Public participation is invited on each agenda item prior to the Board's deliberation. **When called upon, please approach the microphone and state your name and the address where you live. Kindly limit your remarks to three (3) minutes.**

Next Ordinance No.
Next Resolution No.

VILLAGE OF VILLA PARK
Village Hall, Board Chambers
20 South Ardmore Avenue
Villa Park, IL 60181

Village Board of Trustees

August 8, 2022 **7:00 PM**

Village President Nick Cuzzone
Village Clerk Hosanna Korynecky
Village Trustees David Cilella, Jack Corkery, Jack Kozar, Deepa Kumar, Christine Murphy, Kevin Patrick

1. Call to Order - Roll Call

2. Pledge of Allegiance

3. Public Comments on Agenda Items

4. Amendments to the Agenda

5. Proclamations

5.a
Proclamation Recognizing Nancy Woodruff
Proclamation_-_Recognizing_Nancy_Woodruff.docx

6. Consent Agenda

6.a
Minutes from the July 25, 2022 Village Board of Trustees Meeting

6.b
Bill Listing from July 25 and August 1, 2022 in the Total Amount of $1,017,516.93
2022-0725 CY22 Weekly Chk Report.pdf
2022-0801 CY22 Weekly Chk Report.pdf

7. First Reading on Ordinances to be Codified

7.a
An Ordinance of the Village of Villa Park, Illinois Granting and Denying Certain Variations Related to the Development and Construction of an Apartment Building

Located at 27 W. Park Boulevard, Villa Park

This ordinance is presented for first reading and discussion. Ross Builders, Inc. proposes to redevelop certain property for the purpose of redeveloping, constructing and operating a four (4) story, twenty-four (24) unit market-rate apartment building with elevator, individual storage units on each floor, with internal and external parking. A total of six (6) variations to the Village's Zoning Code are required in order to allow for the development as proposed. Hearings were held before the Village's Planning & Zoning Commission on the requested variations. The Commission voted 6 – 0 to recommend approval of four of the variance requests indicating strict application of the zoning code or unique characteristics of the site create a hardship. The Commission voted 3 – 3 on two of the variance requests with not all of the Commissioners finding the Petitioner has sufficiently demonstrated that the variance requests for parking relief and lot coverage are due to hardship caused by conditions of the site, or practical difficulties of the zoning ordinance, and not based on financial return.

PZC_Recommendation_to_Village_Board_-_27_W._Park_Boulevard_-_Ardmore_Flats.docx
Ordinance_Regarding_Variations_-_27_W._Park_Boulevard_-_Ardmore_Flats.docx
Ex._1_-_PZC_Findings_of_Fact_-_27_W._Park_Boulevard_-_Ardmore_Flats.docx
Ex 2 PZ 22 0005 Petitioner Narrative.pdf
Ex 3 PZ 22 0005 Site Plans 06-16-22 6-17-22.pdf
Ex 4 PZ 22 0005 Building Elevations 6-16-22.pdf
Ex 5 PZ 22 0005 Landscape 05-26-22.pdf
Ex 6 PZ 22 0005 Prelim Eng Plans 05-26-26.pdf
Ex 7 Photometric Plan 27 W Park_05-25-22.pdf
Ex 8 PZ 22 0005 Traffic Assessment 6-21-2022.pdf
Ex 9 Traffic and Safety Memo 27 West Park Blvd.pdf
Ex 10 Boundary Survey 01-07-22.pdf
EX 11 Transcripts June 9 and June 30 2022 PH.pdf

8. Second Reading on Ordinances to be Codified

9. Ordinances

9.a

An Ordinance Terminating the Designation of the Villa Avenue Redevelopment Project Area as created by the Village of Villa Park as a Tax Increment Financing Redevelopment Project Area, and Dissolving the Special Tax Increment Allocation Fund for Said Redevelopment Project Area

This Ordinance, if approved, will effectuate closure to the Redevelopment Project Area TIF

that previously expired on December 31, 2019. Specifically, the Ordinance will dissolve the special tax allocation fund for the Redevelopment Project Area and terminate the designation of the Redevelopment Project Area. This allows the Village to close the books and records of the Redevelopment Project Area and distribute any excess monies to the appropriate taxing districts in accordance with State law, once confirmation that payment of project costs and obligations issued in connection with the Redevelopment Project Area have been retired.

Villa Park Ordinance Terminating Villa Avenue Redevelopment Project Area TIF.DOCX

10. Resolutions

10.a

Resolution to Approve and Authorize the Execution of A Standard Form of Agreement for Construction Management Services By and Between the Village of Villa Park and W.B. Olson for the Lions Park Recreation Center Project

Staff recommends the retention of WB Olson, Northbrook, Il for construction management services in the amount not to exceed $1,396,002 for the construction of the Lions Park Recreation Center. Costs include Preconstruction/Design Assist Services ($60,000), Construction Phase services ($696,002), Insurance costs (1% of the total cost of construction) and Profit Fees (3% of total cost of construction), for an Estimated Cost based on construction costs of $16,000,000, or an approximate total feel of $1,396,002. The Recreation Commission supports this recommendation. Funds are available from the Illinois Department of Natural Resources (IDNR)- Build Illinois Bond Fund grant.

MEMO_-_Olson_for_Lions_Community_Center_Build.MMW.docx
RESO_-_To_Approve_Standard_Form_of_Agreement_with_WB_Olson.-MMWdocx.docx
CLEAN DRAFT AIA C132 Standard Form Agreement with Construction Manager - W.B. Olson.DOCX
REDLINED DRAFT AIA C132 Standard Form Agreement with Construction Manager - W.B. Olson.DOCX
CM- Legal Notice 06.03.22 (004).pdf
Olson RFQ.pdf
WB Olson Construction Management Services Presentation.pdf
WB Olson LionsParkRecCenter_FeeProposal.pdf
Construction Management Cost Comparison.docx

11. Public Comments on Non-Agenda Items

12. Village Clerk's Report

13. Village Trustees' Report

14. Village President's Report

15. Village Manager's Report

16. Executive Session

16.a Pursuant to 5 ILCS 120/2

(c)(2) 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.

16.b Pursuant to 5 ILCS 120/2

(c) (11) 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.

17. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.

Village of Villa Park
20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

PROCLAMATION RECOGNIZING
NANCY WOODRUFF

WHEREAS, Nancy Woodruff is a lifelong resident of the Village of Villa Park; and

WHEREAS, Nancy Woodruff has been an instrumental part of the Villa Park business community as owner of Cherokee Rose for thirty years and is a founding member of the Villa Avenue Business Association; and

WHEREAS, Nancy Woodruff was always willing to share her time and talents to support the Villa Park Community; and

WHEREAS, Nancy Woodruff has been instrumental in the very successful Trick or Treat Down the Street Event; and

WHEREAS, Nancy Woodruff was a friend to Willowbrook High School providing her talents and patience so many times; and

WHEREAS, Nancy Woodruff truly exemplifies the noble endeavor to leave a place better than when found and in doing so, inspires all of us to do the same; and

WHEREAS, the Village of Villa Park, its Board of Trustees and staff would like to recognize and express appreciation for Nancy Woodruff's contribution to the betterment of Villa Park.

NOW THEREFORE, I, Nick Cuzzone, President of the Village of Villa Park, along with the Board of Trustees, do hereby deem it an honor to present this proclamation to Nancy Woodruff in recognition of dedicated service to the Village and wish her the very best as she begins her next adventures.

IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of August 2022.

_____
Nick Cuzzone, Villa Park

VILLAGE OF VILLA PARK

List of Bills Presented to the Board of Trustees

at its Meeting on August 8, 2022

Covering weekly check runs dated for:

July 25, 2022/CY22 ..... $478,231.77

1 of 1

Report Criteria:
Invoices with totals above $0 included.
Paid and unpaid invoices included.
Invoice.Batch = "WF0725","0725","0714INT","0721INT"
Invoice Detail.Type = {<>} "Adjustment"

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
01.110050 UTILITY CASH CLEARING								
UTILITY BILLING REFUNDS	10-10760-00R1	0	FIN CREDIT BAL; 750 N ADDISON RD	614.88	.00		0725	
UTILITY BILLING REFUNDS	10-10760-07R2	0	FIN CREDIT BAL; 232 W STONE RD	300.00	.00		0725	
UTILITY BILLING REFUNDS	10-10890-05R2	0	FIN CREDIT BAL; 200 W STONE RD	287.10	.00		0725	
UTILITY BILLING REFUNDS	10-11020-04R1	0	FIN CREDIT BAL; 540 N HARVARD AVE	48.66	.00		0725	
UTILITY BILLING REFUNDS	10-14460-03R1	0	FIN CREDIT BAL; 406 N DOUGLAS AVE	150.00	.00		0725	
UTILITY BILLING REFUNDS	11-02720-02R1	0	FIN CREDIT BAL; 329 E ELM ST	69.73	.00		0725	
UTILITY BILLING REFUNDS	11-11790-02R1	0	FIN CREDIT BAL; 411 W SAINT CHARLES RD	300.00	.00		0725	
UTILITY BILLING REFUNDS	12-08500-01R-11	0	FIN CREDIT BAL; 240 E ASTOR CT	38.89	.00		0725	
UTILITY BILLING REFUNDS	12-13630-03R1	0	FIN CREDIT BAL; 715 S MONTEREY AVE	312.80	.00		0725	
UTILITY BILLING REFUNDS	12-16360-01R12	0	FIN CREDIT BAL; 415 E SAINT CHARLES RD	274.13	.00		0725	
UTILITY BILLING REFUNDS	12-18120-03R11	0	FIN CREDIT BAL; 40 E KENILWORTH AVE	175.80	.00		0725	
UTILITY BILLING REFUNDS	13-02070-03R11	0	FIN CREDIT BAL; 822 S MICHIGAN AVE	47.56	.00		0725	
UTILITY BILLING REFUNDS	13-08000-00A1	0	FIN CREDIT BAL; 277 E TERRY LN	124.84	.00		0725	
UTILITY BILLING REFUNDS	13-09900-06R1	0	FIN CREDIT BAL; 118 E ADAMS ST	95.26	.00		0725	
UTILITY BILLING REFUNDS	14-00520-02R1	0	FIN CREDIT BAL; 24 W HIGHLAND AVE	63.03	.00		0725	
Total 01.110050 UTILITY CASH CLEARING:				2,902.68	.00			
Total :				2,902.68	.00			
Total CASH ALLOCATIONS FUND:				2,902.68	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.231145 P&Z DEPOSIT: MISCELLANEOUS								
DAILY HERALD	219647	0	PUBLIC NOTICE -PZ-22-0005	197.80	.00		WF0725	
DAILY HERALD	221993	0	PUBLIC NOTICE PZ-22-0007	144.90	.00		WF0725	
DAILY HERALD	221993	0	PUBLIC NOTICE PZ-22-0011	243.80	.00		WF0725	
VERITEXT LLC	5898728	0	COURT REPORTER P&Z 27 W PARK	1,468.65	.00		WF0725	
Total 10.231145 P&Z DEPOSIT: MISCELLANEOUS:				2,055.15	.00			
Total :				2,055.15	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.511.00.212 LEGAL SERVICES-POLICE								
RAINES, SHAWNTE M	May-June 2022	0	ADJUDICATORY HEARINGS 5.2022 TO 6.202	1,340.00	.00		WF0725	
Total 10.511.00.212 LEGAL SERVICES-POLICE:				1,340.00	.00			
10.511.00.299 OTHER CONTRACTUAL SERVICES								
GOVQA LLC	1564	0	FOIA OPEN RECORDS MODULE:4/01/22-6/30	1,905.00	.00		WF0725	
SUNCOM.TV	3743	0	BOARD MEETING PRODUCTION	2,355.00	.00		WF0725	
Total 10.511.00.299 OTHER CONTRACTUAL SERVICES:				4,260.00	.00			
10.511.00.303 DUES & PUBLICATIONS								
ILLINOIS TAX INCREMENT ASSOC	674794	0	MEMBERSHIP DUES 2022-2023	650.00	.00		WF0725	
METROPOLITAN MAYORS CAUCUS	2022-260	0	2022-23 MEMBERSHIP DUES	1,001.84	.00		WF0725	
Total 10.511.00.303 DUES & PUBLICATIONS:				1,651.84	.00			
10.511.00.671 PARKS & REC ADVISORY COMMISSI								
CLARK, YOLANDA	071222	0	PRAC MTG SECRETARIAL SVC	75.00	.00		WF0725	
Total 10.511.00.671 PARKS & REC ADVISORY COMMISSI:				75.00	.00			
Total PUBLIC AFFAIRS:				7,326.84	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.512.00.299 OTHER CONTRACTUAL SERVICES								
COMCAST INTERNET	151033252 7/22	0	INTERNET SERVICE; 7/15-8/14/22	2,578.86	.00		WF0725	
Total 10.512.00.299 OTHER CONTRACTUAL SERVICES:				2,578.86	.00			
10.512.01.299 OTHER CONTRACTUAL SERVICES								
ARLINGTON COMPUTER PRODUCTS	INV69170	0	PALO ALTO ADVANCED URL THREAT PREVE	2,728.00	.00		WF0725	
ARLINGTON COMPUTER PRODUCTS	INV69170	0	PALO ALTO GATEWAY SUBSCRIPTION	900.00	.00		WF0725	
ARLINGTON COMPUTER PRODUCTS	INV69170	0	PALO ALTO THREAT PREVENTION SUBSCRI	1,815.00	.00		WF0725	
ARLINGTON COMPUTER PRODUCTS	INV69170	0	SUPPORT	1,595.00	.00		WF0725	
ARLINGTON COMPUTER PRODUCTS	INV69170	0	WILDFIRE SUBSCRIPTION	1,560.00	.00		WF0725	
CURRENT TECHNOLOGIES CORP	729658	0	IT CONSULTANT	1,361.25	.00		WF0725	
Total 10.512.01.299 OTHER CONTRACTUAL SERVICES:				9,959.25	.00			
Total MANAGER:				12,538.11	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.513.00.299 OTHER CONTRACTUAL SERVICES								
GOVTEMPSUSA LLC	3999867	0	CONTRACTED FINANCE DIRECTOR; 7/3 & 7/	5,684.00	.00		WF0725	
Total 10.513.00.299 OTHER CONTRACTUAL SERVICES:				5,684.00	.00			
Total FINANCE:				5,684.00	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.514.00.270 MAINT OF OFFICE EQUIPMENT								
KONICA MINOLTA BUSINESS	9008676162	0	COPY CHARGES MAY-JUNE	46.23	.00		WF0725	
Total 10.514.00.270 MAINT OF OFFICE EQUIPMENT:				46.23	.00			
10.514.00.299 OTHER CONTRACTUAL SERVICES								
DACRA TECH LLC	DT2022-06-37	0	CD TICKET PROGRAM	150.00	.00		WF0725	
DUPAGE COUNTY RECORDER	40434479-40434463	0	CD LIENS AND RELEASES	144.00	.00		WF0725	
GOVTEMPSUSA LLC	3999867	0	CONTRACTED CD DIRECTOR; 7/3 & 7/10/22	7,154.00	.00		WF0725	
Total 10.514.00.299 OTHER CONTRACTUAL SERVICES:				7,448.00	.00			
Total COMMUNITY DEVELOPMENT:				7,494.23	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.515.00.270 MAINT OF OFFICE EQUIPMENT								
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	2,428.93	.00		WF0725	
Total 10.515.00.270 MAINT OF OFFICE EQUIPMENT:				2,428.93	.00			
10.515.00.299 OTHER CONTRACTUAL SERVICES								
J.J. KELLER & ASSOC.	9107030085	0	2YEAR CONTENT LICENSING VIDEO	577.00	.00		WF0725	
Total 10.515.00.299 OTHER CONTRACTUAL SERVICES:				577.00	.00			
10.515.00.317 OFFICE SUPPLIES								
RUNCO OFFICE SUPPLY	872159-0	0	DESK PAD	14.99	.00		WF0725	
Total 10.515.00.317 OFFICE SUPPLIES:				14.99	.00			
Total CENTRAL SERVICES:				3,020.92	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.516.00.220 UTILITY - GAS								
NICOR GAS	00-93-47-2022 8 6/22	0	100 S VILLA ;6/6-7/5/22	49.17	.00		WF0725	
NICOR GAS	01-74-81-1000 2 6/22	0	PUBLIC WORKS ;6/6-7/5/22	279.70	.00		WF0725	
NICOR GAS	04-74-81-1000 6 6/22	0	PUBLIC WORKS GARAGE;6/6-7/5/22	179.35	.00		WF0725	
NICOR GAS	21-05-81-1000 4 6/22	0	PARKS GARAGE;6/6-7/6/22	255.76	.00		WF0725	
NICOR GAS	36-74-10-1000 7 6/22	0	PW STORAGE;6/6-7/5/22	61.14	.00		WF0725	
NICOR GAS	39-44-49-5900 9 6/22	0	MUSEUM;6/6-7/5/22	55.16	.00		WF0725	
NICOR GAS	45-87-51-1000 4 6/22	0	FIRE #81;6/9-7/8/22	95.61	.00		WF0725	
NICOR GAS	51-05-81-1000 1 6/22	0	VILLAGE HALL;6/6-7/6/22	58.15	.00		WF0725	
NICOR GAS	70-22-77-0234 0 6/22	0	POLICE STN;6/6-7/5/22	530.80	.00		WF0725	
NICOR GAS	96-74-81-1000 2 6/22	0	FLEET GARAGE;6/6-7/5/22	188.35	.00		WF0725	
NICOR GAS	98-51-72-1000 5 6/22	0	FIRE #82;6/6-7/5/22	305.24	.00		WF0725	
Total 10.516.00.220 UTILITY - GAS:				2,058.43	.00			
Total BUILDINGS & GROUNDS:				2,058.43	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.517.00.220 UTILITY - GAS								
NICOR GAS	10-44-81-1000 6 6/22	0	METRA STATION;6/6-7/5/22	52.17	.00		WF0725	
Total 10.517.00.220 UTILITY - GAS:				52.17	.00			
Total COMMUTER PARKING LOT:				52.17	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.518.00.215 SHOP SERVICES								
CINTAS CORPORATION #344	4125407476	0	UNIFORMS, TOWELS	47.30	.00		WF0725	
Total 10.518.00.215 SHOP SERVICES:				47.30	.00			
Total GARAGE:				47.30	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.519.00.299 OTHER CONTRACTUAL SERVICES								
B & F CONSTRUCTION CODE SERVIC	16003	0	BUILDING INSPECTIONS	1,980.00	.00		WF0725	
Total 10.519.00.299 OTHER CONTRACTUAL SERVICES:				1,980.00	.00			
Total ENGINEERING:				1,980.00	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.520.01.261 INSURANCE CLAIM LOSSES								
IRMA	04312022	0	APRIL 2022 CLOSED CLAIM	15,322.02	.00		WF0725	
IRMA	11122021	0	DEC NOV 2021 CLOSED CLAIM	5,111.48	.00		WF0725	
IRMA	33122CL	0	MARCH 2022 CLOSED CLAIM	2,586.40	.00		WF0725	
Total 10.520.01.261 INSURANCE CLAIM LOSSES:				23,019.90	.00			
10.520.01.263 POST RETIREMENT BENEFITS								
BREGMAN, MARC	JUL 2022	0	POST RETIREMENT BENEFIT; JUL 2022	125.00	.00		WF0725	
MCNAMARA, JAMES J	JUL 2022	0	POST RETIREMENT BENEFIT; JUL 2022	125.00	.00		WF0725	
ZORICH, EDWARD	JUL 2022	0	POST RETIREMENT BENEFIT; JUL 2022	125.00	.00		WF0725	
Total 10.520.01.263 POST RETIREMENT BENEFITS:				375.00	.00			
10.520.01.299 OTHER CONTRACTUAL SERVICES								
DACRA TECH LLC	DT2022-06-37	0	PD TICKET PROGRAM	400.00	.00		WF0725	
DACRA TECH LLC	DT2022-06-37	0	COLLECTION PROGRAM	200.00	.00		WF0725	
J.J. KELLER & ASSOC.	9107030085	0	2YEAR CONTENT LICENSING VIDEO	577.00	.00		WF0725	
Total 10.520.01.299 OTHER CONTRACTUAL SERVICES:				1,177.00	.00			
10.520.09.299 OTHER CONTRACTUAL SERVICES								
JOHNSON'S VILLA PARK INC	61	0	200 CAR WASHES FROM 7.31.21 TO 5.4.22	600.00	.00		WF0725	
Total 10.520.09.299 OTHER CONTRACTUAL SERVICES:				600.00	.00			
Total POLICE:				25,171.90	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.521.01.263 POST RETIREMENT BENEFITS								
BLASKOVICH, ERIC	JUL 2022	0	POST RETIREMENT BENEFIT; JUL 2022	125.00	.00		WF0725	
VICELLI, LOUIS	JUL 2022	0	POST RETIREMENT BENEFIT; JUL 2022	125.00	.00		WF0725	
Total 10.521.01.263 POST RETIREMENT BENEFITS:				250.00	.00			
10.521.01.299 OTHER CONTRACTUAL SERVICES								
CURRENT TECHNOLOGIES CORP	12609	0	RENEWAL - SSL CERTIFICATE FOR VPMAPS	179.00	.00		WF0725	
J.J. KELLER & ASSOC.	9107030085	0	2YEAR CONTENT LICENSING VIDEO	577.00	.00		WF0725	
Total 10.521.01.299 OTHER CONTRACTUAL SERVICES:				756.00	.00			
Total FIRE:				1,006.00	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.523.02.261 INSURANCE CLAIM LOSSES								
IRMA	04312022	0	APRIL 2022 CLOSED CLAIM	54.48	.00		WF0725	
IRMA	11122021	0	DEC NOV 2021 CLOSED CLAIM	12,577.28	.00		WF0725	
IRMA	33122CL	0	MARCH 2022 CLOSED CLAIM	1,640.66	.00		WF0725	
Total 10.523.02.261 INSURANCE CLAIM LOSSES:				14,272.42	.00			
Total AMBULANCE/PARAMEDIC:				14,272.42	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.525.01.261 INSURANCE CLAIM LOSSES								
IRMA	04312022	0	APRIL 2022 CLOSED CLAIM	3,961.88	.00		WF0725	
IRMA	11122021	0	DEC NOV 2021 CLOSED CLAIM	1,184.51	.00		WF0725	
IRMA	33122CL	0	MARCH 2022 DEDUCTIBLE	10,000.00	.00		WF0725	
Total 10.525.01.261 INSURANCE CLAIM LOSSES:				15,146.39	.00			
10.525.01.270 MAINT OF OFFICE EQUIPMENT								
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	166.37	.00		WF0725	
Total 10.525.01.270 MAINT OF OFFICE EQUIPMENT:				166.37	.00			
10.525.01.299 OTHER CONTRACTUAL SERVICES								
WASHU LLC	75	0	1 CAR WASH PW JUNE 2022	3.00	.00		WF0725	
Total 10.525.01.299 OTHER CONTRACTUAL SERVICES:				3.00	.00			
10.525.25.219 UTILITY - ELECTRIC								
AEP ENERGY	3017246055 6/2022	0	1 S CENTRAL LITE RT/25; 6/8-7/8/22	138.27	.00		WF0725	
AEP ENERGY	3017246077 6/2022	0	118 S VILLA AVE; 6/10-7/8/22	15.93	.00		WF0725	
Total 10.525.25.219 UTILITY - ELECTRIC:				154.20	.00			
10.525.25.299 OTHER CONTRACTUAL SERVICES								
H & H ELECTRIC COMPANY	39344	0	JUNE TRAFFIC SIGNAL MAINTENANCE	624.00	.00		WF0725	
Total 10.525.25.299 OTHER CONTRACTUAL SERVICES:				624.00	.00			
Total STREET:				16,093.96	.00			
Total CORPORATE FUND:				98,801.43	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
34.502.02.601 CONTRIBUTIONS								
NEDSRA	707	0	2022 PROPERTY TAX COLLECTION - 2021 TA	78,354.50	.00		WF0725	
Total 34.502.02.601 CONTRIBUTIONS:				78,354.50	.00			
Total GENERAL:				78,354.50	.00			
Total NEDSRA FUND:				78,354.50	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
35.502.01.261 INSURANCE CLAIM LOSSES								
IRMA	04312022	0	APRIL 2022 CLOSED CLAIM	78.10	.00		WF0725	
IRMA	11122021	0	DEC NOV 2021 CLOSED CLAIM	7,657.08	.00		WF0725	
IRMA	33122CL	0	MARCH 2022 CLOSED CLAIM	46.50	.00		WF0725	
Total 35.502.01.261 INSURANCE CLAIM LOSSES:				7,781.68	.00			
35.502.01.270 MAINT OF OFFICE EQUIPMENT								
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	266.18	.00		WF0725	
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	307.16	.00		WF0725	
Total 35.502.01.270 MAINT OF OFFICE EQUIPMENT:				573.34	.00			
35.502.01.317 OFFICE SUPPLIES								
GARVEY'S OFFICE PRODUCTS	PINV2285251	0	ICC OFFICE SUPPLIES	120.23	.00		WF0725	
Total 35.502.01.317 OFFICE SUPPLIES:				120.23	.00			
35.502.16.220 UTILITY - GAS								
NICOR GAS	47-30-07-8760 4 6/22	0	ICC;6/7-7/5/22	215.07	.00		WF0725	
Total 35.502.16.220 UTILITY - GAS:				215.07	.00			
35.502.35.204 TRANSPORTATION								
FIRST STUDENT INC.	9390037	0	062922 FIELD TRIP - SUMMER CAMP	455.00	.00		WF0725	
FIRST STUDENT INC.	9391485	0	07.06.22 LINC PK ZOO SMR CAMP FIELD TRI	455.00	.00		WF0725	
Total 35.502.35.204 TRANSPORTATION:				910.00	.00			
35.502.35.281 RENTAL OF EQUIPMENT								
LRS HOLDINGS LLC	PS464189	0	GAZEBO 060322-063022	300.00	.00		WF0725	
LRS HOLDINGS LLC	PS464190	0	HARVARD TOT PORTABLE TOILET	300.00	.00		WF0725	
Total 35.502.35.281 RENTAL OF EQUIPMENT:				600.00	.00			
35.502.35.299 OTHER CONTRACTUAL SERVICES								
CHESS SCHOLARS	3004304	0	CLASS 7.5.22-7.8.22	72.00	.00		WF0725	
SCHULTZ, KEN	080322	0	080322 SUMMER CAMP PERFORMANCE	450.00	.00		WF0725	
Total 35.502.35.299 OTHER CONTRACTUAL SERVICES:				522.00	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
35.502.35.311 PROGRAM SUPPLIES								
CHICAGO METRO ASA	22-001	0	ADULT SOFTBALL ASA FEE	150.00	.00		WF0725	
GARVEY'S OFFICE PRODUCTS	PINV2286504	0	PROGRAM SUPPLIES	10.42	.00		WF0725	
Total 35.502.35.311 PROGRAM SUPPLIES:				160.42	.00			
35.502.36.204 TRANSPORTATION								
FIRST STUDENT INC.	9367131	0	10.21.21 PRESCHOOL SUNNY ACRES FIELD	204.00	.00		WF0725	
Total 35.502.36.204 TRANSPORTATION:				204.00	.00			
35.502.36.282 RENTAL/LEASE								
SCHOOL DISTRICT 45	1530	0	JAC GYM RENTAL- WOMEN VBALL LEAGUE	250.00	.00		WF0725	
SCHOOL DISTRICT 45	1531	0	JAC GYM RENTAL WOMENS VBALL	125.00	.00		WF0725	
Total 35.502.36.282 RENTAL/LEASE:				375.00	.00			
35.502.36.299 OTHER CONTRACTUAL SERVICES								
EAGLE ACADEMY OF MARTIAL ARTS	20220531	0	03/07-05/26 CONTRACTUAL MARTIAL ARTS I	3,268.30	.00		WF0725	
KANTOR, GARY	041422	0	W/S MAGIC CLASS 041422	16.00	.00		WF0725	
Total 35.502.36.299 OTHER CONTRACTUAL SERVICES:				3,284.30	.00			
Total GENERAL:				14,746.04	.00			
Total RECREATION FUND:				14,746.04	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
36.502.01.220 UTILITY - GAS								
NICOR GAS	45-95-90-7159 3 6/22	0	MAINT BLDG;6/6-7/5/22	49.17	.00		WF0725	
NICOR GAS	86-94-36-5332 8 6/22	0	N TERR PARK;6/7-7/6/22	110.55	.00		WF0725	
Total 36.502.01.220 UTILITY - GAS:				159.72	.00			
36.502.01.270 MAINT OF OFFICE EQUIPMENT								
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	133.09	.00		WF0725	
Total 36.502.01.270 MAINT OF OFFICE EQUIPMENT:				133.09	.00			
36.502.02.305 TURF SUPPLIES								
CENTRAL TURF & IRRIGATION	7671889-00	0	25%XRT 50LB TURF FERTILIZER	255.00	.00		WF0725	
Total 36.502.02.305 TURF SUPPLIES:				255.00	.00			
36.502.02.325 GENERAL EQUIPMENT PARTS								
AHW LLC	11381312	0	MOWER TIRE & OTHER REPLACEMENTS	408.08	.00		WF0725	
AHW LLC	11402152	0	SPINDLES, GRASS DEFLECTOR	841.62	.00		WF0725	
RUSSO'S POWER EQUIPMENT INC	SPI11042786	0	TRIMMER LINE - 5LB X 2	75.81	.00		WF0725	
RUSSO'S POWER EQUIPMENT INC	SPI11062493	0	C-TINE BLADES X 15	80.10	.00		WF0725	
Total 36.502.02.325 GENERAL EQUIPMENT PARTS:				1,405.61	.00			
36.502.02.399 OTHER SUPPLIES								
TERRACE SUPPLY COMPANY	1037499	0	PARKS TOOL RENTAL	26.66	.00		WF0725	
TERRACE SUPPLY COMPANY	1037500	0	PARKS TOOL RENTAL	20.46	.00		WF0725	
Total 36.502.02.399 OTHER SUPPLIES:				47.12	.00			
Total GENERAL:				2,000.54	.00			
Total PARKS FUND:				2,000.54	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
41.502.01.220 UTILITY - GAS								
NICOR GAS	00-31-93-8763 5 6/22	0	JEFF POOL ;6/6-7/5/22	1,724.88	.00		WF0725	
NICOR GAS	32-27-30-1000 2 6/22	0	JEFF POOL FLTR;6/6-7/5/22	1,537.58	.00		WF0725	
Total 41.502.01.220 UTILITY - GAS:				3,262.46	.00			
41.502.02.299 OTHER CONTRACTUAL SERVICES								
KODIAK CONTRACTORS	07142022	0	POOL EVENT 07.14.22	400.00	400.00	07/14/2022	0714INT	
Total 41.502.02.299 OTHER CONTRACTUAL SERVICES:				400.00	400.00			
41.502.02.311 PROGRAM SUPPLIES								
AMERICAN RED CROSS	22436827	0	LIFEGUARD CERTIFICATIONS AQUATICS	205.00	.00		WF0725	
Total 41.502.02.311 PROGRAM SUPPLIES:				205.00	.00			
41.502.03.299 OTHER CONTRACTUAL SERVICES								
S & K POOL SERVICES INC	21610	0	SERVICE CALL - HEATER'S BURNER TRAY	270.00	.00		WF0725	
S & K POOL SERVICES INC	21611	0	5.25.22- SERVICE FOR HEATER'S BURNER T	720.00	.00		WF0725	
S & K POOL SERVICES INC	21612	0	06.02.22- SERVICE GET WATER TEMP TO SP	810.00	.00		WF0725	
Total 41.502.03.299 OTHER CONTRACTUAL SERVICES:				1,800.00	.00			
Total GENERAL:				5,667.46	400.00			
Total SWIMMING POOL FUND:				5,667.46	400.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
60.502.02.299 OTHER CONTRACTUAL SERVICES								
TRAFFIC CONTROL & PROTECTION	37203	0	N/B ADDISON RD CLOSURE & DETOUR REN	2,045.00	.00		WF0725	
Total 60.502.02.299 OTHER CONTRACTUAL SERVICES:				2,045.00	.00			
60.502.03.292 ENGINEERING SERVICES								
BURKE ENGINEERING LTD, CHRISTO	173561	0	MICHIGAN & VERMONT PROJECT PHASE II	1,479.08	.00		WF0725	
BURKE ENGINEERING LTD, CHRISTO	174709	0	MICHIGAN & VERMONT PROJECT PHASE II	6,249.43	.00		WF0725	
BURKE ENGINEERING LTD, CHRISTO	174710	0	PHASE 2 DESIGN ENG. WASHINGTON ST. S	4,675.20	.00		WF0725	
BURKE ENGINEERING LTD, CHRISTO	175992	0	MICHIGAN & VERMONT PROJECT PHASE II	358.12	.00		WF0725	
EDWIN HANCOCK ENGINEERING CO	22-0194	0	MAPLE AREA IMPROVEMENT PROJECT	7,794.00	.00		WF0725	
EDWIN HANCOCK ENGINEERING CO	22-0300	0	MAPLE AREA IMPROVEMENT PROJECT	39,370.00	.00		WF0725	
EDWIN HANCOCK ENGINEERING CO	22-0414	0	MAPLE AREA IMPROVEMENT PROJECT	37,508.00	.00		WF0725	
EDWIN HANCOCK ENGINEERING CO	22-0524	0	MAPLE AREA IMPROVEMENT PROJECT	18,933.02	.00		WF0725	
Total 60.502.03.292 ENGINEERING SERVICES:				116,366.85	.00			
60.502.10.292 ENGINEERING SERVICES								
EDWIN HANCOCK ENGINEERING CO	22-0524	0	MAPLE AREA IMPROVEMENT PROJECT	20,942.98	.00		WF0725	
TRANSYSTEMS CORPORATION	INV-0003859622	0	REBUILD IL PROJECT DESIGN	2,389.92	.00		WF0725	
Total 60.502.10.292 ENGINEERING SERVICES:				23,332.90	.00			
Total GENERAL:				141,744.75	.00			
Total STREET IMPROVEMENT FUND:				141,744.75	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
66.502.02.299 OTHER CONTRACTUAL SERVICES								
DAILY HERALD	219266	0	BID NOTICES LIONS PARK	71.30	.00		WF0725	
Total 66.502.02.299 OTHER CONTRACTUAL SERVICES:				71.30	.00			
Total GENERAL:				71.30	.00			
Total LAND & BUILDINGS FUND:				71.30	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
67.502.02.402 NON-CAPITAL OUTLAY								
CDS OFFICE TECHNOLOGIES	1467229	0	ANTENNA PLUS - MULTIMAX FV CELL/GPS	458.00	.00		WF0725	
CDS OFFICE TECHNOLOGIES	1467229	0	SIERRA WIRELESS MODEM	1,702.00	.00		WF0725	
CDS OFFICE TECHNOLOGIES	1467229	0	AIRLINK SUPPORT	330.00	.00		WF0725	
CDS OFFICE TECHNOLOGIES	1467229	0	SHIPPING	15.30	.00		WF0725	
Total 67.502.02.402 NON-CAPITAL OUTLAY:				2,505.30	.00			
Total GENERAL:				2,505.30	.00			
Total BUILDING IMPROVEMENTS FUND:				2,505.30	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
68.502.02.201 LEGAL NOTICES								
PADDOCK PUBLICATIONS	222353	0	ADVERTISEMENT FOR BID; JACKSON POND	625.60	.00		WF0725	
Total 68.502.02.201 LEGAL NOTICES:				625.60	.00			
68.502.02.292 ENGINEERING SERVICES								
V3 COMPANIES OF ILLINOIS	0322290	0	PERMITTING; VILLA N 1033 (ODEUM)	212.92	.00		WF0725	
Total 68.502.02.292 ENGINEERING SERVICES:				212.92	.00			
68.502.02.299 OTHER CONTRACTUAL SERVICES								
V3 COMPANIES OF ILLINOIS	TLP01	0	TWIN LAKES SPRING MOWING UNITS 1,2,3	910.00	.00		WF0725	
Total 68.502.02.299 OTHER CONTRACTUAL SERVICES:				910.00	.00			
68.502.10.292 ENGINEERING SERVICES								
ILLINOIS EPA	ILR10ZBZ2	0	JACKSON POND EXPANSION NPDES PERMI	750.00	750.00	07/21/2022	0721INT	
TRANSYSTEMS CORPORATION	INV-0003810107	0	ASTOR, MYRTLE, EUCLID PHASE 3 OVERSI	5,621.66	.00		WF0725	
V3 COMPANIES OF ILLINOIS	522726	0	JACKSON POND DESIGN ENGINEERING	16,034.37	.00		WF0725	
V3 COMPANIES OF ILLINOIS	622513	0	JACKSON POND DESIGN ENGINEERING	28,744.10	.00		WF0725	
Total 68.502.10.292 ENGINEERING SERVICES:				51,150.13	750.00			
Total GENERAL:				52,898.65	750.00			
Total STORMWATER BUYOUT FUND:				52,898.65	750.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
82.502.01.270 MAINT OF OFFICE EQUIPMENT								
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	166.37	.00		WF0725	
Total 82.502.01.270 MAINT OF OFFICE EQUIPMENT:				166.37	.00			
82.502.01.299 OTHER CONTRACTUAL SERVICES								
COMCAST INTERNET	151033252 7/22	0	INTERNET SERVICE; 7/15-8/14/22	67.86	.00		WF0725	
J.J. KELLER & ASSOC.	9107030085	0	2YEAR CONTENT LICENSING VIDEO	577.00	.00		WF0725	
Total 82.502.01.299 OTHER CONTRACTUAL SERVICES:				644.86	.00			
82.502.01.401 CAPITAL OUTLAY								
CORE & MAIN	R172960	0	SENSUS ANNUAL RNI FEE	10,662.50	.00		WF0725	
Total 82.502.01.401 CAPITAL OUTLAY:				10,662.50	.00			
82.502.02.219 UTILITY - ELECTRIC								
AEP ENERGY	3014421013 6/2022	0	CORNELL PUMP STN; 6/10-7/8/22	1,357.74	.00		WF0725	
Total 82.502.02.219 UTILITY - ELECTRIC:				1,357.74	.00			
82.502.02.220 UTILITY - GAS								
NICOR GAS	00-94-81-1000 2 6/22	0	WTR/SWR;6/6-7/5/22	52.17	.00		WF0725	
NICOR GAS	28-55-16-5989-0 6/22	0	CENTRAL STN;6/6-7/5/22	55.16	.00		WF0725	
NICOR GAS	35-02-64-0936 3 6/22	0	1260 S CORNELL;6/9-7/10/22	163.61	.00		WF0725	
Total 82.502.02.220 UTILITY - GAS:				270.94	.00			
82.502.02.292 ENGINEERING SERVICES								
BURKE ENGINEERING LTD, CHRISTO	173561	0	MICHIGAN & VERMONT PROJECT PHASE II	1,773.42	.00		WF0725	
BURKE ENGINEERING LTD, CHRISTO	174709	0	MICHIGAN & VERMONT PROJECT PHASE II	7,493.07	.00		WF0725	
BURKE ENGINEERING LTD, CHRISTO	175992	0	MICHIGAN & VERMONT PROJECT PHASE II	429.38	.00		WF0725	
Total 82.502.02.292 ENGINEERING SERVICES:				9,695.87	.00			
82.502.02.344 CONCRETE - REDI MIX								
WESTMORE SUPPLY CO	R108760	0	5 YDS CEMENT; 219 W ST. CHARLES	827.50	.00		WF0725	
WESTMORE SUPPLY CO	R108878	0	5.5 YDS CEMENT; 219 W ST. CHARLES	826.25	.00		WF0725	
WESTMORE SUPPLY CO	R109685	0	5 1/2 YDS CEMENT; ROOSEVELT & MICHIGA	896.25	.00		WF0725	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
Total 82.502.02.344 CONCRETE - REDI MIX:				2,550.00	.00			
82.502.02.401 CAPITAL OUTLAY								
C & R DIRECTIONAL BORING INC	4829	0	DIRECT BORING WTR SVCS	1,200.00	.00		WF0725	
Total 82.502.02.401 CAPITAL OUTLAY:				1,200.00	.00			
Total GENERAL:				26,548.28	.00			
Total WATER SUPPLY FUND:				26,548.28	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
83.502.01.270 MAINT OF OFFICE EQUIPMENT								
GFC LEASING	I00749392	0	COPIERS/PRINTERS LEASE; 8/5-9/4/22	166.37	.00		WF0725	
Total 83.502.01.270 MAINT OF OFFICE EQUIPMENT:				166.37	.00			
83.502.01.299 OTHER CONTRACTUAL SERVICES								
COMCAST INTERNET	151033252 7/22	0	INTERNET SERVICE; 7/15-8/14/22	67.86	.00		WF0725	
J.J. KELLER & ASSOC.	9107030085	0	2YEAR CONTENT LICENSING VIDEO	577.00	.00		WF0725	
Total 83.502.01.299 OTHER CONTRACTUAL SERVICES:				644.86	.00			
83.502.01.301 UNIFORMS								
JOHNSON, BRIAN	07142022	0	CLOTHING ALLOWANCE - CY2022 NEW HIR	450.00	.00		WF0725	
Total 83.502.01.301 UNIFORMS:				450.00	.00			
83.502.01.401 CAPITAL OUTLAY								
CORE & MAIN	R172960	0	SENSUS ANNUAL RNI FEE	10,662.50	.00		WF0725	
Total 83.502.01.401 CAPITAL OUTLAY:				10,662.50	.00			
83.502.01.694 IEPA LOAN REPAYMENTS								
ILLINOIS ENVIRONMENTAL	07142022	0	2019 SEWER REHAB PROJ LOAN #2 L17-515	30,776.20	.00		WF0725	
Total 83.502.01.694 IEPA LOAN REPAYMENTS:				30,776.20	.00			
83.502.02.219 UTILITY - ELECTRIC								
AEP ENERGY	3014421024 6/2022	0	WWFTF ; 6/8-7/8/22	515.72	.00		WF0725	
Total 83.502.02.219 UTILITY - ELECTRIC:				515.72	.00			
83.502.02.220 UTILITY - GAS								
NICOR GAS	03-36-92-1882 5 6/22	0	GENERATOR STN;6/6-7/6/22	64.14	.00		WF0725	
NICOR GAS	27-37-06-3955 4 6/22	0	NORTH & YALE LFT;6/6-7/5/22	55.16	.00		WF0725	
NICOR GAS	29-10-59-0000 4 6/22	0	WET WEATHER;6/7-7/5/22	392.22	.00		WF0725	
NICOR GAS	52-91-90-1082 8 6/22	0	NATH LIFT STN;6/7-7/6/22	55.87	.00		WF0725	
Total 83.502.02.220 UTILITY - GAS:				567.39	.00			
83.502.02.299 OTHER CONTRACTUAL SERVICES								
DUPAGE TOPSOIL INC	053851	0	PARKWAY RESTORATION	195.00	.00		WF0725	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
Total 83.502.02.299 OTHER CONTRACTUAL SERVICES:				195.00	.00			
83.502.02.401 CAPITAL OUTLAY								
JONES, MICHAEL	07142022	0	REIMBURSEMENT FOR STAIRWELL DRAIN	1,000.00	.00		WF0725	
Total 83.502.02.401 CAPITAL OUTLAY:				1,000.00	.00			
83.502.04.292 ENGINEERING SERVICES								
BURKE ENGINEERING LTD, CHRISTO	174710	0	PHASE 2 DESIGN ENG. WASHINGTON ST. S	7,012.80	.00		WF0725	
Total 83.502.04.292 ENGINEERING SERVICES:				7,012.80	.00			
Total GENERAL:				51,990.84	.00			
Total WASTEWATER FUND:				51,990.84	.00			
Grand Totals:				478,231.77	1,150.00			

	Amount Paid
CASH ALLOCATIONS FUND	
Total CASH ALLOCATIONS FUND:	2,902.68
CORPORATE FUND	
Total CORPORATE FUND:	98,801.43
NEDSRA FUND	
Total NEDSRA FUND:	78,354.50
RECREATION FUND	
Total RECREATION FUND:	14,746.04
PARKS FUND	
Total PARKS FUND:	2,000.54
SWIMMING POOL FUND	
Total SWIMMING POOL FUND:	5,667.46
STREET IMPROVEMENT FUND	
Total STREET IMPROVEMENT FUND:	141,744.75
LAND & BUILDINGS FUND	
Total LAND & BUILDINGS FUND:	71.30
BUILDING IMPROVEMENTS FUND	
Total BUILDING IMPROVEMENTS FUND:	2,505.30
STORMWATER BUYOUT FUND	
Total STORMWATER BUYOUT FUND:	52,898.65
WATER SUPPLY FUND	
Total WATER SUPPLY FUND:	26,548.28

	Amount Paid
WASTEWATER FUND	
Total WASTEWATER FUND:	51,990.84
Grand Totals:	478,231.77

THE PRECEDING LIST OF BILLS PAYABLE WAS REVIEWED AND APPROVED FOR PAYMENT.

DATE 7/21/22 APPROVED BY .....

Report Criteria:
Invoices with totals above $0 included.
Paid and unpaid invoices included.
Invoice Detail.Adjustmentid = {IS NULL}
Invoice.Batch = "WF0725","0725","0714INT","0721INT"

VILLAGE OF VILLA PARK

List of Bills Presented to the Board of Trustees

at its Meeting on August 8, 2022

Covering weekly check runs dated for:

August 1, 2022/CY22 ..... $539,285.16

Report Criteria:
Invoices with totals above $0 included.
Paid and unpaid invoices included.
Invoice.Batch = "WF0801","0722INT"
Invoice Detail.Type = {<>} "Adjustment"

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.130204 GROUP INSURANCE REC								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	33,706.45	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	2,898.60	2,898.60	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	3,348.24	3,348.24	07/22/2022	0722INT	
Total 10.130204 GROUP INSURANCE REC:				39,953.29	6,246.84			
10.190515 DUE TO/FROM LIBRARY (BENEFITS)								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	12,200.30	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	607.56	607.56	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	607.56	607.56	07/22/2022	0722INT	
Total 10.190515 DUE TO/FROM LIBRARY (BENEFITS):				13,415.42	1,215.12			
10.210508 ESCROW: P. W. PROJECTS								
TOLIUSIS, LORI	07262022	0	BOND RELEASE; 318 S SUMMIT	1,200.00	.00		WF0801	
Total 10.210508 ESCROW: P. W. PROJECTS:				1,200.00	.00			
10.40002 PERS PROP REPLACEMENT TAXES								
VILLA PARK PUBLIC LIBRARY	07062022	0	TO REIMBURSE PPRT - JULY 2022	31,869.61	.00		WF0801	
Total 10.40002 PERS PROP REPLACEMENT TAXES:				31,869.61	.00			
10.43100 BUILDING PERMITS								
GINEITAS, SAULIUS & VIOLETA	07202022	0	OVERCHARGED FOR PERMIT; PRRF2022010	50.00	.00		WF0801	
Total 10.43100 BUILDING PERMITS:				50.00	.00			
10.45128 MISCELLANEOUS REVENUE								
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	1,727.99-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	19.10	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	25.68-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	28.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	29.98-	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	30.34-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	32.00-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	32.08-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	32.35-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	25.50-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	34.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	34.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	37.25-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	37.76-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	38.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	38.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	38.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	38.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	34.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	24.07-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	23.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	22.67-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	29.13	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	28.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	28.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	25.68	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	25.50	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	24.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	24.07	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	23.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	23.53	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	22.67	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	22.33	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	19.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	19.22	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	16.83	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	4.00-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	19.22-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	19.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	38.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	29.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	39.65-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	39.76-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	39.86-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	39.95-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	39.98-	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	40.29-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	40.34-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	42.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	42.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	43.17-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	43.65-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	43.95-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	43.98-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	44.96-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	55.17-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM REIMBURSED	39.74-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	30.18	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	30.34	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	30.65	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	44.96	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	44.35	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	43.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	43.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	43.95	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	43.65	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	43.17	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	45.18	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.88	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	45.34	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	45.52	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	47.87	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	55.17	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	48.30	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.88	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	42.40	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	40.47	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	40.34	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	35.65	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	35.65	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	35.40	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.96	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.78	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	34.11	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	33.60	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	32.35	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	32.08	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	32.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	31.33	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	30.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	30.88	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	37.25	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	37.60	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	37.95	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	40.29	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.95	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.86	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.76	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.74	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	39.65	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	38.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	37.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTED ITEM TO BE REIMBURSED	37.76	.00		WF0801	
Total 10.45128 MISCELLANEOUS REVENUE:				115.48-	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
Total :				86,372.84	7,461.96			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.511.00.207 APPRECIATION DINNER & AWARDS								
BMO HARRIS MASTERCARD	0703736-2022	0	STAFF APPRECIATION - COFFEE	24.08	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STAFF APPRECIATION SUPPLIES	31.54	.00		WF0801	
Total 10.511.00.207 APPRECIATION DINNER & AWARDS:				55.62	.00			
10.511.00.211 LEGAL SERVICES								
ROBBINS SCHWARTZ	06022022	0	LEGAL SERVICES - 48 E. KENILWORTH	686.04	.00		WF0801	
ROBBINS SCHWARTZ	06022022	0	LEGAL SERVICES - 243 S OAKLAND	855.00	.00		WF0801	
ROBBINS SCHWARTZ	06022022	0	LEGAL SERVICES - 317 N. PRINCETON	1,080.00	.00		WF0801	
STORINO RAMELLO & DURKIN	85988	0	LEGAL SERVICES MAY 2022	12,345.10	.00		WF0801	
STORINO RAMELLO & DURKIN	85988	0	LEGAL SERVICES 440 E VANBUREN SALE	585.82	.00		WF0801	
Total 10.511.00.211 LEGAL SERVICES:				15,551.96	.00			
10.511.00.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	METRA INTERNET SERVICE; JANUARY 2022	253.98	.00		WF0801	
Total 10.511.00.299 OTHER CONTRACTUAL SERVICES:				253.98	.00			
10.511.00.656 FIRE & POLICE COMMISSION								
ELMHURST OCCUPATIONAL HEALTH	00153133	0	EXAMS & SCREENING PD	115.00	.00		WF0801	
Total 10.511.00.656 FIRE & POLICE COMMISSION:				115.00	.00			
10.511.00.671 PARKS & REC ADVISORY COMMISSI								
BMO HARRIS MASTERCARD	0703736-2022	0	PRAC ONLINE ZOOM APP	14.99	.00		WF0801	
Total 10.511.00.671 PARKS & REC ADVISORY COMMISSI:				14.99	.00			
Total PUBLIC AFFAIRS:				15,991.55	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.512.00.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	COMMUNICATIONS SPECIALIST INDEED RE	45.16	.00		WF0801	
Total 10.512.00.299 OTHER CONTRACTUAL SERVICES:				45.16	.00			
10.512.00.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	WATER FOR BOARD ROOM	8.12	.00		WF0801	
Total 10.512.00.399 OTHER SUPPLIES:				8.12	.00			
10.512.01.270 MAINT OF OFFICE EQUIPMENT								
BMO HARRIS MASTERCARD	0703736-2022	0	UPS BATTERY	36.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PRINTER TONER	153.54	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SD CARD READER	33.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	HOSTED EMAIL ACCT	.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	CELLULAR POWER SUPPLY	39.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	OFF-SITE BACKUPS	119.52	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PRINTER FOR PW	368.90	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STUDIO INTERNET	291.46	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	WIRELESS KEYBOARD-MOUSE	56.26	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	CABLES-MONITOR MOUNT	84.60	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LAPTOP BATTERY	167.66	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POWER STRIPS	52.72	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	USB DRIVES	78.98	.00		WF0801	
CURRENT TECHNOLOGIES CORP	12628	0	CAMERAS AND SWITCH	1,586.84	.00		WF0801	
Total 10.512.01.270 MAINT OF OFFICE EQUIPMENT:				3,071.44	.00			
Total MANAGER:				3,124.72	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.513.00.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	DRINKS FOR RETIREMENT	37.49	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	COFFEE FOR RETIREMENT	20.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DRINKS FOR RETIREMENT	3.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LUNCH FOR RETIREMENT	106.00	.00		WF0801	
Total 10.513.00.202 TRAINING & CONFERENCES:				168.46	.00			
10.513.00.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	2022 FEDERAL/STATE POSTERS	96.52	.00		WF0801	
Total 10.513.00.299 OTHER CONTRACTUAL SERVICES:				96.52	.00			
10.513.00.317 OFFICE SUPPLIES								
AMERICAN PRINTING TECHNOLOGIE	3029	0	UTILITY SERVICE BILL FORMS	2,277.98	.00		WF0801	
Total 10.513.00.317 OFFICE SUPPLIES:				2,277.98	.00			
Total FINANCE:				2,542.96	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.514.00.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	SBOC SEMINAR - DECKS MV	125.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SBOC SEMINAR - DECKS DA	125.00	.00		WF0801	
Total 10.514.00.202 TRAINING & CONFERENCES:				250.00	.00			
10.514.00.270 MAINT OF OFFICE EQUIPMENT								
KONICA MINOLTA BUSINESS	9008741218	0	COPY CHARGES JULY 2022	73.75	.00		WF0801	
Total 10.514.00.270 MAINT OF OFFICE EQUIPMENT:				73.75	.00			
10.514.00.299 OTHER CONTRACTUAL SERVICES								
B & F CONSTRUCTION CODE SERVIC	16148	0	BUILDING INSPECTIONS	376.66	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	NEW HIRE BACKGROUND CHECK - VILLALV	29.95	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW/CD LUNCH	73.69	.00		WF0801	
Total 10.514.00.299 OTHER CONTRACTUAL SERVICES:				480.30	.00			
Total COMMUNITY DEVELOPMENT:				804.05	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.515.00.205 POSTAGE								
BMO HARRIS MASTERCARD	0703736-2022	0	POSTAGE FOR 1099S	4.65	.00		WF0801	
Total 10.515.00.205 POSTAGE:				4.65	.00			
10.515.00.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	13,861.75	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	1,595.91	1,595.91	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	1,347.21	1,347.21	07/22/2022	0722INT	
Total 10.515.00.250 EMPLOYEE BENEFITS:				16,804.87	2,943.12			
Total CENTRAL SERVICES:				16,809.52	2,943.12			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.516.00.222 HEATING & A/C MAINT SERV								
BMO HARRIS MASTERCARD	0703736-2022	0	100 WILDWOOD HEATER HARDWARE	498.67	.00		WF0801	
Total 10.516.00.222 HEATING & A/C MAINT SERV:				498.67	.00			
10.516.00.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	CORP BLDGS PESTICIDE SRVCS	255.00	.00		WF0801	
JOHNSON CONTROLS SECURITY SOL	37619194	0	VH WIRELESS FIRE ALARM MONITORING	173.35	.00		WF0801	
JOHNSON CONTROLS SECURITY SOL	37619195	0	MUSEUM WIRELESS FIRE ALARM	173.35	.00		WF0801	
VILLA PARK OFFICE EQUIPMENT	75403	0	OFFICE FURNITURE FINANCE AND ACCOUN	3,120.98	.00		WF0801	
VILLA PARK OFFICE EQUIPMENT	75403	0	OFFICE FURNITURE VILLAGE HALL	3,594.00	.00		WF0801	
Total 10.516.00.299 OTHER CONTRACTUAL SERVICES:				7,316.68	.00			
10.516.00.314 JANITORIAL SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	PD LIGHT BULBS	115.13	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FLT FURNACE AIR FILTERS	14.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	RESTOCK	21.16	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FS82 AIR LINE FITTING	15.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FS82 AIR LINE FITTING	19.90	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FLT LIGHT BULBS	79.96	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FS82 AIR HOSE	129.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	VH AIR VENT	36.02	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	TOOLS	48.54	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	VH RADIATOR VALVES	441.15	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD-WOMEN BTHRM FLUSHER	144.35	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DEERE BLOWER PARTS	285.13	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	CORP JANITORIAL SUPPLIES	1,018.80	.00		WF0801	
Total 10.516.00.314 JANITORIAL SUPPLIES:				2,371.09	.00			
Total BUILDINGS & GROUNDS:				10,186.44	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.517.00.222 HEATING & A/C MAINTENANCE								
BMO HARRIS MASTERCARD	0703736-2022	0	METRA FURNACE HARDWARE	230.96	.00		WF0801	
Total 10.517.00.222 HEATING & A/C MAINTENANCE:				230.96	.00			
10.517.00.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	METRA PESTICIDE SRVCS	45.00	.00		WF0801	
Total 10.517.00.299 OTHER CONTRACTUAL SERVICES:				45.00	.00			
Total COMMUTER PARKING LOT:				275.96	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.518.00.215 SHOP SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	FLT UNIFORMS	209.20	.00		WF0801	
CINTAS CORPORATION #344	4126099499	0	MATS, UNIFORMS, TOWELS	57.30	.00		WF0801	
Total 10.518.00.215 SHOP SERVICES:				266.50	.00			
10.518.00.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	4,436.08	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	508.58	508.58	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	423.05	423.05	07/22/2022	0722INT	
Total 10.518.00.250 EMPLOYEE BENEFITS:				5,367.71	931.63			
10.518.00.309 GAS & DIESEL FUEL								
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK DIESEL EXHAUST FLUID	126.80	.00		WF0801	
Total 10.518.00.309 GAS & DIESEL FUEL:				126.80	.00			
10.518.00.310 MOTOR VEHICLE PARTS & ACCESS								
BMO HARRIS MASTERCARD	0703736-2022	0	PD 187 TRIM	27.92	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 187 ANTENNA	7.84	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 187 WINDOW SWITCHES DOORS	95.84	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 187 TRIM	147.20	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 333 GENERATOR HEATER	360.10	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 17 FILTERS FOR MAINTENANCE	46.53	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 17 HYDRAULIC FITTINGS	65.64	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD149 FT BRAKE,PADS,ROTORS,CALIPERS	427.89	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK FILTERS AND BRAKE FLUID	35.77	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 1 HOSE ASSEMBLY	200.34	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 80 BALLAST RESISTOR	4.91	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 149 CALIPER CORE CREDITS	140.00-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 80 ALTERNATOR REBUILD	175.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 25 TURN SIGNAL SWITCH	290.60	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 72 WIPER TRANSMISSION AND BLADES	98.91	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 11 , 65 OIL & AIR FILTERS	50.02	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 25 WIPER CONTROL MODULE	259.52	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	CORE CREDIT ALTERNATOR	12.00-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK LIGHT BULBS	27.80	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 97 WIPER MOTOR & LINKAGE	100.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK WIPER BLADES , MIRRORS	125.09	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 152 CAMERA CAR BATTERY TRUNK	100.95	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
BMO HARRIS MASTERCARD	0703736-2022	0	PD 185 TIRE PRESSSURE SENSORS	101.18	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 94, 6 TRUCK MIRRORS	22.58	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 198 FRONT BRAKE PADS AND ROTORS	302.94	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FIRE M82 RUB RAIL LIGHT, OUTLET COVER	246.03	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PD 151 OXYGEN SENSOR	35.63	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 62 ROOT INJECTOR PUMP	131.84	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK 16 INCH WIPERS	105.68	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK WIPER BLADES 22& 24 INCH	140.55	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PW 1 HYDRO EXCAVATOR HOSE, KNOB	351.25	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK WIPER BLADES	74.33	.00		WF0801	
DUPAGE TIRE & AUTO CENTER INC	161441	0	PD STOCK TIRES	1,052.31	.00		WF0801	
Total 10.518.00.310 MOTOR VEHICLE PARTS & ACCESS:				5,060.19	.00			
10.518.00.322 HAND TOOLS								
BMO HARRIS MASTERCARD	0703736-2022	0	STK TOOL AIRLINE DISCONNECT,PUNCHES	173.45	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SHOP TOOLS COOLANT HOSE PLIERS	39.85	.00		WF0801	
Total 10.518.00.322 HAND TOOLS:				213.30	.00			
Total GARAGE:				11,034.50	931.63			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.519.00.299 OTHER CONTRACTUAL SERVICES								
B & F CONSTRUCTION CODE SERVIC	16148	0	I AND I INSPECTIONS	376.67	.00		WF0801	
Total 10.519.00.299 OTHER CONTRACTUAL SERVICES:				376.67	.00			
Total ENGINEERING:				376.67	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.520.01.202 TRAINING & CONFERENCES								
BLAKE, ANTHONY	5510	0	ARMORER 2 DAY TRAINING COURSE-OFC B	550.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POLICE OFC SUV DRIVER TRNG-OFC CRUZ,	686.75	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	RSP TO NON-CRIMINAL BARRICADES-SGT K	268.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	RSP FOR CRITICAL INCIDENTS-SGT CIHAK	268.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ADVANCED CRITICAL INCIDENT RSP-SGT S	268.00	.00		WF0801	
IL-LEAP	#0000287 PACENTI	0	2022 CONFERENCE & TRAINING- D. PACENT	299.00	.00		WF0801	
JARZEMBOWSKI, JOSEPH	072022	0	ARIDE TRNG-MEALS REIMBURSE OFC JARZ	50.45	.00		WF0801	
LAY, STEVEN	07212022	0	CRASH RECONSTRUCTIONIST TRNG SPRIN	109.96	.00		WF0801	
ST. CLAIR, NATHAN	07212022	0	DE ESCALATION TRNG-MEALS REIMBURSE-	13.45	.00		WF0801	
Total 10.520.01.202 TRAINING & CONFERENCES:				2,513.61	.00			
10.520.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	82,497.32	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	6,127.06	6,127.06	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	4,730.07	4,730.07	07/22/2022	0722INT	
Total 10.520.01.250 EMPLOYEE BENEFITS:				93,354.45	10,857.13			
10.520.01.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	AED BAGS	26.98	.00		WF0801	
POSITIVE IMPRESSIONS	PII-8515	10007	NATI'L NIGHT OUT EVENT-K9 OFFICER TRA	105.52	.00		WF0801	
POSITIVE IMPRESSIONS	PPJ-5989	10007	NAT'L NIGHT OUT - ADULT & CHILD GLOW,	1,340.50	.00		WF0801	
Total 10.520.01.299 OTHER CONTRACTUAL SERVICES:				1,473.00	.00			
10.520.01.303 DUES & PUBLICATIONS								
ILEAS	DUES11604	0	ANNUAL DUES 7.1.22--6.30.23	120.00	.00		WF0801	
Total 10.520.01.303 DUES & PUBLICATIONS:				120.00	.00			
10.520.01.317 OFFICE SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	KRAFT PADDED MAILERS FOR DVDS	40.22	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SCOTCH TAPE REFILLS FOR RECORDS DEP	29.76	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SCOTCH TAPE WITH DISPENSERS FOR PD	36.69	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	HIGHLIGHT MARKERS, KRAFT ENVELOPES	45.07	.00		WF0801	
Total 10.520.01.317 OFFICE SUPPLIES:				151.74	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.520.01.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	BROOM FOR PD	20.51	.00		WF0801	
Total 10.520.01.399 OTHER SUPPLIES:				20.51	.00			
10.520.07.230 PRINTING SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	STICKERS FOR NEIGHBORHOOD WATCH P	90.68	.00		WF0801	
Total 10.520.07.230 PRINTING SERVICES:				90.68	.00			
10.520.07.299 OTHER CONTRACTUAL SERVICES								
DUPAGE COUNTY	JV 49	0	ETSB/WEB R,MS POLICE SYSTEM COST	47,447.51	.00		WF0801	
Total 10.520.07.299 OTHER CONTRACTUAL SERVICES:				47,447.51	.00			
10.520.08.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	DISPUTE THIS CHARGE--ASKED TO CLOSE	17.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	CREDIT CHECK FOR INVESTIGATIONS FEB	30.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DETECTIVES-BKGRND CK SVCS JAN 2022	92.40	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	2MIL EVIDENCE TAPE	88.53	.00		WF0801	
DUPAGE COUNTY CHILDREN'S	VP023	0	ANNUAL MUNICIPAL CONTRIBUTION-7.1.22-	4,000.00	.00		WF0801	
Total 10.520.08.299 OTHER CONTRACTUAL SERVICES:				4,228.92	.00			
10.520.08.336 PHOTO MATERIALS & SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	10 PACK 128GB FLASH DRIVES FOR DETEC	142.67	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	12 TERRABYTE EXT HARD DRIVE FOR EVID	237.59	.00		WF0801	
Total 10.520.08.336 PHOTO MATERIALS & SUPPLIES:				380.26	.00			
10.520.09.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	PD 333 GENERATOR BATTERY	103.17	.00		WF0801	
INVERIS	INV-0096544	0	RANGE MAINT & INSPECTINO-LANE CARRIE	1,035.10	.00		WF0801	
JET BRITE CAR WASH INC	1965	0	20 CAR WASHES-JUNE	60.00	.00		WF0801	
JOHNSON'S VILLA PARK INC	62	0	68 CAR WASHES JUN 2022	204.00	.00		WF0801	
VIGILANT SOLUTIONS LLC	47649 RI	0	ESA PARKING RENEWALS 8.1.22- 7.31.23	4,050.00	.00		WF0801	
Total 10.520.09.299 OTHER CONTRACTUAL SERVICES:				5,452.27	.00			
10.520.09.301 UNIFORMS								
JG UNIFORMS INC	101643	0	UNIFORM PANTS, JACKET, NAMEPLATES	77.00	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
JG UNIFORMS INC	101657	0	POLICE BACK PATCH FOR BODY ARMOR	10.00	.00		WF0801	
VCG UNIFORM	28229	0	BULLETPROOF VEST & VEST COVER	1,177.00	.00		WF0801	
Total 10.520.09.301 UNIFORMS:				1,264.00	.00			
Total POLICE:				156,496.95	10,857.13			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.521.01.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	FEB 24 WEBINAR-STAPLETON	30.00	.00		WF0801	
Total 10.521.01.202 TRAINING & CONFERENCES:				30.00	.00			
10.521.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	4,143.14	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	408.70	408.70	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	323.17	323.17	07/22/2022	0722INT	
Total 10.521.01.250 EMPLOYEE BENEFITS:				4,875.01	731.87			
10.521.01.280 DUCOMM								
DU-COMM	18176	0	DU COMM FACILITY OPERATING COSTS 5.1.	918.12	.00		WF0801	
Total 10.521.01.280 DUCOMM:				918.12	.00			
10.521.01.299 OTHER CONTRACTUAL SERVICES								
JET BRITE CAR WASH INC	1934	0	FD- MAY 4 CAR WASHES	12.00	.00		WF0801	
JET BRITE CAR WASH INC	1966	0	FD- JUN 1 CAR WASH	3.00	.00		WF0801	
JET BRITE CAR WASH INC	4565	0	FD- MAR 1 CAR WASH	3.00	.00		WF0801	
JET BRITE CAR WASH INC	4615	0	FD- APR 2 CAR WASHES	6.00	.00		WF0801	
VERIZON WIRELESS	9910516104	0	WIRELESS SERVICE (4) AIRLINKS (7) IPADS	487.07	.00		WF0801	
WASHU LLC	74	0	CAR WASH , DC81	3.00	.00		WF0801	
Total 10.521.01.299 OTHER CONTRACTUAL SERVICES:				514.07	.00			
10.521.01.303 DUES & PUBLICATIONS								
BMO HARRIS MASTERCARD	0703736-2022	0	ANNUAL MEMBERSHIP RAKOSNIK	175.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ANNUAL MEMBERSHIP STAPLETON	40.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ANNUAL MEMBERSHIP RAKOSNIK	40.00	.00		WF0801	
Total 10.521.01.303 DUES & PUBLICATIONS:				255.00	.00			
10.521.01.315 BUILDING MAINT SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	DISHWASHER CLNR TABS	35.96	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STA 82 OVEN REPAIR - VALVE	201.13	.00		WF0801	
Total 10.521.01.315 BUILDING MAINT SUPPLIES:				237.09	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.521.01.317 OFFICE SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	QUILL PLUS MEMBERSHIP	69.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	STORAGE BOXES,TAPE,MARKERS	172.01	.00		WF0801	
Total 10.521.01.317 OFFICE SUPPLIES:				242.00	.00			
10.521.01.399 OTHER SUPPLIES								
STATE INDUSTRIAL PRODUCTS	902536804	0	CAR & TRUCK WASH STA 81 & 82	182.03	.00		WF0801	
Total 10.521.01.399 OTHER SUPPLIES:				182.03	.00			
10.521.22.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	STUDY GUIDE LARSEN FAE	108.45	.00		WF0801	
Total 10.521.22.202 TRAINING & CONFERENCES:				108.45	.00			
10.521.22.299 OTHER CONTRACTUAL SERVICES								
AIR ONE EQUIPMENT INC	183356	0	SEMI ANNL COMP. AIR TEST	730.36	.00		WF0801	
AIR ONE EQUIPMENT INC	183357	0	SEMI-ANNL COMP. AIR TEST ST82	840.24	.00		WF0801	
LOMBARD, VILLAGE OF	2022-00002066	0	VP SHARE OF (4) SIRENS	1,396.00	.00		WF0801	
Total 10.521.22.299 OTHER CONTRACTUAL SERVICES:				2,966.60	.00			
10.521.22.301 UNIFORMS								
ENTENMANN-ROVIN COMPANY	0165721	0	LT. BADGE- BLASKOVICH,MORRICE	406.50	.00		WF0801	
Total 10.521.22.301 UNIFORMS:				406.50	.00			
10.521.22.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	(6) FLASHLIGHT BATT PACKS	188.20	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FLASHLIGHT CHARGE CORD	60.46	.00		WF0801	
Total 10.521.22.399 OTHER SUPPLIES:				248.66	.00			
Total FIRE:				10,983.53	731.87			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.523.02.105 SALARIES: PART-TIME								
BMO HARRIS MASTERCARD	0703736-2022	0	FIRE/EMS POSITION INDEED RECRUITMEN	61.29	.00		WF0801	
Total 10.523.02.105 SALARIES: PART-TIME:				61.29	.00			
10.523.02.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	31,786.02	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	2,507.37	2,507.37	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	1,676.77	1,676.77	07/22/2022	0722INT	
Total 10.523.02.250 EMPLOYEE BENEFITS:				35,970.16	4,184.14			
10.523.02.280 DUCOMM								
DU-COMM	18134	0	QUARTERLY SHARES 08.01-10.31.22	20,166.00	.00		WF0801	
Total 10.523.02.280 DUCOMM:				20,166.00	.00			
10.523.02.299 OTHER CONTRACTUAL SERVICES								
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - JUN22	2,108.81	.00		WF0801	
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - MAY22	6,537.76	.00		WF0801	
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - APR22	5,633.87	.00		WF0801	
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - MAR22	4,102.84	.00		WF0801	
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - FEB22	3,128.06	.00		WF0801	
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - JAN22	743.89	.00		WF0801	
PARAMEDIC BILLING SERVICES	DEC21-JUN22	0	AMBULANCE BILLING FEES - DEC21	3,200.89	.00		WF0801	
Total 10.523.02.299 OTHER CONTRACTUAL SERVICES:				25,456.12	.00			
10.523.02.301 UNIFORMS								
ADDISON ENGRAVING INC	97094	0	PASSPORT TAGS-HOSSFELD	18.00	.00		WF0801	
Total 10.523.02.301 UNIFORMS:				18.00	.00			
10.523.02.399 OTHER SUPPLIES								
LARSEN, ALEX	107727	0	COMMERCIAL DOOR HOOKS	69.00	.00		WF0801	
REPOSH, FRANK	025-PO-5807277	0	VARIOUS SIZE FLASH DRIVES	70.26	.00		WF0801	
TERRACE SUPPLY COMPANY	70530229	0	(1) THERAPY OXYGEN CYL FOR STA 81	67.58	.00		WF0801	
Total 10.523.02.399 OTHER SUPPLIES:				206.84	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
Total AMBULANCE/PARAMEDIC:				81,878.41	4,184.14			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.524.02.299 OTHER CONTRACTUAL SERVICES								
KUUSAKOSKI US LLC	A-10124	0	ELECTRONIC RECYCLING	1,195.88	.00		WF0801	
Total 10.524.02.299 OTHER CONTRACTUAL SERVICES:				1,195.88	.00			
Total GARBAGE:				1,195.88	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
10.525.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	16,612.97	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	1,218.29	1,218.29	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	933.19	933.19	07/22/2022	0722INT	
Total 10.525.01.250 EMPLOYEE BENEFITS:				18,764.45	2,151.48			
10.525.01.299 OTHER CONTRACTUAL SERVICES								
JET BRITE CAR WASH INC	1964	0	4 CAR WASHES	12.00	.00		WF0801	
Total 10.525.01.299 OTHER CONTRACTUAL SERVICES:				12.00	.00			
10.525.27.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	MICE BAIT	13.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ACE SHOVELS	49.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	COUPLER & HOSE CLAMPS	9.36	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	HANDLE & BRUSH	33.97	.00		WF0801	
Total 10.525.27.399 OTHER SUPPLIES:				107.30	.00			
10.525.28.286 MOSQUITO ABATEMENT								
CLARKE ENVIRONMENTAL MOSQUIT	1023963	0	INVOICE 2 OF 2 FOR THE 2022 MOSQUITO	17,000.00	.00		WF0801	
Total 10.525.28.286 MOSQUITO ABATEMENT:				17,000.00	.00			
Total STREET:				35,883.75	2,151.48			
Total CORPORATE FUND:				433,957.73	29,261.33			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
19.520.01.212 LEGAL SERVICES - POLICE DUI								
ROBBINS SCHWARTZ	06022022	0	LEGAL SERVICES - PROSECUTIONS JUNE 2	1,800.00	.00		WF0801	
ROBBINS SCHWARTZ	06022022	0	LEGAL SERVICES - PROSECUTIONS APR 20	3,000.00	.00		WF0801	
ROBBINS SCHWARTZ	06022022	0	LEGAL SERVICES - PROSECUTIONS MAY 20	2,475.00	.00		WF0801	
SMITH & FULLER	5185	0	LEGAL SERVICES - DUI PROSECUTIONS JU	4,315.96	.00		WF0801	
Total 19.520.01.212 LEGAL SERVICES - POLICE DUI:				11,590.96	.00			
19.520.01.310 DUI TECHNOLOGY EXPENDITURES								
MATADOR - LE	026	0	ROAD SPIKES - SPIKE DEPLOYMENT SYSTE	3,690.56	.00		WF0801	
Total 19.520.01.310 DUI TECHNOLOGY EXPENDITURES:				3,690.56	.00			
Total POLICE:				15,281.52	.00			
Total DUI TECHNOLOGY FUND:				15,281.52	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
27.502.01.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	ARCHITECT MEETING REFRESHMENTS	49.67	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ARCHITECT MEETING REFRESHMENTS	15.98	.00		WF0801	
Total 27.502.01.299 OTHER CONTRACTUAL SERVICES:				65.65	.00			
Total GENERAL:				65.65	.00			
Total TIF 5 FUND - KENILWORTH:				65.65	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
28.502.01.299 OTHER CONTRACTUAL SERVICES								
DUPAGE COUNTY COLLECTOR	0610106002	0	2022 PROPERTY TAX 110 S VILLA AVE 2ND I	3,638.45	.00		WF0801	
DUPAGE COUNTY COLLECTOR	0610106002	0	2022 PROPERTY TAX 100 S VILLA AVE 2ND I	7,058.96	.00		WF0801	
DUPAGE COUNTY COLLECTOR	0610106002	0	2022 PROPERTY TAX 110 S VILLA AVE 2ND I	1,264.79	.00		WF0801	
Total 28.502.01.299 OTHER CONTRACTUAL SERVICES:				11,962.20	.00			
Total GENERAL:				11,962.20	.00			
Total TIF 4 FUND - ST. CHARLES RD:				11,962.20	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
35.502.01.210 TELEPHONE								
BMO HARRIS MASTERCARD	0703736-2022	0	ICC/CRB CABLE BOX RENTAL	8.44	.00		WF0801	
Total 35.502.01.210 TELEPHONE:				8.44	.00			
35.502.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	16,656.29	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	1,219.36	1,219.36	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	856.77	856.77	07/22/2022	0722INT	
Total 35.502.01.250 EMPLOYEE BENEFITS:				18,732.42	2,076.13			
35.502.01.281 RENTAL OF EQUIPMENT								
PITNEY BOWES GLOBAL FINANCIAL	3105508338	0	ICC, POSTAL MACHINE LEASE	134.67	.00		WF0801	
Total 35.502.01.281 RENTAL OF EQUIPMENT:				134.67	.00			
35.502.01.303 DUES & PUBLICATIONS								
BMO HARRIS MASTERCARD	0703736-2022	0	PROG SUP JOB POST	180.00	.00		WF0801	
Total 35.502.01.303 DUES & PUBLICATIONS:				180.00	.00			
35.502.01.317 OFFICE SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	HANGING FILE FOLDERS, CELL PHONE CHA	68.96	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	USB-C CABLES	29.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PENS	108.84	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PACKING TAPE	12.49	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	THUMB DRIVES	9.99	.00		WF0801	
Total 35.502.01.317 OFFICE SUPPLIES:				230.25	.00			
35.502.16.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	REC BLDGS PESTICIDE SRVCS	275.00	.00		WF0801	
JOHNSON CONTROLS SECURITY SOL	37619193	0	ICC WIRELESS FIRE ALARM MONITORING	173.35	.00		WF0801	
Total 35.502.16.299 OTHER CONTRACTUAL SERVICES:				448.35	.00			
35.502.16.314 JANITORIAL SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	CRB BATTERY MOTION SENSOR	14.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LONG NOSE PLIERS	17.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FIRST AID SUPPLYS	63.90	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
BMO HARRIS MASTERCARD	0703736-2022	0	AA BATTERIES	16.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ICC JANITORIAL SUPPLIES	798.65	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LIGHT BULBS	6.99	.00		WF0801	
Total 35.502.16.314 JANITORIAL SUPPLIES:				919.51	.00			
35.502.35.299 OTHER CONTRACTUAL SERVICES								
ADAMCZYK, MATTHEW	08182022	0	8.18.22 AUGUST CONCERTS	550.00	.00		WF0801	
AFTERSCHOOL ENRICHMENT	3004327	0	CONTRACTED PROGRAM FOR ART CLASS	445.00	.00		WF0801	
SCHULTZ, KEN	08.13.22	0	08.13.22 BIG RIGS AND KIDS	450.00	.00		WF0801	
SMITH, VIOLET R	06.06-07.18	0	ADULTS YOGA INSTRUCTION 6/6-7/18	360.00	.00		WF0801	
SPARKLES ENTERTAINMENT INC.	08.13.22	0	08.13.22 BIG RIGS FACEPAINTER	295.00	.00		WF0801	
TUMBLING TIMES INC	19	0	SUMMER YTH CONTRACTUAL SERVICES	1,428.70	.00		WF0801	
Total 35.502.35.299 OTHER CONTRACTUAL SERVICES:				3,528.70	.00			
35.502.35.311 PROGRAM SUPPLIES								
MARQUI, DEBORAH	07192022	0	FEE FOR TOUR - 7/18 SENIOR BUS TRIP - 5	50.00	.00		WF0801	
MICHAEL ANTHONY'S PIZZA	138974	0	JULY BIRTHDAY BRUNCH AND LUNCH	187.50	.00		WF0801	
MICHAEL ANTHONY'S PIZZA	139311	0	PATRON APPRECIATION 06.04.22	165.50	.00		WF0801	
MICHAEL ANTHONY'S PIZZA	139312	0	POOL PATRON APPRECIATION 06.14.22	227.00	.00		WF0801	
MICHAEL ANTHONY'S PIZZA	139334	0	POOL PATRON DAY 07.14.22	221.50	.00		WF0801	
MICHAEL ANTHONY'S PIZZA	282840	0	06.30.22 SENIOR PROGRAM LETS DO LUNC	187.00	.00		WF0801	
Total 35.502.35.311 PROGRAM SUPPLIES:				1,038.50	.00			
35.502.36.297 OFFICIATING SERVICES								
PANEK, BRIAN	7.15.22	0	MENS SOFTBALL UMPIRES SRVC.	615.00	.00		WF0801	
Total 35.502.36.297 OFFICIATING SERVICES:				615.00	.00			
35.502.36.311 PROGRAM SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	FLOOR MARKING TAPE	84.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FTJ, KITCHEN SUPPLIES	46.55	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DONUTS-DONUT BINGO 2/16	30.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LET'S DO LUNCH CARRYOUT 2/18	8.79	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LET'S DO LUNCH CARRYOUT 2/18	138.81	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	150.23	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	TOYS-FUNTIME JUNCTION	39.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PARKING METER-SENIOR TRIP	1.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-FUNTIME JUNCTION	7.50	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	115.61	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LET'S DO LUNCH CARRYOUT 2/24	178.16	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	15.56	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	COMPUTER AUX CABLE	26.96	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	TICKETS-SENIOR BUS TRIP	180.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	19.46	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	CD PLAYER-PRESCHOOL	65.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	27.76	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LET'S DO LUNCH CARRYOUT 1/27	180.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	YEARLY SUBSCRIPTION FEE	399.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-VALENTINE'S DAY PROGRAM	44.94	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	DEPOSIT-SENIOR BUS TRIP	25.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-VALENTINE'S DAY PROGRAM	33.98	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-FUNTIME/PRESCHOOL	135.84	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	8.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-VALENTINE'S DAY PROGRAM	33.50	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-VALENTINE'S DAY PROGRAM	8.78	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-BIRTHDAY BUNCH/LUNCH	130.88	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	TOYS-FUNTIME JUNCTION	44.74	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LET'S DO LUNCH CARRYOUT 2/4	157.50	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	GROCERIES-FUNTIME JUNCTION	139.52	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PRIZES-BIRTHDAY BUNCH/LUNCH	8.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SUPPLIES-VALENTINE'S DAY PROGRAM	57.70	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	FLOWERS-VALENTINES DELIVERY PROGRA	60.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	ONLINE MEETING ZOOM APP	14.99	.00		WF0801	
Total 35.502.36.311 PROGRAM SUPPLIES:				2,619.73	.00			
Total GENERAL:				28,455.57	2,076.13			
Total RECREATION FUND:				28,455.57	2,076.13			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
36.502.01.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	TRAINING, SAFETY STAFF MEETING	72.50	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONFERENCE MEETING MEAL	29.59	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONFERENCE TRANSPORTATION	12.75	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONFERENCE MEETING MEAL	25.16	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONFERENCE TRANSPORTATION	8.75	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONFERENCE MEETING MEAL	23.20	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONF TRANSPORTATION	11.75	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA CONF TRANSPORTATION	12.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	IPRA MEETING REFRESHMENT	25.16	.00		WF0801	
Total 36.502.01.202 TRAINING & CONFERENCES:				220.86	.00			
36.502.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	16,463.67	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	1,596.48	1,596.48	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	1,311.38	1,311.38	07/22/2022	0722INT	
Total 36.502.01.250 EMPLOYEE BENEFITS:				19,371.53	2,907.86			
36.502.01.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	MAINTENANCE POSITION INDEED RECRUIT	68.38	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PKS OFFICE WATER	39.63	.00		WF0801	
ELMHURST OCCUPATIONAL HEALTH	00153133	0	EXAMS & SCREENING PW	235.00	.00		WF0801	
Total 36.502.01.299 OTHER CONTRACTUAL SERVICES:				343.01	.00			
36.502.01.301 UNIFORMS								
BMO HARRIS MASTERCARD	0703736-2022	0	PKS STAFF APPAREL	179.85	.00		WF0801	
Total 36.502.01.301 UNIFORMS:				179.85	.00			
36.502.01.317 OFFICE SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	PKS OFFICE CHARGER	21.24	.00		WF0801	
Total 36.502.01.317 OFFICE SUPPLIES:				21.24	.00			
36.502.02.304 GROUNDS SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	SPRAY PAINT BENCH	20.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	BOLTS PICNIC TABLES	29.32	.00		WF0801	

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
Total 36.502.02.304 GROUNDS SUPPLIES:				50.29	.00			
36.502.02.325 GENERAL EQUIPMENT PARTS								
BMO HARRIS MASTERCARD	0703736-2022	0	THREADLOCKER FOR DEERE	21.57	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PKS#227 HARDWARE PARTS	5.99-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	PKS#227 HARDWARE PARTS	88.34	.00		WF0801	
RUSSO'S POWER EQUIPMENT INC	SPI11173608	0	BACKPACK SPRAYER (4GAL) & RAPTOR TRI	145.97	.00		WF0801	
Total 36.502.02.325 GENERAL EQUIPMENT PARTS:				249.89	.00			
36.502.02.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	STOCK SUPPLIES	29.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	HARDWARE	11.64	.00		WF0801	
Total 36.502.02.399 OTHER SUPPLIES:				41.61	.00			
Total GENERAL:				20,478.28	2,907.86			
Total PARKS FUND:				20,478.28	2,907.86			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
41.502.03.314 JANITORIAL SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	POOL-PAINT	251.60	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POOL- PAINT SUPPLIES	128.97	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	TAX CHARGE REFUND	271.73-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POOL-SUPPLIES	406.92	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POOL-PAINT	165.79	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POOL-SUPPLIES	6.18	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	POOL-PAINT	271.73	.00		WF0801	
Total 41.502.03.314 JANITORIAL SUPPLIES:				959.46	.00			
Total GENERAL:				959.46	.00			
Total SWIMMING POOL FUND:				959.46	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
60.502.02.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	4,253.46	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	571.63	571.63	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	489.67	489.67	07/22/2022	0722INT	
Total 60.502.02.250 EMPLOYEE BENEFITS:				5,314.76	1,061.30			
60.502.02.299 OTHER CONTRACTUAL SERVICES								
BMO HARRIS MASTERCARD	0703736-2022	0	SMARTSHEET MONTHLY SUBSCRIPTION	19.00	.00		WF0801	
Total 60.502.02.299 OTHER CONTRACTUAL SERVICES:				19.00	.00			
Total GENERAL:				5,333.76	1,061.30			
Total STREET IMPROVEMENT FUND:				5,333.76	1,061.30			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
65.502.02.401 CAPITAL OUTLAY								
O'HERRON CO INC, RAY	2208917	0	SIRENS W REMOTE FOR 3 NEW DURANGO	2,895.00	.00		WF0801	
Total 65.502.02.401 CAPITAL OUTLAY:				2,895.00	.00			
Total GENERAL:				2,895.00	.00			
Total EQUIPMENT REPLACEMENT FUND:				2,895.00	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
68.502.02.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	IAFSM CONFERENCE - VV	430.00	.00		WF0801	
Total 68.502.02.202 TRAINING & CONFERENCES:				430.00	.00			
Total GENERAL:				430.00	.00			
Total STORMWATER BUYOUT FUND:				430.00	.00			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
82.502.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	12,221.44	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	693.59	693.59	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	608.06	608.06	07/22/2022	0722INT	
Total 82.502.01.250 EMPLOYEE BENEFITS:				13,523.09	1,301.65			
82.502.01.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	REFUND PHONE CASES	104.64-	.00		WF0801	
Total 82.502.01.399 OTHER SUPPLIES:				104.64-	.00			
82.502.02.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	METERS	14.99	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	METERS	215.23	.00		WF0801	
Total 82.502.02.399 OTHER SUPPLIES:				230.22	.00			
Total GENERAL:				13,648.67	1,301.65			
Total WATER SUPPLY FUND:				13,648.67	1,301.65			

Vendor Name	Invoice Number	Activity	Description	Invoice Amt	Amount Paid	Date Paid	Batch	Voided
83.502.01.202 TRAINING & CONFERENCES								
BMO HARRIS MASTERCARD	0703736-2022	0	PW/CD LUNCH	239.00	.00		WF0801	
Total 83.502.01.202 TRAINING & CONFERENCES:				239.00	.00			
83.502.01.250 EMPLOYEE BENEFITS								
BLUE CROSS BLUE SHIELD	08012022	0	HEALTH INSURANCE; AUG 2022	3,047.32	.00		WF0801	
SUN LIFE ASSURANCE COMPANY OF	05252022	0	DENTAL, VISION AND LIFE PREMIUMS 6/202	350.67	350.67	07/22/2022	0722INT	
SUN LIFE ASSURANCE COMPANY OF	07012022	0	DENTAL, VISION AND LIFE PREMIUMS 7/202	350.67	350.67	07/22/2022	0722INT	
Total 83.502.01.250 EMPLOYEE BENEFITS:				3,748.66	701.34			
83.502.02.357 SEWERMAIN REPAIR PARTS								
BMO HARRIS MASTERCARD	0703736-2022	0	MISSION BANDS	400.00-	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	MISSION BANDS	720.00	.00		WF0801	
Total 83.502.02.357 SEWERMAIN REPAIR PARTS:				320.00	.00			
83.502.02.399 OTHER SUPPLIES								
BMO HARRIS MASTERCARD	0703736-2022	0	HOUR METER FOR NORTH VILLA	17.59	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	MISC. TOOLS - PW TRUCK 19	252.11	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	LADDER - PW TRUCK 19	120.00	.00		WF0801	
BMO HARRIS MASTERCARD	0703736-2022	0	SHOVELS, GAS CAN - PW TRUCK 19	119.96	.00		WF0801	
Total 83.502.02.399 OTHER SUPPLIES:				509.66	.00			
83.502.02.401 CAPITAL OUTLAY								
HALLMAN, MICHAEL	07262022	0	REIMBURSEMENT STAIRWELL DRAIN 702 W.	1,000.00	.00		WF0801	
Total 83.502.02.401 CAPITAL OUTLAY:				1,000.00	.00			
Total GENERAL:				5,817.32	701.34			
Total WASTEWATER FUND:				5,817.32	701.34			
Grand Totals:				539,285.16	37,309.61			

	Amount Paid
CORPORATE FUND	
Total CORPORATE FUND:	433,957.73
DUI TECHNOLOGY FUND	
Total DUI TECHNOLOGY FUND:	15,281.52
TIF 5 FUND - KENILWORTH	
Total TIF 5 FUND - KENILWORTH:	65.65
TIF 4 FUND - ST. CHARLES RD	
Total TIF 4 FUND - ST. CHARLES RD:	11,962.20
RECREATION FUND	
Total RECREATION FUND:	28,455.57
PARKS FUND	
Total PARKS FUND:	20,478.28
SWIMMING POOL FUND	
Total SWIMMING POOL FUND:	959.46
STREET IMPROVEMENT FUND	
Total STREET IMPROVEMENT FUND:	5,333.76
EQUIPMENT REPLACEMENT FUND	
Total EQUIPMENT REPLACEMENT FUND:	2,895.00
STORMWATER BUYOUT FUND	
Total STORMWATER BUYOUT FUND:	430.00
WATER SUPPLY FUND	
Total WATER SUPPLY FUND:	13,648.67

	Amount Paid
WASTEWATER FUND	
Total WASTEWATER FUND:	5,817.32
Grand Totals:	539,285.16

THE PRECEDING LIST OF BILLS PAYABLE WAS REVIEWED AND APPROVED FOR PAYMENT.

