does permit that a Heritage Site in the NG district to be converted to a mixed-use building with approval of a Special Use. To the north of the subject property is a multi-tenant commercial building (Dairy Palace, Effective Signs, Metro Yellow Cab) zoned NG. To the south is a single-family home zoned NG. To the west is a single-family home zoned R-2, Single-Family Residential and to the east across Oak Park Avenue are single-family homes zoned R-4, Single-Family Residential.



PROPOSED USE & SPECIAL USE PERMIT

The Petitioner's proposal will convert the second floor of the structure to an apartment while the first floor remains commercial space. The building was originally constructed to be a single-family home, and the second floor was partially converted for use as a bed & breakfast, including installation of a bathroom and kitchen. The space has since been used as commercial office space for businesses occupying the first floor. Some renovation work will need to be completed to convert the space to an apartment use including adding a foyer area to the first floor, adding closets, and moving the electrical panel from the bedroom. Following zoning approval, the Petitioner will apply for a building permit, and has already hired an architect to design the construction documents. Staff recommends that a condition be added to the approval clarifying the compliance with any building code requirements prior to occupancy. The resulting apartment will be approximately 1,214 sq. ft. in size have three bedrooms, one bathroom, a kitchen, and a living room. It is expected that the residential tenant will utilize at least half of the existing detached garage to park their vehicles.

The NG zoning district is residentially-focused with a goal of providing sufficient density around the downtown area and train station. The homes help support the businesses within the Legacy District and specifically the Downtown Core. While the proposal will not bring the property completely into the vision of the Legacy Plan, it will help ensure the longevity of a historically significant property in the downtown. The mixed-use building is also closer to the Plan's intent than the standalone commercial building does currently. Staff believes the proposed mixed-use building is the best option to revitalize and preserve the structure for the future of the community.

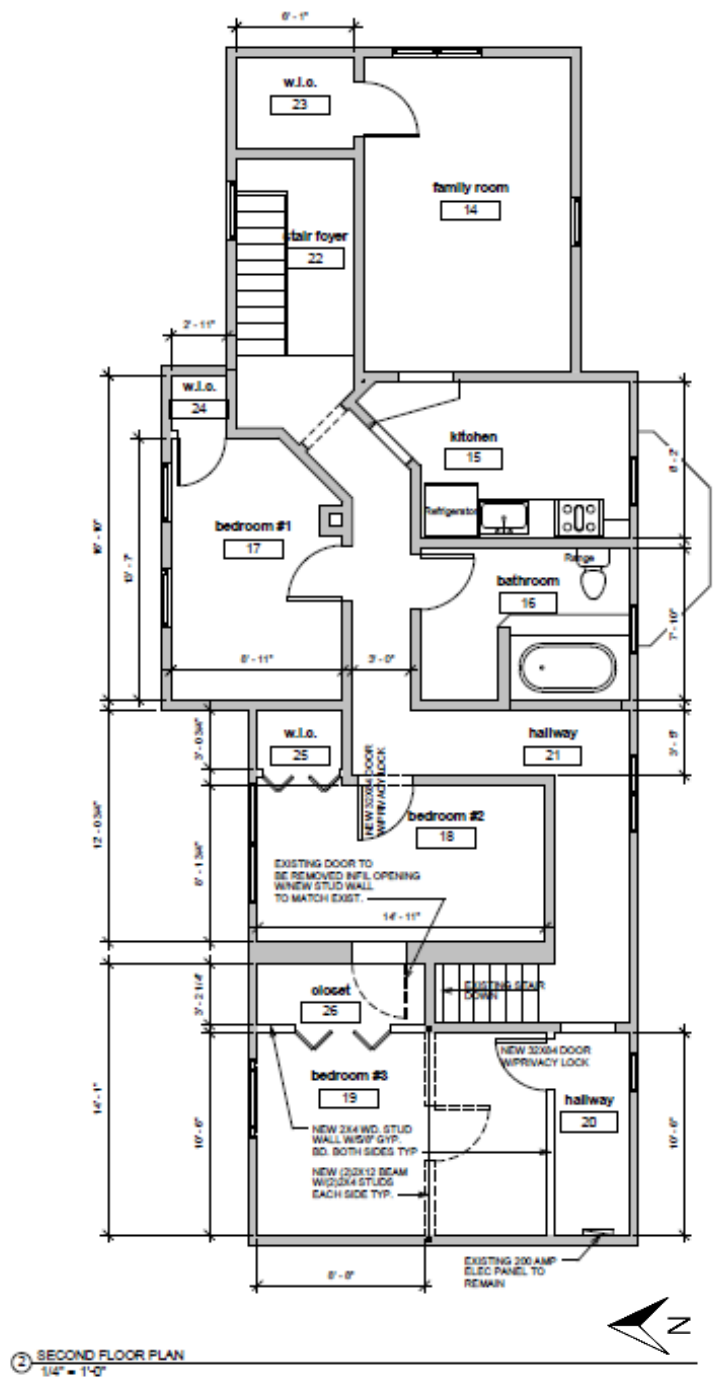
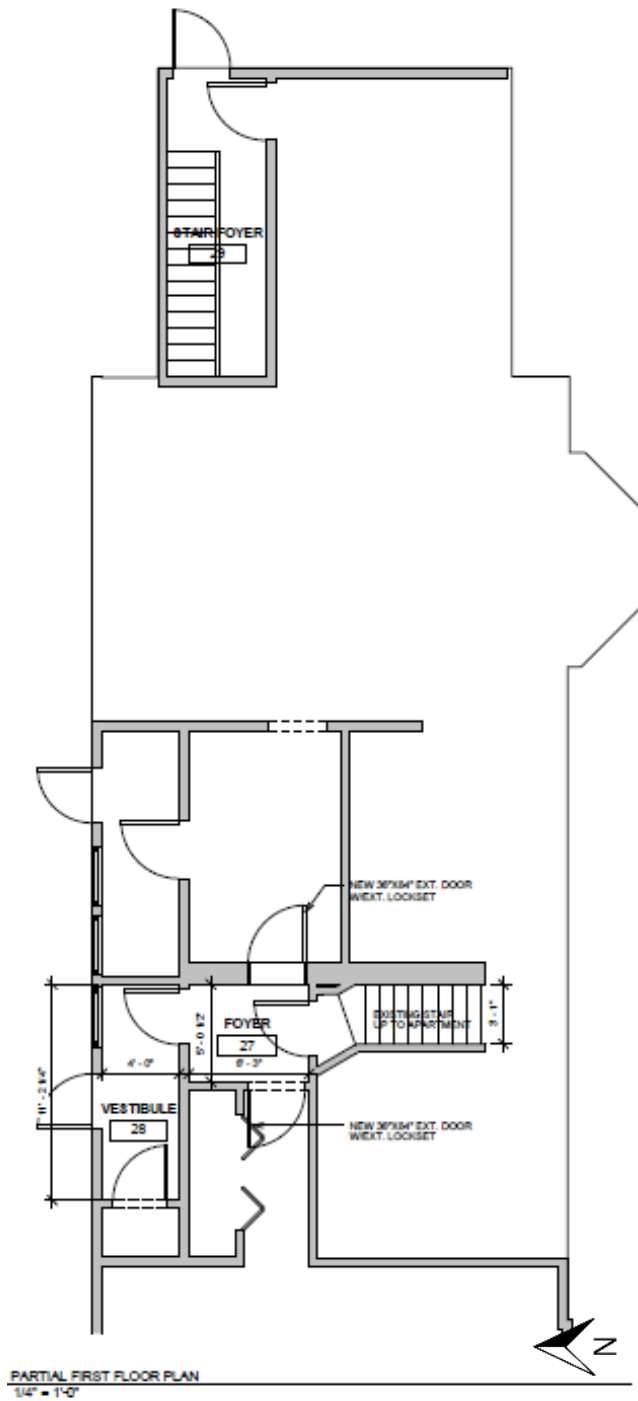
The Special Use Permit is being requested because the Petitioner's business does not currently have a use for the second floor space. The second floor is difficult to use for other commercial businesses because it is designed like a residential unit (bedrooms, hallways, bathroom with tub, etc.) Additionally, any commercial tenants are unlikely to meet the Americans with Disabilities Act (ADA) or Illinois Accessibility Code requirements for their employees or customers based on the current layout.

The Special Use Permit to convert Heritage Sites to mixed-use buildings serves a couple purposes. First, is to ensure that the commercial and residential uses being proposed work in harmony with each other and that the conversion is not creating substandard housing for future Tinley Park residents. This is particularly relevant in properties that were not specifically designed to have both residential and commercial uses. Staff does not have concerns with the mix of uses based on the use of the first floor as a florist and gift shop. The property was originally designed as a residential home and this will be reintroducing the residential use. Secondly, the request is in harmony with the intent and vision of the Legacy Plan. Similar to Variations for improvements that are greater than the 50% investment threshold, staff created the following standards when looking at particular properties for expansion or Special Uses.

- The condition of the existing building: The building is in sound condition, particularly for a historically and culturally significant building exceeding 100 years in age. The reuse of the property as mixed-use is expected to keep the property profitable in the future due to the lower tax rate for mixed-use buildings.
- The ownership of the property (owner-occupied): The new property owner will continue to operate florist and gift shop business at this location while renting the apartment out.
- The longevity of the existing non-conforming use: The property owner plans to occupy the first floor of the structure for the foreseeable future. A mixed-use building with commercial and residential uses can remain successful in the future and help to keep the historic structure in stable condition.
- The ability for the property to be converted to function as the permitted use and comply with other Legacy Code redevelopment requirements: While the structure is not entirely residential, the mixed-use design will permit an additional residential unit along Oak Park Avenue and help to promote the viability of the Downtown Core. The historic structure was originally designed as a single-family home and will remain in harmony with the surrounding area. The property otherwise complies with the Legacy Code's exterior requirements for heritage sites. The Special Use Permit does not prevent the first floor from being converted to residential (apartment) in the future and being in compliance with the Legacy Code's use allowances.
- The impact of the continuation of the non-conforming use on the redevelopment potential of the area: The property is located at the end of the block and a mixed-use property will not interfere with the rest of the block's ability to redevelop following the code requirements. The majority of the block has stable commercial uses and not expected to redevelop in the near future.

Based on the above factors, Staff supports a Special Use Permit to permit the commercial Heritage Site to be converted to a mixed-use building and allowing the property to continue to operate under the Heritage Site status.

~~Open Item #1: Discuss the proposed Special Use Permit to allow the conversion of a standalone commercial heritage site in the Neighborhood General (NG) zoning district to a mixed-use building with a second floor apartment.~~



SITE PLAN & EXTERIOR SITE IMPROVEMENTS

The exterior of the property is not expected to change with the addition of the second floor apartment unit, and all changes to convert the second floor to an apartment will happen internally to the structure. No exterior architectural or lighting changes are proposed. The landscaping was renovated with the commercial buildout for *An English Garden*. Two new parkway trees were installed along the Oak Park Avenue frontage to comply with the Landscape Code.

The permit for *An English Garden's* ground sign has been approved and is expected to be installed when weather permits. No wall signs are proposed at this time. No signage will be required for the addition of a residential unit, with the exception of a unit number on the door and mailbox, which is permitted by code.

Open Item #2: Discuss the existing site and the need for any additional changes to permit a residential use to be added.



STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff will provide draft Findings in the Staff Report for the Public Hearing.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - *The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project will convert the second floor to an apartment with the first floor remaining a florist and gift shop. The uses are compatible with one another and neighboring uses.*
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - *The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood because the proposed project will allow the unused second floor to be converted to a residence. The project will further promote the reuse of a historically and culturally significant property in Tinley Park. This mix of uses are similar and compatible with existing nearby uses along Oak Park Avenue.*
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
 - *The Special Use will not impede the normal development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed. The project will be constructed meeting current Village building codes and is among the highest and best uses for the site. The addition of an apartment to the property more closely complies with the Legacy Plan than a standalone commercial property.*
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - *The site and building are existing and has all appropriate existing utilities, roads, and drainage facilities that are not proposed to be changed. Drainage has been accounted for on the site and utilizes the existing storm sewer system.*
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
 - *The site and building are existing. The site uses a right-of-way extension with on-street parking for access to their site. The site incorporates existing public and private walkways for safe pedestrian travel to and from the site.*
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.

- *The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations. The proposed commercial and residential uses are consistent with other properties within along Oak Park Avenue.*
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
- *The proposed residential apartment will help bring additional revenue and tax relief to the property compared to a standalone commercial use. The addition of an apartment is consistent with the Legacy Plan's goal increasing population density around the Downtown Core and train station to support a strong economic center.*

It is also important to recognize that a Special Use Permit does not run with the land and instead the Special Use Permit is tied to the Petitioner. This is different from a process such as a variance, since a variance will forever apply to the property to which it is granted. Staff encourages the Plan Commission to refer to Section X.J.6. to examine the conditions where a Special Use Permit will expire.

ADDITIONAL LEGACY CODE STANDARDS

In addition to any other specific standards set forth herein the Plan Commission shall not recommend a Special Use, variance, appeal, or map amendment from the regulations of this ordinance unless it shall have made findings of fact, based upon evidence presented to it, in each specific case that:

- b. The proposed improvement meets the Legacy Plan and its Principles, as presented in Section 1.A-B: Purpose and Intent, of this ordinance;
 - *The proposal more closely complies with the Legacy Plan principles than the existing standalone commercial use. The proposal maximizes the amount of people within proximity of the Downtown Core. The reuse of the space for a residential use, helps to ensure a historically and culturally significant property in the Village is maintained.*
- c. The new improvement is compatible with uses already developed or planned in this district and will not exercise undue detrimental influences upon surrounding properties;
 - *A mixed-use building works well with the existing and planned developments along that block of Oak Park Avenue, which has a mix of uses existing and expected in the future.*
- d. Any improvement meets the architectural standards set forth in the Legacy Code
 - *No improvements to the building are proposed with the Special Use. The building is a historically and culturally significant property that is retaining its original character.*
- e. The improvement will have the effect of protecting and enhancing the economic development of the Legacy Plan area.
 - *The proposed residential apartment will help bring additional revenue and tax relief to the property compared to a standalone commercial use. The addition of an apartment is consistent with the Legacy Plan's goal increasing population density around the Downtown Core and train station to support a strong economic center.*

MOTION TO CONSIDER

If the Plan Commission wishes to take action, an appropriate wording of the motions would read:

“... make a motion to recommend that the Village Board grant the Petitioner, Kim McAuliffe of An English Garden LLC, a Special Use Permit to convert a Heritage Site from a standalone commercial building to a mixed-use building with a 1,214 sq. ft. second floor apartment at 16800 Oak Park Avenue in the NG (Neighborhood General) zoning district, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report.”

...with the following conditions: [any conditions that the Commissioners would like to add]

LIST OF REVIEWED PLANS

| Submitted Sheet Name | | Prepared By | Date On Sheet |
|--|--|-------------|---------------|
| | Application and Findings/Standards Responses | KM | 10/9/2019 |
| | Plat of Survey | Studnicka | 6/26/2019 |
| | Photos of Apartment | KM | N/A |
| A101 | English Garden Plans, Details and Notes | PH | N/A |
| | | | |
| KM = Kim McAuliffe (Owner) Studnicka = Studnicka and Associates, LTD (Surveyor) PH = Paul C Hardison (Architect) | | | |

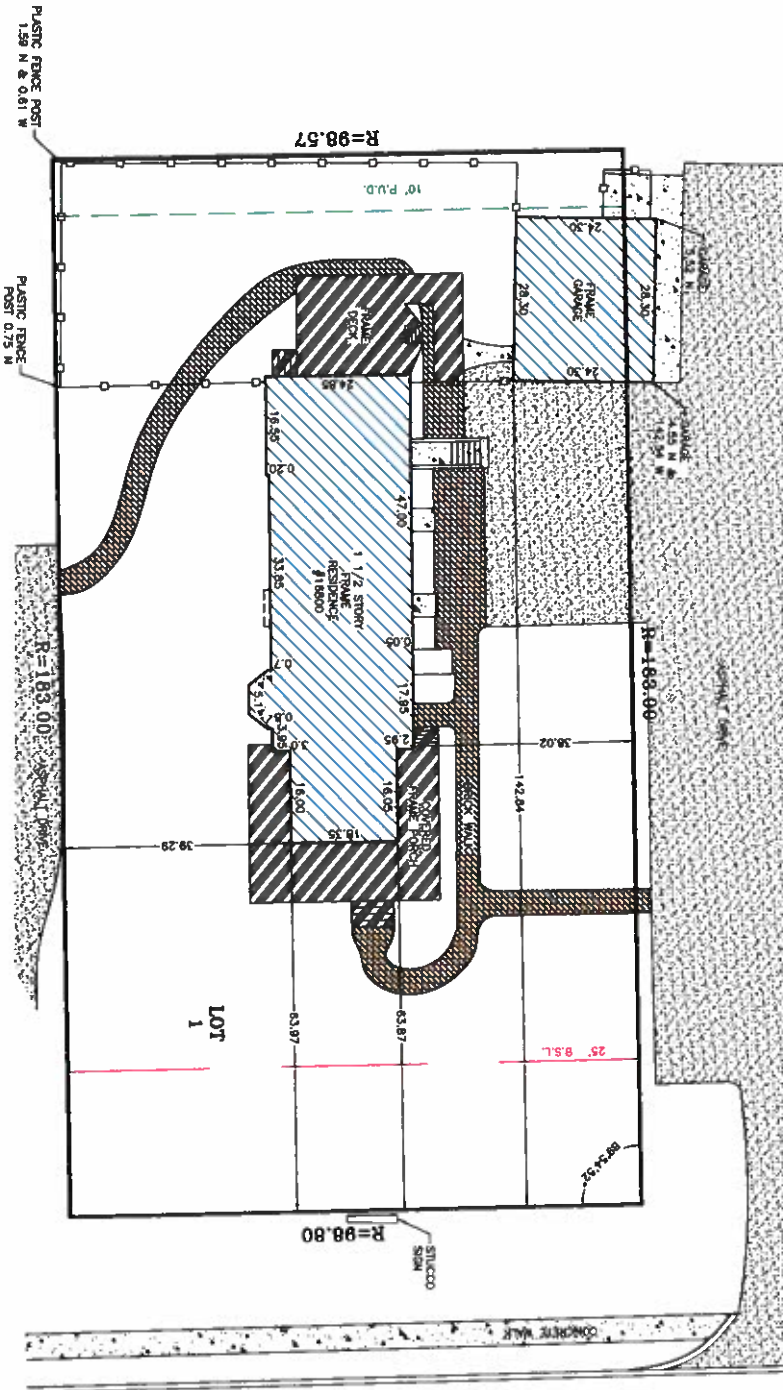
**Residential
Commercial
ALTA**

Tel. 815 485-0445
Fax 815 485-0528

PLAT OF SURVEY

Studnicka and Associates, Ltd.
studnicka2000@gmail.com

LOT 1 IN BLOCK 6 IN ELMORE'S OAK PARK AVENUE ESTATES, BEING A SUBDIVISION OF THE NORTHWEST FRACTIONAL QUARTER OF SECTION NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THAT PART OF THE DRAINAGE DITCH CONVEYED BY DOCUMENT NUMBER ACCORDING TO THE PLAT THEREOF RECORDED APRIL 25, 1929 AS DOCUMENT 10361098, IN COOK COUNTY, ILLINOIS.