DATE 7/29/22 APPROVED BY

Report Criteria:
Invoices with totals above $0 included.
Paid and unpaid invoices included.
Invoice Detail.Adjustmentid = {IS NULL}
Invoice.Batch = "WF0801","0722INT"

Village of Villa Park

Community Development Department, 11 W. Home Avenue, Villa Park, IL 60181

TO: Villa Park Village Board
FROM: Planning and Zoning Commission
DATE: August 8, 2022
RE: Planning and Zoning Commission recommendation for PZ-22-0005 / 27 W. Park Boulevard (Ardmore Flats) / Plat of Subdivision / Variances / Ross Builders, Inc. (Petitioner) on behalf of Apex Ardmore, LLC (Owner)

Summary of Request:
The Petitioner wishes to construct a 4 story twenty-four (24) unit market-rate apartment building with elevator, individual storage units on each floor, twenty-two (22) parking spaces on the first floor in an internal parking garage, and eleven (11) parking along the rear of the building, adjacent to a public alley. Variations are requested from the Zoning Ordinance (Appendix C), per Article 11, Section 11.5-Variations, for the following:

- 33 Parking spaces, where 37 spaces are required (Sec. 7.2 Minimum Parking Ratios)
- Less than 24' wide aisle width in the alley (Sec. 7.9 Parking Area Design)
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted (Sec. 4.4.3.A.10. Permitted Garage Entrance Location)
- 85% Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed (Sec. 4.4.3.A.7 Maximum Impervious Cover Additional Semi-Pervious Cover)
- Streetscape area from 0' to 10', where Minimum 13 ft. streetscape area is required along street frontages (Sec. 4.5.2 Build-To-Zone)
- Relief from the Visibility Triangle (Sec. 9.3 Visibility Triangle) in order to accommodate required build-to-zones

Approval of Final Engineering, Final Landscaping, and a Plat of Subdivision to consolidate two land parcels would be required prior to Building Permit. The Final Plat of Subdivision has not been submitted for review.

Site Information:
Present Zoning: MX-T Mixed-Use Transitional
Property Size: .4 Acre, 17,338.83 sq. ft.

Present Land Use: Commercial building
PINS: 06-09-220-001, 06-09-220-002

Surrounding Zoning:		Present Land Use
North:	Mixed-Use Main Street (MX-2)	Green Space / Prairie Path / Commercial
West:	Residential Single Dwelling (RS-7.5)	Detached Single Family Housing
East:	Mixed Use Main Street (MX-2)	Accessory Parking Lot & Commercial
South:	Mixed Residential District 2 (MX- R2)	Multi-family Housing

Comprehensive Plan Designation:

Business District Mixed-Use:

Comprehensive Plan Designation:
Future Land Use is classified as Business District Commercial (BDC) which is recommended for the Village's neighborhood business districts: Ardmore Avenue, Villa Avenue, and the Metra Station TOD area. The subject property is in the Ardmore Avenue Business District, which is contemplated as a healthy neighborhood mixed-use activity node that the Plan indicates would benefit from enhanced pedestrian and bike connections with the Villa Avenue Business District, the Municipal Campus, and the TOD area through the introduction of mixed-use medium-density residences within the district to support retail stores and restaurants. Policy formation in the Plan suggests new restaurants, cafes, retail shops, a plaza large enough to handle live bands, parking, senior housing, and condos, and preservation of historic buildings. Churches and the Villa Park Public Library are in the vicinity.

Public Input:
Public Meetings: On June 9, 2022 the Planning & Zoning Commission held a Public Hearing, after due notice as required by law, to consider a request by Ross Builders (Petitioner) on behalf of Apex Ardmore LLC (owner) for the property at 27 W Park, Villa Park, Illinois and after discussion, including public input, continued the hearing "date certain" to June 30, 2022. Nineteen members of the public spoke. The hearing was reopened on June 30th. Eighteen members of the public spoke and after discussion, individual motions were considered so that the recommendation for the Village Board would convey the Commission's opinions on each variance in the application.

The case has been widely followed by the community with significant public input at these meetings:

- Concept Plan to the Planning & Zoning Commission on April 14, 2022
- Community Input meeting on June 2, 2022
- The March, June, and July Traffic and Safety Commission meetings.

Legal Notice: Legal notice for the zoning petition was published in the Daily Herald newspaper on Tuesday, May 24, 2022 for a June 9, 2022 Public hearing. Two potential additional variances were identified during the June 9, 2022 meeting: 1) relief from Sec. 9.1.5.3 relating to rear foundation landscaping, and 2) relief from Sec. 7.9 Parking Area Design for the width of the drive aisle access to parking from the alley. Legal notice was re-published on June 14, 2022 for the June 30th hearing with these 2 items added. Both published Legal notices included a request for variance for outdoor lighting, but a modified plan now meets code.

Ultimately, in consultation with the Village Attorney, it was determined no variance is required for the rear foundation landscaping. Off-street parking design is subject to the dimensional requirements in Table 7-4: Parking Area Dimensions. Per 7.9.2 Parking Stall Sizes and Parking Lot Geometrics, the Community Development Director is authorized to establish dimensions for parking configurations not shown. Because alley design has been a significant topic of community interest and each variance is integral to the others the Interim Community Development Director referred the request to the Planning & Zoning Commission for consideration.

During the review process the community expressed concerns over density, traffic, building materials, height, parking for building tenants and guests, directional traffic flow in the alley, rental vs. ownership, concern over snow and trash removal, unit configurations, and stormwater flooding in the neighborhood.

Project Summary:
The property is an irregular shaped lot located south of the Prairie Path Bike Trail, 1 mile south of the Metra Station, within the Ardmore Avenue Business District. Park Boulevard is an 80' right-of-way and often used for community events and festivals. The property currently contains a 1,491 sq. ft. building, 25 parking spaces, and a 1,778 sq. ft. pervious grass area in the northeast corner of the property. The Petitioner's Narrative is Exhibit 2. The proposed project would contain:

- An 11,239 sq. ft., 24-unit, four-story residential building with entrances to two street-level residential units with outside entrance, and 3 stories of apartments above.
- The 11 one-bedroom/1 den/2 bath and 13 two-bedroom/2 bath units total 37 total bedrooms, requiring 37 parking spaces. The dens are interior to the building with no exterior window, and by Building Code standards are not to be considered a bedroom.
- There are 33 on-site parking spaces proposed. Entrance to the first-floor parking garage (22 spaces) would be from the west on Princeton. 11 exterior perpendicular parking spaces are south of the building, with entrance from the public alleyway. *Variance request is for 4 spaces.*
- There would be 6 new street parking spaces (one of the six is to be ADA compliant) on Park Blvd after the existing driveway is closed, but per Village Code Sec. 7.4.1, street parking can be counted towards requirements for commercial use, not for residential.
- The building is proposed at 46' tall with the fourth floor stepped back along Park and at the SWC of the building on Princeton. To provide some comparison, St. Alexander's church (just off the Prairie Path) has eaves at about 38' feet and a peak of almost 50'. The Kenilworth townhomes are approximately 35-40' to the peak, and the Villa Park Police department parapet is about 35' above the Ardmore sidewalk grade.
- The eastern curb of Princeton would be extended north to create a landscaped island at Park Boulevard, restoring a portion of the streetscape. (final design determined at time of final engineering).

There is support in the community for development to occur but different opinions on what the development should look like.

Original proposal

Revised Proposal (June 30, 2022)

Throughout the process Staff advised the petitioner that some residents have voiced concern over density, height, materials, traffic, and unit configuration. Business owners are concerned over the loss of parking for the business district, but the fact is that this is a private lot.

Staff continued to work with the petitioner, seeking revisions which could minimize variance requests. Revisions since the June 9, 2022 Public Hearing are:

- Set back the 4th floor on the west elevation by 9.5', eliminating one bedroom, (reduces the required number of parking spaces by 1, to 37).
- Reconfigured parking in alley:
  - Perpendicular parking stalls are provided along the alley (net 1 new parking space).
  - Variance request added for a 21.82' drive aisle along alley versus 24'.
  - Increased the buffer between the alley and rear of parking stalls from 4' to 6.82'.
  - Widened parking stalls from 9' to 9.5'. Parking stall would be 15.5' deep with a 2.5' overhang. Village standards generally seek an 18' long stall or a 16' stall with 2' overhang.
  - Curb would be installed in place of wheel stops.
- Total Impervious surface reduced to 84.99% from 86.78%, reducing total impervious surface an additional 4.91% from the current property condition. (See table below)
  - The ADA parking stall (with 8' striped egress pad) at westernmost parking at rear of the building is moved east of the existing power pole creating an additional 77 sq. ft. of landscape.
  - The 2.5' green strip with ground cover and curbing adjacent to the rear of the building adds 192 sq. ft. of pervious surface.
  - Residents would travel from their vehicle to the building, walking south of the parking spaces.
  - The landscape peninsula in the ROW was downsized to create additional on-street space, with this sixth new space meeting ADA requirements.
  - Overall, the site is getting greener, on the subject property and off-site, where an adjacent additional 751 sq. ft. of pervious landscaping is being added. (See the blue area in Exhibit 3)

Existing vs. Proposed Lot Coverage Summary – Note, lot is 17,338.83 sq. ft.			
	Existing sq. ft. / % of whole	Proposed sq. ft. / % of whole	Code Requirement MX-T District
Building Footprint	1,491 / 8.60%	11,239 / 64.82%	70% Maximum Impervious Cover (12,137 sq)
Asphalt/Concrete	14,070 / 81.15%	3,497 / 20.17%	
Total Impervious	89.75%	84.99%	
Semi Pervious *	0 / 0%	437 / 2.52%	25% Maximum Additional Semi-Pervious Cover (4,335 sq. ft.)
Pervious Landscape Areas	1,778 / 10.25%	2,166 / 12.49%	Minimum 5%
Additional landscaping in ROW		751 sq. ft.	N/A
* % Imperviousness of Materials to be confirmed by Public Works Director			

The Site plan proposes 2' of landscape in the ROW on the perimeter of the subject lot. As elsewhere the property owner is responsible for maintenance of the landscaping in the public parkway. The owner of 27 W. Park will maintain the corner plantings as well as the strip adjacent to their building. This revised Site Plan below includes the proposed landscaping in the public ROW, in blue.

Approved Final Engineering, a Final Landscaping Plan, and an approved/recorded Plat of Subdivision to consolidate two land parcels will be required prior to a Building Permit. Note Plan set submitted is marked "Final Engineering" but Staff expects changes and considers the exhibit to be "Preliminary Engineering." Final Engineering may lead to changes in the design of the landscape peninsula at Princeton and Park, and the adjacent public parking spaces, therefore the Landscape Plan will be reviewed at, or before the Building Permit review and will include landscape beds similar to what is found in the Ardmore area at the Metra Station.

The development shall comply with all applicable Village Codes and regulations. The petitioner will obtain all necessary permits/certifications for development, including a building permit, right-of-way permit, and a stormwater certification. Security systems are subject to review and approval by Villa Park Police Department and will include Village of Villa Park access to the closed-circuit security (CCTV) system in the common areas of the complex.

Site Plan

Zoning Request:
The petitioner originally requested a Planned Unit Development. Per Sec. 11.3.1 - Purpose and Intent, PUDs are a unique complex type of special use potentially consisting of various land uses and developments. The Special Use procedure for a PUD provides an alternate zoning procedure under which land can be developed with innovation, increased amenities, and a creative environmental and architectural design than would be possible under standard district regulations. A single building with one use is conventional, exceptional public amenities are proposed, therefore the petitioner was asked to submit for variations.

Per Sec. 11.5.1. – Intent, a Variation is to grant relief from strict compliance of the zoning ordinance – not as a means to simply remove an inconvenience or financial burden, but to help alleviate a practical difficulty or particular hardship that would be caused by literal enforcement. Variances provide site specific relief when the zoning code would render land difficult or impossible to use. In considering the question of hardship, as it relates to the variance requests, the Commission considered the impact to the neighborhood, the configuration of the block and the parcel (depth and angles), and some inconsistencies in the new 2018 Zoning

Code which are becoming apparent as the Commission reviews new projects. Note, the latter is common with significant updates to a Code, such as the Village undertook as a zoning code is a complex document.

General Review Comments: The project was reviewed extensively by representatives from Community Development, Public Works, Fire, Police, and the Economic Development Department. Several elements of concern to the community such as the height of the building and the proposed building materials are permitted "by right" and *do meet* the standards of the Zoning Code. Therefore, the memorandum for the June 30, 2022 included a discussion of where the proposal meets the requirements of "General Building" as defined in Article 4, and where variances would be needed from Article 4 and other elements of the Zoning Code.

Land Use: While first floor residential truncates the business district short of the western boundary, it is a permitted use in the MX-T District. If the first floor were commercial, street parking could be used towards parking requirements (Village Code Sec. 7.4.1); required residential parking spaces must be provided on site. Commercial use has potential to increase the externalities traditionally presented by a single office as is currently on the site.

Building Façade: The submittal meets design regulations; materials are among the "Primary Materials" list within the Code. Quality finishes are proposed for the building façade, including brick at 16% of the north façade, 22% of the east façade, 21% of the south façade, and 16% of the west façade. Material percentages are identified on the Elevations, in the packet as Exhibit 4. Building elevations conform to required design elements on the upper floors. The building is articulated, particularly on the west and north facades.

Plat of Subdivision: The subject lot contains two parcels. The Legal Notice indicated approval of a Plat of Subdivision. None has been submitted and the petitioner requests a Plat of Subdivision be reviewed prior to building permit. An approved Final Plat of Subdivision will be required prior to building permit. Staff recommends the Final Plat of Subdivision (for Consolidation) should include appropriate covenants, an indication that the Petitioner and successive owners will not object should a Special Service Area (SSA) be needed for property maintenance; such funds would only be used for expenses related to the property, and any other items determined as necessary by the Village Attorney.

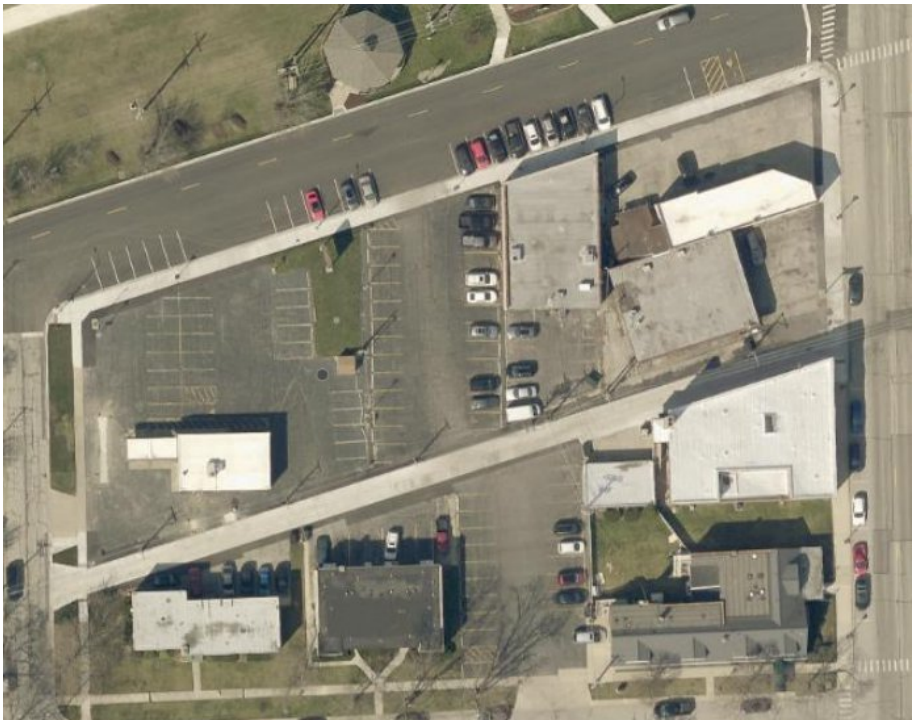
Traffic Analysis: The developer has submitted a Traffic Assessment (TA). The proposed development is expected to generate less than 100 vehicle trips during either the AM or PM weekday peak hours; therefore, a Traffic Assessment is an acceptable level of analysis. The Traffic Assessment is generally consistent with the Village's Traffic Assessment content requirements and addressed previously raised concerns.

Other: If the developer wishes to proceed with cutting pavement on Park Boulevard for the proposed water connection as shown in the engineering, a written request to waive the Village's ordinance prohibiting cutting of new pavement will be needed.

Traffic & Safety Commission recommendations: The Traffic and Safety Commission has reviewed the proposed development at multiple meetings and considered the impacts it would have on the pedestrian and traffic patterns in the area. The Traffic and Safety Commission does not have any authority to approve or deny the development or provide direction on any zoning requirements such as the amount of lot coverage or parking requirements. The Commission does have recommendations to improve the traffic circulation of the project and a motion containing the recommendations was passed at their July 5, 2022 meeting, 6-0 with 4 members absent. Exhibit 9 is a memorandum from Traffic and Safety Commission Chairman Pienkos which summarizes five changes recommended by the Traffic and Safety Commission:

1. Include a directional island (also referred to as a porkchop) at the entry of the new parking garage so entry to the garage would be from the north and exiting traffic would proceed north to Park, which is an east-west collector street, to distribute the traffic to Ardmore or Harvard.

2. Restrict west-bound traffic from the alley to a right turn only to head north on S. Princeton, again channeling alley traffic northbound to Park Boulevard.
3. Install bollards to provide protection to the two existing utility poles in the alley.
4. Further protect the poles by cross hatch marking of the pavement between the building and the alley, at the pole locations.
5. Install additional signage at the alley exit to Ardmore Ave. to bring attention to the blind pedestrian crossing.



The alley is integral to operation of businesses to the east and was discussed extensively during review. Parking for the two apartment buildings immediately south side (of the alley) is perpendicular to that building, and the angular dimension of the alley makes it easier for them to exit west bound.

Village staff sought perpendicular parking to allow circulation in either direction and disperse trips in both directions (not concentrating ingress/egress from one street).

A two-way alley configuration is preferred by Police, Fire, Engineering, and Community Development. Note – <u>two-way does</u> not connote both directions with cars passing at the same time, rather it refers to the ability to move both east and west, not a one-way only movement.

The Village adopted a form-based zoning code in 2018. The property is zoned MX-T, a form-based district which is intended to accommodate low- to mid-scaled office and/or residential buildings transitioning between mixed-use shopping nodes and residential uses. The building form defines compact buildings with entrances, windows, and interior uses facing the primary corridor. Parking is intended to be internal to the building; located in the rear of the lot, screened from the primary street with the building; or located in the side yard, limited in width and orientation. Per 4.33 of the Zoning Code, three building types are permitted in the district: General Building, Row Buildings, and Civic Buildings. A "General Building" form is proposed here. General Buildings may be built in the MX-T, MX-R1, and MX-R2 districts. Article 4 of the Zoning Code contains a table of regulations for each building type. Per the Section 4.2.1 Streets and Blocks, Park Boulevard is considered the Primary Street as Park Boulevard fronts civic open space. Princeton is also a "Primary Street because the subject lot is a corner lot.

In their discussion the Planning and Zoning Commission noted that in 2007 a Commercial PUD was approved for this parcel of land via Ordinance 3427 for a three-story mixed-use development consisting of first floor office and 16 residential condominiums on the second and third floors. When the PUD approval expired the zoning reverted back to C2 Commercial district which would have permitted, by "right," a four-story office building (up to 50% of the lot) at a maximum height of 45', with 7' yard setbacks, or alternately, a strip mall as is found at the east end of the Ardmore Business District. In the previous code lot coverage was measured as the ratio of the building to the lot and there were not landscape requirements, so a building on 50% of lot with the remainder as parking would have met zoning requirements.

Conflicts within the new Zoning Code and an irregular shape of the lot create some hardship for development warranting consideration. The Planning and Zoning Commission discussed each variance individually and supported four of the six variance requests unanimously but voted 3-3 on the request for variance from parking requirements and lot coverage.

This table identifies where the proposal meets Zoning Requirements and Staff comments. The Findings of Fact determined by the Planning and Zoning Commission follow each code section noted as a Variance (in grey highlight).

Conformance to Zoning Code Requirements. (For P&Z Findings of Fact Refer to Exhibit 1)

Section 4.4.3 "General Building"		Requirement MX-T	Proposed	Staff Notes	Variance Needed
Building Siting					
1	Minimum Primary Frontage Build-to-Zone Coverage	75%	86%	125'-8" (bldg. width) / 144'-8" (lot width) = 0.86	No
2	Front Build-to-Zone	5' - 10'	5.24' building setback on Park	After minimum 13' streetscape.	No
3	Corner Build-to-Zone	0' - 10'	1' – 13.8' building setback on Princeton	Setback from side yard.	No
4	Minimum Side Yard Setback	5'	5.59' – 7' building setback on east lot line	Angle of lot presents opportunity to articulate building	No
5	Minimum Rear Yard Setback	5'	22.82' On alley	Complies	No
6	Maximum Building Width	none		N/A	
7	Maximum Impervious Cover Additional Semi-Pervious Cover	70% (12,187 sq. ft.) 25% (4,352 sq. ft.)	84.99% Impervious 15.01% semi pervious and pervious total / 2,603 sq. ft.	Use of impervious pavement is possible in proposed paved areas but must be weighed against cost and maintenance concerns. Green roof treatment may be an option.	Variance for 15% impervious cover and 10% semi-pervious cover
8	Surface Parking or Accessory Parking Structure	Rear & limited side yard only	Interior parking & rear surface parking		No
9	Driveway Access Locations			N/A	No
10	Permitted Garage Entrance Location	Rear Façade; a side façade garage access requires administrative adjustment	Per 11.6.6, CD Director is authorized to refer requests for administrative adjustment to	Hardship consideration – shallow parcel dictates garage circulation - east to west. Entrance from the rear places would further strain the alley and reduces available parking.	Variance for side façade entrance

			P&Z.		
Height					
11	Height - Overall (min. & Max.)	2 story min. & 5 story max.	4 stories	Meets Code. No Variance. The building is proposed at 46' tall. General Buildings are allowed at 2 to 5 stories with a minimum height of 9' and maximum height of 14' for each floor. 11' is proposed for each floor. The fourth story is stepped back 12' from the front façade as required. Note, the four-story height was contemplated in the current zoning district and in the previous C-2 district.	
12	Stepped back upper stories	Stories above the 3rd story should step back 12' from front façade	Proposing to step back the 4th floor to comply with step back from front façade		
13	Each story height (min & max)	9' min. & 14' max.	Proposing 11' floor to floor; 12' from ground floor to 2nd		
Uses					
14	Ground Story & Basement	All permitted uses except commercial service, eating and drinking establishments, and retail sales are limited to no more than 50% of gross floor area of the story	MX-T permitted uses include residential units	Refer to previous Planning & Zoning discussion	
15	Upper Stories	Any permitted uses except commercial service, eating and drinking establishments and retail sales	MX-T permitted uses include residential units		No
16	Parking within Building	Permitted fully in any basement and in rear of upper floors	Proposing interior parking in rear of ground floor		No
17	Required Occupied Building Space	Minimum 20' deep on all full height floors from any primary street façade; not required in basement	27'	Depth of residential units along Park (primary street façade) comply	No
Façade & Roof Requirements					
18	Minimum Transparency Street, Courtyard, Open Space Façade	15%	Glass garage door		No
19	Blank Wall Limitations	Required per floor on all street facades	Glass garage door		No
20	Entrance Location & Number	Principal Entrance required on primary frontage façade; with	On Park at corner; entrance to unit 1 on the façade for		No

		one every 90' of building façade	an entrance every 90'.		
21	Entryway Configuration & Elevations	Entry doors off a stoop, minimum 6' wide and 3' deep; entrances within 30" of street sidewalk average elevation or between 30" and 5' with visible basement			No
22	Ground Story Vertical Façade Divisions	One 2" deep expression line per every 60; of façade width	Proposed complies with all the balcony insets and stepping on the Princeton side		No
23	Horizontal Façade Divisions	Within 3' of the top of the ground story, any visible basement, and the bottom of any 5th floor	brick on ground story and then a sill changing to siding		No
24	Permitted Roof Types	Parapet, pitched, flat; tower permitted	Flat roof proposed with parapet at stepped back 4th floor		No

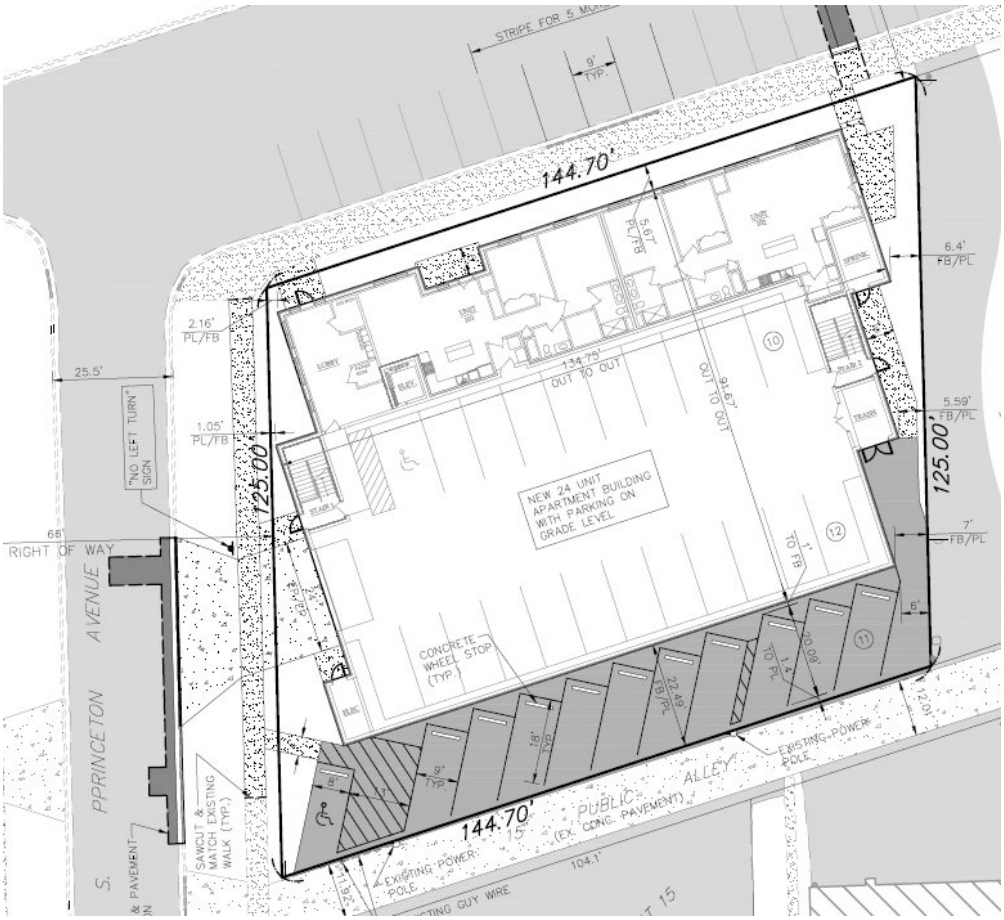
Variances are requested from additional sections of the Zoning Code.

Additional Code Sections					
		Required	Proposed	Notes	Variance Needed
	Sec. 4.5.2 Build-To-Zone - Minimum 13' streetscape area along street frontages	The 13' is measured from the curb line, and then the build-to-zone is applied. Note: Sec. 9.3.1 - Plantings in intersection visibility triangle to maintain clear visibility betwee n a height of three (3) feet and ten (10) feet above grade.	9' provided Building is 14' south of curb. 7' landscape feature includes 5' on private property & 2' on public property. A new streetscape landscape bed at the intersection of Park/Princeton should contain a planting bed for perennials and annuals meeting requirements of 9.3.1	Complies on Princeton w/ 21.46' Does not comply on Park where a 13' streetscape + 5' build-to-zone would place the building 18' back from curb. Building is 14' from curb and includes a 7' sidewalk and 7' of landscape. Building is 5' from property line It is recommended that the Plat of Subdivision commit the owner and successors to maintenance of 2' landscape encroachment. Unique to this parcel, Village moved the curb south to create street parking. Pushing building 28' back contradicts MX District intent to place	Variance of 4' required for reduced streetscape on Park

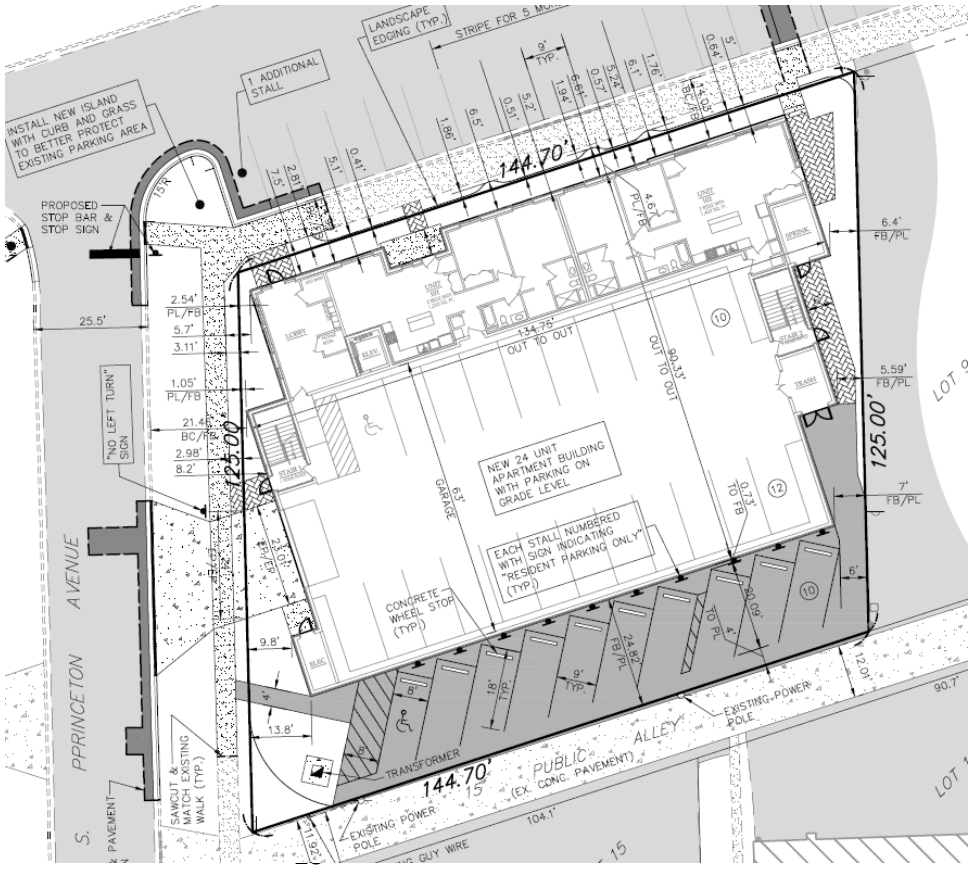
				buildings close to the lot line.	
	Sec. 7.2 MINIMUM PARKING RATIOS	1 parking space / bedroom 37 bedrooms	33 parking spaces	Parking requirements could be met through a variety of changes which could include shrinking the building footprint, reducing bedroom count, or including commercial uses. Petitioner does not believe market supports commercial.	33 Parking spaces are provided where 37 spaces are required. Variance for 4 parking spaces.
	Sec. 7.9 Parking Area Design	Stall Width – 9' Stall length – 18' Aisle width 24'	Perpendicular parking south of building include 16.5' stall with 2.5' overhang, with 6.82 property and 15' alley to create a 21.82' alley width.	Hardship is supported as this property's situation is unique – angular geometry of the property and existing adjacent conditions were not created by the petitioner.	Variation - 2.18'
	Sec. 9.3 Visibility Triangle – corner lots	Nothing to be placed in the triangle formed by 2 lines that begin at point of intersection of the lots street lot lines and extend for 20' along each street lot line.		The conflict in the Code supports a hardship. Relief from the Visibility Triangle (Sec. 9.3) is warranted in order to accommodate the required build-to-zones. The triangle simply cannot be provided with a 5' build-to zone.	Variation

Current Site Plan (June 17, 2022):

Original Concept Site Plan (April 28, 2022:



Site Plan (June 1, 2022):



Findings of Fact:
The Planning and Zoning Commission considered a Findings of Fact for each variance request individually; their Findings are Exhibit 1. The justification for Variation submitted by the Petitioner is Exhibit 2.

Standards for a Variance

Per 11.1.7. - Decision-Making Criteria; Burden of Proof or Persuasion, the burden of proof is on the Petitioner.

In considering a variance request the Commission considered consider the standards set forth in 11.5.1 and 11.5.2 of the Zoning Code:

11.5.1. - Intent

A variation is a grant of relief to a property owner from strict compliance with the regulations of this zoning ordinance. The intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements. They are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself.

11.5.2. - Authorized Variations

The planning and zoning commission is authorized to recommend and the village board is authorized to grant a variation of any regulation in this zoning ordinance, except that the variation procedures may not be used to do any of the following:

A. Allow a principal use in a zoning district that is not otherwise allowed in that zoning district (i.e., "use variations" are prohibited);

B. Waive, modify, or amend any definition or use classification;

C. Waive, modify, or otherwise vary any of the review and approval procedures of this article; or

D. Waive, vary, modify, or otherwise override a condition of approval or requirement imposed by an authorized decision-making body or the state or federal government; or

E. Waive, vary, or modify applicable residential density regulations, provided that this provision is not intended to prohibit variations to minimum lot area or width requirements that apply to lots occupied by a single dwelling unit.

Further, Section 11-13-5 of the Illinois Municipal Code provides that variations may be granted "in cases where there are practical difficulties or particular hardship in the way of carrying out the strict letter of any of those regulations relating to the use, construction, or alteration of buildings or structures or the use of land." (65 ILCS 5/11-13-5).

The Village Board should determine if the petitioner has sufficiently made their case for each Variance.

Planning and Zoning Recommendation:

At the June 30, 2022 public hearing, on a motion to recommend approval, the Planning & Zoning Commission voted 6-0 regarding the following four variance requests:

1. A motion to approve less than 24' wide aisle width, per Sec. 7.9 Parking Area Design, based upon the

Findings of Fact identified in the record for PZ 22-0005.

2. A motion to approve garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted per Sec. 4.4.3.A.10 Permitted Garage Entrance Location, based upon the Findings of Fact identified in the record for PZ 22-0005.
3. A motion to approve a Streetscape area from 0' to 10', where Minimum 13 ft. streetscape area is required along street frontages, per Sec. 4.5.2 Build-To-Zone, based upon the Findings of Fact identified in the record for PZ 22-0005.
4. A motion to grant relief from the Visibility Triangle, per Sec. 9.3.Visibility Triangle, in order to accommodate required build-to-zones; based upon the Findings of Fact identified in the record for PZ 22-0005.

At the June 30, 2022 public hearing, on a motion to recommend approval the Planning & Zoning Commission voted 3-3 regarding the following two variances, thereby failing to receive a majority vote to recommend approval of the following variations:

1. A motion to approve 85% impervious Lot Coverage and 2.5% semi-pervious Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed per Sec. 4.4.3.A.7 Maximum Impervious Cover Additional Semi-Pervious Cover, based upon the Findings of Fact identified in the record for PZ 22-0005.
2. A motion to approve 33 spaces where 37 spaces are required, per Sec 7.2 Minimum Parking Ratios, based upon the Findings of Fact identified in the record for PZ 22-0005.

Attachments:

Exhibit 1	Planning & Zoning Commission Findings of Fact
Exhibit 2	Project Narrative, by Ross Builders, June 22, 2022
Exhibit 3	Site Plan, prepared by RWG Engineering, dated June 16, 2022 and colorized site breakdown of surface materials, prepared by RWG Engineering, dated June 17, 2022 *(as it relates to lot coverage)*
Exhibit 4	Building Elevations, prepared by Studio21 Architects, dated June 16, 2022
Exhibit 5	Landscape Plan, prepared by Metz & Company, dated May 26, 2022
Exhibit 6	Preliminary Engineering Plan, prepared by RWG Engineering, dated May 26, 2022
Exhibit 7	Ardmore Flats Photometric Plan, prepared by Force Partners, dated May 25, 2022
Exhibit 8	Traffic Assessment, prepared by KLOA, dated June 21, 2022
Exhibit 9	Traffic & Safety Commission Recommendation
Exhibit 10	Boundary and Topographic Survey, prepared by Gentile & Associates, dated January 7, 2022
Exhibit 11	Transcripts of June 9, 2022 and June 30, 2022 Planning & Zoning Commission Hearing

Ordinance No. __

AN ORDINANCE OF THE VILLAGE OF VILLA PARK, ILLINOIS, GRANTING AND DENYING CERTAIN VARIATIONS RELATED TO THE DEVELOPMENT AND CONSTRUCTION OF AN APARTMENT BUILDING LOCATED AT 27 W. PARK BOULEVARD, VILLA PARK

WHEREAS, the Village of Villa Park, DuPage County, Illinois (the "Village") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, pursuant to the Illinois Municipal Code (65 ILCS 5/1-1-1 et seq.) the President and Board of Trustees of the Village (the "*Corporate Authorities*") may provide for zoning to regulate the development and use of real estate within its borders; and,

WHEREAS, the Village has heretofore adopted an ordinance, entitled the "Zoning Ordinance of the Village of Villa Park, Illinois" (the "Zoning Ordinance"); and

WHEREAS, pursuant to the Illinois Municipal Code (65 ILCS 5/11-13-5) the President and Board of Trustees of the Village (the "Corporate Authorities") may determine and vary the regulations relating to its zoning ordinances; and,

WHEREAS, Section 11.5, entitled "Variations," of Article 11, entitled "Review and Approval Procedures," of the Zoning Ordinance sets forth the authority and standards of the granting of variations to the Zoning Ordinance; and

WHEREAS, Ross Builders, Inc. ("Petitioner") on behalf of Apex Ardmore, LLC ("Owner"), proposes to redevelop certain property for the purpose of redeveloping, constructing and operating a four (4) story, twenty-four (24) unit market-rate apartment building with elevator, individual storage units on each floor, with internal and external parking ("Project"), on the property legally described as follows:

LOTS 10, 11, 12, 13, AND 14 IN CLARKE'S DIVISION BEING A RESUBDIVISION OF LOTS 209 AND 232 OF ARDMORE, BEING A SUBDIVISION IN SECTION 9 AND 10, TOWNSHIP 39, NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID CLARKE'S DIVISION RECORDED JULY 9, 1923 AS DOCUMENT 167402, IN DUPAGE COUNTY, ILLINOIS.

P.I.N.s: 06-09-220-001, 06-09-220-002; and

Commonly known as 27 W. Park Boulevard, Villa Park, Illinois 60181 (the "Subject Property"); and

WHEREAS, the Subject Property is located within the MX-T Mixed-Use Transitional ("MX-T District"); and

WHEREAS, the Applicant submitted a Variation Application for certain variations ("Variations") for the purpose of facilitating the development of the Subject Property for the Project, as follows:

(i) Variation to Section 7.2, entitled "Minimum Parking Ratios," of Article 7, entitled "Parking," of the Zoning Ordinance to permit 33 Parking spaces, where 37 parking spaces are required (Sec. 7.2 Minimum Parking Ratios);

(ii) Variation to Subsection 7.9.2, entitled "Parking Stall Sizes and Parking Lot Geometrics," of Section 7.9, entitled "Parking Area Design," of Article 7, entitled "Parking," of the Zoning Ordinance to allow for a 20-foot parking aisle width, when a 24-foot aisle width is required;

(iii) Variation to Subsection 4.4.3.A.10, entitled "Permitted Garage Entrance Location," of Section 4.4, entitled "Building Types Generally," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for a garage entrance on the side yard (Princeton Ave.), where only rear entrance is permitted;

(iv) Variation to Subsection 4.4.3.A.7, entitled "Maximum Impervious Cover Additional Semi-Pervious Cover," of Section 4.4, entitled "Building Types Generally," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for 85% of lot coverage and 2.5% semi-pervious lot coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed;

(v) Variation to Subsection 4.5.2, entitled "Build to Zone," of Section 4.5, entitled "Building Types-Measurements," of Article 4, entitled "MX Districts," of the

Zoning Ordinance to allow for a streetscape area ranging from zero feet to 10 feet, where a minimum of 13 feet of streetscape area is required along street frontages; and

(vi) Variation to Section 9.3, entitled "Visibility Triangles," of Article 9, entitled "Site Design and Performance Standards," to allow for the elimination of a visibility triangle requirement in order to accommodate required build-to-zones.

WHEREAS, on June 9, 2022 and June 30, 2022, the Zoning and Planning Commission conducted a public hearing at the Villa Park Village Hall, 20 S. Ardmore Street, Villa Park, Illinois 60181, in connection with the aforesaid application, after proper notice of said hearing was duly given; and

WHEREAS, after taking into consideration all evidence and testimony presented at the public hearing, the Planning and Zoning Commission reviewed the standards set forth in Section 11.5 of the Villa Park Zoning Ordinance and on June 30, 2022, and voted with 6 in favor and none opposed, to recommend approval of the following variations:

(i) Variation to Subsection 7.9.2, entitled "Parking Stall Sizes and Parking Lot Geometrics," of Section 7.9, entitled "Parking Area Design," of Article 7, entitled "Parking," of the Zoning Ordinance to allow for a 20-foot parking aisle width, when a 24-foot aisle width is required;

(ii) Variation to Subsection 4.4.3.A.10, entitled "Permitted Garage Entrance Location," of Section 4.4, entitled "Building Types Generally," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for a garage entrance on the side yard (Princeton Ave.), where only rear entrance is permitted;

(iii) Variation to Subsection 4.5.2, entitled "Build to Zone," of Section 4.5, entitled "Building Types-Measurements," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for a streetscape area ranging from zero feet to 10 feet, where a minimum of 13 feet of streetscape area is required along street frontages; and

(iv) Variation to Section 9.3, entitled "Visibility Triangles," of Article 9, entitled "Site Design and Performance Standards," to allow for the elimination of a visibility triangle requirement in order to accommodate required build-to-zones.

WHEREAS, after taking into consideration all evidence and testimony presented at the public hearing, the Planning and Zoning Commission reviewed the standards set forth in Section 11.5 of the Villa Park Zoning Ordinance and on June 30, 2022, voted with 3 in favor and 3 opposed, thereby failing to receive a majority vote to recommend approval of the following variations:

(i) Variation to Section 7.2, entitled "Minimum Parking Ratios," of Article 7, entitled "Parking," of the Zoning Ordinance to permit 33 Parking spaces, where 37 parking spaces are required (Sec. 7.2 Minimum Parking Ratios); and

(ii) Variation to Subsection 4.4.3.A.7, entitled "Maximum Impervious Cover Additional Semi-Pervious Cover," of Section 4.4, entitled "Building Types Generally," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for 85% of lot coverage and 2.5% semi-pervious lot coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed.

WHEREAS, August 8, 2022, the Planning and Zoning Commission submitted its report and recommendation, including its findings of fact related to the variations, to the Board of Trustees of the Village of Villa Park; and

WHEREAS, Board of Trustees of the Village of Villa Park have received and considered the recommendations of the Planning and Zoning Commission; and

WHEREAS, the Board of Trustees accept the findings of fact recommended by the Planning and Zoning Commission as set forth hereinabove and have determined that it is advisable, necessary and in the public interest to approve certain variations and deny certain variations related to the Project.

NOW, THEREFORE, BE IT ORDAINED by the Board of Trustees of the Village of Villa Park, DuPage County, Illinois, as follows:

Section 1: The facts and statements contained in the preamble clauses to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

Section 2: The Village Board adopts the following findings of facts with respect to the requested variations for the Project:

A. Request for variation to allow for a parking drive aisle less than 24' wide, per Sec. 7.9 Parking Area Design

- Unique or special characteristic of the property itself or strict compliance with the Zoning Ordinance creates a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1 of the Zoning Ordinance.

  The angular geometry of the site, a public alley at the rear property line, and existing adjacent development are current conditions not created by the petitioner which impact the design of rear parking and warrant relief.

  The building will have 11 parking stalls placed perpendicular to the alley with a proposed 21.82' drive aisle which includes the public alley. The alley is integral to operation of businesses to the east and the parking for existing apartment buildings. As requested by the Village, the Petitioner has redesigned parking along the rear of the building as perpendicular which would provide choice in traffic flow for the different properties adjacent to the alley, allowing east and west use of the alley. The zoning code design requirement for a 24' drive aisle envisions parking on both sides of the aisle, not single-loaded access from a public alley. The developed property immediately adjacent to the south is not being asked to contribute land to create the 24' drive aisle. The petitioner has provided 9.5' wide spaces, wider than the code requirement of 9' to create a turning radius that is sufficient.

B. Request for variation to allow for a garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted per Sec. 4.4.3(10).

- Unique or special characteristic of the property itself or strict compliance with the Zoning Ordinance creates a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1 of the Zoning Ordinance.

  As an urban design consideration, the code envisions entrances to internal garages or surface lots be from the rear yard of properties in the MX Districts to create a continuous building wall on the primary street. Park Boulevard is considered the Primary Street (front yard) because it fronts civic space (the Prairie Path). The existing alley is not set on a 90-degree angle to the property. The angular geometry of the site negatively impacts the ability to place the entrance in the rear and would result in lost parking spaces in both the garage and outside parking. Additionally, placing the parking garage entrance in the rear would increase traffic on the alley.

  The Code does allow for entry to garages from a non-primary street with an Administrative Adjustment. The Commission finds the request is warranted here and creates better site design than an entrance from the rear yard, off the alley.

C. Request for variation to allow for a streetscape area ranging from 0' to 10', where a minimum 13 ft. streetscape area is required along street frontages, per Sec. 4.5.2 Build-To-Zone.

- Unique or special characteristic of the property itself or strict compliance with the zoning ordinance creates a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1 of the Zoning Ordinance.

  The Commission finds the existing situation of a perpendicular parking spaces built within the parkway creates a hardship when the streetscape setback and building setback are imposed. Park Boulevard is an 80' right of way with no southern parkway. At the east end of the block, buildings are at the property line with a 7' carriage walk only; the southern parkway was paved over 20 years ago to create perpendicular parking. The zoning code envisions building form close to the street in the MX Districts to create a vibrant streetscape created by a minimum 13' streetscape setback measured from the back of the existing curb with an additional building setback. When a General Building form is built in the MX-T District the building setback is to be 5 – 10'.

  The building is proposed at 14' from the curb and 5' from the property line. Proposed within the 14' is a 7' deep landscape area that encroaches 2' onto the right-of way, and a 7' sidewalk which is consistent with land parcels to the east. The Commission indicated the building setback is consistent with the building form envisioned by the zoning code. Further, introducing the landscape island at the corner of Princeton and Park will re-establish the western boundary of a traditional parkway and improve site lines for northbound turn movements onto Park Boulevard.

D. Request for variation to remove the requirement for a Visibility Triangle, per Sec. 9.3, in order to accommodate required Build-To-Zones.

- Unique or special characteristic of the property itself or strict compliance with the zoning ordinance creates a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1 of the Zoning Ordinance.

  The Commission found that application of the visibility triangle requirements in the code creates a conflict with the setback requirements for a General Form building in the MX District and warrants relief. Regulations for the MX District seek to bring the buildings closer to the street to create a more pedestrian family atmosphere and to slow traffic down. The zoning code requirement for a visibility triangle exempts several MX Districts. As the Commission works through development projects in each of the new zoning districts it has become evident that the visibility triangle is not always possible. In the case of this proposal, the building is proposed 2.5' from Princeton at the corner (where a 0-10' setback allowed), and 5' from Park (where a 5-10' setback allowed). Strict application of the Zoning Code creates a practical difficulty for the development.

The visibility triangle distance is formed by two lines that begin at the point of intersection of the subject lot's street lots lines and extend for a distance of 20' along each street lot line with a third connecting line that forms the triangle. The petitioner states that a 20' x 20' triangle would force the building to be about 14' from the front and side property lines.

E. Request for variation to allow for 33 spaces where 37 spaces are required, per Sec 7.2 of the Zoning Ordinance.

- No unique or special characteristic of the property itself or strict compliance with the zoning ordinance creates a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1 of the Zoning Ordinance.

The Petitioner has failed to prove the existence of a hardship. Floor plans could be modified to reduce the number of bedrooms, or commercial uses could be placed on the first floor, which would reduce the amount of required parking spaces for the Project. The Petitioner's argument that the market does not support reduced units or commercial uses on the first floor is based solely on a perceived financial burden and not based upon the existence of some unique or special characteristic of the property itself.

Section 11.5.1 of the Zoning Ordinance dictates that "A variation is a grant of relief to a property owner from strict compliance with the regulations of this zoning ordinance. The intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements. They are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself." Further, Section 11-13-5 of the Illinois Municipal Code provides that variations may be granted "in cases where there are practical difficulties or particular hardship in the way of carrying out the strict letter of any of those regulations relating to the use, construction, or alteration of buildings or structures or the use of land." (65 ILCS 5/11-13-5).

Petitioner has failed to meet its burden associated with the requested variation.

F. **Request for variation to allow for 85% impervious lot Coverage and 2.5% semi-pervious lot coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed per Sec. 4.4.3.A.7 of the Zoning Ordinance.**

- No unique or special characteristic of the property itself or strict compliance with the zoning ordinance creates a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1 of the Zoning Ordinance.

The Petitioner has failed to prove the existence of a hardship. The Village finds that the building plans could be designed to meet the Zoning Ordinance requirements. The

Petitioner's argument that it cannot create a viable building and meet lot coverage requirements is based solely on a perceived financial burden and not based upon the existence of some unique or special characteristic of the property itself.

Section 11.5.1 of the Zoning Ordinance dictates that "A variation is a grant of relief to a property owner from strict compliance with the regulations of this zoning ordinance. The intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements. They are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself." Further, Section 11-13-5 of the Illinois Municipal Code provides that variations may be granted "in cases where there are practical difficulties or particular hardship in the way of carrying out the strict letter of any of those regulations relating to the use, construction, or alteration of buildings or structures or the use of land." (65 ILCS 5/11-13-5).

Petitioner has failed to meet its burden associated with the requested variation.

Section 3: The following variations are hereby denied for the purpose of developing the Subject Property with the Project:

(i) Variation to Section 7.2, entitled "Minimum Parking Ratios," of Article 7, entitled "Parking," of the Zoning Ordinance to permit 33 Parking spaces, where 37 parking spaces are required (Sec. 7.2 Minimum Parking Ratios); and

(ii) Variation to Subsection 4.4.3.A.7, entitled "Maximum Impervious Cover Additional Semi-Pervious Cover," of Section 4.4, entitled "Building Types Generally," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for 85% of lot coverage and 2.5% semi-pervious lot coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed.

Section 4: The following variations are hereby granted for the purpose of developing the Subject Property with the Project:

(i) Variation to Subsection 7.9.2, entitled "Parking Stall Sizes and Parking Lot Geometrics," of Section 7.9, entitled "Parking Area Design," of Article 7, entitled "Parking," of the Zoning Ordinance to allow for a 20-foot parking aisle width, when a 24-foot aisle width is required;

(ii) Variation to Subsection 4.4.3.A.10, entitled "Permitted Garage Entrance Location," of Section 4.4, entitled "Building Types Generally," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for a garage entrance on the side yard (Princeton Ave.), where only rear entrance is permitted;

(iii) Variation to Subsection 4.5.2, entitled "Build to Zone," of Section 4.5, entitled "Building Types-Measurements," of Article 4, entitled "MX Districts," of the Zoning Ordinance to allow for a streetscape area ranging from zero feet to 10 feet, where a minimum of 13 feet of streetscape area is required along street frontages; and

(iv) Variation to Section 9.3, entitled "Visibility Triangles," of Article 9, entitled "Site Design and Performance Standards," to allow for the elimination of a visibility triangle requirement in order to accommodate required build-to-zones.

Section 5: The relief granted in Section 4 hereinabove, is authorized subject to the

Petitioner satisfying all of the following conditions:

1. Except as such plans and drawings may be modified to conform to the Village codes and ordinances, and to remedy the variations denied in Section 3 of this Ordinance, the Project shall substantially conform to the:

    - Site Plan prepared by RWG Engineering, dated June 17, 2022
    - Preliminary Engineering Plan prepared by RWG Engineering, dated May 26, 2022
    - Building Elevations prepared by Studio 21 Architects, dated June 16, 2022
    - Landscape Plan prepared by Metz & Company, dated May 26, 2022
    - Photometric Plan, prepared by Force Partners, dated May 25, 2022

2. Prior to release of a Building Permit, Final Plat of Subdivision, Final Landscaping, and Final Engineering will be approved.
3. The development will conform to all village codes and regulations, except as variations are approved herein.
4. The petitioner will comply with the DuPage County Stormwater Ordinance and obtain all necessary permits/certifications for development, including a building permit, right-of-way permit, and a stormwater certification.
5. The Petitioner, and all successors, agree to maintain the landscaping installed in the public right of way on the perimeter of the site.
6. Security systems are subject to review and approval by Villa Park Police Department and will include Village of Villa Park access to the closed-circuit security (CCTV) system in the common areas of the complex.
7. The Project shall be amended to include a directional island (also referred to as a porkchop) at the entry of the new parking garage so entry to the garage would be from

the north and exiting traffic would proceed north to Park, which is an east-west collector street, to distribute the traffic to Ardmore or Harvard.

8. The Project shall restrict west-bound traffic from the alley to a right turn only to head north on S. Princeton, channeling alley traffic northbound to Park Boulevard.
9. The Petitioner shall install bollards to provide protection to the two existing utility poles in the alley and further protect the poles by cross hatch marking of the pavement between the building and the alley, at the pole locations.
10. Petitioner shall pay to cost for the Village to install additional signage at the alley exit to Ardmore Ave. shall be installed to bring attention to the blind pedestrian crossing.

Section 6: All ordinances and resolutions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, expressly repealed

Section 7: That this Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law.

Passed this _____ day of _____, 2022.

AYES: _____

NAYS: _____

ABSENT: _____

Approved this _____ day of _____, 2022.

_____
Village President

Attest:

_____
Village Clerk

Published in pamphlet form:

_____, 2022

Planning & Zoning Commission
Findings of Fact
PZ 22-0005 Variance Request

27 W. Park Boulevard

I. Subject

Consideration of a request by Ross Builders, Inc., (petitioner) on behalf of Apex Ardmore, LLC (owner) for Zoning Variations from the Village of Villa Park Zoning Ordinance, per Article 11, Section 11.5-Variations, to allow for:

- 33 Parking spaces, where 37 spaces are required **(Sec. 7.2 Minimum Parking Ratios)**
- Less than 24' wide parking aisle width from the alley (**Sec. 7.9 Parking Area Design)**
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted **(Sec. 4.4.3.A.10 Permitted Garage Entrance Location)**
- 85% impervious Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed **(Sec. 4.4.3.A.7 Maximum Impervious Cover Additional Semi-Pervious Cover)**
- Streetscape area from 0' to 10', where Minimum 13 ft. streetscape area is required along street frontages (**Sec. 4.5.2 Build-To-Zone)**
- Relief from the Visibility Triangle **(Sec. 9.3 Visibility Triangle**) in order to accommodate required build-to-zones.

for the construction of a 24-unit 4 story apartment building with internal parking garage in the MX-T District at 27 W. Park.

II. Findings

That on June 9, 2022, after due notice as required by law, the Villa Park Planning & Zoning Commission held a public hearing on the subject request concerning PZ 22-0005. There were over 50 members of the public that appeared, 19 spoke. The hearing was continued to June 30, 2022. On June 30, 2022, after due notice as required by law, the Villa Park Planning & Zoning Commission continued the public hearing on PZ 22-0005, a request for Variances for 27 W. Park. There were over 30 members of the public that appeared, 18 spoke at the June 30th hearing. Overall written comments were filed by 5 members of the community having concerns regarding the density, parking, lot coverage, area flooding, bedroom configuration, and height of the property.

The Planning and Zoning Commission has considered each variation request individually against the standards within the Village Zoning Code and made the following findings regarding each:

A. Do unique or special characteristic of the property itself or strict compliance with the zoning ordinance create a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1?

B. Is the nature of the requested variance authorized by Section 11.5.2?

III. Recommendations

The Planning & Zoning Commission has reviewed and is supportive of construction of an apartment building on the subject property. The Commission voted 6 – 0 to recommend approval of four of the variance requests indicating strict application of the zoning code or unique characteristics of the site create a hardship. The Commission voted 3 – 3 on two of the variance requests, thereby failing to receive a majority vote to recommend approval of the variations for parking relief and lot coverage, identifying the concern that the request lacked hardship caused by conditions of the site, or practical difficulties of the zoning ordinance, and not based on financial return.

Accordingly, by a vote of 6 to 0, the Planning and Zoning Commission recommends approval of the request, subject to the conditions set forth below.

1. **A motion to recommend approval of a parking drive aisle less than 24' wide, per Sec. 7.9 Parking Area Design, based upon the Findings of Fact identified in the record for PZ 22-0005.**

   A. Do unique or special characteristic of the property itself or strict compliance with the zoning ordinance create a practical difficulty or hardship which warrants Site specific relief, per Section 11.5.1?

   The building will have 11 parking stalls placed perpendicular to the alley with a proposed 21.82' drive aisle which includes the public alley. The alley is integral to operation of businesses to the east and the parking for existing apartment buildings. As requested by the Village, the Petitioner has redesigned parking along the rear of the building as perpendicular which would provide choice in traffic flow for the different properties adjacent to the alley, allowing east and west use of the alley. The zoning code design requirement for a 24' drive aisle envisions parking on both sides of the aisle, not single-loaded access from a public alley. The developed property immediately adjacent to the south is not being asked to contribute land to create the 24' drive aisle. The petitioner has provided 9.5' wide spaces, wider than the code requirement of 9' to create a turning radius that is sufficient.

   The angular geometry of the site, a public alley at the rear property line, and existing adjacent development are current conditions not created by the petitioner which impact the design of rear parking and warrant relief.

   B. Is the requested variance authorized by Section 11.5.2?

   The requested variance does not allow for a principle use not otherwise allowed; waive, modify, or amend any definition or use classification or any review or approval procedure; waive, vary, modify, or otherwise override a condition of approval or

requirement imposed by an authorized decision-making body or the state or federal government; or waive, vary, or modify applicable residential density regulations.

2. A motion to recommend approval of a garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted per Sec. 4.4.3(10), based upon the Findings of Fact identified in the record for PZ 22-0005.

A. Do unique or special characteristic of the property itself or strict compliance with the zoning ordinance create a practical difficulty or hardship which warrants site specific relief, per Section 11.5.1?

As an urban design consideration, the code envisions entrances to internal garages or surface lots be from the rear yard of properties in the MX Districts to create a continuous building wall on the primary street. Park Boulevard is considered the Primary Street (front yard) because it fronts civic space (the Prairie Path). The existing alley is not set on a 90-degree angle to the property. The angular geometry of the site negatively impacts the ability to place the entrance in the rear and would result in lost parking spaces in both the garage and outside parking. Additionally, placing the parking garage entrance in the rear would increase traffic on the alley.

The Code does allow for entry to garages from a non-primary street with an Administrative Adjustment. The Commission finds the request is warranted here and creates better site design than an entrance from the rear yard, off the alley.

B. Is the requested variance authorized by Section 11.5.2?

The requested variance does not allow for a principle use not otherwise allowed; waive, modify, or amend any definition or use classification or any review or approval procedure; waive, vary, modify, or otherwise override a condition of approval or requirement imposed by an authorized decision-making body or the state or federal government; or waive, vary, or modify applicable residential density regulations.

3. A motion to recommend approval of a Streetscape area ranging from 0' to 10', where a Minimum 13 ft. streetscape area is required along street frontages, per Sec. 4.5.2 Build-To-Zone, based upon the Findings of Fact identified in the record for PZ 22-0005.

A. Do unique or special characteristic of the property itself or strict compliance with the zoning ordinance create a practical difficulty or hardship which warrants Site specific relief, per Section 11.5.1?

Park Boulevard is an 80' right of way with no southern parkway. At the east end of the block, buildings are at the property line with a 7' carriage walk only; the southern parkway was paved over 20 years ago to create perpendicular parking. The zoning code envisions building form close to the street in the MX Districts to create a vibrant streetscape created by a minimum 13' streetscape setback measured from the back of the existing curb with an additional building setback. When a General Building form is built in the MX-T District the building setback is to be 5 – 10'.

The building is proposed at 14‘ from the curb and 5’ from the property line. Proposed within the 14’ is a 7’ deep landscape area that encroaches 2’ onto the right-of way, and a 7’ sidewalk which is consistent with land parcels to the east. The Commission indicated the building setback is consistent with the building form envisioned by the zoning code. Further, introducing the landscape island at the corner of Princeton and Park will re-establish the western boundary of a traditional parkway and improve site lines for northbound turn movements onto Park Boulevard.

The Commission finds the existing situation of a perpendicular parking spaces built within the parkway creates a hardship when the streetscape setback and building setback are imposed.

B. Is the requested variance authorized by Section 11.5.2?

The requested variance does not allow for a principle use not otherwise allowed; waive, modify, or amend any definition or use classification or any review or approval procedure; waive, vary, modify, or otherwise override a condition of approval or requirement imposed by an authorized decision-making body or the state or federal government; or waive, vary, or modify applicable residential density regulations.

4. A motion to recommend granting relief from the Visibility Triangle, per Sec. 9.3, in order to accommodate required build-to-zones; based upon the Findings of Fact identified in the record for PZ 22-0005.

A. Do unique or special characteristic of the property itself or strict compliance with the zoning ordinance create a practical difficulty or hardship which warrants Site specific relief, per Section 11.5.1?

Regulations for the MX District seek to bring the buildings closer to the street to create a more pedestrian family atmosphere and to slow traffic down. The zoning code requirement for a visibility triangle exempts several MX Districts. As the Commission works through development projects in each of the new zoning districts it has become evident that the visibility triangle is not always possible. In the case of this proposal, the building is proposed 2.5’ from Princeton at the corner (where a 0-10’ setback allowed), and 5’ from Park (where a 5-10’ setback allowed). Strict application of the Zoning Code creates a practical difficulty for the development.

The visibility triangle distance is formed by two lines that begin at the point of intersection of the subject lot’s street lots lines and extend for a distance of 20’ along each street lot line with a third connecting line that forms the triangle. The petitioner states that a 20’ x 20’ triangle would force the building to be about 14’ from the front and side property lines.

The Commission found that application of the visibility triangle requirements in the code creates a conflict with the setback requirements for a General Form building in the MX District and warrants relief.

B. Is the requested variance authorized by Section 11.5.2?

The requested variance does not allow for a principle use not otherwise allowed; waive, modify, or amend any definition or use classification or any review or approval procedure; waive, vary, modify, or otherwise override a condition of approval or requirement imposed by an authorized decision-making body or the state or federal government; or waive, vary, or modify applicable residential density regulations.

The Planning and Zoning Commission voted with 3 in favor and 3 opposed to the motions to consider the following variations, thereby failing to receive a majority vote to recommend approval of the following variations:

5. **A motion to recommend approval for 33 spaces where 37 spaces are required, per Sec 7.2, based upon the Findings of Fact identified in the record for PZ 22-0005.**

The Planning and Zoning Commission vote was split because three commissioners did not believe the petitioner had proved the hardship and questioned if floor plans could be modified to reduce the number of bedrooms, or if commercial could be placed on the first floor. It was noted there is not one parking space indoor for each unit. The petitioner indicates he does not believe the market would support commercial and that he could build a five-story building of one-bedroom apartments with little to no variances.

Section 11.5.1 of the Zoning Ordinance dictates that "A variation is a grant of relief to a property owner from strict compliance with the regulations of this zoning ordinance. The intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements. They are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself."

6. **A motion to recommend approval of 85% impervious Lot Coverage and 2.5% semi-pervious Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed per Sec. 4.4.3.A.7, based upon the Findings of Fact identified in the record for PZ 22-0005.**

The Planning and Zoning Commission vote was split because three of the members of the Commission did not find the Petitioner had proven the building could not be designed to meet code requirements and that the design is based upon the financial motivation of the petitioner.

Section 11.5.1 of the Zoning Ordinance dictates that "A variation is a grant of relief to a property owner from strict compliance with the regulations of this zoning ordinance. The intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements. They are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself."

The original site plan with 90% impervious surface has been modified and the site plan now includes 85% impervious surface (65% building, 20% concrete/asphalt). The applicant has considered additional semi-pervious surface but has concerns over wear and tear from road salt through the winter season and the weight of vehicles over time. The proposal adds 4.76% of pervious landscaped surface on the subject property and in the spirit of the Ordinance an additional 751 sq. ft. (an amount equal to 4% of subject property) of new pervious landscaping offsite, in the public right-of-way on west and north property lines, and in a new landscape island. The petitioner noted that footprint of the proposed building accounts for 65% of the lot coverage and stormwater from the roof will be captured in gutters and downspouts, moving directly to Village storm sewers.

Conditions to approved variations recommended by Village Staff:

1. Except as such plans and drawings may be modified to conform to the Village codes and ordinances, the Development shall substantially conform to the:

    - Site Plan prepared by RWG Engineering, dated June 17, 2022
    - Preliminary Engineering Plan prepared by RWG Engineering, dated May 26, 2022
    - Building elevations prepared by prepared by Studio 21 Architects, dated June 16, 2022
    - Landscape Plan prepared by Metz & Company, dated May 27, 2022
    - Photometric Plan, prepared by Force Partners, dated May 25, 2022

2. Prior to release of a Building Permit, Final Plat of Subdivision, Final Landscaping, and Final Engineering will be approved.
3. The development will conform to all village codes and regulations, except as variations are approved herein by the Village Board.
4. The petitioner will comply with the DuPage County Stormwater Ordinance and obtain all necessary permits/certifications for development, including a building permit, right-of-way permit, and a stormwater certification.

5. The petitioner, and all successors, agree to maintain the landscaping installed in the public right of way on the perimeter of the site.
6. Security systems are subject to review and approval by Villa Park Police Department and will include Village of Villa Park access to the closed-circuit security (CCTV) system in the common areas of the complex.

Narrative Description and Statement of Intent
Variances Petition – 27 W Park BL
Craig Ross, Petitioner

The Petitioner is seeking approval of seven variances in order to construct a 24-unit multifamily residential building in the Mixed Transitional (MX-T) zoned parcel of land located at the southeast corner of Park BL and Princeton AV which would fall under the "General Building" requirements of the Villa Park Zoning Ordinance. The site is currently an old gas station being used as an office space. A couple of previous attempts by others to develop the property were submitted to the Village in 2005 and 2007, and ultimately approved, but failed to make it to construction.

The Villa Park MX-T district is intended to accommodate low to mid-scale residential buildings transitioning between mixed-use shopping nodes and residential uses. According to the Zoning Ordinance, the General Building designation is intended to be built close to the front and corner property lines allowing easy access to passing pedestrians and transit riders. Parking can be provided in the rear of the lot and internally in the building.

The petitioner has met with the planning staff three times since November 1, 2021. The proposal was also presented to the Traffic and Safety Commission on February 1st which gave its support at that meeting. Most recently, the petitioner met with the Planning and Zoning Commission and neighboring community members on April 14th for further input. Further revisions to the plans have been made to accommodate this input and recommendations. The petitioner also conducted a well-attended Community Outreach meeting on June 2nd where the Public gave much positive feedback and recommendations. The petitioner also made a second presentation to the Traffic and Safety Commission on Jun 7th.

The subject property is relatively flat with a majority of the lot currently paved. The development of this site will actually decrease the storm water runoff. The intent is to create landscape areas along the Park and Princeton frontages. A landscape plan is included as part of this submittal.

Currently, the site has one curb cut on Park BL that the new proposal would eliminate, allowing for the Village to five more street parking spaces. The site plan also proposes to extend the curb along the east side of Princeton AV so that it aligns with the west side, which will also add one more street parking space, for a total of six new stalls.

The proposed exterior of the building is a mix of updated traditional and contemporary styles and materials that will include a combination of brick veneer and vertical and horizontal siding. The design of the building should fit in well with the transitional nature of the location, including a residential look and feel, and an updated design that can blend well with future nearby developments. Each unit has a recessed balcony or patio. The color selections are an updated palette of brown, grays and black, that keeps with current residential trends while still fitting in with traditional tones.

A trash enclosure is contained within the building and will be accessed from the outside on the east side of the building.

The building will be constructed with a fire suppression system and a fire alarm system for all floors. The fire suppression system will be a typical wet pipe sprinkler system.

The building will include an electronic access system tied to each unit, with keyless entry fobs for residents. Building access and entry communication systems will be the same at all access points. Security cameras will be installed at critical points with a DVR recording system.

The dwelling units are designed to appeal to median tenants that either work in Villa Park or the surrounding areas. The units will have a more contemporary design and an open floor plan including a combined kitchen and living area moved toward the front of the unit closer to large windows and a balcony/patio. The units will be comparable to condominium units as they will have upscale finishes, including stainless steel appliances, kitchen islands, in-unit washer and dryers, separate heating and cooling units, luxury vinyl flooring, etc.

Parking Area Design Variance
The proposed variance is necessary to address the existing alley width and the 90 degree parking stalls preferred by the Villa Park staff. The existing alley, while two-way, is 15' wide. The proposed turning radius into the parking stalls is measured at 21.82' from the edge of the stall to the south edge of the alley. Villa Park requires parking stalls to be 9' wide, but the proposal has widened them to 9.5' wide for an easier turning radius into the spaces.

The building configuration of the ground floor to accommodate a maximized number of interior parking stalls, and viable tenant space on the Park Blvd street side have dictated the building depth. The required parking stall 18' length, in the preferred 90 degree parking configuration, leave the aisle/turning radius dimension 2.18' less than the required 24'. As discussed, the width of the alley is 15', and the stalls have been widened to 9.5' from the required 9' which allows for an easier turning radius into the spaces from 21.82'.

Foundation Landscape Variance
The proposed variance is necessary to address the alley side of the property. In all other MX districts, and where there is no public access, foundation landscaping is not required. The alley side of the property is the appropriate space to provide parking which is what is proposed. No public access to the building is located on the rear face of the building. It would not be prudent to place landscaping against this side of the building. Lack of space, lack of sunlight, proximity to cars, and snow removal, would make maintenance of a landscape area on this side prohibitive.

This property's alley access is the appropriate place for parking and not for maintained landscaping. Limited visibility of this area and cost to maintain make landscaping an inappropriate use of this space. A pervious area will be created at the front of the parking stalls in lieu of a parking bumper to increase pervious area on the site.

Parking Variance
The building will have 11 one-bedroom, two bath plus den units, and 13 two-bedroom and two bath units and 33 parking spaces. Per Table 7-1, the zoning code requires one on-site parking space per bedroom.

Required parking spaces - 37
Proposed parking spaces – 33

- 22 interior parking spaces
- 11 exterior parking spaces

The petitioner is seeking a variance for 4 parking spaces.

The intention of the site layout is to create as much parking as possible on the site, both with-in the building and outside the building, while maintaining usable space on the ground floor on the Park Blvd. side to maintain the active streetscape the Village desires. With the dimensions of the site both width and depth, and the dimensions of required parking spaces and drive aisles, this layout maximizes the number of parking spaces. While Village ordinance requires one parking space per bedroom for a total of 37 spaces with the proposed development, a traffic assessment was performed by KLOA, a 3rd-party company that analyzes traffic and parking, which estimated that the parking demand for the proposed building would be between 25–32 vehicles. The proposal is above the high end of this estimation.

With this assessment, we feel we are meeting the practical standards for providing parking for such a development as we realize parking is a key factor in the viability of a multi-family development. Also, and as the parking assessment concludes, we have found that modern-day tenants have less cars, especially when they have nearby stores and restaurants that are accessible via walking and bicycle. It is now common for municipalities and developers to supply one parking space per dwelling unit. According to Yardi Matrix, a well-known national commercial real estate research firm, the national average for newly built apartment buildings in 2016 for the ratio between parking spaces and dwelling units was 1.27 for mid-rise buildings and less than 1.00 for the Chicago metropolitan area.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. As a part of the development we are proposing 6 new on-street parking spaces on Park Blvd. for public use whether it be guest parking for the development, or parking for patronage of the local businesses along Park Blvd. and Ardmore Avenue.

Again, it is the goal to create a successful residential development that will encourage more patronage to local businesses and hopefully spur more local positive local development, and we know that only with proper parking can we attain this.

Garage Entrance Variance

The Zoning Ordinance, section 4.4.3(10) states that the garage entrance shall be located on the rear of the building, or a side facade garage access requires an administrative adjustment. The garage entrance location is proposed on the west elevation, or corner street facing side. While the zoning ordinance lists the requirement to be on the rear face of the building, it also indicates that this is an item that can be handled by an Administrative Adjustment to locate the garage entrance on the side of the building. The proposed garage entrance was supported in early discussions with the Planning Department as well as by the Traffic & Safety Commission. Also, the approved PUDs in 2005 and 2007 had a similarly located garage entrance.

It was discussed in both prior meetings with both the planning staff and with the Traffic & Safety Commission that a garage entrance off the alleyway would not be a viable solution due to the fact that it would significantly decrease the amount of parking that could be located on the site.

If the garage entrance were to be required on the rear of the building, a minimum of 7 parking spaces would be eliminated from the proposed plan, making it not viable to develop the site.

The site is unique in that it is a corner lot with an alley access off allowing parking to be maximized by placing exterior parking directly off the alley and a garage entrance along Princeton (secondary street).

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. During many meetings with the planning staff, Traffic & Safety Commission, and neighborhood residents, the issue of traffic entering and leaving the site has been discussed at length. Ultimately, from these discussions, it is believed that the proposed placement of parking and directional signage as proposed will disperse traffic minimizing impact in any single direction or street.

Visibility Triangle Variance

The Visibility Triangle referenced in section 9.3.1 seems that it would conflict with the Building Siting table's build-to zones and setbacks and Figure 4-7 required for the MX-T district. For example, the maximum Front and Corner Build-To Zones are supposed to be 10', but a 20' X 20' triangle would force the building to be about 14' from the front and side property lines. It would also seem to contradict 4.3.2.2 which states "General buildings are intended to be built close to the front and corner property lines…" The Village Staff is currently investigating ways to amend the code so that this requirement no longer applies to the MX-T district.

The proposed building is placed to continue the active streetscape to the corner, creating active, usable space along Park Blvd., as per previous discussion, is what the Village would like to see in this neighborhood. Pushing the building back from the corner would decrease active usable space, and create an unnecessary void in the streetscape at the corner.

Also, if you look at provided Site Plan, the visibility triangle seems to not apply well to this particular site. A car travelling north on Princeton stopping at the stop line, which will be moved north, see below and Site Plan, will not have their visibility of the pedestrian sidewalk blocked by the current proposed building. The non-right angle at which Park intersects and the wide parkway on Princeton, helps maintain this car's view of the sidewalk and oncoming pedestrians. The view of traffic on Park will not be affected by the building placement either. This was discussed at Traffic & Safety meeting we attended as well, and the committee members did not see an issue with how the building was sited.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. Per discussions with the Village regarding the angle of the intersection and poor visibility of traffic on Park Blvd. for cars attempting to turn onto Park from Princeton we are proposing to extend the curb on the east side of Princeton AV north, so that it matches up with the curb on the west side of Princeton AV. This will allow the addition of a street parking space and allow the stop sign and line to be moved north so that visibility for all traffic and pedestrians is improved at the intersection.

Maximum Impervious

Section 4.4.3 – General Building states that 70% of the site may be impervious, plus an additional 25% semi-pervious. The total site area is 17,339 sq. ft., meaning that 12,137 sq. ft. may be impervious and an additional 4,335 sq. ft. may be semi-pervious per the requirements. The existing site, as it stands, has 15,561 sq. ft. (89.75%) of impervious area between the existing building footprint and the paved and concrete areas. The site currently has 1,778 sq. ft. (10.25%) pervious, grass area. The proposed development will contain 14,736 sq. ft. (84.99%) of impervious area and an additional 437 sq. ft. (2.52%) of semi-pervious area with permeable pavers. The proposed development will total 2,166 sq. ft. (12.49%) of pervious landscape/grass area.

This means that the proposed development will increase the amount of pervious surface area on the site by 388 sq. ft., plus create an additional 437 sq. ft. of semi-pervious area with permeable paver walkways. In addition, the proposal of the curb extension along Princeton and other ROW changes will create additional pervious area of 751 sq. ft. and 55 sq. ft. of permeable pavers that are now hardscapes off the site.

Per the zoning ordinance, 30% or 5,200 sq. ft. of the site is required to be permeable. Creating a viable building with parking, meeting the setbacks required cannot reasonably achieve this standard. For example, the entire tenant space and lobby north of the interior parking is approximately 3,200 sq. ft. If we were to take that off the building, the proposed permeable space would be at 5,057 sq. ft., still under the requirement, and certainly not a viable building, nor an active streetscape that the Village desires.

In order to create the necessary parking alone, the requirement would be difficult to achieve. The additional usage of semi-pervious space is not beneficial in this regard either as it is not

practical to use permeable pavers in parking and drive aisles as they would not hold up to the usage.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. The current site is 89.75% impervious as it stands with no mitigation of surface storm water. The proposed development will decrease the impervious surface to 84.99%, while also making an additional 2.52% of the site semi-pervious with permeable pavers. We are also proposing to add 751 sq. ft. of permeable space and 55 sq. ft. of permeable pavers off the proposed property. In addition to this, storm water falling on the roof of the building, which accounts for 64.82% of the property will never run-off the site as it will be captured in gutters and downspouts that will direct this water directly into the Village storm sewers. This storm water mitigation should benefit the surrounding properties compared to current conditions.

Streetscape Area/Build-to-Zone
Section 4.4.3 – General Buildings, states that 13' minimum streetscape area is required along all frontages, measuring from the back of the existing curb onto the property. The build-to-zone requirement along Park Blvd. is 5' – 10', measured from the edge of the required streetscape onto the site. With the intent of creating a development that will one day complete the streetscape along Park Blvd from Ardmore to Princeton, it makes sense to not push this building back on the site per these zoning requirements.

As the only MX-T zoned site along this block it is the only property subject to that restriction which would disrupt the continuity of the streetscape in the future when possibly all the properties are developed. With Park Blvd. consisting of a 7' wide carriage walk in lieu of a parkway and sidewalk causes the required 13' streetscape to encroach 3'-3" over the property line, which moves the build-to-zone requirement back this distance as well. Instead of a Build-to-Zone of 5' – 10', this site requires the face of building to be 8'-3" – 13'-3".

The overall depth of the property also creates issues. Parking stall, drive aisle and vehicle turning radius dimensions are standards that shape and proportion the rear three-quarters of the property. Per previous discussions with the Village staff we are providing a 4' walkway between the property line and the exterior tenant parking, then 20'-10" to the building. The depth of the interior parking garage is 64'-8" including wall thickness. This puts the wall face of the parking garage facing Park Blvd., 30'-4" off of the front property line and 40'-2" from the back of curb. These necessary proportions make creating a viable, usable space in front of the parking, that will create an active streetscape and meet the dual requirement of a 13' Streetscape and a 5' – 10' Build-to-Zone, extremely limiting.

The site being zoned MX-T, when all adjacent properties on Park Blvd. are MX-2, means that this is the only property on the block subjected to this increased setback. In previous meetings and discussions with the Village, this was discussed as possibly having a negative impact the desired Park Blvd. streetscape as future properties develop.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety.
By siting the building as proposed, we believe this is keeping in-line with the Village's wishes to design a vibrant streetscape with continuity. The proposed building will be sited 14.32' from the back of the existing curb along Park Blvd. The variance request can be looked at as decreasing the minimum required streetscape to 9.32' from the required 13', or decreasing the build-to-zone requirement to 1.32' – 10'. Between the building face and the back of curb will be a 7.32' wide area of landscaping/grass, and the existing 7' wide public sidewalk. Again, this is proposal is keeping in-line with the requirements of future developments along Park Blvd. on this block.
Also, by moving the building closer to Park Blvd., and decreasing the depth of the building, we are able to provide a walkway along the alley for tenants who park in the exterior spaces to walk safely to the public walkway on Princeton to the building entrance.

Conclusion and Statement of Intent

The proposed development is a long-term investment both for the Petitioner and for the Village, every effort will be made to develop and construct the proposed building to a high standard and source occupants that will be beneficial for the residents of Villa Park. The Petitioner intends to retain ownership of the project and have direct involvement in the management, operations and maintenance of the project.

Variation #1 (*Submitted by the Petitioner)*

For a Variation from Article 7, Section 7.2, Table 7-1 of the Zoning Ordinance to wit:
The minimum parking ratio for a multi-unit residential building is to be one parking space per bedroom proposed within the development

Responses to Statements 1 – 4 on the Variation Form

The building will have 11 one-bedroom units, and 13 two-bedroom and two bath units and 33 parking spaces. Per Table 7-1, the zoning code requires one on-site parking space per bedroom.

Required parking spaces - 37

Proposed parking spaces – 33

- 22 interior parking spaces
- 11 exterior parking spaces

The petitioner is seeking a variance for 4 parking spaces.

1. The intention of the site layout is to create as much parking as possible on the site, both with-in the building and outside the building, while maintaining usable space on the ground floor on the Park Blvd. side to maintain the active streetscape the Village desires. With the dimensions of the site both width and depth, and the dimensions of required parking spaces and drive aisles, this layout maximizes the number of parking spaces. While Village ordinance requires one parking space per bedroom for a total of 37 spaces with the proposed development, a traffic assessment was performed by KLOA, a 3rd-party company that analyzes traffic and parking, which estimated that the parking demand for the proposed building would be between 25–32 vehicles. Our proposal meets the high end of this estimation.

2. With this assessment, we feel we are meeting the practical standards for providing parking for such a development as we realize parking is a key factor in the viability of a multi-family development. Also, and as the parking assessment concludes, we have found that modern-day tenants have less cars, especially when they have nearby stores and restaurants that are accessible via walking and bicycle. It is now common for municipalities and developers to supply one parking space per dwelling unit. According to Yardi Matrix, a well-known national commercial real estate research firm, the national average for newly built apartment buildings in 2016 for the ratio between parking spaces and dwelling units was 1.27 for mid-rise buildings and less than 1.00 for the Chicago metropolitan area.

3. This properties situation is unique in the following respect that the site proportions and other regulations proposed on the site leave a limited amount of square footage available for parking. The proposed layout of the site and ground floor are the most efficient way to comply with the other regulations of zoning ordinance Article 4, while maximizing the number of parking spaces that can be provided. The parking evaluation provided indicates that the proposed number of spaces provided on-site will be sufficient to meet the demands of the building, as well as the available street parking along Park Blvd., which will increase with the elimination of the current curb cut on that side, that will provide additional day-time visitor and short-term tenant parking.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. As a part of the development we are proposing 6 new on-street parking spaces on Park Blvd. for public use whether it be guest parking for the development, or parking for patronage of the local businesses along Park Blvd. and Ardmore Avenue. Again, it is the goal to create a successful residential development that will encourage more patronage to local businesses and hopefully spur more local positive local development, and we know that only with proper parking can we attain this.