**MINUTES OF THE REGULAR MEETING OF THE
PLAN COMMISSION, VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS**

January 16, 2020

The Regular Meeting of the Plan Commission was held in the Council Chambers of Village Hall on January 16, 2020 at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Plan Commissioners:

- Garrett Gray, Chairman
- Tim Stanton
- Lucas Engel
- Mary Aitchison
- Eduardo Mani
- Curt Fielder
- James Gaskill
- Angela Gatto

Absent Plan Commissioner(s): Stephen Vick

Village Officials and Staff:

- Dan Ritter, Senior Planner
- Barbara Bennett, Commission Secretary

CALL TO ORDER

PLAN COMMISSION CHAIRMAN GRAY called to order the Regular Meeting of the Plan Commission for January 16, 2020 at 7:00 p.m.

COMMUNICATIONS

None

APPROVAL OF MINUTES

Minutes of the January 2, 2020 Regular Meeting of the Plan Commission were presented for approval. A Motion was made by COMMISSIONER AITCHISON, seconded by COMMISSIONER STANTON to approve the minutes as presented. CHAIRMAN GRAY declared the Motion approved by voice call.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES
FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION
SUBJECT: MINUTES OF THE JANUARY 16, 2020 REGULAR MEETING

ITEM #1 PUBLIC HEARING: KIM MCAULIFFE, ON BEHALF OF AN ENGLISH GARDEN LLC - 16800 OAK PARK AVENUE

Consider a request to recommend that the Village Board grant Kim McAuliffe, on behalf of An English Garden LLC (property owner), a Special Use Permit to convert a Heritage Site from a standalone commercial building to a mixed-use building with a second floor apartment at 16800 Oak Park Avenue in the NG (Neighborhood General) zoning district.

Present were the following:

Plan Commissioners: Garrett Gray, Chairman
Tim Stanton
Lucas Engel
MaryAnn Aitchison
Eduardo Mani
Curt Fielder
James Gaskill
Angela Gatto

Absent Plan Commissioner(s): Stephen Vick

Guests: Kim McAuliffe, Petitioner/Owner
Mike McAuliffe, Petitioner/Owner

A Motion was made by COMMISSIONER FIELDER, seconded by COMMISSIONER GATTO, to open the Public Hearing for Kim McAuliffe, on behalf of An English Garden LLC - 16800 Oak Park Avenue. The Motion was approved by voice call. CHAIRMAN GRAY declared The Motion Approved.

CHAIRMAN GRAY noted that Village Staff provided confirmation that appropriate notice regarding the Public Hearing was published in the local newspaper in accordance with State law and Village requirements.

CHAIRMAN GRAY requested anyone present in the audience who wished to give testimony, comment, engage in cross-examination or ask questions during the Hearing stand and be sworn in.

Daniel Ritter, Senior Planner gave a presentation as noted in the Staff Report. The Petitioner, Kim McAuliffe is seeking approval of a Special Use Permit to convert a Heritage Site from a standalone commercial building to a mixed-use building with a second floor apartment at 16800 Oak Park Avenue in the NG (Neighborhood General) zoning district.

The property at 16800 Oak Park Avenue is currently being operated as An English Garden Florists & Gifts which opened in November 2019. This is their second location. The first location is in Mokena, Illinois. The property was originally constructed as a residential home in 1859 as the home of early Tinley Park Settlers John and Jane Fulton. There was an addition in 1912. The property is considered a culturally and historically significant property in Tinley Park. In 2001 and 2002 there was a Special Use Permit for a Bed and Breakfast. This is when most of the exterior improvements occurred and the second floor was renovated with a kitchen and was going to be the Bed and Breakfast. The business never formally opened. In 2006, it had functioned as a standalone commercial law and real estate office. Most recently it was Gigi's Playhouse that has relocated to 159th St. and Harlem Ave. The English Garden purchased the property last

November and they are occupying the first floor with their florist and gift shop. The property is classified as a Heritage Site in the Legacy Code since the standalone commercial use existed lawfully prior to the adoption of the Legacy Code. The site remains classified as a Heritage Site as long as any voluntary, private-owner initiated modifications to the property do not exceed 50% of the property's market value and does not expand the structure or use. The Legacy Code permits a Special Use to convert a Heritage Site to a mixed-use in the NG district with the approval of a Special Use.

To the north of the subject property is a multi-tenant commercial building (Dairy Palace, Effective Signs, Metro Yellow Cab) zoned NG. To the south is a single-family home zoned NG. To the west is a single-family home zoned R-2 (Single-Family Residential) and to the east across Oak Park Avenue are single-family homes zoned R-4 (Single-Family Residential).

The subject property is located in the NG (Neighborhood General) zoning district and is classified as a Heritage Site. This is what you would see in the downtown core. It gives you the rooftop and the density to support primarily promoting commercial with residential around it. There is existing commercial and mixed-use. This will maximize the population that lives around the train station in the downtown area.

The Petitioner renovated the first floor of the building for their business, An English Garden Florist & Gifts, which opened in November 2019. Some minor interior modifications are required to meet the building code requirements for a second floor residential use and building permits will be applied for following the Special Use Permit approval. The second floor is difficult to rent out to other commercial tenants due to the existing residential layout and compliance with Americans with Disabilities (ADA) or Illinois Accessibility Code requirements for their employees or customers based on the current layout. The addition of an apartment will allow the Petitioner to collect rent on the unit and will allow the property's taxes to be assessed at a lower rate through Cook County. The one apartment will have three bedrooms, kitchen, living room, and bathroom and is approximately 1,214 sq. in size.

The property consists of one lot that is approximately 18,050 sq. ft. and consists of the two-story principal structure and a two-car detached garage. The detached garage was mistakenly constructed off-site in 2005 and is located partially in the unimproved right-of-way to the north. There are currently no concerns about the location of the garage. There are five parking spaces (including garage spaces) located on the lot, however the property is adjacent to a dead-end right-of-way with ten "on-street" parking spaces. The property has traditionally entered into a Private Parking Lease and Maintenance Agreement for the use of the stalls on the south side of the right-of-way for business parking. The new Parking Lease and Maintenance Agreement will be proposed to the Village Board at the same time as the Special Use request.

The Special Use Permit to convert Heritage Sites to mixed-use buildings serves a couple of purposes. First, is to ensure that the commercial and residential uses being proposed work in harmony with each other and that the conversion is not creating substandard housing for future Tinley Park residents. This is particularly relevant in properties that were not specifically designed to have both residential and commercial uses. Staff does not have concerns with the mix of uses based on the use of the first floor as a florist and gift shop. The property was originally designed as a residential home and this will be reintroducing the residential use. Secondly, the request is in harmony with the intent and vision of the Legacy Plan. Similar to Variations for improvements that are greater than the 50% investment threshold, staff created the following standards when looking at particular properties for expansion or Special Uses.

- The condition of the existing building: The building is in sound condition, particularly for a historically and culturally significant building exceeding 100 years in age. The reuse of the property as mixed-use is expected to keep the property profitable in the future due to the lower tax rate for mixed-use buildings.
- The ownership of the property (owner-occupied): The new property owner will continue to operate florist and gift shop business at this location while renting the apartment out.
- The longevity of the existing non-conforming use: The property owner plans to occupy the first floor of the structure for the foreseeable future. A mixed-use building with commercial and residential uses can remain successful in the future and help to keep the historic structure in stable condition.
- The ability for the property to be converted to function as the permitted use and comply with other Legacy Code redevelopment requirements: While the structure is not entirely residential, the mixed-use design will permit an

additional residential unit along Oak Park Avenue and help to promote the viability of the Downtown Core. The historic structure was originally designed as a single-family home and will remain in harmony with the surrounding area. The property otherwise complies with the Legacy Code's exterior requirements for heritage sites. The Special Use Permit does not prevent the first floor from being converted to residential (apartment) in the future and being in compliance with the Legacy Code's use allowances.

- The impact of the continuation of the non-conforming use on the redevelopment potential of the area: The property is located at the end of the block and a mixed-use property will not interfere with the rest of the block's ability to redevelop following the code requirements. The majority of the block has stable commercial uses and not expected to redevelop in the near future.

The exterior of the property is not expected to change with the addition of the second floor apartment unit, and all changes to convert the second floor to an apartment will happen internally to the structure. No exterior architectural or lighting changes are proposed. The landscaping was renovated with the commercial buildout for An English Garden. Two new parkway trees were installed along the Oak Park Avenue frontage to comply with the Landscape Code.

No wall signs are proposed at this time. Although the permit for the ground sign has been approved, the Petitioner is considering coming back at a later time for a Variance to be able to install the ground sign closer to the street to make it easier to see.

CHAIRMAN GRAY asked for comments from the Petitioner:

Ms. McAuliffe replied she is a resident of Tinley Park and has admired this home for thirteen years. She is very happy and excited to open An English Garden Flowers and Gifts and this will help with the property.

CHAIRMAN GRAY asked for comments from the Commissioners.

COMMISSIONER STANTON noted he is impressed with the shop and very happy to see it.

COMMISSIONER GASKILL, FIELDER, ENGEL, AITCHISON, MANI AND GATTO agreed.

CHAIRMAN GRAY noted he agrees and feels the building and it fits both the residential and commercial aspects of the area.

A Motion was made by COMMISSIONER FIELDER, seconded by COMMISSIONER GASKILL, to close the Public Hearing for Kim McAuliffe, On Behalf Of an English Garden LLC - 16800 Oak Park Avenue.

AYES: STANTON, ENGEL, MANI, GATTO, FIELDER, GASKILL AITCHISON & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call

Mr. Ritter identified the Standards for Special Use:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - *The Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare because the proposed project will convert the second floor to an apartment with the first floor remaining a florist and gift shop. The uses are compatible with one another and neighboring uses.*

- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
- *The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood because the proposed project will allow the unused second floor to be converted to a residence. The project will further promote the reuse of a historically and culturally significant property in Tinley Park. This mix of uses are similar and compatible with existing nearby uses along Oak Park Avenue.*
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
- *The Special Use will not impede the normal development and improvement of surrounding property for uses permitted in the district because the majority of the property within this area has already been developed. The project will be constructed meeting current Village building codes and is among the highest and best uses for the site. The addition of an apartment to the property more closely complies with the Legacy Plan than a standalone commercial property.*
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
- *The site and building are existing and has all appropriate existing utilities, roads, and drainage facilities that are not proposed to be changed. Drainage has been accounted for on the site and utilizes the existing storm sewer system.*
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
- *The site and building are existing. The site uses a right-of-way extension with on-street parking for access to their site. The site incorporates existing public and private walkways for safe pedestrian travel to and from the site.*
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
- *The Special Use conforms to all other applicable regulations of the Zoning Ordinance and Village regulations. The proposed commercial and residential uses are consistent with other properties within along Oak Park Avenue.*
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
- *The proposed residential apartment will help bring additional revenue and tax relief to the property compared to a standalone commercial use. The addition of an apartment is consistent with the Legacy Plan's goal increasing population density around the Downtown Core and train station to support a strong economic center.*

Mr. Ritter identified the additional Legacy Code Standards

- a. The proposed improvement meets the Legacy Plan and its Principles, as presented in Section 1.A-B: Purpose and Intent, of this ordinance;
 - *The proposal more closely complies with the Legacy Plan principles than the existing standalone commercial use. The proposal maximizes the amount of people within proximity of the Downtown Core. The reuse of the space for a residential use, helps to ensure a historically and culturally significant property in the Village is maintained.*
- b. The new improvement is compatible with uses already developed or planned in this district and will not exercise undue detrimental influences upon surrounding properties;
 - *A mixed-use building works well with the existing and planned developments along that block of Oak Park Avenue, which has a mix of uses existing and expected in the future.*
- c. Any improvement meets the architectural standards set forth in the Legacy Code;
 - *No improvements to the building are proposed with the Special Use. The building is a historically and culturally significant property that is retaining its original character.*
- d. The improvement will have the effect of protecting and enhancing the economic development of the Legacy Plan area.
 - *The proposed residential apartment will help bring additional revenue and tax relief to the property compared to a standalone commercial use. The addition of an apartment is consistent with the Legacy Plan's goal increasing population density around the Downtown Core and train station to support a strong economic center.*

A motion was made by COMMISSIONER FIELDER, seconded by COMMISSIONER GASKILL to recommend that the Village Board grant the Petitioner, Kim McAuliffe of An English Garden LLC, a Special Use Permit to convert a Heritage Site from a standalone commercial building to a mixed-use building with a 1,214 sq. ft. second floor apartment at 16800 Oak Park Avenue in the NG (Neighborhood General) zoning district, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report.”

AYES: STANTON, ENGEL, MANI, GATTO, AITCHISON, GASKILL, FIELDER & CHAIRMAN GRAY

NAYS: NONE

CHAIRMAN GRAY declared the Motion unanimously approved by Roll Call

This will be heard at the Village Board for one reading on February 4, 2020 along with the Parking Lease and Maintenance Agreement which will go to Committee beforehand.

GOOD OF THE ORDER:

Mr. Ritter, Senior Planner noted the following:

1. SIP Wine Bar is expecting to open in February.
2. Pekoe and Bean Tea Room has opened on Oak Park Avenue south of Olde Tinley Pub and Together We Cope. There is Love's Sweet Arrow, a romance book store that has also opened on Oak Park Avenue nearby.
3. The Boulevard on South Street has their foundation in and will be working with MWRD and will start building when the permit has been approved.
4. 7-Eleven will go to the Village Board on January 21st for review. An additional letter was sent out to all the residents on the block behind due to possible resident concerns.
5. Union Square Townhomes have put in the foundation for the third townhome building. Those units have been selling well, some as high as \$290,000 and \$300,000 for the units. Hopefully, this will set the market for this type of unit.

COMMENTS FROM THE COMMISSION:

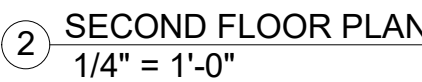
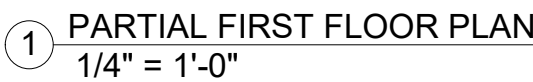
None at this time.

PUBLIC COMMENT:

None at this time.

ADJOURNMENT:

There being no further business, a Motion was made by PLAN COMMISSIONER FIELDER, seconded by PLAN COMMISSIONER AITCHISON to adjourn the Regular Meeting of the Plan Commission of January 16, 2020 at 7:25 p.m. The Motion was unanimously approved by voice call. PLAN COMMISSION CHAIRMAN GRAY declared the meeting adjourned.

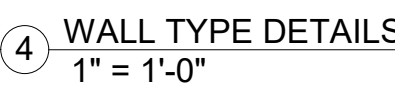


- ③ DEMOLITION NOTES
12" = 1'-0"

THE FOLLOWING CODES ARE FOLLOWED BY THE VILLAGE OF TINLEY PARK ILLINOIS FOR ALL BUILDING PROJECTS AND WERE USED TO DESIGN THE ADDITION CONTAINED HEREIN.

2012 INTERNATIONAL BUILDING CODE WITH LOCAL AMENDMENTS
2012 INTERNATIONAL MECHANICAL CODE WITH LOCAL AMENDMENTS
2014 NATIONAL ELECTRICAL CODE (NFPA 70)
STATE OF ILLINOIS PLUMBING CODE 2014 EDITION
2012 PROPERTY MAINTENANCE CODE WITH LOCAL AMENDMENTS
2012 INTERNATIONAL FUEL GAS CODE
2015 INTERNATIONAL ENERGY CONSERVATION CODE

- 6 CODES USED
12" = 1'-0"



CERTIFICATION:
I HEREBY CERTIFY THAT THESE DRAWINGS
HAVE BEEN PREPARED UNDER MY DIRECT
SUPERVISION, AND WHEN THE WORK IS DONE
IN ACCORDANCE WITH THEM, IT WILL, TO THE
BEST OF MY KNOWLEDGE AND BELIEF,
COMPLY WITH ALL APPLICABLE VILLAGE OF
TINLEY PARK CODES, ORDINANCES AND THE
LAWS OF THE STATE OF ILLINOIS.

- ⑦ architectural certification
12" = 1'-0"

1. ALL WORK SHALL COMPLY WITH STATE, FEDERAL AND LOCAL CODES AND ORDINANCES, AND SHALL BE PERFORMED TO THE HIGHEST STANDARDS OF CRAFTSMANSHIP BY JOURNEYMEN OF THE RESPECTIVE TRADES.
2. THE CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTIES AND SHOULD DAMAGE OCCUR, SHALL REPAIR AND PAY FOR ALL WORK.
3. THE CONTRACTOR SHALL MAINTAIN THE SITE CLEAR OF ALL TRASH AND DEBRIS.
4. THE CONTRACTOR SHALL KEEP THE SITE AND BECOME TOTALLY FAMILIAR WITH ALL CONDITIONS PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS WITH CLOSE AT THE SITE.
5. THE CONTRACTOR SHALL SUPPLY ALL NECESSARY LABOR, MATERIALS AND EQUIPMENT TO PERFORM ALL WORK SHOWN AS SPECIFIED, AND IS REQUIRED TO COMPLETE THE WORK. INSURANCE REQUIREMENTS WILL BE DETERMINED BY THE OWNER PRIOR TO THE START OF CONSTRUCTION. ALL WORK SHALL BE GUARANTEED AGAINST DEFECTS FOR THE PERIOD OF ONE (1) YEAR.
6. THE CONTRACTOR SHALL PROVIDE WAIVERS OF LIABILITY FROM ALL MAJOR MATERIAL SUPPLIERS AND PRIME SUB-CONTRACTORS. PAYMENTS WILL NOT BE MADE WITHOUT SUBSTANTIATING BACK-UP WAIVERS.
7. CONTRACTORS SHALL PROVIDE THE OWNER WITH A LIST OF ALL SUB-CONTRACTORS.
8. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN THE NECESSARY EQUIPMENT FOR CONSTRUCTION SAFETY. SAFETY AND CARE OF ADJACENT PROPERTIES DURING CONSTRUCTION, AND COMPLIANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS REGARDING SAFETY IS AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
9. THE CONTRACTOR SHALL CAREFULLY STUDY AND COMPARE THE DRAWINGS WITH EACH OTHER AND WITH SITE CONDITIONS AND REPORT ANY ERROR, DISCREPANCY OR OMISSION TO THE ARCHITECT. OBTAIN ANY NECESSARY CLARIFICATION FROM THE ARCHITECT BEFORE PROCEEDING WITH WORK.
10. THE ARCHITECT WILL NOT HAVE CONTROL, OVER OR CHARGE OF AND WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OF PROCEDURES, OR SCHEDULING OF THE WORK.
11. THE CONTRACTOR SHALL VERIFY ALL WORK, DO NOT SCALE THE DRAWINGS, SHOULD AN INCONSISTENCY IN DIMENSIONS BECOME APPARENT, CONTACT THE ARCHITECT FOR CLARIFICATION.
12. ALL LUMBER TO BE REMITTE @ $\geq 1,000$ PSI (SINGLE USE) @ $\geq 1,000$ P.S.I. (REMITTIVE USE) $E = 1,400,000$, UNLESS NOTED OTHERWISE.
13. ALL LUMBER TO BE FIRE RETARDANT TREATED.
- 14.

- 5 GENERAL NOTES
12" = 1'-0"

Paul Hardison, NCARB, LEED AP
10511 W. HILLCREST DRIVE
PALOS PARK, ILLINOIS
60464-2216
708-567-8752
paul@hardisn.com

PLANS, DETAILS AND NOTES

[illegible]

En English Garden Apartment

16800 Oak Park Ave
Tinley Park, IL

DATE: Issue Date

SCALE: As indica

| | |
|------------|----------|
| SCALE. | 7 to 100 |
| CHECKED BY | |

CHECKED BY: _____

DRAWN BY: Author



SHEET NO:

1124

A101

References

© COPYRIGHT 2014



OCT 9 2019

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS
PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- ☒ Special Use for: Mixed-use Building in NG
- ☐ Planned Unit Development (PUD) ☐ Concept ☐ Preliminary ☐ Final ☐ Deviation
- ☐ Variation ☐ Residential ☐ Commercial for _____
- ☐ Annexation
- ☐ Rezoning (Map Amendment) From _____ to _____
- ☐ Plat (Subdivision, Consolidation, Public Easement) ☐ Preliminary ☐ Final
- ☐ Site Plan
- ☐ Landscape Change Approval
- ☐ Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: An English Garden - Mixed-use / Apartment

Project Description: _____

Project Address: 16800 Oak Park Ave. Property Index No. (PIN): 28-30-107-007-0000

Zoning District: NG (Neighborhood General) Lot Dimensions & Area: 98.6' x 183' (~18,043 SF)

Estimated Project Cost: \$ _____

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: Kimberly McAuliffe Company: An English Garden Flowers & Gift

Street Address: 16800 Oak Park Ave City, State & Zip: Tinley Park IL 60477

E-Mail Address: Kim@anenglishgarden.com Phone Number: _____

APPLICANT INFORMATION

☒ Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: _____ Company: _____

Relation To Project: _____

Street Address: _____ City, State & Zip: _____

E-Mail Address: _____ Phone Number: _____



VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized representative.

I hereby authorize _____ (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature: _____

Property Owner Name (Print): _____

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: _____

Property Owner Name (Print): _____

Applicant Signature:
(If other than Owner)

Applicant's Name (Print): _____

Date: _____

10 / 7 / 19



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS SPECIAL USE ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they may not be accepted and may delay the review and hearing dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a **Special Use** permit from the terms of the Zoning Ordinance (Section 5-B). This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements, and receive some preliminary feedback on any concept plans prior to making a submittal.

☒ General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

☐ Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.

☒ A written project narrative detailing the general nature and specific aspects of the proposal being requested. Details on any employee numbers, parking requirements, property changes, existing uses/tenants, hours of operation or any other business operations should be indicated. Any additional requests such as Site Plan approval or a Variation should be indicated in the narrative as well. *Interior + Entrance Pictures*

☒ A Plat of Survey of the property that is prepared by a registered land surveyor and has all up-to-date structures and property improvements indicated.

☒ Site Plan and/or Interior layout plans that indicate how the property and site will be utilized.

☒ Responses to all Standards for a Special Use on the following page (can be submitted separately along with the narrative, but all standards must be addressed).

☒ \$400 Special Use hearing fee.

STANDARDS AND CRITERIA FOR A SPECIAL USE

Section X.J. of the Village of Tinley Park Zoning Ordinance requires that no Special Use be recommended by the Plan Commission unless the Commission finds that all of the following statements, A-G listed below, are true and supported by facts. Petitioners must respond to and confirm each and every one of the following findings by providing the facts supporting such findings. The statements made on this sheet will be made part of the official public record, will be discussed in detail during the public meetings and will be provided to any interested party requesting a copy. Please provide factual evidence that the proposed Special Use meets the statements below. If additional space is required, you may provide the responses on a separate document or page.

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

Re-zoning the upstairs of our 1868 historic business house will enhance the downtown tinley park area by creating a business/home atmosphere

- B. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

mixed use will enhance and be in tune with the downtown tinley area.

- C. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

The downtown historic area has many homes with business on 1st floor 2nd floor residential

- D. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.

The upstairs is already built out for residential living living room, kitchen, 4 bedrooms, Bathroom with tub.

- E. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Building already has an entrance & exit on Oak Park Ave.

- F. That the Special Use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.

this area is up to the Village Board & Plan Commission

- G. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

to provide a nice safe living experience in a historic home with plenty of Restaurants shopping & Family oriented things to do.



Interoffice Memo

Date: January 28, 2020

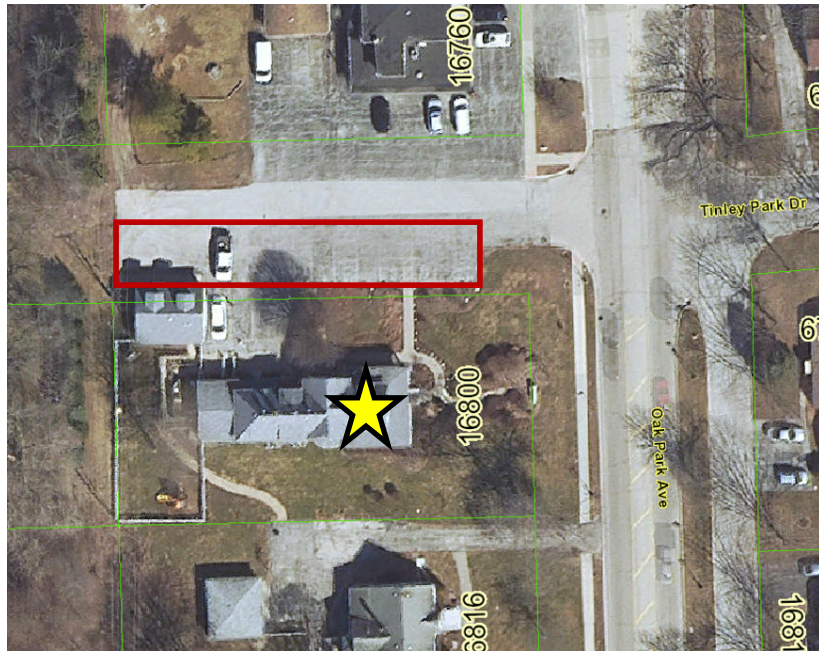
To: Board of Trustees and Mayor
David Niemeyer, Village Manager

From: Daniel Ritter, Senior Planner

Subject: Parking Use and Maintenance Agreement at 16800 Oak Park Avenue

Background:

The subject site is located adjacent to 16800 Oak Park Avenue, which is owned and operated by An English Garden Florist and Gifts. There are ten (10) on-street parking spaces on the north side of the building along an area of dedicated right-of-way (R.O.W.) The R.O.W. is aligned with what would be an extension of 168th Street. However, there are no current or future plans for a public street to be constructed at this location. The property has historically utilized this parking to meet its parking requirements. The businesses to the north also utilize the north side of this R.O.W. for parking. A *Parking Use and Maintenance Agreement* was last entered into in 2014 with the previous owner. This agreement was part of a negotiation with the Village to help the property owner meet parking requirements and best utilize a R.O.W. that only serves two private commercial lots.



The agreement allows the owner of the property and its tenants the non-exclusive use of the parking along with accepting maintenance responsibilities of the parking area (including snow plowing, pavement striping, and landscaping). With the transfer of ownership, a new agreement is required. A similar agreement was recently approved for the Veterinary Clinic at 17745-17749 Oak Park Avenue.

Plan Commission Discussion/ Recommendation:

The property was previously a standalone commercial property and the new owner has decided to pursue a mixed-use building with An English Garden located on the ground floor commercial and apartment on the second floor. To convert a Heritage Site to a mixed-use building, a special use is required to be approved by the Village Board. A Public Hearing was held on January 16, 2020 where the Plan Commission voted 8-0 to recommend to the Village Board approval of the requested Special Use with the understanding a parking lease would be approved simultaneously.

Village Board Request:

Consider entering into a *Parking Lease and Maintenance Agreement* with An English Garden, LLC to permit on-street parking along the south side of the 168th Street right-of-way located at 16800 Oak Park Avenue in the NG (Neighborhood General) Zoning District.

THE VILLAGE OF TINLEY PARK
Cook County, Illinois
Will County, Illinois

RESOLUTION
NO. 2020-R-009

**A RESOLUTION APPROVING A PARKING USE AND MAINTENANCE AGREEMENT
BETWEEN AN ENGLISH GARDEN, LLC AND THE VILLAGE OF TINLEY PARK FOR
PROPERTY LOCATED AT 16800 OAK PARK AVENUE**

JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK

CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

RESOLUTION NO. 2020-R-009**A RESOLUTION APPROVING A PARKING USE AND MAINTENANCE AGREEMENT
BETWEEN AN ENGLISH GARDEN, LLC AND THE VILLAGE OF TINLEY PARK FOR
PROPERTY LOCATED AT 16800 OAK PARK AVENUE**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park ("Village"), have considered entering into an Agreement with the An English Garden, LLC, a true and correct copy of such Parking Use and Maintenance Agreement being attached hereto and made a part hereof as EXHIBIT 1; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interests of said Village of Tinley Park that said Agreement be entered into by the Village of Tinley Park;

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties, Illinois, as follows:

Section 1: The Preambles hereto are hereby made a part of, and operative provisions of, this Resolution as fully as if completely repeated at length herein.

Section 2: That this President and Board of Trustees of the Village of Tinley Park hereby find that it is in the best interests of the Village of Tinley Park and its residents that the aforesaid "Agreement" be entered into and executed by said Village of Tinley Park, with said Agreement to be substantially in the form attached hereto and made a part hereof as EXHIBIT 1, subject to review and revision as to form by the Village Attorney.

Section 3: That the President and Clerk of the Village of Tinley Park, Cook and Will Counties, Illinois are hereby authorized to execute for and on behalf of said Village of Tinley Park the aforesaid Agreement.

Section 4: That this Resolution shall take effect from and after its adoption and approval.

ADOPTED this 4th day of February, 2020, by the Corporate Authorities of the Village of Tinley Park on a roll call vote as follows:

AYES:

NAYS:

ABSENT:

APPROVED this 4th day of February, 2020, by the President of the Village of Tinley Park.

Village President

ATTEST:

Village Clerk

EXHIBIT 1

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-R-009, “A RESOLUTION APPROVING A PARKING USE AND MAINTENANCE AGREEMENT BETWEEN AN ENGLISH GARDEN, LLC AND THE VILLAGE OF TINLEY PARK FOR PROPERTY LOCATED AT 16800 OAK PARK AVENUE” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK

PARKING LICENSE AND MAINTENANCE LICENSE AGREEMENT

This Parking License and Maintenance Agreement (“License Agreement”) is made on _____, 2019, by and between An English Garden, LLC an Illinois limited liability company, d/b/a An English Garden (“An English Garden”) and the Village of Tinley Park (“Village”) an Illinois municipal corporation duly organized and existing under the laws of the state of Illinois (collectively “Party” or “Parties”).

RECITALS

WHEREAS, said An English Garden is the record owner of certain real property that is the subject of this License Agreement (“Subject Property”) described as follows:

Legal Description:

Lot 1 in Block 6 in Elmore's Oak Park Avenue Estates, being a Subdivision of the Northwest fractional 1A of Section 9, Township 36 North, Range 13, East of the Third Principal Meridian (except that part of the drainage ditch conveyed by Document Number 377150), according to the plat thereof recorded April 25, 1929 as Document Number 10351098, in Cook County, Illinois.

PIN: 28-30-107-007-0000

Commonly known as: 16800 Oak Park Avenue, Tinley Park, Illinois

WHEREAS, said An English Garden currently operates a florist and retail store at the Subject Property; and

WHEREAS, the Village owns a strip of land, which is utilized as a paved parking area, immediately north of the Subject Property and immediately south of the 168th Street/Tinley Park Drive extension (“North Lot”), described in the attached **Exhibit A**; and

WHEREAS, the An English Garden is among the primary beneficiary of the North Lot and said An English Garden requires the associated parking spaces to meet the minimum parking requirements as described in the Zoning Ordinance; and

WHEREAS, said An English Garden shall be liable for the continued maintenance and care of the North Lot in exchange for the Village’s promise to allow the Business to utilize the parking spaces on the North Lot; and

NOW, THEREFORE, in consideration of the mutual covenants and obligations contained herein and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Village and An English Garden agree as follows:

SECTION ONE PARKING USE LICENSE AGREEMENT

The Village hereby grants to An English Garden and its respective agents, employees, business invitees, and the general public, a non-exclusive license to use the North Lot for parking motor vehicles. An English Garden shall not restrict, in any way, the right of the general public to use the parking spaces located on the North Lot.

The Village may state the hours of use granted by this License Agreement on signs erected pursuant to its authority to regulate traffic and parking along the Village's roadways.

SECTION TWO TERM

The Term of this License Agreement will commence on _____, 2019, and will continue for as long as the An English Garden owns the Subject Property, provided no Party is in breach of this License Agreement, the Village is enforcing the parking restrictions contained herein, and

SECTION THREE ASSIGNMENT

This License Agreement shall not be assigned unless specifically approved in writing by the Village. This License Agreement will automatically cease and terminate on the sale, conveyance, transfer or other disposition of the Subject Property.

SECTION FOUR ALTERATIONS

An English Garden shall not make any alterations, changes, or additions in or to the North Lot unless and until the written consent of the Village has been approved in writing by the Village Board of Trustees.

SECTION FIVE MAINTENANCE

Except to the extent caused by the Village's negligence or willful and wanton conduct, An English Garden, at their sole cost and expense, shall maintain and repair the North Lot, including but not limited to resurfacing, repaving, striping, and curb repair, if applicable, removing snow, ice and other debris from the North Lot; and otherwise taking the reasonable and necessary and appropriate measures to keep the North Lot in a clean, attractive, safe, unobstructed, good and usable condition.

SECTION SIX COMPLIANCE WITH LAW

Each party will at its own expense comply with all federal, state, and local laws now or later in force which may be applicable to An English Garden's operation in the Village. An English Garden will obtain and pay for all permits, licenses, and other authorizations which may be required for its activities contemplated by this License Agreement.

SECTION SEVEN WAIVER

No waiver by any Party of any default on the part of any Party in the performance of any of the terms, covenants, or conditions of this License Agreement to be performed, kept, or observed by the defaulting Party shall be or be construed to be a waiver by the non-defaulting Party or any other subsequent default in the performance of any terms, covenants, or conditions of this License Agreement to be performed, kept or observed by the defaulting Party.

SECTION EIGHT TERMINATION

The Village shall have the right, upon thirty (30) days prior written notice to An English Garden to terminate or modify the rights granted pursuant to this License Agreement as necessary to facilitate the expansion, improvement, beautification, or removal of the Right-of-Way or the North Lot; provided, however, should the Village so modify the rights granted to An English Garden pursuant to this License Agreement, An English Garden shall have the right to terminate this License Agreement within thirty (30) days of the Village's written notice of such termination or modification.

SECTION NINE AMENDMENT

This License Agreement may be modified or amended in whole or in part only by a written instrument executed by the Parties.

SECTION TEN ENTIRE LICENSE AGREEMENT

This License Agreement and the exhibits to this License Agreement contain all the representations and the entire agreement between the Parties with respect to the subject matter of this License Agreement. Any prior correspondence, memoranda, or agreements are superseded in total by this License Agreement and the exhibits to this License Agreement. No Party has relied on any representations, written or verbal, of any other Party other than those express written representations made within this License Agreement.

SECTION ELEVEN INDEMNIFICATION

An English Garden shall hold harmless, defend and indemnify the Village, its Board Members, officers, agents, and employees, from and against any liability, claim, action, cost, damage or loss, including reasonable costs and attorneys' fees, for injury, including death, to any person or damage to any property arising out of An English Garden's activities under this License Agreement. This indemnification obligation shall also apply to the three-car frame garage that illegally encroaches up to 5.52 feet into the Village's right-of-way property. This Section in no way grants building or zoning approvals for the non-conforming garage. This obligation shall continue beyond the term of this License Agreement to any act or omission which occurred during or under this License Agreement. This indemnification obligation is not limited in any way by any limitation on the amount or type of damages or compensation payable to or for An English Garden or its employees or agents under workers' compensation acts, disability benefit acts, or other employee benefit acts.

SECTION TWELVE LICENSE ONLY/RECORDATION

This License Agreement may be recorded in the public records. Notwithstanding anything contained herein to the contrary, this License Agreement is intended to create only license rights with use of the North Lot and no agency, partnership, joint venture, lease, tenancy, leasehold or other right or interest of any kind or nature (other than a license) is created or conferred pursuant to this License Agreement.

SECTION THIRTEEN TAX EXEMPTION

The North Lot is currently exempt from real estate taxes. The Parties intend that the North Lot remain tax exempt. The Village shall continue to take the necessary actions to retain the tax-exempt status. However, shall the North Lot lose the tax-exempt status because of this License Agreement, An English Garden shall be jointly and severally liable for any taxes imposed.

**SECTION FOURTEEN
NOTICE**

All notices and other communications shall be in writing and shall be deemed properly served if delivered in person to the party to whom it is addressed two (2) days after deposit in the U. S. mail if sent postage prepaid by United States registered or certified mail, return receipt requested, addressed as follows:

All notices to the Village of Tinley Park shall be sent to:

Village Manager
Village of Tinley Park
16250 South Oak Park Avenue
Tinley Park, Illinois 60477

All notices to Grantor shall be sent to:

An English Garden
Attn: Kim McAuliffe
16800 Oak Park Avenue
Tinley Park, Illinois 60477

or to such other address as a Party may designate for itself by notice given from time to time to the other Party in the manner provided herein.

**SECTION FIFTEEN
EXHIBITS**

All exhibits attached hereto are incorporated by reference and made a part of this License Agreement.

(Signature pages follow)

IN WITNESS WHEREOF, the Parties have executed this License Agreement on the day and year written below.

| | |
|----------------------------|------------------------|
| VILLAGE: | AN ENGLISH GARDEN: |
| THE VILLAGE OF TINLEY PARK | AN ENGLISH GARDEN, LLC |
| By: _____ | By: _____ |
| Its: _____ | Its: _____ |
| Date: _____ | Date: _____ |

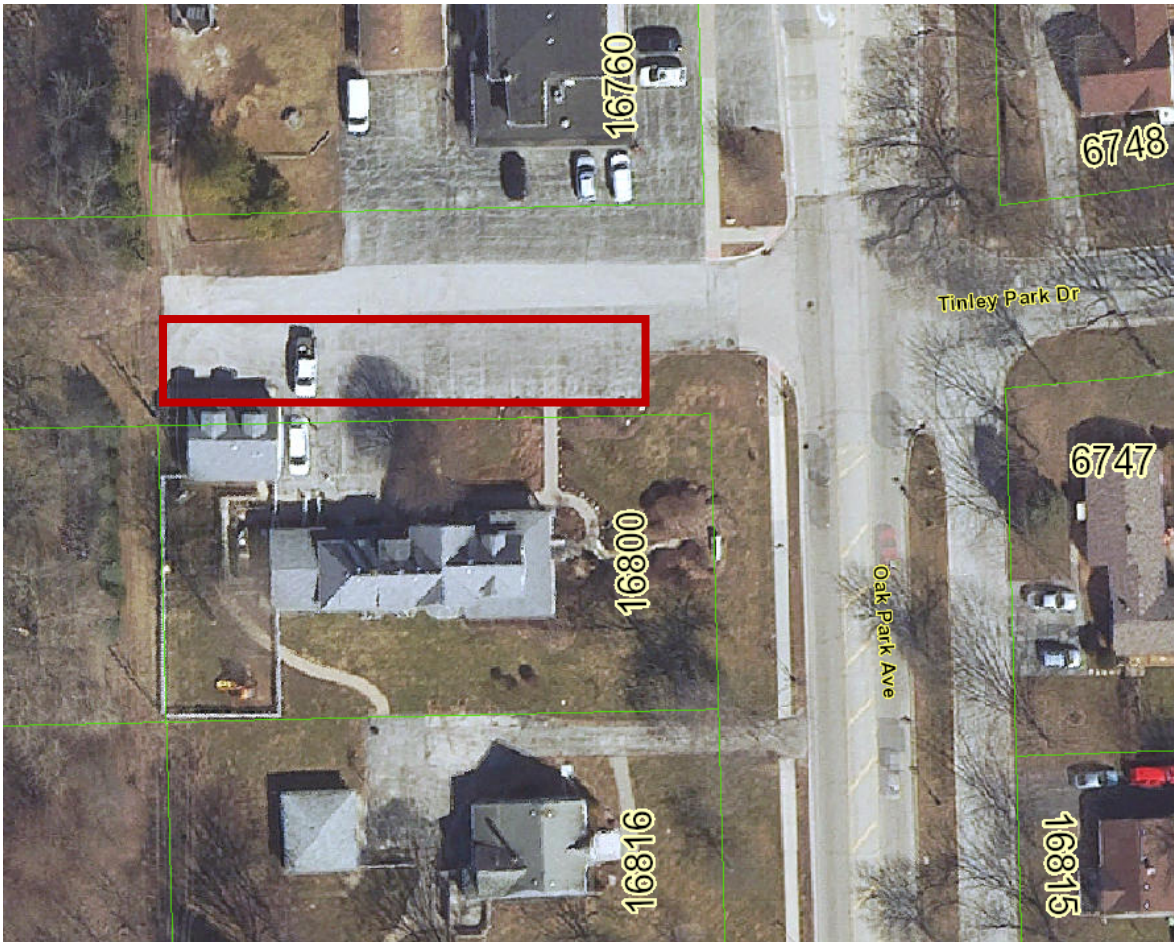
STATE OF ILLINOIS
COUNTY OF COOK
COUNTY OF WILL

I, the undersigned, a Notary Public in and for Cook and Will Counties, in the State of Illinois, do hereby CERTIFY THAT the _____, is personally know to me be the same person whose name are subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that they signed, sealed, and delivered that said instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of Homestead.