Garage Entrance Variance (*Submitted by the Petitioner)*

For a Variation from Article 4, Section 4.4.3(10) of the Zoning Ordinance to wit:

Permitted garage entrance locations in the MX-T district for a "General Building" type shall be located on the rear facade.

1. **State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:**
   The Zoning Ordinance, section 4.4.3(10) states that the garage entrance shall be located on the rear of the building, or a side facade garage access requires an administrative adjustment. The garage entrance location is proposed on the west elevation, or corner street facing side. While the zoning ordinance lists the requirement to be on the rear face of the building, it also indicates that this is an item that can be handled by an Administrative Adjustment to locate the garage entrance on the side of the building. The proposed garage entrance was supported in early discussions with the Planning Department as well as by the Traffic & Safety Commission. Also, the approved PUDs in 2005 and 2007 had a similarly located garage entrance. It was discussed in both prior meetings with both the planning staff and with the Traffic & Safety Commission that a garage entrance off the alleyway would not be a viable solution due to the fact that it would significantly decrease the amount of parking that could be located on the site.

2. **A reasonable return or use of your property is not possible under the existing regulations because:**
   If the garage entrance were to be required on the rear of the building, a minimum of 7 parking spaces would be eliminated from the proposed plan, making it not viable to develop the site.

3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site is unique in that it is a corner lot with an alley access off allowing parking to be maximized by placing exterior parking directly off the alley and a garage entrance along Princeton (secondary street).

4. **The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:**
   The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. During many meetings with the planning staff, Traffic & Safety Commission, and neighborhood residents, the issue of traffic entering and leaving the site has been discussed at length. Ultimately, from these discussions, it is believed that the proposed placement of parking and directional signage as proposed will disperse traffic minimizing impact in any single direction or street.

Visibility Triangle Variance (***Submitted by the Petitioner)***

For a Variation from Article 9, Section 9.3.1 of the Zoning Ordinance to wit:

On corner lots in MX-T districts, nothing may be erected, placed, planted, or allowed to grow between a height of 3' – 10' above grade within the required visibility triangle, which is formed by two lines that begin at the point of intersection of the subject lot's street lots lines and extend for a distance of 20' along each street lot line and a third connecting line that forms the triangle.

1. **State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:**
   The Visibility Triangle referenced in section 9.3.1 seems that it would conflict with the Building Siting table's build-to zones and setbacks and Figure 4-7 required for the MX-T district. For example, the maximum Front and Corner Build-To Zones are supposed to be 10', but a 20' X 20' triangle would force the building to be about 14' from the front and side property lines. It would also seem to contradict 4.3.2.2 which states "General buildings are intended to be built close to the front and corner property lines…" The Village Staff is currently investigating ways to amend the code so that this requirement no longer applies to the MX-T district.

2. **A reasonable return or use of your property is not possible under the existing regulations because:**
   The proposed building is placed to continue the active streetscape to the corner, creating active, usable space along Park Blvd., as per previous discussion, is what the Village would like to see in this neighborhood. Pushing the building back from the corner would decrease active usable space, and create an unnecessary void in the streetscape at the corner.

3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site is unique in that if you look at provided Site Plan, the visibility triangle seems to not apply well to this particular site. A car travelling north on Princeton stopping at the stop line, which will be moved north, see below and Site Plan, will not have their visibility of the pedestrian sidewalk blocked by the current proposed building. The non-right angle at which Park intersects and the wide parkway on Princeton, helps maintain this car's view of the sidewalk and oncoming pedestrians. The view of traffic on Park will not be affected by the building placement either. This was discussed at Traffic & Safety meeting we attended as well, and the committee members did not see an issue with how the building was sited.

4. **The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:**
   The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. Per discussions with the Village regarding the angle of the intersection and poor

visibility of traffic on Park Blvd. for cars attempting to turn onto Park from Princeton we are proposing to extend the curb on the east side of Princeton AV north, so that it matches up with the curb on the west side of Princeton AV. This will allow the addition of a street parking space and allow the stop sign and line to be moved north so that visibility for all traffic and pedestrians is improved at the intersection.

Variation #4 (*Submitted by the Petitioner)*

For a Variation from Article 4, Section 4.4.3 of the Zoning Ordinance to wit:

On lots in the MX-T district which are designated as "General Building" the maximum impervious cover shall be 70% with an additional 25% of allowed semi-pervious cover.

Responses to Statements 1 – 4 on the Variation Form

1. Section 4.4.3 – General Building states that 70% of the site may be impervious, plus an additional 25% semi-pervious. The total site area is 17,339 sq. ft., meaning that 12,137 sq. ft. may be impervious and 4,335 sq. ft. may be semi-pervious per the requirements. The existing site, as it stands, has 15,561 sq. ft. (89.75%) of impervious area between the existing building footprint and the paved and concrete areas. The site currently has 1,778 sq. ft. (10.25%) pervious, grass area. The proposed development will contain 14,736 sq. ft. (84.99%) of impervious area and an additional 437 sq. ft. (2.52%) of semi-pervious area with permeable pavers. The proposed development will total 2,166 sq. ft. (12.49%) of pervious landscape/grass area. This means that the proposed development will increase the amount of pervious surface area on the site by 388 sq. ft., plus create an additional 437 sq. ft. of semi-pervious area with permeable paver walkways. In addition, the proposal of the curb extension along Princeton will create additional pervious area that was once hardscape off the site.

2. Per the zoning ordinance, 30% or 5,200 sq. ft. of the site is required to be permeable. Creating a viable building with parking, meeting the setbacks required cannot reasonably achieve this standard. For example, the entire tenant space and lobby north of the interior parking is approximately 3,200 sq. ft. If we were to take that off the building, the proposed permeable space would be at 5,057 sq. ft., still under the requirement, and certainly not a viable building, nor an active streetscape that the Village desires.

3. The site dimensions are such that in order to create the necessary parking alone, the requirement would be difficult to achieve. The additional usage of semi-pervious space is not beneficial in this regard either as it is not practical to use permeable pavers in parking and drive aisles as they would not hold up to the usage.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. The current site is 89.75% impervious as it stands with no mitigation of surface storm water. The proposed development will decrease the impervious surface to 84.99%, while also making an additional 2.52% of the site semi-pervious with permeable pavers. We are also proposing to add 751 sq. ft. of permeable space and 55 sq. ft. of permeable pavers off the proposed property where we are extending the Princeton curb line and other ROW changes. In addition to this, storm water falling on the roof of the building, which accounts for 64.82% of the property will never run-off the site as it will be captured in gutters and downspouts that will direct this water directly into the Village storm sewers. This storm water mitigation should benefit the surrounding properties compared to current conditions.

Streetscape Area/Build-to-Zone (*Submitted by the Petitioner)*

For a Variation from Article 4, Section 4.4.3 of the Zoning Ordinance to wit:

On lots in the MX-T district which are designated as "General Building" the Front Build-to-Zone shall be 5' – 10' starting from the edge of the 13' required streetscape measured from the back of curb onto the property.

1. **State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:**
   Section 4.4.3 – General Buildings, states that 13' minimum streetscape area is required along all frontages, measuring from the back of the existing curb onto the property. The build-to-zone requirement along Park Blvd. is 5' – 10', measured from the edge of the required streetscape onto the site. With the intent of creating a development that will one day complete the streetscape along Park Blvd from Ardmore to Princeton, it makes sense to not push this building back on the site per these zoning requirements. As the only MX-T zoned site along this block it is the only property subject to that restriction which would disrupt the continuity of the streetscape in the future when possibly all the properties are developed. With Park Blvd. consisting of a 7' wide carriage walk in lieu of a parkway and sidewalk causes the required 13' streetscape to encroach 3'-3" over the property line, which moves the build-to-zone requirement back this distance as well. Instead of a Build-to-Zone of 5' – 10', this site requires the face of building to be 8'-3" – 13'-3".

2. **A reasonable return or use of your property is not possible under the existing regulations because:**
   The overall depth of the property also creates issues. Parking stall, drive aisle and vehicle turning radius dimensions are standards that shape and proportion the rear three-quarters of the property. Per previous discussions with the Village staff we are providing a 4' walkway between the property line and the exterior tenant parking, then 20'-10" to the building. The depth of the interior parking garage is 64'-8" including wall thickness. This puts the wall face of the parking garage facing Park Blvd., 30'-4" off of the front property line and 40'-2" from the back of curb. These necessary proportions make creating a viable, usable space in front of the parking, that will create an active streetscape and meet the dual requirement of a 13' Streetscape and a 5' – 10' Build-to-Zone, extremely limiting.

3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site being zoned MX-T, when all adjacent properties on Park Blvd. are MX-2, means that this is the only property on the block subjected to this increased setback. In previous meetings and discussions with the Village, this was discussed as possibly having a negative impact the desired Park Blvd. streetscape as future properties develop.

4. **The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:**

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. By siting the building as proposed, we believe this is keeping in-line with the Village's wishes to design a vibrant streetscape with continuity. The proposed building will be sited 14.32' from the back of the existing curb along Park Blvd. The variance request can be looked at as decreasing the minimum required streetscape to 9.32' from the required 13', or decreasing the build-to-zone requirement to 1.32' – 10'. Between the building face and the back of curb will be a 7.32' wide area of landscaping/grass, and the existing 7' wide public sidewalk. Again, this is proposal is keeping in-line with the requirements of future developments along Park Blvd. on this block. Also, by moving the building closer to Park Blvd., and decreasing the depth of the building, we are able to provide a walkway along the alley for tenants who park in the exterior spaces to walk safely to the public walkway on Princeton to the building entrance.

Variation #6 (*Submitted by the Petitioner)*

For a Variation from Article 7, Section 7.9 (Table 7-4) of the Zoning Ordinance to wit:

The minimum aisle width adjacent to parking at a 90 degree angle shall be 24'

Responses to Statements 1 – 4 on the Variation Form

The building will have 11 perpendicular parking stalls (90-degree) to the alley with a proposed 21.82' turning radius/aisle.

1. The proposed variance is necessary to address the existing alley width and the 90 degree parking stalls preferred by the Villa Park staff. The proposed turning radius into the parking stalls is measured at 21.82' from the edge of the stall to the south edge of the alley. Villa Park requires parking stalls to be 9' wide, but the proposal has widened them to 9.5' wide to make up for the shorter turning radius.

2. The building configuration of the ground floor to accommodate a maximized number of interior parking stalls, and viable tenant space on the Park Blvd street side have dictated the building depth. The required parking stall length of 18' and the Village Staff preferred 90 degree parking configuration, leave the aisle/turning radius dimension 2.18' less than the required 24', but the proposal has widened them to 9.5' wide for an easier turning radius into the spaces.

3. This property's situation is unique in that an existing two-way alley is only 15' wide and on a non-90 degree angle to the property.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. Per staff recommendation, the alley parking has been reconfigured to accommodate 90-degree parking stalls. It has been discussed that this will allow choice in traffic flow and better visibility for cars pulling in or backing out of the spaces when compared to angled parking.

Variation #7

For a Variation from Article 9.1.5(3) of the Zoning Ordinance to wit:

Foundation landscaping must be provided in the form of a continuous five-foot (minimum) landscape area around the full perimeter of the building, excluding pedestrian and vehicle access points. The foundation landscape area may not be reduced by more than fifty (50) percent to accommodate pedestrian and vehicle access points.

Responses to Statements 1 – 4 on the Variation Form

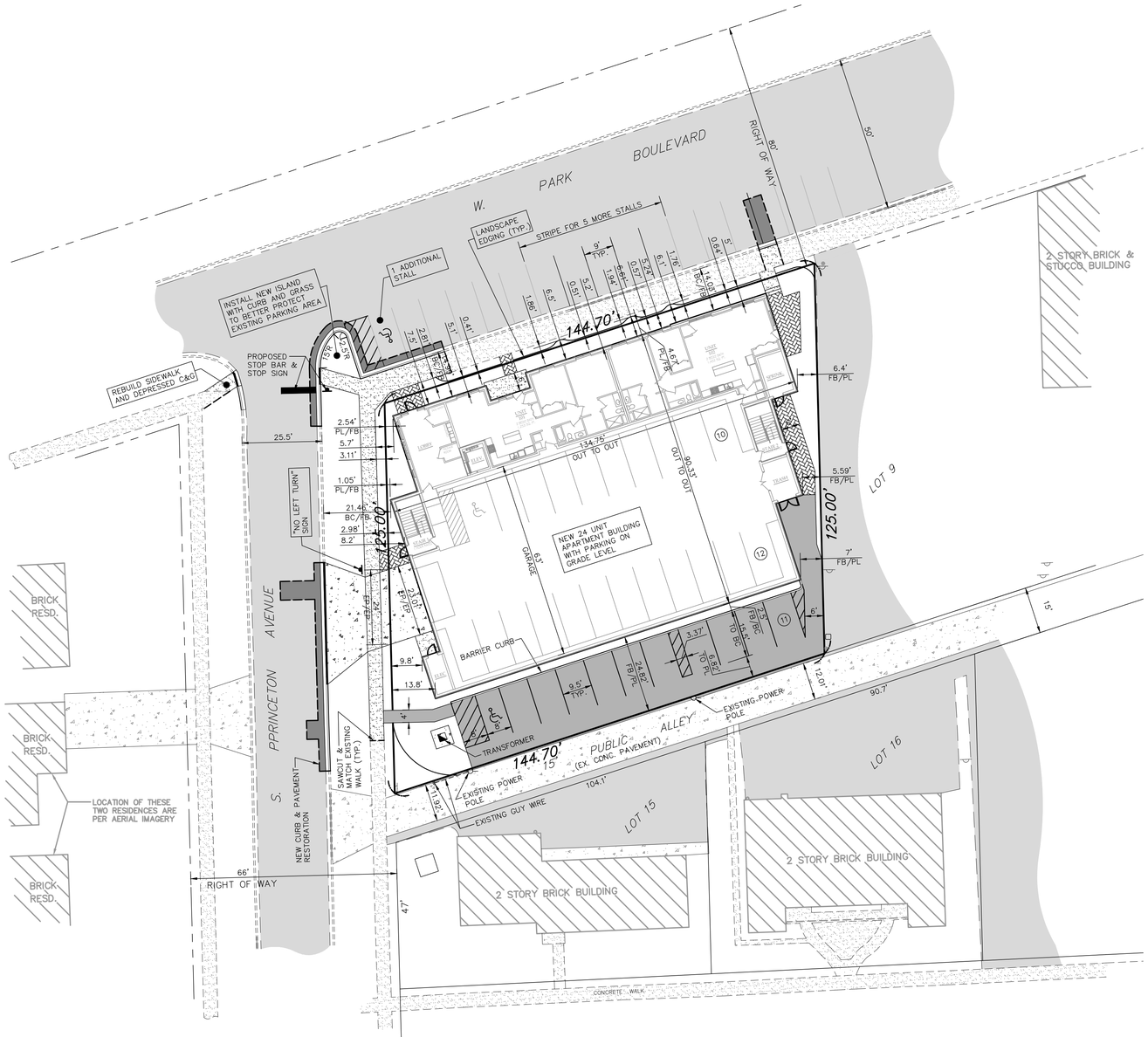
The building will be provided with foundation landscaping on both street faces.

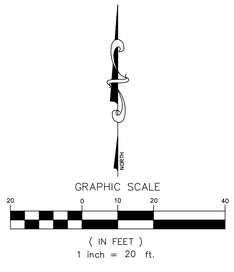
1. The proposed variance is necessary to address the alley side of the property. In all other MX districts, and where there is no public access, foundation landscaping is not required. The alley side of the property is the appropriate space to provide parking which is what is proposed. No public access to the building is located on the rear face of the building. It would not be prudent to place landscaping against this side of the building due to lack of space, lack of sunlight, proximity to cars, and snow removal, would make maintenance of a landscape area on this side prohibitive.

2. As stated in response #1, the maintenance of what would be the required landscaping would be prohibitive. Keeping plantings alive with little sunlight exposure and harsh conditions, would be difficult and the area would be shielded by parked cars at most times leaving the landscaping primarily unseen by building tenants or public.

3. This property's alley access is the appropriate place for parking and not for maintained landscaping. Limited visibility of this area make landscaping an inappropriate use of this space. A pervious area will be created at the front of the parking stalls in lieu of a parking bumper to increase pervious area on the site, but as dictated, landscaping requiring maintenance would not be appropriate in this location.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. The area that will not have foundation landscaping are the sides of the building that do not face public right-of-ways, other than the alley. The alley is used minimally by the users of that block. Visibility of these non-landscaped areas will be minimal at most. It should be noted that no other properties backing up to the alley have landscaped areas facing the alley, so the proposed development will fall in line with typical alley conditions.





ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

EXISTING CONCRETE

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.5" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B

PUBLIC ROAD ASPHALT PAVEMENT
MATCH EXISTING PAVEMENT CONFIGURATION AND THICKNESS PER CITY REQUIREMENTS

CONCRETE SIDEWALKS
4"– PCC SIDEWALK (4,000 PSI) – (5" PUBLIC SIDEWALK)
3"– AGGREGATE BASE COURSE TYPE B, CA–6 – (4" PUBLIC SIDEWALK)

NEW CONCRETE SLABS
8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

PROPOSED CONCRETE CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL MATCH EXISTING CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SITE PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED JANUARY 7, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.

SITE DATA:

PROPOSED SITE CONDITIONS:

TOTAL SITE AREA	= 17,339 S.F. (100%)
NEW BUILDING FOOTPRINT	= 11,239 S.F. (64.82%)
NEW CONCRETE PAVT./WALKS	= 491 S.F. (2.83%)
NEW ASPHALT PAVEMENT	= 3,006 S.F. (17.34%)
NEW PERMEABLE PAVERS	= 437 S.F. (2.52%)
NEW PERVIOUS LANDSCAPE AREA	= 2,166 S.F. (12.49%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 11
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 39

EXISTING VS PROPOSED LOT COVERAGE SUMMARY:

	EXISTING	PROPOSED DEVELOPMENT
BUILDING FOOTPRINT –	1,491 S.F. (8.60%)	11,239 S.F. (64.82%)
ASPHALT/CONCRETE –	14,070 S.F. (81.15%)	3,497 S.F. (20.17%)
PERMEABLE PAVERS –	0 S.F. (0.00%)	437 S.F. (2.52%)
PERVIOUS LANDSCAPE AREA –	1,778 S.F. (10.25%)	2,166 S.F. (12.49%)

PROPOSED DEVELOPMENT RESULTS IN AN INCREASE IN THE PERVIOUS GRASS AREA BY 388 S.F. PLUS THE CREATION OF A PERMEABLE PAVER SECTION OF 437 S.F.. IN ADDITION TO THAT, ADJACENT OFFSITE AREAS THAT CONVERT FROM EXISTING HARDSCAPE TO PERVIOUS GRASS/LANDSCAPE AREA TOTALS TO 751 S.F.

	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM
2	06/01/22	ADDED LANDSCAPE DIMENSIONS	TLM
3	06/10/22	REVISED ALLEY PARKING AREA	TLM
4	06/16/22	REVISED ALLEY PARKING AREA & LANDSCAPE ISLAND	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
3 OF 7

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June 16, 2022 3:13:01 p.m. AcadVer:22.0s (LMS Tech)
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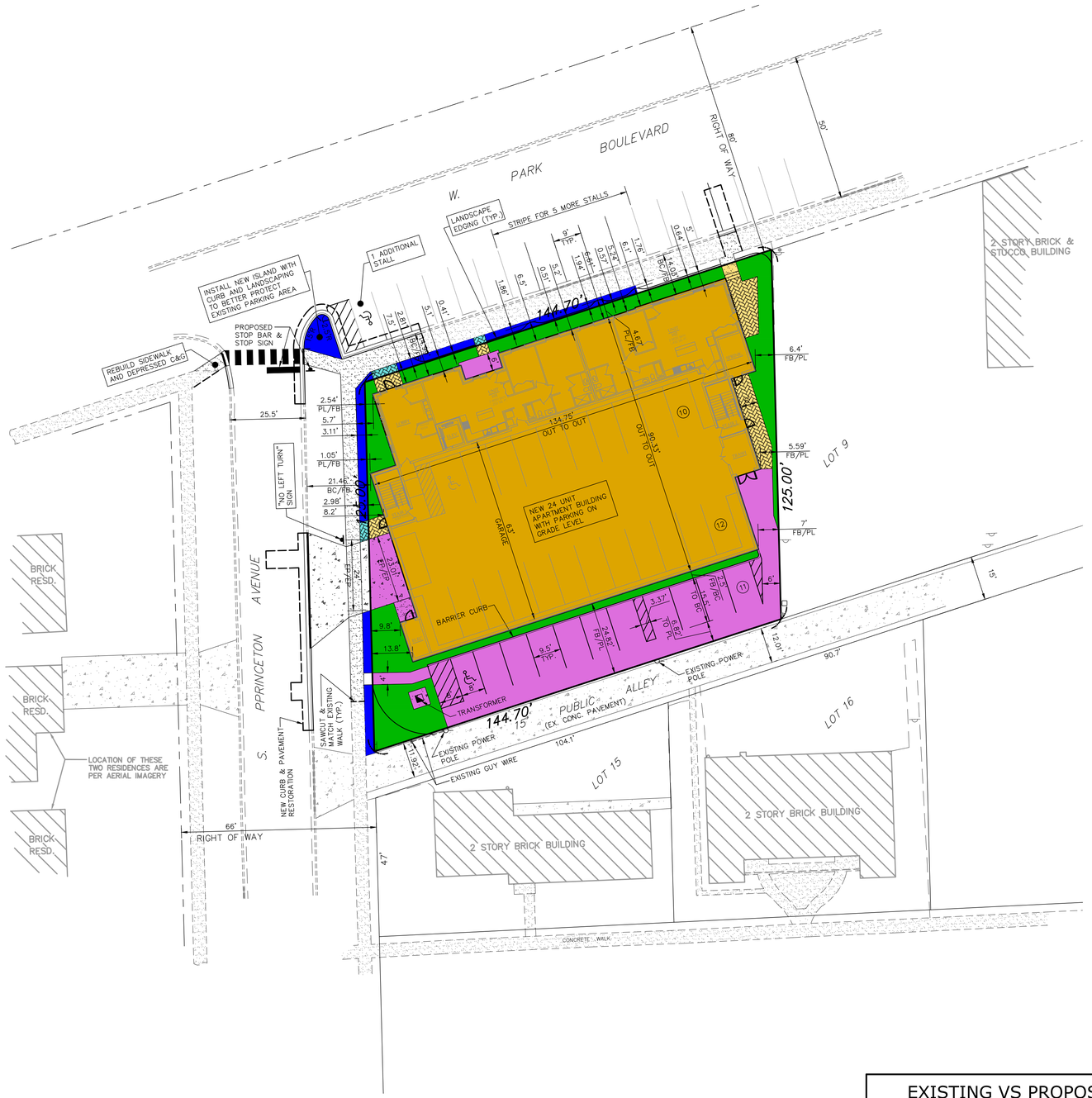

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BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

EXISTING CONCRETE

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
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PUBLIC ROAD ASPHALT PAVEMENT
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W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

PROPOSED CONCRETE CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
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ONSITE BREAKDOWN LEGEND:

- BUILDING FOOTPRINT
- ASPHALT/CONCRETE
- PERMEABLE PAVERS
- PERVIOUS LANDSCAPE
- ADDITIONAL ROW LANDSCAPING
- PERMEABLE PAVERS IN ROW

EXISTING VS PROPOSED LOT COVERAGE SUMMARY:

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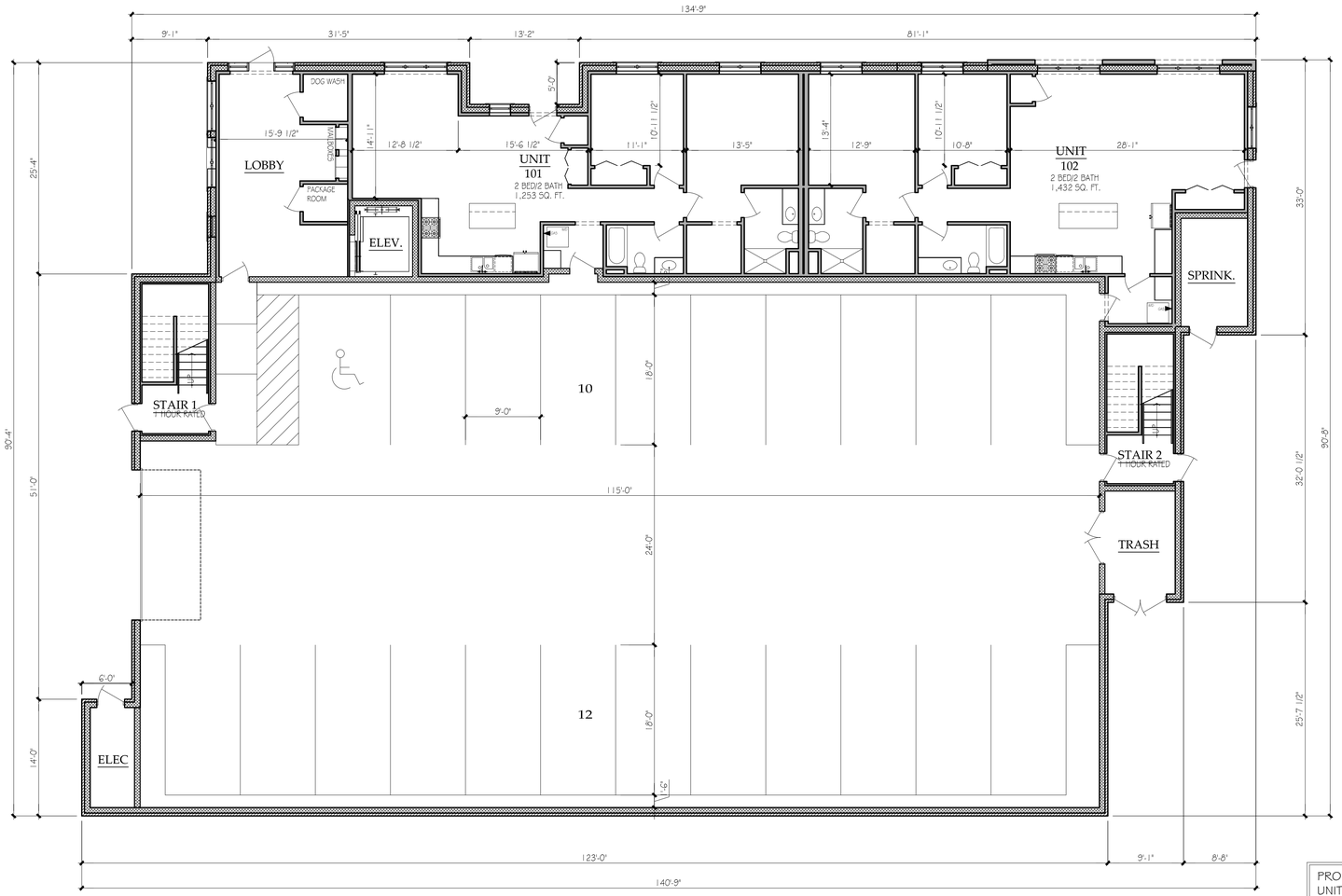
NEW PERMEABLE PAVERS	= 437 S.F. (2.52%)
NEW PERVIOUS LANDSCAPE AREA	= 2,166 S.F. (12.49%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 11
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 39

June 17, 2022 2:06:39 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

DRAWN BY	REVISIONS	DATE
TLM		
	PER VILLAGE COMMENTS	06/17/22



PROPOSED
UNIT BREAKDOWN

FLOOR	1 BED + DEN	2 BED	TOTAL
1ST FLOOR (GROUND)	0	2	2
2ND FLOOR	4	4	8
3RD FLOOR	4	4	8
4TH FLOOR	2	4	6
TOTAL	11	13	24

FIRST FLOOR PLAN

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

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The Ardmore Flats
27 W. Park Boulevard, Villa Park, Illinois

Ross Builders
23 N. Lincoln Street, Hinsdale, Illinois 60521
(630) 993-1445

studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
06/16/22

REVISIONS

PROJECT
21294

SHEET
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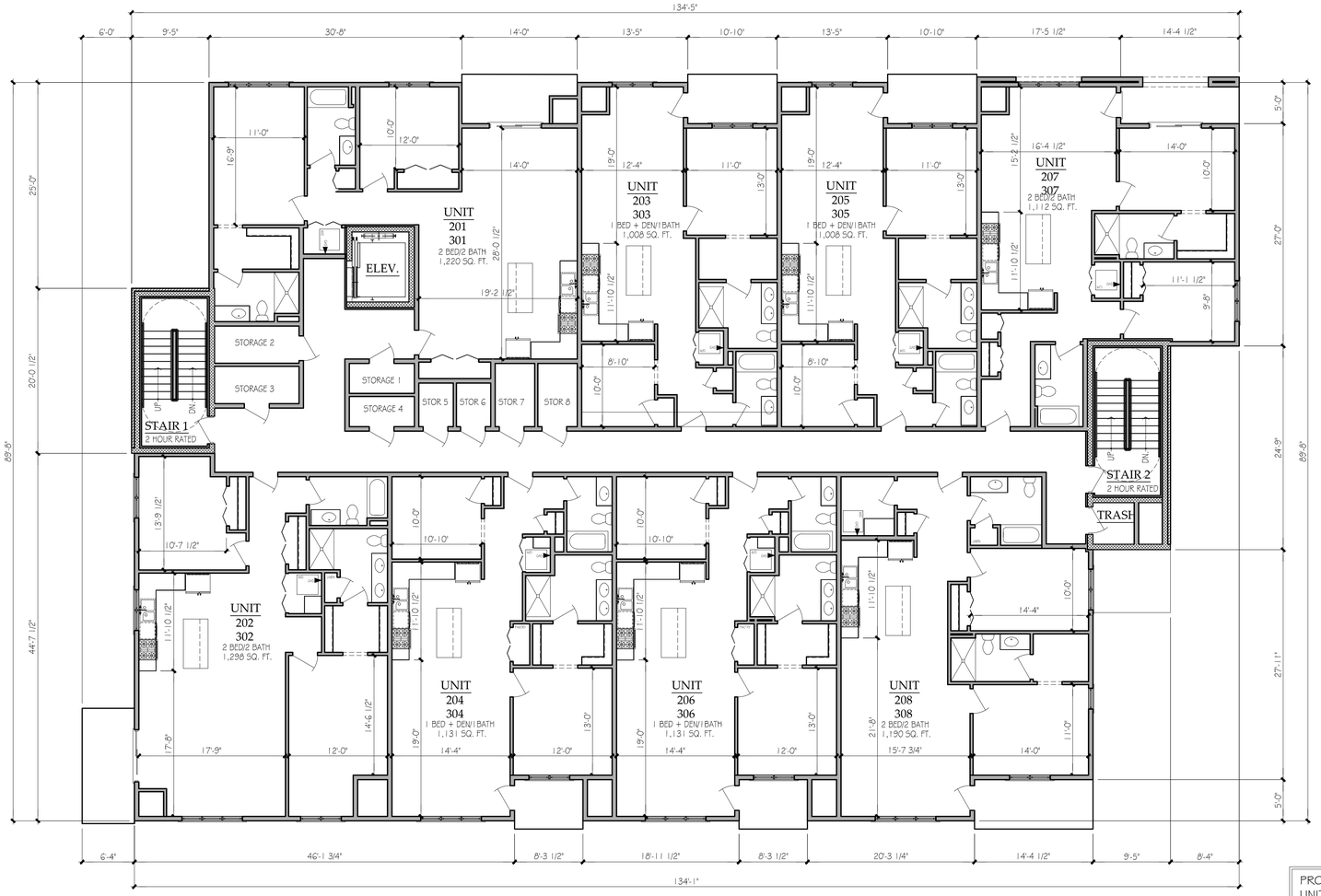

PROPOSED
UNIT BREAKDOWN

FLOOR	1 BED + DEN	2 BED	TOTAL
1ST FLOOR (GROUND)	0	2	2
2ND FLOOR	4	4	8
3RD FLOOR	4	4	8
4TH FLOOR	3	3	6
TOTAL	11	13	24

SECOND & THIRD FLOOR PLAN

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

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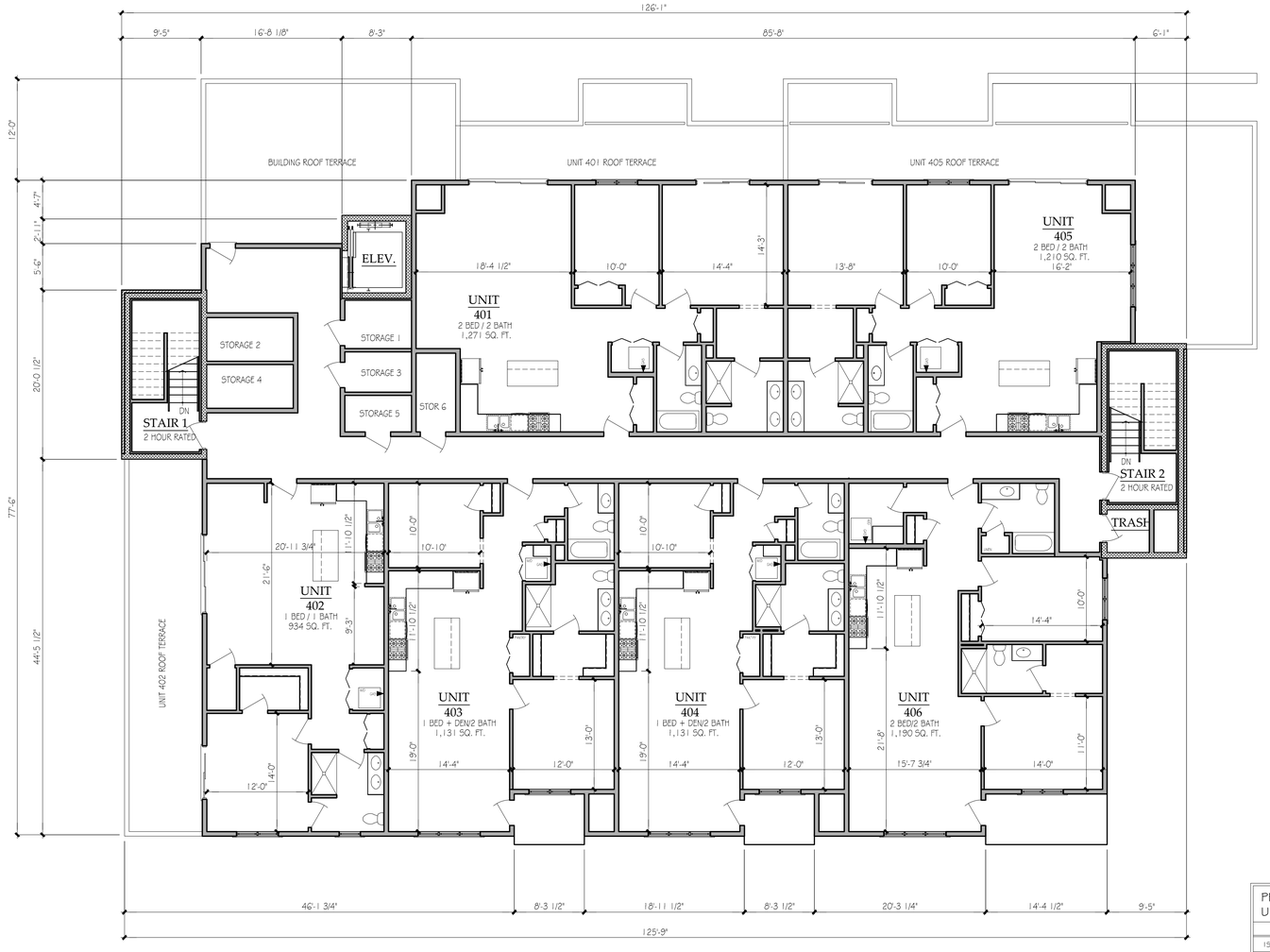
06/16/22

REVISIONS

PROJECT
21294

SHEET
A2.0



PROPOSED
UNIT BREAKDOWN

FLOOR	1 BED + DEN	2 BED	TOTAL
1ST FLOOR (GROUND)	0	2	2
2ND FLOOR	4	4	8
3RD FLOOR	4	4	8
4TH FLOOR	3	3	6
TOTAL	11	13	24

FOURTH FLOOR PLAN

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

N

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06/16/22

REVISIONS

PROJECT
21294

SHEET
A2.1

EAST ELEVATION

EAST FACADE

BRICK – 22%
LP SMARTSIDE – 68%
FENESTRATION – 10%

NORTH ELEVATION

NORTH FACADE

BRICK – 16%
LP SMARTSIDE – 61%
FENESTRATION – 23%

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PROJECT
21294

SHEET
A4.0C

WEST ELEVATION

WEST FACADE

BRICK – 16%
LP SMARTSIDE – 63%
FENESTRATION – 21%

SOUTH ELEVATION

SOUTH FACADE

BRICK – 21%
LP SMARTSIDE – 63%
FENESTRATION – 16%

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06/16/22

REVISIONS

PROJECT
21294

SHEET
A4.1C

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consist of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with a two inch (2") layer of southern pine bark fines mulch.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

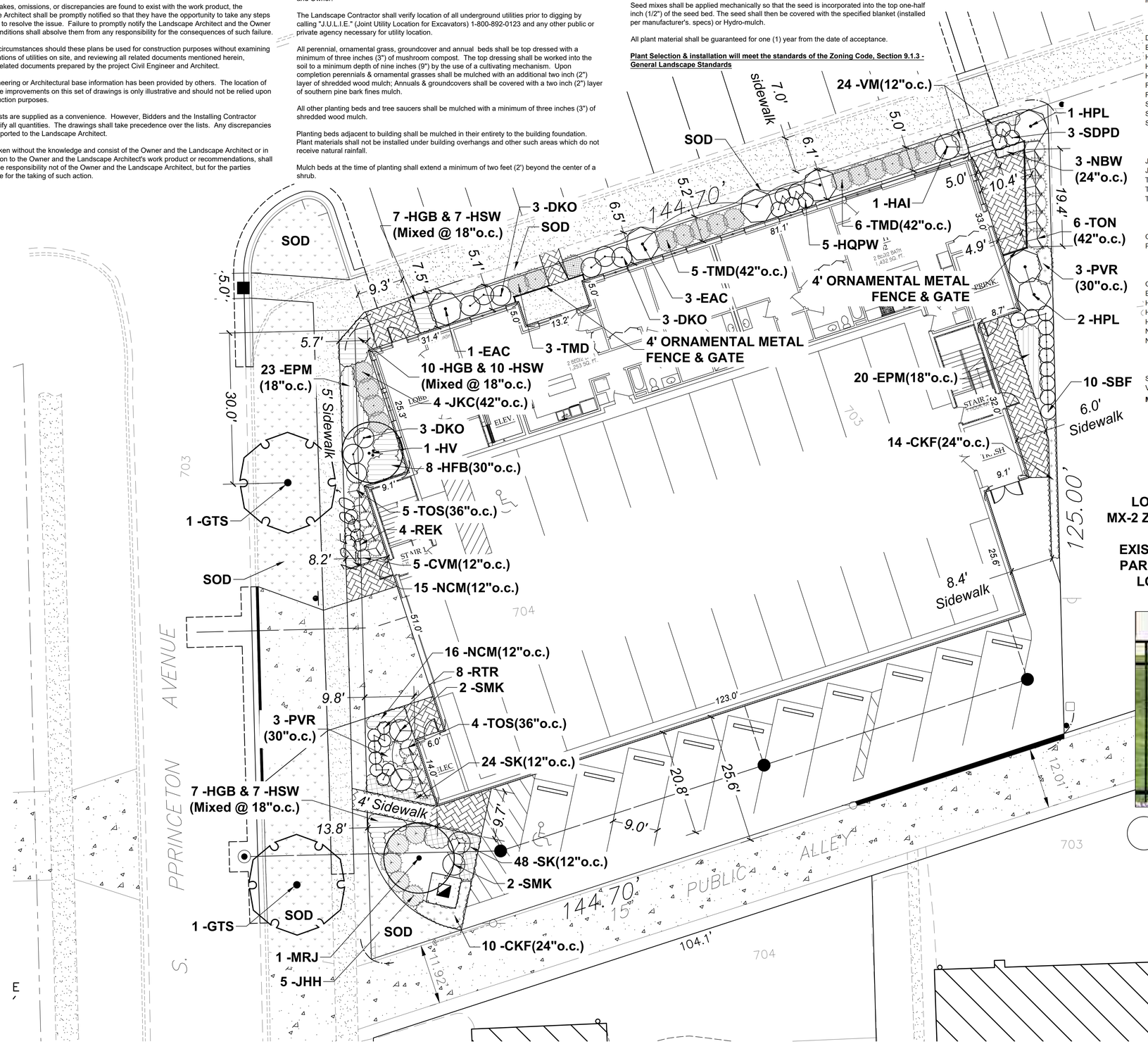
Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's. specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

Plant Selection & installation will meet the standards of the Zoning Code, Section 9.1.3 - General Landscape Standards



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS SHADE TREES		
GTS	2	Gleditsia t.i.'Skyline'	Skyline Honeylocust	2.0" BB
		DECIDUOUS ORNAMENTAL TREES		
HV	1	Hamamelis vernalis	Vernal Witchhazel	6' BBcl.
MRJ	1	Malus 'Red Jewel'	Red Jewel Crabapple	2.0" BB
		DECIDUOUS SHRUBS & SHRUB ROSES		
DKO	9	Diervilla r. 'G2X88544'	Orange Kodiak Diervilla	#3
EAC	4	Euonymus a. 'Compactus'	Compact Burning Bush	#5/30"
HAI	1	Hydrangea a. 'Abetwo'	Incrediball Hydrangea	#5/24"
HPL	3	Hydrangea p. 'Limelight'	Limelight Hydrangea	#5/30"
HQPW	5	Hydrandea q. 'Pee Wee'	Pee Wee Oakleaf Hydrangea	#5/24"
RTR	8	Rosa 'BAIrage'	Easy Elegance All the Rage Rose	#3
REK	4	Rosa 'BAImir'	Easy Elegance Kashmir Rose	#3
SBF	14	Spiraea b. 'Froebel'	Froebel Spirea	#3
SDPD	3	Spiraea j. 'NCSX2'	Double Play Doozie Spirea	#3
SMK	4	Syringa p. 'Miss Kim'	Miss Kim Lilac	#7
		EVERGREEN SHRUBS		
JKC	4	Juniperus c. 'Kalley's'	Kalleys Compact Juniper	#5/24"
JHH	5	Juniperus h. 'Hughes'	Hughes Juniper	#5/24"
TMD	17	Taxus m. 'Densiformis'	Dense Yew	24" BB
TON	6	Thuja o. 'Nigra'	Dark Gren Arborvirae	4' BB
TOS	9	Thuja o. Smaragd'	Emerald Green Arborvitae	4' BB
		ORNAMENTAL GRASS		
CKF	24	Calamgrostis a. 'Karl Foerster'	Feather Reed Grass	#1
PVR	6	Panicum v. 'Rotstrahlbusch'	Red Switch Grass	#1
		PERENNIALS		
CVM	5	Coreopsis v. 'Moonbeam'	Moonbeam Coreopsis	#1
EPM	43	Echinacea x. 'CBG Cone 2'	Pixie Meadowbrite Coneflower	#1
HGB	24	Hemerocallis 'Going Bananas'	Going Bananas Daylily	#1
HSW	24	Hemerocallis 'Summer Wine'	Summer Wine Daylily	#1
HFB	8	Hosta 'Fragrant Bouquet'	Fragrant Bouquet Hosta	#1
NBW	3	Nepeta r. 'Blue Wonder'	Blue Wonder Catmint	#1
NCM	31	Nepeta x f. 'Cats Meow'	Cats Meow Catmit	#1
		GROUNDCOVERS & VINES		
SK	3	Sedum kamtschaticum	Russian Sedum (72 plants)	from 24 flat
VM	1	Vinca Darts Blue	Periwinkle (24 plants)	from 24 flat

MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
230 SY	Sod	Kentucky Bluegrass Blend (mineral base)
20 CY	Mulch	Shredded Hardwood Bark
100 SF	Mulch	Southern Pine Bark Fines
3 CY	Mulch	Compost (Yard Waste or Mushroom)

LOT 9
MX-2 ZONING

EXISTING PARKING LOT

ORNAMENTAL FENCE - REPRESENTATIVE
SEE DETAIL ON SHEET L-2.0 FOR DESIGN SPECIFICATIONS NTS

NORTH

0' 5' 10' 20'

Know what's below. Call before you dig.

REVISIONS

2	Village Review	5-26-22
1	Client Review	3-11-22

ARDMORE FLATS

27 WEST PARK
VILLA PARK, ILLINOIS

Prepared for:
Ardmore Flats, LLC
23 N. Lincoln Street
Hinsdale, IL 60521

SEAL:
STATE OF ILLINOIS
RANDY F. METZ
no. 157-000422
LANDSCAPE ARCHITECT

METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE
LANDSCAPE PLAN

PROJECT NO.:
22-189

DATE: 03-08-2022
SCALE: 1"=10'

SHEET
L-1.0

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PLANT MATERIAL

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes furnishing of all materials, and the performance of all operation in connection with the planting of deciduous & evergreen trees, deciduous & evergreen shrubs, shrub roses, perennials, ornamental grasses, groundcover, bulbs (if any) and annual flowers (if any) in strict conformance with the project specifications and applicable drawings which are subject to the terms and conditions of the Contract.

1.2 GENERAL REQUIREMENTS

All plant material shall comply with the State of ILLINOIS and FEDERAL laws with respect to inspection for plant diseases and insect infestation. An inspection certificate required by law to this effect shall accompany each shipment. The Landscape Architect reserves the right to inspect the plant material at the place of growth but such inspection shall not preclude the right of rejection at the site.

1.3 APPLICABLE STANDARDS

A. *American National Standards for Tree Care Operations*, ANSI A300, American National Standards Institute, 11 West 42nd Street, New York, N.Y. 10036.
B. *American Standard for Nursery Stock*, ANSI Z60.1, American Nursery & Landscape Association, 1000 Vermont Avenue NW, Suite 300, Washington, D.C. 20005.
C. *Hortus Third*, The Staff of the L.J. Bailey Hortorium, 1976, MacMillan Publishing Co., New York.
D. All standards shall include the latest additions and amendments as of the dated of advertisement for bids.

PART 2 - MATERIALS

2.1 GENERAL
The Landscape Architect reserves the right to tag or inspect plants at the nursery but such inspection shall not preclude the right of rejection at the site. Contractor shall furnish and install all plants as shown on the drawing and in the quantities as actually designated on the drawings. The quantities shown on the plant list are included for convenience purposes only.

2.2 NOMENCLATURE
The names of the plants indicated on the drawings conform generally with those accepted in the nursery trade.

2.3 QUALITY AND SIZE
Plants shall have a habit of growth that is normal for the species and shall be sound, healthy, vigorous, and free from insect pests, their eggs or larvae, plant diseases, and injuries. All plants shall be nursery grown under climatic conditions similar to those which exist in the locality of the site for at least two (2) years and equal or exceed the measurements specified in the plant list. They shall be measured before pruning with branches in formal position. All necessary pruning shall be performed only at the time of planting. Trees will not be accepted which have their leaders cut or which have their leaders damaged so that cutting is necessary. Plants larger in size than specified may be used with the approval of the Landscape Architect but the use of larger plants will make no change in the contract price. Requirements for the measurement, branching, quality, balling, and burlapping of plants on the plant list shall follow the Code of Standards (Z60.1-most current edition) by the AMERICAN NURSERY & LANDSCAPE ASSOCIATION, formerly known as the AMERICAN ASSOCIATION OF NURSERYMEN, INC. All plant material with shriveled dry roots or which does not comply with the specifications will be rejected. All shrubs shall be at least twice transplanted and must have a fully developed fibrous root system typical of the stated species. All shrubs must be freshly dug immediately before shipping unless they are containerized. Pre-dug, healed-in plants may be considered only in special cases involving planting during the hot months between the spring and fall planting seasons. Use of such material will be allowed only upon the approval of the Landscape Architect and is subject to his inspection prior to said approval.

2.4 DELIVERIES
The Contractor shall take all precautions that are demanded by good trade practice to insure arrival of the plant material at the stated delivery point in good condition and without injury of any nature. Plants shall be covered properly to prevent drying, transit disease, or injury.

2.5 TEMPORARY STORAGE
Insofar as it is possible, plant material shall be planted on the day of delivery. In the event this is not possible, the Contractor shall protect the unplanted stock from sun and drying winds at all times. All balled and burlapped plants shall be shaded from the sun, have their ball set off the ground and healed in with sawdust, peat, soil or other moisture-holding material and shall be kept moist. Plants should not remain unplanted for longer than three (3) days if in leaf. On-site storage shall be only in area(s) designated by the Owner.

2.6 SUBSTITUTIONS
Substitutions may be permitted only upon submission of written proof that the specified plant is not obtainable locally. Such substitution may be made only upon authorization by the Landscape Architect.

2.7 SELECTION
All plants shall be obtained from nurseries licensed by the State of Illinois and approved by the Landscape Architect. The Landscape Architect reserves the right to accompany the Contractor to the nurseries for the purpose of selecting (tagging) material. Plant sources located outside the State of Illinois must be approved by the Landscape Architect.

2.8 TOPSOIL
Topsoil if needed shall be imported. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:
A. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
B. pH: No lower than 5.0 nor higher than 8.0.
C. TEXTURE: No more than 25 percent clay.
D. SOLUBLE SALT: No more than 1000 ppm
E. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.9 MULCH
Mulch shall consist of the following:

A. MUSHROOM COMPOST
Mushroom compost shall be composed of well-rotted cattle or stable manure with an admixture of 15-30% topsoil and shall have been used for the commercial growing of at least one (1) crop of mushrooms.
B. SHREDDED HARDWOOD BARK (general mulching)
Shredded hardwood bark shall consist of finely shredded hardwood bark, free of sticks and leaves.

2.10 FERTILIZER & NUTRIENTS

Fertilizer shall be commercial fertilizer which shall be a complete fertilizer with the following approximate analysis:

A. Shrubs
Woodace (14-3-3) slow-release briquettes or acceptable equivalent approved by Landscape Architect.
B. Roses
1. Woodace (14-3-3) slow-release briquettes
2. Superthrive liquid or acceptable equivalent approved by Landscape Architect.
C. Perennials, Groundcover, Ornamental Grasses & Vines
Osmocote (18-6-12) 8-9 month controlled release, or acceptable equivalent approved by the Landscape Architect.
D. Annual Flowers
Osmocote (14-14-14) 3-4 month controlled release or acceptable equivalent approved by the Landscape Architect.
E. Bulbs
Holland Bulb Booster (9-9-6) or acceptable equivalent approved by the Landscape Architect.
F. Deciduous & Evergreen Trees
No fertilizer required

2.11 TREE WRAPPING MATERIAL

A. Wrap shall be - Breathable synthetic fabric tree wrap. White in color, delivered in 75 mm (3 in.) wide rolls. Specifically manufactured for tree wrapping. Tree wrap shall be "Breathable Fabric Tree Wrap" as manufactured by the Dewitt Company, Inc., Sikeston, MO, or approved equal. Submit manufacture literature for approval.
B. Tape for securing the wrap shall be bio-degradable tape suitable for nursery use and which is expected to degrade in sunlight in less than two (2) years after installation.

2.12 WATER

Potable water shall be supplied by the Owner at no cost to the Contractor by way of an irrigation system, quick coupler system, hose bibs, hydrant meter or a designated fill-up source on site.

PART 3 - EXECUTION

Planting operations shall be conducted under favorable weather conditions during the season stated in the Contract. Before excavations are made the surrounding turf (if existing) shall be covered in a manner that will satisfactorily protect all turf areas that are to be trucked or hauled over and upon which soil is to temporarily stocked. The Contractor shall be responsible for the restoration of all damaged existing turf. All restoration shall be sodded.

3.1 TIME SCHEDULE OF PLANTING OPERATION

Landscaping shall be performed during the season or seasons which are normal for such work as determined by weather conditions and by accepted practice. Planting may be performed under unseasonable conditions without additional compensation, but such work must have the prior approval of the Landscape Architect and/or Owner in writing as to the time of work and methods of operations. Approval to plant under such conditions shall in no way relieve the Contractor form the guarantee provisions of these specifications.

PLANTING SEASON	ACCEPTABLE TIME PERIOD
1. SPRING	a. From time soil is workable to June 15 with the following exception:
1) Bare root materials (if any) shall cease on May 31	
2. FALL	a. Sept. 1 to Nov. 15 with following exceptions:
1) Evergreen Shrub planting to cease Oct. 31	
2) Evergreen Tree planting to cease Oct. 15	
3) Perennial & Ornamental Grass planting to cease Oct. 15	

3.2 WATERING

All plants shall receive a thorough watering immediately after installation. During times of extreme heat, all evergreen and deciduous trees shall receive a minimum of 10 gallons of water per tree per watering up to two (2) additional waterings shall be performed as needed. The use of drip irrigation tree bags are encouraged (e.g., gatorbags). All additional waterings will be performed by the Owner or in accordance with a Change Order per the Supplemental Bid prices for additional watering.

3.3 MAINTENANCE
Maintenance shall be performed by the Contractor as follows:

A. TEMPORARY MAINTENANCE
The Contractor shall be responsible for the total maintenance of all plant material until such a date as all landscape operations have received Preliminary Acceptance. Temporary maintenance shall begin immediately after each plant is installed and shall include up to three (3) waterings, and all necessary cultivation, weeding, pruning, disease and insect pest control, protective spraying, resetting of plants to proper grades or upright position, restoration of damaged planting saucers, and any other procedure consistence with good horticultural practice necessary to insure normal, vigorous, and healthy growth of all work under this Contract. Upon the Preliminary Acceptance of all planted areas, the responsibility for plant maintenance rests solely with the Owner, with the following exceptions.

B. CONTINUED MAINTENANCE
For the duration of the guarantee period the Contractor shall be responsible for the resetting of settled plants, the straightening of plants which are not plumb and the tightening of tree guys (if utilized). All other maintenance is the responsibility of the Owner. However, it is the Contractor's responsibility to occasionally inspect the quality of the Owner's maintenance.

3.4 ACCEPTANCE

A. PRELIMINARY PLANTING ACCEPTANCE
Preliminary planting acceptance shall be given for completed planting operations for the purpose of the Contractor becoming eligible for payment for this portion of the Contract work. In order to obtain Preliminary Acceptance, the Contractor shall notify the Owner and/or Owner's Representative by phone or in writing at the conclusion of all planting operations so that preliminary acceptability by way of a field inspection can be performed. In order for an area to be accepted on a preliminary basis, it shall conform to the following:
1. All plant material shall be in conformance with the Drawings with respect to quality, size, species and location, except those items accepted or revised in the field by the Landscape Architect.
2. All plant material shall be in a healthy condition, as defined under the guarantee requirements stated below in Section 3.14

B. FINAL PLANTING ACCEPTANCE
Final planting acceptance shall be granted after the completion of all replacement operations required fulfilling the guarantee stated below.
On or about the expiration of the one-year (1 year) guarantee, a follow-up inspection will be made by the Owners and/or Owner's Representative to determine what replacements required to be made by the Contractor in accordance with the provisions of these specifications. The inspector will document his/her findings in a field report. Upon completion of the replacement program, the Owner and/or Owner's Representative shall conduct an inspection to determine the acceptability of the required replacements. If all is found to be acceptable as defined by Item A above, the Contractor and the General Contractor shall be notified in writing of his final acceptance of work.

3.5 GUARANTEE
The Contractor shall guarantee for a period of one (1) year the replacement of any permanent plant which has died, or is in a dying condition, or which has failed to flourish in such a manner that its usefulness or appearance has been impaired. Any tree with a dead main leader or with a crown which is twenty-five percent (25%) or more dead shall be replaced.
These guarantees shall be in accordance with the following:

A. ONE YEAR PERIOD
The one (1) year period shall begin on the date of Preliminary Acceptance of all plant material.
B. REPLACEMENTS & DAMAGES
The decisions of the Owner and/or Owner's Representative for required replacements shall be conclusive and binding upon the Contractor. The Contractor shall also be responsible for repairing damage to persons and property also caused by defective workmanship and materials.
C. EXCLUSIONS
The Contractor shall not be liable for the replacement of plants which were damaged by animals, by deicing compounds, fertilizers, pesticides or other materials not specified by the Contract documents or not applied by him under his supervision, by relocating or removal by others, by Acts of God, by vandalism or by terrorism.
D. GUARANTEE PERIOD INSPECTION
During the guarantee period, the Contractor shall, from time to time, inspect the watering, cultivation, and other maintenance operations carried on by the Owner with respect to such work, and promptly report to the Owner any methods, practices or operations which he considers unsatisfactory, and not in accord with his interests or good horticultural practices. The failure of the Contractor to so inspect or report shall be construed as an acceptance by him of the Owner's maintenance operations, and he shall not thereafter claim or assert that any defects which may later develop are the result of such methods or practices or operations.

TURF GRASS

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes finish grading, furnishing fertilizer, seed and/or sod as specified and performance of all operations in connection with seeding and/or sodding in strict accordance with the applicable Drawings and subject to the terms and conditions of the Contract.

1.2 EQUIPMENT

The Contractor shall provide and maintain equipment suitable for the execution and completion of the work specified in accordance with (IDOT) Standard Specifications. All equipment shall be operated by personnel trained in the operation of such equipment.

PART 2 - PRODUCTS

2.1 TOPSOIL

Topsoil for planting operations shall be obtained from an on-site stockpile generated from site stripping. In the event that none is available, needed topsoil shall be imported from an off-site source. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:

1. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
2. pH: No lower than 5.0 nor higher than 8.0.
3. TEXTURE: No more than 25 percent clay.
4. SOLUBLE SALT: No more than 1000 ppm.
5. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.2 COMMERCIAL FERTILIZER AND DELIVERY

Fertilizer shall be delivered to the site in unopened, original containers, each bearing name and address of the manufacturer, name brand, or trademark, and manufacturer's guaranteed analysis. Any fertilizer which becomes caked or otherwise damaged, making it unsuitable to use, will not be accepted. Fertilizer shall not have been exposed to weather prior to delivery on the site and after delivery until used. It shall be completely protected at all times and shall not be stored in direct contact with the ground.

A. FERTILIZER STRENGTH
The fertilizer shall be a complete fertilizer containing a minimum basis percentage by weight of the following:
1. PRIOR TO SEEDING AND/OR SODDING 6-24-24
Nitrogen..... 6%
Phosphorous..... 24%
Potash..... 24%

2. AFTER SEEDING AND/OR SODDING 18-5-9
Nitrogen..... 18%
Phosphorous..... 5%
Potash..... 9%

a) One-quarter of the nitrogen shall be in the form of nitrates, one-quarter in the form of ammonia salts, and one-half in the form of organic nitrogen.
b) Available phosphoric acid shall be derived from super-phosphate having a minimum guaranteed analysis of 20% of available phosphate.
c) The potash shall be in the form of sulphate of potash.

The balance of the fertilizer shall be made up of materials usually present in such a product. It shall be free from dust, sticks, sand, stone, or other debris.

2.3 GRASS SEED (if specified)
Grass seed shall be reclaimed seed of the previous season's seed crops. All seed shall meet requirements established by the State and Federal Seed and Weed Controls Laws. The grass seed mixture shall be composed of the following grass seeds mixed in proportions by weight and shall meet or exceed the minimum percentages of purity and germination as indicated.

	PROPORTION BY WEIGHT	TYPE OF GRASS
1.	CONVENTIONAL TURF GRASS MIX (if specified)	
	60%	KENTUCKY BLUEGRASS (blend of 3 cultivars)
	30%	PERENNIAL RYEGRASS (blend of 2 cultivars)
	10%	CREEPING RED FESCUE
	(Apply at 7 lbs./1,000 S.F. for mechanical seeding)	
2.	SALT TOLERANT MIX (if specified)	
	40%	'FULTS' ALKALI GRASS (PUCCINELLIA DISTANS)
	30%	CREEPING RED FESCUE
	20%	KENTUCKY BLUEGRASS
	10%	PERENNIAL RYEGRASS
	(Apply at 5 lbs./1,000 S.F. for mechanical seeding)	

The percentage of hard seed included as a part of the germination percentage of any lot of seed, shall not exceed twenty. Kentucky bluegrass seed shall weigh a minimum of 28 pounds to the nearest measured bushel. Weed seed content shall not exceed 0.25%.

1. PACKING AND MARKETING

All seeds shall be delivered in suitable bags in accordance with standard commercial practice. Each bag shall be tagged or labeled as required by the law of the STATE OF ILLINOIS. The vendor's name shall show on or be attached to each bag together with a statement signed by the vendor showing: a) the kind of seed contained, b) the percentage of purity and germination, c) the percentage of hard seed, if any, d) a statement conforming to the laws of the STATE OF ILLINOIS hereinbefore mentioned showing percentage of weed seeds, if any. Seed which has become wet, moldy, or otherwise damaged will be rejected.

2.4 EROSION CONTROL BLANKET

1. **STRAW BLANKET (if specified)**
   a. **S-75 Straw Blanket (North American Green)**
   b. **AEC Premier Straw Blanket (American Excelsior Company)**
   c. **or equivalent**

2. **STRAW/COCONUT BLANKET (if specified)**
   a. **SC-150 Straw/Coconut Blanket (North American Green)**
   b. **AEC Premier Straw/Coconut Blanket (American Excelsior Company)**
   c. **or equivalent**

2.5 HYDROMULCH (if specified)
SoilCover Hydraulic Wood Mulch by Profile distributed by ERO-TEX (866)437-6839

2.6 SOD (if specified)
Sod shall comply with State and Federal laws with respect to inspection for plant diseases and insect infestation. It shall be fresh cut, live, nursery grown sod, not less than one and one half (1 1/2) inches thick having well-matted roots. The root zone shall be of good, fertile, natural mineral soil free from stones and debris. Peat sod will not be acceptable. The turf shall contain no bent or quack grass nor any other noxious weed growth. It shall be of firm tough texture having a compact growth of grass. The sod sections shall be standard in size (24 inches wide x 3 feet in length) and each section shall be strong enough to support its own weight and retain its size and shape when suspended vertically from a firm grasp on the upper ten (10%) percent of the section.

Before being cut and lifted, the sod shall have been mowed at least twice with a lawn mower and the final mowing not more than seven days before the sod is cut. Sod which is not placed within 48 hours of cutting shall not be used without the approval of the Owner and/or Landscape Architect.

The Owner and/or Landscape Architect, reserves the right to inspect the sod at the source before cutting and areas that fail to meet with his approval shall not be cut for the purpose of supplying material under the contract. The Owner and/or Landscape Architect shall be permitted to take such samples as he may select. All sod shall be fresh and green when placed. Any sod that is dried out, burned, inferior in quality to said samples, or in any way failing to meet the requirements of these specifications will be rejected and the Contractor shall immediately remove such rejected material from the premises of the project and supply suitable material in its place.

1. **BLUEGRASS SOD shall be a blend of at least three (3) cultivars of Kentucky bluegrass grown on a mineral base.**

2. **SALT SOD (if specified) shall be a blend of Kentucky Bluegrass, 'Fults' Alkalie Grass (Puccinellia Distans), Perennial Ryegrass and other types as approved by the Landscape Architect grown on a mineral base.**

2.7 WATER

The Owner shall provide at no cost, sufficient water for the Contractor to maintain plant materials and seeded and sodded areas in accordance with the requirements of the applicable technical specifications. Potable water shall be supplied by the Owner by way of a permanent underground irrigation system, quick coupler system, hose bibs, fire hydrants or a designated fill-up source for mobile tanks. When water is provided by way of fire hydrants, it shall be the Contractor's responsibility to be completely familiar with all local ordinances concerning the use of this water source. If a meter is required, it is the Contractor's responsibility to obtain, store and return the meter. All fees incurred by the Contractor in obtaining the meter and utilizing the water supply will be reimbursed to him by the Owner.

In the event that the on-site water supply is curtailed or terminated by the Owner or by ordinance during the period the Contract is in effect, or that there is no on-site sources of water, the Contractor shall supply water from off-site in sufficient quantities to complete the job. Compensation for this additional item will be in accordance with a solicited price quote. If authorization to supply off-site water is not given to the Contractor by the Owner, when the Owner is unable to supply the water in sufficient quantities, the Contractor shall not be left responsible for damage to new plantings (plant materials & sod) or failure of seed to germinate and grow caused a direct result of an inadequate water supply.

PART 3 - EXECUTION

3.1 SEED - The accepted seasons for sowing seed in lawn areas shall be defined as follows:

PLANTING SEASONS	SPRING	FALL
Turf grass	April 1 * to May 31	Aug. 15 to Sept. 30

*** or as soon as the soil is free of frost and in a workable condition.**

Seeding during other time periods shall require the approval of the Owner and/or Landscape Architect. All sowing of seed shall be completed after all trees and shrubs have been installed, if any.

3.2 SOD - The accepted seasons for laying sod shall be as follows:

1. **SPRING SODDING shall be performed from the time the soil becomes workable and unfrozen sod becomes available to June 15.**
2. **FALL SODDING shall be performed from August 15 to October 31.**

Sodding during the summer season, defined as June 16 to August 14, will be acceptable if the area is served by an operational irrigation system. Sodding after November 1 shall be considered unseasonable and will require the approval of the Landscape Architect or Owner.

3.3 REQUIRED MAINTENANCE

The Contractor shall be responsible for maintaining all newly seeded and sodded areas until such a time as these areas are granted acceptance by the Owner and/or Landscape Architect. Maintenance during this time period shall and consist of watering, mowing, fertilization and herbicide application, as well as any other horticultural practices necessary to establish an acceptable stand of grass.

A. **WATERING**

1. **The Contractor shall water all newly seeded** areas once immediately upon completion. Additional watering shall be performed as needed in the absence of adequate rainfall. All water should be applied as a spray or dispersion to prevent run-off or damage. The Contractor shall be responsible for watering until turf is established and accepted. If the Owner supplies an in-ground irrigation system, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided.

2. The Contractor shall water all newly installed **sod** immediately. The Contractor shall remain responsible for watering through three (3) applications. If the Owner supplies an in-ground irrigation system included in the scope of these improvements, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided. Watering after the required three (3) waterings shall be the responsibility of the Owner, or in accordance with authorized supplemental watering.

B. MOWING

1. The Contractor shall mow all **seeded** areas three (3) times. The three (3) mowings shall be performed once the turf has reached a height of three inches (3") and shall maintain the turf at 2-2½". At no time should more than 1/3 of the leaf blade be removed by any mowing.

2. The Contractor shall mow all **sodded** areas once. The one (1) mowing shall be performed once the turf has reached a height of three inches (3"). At no time should more than 1/3 of the leaf blade be removed by any mowing.

C. FERTILIZATION

1. **Seeded** areas after completion of the second required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two (2) passes at right angles to each other.

2. **Sodded** area after completion of the required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two passes at right angles to each other.

D. HERBICIDE

The Contractor shall be responsible for one (1) application of a weed control product no sooner than the second mowing with the areas seeded. The product shall reflect the specific weed problem which may exist.

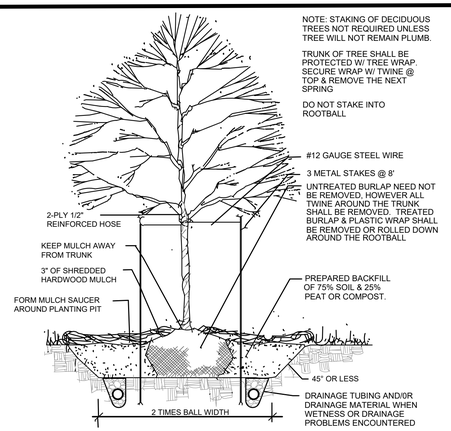
3.4 ACCEPTANCE

Acceptance of seeded areas will be determined by the Owner and/or Landscape Architect.
Acceptance shall be granted upon conformance with the following:
1. Grass shall display a reasonably uniform distribution of grass plants.
2. Grass shall display vigorous growth and be green and healthy in appearance.
3. Grass shall have received the required mowings, fertilization and herbicide application.

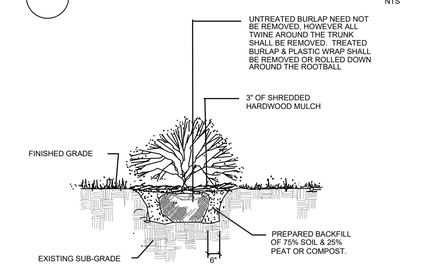
The Contractor shall not be held liable for damage incurred to the seed areas caused by deicing compounds, toxic substances, fertilizers, pesticides and other materials not specified or not applied by him or under his supervision, nor those damages caused by vandalism or acts of nature.

3.5 GUARANTEE

The Contractor shall guarantee the provision of a green, healthy relatively weed free turf at the time of acceptance.



DECIDUOUS TREE
NTS



SHRUBS
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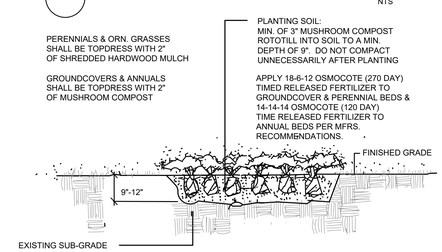
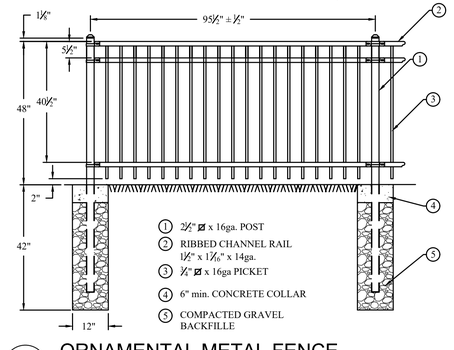


BED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS)
NTS



ORNAMENTAL METAL FENCE
1/2"=1'-0"

C:\Users\Randy\Desktop\Project Files\ROSS-Villa Park\Villa Park-LANDSCAPE_2022-05-26.dwg, 5/26/2022 6:05:14 PM

REVISIONS

2	Village Review	5-26-22
1	Client Review	3-11-22

ARDMORE FLATS
27 WEST PARK
VILLA PARK, ILLINOIS

If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale

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Prepared for:
Ardmore Flats, LLC
23 N. Lincoln Street
Hinsdale, IL 60521

SEAL:
STATE OF ILLINOIS
RANDY F. METZ
no. 157-000422
LANDSCAPE ARCHITECT

METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE
LANDSCAPE DETAILS & SPECIFICATIONS

PROJECT NO.: 22-189
DATE: 03-08-2022
SCALE: 1"=10'

SHEET
L-2.0

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RWG ENGINEERING, LLC
CIVIL ENGINEERING – REAL ESTATE CONSULTING – PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184-006370

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

FINAL ENGINEERING PLANS
FOR
ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS

PLANS PREPARED FOR
APEX ARDMORE, LLC
23 NORTH LINCOLN STREET
HINSDALE, IL 60521
630-993-1445

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	⊃	⊃
VALVE VAULT	⊗	⊗
VALVE BOX	⊞	⊞
FIRE HYDRANT	⊃	⊃
BUFFALO BOX	⊕	•
CLEANOUT	⊡	⊡
SANITARY SEWER	◁	◀
FORCE MAIN	◁	◀
STORM SEWER	◁	◀
WATER MAIN		
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT	☼	☼
ELECTRICAL CABLE	E	E
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	E	◪
POWER POLE	○	●
STREET SIGN	▷	▶
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE	6" 6"	
SOIL BORING	B-8	B-1
TOPSOIL PROBE	T-9	T-1
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE

811 Know what's below. Call before you dig.
Formerly JULIE 1-800-892-0123

LOCATION MAP

INDEX OF SHEETS

1. TITLE SHEET
2. EXISTING CONDITIONS PLAN / DEMOLITION PLAN
3. SITE GEOMETRIC AND PAVING PLAN
4. SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN
5. GRADING PLAN / UTILITY PLAN
6. PROJECT NOTES AND SPECIFICATIONS
7. CONSTRUCTION STANDARDS AND DETAILS

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Villa Park Public Works Department (630-834-8505)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, Inc, dated January 7, 2022. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Villa Park, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective October 23, 2018.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Villa Park Development Ordinance shall take precedence if a conflict in project specifications occurs.

BENCHMARKS

NOTES:

BENCHMARK:

DUPAGE COUNTY YK09003, PID DK3105 – STATION IS A DISK LOCATED ALONG HARVARD AVE., BETWEEN ITS INTERSECTION WITH CENTRAL BLVD. AND ITS INTERSECTION WITH PARK AVE. STATION IS 15.4 FT. EAST OF THE CENTERLINE OF HARVARD AVE., 89.5 FT. NORTH OF THE CENTERLINE OF PARK AVE., AND 79.5 FT. SOUTH OF THE CENTERLINE OF CENTRAL BLVD. MONUMENT IS 1 FT. BELOW GRADE OF GROUND AND IS FERROMAGNETIC.

ELEVATION – 707.14 (NAVD 88 DATUM)

SITE BENCHMARKS:

NO. 1 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK IN SOUTH SIDE OF PARK BLVD. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHEAST CORNER OF SUBJECT PROPERTY

ELEVATION – 702.33

NO. 2 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK ON WEST SIDE OF PRINCETON AVE. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.82

NO. 3 – CROSS NOTCH IN PUBLIC WALK IN NORTH SIDE OF HIGHLAND AVE. RIGHT OF WAY 67.14 FT. SOUTH (AS MEASURED DIRECTLY) OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 704.13

NO. 4 – CROSS NOTCH IN ASPHALT PAVEMENT 9.59 FT. NORTHEAST (AS MEASURED DIRECTLY) OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.58

ROBERT W. GRONINGER
38423
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS
EXPIRATION DATE: 11/30/23

May 26, 2022 9:16:44 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – RDGS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

DRAWN BY
TLM

NO.	DATE	REVISIONS
1	05/26/22	GENERAL REVISIONS

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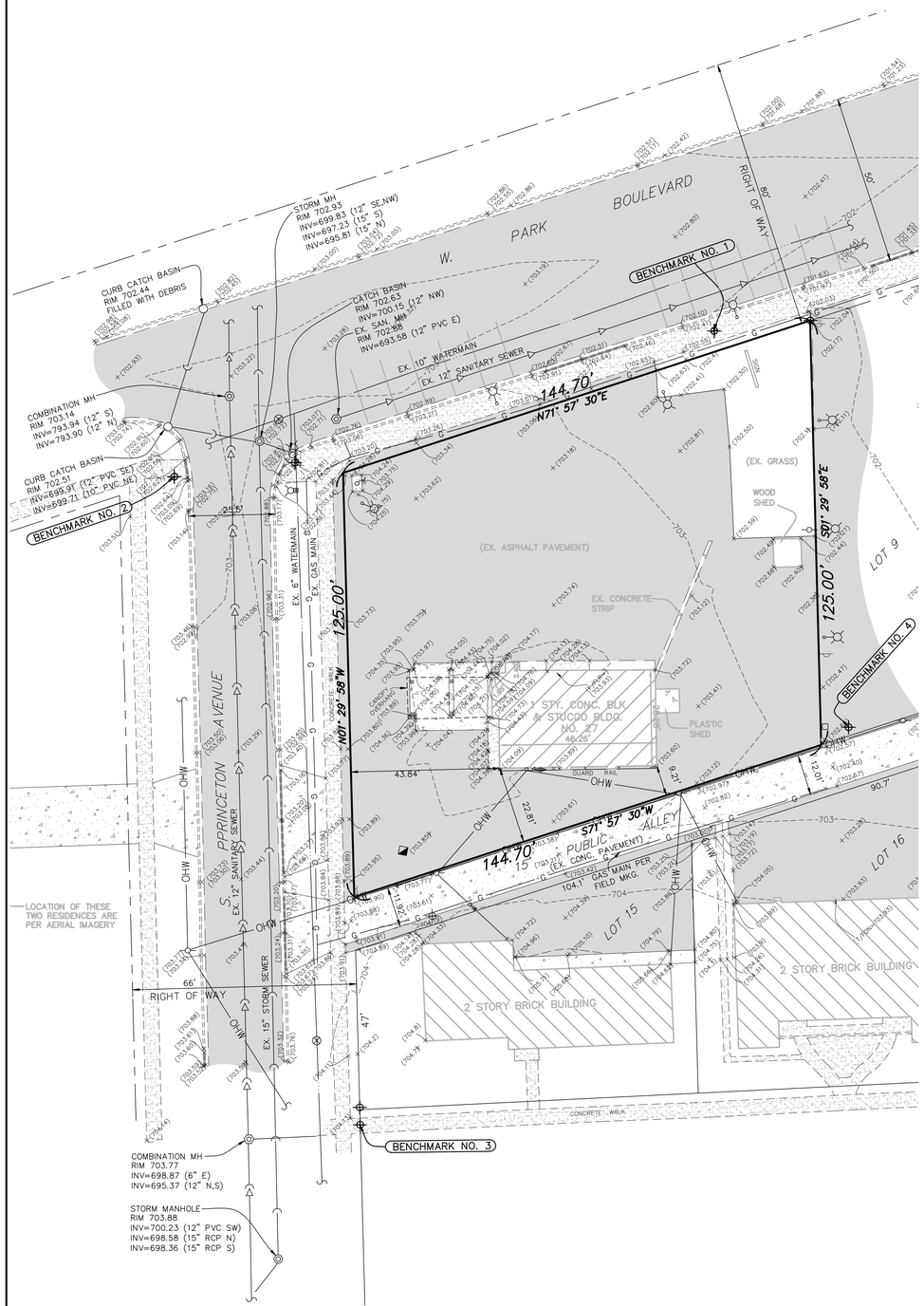
ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
TITLE SHEET

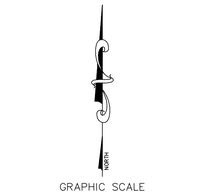
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO.	66419521
DATE	04/28/22
SCALE	NONE
PROJ. MGR.	RWG
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET 1 OF 7



EXISTING CONDITIONS



EXISTING PROPERTY DATA:

LOTS 10, 11, 12, 13 AND 14 IN CLARKE'S DIVISION BEING A RESUBDIVISION OF LOTS 209 AND 232 OF ARDMORE, BEING A SUBDIVISION IN SECTION 9 AND 10, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID CLARKE'S DIVISION RECORDED JULY 9, 1923 AS DOCUMENT 167402, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING: 17,338.86 SQ. FT., 0.40 AC. (MORE OR LESS)

PROPERTY COMMONLY KNOWN AS: 27 W. PARK BOULEVARD, VILLA PARK, ILLINOIS. 60181

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

DEMOLITION NOTES:

1. EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
2. EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
3. ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
5. CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
7. CONTRACTOR SHALL NOTIFY THE VILLAGE OF VILLA PARK PUBLIC WORKS DEPARTMENT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
8. ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD.
9. ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
10. PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SOD
11. UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).
12. ALL ABANDONED SANITARY AND COMBINED SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG CONCRETE/MORTAR PLUGS.

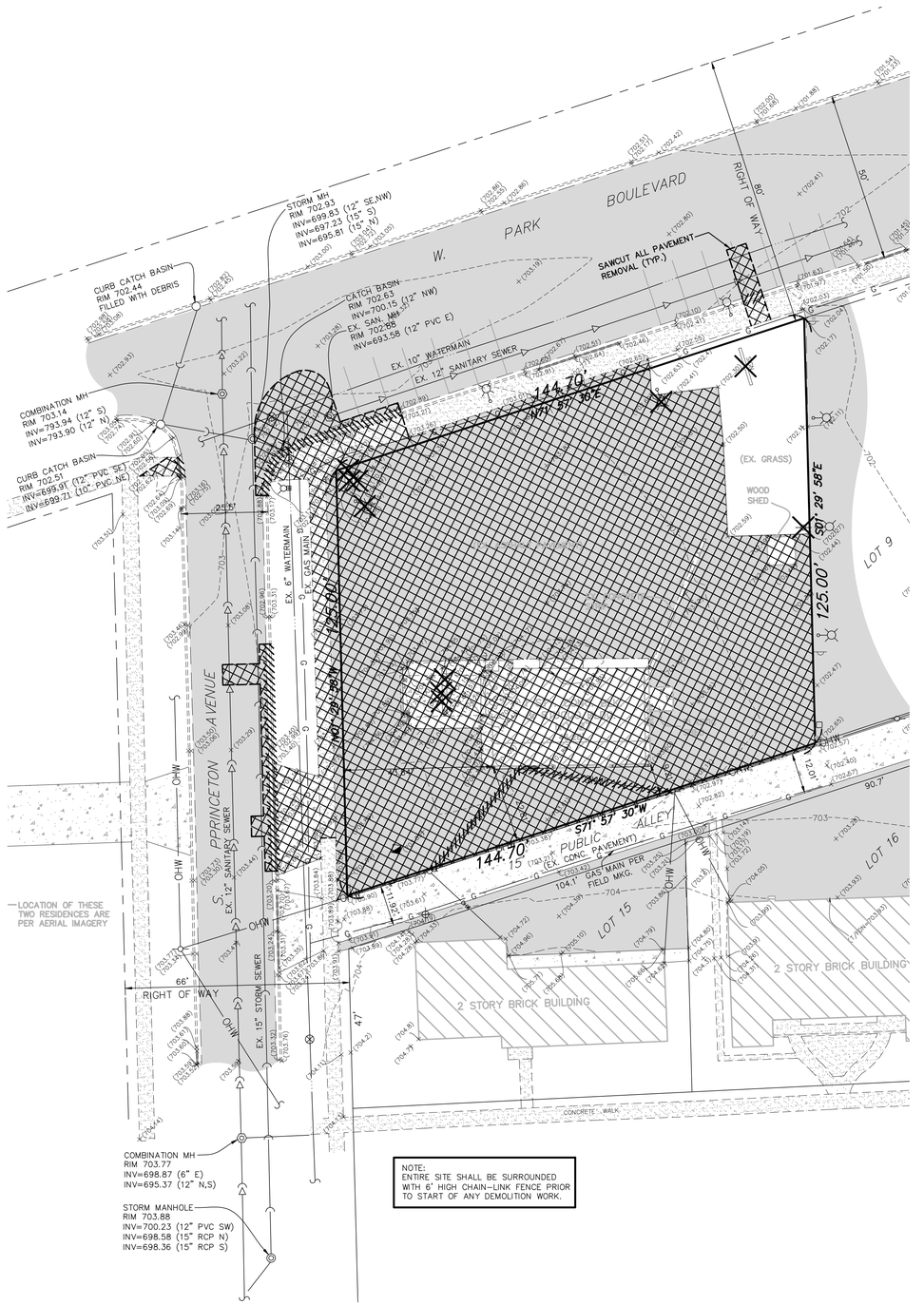
DEMOLITION LEGEND

- – REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- – PAVEMENT PAINT REMOVAL
- – TREE/BUSH/STRUCTURE REMOVAL
- – TREE PROTECTION FENCE
- – REMOVE EXISTING UTILITY LINE
- – REMOVE EXISTING CURB AND GUTTER

SITE DATA:

EXISTING SITE CONDITIONS:

TOTAL SITE AREA	=	17,339 S.F. (100%)
EXISTING BUILDING FOOTPRINT	=	1,491 S.F. (8.60%)
EXISTING ASPHALT/CONCRETE	=	14,070 S.F. (81.15%)
EXISTING PERVIOUS AREA	=	1,778 S.F. (10.25%)



NOTE:
ENTIRE SITE SHALL BE SURROUNDED WITH 6' HIGH CHAIN-LINK FENCE PRIOR TO START OF ANY DEMOLITION WORK.

DEMOLITION PLAN

NO.	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS

EXISTING CONDITIONS / DEMOLITION PLAN

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PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
2 OF 7

May 26, 2022 2:49:25 p.m. AcadVer:22.0s (LMS Tech)
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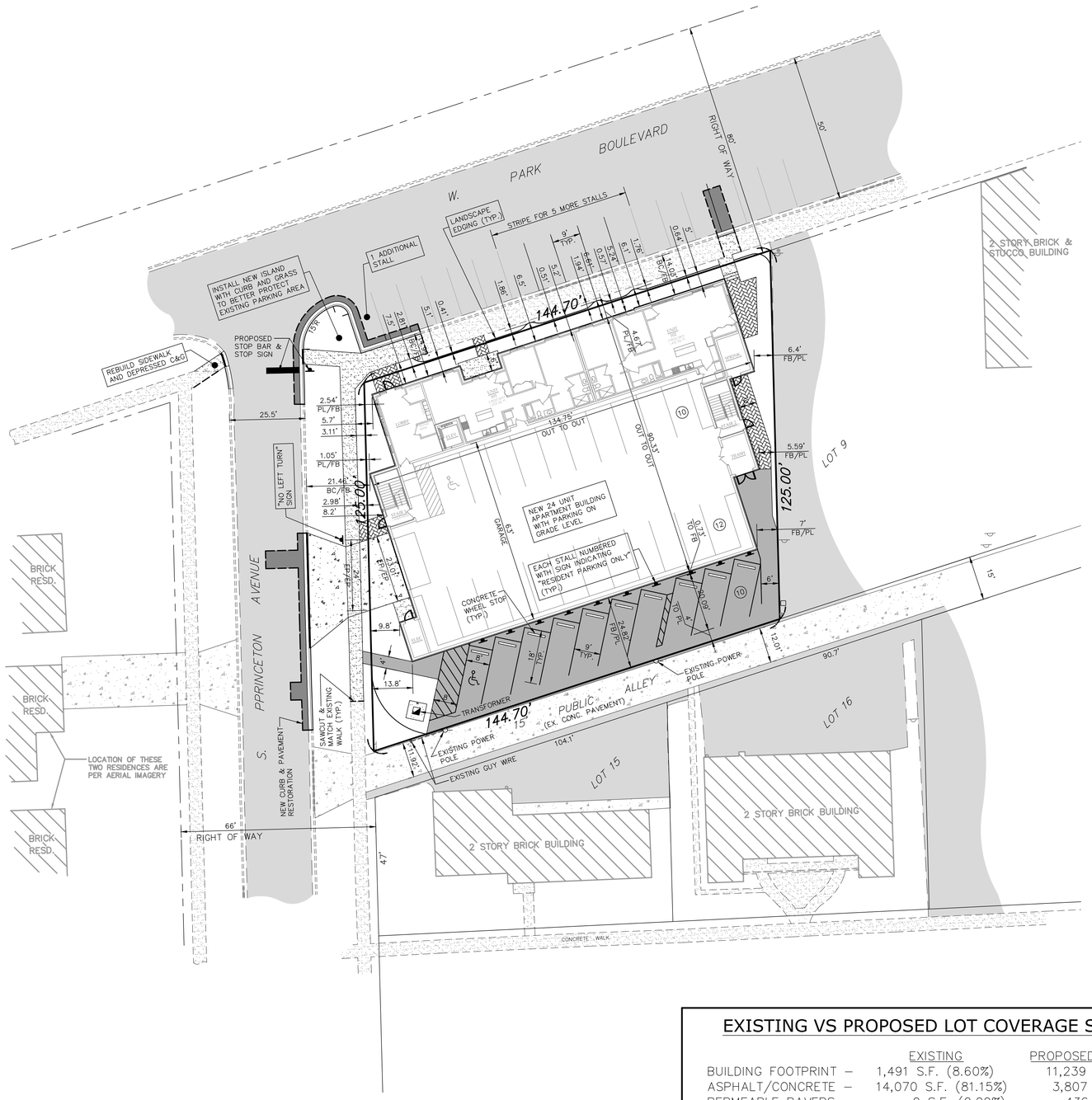

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

NORTH

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

EXISTING CONCRETE

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.5" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B

PUBLIC ROAD ASPHALT PAVEMENT
MATCH EXISTING PAVEMENT CONFIGURATION AND THICKNESS PER CITY REQUIREMENTS

CONCRETE SIDEWALKS
4"– PCC SIDEWALK (4,000 PSI) – (5" PUBLIC SIDEWALK)
3"– AGGREGATE BASE COURSE TYPE B, CA–6 –
(4" PUBLIC SIDEWALK)

NEW CONCRETE SLABS
8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

PROPOSED CONCRETE CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL MATCH EXISTING CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SITE PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED JANUARY 7, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.

SITE DATA:

PROPOSED SITE CONDITIONS:

TOTAL SITE AREA	= 17,339 S.F. (100%)
NEW BUILDING FOOTPRINT	= 11,239 S.F. (64.82%)
NEW CONCRETE PAVT./WALKS	= 396 S.F. (2.28%)
NEW ASPHALT PAVEMENT	= 3,411 S.F. (19.67%)
NEW PERMEABLE PAVERS	= 436 S.F. (2.52%)
NEW PERVIOUS GRASS AREA	= 1,857 S.F. (10.71%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 10
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 38

EXISTING VS PROPOSED LOT COVERAGE SUMMARY:

	EXISTING	PROPOSED DEVELOPMENT
BUILDING FOOTPRINT –	1,491 S.F. (8.60%)	11,239 S.F. (64.82%)
ASPHALT/CONCRETE –	14,070 S.F. (81.15%)	3,807 S.F. (21.96%)
PERMEABLE PAVERS –	0 S.F. (0.00%)	436 S.F. (2.51%)
PERVIOUS GRASS AREA –	1,778 S.F. (10.25%)	1,857 S.F. (10.71%)

PROPOSED DEVELOPMENT RESULTS IN AN INCREASE IN THE PERVIOUS GRASS AREA BY 79 S.F. PLUS THE CREATION OF A PERMEABLE PAVER SECTION OF 436 S.F.. IN ADDITION TO THAT, ADJACENT OFFSITE AREAS THAT CONVERT FROM EXISTING HARDSCAPER TO PERVIOUS GRASS AREA THAT TOTALS TO 805 S.F.

DATE	REVISIONS	DRAWN BY
1 05/26/22	GENERAL REVISIONS	TLM
2 06/01/22	ADDED LANDSCAPE DIMENSIONS	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

RWG Engineering, LLC
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630.480.7889
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PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
3 OF 7

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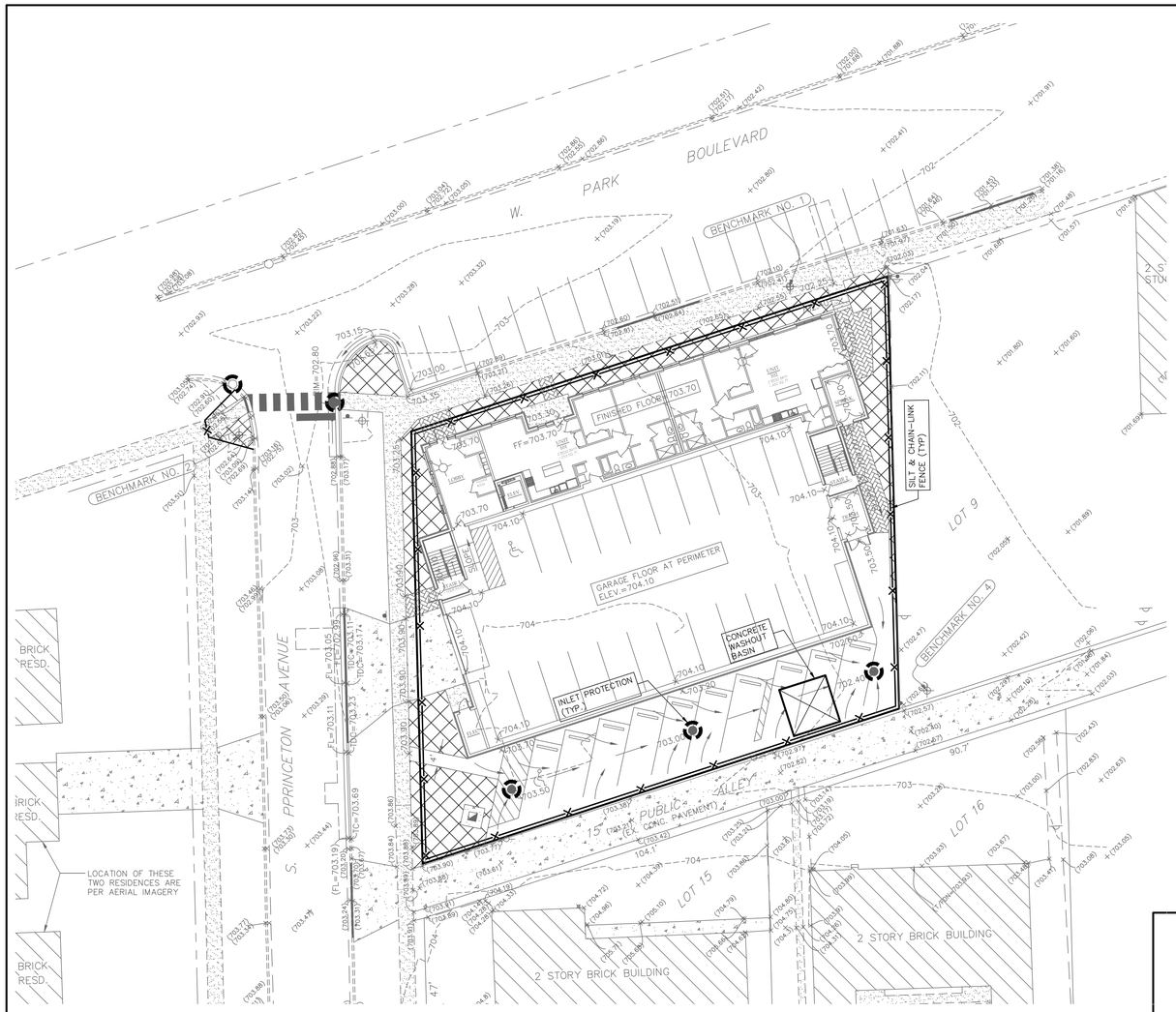

GRAPHIC SCALE

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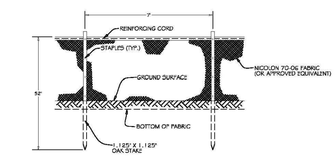
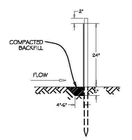
(IN FEET)

1 inch = 20 ft.



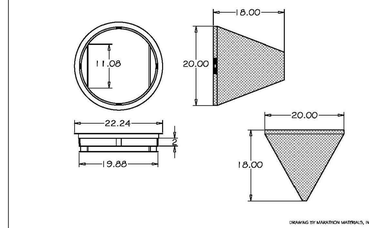


GENERAL NOTES:

1. SILT FENCE SHALL BE MAINTAINED UNTIL THE AREA TRIBUTARY TO THE STRUCTURE HAS STABILIZED GROUND COVER, AS DETERMINED BY THE VILLAGE ENGINEER.

NOT TO SCALE

REV:	DATE:		
REV: KMS	DATE: JUL 2004	SILT FENCE INSTALLATION	VILLAGE OF VILLA PARK
DRAWN BY: VV	DATE: JAN 2003		ROAD - 11



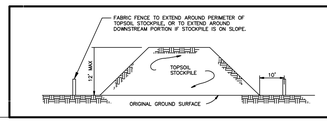
DRAWING BY MARATHON MATERIALS, INC.

GENERAL NOTES:

1. USE DRAINAGE STRUCTURE INLET FILTER MANUFACTURED BY MARATHONMATERIALS, INC. OR APPROVED EQUAL.
2. FRAME: TOP FLANGE FABRICATED FROM 1.25 X 1.25 X 0.125 ANGLE. BASE RIM FABRICATED FROM 1.5 X 0.5 X 0.125 CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1.25 X 0.25 FLAT STOCK. ALL DOMESTIC STEEL CONFORMING TO ASTM - A36.
3. SEDIMENT BAG: BAG FABRICATED FROM 4 OZ/SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

NOT TO SCALE

REV:	DATE:		
REV:	DATE: JUL 2004	DRAINAGE STRUCTURE PROTECTION	VILLAGE OF VILLA PARK
DRAWN BY: VV	DATE: JAN 2003		STORM - 17



EROSION CONTROL PLAN LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- DITCH CHECK
- TREE PROTECTION FENCE
- SILT FENCE & CHAIN-LINK FENCE
- STABILIZED CONSTRUCTION ENTRANCE
- TOPSOIL RESPREAD AND SOD OR LANDSCAPING WITH MULCH. SEE LANDSCAPE PLAN.
- CONCRETE WASHOUT

SOIL EROSION CONTROL CONSTRUCTION SCHEDULE:

1. INSTALL SEDIMENT CONTROL MEASURES:
   INLET BASKETS/BARRIER FILTERS/SILT FENCE
2. SITE GRADING WORK:
   INSTALL STABILIZED CONSTRUCTION ENTRANCE
   PERFORM DEMOLITION WORK
   REMOVE AND STOCKPILE TOPSOIL FOR RESPREAD
   MASS GRADE SITE
   ESTABLISH BUILDING PAD
3. SITE CONSTRUCTION WORK:
   INSTALL UNDERGROUND UTILITIES
   INSTALL BUILDING FOOTING/FOUNDATION/SLAB
   CONSTRUCT BUILDING ENVELOPE
   PREPARE SUBGRADE FOR PAVEMENT/SIDEWALK
   INSTALL BASE COURSE MATERIAL
   INSTALL PAVEMENT/SIDEWALK
4. PERMANENT VEGETATIVE STABILIZATION OF DISTURBED GREENSPACE:
   SPREAD TOPSOIL
   MULCH/SEED AS SPECIFIED (SEE LANDSCAPE PLAN)
5. CLEANUP/RESTORATION:
   REMOVE INLET BASKETS/BARRIER FILTERS

SOIL EROSION CONTROL INSPECTION SCHEDULE:

1. DIVERSION AND STRUCTURAL MEASURES – WILL BE INSPECTED AT 7 DAY INTERVALS AND AFTER EVERY 1/2" RAIN.
2. SEDIMENT BASINS AND PONDS – WILL BE CHECKED AFTER EACH MAJOR PHASE OF THE DEVELOPMENT FOR SEDIMENT ACCUMULATION.
3. VEGETATIVE PLANTINGS – SPRING PLANTINGS WILL BE CHECKED DURING SUMMER OR EARLY FALL.
4. REPAIRS – ANY EROSION CONTROL MEASURES, STRUCTURAL MEASURES OR OTHER RELATED ITEMS IN NEED OF REPAIR WILL BE MADE WITHIN 15 DAYS, OR EARLIER IF POSSIBLE BASE ON FIELD CONDITIONS.
5. MOWING – DRAINAGEWAYS, DITCHES AND OTHER AREAS THAT SUPPORT A DESIGNATED FLOW OF WATER WILL BE MOWED REGULARLY TO MAINTAIN THAT FLOW.
6. FERTILIZATION – SEEDED AREAS WHERE THE SEED HAS NOT PRODUCED A GOOD COVER WILL BE INSPECTED AND FERTILIZED IF NECESSARY.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. VEGETATIVE AND STRUCTURAL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH SPECIFICATIONS AS OUTLINED IN THE "ILLINOIS URBAN MANUAL."
2. EROSION CONTROL MEASURES SHALL BE MAINTAINED AND FUNCTIONAL THROUGHOUT THE CONSTRUCTION PROJECT (MAINTENANCE AND/OR REPLACEMENT COST IS INCIDENTAL).
3. PERIMETER SILT FENCE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF ANY DEMOLITION, CLEARING, OR GRADING OPERATIONS.
4. EROSION CONTROL MEASURES SHALL BE INSTALLED IN STRICT COMPLIANCE WITH CONSTRUCTION SEQUENCE (SEE SCHEDULE).
5. ALL STORM WATER RUNOFF SHALL BE DIVERTED INTO SEDIMENT BASINS AND/OR DRAINAGE DITCHES WHICH SHALL BE CONSTRUCTED AT THE ONSET OF GRADING OPERATIONS. ALL SITE RUNOFF SHALL BE ROUTED THROUGH SAID TRAPS AND SILTATION CONTROL DEVICES PRIOR TO DISCHARGE DOWNSTREAM/OFFSITE.
6. DISTURBED AREAS SHALL BE STABILIZED VIA SEEDING WITHIN SEVEN (7) DAYS OF COMPLETION OF DISTURBANCE UNLESS THE DISTURBANCE WILL COMMENCE AGAIN WITHIN FOURTEEN (14) DAYS. THE TEMPORARY SEED MIXTURE SHALL BE APPLIED AT A RATE OF 64 LB/AC.
7. TOPSOIL STOCKPILES SHALL BE SEEDED WITHIN SEVEN (7) DAYS OF COMPLETION AND SURROUNDED WITH SILT FENCE FOR EROSION CONTROL.
8. FILTER FABRIC OR INLET PROTECTION FILTER BASKETS SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE. FABRIC SHALL BE CUT LARGE ENOUGH TO PROVIDE A 24" SAG TO COLLECT SEDIMENT.
9. ALL DEWATERING OPERATIONS SHALL BE DISCHARGED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DISCHARGE DIRECTLY INTO FIELD TILE OR STORM SEWER IS PROHIBITED.
10. DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING EQUIPMENT SPECIFICALLY DESIGNED FOR THAT PURPOSE.
11. GRAVEL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN OPERATING CONDITION THROUGHOUT CONSTRUCTION TO PREVENT SEDIMENT AND DEBRIS FROM BEING TRACKED ONTO PUBLIC ROADWAYS. SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED ON A DAILY BASIS.
12. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE DITCH SHALL BE REMOVED ON A DAILY BASIS.
13. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) DAYS AND WITHIN 24 HOURS AFTER A STORM EVENT OF 0.5 INCHES OR GREATER (OR THE EQUIVALENT SNOWFALL). REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE IMMEDIATE.
14. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

DATE	REVISIONS	DRAWN BY
1 05/26/22	GENERAL REVISIONS	TLM

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS

SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN

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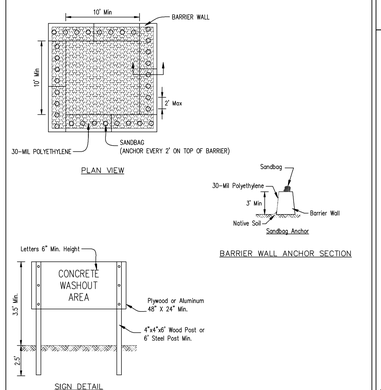
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO.	66419521
DATE	04/28/22
SCALE	1"=20'
PROJ. MGR.	RWG
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET 4 OF 7



NOTES:

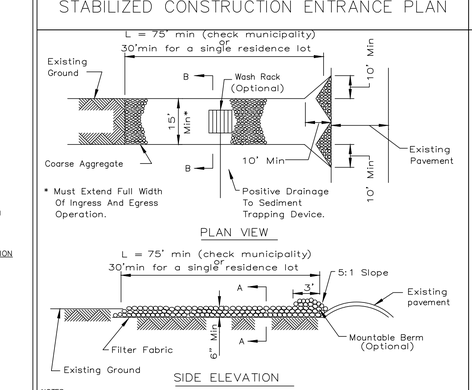
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

REVISIONS	DATE	DRAWN BY

TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL

Drawn
Chkd
Approved
Date

STABILIZED CONSTRUCTION ENTRANCE PLAN



NOTES:

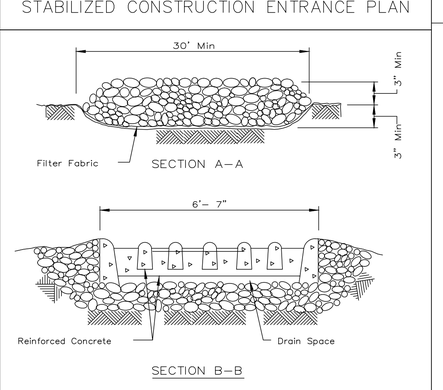
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarseaggregate grodation, CA-1, Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE		
Project		
Designed		Date
Checked		Date
Approved		Date

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-630A
SHEET 1 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



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Project		
Designed		Date
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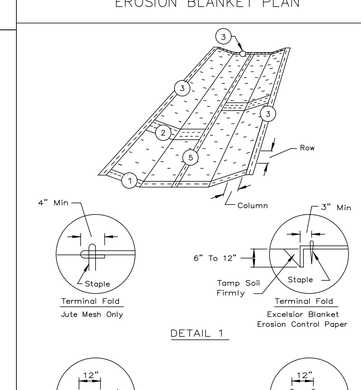
NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-630B
SHEET 2 OF 2
DATE 8-18-94

EROSION BLANKET PLAN

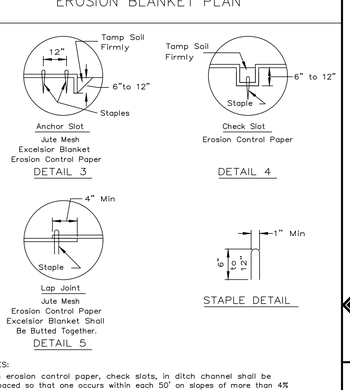


REFERENCE		
Project		
Designed		Date
Checked		Date
Approved		Date

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-530
SHEET 1 OF 2
DATE 5-24-94

EROSION BLANKET PLAN



NOTES:

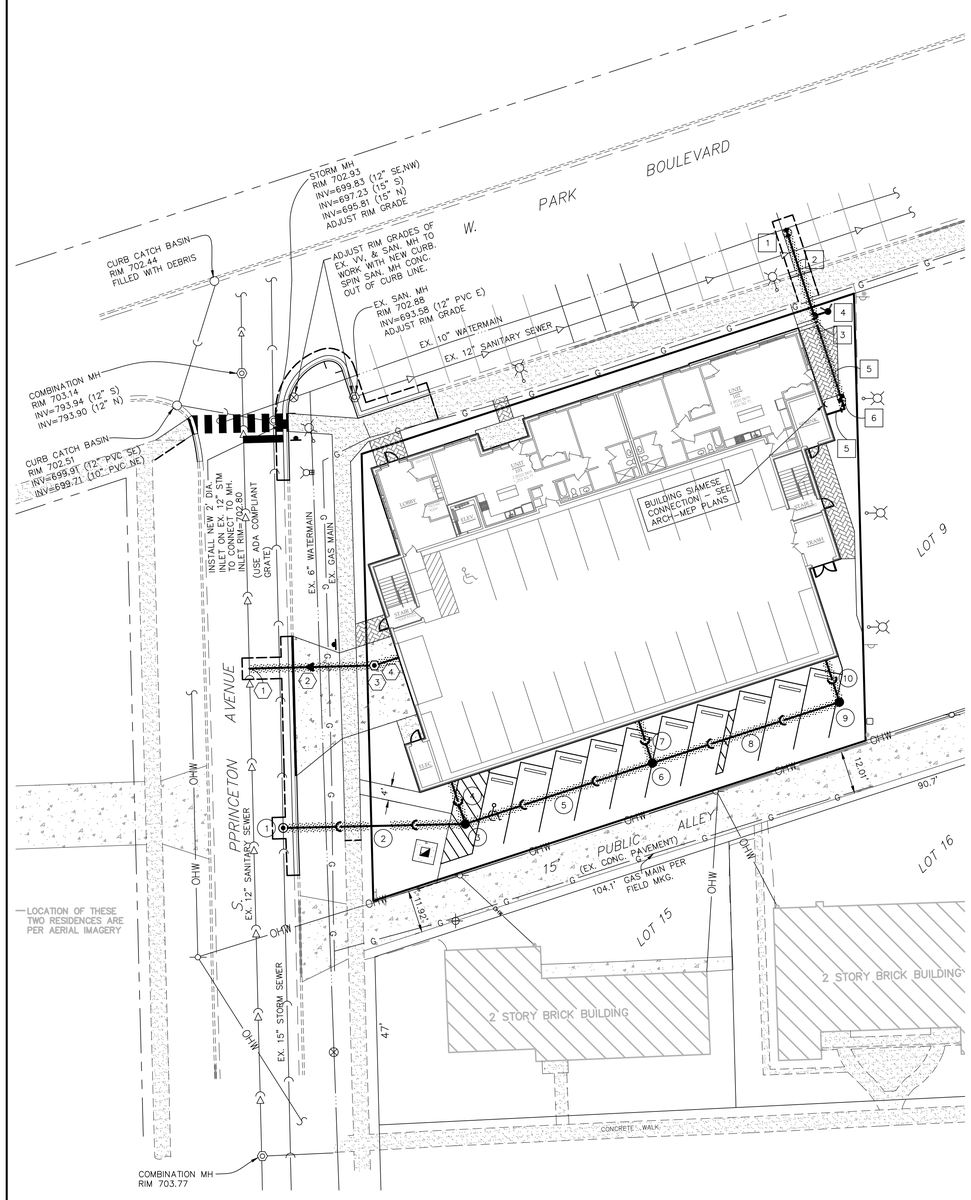
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE		
Project		
Designed		Date
Checked		Date
Approved		Date

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-530
SHEET 2 OF 2
DATE 3-1-95

May 26, 2022 2:54:08 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\30D_ENGINEERING\31D_CADD\FINAL\664_BASE.DWG



GRADING PLAN

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL		
PRECAST FLARED END SECTION		
STORM DRAINAGE STRUCTURE		
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

P = PAVEMENT
R = RIM (OR RADIUS)
TC = TOP OF CURB
SW = WALK (OR TOP OF WALK)
FF = FINISHED FLOOR
EP = EDGE OF PAVEMENT
FL = FLOW LINE
TW = TOP OF WALL ELEV
BW = BOTTOM OF WALL (GRADE) ELEV
TDC = TOP OF DEPRESSED CURB

STORM SEWER DRAINAGE STRUCTURE LEGEND

EXISTING	PROPOSED	
□	■	STORM INLET – OPEN GRATE
○	●	STORM CATCH BASIN – OPEN GRATE
◎	◉	STORM MANHOLE – CLOSED LID

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.

STORMWATER MANAGEMENT PROGRAM
THE SUBJECT SITE IS 17,339 S.F. (0.40 AC.), WHICH REMOVES IT FROM CONSIDERATIONS UNDER DUPAGE COUNTY STORMWATER ORDINANCE REQUIREMENTS. THE REDEVELOPMENT DOES NEED TO CONFORM TO VILLAGE OF VILLA PARK CRITERIA FOR FEE PAYMENT IN LIEU OF STORMWATER DETENTION PROVISION, BASED ON THE VILLAGE STORAGE VOLUME SUMMARY FOR THE 2 YEAR STORM EVENT.
CALCULATIONS ARE PROVIDED AS FOLLOWS:
RUNOFF CURVE NUMBER FOR PROPOSED REDEVELOPMENT:
15,046 S.F. IMPERVIOUS x 98 = 1,474,508
2,293 S.F. PERVIOUS x 74 = 169,682
1,644,190 ÷ 17,339 = 95 (CN)
WITH A CN OF 96, THE 2 YEAR VOLUME TO BE PURCHAIED IS:
95 CN = 0.184 x 0.40 AC. SITE = 0.0736 AC. FT.

UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

(1) CUT IN NEW TEE CONNECTION FOR 6" SERVICE USING NON-SHEAR MISSION COUPLING ALL PVC ASTM D 2241 (C-900) INV=694.48 (V.I.F.)	(2) 34 LF – 6" PVC (C-900), SAN @ 2.00%
(3) SAN M.H. TYPE A (48" DIA.) RIM=703.95 INV=695.16 (6"W,NE)	(4) 7 LF – 6" PVC (C-900), SAN @ 2.00% INV @ BLDG.=695.30

STORM SEWER STRUCTURES

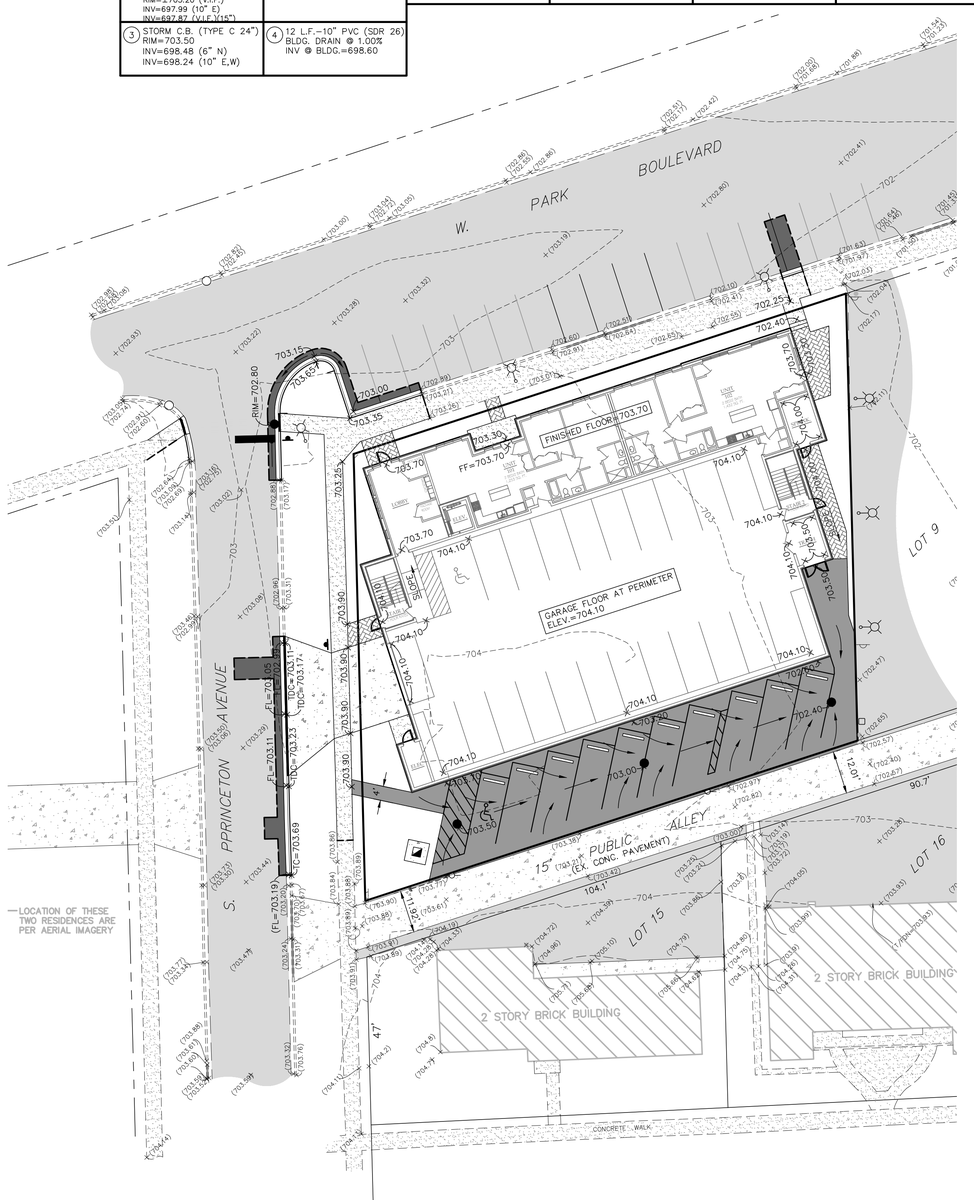
(1) STORM M.H. (48" DIA.) CONSTRUCT ON EXISTING 15" STORM SEWER RIM=703.20 (V.I.F.) INV=697.99 (10" E) INV=697.82 (V.I.F.)(15")	(2) 50 L.F. – 10" PVC (C-900) @ 0.50%
(3) STORM C.B. (TYPE C 24") RIM=703.50 INV=698.48 (6" N) INV=698.24 (10" E,W)	(4) 12 L.F.–10" PVC (SDR 26) BLDG. DRAIN @ 1.00% INV @ BLDG.=698.60

STORM SEWER STRUCTURES (CONT.)

(5) 55 L.F.–10" PVC (SDR 26) @ 0.50%	(6) STORM C.B. (TYPE C 24") RIM=703.00 INV=698.73 (6" N) INV=698.52 (10" E,W)
(7) 12 L.F.–6" PVC (SDR 26) BLDG. DRAIN @ 1.00% INV @ BLDG.=698.85	(8) 55 L.F.–10" PVC (SDR 26) @ 0.50%
(9) STORM C.B. (TYPE C 24") RIM=702.40 INV=698.78 (6" N) INV=698.80 (10" W)	(10) 12 L.F.–6" PVC (SDR 26) BLDG. DRAIN @ 1.00% INV @ BLDG.=698.90

WATERMAIN

[1] 8" VALVE IN 60" DIA VAULT, PRESSURE CONNECTION TO EXISTING 10" WATERMAIN RIM=MATCH EX. PAVT.	[2] 8" DUCTILE IRON WATERMAIN, CL 52
[3] 8"X6" TEE WITH 8"x6" REDUCER TO SOUTH	[4] FIRE HYDRANT WITH 6" LEAD + AUX VALVE + BOX RING EL=702.25
[5] 6" DUCTILE IRON WATERMAIN, CL 52 BUILDING SERVICE	[6] 6" SERVICE VALVE IN BOX RIM=703.00



UTILITY PLAN

May 26, 2022 2:55:02 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

NO.	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
GRADING PLAN / UTILITY PLAN

RWG Engineering, LLC
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
5 OF 7

RWG ENGINEERING, LLC
PROJECT SPECIFICATIONS

GENERAL CONDITIONS

CONTRACT DOCUMENTS
The Standard Specifications listed on the title sheet, these Improvement Plans, the Special Provisions, General Conditions, and Subsequent Details are all part of the Contract Documents. Incidental items or accessories necessary to complete the work may not be specifically noted, but are to be considered a part of the contract.

USE OF IMPROVEMENT PLANS
No Improvement Plans shall be used for construction unless specifically marked 'For Construction.' Prior to commencement of construction, the contractor shall verify all dimensions and conditions affecting their work with the actual conditions at the job site. If there are discrepancies from what is shown on the construction plans, the contractor shall immediately report same to the engineer before doing any work, otherwise the contractor assumes full responsibility. In the event of disagreement between the construction plans, standard specifications, and/or special details, the contractor shall secure written instructions from the engineer prior to proceeding with any part of the work impacted by omissions or discrepancies. Failing to secure such instruction, the contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or question with respect to the true meaning of the construction plans or specifications, the decision of the engineer shall be final and conclusive.

WORKMANSHIP GUARANTEE
All work performed under this contract shall be guaranteed against all defects in material and workmanship of whatever nature by the contractor and his surety for a period of one year from the date of final acceptance of the work by the applicable governmental agencies and the owner.

FINAL PAYMENT
Prior to acceptance by the owner and final payment, all work shall be inspected and approved by the owner or his representative. Final payment will be made after all of the contractors' work has been approved and accepted, and in accordance with the contract documents.

PERFORMANCE BOND
Upon award of the contract and when required by the owner, the contractor shall furnish a labor, material, and performance bond in the penal sum of 100% of the contract guaranteeing completion of the work. The underwriter shall be approved by the owner.

HIGHWAY/ROADWAY CONSTRUCTION PERMITS
The contractor shall be responsible for obtaining all required permits for construction along or across existing streets or highways, including the use and access to existing streets. The contractor shall make arrangements for proper bracing, shoring, and other required protection of all roadways before construction begins. The contractor shall be responsible for any damage to streets or roadways and associated structures, and shall make repairs as necessary to the satisfaction of the engineer and applicable governmental agency.

EXISTING UTILITIES
Easements for existing utilities within public right-of-way are shown on the plans according to available records. The contractor shall be responsible for determining the exact location in the field of such utility lines and their protection. If existing utility lines of any nature are encountered which conflict in location or elevation with new construction, the contractor shall notify the engineer immediately so that the conflict may be resolved.

PROJECT IMPROVEMENTS AND QUANTITIES
The contractor shall review the construction documents and determine all required improvements and verify all quantities as may be provided by the engineer or owner for bidding purposes, and report any discrepancies to the engineer. The contract price submitted by the contractor shall be considered as lump sum for the completed project unless there is a plan revision or written change to the scope of work.

INCIDENTAL CONSTRUCTION
Whenever the performance of work is indicated on the plans and no item is included in the contract for payment, the work shall be considered incidental to the contract and no additional compensation will be provided.

MAINTENANCE OF SITE DRAINAGE
During construction operations any loose material that is deposited in the flow line of gutters, drainage structures, ditches, etc. and obstructs the natural drainage flow line shall be removed at the close of each working day by the responsible party. The contractor shall insure positive site drainage at the close of each work day. Drainage may be achieved by ditching, pumping, or any other acceptable method. Failure to provide positive drainage will preclude any possible added compensation requested due to delays or unsuitable materials created as a result thereafter. At the conclusion of construction operations all drainage structures and flow lines shall be free from dirt and debris. This work shall be considered incidental to the contract.

TRAFFIC CONTROL
The contractor is responsible for the installation and maintenance of adequate signage, traffic control, and warning devices to inform and protect the public during all phases of construction. All barricades and warning signs shall be provided in accordance with the IDOT Standard Specifications. Adequate lighting shall be maintained from dusk to dawn at all locations where construction operations warrant, or as designated by the engineer or applicable governmental agency. Traffic control items shall be in accordance with the IDOT 'Manual on Uniform Traffic Control Devices.'

PAVEMENT REMOVAL/REPLACEMENT
Existing permanent type pavements or other permanent improvements which abut or otherwise interfere with proposed improvements and must be removed shall be saw cut full depth prior to removal. Items so removed shall be replaced with similar construction materials to original condition or better. Payment for saw cutting shall be included in the removal cost and replacement will be paid under the respective iten in the contract, unless otherwise indicated. Removed pavement, sidewalk, curb, etc. shall be disposed of by the contractor at his own expense at an offsite dump site.

TREE PROTECTION
Existing trees not scheduled for removal shall be protected from damage. Trimming and sealing shall be in accordance with IDOT Standard Specifications.

EXISTING SIGNAGE & MAIL BOXES
Existing signage and mail boxes that interfere with construction shall be removed, stored, and replaced/reset by the contractor in accordance with the IDOT Standard Specifications. Damage to these items shall be repaired/replaced by the contractor at his expense. Temporary mailbox facilities shall be provided as an incidental cost.

EXISITNG FIELD TILE
Field tile encountered during construction shall be connected to proposed storm sewer or extended to outlet into a proposed drainage way. If this is not possible, then existing tile shall be repaired with new pipe of sane size and material (or better) and restored in acceptable operating condition at the original grade. Records of location and elevation shall be made by the contractor and furnished to the engineer upon project completion.

CONSTRUCTION DEBRIS CLEAN-UP
The contractor is responsible for removal and disposal of all excess material and debris resulting from his construction operations at no expense to the owner.

CONSTRUCTION RECORD
The contractor shall keep a set of approved construction plans on the jobsite, and shall maintain a legible record on said plans of field tile encountered, modifications/alterations to alignment/installation of proposed improvements, etc. Upon completion of the contractor's work, said record documents shall be provided to the engineer. Final payments shall not cone due until this information is provided to the engineer.

SAFETY & CONSTRUCTION EXECUTION
The contractor shall comply with the rules and regulations of OSHA and appropriate authorities regarding jobsite safety provisions. The engineer and owner are not responsible for the construction means, methods, techniques, sequences or procedures, time for performance, programs, or for any safety precautions used by the contractor. The contractor is solely responsible for execution of his work in accordance with the contract documents.

INSURANCE
Contractors responsible for construction shall purchase insurance for the benefit of the engineer, naming RWG Engineering, LLC as an additional insured to cover claims and expenses, including cost of defense, asserted against engineer, it's agents, employees, and consultants for bodily injury, sickness, disease or death caused by any negligent act or omission of the contractor, any subcontractor, anyone directly or indirectly employed by them or anyone for whose acts any of them may be liable. Such insurance shall state that: 'The coverage afforded the additional insured's shall be primary insurance for the additional insured with respect to claims arising out of operations performed by or on behalf of the contractor.' A certificate shall be issued to the engineer prior to the start of work. Applicable insurance maintained by RWG Engineering, LLC shall be considered secondary and on an excess or contingent basis.

PROJECT SPECIFICATIONS

I. SOIL EROSION AND SEDIMENT CONTROL

GENERAL STANDARDS
Unless specifically modified below, all soil erosion and sediment control work shall be done in accordance with NPDES General Permit No. ILR10 and the 'Illinois Urban Manual.' The contractor shall conform to all requirements of this general permit including maintenance and inspection of erosion control measures and filing applicable certifications and reports. A copy of the notification of coverage letter shall be posted at the site in a prominent place for public viewing. Any control measures in addition to those outlined in these plans which are deemed necessary by the owner, engineer, or applicable governmental agency shall be immediately inplemented by the contractor. Maintenance and replacement of erosion control items shall be considered incidental.

SITE PREPARATION
Prior to clearing and grading, perimeter silt fence shall be installed, and onsite sediment control measures shall be constructed and functional per the soil erosion and sediment control plan. The contractor shall construct ditches, swales, sediment traps, and siltation control measures to intercept surface waters prior to conveyance onto adjacent properties, routing surface flow to onsite treatment facilities.

STABILIZED CONSTRUCTION ENTRANCE
Temporary gravel construction entrances shall be installed and maintained to prevent sediment from being tracked offsite. Sediment reaching a public road shall be removed by shoveling or street sweeping at the end of each work day. Loose material deposited in the flow line of any gutter or drainage structure shall be removed at the end of each work day.

TOPSOIL STOCKPILES
Topsoil stockpiles shall be seeded within seven (7) calendar days of completion for erosion control, unless they will be distributed within fourteen (14) calendar days. Stockpiles shall be encompassed with a silt fence.

DUST CONTROL
Dust control shall be performed on a daily basis using water dispersed from a truck mounted tank with a standard discharge header for uniform application rate.

DE-WATERING
During de-watering operations water shall be pumped into sediment basins or silt traps. De-watering directly into field tile or stormwater structures is not permitted. Water pumped during construction operations shall be filtered.

STABILIZATION
Disturbed areas shall be stabilized by seeding within seven (7) days of completion of disturbance unless the area will be disturbed within fourteen (14) days. Temporary seed mixtures shall be applied at a rate of 64 lbs/acre.

SEDIMENT BASINS
When stormwater is routed through proposed detention basins to allow for settlement of suspended silt and debris, the basins shall be constructed at the start of the project. Basins shall be sufficiently over-excavated to provide appropriate volume for sediment collection.

INLET PROTECTION BASKETS
Inlet protection devices shall be installed in each onsite drainage structure and in offsite structures where so indicated.

DRAINAGE SYSTEM MAINTENANCE
All storm sewers, catch basins, sumps, and detention basins provided with this project shall be cleaned at construction completion and prior to final acceptance. Cleaning nay also be required during construction if the traps are not functioning properly.

INSPECTIONS
The contractor shall inspect all erosion control measures at least once every seven (7) calendar days, and within 24 hours of a storm event of 0.5 inches or greater (or equivalent snowfall) and in accordance with NPDES guidelines. Necessary repairs or clean up to maintain the effectiveness of the control measures shall be done immediately.

CLEANUP
All erosion and sediment control measures shall be removed and disposed of in accordance with applicable governmental agency requirements within 30 days of final site stabilization.

II. EXCAVATION AND GRADING - (EARTHWORK)

GENERAL STANDARDS
Unless specifically modified below, all excavation and grading - (earthwork) shall be done in accordance with the applicable sections of the 'Standard Specifications For Road and Bridge Construction in Illinois,' as published by IDOT, Latest Edition.

SITE PREPARATIONS
Prior to onset of operations, the contractor shall become familiar with the soil erosion control specifications. The establishment of erosion control proceedures and the placement of filter fencing, etc. to protect adjacent property shall occur before mass grading begins, and in accordance with the implementation schedule.

Tree protection fencing shall be placed around any trees designated to be preserved within the construction zone. Fencing shall be placed in a circle centered around the tree, such that the entire drip zone (extent of furthest extended branches) shall be within the fence limits. The existing grade within the fenced area shall remain undisturbed.

DEMOLITION
Demolition of existing structures, pavements, curbs, flatwork, utilities, etc. shall be disposed of at an offsite dump site provided by the contractor. Onsite disposal will only be allowed if approved by the owner. Existing water wells shall be closed and capped in accordance with the Illinois Water Well Construction Code, as published by the Department of Public Health. Existing septic tanks and grease traps shall have all liquids and solids removed by a licensed waste hauler prior to structure removal or filling by the contractor.

CLEARING AND GRUBBING
Unless noted for preservation, all vegetative growth including trees and tree stumps shall be removed from the construction area. Offsite disposal shall be assumed unless permitted otherwise by owner.

TOPSOIL REMOVAL
Topsoil shall be stripped from all roadway, driveway, parking area, right-of-way, building pad and other designated structural areas. Stockpiling of topsoil for respread shall be at locations as directed by the owner. Topsoil stockpiled for future use shall be free from large roots, sticks, weeds, brush, stones larger than one inch diameter, and other litter or waste products not conducive to plant growth. Failure to properly sequence stockpiling operations shall not constitute a claim for additional compensation. No material shall be stockpiled in front yards, drainage swales, flood routing areas, utility locations, utility easements or right-of-way.

UNSUITABLE MATERIAL
Unsuitable subgrade material shall be removed from roadway, driveway, parking lot, building pad, and any other designated areas. Obviously soft underlying soil shall be removed from all structural inprovement areas, areas to receive clay fill, and wherever else designated on the site. If underlying structural subgrade soils rut deeper than one inch under construction equipment or if the noisture content exceeds that needed for proper compaction, the soil shall be scarified, dried, and recompacted to the required specifications.

EXCAVATION AND EMBANKMENT
Upon completion of topsoil removal, the contractor shall perform excavation and embankment (Fill) operations in accordance with the inprovement plans.

Structural embankment material shall be placed in level uniform layers so that the compacted thickness is approximately six inches. Each layer shall be thoroughly mixed during spreading to insure uniformity.

Embankment material within roadway, driveway, parking areas, and other structural clay Fill areas shall be compacted to a minimum of ninety-five percent (95%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer. Embankment for building pads shall be compacted to a minimum of ninety-five percent (95%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer.

Embankment material within non-structural fil areas (random fill) shall be compacted to a minimum of eighty-five percent (85%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer.

All subgrades for proposed street and pavement areas shall be proof-rolled by the contractor and any unstable areas shall be removed and replaced as directed by the soils engineer.

BACKFILLING CURBS, PAVEMENT, ETC.
Curbs, pavements, sidewalks, etc. shall be backfilled by the contractor after installation in accordance with the inprovement plan grades.

TOPSOIL RESPREAD
Except where otherwise noted, the contractor shall respread a minimum four (4) inch layer of topsoil on all designated open space, parkway, landscape, and other non-structural areas.

EXCESS MATERIAL
Unless otherwise approved by the owner, the contractor shall remove from the site any excess or unsuitable earth material.

SEEDING
Upon completion of topsoil respread, the contractor shall install seed and fertilizer as indicated on these improvement plans or per owner provided landscape plans.

INSPECTION BY THE SOILS ENGINEER
The owner provided soils engineer shall closely supervise and inspect the grading operations, particularly during the removal of unsuitable material and the construction of embankments or building pads. All testing, inspection and supervision of embankment quality, unsuitable removal and replacement, and other soils related operations shall be entirely the responsibility of the soils engineer.

GRADING TOLERANCE
Building pad elevations, subgrades for pavement, driveways and sidewalks, and all yard/open space areas shall be completed within a tolerance of plus or minus 0.1 foot of design subgrade elevations.

UTILITY INSTALLATION PREPARATION
Prior to utility construction, proposed pavement areas, building pads, driveway and sidewalk areas, and yard/open space areas shall be rough graded to plus or minus one foot of design subgrade elevations.

NOTE REGARDING PLAN GRADES
Grade elevations shown on the inprovement plans are finished grades. Pavement and/or topsoil respread thicknesses must be subtracted to determine subgrade elevations.

SITE DRAINAGE MAINTENANCE
Grading and site inprovement construction shall not cause ponding of stormwater. All areas adjacent to improvements shall be graded to provide positive site drainage.

SUBGRADE DESIGN CRITERIA
Pavement subgrade shall have a minimum IBR of 3.0 as determined by the soils engineer. The proposed pavement design has been based on a minimum IBR of 3.0. If areas of pavement subgrade are encountered which do not meet the minimum IBR requirements, remedial work or pavement design revisions will be ordered by the owner to obtain equivalent pavement strength.

III. UNDERGROUND UTILITIES - UNIVERSAL

GENERAL STANDARDS
All sewer and water main inprovements shall be constructed in accordance with the 'Standard Specifications for Water and Sewer Main Construction in Illinois,' Latest Edition, along with applicable sections of the 'Standard Specifications For Road and Bridge Construction in Illinois' as published by IDOT, Latest Edition, and the construction details and specifications of the applicable governnental agency.

GENERAL WORK SCOPE
Underground utility construction shall include trenching or augering; installation of pipe, structures and castings; backfilling of trenches with compaction; and testing as required. Fittings and accessories necessary to complete the work may not be specified, but shall be considered incidental to the cost of the contract.

GRADE PREPARATION
Rough grading to within one foot of finished subgrade shall be completed by the earthwork contractor prior to commencement of underground utility construction.

DE-WATERING
The contractor is responsible for dewatering any excavation for the installation of sewer or water systems. Dewatering will be considered incidental to the respective underground utility construction.

SHEETING AND BRACING
Any anticipated costs for sheeting and bracing shall be reflected in the contract amounts. Additional costs for sheeting and bracing will not be allowed.

SELECT GRANULAR BACKFILL
All utility trenches beneath existing or proposed pavement, driveways and sidewalks, and existing or proposed utilities (ie. crossings), and for a distance of two (2) feet either side of same (or more for deeper utilities as noted on the plans), and/or wherever else shown on the plans shall be backfilled with select granular material and firnly compacted in accordance with the construction standard details.

EXCESS TRENCH MATERIAL
The contractor shall spread excess excavated trench material adjacent to the trenches in an orderly fashion so as not to create a hazard or obstruction, and to maintain the site in a workable condition.

DISSIMILAR MATERIALS/PIPE CONNECTIONS
'Band-Seal' or similar flexible type couplings shall be used when connecting sewer pipes of dissimilar materials. When connection to an existing sewer main by means other than an existing wye, tee, or an existing structure, one of the following methods shall be used:
- Circular coring of sewer main with proper tools ('Shewer-Tap' machine or similar) and installation of hub-wye or hub-tee saddle
- Renove entire section of pipe (breaking only the top of one bell) and replace with precast wye or tee branch section
- Using a pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using a non-shear nission coupling to hold assembly firmly in place

UTILITY STRUCTURE SELECT BACKFILL
Where select granular bedding and backfill is required around utility structures, the cost for sane shall be nerged into the structure cost.

STRUCTURE CASTINGS
Frames and lids (or grates) for sanitary, water main and storn sewer structures shall be as indicated on the plans, and the cost of sane shall be integrated into the respective structure cost.

ADJUSTING RINGS
All structures shall incorporate a minimum of three (3) inches and a maximum of eight (8) inches of adjusting rings (two (2) rings maximum).

STRUCTURE ADJUSTMENT
All top of Frames for utility structures (including B-Boxes) shall be adjusted to meet final finished grade upon completion of finished grading and final inspection (cost incidental). The contractor shall insure that roadway, curb, and pavement inlets or structures (frames and grates) are at finished grade.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS
Horizontal and vertical separation between water and sewer mains shall be maintained in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois and said specifications standard drawings 18, 19, 20, 21, 22, 23, and 24.

FLOOR DRAINS AND FOOTING DRAINS
All floor drains and floor drain sump pumps shall discharge into the sanitary sewer. All downspouts, footing drains and subsurface stormwaters shall discharge into the storn sewer or onto the ground - not into the sanitary sewer.

CONSTRUCTION RECORD
The contractor shall maintain a legible record on a set of construction plans information concerning all manholes, wyes and services, valve boxes, curb boxes, etc. such that they can be field located in a manner acceptable to the applicable governmental agency.

IV UNDERGROUND UTILITIES - SANITARY SEWER

SANITARY SEWER PIPE
Sanitary sewers and services (or combined sewers in combined sewer areas) shall be constructed of one or more of the following materials as specified on the plans:
- PVC gravity sewer pipe conforning to ASTM D-3034 for pipe diameters of 4 inch to 15 inch, or conforning to ASTM F-679 for pipe diameters of 18 inch to 48 inch, with minum SDR of 26, and with Elastomeric gasket joints conforning to ASTM D-3212. The gasket shall comply with ASTM F-477. Sanitary services shall conform to ASTM D-2680 and D-2751 with solvent cement welded joints conforning to sane.
- Cement-lined ductile iron pipe class 52, conforning to AWWA C-151 (ANSI 21.51) with push-on joints conforning to AWWA C-111 (ANSI A21.11)
- Extra Strength Vitrified Clay Pipe (ESVCP) conforning to ASTM C-700 with ASTM C-425 joints and ASTM C-1784 collars (no-bell)

SANITARY SEWER BEDDING
Sanitary sewers shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-7), with a minimum thickness of one fourth of the outside pipe diameter, but not less than 4 inches nor more than 8 inches. Bedding shall extend to one foot over the top of pipe for all sanitary sewer and services. Cost for bedding shall be nerged into lineal Footage cost for the respective sewer pipe.

SANITARY SEWER MANHOLES
Manholes shall be 4 Foot diameter precast reinforced concrete structures with eccentric cones. Cone openings shall be centered parallel to nainline flow. Structure sections and adjusting rings shall be securely sealed to each other using resilient, flexible, non-hardening, preformed bituminous nastic (Ram-Nek or approved equal). Mastic shall be applied such that no surface or ground water inflow can enter the structure. All structures shall be equipped with appropriate steps, frame and lid, and if indicated shall include an internal or external chimney seal (see construction standard detail). Manhole frames and lids shall be watertight with concealed pick-holes.

SANITARY PIPE MANHOLE CONNECTIONS
Sanitary sewer nanhole connections shall be nade with a flexible water-tight boot precast into the structure (see construction standard detail). Refer to ASTM C-923.

SERVICE LOCATIONS
Sanitary services shall be installed in a separate trench fram water services, with a ninimum horizontal separation of 10 feet.

TESTING
Sanitary sewers including nanholes and service lines shall be subjected to either an infiltration test or air test (and deflection test for flexible pipe) by the contractor. Allowable infiltration shall not exceed 200 gallons per inch diameter of pipe per nile per day. Vacuum testing of manholes shall be in accordance with ASTM C-1244. Testing procedures shall be in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois. The contractor shall coordinate the testing with all applicable governmental agencies.

TELEVISING
Main line sanitary sewer shall be televised prior to acceptance and a DVD shall be provided to applicable governmental agencies. Corrective work required shall be done inmediately. Cost for televising shall be nerged into the unit price for the sewer pipe.

V. UNDERGROUND UTILITIES - WATER MAIN

WATER MAIN PIPE
Water main shall be cement-lined ductile iron pipe class 52 conforning to AWWA C-151 (ANSI A21.51). Rubber gasket joints shall conforn to AWWA C-111 (ANSI A21.11). Ductile iron Fittings shall conforn to AWWA C-110 (ANSI A21.10). Cement lining shall conforn to AWWA C-104 (ANSI A21.4). If protective wrapping is indicated on the plan or details, it shall conforn to AWWA C105-99, minimum thickness 8 mil polyethylene tube such as Olex type 'F-191' or equal, and shall completely encase and seal the main, fittings, and accessories per manufacturer's directions.

FITTINGS
Water main fittings (bends, elbow, tees, increasers, reducers, etc.) may or may not be specifically referenced on the plans and quantities - if not, they shall be considered incidental and included in the lineal footage coast for the water main.

DEPTH OF COVER - MAIN AND SERVICES
Minimum depth of cover fron Finished grade to top of water main or water service pipe shall be five and one-half (5.5) feet.

THRUST BLOCKING
Thrust blocking shall be installed with water mains at all bends, tees, elbows, etc. (see construction standard detail). Restrained glands or mega-lug fittings may be substituted if permitted by the applicable governmental agency. Cost of either to be nerged into lineal Footage cost for the water nain.

WATER MAIN BEDDING
Water main shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-6), a ninimun of 4 inches below the bottom of the pipe and extending upward to the springline (1/2 the pipe diameter). Cost for bedding shall be nerged into lineal Footage cost for the water main.

WATER VALVES
Unless specifically noted otherwise, gate valves in accordance with the applicable governmental standard shall be used wherever valves are called for. Valves shall be iron body, bronze mounted, parallel resilient seat valves per AWA C-509. Valves shall be rated for 300 psi test pressure and 200 psi working pressure.

VALVE VAULTS
Valve vaults shall be used at all valve locations. Vaults shall be precast reinforced concrete structures, diameter as noted on the plans. Vaults shall include appropriate frames and lids (see construction standard details).

PRESSURE TAPS
Where indicated on the plan, pressure tap operations shall be done while maintaining system pressure in the existing main. The existing main shall be cleaned prior to installation of the tapping sleeve. Tapping valve shall conforn to AWWA C-500. Vault, supports, frame, and lid shall conforn to the construction standard detail.

FIRE HYDRANTS
Hydrants shall be of the manufacture and equipped with auxiliary valves and valve boxes in accordance with the applicable governmental agency's standard. Hydrants shall be equipped with two 2 1/2 inch hose nozzle connections and one 4 1/2 inch pumper port. Hose threads shall be the standard of the applicable governmental agency. Hydrants shall open left (counter-clockwise). Hydrants shall generally be located three (3) feet clear of the back of curb.

SERVICE LOCATIONS
Water services shall be installed in a separate trench fram sanitary (or storn) services, with a ninimun horizontal separation of 10 feet.

TESTING AND DISINFECTION
Water mains shall be subject to a pressure test by the contractor. Hydrostatic pressure test and leakage shall be based on 150 psi for 2 hours. Chlorination for disinfection shall be in accordance with the Standard Specifications. Testing and chlorination of existing water mains (where connections are indicated on the plans) shall be considered incidental. In the event that pressure testing of existing mains fail, and such failures are attributable to pre-existing conditions not under the contractor's control, the contractor is entitled to additional payment to correct the deficiencies in the existing system.

VI. UNDERGROUND UTILITIES - STORM SEWER

STORM SEWER PIPE
Storm sewers and services shall be constructed of one or nore of the following materials as specified on the plans:
- Reinforced concrete pipe of the class as indicated on the plans, conforning to ASTM C-76 with trowel applied bituminous nastic compound per ASTM C-76. Where noted on the plan the joints and pipe shall incorporate flexible gaskets conforning to ASTM C-443 or ASTM C-361 in lieu of nastic (typically at water main crossings).
- Cement-lined ductile iron pipe class 52, conforning to AWWA C-151 (ANSI 21.51) with push-on joints conforning to AWWA C-111 (ANSI A21.11).
- PVC gravity sewer pipe conforning to ASTM D-3034 (for pipe dianeters of 4 inch to 15 inch) or conforning to ASTM F-679 (for pipe diameters of 18 inch to 48 inch). All pipe shall be SDR 35 or stronger, with elastomeric gasket joints conforning to ASTM D-3212.
- Galvanized corrugated netal (steel) pipe (CMP). 16 gauge ninimun, conforning to ASTM A760. This pipe may be round, horizontal elliptical (HE), arch pipe or slotted drain as indicated on the plans. Slotted drain (trench drain) pipe shall incorporate 1.75 inch wide drain opening and 6 inch ninimun height adjustable drain guide.

STORM SEWER BEDDING
Storm sewers shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-6), with a ninimun thickness of one fourth of the outside pipe diameter, but not less than 4 inches nor more than 8 inches. Bedding shall extend upward to the springline of the pipe for concrete and ductile iron pipe, and one foot over the top of the pipe for PVC pipe and CMP pipe. Cost for bedding shall be nerged into lineal Footage cost for the respective sewer pipe.

INLETS, CATCH BASINS, AND MANHOLES
All structures shall be pre-cast reinforced concrete (see construction standard details). Structure sections and adjusting rings shall be securely sealed to each other with flexible bituminous nastic. Gaps at pipe connections shall be filled and securely sealed with non-shrink hydraulic cement nortar. Frames and grates (or lids) shall be as noted on the plans and shall be securely grouted with non-shrink hydraulic cement nortar.

SPECIAL STRUCTURES
If called for on the plans, special structures (headwalls, boxes, etc.) shall be in accordance with the construction standard details.

VII. PAVEMENT, CURBS, AND SIDEWALKS

GENERAL STANDARDS
Unless specifically nodified below, all pavement, curb, and sidewalk construction shall be done in accordance with the applicable sections of the 'Standard Specifications for Road and Bridge Construction in Illinois,' as published by IDOT, latest edition.

SUBGRADE PREPARATIN
The subgrade for roadways, pavement, and/or curbs and walks shall be finished by the excavation contractor to within 0.1 foot, plus or ninus, of plan elevation. The paving contractor shall confirm the proper preparation of the rough subgrade, or notify the owner and engineer in writing of any discrepancies. Prior to placement of base material, the paving contractor shall fine grade the subgrade to insure proper thicknesses for all base and pavement courses.

BITUMINOUS PAVEMENT
Bituminous Pavement shall consist of the sub-base course, base course, hot-nix asphalt binder course, and hot-nix asphalt surface course, of the thickness and materials as specified on the plans. The maximun size aggregate for the hot-nix surface course nixture shall be 3/8 inches. A prime coat shall be applied to the sub-base course (or base course) as indicated on the plans. A tack coat shall be applied to the binder course prior to surface course placement.

WEATHER REQUIREMENTS FOR BITUMINOUS PAVING
Hot-nix binder shall be placed only when the ambient air temperature is at least 40 degrees Fahrenheit and the forecast is for rising temperatures. Hot-nix surface shall be placed when the ambient air tenperature is at least 45 degrees Fahrenheit and the forecast is for rising temperatures.

BITUMINOUS PAVEMENT INSTALLATION
After installation of the base course, all traffic shall be kept off the base until the binder course is placed. After installation of the binder course (and for public inprovements after the binder course has been in place for one winter), and upon completion of inspection and approval by the applicable governmental agency and owner, the binder shall be cleaned, a tack coat shall be applied at a rate of 0.05 gal/square yard (cost incidental), and the surface course shall be placed. All damaged areas in the binder, base or curb shall be repaired prior to surface replacement.

REINFORCED CONCRETE PAVEMENT
Concrete pavement and base course shall be of the thickness as shown on the plans. All concrete pavement shall be reinforced with 6 inch x 6 inch No. 6 welded wire Fabric. All concrete pavement shall be broan finished. Contraction joints shall be sawcut inmediately after pavement installation and initial curing.

CONCRETE PAVEMENT JOINTING
Joints for concrete pavement shall be determined by contractor in the field using best practices. Maximun distance between joints shall be 15 feet. Jointing shall Follow the American Concrete Pavement Association Publication 'Proper use of Isolation and Expansion Joints in Concrete Pavements.'

CONCRETE CURB AND GUTTER
Combination curb and gutter shall be as detailed on the plans, underlain with the specified base course. Pre-nolded bituminous expansion joints (3/4 inch thick) with 3/4 inch x 8 inch plain round steel dowel bars shall be installed at 60 Foot intervals and at all P.C.'s, P.T.'s, curb returns, and at the end of each pour. Alternate ends of the dowel bars shall be greased and fitted with metal expansion tubes. Fiber expansion joints 3/4 inch shall also be used wherever sidewalk abuts the curb. Contraction joints shall be sawcut at 15 Foot intervals. Two (2) reinforcing bars (No. 4), 10 Feet long, shall be installed wherever curb and gutter crosses utility trenches or service lines. Curbs shall be depressed at all locations where public walks or pedestrian paths intersect curb lines (ADA Requirements - see construction standard details). Concrete curb and gutter shall be placed and vibrated to eliminate any honey-combing.

CONCRETE SIDEWALKS
Sidewalks and base course shall be of the thickness and dimensions as shown on the plans. Sidewalks crossing driveways shall be reinforced with 6 inch x 6 inch No. 6 welded wire mesh. Sidewalks crossing utility trenches shall be reinforced with three (3) No. 4 reinforcing bars 10 Feet long, centered over the trench crossing.

CONCRETE CURING
Curing and weather protection of all concrete surfaces (pavement, curb, sidewalk) shall be per the standard specifications.

TESTING
Testing of all pavement courses, curbs, and concrete shall be done by a qualified testing firm employed by the owner.

PAINTED PAVEMENT MARKINGS
Painted pavement markings and symbols shall be installed in the color and location as shown on the plan, and conforning to the standard specifications. Markings and symbols shall only be applied when the temperature is 50 degrees Fahrenheit or above.

NO.	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS

PROJECT NOTES AND SPECIFICATIONS

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630.480.7889
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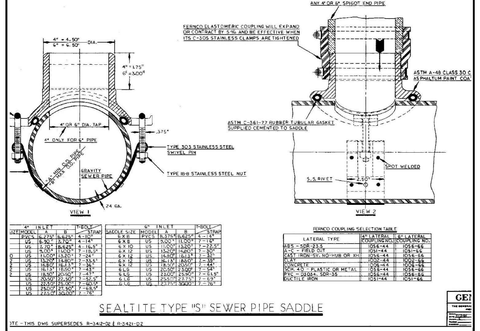
PROJECT NO. 66419521
DATE 04/28/22
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
6 OF 7

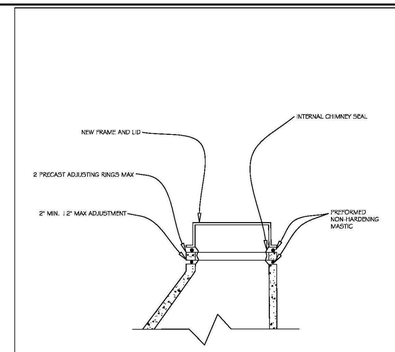
May 26, 2022 9:23:1 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 - VILLA PARK APTS - ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG



4" - INLET				6" - INLET				PIPE OUT
OUTSIDE PIPE	A	B	STAP	OUTSIDE PIPE	A	B	STAP	
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - I.P.S.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - C.P.V.C.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - D.W.V.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - C.I.P.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - D.I.P.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - C.S.P.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - C.M.P.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - P.V.C.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - C.P.P.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - P.E.
V4	14.00"	12.00"	4-1/4"	V6	14.00"	12.00"	4-1/4"	4" - P.P.

SADDLE SIZE	INCHES	A	B
S X 8	8"x4"	8-1/4"	4-1/4"
S X 8	8"x6"	8-1/4"	6-1/4"
S X 8	8"x8"	8-1/4"	8-1/4"
S X 10	10"x4"	10-1/4"	4-1/4"
S X 10	10"x6"	10-1/4"	6-1/4"
S X 10	10"x8"	10-1/4"	8-1/4"
S X 10	10"x10"	10-1/4"	10-1/4"
S X 12	12"x4"	12-1/4"	4-1/4"
S X 12	12"x6"	12-1/4"	6-1/4"
S X 12	12"x8"	12-1/4"	8-1/4"
S X 12	12"x10"	12-1/4"	10-1/4"
S X 12	12"x12"	12-1/4"	12-1/4"

FERNCO COUPLING SELECTION TABLE	
LATERAL TYPE	COUPLING - SIZE LATERAL
PVC	SDR-35
ABS - SOLID WALL	SDR-35
C.I. - PIPE O.D.	SDR-35
CAST IRON - NO HUB OR SERVICE WEIGHT	SDR-35
CONCRETE	SDR-35
COPPER - PLASTIC OR METAL	SDR-35
D.I. - PIPE O.D. SIZE	SDR-35
DUCTILE IRON	SDR-35

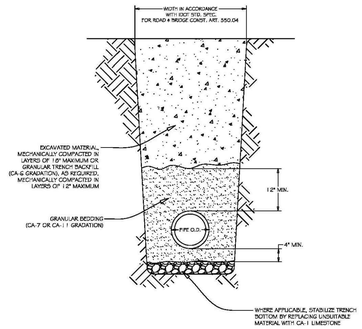


GENERAL NOTES:

1. INTERNAL MANHOLE CHIMNEY SEAL CONFORMING ASTM C-923 CRETOR OR APPROVED EQUAL (SANITARY AND COMBINED MANHOLES ONLY)
2. NEW FRAME AND LID (SANITARY): NEENAH R-1015-2000 FRAME NEENAH R-1015-2001 SELF SEALING LID
3. NEW FRAME AND LID (STORM): NEENAH R-1015-2000 FRAME NEENAH R-1015-2001 LID

NOT TO SCALE

REV:		DATE:		
REV:		DATE:	TYPICAL MANHOLE ADJUSTMENT	VILLAGE OF VILLA PARK
DRAWN BY:	VV	DATE:	JAN 2003	SANITARY - 02



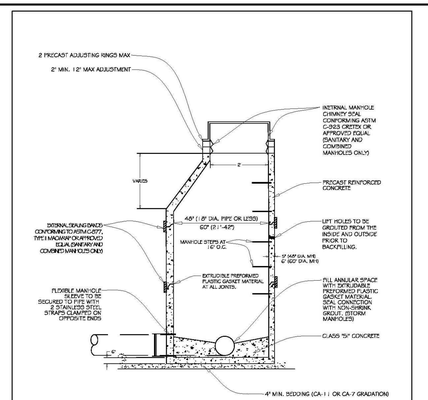
GENERAL NOTES:

1. GRANULAR TRENCH BACKFILL SHALL BE MECHANICALLY COMPACTED IN LAYERS OF 12" MAXIMUM, LOOSE MEASURE, TO 95% OF STANDARD MAXIMUM DENSITY (ASTM D 698)
2. EXCAVATED MATERIAL USED FOR BACKFILL SHALL BE MECHANICALLY COMPACTED IN LAYERS OF 18" MAXIMUM, LOOSE MEASURE, TO 90% OF STANDARD MAXIMUM DENSITY (ASTM D 698)

NOT TO SCALE

REV:	KLM	DATE:	10/20/2006	
REV:	RWS	DATE:	07/2004	
DRAWN BY:	VV	DATE:	01/2003	PIPE INSTALLATION

VILLAGE OF VILLA PARK | SANITARY - 03



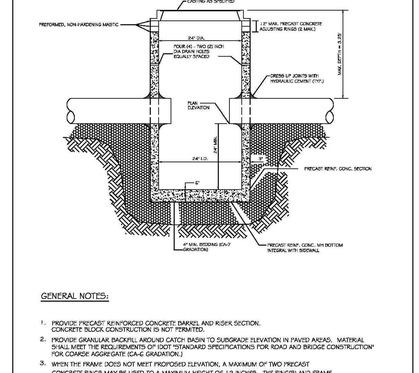
GENERAL NOTES:

1. FRAME AND LID (SANITARY): NEENAH R-1015-2000 FRAME NEENAH R-1015-2001 SELF SEALING LID
2. FRAME AND LID (STORM): NEENAH R-1015-2000 FRAME NEENAH R-1015-2001 LID
3. ALL LIFT HOLES ARE TO BE GROUTED FROM INSIDE AND OUTSIDE BEFORE BACKFILLING

NOT TO SCALE

REV:		DATE:		
REV:	RWS	DATE:	JUL 2004	
DRAWN BY:	VV	DATE:	JAN 2003	STANDARD MANHOLE

VILLAGE OF VILLA PARK | SANITARY - 05



GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
2. PROVIDE GRANULAR BACKFILL AROUND CATCH BASIN TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
3. WITH THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MAXIMUM OF TWO PRECAST CONCRETE RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET IN A BED OF PREFORMED NON-HARDENING MASTIC (RUB-R-NEX OR APPROVED EQUAL).
4. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
5. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME.
6. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.
7. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTRK FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
8. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

NOT TO SCALE

REV:		DATE:		
REV:	RWS	DATE:	JUL 2004	
DRAWN BY:	VV	DATE:	JAN 2003	CATCH BASIN TYPE "C"

VILLAGE OF VILLA PARK | STORM - 01

GENERAL NOTES:

1. MAXIMUM BARREL EXTENSIONS ARE 18 INCHES AND SHALL BE WATEROUS EXTENSION FOR WATEROUS HYDRANTS.
2. ALL HYDRANTS ARE TO BE SUPPLIED WITH A 6" FLANGED AND MECHANICAL JOINT AUXILIARY VALVE THAT CONFORMS TO AWWA 500-80. ALL TRIM BOLTS ARE TO BE STAINLESS STEEL.
3. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS AND THREADED RODS - GRADE #304
   B. NUTS AND WASHERS - GRADE #300
4. MEGA-LUG RETAINERS MUST BE INSTALLED ON ALL MECHANICAL FITTINGS.

NOT TO SCALE

REV:		DATE:		
REV:	RWS	DATE:	JUL 2004	
DRAWN BY:	VV	DATE:	JAN 2003	FIRE HYDRANT SETTING

VILLAGE OF VILLA PARK | WATER - 04

GENERAL NOTES:

1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS AND THREADED RODS - GRADE #304
   B. NUTS AND WASHERS - GRADE #300
2. FRAME AND LID:
   NEENAH R-1015-2000 FRAME
   NEENAH R-1015-2001 SELF SEALING LID
   *WATER" TO BE CAST INTO COVER

NOT TO SCALE

REV:		DATE:		
REV:	RWS	DATE:	JUL 2004	
DRAWN BY:	VV	DATE:	JAN 2003	WATER VALVE IN VAULT

VILLAGE OF VILLA PARK | WATER - 14

GENERAL NOTES:

1. Thrust blocks shall be made of 12" thick precastconcrete blocks or poured in place concrete.
2. Thrust blocks shall be installed at all tees and bends of 11.25° and grater.
3. Thrust blocks shall be installed against undisturbed soil.
4. Concrete shall be 3000 PSI (min.).
5. Poured concrete shall be placed in such a manner that pipe and fittings will be accessible for repairs.
6. All joints requiring thrust blocking shall also use Meg-a-Lug retainer glands.
7. Use of wood materials for thrust blocking is strongly prohibited.
8. All below grade fasteners to be stainless steel:
   bolts & threaded rods - grade 304
   nuts & washers - grade 300

NOT TO SCALE

REV:		DATE:		
REV:	RWS	DATE:	FEB 2005	
DRAWN BY:	VV	DATE:	FEB 2005	THRUST BLOCK INSTALLATION

VILLAGE OF VILLA PARK | WATER-22

GENERAL NOTES:

1. MEG-A-LUG RETAINER GLANDS AND THRUST BLOCKING SHALL BE USED AT ALL FITTINGS AND JOINTS.
2. AN EIGHTEEN INCH (1.5') VERTICAL SEPARATION SHALL BE MAINTAINED BETWEEN THE WATERMAIN AND THE PROPOSED SEWER.
3. WATERMAINS SHALL ONLY BE RAISED A MAXIMUM OF 1.5' WHEN USING M.J. OFFSET FITTINGS.
4. TYPE I RELOCATIONS SHALL ONLY BE USED WHEN THE TOP OF THE RELOCATED WATERMAIN IS 3.5' OR GREATER BELOW FINISHED GRADE.
5. TYPE II RELOCATIONS REQUIRE THE PROPOSED SEWER TO BE INSTALLED IN PRESSURE RATED PIPE (CLASS 52 DUCTILE IRON PIPE, OR PVC SDR-26, ASTM D-2241 ; PC PIPE BETWEEN MANHOLES), OR ENCASED IN A BITUMINOUS COATED STEEL CASING PIPE, EXTENDING A MINIMUM OF 10' CENTERED ON THE WATERMAIN.
6. ALL BELOW GRADE FASTENERS SHALL BE STAINLESS STEEL.
   A. BOLTS: GRADE 304
   B. NUTS AND WASHERS: GRADE 300

NOT TO SCALE

REV:		DATE:		
REV:		DATE:	01/07/2008	
DRAWN BY:	VV	DATE:	JAN 2003	WATERMAIN RELOCATION

VILLAGE OF VILLA PARK | WATER - 25

GENERAL NOTES:

1. CONTRACTION JOINTS SHALL BE PLACED BETWEEN EXPANSION JOINTS AT 15' INTREVALS.
2. EXPANSION JOINTS ARE TO BE PLACED AT 60' INTERVALS. 2-#6 X 18" REBARS TO BE PLACED AT ALL EXPANSION JOINTS.

NOT TO SCALE

REV:		DATE:		
REV:	RWS	DATE:	JUL 2004	
DRAWN BY:	VV	DATE:	JAN 2003	COMBINATION CONCRETE CURB AND GUTTER

VILLAGE OF VILLA PARK | ROAD - 02

GENERAL NOTES:

1. CURING AND PROTECTION FOR IDOT SPECS AS APPROVED BY THE VILLAGE ENGINEER
2. ALL STONE BEDDING SHALL BE MECHANICALLY COMPACTED

NOT TO SCALE

REV:	RWS	DATE:	11/1/2007	
REV:	RWS	DATE:	JUL 2004	
DRAWN BY:	VV	DATE:	JAN 2003	TYPICAL DRIVEWAY APPROACH

VILLAGE OF VILLA PARK | STREET - 03

DATE	REVISIONS	DRAWN BY
1 05/26/22	GENERAL REVISIONS	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
CONSTRUCTION STANDARDS AND DETAILS

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PROJECT NO. 66419521
DATE 04/28/22
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

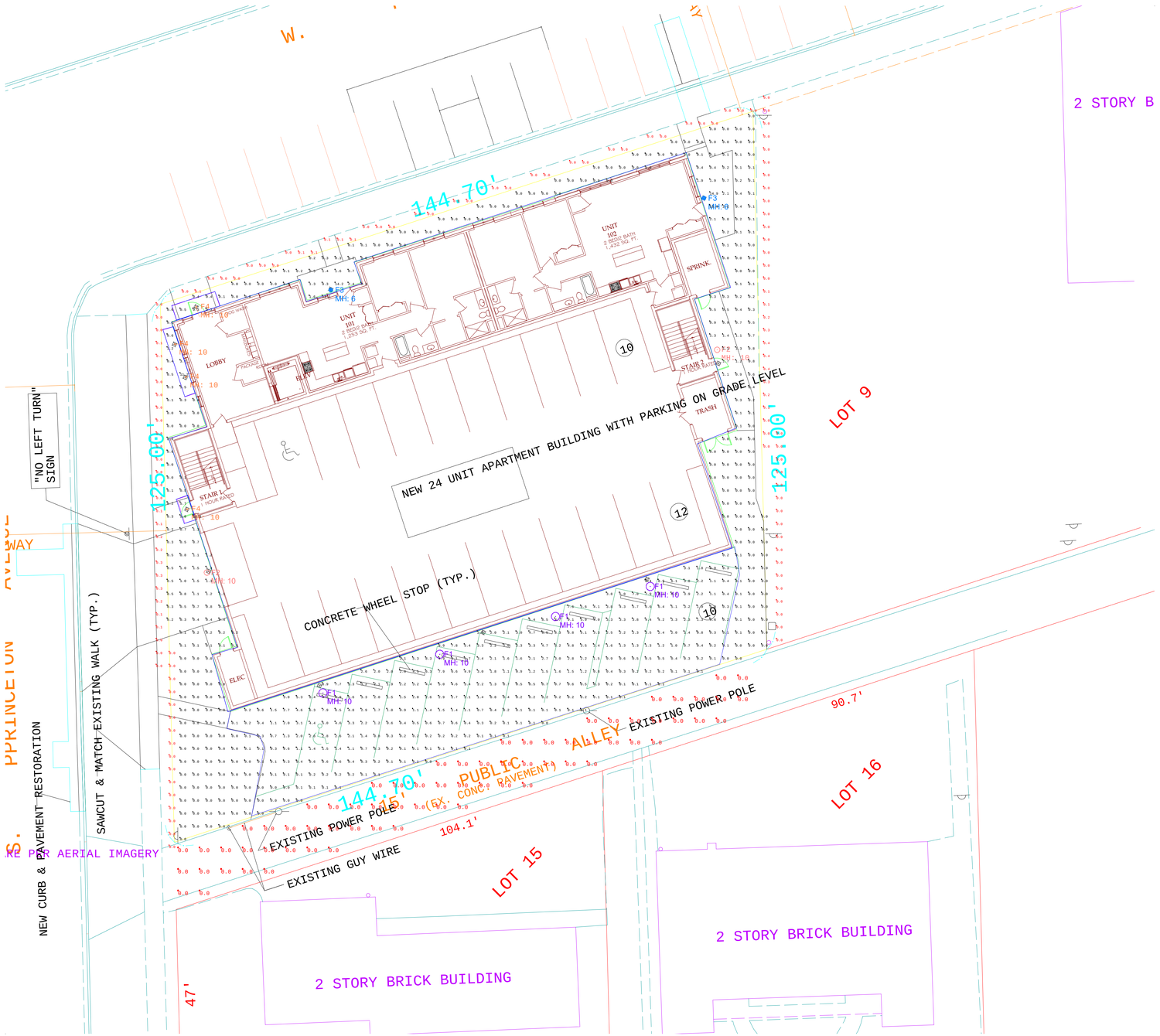
SHEET
7 OF 7

May 26, 2022 9:23:24 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 - VILLA PARK APTS - ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

Luminaire Schedule			
Symbol	Tag	Qty	Description
	F1	4	512 - 41 - LVE01 - 3000lm
	F2	2	508 - 41 - LVE01 - 500lm
	F4	4	AE2RRAB-SW-25-80-35-SDL-7W
	F3	2	WS-W9101 A061916

NOTES:
LLF .9 FOR ALL FIXTURES
MOUNTING HEIGHTS SHOWN

Calculation Summary					
Label	CalcType	Avg	Max	Min	Max/Min
ALLEY	Illuminance	0.00	0.0	0.0	N.A.
E PRIVATE ENTRY	Illuminance	1.47	3.7	0.2	18.50
EAST STAIR	Illuminance	0.78	1.7	0.0	N.A.
GARAGE ENTRANCE	Illuminance	0.79	1.6	0.1	16.00
MAIN ENTRY	Illuminance	1.55	10.8	0.0	N.A.
N PRIVATE ENTRY	Illuminance	2.43	7.2	0.3	24.00
OVERALL LOT	Illuminance	1.33	15.9	0.0	N.A.
PARKING_Planar	Illuminance	2.12	8.4	0.0	N.A.
PERIMETER	Illuminance	0.04	0.4	0.0	N.A.
WEST STAIR	Illuminance	6.80	16.9	0.4	42.25



FORCE PARTNERS

#	Date	Comments
Revisions		

Drawn By: BOSM
Checked By:
Date:5/25/2022
Scale:

ARDMORE FLATS

EXTERIOR

Standard Dome

Reflectors

A - B / C / D / E / F

A	B	C	D	E	F
FIXTURE	LAMP TYPE	GLOBE	CAST GUARD	WIRE GUARD	MOUNTING

A Fixture

508 8" STANDARD DOME	**510** 10" STANDARD DOME	**512** 12" STANDARD DOME	**514** 14" STANDARD DOME	**516** 16" STANDARD DOME
518 18" STANDARD DOME	**520** 20" STANDARD DOME			

Project:

Location:

Fixture Type:

Catalog Number:

AVAILABLE FINISHES:

Vessel

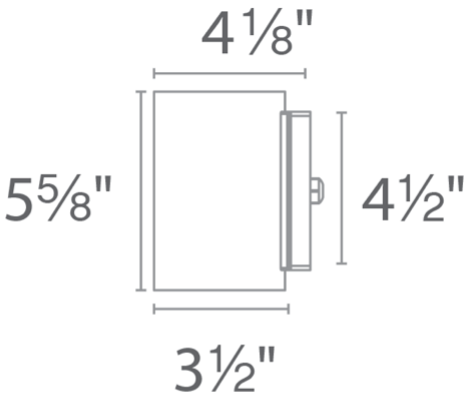
WS-W9101

PRODUCT DESCRIPTION

Minimalist and modern, these simplified cylinders project incredible light inside and out with advanced proprietary LED technology. Crafted from die-cast aluminum, Vessel provideseffortless versatility with its easy-to-pair shape and neutral finishes.

FEATURES

• 2700K and 4000K CCT option available for special order.
• Driver concealed within the fixture
• Silk-screened glass
• IDA Dark Sky compliant in color temperatures of 3000K or lower and when mounted in a downward orientation



WS-W9101

SPECIFICATIONS

Rated Life	50000 Hours
Standards	ETL, cETL,Wet Location Listed,IP66,Title 24 JA8: 2019 Compliant,Dark Sky Friendly
Input	120-277V,50/60Hz
Dimming	ELV, 0-10V
Mounting	Can be mounted on wall vertically or upside down
Color Temp	3000K
CRI	90
Construction	Die cast aluminum construction with silk-screened glass

Model & Size	Color Temp	Finish	LED Watts	LED Lumens	Delivered Lumens
❍ WS-W9101 6"	3000K	❍ AL Brushed Aluminum	16.8W	1167	861
	3000K	◎ BK Black	16.8W	1167	861
	3000K	◎ BZ Bronze	16.8W	1167	861
	3000K	◎ WT White	16.8W	1167	861

Example: **WS-W9101-WT**

•For '4000K' add "-'40'";'2700K' add "-'27'" before the finish: WS-W9101-27-AL

For custom requests please contact customs@modernforms.com

AERA 2" DOWNLIGHT

ROUND RECESSED ADJUSTABLE

LUMENWERX

Project: _____

Type: _____

Aera recessed downlights are true to size, encased in minimalist housing, and suitable additions to any interior space where outstanding optical performance, maximal eye comfort, and/or an industry-leading wall wash are required.

Beam Angles

Low UGR < 10 in all beams / Max. tilt 35°

Ceiling Types

Drywall Millwork Acoustic Tile

Performance

LUMEN OUTPUT [1]	WATTS	EFFICACY
552 lm	7 W	79 lm/W
727 lm	10 W	73 lm/W

[1] Lumen packages are assuming 3500K, 80CRI, 35° beam, with SDL lens option.

Installation Types

New Construction (Type Non-IC, Type-IC, CCEA)
Remodel (Type Non-IC)

Light Source

Static White
Full Spectrum
SOLA - Dim-to-Warm
DUO - Tunable White

Plenum Clearance

As low as 5"

COB

2 Step Color Binning
Up to 95 CRI

Certifications

IP44 Shower Rated
Some restrictions may apply.

JA8 TITLE 24

Drivers

1%, 0.1% Dimming Available
0-10V, TRIAC, ELV, Lutron EcoSystem, DALI, DMX
Emergency Battery (optional)

Aera Family (Refer to other spec sheets)

Downlight

2" / 3" / 4" Round / Square Recessed Adjustable
2" / 3" / 4" Round / Square Recessed
2" / 3" / 4" Round / Square Recessed Wall Wash

Multi-aperture

2" / 3" / 4" Round / Square Recessed Adjustable
2" / 3" / 4" Round / Square Recessed
2" / 3" / 4" Round / Square Recessed Wall Wash

Cylinder

2" / 3" / 4" Pendant Pendant Asymmetric Pendant Wall Wash
2" / 3" / 4" Wall Wall Asymmetric
2" / 3" / 4" Surface Surface Asymmetric Surface Wall Wash

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AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

AERA 2" DOWNLIGHT

ROUND RECESSED ADJUSTABLE

LUMENWERX

Project: _____

Type: _____

Order Guide

To specify a Title 24 JA8 compliant fixture, see page 3.

1 - Housing (Example: AE2RRA-TRM-SW-OF-ASB-120-7W-D1-NA)

LUMINAIRE ID [1]	TRIM STYLE	LIGHT SOURCE	INSTALLATION TYPE	MOUNTING OPTION [4] Specify NA for Remodel
AE2RRA				
AE2RRA - Aera 2" Round Recessed Adjustable [1] Recessed (fixed) and Recessed Wall Wash also available. Consult other spec sheets.	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** [2] - Trimless millwork [2] Not available with remodel (RM) installation type.	**SW** - Static white **FS** - Full spectrum **SOLA** - Dim-to-warm single channel control 35K to 22K **DUO** - Tunable white 2-channel control 65K to 27K	**OF** - Open Frame Type Non-IC **IC** [3] - Type-IC **RM** - Remodel Type Non-IC **CP** [3] - Chicago Plenum Type-IC (CCEA) **AT** [3] - Airtight Type-IC [3] Available with low output only.	**ASB** - Adjustable standard bar hangers **FMB** - Flush mount bars **ACB** - Adjustable commercial bar hangers **AHC** - Adjustable hat channel bars **NA** - Not applicable [4] See page 5 for more details.