Given under my hand and official seal, this _____ day _____, 2019.

(Notary Public)

Exhibit A



THE VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-007

**AN ORDINANCE GRANTING A MASONRY VARIATION FOR CERTAIN PROPERTY
AT 17305 68TH COURT**

**JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK**

**CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees**

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Tinley Park
Peterson, Johnson, & Murray Chicago, LLC, Village Attorneys
200 W. Adams, Suite 2125 Chicago, IL 60606

VILLAGE OF TINLEY PARK

Cook County, Illinois

Will County, Illinois

ORDINANCE NO. 2020-O-007**AN ORDINANCE GRANTING A MASONRY VARIATION FOR CERTAIN
PROPERTY AT 17305 68TH COURT**

WHEREAS, Section 6(a) of Article VII of the 1970 Constitution of the State of Illinois provides that any municipality which has a population of more than 25,000 is a home rule unit, and the Village of Tinley Park, Cook and Will Counties, Illinois, with a population in excess of 25,000 is, therefore, a home rule unit and, pursuant to the provisions of said Section 6(a) of Article VII, may exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and to incur debt; and

WHEREAS, a petition for the granting of a certain variation (“Variation”) to permit the construction of a new single family home without required first-floor masonry at 17305 68th Court (“Subject Property”) has been filed by Mark Weber (“Owner” and “Petitioner”) with the Village Clerk of this Village and has been referred to the Zoning Board of Appeals and has been processed in accordance with the Tinley Park Zoning Ordinance; and

WHEREAS, the Village of Tinley Park Zoning Board of Appeals (“ZBA”) held a Public Hearing on the question of whether the Variation should be granted on January 23, 2020, at the Village Hall of this Village, at which time all persons present were afforded an opportunity to be heard; and

WHEREAS, public notice in the form required by law was given of said Public Hearing by publication not more than thirty (30) days nor less than fifteen (15) days prior to said Public Hearing in the Daily Southtown, a newspaper of general circulation within the Village of Tinley Park; and

WHEREAS, after hearing testimony on the petition, the ZBA found that the petition met the requisite standards enumerated in the Tinley Park Zoning Ordinance for granting the Variations and voted 4-0 to recommend to the Village President and Board of Trustees for the approval of the Variations with conditions; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interest of the Village of Tinley Park and its residents to approve said Variations; and

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF TINLEY PARK, COOK AND WILL COUNTIES, ILLINOIS, STATE AS FOLLOWS:

SECTION 1: The foregoing recitals shall be and are hereby incorporated as findings of fact as if said recitals were fully set forth herein.

SECTION 2: That the report and findings and recommendations of the ZBA provided herein are incorporated as the findings of this President and the Board of Trustees, as complete and fully set forth herein at length. This Board finds that the Petitioner has provided evidence establishing that he has met the standards for granting the Variations as set forth in Section X.G.4 of the Zoning Ordinance, and the proposed granting of the Variations as set forth herein are in the public good and in the best interest of the Village and its residents and are consistent with and fosters the purpose and spirit of the Tinley Park Zoning Ordinance.

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
 - ***While the property can yield a reasonable return while meeting the code, the cost and design style of the structure are compromised if the code requirements were to be met.***
2. The plight of the owner is due to unique circumstances.
 - ***This is an “in-fill” development and the only vacant lot on the block. The unique circumstance is that the owner must construct a new home that is compatible with the neighborhood. The proposed design is compatible with the surrounding neighborhood’s existing exterior materials and architecture. The proposed materials (fiber cement board) is a high-quality and highly durable material.***
3. The Variation, if granted, will not alter the essential character of the locality.
 - ***The existing neighborhood has a large mix of architectural styles and exterior building materials. The proposed materials fit in with the existing neighborhood and the design and quality of the home is not harmed by the lack of masonry.***
4. Additionally, the Zoning Board of Appeals also considered the extent to which the following facts are favorable to the Petitioner based on the established evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;

- e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
- f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

SECTION 3: The Special Use Permit set forth herein below shall be applicable to the following described property:

LEGAL DESCRIPTION: LOT 1 (EXCEPT THE SOUTH 5 FEET THEREOF) IN BLOCK 3 IN CHRISTIAN ANDRES' SUBDIVISION OF A PART OF THE SOUTH HALF OF LOT 1 OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL IDENTIFICATION NUMBER: 28-30-308-022-0000

COMMONLY KNOWN AS: 17305 68th Court, Tinley Park, Illinois

SECTION 4: That a Variation allowing for the construction of a single-family home without the required first-floor masonry at the Subject Property be hereby granted in accordance with submitted plans and subject to the following conditions:

1. The project subject to review and approval of the Final Engineering and Grading Plans by the Village Engineer prior to issuance of any building permits.
2. If any public utility or drainage easements are determined to be required by the Village Engineer, such easements shall be recorded prior to issuance of any building permits.
3. A public sidewalk the width of the lot shall be proposed on the Final Engineering and Grading Plans and shall be installed per Village standards prior to occupancy.

SECTION 5: Any policy, resolution, or ordinance of the Village that conflicts with the provisions of this Ordinance shall be and is hereby repealed to the extent of such conflict.

SECTION 6: That this Ordinance shall be in full force and effect from and after its adoption and approval.

SECTION 7: That the Village Clerk is hereby ordered and directed to publish this Ordinance in pamphlet form, and this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law.

PASSED THIS 4th day of February, 2020.

AYES:

NAYS:

ABSENT:

APPROVED THIS 4th day of February, 2020.

VILLAGE PRESIDENT

ATTEST:

VILLAGE CLERK

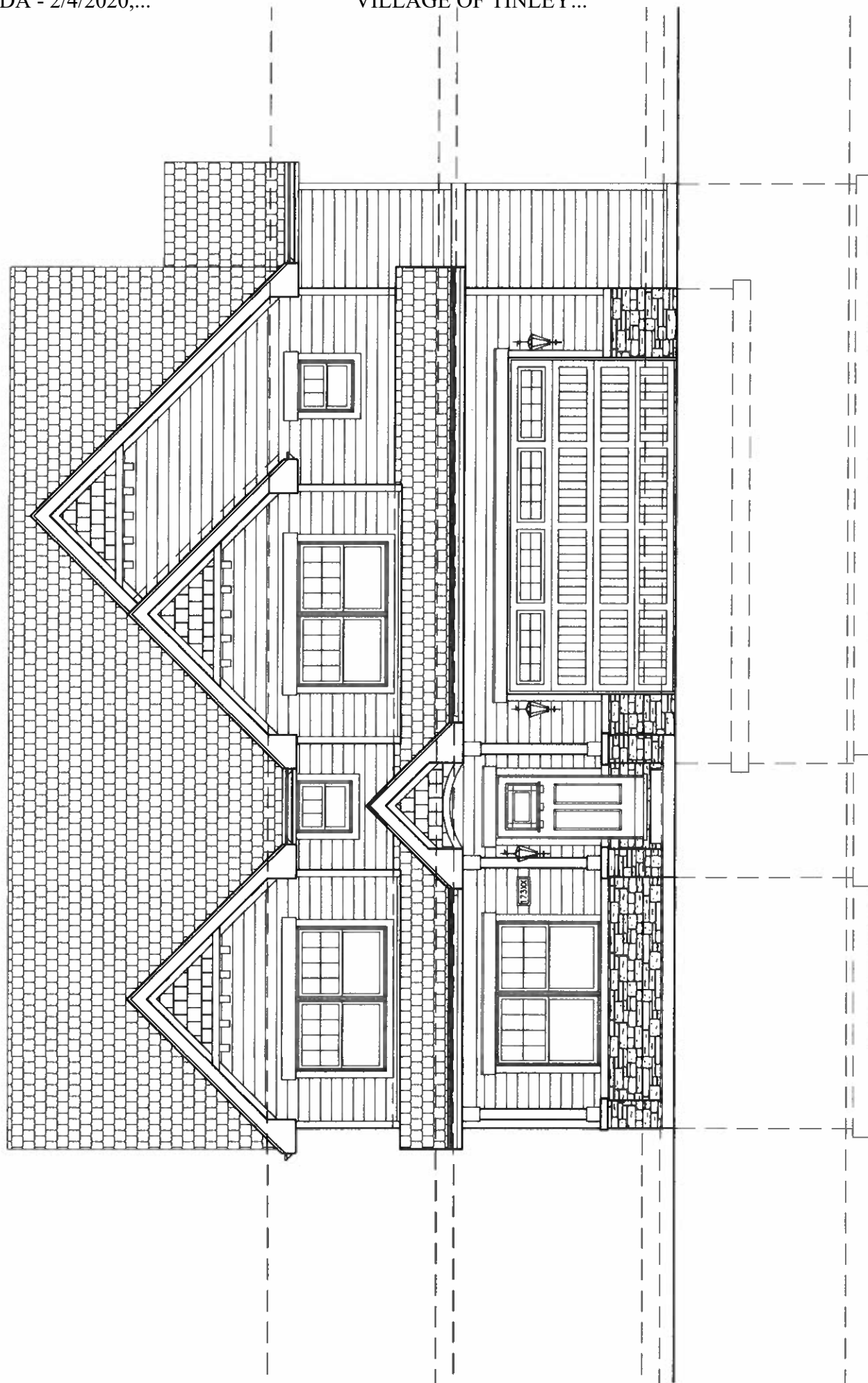
STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. 2020-O-007, “AN ORDINANCE GRANTING A MASONRY VARIATION FOR CERTAIN PROPERTY AT 17305 68TH COURT,” which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

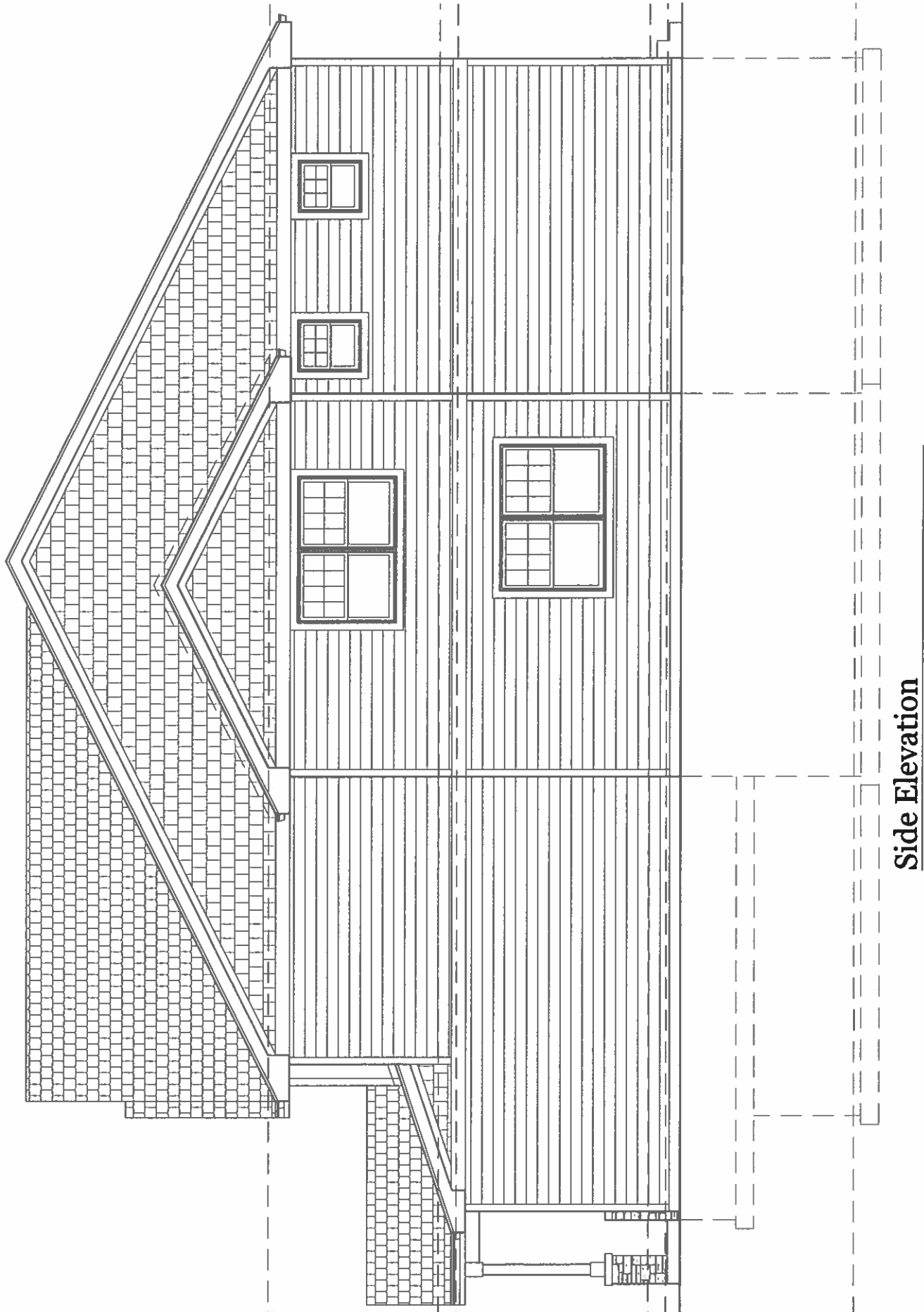
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