VOLTAGE	WATTAGE [6]	DIMMING [8]			OPTION [15]
					NA
120 - 120V **277** - 277V **UNV** - 120V-277V **347** [5] - 347V [5] Available with RD1 driver only. Please consult factory.	**7W** - Low output 477-560 lm **10W** [7] - Medium output 627-736 lm [6] Lumen outputs are reduced with full spectrum, consult factory. [7] Not available with IC/CP/AT.	**INTEGRAL** **D1** - 1% 0-10V **ELV** [9] - ELV 120V **TRI** [9] - TRIAC 120V [8] PoE (Power-over-Ethernet) compatible. Consult factory for details. [9] Available with 120V only.	**REMOTE** [10] **RD1** - 1% 0-10V **RELV** [11] - ELV 120V **RTRI** [11] - TRIAC 120V **RLTEA2W** [11, 12] - Lutron 1% - 2 wire FP 120V **RLDE1** [13] - Lutron Hi-lume 1% Eco	**RDA** [13] - DALI **RELD1** - eldoLED 1% ECOdrive 0-10V **RELD0** - eldoLED 0.1% SOLOdrive 0-10V **+EB** [14] - Emergency battery	**NA** - None [15] To specify a JA8 compliant fixture, see page 3.
			[10] A remote driver box is provided, see page 4 for details. [11] Available with 120V only. [12] Not available with 7 W output. [13] On-site commissioning is required. [14] For emergency battery, code will be like the following example: **RD1 + EB**		
	SOLA **8W** - 8 W output, up to 250 lm DUO **7W** - 7 W output, up to 200 lm	SOLA **SD1** - 1% 0-10V **SELV** [9] - ELV 120V **STRI** [9] - TRIAC 120V	SOLA **RSD1** - Single 0-10V input **RSELV** [11] - ELV 120V **RSTRI** [11] - TRIAC 120V	DUO **RDMX** [13] - DMX **RDDA** [13] - DALI DT6 **RDDA8** [13] - DALI DT8 **RDD1** - Dual 0-10V input for CCT/intensity **RPSQ0** [13] - Lutron T-Series 1% tunable white	

2 - Light & Baffle (Example: AE2RRAB-SW-15-2-90-27-LS-TRM-SDL-TMW-TMW-NA)

LUMINAIRE ID	LIGHT SOURCE	BEAM	COLOR QUALITY	CRI	COLOR TEMP.
AE2RRAB - Aera 2" Round Recessed Adjustable Bevel **AE2RRAP** - Aera 2" Round Recessed Adjustable Pinhole	**SW** - Static white **FS** - Full spectrum	**15** - 15° Spot **25** - 25° Spot **35** - 35° Narrow flood **50** - 50° Wide flood **80** - 80° Very wide flood **90** - 90° Open flood	**2** [16] - 2 Step MacAdam Ellipse **3** - 3 Step MacAdam Ellipse [16] Not available with full spectrum.	**90** [17] - 90 CRI **95** - 95 CRI **80** [17] - 80 CRI [17] Not available with full spectrum.	**27** - 2700K **30** - 3000K **35** - 3500K **40** - 4000K
	SOLA - Dim-to-warm single channel control 35K to 22K **DUO** - Tunable white 2-channel control 65K to 27K	**50** - 50° Wide flood	**3** - 3 Step MacAdam Ellipse	**90** - 90 CRI	**SOLA** - Dim-to-warm single channel control 35K to 22K **DUO** - Tunable white 2-channel control 65K to 27K

OPTICAL OPTIONS	TRIM STYLE	LENS Specify NOL for Pinhole	BAFFLE FINISH Specify NA for Pinhole	TRIM FLANGE FINISH Specify NA for Bevel Trimless	OPTIONS [20]
LS [18] - Linear spread **HEX** [18] - Hex louver **NA** - None [18] Hex louver and linear spread cannot be used together.	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** [19] - Trimless millwork [19] Not available with remodel (RM) installation type.	**SDL** - Soft diffused lens **FDL** - Frosted diffused lens **CL** - Clear lens **NOL** - No lens	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**WET** [21] - Wet location **NA** - None [20] To specify a JA8 compliant fixture, see page 3. [21] Must be specified with the bevel (AE2RRAB), flanged trim (TRM), and either SDL, FDL, or CL lens options.

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AERA 2" DOWNLIGHT

LUMENWERX

ROUND RECESSED ADJUSTABLE

Project: _____

_____

Type: _____

Title 24 JA8

Order Guide

COMPLIANT WITH JA8 TITLE 24

1 - Housing (Example: AE2RRA-TRM-SW-AT-ASB-120-7W-D1-JA8)

LUMINAIRE ID [1]	TRIM STYLE	LIGHT SOURCE	INSTALLATION TYPE	MOUNTING OPTION [2]
AE2RRA			**AT**	
AE2RRA - Aera 2" Round Recessed Adjustable [1] Recessed (fixed) and Recessed Wall Wash also available. Consult other spec sheets.	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** - Trimless millwork	**SW** - Static white **SOLA** - Dim-to-warm single channel control 35K to 22K	**AT** - Airtight Type-IC	**ASB** - Adjustable standard bar hangers **FMB** - Flush mount bars **ACB** - Adjustable commercial bar hangers **AHC** - Adjustable hat channel bars [2] See page 5 for more details.

VOLTAGE	WATTAGE	DIMMING		OPTION
				JA8
120 - 120V **277** - 277V	**7W** - Low output 477-560 lm	**INTEGRAL**	**REMOTE** [4]	**JA8** - JA8 compliant
		D1 - 1% 0-10V **ELV** [3] - ELV 120V **TRI** [3] - TRIAC 120V [3] Available with 120V only.	**RD1** - 1% 0-10V **RELV** [5] - ELV 120V **RTRI** [5] - TRIAC 120V **RLDE1** [6] - Lutron Hi-lume 1% Eco [4] A remote driver box is provided, see page 4 for details. [5] Available with 120V only. [6] On-site commissioning is required.	
	8W - 8 W output, up to 250 lm	**SD1** - 1% 0-10V **SELV** [3] - ELV 120V **STRI** [3] - TRIAC 120V	**RSD1** - Single 0-10V input **RSELV** [5] - ELV 120V **RSTRI** [5] - TRIAC 120V	

2 - Light & Baffle (Example: AE2RRAB-SW-15-2-90-27-NA-TRM-SDL-TMW-TMW-JA8-WET)

LUMINAIRE ID	LIGHT SOURCE	BEAM	COLOR QUALITY	CRI	COLOR TEMP.
				90	
AE2RRAB - Aera 2" Round Recessed Adjustable Bevel **AE2RRAP** - Aera 2" Round Recessed Adjustable Pinhole	**SW** - Static white	**15** - 15° Spot **25** - 25° Spot **35** - 35° Narrow flood **50** - 50° Wide flood **80** - 80° Very wide flood **90** - 90° Open flood	**2** - 2 Step MacAdam Ellipse **3** - 3 Step MacAdam Ellipse	**90** - 90 CRI	**27** - 2700K **30** - 3000K **35** - 3500K **40** - 4000K
	SOLA - Dim-to-warm single channel control 35K to 22K	**50** - 50° Wide flood	**3** - 3 Step MacAdam Ellipse		**SOLA** - Dim-to-warm single channel control 35K to 22K

OPTICAL OPTION	TRIM STYLE	LENS Specify NOL for Pinhole	BAFFLE FINISH Specify NA for Pinhole	TRIM FLANGE FINISH Specify NA for Bevel Trimless	OPTIONS
NA					**JA8**
NA - None	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** - Trimless millwork	**SDL** - Soft diffused lens **FDL** - Frosted diffused lens **CL** - Clear lens **NOL** - No lens	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**JA8** - JA8 compliant **WET** [7,8] - Wet location [7] Must be specified with the bevel (AE2RRAB), flanged trim (TRM), and either SDL, FDL, or CL lens options. [8] To specify the WET option, the code will be JA8-WET.

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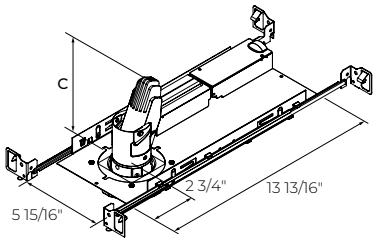
AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

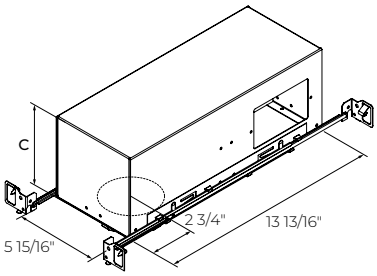
AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

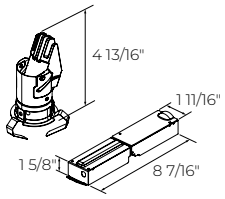
Housing

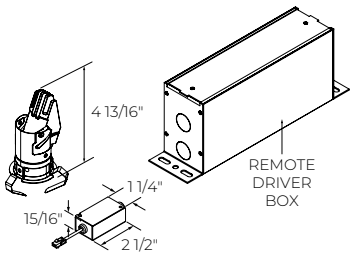
INSTALLATION TYPES		
OF - Open Frame Type Non-IC	**IC -** Type-IC	**CP -** Chicago Plenum Type-IC (CCEA) **AT** - Airtight Type-IC





RM - Remodel Type Non-IC	
Integral	Remote

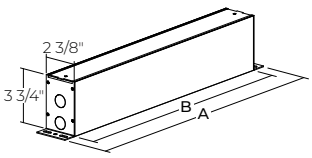




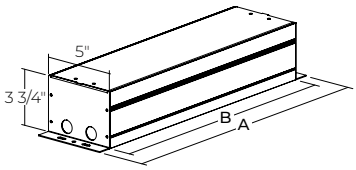
- For height dimension C, see the PLENUM CLEARANCE & CUT-OUT DIMENSIONS table below.
- For OF, IC, and CP installation types with remote dimming, a remote driver box is provided.

REMOTE DRIVER BOX

RDB8 / RDB18 / RDB24

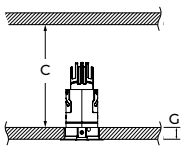


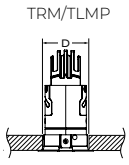
RDB24W

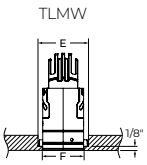


	RDB8	RDB18	RDB24	RDB24W
A	10"	20"	26"	26"
B	8"	18"	24"	24"
DRIVER	**RD1** - 1% 0-10V **RELV** - ELV 120V **RTRI** - TRIAC 120V SOLA **RSD1** - Single 0-10V input **RSELV** - ELV 120V **RSTRI** - TRIAC 120V	**RLTEA2W** - Lutron 1% - 2 wire FP 120V **RLDE1** - Lutron Hi-lume 1% Eco **RDA** - DALI **RELD1** - eldoLED 1% ECOdrive 0-10V **RELD0** - eldoLED 0.1% SOLOdrive 0-10V	Emergency battery (+EB) with the following driver options. **RD1+EB** - 1% 0-10V **RELV+EB** - ELV 120V **RTRI+EB** - TRIAC 120V DUO **RDMX** - DMX **RDDA** - DALI **RDD1** - Dual 0-10V input for CCT/intensity **RPSQ0** - Lutron T-Series 1% tunable white	Emergency battery (+EB) with the following driver options. **RLTEA2W+EB** - Lutron 1% - 2 wire FP 120V **RLDE1+EB** - Lutron Hi-lume 1% Eco **RDA+EB** - DALI **RELD1+EB** - eldoLED 1% ECOdrive 0-10V **RELD0+EB** - eldoLED 0.1% SOLOdrive 0-10V

PLENUM CLEARANCE & CUT-OUT DIMENSIONS







	PLENUM CLEARANCE HEIGHT			
	REMOTE & INTEGRAL			
	OF	IC	CP/AT	RM
C	5"	5 1/8"	5 1/8"	5"

	CUT-OUT DIMENSIONS	
D	TRM/TLMP	Ø 2 1/2"
E	TLMW	Ø 2 1/2"
F		Ø 2 1/16" with 1/8" lip

	MAXIMUM CEILING THICKNESS	
G	TRM/TLMP	1"
	TLMW	5/8"

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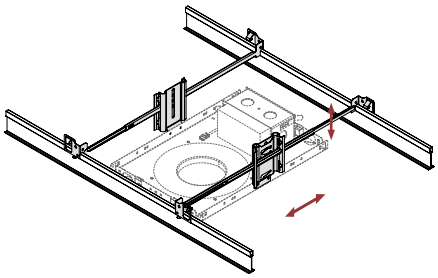
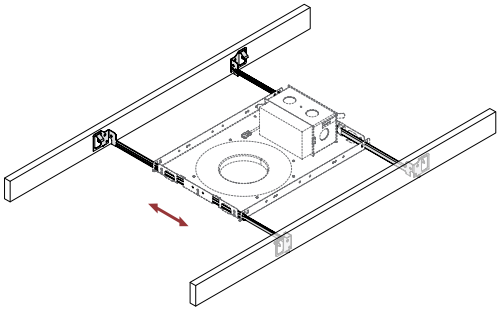
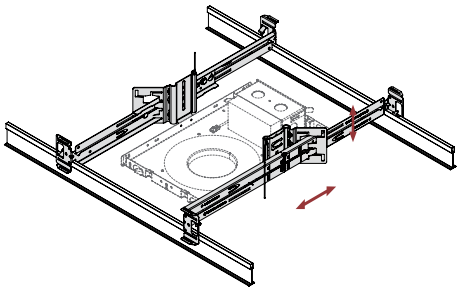
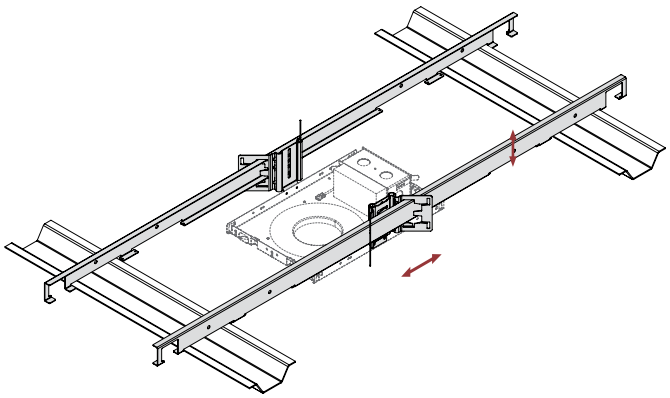
Housing

MOUNTING OPTIONS	
ASB - Adjustable Standard Bar Hangers	
	Adjustable Standard Bar hangers can be used in both commercial and residential applications and are adjustable to various heights in both Grid Ceiling and Drywall mounting. ASB hangers are less rigid and versatile than ACB hangers.
FMB - Flush Mount Bars	
	Flush Mount Bars are best used in residential applications, fitting snug to the surface and suitable for Wood, Metal, and Drywall mounting. The flush mounted bars are static and can't be adjusted.
ACB - Adjustable Commercial Bar Hangers	
	Adjustable Commercial Bar hangers can be used in both commercial and residential applications and are by far the most versatile mounting bar we offer with its adjustability to various heights. ACB hangers are suitable for Grid Ceiling, Drywall, Metal, Wood and Frame mounting. · Extremely rigid · Fits into C-Channel notches in a Butterfly Bracket
AHC - Adjustable Hat Channel Bars	
	Adjustable Hat Channel bars can be used in both commercial and residential applications and come with a butterfly clip to adjust to various heights. AHC bars can be hung downward by 90 degrees in vertical position, and once wired, can be shifted onto the horizontal mounting plane. AHC bars are suitable for both Drywall and wood ceiling applications.

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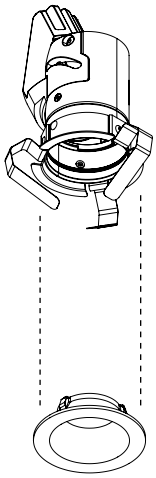
AERA 2" DOWNLIGHT

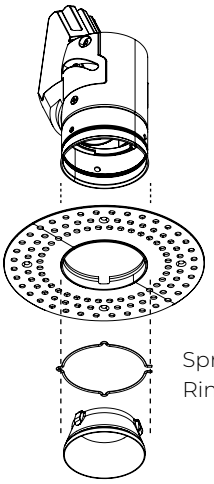
ROUND RECESSED ADJUSTABLE

LUMENWERX

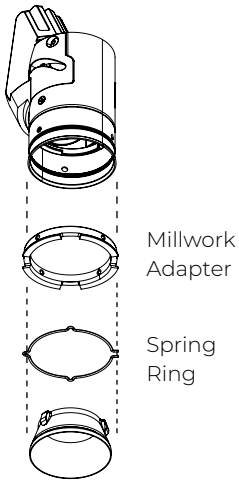
Light & Baffle



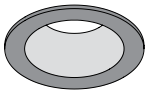
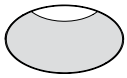
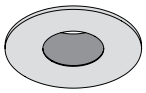
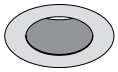
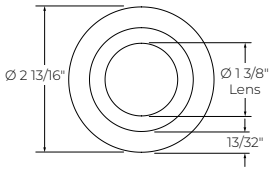
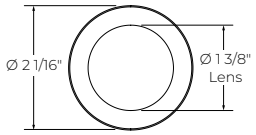
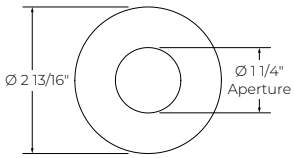
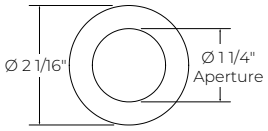
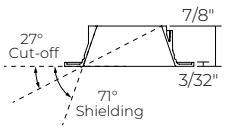
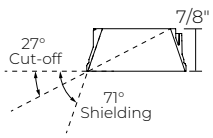
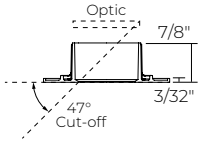
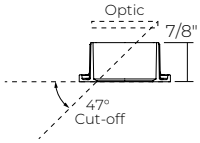
Flanged Trim



Trimless Drywall Mudplate



Trimless Millwork

Bevel		Pinhole	
TRM Flanged Trim	**TLMP/TLMW** Trimless Drywall Mudplate /Trimless Millwork	**TRM** Flanged Trim	**TLMP/TLMW** Trimless Drywall Mudplate /Trimless Millwork
			
Baffle finish Trim flange finish		Trim flange finish Textured matte black	
			
			

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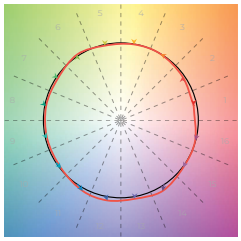
AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

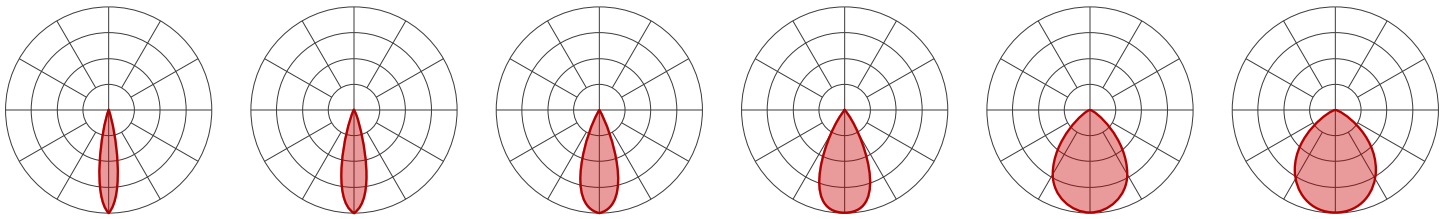
Color Quality

COLOR QUALITY - 3500K	
TM-30 R_f	91
TM-30 R_g	100
CRI	90
R9	> 50



Photometrics

Please follow the multiplier tables to ensure correct lumen value. Beams, CCT, baffle styles, baffle colors, lensing and accessories will change the lumen value.



15° 25° 35° 50° 80° 90°

Delivered Lumens for Bevel Baffles - At 35K, with SDL lens option

CRI	90 CRI						95 CRI						80 CRI					
BEAM	15	25	35	50	80	90	15	25	35	50	80	90	15	25	35	50	80	90
Low - 7 W	479	523	516	495	446	446	369	403	397	381	343	343	513	560	552	530	477	477
Medium - 10 W	629	688	679	651	586	586	484	530	523	501	451	451	673	736	727	697	627	627

Efficacy Based on Delivered Lumens

CRI	90 CRI						95 CRI						80 CRI					
BEAM	15	25	35	50	80	90	15	25	35	50	80	90	15	25	35	50	80	90
Low - 7 W	68	75	74	71	64	64	53	58	57	54	49	49	73	80	79	76	68	68
Medium - 10 W	63	69	68	65	59	59	48	53	52	50	45	45	67	74	73	70	63	63

MULTIPLIERS

CCT

CCT	
2700K	0.9
3000K	0.95
3500K	1
4000K	1.05

For SOLA and DUO, please consult factory.

Baffle Style and Color

BAFFLE VARIABLES	
White	1
Black	1
Round	1
Square	1
Bevel	1
Wet Bevel	1
Pinhole	0.92
Trimless	1

Optical Options

LENS AND LOUVERS	
No lens	1.1
Soft diffused lens	1
Frosted lens	0.8
Clear lens	1.1
Linear spread	0.84
Hex louvers	0.86

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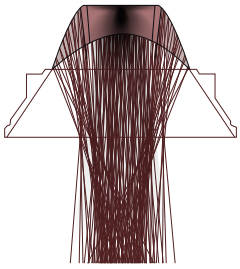
AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

Technical Specifications

OPTIC
XPoint™ Refraction Technology optics provide precise optical control in a remarkably compact form. The core of this four-tier system is compound reflector with a central TIR element, just 1.06" deep. Beam angles are easily interchanged in the field.



LIGHT SOURCE
Compact COB (Chip-On-Board) LED module, available in 2700K, 3000K, 3500K and 4000K with a choice of 80 CRI, 90 CRI, or 95 CRI, with elevated R9 value for 90 CRI and above. Color consistency is maintained to within 2 SDCM. All LEDs have been tested in accordance with IESNA LM-80-08 and the results have shown L80 lumen maintenance greater than 60,000 hours. Absolute product photometry is measured and presented in accordance with IESNA LM-79, unless otherwise indicated. Optional full spectrum LEDs can be incorporated in the fixture to increase Cyanosis Observation Index (COI) and assist in regulating circadian rhythms.

CHROMAWERX - TUNABLE WHITE
Chromawerx SOLA
Chromawerx SOLA is single-channel control that dims output while warming the color temperature in a pre-determined relationship. A simple analog control adjusts a specially populated LED array to emulate the effect of dimming a filament source.

Chromawerx DUO
Chromawerx DUO offers a two-channel control system which uses analog or digital protocols for synchronous control of both cool (6500K) to warm (2700K) LED arrays - maintaining a CRI above 90. The range of color DUO offers is useful for entraining circadian rhythms, stimulating alertness, and compensating for jet lag among other applications. The Chromawerx drivers are programmed to limit maximum light output and power usage across all color temperatures.

ELECTRICAL
Unless otherwise specified, dimming down to 1%. At maximum driver load: efficiency>84%, PF>0.9, THD<20%.
Integral: 0-10V, ELV, TRIAC.
Remote: 0-10V, ELV, TRIAC, Lutron Hi-Lume 1% 2-wire and 1% EcoSystem, DALI, eldoLED 0.1% SOLOdrive 0-10V, eldoLED 1% ECOdrive 0-10V, DMX, Lutron T-series (tunable white).
Emergency Battery Options: Remotely-installed, long-life, high-temperature, maintenance-free, Bodine Lithium-Ion battery pack with self-test functionality, test switch and charge indicator. IOTA and Fulham options available upon request. Minimum of 90 minutes operation, and recharge time of 24 hours. For fixtures less than 10W, the battery provides 6W of emergency light output. For fixtures 10W and over, the battery provides 10W.

PoE
Depending on the PoE manufacturer selected, Lumenwerx will install the node in factory as either integral to the luminaire, or as a remote module. Factory programming of the PoE node may or may not enable the following functionalities: lumen package, Duo (tunable white), emergency battery backup, and sensor integration. These must be addressed and evaluated on a case-by-case basis.

CONSTRUCTION
Housing
For new construction, 20 gauge powder coated steel. Open frame, type-IC, or Chicago Plenum (CCEA) rated. 18 gauge galvanized steel junction box with ½" trade size knockouts. Adjustable hanger bars and butterfly brackets are included. Adjustable commercial hat channel and flush mounted brackets are also available.

Light Element
Adjustability: Hot aiming, 355° rotation and 35° vertical tilt with shift to ensure beam stays centered.
LED Module: Integral COB module. 90 CRI and 2 SDCM, Standard with options of 80 CRI, or 95 CRI. L80 > 60,000 hours
XPoint™ Refraction Technology optic: Micro optical paths from the chip on board converge and then disperse in precise beam angles, resulting in a crisp and exacting light quality.
Thermal Management: Die-cast aluminum heat sink to maximize thermal dissipation.

WEIGHT
Open Frame: 4.0 lbs - 1.8 kg
Type-IC: 6.5 lbs - 2.9 kg
Chicago Plenum: 6.5 lbs - 2.9 kg
Remodel: 2.25 lbs - 1.0 kg

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AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

BAFFLE
Die-cast aluminum mounted with retaining spring clips
Trim style: Trimmed and trimless with mudplate or millwork adapter

OPTICAL OPTIONS

Linear Spread

Hex Louvers

ENVIRONMENT
Ambient temperature at fixture location shall be within 0°C/32°F - 25°C/77°F, indoor dry or damp as well as outdoor damp use (canopies or marquees).

CERTIFICATIONS
ETL - Rated for Indoor dry/damp locations. Conforms to UL Standard 1598 and certified to CAN/CSA Standard C22.2 No. 250.0.
IP44 - IP44 rated for bathrooms, showers, outdoor canopies, and marquees when specified with the wet location (WET) option.
Chicago Plenum - City of Chicago approved (CCEA) when specified with CP installation type option.
IC rated - Suitable for direct contact with insulation when specified with IC, CP or AT installation type options.
Title 24 JA8 - California Building Standards Code

WARRANTY
Lumenwerx provides a five-year limited warranty on electrical and mechanical performance of the luminaires, including the LED boards, drivers, and auxiliary electronics. Lumenwerx will repair or replace defective luminaires or components at our discretion, provided they have been installed and operated in accordance with our specifications. Other limitations apply, please refer to the full warranty on our website.

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

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p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Craig Ross
Ross Builders

FROM: Michael A. Werthmann, P.E., PTOE
Principal

DATE: June 21, 2022

SUBJECT: Traffic Statement
Proposed Apartment Development
Villa Park, Illinois

This memorandum summarizes the results and findings of a traffic statement prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Villa Park, Illinois. The site, which currently contains two law offices, is located in the southeast quadrant of the intersection of Park Boulevard with Princeton Avenue. Access to the existing site is provided via one access drive on Princeton Avenue, one access drive on Park Boulevard, and via the public alley.

As proposed, the development is to contain 24 units consisting of 11 one-bedroom units and 13 two-bedroom units with a total of 33 parking spaces. Twenty-two (22) parking spaces are to be provided within the proposed parking garage with access provided via a full access drive on the east side of Princeton Avenue. Eleven (11) perpendicular parking spaces are proposed to be located along the south side of the development with access proposed via the public alley that runs along the south side of the site. As part of the development, the existing Park Boulevard access drive will be eliminated and replaced with six on-street perpendicular parking spaces on the south side of Park Boulevard. A copy of the site plan is included in the Appendix.

The purpose of this memorandum is to summarize the existing roadway conditions, estimate the volume of traffic that will be generated by the proposed development, review the access drive and internal circulation system, and determine the adequacy of the parking. **Figure 1** shows an aerial view of the site.

Existing Roadway Characteristics

The following summarizes the physical and operating characteristics of the area roadways.

Park Boulevard is a northeast-to-southwest, local road that has one lane in each direction. Parking is generally permitted on both sides of the road east of Ardmore Avenue, is permitted on the south side of the street (via perpendicular parking spaces) between Ardmore Avenue and Princeton Avenue and permitted on the north side of the road only west of Princeton Avenue. Park Boulevard is under the jurisdiction of the Village of Villa Park and has a posted speed limit of 25 mph.

Aerial View of Site **Figure 1**

Princeton Avenue is a north-south, local road that has one lane in each direction and has a T-intersection with Park Boulevard. Parking is generally permitted on the west side of the road only. Princeton Avenue is under the jurisdiction of the Village of Villa Park and has a posted speed limit of 25 mph.

The *public alley* extends in a northeast-to-southwest direction between Princeton Avenue and Cornell Avenue and provides two-way traffic flow.

Trip Generation Estimates

The number of peak hour vehicle trips estimated to be generated by the proposed apartment development was estimated based on trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 11th Edition. The "Multifamily Housing (Low-Rise)" (Land-Use Code 220) rates were used to estimate the traffic to be generated by the apartment development. It should be noted that the ITE Manual provides rates based (1) on the average of all the surveys and (2) on a fitted curve equation. **Table 1** shows the estimated vehicle trips to be generated by the 24-unit apartment development during the weekday morning and evening peak hours based on both rates. The traffic volumes estimated based on the average trips rates represents the lower possible traffic volumes to be generated by the development and the traffic volumes estimated based on fitted curve equation represents the higher possible traffic volumes to be generated by the development. It is important to note that the traffic to be generated by the development will not be all new traffic as the development will be replacing two existing law offices which currently generate traffic. Further, several commercial uses that could occupy the site could generate a similar, if not, greater volume of traffic than the proposed development.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Apartment Development (24 Units)						
• Average Rates	2	8	10	7	5	12
• Fitted Curve Equation	7	23	30	19	12	31

Site Access

Access to the 22-space parking garage is to be provided via a single access drive located on the east side of Princeton Avenue approximately halfway between Park Boulevard and the public alley south of the site. As proposed, this access drive will replace the access drive serving the existing site. The 24-foot access drive will provide one inbound lane and one outbound lane. It is recommended that the outbound lane be under stop sign control. It should be noted that the garage door opening to the parking garage will be approximately 18 feet wide. As such, in most instances, two-way traffic flow will not be accommodated and only one vehicle at a time will be able to traverse the garage door opening. However, given that the parking garage will be serving only 22 parking spaces, the number of times that a vehicle is entering and a vehicle is exiting the garage at the same time will be limited.

Further, it is important to note that the development will be eliminating the existing access drive on Park Boulevard and will only be replacing the existing access drive on Princeton Avenue, which will provide for more efficient and orderly vehicle and pedestrian flow in the area. In addition, as part of the development, a curb extension is proposed to be installed on the southeast corner of the intersection of Park Boulevard with Princeton Avenue. The addition of the curb extension will enhance the operation of the intersection for all modes of transportation as outlined below:

- It will reduce the size of the intersection and provide for better channelization of vehicles through the intersection.

- It will allow the relocation of the stop sign and stop bar on Princeton Avenue to be closer to Park Boulevard.

- It will reduce the length of the pedestrian crossing along the east leg of the intersection and will enhance the sight lines between the pedestrians in the southeast corner of the intersection and the vehicles traveling along Park Boulevard.

Given the lower volume of traffic on Princeton Avenue, the access drive has been designed to provide efficient and orderly access with limited impact on the existing roadway system. Further, various types of parking are currently provided along the alley.

Public Alley Parking Spaces

Eleven perpendicular parking spaces are to be located along the south side of the development with access to each of the parking spaces provided via the public alley. As proposed, the parking spaces will be located approximately seven feet from the north side of the public alley, which will provide a buffer between the public alley and the parking spaces as well as a walkway between the development and the parking spaces. Access to and from the eleven parking spaces will be provided via Princeton Avenue and Ardmore Avenue.

The eleven parking spaces should not pose any operational issues/concerns concerning the operation of the public alley due to the following:

- The number of parking spaces is limited with a total of eleven. Further, the parking spaces will be reserved for residents of the development, as opposed to guests, who will be familiar with the operation of the parking spaces and the public alley.

- The public alley carries a low volume of traffic given that it only extends for one block and only serves several land uses. Further, the speeds along the public alley are very low and excellent sight lines will be provided between the vehicles traversing the public alley and the parking spaces.

- With an approximate seven-foot buffer between the public alley and the parking spaces and the existing 15-foot-wide public alley (total width of approximately 22 feet) as well as approximately 9.5-foot-wide parking stalls, vehicles will have sufficient area to enter and exit the parking spaces.

Operation of the Public Alley

Per the request of the Village of Villa Park, KLOA, Inc. examined the operation (two-way vs. one-way traffic flow) of the public alley with the addition of the proposed development and the perpendicular parking along the public alley. As discussed above, the following summarizes the operation of the existing and future conditions along the public alley:

- The public alley carries a low volume of traffic given that it only extends for one block and only serves several land uses. Further, the speeds along the public alley are very low.

- The volume of traffic to be generated by the proposed development along the public alley will be limited as only eleven parking spaces will be located on the public alley. It is important to note that most of the parking for the development will be within the parking garage (22 parking spaces) which will have access only on Princeton Avenue. Further, the front of the building will be located along Park Boulevard.

- The proposed development will eliminate an existing surface parking lot that has direct access to the public alley, which will eliminate existing and future traffic traveling between the public alley and the parking lot.

- At 15 feet wide with a proposed approximate seven-foot buffer between the public alley and the parking spaces as well as approximately 9.5-foot-wide parking stalls, the public alley/buffer and the parking spaces are wide enough to accommodate both the inbound and outbound parking maneuvers.

Based on the above existing and future conditions, the existing two-way operation of the public alley should be sufficient to continue to provide orderly and efficient traffic flow with the addition of the proposed development and the parking spaces. The benefit of two-way traffic flow is that it provides greater access flexibility to and from the public alley and minimizes the additional circulation on the external roadway system that would result from a one-way operation. Provided that the public alley is currently operating without any issues/concerns, consideration should be given to having the public alley continue to provide two-way traffic flow with the caveat that the Village continue to monitor the operation of the public alley. If necessary, the public alley can always be converted to a one-way, eastbound operation in the future. The one-way, eastbound operation is preferred to a one-way, westbound operation due to the following:

- The eastbound, one-way operation will have the least impact on Princeton Avenue as it will minimize the potential for traffic to use the public alley as a cut-through route.

- The eastbound, one-way operation will have the least impact on Ardmore Avenue as the inbound traffic to the public alley will be prohibited, which will eliminate the left-turn and right-turn movements from Ardmore Avenue to the public alley. These movements restrict the flow of traffic along Ardmore Avenue given how tight the turns are to the public alley and the fact that the left-turn movements can block northbound traffic if they need to wait for a gap in the southbound traffic steam.

Delivery/Service Traffic

The following summarizes the operation of the various delivery and service traffic that will be generated by the development. It is important to note that the operations of the delivery/service traffic will be similar to those of other residential, commercial, and business buildings in the area and will generally have a limited impact on the operation of the area roadway system and on-street parking.

- *Refuse Pick-Up*. Similar to the other buildings along the public alley, the refuse pick-up for the proposed development will occur along the public alley. The dumpster for the development is proposed to be located internal to the building and will be rolled out to the public alley during pick-up. According to the developer, refuse pick-up will likely occur once a week.

- *Move-Ins/Move-Outs.* It is anticipated that the moving vans for move-ins/move-outs will park on the west side of Princeton Avenue or Park Boulevard and access the development through the parking garage. If necessary, the building management will coordinate all move-ins/move-outs with the Village of Villa Park. After the initial stabilization of the building, the developer anticipates that the building will have a total of approximately seven to eight move-ins/move-outs per year.

- *Delivery Services.* It is anticipated that the delivery services to the building will park on the area roadways, particularly Park Boulevard given the location of the main entrance to the building. The impact of the delivery services on the area parking will be reduced as (1) the number of deliveries per day is limited; (2) most deliveries occur quickly and, as such, are not parking for long; and (3) as part of the development, six additional on-street perpendicular parking spaces will be provided on the south side of Park Boulevard.

Impact of the Proposed Development

The impact of the development on the area roadway system and any of the area intersections is projected to be limited due to the following:

- The development is projected to generate a low volume of peak hour traffic. In addition, the development-generated traffic will not be all new traffic as it will be replacing an existing use.

- Given that the development parking will be provided within the parking garage and along the public alley as well as the various roads serving the development, the volume of traffic generated by the development will be distributed along the roadway system and the area intersections. It is estimated that the development will add a maximum of approximately 15 to 20 vehicles at any of the intersections within the vicinity of the site, which translates to an average of only one additional trip every three to four minutes.

- Given the existing roadway system and railroad tracks to the north, the majority of the development traffic is projected to use Ardmore Avenue and, to a lesser extent, Park Boulevard. Both roads are sufficient to accommodate the limited additional traffic to be generated by the development.

- Except for the section between Park Boulevard and Highland Avenue, it is anticipated that a limited volume of development-generated traffic will traverse Princeton Avenue and the other area residential roadways.

As part of the development, a curb extension is proposed to be provided on the southeast corner of the intersection of Park Boulevard with Princeton Avenue, which will enhance the operation of the intersection for all modes of transportation.

Parking Evaluation

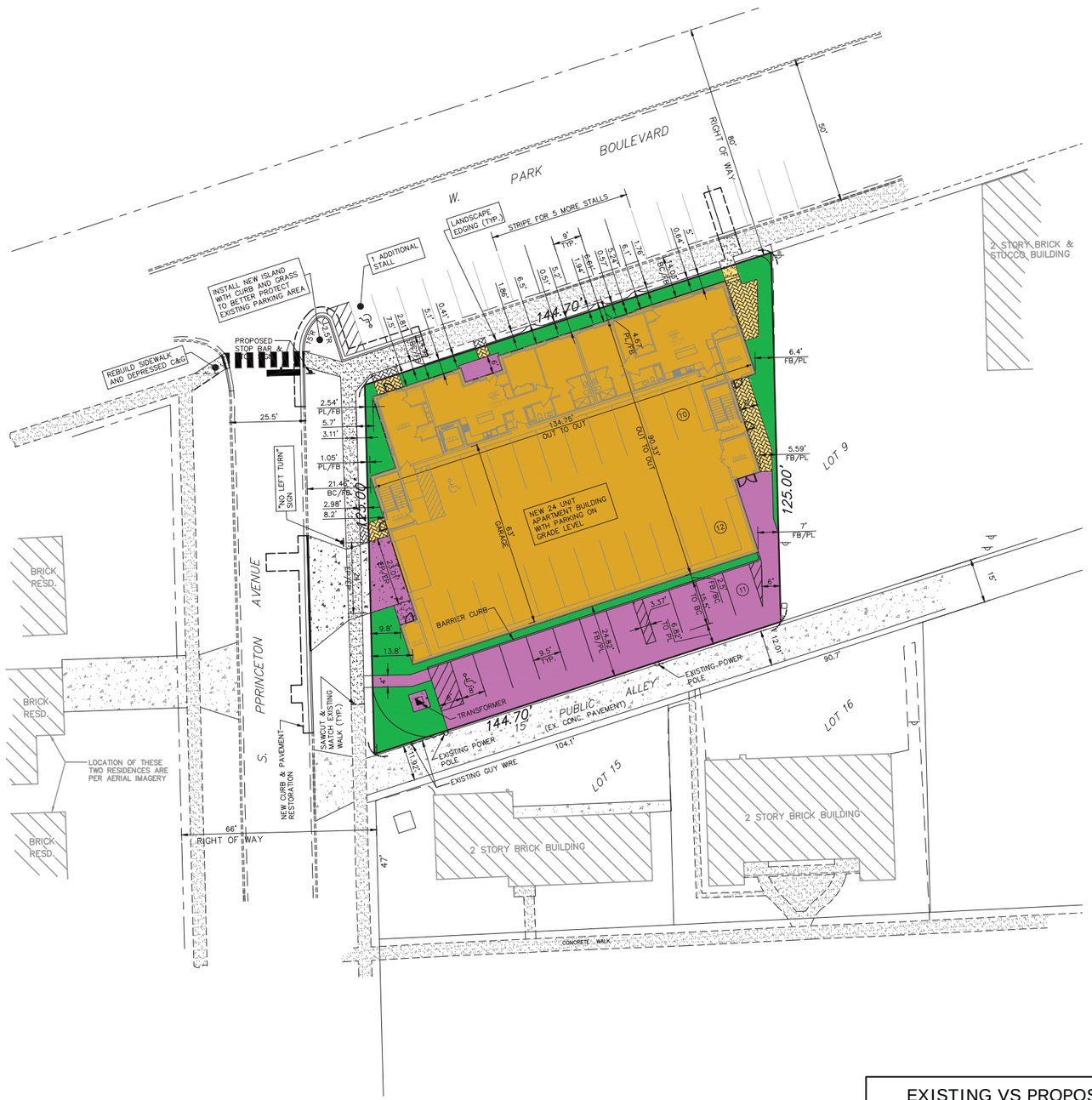
The development is proposed to provide 24 units and 33 parking spaces for a parking ratio of 1.33 parking spaces per unit. Of the 24 units, 11 are proposed to be one-bedroom units and 13 are proposed to be two-bedroom units. The Village of Villa Park's zoning ordinance requires one parking space per one-bedroom unit and two parking spaces per two-bedroom unit. Based on the proposed unit mix, the development requires 37 parking spaces per the Village's requirements, which is four more spaces than proposed to be provided by the development. However, the parking generation rates for the "Multifamily Housing (Low-Rise)" land use (Land-Use Code 222) published in the ITE *Parking Generation Manual*, 5th Edition indicate the following:

- The average peak parking demand ranges between 1.21 and 1.31 vehicles per unit. With a total of 24 units, the development is estimated to have a peak parking demand of 29 to 32 vehicles.

- The average peak parking demand ranges between 0.66 and 0.80 vehicles per bedroom. With a total of 37 bedrooms, the development is estimated to have a peak parking demand of 25 to 30 vehicles.

As such, the 33 parking spaces to be provided by the development will be sufficient to accommodate the peak parking demand of the development. In addition, on-street parking is provided on all the area roadways with eleven perpendicular parking spaces currently located on Park Boulevard along the site frontage. Further, six additional perpendicular parking spaces will be provided on Park Boulevard with the elimination of the Park Boulevard access drive serving the existing site for a total of 16 parking spaces. As such, additional on-street parking is available within proximity of the development that can also accommodate visitors to the proposed development and/or short-term tenant parking.

Appendix



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

EXISTING CONCRETE

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.5" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B

PUBLIC ROAD ASPHALT PAVEMENT
MATCH EXISTING PAVEMENT CONFIGURATION AND THICKNESS PER CITY REQUIREMENTS

CONCRETE SIDEWALKS
4"– PCC SIDEWALK (4,000 PSI) – (5" PUBLIC SIDEWALK)
3"– AGGREGATE BASE COURSE TYPE B, CA–6 – (4" PUBLIC SIDEWALK)

NEW CONCRETE SLABS
8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

PROPOSED CONCRETE CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL MATCH EXISTING CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SITE PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED JANUARY 7, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.

ONSITE BREAKDOWN LEGEND:

- BUILDING FOOTPRINT
- ASPHALT/CONCRETE
- PERMEABLE PAVERS
- PERVIOUS LANDSCAPE

SITE DATA:

PROPOSED SITE CONDITIONS:

TOTAL SITE AREA	= 17,339 S.F. (100%)
NEW BUILDING FOOTPRINT	= 11,239 S.F. (64.82%)
NEW CONCRETE PAVT./WALKS	= 491 S.F. (2.83%)
NEW ASPHALT PAVEMENT	= 3,006 S.F. (17.34%)
NEW PERMEABLE PAVERS	= 437 S.F. (2.52%)
NEW PERVIOUS LANDSCAPE AREA	= 2,166 S.F. (12.49%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 11
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 39

EXISTING VS PROPOSED LOT COVERAGE SUMMARY:

	EXISTING	PROPOSED DEVELOPMENT
BUILDING FOOTPRINT –	1,491 S.F. (8.60%)	11,239 S.F. (64.82%)
ASPHALT/CONCRETE –	14,070 S.F. (81.15%)	3,497 S.F. (20.17%)
PERMEABLE PAVERS –	0 S.F. (0.00%)	437 S.F. (2.52%)
PERVIOUS LANDSCAPE AREA –	1,778 S.F. (10.25%)	2,166 S.F. (12.49%)

PROPOSED DEVELOPMENT RESULTS IN AN INCREASE IN THE PERVIOUS GRASS AREA BY 388 S.F. PLUS THE CREATION OF A PERMEABLE PAVER SECTION OF 437 S.F.. IN addition TO THAT, ADJACENT OFFSITE AREAS THAT CONVERT FROM EXISTING HARDSCAPE TO PERVIOUS GRASS/LANDSCAPE AREA TOTALS TO 751 S.F.

June 16, 2022 4:17: p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CAD\FINAL\664_BASE.DWG

DRAWN BY | REVISIONS | DATE

© COPYRIGHT 2022

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
COLORED ONSITE BREAKDOWN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.653.1189
www.rwg-engineering.com

PROJECT NO. 66419521
DATE 06/16/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

Memo

To: Nick Cuzzone, Village President

From: J. Pienkos, Chairman, Traffic and Safety Commission

Date: August 2, 2022

Re: Traffic and Safety Commission Recommendations for 27 West Park Boulevard

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This memo is to provide the Board of Trustees with the recommendations that were approved at the July 5, 2022, Traffic and Safety Commission Meeting in relation to the proposed development at 27 West Park Boulevard. During the meeting the commission heard concerns and comments from several of the residents in the area related to pedestrian safety and traffic patterns: use of the alley, the blind pedestrian crossing of the alley as it exits to Ardmore Avenue, the flow of traffic through residential roadways, and some general concerns pertaining to the development.

The Traffic and Safety Commission does not have authority to approve or deny the development or to provide direction on any zoning requirements such as the amount of lot coverage or the number of parking spaces provided. The Traffic and Safety Commission reviewed the proposed development and the impacts it would have on the pedestrian and traffic patterns in the area. The developer has provided a traffic assessment, as required, prepared by KLOA, which is a reputable traffic engineering firm. After reviewing the assessment and listening to the concerns from the residents, the Commission had some concerns regarding the proposed development and made a motion with the following recommendations:

RECOMMENDATIONS

If the proposed development is approved:

1. A directional island (referred to as a pork chop) should be constructed as part of the entrance/exit of the new parking garage, requiring exiting traffic to make a right-hand turn out of the development onto northbound Princeton Avenue, and requiring entering traffic to make a left-hand turn into the development from southbound Princeton Avenue. This would require all development traffic to utilize Park Boulevard to distribute the traffic to Ardmore Avenue or Harvard Avenue.
2. Westbound traffic from the public alley should be required to make a right-hand turn out of the alley onto northbound Princeton Avenue. This would require all westbound alley traffic to utilize Park Boulevard to distribute the traffic to Ardmore Avenue or Harvard Avenue.
3. The developer should be required to provide protection of the existing utility poles located in the alley along the south side of the proposed development. The request would be for bollards to be installed, at a minimum, at the two pole locations to protect the poles from traffic.
4. The developer should be required, in addition to providing physical protection of the existing utility poles located in the alley, to extend the proposed crosshatch pavement markings to include the easternmost pole along the alley. Currently, an approximately 2-foot section of crosshatch pavement markings is proposed in the parking stalls to denote the space rendered unusable by the existing utility pole's location. This recommendation is to extend that pavement marking further south towards the alley to call further attention to the pole.
5. The Public Works Department should review and install additional signage at the exit of the public alley to Ardmore Avenue to bring attention to the blind pedestrian crossing. The Commission recognizes that this is an existing concern regardless of the proposed development and has asked the Public Works Department to proceed with researching the proper language for the installation of a caution sign at this crossing and to provide their findings to the Commission.

A vote on these recommendations passed 5-0 with 4 commissioners absent.

BOUNDARY AND TOPOGRAPHIC SURVEY

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262

BY

GENTILE AND ASSOCIATES, INC.

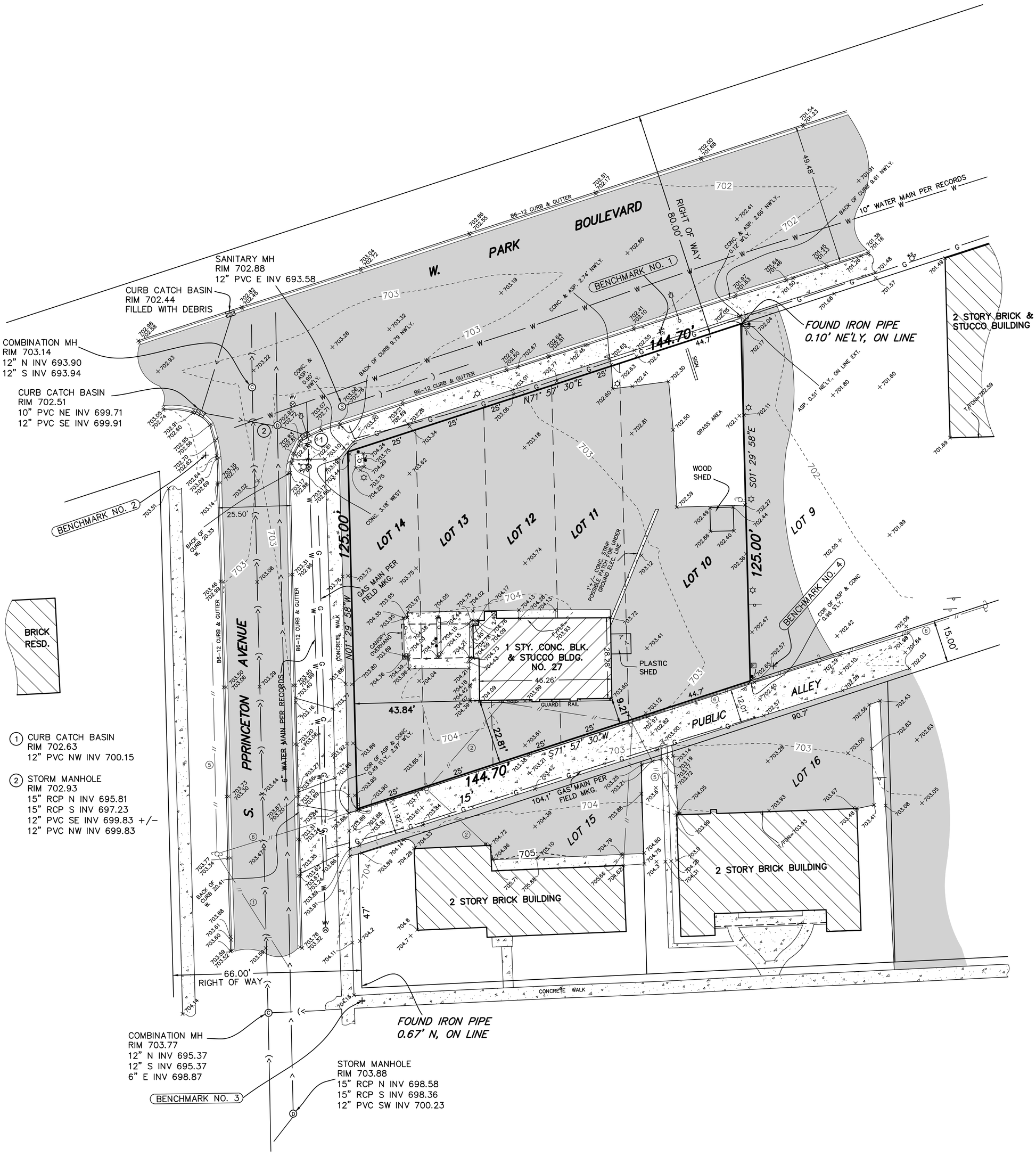
PROFESSIONAL LAND SURVEYORS

Graphic Scale
20 10 5 0 20 40 60
(In Feet)
1"=20'

LOTS 10, 11, 12, 13 AND **14** IN **CLARKE'S DIVISION** BEING A RESUBDIVISION OF LOTS 209 AND 232 OF ARDMORE, BEING A SUBDIVISION IN SECTION 9 AND 10, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID CLARKE'S DIVISION RECORDED JULY 9, 1923 AS DOCUMENT 167402, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING: 17,338.86 SQ. FT., 0.40 AC. (MOREOR LESS)

PROPERTY COMMONLY KNOWN AS: 27 W. PARK BOULEVARD, VILLA PARK, ILLINOIS. 60181



① CURB CATCH BASIN
RIM 702.63
12" PVC NW INV 700.15

② STORM MANHOLE
RIM 702.93
15" RCP N INV 695.81
15" RCP S INV 697.23
12" PVC SE INV 699.83 +/-
12" PVC NW INV 699.83

LEGEND

- ELECTRIC METER
- GAS METER
- UTILITY POLE
- "GUY" ANCHOR W/ WIRE
- LIGHT POLES
- SIGN POST
- FIRE HYDRANT
- WATER SERVICE SHUTOFF VALVE
- CLOSED COVER DRAINAGE STRUCTURE
- CURB INLET/CATCH BASIN
- COMBINATION SEWER MANHOLE
- SANITARY SEWER MANHOLE
- WV WATER SHUTOFF VALVE WITH 8" CASING
- BOLLARD
- FLAGPOLE

- OVERHEAD WIRES (# OF WIRES)
- STORM SEWER
- SANITARY SEWER
- COMBINATION SEWER
- GAS MAIN
- WATER MAIN

XXX.X GROUND ELEVATION
XXX.XX PAVEMENT ELEVATION
F/FLR = FINISHED FLOOR ELEVATION
T/FDN = TOP OF FOUNDATION ELEVATION

NOTES:

BENCHMARK:

DUPAGE COUNTY YK09003, PID DK3105 – STATION IS A DISK LOCATED ALONG HARVARD AVE., BETWEEN ITS INTERSECTION WITH CENTRAL BLVD. AND ITS INTERSECTION WITH PARK AVE. STATION IS 15.4 FT. EAST OF THE CENTERLINE OF HARVARD AVE., 89.5 FT. NORTH OF THE CENTERLINE OF PARK AVE., AND 79.5 FT. SOUTH OF THE CENTERLINE OF CENTRAL BLVD. MONUMENT IS 1 FT. BELOW GRADE OF GROUND AND IS FERROMAGNETIC.

ELEVATION – 707.14 (NAVD 88 DATUM)

SITE BENCHMARKS:

NO. 1 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK IN SOUTH SIDE OF PARK BLVD. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHEAST CORNER OF SUBJECT PROPERTY

ELEVATION – 702.33

NO. 2 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK ON WEST SIDE OF PRINCETON AVE. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.82

NO. 3 – CROSS NOTCH IN PUBLIC WALK IN NORTH SIDE OF HIGHLAND AVE. RIGHT OF WAY 67.14 FT. SOUTH (AS MEASURED DIRECTLY) OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 704.13

NO. 4 – CROSS NOTCH IN ASPHALT PAVEMENT 9.59 FT. NORTHEAST (AS MEASURED DIRECTLY) OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.58

BASE SCALE : 1 INCH = 20 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF
ORDERED BY : RWG ENGINEERNG, LLC
DRAWN BY : VAF
CHECKED BY : JFG
SURVEYED BY : LR

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

ORDER NO. 17801-21 (TOPO)

STATE OF ILLINOIS
COUNTY OF DuPAGE S.S.

WE, GENTILE AND ASSOCIATES, INC,. HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY DESCRIBED ABOVE, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDARD REQUIREMENTS FOR A BOUNDARY SURVEY.

JANUARY 7, A.D. 2022

JOSEPH F. GENTILE 2925 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LOMBARD, IL

BY : _____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

Villa Park Planning & Zoning Meeting
2022-06-09

CHAIRMAN JASON JARRETT: I call this regular meeting of the Village of Villa Pa Planning and Zoning Commission to order. Let's start with roll call. Calvert? Hofstra? Jackson?

KENNETH JACKSON: Here.

CHAIRMAN JASON JARRETT: Kase?

DON KASE: Here.

CHAIRMAN JASON JARRETT: Luedtke?

ERIC LUEDTKE: Here.

CHAIRMAN JASON JARRETT: Orlowski?

MICHAEL ORLOWSKI: Here.

CHAIRMAN JASON JARRETT: Romano?

DOMINICK ROMANO: Here.

CHAIRMAN JASON JARRETT: Shlensky?

JUSTIN SHLENSKY: Here.

CHAIRMAN JASON JARRETT: I, too, am present. With that, we have a quorum. Let's -- so approval of minutes. Are there any questions or comments on the minutes from the meeting of 05/12/22?

All right. If there are no questions or comments, I would entertain a motion to approve the minutes of 05/12/22.

MICHAEL ORLOWSKI: I'll make a motion

to approve minutes.

CHAIRMAN JASON JARRETT: We have a motion from Chairman Orlowski. Is -- Commissioner Orlowski. Is there a second?

DOMINICK ROMANO: I'll second.

CHAIRMAN JASON JARRETT: Second from Romano. All in favor?

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: Any opposed? All right. The minutes are approved. So, let -- first order of business here is that we don't have a court reporter this evening. So, we're going to need a motion to proceed without a court reporter who will transcribe from the video. Do we have a motion for that?

JUSTIN SHLENSKY: I'll make that motion.

CHAIRMAN JASON JARRETT: We have a motion from Shlensky?

MICHAEL ORLOWSKI: I'll second that.

CHAIRMAN JASON JARRETT: Seconded by Orlowski. All in favor?

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: Any opposed? All right. So, we will proceed. In that regard,

I'll remind everybody that we are on video. There will be a court reporter transcribing. So, if you're going to be speaking you need to be at a microphone when you do it. You need to speak up. Speak clearly. No crosstalk.

Also along those lines, we have a big house. I'm sure some of you have strong emotions about this project one way or the other. I would ask that you refrain from clapping, cheering, booing, any of that. We're all here to respect each other's opinions and move forward with this -- with this application.

So, when we get to the public hearings before us this evening, the way those will work is we will start with staff input, then we'll move to the presentation of the petitioner. Following that, anyone who wishes to speak on a particular application from the public will have about three minutes to do so. We ask that you come up to the dais, state your name and preferably your address. You're not required to give your address, but if you could, that would be great.

There'll be a sign-in sheet up here as well. All that will have to be given to the

court reporter to become part of the record, and then you'll have three minutes or so to make your case.

If you want to reiterate what someone else said, if you have -- you don't necessarily need to repeat every point that's been made here, depending on how many people are wanting to talk, we might be here all night, but it is okay to come up and say, you know, I'm for this project. I'm opposed this project. I support what so and so before me said. That's very much appreciated so that we know how you feel and how you're thinking on the project. Okay?

After public participation -- actually, let me clarify that. When you speak for the public participation, direct your questions to me. I'll make a list of questions that we will address to the petitioners at that point when we move to questions up here. So, dialogue should be between me and yourself and I'll make sure that those questions get addressed.

We will move to questions from the commission and then we will allow the petitioner a chance for closing comments, then we will discuss up here and have a motion this evening as

is appropriate.

Anyone that's wishing to speak tonight on any of these agenda items, I would ask that you stand now, raise your right hand. Even if you think you might, let's just get you sworn in so we don't have to do it piecemeal.

Stand, raise your right hand, and I will swear you in. Do you swear or affirm that you'll tell the truth, the whole truth, and nothing but the truth?

IN UNISON: Yes.

CHAIRMAN JASON JARRETT: All right. Thank you. All right. So, we're going to move the village code amendments following the other two petitions. Do we have a motion to move petition PZ-22-0006 to follow petition PZ-22-0005?

MICHAEL ORLOWSKI: I'll make that motion.

CHAIRMAN JASON JARRETT: We have a motion from Orlowski. Is there a second?

ERIC LUEDTKE: Second.

CHAIRMAN JASON JARRETT: Second from Luedtke. All in favor?

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: All right. So, the agenda is amended.

First item of business is petition PZ-22-0007, 225 West Stone Avenue, Let's Go Motors. It's a special use for a vehicle body and painting shop. I understand that staff is requesting a continuation of that?

WOMAN 1: Correct. I felt that the application was incomplete. I have asked for a full site plan. We've got a series of standards that we'll use in considering the request for paint booth. A paint booth is a special use because it has the potential to create externalities. There's paint, you need good ventilation, and there's also externalities from any automotive use when you've got a lot of cars that may be sitting outside and waiting.

So, we're looking for a site plan which will identify where on the parcel the cars will be parked, and I'm actually going to be working with the applicant tomorrow to help them with the site plan. So, we should be ready by July, okay?

CHAIRMAN JASON JARRETT: Okay. So, before we continue, is there anyone here that wanted to speak on that or is there anyone

representing the applicant here this evening?

All right. So, I'd entertain a motion to continue petition PZ-22-0007 to a date certain of July 8, 2022.

MICHAEL ORLOWSKI: I'll make that motion.

CHAIRMAN JASON JARRETT: Motion --

WOMAN 1: Isn't it July 14th? Did I have that wrong?

CHAIRMAN JASON JARRETT: Yeah, I'm sorry. I'm looking at Friday. To amend that motion to July 14, 2022.

WOMAN 1: Thank you.

MICHAEL ORLOWSKI: I'll make that motion.

CHAIRMAN JASON JARRETT: All right. So, we have a motion from Commissioner Orlowski. Is there a second?

ERIC LUEDTKE: Second.

CHAIRMAN JASON JARRETT: All right. All in favor?

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: Any opposed? ALL RIGHT. That matter is continued.

The next item of business is petition

PZ-22-0005, 27 West Park, Ardmore Flats, a plat of subdivision variances, Ross Builders, Incorporated, petitioner on behalf of Apex Ardmore, LLC, the owner.

WOMAN 1: Can I make sure, Craig, are you here tonight? Oh, my gosh, thank you. So many people. Okay, thanks. So I have your PowerPoint loaded and I have just a brief one for me.

CRAIG ROSS: Perfect.

WOMAN 1: Okay. Good evening, everyone. As the chairman indicated, this is PZ-22-005, and Craig Ross is with us tonight of Ross Builders. The owner of the property is Apex Ardmore, LLC, and the legal notice was published for a plat of subdivision to consolidate the two land parcels and then several variations, and I can read them if you like. I think we pretty much are familiar with them. Most people in the room have come to speak with us.

There's a request for 32 parking spaces rather than the 38, which would have equated to one per bedroom. There's a garage entry on the side yard off of Princeton. There's a request for a reduction of the requirements for lot

coverage, the impervious surface, and then there's a seven-foot streetscape in the front because the property is unable to meet the 13-foot streetscape. I'll get into that later.

There's a relief from the visibility triangle and other -- it was published with other such further relief and I have added one more and it's foundation landscaping in the rear.

So, there's been several notices out there and meetings that people have been able to come and learn more about the project. He's been at three separate traffic and safety commission meetings. Thank you for attending those, Craig.

He did speak with this board on April 14th with a concept plan. There was a community open house which the developer has hosted. The legal notice was published, the letters were mailed, and then any dates moving forward are still to be determined.

This is what's on the property right now. It's a relatively small building. It's a 17,000-square-foot lot so you can see it doesn't cover much. It's generally totally impervious, mostly paved, and what's proposed -- this is the rendering of the landscaping.

Looking from the corner of Park and Princeton, it would be an 11,239-square-foot, 24-unit residential building, four stories with the first floor being comprised of two units and 22 parking spaces, and in total the residential on all floors is 10 one-bedrooms, 14 two, so there's 24 units with 38 bedrooms. And I'll let Mr. Ross go into more detail in his presentation.

We have noted, this is something that came up, Mr. Ross, just in staff dialogue this week, the way you've drawn it, we had six new parking spaces on Park Boulevard. We're going to have to confirm on ADA, one of those may have to become an ADA space, because you count the number around the block without crossing a block, and once you get over 26 on the block, you may need another ADA. We're still looking at that.

And some of the details, Commissioners, are still to be determined when we would move into final engineering. So, it's not a fully -- not all details are fully known as it would relate to engineering items. That's one of them.

Okay. So, I've referenced the Princeton entrance, the 10 spaces in the rear. One of the benefits we think is he's agreed to

put a new landscape island at Princeton and Park and that's going to change the corner and the way the building sets at the street. It will create more protection for those folks parking on those perpendicular lots.

In my memo, I referenced there might be one new space on the street, and I was incorrect. So, the street parking will remain the same. Right now it's west side only on Princeton, so I just want to make sure everyone sees that and is confirmed with that.

In many elements, the project totally meets the code. And remember, this is a combined Plan Commission and Zoning Board of Appeals, and so, a good part of the work of the commission is confirming that the project meets the code. And so, it meets the land use, residential is permitted, it meets the height, they're actually shorter than they could build. They have set back the fourth floor. The facade materials in the articulation in the building meet the design guidelines in the code and it does meet the standard for a traffic analysis, not a full-blown traffic study.

And the conditions for landscaping,

just so people from the community, our residents, are aware, in 2018 our new zoning code put in zoning -- put in landscape requirements. They did not exist before. So, we've put them into the code as a way to start to green up the community.

So, this is a request for variation. It's a grant of relief from strict compliance to alleviate a practical difficulty or a hardship that would be caused by literal enforcement. And therefore, I've worked with the applicant a lot to try and minimize any request for variation.

It's intended to provide site-specific relief when the requirements would render the land difficult because of a unique or special characteristic to the property itself. This parcel is not a regular shape, it's irregular, it's angular because of Park and that does create some hardship for the design.

So, looking at the variances that were requested, the visibility triangle, as we work through this brand new zoning code, we are finding there are some conflicts in it. The visibility triangle is one. It requires 10 feet from the corner along Park and Princeton to be a

visibility triangle, yet -- did my mic go out? Can people hear me? Okay.

Yet the -- there it is. Yet the building itself is to be set back five feet, and I want to point out too this is a form-based code. The code that we have right now is blended. Originally, the -- traditionally the village code has been a traditional Euclidean zoning district that just looked at the uses, the setbacks, the height, and it focused as much on what was happening in the buildings as how they were set on the lot.

We now have a blended form-based code and traditional code. So, this is a form-based code district with the MX and it focuses on the bulk and mass of the building and where it sits and more so on the building itself than on the uses.

So, when you have this in the sections of the code that are formed-based, there's a variety of building types that could be put in each district and a general building is proposed for this project.

4.4.3, which is Article IV, the MX districts in our zoning code, talks about the

general building and what's required there. So, when I talk about doing the analysis, I've looked at the building form itself or the general form, I've looked at the landscaping, we've looked at the parking, various sections of the zoning code.

But the visibility triangle, back to that, there's a hardship in the code and the commission at the last meeting actually talked about modification to that, and we're going to leave some of that to discretion to staff when there's a conflict. We're going to try and get it whenever we can, but in these form-based codes, we will not be able to get a visibility triangle. It's a -- it's a hardship that exists based on the code.

The garage entrance is proposed on Princeton. The code -- with these form-based codes, those sections try and push all the auto activity to the rear, and that's why the preferred entrance to the garage is from the alley, but at the same time we have to balance the parking, and if that were to happen, quite a few parking spaces would be lost. And so, the request has been to enter from Princeton and staff feels that the lot configuration, the

shallowness and what it does to the remainder of this site, does create a hardship. So, we do recommend the approval of that variance request.

The minimum 13-foot streetscape is also something created this time by the village. If you look at the island, the new peninsula out there, the landscape island, and if you were to draw a line straight -- parallel to the line, that would normally be the curb. You'd have street, you'd have grass, you'd have sidewalk, you'd have building.

And the village has paved that parkway area to create those perpendicular spaces that exist on Park that are often used for the festivals and the events and because we paved it, the curb line has effectively moved the 18 feet south closer to the building.

The code requires a 13-foot streetscape area, and it's measured from the curb, but in this instance, because we've moved that curb south, we've created the hardship for him. He is 14 feet from the curb with the building with 7 feet of landscape in front of the building right now, and we do believe that the fact that the curb was moved creates a hardship and staff

recommends the variance for that.

The foundation landscaping we also recommend. It's a shallow lot and it -- to landscape the back would remove all parking or start to remove it from the rear or impact it in general. So, we recommend that variation as well.

There's two other variations. One is lot coverage and the other is parking spaces. The table on the right comes from the site plan and the -- as proposed, there -- it will be greener than it is now. They're adding about 79 square feet was the calc in the last site plan plus an additional almost 500 feet on the right-of-way, so the site will become less impervious, but the building itself is about 64 percent of the lot coverage. And so, I've talked to Mr. Ross.

That -- if the remainder of the lot was in landscaping and a permeable material, it would meet code and that variance would go away, so we can support that. Parking spaces I think will be the one item the commission's going to most have to think about today on whether or not it warrants the hardship, and I will note that staff

-- all the departments review these projects together and police, fire, economic development, community development, and engineering, we would like to see perpendicular parking because one of the big concerns we've heard from everybody is the alley and some people want it to go eastbound and some people want it to go westbound. Some people, you know, have other thoughts altogether.

But perpendicular parking will allow more flexible movement. It will aid in the snow plowing and he'll gain one space doing it that way, plus there'd be room for additional landscaping on Princeton. It disperses all of the trips in multiple directions so that they're not all forced out one way or the other.

So, I've referenced engineering and some items are going to be completed prior to a building permit, the signage and striping, the traffic study we're still looking for a little more information, the platted subdivision and then actual design of that landscape island still needs to be confirmed. For example, there's a storm water inlet we may move and then we need to make sure that the stop bar is far enough away from the sidewalk to meet ADA, little items like

that.

This is the zoning that exists. You can see it's MX-2 -- MX-T, excuse me. It's MX-T, and to the south is MX-R2, which is residential. All of the yellow is RS75 which is single family residential, but this is what's considered to be the Ardmore Business District.

And I had done some calculations on moving the building and working to create the perpendicular parking, and I was just doing a rough sketch here basically. I think the commission will -- we can come back to this when you guys talk.

The findings of fact in the memo that everyone's read from online were submitted by Mr. Ross, by the petitioner, and I would like this evening for the commission to decide if you support the request as submitted or if you want to see any changes and then determine which way you go. If you can vote tonight and make your recommendation to the village board or if you feel strongly enough that you want to see designs come back to you, and I'll leave that to the commission's deliberation.

CHAIRMAN JASON JARRETT: Okay, thank

you.

WOMAN 1: You ready for Craig?

CHAIRMAN JASON JARRETT: Yeah.

WOMAN 1: Mr. Ross? Okay.

CHAIRMAN JASON JARRETT: So, whoever is going to speak, as you come up, you know, state your name and address for the record and if you're representing a company then state that as well, and if you have a hard to spell last name, spell that and save the poor court reporter transcribing trying to have to look you up.

CRAIG ROSS: I've got an easy one for you, Craig Ross, R-O-S-S, Ross Builders, 23 North Lincoln Street, Hinsdale, Illinois 60521.

Well, thanks for having us, Commissioners. Thanks, Ellen, for that presentation, that was great. Thanks to the community for coming out. I've met a bunch of you already, and you know, look forward to presenting this to you again.

We've made some changes since the last time we've been here, so we certainly want to highlight those. I've got a lot here, so I'm going to run through it kind of fast. If there's something that you've got a quick question on or

that isn't clear, certainly stop me if you want.

CHAIRMAN JASON JARRETT: Yeah, and one --

CRAIG ROSS: I don't want to take too much time on --

CHAIRMAN JASON JARRETT: One point that I would make is this is the first public hearing.

CRAIG ROSS: Right.

CHAIRMAN JASON JARRETT: So, the things that you presented before in other settings are not part of that hearing. So --

CRIAG ROSS: Okay.

CHAIRMAN JASON JARRETT: Make sure you get everything on the record that you want on the record related the project. Thank you.

CRAIG ROSS: Definitely. So, the project is 27 West Park Boulevard. It's the southeast corner of the intersection of Park Boulevard and Princeton Avenue.

As Ellen said, it's in the MX-T district, which is mixed transitional. The proposed development is multi-family building and it would fall under the general building requirements.

This is the existing conditions.

Again, Ellen had showed this. It's an office building. I think it used to be a bank. I think used to be a gas station before that. The tanks have been removed. We have a letter in that regard. People had asked about that in the past. As Ellen had also said, it's almost 100 percent filled with pavement and/or the building itself.

This is a rendering, obviously a 2-D rendering, of the north elevation. We are -- where you see the black, that's going to be brick. Where you see the other tones of gray, those would be different mixes of siding, and then the brown would also be a siding.

We're actually trying to work off of the Standard Meadery which is, you know, two doors down. Very similar materials they have there where they have a black brick and they have this similar brown siding, but it's also materials that you would normally see on a house so that it blends with the residential areas also.

This is the west elevation. This is the entrance off of Princeton. You can see the garage door. Let me just go back to the front. So the -- when we were here last time, we had an

entrance on Princeton. We have -- we have moved that to the front of the building so that's on that right side.

So, there's the Princeton entrance or where you can see where the garage is. There's a man door there also to be able to enter the building.

This is the east elevation, and this is the south or the rear alley elevation. We had a 3-D rendering done just to kind of give you a better perspective, because again it's -- on the 2-D it looks very flat but in actuality there's a lot of depth changes, a lot of different material changes to break up what we have going on there. This also helps you see how that fourth floor is set back considerably also. You can see it, you know, up top in the lightest gray color. Again, something that just gives a lot of different depth than just having a straight up and down building.

This is the side from Princeton or the corner at least to give you a view of that side. As I wanted to mention, there would be landscaping on both those sides that you just saw and what we tried to here -- do here with this is

to approximate the landscaping on what it would look like.

This will also show the -- on the left side there, you'll see where the light pole and fire hydrant are. To the left of that is that extension of the curb, and we'll get into that more.

This is the ground floor. We have made this about a foot and a half less deep since the last time we were here. Second and third floor plans, again, just showing that, you know, the units that are in there.

So, here's the site plan. I'll run through -- again, some of these are changes but these are also just important things to highlight. Staff had a great recommendation to create a bigger walkway in the back. I think public works or engineering, they wanted a three-foot walkway at the rear parking area. So, you can see in the yellow we actually created a four-foot walkway. This will do a couple of things. It'll allow tenants to walk from their cars to the entrance of the building, you know, have a nice safe walkway to do that in, number one, and then number two allows public works access a lot

easier now that the parking is pushed back or pushed more towards the building.

One thing of note is that the -- there are two utility poles that back up to our property. They're actually another one to two feet into the alley. So, keep that in mind. Any public works, any car that's driving by, can't even get close to that four-foot area. They're going to be another foot or two or even three because obviously they're not going to be rubbing up against these poles away from that four-foot walk area because of the two utility poles that are there now.

We have 10 outdoor parking spots. That's in the blue there. Tenant traffic would enter from Princeton and leave from Ardmore since we have them on an angle. We just want to be clear, we're not proposing a one-way alley. You know, we -- the alley is two ways right now. We're fine with keeping it two ways. We just think it's in the best interest to keep our traffic that we're going to be adding to the site going in one direction. We got a lot of feedback from neighbors on that who live on Princeton who prefer that. They want it -- traffic to go away

from Princeton also. They didn't want to create more traffic going towards Princeton than it needed to be.

So this way, when cars are coming, obviously they would come from Ardmore, they'd only be on Princeton for 100, 150 feet, whatever that is. They can't come from, you know, a different direction to be able to do that.

We also improved the ADA parking space. We made a better walkway. You can see that there in brown. We've added -- so in the red at the driveway access to the garage, we added a no left turn sign. Again, this was based on recommendations from the community and from staff. So, cars exiting would have to go right, again away from the residential south end of Princeton and towards Park and probably eventually towards Ardmore.

We also met with Traffic and Safety Commission and I think also some of the village staff had recommended that maybe we even get rid of the flare that goes towards the south. So, that would also force traffic that wanted to turn into the building to have to come from the north and not the south, and we're open to that. I

mean, if people think that's a great idea, we can do that too. Again, we're all about keeping the traffic on Park which is already, you know, a busier street than Princeton, isn't as much residential because that's obviously where the business district is. So, we're open to certainly doing that kind of like a -- we're calling it a half pork chop, let's call it.

As I mentioned, we moved the tenant entrance to -- and the main lobby entrance to the Park Boulevard side, so we're no longer on the Princeton side. Another important thing in the green, in that upper left-hand corner, Ellen had mentioned how we extended that curve and I'll talk more about that but that helps with a lot of different things, creates more green space and certainly makes things a lot more safe, creates another parking space, which leads to the last item.

With the curb cut eliminated because there is a curb cut leading to this property right now on Park, we're always creating five new parking spaces for the public. Well, with adding this island, we can now create a sixth parking space that may become an ADA space as Ellen had

mentioned, but it's still -- it's still a sixth parking space that we'd be adding for the public use. This is not for tenants. It's -- you know, it could be used by tenants, but it's for public use.

I know you mentioned I should start from scratch, but I wanted to kind of highlight some of the revisions we've made since we did last meet.

CHAIRMAN JASON JARRETT: Yeah.

CRAIG ROSS: So, we increased that space between the alley and the parking spaces to four feet. When we were here last time it was only about one-and-a-half. This is going to allow for that safer walkway for tenants. It also allows for a 19-foot turning radius into the parking spaces where a 15-foot space or radius I should say is usually required, and it allows for more space for public works access to get through. And as I said, it's even -- five or six feet because of those utility poles is going to be the buffer area.

We moved that pedestrian entrance from Princeton Avenue to Park. This keeps more foot Patrick -- more foot traffic on Park Boulevard

which is in line with the planning and zoning's vision of a pedestrian friendly Park Boulevard. We revised the lighting plan so that we can meet the code. We eliminated one parking space in the alley so that we could move the east parking space one foot further from the utility pole. It also created a more friendly or user-friendly ADA parking space and it also allowed for more landscape screening on the west side of the parking spaces.

We added some pavers to the walkways before it was all concrete at the walkways. The papers are located at the building walkways. It'll help increase the semi-pervious areas and it will also create a softer hardscape aesthetic.

We narrowed the driveway. We were at 25, but because of the angle of the property, the code measures the width of the driveway at the property line, we were actually at 25 at the property line. So we narrowed it down to get it down to 24 to make sure we meet the code.

And then, as I mentioned a couple of times, we extended that curve on the east side of Princeton, so right now they don't align with each other and it's a -- it's a little odd the

way it is. So, now that we've aligned with the east, it's going to allow for a safer pedestrian walkway. We can now move that stop sign farther north and the stop bar farther north. It makes it safer for cars to stop, because I would think with cars parking in those stalls, if a car were to park there and you were pulling up there, you're going to either blow the stop sign to get far enough to see past the cars or you're going to have to make two, three stops to kind of creep out. So, we think this would be a lot safer. And as I mentioned, it's going to add an additional street parking stall.

So, the variances, the first one was the parking ratio. The building has 10 one-bedroom units and 14 two-bedroom units, and we would be supplying 32 parking spaces. That's a ratio of 1.33 ratio of parking spaces to units.

The code goes by bedrooms. It's a little out of the ordinary. It's a little bit different than most codes that we've seen, but it does go by bedrooms, and so we are required to have 38 parking spaces. We have 22 in the interior, we have 10 on the exterior, which means we would be seeking a variance for six parking

spaces.

We feel the area's very walkable, very bike friendly location. There's the library, the restaurants and bars, stores all within walking distance. There are bus routes that are also nearby. So, we think that shouldn't be an issue at all for our tenants.

The intention of the site layout is to create as much parking as possible on the site, both within the building and outside the building while maintaining usable space on the ground floor, on Park Boulevard side, to maintain the active streetscape the village desires.

With the dimensions of the site, both width and depth, and the dimensions of required parking spaces and drive aisles, we think this layout maximizes the number of parking spaces.

We had a traffic assessment performed by KLOA. They're a third-party company that analyzes traffic and parking and they estimated that the parking demand for the proposed building would be between 25 and 32 units. Again, we're at 32 units. We're at the upper end of their recommendation.

And also as I mentioned, it's not --

it's now common for municipalities and developers to supply one parking space per dwelling unit. According to Yardi Matrix, which is a well-known national commercial real estate research firm, the national average for newly built apartment buildings in 2016 for the ratio between parking spaces and dwelling units was 1.27 for mid-rise buildings and less than 1.00 for the Chicago metropolitan area.

The -- and then, you know, in regards to the parking, keep in mind we are adding six, you know, street parking stalls on Park Boulevard. Potential tenants -- and I just want to kind of explain because people had mentioned, well, jeez, you know, so many people might have two, three, four cars, whatever the case may be, that isn't our demographic. Potential tenants with three cars wouldn't rent from us. Obviously, we don't have the spaces for them and tenants with two cars wouldn't rent from us if we didn't have two spaces available at the time.

So, therefore the number of tenants' cars regulate themselves. That's what we have found in the past. If we don't have the parking spaces available, the tenant isn't going to rent

from us. Obviously, that's one -- a question that anyone would ask, you know, how many bedrooms, how many baths. They want to see the unit. What are the amenities and how many parking spaces do I get? If they have two cars, they obviously need two parking spaces. If we don't have two at the time because they're assigned, all the parking would be assigned, then obviously we lose that renter. We wouldn't get that renter. But we feel that isn't -- you know, our demographic that we would be getting, we will be at that, you know, somewhere around that one-and-a-third ratio because we do get a lot of empty nesters. We are in a -- in a walk to and bike to type of location.

We get a lot of young professionals. We get people who work from home. So we don't see the high demand for cars like people think there is in this type of demographic. We're not getting the two or three-child family with the two or three cars. That's just not who's living here.

And just no one wants to, you know, the appropriate more -- amount of parking spaces more than us. We do not have a viable project if we

don't have enough parking. As I said, based on our research and experience, this proposal allows for enough parking.

This is just -- this was an article in the National Apartment Association and some of the data that I had referenced. This was actually a chart in there. This article was published March 18, 2021, again showing that in a mid-rise building -- and the trend is going down. This data is from 2016. The trend has actually been going down. We don't obviously have data -- they do this every 10 years. We don't have data from the last six years, but it's probably even lower now, but 1.27 is what -- the ratio you normally see, and again we are above that.

And then when you look at Chicago, because of course different areas have different types of parking and car needs, when you look at the Chicago metro area, and the Chicago metro area isn't just Chicago, Chicago Metro area obviously includes the suburbs and even some rural areas, their -- the ratios are actually well below one.

The garage entrance on Princeton, you know, per the staff recommendation like I said,

we added that no left turn sign as cars exit the garage and go onto Princeton Avenue. That will force them to go north. We had further discussions with the Traffic and Safety Commission and they suggested making that ingress and egress from the garage only from and toward the north, as I had mentioned maybe doing that half pork chop. And again, we're open to that. This isn't reflected on that current site plan because this is something new but it's certainly something we can do.

If the garage entrance were to be on the rear of the building as Ellen had mentioned, we actually think we'd lose about seven parking spaces because we also would lose some interior to the building too to try to make that work and -- and again, it just seems like the alley traffic isn't what people want. They'd rather the traffic not be in the alley, and the village staff does support this request.

The visibility triangle, again, Ellen touched on this, and maybe if I show you this, it will give some of the people in the audience a better idea of what that is. So if you look at -- the building's obviously in gold and you'll see

a blue shaded area in the upper left-hand corner.

That is the visibility triangle, and number one, as Ellen had mentioned, it contradicts the intent of the MX district, which is to put buildings up close on the curb. In fact, you know, there are some areas where they would be -- there would be zero setback, you know, they'd basically be up on the property line and so this obviously contradicts that, but more importantly, you can see, especially with the adding extension of the curb, you can see the car in let's call it pinkish-red, where that car would be in relation to our building. It's well ahead of our building.

And as I mentioned, even still with the moving of the stop sign and the stop bar and the walkway, if there's cars parked there, they still may need to even creep even farther to go ahead and see what's going on on Princeton, but again, our building would be the least of their concern because they're way past that.

The other thing we have going on is we have that non-right angle at which Park intersects and the wide parkway on Princeton. This helps maintain the car's view of the

sidewalk and oncoming pedestrians anyway. The view of the traffic on Park will not be affected by the building placement as I showed you. And as Ellen had mentioned, the village staff and I think the Planning and Zoning Commission is currently in discussions about doing a text amendment and may even choose to eliminate this requirement for the MX-owned properties. So, again, the village staff does support this request.

So, the variation request for the impervious coverage, so the kite -- so, the site as it stands is almost 90 percent impervious. As I showed you and Ellen had showed you, it's a small building and then almost all paved. The proposed development would actually be a little bit less than that, plus we would, as I mentioned, be adding some pavers so about another 2-and-a-half percent of semi-pervious coverage.

The building itself accounts for about 65 percent of the impervious. So, keep in mind that the building itself would be tied to the storm system. So, storm water falling on the roof on that 65 percent instead of now where it just goes onto the asphalt and then runs

whichever way it runs onto other properties, depending on which way the topography is, instead of it doing that 65 percent of that is now going to be going directly to the storm water system. So this would be a great improvement from what is there currently.

Ellen had mentioned, you know, we might be open to adding some semi-permeable pavers in some other areas to help increase these numbers. And let's see what else, the minimum streetscape required.

So this one -- again, as Ellen kind of mentioned, this one's a little confusing and a little conflicting too at the same time. Obviously whenever they write these codes, they can't envision every single lot and every single situation. We have that unique situation here where the parkway has been kind of eaten away at some point to create those parking spaces. So, it makes it kind of an odd situation where it would push our building farther back and not in line with the rest of the buildings that are currently, you know, just one door down.

The Standard Meadery I think is directly on the property line and certainly any

future development would require to be zero -- I think zero to five from that setback, so they all would be for -- much farther forward than us if we had to abide by this.

So, again, it's a unique parcel because of that. The site plan as we have designed it provides seven feet of landscaping in the front yard, so we still do have plenty of landscape in the front there. The Standard Meadery building, as I mentioned, to me it looks like it has a zero setback right now and any new development that would happen there or anywhere east of us would also be much farther up close because they're MX-2, and the MX-2 would require any new developments to have a 0 to 5-foot built to zone.

The intent of this new MX zoning district is to create a pedestrian friendly streetscape with the buildings close to the street. So again, forcing us to go back and push us back farther wouldn't be the intent of the code.

And as -- the one thing I'll bring up, and Ellen threw that up there really quickly, that drawing, and we can always go back to it, the diagram on that Page 16 doesn't take into

account the three main walls or the thicknesses of the walls.

So, you have to -- I think she said we just needed to make the building five feet smaller. We -- I think the number is actually eight feet because you have to take wall thicknesses into consideration. We've got, you know, obviously two thick exterior walls and then we have a thick demising wall between the parking lot and the two units in the front.

Nonetheless, the village staff does support this request. The preliminary -- perimeter landscaping variance, I put a question mark next to it because we just found out about this recently, so we weren't too sure about it.

We were under the impression that the foundation landscaping was not required at the rear of the building because the code stated that it isn't required where there's no public access. We also think we've noticed other projects, projects that aren't in the MX-1, 2, or 3, because those are the only three that are exempt from this, did not have five feet of foundation landscaping on all sides.

If you were to interpret it the way

Ellen is interpreting it, basically every building that's not an MX-1, 2, or 3 has to have five feet of landscaping around the whole perimeter of it, and this is -- this is residential, this is commercial, this is everything. And it seems like -- at least we did some digging around -- we didn't see that. But nonetheless, Ellen did say that the village staff supports this request just based on the -- on the uniqueness of the -- of the lot.

I was going to go over some of, you know, some of the hot topics, let's say. Certainly the alley parking is one of them. We met with the Traffic and Safety Commission on February 1st and that commission did support our proposal at that time. We met with them again just a couple of days ago. They didn't make a decision either way. They wanted some more information, but they definitely did support it on February 1st. There were some people mentioning that, you know, that that language wasn't correct, but it's definitely in the minutes and it definitely says that.

There are only 10 stalls in the alley. So keep in mind, you know, this site has 32

parking spaces, but only 10 of them are in the alley. Obviously the 22 spaces that are interior to the building, those people would not be using the alley. There'd be no reason for them to. So, we're only adding 10 spaces, or cars if you will, to the alley. Those 10 spaces would be assigned to tenants. So, this isn't guest parking. This isn't random parking. Each spot would be assigned. Each person would know what their -- what their space is.

And so basically, you know, we feel we have a right to use the access of the alley. We are a property owner on the alley. We're just looking for our fair use of the alley. We don't think 10 spaces is an excessive use of the alley. And I tried to do a little bit of analysis using the KLOA just to kind of make some examples here. So, if we rent all 10 stalls, which isn't even a guarantee we would rent all 10, they don't always rent out, the KLOA analysis, they did a study on the amount of traffic trips and -- for the whole site as a whole, and about -- less than a third of those spaces are in the alley. So, and they mentioned this in their narrative. So you can take their numbers and you can divide them by

three to give you an idea of the amount of vehicle trips that would be occurring in the alley. They have on the low side three in the morning peak weekday traffic and to the high side 10. Obviously if there's 10 cars that would be the high side, and that's for the morning peak day. Four to 10 for the evening weekday peak hours.

Now, which -- you know, keep in mind, and this is important to understand, with the angled parking, what we're doing is cars that leave the site have to go east on Ardmore. So number one, that helps keep traffic away from Princeton, and that also means they only traverse the alley that one time because when they come back later in the day, let's say, you know, they went to work, they drove their car, they left through Ardmore, when they come back later in the day, they obviously have to come in from the Princeton side and they're only in the alley the width of our building, you know, wherever -- to wherever their spot is. They could be the first spot. They could be the last spot. So technically they're only making one full trip through that alley every day.

If the parking spaces are perpendicular, they'd have the option to go either way and be creating more traffic going in either direction. They could be creating more trips or we feel more distance spent in the alley. And again, more importantly, going towards Princeton where it seems, again, the community feedback that we got they did not want. So again, that's why I mentioned here that the neighbors prefer the angled parking over the perpendicular because it forces traffic away from Princeton Avenue.

But again, I want to be clear, we're not proposing to make an alley a one-way as mentioned in the staff memo. That is not what we're looking to do. We -- you know, you can keep it a two-way. KLOA said you could keep it a two-way. They had mentioned -- you know, I had asked them to comment on the one-way because that was something I think the commission had wanted them to add or somebody from village staff wanted them to add, and they said, you know, keep it a two-way and build the building, have it rented out, and if there's a problem or thinks -- you know, someone thinks it should go one way, well,

then you make it one-way, but don't create -- make it a two-way right out of the gate. Keep it the way it is. They don't -- you know, and as I talked to them personally, he said I don't see why it would ever have to be.

It's obviously an alley. You're driving a lot slower. It doesn't have a lot of traffic. They just didn't really think it needed to go to a two-way, but -- or I'm sorry, to a one-way, but they said if, you know, someone really wanted to do that, that he would recommend that they wait and do studies and see if there's any issues with keeping it a two-way.

Community members, some of the feedback we got at the meet and greet where community members had mentioned that the liquor delivery truck occasionally blocks the alley on the east end at the liquor store. They also mentioned that cars cut through the funeral home's parking lots that are on the north and south end of the alley. And you know, again, both of these are illegal activities, and you know, whether we do our project or not, they should be addressed. I mean, someone shouldn't be blocking the alley. That's illegal. The liquor store has plenty of

parking in the front. They even have parking on the side where that truck could actually sit, but they shouldn't prohibit the legal uses of the alley by us or anyone for that matter.

Another hot topic that was brought up was the height. Five stories are allowed in an MX-T district. So, when we first looked at this, we explored five stories. We actually designed out something where we could do five stories and 32 one-bedroom units with the parking garage occupying the whole ground floor.

We can make this design work with little to no variance request, but we thought four stories and less units with two-bedrooms units mixed in would be better for the area. Again, we feel the ratio of parking -- which is why we, you know, we don't like -- we don't agree with the way the code has the ratio from parking to bedrooms because here's a great example. You could have 32 one-bedrooms and we could meet -- you know, we could meet the code with parking with 32 parking spots but we don't think that's right. We -- that wouldn't be right. I don't think it's viable, which is why, again, we went down to four stories and did a two and one-

bedroom mix and therefore I think the parking isn't going to be as -- a big deal with that.

Again, you know, four-story building isn't unheard of. You know, somebody mentioned a four-story building on a Prairie Path is unheard of, but you know, the Ovaltine building is much closer to the Prairie Path and they're four stories. The Union is close to the Prairie Path. That's going to be six stories. Garden station's obviously not close to the Prairie Path, but that's going to be seven stories. So, you know, taller buildings, density is certainly the trend and certainly what I think the code is looking for. And then the MX-2 district which is directly east of us allows for four-story buildings. So we would be coinciding with them.

Believe it or not, we did get a lot of positive community feedback. Obviously we held that community outreach on Thursday and we got many positive comments and support from people. There were the concerns about the height, as I mentioned. Some people didn't like the modern aesthetic and of course the traffic and parking were topics that were brought up.

But again, most preferred the angle

parking to direct the traffic away from Princeton. Most preferred resident -- most, if not all, except maybe one person preferred residential on the first floor over commercial due to less traffic and parking needs that a commercial would have. And actually, at that community outreach -- I'm not on Facebook, but someone had mentioned to me, someone who was in support of the project, said hey, you know, go on Facebook and check out what's happening in Villa Park and I went on there just to kind of find some of the positive feedbacks. I'll take your time here to read them a little bit because I think they're important.

"Thank you. Renders look nice. Parking seems to be addressed well, especially with some garage parking." Greg M.

"There are plenty of four-story buildings along the Prairie Path. Ovaltine, in Lombard, Elmhurst, et cetera, et cetera." Jeff G.

"Exactly. I would rather see a new three/four-story building in the vacant lot than a rundown building that looks like an eye sore." Carrie C.

"This is positive." Mary L.

"There's a housing shortage and less homes available than there has been for a while." Jason R.

"If this goes through, it will replace the corner lot with the sad and empty building. That sounds like a plus to me." Monica R.

"That's the former Villa Park Savings and Trust Bank building. I believe it's been a lawyer's office. D45 has already handled more students than an apartment building would bring. Business guys are smart. If the commercial potential is there then they'd already be all over this property. Developers are smart too whether the neighborhood agrees with their vision or not. There's no shortage of empty commercial and retail spaces now." Ralph G.

"Sounds like a good plan." David M.

"Places for people to live is greater than eyesores." Nicholas G.

"I think a four-story building there is fine. There's plenty of green space and a pretty wide road between it and the path. Density is good for business, therefore good for revenue, therefore good for the budget. I would like to

see larger mixed-use space. Since the walking/biking path is so close and amenities like the train station, library, and groceries are bikeable, bussable distances, we'd only need small changes to our infrastructure to mitigate any traffic issues." Marianne G.

"I see no problems. Village could use more development and tax money." Lehman D.

"Hopefully it's only the beginning. VP could use a lot more development." Lalo L.

"The whole area needs a major facelift. With all the foot traffic the area sees, the look is a little poor, outdated, and not all uniform." Matt D.

Just some quick miscellaneous things, again, things that were brought up either by staff or by commissions or by the community members, is the need for affordable housing. Ardmore flats should cost significantly less in rent per square foot than in Union and Garden Station. You know, we had a lot of people bring up, jeez, we don't want another high-end, expensive apartment building that I can't rent from. This isn't going to be that. This doesn't -- and again, we mentioned that before when I was

here. This doesn't have all the amenities that those more expensive apartment buildings have. Obviously we don't have the room for those, but that's kind of been our niche where we don't offer those amenities, people who don't need the gym, the pool, and all those things that -- to pay for in the rent that they don't use. So these should be significantly less expensive than new projects going up.

There's currently a housing shortage, especially in the suburbs, which is why housing costs are rising and this will add to the inventory and obviously help that out. As I mentioned, we typically get local empty nesters, we get young professionals from the city. They typically do not have school-aged children and are looking for less expensive options. Apartments like ours are typically more affordable than homes and condominiums.

It was also brought up a little bit about, you know, apartments versus condos. These are condo quality. They're high-level finishes, they have in-unit washers and dryers, there are dedicated furnace and air conditioners, utilities are separately metered, so your gas, your

electric, and your water and internet, cable is all separately metered. The rental units are currently in more demand than owned condominiums. That's why we're doing apartments. That's why the Union's apartments. That's why Garden Station's apartments. That's why there's -- you see apartment buildings going up right now and not condominium buildings.

This building could be converted to condos at a later date though. Like I said, it's going to be condo quality and it is going to be set up where everything is separate where it can be.

You know, there are times, you know, back in the -- I think it was the '80s and '90s, they were converting apartment buildings to condos. Well, what are they doing now? They're converting condos into apartment buildings.

We go through these cycles. This is what happens. This building has a great possibility to be turning into condos 10 years from now, 15 years ago, whenever the condo trend comes back. It's just what happens in the housing market.

We talked about the street parking a

little bit. We're adding those six parking spaces. Again, these are public parking stalls added to the village parking restrictions. These are not meant as additional tenant parking. This isn't something that's assigned to us or can only be used by us. They still have -- there's not overnight parking.

I actually -- and someone had mentioned at I think the Traffic and Safety Commission meeting that there's just a lot of cars on Park and there's a lot of cars on Princeton that park there. So I went -- after the Traffic and Safety Commission meeting, someone mentioned it and I went there. It was about 10:00 at night. We ran a little late. Again, that was late but there were no cars parked on Park. There were no cars on Princeton.

I went back the next night, so that would have been last night. I took pictures. This is what it looked like at 6:07 p.m. last night. There were no cars on there. I also took pictures of Princeton, not a car in sight.

I went there on the way before here. I saw the same thing on Park. I did see three cars parked on the whole block of Princeton. So,

again, that's a -- you know, it's only a three-night sample. But I just found out about this three nights ago. So I figured I'd do my own little test just to see is there really -- are these parking spaces really being taken up? Is this really a constraint? I don't think so. It doesn't seem like it on my small sample. And again, we're adding six more parking spaces to that area which would be great for the Standard Meadery or anyone else.

It was also brought up about first floor commercial. I think the commission even talked about that a little bit versus residential. And again, the feedback we got from the neighbors was they didn't want commercial. They didn't want that right next to the residential that we have because of the extra traffic and parking that that may require.

The place for commercial is right next to us. I mean at the MX-2 -- you know, we're kind of like at the ends, right? We're at the boundary. Ellen showed that zoning map where you've got the MX-2 kind of on the perimeter or the boundaries and then the MX -- or I'm sorry the MX-T and then the MX-2 is internal to that.

So that's because we're supposed to create that buffer or that -- more of that transition to the residential.

Inside of that, that's where you get your commercial spaces on the first floor and that's what we think the intent is. We think the MX-T was meant to be a transition for the residential areas to create a buffer. The MX-T zoning doesn't even allow for a store-front type of building. So that kind of tells you in the code itself that they didn't want stores in the MX-T.

Also at the Traffic and Safety Commission meeting someone had brought up the validity of KLOA, and I definitely have to defend them. You know, they've done studies for us before. They -- but this isn't a fly-by-night operation. They're been around for almost 30 years doing traffic engineering and parking planning in the Chicago area.

The founding member and principal Michael Werthmann, he was the consultant who worked and generated on our report. The attorney for Knollcrest Funeral Homes even said himself that KLOA does excellent work.

I believe I was told the village of Villa Park uses KLOA as a traffic consultant. So, they are familiar with Villa Park. They did this analysis based on Villa Park data and this site specifically. This wasn't like national data or a firm from out of state that doesn't know what's going on.

The -- this was brought up a couple of times. I want to talk about the past projects that were approved in '05 and '07. The project didn't happen as probably everyone could guess because '08 happened and the market crashed and it -- and it never came through, right? But I think we can learn some things from what was said and what was approved on those projects because our project is very, very similar to this project, certainly as far as layout is concerned.

There were two products. So, you know, it may be a little confusing why I'm referencing two numbers, and the projects varied a little bit. So, when I say that there were, you know, 12 and 13 parking stalls, from what I can tell one of the proposals had 12 that was approved, one had 13, but they had 12 and 13 parking stalls in the alley. Again, we're only looking for 10.

They had interior parking and their driveway access was on Princeton, just like ours was.

They had 18 to 16 dwelling units, but they had commercial space on the first floor. Again, commercial space requires much more parking and traffic typically. They had a four-story building.

Now, someone had referenced a three-story building. This is what I found based on a FOIA request. Maybe there was a three-story too, I don't know, but this is what I found, and I -- I mean, to me it looks like it was a four-story building that was approved. Maybe I'm wrong or maybe this doesn't belong in the file, but this is what I was given, and this is the site plan.

You know, again, hard to read all of that, but this is very, very similar to what we're proposing. The parking in the alley, again, they have 13. We have 10. Twenty-two spaces interior. We have 22 spaces interior. The access is from Princeton. Obviously, they don't have the right turn or left -- the no left turn sign out of Princeton. They don't have the pork chops. The traffic could have gone either way. Same thing with the alley that traffic

could have gone either way. So, again, this is very, very similar to what we're proposing.

The -- and what the board approved for them, for their variance request in regards to parking, was actually 15 -- they were 15 parking stalls short of what was required and that was approved. Obviously, you know, we understand this is a different board -- commission and board, this is a different time, this is a different project. But just again, trying to give some perspective. We're only looking for six parking stalls.

Both developments were supported by the planning and zoning commissions at the time and approved by the Board of Trustees. According to the Ordinance 3427, the Planning and Zoning Commission and Board of Trustees agreed that the locations of the parking and the driveway access were appropriate. "Parking areas of adequate size for uses planned. They are properly located and suitably screened from adjoining residential uses and the entrance and exit drives have been laid out so as to prevent traffic hazards and nuances. The off-street parking spaces, the minimum number of which have been -- has been

varied herein, have been conveniently located."

KLOA also did the traffic study back then in '07 and they concluded at that time, "The site access system as recommended is well designed and adequate to accommodate project -- projected traffic circulation. Site circulation is good and an access point for the garage on Princeton Avenue will have little impact if design is recommended." So, again, we don't think a lot has changed from what was proposed back then.

In conclusion, we think development would be a great catalyst for the area. Obviously not a lot has happened there in a long time and we think the introduction of this MX -- of these MX districts will certainly help. That certainly is why we bought the property and we're hoping that we're going to be a catalyst for the area. Design will fit in nicely with the surrounding buildings like the Standard Meadery that I mentioned and the uses of the material that we're using are very similar to what you see on neighboring homes.

We hope our developments follow and create a vibrant commercial district like the

Ardmore business district once was. I mean, we all have to remember this was a vibrant business district at one time. This was -- you know, had some hustle and bustle to it, which is I think the goal of what everyone wants.

The residential development has one of the least impacts on the area compared to commercial spaces allowed. So again, what we're proposing here is, you know, fulfilling the ordinances, generally speaking, and we had a choice of some of the things we can do, and residential is going to have the least impact in the area that we're at.

And again, as I think one of the people mentioned on Facebook, we don't think adding more commercial, more retail, more office space where we see a trend away from that and we see vacancies is the right plan.

And that's it. Thanks for your time.

CHAIRMAN JASON JARRETT: All right. Thank you. I'm sure we'll be back to you with questions.

All right. So, at this point we will move to public participation and questions. What I would ask is that everyone try to keep their

comments to about three minutes. I'm going to try not to be hard with the clock, but if you run long I will ask you to wrap up, and whoever wants to start first, come up to the dais -- up to the podium, state your name and address for the record. Sign in too, please. I won't start your time until you're good and signed in, and we'll go from there.

STEVE SAVRA: Steve Savra, 447 South Princeton. So, I just have three things that I don't think have been covered. Number one is signage, if it's going to be illuminated, where it's going to be located. Number two, how is trash removal going to be handled? And then number three, I am very concerned about the egress of the building, the underground parking or the ground-level parking in the building exiting on Princeton exclusively.

I think it would be interesting to explore the idea of an entrance off of Princeton and an exit onto Park and possibly taking that ADA spot and putting it on Princeton, just a little ADA spot on Princeton that would just be surrounded by greenery, somehow pulled back, the curb cut would be smaller than -- it would just

be a single drive in to the -- to the -- to the ground-floor parking and then a single driveway out onto Park.

Then you don't have all those headlights hitting the two residences that are on Princeton. Twenty-two cars a day after 5:00 could become kind of annoying. So I don't see any hedges being proposed on Princeton. So, that's really -- I think we have an opportunity to improve the area with this development. I don't see -- you know, the trash thing I think is a big concern. I don't want overflow from -- I think the garbage right now is being proposed inside the parking on the ground floor, and you know, what happens with overflow?

We have dumpsters placed all over this village in inappropriate places. I see them all over the place and I don't want them on this building, so.

CHAIRMAN JASON JARRETT: Okay.

STEVE SAVRA: That's it.

CHAIRMAN JASON JARRETT: Okay. I'll make sure all those issues are addressed. Thank you.

DONNA NOXON: Hi commissioners and

fellow Villa Park residents. My name is Donna Noxon. I initially wasn't going to speak but after attending Tuesday's traffic and safety meeting, I decided to speak. I live on Rand Road which is a mile-plus from the proposed park Avenue development.

Like I said, I attended the traffic and safety meeting. Residents had some very solid, valid points and facts on how the development will affect their residents and all of the residents of Villa Park. The variances being requested tonight are for parking, the garage entrance, the visibility, impervious versus pervious, and the streetscapes, two of them the visibility triangle and the streetscape. Ellen is currently thinking it's a potential hardship.

All of these variances will have an effect on the traffic and safety of all the residents of Villa Park and not just those around Park and Princeton. After attending many village meetings, I have come to understand variances. Variances are requested by residents, businesses, builders, and other vendors usually due to a hardship they are facing. The builder is not facing any hardships created by our codes. The

builder is asking for variances for their gain.

My expectation tonight is for none of these variances to be granted. It will be put -- it will put all the residents in peril with all the traffic and safety issues. Simply put, you cannot put 10 pounds of groceries in a 5-pound bag without having a negative outcome.

We, as a village, are not in a position to grant variances to accommodate the builders in this village. Our safety is -- our safety and traffic is priority one. I want that to be taken into consideration.

CHAIRMAN JASON JARRETT: Thank you for your time.

DONNA NOXON: And then spelling is N-O-X-O-N.

CHAIRMAN JASON JARRETT: Okay, thank you.

SUMIA SERENO: My name is Sumia Sereno. I live at 427 South Yale Avenue, and I wanted to do a PowerPoint presentation too and I was unable to, so I have requested that you all get a packet that I put together. Have you gotten that?

CHAIRMAN JASON JARRETT: We do have that and that will -- that will be part of the

official record.

SUMIA SERENO: Okay, great. Thank you very much. Okay, so first and foremost, I've lived here my whole life and I am very pro-development. I think it's good for the community. I think it's good for the residences.

Now having said that, I'm also aware that we have to have the right development for the right location, and this is the wrong development for this particular location. I'm going to go through some details as to why and I'm going to focus on one of the code variances that are being requested, okay?

So, when you look at Ross's proposal -- and when he came up here, it looks really good on paper. It's pretty. He's got some Facebook positive feedback. The variance that -- variances that are -- that he's requesting are minimized. But the one I want to address is the parking, and that's a big one. It's -- and the reason it's a big one is because when -- and when he did his answer to the variances, he cited according to Yardi Matrix, a well-known national commercial real estate, et cetera, et cetera, that based upon their averages, he has plenty of

parking.

Now, that's not a reason to deviate from the code. There is no hardship with this code. That's one thing I want to say. Number two is according to Date USA, DuPage County says they -- there's an average of two cars per residence. So that's a different number from him and that's DuPage County, not Metro Chicago. Okay?

Now, what I did was my own test this morning. And so I got up at -- I started driving at 6:30 this morning. I stopped at five apartment complexes in Villa Park. So, I wanted to have a real-world view of the parking in Villa park. Stopped at Ovaltine, and if you look at the packet here with pictures of Ovaltine, and I tried to label all of them, it's very nice. They've got plenty of parking. They've got a complete separate visitor parking area. They've got a buffer zone. Ovaltine has a buffer zone. They've got a retention pond. So, they've got extra space.

But then I went over to the corner of Ardmore and St. Charles, those little garden apartments, and if you look at the photo there,

and I labeled that, that parking is very congested. In fact, I took a picture of the parking lot adjacent to it, which is the church, and there were two cars in that parking lot at the time. This was around quarter to seven in the morning and there was a gentleman in one of the cars, his name was Joseph, and he said that his landlord told him he had to park there, that every night there's two to three cars that are parked there and that's because they don't have enough space.

I went to North Ardmore, north of the tracks that parallels, and you'll see on that street also on Terrace that there's -- and you'll see the sign that they allow overnight parking. Those cars were there around quarter to 7 or so in the morning between that and seven. So, those are because the -- there's congestion at the apartments and I took pictures of the apartment, too.

Then I went on to North Avenue at North and Kramer, and I spoke to two residents there, and the one gentleman said he has two vehicles and so he has to park on that frontage road and it's very difficult. That's supposed to only

have parking on one side of the street. But if you look at the photos, there's parking on two sides. Not only that, they're parking in the Sherwin Williams parking lot because there's not enough parking for the apartments.

This is a very -- they're very congested because there's no buffer zones and this development is exactly the same. There is no buffer zone. And so, I went over to the apartment building that's actually on the same block. And guess what? I actually went and saw there were seven cars. They're parked in the Steuerle parking lot. And I talked to a woman who was getting out of one of those cars and she said she lived in the apartment and she said that the landlord had an agreement with Steuerle verbally for now. I know that's going to change, but seven of those cars are parked there every night because they don't have enough parking.

Then what I also did was I took pictures of the alley you'll see with my car in it. Because of the polls and because of the building, it is very difficult to make that a two-way alley.

CHAIRMAN JASON JARRETT: So, real

quick. I offered to give you a couple of extra minutes because I know you're speaking on behalf of a couple of -- of a couple of people.

SUMIA SERENO: Yes, I am. Yes.

CHAIRMAN JASON JARRETT: I'll give you about 30 seconds to wrap up if you could, please.

SUMIA SERENO: Sure. Okay.

CHAIRMAN JASON JARRETT: Thanks.

SUMIA SERENO: And I have -- I have a question that I want to propose to the committee and I want to propose to Mr. Ross, and that is regardless if Mr. Ross considers this project to be profitable or not, could there be a different building project erected on this site that doesn't have to have those variances, a project on this specific site that meets current building codes? And if that can be done, I am requesting that project be done instead of this, instead of us trying to try to squeeze something in a space that it is not designed for. Thank you very much.

CHAIRMAN JASON JARRETT: Okay, thank you very much.

JIM OLGUIN: Excuse me, Ellen, could we get the code provision regarding variations up on

the -- on the screen, please?

WOMAN 1: (Indiscernible).

JIM OLGUIN: Yes, please. Chairman, my name is Jim Olguin. I'm the attorney for Knollcrest Funeral Home. Last name is spelled O-L-G-U-I-N from the Buikema Law Group in Hinsdale.

I asked her to put the variation provision up from the village code and I wanted to point out two key provisions and these are the regulations that you guys are supposed to uphold.

The first is that the intent of a variation is not simply to remove an inconvenience or a financial burden that might result from compliance with the applicable zoning requirements. The second key provision is that variations, which reference here, they are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself.

The property in question when we're looking at in particular on the -- on the parking situation, there's nothing unique about this parcel. It is almost a rectangular -- there is

some angle but there's nothing that precludes this developer for providing the amount of parking required by the code. That could be -- they could simply achieve that by eliminating the fourth floor. They eliminate six units. They drop down the number of parking requirement and they meet code.

Their only provisions that they've included in the responses to the standards in their application why they can't do that is a financial one. And once again, if we reference what the code limits your ability to do as far as granting that variation, a financial basis is not an appropriate basis for granting that variation.

Now, what is also important to note, and their response when they talk about financial hardship, the way that the law is, the financial hardship is not related to our ability to do this particular project, that somehow this particular project is the only thing that can go on the property and is the only thing that makes the property viable. That's not the way it is. The way that the law is, is if it's a situation -- it's a condition of the property that would really make it -- any project not be able to be

developed on that site without that variation.

So, for example, if we had a triangle parcel and we had 20-foot setbacks on all sides and all you had was a little postage stamp in the middle, that is a specific, unique condition of the property itself that would preclude the value of the property, not we want 24 units and that's the only way that we're going to do a residential project.

Could an office building go in there? Could something else fit and provide the parking? Yes, it could. So what their admitted reason why they can't do it is a financial one, and that is not a permitted reason for granting a variation.

Next, since we only have, you know, three minutes, I also want to point out some problems with the application. One, their application only requests a variation to 33 -- only a five parking space reduction and it does not request a variation for the perimeter landscaping. So, you know, those are items that are deficient in the parking -- I'm sorry, in the application itself and the rest of the public did not, you know, have any idea that that additional variation was being requested.

Going through some of the other items that are considered for the variation, which includes whether the number of spaces that are going to be deficient impacts the overall area and the adjacent properties, it's going to impact my client. My client owns the parking lot immediately next to this proposed development and being -- having our business there and also having our parking lot there, we know that in the area there is a deficiency of parking for the commercial and for the residential.

As it was noted by the previous speaker, we know that we have residential apartment dwellers that use our parking lot for their parking. We know that we have commercial patrons that use our parking lot, and if this apartment building goes in, we're going to have to protect our parking lot. We're going to have to block it off. That means all those people that are currently using that are going to have to get displaced and they're going to be on the street, they're going to have to figure out -- so those additional onsite or off-site street parking, they're going to be competing with all these other folks.

And I did mention at the Traffic and Safety Commission that KLOA is an excellent company. They are. But the second part of that comment was that the quality of their work is only as good as what they are asked to look at. They did not -- they were not asked to do traffic counts. They were not asked to look at the safety of using that alley, which if you -- I'm sure you've driven down the alley toward Ardmore and it's a blind -- to get on to Ardmore it's a very difficult view.

That was not something that they were asked to take a look at. So, they were only asked to basically look at what, you know, what they know as kind of their traffic bible which says, you know, these are how many traffic trips are expected. But that's really all that they're, you know, that they were asked to do. They did not look at the specific conditions of the property.

CHAIRMAN JASON JARRETT: All right, so we -- if you could wrap it up, that would be great, thanks.

JIM OLGUIN: Sure. So -- and then one other request -- and once again, just as far as

traffic and safety, they were not satisfied with the traffic or with the safety. So, they continued the meeting. But one request that we made, which is also a safety concern for us, is that you have a residential use that's now a budding -- a non-residential use, which is our parking lot. So, we would want a fence that -- be installed along the property, which is good planning whenever you have residential abutting against something that's not residential to have a fence, because what that would do from a safety standpoint, it would prevent people from cutting across our parking lot. It would force them to either use the alley or use the sidewalk. Otherwise, we're going to have people from the apartments going through, or you know, or make it even more attractive for folks that try to park on our -- on our lot.

CHAIRMAN JASON JARRETT: Okay.

JIM OLGUIN: So, you know, with that, we believe that the application is substandard because it did not include what -- the request that is here before you this evening and that there isn't sufficient information to justify the variations. It goes against the code. There

just simply isn't a legal basis for that to be approved by this commission.

CHAIRMAN JASON JARRETT: Okay. Thank you. Who would like to go next? I think she was waiting in line. That's okay. It's not every day we have people running to the dais, so I actually -- I would just like to take a moment to say that I do appreciate everybody turning out. Frequently we set up here with no one in the room but poor Ellen and maybe the village president who is -- who is our liaison.

So, I do appreciate you all being out here this evening. It really does mean a lot for the village, no matter how you feel about the project. Thank you.

KELLY KILLHOY: Hi, my name is Kelly Killboy. I live at 314 South Yale Avenue, and I was involved with the -- one of the prior developments and I have to say to Mr. Ross, this is an improvement that we had sought after -- previously back in 2007. So, I like what you're proposing, although I think some of the other speakers have brought up some valid points. One is the garbage, I think that's an important one to address, and also the parking, there is

obviously some deficiencies and it seems to me the village is struggling a little bit with the new code versus the old and trying to adapt, and so I think it's really important that the board make a -- maybe even table this to take under other -- take other things under advisement so we get this decision right for the community.

I think this would be a nice addition to the area and would help get us on the right path to more development and positive momentum in the village, which I've seen some really starting to happen in the last 10 years, and I've lived here 20 years.

So, I appreciate that. The only other thing I would ask you all to look at carefully is some of the storm water drainage implications of a building this size on that lot and also water, sewer. Are pipes, you know, sized correctly to handle the capacity coming from this building, whether it's sanitary or water supply in and out.

And I do think storm water is important because there is a lot of flooding issues in this town. And so, I'd ask the board to take those items under consideration as well.

CHAIRMAN JASON JARRETT: Okay.

KELLY KILLBOY: Thank you.

CHAIRMAN JASON JARRETT: Thank you.

TED OTT: My name is Ted Ott. Ott is the last name. I live at 39 West Park Boulevard, that's two residences away from where this building is going to be built.

Since I moved in, in 2003, we've had major flooding issues. It used to flood four backyards before I helped put in a storm drain in the backyard of my neighbor. We still have flooding issues. My backyard floods if we get half a day of rain.

I really think the stormwater issue is a big issue, especially for a building this size and in that particular area. Princeton floods every time. Park floods every time. And I'm not kidding, I say every time. When we get a day and a half of rain, we get a foot of water in the street.

Also, I just -- I know last time was the traffic and safety. This time I want to hit on the aesthetics of this building. If you come to our neighborhood and you look around our neighborhood, this building -- I mean, the Meadery, that's a business. It's supposed to

look different. It's supposed to look cool and modern and draw people into it. This building looks too modern, too urban to fit in this neighborhood.

If you drive up and down Park and up and down Princeton and Yale, it just does not fit the scenery. And if you're walking up the Prairie Path and you're enjoying all these beautiful homes, you're walking your dog like I do every day, and you come across this building at the end, you're not going to be happy with what you see.

The garbage is another issue. Like, I grew up in affordable housing. I know what happens when you put a garbage dumpster under a building inside a parking garage. It gets ugly. Stuff gets dirty, doesn't get cleaned up. The garbage men aren't going to clean it up. The managers of the building, they're not going to come out. They're not going to clean it up. It's going to be left to us residents who love our neighborhood to make sure that it stays clean. We do that already.

To put 24 units in there, come on guys, you got to think about us. We think about you.

We want development. We love this town. If we didn't love this town, we wouldn't be here, okay? I love my house. I love where I live on the Prairie Path.

Please take into consideration the aesthetics of the neighborhood before you put in this modern looking urban building, okay? That's all I wanted to say. Thanks.

CHAIRMAN JASON JARRETT: Okay. Thank you for your time.

DAVID GREEN: David Green, 516 South Princeton. My comments are about the number of parking spaces, the alley parking situation, and their effects on neighbors of the proposed apartment project.

The assertion that 32 parking spaces is enough for 24 apartment households is way out of line with national averages. The days of the family car are gone. Almost every driving adult and teenager nowadays has a personal vehicle.

According to the Bureau of Transportation Statistics, the mean number of vehicles in households is 1.9 personal vehicles; 1.9 times 24 apartments equals 45 spaces.

Households in the United States on

average have 1.8 drivers. Thus, it appears that households on average have at least one vehicle for each driving adult or teenager. The safest minimum parking space requirement would result from estimating the total number of drivers at one car each.

Also, extra parking is needed for overnight visitors. A shortage of spaces could result in encroachment on the parking lots of Steuerle Funeral Home.

While inner city or main street apartment locations with nearby amenities may have less than the average number of household vehicles, that is not the situation here. Our local Ardmore business district provides no restaurants or shopping for basic necessities.

It is mainly salons, barbers, legal and financial services, and specialty shops and offices. I live a block away and have not used anything there since the dry cleaner left. People in this area can't survive by walking. They need personal cars. Those who want handy nearby amenities will prefer the proposed Villa Avenue apartment complex with restaurants and stores right on the first floor. Those who

commute to the city will prefer the apartment complex already in progress next to the Ardmore train station.

Another issue is the physical parking situation with 10 diagonal spaces in back of the building. The narrow 12-foot alley is currently used for parking access by residents of the apartments on Highland Avenue with slightly diagonal spaces in the opposite direction, which would conflict.

The diagonal species suggest a one-way traffic flow in the alley, which the current Highland Avenue residents would be forced to obey. The alley exit on Ardmore will be unpopular with totally blind intersection with the pedestrian sidewalk and no visibility around parked cars.

Please try driving it and see for yourself. Drivers could also try to circumvent that exit by cutting through the Steuerle parking lots. Now, if two-way alley traffic was allowed, some of the diagonally parked vehicles could try to turn around by backing into the Highland Avenue apartment spaces and the 12-foot alley would not be wide enough to safely pass another

car.

In conclusion, the number of parking spaces and the alley parking and traffic flow situation are unacceptable for the proposed building and its tenants and neighbors. Thank you.

CHAIRMAN JASON JARRETT: Thank you for your time.

DARRYL BRADZIL: Hi, my name is Darryl Bradzil. I'm at 144 South Michigan. You know, when I first saw this plan, first of all, I want to commend you guys, all of you on the board here, for at least getting something down on paper and doing something with this -- with this property. It needed something for many, many years. I've been here -- it will be 34 years in Villa Park. I love this community.

My first thoughts of looking at this building is I like the design. The aesthetics of it, I'm not sure as some of the residents commented whether it's -- it fits in for the neighborhood along their Prairie Pass. That said, I don't know as big picture Villa Park and this village hasn't been really good on planning the big picture in the past. But moving forward,

if the design is mimicking or kind of tying into Mead, and if that's the plan to come off the business district off of Ardmore, and if the plan going future -- in the future is to develop some of those or rehab some of those businesses on Ardmore to look like that, I'm good for it.

The concerns I have with this property is, I think it's too many -- too many units for the -- for that property. The parking is an issue. I'd like to see something maybe come off of Park rather than put the neighbors and neighboring people that are along Princeton and have to see car headlights specifically coming in and out of -- out of that garage, and some of the other concerns.

When my wife and I -- we walk past there daily with our dog, and I look at that property and I pictured a duplex at first or family living there of some type right off the Prairie Path to blend in. To put 24 units in there, that's too much in my -- in my mind. And I think that it could be done a little better, a little safer.

And on the -- on the topic of safety, I don't know what the garage is going to be. Is it

going to be a gate to get in? Is it just going to be anyone walking off the street going in there? I look for the safety of the residents in that place.

The other comment I had, I think they mentioned the parking is assigned. That's great. I don't want to see cars out along Park Avenue parked there all day long. That's for the businesses. That's for Mead. I'd like to see something addressed in that nature. But the safety, and if there's going to be that many units or tenants in that building and on that property, is -- you know, is there going to be any rules like there would be in a condo association keeping the noise down? Is there going to be something so there's not hooting and hollering on that? Something to consider for the neighbors, and I don't -- I don't live directly across the street there. My advice is, take a look at the neighbors, the neighboring businesses, and get their feedback. They have to live with us on a day-to-day basis. Thank you.

CHAIRMAN JASON JARRETT: Thank you.

TONY MUCERINO: My name's Tony Mucerino, 427 South Yale, 60 years on the same

block, and it is great to see everybody here, isn't it, that we're all concerned. So I appreciate that comment.

I'm going to try to speak kind of in bullet points, short sentences here, because there's a lot of information and I don't want to bore you guys with too much of what you may -- some of what you may have already heard.

Traffic flow issues. The alley is a difficult one. I measured it, 12 feet. I've heard it referred to as a 15-foot alley. I don't know, maybe the lines outside of the polls include 15 feet.

Because of that, when I drove down with my pickup truck, there was a little more than two feet on each side that would give me room between the dumpsters and the power poles. That's not enough to allow two-way traffic. Some of that happens now because people have buffers. They pull over into the parking lots that Steuerle has or they pull over into the parking of the other apartments. Those would be gone or wouldn't be available for that purpose. Two-way traffic, therefore, would be a problem, especially when you have service vehicles, garbage trucks, and

other vehicles -- service vehicles that will be going down that lane.

I heard a mention about the garbage, that it would be pulled out -- the dumpster would be pulled out of its enclosed area. That parking area in the back to the south of the building would have to be at an incline or a decline. It would have to be at a ramp down to the alley. So given bad weather, water, ice, snow, I don't see a single garbage man, refuse guy being able to pull a dumpster down to that area without some complications. But maybe there's a plan for that.

In the meantime, looking at the parking at a diagonal, now they've allocated 18 feet of space for each of those parking spots. That's a standard. My wife's Ford Fusion, a compact car, is 16 feet long. I measured cars out here next to the building, pulled up to the building. They averaged anywhere from three-and-a-half to five-and-a-half feet away from the building. People are not going to pull right up and touch their bumper against the building.

Therefore, that 18-foot area is not going to be totally used, meaning that the

walkway, which again would be at the down end in the area where all of the water runoff, snow, et cetera is going, there wouldn't be a functional walkway there for people to get around, and if they were, it would be in seven months out of the year where you have freezing conditions, you're going to have difficulties there with slipping, falling, and other issues.

If you were to rotate those parking spaces to be perpendicular, it would either -- even further eliminate the length of the 18-foot spaces that are designed to be there. Getting onto North Avenue then is a problem. Pushing snow to North -- or to Ardmore Avenue is a problem. Taking a left turn there, getting past the blind intersection where there is pedestrian traffic, the field of view there is not safe. Getting onto North Avenue if there is snow that has to be pushed up to there, that's going to be a removal issue for the village, either trucking it out, dumping out. Loaders have to come in.

In addition to the delay, it's never going to be exactly coordinated with removing snow in the parking areas that would be behind the building on the south side. So, you have two

different phases of snow removal that have to go on.

Traffic coming down Park Boulevard, we've got a landscaped island that ostensibly would be a positive. By increasing that landscape peninsula out to make it parallel with the other curb cut reduces the funnel -- the entrance way. Vehicles take curved approaches as they enter into a streetway. If you add in the vehicles that would be parked, the natural tendency would be for Amazon vehicles, plumbing, electrical, food delivery trucks, they would use those six parking spots there at the front of the building. Those would create a separate field of view obstruction from the viewing triangle that was already mentioned about the building, asking for a variance to be back from the lot line.

But that field of view, that viewing angle that would be obstructed by the cars parked there, is also a viewing angle that gives relief to pedestrian and bicycle traffic, so people aren't running into each other on the sidewalks. It's not just being able to see vehicular traffic.

Getting into the entrance on Princeton,

if that was to be made a curved entrance rather than a flared entrance or a semi-pork chop, that would -- right now, the entrance and exit to the garage has only allowed one vehicle at a time.

So, if someone takes the turn onto Princeton with the intention of entering into that garage, they will now -- even if there is a dedicated directional feature put into that entryway, it will be even more difficult for those vehicles to negotiate who goes first. Someone's halfway out of the parking garage, the other person now doesn't have a side area to park and wait for them to exit, just more conflict.

Streetscape issues. A big one is water quality best management, DuPage County, in here very specifically talks about the fact that impervious areas are not all the same. We could take a half an acre of impervious land, put it in Rotary Park, picnic tables on it, different pollutant load than a building like this.

They talk about tire wear, nutrient pollutant load, and also vehicular pollutant load, all which would be higher. They recommend -- in this 2008 study, they recommend against concentrating into a point load runoff from a

building to speed up rather than sheet runoff to speed up that effluent into the storm water system.

Finally, I would just say that the financial hardship consideration that appears to be somewhat in consideration, every development I've ever -- commercial development I've been aware of is always -- the contract for purchase of the property is always built with contingencies. I will buy this from you, Mr. Seller, for X number of dollars if these contingencies are met, and this process that's going on now would all happen before that final agreement was executed. That hasn't happened. So, there must have been a reason, either a good price, whatever the case may be.

The normal -- the normal pathway, though, would be for the potential buyer to go back to the seller and say too many variances have to be done. It's going to cost me X number of dollars. You need to lower the price. And that's how that hardship is normally taken care of. So, I hope you can take these things into consideration. Thank you for your time.

CHAIRMAN JASON JARRETT: Thank you.

All right. Anyone else wanting to speak at this time?

ELISE KRAMER: Elise Kramer, 435 South Princeton Avenue, Kramer with a K. Reiterating everything that was said here, parking is the number one concern. Development, excited with the development that's going on. Not trying to stop the development of Villa Park. We all want tax relief. Appreciative of everything that you guys are doing to help us with that.

But I actually had the negative experience of renting in Villa Park, and there is a shortage of apartments. I lived on Division by the train tracks. There was never -- and I worked at Jewel, closed the store back when it closed, you guys might remember those days.

We'd have to park on the street because when I came home at 2:00 in the morning after closing, there was no parking and it became a requirement for me to budget for parking tickets. It's not realistic. You make it one year, you leave.

Also, when I rented and started, I was a party of one and things change over time. Then boyfriend moved in, now husband, so even though

you might be a one bedroom single person, that does change down the road sometimes and as is stated in Villa park, most people drive. It is a reality. I don't care what the Chicago metropolitan area says. We are not Cook County. We don't want to look like Oak Park. We don't want to look like Cicero or Berwyn. We're DuPage. We're Villa Park. We are charming.

That downtown area is a snapshot of time. There are many people walking dogs. I'm one of those folks every morning walking my dog and I can attest to the number of people who are walking down our street on a regular basis.

Kids walk to school. There's a bus stop at the end. This is not the right development. It is too many units for this property, and besides the fact of the parking, and it's really unfair when you put in spots there -- there's not enough parking, it's really unfair to the renters. Please stop doing that. Please don't allow parking variances.

Besides that, you're changing for the lack of a better word culture of the neighborhood. Steuerle right now has been very open with their parking. They allow us to park

there. There are times when that parking lot is needed. We've all been to funerals that are extremely large. Many times they're not needed and they're very generous with that when we have Summerfest there, when you're having a 10K there. The people who park there today, they're not going to be able to be that generous. You're changing that culture, that giving by allowing units -- that many units being there. Don't change our culture.

Keep our little town feel in a major metropolitan area. But please, keep doing -- you guys are doing a great job and I don't mean to say you're not. This just isn't right. Thank you.

CHAIRMAN JASON JARRETT: Thank you.

STEVE SEDDON: Hi, I'm Steve Seddon, S-E-D-D-O-N, and I am speaking on behalf of Mike Godzicki of 421 South Yale. Three points very quick.

I'm concerned about drainage in as much as the premier space variance is concerned and impact on the storm drain handling capacity on Ardmore. We suffered basement damage in 1987 as a result of sewer backup. Additionally, has the

impact of the development's plumbing on the storm system been assessed?

Two, are there any proposed tax reliefs to be granted to the developers? We are unequivocally opposed to any incentives or reductions.

Three, we are opposed to traffic entering the parking garage via Princeton Avenue. Although our children are grown, we are concerned for the youngsters who currently live and play in the area. That includes our grandchildren as well. Thank you.

CHAIRMAN JASON JARRETT: Thank you.

ANNE MARIE THOMAS: Hi, my name is Anne Marie Thomas. I live at 515 South Princeton and I just wanted to start my -- open up my comments with presenting the commission with a packet of petition signatures that we've collected.

There's a total of 256 speaking against the size and the relationship to the Prairie Path of this particular planned development. We're not against development. We just think it needs to be appropriately sited and sized for the area.

So, these two -- 189 people signed online. Over 50, probably more, of those people

did make comments. I encourage you to read those. And then we had 62 people that signed a paper form. There are also several businesses from that surrounding block right there that signed. So, I'm going to give that to you, Chairman.

CHAIRMAN JASON JARRETT: Okay.

ANNE MARIE THOMAS: And then I also want to make a quick public service announcement. Starting on June 15th, the library will begin hosting its summer family concert series every Wednesday 'til the end of June. It'll lead up then into the traditional annual Kiwanis Wednesday night concerts. These will be geared towards children. It starts at 6:30. You can -- kids under 12 have to come with an adult. It's at the Ruggard Gazebo along the Prairie Path. Bring a blanket or chairs and enjoy the summer weather with fun and lively musical entertainment. So, especially for the kids.

CHAIRMAN JASON JARRETT: That's awesome. Thanks for the information.

ANNE MARIE THOMAS: Sure. So, I wrote a bunch of stuff down. You know, lots have changed since the last time, but -- so I'm

getting rid of most of it. But -- and I do wish I -- some people get more than three minutes. So, you know, basically I'm against you approving these variances. I'm just going to make a quick statement about the code, the state of the code, the MX-T code.

You know, I realize you guys don't create these codes and you do occasionally find yourself in the position of being the code police, but I just want to mention a few things.

It's supposed to be mixed use for transitional. These buildings should be shorter in height than the code currently allows. It should require the buildings to sit back further from the sidewalk. They should require design and exteriors that blend into and make the transition from commercial to residential much more smoothly.

The Standard Meadery and wine shop are in a different zoning code and the style of the buildings and materials used is perfectly acceptable for what they are and where they are.

You know, most importantly, the code shouldn't allow a developer who is brand new to the multi-unit residential market and has no

track record of what potential renters might do. You know, occasionally we hear him say, you know, we get a certain type of tenant.

To the best of my knowledge, he's got two multi-unit buildings approved in different towns. Neither one of them are built yet. Nobody's renting there yet. So, when he says we get, I think he should say we hope to get.

The other thing I was going to go into, so the size of the lot. You know, those codes are all really complicated. Even I get 144 feet by 125 and I can multiply that. That's 18,000 square feet.

Most of the homes in this -- that general area are on a lot that's 50 feet by around 180 feet. So 50 times 180 is 9000 square feet. So imagine if I tried to build on my residential lot a building that has 19 bedrooms and 16 parking spaces. That's actually three less than the code requires as in the developer's plan. It's too much. This lot is far too small to accommodate this unit, this usage, and the surrounding area lacks the built environment to accommodate it or its prospective tenants.

So, we're not against the development

and we are very happy to see 560 new apartment units that the village has already approved at the Ardmore train and the Villa Avenue Development, both of which are taller, but this still will be one of the tallest buildings in Villa Park.

So, this isn't an appropriate site for this. The Villa Avenue Development is offering one space per bedroom. So, after my little square footage gig, I'm talking about the public parking.

So, it took me a while to get here, but here it is. Every time we drive our cars, we have to park them, and every time we park someplace, we make a calculation in our head, where should I put this car so it's going to be the easiest thing for me to get out and get going next time? And if I'm an empty nester or whoever else, you know, I may go out in the morning to a tai chi class, I may come home, you know, and I'll probably -- if I'm going out at lunchtime to meet friends, I'll probably just leave my car in the public parking space right in front of the building.

You know, there's an entrance to go

right into the lobby there. It's feet from those public parking spaces rather than go around and mess around with going in and out of the garage, because I don't need to. I just want the most convenient spot to leave my car.

So, especially if I'm an alley parking person, I'm assigned to the alley, I'm certainly not going to want to risk my life just to get to the Jewel by coming out of that blind alley.

In the -- several years ago I had an accident by a driver, it was a taxi cab driver, who was trying to get out of the alley on the opposite side. So, very blind. He could not see. And oftentimes when people can't see, you know what they do, they go. They hope for the best. I was there.

So, there's a difference between those two. You know, we talk about KLOA and how good they may or may not be, but they're not good enough to realize, as we all do who live around there, that there hasn't been more than one or two cars parked in that lawyer's lot for the last 15 -- I don't even know how long he's owned it, but since before 2005.

So, on that side they've actually got a

little alley behind the Ardmore businesses that dumps out onto Highland. So there's no such thing on this side. There's just Steuerle's lot, which will be blocked off.

In addition, I'm going back to those parking spaces. I think everybody that lives there during the course of their day is going to choose -- you can't stop people from parking in a public space. You can't make a sign or a law that says if you live at 27 West Park, you can't park here. They could even park over on Princeton and walk in the side door, easy peasy. So I think we should talk -- think about human nature. And I had some bullet points, some rebuttal points. I guess I'm almost out of time.

CHAIRMAN JASON JARRETT: Yeah, quick conclusion.

ANNE MARIE THOMAS: Standard Meadery is only open four nights a week. So, the drive-by test that the developer did was all three nights the business was closed. I said he doesn't have any tenants yet. I said there's no North South Alley.

Affordable housing is a new twist, this term affordable. Last time I remember hearing

this was luxury housing. So, my question was, what's the price point for this affordable housing?

CHAIRMAN JASON JARRETT: I'm going to need you to wrap up.

ANNE MARIE THOMAS: That's it, that was the good one.

CHAIRMAN JASON JARRETT: Thanks. I know you're passionate about it. I appreciate that.

JEAN NICHOLSON: I'm Jean Nicholson, 412 South Princeton, and you know, we have across the street from this development the gazebo, and now when there's all the entertainment there and everything and people walking from other towns, they think, wow, this is a great town, you know, the beautiful gazebo, the music, everything. Well, we park -- the parking in the lot is loaded with the property that's for sale.

And anyway, I -- if I -- I don't know, I have a feeling if this goes up the gazebo goes down, you know, because people won't have places to park, and I don't know, I just don't want to see the gazebo -- us lose it. And I think that's -- I think that's all I have to say.

CHAIRMAN JASON JARRETT: Thank you. I think that's -- I think that's a record for the evening. I appreciate it.

JEAN NICHOLSON: Thank you.

JUSTIN SHLENSKY: Jean, I just want to say I appreciate your shirt.

JEAN NICHOLSON: Oh, (indiscernible) Church. Thank you so much, Justin.

CHAIRMAN JASON JARRETT: All right, who's next?

CHRISTINE FOGARTY: Hello.

CHAIRMAN JASON JARRETT: Hello.

CHRISTINE FOGARTY: Christine Fogarty from 37 West Park Boulevard. I almost said 27 West Park Boulevard because I've been hearing it so much lately that it's kind of drilled into my head. Another number that's in my head right now is 256. That's how many people signed a petition just in the last couple of days really against this development, people that are just within a few blocks of this area, and to me that says a lot.

Being right there on the corner and being outside as I usually am in my yard, I have spoken to dozens and dozens of people who walk by

and ask me, what is that sign for? What is this meeting about? What's going on over there? And I explained it to them and I even have a little flyer that explains everything that Mr. Ross has told us, and everyone has said the same thing.

First of all, how did it ever get zoned like this? What happened in 2018? Were any of the residents informed that the zoning was changing? And what do we do to get it changed back? I don't have those answers. I don't know if you guys can give those to me so that I can share that with the neighbors when they ask.

CHAIRMAN JASON JARRETT: I can give you some of them when we're done.

CHRISTINE FOGARTY: Okay, that would be great. I would appreciate that. Another question I have is the KLOA analysis that they did. Were they ever actually on site or is this just running a bunch of numbers through the computer?

So, though I appreciate Mr. Ross doing his drive by the last three nights, I don't have to drive by and I don't have a small sample. I have a huge sample of eight years of living there. I know exactly what happens there, and if

there's a funeral and the Meadery is open and I want to have friends over, they're going to park way down the street because there's nowhere to park.

So, you know, a lot of times people will park in the Steuerle lot. That's great. We appreciate that. But if they have a funeral, there's nowhere to park, or they'll park at Reichardt which you know, that's pretty much where everybody parks when there's a village event over there, Christmas, 4th of July parade which is coming up, Summerfest. You know, everybody parks there.

The village uses the Reichardt lot just to set up for events. This is all going to be gone. So, I'm kind of with Jean, I feel like that whole section, the Prairie Path and what draws people in and what gives Villa Park their charm, it's going to be gone.

So, that's just my thoughts on it.

CHAIRMAN JASON JARRETT: Okay, thank you. All right. Anyone else who wishes to speak on this item this evening?

AMY MURPHY: Hi, I'm Amy Murphy. I live at 436 South Princeton. I had something

written here, but I just want to say I'm just concerned for my family, my neighbors. I don't want to see our street become all street parking, because we all know that there's people that park down our block all the time. I've got three kids. We love to be outside. I don't want to see the increase of traffic, the increase of people parking and pulling in and out of our driveways, turning around, trying to get back to their apartment, and I just don't want to see all the extra traffic, and it's just in my opinion, the wrong size for the lot that we have.

CHAIRMAN JASON JARRETT: Okay.

AMY MURPHY: That's all.

CHAIRMAN JASON JARRETT: Thank you. Anyone else?

JEAN NICHOLASON: Could I say something from the back? (Indiscernible). I -- my dining room, I have my breakfast and lunch. I sit there and I see traffic, kids passing by on bikes, on -- and parents walking their kids and walking dogs and everything.

Over there is the grammar school. Over here is the junior high and the high school. We got traffic of the kids going to school, back and

forth there.

CHAIRMAN JASON JARRETT: Okay, thank you.

JEAN NICHOLSON: Thank you.

MIKE ZUCHER: Hi, I'm Mike Zucher. I live on South Princeton, probably about eight houses down from when this development is being proposed. I would not mention this, but Mr. Ross did. There were seven positive Facebook posts he kind of pointed out. There are 127 total comments on that thread. So, overwhelmingly it is against the project as proposed.

I have many of those same concerns my neighbors do here, mainly about parking and where these cars are going to go. It's been mentioned that the trend is towards less driving. That does exist and that is true. I don't believe that's true for this area. In order to get to Jewel by using public transportation, you have to walk south on Princeton to Washington, take the 303 bus down to Villa and then walk again. I don't see people doing that to get their groceries.

I understand, I guess, that there was a comprehensive plan that was put in place about 15

years ago that slightly addresses this area. I think the board has to come up with a plan for this area first and decide what you guys want to do with it or what should be done with it. My expectation is that you guys do vote no on the variances as proposed. Thank you.

CHAIRMAN JASON JARRETT: Okay, thank you for your time.

MARILYN CHOPER: My name is Marilyn Choper, 420 South Princeton. I've lived there for 50 years. I've seen lots of kids come and go. We've gone through peaks of kids, lows of kids. Now, the block has got lots of young kids on it. I do not want to see all that traffic coming down the block.

I think something else should be built there. It should be smaller and aesthetically speaking it should match the buildings on the block, please. We do not need another monstrosity like the fire department, which is a terrible building and should never have been built in that style, the style of this apartment building. Would he put this in Hinsdale in a main street area? No.

CHAIRMAN JASON JARRETT: Thank you.

MARY JO JOHNSON: Hi, my name is Mary Jo Johnson and I live at 534 --

CHAIRMAN JASON JARRETT: I'm going to ask that you keep it down a little bit, please. Thank you.

MARY JO JOHNSON: Hi, Mary Jo Johnson. I live at 534 South Princeton. I've lived there for 30 years. I wasn't going to speak, but now I am on a comment that was made. Mr. Ross, you mentioned how you came up with this design to complement the Smead winery vibe, which is called a modern farm design these days, but the Smead winery is a business and it's the only place around here that has that look other than FUEL.

You're not a building -- building a business, you're building a residential building, that if you drive around within a mile of this proposed building, there is nothing, and I mean nothing, resembling this look. It's just going to look ridiculous.

I believe there is no need for more apartments. We have more than enough surrounding our town. There will be several more apartments near the train station soon. They will offer a train station. Why not a few appropriate-fitting

townhouses that you could sell for maybe 500,000 or maybe 10 condos? Just way less apartments. You need a plan of a look that fits our charming village and our charming houses near this site, especially on Princeton. Put away the city vibe. It just doesn't fit in with the Villa Park housing.

Maybe take this barn-dominium look to North Avenue or Roosevelt Road. I love this village and Princeton Avenue. It's like a family. We love our block and this will just cause distress.

Gentlemen, most of us have voted for you to sit there and take these positions seriously and make the right choices. Please, please think about this one. Would you, any of you, want to live across from this development? Please disapprove. Thanks.

CHAIRMAN JASON JARRETT: Thank you.

ROBERT VAN STAALDUINEN: Robert Van Staalduinen. That's V-A-N Capital S-T-A-A-L-D-U-I-N-E-N, and I would ask for my time back for that.

CHAIRMAN JASON JARRETT: You deserve it.

ROBERT VAN STAALDUINEN: 404 South Ardmore and president and owner of Knollcrest Funeral Homes and Steuerle Chapel. We have already heard alluded to that we will probably be having to chain off our lots, and it's something I do very hesitantly.

I have enjoyed allowing public parking in our parking lot, providing for the commerce, for the community events that occur at the gazebo. Formerly Mr. Reichardt was very gracious and helped us with that. It has been part of what drove us to move to Villa Park, was all the events at the gazebo. We love it, we enjoy it, and we'll be sad to see it go if this development requires us to remove the parking availability to all of the events that occur. We simply cannot keep our lots open for everybody to use without having some means of protection.

Secondly, if we're concerned with development on this property, I am sure we can get different development. There was certainly other interest in the property when it was purchased. Again, it is your job to ensure the benefit for this community. And that's what I call you to do.

We've already pointed out, my attorney, that this variance is asked for, for the benefit of the financial renumeration for the petitioner. That can't be the only reason you grant this. We encourage you to vote against the parking variance because it just will cause sufficient trouble in our neighborhood. Thank you, gentlemen.

CHAIRMAN JASON JARRETT: Thank you. All right. Is there anybody else that wants to speak? Seeing fewer and fewer every time I ask that. We've got one more here at least. That's okay. You've got your time.

HOLLY STAMOS: Holly Stamos. I just -- can I see a close-up of that one-bedroom apartment? Because to me, it looks like a two-bedroom apartment. People are poor. Rent is high. You've got a den with a closet? I'm putting a roommate there. So, now you've got one parking space for two adult people with cars.

So, I'm just thinking like even what he's asking for is kind of -- like I could name a room a den but it's still a bedroom, right? So, I just -- I want to -- I want to take a nice close-up of those because I don't think -- I

don't think they're going to be one adult person in that -- those apartments. I think there's going to be couples with a kid and I think there's going to be two adult people. Yeah, so that's all I want to point out.

CHAIRMAN JASON JARRETT: Okay, thank you. That's fine. Yeah, I'm sure we'll have some discussion related to that as we move ahead.

All right. Anyone else before we move on? Going once? Okay.

WODON KASE: I just want to say thanks for the patience.

CHAIRMAN JASON JARRETT: Yeah, no, I really -- when I say that, I appreciate having this many faces in front of me. I really do. Like I said, we've set up here on projects that I would say are much more consequential in the grand scheme of the village than this one with literally no one here, so I really do appreciate it.

I want to run through a few things that maybe I can answer before we turn questions over to Mr. Ross and anyone that he may have speaking on behalf of his project.

So, the zoning ordinance was updated in

2018. The MX-T zoning, not just the MX-T zoning, but the MX zoning at large was designed to try to preserve the aesthetic of our downtown areas or create that where it doesn't exist in terms of bringing buildings closer to the street, in many cases requiring buildings be closer to the street.

One of the things related to that with the garage entrance is that we did not want garage entrances on our primary streets like Villa, Park, Ardmore because an example of where that doesn't work is on Villa, the Villa Medical Arts building where they have a big hole blown through the front of their building into parking at the rear. That's not generally a good look for your downtown, which is why we would in a perfect world like to have them at the rear.

So, related to that, the previous zoning of this site, which existed going back to as far as I can find the '40s was C2. C2 as of right allowed a 45-foot-tall building with 50 foot of lot coverage. So the building may not be able to be quite as big, but the other half could be parking. There are no requirements for materials, no requirements for setbacks above the

third floor, no requirements for transparency. The building could be set back 7 feet from both Princeton and Park. No requirements on where driveway entrances could be, minimal requirements related to landscape. No requirements related to material use at all.

So, those are some of the things that this MX zoning brought to our village that didn't exist. Now, may not agree with this project, but I just want to explain what the purpose of that form-based zoning in the MX is. So, theoretically somebody could have dropped a 45-foot office building on half of the site and a service parking lot along Princeton as of right without coming before us. That could have happened three years ago.

This is -- in a lot of ways the zoning itself is attempting to be more contextual. So, that's the code side of it. I'll leave that on that. I think that's enough Planning 101.

On the signage issue, there's no signage before us. Any signage that would be required would have to meet the existing village codes. If it doesn't, they would be back before us for variations. So, there are strict codes

related to how much signage you can have on what faces of buildings. Off the top of my head, I do not know what that means for residential. I'm being honest. I don't have that code in front of me, but any signage would have to meet codes. We don't allow pole signs, so on and so forth.

Touched on the parking on Princeton, why the parking maybe on Princeton or the alley instead of on Park. There's a threshold for going into a traffic study versus a traffic assessment in our village. They don't meet it. That's not something -- I mean, we could ask for additional information, but as part of the application, that's not required and KLOA is a very reputable company and they're the one that we rely on as a board, as a commission when we ask an applicant to have a traffic study done as a part of a large project like the recent rezoning at Odeum or I'm trying to think of some other ones recently, but they're the one that we prefer they go to because of their experience and their knowledge.

Let's see what else. Yeah. And then I guess the only other comment that's a small one is so there was some question about the width of

the drive -- of the alley. The alley right-of-way is 15 feet. It's paved 12 feet, but it's paved 12 feet because both properties bleed asphalt into the right-of-way. So, you could go out and measure the concrete, but the right-of-way is 15 feet.

And so, when they're taking their measurements on their property, they're not taking it from that concrete edge, they're taking it from where the property line falls. And it's up to what happens in engineering, but I would assume if the project moves forward, they would be pouring concrete or whatever surface they're using all the way to that alley.

So, with that I've got a couple questions from -- that we heard here that I'd like to run by you, Mr. Ross, real fast before we open it up to broader questions up here.

So, there was a question about trash removal. Could you speak to that a little bit? And I'd ask you to come up to the mic.

CRAIG ROSS: Sure. So, the trash enclosure is inside the building, so tenants who need to access the trash, let's say they're on the third floor, they would go down the hallway,

open a chute, throw their trash down a chute, and it would fall into the trash enclosure, which is on the east side of the building. I'm pointing to it with the cursor right now if you can kind of see. So, there's no trash can or dumpster outside of the building, it's enclosed. No one would see it. We did that by design.

CHAIRMAN JASON JARRETT: Okay. So, I guess then --

WOMAN 3: (Indiscernible).

CHAIRMAN JASON JARRETT: Yeah, I'm just going to ask that we keep the questions --

WOMAN 3: Sorry.

CHAIRMAN JASON JARRETT: -- up here. That's okay. How would the trash get to the outside? How does that -- I mean, I know you showed, but who's responsible for making sure that happens?

CRAIG ROSS: The trash company is.

CHAIRMAN JASON JARRETT: Okay. So, they bring the -- they have access to it, they bring the dumpster out and then return it?

CRAIG ROSS: Right. Typically there's a code to the garage -- or to that door, I shouldn't say garage door, to those doors. They

swing it open, roll it out, dispose of it, put it back.

CHAIRMAN JASON JARRETT: Yeah, and our code, even in a building like this, would not require that. They could have a garbage dumpster in a masonry enclosure at the back property line and that would be sufficient. Yes?

WOMAN 1: Just a reminder that we're going to have someone transcribe this from a tape, so I understand we're going to have a give and take with people speaking. So, if the audience asks a question, would you be so kind as to repeat it back into the microphone, which will help them transcribe it?

CHAIRMAN JASON JARRETT: Yeah, and I'm going to try to avoid that kind of dialogue because there are a lot of people here, and you know, they've had a chance to make their point. Obviously if there's a big question that gets missed, I want to make sure that's the case.

So, before we get to questions up here, are there any specific questions or issues that were raised that you would like to address?

CRAIG ROSS: I wrote some notes. Trash was one of them. So, we talked about that.

Someone had asked about hedges at the neighbors. Ellen actually had written this into her summary that, you know, we're certainly willing to do that if somebody wanted some hedges added.

As far as, you know, the driveway, especially the exiting and if we change that to direct more to the north, the only house that it would be pointing at would be the house on the corner. Luckily that house does face Park. That's the side of the house. There is a bunch of shrubs there now, but we're certainly willing to add more shrubs if the homeowner wanted us to or whatever we could do to accommodate them.

You know, again, there was a lot of talk about these ratios of cars, and again, I -- this was brought up at the Traffic and Safety Commission meeting, too. You can't use national numbers. You also can't use numbers that are just about households. Even if you say DuPage County and you say households, obviously that includes houses, single family townhouses where they have two, three-car garages or more sometimes.

So, you've got to look at data that is not only local but also for apartments.

Obviously, people renting apartment buildings on average have much less cars than people who own or rent a house for that matter.

Someone asked can we do the project differently that it meets the code? Yes, we could. You know, like we mentioned, we could do it five stories, 32 units. We would meet the code with the height. We would meet the code with the parking requirement, but we just don't think that's appropriate. We don't think that that's good for the village. We don't think that's good for us either.

MAN 1: (Indiscernible) --

CHAIRMAN JASON JARRETT: I'm going to ask you not to speak from the audience, please. Please --

CRAIG ROSS: Somebody said --

CHAIRMAN JASON JARRETT: -- everybody's had their chance.

CRAIG ROSS: Somebody said there were 256 signatures against the development. I don't think the petition was against the development. I think the petition was against it being four stories. So, I just want to be -- you know, make sure that that's clear.

Someone said we only had seven positive Facebook comments. I think there were around 15 the last time I looked or counted and they mentioned that there were a lot of comments that were negative. A lot of the comments that were negative were the same people, handful of people, repeating themselves. So yes, if you have 100 comments, but you have five people doing 10 comments each, obviously they're going to dominate the comments. But I was just looking at number of people.

Someone else mentioned, you know, can we do a project that matches the street? Again, you know, that's what we're trying to accomplish. While this is residential, you know, technically it's commercial residential, right? I mean, this is not a house by any means. It doesn't have a pitched roof like a house would have and the street we're on is Park. That's the street we face. So we're -- you know, the closest building to us is Standard Meadery. That's what we were trying to match.

I think that was about as far as clarification.

CHAIRMAN JASON JARRETT: Yeah, and I

can almost guarantee there are going to be more questions up here.

CRAIG ROSS: Right.

CHAIRMAN JASON JARRETT: So -- and we'll probably get into more of the details and conversation on that with you. So, I'm going to leave it to questions from the commission. Who would -- who has questions, would like to start? Let's try to keep as much to questions as we can. I think there's going to be quite a bit of discussion when we get to that point. Anything that's unclear or specific questions that you'd like to see resolved?

JUSTIN SHLENSKY: I do. I've got a clarification question. So, Ellen, perhaps this may be more pertinently directed to you. Counsel brought up a point that there could have been a potential sixth variance requested. That is not necessarily in front of us in our packet. So, I'm really just looking to get clarity on that for myself, for the commission, and the public at large.

In the staff memo that was provided on Page 17 for commissioners that are following along, you've indicated that there are some

potential conditions to any of the several variances that are actually in front of us today. Again, I don't believe based upon the staff memo that there is this pseudo-sixth variance with regards to landscaping.

However, you do indicate some landscaping conditions that we can add to any potential motion that we may make. So, could you just clarify the landscaping aspect of that?

WOMAN 1: I think it's a mistake that I made in terms of interpreting the code, and when I first looked at that section of the code, I was thinking it was all part of the minimum streetscape and there is some latitude in the code for the director to accept variations on landscaping. So, I will take, you know, the blame for that not being in the published. I do believe, though, that because the published legal notice said such other and further relief as may be required that it was meant to capture small items like that.

JUSTIN SHLENSKY: So, is it staff's current opinion that there could be -- not saying that there must be, but that there could be another variance?

WOMAN 1: A variance? Yeah, because when you look at that section of the code, it exempts the foundation landscape from certain districts, but it doesn't exempt the requirement for foundation landscaping out of the MX-T. So, I believe that I missed that, you know, and should have called it out.

JUSTIN SHLENSKY: So, as a potential caveat to that, is it staff's opinion that it's not a required variance but something that could be addressed via a condition?

ELLEN WEBER: Yes, I do believe so, because of the last line item in the legal notice, and if you wanted to be overly cautious, you would republish and continue to another meeting. Okay. I do believe, though, we've had significant public knowledge of the project and that those folks that want to be here are here, but I do believe it could be considered as having been published by the such other and further relief as may be required to effectuate the proposed development.

And as way of explanation, too, as this was going on, Mr. Ross and I were talking about moving the building here and moving the building

there and some things were still a bit of a moving target, and I didn't know where the building was really going to land on the site, so.

JUSTIN SHLENSKY: Yeah, and certainly I'm not looking to place any blame on any one or any individual or staff.

ELLEN WEBER: No, I'll take it. It's my mistake.

JUSTIN SHLENSKY: No, that's not what we're here for. I'm not pointing fingers. My question and my concern is more akin to whether or not we can accomplish any potential requests by the conditions that you've outlined, and I think that you've very dutifully outlined those conditions and I appreciate that.

ELLEN WEBER: And I have not talked with the village attorney about it, so.

CHAIRMAN JASON JARRETT: Yeah.

ELLEN WEBER: Okay?

JUSTIN SHLENSKY: Thank you.

CHAIRMAN JASON JARRETT: Yeah, it would be -- I mean, I'm not an attorney obviously, but I think our notice including that last section and the amount of notice and public hearing and

community outreach on this, I think we're okay with that threshold.

JUSTIN SHLENSKY: No, it was a very -- it was a very proactive catchall to that.

CHAIRMAN JASON JARRETT: Yeah, especially given the scope of the project and knowing that there were negotiations going on -- I won't say negotiations but many conversations with engineering and so on behind public works and community development.

One quick question I have, Mr. Ross, this is a small one and I may have more as we move ahead, but I believe you're showing the garage entrance now as being a semi-transparent glass door, probably frosted as opposed to a solid massive door; is that accurate?

CRAIG ROSS: Correct. Yes.

CHAIRMAN JASON JARRETT: Okay. That is -- that's a small detail but one that I do appreciate, because it would be lit from behind in the evenings, and it's something that I know that the Union brought before us, and it's a small detail but it is a detail that shows that -- to me that you and/or your architects are looking at some of the little details.

CRAIG ROSS: Yes, definitely.

CHAIRMAN JASON JARRETT: Okay. Other questions?

DOMINICK ROMANO: Mr. Ross, I do have concerns for specifically the parking variation, and as I look at the plan, I'm curious what is differentiating a den from a second bedroom?

CRAIG ROSS: Gregg can probably help with this, too, but dens don't have doors -- or I'm sorry, a bedroom has to have a door, a bedroom has to have a window. Is there anything else I'm missing on that, Gregg?

GREGG STAHR: Closet --

DOMINICK ROMANO: These have closets, though, right?

CRAIG ROSS: But they don't have --

GREGG STAHR: Most importantly (indiscernible) egress.

CRAIG ROSS: yeah, they have to have an egress window and they have -- and they don't have a door. I think -- and I believe some of them don't have closets. I don't remember exactly, but most importantly a window. Secondary would be a door. Thirdly would be a closet.

DOMINICK ROMANO: But there's nothing that would really stop a tenant from internally having kind of a roommate situation. I mean, they have two baths, right? So, the temptation and ability is certainly there, which people are people. You don't control that. I understand that, but --

CRAIG ROSS: You could say that, sure. People could do illegal things, yeah.

DOMINICK ROMANO: But then you already have a parking deficit, and if that possibility exists that kind of amplifies it. Would you agree with that?

CRAIG ROSS: I don't because again, let's say someone's going to break that rule and use that as a bedroom. Let's say they -- obviously you could have a one bedroom. You could still have two people living there, right?

DOMINICK ROMANO: Sure.

CRAIG ROSS: I mean that's going to happen no matter what. So, let's say you have three people living there now, right, and now you have three cars. I don't see how anyone signs a lease with only one or two parking spaces assigned to them but they have three cars. Where

do they think they're going to put that car? If they put it on the street as someone proposed, you --

DOMINICK ROMANO: I --

CRAIG ROSS: Let me --

DOMINICK ROMANO: Can you please cut down --

CHAIRMAN JASON JARRETT: I'm going to ask -- I'm going to ask that we refrain from the back and forth and be respectful. I've given everyone an opportunity to talk, some of them considerably more than the allotted three minutes. Mr. Ross is the applicant. Please be respectful. Thank you.

CRIAG ROSS: Thanks. So certainly you could park on Princeton illegally. You could park on Park illegally. Obviously you're not -- you know, your lease is one year long. You're going to do that for 365 days and get a ticket. I mean, obviously the neighbors are going to be calling the police if the police don't see it themselves. They're going to be getting tickets. I don't know what it is. Twenty, 30, 40, $50 a day times 365. I don't think that's going to last long.

I know I wouldn't sign a lease if I had three cars and I was only getting one or two parking spots. I would think most other people are going to be in that same boat. So, and that's why I made that comment where I think the parking spaces regulate our renters on its own.

ERIC LUEDTKE: And a point of clarification, the parking spot is going to be a separate sort of rented item for whomever the tenant might be.

CRAIG ROSS: It gives us flex --

ERIC LUEDTKE: He could have zero or she.

CRAIG ROSS: It gives us flexibility. There will be people who rent a one bedroom and have no car. That will happen.

ERIC LUEDTKE: There's that potential.

CRAIG ROSS: And that car isn't assigned to that unit and doesn't go on use, it now can be assigned to somebody else. So, again, these -- this isn't a situation as you're pointing out where that car is stuck with that unit and if it gets used or not, too bad. If it doesn't get used, great. Now we have the ability to give it to another -- another tenant can rent

it out, whether it's outside or inside.

ERIC LUEDTKE: Would it be safe to assume that the one bedroom with den wouldn't be allowed to rent two spots?

CRAIG ROSS: We -- I think that'd be a good business decision, 100 percent.

ERIC LUEDTKE: Okay, yeah, right.

CRAIG ROSS: I mean, that would be a poor decision by us to do that. But likewise, as I kind of inferred in my presentation, us to let anyone rent three spaces, it just -- it isn't smart for us to do that.

So, again, that's why the parking spaces are going to regulate what happens there and we want more parking or the ample amount of parking more than anybody so that it's economically viable and we can rent these units out. So, again, we wouldn't do things like that. We're not going to rent two parking spaces to a one bedroom. We're not going to rent three parking spaces to anybody because we want to have the biggest group of people being able to rent.

ERIC LUEDTKE: Specifically about the bedroom and den sort of nuance, I mean, and we can't regulate behavior on a certain level -- to

a certain degree, we can't regulate behavior, right?

CRAIG ROSS: Sure.

ERIC LUEDTKE: If we just lose the wall to the hall and then lose the closet and that just becomes our, you know, Chicago area French room, I mean, is that -- is that -- does that adjust things to you? I mean, because now it becomes even more difficult to make that into a bedroom, right? That really starts to -- starts to really frame that sort of space as sort of a sitting room per se as opposed to --

CRAIG ROSS: Well, I'd have to look how --

ERIC LUEDTKE: -- an on the down low bedroom.

CRAIG ROSS: I'd have to look at how it works with the design, number one. Number two, I mean, the intent is a study, a work-from-home office. And so, people do kind of like that cordoned off a little bit depending on if someone else is in the unit or not with them. So, we -- that's what we're finding people want. They'd like to have that space where they can have their office separate from their bedroom, because

someone else might be in that bedroom. And to your point, I mean we can have -- it's possible you can have a two bedroom with eight people in there, right? I mean, you know --

ERIC LUEDTKE: Let's not.

CRAIG ROSS: Right, that's not our goal. That's not what we want. But to your point with the den, just bedroom account doesn't limit the number of people that could sneak in there per se. I mean, at some point people could break rules. Yeah, definitely. But obviously in our leases we have things hopefully to protect that and if we find that we can do something about it.

CHAIRMAN JASON JARRETT: Questions?

ERIC LUEDTKE: Yeah, I'm going to continue. The -- so, the half pork chop, is that a -- I mean, was that a conversation with you and Ellen; is that correct? I mean, I know it came out of our April sort of conversation.

CRAIG ROSS: You guys had mentioned it. Ellen had mentioned it. Traffic and Safety have mentioned it. I think some of the neighbors had mentioned it. To me it makes great sense. Everyone likes it. I don't see why we wouldn't

do it. I think, you know, Bob from our engineering thought it would be a good idea.

ERIC LUEDTKE: Yes. I don't see a sign sort of telling people to sort of -- that becomes the direction that they have to go. I mean --

CRAIG ROSS: Again, can we stop people from making -- doing illegal things? Even if we do a pork chop, people are going to argue they still could go south, right? I mean, at some point, you know, I can't put electric fence up there.

ERIC LUEDTKE: No, we don't want you to.

CRAIG ROSS: Right.

ERIC LUEDTKE: I have a -- it was raised -- I brought it up the last time we met in April and thank you for having the west elevation. I even -- if you could bring up the west rendering is probably a little bit more helpful. Yeah. Contextually this block sort of reads from Park all the way to Highland as much as that alley is sort of a break it's sort of not a primary break, right? And this being facing the -- facing the street and facing the residential, I like what happens on park when we

drop down to three and we set that building back 12 feet, right, because that -- go to the previous rendering. That's reading three, right?

CRAIG ROSS: Right.

ERIC LUEDTKE: Go to the next one. It's even reading more three, right, because I don't even see that.

CRAIG ROSS: Right.

ERIC LUEDTKE: Visually from that perspective. Right? But once I get to the -- once I get to this residential street, again if I'm dealing with it as a -- as an MX-T transition, right, as my -- abutting against the residential, by right on the back side which is an MX-R2, we could have the same kind of building height assuming, let's say, you know, wonderfully we -- that building that's on the corner that's 60 years old that maybe somebody comes in and does something there. We could have the same kind of four foot -- four-story wall as well. I think -- I think we're doing a disservice to the -- to the neighborhood and sort of the face to that -- to that street.

I'm curious about the potential for peeling that one back at the fourth floor on this

face, granted the stair tower would be a -- would be a vertical element that goes four, but you know, dropping that back might go a long way. I mean, if we start to look at the site plan then too, that corner essentially would start to align -- that corner where the electrical closet is, we can sort of see it aligning with the building that's to the -- to the south, right, and that's roughly a similar dimension as what is allowed in the MX-R2, right, so that we're not -- we're sort of creating a different -- a similar face, what we're trying to do in these MX districts of making sort of some continuity there.

So I like the idea of -- I would like to explore the idea of recessing, stepping back that fourth floor. I know it impacts those six units up on that fourth floor, but maybe we lose one and now we're -- now we're asking for five cars. You know, or maybe we change it and there's only four units up there and we're asking for four cars on a variance. I mean, I'm starting to change things up here a little bit, but I mean, if we're starting to play both ends against the middle at times, there might be some merit to sort of -- sort of lopping it completely

off, you know, peeling it back slightly.

CHAIRMAN JASON JARRETT: So, if I -- if I understand you is what you're suggesting is bringing the western wall on the fourth floor essentially in line with the -- the western wall of the north half of the building.

ERIC LUEDTKE: Correct.

CHAIRMAN JASON JARRETT: And creating a setback on the third floor along -- I mean, for the fourth floor along Princeton. I know that would require adjusting architecture, but would that be something that you'd be willing to explore or be comfortable with? I mean, I know you may need to ask your architect that and I hate to put him on the spot.

CRAIG ROSS: I don't know what it impacts architecturally. You know, sometimes you make -- what seems like a little change can throw everything off. You know, my biggest concern and Eric kind of brought it up was the stairwell, you know, how does that still work? That still has to stay. That can't go away.

ERIC LUEDTKE: Yeah, I mean, I see that wall sliding back to the -- to the back side of the -- of the stair, that 9-and-a-half feet

that's sort of there. I mean that would, you know, just conceptually sort of -- because that break I think works really well on Park, you know? Because I can't imagine a four-story building even with all the stepping that we have going on.

CHAIRMAN JASON JARRETT: From the -- from a selling standpoint, it gives that corner unit the potential for a nice roof deck as well.

CRAIG ROSS: Well, we'd probably eliminate a unit, right?

ERIC LUEDTKE: I think so.

CRAIG ROSS: Yeah.

CHAIRMAN JASON JARRETT: Eliminate or --

CRAIG ROSS: We're going to have to eliminate a unit.

CHAIRMAN JASON JARRETT: You can either eliminate or maybe shrink one or two. I can't say for sure, but.

CRAIG ROSS: Sure.

CHAIRMAN JASON JARRETT: Is that something you'd be willing to explore?

CRAIG ROSS: It's something we'd definitely be willing to explore, you know, and

again, forgive my ignorance. I know this isn't a PUD or like a negotiation type of thing, you know, what does that get us? You know what I mean? I mean, we're not looking for a variance on the height, we're not looking for a variance on the setback up there. So, you know, help me out with that a little bit I guess.

CHAIRMAN JASON JARRETT: No, but you are looking for relief from the streetscape variation, which I know is impacting Park and not Princeton, but --

CRAIG ROSS: Right, because this wouldn't help that, right?

CHAIRMAN JASON JARRETT: No, but it does -- it does go to softening the streetscape generally. And I -- and I could see where it's essentially requesting some of that -- or I should say repurposing some of that requested relief along Park to Princeton where it's probably more needed. That would be -- that would be my thought process on it. We can discuss that more, but.

CRAIG ROSS: Okay, we definitely could explore it.

CHAIRMAN JASON JARRETT: Okay.

CRAIG ROSS: Yeah, I -- but I -- sitting here now even I don't think Gregg could --

CHAIRMAN JASON JARRETT: Oh, no, I understand that, but we've got -- I mean, I'm a planner. He's an architect, so.

CRAIG ROSS: Okay. You know how it goes.

CHAIRMAN JASON JARRETT: We know how it goes.

CRAIG ROSS: No, but --

EIRC LUEDTKE: That's why we hesitate -- very hesitant to sort of raise these issues. But obviously we have this -- I mean, there's a -- there's a bulk issue that is -- that's at play here.

CRAIG ROSS: Sure.

ERIC LUEDTKE: I mean, fundamental.

CRAIG ROSS: Right.

ERIC LUEDTKE: As well as the parking, right? And I think --

CRAIG ROSS: It might address both.

ERIC LUEDTKE: Not might, would definitely.

CRAIG ROSS: Well, I can't talk for the

--

CHAIRMAN JASON JARRETT: It gets you closer --

ERIC LUEDTKE: But if we're losing -- if we're losing a unit, we're --

CRAIG ROSS: We'll address it enough. I don't know. That's what I meant.

ERIC LUEDTKE: I'm not (indiscernible) it completely. It's still -- there are still issues.

CRAIG ROSS: Right.

JUSTIN SHLENSKY: But to the petitioner's point, there's not a variation request or a variance request with regards to the height or the setback of that fourth floor outside of the streetscape. What could be impacted is that the removal or the decrease of a unit and therefore the decrease of bedrooms would impact the reduction in the variation for the parking. So, that is the pertinent aspect --

CRAIG ROSS: That makes -- yeah, that makes sense.

JUSTIN SHLENSKY: -- of the variation of why it is pertinent for Eric to ask that question.

CRAIG ROSS: That makes even more sense to me, yeah.

CHAIRMAN JASON JARRETT: Yeah. With the parking at the rear, I can understand for the comfort of your residents why the angled parking works. I get it's a softer movement in and out for your residents. But all elements of our village staff have recommended some level of discomfort with it for various reasons.

Can you explain to me to the degree that you can, and you may need to rely on your architect for this, and that's fine, he could come up and speak, I know he's sworn, that rotating those to perpendicular, that might actually gain you a parking space. I can't say that it would, but it might gain you a parking space, and it would certainly pick you up a foot or a foot and a half in depth, because those lots -- those -- because of the angle, they're technically farther off the wall than --

CRAIG ROSS: I think actually, but you need a larger turning radius, so.

CHAIRMAN JASON JARRETT: Yeah, and --

CRAIG ROSS: So, we actually lose a lot.

CHAIRMAN JASON JARRETT: Right, and I know --

CRAIG ROSS: But let me just back up on one thing you said that was in the memo too that police and fire department want perpendicular parking. That is not true. They did not say that in their comment letter that I've seen. They said they preferred two-way traffic in the alley, but they never opposed angled parking or never said they preferred perpendicular parking.

CHAIRMAN JASON JARRETT: I should clarify. They prefer the two-way movement of the alley.

CRAIG ROSS: Correct.

CHAIRMAN JASON JARRETT: And the angled parking does -- even though it doesn't force one-way traffic, it does promote one-way traffic.

CRAIG ROSS: Only for our tenants.

CHAIRMAN JASON JARRETT: Right.

CRAIG ROSS: Not for anyone existing, right.

CHAIRMAN JASON JARRETT: I understand that. And you know, when it comes to staff, there are -- we -- there are staff meetings. I don't sit in on those. So I have to trust what's

in the memo --

CRAIG ROSS: Sure.

CHAIRMAN JASON JARRETT: -- on that. Whether or not I have a specific report from those agencies, I'm relying on staff and the staff memo, and we know for sure that, you know, engineering, public works, community development and economic development have some concerns about it.

I guess my question is from a practical standpoint, other than the softer movement, is there something that would preclude those from being perpendicular? Because I know staff -- the staff memo was asking -- I should say the exhibit that -- Ellen's exhibit was I think asking for additional -- for a total of nine feet at the rear, shrinking the building by five feet. I understand logistically why that may not work for you. Those --

CRAIG ROSS: And that didn't include the three feet of wall thicknesses, so it would actually be three feet more than that.

CHAIRMAN JASON JARRETT: And losing five feet off the front units makes them unmanageable from a -- from a unit size. They

don't lay out well, and it shrinks all the way up. I understand that, but practically is there a reason that the perpendicular parking doesn't work given the amount of space you're providing at the back, which is a minimum of four feet, and the fact that other than maybe the western -- could you bring up the site plan for a minute?

CRAIG ROSS: Sure.

CHAIRMAN JASON JARRETT: So other than maybe the westernmost parking space of the westernmost building, Those look like pretty big parking lots, but the way they essentially work Is you have perpendicular-ish, angular parking along the base of the building single deep. So other than the westernmost stall of the westernmost building, none of those vehicles are close to the alley, which gives a little more leeway for someone backing out, right?

They're not backing up into a brick wall, they're not backing up into another car. There is space, and the alley may read as 12 feet but it's 15 feet. I guess practically is there a reason that that doesn't work for you?

CRAIG ROSS: Well, besides the eight feet that we would have to somehow come up with

that we can't come up with, some --

CHAIRMAN JASON JARRETT: I'm not -- I'm not talking about the reduction of the building. I'm just talking about going perpendicular and leaving the space that's at the rear of the building, leaving the four or so feet that you have there. I'm not asking you to give more at the back.

CRAIG ROSS: But then we wouldn't have the turning radius, right, the appropriate turning radius that we need, or am I missing something? Because if we go perpendicular, you need 24 feet to turn in. If we go on an angle, you only need 15 feet to turn in.

ERIC LUEDTKE: Correct, but I think what we're saying is, is that those parking lots, whatever we want to call those, those parking at the other -- the other side of the alley is --

CRAIG ROSS: Right.