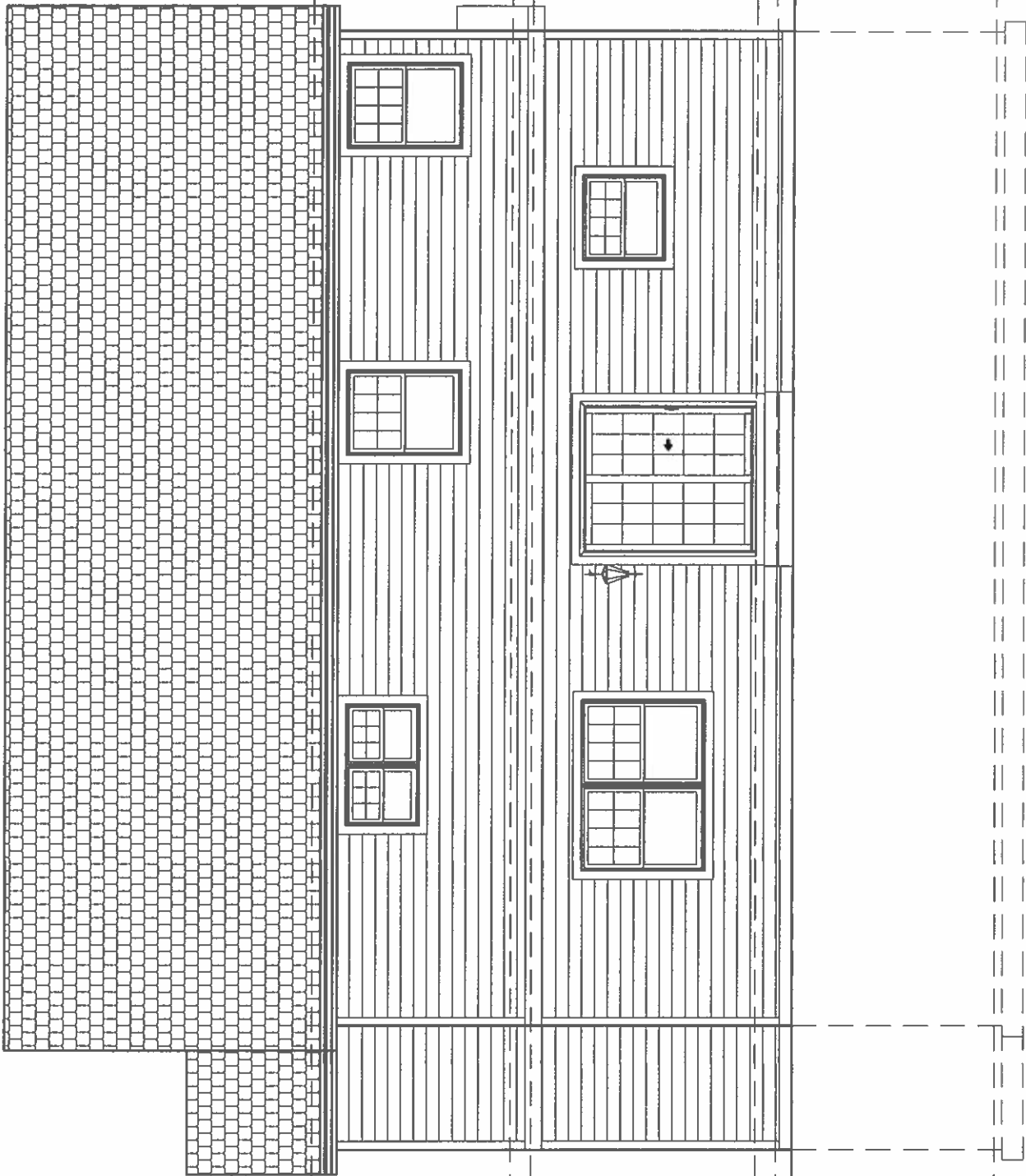
KRISTIN A. THIRION, VILLAGE CLERK



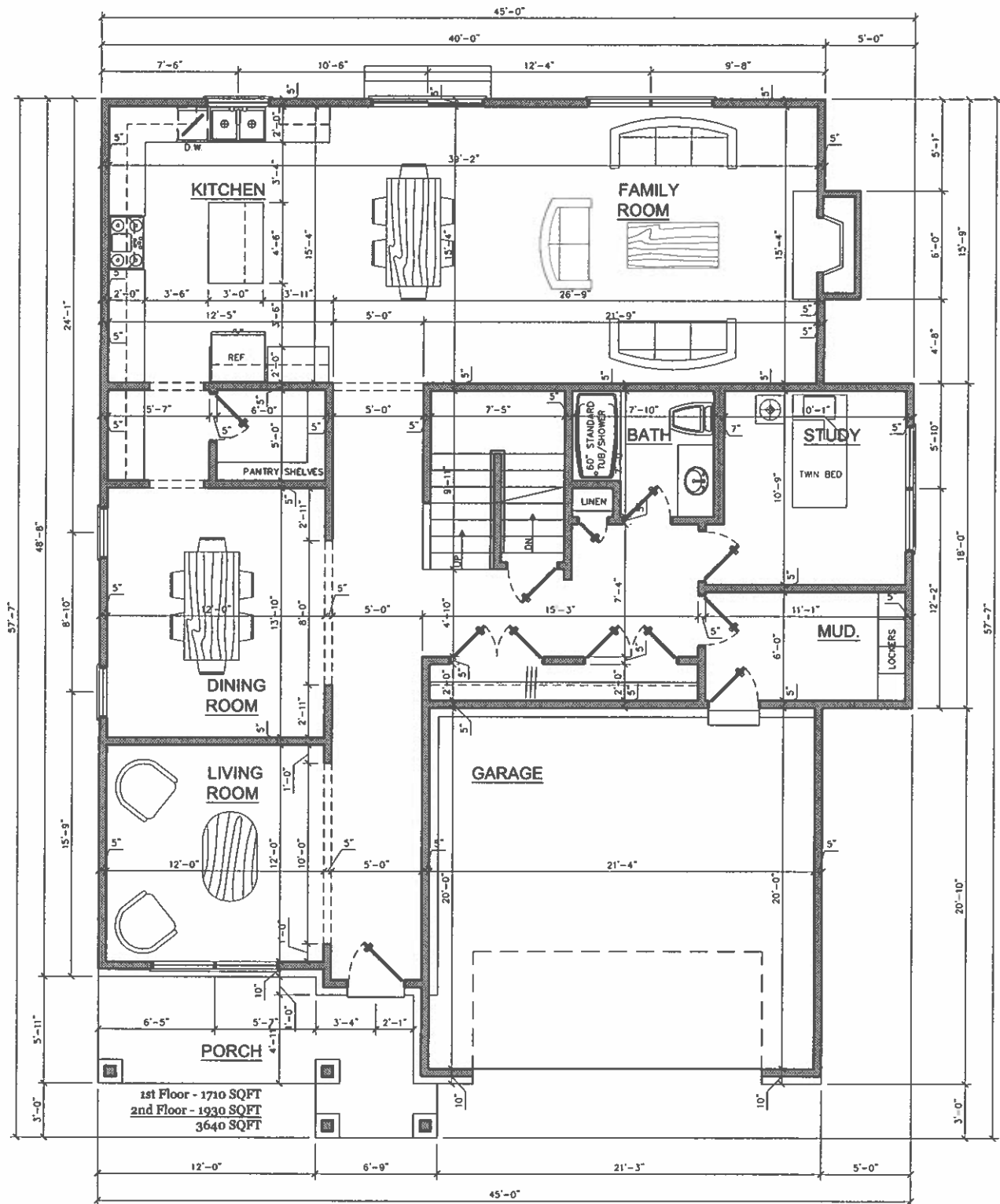
Front Elevation - Option A



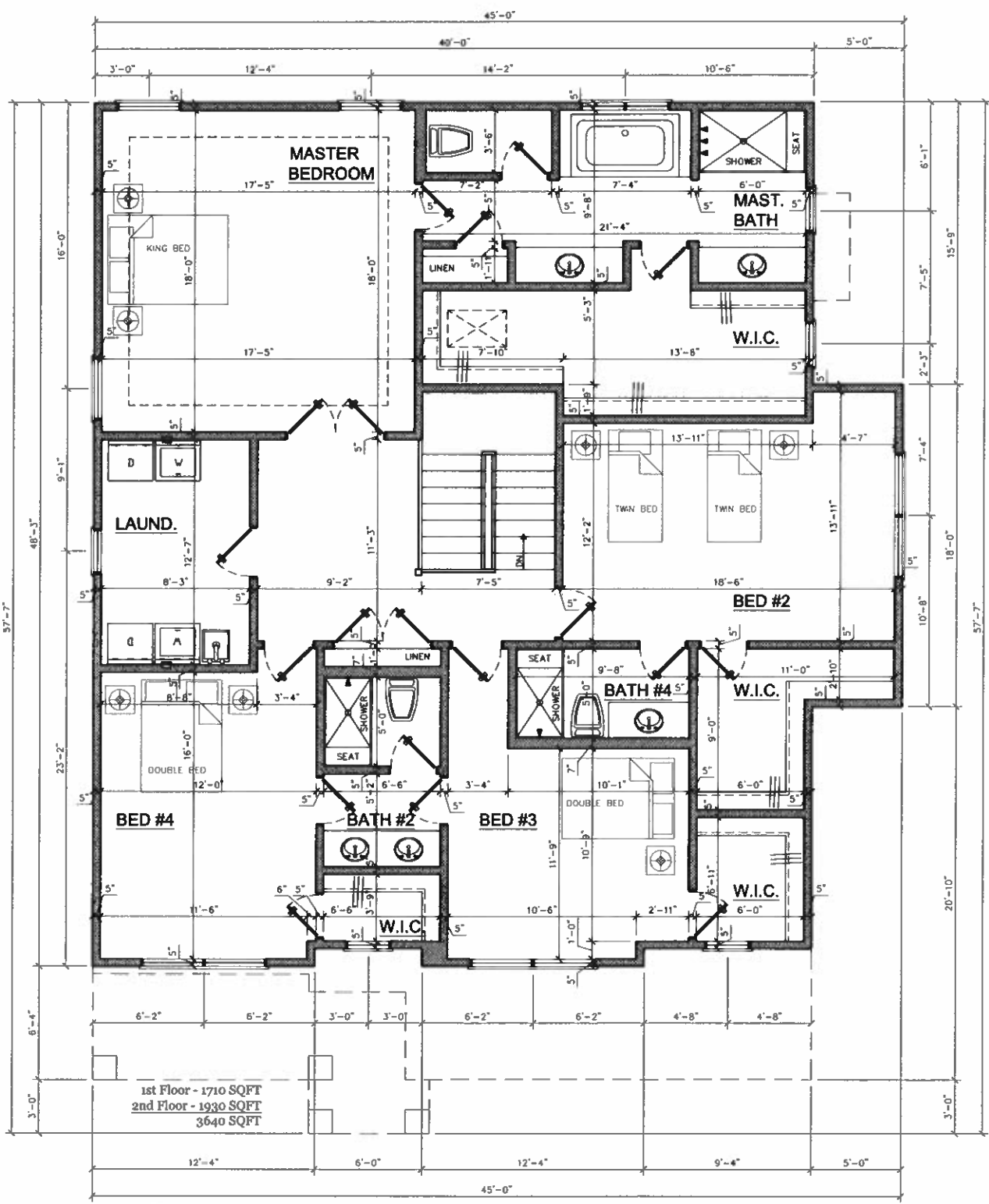




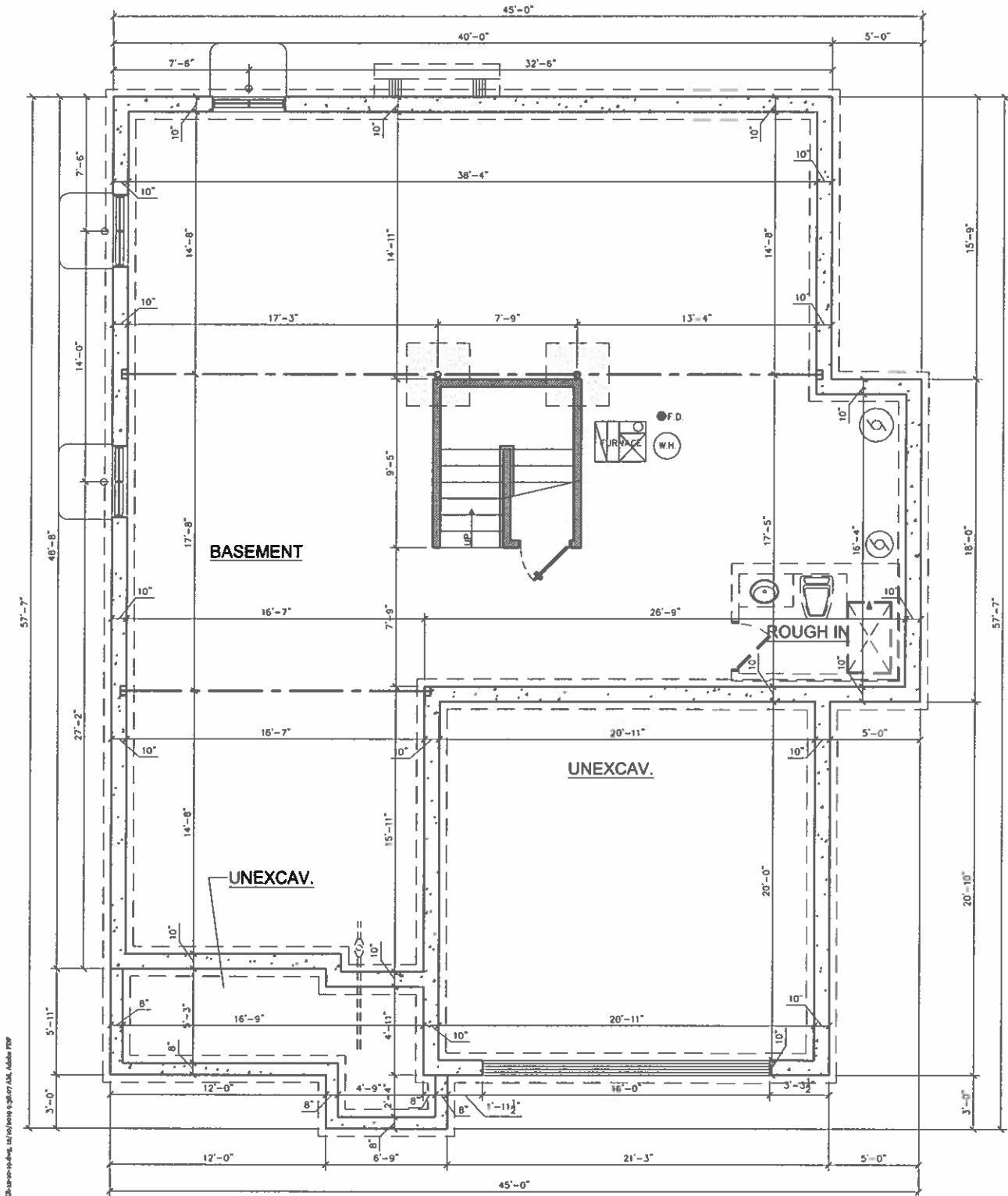
Rear Elevation



First Floor Plan



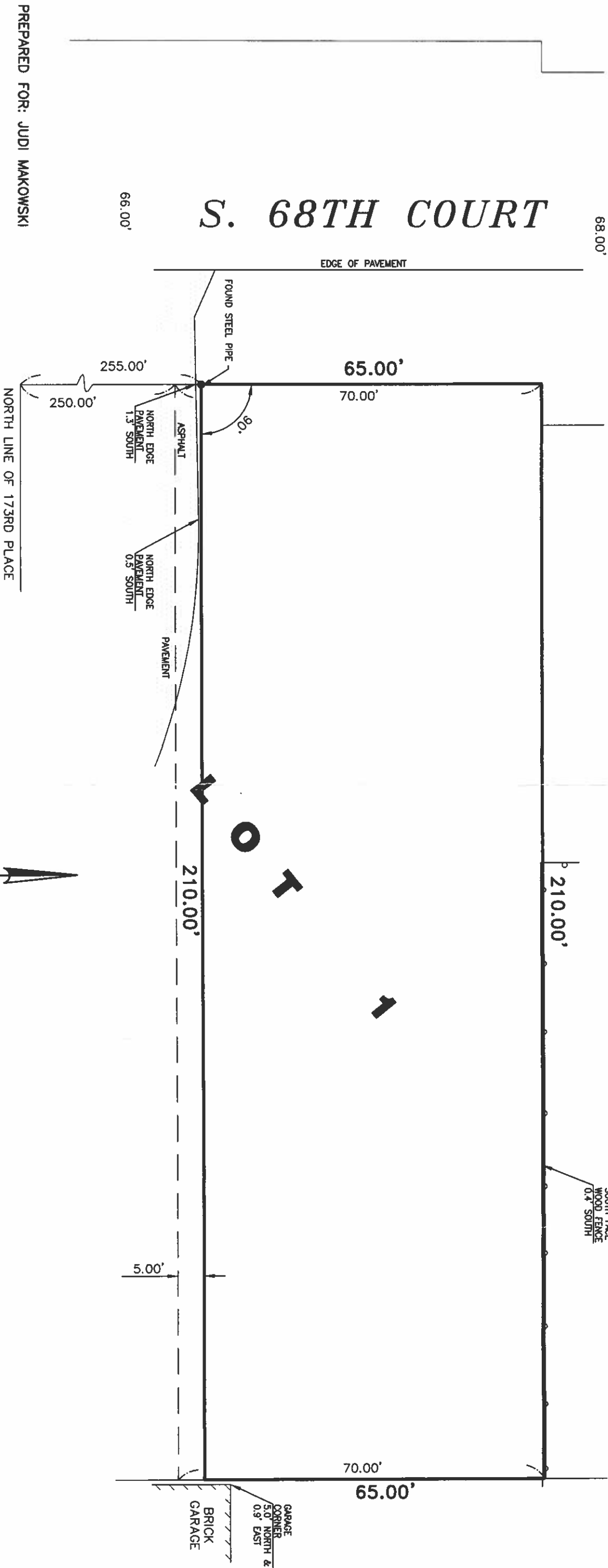
Second Floor Plan



Foundation Plan

PLAT OF SURVEY

LOT 1 (EXCEPT THE SOUTH 5 FEET THEREOF) IN BLOCK 3 IN CHRISTIAN ANDRES' SUBDIVISION OF A PART OF THE SOUTH HALF OF LOT 1 OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



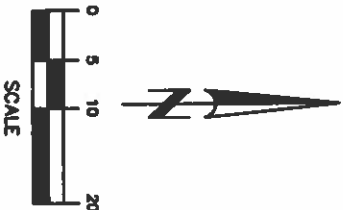
PREPARED FOR: JUDI MAKOWSKI

LANDMARK

ENGINEERING LLC
DESIGN FIRM REGISTRATION NO. 184-003577
7808 W. 103RD STREET
PALOS HILLS, ILLINOIS 60465-1529
Phone (708) 589-5737

BEARINGS SHOWN HEREON (IF ANY) ARE BASED ON I.L.S.P.C. EAST ZONE, NAD83. NO IMPROVEMENTS SHOULD BE CONSTRUCTED ON THE BASIS OF THIS PLAT ALONE AND NO DIMENSIONS, LENGTHS OR WIDTHS SHOULD BE ASSUMED FROM SCALING. FIELD MONUMENTATION OF CRITICAL POINTS SHOULD BE ESTABLISHED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS NOT SHOWN HEREON, REFER TO DEEDS, ABSTRACTS, TITLE POLICIES, SEARCHES OR COMMITMENTS, DOCUMENTS, CONTRACTS AND LOCAL BUILDING AND ZONING ORDINANCES.



| |
|-------------------------------|
| SUBJECT PROPERTY AREA |
| 13,650 SQ. FT. (more or less) |



FIELD WORK COMPLETED: 4/26/19
THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS STANDARDS FOR A BOUNDARY SURVEY.

DATED: 5/3/19

Richard P. Urchell

RICHARD P. URCELL, I.P.L.S. No. 3183
LICENSE RENEWAL DATE: NOVEMBER 30, 2020
SURVEY No. 19-04-114



ZONING BOARD OF APPEALS STAFF REPORT

January 23, 2020 - Public Hearing

Petitioner

Mark Weber (Owner)

Mark Weber - Masonry/Brick Variation

17305 68th Court

Property Location

17305 68th Court

PIN

28-30-308-022-0000

Zoning

R-4, Single-Family
Residential

Approval Sought

Variation

Project Planner

Daniel Ritter, AICP
Senior Planner



EXECUTIVE SUMMARY

The Petitioner, Mark Weber (Property Owner), is requesting a masonry Variation from Section V.C.4.B. of the Zoning Ordinance to permit a new residential home to be constructed without required first floor masonry on the property at 17305 68th Court in the R-4, Single-Family Residential, zoning district.

The Village Board adopted code changes that moved the masonry requirements from the Building Code to the Zoning Ordinance in December 2019. The commercial masonry requirements were revised to maintain high architectural standards, but to allow for some additional flexibility and remain competitive with developers. Residential masonry requirements were maintained at the previously existing level, which requires face brick, stone, or similar masonry products to be installed on the first floor of all residential buildings.

The Petitioner is proposing to construct a new house on a vacant lot. They have requested the Variation due to the intended architectural style and the neighborhood's varying use of residential building materials on existing homes. The home is located in an older area near the downtown that was part of the original Village boundaries. The home is expected to meet the Zoning Ordinance in all other areas.

EXISTING SITE & HISTORY

The subject lot located at 17305 68th Court is 13,650 square feet in size (65 ft. wide and 210 ft. deep). While that is not the current method of lot division or property transfer required by the Subdivision Code, it was commonly completed previously. The existing lot complies with all lot bulk (size, width, depth) requirements as listed in the Zoning Ordinance. The lot is currently Vacant with three trees existing on the property.



The home is located in an older area near the downtown that was part of the original 1892 Village of Tinley Park (Bremen) boundaries. The lots are relatively narrow and long compared to more modern subdivisions. Homes in this area vary greatly in age, size, architectural style, and building materials due to a number of lot redevelopments over the years.

CODE BACKGROUND AND ZONING

The Village Board adopted code changes that moved the masonry requirements from the Building Code to the Zoning Ordinance in December 2019. The commercial masonry requirements were revised to maintain high architectural standards, but to allow for some additional flexibility and remain competitive with commercial developers, particularly larger industrial buildings. Residential masonry requirements were maintained at the previously existing level, which requires face brick, stone, or similar masonry products to be installed on the first floor of all residential buildings.

Previously, all “masonry waivers” went to the Community Development Committee since it was under the purview of the Comprehensive Building Code. Since masonry and exterior architectural requirements are now located in the Zoning Ordinance, a Variation of the masonry requirements is reviewed by the ZBA or Plan Commission depending on the circumstance. If the request is not associated with an item that Plan Commission must review, then the ZBA reviews this request. The Plan Commission Staff Report explaining these changes is attached for background and reference. The Residential Masonry Requirements are located in Zoning Code Section V.C.4.B.:

“In all single-family detached, single-family attached, townhomes, and in all single-family semi-detached dwellings, exterior walls shall be constructed of face brick, decorative stone, or other approved masonry products as defined herein. Said construction shall commence from the finished grade and shall extend to the uppermost portion of the first story of such dwellings.”

The properties to the north, south, and west are all zoned R-4, Single-Family Residential and have existing single-family homes located on them. Shown below are images of adjacent single-family properties that are referenced on the map. The properties to the east are located in the Downtown Core (DC) of the Legacy District and adjacent to Oak Park Avenue. The property directly east is currently the location of Electric Blue Entertainment DJ services.

VARIATION REQUEST

The Petitioner is proposing to construct a new single-family home with the majority of the exterior utilizing fiber cement board siding (i.e. Hardie Board) and architectural shingles at the roof peaks. A small portion of the front façade will utilize a stone material around the base of the structure that will cover approximately 5% of the exterior. The stone is only proposed to be installed approximately 2.5 feet in height to the bottom of the first floor window sills and only on the front façade. The Petitioner has indicated they are looking to create a “Craftsman” style house that does not traditionally utilize large amounts of brick.

The traditional Standards for a Variation are difficult to apply in regards to Variations that concern architectural design. While there are no specific standards set for residential architectural requests, it is useful to look at the context of the neighborhood similar to some of the standards set for commercial architectural plan reviews. The three most relevant standards used are listed below:

- a. Compatible Architecture – Is the new structure and proposed materials compatible with neighboring properties and the surrounding neighborhood’s existing housing stock?
- b. Proposed Building Materials – Are the proposed materials of high-quality and durability? Do the proposed materials negatively affect the homes attractiveness or future marketability?
- c. Cohesive Building Design – Do the proposed materials compliment the style and design of the home, or do they detract compared to alternative materials? Do the proposed exterior materials compliment the architectural design and create natural breaks within the façade to transition between materials?