ERIC LUEDTKE: -- fluid enough, and it's not like we're park -- they're not parking right on that alley because of the way in which that angle runs and sort of -- and he was saying that that westernmost stall on the western building is really our choke point relative to

the other side of parking on the other side of the alley. I think that's what -- so -- because if you go there, you see there's all --

CHAIRMAN JASON JARRETT: Yeah, and so I mean you're providing, let's say the 15-foot-wide alley, the four-ish feet you're providing, I know there's a little bit of slop in there because there's a little space at the front and the angled spaces position differently and so on, but I mean, you're really at 20-plus feet of width, and like the Chicago code actually prefers 20 feet for two-way.

CRAIG ROSS: We actually talked about that earlier, but we can't use that, right?

CHAIRMAN JASON JARRETT: Because --

CRAIG ROSS: And they also have eight-foot-wide stalls.

CHAIRMAN JASON JARRETT: Right, but --

CRAIG ROSS: And if you go wider stalls, you can reduce that 22 to 20. But these are all things that aren't in your code.

CHAIRMAN JASON JARRETT: Yeah, but we're not asking --

CRAIG ROSS: We didn't want to add another variance.

CHAIRMAN JASON JARRETT: Right.
CRAIG ROSS: Because that would be another variance request.
CHAIRMAN JASON JARRETT: No, and I don't think we're talking about a variance unless --
CRAIG ROSS: Okay, then maybe --
CHAIRMAN JASON JARRETT: -- you're shrinking -- I think a 9-feet stall perpendicular with the 15 plus 4 plus whatever else you can find to give when you turn those spaces, I mean, I think you probably have what you need for the turning movements.
CRAIG ROSS: Gregg, you want to comment on that? Come up here and -- because I don't think we're there.
GREGG STAHR: Yeah. Well --
CHAIRMAN JASON JARRETT: And I understand that shrinking the building more than a foot or two --
ERIC LUEDTKE: Nobody's proposing that.
CHAIRMAN JASON JARRETT: That's exactly what -- that's exactly what I'm trying to avoid by having this conversation.
GREGG STAHR: Yeah, no, and I do think

that you're -- that it is -- what you're asking for is pretty accurate. I mean, you're -- if there's the 15 feet plus the four we already have, we're at 19 feet, and again the turning radiuses do get smaller as the stalls get wider. And so, I mean, our biggest concern is the building shrinking, and obviously if we were able to create a configuration that does not certainly lose us another parking spot by making those stalls wider, and we also have to work with the power poles as well, because that could -- even though it only seems like 6 inches per stall, that could put us right in a spot where we lose one in between those two power poles. That would obviously be a significant problem. So, those are all the things we would have to look at. But I mean, if we are keeping the back wall essentially in line where it is, where we're proposing it, it's, I mean, something that we can look at in coordination with the site plan.
CHAIRMAN JASON JARRETT: But if I'm being honest --
GREGG STAHR: My name is Gregg Stahr. I'm with Studio 21 Architects.
CHAIRMAN JASON JARRETT: Thank you.

And if I'm being honest, I don't really have -- necessarily have an issue with the -- with the -- with the angular, but I understand that all of our village departments do, and that's something I have to take into account.
CRAIG ROSS: And just to comment on that in general, you know, again, this was based on neighbor feedback too, and again, you know, either the neighbors aren't going to be happy if it's angled or perpendicular or one of the -- or two or three of the departments isn't going to be happy, because we have people on both sides of it. But the neighbor feedback again that we got is they like the angled parking because that keeps people from exiting Princeton and then going towards their homes, right? It keeps them going towards Ardmore. The other thing, you know, again, besides the softer turning in and out that we thought would be better because it is a tighter alley, and you know, we thought that was great, but the third thing is that now our tenants aren't competing with each other coming from two different ways, and you know, one happens to come in through Princeton, the other one happens to come through Ardmore, and they

meet in the middle and one needs to get past the other one, now they've got to go around. So again, if we can keep all our traffic going the same way, we just thought that was then a safer and better route.
So, we don't really understand why fire -- or I'm sorry, not fire department, but the few of the village staff departments were against it. The first reason we heard is because we didn't have enough buffer zone behind them. When we were first originally here, we only had about a foot and a half, but we've increased that to four feet. They had asked for three. So, we haven't really heard a reason why. We've heard they are against it, but maybe Ellen or someone could say why they're against it.
CHAIRMAN JASON JARRETT: Yeah, okay.
CRAIG ROSS: I don't know. I mean, the only thing I heard is well it helps -- gives them choice and disperses traffic either way, but I don't think that's what we want. I don't think we want to disperse traffic towards Princeton. I think we want it to go towards Ardmore. So, to me, the only argument I've heard for perpendicular from the village staff is that

which I think is actually a negative.

CHAIRMAN JASON JARRETT: So, then I guess on this particular item, I would ask Ellen or anyone else from the village if they want to speak to that point. It's -- and state your name and --

MIKE GUERRA: I'm Mike Guerra. I'm the Public Works Director. So, I can speak to that a little bit. So, angled parking does prohibit visibility. You're backing up and you're backing up at an angle. The village wishes to keep that alley as two-way flow. And so when you do have perpendicular -- angled parking, you're backing this way, it (indiscernible) additional points of conflict that cannot be seen. People are backing into what now could be counter-flow if you're depending on which motion the traffic is going.

Additionally, I think the previous developments all proposed perpendicular parking that was there, that was approved, that was mentioned previously, and then also I know why residents want maybe traffic going one way. We've also heard the site visibility on Ardmore. There's other businesses that access the alley. Perpendicular parking allows for circulation of

traffic to be more mobile and provide for better flow of traffic and circulation throughout the building in that alley, because we do have several users. We do have a liquor store, we do have the funeral home, and we do have the other parking for the other tenants and the other buildings along that alley.

CHAIRMAN JASON JARRETT: So, as an example, that does make one point I hadn't really thought of. If you're a tenant and you come out and you see that liquor truck parked illegally in the alley --

MIKE GUERRA: You're stuck.

CHAIRMAN JASON JARRETT: -- your only choice is to either back out of the alley or drive through the funeral home parking lot, which they may need to protect. So, I can -- I can certainly see that aspect of it. Okay. Did you want to make any comments on that, Ellen?

ELLEN WEBER: I was just going to say one thing. Two-way traffic doesn't mean two ways at the same time. It's not wide enough. It just means the option to go either way depending on what's in the alley at that point in time.

CHAIRMAN JASON JARRETT: Okay, thank

you.

JUSTIN SHLENSKY: Because even if you're parking perpendicular, my preference would then have to be if I'm a tenant, I'd prefer them to back into the parking space so that I have the most visibility while I'm leaving my space exiting out onto the two-way. If I back in, in reverse from Princeton into the alley at an angle, it's going to be a little bit more complicated to park there, but I have visibility. But then my only direction of egress would be westbound on the -- on the alley so I would be exiting out onto Princeton. To staff's comment, to Mr. Guerra's comment, I do understand the concern of the conflict that a tenant would have backing out, because then you're reversing into both let's say ways of traffic on the alleyway and anyone that is driving west down that alley at the time that you're reversing, that's the first point of contact -- potential point of contact. The second point of contact is someone that's also driving eastbound on that down the alley as you're reversing. So, there's two separate ways that you may strike someone else.

CHAIRMAN JASON JARRETT: Yeah, okay, I

do appreciate that you've found a way to give the additional, whatever it is, two-and-a-half, three feet at the back. That's -- that is actually much appreciated.

CRAIG ROSS: And just to go more on that perpendicular, if it's perpendicular parking, I think you could almost guarantee 95 percent of the people coming in and out are going to be coming from Princeton, right? Because who would want to drive down a longer alley? Everyone likes to get out of alleys as soon as they can because they're slower and tighter.

So, I think if you're going perpendicular, everyone entering is going to be entering from Princeton and everyone exiting is going to be exiting from Princeton. So again then it's back to the neighbor issue.

CHAIRMAN JASON JARRETT: Yeah, and --

CRAIG ROSS: You know, who do we make happy? I think the neighbors, but you know, if we've got other, better reasons than we can go that way.

CHAIRMAN JASON JARRETT: Yeah.

CRAIG ROSS: And again, I know everyone keeps bringing up, you know, illegal activity

down the alley. I mean, it's illegal activity.
CHAIRMAN JASON JARRETT: No, I understand that.
CRAIG ROSS: It shouldn't happen. If it is, it's got to stop.
CHAIRMAN JASON JARRETT: And I understand that, and you --
CRAIG ROSS: Whether we develop or not, that shouldn't be happening.
CHAIRMAN JASON JARRETT: Yeah.
JIM OLGUIN: Chairman, just on that -- on that point, Jim Olguin, but one of the other items as far as like the -- you know, the truck deliveries but also their garbage truck, you know, would have to stop in order to get the garbage corral, so they'd be blocking the alley at that time as well.
CHAIRMAN JASON JARRETT: That would be very brief, but yeah, I do understand that there's potentials for there to be -- whether it's garbage trucks or whatever. I mean, cars meet head on in alleys every day and we figure out ways around it.
I mean, half of us will do it when we leave here today and go down the alley to the

neighborhood. Probably more than half of us, honestly, will go down the alley here, that's probably less than 15 feet wide with everyone having stuff close to it and fences up, and we'll get by. We might have to wait, we might have to be polite, we might even curse a little bit in our cars but we'll get by.
There was a question about snow removal. I know that the village is ultimately responsible for snow removal in the alley, and I assume like all other property owners, you would be contracting with a snow removal company for parking at the rear.
CRAIG ROSS: Correct.
CHAIRMAN JASON JARRETT: Just like the neighbors. Just like the buildings across the alley have to do.
CRAIG ROSS: Just like everyone along the alley does.
DON KASE: Mr. Chairman?
CHAIRMAN JASON JARRETT: Yes.
DON KASE: (Indiscernible).
CHAIRMAN JASON JARRETT: Please.
DON KASE: Where's your lease office at?

CHAIRMAN JASON JARRETT: We wouldn't have one. It's only 24 units so we wouldn't have one on site. It'd be off-site.
DON KASE: Okay. And how would you have access to the building? Keys or card reader?
CHAIRMAN JASON JARRETT: Both.
DON KASE: Tenants?
CHAIRMAN JASON JARRETT: Both.
DON KASE: Both? So, you'd be able to monitor the people who had car keys or whatever?
CHAIRMAN JASON JARRETT: Right, and there'd be cameras, too.
DON KASE: And what would it be to eliminate one of your garden apartments to pick up more parking?
CHAIRMAN JASON JARRETT: Well, we can't park on park.
DON KASE: No, underneath. Underneath if you eliminated one of your --
CHAIRMAN JASON JARRETT: It wouldn't work. You don't have the drive aisle for it.
CHAIRMAN JASON JARRETT: The depth isn't there in the lot.
CHAIRMAN JASON JARRETT: Right. We

would love to do that, but it doesn't work.
DON KASE: Okay.
MAN 2: Can you (indiscernible) row down the center or something to --
CRAIG ROSS: No.
CHAIRMAN JASON JARRETT: So, yeah, the question was putting an additional row down the center, but I deal with laying out parking lots speculative all the time, and I mean the side's tight. It is. And getting the parking indoors in a -- on a site this size in and of itself is pretty impressive and still having room to provide 10 additional spots at the rear. In a lot of markets, the entire base would be parking. And they -- I mean, you'd build closer to lot line to lot line and find a way to get an extra row in there. But I don't think anybody wants a dead parking structure on Park because that's what it would be. It would be -- you've seen it. It would be open vents, louvers, maybe some fake glass windows that are black but don't ever have light behind them. That would be even worse to my mind.
So, the additional question was -- I know you had -- so, we talked about the potential

for the pork chop drive working with engineering on that. You've expressed they -- that that's something that you'd be willing to provide if it keeps traffic from going south on Princeton to the degree that you can. We understand that you can't be there yelling like a traffic monitor and people do what they do. But we could try to create things that make it harder for people to do it, but we can't stop people from doing it.

MICHAEL ORLOWSKI: Can I -- can I comment on the -- we'll call it the half pork chop?

CHAIRMAN JASON JARRETT: Yeah, sure.

MICHAEL ORLOWSKI: So, the question that I have on that is so when the village has their events and they close off the streets and the only way to get there is from Princeton, how would a renter be able to access the parking garage if you're not allowing them to come from the south to turn in if Park is closed?

CRAIG ROSS: Well, two ways. Instead of closing Park on the west side of Princeton, they would have to close Park on the east side of Princeton. I mean, that would be one recommendation. The second is we do -- or they

do what we said they shouldn't do and they turn left that day or two because they have no option to go right.

CHAIRMAN JASON JARRETT: And --

CRAIG ROSS: But you know, I think just moving it, you know, 20 -- the cordoned off part of the street 20 feet east would be the solution to that.

CHAIRMAN JASON JARRETT: Yeah, do we -- do we ever close off west of Princeton?

MICHAEL ORLOWSKI: We have.

CHAIRMAN JASON JARRETT: Okay.

MICHAEL ORLOWSKI: For Summerfest.

CHAIRMAN JASON JARRETT: Yeah, I know we close off some of that for Princeton but I wasn't sure how far west, but I mean, that's -- it's an adjustment that can be made and there's --

MICHAEL ORLOWSKI: It was something --

CHAIRMAN JASON JARRETT: Yeah, no, it's a legitimate concern.

MICHAEL ORLOWSKI: It's a question. I --

CRAIG ROSS: Yeah, we saw the map for that and what they close off and that -- and when

we looked at it, like, well, it would make sense to move that to the east side of Princeton.

MICHAEL ORLOWSKI: And then I'll bring up --

CRAIG ROSS: I mean, they only lose 20, 25 feet.

CHAIRMAN JASON JARRETT: So, the --

MICHAEL ORLOWSKI: I have other questions.

CHAIRMAN JASON JARRETT: The other question that I have, and I think you kind of spoke to it, but in the staff report and somewhat in your -- in your presentation, you spoke of the ability to create additional permeable or semi-permeable space -- surfaces where you're currently calling for hardscape. I would assume that some of that would be at the rear of the building potentially, or what are your thoughts related to that?

And I'm not asking you for a specific calculation, but if not under the request for that variation, you could get closer to that with some additional permeable or semi-permeable spaces -- surfaces. And I assume you wouldn't have an issue with a condition to that effect if

we were to make a recommendation.

CRAIG ROSS: We can get closer to that. The -- and the reason why we didn't do that right out of the gate is using the permeable pavers isn't the greatest for -- in our opinion at least for commercial spaces. They do get beat up. They do sink. Snowplows do chip them up. They do become a problem. So we were trying to avoid putting them in heavy traffic, heavy plowed areas like the rear parking and like the driveway. We put them we think almost every everywhere else we could.

Could we add some by the trash enclosure where that leads out? Well, that -- you know that isn't a car driving on there. We certainly could do that. When we start adding them to -- you know, I think the parking would be the worst place to put them from a maintenance and from a durability standpoint. The driveway would probably be better. Is that option there? Yes. Is it a great option? Probably not. But you know, again, is this a -- you know, a negotiation, is this, you know, something we need to give and take? You know, we certainly can, but it's like, you know, where do we --

CHAIRMAN JASON JARRETT: Yeah, no, I understand.

CRAIG ROSS: -- where do we draw the line?

CHAIRMAN JASON JARRETT: And I guess the point is, you know, you're -- this is something you're specifically requesting a variation for.

CRAIG ROSS: A hundred percent.

CHAIRMAN JASON JARRETT: And we're trying to find a way to minimize the impact. Is that something that either Director Guerra or Ellen that you would like to speak to at all in terms -- I don't mean to put you guys on the spot, but the permeable surfaces and if you would like to see more or where? Because I do understand that, you know, these -- they do have their limitations obviously, especially under heavy loads.

ELLEN WEBER: Yeah. When Mr. Ross and I talked, we talked about if he did do permeable, it wouldn't be all the way to the alley because of plows coming through, but he's so close to meeting the threshold of 70 percent as the maximum impervious that I asked him to consider

it to try and lose another variance, and I think it would add an aesthetic at the rear of the building, so.

CHAIRMAN JASON JARRETT: Okay. Thank you. Okay. I think that's all of the direct questions I have. Does anybody else have questions?

MICHAEL ORLOWSKI: Yeah, I got -- I got a question for our public works.

CHAIRMAN JASON JARRETT: Mike doesn't usually have to come to these things. Thank you for coming out.

MIKE GUERRA: You're welcome.

MICHAEL ORLOWSKI: One of the concerns that was brought up by the public and that was the storm water, everybody that knows me knows I'm big on storm water. Do we know if the storm water piping in the area will handle what's needed?

MIKE GUERRA: So, as kind of already presented by Interim Director Weber, their plan is a preliminary plan. It's a preliminary site plan. All engineering details have not been finalized. That usually goes into final plan review where we review the engineering with

regards to storm water, storm water retention, those sort of requirements.

As presented in this plan, they are reducing some of the impervious with their plan, with the pervious pavers and stuff. And if you -- we follow the DuPage County storm water, but we also have an additional restriction. So, DuPage County looks at net new impervious, which this would be a reduction. However, our code does not look at that. We do look at new impervious and with tearing down the site and rebuilding that would kick in.

But that comes into the play when we start doing engineering review. As I said, like you do have stormwater runoff in terms of over surface. While that does have some pros by (indiscernible), we do have some cons by then piping directly into the system, so that ultimately comes down into what their final design is for handling that, and then that would be reviewed by our engineering department to ensure that we do not overload our system in a capacity that it cannot handle.

MICHAEL ORLOWSKI: And then the second part of that question is if I'm not mistaken as

far as waste water, sewer, all that would have to be approved.

MIKE GUERRA: Correct. With any commercial development, they would have to get state permits for both the connection of the water and the waste water, and that's when we come into calculations based on the usage, based on the number of units. It equates down to population equivalent, then we evaluate our sanitary sewers based on that. I do know on water we've started evaluating this and I think we've -- you can kind of see it on there. We do have some points of connections that are being proposed. I think we did guide them to Princeton for the water main, because we do have I believe a 10-inch newer (indiscernible) iron made on that which would be able to supply the water demand.

Sanitary, we would need to look at a little bit further if this advances to ensure the connection is to the proper location, not to cause additional issues.

MICHAEL ORLOWSKI: Okay, that was it on that.

ERIC LUEDTKE: Just a point of clarification, what was the work that was done

under Park recently? That wasn't just paving, that was some other structures down there; is that correct?

MIKE GUERRA: So, the majority of the work on Park was more of a payment rehabilitation.

ERIC LUEDTKE: Oh, okay.

MIKE GUERRA: However, we did have to relocate some hydrants which then worked into due to proximity of the water main, we did have to rework some of the sewer closer to Ardmore, and then the Meadery we did find their sanitary sewer connection was deficient and so therefore they repaired it at the time of construction of the roadway.

But that was auxiliary to the roadway construction and relocation of some storm sewer -- sorry, storm inlets. In order to achieve that work we did have to work minor on the water main on Ardmore and the sewer main.

CHAIRMAN JASON JARRETT: All right, questions? Additional questions up here? Because I mean, I'm sure we'll move into discussion and maybe have some more questions.

Okay. So, we're going to be moving to

discussion. During discussion, we'll probably have additional questions for you. I guess the -- what I would ask is this would be a point in the -- especially in a quick public hearing where we would allow you time to present any closing thoughts you might have.

We may come back to you, but is there anything you want to add before we start discussion up here?

CRAIG ROSS: No, I think we're good. Thank you.

CHAIRMAN JASON JARRETT: Okay, thank you.

All right. Discussion.

SUMIA SERENO: Excuse me, Jason. I had asked a question when I had came -- come up. Were you holding those until the end?

CHAIRMAN JASON JARRETT: What was the question specifically?

SUMIA SERENO: My question for the committee and Mr. Ross was that regardless of this project being profitable or not, could there be a different building project that could be erected on this site that would meet the current building code, all the current building codes.

CHAIRMAN JASON JARRETT: Yes. He did answer that, actually, and I believe his response was yes, that he could build a five-story building with I believe it was 32 single bedroom units and be to code. Yes. So, that's the answer to that. Whether or not that's profitable, I can't make that determination. It's not my place.

We're moving into discussion up here. So, okay. Whoever wants to start? I have thoughts, but I always hate to start.

DOMINICK ROMANO: I can throw out there where I feel I stand right now.

CHAIRMAN JASON JARRETT: That's good.

DOMINICK ROMANO: I can't get behind the parking variation, and that may be so. The apartment life may warrant a smaller kind of per capita car requirement according to statistics, but I have a hard time believing in suburban Villa Park that that's the way it's going to work in units that -- not to the designer's error but will invite more people than they're designed to hold. And I could see situations where even one bedrooms have two cars, and that may dissuade people, but it may not, and I think there's

precedent for whatever reason in our village we seem to have that occur with parking going over, so I can't get behind the parking variance as it stands.

That being said, some of the other ones, the side yard, the Princeton Avenue entrance and exit, I feel that's six of one, half dozen of the other because if it's put in the alley, yeah, you have a parking issue. But that's beside the point. People are still coming in and off, off Princeton into the alley. So, that -- that's a non-point.

I struggle with the impervious materials. I understand it's worse than it would be -- worse now than it would be after, but that doesn't mean that we can justify continuing to have it beyond where we want it to be according to our code. We do.

Villa Park has got water problems, we know it, and if this is the period of time where we can -- we can help and meet our code then we should.

Streetscape, you know, these variances that are created by the village I could -- I could account for. The build zone with the 13-

foot streetscape and the foundation landscaping I could give wiggle room for that, because they are just intricate things, and the triangle. It's a -- it's a visibility triangle. It's a weird corner street. The setbacks there, and especially with the build out that the -- they're willing to do, I think that's not as much of an issue as it would be in a normal squared off corner.

So, that's where I stand on where things are and the variances required.

CHAIRMAN JASON JARRETT: Okay.

Personally, since no one else jump -- is jumping up, I'm generally supportive of this proposal. I do think a setback at the south -- southwest corner would help a lot contextually if that's practical.

Personally, I'm back and forth on the perpendicular versus angled parking at the rear. I certainly understand staff's concerns, public works, and I'm leaning towards giving deference to them. I do understand, though, from the applicant's standpoint, the comfort, so to speak, of being able to pull in and out.

I don't necessarily think that the --

that that generates enough traffic to create a true one-way feel. But you do -- it does create some conflict potentially with the spaces that are angled the opposite direction across the way, that that would bring them more in line with each other. So, that one I'm kind of torn on. Personally, I don't have an issue with the request for parking relief.

I do think that by and large, these are the types of units that are going to appeal to either younger professionals or potentially empty nesters. It's -- you've got the Prairie Path amenity. I mean, I think as a cyclist, if I was to sell my house and stay in Villa Park, where would I want to live, and honestly, I'd rather be here than the train station.

And by way of comment, I just would stress that I live blocks from here. I bike past this sometimes four times a day. So, what happens here does matter to me and the safety of everyone's pedestrian cyclists does matter. It does matter to me, too. This is not some amorphous space on the far side of the village that I will never have to face. It's in my neighborhood.

So, I'm sure others up here can say the same thing. So, I guess that's kind of where I stand on it. And one thing that -- as I'm talking about living in this neighborhood, one thing that did just occur to me, Ellen, is that we do have comments from two individuals, including one of our trustee -- one of our commissioners. Could you read those into the record? Would that be -- or if you want to give them to me and I can? I mean, I kind of would prefer you do it, but I think they're both fairly brief. Those -- I should have had those read into the record earlier, but one of them is from a commission member who does live in the neighborhood as well, which is what made me think of that.

ELLEN WEBER: Okay, we had two written comments, one from a resident who lives on South Villa, and she wrote, "I'm responding to the notice of public hearing for the property at 27 West Park, Ardmore Flats. I am against the building of a four-story structure on that property. Three stories would be much more suitable for the neighborhood and the integrity of the Prairie Path and the businesses and

buildings within the area. Adding a brick facade all the way around would add to the warmth of the building and would fit in with the surrounding buildings. Future builds on the four corners of Ardmore and Prairie Path, MX-T -- MX-2, excuse me, the MX-2 zone, allowing for one to four stories will also intrude on the integrity of the Prairie Path. This build at 27 West Park will set a precedent for the area regardless and the difference of the zoning. As we know, builders can ask for a variance." And then she lines out variances. "The first parking, short six spaces. Eliminating the two units on the ground floor would give the project enough parking, which would include parking for guests because guest parking isn't being addressed. Garage entry on the side yard. Consider the above and it would allow for the parking garage entry to be from the alley as stated in zoning code. Losing parking was the concern of the garage entry on Princeton. Ninety percent of lot coverage instead of the 70 percent." No comment after that. "Streetscape from 0 to 10, minimum 13 is required." No comment. "Relief from exterior lighting, very vague." So she was replying, I want to

interject, from the original concept plan, because the lighting relief has been addressed. It does meet code for photometrics, Section 9.4.

CHAIRMAN JASON JARRETT: Yes, and just to clarify a point on that, I believe that they are proposing brick at least at the ground floor on all four sides.

ELLEN WEBER: "Relief from the visibility triangle. Why?? The corner of Princeton turning onto Park needs the visibility triangle, Code 9.31, and then the last such other and further relief?" Meaning what does that mean. "So my point, if all of these variances are in request, I would like to request for the village to request Ross Builders to build a three-story building with brick facade around the first floor for a better visual (or change the code.)" And then "(See attached picture of Downers Grove Fairview Project by Ross Builders, 18 two-bedroom units. This is a picture of the rear view. There is brick all the way around the building. This three-story building looks like it fits into a residential area a lot more than a four story." And she had a picture.

CHAIRMAN JASON JARRETT: Okay, yeah,

that was in our packet. So, we've seen that.

ELLEN WEBER: "The builders are requesting a lot of variances which sway from the code. I am confident that the Villa Park residents would be more happy to have the Union project 215 apartments and the Hawthorne project 348 apartment be an addition to the residential needs. Having the Ardmore project changed to a three-story building will be happily accepted by the residents in the area to help keep the Prairie Path and its integrity an incredible asset of Villa Park while still advancing as a village. Not sure if we are still labeled as eighth best place to live and 28th best place to raise a family, but wouldn't want to lose that status. What are the requirements to change the code? Sign petition? What? Or is it better or easier to just apply for variances? Thank you for your consideration."

CHAIRMAN JASON JARRETT: Okay, just --

ELLEN WEBER: And I did confirm with her that she wanted this as written in the packet, and she did.

CHAIRMAN JASON JARRETT: Okay. Just one quick response. I think all of -- most of

her concerns were addressed by previous answers from Mr. Ross, but one thing I would point out about a change to the code, even if we were to assume that there were changes that were warranted, the fact remains that they've applied under the existing code. So, if we were to change a code moving forward, it would not impact this this application at all. So -- and then there was one from trustee -- or chair -- Commissioner Calvert, I believe.

ELLEN WEBER: Who had a planned vacation already for tonight.

CHAIRMAN JASON JARRETT: Yeah.

ELLEN WEBER: So, "Thank you for the update. If possible, please share this information with the commission regarding the development." And the comment on thank you for the update, he asked me if the public hearing would lead to a vote and I said yes, it could. So, "Thank you for the update. If possible, please share this information with the commission regarding the development at 27 West Park Boulevard and how it compares to a development currently under construction by the petitioner at 5117 Fairview in Downers Grove," and then he has

a link to the agenda packet from Downers Grove.

"The lot size in Downers Grove is 0.61 acre, 26,709 square feet in a transit-oriented location. The building is adjacent to the metro parking lot at the Fairview Train Station. The lot in Villa Park is significantly smaller at 17,339 square feet. The Fairview Development on a larger lot has fewer units, 18 two-bedroom units. The Downers Grove location has multiple apartment buildings directly across the street and one of them is at least six stories high. But the 5117 Fairview Development was limited to a three story, two-bedroom, 18-unit development. The Downers Grove building was proposed and being built as condo ready. Villa Park should request the same. Condo builders will demand indoor parking. Lack of parking is the curse of any residential building and it will ultimately become an undesirable property without adequate indoor parking. Downers Grove received $136,852 in impact fees for the Park District and School District 58 and 99. Villa Park should demand the same."

So, in terms of that, we do not have an impact fee schedule in our code.

CHAIRMAN JASON JARRETT: Yeah, and that is something -- yeah.

ELLEN WEBER: Okay.

CHAIRMAN JASON JARRETT: Okay, thank you for doing that, Ellen. I should have done that earlier. Okay. Other comments up here, discussion?

MICHAEL ORLOWSKI: I'll throw my comments out there. I agree with Eric. I think the setback on that western wall would really improve it. I think that might help out a little with parking relief. Parking is my issue with the whole development, as far as the lack thereof the development -- or the lack of parking in the area. It sounds like Steuerle already has a parking issue with some apartments that are in the area I think. That should be addressed outside this meeting. If there's already an issue, it shouldn't be brought up here.

The area needs -- the area needs to be developed. It's starving for development. I'm a lifelong resident for Villa Park and, you know, sometimes you get a little gun shy and new development and if it's going to work, if it's going to fail, should we take a chance, should we

not take a chance, should we leave it like it is.

I think we should find something that works. And I'm -- it sounds like the developer's possibly looking in -- if we drop that western wall, I think that might smooth things out a little bit but without -- I don't know, without see the -- I'm a drawing type guy. I like to see a picture of it. But yeah, the parking to me, yeah, you can -- you can build a unit and if you got a parking issue, yeah, then it just makes a nightmare for everybody in the area.

ERIC LUEDTKE: Yeah, it's always -- it's always interesting when I -- when I think about the parking because it becomes a management issue, right? It becomes a -- becomes how the building lives and how the management takes care of their tenants. Obviously, Villa Park has its history of sort of management of buildings which we're used to.

So, yeah, it's hard. If they -- if they're managing it correctly where there's -- where there's no parking, no cars that are beyond the 32, I don't -- trying to -- trying to figure out a way why -- how that's sort of impacting the parking in the area. I -- outside of the

potential of guests coming to visit.

CHAIRMAN JASON JARRETT: Yeah. I mean the -- yeah. I mean, the reality is we don't allow street parking overnight. I mean, it's up to enforcement obviously, but again, we could argue about how good our enforcement is but that's not --

ERIC LUEDTKE: It's not in our purview.

CHAIRMAN JASON JARRETT: That's not -- it's A, not on our purview, but it's also not the responsibility of the applicant to, you know, to deal with street parking enforcement. So, Justin, Ken, Don, thoughts generally?

KENNETH JACKSON: I have an issue with the parking, too. Even if you've got one parking spot for every tenant that has a car there, they're going to have guests over. There's going to be overnight guests probably in today's society. There's definitely a parking issue.

I like, you know, that it wants to be developed, but there's not enough parking for I guess the needs of the tenants and their guests. That's my thoughts.

Because the six spots in the front on Park, they're -- you can't park there overnight,

right?

MICHAEL ORLOWSKI: Right.

CHAIRMAN JASON JARRETT: No, not by village ordinance. So, those would be I guess -- I mean yes, theoretically an overnight guest could. I mean occasional. There's a limit to -- you can apply through the police and I think they limit to a certain number of days. But there is -- there -- the police actually do have an online system for that, but there -- it is a limit to a number of consecutive days and I've had to do that a couple of times most recently when my sidewalk was being repaired. Yes, Don?

DON KASE: This would probably be for Ellen or Mr. Guerra. Is there's an option of cutting another six, eight spots like we did past Harvard over there for the park? For parking. By the park down on Harvard where the park is, we've got those --

MIKE GUERRA: Yeah. Are you speaking along the trail, the northern side?

DON KASE: Yes, yes.

MIKE GUERRA: That would have to go through the county. All that would have to be permitted as the county regulates the trail, and

so, that's the process involved. So, I can't really give a straight answer unfortunately on that, because it would be ultimately at the decision of the county to -- if that would be granted or not.

JUSTIN SHLENSKY: All right, I guess I'll comment. First of all, I just want to thank all the residents for coming out and the business owners for coming out today and speaking. I am on Facebook and have read through the super majority of the comments on I think what's happening in Villa Park, and laugh if you will, weird Villa Park is also on there. And I got to tell you, I much rather prefer having in-person meetings with concerned residents addressing us in person and/or writing into the village directly rather than would be social media keyboard warriors.

Kind of sick of all the misinformation that is spread on social media, and I guess I'll get off my soapbox on that, but I just want to say thank you so much for coming in person for those that previously came and had to go probably attend to their families or get ready for work.

I just got back from Ireland a day and

a half ago, so it's six hours ahead, so it's roughly I think 5 a.m. that time, so I apologize if I start becoming a bit more tired than I normally would be.

Overall, I concur with the majority of what has been said by my fellow commissioners. We need development in the area. What that development looks like has to start somewhere and it will continue.

The renderings by the petitioner were extremely professional and very well thought out. The curb cut at the northeast corner is a very nice touch and I appreciate the collaboration between the petitioner and staff. That is a very welcome addition to this plan.

The larger and wider walkway for the rear parking I also very much appreciate that. It shows that you've taking a lot of consideration for the tenants and for the use of the alleyway itself.

As for the parallel versus -- sorry, the angled versus perpendicular parking, that is not a variance request before us today. So, I'm going to limit most of my comments on the variations to the requests themselves and not

just my personal feelings on items outside of the variations themselves or the requested variations themselves.

Along the lines of that, the no left turn, this half pork chop conversation that we've been having, I'm indifferent to that. Commissioner Orlowski brought up a very good point of if the entrance -- the ingress and egress from Park is blocked off or from -- if the ingress/egress of Princeton is blocked off by Park by the village, does that cause a concern for then southbound traffic coming out of the garage? It's a very pertinent point. Probably goes to the fact that I'm indifferent because I would rather have options rather than limitations to that effect.

As for the parking, this is one that I struggle with. Just want to be very honest with staff, with the petitioner, and with the public at large. However, petitioner makes a very good point that narrows it down to very simple words that we all learn in economics, supply and demand. If the amount of units are -- sorry, if the amount of parking spaces do not provide the supply to the tenants, the petitioner will lose

those applicants as potential tenants and they will likely not rent there.

Hypothetically, that's an option. The other option is that they are jerk tenants, if you will, and they sign a lease anyway, they don't abide by the rules, and then it becomes an enforcement issue with not only the lessor applicant or whoever applicant sells to or management and the police department itself, but in my head it narrow -- I narrow it down to supply and demand.

The pervious lot coverage is also one that I struggle with, and to be very fair, if the -- if a motion was made unilaterally or in totality for an up/down vote on whether or not we would pass or allow all variances with all conditions at this time, I'd probably vote no.

Alternatively, if we went variance by variance, I would vote yes on some, I would likely vote not on the other. Other alternative is based upon the comments that Eric made about cutting down that fourth floor or cutting out that fourth floor a little bit versus finding other unique ways or creative ways to cut down on a parking variance, maybe tabling this for

another month is the best idea or is a viable alternative.

Landscaping, I know that we did have the catch all or petitioner was smart enough to have the catch all for such and other further relief as may be required. I know that an attorney in the audience pointed that out as well, that may be something that we can revisit, although I do feel that the conditions that staff put in there should find that to be sufficient.

So, once again, I just really want to thank the public for coming out today. If there are other commissioners that may feel that a motion to table is warranted -- warrant further -- I would be open to further discussion on that. I do want to give the petitioner a fair shake at this and let them bring us the best petition that they are comfortable bringing us.

I don't want to essentially say no to them off the bat if reasonable revisions can be made that do not impact the project itself, because I do disagree with a comment that was made that the commission at large is only looking at this for potential financial relief, because I disagree with that. I think that this is a good

plan and that relief is warranted because of the uniqueness of the building, the uniqueness of the fact that we will now have an extended corner that will, you know, get -- that will do away with the formality of the site triangle as written in the code. There is something unique that causes -- that presents a way to get over a hardship.

There are unique aspects and alternatives that can alleviate, as staff commented, village caused hardships. That's what this is for. So I disagree that we are only looking out for the developer's best intentions. And I don't want anybody to have that mentality of you're either pro-developer, you're anti-developer. We're looking at this in the totality of all the variations requested with unique collaborative alternatives. Thank you.

CHAIRMAN JASON JARRETT: Yeah. So, yeah, I mean that sounds like we kind of -- we're kind of in a position where we have three options up here. One would be -- well really two -- three. One would be to vote tonight with the application as it is. One would be to vote with the application with some conditions beyond what

we've discussed, rely on staff to sort those things out. That is generally speaking the way I prefer to proceed with most projects, because I like to keep things moving, but I do hear a lot of uncertainty up here in terms of vote, and I know there's some uncertainty -- I don't want to say uncertainty. There are some aspects that we've asked of the applicant that they're not sure if they can address or how they might address them.

So, I also know that Traffic and Safety is waiting for additional information theoretically before they make a final recommendation. We don't technically have to wait for that.

So, I guess then I do have one question for you, Mr. Ross. If we were to continue this to next month, would you be willing to explore some of the options that we've discussed? And we will -- before we recess tonight if that's the case, we will kind of run down a list of what we would like you to explore with staff and with your architect and bring it back in a month. I mean, theoretically we could try to schedule a public meeting, I mean a special meeting, but I

don't know how much time you would need to put something together. I mean, that would be the other option, would be to put something two or three weeks out, but the date -- the date of the next hearing would be July 14th. Today is the ninth. That's technically one, two, three, four, five weeks out. What are your thoughts on that?

CRAIG ROSS: Well, as you mentioned, you know, certainly time is of the essence. We already thought we were going to be on the meeting prior but you guys had a lot going on and Ellen had a lot going on so we couldn't make that meeting, so we're already pushed off a meeting.

And I should expand on what I was saying when you know -- you know is this a negotiation or how do -- you know, what I'm saying is that it's hard to agree to one thing without knowing the big picture, right? It's like you know can you add the impervious? Yeah maybe. Can you take away a unit? Yeah maybe. You know, can you -- can you do -- I can't do all of them, though, you know, is my point. And so I could agree to, you know, maybe one of the three or one of many. But when you're asking me those questions, that's why it's hard for me to say

yeah, we definitely can do that, because obviously you know, economic viability comes into play. At some point if we just keep having to chop away at the number of units or make the building smaller or add other things, then it becomes to a point where we can't do it if we agree to all of them.

That's why, you know, standing here today I can't agree to them on top of, you know, obviously we have to make -- logistically make sure they could be done.

CHAIRMAN JASON JARRETT: Right.

CRAIG ROSS: You know, so you know, and I think what you were getting at, you know, there's like you said three options. One, you know, you vote on the whole thing yes or no. You know, I'd prefer that not be the vote.

The second is we vote on -- you vote on them individually, the six variance requests. I'd be up for that. And I think the third option that I think you were kind of getting at is you vote on the six with contingencies on the one or two or three that, you know, things would be done by us to help, you know, make those happen is I think what you're saying.

CHAIRMAN JASON JARRETT: Yeah, and I mean, the --

CRAIG ROSS: And I would prefer option three out of all -- and then the fourth option I think you're saying is just table it obviously.

CHAIRMAN JASON JARRETT: To table it to the next meeting.

CRAIG ROSS: The third one is hard, though, as I think you're getting at. How do we put in words how --

CHAIRMAN JASON JARRETT: Right, and it's easy for us to do that when you're talking about requesting somebody landscape the base of a new monument sign. That's a pretty easy condition to write.

CRAIG ROSS: Right.

CHAIRMAN JASON JARRETT: Make sure it meets staff's requirement. Some of what we're asking for may be hard to condition and we understand that some of it may be hard for you to meet. Okay. So, I appreciate that response.

CRAIG ROSS: Sure.

CHAIRMAN JASON JARRETT: What are thoughts generally up here on the matter?

DON KASE: I'd rather vote.

CHAIRMAN JASON JARRETT: On the project as is? With the conditions -- a few conditions applied? I mean --

DON KASE: You keep putting all these developers off and keep on losing them all. I mean, we got to make up our minds what we're going to do here.

CHAIRMAN JASON JARRETT: We put off Garden Station for a month and they're demoing and hoping to build with a better product and they brought one. They came. But I do understand your concern and that's why generally my preference is to apply some conditions in addition to what's suggested by staff to help guide the petitioner and staff. So, I do understand that. That's how I tend to lean generally speaking as well.

KENNETH JACKSON: They said if we vote on them individually, he's still going to have to come back or we're just going to say no?

CHAIRMAN JASON JARRETT: We would -- we would vote on them individually and it would move forward.

KENNETH JACKSON: All right. (Indiscernible) forward.

MICHAEL ORLOWSKI: Let's do that.

JUSTIN SHLENSKY: My -- I guess my concern or question about breaking them up individually is how do we then propose the conditions that staff has listed out if we do break it up individually?

CHAIRMAN JASON JARRETT: And the complexity of that is that a negative recommendation on one could -- assuming that the board takes it up could make the rest of them -- as an example, a negative vote on the number of parking spaces could make the project as a whole difficult to facilitate at all, which, you know, that's -- how much time do you think you would need realistically to explore some of the options if we were to hold a special meeting in say two or three weeks? Is that too fast? I'm trying to find a middle ground here, guys.

CRAIG ROSS: (Indiscernible) appreciate that.

MICHAEL ORLOWSKI: Putting the pressure on.

CHAIRMAN JASON JARRETT: Because I know that we've got people up here that are -- that are probably not going to vote for it without --

I mean, we may have some who don't vote for it whatever you bring back, that's always a possibility.

CRAIG ROSS: Right, right. I mean, you know, to Commissioner Kase's point, I mean, we'd like to know if it's going to happen or not at some point, you know? And we've put -- done a lot of changes. We've put a lot of time and money into it. We're getting to the point where it's like, well, geez, you know, we got to figure something out here.

CHAIRMAN JASON JARRETT: I appreciate that. I do.

CRAIG ROSS: So, we are kind of at that -- at that point. At the same token, you know, it's hard -- are we close? Are we far? You know, no one can say, you know, what are the things we're looking for? I mean, I think you said, you know, pushing in that west side, losing a unit there.

CHAIRMAN JASON JARRETT: We would not -- we would not leave here tonight without giving you a list of what we're looking for.

CRAIG ROSS: If you -- yeah, if you can give --

CHAIRMAN JASON JARRETT: To the best that we can.

CRAIG ROSS: So, I think Gregg can answer that question after you give us that list.

CHAIRMAN JASON JARRETT: Okay.

CRAIG ROSS: You know, if you say, hey, these are the three, four things we need you to explore, then I think Gregg and I can come back and say okay, yeah, we can get back to you in two weeks, three weeks, or not at all.

CHAIRMAN JASON JARRETT: So -- okay. So that -- I appreciate that. So I'll get back to you.

CRAIG ROSS: We just need to know the scope.

CHAIRMAN JASON JARRETT: Yeah. So, my question is for those up here that are currently not comfortable with the parking variation as it stands for six parking spaces, is there a number between 32 and 36 that you're more comfortable with? If it's a loss of a unit --

CRAIG ROSS: (Indiscernible) and that's exactly what we've been looking for, right? Because if we can put numbers on these things, then it makes more sense, right? If someone says

no, you got to have 40, then we know let's not waste any time, right?

CHAIRMAN JASON JARRETT: Yeah, right. And I can't bind anybody to a vote. But let's say they lost two bedrooms and it's 34 instead of 36, does that change your vote on the project at large? I mean, this is -- I mean there -- it's clearly trying to thread a needle, and our recommendation is not binding so holding them up forever is not good as Commissioner Kase has alluded to, but there are some things that I think whether it's bringing that west wall on the third -- fourth floor in and potentially losing a unit, a couple bedrooms, that brings the parking a couple short, three, four short.

ERIC LUEDTKE: Correct. We're talking a variance of six. Six is the number, right? That's the one we should be looking at. So, the number, is it six? Is it four? Is it three? Is it one? Is it -- I need a plus three. I mean, what are we -- what are we talking here, right? That's the -- that's the conversation.

CHAIRMAN JASON JARRETT: And --

ERIC LUEDTKE: Regardless of --

MICHAEL ORLOWSKI: I'll go with 34. I

--

ERIC LUEDTKE: The number is between six and zero.

DOMINICK ROMANO: Three.

CRAIG ROSS: (Indiscernible).

DOMINICK ROMANO: Thirty-four parking spots.

CHAIRMAN JASON JARRETT: So, three is the number you're comfortable with.

DOMINICK ROMANO: If you could cut the variance in half would be a --

CHAIRMAN JASON JARRETT: Three is a number you're comfortable with. Mike --

DOMINICK ROMANO: Mike, are we on the same page?

CHAIRMAN JASON JARRETT: -- is three a number you're comfortable with?

MICHAEL ORLOWSKI: Yeah.

CHAIRMAN JASON JARRETT: Three -- a variation of three spaces?

ERIC LUEDTKE: Three works for me.

CHAIRMAN JASON JARRETT: Okay. So, what you're hearing up here, and I'm telling you this is not binding, if that was a variation to three instead of six, bringing that west wall in,

finding ways to -- and I understand there's engineering involved. And some surfaces don't work well in certain situations. Some things are not good in all weather. Some things don't hold weight well. I get that. Ways to create a little bit more impervious surface. I know that was an issue with a couple of people, some not so much.

And then I guess the last one up here for us to discuss is perpendicular versus angled parking.

JUSTIN SHLENSKY: But that's not a -- that's not a variation request.

CHAIRMAN JASON JARRETT: It's -- well, it's not, but they're asking for --

KENNETH JACKSON: Could they gain another spot out of doing that though?

JUSTIN SHLENSKY: Of going -- of going perpendicular?

KENNETH JACKSON: Then that would get the parking variance down to three.

JUSTIN SHLENSKY: I struggle -- I struggle with that because --

CHAIRMAN JASON JARRETT: I understand that that's not necessarily -- yeah.

CRAIG ROSS: (Indiscernible) bringing it down three parking spots. Maybe we go perpendicular. Maybe that's how we get it, you know? It's up to us, right?

CHAIRMAN JASON JARRETT: Yeah. So --

CRAIG ROSS: We'll weigh all the options.

CHAIRMAN JASON JARRETT: Hearing that, how much time do you think you need?

CRAIG ROSS: I guess my question is -- I guess my question is two weeks, three weeks, or five weeks? Because four weeks is pointless, right?

GREGG STAHR: Three weeks.

CHAIRMAN JASON JARRETT: Three weeks? So, what date is that?

ERIC LUEDTKE: June 30.

CHAIRMAN JASON JARRETT: June 30th.

JUSTIN SHLENSKY: Well, staff, will we have enough time on staff's end for that?

ELLEN WEBER: I this so. I have three other cases to write, so time is very precious. I do have one other question. We -- did we talk green roof at all? Is that something you explored?

CRAIG ROSS: We said that we were going to look into at some point, but after, you know, we start the building process.

ELLEN WEBER: Okay, so possibility.

CRAIG ROSS: Permitting process, I should say.

ELLEN WEBER: Okay. What date would that be, please?

CHAIRMAN JASON JARRETT: That would be June 30th.

ELLEN WEBER: Thirtieth you said?

CHAIRMAN JASON JARRETT: I mean, technically we could make it any day, but Thursday's the day we usually hold the meetings, so.

ELLEN WEBER: Okay.

CHAIRMAN JASON JARRETT: And we wouldn't want to conflict with another commission meeting or something.

ELLEN WEBER: Because July 3rd then is --

MICHAEL ORLOWSKI: I'll be unavailable.

ELLEN WEBER: It's that weekend, right? It's that Sunday or Monday?

DOMINICK ROMANO: That's correct.

CHAIRMAN JASON JARRETT: That's Monday.

ELLEN WEBER: Monday. Oh, I said July 3rd because that's my birthday instead of July 4th. Please strike that from the record. Yeah, I'm sure we'll make it work. The question is if we're republishing or not, we still have time to do that also, if we want to publish it one more time just to add that variation on the landscape.

CHAIRMAN JASON JARRETT: I guess it wouldn't hurt --

ELLEN WEBER: Right, I agree.

CHAIRMAN JASON JARRETT: -- if we have the time to do that.

ELLEN WEBER: We would.

CHAIRMAN JASON JARRETT: So, are we -- so we're leading towards that. Pretty much everybody up here wants to review before they vote with those changes in three parking spaces. I mean, alternately it's to ask conditions and ask staff to review it. I mean, that's the other alternative, which we've done, but this is a large -- I mean, this is a project of -- I hate to say it's of great magnitude, but it's of great magnitude to the people who live next door to it, and it's pretty great for Villa Park. And four

months ago it would have been the biggest project in the village.

DON KASE: Right.

CHAIRMAN JASON JARRETT: Is that what I'm hearing up here for consensus?

MICHAEL ORLOWSKI: Yeah, I won't --

CHAIRMAN JASON JARRETT: You won't be here?

MICHAEL ORLOWSKI: I won't be here.

ERIC LUEDTKE: But I'm on that -- I'm on this route, correct? Yeah.

CHAIRMAN JASON JARRETT: Okay.

CRAIG ROSS: I mean, let me ask you this. Obviously the -- you know, the next village board meeting would be what kind of dictates all of this. If it pushes it off to the next meeting, then it doesn't really matter if we do June 30th or --

ERIC LUEDTKE: Well, they meet twice a month.

CRAIG ROSS: Oh, they meet twice a month. Okay. Got it.

ERIC LUEDTKE: So, there's a helpful sort of cycle there to --

CRAIG ROSS: Okay. And then we'd also

need to know deadlines for Ellen, you know, as far as you said three weeks but does that really mean we need to get things to Ellen --

ELLEN WEBER: I can't cut it as close as I did this time. Thank you, please. Yeah. Yeah, can you go to July 14th?

JUSTIN SHLENSKY: Yeah, or just vote it now.

MICHAEL ORLOWSKI: Yeah, or vote it now.

JUSTIN SHLENSKY: Just pull the Band-Aid off.

DOMINICK ROMANO: We're kind of all in that consensus now anyway.

CHAIRMAN JASON JARRETT: Yeah.

ELLEN WEBER: Yeah, I was going to say we can't move the other case. We can't move any other case to the seventh -- well, if we went to July 7th.

CHAIRMAN JASON JARRETT: We could move our text amendments. We could continue that, because I'm really not feeling that this evening.

ELLEN WEBER: Right, well, and the 225 West Stone we could reopen and continue to the 7th too. I just don't want them all on the 14th

is the thing.

CHAIRMAN JASON JARRETT: Yeah.

ELLEN WEBER: The text amendments I don't think will -- these are ones you've all agreed upon. I think we should move forward with that motion. You had a unanimous last meeting on them.

CHAIRMAN JASON JARRETT: Okay. So the -- you said you think we should do that this evening? Is that what you said or --

ELLEN WEBER: Yeah, was on the agenda --

CHAIRMAN JASON JARRETT: I mean, it should be quick.

ELLEN WEBER: Yeah.

JUSTIN SHLENSKY: So, we're moving it to the 7th?

ERIC LUEDTKE: We don't know yet.

MICHAEL ORLOWSKI: Don't know yet.

CHAIRMAN JASON JARRETT: Well, the 7th doesn't help us much, right?

MICHAEL ORLOWSKI: Right, no. We can do the 14th.

CHAIRMAN JASON JARRETT: Because we're already going to be here the 14th.

MICHAEL ORLOWSKI: Right.

ELLEN WEBER: It helps me, though.

CHAIRMAN JASON JARRETT: It helps you, though.

MICHAEL ORLOWSKI: Right. Oh, I'm sorry.

ELLEN WEBER: Yeah.

CHAIRMAN JASON JARRETT: Yeah.

ELLEN WEBER: To have two meetings back-to-back, I know, but --

MICHAEL ORLOWSKI: When would this --

CHAIRMAN JASON JARRETT: Village board meetings in July would be 11th and 25th?

JUSTIN SHLENSKY: Twenty-fifth.

ELLEN WEBER: And my items are due to the village board the Wednesday prior.

CHAIRMAN JASON JARRETT: And I guess we don't have to do a Thursday. We just can't do it on a day when this --

ELLEN WEBER: Trueness, yes.

CHAIRMAN JASON JARRETT: -- when this is occupied. I don't want to drag this out. That's the thing. But I don't think the recommendation is going to be positive as it stands right now. I mean, I don't know. I'm

just -- I mean, I know where my vote is, but -- and I think those subtle changes make a huge -- especially the bringing the west wall in would make a big difference to the project and I'd hate to move it forward without that.

I know, Mike, you can't be here for the 30th, but --

MICHAEL ORLOWSKI: No, I'll be doing a --

CHAIRMAN JASON JARRETT: But you've essentially expressed that if we were to move forward with that, you were comfortable with three.

MICHAEL ORLOWSKI: Either way you'll get my opinion.

CHAIRMAN JASON JARRETT: Don, could you be here on the 30th, you think?

DON KASE: Yeah.

CHAIRMAN JASON JARRETT: Everybody else?

ERIC LUEDTKE: Okay.

CHAIRMAN JASON JARRETT: And I know that's tight, but

ELLEN WEBER: Okay.

CHAIRMAN JASON JARRETT: -- you think

you can do it? Keeping in mind that -- keeping in mind that we're really going to be addressing -- in that public hearing too we're going to be addressing the changes that were requested and not -- I don't imagine it's going to have wholesale changes over the whole development that we have to re-review.

ELLEN WEBER: Right. There's -- we're talking about 35 bedrooms, right, from 38 to 35 bedrooms. They're bringing the west wall in, looking for more ways for impervious surface.

CHAIRMAN JASON JARRETT: At least examining the pork chop. I mean, I still think even with the possibility of Park being closed, the reality is Ardmore is closed for Summerfest too. So, I mean that's another reason that the perpendicular parking may work better than -- Ardmore is just as likely to be closed for Summerfest as anything else. So, that may be -- so you have the setback, the permeable paver, permeable surface, the pork chop, perpendicular parking, and the reduction in bedrooms by three. That's where we're at?

(Overlapping speakers)

CHAIRMAN JASON JARRETT: Right, it's

the parking variance. Yeah, you're right, you're right, you're right.

ERIC LUEDTKE: (Indiscernible) bedrooms but all we're worried about is this (indiscernible) --

CHAIRMAN JASON JARRETT: Right, but it's reduction in bedroom -- right? Yeah. It's get --

ELLEN WEBER: In terms of the perpendicular too, because we have the parking across the way, we probably could do a lesser drive aisle a couple of feet. Public works is willing to consider, and if we looked at that four foot, there's still a little room to move -- maneuver in there on the perpendicular, we just think it's better for the neighborhood because this group wants it this way and that group wants it this way, and it creates more flexibility for all, so.

CHAIRMAN JASON JARRETT: I know it's a sprint, but I think -- I think we'll end up with a better product and one that's probably going to have a recommendation up here where I'm not confident that that would happen right now. And --

ELLEN WEBER: So, June 30th with those changes?

CHAIRMAN JASON JARRETT: Does that work?

ELLEN WEBER: You need a motion then, correct?

CHAIRMAN JASON JARRETT: Yeah. So, I would make a motion to continue this item to June 30, 2022 at -- we're going to do 7:30?

ERIC LUEDTKE: Yes.

CHAIRMAN JASON JARRETT: 7:30. There will not be further notice on that. If it's -- if the motion is approved, I just want that to be clear to everybody, this is the notice of that -- of that movement. You know what you need from us?

CRAIG ROSS: I think I got it. The only thing is the date if Ellen could -- if Ellen could help us out? You know, I know June 30th is the meeting and that's great, but when do you need things from us, and what?

I mean, I know we agreed to three weeks but we're not sure what we're --

CHAIRMAN JASON JARRETT: I think we're -- I think we're talking site plan and fourth

floor plan and maybe the -- maybe the new west elevation. I mean, I don't think we need a new rendering.

ELLEN WEBER: The engineering is still --

ERIC LUEDTKE: Well (indiscernible) rendering, yes.

CHAIRMAN JASON JARRETT: Well, yeah, okay. The architect --

ERIC LUEDTKE: The west elevation would be the same one that we have.

CHAIRMAN JASON JARRETT: The architect -- the architect says we do and the village board is probably ultimately -- the village board's -- the village board's ultimately probably going to want one that matches the elevation anyway. So, you'll have to do it at some point.

CRAIG ROSS: So, site plan, west rendering, fourth floor layout.

CHAIRMAN JASON JARRETT: I --

ERIC LUEDTKE: Assuming that's the way you achieve that, correct, yes.

CHAIRMAN JASON JARRETT: Right, yes. Whatever you need to put together to show us the changes and how they fit.

CRAIG ROSS: And Ellen, when would you need those three items by?

CHAIRMAN JASON JARRETT: Let's -- we can work that out after the -- unless you think you can't do it.

CRAIG ROSS: Well, you know, if she says tomorrow then we got a problem. We can't do it.

ERIC LUEDTKE: We'll give you the weekend.

CRAIG ROSS: Thank you. We can go to the office right after this.

ELLEN WEBER: 17th or 18th. Gregg?

ERIC LUEDTKE: That's a week.

CRAIG ROSS: Yeah, nine days. I knew three weeks would turn in -- yeah, I mean, it is what it is. Nine -- we're going to pick the 18th you said 17th or 18th.

MAN 4: It's what we do.

ELLEN WEBER: I work until midnight for you.

CRAIG ROSS: I know --

CHAIRMAN JASON JARRETT: So, we are technically still on the public record and the court reporter might be trying to transcribe some

of this, so.

CRAIG ROSS: Got you.

CHAIRMAN JASON JARRETT: It's late, we're getting loopy, but.

CRAIG ROSS: Right, right.

ELLEN WEBER: So, you have a motion to continue to the 30th with changes on parking, west wall, impervious surface, pork chop, and consideration of the alley parking. They will get their items to me by the 18th. Minimum new west wall rendering and a site plan, fourth floor layout if that turns out to be -- whatever layouts are affected, a new --

CHAIRMAN JASON JARRETT: Yeah.

ELLEN WEBER: -- floor layout.

CHAIRMAN JASON JARRETT: Yeah, so that would be -- that would be the motion that I would be making. Does anybody -- Is there a second?

JUSTIN SHLENSKY: Second.

CHAIRMAN JASON JARRETT: Okay, we have a second. Or actually you're the motion.

JUSTIN SHLENSKY: Okay, I will make the motion.

CHAIRMAN JASON JARRETT: Okay. All the way from Ireland. We have a motion from

Commissioner Shlensky. Is there a second?

DOMINICK ROMANO: I'll second.

CHAIRMAN JASON JARRETT: Second. That's from Romano on the other end. I'm forgetting names at this point. Okay. All in favor of --

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: Any opposed? Okay. So, that will be continued to June 30th. There won't be additional notice. Actually, we will be publishing notice to clear up the variation -- the specificity of the variation, and then I know there aren't many people here left, I'll explain when we get there, but we will be limiting -- when we open the public hearing we'll be limiting questions/comments to the degree feasible to what has changed since we were here last because this was a long hearing.

I appreciate anybody who's still here. I appreciate those who were here until 15 minutes ago. So, we'll see you guys in three weeks and that is the end of that public hearing for this evening.

CRAIG ROSS: And that's 7:30 also?

CHAIRMAN JASON JARRETT: Yes, we'll do

7:30. That should get you on the -- if -- that should get you on the first meeting in July of the village board, I think.

CRAIG ROSS: Okay.

CHAIRMAN JASON JARRETT: Whereas our next -- as our next scheduled meeting would push you to the end of July, I think.

CRAIG ROSS: Right.

JUSTIN SHLENSKY: They should be on for the -- that first meeting in July.

CHAIRMAN JASON JARRETT: Yeah, so we have text amendments which I think we can get through pretty quick, but I need a quick break.

JUSTIN SHLENSKY: I need a five, yeah.

CHAIRMAN JASON JARRETT: So I'm going to request a -- we'll make it a 10-minute recess, and then we'll get through the text amendments real fast. Ellen wants to get those wrapped up. We'll be back in 10.

(Recess)

CHAIRMAN JASON JARRETT: All right. So, we are back in session here. We're going to be going through Petition PZ-22-0006, village code amendments to Zoning Ordinance Appendix C, which we've talked about in previous meetings

including a public hearing, so we're actually reopening the public hearing.

ELLEN WEBER: Do we need a motion to reopen?

MICHAEL ORLOWSKI: I'll make the motion to reopen.

CHAIRMAN JASON JARRETT: We have a motion to reopen.

ERIC LUEDTKE: Second.

CHAIRMAN JASON JARRETT: Second. All in favor?

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: All right. We're reopened. Fill us in, Ellen.

ELLEN WEBER: Okay, so taking one more smaller bite of the apple, we did publish for a longer list of text amendments. We discussed them on May 12th. There were some that there was great certitude and consensus on, so I've brought those back to you this evening in a redline version, and then I will ask you to continue the remainder that had been published. We'll continue them to the July 14, 2022 meeting. And that will include accessory structures, the scrivener errors in the Section 4 MX districts,

and there are a few other small things like sidewalk width.

So, all of these were under consideration in the public notice printed on April 27th, and so those are the ones we're discussing here. One is the driveway widths be made consistent across a couple different sections at a minimum of 9 feet measured at the property line and that driveways and street yards leading to off-street parking in rear yards may not exceed 12 feet in width when they lead to one parking space or 24 feet when leading to two or more spaces. And then the other section of the code indicates just so that you're aware a maximum of 30, whichever is less.

Circular drives, this was one that Director (indiscernible) had brought up, that circular drives be 12 feet in width, that -- so widening it a little bit, and that low evergreen shrubs be installed and maintained along the length of the circular drive. I think we lost something there. It's going from 10 to 12. We lost the redline.

JUSTIN SHLENSKY: And just for clarification, the -- and for the board as well

once they see this, evergreen in line item D is a term of art and not a type of shrub.

ELLEN WEBER: Okay.

JUSTIN SHLENSKY: It's not a specific like --

ELLEN WEBER: So, should I -- I should find a genus name for --

JUSTIN SHLENSKY: No, that's the inverse of what I'm saying. Evergreen is a term of art. It's -- it allows for a variation of different types of genus of the plants.

ELLEN WEBER: Oh, yeah, yeah.

JUSTIN SHLENSKY: Versus like capital E of evergreen would be a very specific type of plant. I just say that now because a board member has brought that up to me and I said, no, we're not saying you can only plant one type of shrub.

ELLEN WEBER: Thank you. I will make sure that goes into the memo.

Okay. The second element is lot coverage, and this is something that got cut out, but it refers folks to a table and deletes that first sentence in B, because the table had recently been updated that there's a maximum of

50 or 60 percent in the R districts based on which district you're in.

The next one is the specifications on pavement, and this is a little different than what you found, but Director Guerra has indicated this is what it should read. This is best practice. So, going from a 2.5 to a 3-inch surface course and from 4 to 5-inch cement concrete.

CHAIRMAN JASON JARRETT: I trust the director that those are the adequate numbers.

ELLEN WEBER: So, we did make a little change on this at the visibility triangle. We had talked about just exempting out all of the districts, and then Director Guerra and I talked about it, and there may be some instances where we could still do the site triangle. So, we thought it would be best to just say in the C-1, C-2, and MX districts, the determination of visibility triangle shall be reviewed by the village engineer and determined by the Director of Public Works. So, we can get them as often as we can get them. Rather than just exempting them all out, we thought that was more prudent.

CHAIRMAN JASON JARRETT: I'm

comfortable with that, because there can certainly be situations where a site triangle is warranted at some intersections.

ELLEN WEBER: Mm-hmm. And where we can achieve it.

MIKE GUERRA: I'd like a clarification, is with the zero lot lines, we would have locations where the parkway is narrower, where that site triangle may be more important, particularly like on St. Charles where you have high traffic volumes. We may look at new development. We may want that (indiscernible) to be determined where other instances with the parkways large enough, that variance of not needing that site triangle would be then waived.

CHAIRMAN JASON JARRETT: Yeah, I could completely see that, especially if you have high traffic and narrow parkway.

MIKE GUERRA: We just had concerns of safety. We didn't want to completely --

ERIC LUEDTKE: Yeah, I mean at Ardmore and Park, I mean, when you get to an acute angle, right, where you -- in an MX, right, you would -- that would be a more --

CHAIRMAN JASON JARRETT: Yeah.

ERIC LUEDTKE: An opportunity to make sure that we're --

ELLEN WEBER: Well, we will work to get them as often as possible, and it gives the flexibility here, but --

CHAIRMAN JASON JARRETT: That makes sense.

ELLEN WEBER: Mm-hmm. So, the next is the driveway visibility triangle, and here's two examples showing. On the left here is the Kenilworth townhomes, and you can see how the fence goes all the way to the -- to the lot line, but at the library on the east, we pulled it back a little bit.

So, the code reads whenever you've got an RS district up against something else, it should go to the lot line, but there's times like the library where you don't want to block that view. So, again, we're suggesting that that be determined by staff. And zoning administrator right now is the director of community development, but it may not always be, so it's written this way.

CHAIRMAN JASON JARRETT: All right. That's the --

ELLEN WEBER: And again, it's just to avoid a conflict in code and make the decision based on best practice. And then I have the two sections in here showing what they -- how they were worded, the two sections that might conflict.

The next then comes from public works, and these were definitions of lot coverage. So, you can see we've talked about how originally or in the last version of the code, lot coverage was just the building measured against the lot and now we're adding impervious surface. We're expanding out things that would be counted into the lot coverage, and again, the director of public works will have the final say on whether it is truly semi-impervious, or you know, permeable based on best practices and guidance with the DuPage code that we administer. Anything else on that, Mike?

MIKE GUERRA: No, that seems pretty straightforward and I believe we reviewed those going back almost to the beginning.

ELLEN WEBER: You have. This was one that we -- I think folks thought was in and it got cut out of one or your text amendments.

Here's another one on that, and again, it's that concept of semi-pervious, allowing that to be -- decision to be made by the village engineer based on best practice.

CHAIRMAN JASON JARRETT: Yeah. Some of those should have gone in with the ordinance related to residential --

ELLEN WEBER: Correct.

CHAIRMAN JASON JARRETT: -- lot coverage.

ELLEN WEBER: When you expanded it to 50 or 60 percent. So, here's your considerations on approving a text amendment, that it's legislative discretion not controlled by one standard, and is it in conformity with policy and does it correct an error or inconsistency, and each of these do that.

So, we recommend approval of the text amendments outlined above. I've detailed them briefly here. And then when it goes to village board, they will have a total redline to look at, but if you were so inclined, do you want me to read these or do one of you want to read it?

CHAIRMAN JASON JARRETT: We can -- I think we're probably going to have a motion

pretty quick, so there's no need to read it twice.

ELLEN WEBER: Go for it.

CHAIRMAN JASON JARRETT: So, before we make a motion, are there any concerns on any of the issues that Ellen presented? So, then --

JUSTIN SHLENSKY: So, my question though is that if -- based upon the recommended motion language that you have, it's to approve the tax amendments as detailed below but then further at the end of the same petition is to be continued. Is there -- there's no conflict of us providing portions of the text amendment at this time but continuing the entire petition for another date?

ELLEN WEBER: I don't believe so. I was planning on brining -- I'll check with the village attorney, but I don't believe so, which is why I did it. I will then --

JUSTIN SHLENSKY: Or perhaps our president could speak to whether or not the board would consider the text amendments --

CHAIRMAN JASON JARRETT: Well, I mean, I think it's -- I think it's a legal thing more than anything. I think it's probably okay, but

if it's not, I mean, we could always republish the text amendments for the 10th time, but --

ELLEN WEBER: My thought was that breaking it into two events and agenda items for the village board would be preferred anyways.

NICK CUZZONE: Yeah, this is President Cuzzone. Yeah, I would definitely talk to the village attorney, because I know when the original text amendments came up for containers, I believe, it was done a little bit incorrectly, which made it real difficult and that's why it kept coming from the board back to you guys. So, yeah, I would definitely have the village attorney see how the best way to address that so we don't have -- it comes to the board and then the board decides, well, we're going to make some changes but other changes, and then it comes back to you guys again. So, yeah, definitely --

CHAIRMAN JASON JARRETT: Yeah, this was noticed as specific text sections, correct?

ELLEN WEBER: Each of the sections identified here were in the notice.

CHAIRMAN JASON JARRETT: Okay, so --

ELLEN WEBER: Yeah, and I can republish for the accessory structures, too, if the village

attorney deems that most appropriate.

CHAIRMAN JASON JARRETT: Yeah. So, what is the item that's being continued? Is -- I might have that. No, I left that at home.

ELLEN WEBER: Continued discussion of accessory structures, scrivener's errors in Section 4 MX District, and the remainder of the items that were included in the legal notice published on April 27th.

CHAIRMAN JASON JARRETT: That's --

ELLEN WEBER: That was how I summarized it.

CHAIRMAN JASON JARRETT: Okay, that -- so that makes sense.

ELLEN WEBER: And then the legal notice is on Page 1 and 2, so you can see what's there.

CHAIRMAN JASON JARRETT: So, then let's make two motions.

JUSTIN SHLENSKY: Okay.

CHAIRMAN JASON JARRETT: I don't think -- I mean, I think it's kind of unnecessary maybe to have two votes but let's -- I guess let's do it that way.

JUSTIN SHLENSKY: I think I can knock this one out for you.

CHAIRMAN JASON JARRETT: So, the first would be to recommend below as it's worded and then the second would be to -- and we'll do these separate, to continue and then Ellen has it worded very well on Page 1, second bullet point.

JUSTIN SHLENSKY: Okay. So, I'll make a motion to approve the following text amendments of PZ -- of Petition PZ-22-0006 as follows. Article 7, Parking, Section 7.8.4, amending driveway width at property line and garage. Article 7, Parking, Section 7.8.5, amending width of a circular driveway and requiring low-growing evergreen shrubs along the length of the circular drive. Article 7, Parking, Section 7.8.7, driveway design, cross-referencing lot coverage requirements with Table 2-3, lot and building regulations R districts.

Article 7, Surfacing, Section 7.9.4, parking area design amending the minimum specifications for driveway construction. Article 9, Section 9.3.1, intersections, amending requirements for visibility triangles such that the determination of requirement on corner lots in the C-1, C-2, MX-1, MX-2, and MX-3, MX-T, MX-R1, and MX-R2 districts shall be reviewed by the

village engineer and determined by the director of public works.

Article 9, Section 9.1.5C, landscaping and screening provides that when a conflict in regulation exists, requirements for solid screening along the entire length of a property line separating residential and non-residential property, a determination of fence location shall be reviewed by the zoning administrator and determined by the Director of Community Development.

And Article 14, definitions -- measurements and definitions amends definitions of lot coverage, impervious site coverage, and semi-pervious surface to correspond with the storm water ordinance and allows for final determination of whether a surface is impervious or pervious by the village engineer and determined by the director of public works.

MICHAEL ORLOWSKI: I'll second that.

CHAIRMAN JASON JARRETT: I have a motion from Commissioner Shlensky, a second from Commissioner Orlowski. Any questions, comments on the motion? Okay. We'll do this roll call. Jackson?

KENNETH JACKSON: Yes.

CHAIRMAN JASON JARRETT: Kase?

DON KASE: Yes.

CHAIRMAN JASON JARRETT: Luedtke?

ERIC LUEDTKE: Yes.

CHAIRMAN JASON JARRETT: Orlowski?

MICHAEL ORLOWSKI: Yes.

CHAIRMAN JASON JARRETT: Romano?

DOMINICK ROMANO: Yes.

CHAIRMAN JASON JARRETT: And Shlensky?

JUSTIN SHLENSKY: Yes.

CHAIRMAN JASON JARRETT: I, too, vote yes. With that, our recommendation passes to the village board. And then we'd have a motion to continue the remaining items. Do we want to continue that to a date certain? Yeah, we need to, otherwise we have to republish. Next month? Okay. Okay. So, then that would be a motion to continue to July 14th.

JUSTIN SHLENSKY: Yeah.

CHAIRMAN JASON JARRETT: So, anybody want to make a motion to continue the remaining items -- go ahead, Justin. You have the motion.

JUSTIN SHLENSKY: I'll make a motion to continue the items of the accessory structures,

scrivener's errors in Section 4 MX districts, and remainder of the items included in the legal notice published on April 27, 2022 of Petition PZ-22-0006 to a date certain of July 14, 2022.

MICHAEL ORLOWSKI: I'll second that.

CHAIRMAN JASON JARRETT: Motion from Commissioner Shlensky. Second from Commissioner Orlowski. Questions, comments? Roll call.

Jackson?

KENNETH JACKSON: Yes.

CHAIRMAN JASON JARRETT: Kase?

DON KASE: Yes.

CHAIRMAN JASON JARRETT: Luedtke?

ERIC LUEDTKE: Yes.

CHAIRMAN JASON JARRETT: Orlowski?

MICHAEL ORLOWSKI: Yes.

CHAIRMAN JASON JARRETT: Romano?

DOMINICK ROMANO: Yes.

CHAIRMAN JASON JARRETT: Shlensky?

JUSTIN SHLENSKY: Yes.

CHAIRMAN JASON JARRETT: I, too, vote yes. That will be continued to the next regular meeting.

JUSTIN SHLENSKY: Make a motion to adjourn.

MICHAEL ORLOWSKI: Second.

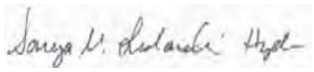
CHAIRMAN JASON JARRETT: You have any comments or anything before we adjourn? I think I don't. You don't look like it. Okay. So, there's a motion to adjourn and a second from Shlensky and Orlowski. All in favor?

IN UNISON: Aye.

CHAIRMAN JASON JARRETT: We're adjourned.

C E R T I F I C A T I O N

I, Sonya Ledanski Hyde, certify that the foregoing transcript is a true and accurate record of the proceedings.



Veritext Legal Solutions
330 Old Country Road
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Date: July 11, 2022

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1 7:8 8:8,13 9:5,11 20:2,4 40:21 41:2 70:2 119:8 121:13 124:10 125:1 221:18 228:16 229:5,24,24
1.00 32:8
1.27 32:7 34:14
1.33 30:18
1.8 81:1
1.9 80:23,24
10 11:6,24 13:24 25:14 30:15,24 34:12 41:24 42:1 42:5,6,15,18,19 43:5,5,7 52:21 56:25 57:19 64:6 77:12 82:5 110:2 122:8 160:13 168:16 176:23 217:16,19 219:22
100 22:6 26:6 122:7 132:6
101 115:20
10:00 53:14
10k 94:5
10th 227:2
11 234:16
11,239 11:2
11501 234:14
11th 208:13
12 56:22,23,24 82:6,24 86:10 96:16 117:2,3 136:2 146:21 219:11,18,22
12151 234:9
125 98:12
127 107:10
12th 218:18
13 10:3 16:4,18 56:22,24,24 57:19 172:25 176:23
136,852 180:20
14 8:12 11:6 16:22 30:16 218:23 230:12 232:4
144 83:10 98:11
14th 8:8 10:15 192:5 206:6,25 207:23,25 231:19
15 28:17 52:22 58:5,5 86:11,13 100:23 107:25 117:2,6 122:2 146:22 147:14 148:5 149:10 150:3 158:3 216:20
150 26:6
15th 96:10
16 39:25 57:3 87:18 98:19
17 123:24
17,000 10:22
17,339 180:7
17th 214:13,18
18 16:16 34:8 57:3 87:15,24 88:11 177:20 180:8,13
18,000 98:12
180 98:16,16
189 95:24
18th 214:13,18,18 215:10
19 28:16 98:18 150:4
1987 94:24
1st 41:15,20

2

2 19:3 22:8 23:12 37:19 39:14,14 40:21 41:2 47:14 54:20,23,25 160:3 176:5,6 221:19 228:16 229:24,24
2-3 229:16
2.5 221:7
20 72:3 77:13 148:10,11,20 162:6,7 163:5
2003 78:7
2005 100:24
2007 76:21
2008 90:24
2016 32:6 34:10
2018 13:2 104:7 114:1
2021 34:8
2022 8:4,12 212:9 218:23 232:3,4 234:16
2022-06-09 1:13
21 150:24
215 178:6
22 6:16 11:4 30:23 42:2 57:20 148:20
22-0005 9:1
22-0006 6:16 217:23 229:8 232:4
22-0007 7:4 8:3
22-005 9:13
225 7:4 206:23
23 20:13
24 11:2,7 29:21 72:7 79:24 80:17 80:24 84:20 147:13 159:2 219:12
25 29:17,19 31:22 163:6
256 95:19 103:18 121:21
25th 208:13
26 11:16
26,709 180:3
27 9:1 21:17 101:10 103:14 175:20 176:8 179:22 232:3
27th 219:5 228:9
28th 178:14
2:00 92:18

3

3 23:10 40:21 41:2 118:10,13 221:7 229:24
30 55:18 69:6 109:8 130:23 202:17 212:9 219:15
300 234:13
303 107:21
30th 202:18 203:10 205:18 209:7,17 212:1,19 215:7 216:9
314 76:17
32 9:21 30:17 31:22,23 41:25

46:10,20,22 80:16 121:7 171:4 182:23 198:20
33 72:18
330 234:12
34 83:16 199:5,25
3427 58:16
348 178:7
35 210:9,9
36 198:20 199:6
365 130:19,24
37 103:14
38 9:22 11:7 30:23 210:9
39 78:4
3rd 203:20 204:3

4

4 149:10 214:19 218:25 221:8 228:7 232:1
4.4.3 14:24
40 130:23 199:1
404 111:1
40s 114:20
412 102:12
420 108:10
421 94:19
427 64:20 85:25
435 92:3
436 105:25
447 61:9
45 80:24 114:21 115:12
4th 105:11 204:4

5

5 39:15 64:6 186:2 221:8
50 95:25 98:15,16 108:11 114:21 130:23 221:1 225:12
500 17:14
500,000 110:1
5117 179:25 180:12
515 95:15
516 80:11
534 109:2,7
560 99:1
58 180:22

6

6 150:12
60 85:25 136:18 221:1 225:12
60521 20:14
62 96:2
64 17:16
65 37:21,24 38:3
6:07 53:20
6:30 66:12 96:15

7

7 16:22 67:16 115:2 229:9,11,14 229:18
7.8.4 229:9
7.8.5 229:11
7.8.7 229:14
7.9.4 229:18
70 165:24 176:21
79 17:12
7:30 212:9,11 216:24 217:1
7th 206:19,25 207:17,20

8

8 8:4
80s 52:15

9

9 138:25 149:9 219:8 229:21 230:3
9.1.5c 230:3
9.3.1 229:21
9.31 177:11
9.4. 177:3
90 37:13
9000 98:16
90s 52:15
95 156:7
99 180:22

a

a.m. 186:2
abide 39:4 188:6
ability 71:12,18 129:5 131:24 163:14
able 10:10 15:13 23:6 26:8 71:25 87:10 89:23 94:7 114:23 132:22 150:7 159:10 161:18 168:17 173:24
abutting 75:9 136:13
accept 124:15
acceptable 97:22
accepted 178:9
access 24:25 26:12 28:19 40:19 42:12 57:2,21 58:18 59:4,7 82:7 117:24 118:21 153:24 159:5 161:18
accessory 218:24 227:25 228:6 231:25
accident 100:11
accommodate 59:5 64:9 98:22 98:24 120:13
accomplish 122:14 126:13
account 40:1 134:8 151:5 172:25
accounts 37:20
accurate 127:16 150:2 234:4
achieve 71:4 169:18 213:22 222:5
acre 90:18 180:3
active 31:13
activities 45:22
activity 15:19 156:25 157:1
actual 18:21
actuality 23:12
acute 222:22
ada 11:13,14,17 18:25 26:9 27:25 29:7 61:22,23
adapt 77:3
add 30:12 44:21 44:22 51:12 89:9 120:12 124:7 148:24 164:13 166:2 170:8 176:2 192:19 193:5 204:8
added 10:7 26:11 26:12 29:11 35:1 53:3 120:4
adding 17:12 25:22 27:23 28:2 32:11 36:11 37:18

38:8 42:5 53:1 54:8 60:15 164:16 176:1 224:12
addition 77:8 88:22 101:5 178:7 186:15 195:14
additional 17:14 18:12 30:13 53:4 72:24 73:23 116:13 145:16 153:14 156:2 160:7,13,24 163:14,23 167:7 168:21 169:22 170:2 191:12 216:10
additionally 94:25 153:18
address 4:21,22 5:18 20:7 61:5 65:19 76:25 119:23 141:22 142:6 191:9,10 227:14
addressed 5:21 45:23 48:16 62:23 85:10 125:11 176:16 177:2 179:1 181:17
addresses 108:1
addressing 185:15 210:2,4
adequate 58:19 59:5 180:19 221:11
adjacent 67:3 73:5 180:4
adjoining 58:21
adjourn 232:25 233:3,5
adjourned 233:9
adjust 133:8
adjusting 138:11
adjustment 162:17
administer 224:18
administrator 223:20 230:9
admitted 72:12
adult 80:19 81:3 96:16 112:20 113:1,4
advances 168:19
advancing 178:12
advice 85:19
advisement 77:6
aesthetic 29:15 47:23 114:3 166:2
aesthetically 108:17
aesthetics 78:22 80:6 83:19
affect 63:10
affirm 6:8
affordable 50:18 51:19 79:14 101:24,25 102:2
aged 51:16
agencies 145:5
agenda 6:3 7:2 180:1 207:11 227:4
ago 41:17 52:22 54:3 100:10 108:1 115:16 186:1 205:1 216:21
agree 46:17 115:9 129:13 181:9 192:17,23 193:7,9 204:11
agreed 11:25 58:17 207:5 212:22
agreement 68:16 91:14
agrees 49:15
ahead 36:14,18 113:8 127:13 186:1 231:23
aid 18:10 206:12
air 51:24
aisle 159:22 211:12
aisles 31:16
akin 126:12
align 29:24 137:5
aligned 30:1
aligning 137:7
alleviate 13:9 190:10
alley 15:21 18:6 23:9 25:6,18,19 28:12 29:5 35:17 35:19 41:13,24 42:2,4,6,12,13,14 42:15,23 43:3,15 43:20,25 44:6,14 45:6,17,21,24 46:4 56:25 57:18,25 68:21,24 74:8,9 75:14 80:13 82:6 82:12,14,21,24 83:3 86:9,11 87:8 100:6,7,9,12 101:1 101:23 116:8 117:1,1,14 135:22 144:9,13 146:17 146:21 147:18,22 148:2,6 151:20 153:12,24 154:3,7 154:12,15,24 155:8,12,18,23 156:10 157:1,16 157:25 158:2,10 158:17,19 165:22 172:9,11 176:19 215:9
alleys 156:11 157:22
alleyway 155:17 186:20
allocated 87:15
allotted 130:12
allow 5:23 18:9 24:22 28:15 30:2 55:9 67:15 86:18 93:21,25 97:24 116:6 170:5 176:18 183:4 188:16
allowed 29:8 46:6 60:8 82:21 90:4 114:21 132:4 137:9
allowing 94:8 111:7 161:19 176:6 225:2
allows 24:25 28:16 28:18 34:2 47:15 97:13 153:25 220:10 230:16
alluded 111:4 199:11
alternately 204:19
alternative 188:20 189:2 204:21
alternatively 188:18
alternatives 190:10,18
altogether 18:8

amazon 89:11
amend 8:11
amended 7:2
amending 229:9 229:11,19,21
amendment 37:7 225:13 226:13
amendments 6:14 206:21 207:3 217:12,17,24 218:17 224:25 225:19 226:10,22 227:2,9 229:7
amends 230:13
amenities 33:4 50:2 51:1,5 81:12 81:23
amenity 174:13
amorphous 174:23
amount 33:24 42:21 43:1 71:2 126:25 132:15 146:4 187:23,24
ample 132:15
amplifies 129:12
amy 105:24,24 106:14
analysis 12:23 15:2 42:16,20 56:4 104:17
analyzes 31:20
angle 25:17 29:17 36:23 47:25 71:1 89:19,20 143:19 147:13,23 153:11 155:9 222:22
angled 43:11 44:10 143:5 144:9 144:15 148:9 151:10,14 153:9 153:13 173:19 174:4 186:22 201:10
angular 13:18 146:13 151:3
anne 95:14,14 96:8,23 101:18 102:6
announcement 96:9
annoying 62:7
annual 96:13
answer 65:22 113:22 171:2,6 185:2 198:4
answers 104:10 179:1
anti 190:15
anybody 112:10 132:16,21 160:17 166:6 190:14 199:4 215:18 216:19 231:21
anyway 37:1 102:20 188:5 206:14 213:16
anyways 227:5
apartment 32:5 34:5 49:11 50:23 51:2 52:7,16,18 66:13 67:19 68:10 68:15 73:14,17 80:15,17 81:12,24 82:1,24 99:1 106:10 108:22 112:16,17 121:1 171:17 178:7 180:10
apartments 51:18 51:21 52:4,5,6 66:25 67:19 68:5 75:16 80:24 82:8 86:22 92:13 109:22,23 110:2 113:2 120:25 159:15 178:6 181:16
apex 9:3,14
apologize 186:2
appeal 174:10
appeals 12:14
appears 81:1 91:5
appendix 217:24
apple 218:16
applicable 70:14
applicant 7:21 8:1 13:11 116:17 130:13 183:11 188:8,8 191:8
applicant's 173:23
applicants 188:1
application 4:12 4:18 7:9 71:10 72:17,18,23 75:21 116:14 179:8 190:24,25
applied 179:5 195:3
apply 178:18 184:7 195:13
appreciate 76:8,12 77:14 86:3 102:9 103:3,6 104:16,21 105:7 113:14,19 126:16 127:20 156:1 186:13,17 194:21 196:19 197:12 198:12 216:19,20
appreciated 5:11 156:4
appreciative 92:9
approaches 89:8
appropriate 6:1 33:24 58:19 71:14 99:7 109:25 121:10 147:10 228:1
appropriately 95:23
approval 2:19 16:3 225:18
approve 2:24 3:1 226:9 229:7
approved 3:10 56:10,15,23 57:13 58:3,7,15 76:2 98:5 99:2 153:20 168:2 212:13
approving 97:3 225:13
approximate 24:1
april 10:14 134:20 135:17 219:5 228:9 232:3
architect 138:14 141:6 143:12 191:23 213:9,12 213:13
architects 127:24 150:24
architecturally 138:17
architecture 138:11
ardmore 9:1,4,15 19:7 25:16 26:5 26:18 43:12,18 50:19 60:1 66:24 67:12 74:9,10 81:15 82:2,14 84:3,6 88:14