The standard the Village’s Community Development Committee has traditionally used is to review masonry Variations in context with the existing neighborhood’s architecture. This ensures the character and quality of materials within a neighborhood does not degrade over time and that new homes fit in with the existing neighborhood. It is important that the proposed architecture/building materials are not so incongruent with the existing architecture/building material that it devalues existing property. The goal should be that the new “in-fill” development is compatible with the neighborhood, enhances rather than detracts, and will maintain value over time. With the exception of the exterior masonry requirements, the proposed home is expected to comply with all other Zoning Ordinance requirements.

The homes on this block are evenly split between siding and brick first-floor exteriors (15 siding, 13 brick). The architectural styles also vary greatly as they span more than a century of residential development. The Board may wish to discuss whether they are trying to maintain the integrity of the original character of the block or whether they wish to transition the neighborhood into a more modern masonry aesthetic.



Above: Map of surrounding area. Images of existing homes are shown with corresponding numbers below.

1. 17271 68th Court (directly north) – This property was constructed in 2006 in compliance with the Masonry requirements. A side yard setback Variation was required to permit a 6.5 ft. setback (2005-O-070).



2. 17313 68th Court (directly south) – Vinyl siding home built in early 1910's.



3. 17308 68th Court (west) - All brick bungalow built around 1927.



4. 17302 68th Court (directly west) – First floor brick bungalow built around 1931 with vinyl siding second floor addition.



5. 17270 68th Court (west) – Siding home built in 1964.



6. 17245 68th Court (north) – Approved Variation for reduced side yard setbacks (2001-O-062) and masonry waiver (Dec. 2000) to match with the Victorian Style home design. Constructed in 2002.



7. 17267 68th Court – All brick bungalow built around 1932.



8. 17315 68th Court – All vinyl siding home built around 1945.



DISCUSSION/OPEN ITEM

The Applicant has requested a Variation of the masonry requirement stating that brick is not consistent with the proposed “Craftsman” style architecture. A quick review of Craftsman style homes supports this position that they predominately are not brick and use stone as an accent material. The Zoning Board of Appeals (ZBA) can decide if the proposed architecture supports this request or whether the new home needs to comply with the masonry requirements as written and recommend denial of the request.

As with all Variations, staff encourages Petitioners to meet the code requirements as closely as possible. The ZBA can also decide if an alternative solution is more suitable based on the particular situation and neighborhood context. If the petitioner agrees to a suggested alternative, the revised plans can be supplied at a following meeting or the overall design that is agreed upon can be included as a recommended condition of approval to avoid an additional meeting.



Craftsman style home

Staff has identified an alternative option that more closely meets the Zoning Ordinance’s masonry requirements that the ZBA may wish to consider. The 2.5 feet high stone base proposed on the front façade can be wrapped around the entire first floor of the house to create a more uniform house on all sides.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Zoning Board of Appeals shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Zoning Board of Appeals must provide findings for the first three standards; the remaining standards are provided to help the Zoning Board of Appeals further analyze the request. Staff prepared draft responses for the Findings of Fact below, which indicate support for the request. If the Zoning Board wishes to recommend denial, alternative findings will need to be indicated.

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
 - ***While the property can yield a reasonable return while meeting the code, the cost and design style of the structure are compromised if the code requirements were to be met.***
2. The plight of the owner is due to unique circumstances.
 - ***This is an "in-fill" development and the only vacant lot on the block. The unique circumstance is that the owner must construct a new home that is compatible with the neighborhood. The proposed design is compatible with the surrounding neighborhood's existing exterior materials and architecture. The proposed materials (fiber cement board) is a high-quality and highly durable material.***
3. The Variation, if granted, will not alter the essential character of the locality.
 - ***The existing neighborhood has a large mix of architectural styles and exterior building materials. The proposed materials fit in with the existing neighborhood and the design and quality of the home is not harmed by the lack of masonry.***
4. Additionally, the Zoning Board of Appeals shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
 - e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
 - f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

MOTION TO CONSIDER

If the Zoning Board of Appeals wishes to take action on the Petitioner's request, the appropriate wording of the motion is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

"...make a motion to recommend that the Village Board grant the Petitioner, Mark Weber, a Masonry Variation from Section V.C.4.B. of the Zoning Ordinance to permit a new single-family home to be constructed without the required first floor masonry at the property located at 17305 68th Court in the R-4 (Single-Family Residential) zoning district consistent with the List of Submitted Plans attached herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report, subject to the following conditions:

- 1. The project subject to review and approval of the Final Engineering and Grading Plans by the Village Engineer prior to issuance of any building permits.**
- 2. If any public utility or drainage easements are determined to be required by the Village Engineer, such easements shall be recorded prior to issuance of any building permits.**
- 3. A public sidewalk the width of the lot shall be proposed on the Final Engineering and Grading Plans and shall be installed per Village standards prior to occupancy."**

[any conditions that the ZBA would like to add]

LIST OF REVIEWED PLANS

| Submitted Sheet Name | Prepared By | Date On Sheet |
|--|---------------|---------------|
| Plat of Survey | Landmark Eng. | 5/3/2019 |
| Architectural Elevations and Floor Plans | None Listed | None Listed |
| Responses to Standards for a Variations | Petitioner | 12/16/2019 |



**MINUTES OF THE REGULAR MEETING OF THE
ZONING BOARD OF APPEALS, VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS**

January 23, 2020

The Regular Meeting of the Zoning Board of Appeals was held in the Council Chambers at the Village of Tinley Park, 16250 Oak Park Avenue on January 23, 2020 at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

| | |
|------------------------------|--|
| Zoning Board Members: | Steven Sepessy, Chairman Robert Paszczyk Donald Bettenhausen James Fritts |
| Absent Zoning Board Members: | Jennifer Vargas Kellie Schuch |
| Village Officials and Staff: | Dan Ritter, Senior Planner Barbara Bennett, Commission Secretary |

CALL TO ORDER

ZONING BOARD OF APPEALS CHAIRMAN, STEVEN SEPESSY called to order the Regular Meeting of the Zoning Board of Appeals on January 23, 2020 at 7:00 p.m.

COMMUNICATIONS

None

APPROVAL OF MINUTES

Minutes of the October 10, 2019 Zoning Board of Appeals Meeting was presented for approval. A Motion was made by ZONING BOARD MEMBER PASZCZYK, seconded by ZONING BOARD MEMBER BETTENHAUSEN, to approve the Minutes as presented. The Motion was approved by voice call. CHAIRMAN SEPESSY declared the Minutes approved.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES
FROM: VILLAGE OF TINLEY PARK ZONING BOARD OF APPEALS
SUBJECT: MINUTES OF THE JANUARY 23, 2020 REGULAR MEETING OF THE ZONING BOARD OF APPEALS

**Item #1 PUBLIC HEARING: MARK WEBER – 17305 68TH COURT
MASONRY VARIATION**

The Petitioner, Mark Weber (Property Owner), is seeking a Masonry Variation from Section V.C.4.B. of the Zoning Ordinance to permit a new residential home to be constructed without the first-floor masonry requirement on the property at 17305 68th Court in the R-4 (Single-Family Residential) zoning district.

Board Members: Steven Sepessy, Chairman
Robert Paszczyk
Donald Bettenhausen
James Fritts

Absent Zoning Board Members: Jennifer Vargas
Kellie Schuch

Village Officials and Staff: Dan Ritter, Senior Planner
Barbara Bennett, Commission Secretary

Guests: Mark Weber, Petitioner

A Motion was made by COMMISSIONER BETTENHAUSEN, seconded by COMMISSIONER PASZCZYK, to open the Public Hearing for Mark Weber (Property Owner), seeking a Masonry Variation. The Motion was approved by voice call. CHAIRMAN SEPESSY declared the Motion approved.

CHAIRMAN SEPESSY noted that Village Staff provided confirmation that appropriate notice regarding the Public Hearing was published in the local newspaper in accordance with State law and Village policy.

CHAIRMAN SEPESSY requested anyone present in the audience who wished to give testimony, comment, engage in cross-examination, or ask questions during the Hearing stand and be sworn in. CHAIRMAN SEPESSY swore the petitioner and members of the public in.

Dan Ritter, Senior Planner gave a presentation as noted in the Staff Report. The Petitioner is requesting a Masonry Variation from Section V.C.4.B. of the Zoning Ordinance to permit a new residential home to be constructed without required first floor masonry on the property at 17305 68th Court in the R-4, Single-Family Residential, zoning district.

The Petitioner is proposing to construct a new house on a vacant lot that is 13,650 square feet in size (65 ft. wide and 210 ft. deep). They have requested the Variation due to the intended architectural style and the neighborhood's varying use of residential building materials on existing homes. The home is located in an older area near the downtown that was near the original 1892 Village boundaries. The home is expected to

meet the Zoning Ordinance in all other areas. The homes in this area vary greatly in their age, size, architectural style, and building materials due to a number of lot redevelopments of the years.

The subject property is zoned R-4, Single-family Residential. The properties to the north, south and west are all zoned R-4, Single-Family Residential and have existing single-family homes located on them. The properties to the east are located in the Downtown Core (DC) of the Legacy District and adjacent to Oak Park Avenue. The property directly east is currently the location of Electric Blue Entertainment DJ services.

The Petitioner is proposing to construct a new single-family home with the majority of the exterior utilizing fiber cement board siding and architectural shingles at the roof peaks. A small portion of the front façade will utilize a stone material around the base of the structure that will cover approximately 5% of the exterior. The stone is only proposed to be installed approximately 2.5 feet in the height to the bottom of the first floor window sills and only on the front façade. The Petitioner has indicated they are looking to create a “Craftsman” style house that does not traditionally utilize large amount of brick.

Mr. Ritter displayed the front, rear, and side elevations of the proposed home. Mr. Ritter also displayed photos of neighboring homes. The homes on this block are evenly split between siding and brick first-floor exteriors (15 siding, 13 brick). The architectural styles also vary greatly as they span more than a century of residential development.

Mr. Ritter went through the three most relevant considerations as listed for Commercial Architectural Review:

- a. Compatible Architecture – Is the new structure and proposed materials compatible with neighboring properties and the surrounding neighborhood’s existing housing stock?
- b. Proposed Building Materials – Are the proposed materials of high-quality and durability? Do the proposed materials negatively affect the homes attractiveness or future marketability?
- c. Cohesive Building Design – Do the proposed materials compliment the style and design of the home, or do they detract compared to alternative materials? Do the proposed exterior materials compliment the architectural design and create natural breaks within the façade to transition between materials?

The standard the Village’s Community Development Committee has traditionally used is to review masonry Variations in context with the existing neighborhood’s architecture. This ensures the character and quality of materials within a neighborhood does not degrade over time and that new homes fit in with the existing neighborhood. It is important that the proposed architecture/building materials are not so incongruent with the existing architecture/building material that it devalues existing property. The goal should be that the new “in-fill” development is compatible with the neighborhood, enhances rather than detracts, and will maintain value over time. With the exception of the exterior masonry requirements, the proposed home is expected to comply with all other Zoning Ordinance requirements.

CHAIRMAN SEPESSY asked for questions from the Commissioners.

COMMISSIONER PASZCZYK inquired if this is a single-family home and if the Fire Department would review this permit. Mr. Ritter replied it is a single-family home and the Fire Department would not review this permit regarding the exterior and interior materials.

COMMISSIONER PASZCZYK also inquired as to what a Craftsman Style home is. Mr. Ritter replied that the Petitioner would explain it.

CHAIRMAN SEPESSY asked for comments from the Petitioner, Mr. Weber.

Mr. Mark Weber introduced himself and his wife Christine and his daughter Chloe. He noted he has 4 children and has lived in Tinley Park for 17 years. With seven people in their current Cape Cod home, he noted they are outgrowing it. They have had their eye on this lot for about three years, due to being close to the downtown area and the train station. The Craftsman Style is a lot of natural materials, like wood and stone. In going way back on the architectural style, it would utilize things they could easily find to use on the building. Brick is generally not shown on a Craftsman Style home for that reason. We will be using a fire retardant cement fiber siding on the exterior. This product has a high fire rating and will not ignite. We want to fit in the charm of the neighborhood with some of the homes shown from 1910s.

Mr. Ritter noted if the home was in the Legacy District they are adjacent to on Oak Park Avenue, he could build a home with all fiber cement siding. This neighborhood has a lot of charm like the Legacy District.

Mr. Ritter noted the Standards for Variation:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
 - ***While the property can yield a reasonable return while meeting the code, the cost and design style of the structure are compromised if the code requirements were to be met.***
2. The plight of the owner is due to unique circumstances.
 - ***This is an “in-fill” development and the only vacant lot on the block. The unique circumstance is that the owner must construct a new home that is compatible with the neighborhood. The proposed design is compatible with the surrounding neighborhood’s existing exterior materials and architecture. The proposed materials (fiber cement board) is a high-quality and highly durable material.***
3. The Variation, if granted, will not alter the essential character of the locality.
 - ***The existing neighborhood has a large mix of architectural styles and exterior building materials. The proposed materials fit in with the existing neighborhood and the design and quality of the home is not harmed by the lack of masonry.***
4. Additionally, the Zoning Board of Appeals shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;

- e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
- f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

A Motion was made by COMMISSIONER PASZCZYK, seconded by COMMISSIONER BETTENHAUSEN, to close the Public Hearing for Mark Weber (Property Owner), seeking a Masonry Variation. The Motion was approved by voice call. CHAIRMAN SEPESSY declared the Motion approved.

A Motion was made by COMMISSIONER BETTENHAUSEN, seconded by COMMISSIONER FRITTS to recommend that the Village Board grant the Petitioner, Mark Weber, a Masonry Variation from Section V.C.4.B. of the Zoning Ordinance to permit a new single-family home to be constructed without the required first floor masonry at the property located at 17305 68th Court in the R-4 (Single-Family Residential) zoning district consistent with the List of Submitted Plans attached herein and adopt Findings of Fact as proposed by Village Staff in the Staff Report, subject to the following conditions:

1. The project subject to review and approval of the Final Engineering and Grading Plans by the Village Engineer prior to issuance of any building permits.
2. If any public utility or drainage easements are determined to be required by the Village Engineer, such easements shall be recorded prior to issuance of any building permits.
3. A public sidewalk the width of the lot shall be proposed on the Final Engineering and Grading Plans and shall be installed per Village standards prior to occupancy.”

AYES: PASZCZYK, FRITTS, BETTENHAUSEN & CHAIRMAN SEPESSY

NAYS: NONE

CHAIRMAN SEPESSY declared the Motion unanimously approved.

This will be heard by the Village Board on February 4, 2020

GOOD OF THE ORDER:

Mr. Ritter noted:

1. The last ZBA review was Mr. Akram at 16440 84th Avenue for the rear yard setback for the screen porch. It was approved by the Village Board. Mr. Akram has not applied for his permit as of yet.
2. SIP Wine Bar, is moving along with the interior remodeling. They are hoping to open in February.
3. The Boulevard at Central Station has their foundation in and should be building in the spring.
4. Peko & Bean is a new tea shop on Oak Park Avenue. It has coffee and tea and sweets.
5. Love's Sweet Arrow has opened near the tea shop and is a romance book store on Oak Park Avenue.
6. North of the 80th Avenue Train Station, Anytime Fitness and Union Bar & Grill will be opening soon in the shopping center where Fratellos and the Tanning Shop were.
7. In the large old TJ Max location on Harlem Avenue, Homeline Furniture store will be opening. They are remodeling now.
8. 7-Eleven Gas Station on 171st Street and Harlem Avenue was reviewed by Plan Commission and will be going to the Village Board on February 4, 2020.

9. There will be no ZBA Meeting on February 13, 2020 due to lack of agenda items.

RECEIVE COMMENTS FROM THE PUBLIC

None at this time.

ADJOURNMENT

There being no further business, a Motion was made by ZONING BOARD MEMBER PASCZCYK, seconded by ZONING BOARD MEMBER BETTENHAUSEN, to adjourn the Regular Meeting of the Zoning Board of Appeals of January 23, 2020 at 7:32 p.m. The Motion was unanimously approved by voice call. ZONING BOARD OF APPEALS CHAIRMAN STEPHEN SEPESSY declared the meeting adjourned.



VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- ☐ Special Use for: _____
- ☐ Planned Unit Development (PUD) ☐ Concept ☐ Preliminary ☐ Final ☐ Deviation
- ☒ Variation ☒ Residential ☐ Commercial for Subdivision
- ☐ Annexation
- ☐ Rezoning (Map Amendment) From _____ to _____
- ☐ Plat (Subdivision, Consolidation, Public Easement) ☐ Preliminary ☐ Final
- ☐ Site Plan
- ☐ Landscape Change Approval
- ☐ Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: _____

Project Description: _____

Project Address: 17305 68th Ct. Property Index No. (PIN): 28-30-308-022

Zoning District: R-4 Lot Dimensions & Area: 65' x 210' 13650 sq

Estimated Project Cost: \$ 400,000

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: Mark Weber Company: _____

Street Address: 6673 Pine Point Drive City, State & Zip: Tinley Park, IL 60477

E-Mail Address: theweberclan@gmail.com Phone Number: _____

APPLICANT INFORMATION

☒ Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: _____ Company: _____

Relation To Project: _____

Street Address: _____ City, State & Zip: _____

E-Mail Address: _____ Phone Number: _____



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize _____ (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature: _____

Property Owner Name (Print): _____

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: _____

Property Owner Name (Print): MARK WEBER

Applicant Signature:
(If other than Owner)

Applicant's Name (Print): MARK WEBER

Date: 12/16/2019



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS VARIATION ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they will not be accepted and may delay the review and hearing dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a **Variation** from the terms of the Zoning Ordinance. This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements and receive preliminary feedback on any concept ideas or plans prior to making a submittal.

☒ General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

☒ Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.

☒ A written project narrative detailing the specific variation(s) from code requirements that are being requested, the reasoning for requiring the variation, the general nature and specific aspects of the proposal being requested. Any additional requests such as a Special Use or Site Plan approval should be indicated in the narrative as well.

☒ A Plat of Survey of the property that is prepared by a registered land surveyor and has all up-to-date structures and property improvements indicated. All proposed improvements shall be indicated on the survey and be appropriately scaled with all setbacks and dimensions clearly indicated.

☒ Any applicable site plan, engineering/grading plans, exterior elevations or interior layout plans that indicate the full scope of the project and the Standards for a Variation.

☒ Responses to all Standards for a Variation on the following page (can be submitted separately along with the narrative, but all standards must be covered).

☒ Residential Variation Hearing Fee - \$150
~~Commercial Variation Hearing Fee - \$200~~

STANDARDS AND CRITERIA FOR A VARIATION

Section X.G.1 of the Village of Tinley Park Zoning Ordinance requires that the Zoning Board of Appeals determine compliance with the following standards and criteria. In order for a variance to be approved, the Petitioner must respond to all the following statements and questions related to the Standards with factual evidence and information to support the requested Variation. If additional space is required, you may provide the responses on a separate document or page.

- A. Describe the difficulty that you have in conforming with the current regulations and restrictions relating to your property, and describe how this hardship is not caused by any persons presently having an interest in the property. (Please note that a mere inconvenience is insufficient to grant a Variation). For example, does the shape or size of the lot, slope, or the neighboring surroundings cause a severe problem in completing the project in conformance with the applicable Ordinance requirement?

We are building a Craftsman style home which are usually built with little to no masonry.

- B. Describe any difficulties or hardships that current zoning regulations and restrictions would have in decreasing your property value compared to neighboring properties.

Most of the neighboring properties have little to no brick.

- C. Describe how the above difficulty or hardship was created.

This is an older neighborhood with various age ranges in houses.

- D. Describe the reasons this Variance request is unique to this property only and is not applicable, in general, to other properties within the same Zoning District.

See answer A... Craftsman style is reasoning.

- E. Explain how this Variance would not be regarded as an attempt at financial gain, but only because of personal necessity. For example, the intent of the Variance is to accommodate related living for an elderly relative as opposed to adding an additional income source.

With the cementitious siding we are using, it is very comparable to the cost of brick.

- F. Describe how granting this Variance request will not be detrimental to the public welfare or injurious to other properties or improvements in the neighborhood in which the property is located.

Cementitious siding is very similar to brick in regards to fire ratings.

- G. Explain how granting this Variance will not alter the essential character of the neighborhood or locality.

It is an older neighborhood with a vast selection of exterior materials but building this new house will add value to this neighborhood.

H. Describe how the requested Variance will not:

- 1. Impair an adequate supply of light and air to adjacent properties.**

N/A

*None of these
apply to exterior
building
requirements

- 2. Substantially increase the congestion of the public streets.**

N/A

- 3. Increase the danger of fire.**

N/A

- 4. Impair natural drainage or create drainage problems on adjacent property.**

N/A

- 5. Endanger the public safety.**

N/A

- 6. Substantially diminish or impair property values within the neighborhood.**

N/A



Interoffice Memo

Date: January 31, 2020

To: Committee of the Whole

From: Colby C. Zemaitis, PE, CFM

Subject: FY 2021 Pavement Management Program (PMP) - Street Resurfacing

Prepared for February 4th, 2020 Committee of the Whole and Village Board Meetings for consideration and possible action.

The project entails 9.2 miles of local streets to be resurfaced by means of Mill and Overlaying or Heater Scarification. Robinson Engineering has prepared a map and list of streets to be included in this year's project. These will be added to the Village website under Current Projects once it is approved by the Board.

The Village has always found success in bidding this project as early as possible to get lower asphalt prices. Early bids tend to be more competitive since it is often the first program put out for bid and there is still uncertainty in the market as to the availability of projects. The Village intends to get this project out to bid in the coming weeks.

Attached please find the memo explaining the project timeline along with the total cost breakdowns for funding and engineering services from Robinson Engineering.

Staff Direction Request: Move to Village Board Meeting for approval.

Attachments: Robinson Engineering Memo
Street Name List
Map of Street Locations

S:PWfiles/Projects/MFT/2020/2020PMPMemo013020



MEMORANDUM

DATE: January 30, 2019
TO: Committee of the Whole
FROM: Van Calombaris, PE, Village Engineering Consultant
SUBJECT: **FY2021 Pavement Management Program (PMP)- Street Resurfacing**

Attached for your reference is a list which shows the preliminary streets that are being recommended to be covered under the FY2021 program. The recommendation includes approximately 9.2 miles of streets to be resurfaced under the program. The total funding including engineering and materials testing needed for the estimated cost of the FY2021 PMP Program is \$4,115,000.

Provided below is a summary of the projected available funds from the various funding sources used in the past for the FY2021 Pavement Management Program as discussed with the Treasurer's office.

| | |
|-----------------------------------|---------------------------|
| <i>Motor Fuel Tax Fund</i> | <i>\$2,034,000</i> |
| Regular MFT | \$1,375,000 |
| MFT TRF | \$645,000 |
| High Growth Impact Allocation | \$14,000 |
| <i>Local Roads Fund</i> | <i>\$1,034,000</i> |
| Vehicle Stickers | \$608,000 |
| Red Light Camera Fines | \$426,000 |
| <i>Other Funds-TBD</i> | <i>\$1,068,000</i> |

The amount reflected above does not anticipate any increase in existing revenues, any grants through SSMMA or the dedication of other existing revenues.

We have found success in bidding the program early as it enables the Village to get lower asphalt prices. Early bids tend to be more competitive since it is often the first large program put out for bid and there is still uncertainty in the market as to the availability of projects for Contractors early in the season.

A schedule for adoption of the MFT Resolution/Agreements, bidding schedule, award and construction is provided below.

- **Tuesday 2-4-20** Discuss the final PMP Program details and potential funding up to \$4,115,000 at a Village Committee of the Whole Meeting and discuss entering into an official agreement for Robinson Engineering to provide engineering services related to the Resurfacing Program.
- **Tuesday 2-4-20** Approve \$2,034,000 spending for the FY2021 PMP Resurfacing Program from MFT funds at Village Board Meeting. Pass MFT Resolution.
- **Tuesday 2-4-20** Approve entering into an Agreement for Robinson Engineering to provide engineering services related to the FY2021 Resurfacing Program.
- **Wednesday 2-5-20** Send signed resolution, agreements and engineering documents to IDOT for approval.
- **On or before Thursday 2-27-20** Pending IDOT's approval, accept bids for the FY2021 PMP Resurfacing Program. Bid date will be dependent upon IDOT's review turnaround and could be earlier. Village Board should direct staff to set the actual bid date per IDOT's recommendation.
- **Tuesday 3-3-20** Approve award of PMP Contract to lowest responsive, responsible bidder.

Attachments-Street Location Map and List

| Tinley Park PMP FY2021 PMP Proposed Street Resurfacing (20-R0005.01) | | | | |
|--|----------------------------------|----------------------|---------------------------|--------|
| Location No. | Location Name | From | To | Length |
| 1 | 91st Avenue | 183rd Street | Mansfield Drive | 134 |
| ** 2 | Mansfield Drive | 191st Avenue | Newcastle Court | 2100 |
| 3 | Newcastle Court | Mansfield Drive | Mansfield Drive | 1250 |
| 4 | Upland Drive | 179th Street | Raven Place | 826 |
| 5 | Golden Pheasant Drive | Pheasant Lake Drive | Flamingo Drive | 804 |
| 6 | Flamingo Drive | Hummingbird Drive | Meadowlark Drive | 911 |
| 7 | Brown Lane | Woburn Drive | Westbridge Road | 776 |
| ** 8 | Westbridge Road | Brown Lane | Woburn Drive | 2898 |
| ** 9 | Moss Court | Westbridge Road | End | 200 |
| ** 10 | Flannagan Court | Radcliffe Road | End | 205 |
| 11 | Humber Lane | Westbridge Road | 175th Street | 610 |
| 12 | 176th Street | Woburn Drive | Westbridge Road | 1063 |
| ** 13 | Dover Court | 176th Street | End | 400 |
| 14 | Clifton Lane | Woburn Drive | 88th Avenue | 675 |
| ** 15 | Clifton Court | Clifton Lane | End | 100 |
| 16 | 178th Street | Woburn Drive | 88th Avenue | 470 |
| 17 | Rayson Lane | Woburn Drive | 88th Avenue | 425 |
| ** 18 | Queen Victoria Lane | Queen Elizabeth Lane | 84th Avenue | 953 |
| 19 | Justin Court | Bornet Drive | Bornet Drive | 1059 |
| 20 | 161st Place | Bornet Drive | 80th Avenue | 1072 |
| 21 | Deland Court | Bornet Drive | Bornet Drive | 1472 |
| ** 22 | 76th Avenue | Nottingham Drive | 164th Place | 339 |
| ** 23 | Bremetowne Road | 163rd Street | Bremetowne Drive | 1836 |
| ** 24 | Birchwood Court | Bremetowne Drive | End | 180 |
| ** 25 | Bump Outs | Bremetowne Drive | Bremetowne Drive | 184 |
| 26 | 67th Court | 163rd Place | 165th Place | 1184 |
| 27 | 164th Street | 67th Court | 66th Court | 537 |
| 28 | 164th Place | 67th Court | 66th Court | 568 |
| 29 | 165th Street | 67th Court | 66th Court | 698 |
| 30 | 66th Court | 163rd Place | 165th Place | 1242 |
| 31 | Tinley Park Drive | Oak Park Avenue | 167th Street | 932 |
| 32 | Riverside Drive | Tinley Park Drive | Forest View Drive | 2828 |
| ** 33 | 174th Street | Odell Avenue | Harlem Avenue | 1063 |
| ** 34 | 70th Avenue | 173rd Place | 174th Place | 617 |
| 35 | 67th Avenue | 174th Place | Railroad Tracks | 1005 |
| 36 | 174th Street | 67th Avenue | Ridgeland Avenue | 1635 |
| 37 | 66th Avenue | 175th Street | 174th Street | 555 |
| 38 | 65th Avenue | 175th Street | Oak Forest Avenue | 1609 |
| 39 | Vogt Street | 65th Avenue | 66th Avenue | 422 |
| 40 | 66th Avenue | Vogt Street | Oak Forest Avenue | 208 |
| 41 | 64th Court | 175th Street | End | 1292 |
| 42 | 67th Court | 179th Street | 177th Street | 1259 |
| 43 | 67th Avenue | 179th Street | 178th Street | 1867 |
| 44 | Edgebrook Lane | Brookside Glen Drive | Brookside Glen Drive | 3018 |
| 45 | 66th Court | 173rd Street | 172nd Street | 520 |
| 46 | 172nd Street | 66th Court | 67th Court | 720 |
| 47 | Brookridge Drive | Brookside Glen Drive | Ridgemont Drive | 824 |
| 48 | Brookfield Circle | Ridgemont Drive | Ridgemont Drive | 1633 |
| 49 | Evergreen | 16313 | 16313 | 0 |
| 50 | 163rd Place and Ridgeland Avenue | Ridgeland Avenue | Ridgeland Avenue | 0 |
| 51 | 68th Court (North Leg) | 17254 | 17254 | 0 |
| 52 | Everdon/161st Place | 163rd Street | Ozark Avenue | 0 |
| 53 | 177th Street (East Leg) | Oak Park Avenue | Oak Park Avenue | 0 |
| 54 | 88th Avenue | Brookside Glen Drive | Tinley Park/Mokena Border | 1300 |

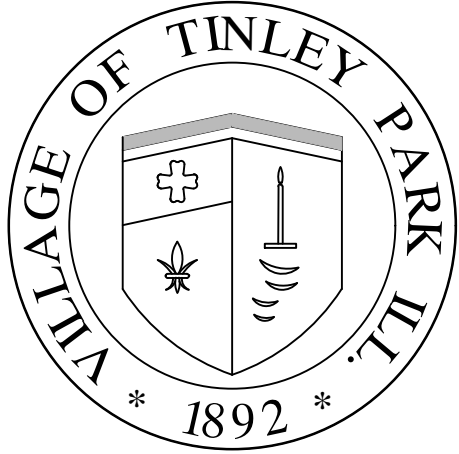
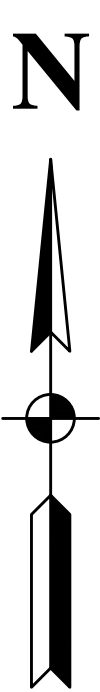
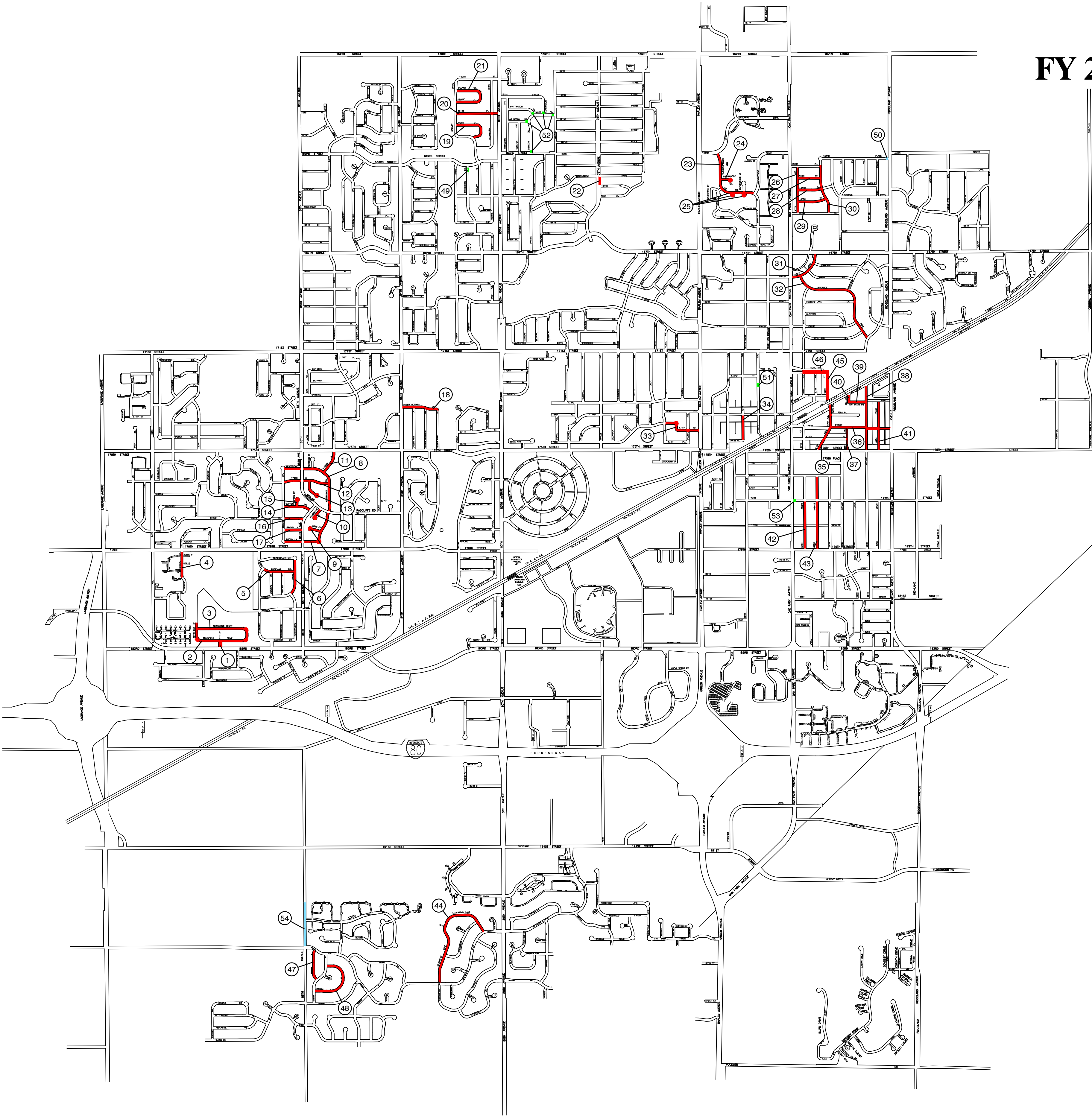
48,478 FT = 9.2 Miles

VILLAGE *of* TINLEY PARK

M.F.T. 20-00000-00-GM

FY 2021 PAVEMENT MANAGEMENT PROGRAM

PROPOSED RESURFACING



VILLAGE PRESIDENT
JACOB C. VANDENBERG

VILLAGE CLERK
KRISTIN A. THIRION

VILLAGE TRUSTEES
DIANE M. GALANTE
CYNTHIA A. BERG
MICHAEL G. MUELLER

WILLIAM P. BRADY
MICHAEL W. GLOTZ
WILLIAM A. BRENNAN

MAP LEGEND

- STREET TO BE RESURFACED
- STREET TO BE PATCHED ONLY
- PAVEMENT STRIPING/LANDSCAPING RESTORATION
MISCELLANEOUS CONCRETE WORK

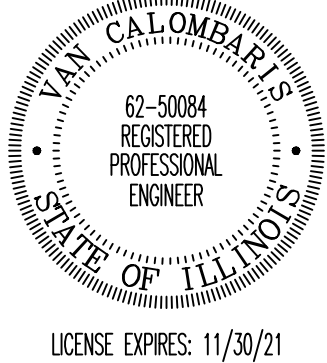
TABLE LEGEND

** INDICATES STREET WILL HAVE COMBINATION OF SURFACE REMOVAL, HOT IN PLACE RECYCLING, EDGE GRIND AND RESURFACING

| Tinley Park PMP FY2021 PMP Proposed Street Resurfacing (20-R0005.01) | | | | |
|--|----------------------------------|----------------------|---------------------------|--------|
| Location No. | Location Name | From | To | Length |
| 1 | 91st Avenue | 183rd Street | Mansfield Drive | 134 |
| ** 2 | Mansfield Drive | 191st Avenue | Newcastle Court | 2100 |
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| 43 | 67th Avenue | 179th Street | 178th Street | 1867 |
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| 48 | Brookfield Circle | Ridgemont Drive | Ridgemont Drive | 1633 |
| 49 | Evergreen | 16313 | 16313 | 0 |
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| 51 | 68th Court (North Leg) | 17254 | 17254 | 0 |
| 52 | Everdon/161st Place | 163rd Street | Ozark Avenue | 0 |
| 53 | 177th Street (East Leg) | Oak Park Avenue | Oak Park Avenue | 0 |
| 54 | 88th Avenue | Brookside Glen Drive | Tinley Park/Mokena Border | 1300 |

48,478 FT=9.2 MILES

PREPARED BY OR UNDER THE
DIRECT SUPERVISION OF:



ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128
PROJECT NO. 20-R0005_01

SHEET NO. 1 OF ----



Interoffice Memo

Date: January 30, 2020

To: Committee of the Whole

From: Colby Zemaitis, PE, CFM – Village Engineer

Subject: FY21 PMP - MFT Engineering Agreement

Prepared for February 4, 2020 Committee of the Whole and Village Board Meetings for consideration and possible action:

Description: The project entails 9.2 miles of local streets to be resurfaced by means of mill and overlaying or heater scarification. Robinson Engineering has prepared a map and list of streets to be included in this year's project. These will be added to the Village website under Current Projects once it is approved by the Board.

The agreement between the Village and Robinson Engineering would include preliminary design engineering and field services for the FY 2021 Pavement Management Program (PMP). Final costs of this agreement are in accordance with State requirements and will be based on a percentage basis of the PMP awarded contract amount (3.5% for design and 6% for construction observation).

Staff Direction Request:

1. Approve Professional Services Agreement between the Village and Robinson Engineering and direct to Village Board for approval.
2. Direct Staff as necessary.

Attachments:

BLR 14220 – Resolution for Maintenance Under the Illinois Highway Code
BLR 05520 – Maintenance Engineering to be Performed by a Consulting Engineer
BLR 14222 – Local Public Agency General Maintenance – MFT Funded Portion
BLR 14222 – Local Public Agency General Maintenance – Other Funded Portion
BLR 14222 – Local Public Agency General Maintenance – Entire Program
Robinson Engineering Standard Terms and Conditions Form



**Illinois Department
of Transportation**

**Maintenance Engineering to be
Performed by a Consulting Engineer**



| | | |
|------------------------|--------|----------------|
| Local Public Agency | County | Section Number |
| Village of Tinley Park | Cook | 20-00000-00-GM |

The services to be performed by the consulting engineer, pertaining to the various items of work included in the estimated cost of the maintenance operations (BLR 14222), shall consist of the following:

PRELIMINARY ENGINEERING shall include:

Investigation of the condition of the streets or highways for determination (in consultation with the local highway authority) of the maintenance operations to be included in the maintenance program; preparation of the maintenance resolution (BLR 14220 for municipalities and counties), maintenance estimate of cost and, if applicable, proposal; attendance at meetings of the governing body as may reasonably be required; attendance at public letting; preparation of the contract, quotations, and/or acceptance (BLR 12330) form. Also, preparation of the maintenance expenditure statement which must be submitted to IDOT within 3 months of the end of the maintenance period.

ENGINEERING INSPECTION shall include:

Furnishing the engineering field inspection, including preparation of payment estimate for contract, material proposal and/or deliver and install proposal and/or checking material invoices of those maintenance operations requiring engineering field inspection. For operations requiring material testing ensure the testing is completed by a qualified firm.

For furnishing preliminary engineering, the engineer will be paid a base fee PLUS a negotiated fee percentage. Only one base fee can be charged per maintenance period. For furnishing engineering inspection, the engineer will be paid a negotiated fee percentage. The negotiated preliminary engineering fee percentage for each maintenance group shown in the "Schedule of Fees" shall be applied to the total estimated costs of that group. The negotiated fee for engineering inspection for each maintenance group shall be applied to the total final cost of that group for the times which required engineering inspections. In no case shall this be construed to include supervision of the contractor operations.

SCHEDULE OF FEES

Total of all Maintenance Operations:

☐ ≤ \$20,000 Base Fee ☒ > \$20,000 Base Fee = \$1,250.00

| PLUS | | | | | |
|-------------------------------------|-------------------------|------------------|------------------------|------------------|---------------------------------|
| Maintenance Engineering Category | Preliminary Engineering | | Engineering Inspection | | Operation(s) to be Inspected |
| | Maximum Fee % | Negotiated Fee % | Maximum Fee % | Negotiated Fee % | |
| I | NA | NA | NA | NA | NA |
| IIA | 2% | | 1% | | |
| IIB | 3% | | 3% | | |
| III | 4% | | 4% | | |
| IV | 5% | 3.5% | 6% | 6% | 1. Heater Scarifying (Group IV) |

The LPA certifies that the selection of the ENGINEER was performed in accordance with the Local Government Professional Service Selection Act 50 (ILCS 510/1-510/8) and procedures outlined in Chapter 5 of the DEPARTMENT's Bureau of Local Roads and Streets Manual.

BY:

Local Public Agency Signature

Date

| | |
|--|--|
| | |
|--|--|

Title

Village President

BY:

Consulting Engineer Signature

Date

| | |
|--|--|
| | |
|--|--|

Title

Vice President

P.E. Seal

Date

| | |
|--|--|
| | |
|--|--|

Approved:

Regional Engineer, IDOT

Date

| | |
|--|--|
| | |
|--|--|



Resolution for Maintenance Under the Illinois Highway Code



| | | |
|-------------------|-----------------|----------------|
| Resolution Number | Resolution Type | Section Number |
| | Original | 20-00000-00-GM |

BE IT RESOLVED, by the President and Board of Trustees of the Village of Tinley Park Illinois that there is hereby appropriated the sum of Two Million Thirty Four Thousand Dollars (\$2,034,000.00)

of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of Illinois Highway Code from

01/01/2020 to 12/31/2020
Beginning Date Ending Date

BE IT FURTHER RESOLVED, that only those operations as listed and described on the approved Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that Village of Tinley Park shall submit within three months after the end of the maintenance period as stated above, to the Department of Transportation, on forms available from the Department, a certified statement showing expenditures and the balances remaining in the funds authorized for expenditure by the Department under this appropriation, and

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Kristin A. Thirion Village Clerk in and for said Village of Tinley Park in the State of Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the

President and Board of Trustees of Tinley Park at a meeting held on 02/04/20
Governing Body Type Name of Local Public Agency Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this Day day of Month, Year

(SEAL)

Clerk Signature

| |
|--|
| |
|--|

APPROVED

Regional Engineer
Department of Transportation

| | |
|--|------|
| | Date |
|--|------|

CONTRACT – These Standard Terms and Conditions supplement the Agreement between the Local Agency ("LA") and the Consulting Engineer ("ENGINEER") [herein REL]:

STANDARD OF CARE - The standard of care for all professional engineering, survey or related professional services performed or furnished by REL under this Agreement will be the care and skill ordinarily used by members of the same profession practicing under similar circumstances at the same time and in the same locality. REL makes no warranties, express or implied, under this Agreement or otherwise, in connection with REL's services on this Project.

RELIANCE – REL may, without liability, rely on the accuracy and completeness of information provided by LA, LA's consultants and any contractors, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards without the need for verification.

CHANGES IN SCOPE –The proposed fees constitute REL's estimate to perform the services required to complete the Project. However, all required services are not always definable in the initial planning. Accordingly, circumstances may dictate a change in the scope of services to be performed. Where this occurs, changes in the Agreement shall be negotiated, an equitable adjustment made to REL's compensation and agreed to in writing by REL and LA.

DELAYS – REL shall complete its obligations within a reasonable time. If, through no fault of REL, such periods of time or dates are changed, or the orderly and continuous progress of REL's services is impaired, or REL's services are delayed or suspended, then the time for completion of REL's services, and the rates and amounts of REL's compensation, shall be adjusted equitably.

SUSPENSION & TERMINATION – LA may suspend the Project upon seven (7) days written notice to REL. If REL's services are substantially delayed through no fault of REL, REL may suspend services after giving seven (7) days written notice to LA. Either party may terminate this agreement upon thirty (30) days written notice to the other party in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party.

LA shall remain liable for, and shall promptly pay REL for all services rendered to the date of such suspension/termination of services plus suspension/termination charges incurred by REL. Suspension/ termination charges include the cost of assembling documents, personnel and equipment rescheduling or reassignment, and commitments made to others on LA's behalf.

OPINION OF PROBABLE COSTS - REL's opinions of probable Construction Cost are to be made on the basis of REL's experience and qualifications and represent REL's best judgment as an experienced and qualified professional generally familiar with the construction industry. However, since REL has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, REL cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from opinions of probable Construction Cost prepared by REL.

REUSE OF PROJECT DELIVERABLES - All design documents prepared or furnished by REL are instruments of service, and REL retains all ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the Project is completed. LA shall not rely in any way on any Document unless it is in printed form, signed and sealed by REL or one of its Consultants.

RIGHT OF ENTRY – LA agrees to obtain legal right-of-entry on the property when entry to property is required by the work.

ENVIRONMENTAL CONDITIONS OF SITE - REL's scope of services does not include any services related to any environmental issues related to the site including petroleum, radioactive material, polychlorinated biphenyls (PCBs), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, or regulated by any Federal, State, or local statute, law, rule, regulation, ordinance, resolution, code, order, or decree regulating, relating to, or imposing liability or standards of conduct concerning any hazardous, toxic, or dangerous waste, substance, or material.

RELATIONSHIP WITH CONTRACTORS – REL shall not at any time supervise, direct, or have control over any contractor's work, nor shall REL have authority over or responsibility for the means, methods, techniques, sequences, or procedures of

construction selected or used by any contractor, nor for safety precautions and programs in connection with the contractors' work, nor for any failure of any contractor to comply with laws and regulations applicable to contractor's work. REL neither guarantees the performance of any contractor nor assumes responsibility for any contractor's failure to furnish and perform its work. REL shall have no authority to stop the work of any contractor on the Project.

LIMITATION OF LIABILITY – REL's total liability to LA for any and all claims for damages whatsoever, arising out of or in any way related to the Project or this Agreement, from any cause or causes, including but not limited to REL's negligence, errors, omissions, strict liability, or breach of contract, shall be limited as follows: REL's total liability shall not exceed the lesser of (1) \$1,000,000 (one million dollars) or (2) the remaining limits of any policy of insurance which provides coverage for LA's cause or causes of action, such remaining limits to be measured as of the date judgment is entered against REL or the date when LA and REL otherwise settle/resolve the cause or causes of action.

INSURANCE – REL shall maintain insurance coverage for Professional, Commercial General, Automobile, Worker's Compensation and Employer's Liability in amounts in accordance with any legal requirements and REL's business requirements. Certificates of Insurance shall be provided by REL upon written request.

MUTUAL WAIVER – To the fullest extent permitted by law, LA and REL waive against each other, and the other's employees, officers, directors, agents, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to the Project.

GOVERNING LAW, JURISDICTION & VENUE – This Agreement shall be governed by, and construed in accordance with, the laws of the State of Illinois. Further, the parties agree and consent to the exclusive jurisdiction of the courts of the State of Illinois for all purposes regarding this Agreement and that venue of any action brought hereunder shall be exclusively in Cook County, IL.

NON-ENFORCEMENT – A party's non-enforcement of any provision shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

ASSIGNMENT – A party shall not assign its rights or obligations pursuant to this Agreement without the express written permission and consent of the other party. This Agreement shall be binding upon and inure to the benefit of any permitted assigns.

SURVIVAL – All express representations, waivers, indemnifications, and limitations of liability included in this Agreement shall survive its completion or termination for any reason.

THIRD PARTIES - Nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by LA or REL to any Contractor, Contractor's subcontractor, supplier, other individual or entity, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement shall be for the sole and exclusive benefit of LA and REL and not for the benefit of any other party.

SEVERABILITY - Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon LA and REL, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that expresses the intention of the stricken provision.

STATUTE OF LIMITATIONS – to the fullest extent permitted by law, all causes of action arising under this Agreement shall be deemed to have accrued, and all statutory periods of limitation shall commence to run, no later than the date of Substantial Completion of this Agreement.

CONFLICTS - If a conflict exists between the Agreement provisions and these Standard Terms and Conditions then these Standard Terms and Conditions shall prevail and control.



**Illinois Department
of Transportation**

Local Public Agency General Maintenance



Estimate of Maintenance Costs

Submittal TypeOriginal

Maintenance Period

| Local Public Agency | County | Section Number | Beginning | Ending |
|------------------------|--------|----------------|------------|------------|
| Village of Tinley Park | Cook | 20-00000-00-GM | 01/01/2020 | 12/31/2020 |

Maintenance Items

[illegible]

Estimate of Maintenance Costs Summary

Maintenance

Local Public Agency Labor

Local Public Agency Equipment

Materials/Contracts(Non Bid Items)

Materials/Deliver & Install/Request for Quotations (Bid Items)

Formal Contract (Bid Items)

Maintenance Total

| | MFT Funds | Other Funds | Estimated Costs |
|---|----------------|-------------|-----------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | \$1,934,000.00 | | \$1,934,000.00 |
| i | \$1,934,000.00 | | \$1,934,000.00 |

Estimated Maintenance Eng Costs Summary

Maintenance Engineering

Preliminary Engineering

Engineering Inspection

Material Testing

Advertising

Bridge Inspection Engineering

Maintenance Engineering Total

Total Estimated Maintenance

| MFT Funds | Other Funds | Total Est Costs |
|----------------|-------------|-----------------|
| \$100,000.00 | | \$100,000.00 |
| | | |
| | | |
| | | |
| \$100,000.00 | | \$100,000.00 |
| \$2,034,000.00 | | \$2,034,000.00 |

Remarks

SUBMITTED

Local Public Agency Official

Date _____

Title

Village President

County Engineer/Superintendent of Highways

Date _____

APPROVED

Regional Engineer

Department of Transportation

Date



Local Public Agency General Maintenance



Estimate of Maintenance Costs

Submittal Type **Original**

| Local Public Agency | County | Section Number | Beginning | Ending |
|------------------------|--------|----------------|-----------|----------|
| Village of Tinley Park | Cook | 20-00000-00-GM | 01/01/20 | 12/31/20 |

Maintenance Items

| Maintenance Operation | Maint Eng Category | Insp. Req. | Material Categories/ Point of Delivery or Work Performed by an Outside Contractor | Unit | Quantity | Unit Cost | Cost | Total Maintenance Operation Cost |
|-----------------------------|--------------------|------------|---|------|----------|-----------|------|----------------------------------|
| Heater Scarifying | IV | Yes | Outside Contractor-Resurfacing et al | | | | | \$1,797,439.16 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Total Operation Cost | | | | | | | | \$1,797,439.16 |

Estimate of Maintenance Costs Summary

| Maintenance | MFT Funds | Other Funds | Estimated Costs |
|--|-----------|-----------------------|-----------------------|
| Local Public Agency Labor | | | |
| Local Public Agency Equipment | | | |
| Materials/Contracts(Non Bid Items) | | | |
| Materials/Deliver & Install/Request for Quotations (Bid Items) | | | |
| Formal Contract (Bid Items) | | \$1,797,439.16 | \$1,797,439.16 |
| Maintenance Total | | \$1,797,439.16 | \$1,797,439.16 |

Estimated Maintenance Eng Costs Summary

| Maintenance Engineering | MFT Funds | Other Funds | Total Est Costs |
|--------------------------------------|-----------|-----------------------|-----------------------|
| Preliminary Engineering | | \$31,850.37 | \$31,850.37 |
| Engineering Inspection | | \$224,886.35 | \$224,886.35 |
| Material Testing | | \$27,500.00 | \$27,500.00 |
| Advertising | | | |
| Bridge Inspection Engineering | | | |
| Maintenance Engineering Total | | \$284,236.72 | \$284,236.72 |
| Total Estimated Maintenance | | \$2,081,675.88 | \$2,081,675.88 |

Remarks

SUBMITTED

Local Public Agency Official

Date

Title

Village President

APPROVED

Regional Engineer

Department of Transportation

Date

County Engineer/Superintendent of Highways

Date



**Illinois Department
of Transportation**

Local Public Agency General Maintenance



Estimate of Maintenance Costs

Submittal Type **Original**

| Local Public Agency | County | Section Number | Beginning | Ending |
|------------------------|--------|----------------|------------|------------|
| Village of Tinley Park | Cook | 20-00000-00-GM | 01/01/2020 | 12/31/2020 |

| Maintenance Items | | | | | | | | |
|-----------------------------|--------------------|------------|---|------|----------|-----------|------|----------------------------------|
| Maintenance Operation | Maint Eng Category | Insp. Req. | Material Categories/ Point of Delivery or Work Performed by an Outside Contractor | Unit | Quantity | Unit Cost | Cost | Total Maintenance Operation Cost |
| Heater Scarifying | IV | Yes | Outside Contractor-Resurfacing et al | | | | | \$3,731,439.16 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Total Operation Cost | | | | | | | | \$3,731,439.16 |

Estimate of Maintenance Costs Summary

| Maintenance | MFT Funds | Other Funds | Estimated Costs |
|--|-----------------------|-----------------------|-----------------------|
| Local Public Agency Labor | | | |
| Local Public Agency Equipment | | | |
| Materials/Contracts(Non Bid Items) | | | |
| Materials/Deliver & Install/Request for Quotations (Bid Items) | | | |
| Formal Contract (Bid Items) | \$1,934,000.00 | \$1,797,439.16 | \$3,731,439.16 |
| Maintenance Total | \$1,934,000.00 | \$1,797,439.16 | \$3,731,439.16 |

Estimated Maintenance Eng Costs Summary

| Maintenance Engineering | MFT Funds | Other Funds | Total Est Costs |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| Preliminary Engineering | \$100,000.00 | \$31,850.37 | \$131,850.37 |
| Engineering Inspection | | \$224,886.35 | \$224,886.35 |
| Material Testing | | \$27,500.00 | \$27,500.00 |
| Advertising | | | |
| Bridge Inspection Engineering | | | |
| Maintenance Engineering Total | \$100,000.00 | \$284,236.72 | \$384,236.72 |
| Total Estimated Maintenance | \$2,034,000.00 | \$2,081,675.88 | \$4,115,675.88 |

Remarks

SUBMITTED

Local Public Agency Official _____ Date _____

Title
Village President

County Engineer/Superintendent of Highways _____ Date _____

APPROVED

Regional Engineer
Department of Transportation _____ Date _____

THE VILLAGE OF TINLEY PARK
Cook County, Illinois
Will County, Illinois

RESOLUTION
NO. 2020-R-012

**A RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE
VILLAGE OF TINLEY PARK AND ROBINSON ENGINEERING FOR ENGINEERING
SERVICES RELATED TO THE FY2021 PAVEMENT MANAGEMENT PROGRAM**

JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK

CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees

**A RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE
VILLAGE OF TINLEY PARK AND ROBINSON ENGINEERING FOR ENGINEERING
SERVICES RELATED TO THE FY2021 PAVEMENT MANAGEMENT PROGRAM**

WHEREAS, the Village of Tinley Park, Cook and Will Counties, Illinois, is a Home Rule Unit pursuant to the Illinois Constitution of 1970; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have considered authorizing an Professional Services Agreement, a true and correct copy of such agreement being attached hereto and made a part hereof as **EXHIBIT 1**; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interests of said Village of Tinley Park that said Contract be entered into by the Village of Tinley Park;

NOW, THEREFORE, Be It Resolved by the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties, Illinois, as follows:

Section 1: The Preambles hereto are hereby made a part of, and operative provisions of, this Resolution as fully as if completely repeated at length herein.

Section 2: That this President and Board of Trustees of the Village of Tinley Park hereby find that it is in the best interests of the Village of Tinley Park and its residents that the aforesaid "agreement" be entered into and executed by said Village of Tinley Park, with said Contract to be substantially in the form attached hereto and made a part hereof as **EXHIBIT 1**, subject to review and revision as to form by the Village Attorney.

Section 3: That the President and Clerk of the Village of Tinley Park, Cook and Will Counties, Illinois are hereby authorized to execute for and on behalf of said Village of Tinley Park the aforesaid agreement.

Section 4: That this Resolution shall take effect from and after its adoption and approval.

ADOPTED this 4th day of February, 2020, by the Corporate Authorities of the Village of Tinley Park on a roll call vote as follows:

AYES:

NAYS:

ABSENT:

APPROVED this 4th day of February, 2020, by the President of the Village of Tinley Park.

Village President

ATTEST:

Village Clerk

EXHIBIT 1

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, KRISTIN A. THIRION, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2020-R-012, **“A RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE VILLAGE OF TINLEY PARK AND ROBINSON ENGINEERING FOR ENGINEERING SERVICES RELATED TO THE FY2021 PAVEMENT MANAGEMENT PROGRAM,”** which was adopted by the President and Board of Trustees of the Village of Tinley Park on February 4, 2020.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 4th day of February, 2020.

KRISTIN A. THIRION, VILLAGE CLERK

EXECUTIVE SESSION

ADJOURN TO EXECUTIVE SESSION TO DISCUSS:

- A. THE PURCHASE OR LEASE OF REAL PROPERTY FOR THE USE OF THE PUBLIC BODY, INCLUDING MEETINGS HELD FOR THE PURPOSE OF DISCUSSING WHETHER A PARTICULAR PARCEL SHOULD BE ACQUIRED.**
- B. THE SETTING OF A PRICE FOR SALE OR LEASE OF PROPERTY OWNED BY THE PUBLIC BODY.**
- C. THE APPOINTMENT, EMPLOYMENT, COMPENSATION, DISCIPLINE, PERFORMANCE, OR DISMISSAL OF SPECIFIC EMPLOYEES OF THE PUBLIC BODY OR LEGAL COUNSEL FOR THE PUBLIC BODY, INCLUDING HEARING TESTIMONY ON A COMPLAINT LODGED AGAINST AN EMPLOYEE OF THE PUBLIC BODY OR AGAINST LEGAL COUNSEL FOR THE PUBLIC BODY TO DETERMINE ITS VALIDITY.**
- D. COLLECTIVE NEGOTIATING MATTERS BETWEEN THE PUBLIC BODY AND ITS EMPLOYEES OR THEIR REPRESENTATIVES, OR DELIBERATIONS CONCERNING SALARY SCHEDULES FOR ONE OR MORE CLASSES OF EMPLOYEES.**
- E. LITIGATION, WHEN AN ACTION AGAINST, AFFECTING OR ON BEHALF OF THE PARTICULAR PUBLIC BODY HAS BEEN FILED AND IS PENDING BEFORE A COURT OR ADMINISTRATIVE TRIBUNAL, OR WHEN THE PUBLIC BODY FINDS THAT AN ACTION IS PROBABLE OR IMMINENT, IN WHICH CASE THE BASIS FOR THE FINDING SHALL BE RECORDED AND ENTERED INTO THE MINUTES OF THE CLOSED MEETING.**