94:24 99:3 101:1 111:2 114:11 151:17,25 152:23 153:23 169:11,20 175:21 176:5 178:8 210:15,18 222:21
area 16:13,19 24:19 25:8,12 28:22 32:9 34:19 34:20,20 36:1 46:15 50:11,12 54:9 55:20 59:13 59:19 60:7,13 62:10 66:19 73:4 73:10 77:9 78:15 81:21 87:5,6,11,24 88:2 90:12 93:5,9 94:12 95:11,23 98:15,23 103:21 107:18 108:1,3,24 133:6 166:18 176:1,9 177:23 178:10 181:15,17 181:20,20 182:11 182:25 186:7 229:19
area's 31:2
areas 22:20 29:14 34:17,22 36:6 38:9 55:8 58:19 88:24 90:17 114:3 164:9
argue 135:8 183:6
argument 152:24
art 220:2,10
article 14:24 34:4 34:7 229:9,11,14 229:18,21 230:3 230:12
articulation 12:21
arts 114:13
asked 7:9 22:5 44:19 70:7 74:5,6 74:7,13,14,18 112:2 120:1 121:4 152:13 165:25 170:16 179:18 191:8
asking 64:1 89:16 112:22 137:18,20 145:14,15 147:7 148:23 150:1 163:20 192:24 194:19 201:15
asks 119:12
aspect 124:9 142:20 154:18
aspects 190:9 191:7
asphalt 37:25 117:4
assertion 80:16
assessed 95:2
assessment 31:18 116:11
asset 178:12
assigned 33:8,8 42:7,9 53:5 85:6 100:7 129:25 131:19,20
association 34:5 85:15
assume 117:12 132:3 158:11 163:16,24 179:4
assuming 136:16 196:9 213:21
attached 177:18
attempting 115:18
attend 185:24
attended 63:7
attending 10:13 63:3,20
attest 93:12
attorney 55:23 70:4 112:1 126:18 126:23 189:7 226:18 227:8,14 228:1
attractive 75:17
audience 35:23 119:12 121:15 189:7
auto 15:18
automotive 7:16
auxiliary 169:16
availability 111:15
available 32:21,25 49:3 86:23
avenue 7:4 21:19 28:24 35:2 44:12 59:8 63:6 64:20 67:21 76:17 81:24 82:8,13,24 85:7 88:13,14,18 92:4 95:8 99:3,8 110:9 110:10 172:6
average 32:5 66:6 81:1,2,13 121:2
averaged 87:20
averages 65:25 80:18
avoid 119:16 149:23 164:8 224:2
aware 13:2 65:7 91:8 219:14
awesome 96:22
aye 3:8,23 6:25 8:22 216:7 218:12 233:7

b

b 220:24
back 12:20 14:4 15:6 17:4 19:12 19:23 22:24 23:16 24:17 25:1,4 38:21 39:19,20,24 43:16,18 52:15,23 53:18 59:2,11 60:21 61:24 76:21 82:5 87:6 89:17 91:19 92:15 97:14 101:5 104:10 106:9,18,25 110:22 114:19 115:2,24 119:2,6 119:13 130:10 136:1,14,25 137:3 137:15 138:1,24 138:24 144:3 146:5 147:8 150:17 154:15 155:5,7 156:3,17 170:7 173:18 185:25 191:23 195:20 197:2 198:8,9,12 208:10 208:10 217:19,22 218:20 223:13 224:22 227:12,17
backing 82:23 146:18,19,20 153:10,10,13,15 155:16
backup 94:25
backyard 78:10 78:11

backyards 78:9
bad 87:9 131:23
bag 64:7
balance 15:21
band 206:11
bank 22:2 49:9
bar 18:24 30:4 36:16
barbers 81:17
barn 110:8
bars 31:4
base 146:14 160:14 194:13
based 14:5,13,14 14:20 15:12,15,17 26:13 34:1 41:9 56:4 57:9 65:25 115:11 124:3 151:7 168:7,7,10 188:21 221:1 224:3,17 225:3 226:8
basement 94:24
basic 81:16
basically 19:11 36:8 41:1 42:11 74:14 97:3
basis 71:13,14 76:1 85:22 93:13
bat 189:20
baths 33:3 129:4
beat 164:6
beautiful 79:9 102:17
becoming 186:3
bedroom 9:23 30:16,16 46:10 47:1 93:1 99:9 112:15,17,23 128:7,10,11 129:16,17 131:15 132:3,20,24 133:10,16,25 134:1,3,8 171:4 177:20 180:8,13 211:7
bedrooms 11:6,7 30:19,22 33:3 46:14,19,20 98:18 142:18 171:24 199:5,14 210:9,10 210:22 211:3
beginning 50:9 224:22
behalf 9:3 69:2 94:18 113:24
behavior 132:25 133:1
believe 16:24 47:17 49:9 56:1 75:21 107:17 109:21 124:3,18 125:6,12,16,19 127:13 128:21 168:15 171:2,4 177:5 179:10 224:21 226:16,18 227:10
believing 171:19
belong 57:14
benefit 111:24 112:2
benefits 11:25
berwyn 93:7
best 25:21 90:15 98:4 100:16 178:14,14 189:1 189:17 190:13 198:1 221:6,18 224:3,17 225:4 227:14
better 23:11 26:10 35:24 46:15 84:22 93:23 151:19 152:5 154:1 156:21 164:20 177:17 178:17 195:10 210:17 211:16,22
beyond 172:17 182:22 190:25
bible 74:15
bicycle 89:21
big 4:6 18:5 47:2 62:12 65:20,21 78:14 83:23,25 90:14 114:13,23 119:19 146:11 166:17 192:18 209:4
bigger 24:17
biggest 132:22 138:19 150:6 205:1
bike 31:3 33:15 174:18
bikeable 50:4
bikes 106:20
biking 50:2
bind 199:4
binding 199:9 200:24
birthday 204:3
bit 30:20 37:17 42:16 48:13 51:20 53:1 54:13 56:21 77:2 109:4 117:20 123:10 126:1 133:21 135:19 137:22 140:7 148:7 153:9 155:9 158:6 168:19 182:6 186:3 188:23 201:6 219:19 223:14 227:10
bite 218:16
black 22:10,17 160:21
blame 124:17 126:6
blanket 96:18
bleed 117:3
blend 84:20 97:16
blended 14:7,13
blends 22:20
blind 74:10 82:15 88:16 100:9,13
block 11:15,15,16 53:25 68:11 73:19 81:19 86:1 96:4 106:5 108:13,15 108:19 110:11 135:20 223:18
blocked 101:4 187:9,10
blocking 45:24 157:16
blocks 45:17 103:21 174:18
blow 30:8
blown 12:23 114:13
blue 25:15 36:1
board 10:14 12:14 19:21 58:3,8,9,15 58:17 77:4,23 83:12 108:2 116:16 196:10 205:15 208:12,16 213:13 217:3 219:25 220:15 225:21 226:21

227:5,12,15,16 231:14
board's 213:14,15
boat 131:4
bob 135:1
body 7:5
booing 4:10
booth 7:12,12
bore 86:7
bought 59:17
boulevard 11:12 21:17,19 27:11 28:25 29:2 31:12 32:13 78:4 89:3 103:14,15 179:23
boundaries 54:24
boundary 54:22
boyfriend 92:25
bradzil 83:9,10
brand 13:22 97:24
break 23:14 129:15 134:11 135:22,23 139:3 196:6 217:13
breakfast 106:19
breaking 196:3 227:4
brick 22:11,17 146:19 176:1 177:6,16,21
brief 9:8 157:19 175:12
briefly 225:20
bring 39:22 49:11 50:21 96:18 118:21,22 135:18 146:7 163:3 174:5 189:17 191:23 197:2
bringing 114:5 138:4 156:25
189:18 199:12 200:25 202:1 209:3 210:10
brings 199:14
brining 226:17
broader 117:18
brought 46:5 47:24 50:16 51:20 54:11 55:14 56:8 76:23 115:8 120:16 123:17 127:22 135:16 138:20 166:15 181:19 187:7 195:11 218:19 219:17 220:16
brown 22:13,18 26:11
budding 75:6
budget 49:25 92:20
buffer 28:22 55:2 55:8 66:20,20 68:7,9 152:10
buffers 86:19
buikema 70:6
build 12:19 44:23 98:17 160:15 171:3 172:25 173:6 176:8 177:15 182:9 195:10
builder 63:24 64:1
builders 9:2,14 20:13 63:23 64:9 176:10 177:15,19 178:2 180:16
building 10:21 11:3 12:3,21 14:4 14:16,17,21,22 15:1,3 16:11,17,22 16:23 17:16 18:18 19:9 21:22,23 22:2,7 23:2,7,20 24:23 25:2 26:24 29:13 30:15 31:10 31:10,21 34:9 35:13,16 36:13,14 36:20 37:3,15,20 37:22 38:21 39:9 40:4,18 41:2 42:3 43:21 44:23 47:3 47:5,6 48:23,24 49:6,9,11,21 50:23 52:9,20 55:10 57:7,9,13 61:16,17 62:19 68:10,23 69:14,16 72:10 73:17 77:17,19 78:6,14,22,24 79:2 79:10,16,19 80:7 82:6 83:5,19 85:12 87:6,19,19 87:21,23 88:25 89:14,16 90:20 91:1 98:18 99:24 108:21,23 109:15 109:15,16,16,18 114:13,14,21,22 115:2,13 117:23 118:3,6 119:4 122:20 125:25,25 126:3 136:1,15,17 137:7 138:6 139:5 145:17 146:11,14 146:16 147:3,6,25 149:19 150:7 154:3 159:5 163:18 166:3 170:23,25,25 171:4 175:22 176:3 177:16,22 177:22 178:9 180:4,14,18 182:16 190:2 193:5 203:3 224:11 229:16
building's 35:25
buildings 14:11 32:6,8 36:5 38:22 39:18 47:12,16 48:19 51:2 52:7,8 52:16,18 59:20 97:12,14,21 98:5 99:5 108:18 114:5 114:6 116:2 121:1 154:7 158:16 176:1,4 180:10 182:18
builds 176:4
built 32:5 39:15 78:6 91:9 98:6,23 108:16,22 180:15
bulk 14:16 141:15
bullet 86:5 101:14 229:5
bumper 87:23
bunch 20:18 96:24 104:19 120:10
burden 70:13
bureau 80:21
bus 31:5 93:14 107:21
busier 27:4
business 3:11 7:3 8:25 19:7 27:6 49:12,24 60:1,2 73:8 78:25 81:15 84:3 101:21 109:13,16 132:6 185:8
businesses 63:22 84:5 85:9,21 96:3

101:1 153:24 175:25
bussable 50:4
bustle 60:4
buy 91:10
buyer 91:18

c

c 48:25 217:24 221:18,19 229:24 229:24 234:1,1
c2 114:20,20
cab 100:11
cable 52:1
calc 17:13
calculation 99:15 163:21
calculations 19:8 168:7
call 2:1,4 27:8 36:12 111:25 147:17 161:11 230:24 232:8
called 109:11 125:7
calling 27:8 130:21 163:16
calvert 2:4 179:10
cameras 159:13
capacity 77:19 94:23 167:23
capita 171:18
capital 110:21 220:13
capture 124:20
car 25:7 30:6 34:18 36:11,12 43:17 53:22 68:21 80:19 81:6 83:1 84:13 87:17 99:16 99:22 100:5 120:22 130:1 131:16,18,22 146:20 159:11 164:15 171:18 183:16
car's 36:25
card 159:5
care 91:22 93:4 182:16
carefully 77:15
carrie 48:25
cars 7:16,19 24:22 26:4,15 30:5,6,9 32:16,18,20,23 33:5,18,21 35:1 36:17 42:5 43:5 43:11 45:19 53:10 53:11,16,16,21,24 62:6 66:6 67:4,7,9 67:16 68:12,14,18 81:22 82:17 85:7 87:18 89:19 99:13 100:22 107:15 112:20 120:15 121:2 129:23,25 131:2 137:19,21 157:21 158:7 171:24 182:22
case 5:3 32:16 91:16 119:20 191:21 206:17,18
cases 114:6 202:22
catalyst 59:13,18
catch 189:4,5
catchall 127:4
cause 110:12 112:6 168:21 187:11
caused 13:10 190:11
causes 190:7
cautious 125:14
caveat 125:9
cement 221:8
center 160:4,8
certain 8:3 98:3 125:3 132:25 133:1 184:8 201:3 231:16 232:4
certainly 20:22 21:1 27:7,17 35:10 38:25 41:13 47:12,13 56:17 59:16,17 100:7 111:21 120:3,11 126:5 129:5 130:15 143:17 150:8 154:18 164:16,24 173:20 192:9 222:2
certify 234:3
certitude 218:19
cetera 48:20,20 65:24,24 88:3
chain 111:5
chair 179:9
chairman 2:1,7,9 2:11,13,15,17 3:2 3:3,6,9,18,21,24 6:12,20,23 7:1,23 8:7,10,16,20,23 9:12 19:25 20:3,5 21:2,6,9,13 28:10 60:20 62:20,22 64:13,17,24 68:25 69:5,8,22 70:3 74:21 75:19 76:3 77:25 78:2 80:9 83:7 85:23 91:25 94:16 95:13 96:6 96:7,21 101:16 102:4,8 103:1,9,12 104:13 105:21 106:13,15 107:2 108:7,25 109:3 110:19,24 112:9 113:6,13 118:8,11 118:14,20 119:3 119:15 121:14,18 122:25 123:4 126:19,22 127:5 127:18 128:2 130:8 134:15 138:2,8 139:7,14 139:18,22 140:8 140:14,25 141:4,9 142:2 143:3,23 144:1,11,15,19,22 145:3,23 146:9 147:2 148:4,15,18 148:22 149:1,4,8 149:18,22 150:21 150:25 152:17 153:2 154:8,14,25 155:25 156:18,23 157:2,6,10,11,18 158:15,20,21,23 159:1,7,9,12,17,21 159:23,25 160:6 161:13 162:4,9,12 162:14,20 163:7 163:10 165:1,5,10 166:4,10 169:21 170:12,18 171:1 171:14 173:12 177:4,25 178:20 178:24 179:13 181:1,4 183:2,9 184:3 190:19 193:12 194:1,6,11 194:17,23 195:1,8 195:21 196:7,23 197:12,21 198:1,5

198:11,16 199:3 199:23 200:8,12 200:16,19,22 201:14,24 202:5,8 202:15,18 203:9 203:12,17 204:1,9 204:12,15 205:4,7 205:12 206:15,20 207:2,8,13,20,24 208:3,8,12,17,21 209:10,16,19,22 209:25 210:12,25 211:6,20 212:3,7 212:11,24 213:8 213:12,20,23 214:3,23 215:3,14 215:16,20,24 216:3,8,25 217:5 217:11,15,21 218:7,10,13 221:10,25 222:16 222:25 223:6,24 225:5,9,24 226:4 226:23 227:19,23 228:2,10,13,17,20 229:1 230:21 231:2,4,6,8,10,12 231:21 232:6,11 232:13,15,17,19 232:21 233:2,8
chairs 96:18
chance 5:24 119:18 121:19 181:25 182:1
change 12:2 68:17 92:24 93:2 94:10 120:6 137:19,22 138:18 177:17 178:16 179:3,7 199:6 221:13
changed 59:10 96:25 104:9 178:8 216:17
changes 19:19 20:21 23:13,14 24:14 50:5 179:4 197:8 204:18 209:2 210:4,6 212:2 213:25 215:7 227:17,17
changing 93:22 94:8 104:9
chapel 111:3
characteristic 13:16 70:20
charles 66:24 222:10
charm 105:19
charming 93:8 110:3,4
chart 34:7
check 48:10 226:17
cheering 4:9
chi 99:20
chicago 32:8 34:16 34:19,19,20,20 55:20 66:8 93:4 133:6 148:11
child 33:20
children 51:16 95:9 96:15
chip 164:7
choice 60:11 152:20 154:15
choices 110:15
choke 147:25
choose 37:7 101:8
chop 27:8 35:8 90:2 134:17 135:8 161:1,12 187:5 193:4 210:13,21 215:8
choper 108:9,10
chops 57:24
christine 103:11 103:13,13 104:15
christmas 105:11
church 67:3 103:8
chute 118:1,1
cicero 93:7
circular 219:16,18 219:21 229:12,13
circulation 59:6,6 153:25 154:2
circumvent 82:19
cited 65:22
city 51:15 81:11 82:1 110:5
clapping 4:9
clarification 122:24 123:15 131:8 168:25 219:25 222:6
clarify 5:15 124:9 144:12 177:5
clarity 123:20
class 99:20
clean 79:18,20,23
cleaned 79:17
cleaner 81:20
clear 21:1 25:18 44:13 121:25 212:14 216:11
clearly 4:5 199:8
client 73:6,6
clock 61:2
close 25:8 36:5 39:13,18 47:8,10 50:2 112:15,25 146:17 158:4 161:16,23 162:10 162:15,25 165:23 197:16 206:4
closed 92:15,16 101:21 161:20 210:14,15,18
closer 16:17 47:7 114:5,6 142:3 160:15 163:22 164:2 169:11
closest 122:20
closet 112:18 128:13,25 133:5 137:6
closets 128:14,22
closing 5:24 92:19 161:22 170:5
code 6:14 12:13,16 12:22 13:2,5,22 14:6,6,8,13,14,15 14:20,25 15:5,7,15 15:17 16:18 17:21 29:4,18,21 30:19 39:21 40:18 46:18 46:21 47:13 55:11 65:12 66:3,4 69:25 70:8 71:3,7 71:12 75:25 77:3 97:5,5,6,9,13,20 97:23 98:20 115:19 116:4 118:24 119:4 121:5,8,8 124:11 124:12,15 125:2 148:11,21 167:9 170:25 171:5 172:18,21 176:19 177:3,11,18 178:4 178:17 179:3,6,7 180:25 190:6 217:24 219:14 223:15 224:2,10

224:18
codes 15:13,18 30:21 38:15 63:25 69:17 97:8 98:10 115:24,25 116:5 170:25
coinciding 47:16
collaboration 186:13
collaborative 190:18
collected 95:18
color 23:17
combined 12:13
come 4:20 5:9 9:20 10:11 19:12,23 20:6 26:5,7,24 43:15,18,19 61:4 63:21 78:22 79:10 79:20,24 84:2,10 88:21 96:16 99:20 108:2,11 117:21 143:13 146:25 147:1 149:15 151:24,25 154:10 161:19 166:11 168:7 170:7,16 195:20 198:8
comes 17:10 52:23 136:18 144:23 167:13,19 193:2 224:7 227:15,17
comfort 143:5 173:23
comfortable 138:13 189:18 198:18,20 200:9 200:13,17 209:12 222:1
coming 20:18 26:4 77:19 84:13 89:3 100:9 105:12 108:15 115:15 151:22 156:8,9 165:23 166:12 172:10 183:1 185:8,9,22 187:12 189:12 227:12
commend 83:12
comment 44:19 74:4 85:5 86:3 109:9 116:24 131:5 144:7 149:14 151:6 155:13,14 161:11 174:17 176:22,24 179:17 185:7 189:22
commented 83:21 190:11
comments 2:20,23 5:24 47:20 61:1 80:12 95:16 96:1 107:11 122:2,4,5,8 122:9,10 154:19 175:6,18 181:6,9 185:11 186:24 188:21 216:16 230:23 232:8 233:3
commerce 111:8
commercial 32:4 41:5 48:4,6 49:12 49:16 54:12,15,19 55:5 57:4,5 59:25 60:8,16 65:24 73:11,15 91:7 97:17 122:16 164:6 168:4
commission 2:3 5:23 10:12 12:14 12:15 15:8 19:12 19:17 26:20 35:5 37:5 41:14,15 44:20 53:9,13 54:12 55:14 58:8 58:17 74:2 76:2 95:17 116:16 120:17 123:7,21 175:14 179:16,21 189:23 203:18
commission's 17:23 19:24
commissioner 3:4 8:17 179:10 187:7 197:5 199:10 216:1 230:22,23 232:7,7
commissioners 11:18 20:16 62:25 123:24 175:8 186:6 189:13
commissions 50:17 58:14
committee 69:10 170:21
common 32:1
community 10:15 13:1,6 18:3 20:18 26:14 44:8 45:14 45:15 47:18,19 48:7 50:17 65:6 77:7 83:17 111:9 111:24 127:1,10 145:7 223:21 230:10
commute 82:1
compact 87:17
company 20:8 31:19 74:3 116:15 118:19 158:12
compared 60:7
compares 179:23
competing 73:24 151:22
complement 109:11
complete 66:19
completed 18:17
completely 137:25 142:9 222:17,20
complex 81:24 82:2
complexes 66:13
complexity 196:8
compliance 13:8 70:14
complicated 98:11 155:10
complications 87:12
comprehensive 107:25
comprised 11:4
computer 104:20
concentrating 90:25
concept 10:15 177:1 225:2
conceptually 139:2
concern 36:20 62:12 75:4 92:6 126:12 138:19 150:6 155:15 162:21 176:20 187:11 195:12 196:3
concerned 56:17 61:15 86:2 94:21 94:22 95:9 106:2 111:19 185:15

concerns 18:5 47:21 84:7,15 107:13 128:5 145:8 166:14 173:20 179:1 222:19 226:5
concert 96:11
concerts 96:14
concluded 59:3
conclusion 59:12 83:2 101:17
concrete 29:12 117:5,9,13 221:9
concur 186:5
condition 71:24 72:5 125:11 163:25 194:15,19
conditioners 51:24
conditions 12:25 21:25 74:19 88:6 124:1,7 126:14,16 188:17 189:9 190:25 195:2,2,13 196:5 204:19
condo 51:22 52:11 52:22 85:14 180:15,16
condominium 52:8
condominiums 51:19 52:3
condos 51:21 52:10,17,18,21 110:2
confident 178:4 211:24
configuration 15:25 150:8
confirm 11:13 178:21
confirmed 12:11 18:22
confirming 12:16
conflict 15:11 82:10 90:13 153:15 155:15 174:3 203:18 224:2,6 226:12 230:4
conflicting 38:14
conflicts 13:23
conformity 225:15
confusing 38:13 56:19
congested 67:2 68:7
congestion 67:18
connection 168:5 168:20 169:13
connections 168:13
cons 167:17
consecutive 184:11
consensus 205:5 206:14 218:19
consequential 113:17
consider 85:17 165:25 176:17 211:13 226:22
considerably 23:16 130:12
consideration 40:7 64:12 77:24 80:5 91:5,6,24 178:19 186:19 215:9 219:4
considerations 225:12
considered 19:6 73:2 125:19
considering 7:11
considers 69:12
consistent 219:7
consolidate 9:16
constraint 54:6
construction 169:14,17 179:24 229:20
consultant 55:22 56:2
contact 155:20,21 155:21
containers 227:9
contextual 115:18
contextually 135:20 173:16
contingencies 91:10,12 193:22
continuation 7:7
continue 7:24 8:3 125:15 134:17 186:9 191:17 206:21,24 212:8 215:7 218:21,23 229:4 231:15,16 231:19,22,25
continued 8:24 75:3 216:9 226:12 228:3,5 232:22
continuing 172:16 226:14
continuity 137:13
contract 91:8
contracting 158:12
contradicts 36:4,9
control 129:6
controlled 225:14
convenient 100:5
conveniently 59:1
conversation 123:6 134:18,20 149:24 187:5 199:22
conversations 127:8
converted 52:9
converting 52:16 52:18
cook 93:5
cool 79:1
coordinated 88:23
coordination 150:20
cordoned 133:21 162:6
corner 11:1 12:2 13:25 21:18 23:22 27:13 36:1 49:6 66:23 103:23 120:9 136:17 137:5,6 139:8 173:5,9,16 177:9 186:12 190:3 229:23
corners 176:4
corral 157:16
correct 7:8 41:22 127:17 134:19 138:7 144:14 147:15 158:14 168:3 169:3 199:16 203:25 205:11 212:6 213:22 225:8,16 227:20
correctly 77:18 182:21

correspond 230:15
cost 50:19 91:20
costs 51:12
counsel 123:16
count 11:14
counted 122:3 224:13
counter 153:16
country 234:12
counts 74:7
county 66:5,8 90:15 93:5 120:20 167:6,8 184:24,25 185:4
couple 24:21 29:22 41:17 56:8 69:1,3,3 103:19 117:15 184:12 199:14,15 201:7 211:12 219:7
couples 113:3
course 34:17 47:23 101:7 221:8
court 3:12,13 4:2 5:1 20:10 214:25
cover 10:23
coverage 10:1 17:9,17 37:12,19 114:22 176:21 188:12 220:22 224:8,10,14 225:10 229:15 230:14,14
covered 61:11
craig 9:5,10,13 10:13 20:2,12,13 21:4,8,16 28:11 117:22 118:19,23 119:24 121:17,20 123:3 127:17 128:1,8,16,19 129:8,14,20 130:5 131:11,14,18 132:5,8 133:3,13 133:17 134:6,21 135:6,14 136:4,8 138:16 139:10,13 139:16,21,24 140:12,23 141:1,7 141:11,17,19,22 141:25 142:6,11 142:21 143:1,21 143:24 144:3,14 144:18,20 145:2 145:20 146:8,24 147:9,19 148:13 148:16,19,24 149:2,7,14 151:6 152:18 156:5,19 156:24 157:4,8 158:14,18 160:5 161:21 162:5,24 163:5 164:2 165:3 165:9 170:10 192:8 193:13 194:3,8,16,22 196:19 197:4,14 197:24 198:3,6,14 198:22 200:5 202:1,6,10 203:1,5 205:13,21,25 212:17 213:18 214:1,6,11,15,22 215:2,5 216:24 217:4,8
crashed 56:12
create 7:13 12:3 13:18 16:2,13 19:9 24:17 26:1 27:24 29:15 31:9 38:19 39:17 45:1 55:1,8 59:25 89:14 97:8 114:4 150:8 161:8 163:14 174:1,2 201:5
created 16:5,21 24:20 29:7 63:25 172:24
creates 16:25 27:16,17 211:18
creating 27:22 44:3,4 137:11 138:8
creative 188:24
creep 30:10 36:18
criag 21:12 130:15
cross 229:15
crossing 11:15
crosstalk 4:5
culture 93:23 94:8 94:10
curb 16:9,16,19,20 16:22,25 24:6 27:20,21 36:5,11 61:25 89:7 186:12
curious 128:6 136:24
current 35:9 69:16 82:12 124:23 170:24,25
currently 37:6 38:6,23 51:10 52:3 63:16 73:20 82:6 95:10 97:13 163:16 179:24 198:17
curse 158:6 180:17
cursor 118:4
curve 27:14 29:23
curved 89:8 90:1
cut 27:20,21 45:19 61:25 89:7 130:6 186:12 188:24 200:10 206:4 220:22 224:25
cutting 75:12 82:20 184:16 188:22,22
cuzzone 227:6,7
cycle 205:24
cycles 52:19
cyclist 174:13
cyclists 174:21

d

d 22:8 23:10,12 50:8,14 94:18,18 110:21 220:1
d45 49:10
daily 84:17
dais 4:20 61:4 76:6
damage 94:24
darryl 83:9,9
data 34:6,10,11,12 56:4,6 120:24
date 8:3 52:10 66:5 192:4,4 202:16 203:7 212:18 226:15 231:16 232:4 234:16
dates 10:18
david 49:18 80:11 80:11
day 43:7,16,19,25 62:6 76:6 78:12 78:17 79:10 85:8 85:22,22 101:7 130:24 157:22 162:2 174:19 185:25 203:13,14

208:19
days 41:17 80:18 92:16 103:19 109:12 130:19 184:8,11 214:15
dead 160:18
deadlines 206:1
deal 47:2 160:8 183:12
dealing 136:12
decide 19:17 108:3
decided 63:4
decides 227:16
decision 41:18 77:7 132:6,9 185:4 224:2 225:3
deck 139:9
decline 87:7
decrease 142:17 142:18
dedicated 51:24 90:8
deems 228:1
deep 24:9 146:14
defend 55:15
deference 173:21
deficiencies 77:1
deficiency 73:10
deficient 72:22 73:4 169:13
deficit 129:11
definitely 21:16 41:19,22,23 55:15 128:1 134:11 139:25 140:23 141:24 183:19 193:1 227:7,13,18
definitions 224:8 230:12,13,13
degree 133:1 143:10 161:5
216:17
delay 88:22
deletes 220:23
deliberation 19:24
deliveries 157:14
delivery 45:16 89:12
demand 31:21 33:18 52:3 168:17 180:16,22 187:23 188:11
demising 40:9
demographic 32:17 33:11,19
demoing 195:9
den 112:18,23 128:7 132:3,24 134:8
dens 128:9
density 47:12 49:23
department 108:20 144:5 152:7 167:21 188:9
departments 18:1 151:4,11 152:8
depending 5:7 38:2 133:21 153:17 154:23
depth 23:13,19 31:15 143:18 159:23
deserve 110:24
design 12:21 13:19 18:21 46:12 59:9 59:19 83:19 84:1 97:15 109:10,12 118:7 133:18 167:20 229:15,19
designed 39:6 46:8 59:5 69:20 88:12 114:2 171:22
designer's 171:21
designs 19:22
desires 31:13
detail 11:8 127:19 127:23,23
detailed 225:19 226:10
details 11:18,21 65:11 123:5 127:25 166:23
determination 171:7 221:19 229:23 230:8,17
determine 19:19
determined 10:19 11:19 221:21 222:13 223:20 230:1,10,19
develop 84:4 157:8
developed 72:1 181:21 183:21
developer 10:16 71:2 97:24 101:20 190:15,16
developer's 98:20 182:3 190:13
developers 32:1 49:14 95:4 195:5
development 18:2 18:3 21:22 37:16 39:1,11 50:8,10 59:12 60:6 62:10 63:6,9 65:5,8,10 68:8 73:7 77:10 80:1 91:6,7 92:6,7 92:8 93:16 95:21 95:22 98:25 99:4 99:8 102:13 103:20 107:7 110:17 111:14,20 111:21 121:21,22 125:22 127:10 145:7,8 168:4 179:17,22,23 180:7,12,13 181:13,14,21,24 186:7,8 210:6 222:12 223:22 230:11
development's 95:1
developments 39:15 58:13 59:24 76:19 153:19
deviate 66:2
diagonal 82:5,9,11 87:15
diagonally 82:22
diagram 39:25
dialogue 5:19 11:10 119:16
dictates 205:16
difference 100:17 176:10 209:4
different 22:12 23:13,18 26:8 27:16 30:21 34:17 34:17 58:8,9,10 66:7 69:13 79:1 89:1 90:19 97:20 98:5 111:21 137:11 151:23 170:23 219:7 220:11 221:4
differentiating 128:7
differently 121:5 148:9

difficult 13:15 67:25 68:23 70:19 74:11 86:10 90:9 133:9 196:13 227:11
difficulties 88:7
difficulty 13:9
digging 41:7
dimension 137:9
dimensions 31:14 31:15
dining 106:18
direct 5:16 48:1 120:7 166:5
directed 123:16
direction 25:23 26:8 44:4 82:9 135:5 155:11 174:4
directional 90:8
directions 18:14
directly 38:4,25 47:15 85:18 167:18 180:10 185:17
director 124:15 153:8 165:12 166:21 219:17 221:5,11,15,21 223:21 224:14 230:1,10,19
dirty 79:17
disagree 189:22 189:25 190:12
disapprove 110:18
discomfort 143:9
discretion 15:10 225:14
discuss 5:25 140:22 201:10
discussed 191:1,19 218:17
discussing 219:6
discussion 113:8 123:11 169:24 170:1,1,9,14 171:9 181:7 189:15 228:5
discussions 35:4 37:6
disperse 152:22
disperses 18:13 152:20
displaced 73:21
dispose 119:1
disservice 136:21
dissuade 171:24
distance 31:5 44:5
distances 50:4
distress 110:12
district 14:9,15,22 19:7 21:21 27:6 36:4 39:17 46:7 47:14 59:25 60:1 60:3 81:15 84:3 180:21,22 221:2 223:16 228:7
districts 14:25 59:16 125:4 137:12 218:25 221:1,15,19 229:17,25 232:1
divide 42:25
division 92:13
dog 79:9 84:17 93:11
dogs 93:10 106:21
doing 15:2 18:11 19:10 27:7 35:7 37:6 38:3 43:11 52:4,17 55:19 83:14 92:10 93:20 94:12,13 104:21 107:22 122:8 135:7 136:21 161:9 167:14 181:5 201:17 209:8
dollars 91:11,21
dominate 122:10
dominick 2:14 3:5 128:4,14 129:1,10 129:19 130:4,6 171:12,15 200:4,6 200:10,14 203:25 206:13 216:2 231:9 232:18
dominium 110:8
don 2:8 158:20,22 158:24 159:4,8,10 159:14,19 160:2 183:13 184:13,14 184:22 194:25 195:4 205:3 209:16,18 231:3 232:12
donna 62:25 63:1 64:15
don't 223:18
door 22:24 23:6 38:23 101:12 118:24,25 127:15 127:16 128:10,21 128:24 204:24
doors 22:16 118:25 128:9
downers 177:19 179:25 180:1,2,9 180:14,20
downtown 93:9 114:3,16
dozen 172:8
dozens 103:25,25
drag 208:22
drain 78:9 94:23
drainage 77:16 94:21
draw 16:8 79:2 165:3
drawing 39:24 182:7
drawn 11:11
draws 105:18
drilled 103:16
drive 31:16 62:1 79:5 93:3 99:13 101:19 104:22,23 109:17 117:1 154:16 156:10 159:22 161:1 211:12 219:21 229:14
driven 74:9
driver 100:11,11
drivers 81:1,5 82:19
drives 58:22 219:16,18
driveway 26:12 29:16,18 57:1 58:18 62:2 115:4 120:5 164:10,19 219:6 223:9 229:10,12,15,20
driveways 106:9 219:9
driving 25:7 45:7 66:11 80:19 81:3 82:18 107:16 155:18,22 164:15
drop 71:6 136:1 182:4

dropped 115:12
dropping 137:3
drove 43:17 86:14 111:12
dry 81:20
dryers 51:23
due 48:5 63:23 169:9 208:15
dumping 88:21
dumps 101:2
dumpster 79:15 87:4,11 118:5,22 119:5
dumpsters 62:16 86:17
dupage 66:5,8 90:15 93:8 120:19 167:6,7 224:18
duplex 84:18
durability 164:19
dutifully 126:15
dwellers 73:14
dwelling 32:2,7 57:3

e

e 94:18 110:22 220:13 234:1
earlier 148:14 175:13 181:6
easier 25:1 178:18
easiest 99:17
east 23:8 29:5,23 30:2 39:12 43:12 45:17 47:15 118:3 161:23 162:7 163:2 223:13
eastbound 18:6 155:22
easy 20:12 101:12 194:12,14
eaten 38:18
economic 18:2 145:8 193:2
economically 132:17
economics 187:22
edge 117:9
effect 63:18 163:25 187:16
effectively 16:16
effects 80:14
effectuate 125:21
effluent 91:2
egress 35:6 61:16 128:18,20 155:11 187:9,10
eight 40:6 104:24 107:6 134:3 146:24 148:16 184:16
eighth 178:14
eirc 141:12
either 30:8 41:18 44:3,4 50:16 57:24 58:1 75:14 88:10,20 91:15 121:12 139:18 151:9 152:20 154:15,23 165:12 174:11 190:15 209:14
electric 52:1 135:10
electrical 89:12 137:6
element 137:2 220:21
elements 12:12 143:7
elevation 22:9,22 23:8,9 135:18 213:2,10,16
eliminate 37:7 71:5 88:11 139:11 139:14,17,19 159:15
eliminated 27:20 29:4 159:20
eliminating 71:4 176:13
elise 92:3,3
ellen 20:16 21:20 22:1,6 27:13,25 35:13,21 36:3 37:4,14 38:7,12 39:23 41:1,8 54:22 63:15 69:24 76:10 120:2 123:15 125:12 126:8,17,20 134:19,22 152:15 153:3 154:19,20 165:13,20 175:5 175:17 177:8 178:2,21 179:11 179:14 181:3,5 184:15 192:12 202:21 203:4,7,11 203:16,20,23 204:2,11,14 206:1 206:3,4,16,23 207:3,11,15 208:2 208:7,9,15,20 209:24 210:8 211:9 212:1,5,18 212:18 213:4 214:1,13,20 215:6 215:15 217:18 218:3,14,15 220:3 220:6,12,19 221:12 222:4 223:3,8 224:1,23 225:8,11 226:3,6 226:16 227:3,21 227:24 228:5,11 228:15 229:4
ellen's 145:15
elmhurst 48:20
emotions 4:7
empty 33:14 49:6 49:16 51:14 99:18 174:11
enclosed 87:5 118:6
enclosure 117:23 118:2 119:6 164:14
encourage 96:1 112:5
encroachment 81:9
ends 54:21 137:23
enforcement 13:10 183:5,6,12 188:7
engineer 221:21 225:3 230:1,18
engineering 11:20 11:22 18:3,16 24:18 55:19 117:11 127:9 135:2 145:7 161:1 166:23,25 167:14 167:21 201:2 213:4
enjoy 96:18 111:13
enjoyed 111:7
enjoying 79:8
ensure 111:23 167:22 168:19
enter 15:24 23:6 25:16 89:9

entering 90:6 95:8 156:14,15
entertain 2:23 8:2
entertainment 96:20 102:14
entire 160:14 226:14 230:6
entrance 11:24 15:16,20 22:23 23:1,4 24:23 27:10,10 28:23 34:24 35:12 58:22 61:20 63:13 89:8 89:25 90:1,2,3 99:25 114:9 127:14 172:7 187:8
entrances 114:10 115:4
entry 9:23 176:16 176:18,20
entryway 90:9
environment 98:23
envision 38:16
equals 80:24
equated 9:22
equates 168:8
equivalent 168:9
erected 69:14 170:24
eric 2:10 6:22 8:19 131:7,12,17 132:2 132:7,23 133:4,15 134:5,16 135:3,12 135:15 136:5,9 138:7,20,23 139:12 141:18,20 141:23 142:4,8,24 147:15,20 149:21 168:24 169:7 181:9 182:12 183:8 188:21 199:16,24 200:2 200:21 202:17 205:10,19,23 207:18 209:21 211:3 212:10 213:6,10,21 214:9 214:14 218:9 222:21 223:1 231:5 232:14
error 171:21 225:16
errors 218:25 228:6 232:1
especially 36:10 48:16 51:11 78:14 86:24 96:20 100:6 110:5 120:6 127:6 165:18 170:4 173:6 209:3 222:17
essence 192:9
essentially 137:5 138:5 140:17 146:12 150:18 189:19 209:11
estate 32:4 65:24
estimated 31:20
estimating 81:5
et 48:20,20 65:24 65:24 88:2
euclidean 14:8
evaluate 168:9
evaluating 168:11
evening 3:12 4:14 5:25 8:1 9:11 19:17 43:7 75:23 76:13 103:3 105:23 206:22 207:10 216:23 218:20
evenings 127:21
event 105:11
events 16:15 105:15 111:9,13 111:16 161:16 227:4
eventually 26:18
evergreen 219:19 220:1,9,14 229:13
everybody 4:1 18:5 76:8 86:1 101:6 105:10,13 111:17 166:16 182:11 204:17 209:19 212:14
everybody's 121:18
everyone's 19:15 174:21
exactly 48:22 68:8 88:23 104:25 128:23 149:22,23 198:23
examining 210:13
example 18:22 46:19 72:2 114:11 154:9 196:11
examples 42:17 223:10
exceed 219:11
excellent 55:25 74:2
excessive 42:15
excited 92:6
exclusively 61:18
excuse 19:3 69:24 170:15 176:5
executed 91:14
exempt 40:22 125:4
exempting 221:14 221:23
exempts 125:3
exhibit 145:14,15
exist 13:4 16:14 107:17 114:4 115:9
existed 114:19
existing 21:25 115:23 144:20 179:6
exists 15:14 19:2 129:12 230:5
exit 35:1 58:22 61:21 82:14,20 90:3,13 172:7
exiting 26:15 61:18 120:6 151:15 155:7,13 156:15,16
expand 192:14
expanded 225:11
expanding 224:13
expectation 64:2 108:5
expected 74:17
expensive 50:23 51:2,8,17
experience 34:2 92:12 116:21
explain 32:14 115:10 143:10 216:14
explained 104:3
explains 104:4
explanation 125:23
explore 61:20 137:15 138:13 139:23,25 140:24 191:18,22 196:15

198:8
explored 46:8 202:25
expressed 161:2 209:11
extended 27:14 29:23 190:3
extension 24:6 36:11
exterior 30:24 40:8 176:24
exteriors 97:16
externalities 7:14 7:15
extra 54:17 66:22 69:1 81:7 106:11 160:16
extremely 94:3 186:11
eye 48:24
eyesores 49:20

f

f 234:1
facade 12:20 176:1 177:16
face 120:9 122:20 136:22 137:1,11 174:24
facebook 48:7,10 60:15 65:16 107:9 122:2 185:10
facelift 50:11
faces 113:15 116:2
facilitate 196:13
facing 63:24,25 135:23,24,24
fact 16:24 19:14 36:6 67:2 90:16 93:17 146:6 179:5 187:14 190:3
facts 63:9
fail 181:25
fair 42:14 188:13 189:16
fairly 175:11
fairview 177:19 179:25 180:5,7,12
fake 160:20
fall 21:23 118:2
falling 37:23 88:8
falls 117:10
familiar 9:19 56:3
families 185:24
family 19:5 21:22 33:20 80:19 84:19 96:11 106:2 110:11 120:21 178:15
far 18:24 30:9 56:17 71:12 74:25 98:21 114:20 120:5 122:23 157:13 162:16 168:1 174:23 181:13 197:16 206:2
farm 109:12
farther 30:3,4 36:18 38:21 39:3 39:13,20 143:20
fast 20:24 117:17 196:17 217:18
favor 3:7,22 6:24 8:21 216:6 218:11 233:6
feasible 216:17
feature 90:8
february 41:15,20
fee 180:25
feedback 25:23 44:8 45:14 47:18 54:14 65:17 85:21 151:8,13
feedbacks 48:12
feel 5:12 19:22 31:2 33:10 42:11 44:5 46:16 76:14 94:11 105:16 171:13 172:7 174:2 189:9,13
feeling 102:21 206:22
feelings 187:1
feels 15:25
fees 180:21
feet 13:24 14:4 16:16,22,23 17:13 17:14 25:6 26:6 28:13,21 39:7 40:4,6,23 41:3 86:10,13,16 87:15 87:18,21 98:11,13 98:15,16,17 100:1 115:2 117:2,2,3,6 136:2 138:25 145:16,17,21,22 145:24 146:5,21 146:22,25 147:6 147:13,14 148:6 148:10,12 149:9 150:3,4 152:13 156:3 158:3 162:7 163:6 180:3,7 211:12 219:8,11 219:12,18
fellow 63:1 186:6
felt 7:8
fence 75:7,11 135:10 223:12 230:8
fences 158:4
festivals 16:15
fewer 112:11,11 180:8
field 88:17 89:14 89:18
fifth 208:14
figure 73:22 157:22 182:23 197:10
figured 54:3
file 57:14
fill 218:14
filled 22:7
final 11:20 91:13 166:24 167:19 191:13 224:15 230:16
finalized 166:24
finally 91:4
financial 70:13 71:11,13,16,17 72:13 81:18 91:5 112:3 189:24
find 48:11 97:8 114:20 134:13 149:11 160:16 165:11 169:12 182:2 189:10 196:18 220:7
finding 13:23 133:23 188:23 201:1
findings 19:14
fine 25:20 49:22 113:7 143:12
fingers 126:11
finishes 51:22
fire 18:2 24:5 108:20 144:5 152:6,7

firm 32:4 56:6
first 3:11 7:3 11:4 21:7 30:14 43:22 46:7 48:4 54:11 55:5 57:4 61:4 65:3 70:11 81:25 83:11,11,18 84:18 90:10 104:6 108:3 124:12 152:9,11 155:20 176:12 177:17 185:7 217:2,10 220:24 229:1
fit 59:19 72:11 79:3,6 110:6 176:3 213:25
fits 83:21 110:3 177:23
fitting 109:25
five 14:4 27:22 28:20 39:2 40:4 40:23 41:3 46:6,8 46:9 66:12 72:19 87:20 121:7 122:8 137:18 145:17,24 171:3 192:7 202:12 217:14
flare 26:22
flared 90:2
flat 23:12
flats 9:1 50:19 175:21
flex 131:11
flexibility 131:14 211:18 223:5
flexible 18:10
flood 78:8
flooding 77:22 78:8,11
floods 78:11,15,16
floor 11:4 12:20 23:15 24:8,10 31:12 46:11 48:4 54:12 55:5 57:4 62:2,14 71:5 81:25 115:1 117:25 136:25 137:16,17 138:4,9 138:10 142:15 176:13 177:6,17 188:22,23 199:13 213:1,19 215:11 215:15
floors 11:6
flow 82:12 83:3 86:9 153:12,16 154:2
fluid 147:20
fly 55:17
flyer 104:4
focus 65:12
focused 14:10
focuses 14:15
fogarty 103:11,13 103:13 104:15
foia 57:10
folks 12:4 73:25 75:17 93:11 125:18 220:23 224:24
follow 6:16 59:24 167:6
following 4:17 6:14 123:24 229:7
follows 229:8
food 89:12
foot 10:2,4,22 11:2 16:4,18 24:9,19,21 25:8,9,11 28:16,17 28:24,25 29:6 39:15 50:12,20 72:3 78:18 82:6 82:24 86:11 87:24 88:11 114:21,22 115:13 136:20 143:17,18 148:5 148:17 149:20 152:12 173:1 211:14
footage 99:10
force 26:23 35:3 75:13 144:16
forced 18:15 82:13
forces 44:11
forcing 39:19
ford 87:17
foregoing 234:4
foremost 65:3
forever 199:10
forgetting 216:5
forgive 140:1
form 14:5,13,14 15:3,3,12,17 96:3 115:11
formality 190:5
formed 14:20
former 49:8
formerly 111:10
forth 107:1 116:6 130:10 173:18
forward 4:11 10:18 20:19 39:3 83:25 117:12 179:7 195:23,25 207:5 209:5,12
found 32:24 40:14 54:2 57:9,11 156:1 221:5
foundation 10:8 17:2 40:17,23 125:3,5 173:1
founding 55:21
four 11:3 24:20 25:8,11 28:13 32:16 43:7 46:14 46:25 47:3,5,7,15 48:18,23 49:21 57:6,12 78:8 101:19 121:23 136:20,20 137:2 137:20,21 139:4 146:5 147:6 148:6 150:3 152:12 174:19 175:22 176:4,6 177:7,24 192:6 198:7 199:15,19 200:6 202:12 204:25 211:14
fourth 12:20 23:15 71:5 136:25 137:16,17 138:4 138:10 142:15 188:22,23 194:4 199:13 212:25 213:19 215:11
frame 133:11
freezing 88:6
french 133:6
frequently 76:9
friday 8:11
friendly 29:2,7,7 31:3 39:17
friends 99:22 105:2
front 10:2 16:23 22:24 23:2 39:7,9 40:10 46:1 55:9 89:13 99:23 113:15 114:14 116:4 123:19 124:2 145:24

148:8 183:24
frontage 67:24
frosted 127:15
fuel 109:14
fulfilling 60:9
full 7:10 12:23 43:24
fully 11:20,21
fun 96:19
functional 88:3
fundamental 141:18
funeral 45:19 55:24 70:5 81:10 105:1,7 111:3 154:5,16
funerals 94:2
funnel 89:7
furnace 51:24
further 10:7 29:6 35:3 88:11 97:14 124:19 125:20 168:19 177:12 189:5,14,15 212:12 226:11
fusion 87:17
future 39:1 84:4,4 176:4

g

g 48:21 49:17,20 50:6 70:6
gain 18:11 64:1 143:15,16 201:16
garage 9:23 15:16 15:20 22:24 23:5 26:12 34:24 35:2 35:6,12 46:10 48:17 59:7 63:12 79:16 84:14,25 90:4,7,11 95:8 100:3 114:9,10 118:24,25 127:14 161:19 176:16,18 176:20 187:13 229:10
garages 120:22
garbage 62:13 76:24 79:13,15,18 86:25 87:3,10 119:5 157:14,16 157:21
garden 47:9 50:20 52:5 66:24 159:15 195:9
gas 22:3 51:25
gate 45:2 85:1 164:4
gazebo 96:17 102:13,17,21,24 111:10,13
geared 96:14
geez 197:10
general 14:22 15:1 15:3 17:6 21:23 98:15 151:7
generally 10:23 60:10 114:15 140:16 173:14 183:13 191:2 194:24 195:12,17
generated 55:23
generates 174:1
generous 94:4,7
gentleman 67:6,23
gentlemen 110:13 112:8
genus 220:7,11
getting 33:11,20 68:14 83:13 88:12 88:15,18 89:25 97:1 130:22 131:2 160:10 193:14,21 194:9 197:9 215:4
gig 99:10
give 4:22 23:10,22 35:23 43:1 58:11 69:1,5 86:16 96:5 104:11,13 119:10 131:25 147:7 149:11 156:1 164:24 173:2 175:9 176:14 185:2 189:16 197:25 198:4 214:9
given 4:25 57:15 87:9 127:6 130:10 146:4
gives 23:18 89:20 105:18 131:11,14 139:8 146:17 152:19 223:4
giving 94:8 173:21 197:22
glass 127:15 160:21
go 7:4 11:8 14:1 17:21 18:6,7 19:20 22:24 25:25 26:15 30:22 35:2 35:3 36:18 39:19 39:24 41:11 43:12 44:2,25 45:9 48:9 52:19 61:8 65:11 71:20 72:10 76:4 89:1 91:18 98:9 99:19,25 100:2,15 107:15 108:12 111:14 116:21 117:4,25 131:19 135:5,9 136:2,5 137:3 138:22 140:15 147:12,13 148:3,19 152:2,23 154:23 156:5,21 157:25 158:2 162:3 184:23 185:23 199:25 202:2 206:6 214:11 223:17 226:3 231:23
goal 60:5 134:7
godzicki 94:19
goes 26:22 30:19 37:25 49:5 73:17 75:25 90:10 102:21,21 137:2 141:8,10 166:24 187:14 220:20 223:12 225:20
going 3:13 4:3 6:13 7:20 11:12 12:2 15:9,11 17:23 18:17 20:6 20:24 22:10 23:14 25:9,10,22,23 26:2 28:14,21 30:2,8,9 30:12 32:25 34:9 34:11 36:19,22 38:3,4 41:11 44:3 44:6 47:2,9,11 50:24 51:9 52:7 52:11,11 56:7 59:18 60:12 61:1 61:12,13,14 63:2 65:11,12 68:17 72:8 73:1,4,5,17 73:18,20,21,22,24 75:15,16 78:6 79:11,18,19,20,21 84:4,25 85:1,1,2 85:11,13,16 86:4 87:2,22,25 88:3,7 88:19,23 91:13,20

92:7 94:7 96:5 97:4 98:9 99:16 99:17,21 100:3,8 101:5,7 102:4 104:2 105:2,15,19 106:25 107:15 109:3,8,19 113:1,3 113:4,10 114:19 116:10 118:12 119:9,10,16 121:14 122:9 123:1,6,10 125:24 126:3 127:7 129:15,20 130:1,8 130:9,19,20,22,24 131:4,8 132:14,19 132:20 134:16 135:8 139:6,16 147:4 151:9,11,16 151:17 152:3 153:17,22 154:20 155:9 156:8,13,14 156:16 161:4 169:25 171:20 172:2 174:10 181:24,25 183:17 183:17 186:24 192:10,11,12 195:7,19,20 196:25 197:6 201:18,18 203:1 206:16 207:25 208:24 210:2,3,5 211:22 212:9 213:15 214:17 217:15,22,23 219:22 221:7 224:22 225:25 227:16
gold 35:25
good 7:14 9:11 12:15 49:18,24,24 49:25 59:7 61:7 65:5,6,15 74:5 75:8 83:24 84:6 91:15 100:18,19 102:7 114:15 121:11,12 132:6 135:2 170:10 171:14 183:6 187:7,20 189:25 199:10 201:4
gosh 9:6
gotten 64:23
gracious 111:10
grammar 106:23
grand 113:18
grandchildren 95:11
grant 13:8 64:9 112:4
granted 64:3 95:4 137:1 185:5
granting 71:13,14 72:14
grass 16:10
gray 22:11 23:17
great 4:23 20:17 24:16 27:1 38:5 46:19 52:20 54:9 59:13 65:2 74:23 85:6 86:1 94:13 102:16 104:16 105:6 131:24 134:24 151:21 164:21 204:23,23 204:25 212:20 218:19
greater 49:19
greatest 164:5
green 13:5 27:13 27:16 49:22 80:11 80:11 202:24
greener 17:12
greenery 61:24
greet 45:15
greg 48:17
gregg 128:8,12,13 128:17 141:2 149:14,17,25 150:23,23 198:3,8 202:14 214:13
grew 79:14
groceries 50:3 64:6 107:23
ground 24:8 31:11 46:11 61:17 62:2 62:14 176:13 177:6 196:18
group 70:6 132:22 211:17,17
grove 177:19 179:25 180:1,2,9 180:14,20
growing 229:12
grown 95:9
guarantee 42:19 123:1 156:7
guerra 153:7,7 154:13 165:12 166:13,20 168:3 169:4,8 184:15,20 184:23 221:5,15 222:6,19 224:20
guerra's 155:14
guess 56:11 68:11 101:15 107:24 116:24 118:9 140:7 145:10 146:22 153:3 165:5 170:2 175:2 183:22 184:4 185:6,20 191:16 196:2 201:9 202:10,11 204:9 208:17 228:22
guest 42:7 176:15 184:5
guests 176:15 183:1,17,18,22
guidance 224:17
guide 168:14 195:15
guidelines 12:22
gun 181:23
guy 87:10 182:7
guys 19:13 49:12 70:10 79:24 83:12 86:7 92:10,16 94:13 97:7 104:11 108:3,5 134:21 165:14 192:11 196:18 216:21 227:12,18
gym 51:6

h

half 24:9 27:8 28:14 35:8 37:19 78:12,18 87:20,21 90:18 114:23 115:13 134:17 138:6,25 143:18 152:12 156:2 157:24 158:1 161:11 172:7 186:1 187:5 200:11
halfway 90:11
hall 133:5
hallway 117:25
hand 6:4,7 27:13 36:1

handful 122:6
handle 77:19 166:18 167:23
handled 49:10 61:14
handling 94:23 167:20
handy 81:22
happen 15:22 39:12 56:11 77:12 91:13 129:21 131:16 157:4 193:24 197:6 211:24
happened 56:12 59:14 91:14 104:7 115:16
happening 14:11 48:10 157:9 185:12
happens 52:20,23 62:15 79:15 86:19 104:25 117:11 118:18 132:14 135:25 151:24,25 174:20
happily 178:9
happy 79:11 99:1 151:9,12 156:20 178:5
hard 20:9 57:16 61:2 171:19 182:20 192:17,25 194:8,19,20 197:16
harder 161:8
hardscape 29:15 163:16
hardship 13:9,19 15:7,14 16:2,21,25 17:25 63:16,24 66:3 71:17,18 91:5,22 190:8
hardships 63:25 190:11
harvard 184:17,18
hate 138:15 171:11 204:22 209:4
hawthorne 178:6
hazards 58:23
he'll 18:11
head 99:15 103:17 103:17 116:2 157:22 188:10
headlights 62:5 84:13
hear 14:2 98:2 191:4
heard 18:5 86:8,11 87:3 111:4 117:16 152:9,14,14,19,24 153:23
hearing 21:7,11 101:25 103:15 126:25 170:4 175:20 179:18 192:5 200:23 202:8 205:5 210:3 216:15,18,22 218:1,2
hearings 4:13
heavy 164:9,9 165:19
hedges 62:8 120:1 120:4
height 12:18 14:10 46:6 47:21 97:13 121:8 136:16 140:5 142:15
held 47:18
hello 103:11,12
help 7:21 29:14 38:9 51:13 59:16 77:9 92:10 119:14 128:8 140:6,13 172:21 173:16 178:10 181:11 193:24 195:14 207:21 212:19
helped 78:9 111:11
helpful 135:20 205:23
helps 23:15 27:15 36:25 43:13 152:19 208:2,3
hesitant 141:13
hesitantly 111:6
hesitate 141:12
hey 48:9 198:6
hi 62:25 76:16 83:9 94:17 95:14 105:24 107:5 109:1,6
high 33:18 43:4,6 50:22 51:22 106:24,24 112:18 180:11 222:11,17
higher 90:23
highland 82:8,13 82:23 101:2 135:21
highlight 20:23 24:16 28:7
hinsdale 20:14 70:6 108:23
history 182:18
hit 78:21
hitting 62:5
hmm 222:4 223:8
hofstra 2:4
hold 171:23 196:16 201:4 203:14
holding 170:17 199:9
hole 114:13
hollering 85:17
holly 112:14,14
home 33:17 70:5 81:10 92:18 99:20 133:19 154:5,16 228:4
home's 45:19
homeowner 120:12
homes 49:3 51:19 55:24 59:23 79:9 98:14 111:3 151:16
honest 116:4 150:22 151:1 187:18
honestly 158:2 174:15
hooting 85:16
hope 59:24 91:23 98:8 100:15
hopefully 50:9 134:12
hoping 59:18 195:10
hosted 10:16
hosting 96:11
hot 41:12 46:5
hours 43:8 186:1
house 4:7 10:16 22:19 80:3 120:7 120:8,9,10 121:3 122:17,18 174:14

household 81:13
households 80:17 80:23,25 81:2 120:19,20
houses 107:7 110:4 120:21
housing 49:2 50:18 51:10,11 52:24 79:14 101:24 102:1,3 110:7
huge 104:24 209:2
human 101:13
hundred 165:9
hurt 204:10
husband 92:25
hustle 60:4
hyde 234:3
hydrant 24:5
hydrants 169:9
hypothetically 188:3

i

ice 87:9
idea 27:1 35:24 43:1 61:20 72:24 135:2 137:14,15 189:1
identified 227:22
identify 7:19
ignorance 140:1
illegal 45:22,25 129:9 135:7 156:25 157:1
illegally 130:16,17 154:11
illinois 20:14
illuminated 61:12
imagine 98:17 139:4 210:5
immediately 73:7
impact 17:5 59:8 60:12 73:5 94:23 95:1 142:19 165:11 179:7 180:21,25 189:21
impacted 142:17
impacting 140:10 182:24
impacts 60:7 73:4 137:16 138:17
impervious 10:1 10:23 17:15 37:12 37:13,21 63:13 90:17,18 165:25 167:4,8,10 172:13 192:19 201:6 210:11 215:8 224:12,16 230:14 230:17
implications 77:16
important 24:15 27:12 43:10 48:14 71:15 76:24 77:4 77:21 222:9
importantly 36:10 44:6 97:23 128:17 128:23
impossible 70:19
impression 40:16
impressive 160:12
improve 62:10 181:11
improved 26:9
improvement 38:5 76:20
inappropriate 62:17
incentives 95:5
inch 168:16 221:7 221:8
inches 150:12
incline 87:7
inclined 225:22
include 75:22 86:13 145:20 176:15 218:24
included 71:9 228:8 232:2
includes 34:21 73:3 95:11 120:21
including 126:24 175:7 218:1
incomplete 7:9
inconsistency 225:16
inconvenience 70:13
incorporated 9:3
incorrect 12:7
incorrectly 227:10
increase 29:14 38:9 106:7,7
increased 28:11 152:12
increasing 89:5
incredible 178:11
indicate 124:6
indicated 9:12 123:25 221:5
indicates 219:14
indifferent 187:6 187:14
indiscernible 70:2 103:7 106:18 118:10 121:13 128:18 142:8 153:14 158:22 160:3 167:17 168:16 195:25 196:19 198:22 200:5 202:1 211:3 211:5 213:6 219:17 222:12
individual 126:7
individually 193:19 195:19,22 196:4,6
individuals 175:6
indoor 180:16,20
indoors 160:10
inferred 132:10
information 18:20 41:19 75:24 86:6 96:22 116:13 179:16,21 191:12
informed 104:8
infrastructure 50:5
ingress 35:5 187:8 187:10
initially 63:2
inlet 18:23
inlets 169:18
inner 81:11
input 4:15
inside 55:4 62:14 79:16 117:23 132:1
installed 75:8 219:20
instance 16:20
instances 221:16 222:13
integrity 175:24 176:7 178:11
intended 13:13 70:17
intent 36:4 39:16 39:20 55:6 70:11 133:19
intention 31:8 90:6

intentions 190:13
interest 25:21 111:22
interesting 61:19 182:13
interim 166:21
interior 30:24 35:15 42:2 57:1 57:20,20
interject 177:1
internal 54:25
internally 129:2
internet 52:1
interpret 40:25
interpreting 41:1 124:11
intersection 21:18 82:15 88:16
intersections 222:3 229:21
intersects 36:24
intricate 173:3
introduction 59:15
intrude 176:7
inventory 51:13
inverse 220:9
invite 171:22
involved 76:18 185:1 201:2
ireland 185:25 215:25
iron 168:16
irregular 13:17
ish 146:13 148:6
island 12:1 16:6,7 18:21 27:24 89:4
issue 31:6 78:13 78:14 79:13 82:4 84:10 88:20 115:21 141:15
151:2 156:17 163:25 172:9 173:8 174:7 181:12,16,19 182:10,15 183:14 183:19 188:7 201:7
issues 45:13 50:6 62:23 64:5 77:22 78:8,11 86:9 88:8 90:14 119:22 141:13 142:10 168:21 226:6
it'd 159:3
it'll 24:22 29:14 96:12
item 7:3 8:25 17:23 27:19 105:23 125:13 131:9 153:3 212:8 220:1 228:3
items 6:3 11:22 18:17,25 72:21 73:1 77:24 124:21 157:13 187:1 208:15 214:2 215:10 227:4 228:8 231:15,23 231:25 232:2
iv 14:24

j

jackson 2:5,6 183:14 195:18,24 201:16,20 230:25 231:1 232:9,10
jarrett 2:1,7,9,11 2:13,15,17 3:2,6,9 3:18,21,24 6:12,20 6:23 7:1,23 8:7,10 8:16,20,23 19:25 20:3,5 21:2,6,9,13 28:10 60:20 62:20 62:22 64:13,17,24 68:25 69:5,8,22 74:21 75:19 76:3 77:25 78:2 80:9 83:7 85:23 91:25 94:16 95:13 96:7 96:21 101:16 102:4,8 103:1,9,12 104:13 105:21 106:13,15 107:2 108:7,25 109:3 110:19,24 112:9 113:6,13 118:8,11 118:14,20 119:3 119:15 121:14,18 122:25 123:4 126:19,22 127:5 127:18 128:2 130:8 134:15 138:2,8 139:7,14 139:18,22 140:8 140:14,25 141:4,9 142:2 143:3,23 144:1,11,15,19,22 145:3,23 146:9 147:2 148:4,15,18 148:22 149:1,4,8 149:18,22 150:21 150:25 152:17 153:2 154:8,14,25 155:25 156:18,23 157:2,6,10,18 158:15,21,23 159:1,7,9,12,17,21 159:23,25 160:6 161:13 162:4,9,12 162:14,20 163:7 163:10 165:1,5,10 166:4,10 169:21 170:12,18 171:1 171:14 173:12 177:4,25 178:20 178:24 179:13 181:1,4 183:2,9 184:3 190:19 193:12 194:1,6,11 194:17,23 195:1,8 195:21 196:7,23 197:12,21 198:1,5 198:11,16 199:3 199:23 200:8,12 200:16,19,22 201:14,24 202:5,8 202:15,18 203:9 203:12,17 204:1,9 204:12,15 205:4,7 205:12 206:15,20 207:2,8,13,20,24 208:3,8,12,17,21 209:10,16,19,22 209:25 210:12,25 211:6,20 212:3,7 212:11,24 213:8 213:12,20,23 214:3,23 215:3,14 215:16,20,24 216:3,8,25 217:5 217:11,15,21 218:7,10,13 221:10,25 222:16 222:25 223:6,24 225:5,9,24 226:4 226:23 227:19,23 228:2,10,13,17,20 229:1 230:21 231:2,4,6,8,10,12 231:21 232:6,11 232:13,15,17,19 232:21 233:2,8
jason 2:1,7,9,11,13 2:15,17 3:2,6,9,18

3:21,24 6:12,20,23 7:1,23 8:7,10,16 8:20,23 19:25 20:3,5 21:2,6,9,13 28:10 49:4 60:20 62:20,22 64:13,17 64:24 68:25 69:5 69:8,22 74:21 75:19 76:3 77:25 78:2 80:9 83:7 85:23 91:25 94:16 95:13 96:7,21 101:16 102:4,8 103:1,9,12 104:13 105:21 106:13,15 107:2 108:7,25 109:3 110:19,24 112:9 113:6,13 118:8,11,14,20 119:3,15 121:14 121:18 122:25 123:4 126:19,22 127:5,18 128:2 130:8 134:15 138:2,8 139:7,14 139:18,22 140:8 140:14,25 141:4,9 142:2 143:3,23 144:1,11,15,19,22 145:3,23 146:9 147:2 148:4,15,18 148:22 149:1,4,8 149:18,22 150:21 150:25 152:17 153:2 154:8,14,25 155:25 156:18,23 157:2,6,10,18 158:15,21,23 159:1,7,9,12,17,21 159:23,25 160:6 161:13 162:4,9,12 162:14,20 163:7 163:10 165:1,5,10 166:4,10 169:21 170:12,18 171:1 171:14 173:12 177:4,25 178:20 178:24 179:13 181:1,4 183:2,9 184:3 190:19 193:12 194:1,6,11 194:17,23 195:1,8 195:21 196:7,23 197:12,21 198:1,5 198:11,16 199:3 199:23 200:8,12 200:16,19,22 201:14,24 202:5,8 202:15,18 203:9 203:12,17 204:1,9 204:12,15 205:4,7 205:12 206:15,20 207:2,8,13,20,24 208:3,8,12,17,21 209:10,16,19,22 209:25 210:12,25 211:6,20 212:3,7 212:11,24 213:8 213:12,20,23 214:3,23 215:3,14 215:16,20,24 216:3,8,25 217:5 217:11,15,21 218:7,10,13 221:10,25 222:16 222:25 223:6,24 225:5,9,24 226:4 226:23 227:19,23 228:2,10,13,17,20 229:1 230:21 231:2,4,6,8,10,12 231:21 232:6,11 232:13,15,17,19 232:21 233:2,8
jean 102:11,11 103:4,5,7 105:16 106:17 107:4
jeez 32:15 50:22
jeff 48:20
jerk 188:4
jewel 92:15 100:9 107:19
jim 69:24 70:3,4 74:24 75:20 157:11,12
jo 109:1,2,6,6
job 94:13 111:23
johnson 109:1,2,6 109:6
joseph 67:7
july 7:22 8:4,8,12 105:11 192:5 203:20 204:2,3 206:6,19 208:13 217:2,7,10 218:23 231:19 232:4 234:16
jump 173:13
jumping 173:14
june 96:10,12 202:17,18 203:10 205:18 212:1,8,19 216:9
junior 106:24
justify 75:24 172:16
justin 2:16 3:16 103:5,8 123:14 124:22 125:8 126:5,10,21 127:3 142:12,23 155:2 183:13 185:6 196:2 201:12,18 201:22 202:19 206:7,11 207:16 208:14 215:19,22 217:9,14 219:24 220:4,8,13 226:7 226:20 228:19,24 229:6 231:11,20 231:23,24 232:20 232:24

k

k 92:4
kase 2:7,8 113:11 158:20,22,24 159:4,8,10,14,19 160:2 184:14,22 194:25 195:4 199:10 205:3 209:18 231:2,3 232:11,12
kase's 197:5
keep 25:6,21 32:11 37:21 41:25 43:9 43:13 44:17,17,22 45:2 60:25 94:11 94:12 109:4 111:17 118:12 123:9 152:3 153:11 178:10 191:4 193:3 195:4 195:5
keeping 25:20 27:2 45:13 85:15 150:17 210:1,1
keeps 28:24 151:15,16 156:25 161:4
kelly 76:16,16 78:1
ken 183:13
kenilworth 223:11

kenneth 2:6 183:14 195:18,24 201:16,20 231:1 232:10
kept 227:12
key 70:9,15
keyboard 185:18
keys 159:5,11
kick 167:12
kid 113:3
kidding 78:17
kids 93:14 96:16 96:20 106:6,20,21 106:25 108:11,12 108:13,13
killboy 76:17 78:1
killhoy 76:16
kind 20:24 23:10 27:7 28:7 30:10 32:14 38:12,18,20 42:17 48:11 51:4 54:21,23 55:10 62:7 74:15 84:1 86:4 103:16 105:16 107:10 112:22 118:4 119:12,16 129:3 129:12 132:10 133:20 136:15,20 138:20 163:11 166:20 168:12 171:17 174:6 175:2,10 185:19 190:20,21 191:21 193:21 197:14 205:15 206:13 228:21
kite 37:12
kiwanis 96:13
kloa 31:19 42:17 42:20 44:17 55:15 55:25 56:2 59:2 74:2 100:18 104:17 116:14
knew 214:15
knock 228:24
knollcrest 55:24 70:5 111:2
know 5:9,12 18:8 20:6,19 22:15 23:17 24:11,23 25:19 26:7 27:3 28:3,6 32:10,12,15 33:2,10,12,23 34:25 36:6,8 38:7 38:23 40:8 41:12 41:21,25 42:9,11 43:9,16,21 44:16 44:18,22,25 45:3 45:10,21,22 46:17 46:21 47:3,4,6,11 48:9 50:21 51:21 52:14,14 54:1,20 55:16 56:7,18,21 57:11,16 58:7 60:3,9 62:11,15 68:17 69:2 72:15 72:21,24 73:9,13 73:15 74:14,15,16 74:18 75:16,20 77:18 78:20 79:14 83:10,23 84:25 85:13 86:12 96:24 97:3,7,23 98:2,2 98:10 99:19,20,25 100:15,18,23 102:9,12,16,20,22 102:23 104:10,25 105:5,9,12 106:4 116:3 118:16 119:18 120:3,5,14 121:6,24 122:12 122:14,15,20 124:16 125:6 126:2 127:21 130:18,23 131:1 133:6 134:4,19 135:1,10 136:16 137:3,16,19 138:1 138:10,13,16,17 138:19,21 139:2,4 139:25 140:1,3,3,6 140:10 141:7,9 142:7 143:13 144:2,23 145:6,6 145:13 148:6 151:7,8,18,20,23 152:18 153:21 156:19,20,24,25 157:13,15 158:9 160:25 162:5,6,14 164:15,17,22,22 164:23,24,25 165:6,17 166:17 168:10 172:20,23 176:10 181:22 182:6 183:11,20 189:3,6 190:4 191:6,11 192:1,9 192:15,15,16,19 192:21,22,23 193:2,8,9,13,13,14 193:16,17,23,24 196:13,23 197:5,6 197:7,10,15,17,17 197:19 198:6,14 199:1 201:6 202:4 203:2 205:14 206:1,1 207:18,19 208:10,25 209:1,6 209:22 211:20 212:15,19,19,22 214:6,22 216:13 224:16 227:8
knowing 127:7 192:18
knowledge 98:4 116:22 125:17
known 11:21 32:3 65:23
knows 166:16,16
kramer 67:22 92:3 92:3,4

l

l 49:1 50:10 70:6 110:21
label 66:17
labeled 67:1 178:13
lack 93:23 180:17 181:13,14
lacks 98:23
laid 58:23
lalo 50:10
land 9:17 12:17 13:15 70:18 90:18 126:3
landlord 67:8 68:16
landscape 12:1 13:3 16:7,23 17:4 18:21 29:9 39:8 89:6 115:5 125:3 194:13 204:8
landscaped 89:4
landscaping 10:8 10:25 12:25 15:4 17:2,20 18:13 23:24 24:1 39:7 40:13,17,24 41:3 72:21 124:5,7,9,16 125:5 173:1 189:3 230:3

lane 87:2
language 41:21 226:9
large 94:3 114:2 116:18 123:22 174:9 187:20 189:23 199:7 204:22 222:14
larger 50:1 143:22 180:8 186:16
late 53:15,15 215:3
lately 103:16
latitude 124:14
laugh 185:12
law 70:6 71:17,23 101:9
lawyer's 49:10 100:22
lay 146:1
laying 160:8
layout 31:8,17 56:17 213:19 215:12,15
layouts 215:13
lead 96:12 179:19 219:11
leading 27:21 204:16 219:10,12
leads 27:18 164:14
lean 195:16
leaning 173:21
learn 10:11 56:14 187:22
lease 129:24 130:18 131:1 158:24 188:5
leases 134:12
leave 15:10 19:23 25:16 43:12 92:22 99:22 100:5 115:19 123:7 157:25 182:1 197:22
leaving 147:5,6 155:6
ledanski 234:3
leeway 146:18
left 24:3,5 26:12 27:13 35:1 36:1 43:17 57:22,22 79:21 81:20 88:15 162:2 187:4 216:14 223:10 228:4
legal 9:15 10:17 46:3 76:1 81:17 124:18 125:13 226:24 228:8,15 232:2 234:11
legislative 225:14
legitimate 162:21
lehman 50:8
length 88:11 219:21 229:13 230:6
lesser 211:11
lessor 188:7
letter 22:4 144:7
letters 10:17
level 51:22 61:17 132:25 143:8
liaison 76:11
library 31:3 50:3 96:10 223:13,18
life 65:4 100:8 171:17
lifelong 181:22
light 24:4 160:22
lightest 23:17
lighting 29:3 176:24 177:2
likes 134:25 156:11
likewise 132:9
limit 134:9 184:6,8 184:10 186:24
limitations 165:18 187:15
limited 180:12
limiting 216:15,16
limits 71:12
lincoln 20:14
line 16:8,8,16 29:1 29:19,20 36:8 38:22,25 76:5 80:18 89:17 117:10 119:6 125:13 138:5 150:18 160:16,16 165:4 174:5 219:9 220:1 223:12,17 229:10 230:7
lines 4:6 86:12 176:11 187:4 222:7
link 180:1
liquor 45:16,18,25 154:4,11
list 5:17 191:21 197:23 198:4 218:17
listed 196:5
lit 127:20
literal 13:10
literally 113:19
little 18:19,25 29:25 30:20,20 37:16 38:13,14 42:16 46:13 48:13 50:13 51:20 53:1 53:15 54:4,13 56:19,20 59:8 61:23 66:24 72:4 77:2 84:22,23 86:15 94:11 99:9 101:1 104:3 109:4 117:20 127:25 133:21 135:19 137:22 138:18 140:7 146:17 148:7,8 153:9 155:9 158:6 168:19 181:11,23 182:6 188:23 201:6 211:14 219:19 221:4,12 223:14 227:10
live 25:24 49:19 63:4 64:20 76:17 78:4 80:3 81:19 85:18,22 95:10,15 100:20 101:10 105:25 107:6 109:2,7 110:17 174:15,18 175:14 178:14 204:24
lived 65:4 68:15 77:12 92:13 108:10 109:7
lively 96:19
lives 101:6 175:18 182:16
living 33:21 84:19 104:24 129:18,22 175:4
llc 9:4,15
load 90:20,22,23 90:25
loaded 9:8 102:18
loaders 88:21
loads 165:19
lobby 27:10 100:1

local 51:14 81:15 120:25
located 29:13 58:20 59:1 61:13
location 31:3 33:15 65:9,10 168:20 180:4,9 230:8
locations 58:18 81:12 222:8
logistically 145:18 193:10
lombard 48:20
long 59:14 61:3 85:8 87:18 100:23 130:18,25 137:3 216:18
longer 27:11 156:10 218:17
look 16:6 20:11,19 24:2 34:16,18 35:24 48:15 50:12 65:14 66:15,25 68:2 74:5,7,13,14 74:19 77:15 78:23 79:1,1 84:6,17 85:3,20 93:6,7 109:14,19,20 110:3,8 114:15 120:24 125:2 128:6 133:13,17 137:4 146:11 150:16,20 167:10 167:10 168:18 203:2 222:11 225:21 233:4
looked 14:9 15:2,4 15:4 46:7 53:20 122:3 124:12 163:1 211:13
looking 7:18 8:11 11:1,17 13:20 18:19 42:14 44:16 47:13 51:17 56:25 58:11 70:23 80:7 83:18 87:14 122:10 123:20 126:6 127:25 140:4,5,9 182:4 189:23 190:13,16 197:18,23 198:23 199:18 210:11
looks 23:12 39:10 48:24 57:12 65:15 79:3 112:16 167:8 177:22 186:8
loopy 215:4
lopping 137:25
lose 33:9 35:14,15 102:24 133:4,5 137:17 143:24 150:9,13 163:5 166:1 178:15 187:25
losing 142:4,5 145:23 176:19 195:5 197:19 199:13
loss 198:21
lost 15:23 199:5 219:21,23
lot 7:16 9:25 10:22 13:11 14:12 15:25 17:3,9,17,19 20:23 23:13,13,18 24:25 25:23 27:15,17 30:11 33:13,16 38:16 40:10 41:10 45:7,7 47:17 48:23 49:6 50:10 50:21 53:10,11 59:10,14 67:3,4 68:4,13 73:6,9,14 73:16,18 75:7,13 75:18 76:13 77:17 77:22 86:6 89:17 94:1 98:10,15,18 98:21 100:22 101:3 102:18 103:22 105:5,6,14 106:12 111:8 114:22 115:14,17 119:17 120:14 122:4,5 143:25 154:16 159:24 160:14,15,16 173:16 176:21 177:23 178:3 180:2,5,6,8 186:18 188:12 191:4 192:11,12 197:8,8 220:21 222:7 223:12,17 224:8 224:10,11,14 225:9 229:15,16 230:14
lots 12:5 45:20 81:9 82:21 86:20 96:24 108:11,13 111:5,17 143:18 146:12 147:16 160:8 229:23
louvers 160:20
love 79:21 80:1,2,3 80:3 83:17 106:6 110:9,11 111:13 160:1
low 43:3 133:15 219:19 229:12
lower 34:14 91:21
lows 108:12
luckily 120:9
luedtke 2:9,10 6:22,24 8:19 131:7,12,17 132:2 132:7,23 133:4,15 134:5,16 135:3,12 135:15 136:5,9 138:7,23 139:12 141:12,18,20,23 142:4,8 147:15,20 149:21 168:24 169:7 182:12 183:8 199:16,24 200:2,21 202:17 205:10,19,23 207:18 209:21 211:3 212:10 213:6,10,21 214:9 214:14 218:9 222:21 223:1 231:4,5 232:13,14
lunch 106:19
lunchtime 99:21
luxury 102:1

m

m 48:17 49:18
magnitude 204:23 204:24
mailed 10:18
main 27:10 40:1 81:11 108:24 168:15 169:10,19 169:20
maintain 31:12 36:25
maintained 219:20
maintaining 31:11
maintenance 164:18

major 50:11 78:8 94:11
majority 169:4 185:11 186:5
making 35:5 43:24 118:17 135:7 137:13 150:9 215:18
man 23:6 87:10 121:13 160:3 214:19
management 90:15 182:14,16 182:18 188:9
managers 79:19
managing 182:21
maneuver 211:15
map 54:22 162:24
march 34:8
marianne 50:6
marie 95:14,15 96:8,23 101:18 102:6
marilyn 108:9,9
mark 40:14
market 52:24 56:12 97:25
markets 160:14
mary 49:1 109:1,1 109:6,6
masonry 119:6
mass 14:16
massive 127:16
match 108:18 122:22
matches 122:13 213:16
material 17:20 23:13 59:21 115:6
materials 12:20 22:16,19 97:21 114:25 172:14
matrix 32:3 65:23
matt 50:14
matter 8:24 46:4 76:14 121:3 129:21 174:20,21 174:22 194:24 205:17
maximizes 31:17
maximum 165:25 219:15 220:25
mead 84:2 85:9
meadery 22:15 38:24 39:9 54:10 59:20 78:25 97:19 101:18 105:1 122:21 169:12
mean 27:1 45:24 54:20 57:12 60:1 76:13 78:24 80:22 94:13 109:18 116:12 118:16 122:16 126:23 129:3,20 130:20 132:8,24 133:7,8 133:19 134:2,4,10 134:18,19 135:5,9 137:4,21,23 138:9 138:13,23 139:1 140:4,4 141:5,14 141:18 148:5,10 149:11 150:2,6,17 150:19 152:18 154:21 157:1,21 157:24 160:9,15 161:24 162:16 163:5 165:14 169:23 172:16 174:13 175:10 177:13 183:2,3,4 184:5,6 190:20 191:24,25 192:2 194:2 195:3,6 197:1,4,5,18 199:7 199:7,20 203:12 204:19,20,22 205:13 206:3 207:13 208:25 209:1 210:13,16 212:22 213:2 214:16 222:21,22 226:23 227:1 228:21
meaning 87:25 177:12
means 30:24 43:14 73:19 111:18 116:3 122:17 154:23
meant 53:4 55:7 124:20 142:7
measure 117:5
measured 16:19 86:10 87:18 219:8 224:11
measurements 117:8 230:13
measures 29:18
media 185:17,20
medical 114:12
meet 10:3 12:21 12:22 17:21 18:25 28:9 29:3,21 45:15 46:20,21 71:7 99:22 115:23 116:5,11 121:7,8 152:1 157:22 170:24 172:21 177:3 194:21 205:19,21
meeting 1:12 2:2 2:20 15:8 53:10 53:13 55:14 63:4 63:8 75:3 104:2 120:17 125:16 165:24 181:18 191:25,25 192:11 192:13,13 194:7 196:16 203:19 205:15,17 207:6 212:20 217:2,6,10 218:23 232:23
meetings 10:10,13 63:21 144:24 185:15 203:14 208:9,13 217:25
meets 12:13,16,17 12:18 69:16 121:5 194:18
member 55:21 175:14 220:16
members 45:14,16 50:18
memo 12:6 19:14 44:15 123:23 124:3 144:4 145:1 145:6,14 220:20
men 79:18
mentality 190:14
mention 23:23 74:1 87:3 97:10 107:8
mentioned 27:9,14 28:1,6 29:22 30:12 31:25 32:14 35:7,13 36:3,15 37:4,18 38:7,13 39:10 42:24 44:9 44:15,18 45:16,18 47:4,22 48:8 50:25 51:14 53:8 53:13 59:21 60:15 85:6 89:16 107:15

109:10 121:6 122:4,12 134:21 134:22,23,24 153:21 192:8
mentioning 41:21
merit 137:25
mess 100:3
met 20:18 26:19 41:14,16 91:12 135:16
metered 51:25 52:2
metro 34:19,19,20 66:8 180:4
metropolitan 32:9 93:5 94:12
mic 14:1 117:21
michael 2:12,25 3:20 6:18 8:5,14 55:22 161:10,14 162:11,13,19,22 163:3,8 166:8,14 167:24 168:22 181:8 184:2 196:1 196:21 199:25 200:18 203:22 205:6,9 206:9 207:19,22 208:1,5 208:11 209:8,14 218:5 230:20 231:7 232:5,16 233:1
michigan 83:10
microphone 4:4 119:13
mid 32:7 34:9
middle 72:5 137:24 152:1 196:18
midnight 214:20
mike 94:18 107:5 107:5 153:7,7 154:13 166:10,13 166:20 168:3 169:4,8 184:20,23 200:13,14 209:6 222:6,19 224:19 224:20
mile 63:5 109:17
mimicking 84:1
mind 25:6 32:11 37:21 41:25 43:9 84:21 160:23 210:1,2
minds 195:6
mineola 234:14
minimal 115:4
minimize 13:12 165:11
minimized 65:19
minimum 16:4 38:10 58:25 81:4 124:13 146:5 176:23 215:10 219:8 229:19
minor 169:19
minute 146:7 217:16
minutes 2:19,20 2:24 3:1,10 4:19 5:2 41:23 61:1 69:2 72:16 97:2 130:13 216:20
miscellaneous 50:15
misinformation 185:19
missed 119:20 125:6
missing 128:12 147:11
mistake 124:10 126:9
mistaken 167:25
mitigate 50:5
mix 47:1
mixed 21:21 46:15 50:1 97:11
mixes 22:12
mm 222:4 223:8
mobile 154:1
modern 47:22 79:2,3 80:7 109:12
modification 15:9
moment 76:7
momentum 77:10
monday 203:24 204:1,2
money 50:8 197:9
monica 49:7
monitor 159:11 161:6
monstrosity 108:20
month 189:1 191:18,23 195:9 205:20,22 231:17
months 88:5 205:1
monument 194:14
morning 43:4,6 66:11,12 67:6,17 92:18 93:11 99:19
motion 2:23,25 3:3 3:13,15,17,19 5:25 6:15,19,21 8:2,6,7 8:12,15,17 124:8 153:17 188:14 189:14 207:6 212:5,8,13 215:6 215:17,21,23,25 218:3,5,8 225:25 226:5,9 229:7 230:22,24 231:14 231:18,22,23,24 232:6,24 233:5
motions 228:18
motors 7:4
move 4:11,16 5:19 5:22 6:13,15 11:19 18:23 29:5 30:3 60:24 111:12 113:8,9 127:13 163:2 169:23 195:22 206:17,17 206:20 207:5 209:5,11 211:14
moved 16:16,20 16:25 23:1 27:9 28:23 78:7 92:25
movement 18:10 143:6 144:12 145:11 212:15
movements 149:13
moves 117:12
moving 10:18 19:9 36:16 83:25 125:25,25 126:2 162:6 169:25 171:9 179:7 191:4 207:16
mucerino 85:24 85:25
multi 21:22 97:25 98:5
multiple 18:14 180:9
multiply 98:12
municipalities 32:1
murphy 105:24,24 106:14

music 102:17
musical 96:19
mx 14:15,24 19:3 19:3,3,4 21:20 36:4 37:8 39:13 39:14,16 40:21 41:2 46:7 47:14 54:20,23,24,25,25 55:7,8,12 59:15,16 97:6 114:1,1,2 115:8,11 125:5 136:12,15 137:10 137:12 176:5,5,6 218:25 221:19 222:23 228:7 229:24,24,24,24 229:24,25 232:1

n

n 64:15,16 70:6 94:18 110:21,22 110:22 234:1
name 4:20 20:7,9 61:5 63:1 64:19 67:7 70:4,5 76:16 78:3,4 83:9 95:14 108:9 109:1 112:22 150:23 153:5 220:7
name's 85:24
names 216:5
narrative 42:24
narrow 82:6 188:10,10 222:18
narrowed 29:16 29:20
narrower 222:8
narrows 187:21
national 32:4,5 34:5 56:5 65:23 80:18 120:17
natural 89:10
nature 85:10 101:14
near 109:24 110:4
nearby 31:6 81:12 81:23
necessarily 5:5 123:19 151:2 173:25 201:25
necessities 81:16
need 3:13 4:3,4 5:6 7:14 11:16 18:23 33:6 36:18 50:4,18 51:5 81:22 91:21 100:4 102:5 108:19 109:21 110:3 117:24 138:14 143:11,22 147:11 147:13,14 149:12 154:17 164:23 168:18 186:7 192:1 196:15 198:7,14 199:20 202:9 206:1,3 212:5,15,21 213:2 213:24 214:2 217:13,14 218:3 226:1 231:16
needed 26:3 40:4 45:8 81:7 83:15 94:2,3 140:20 166:19
needing 222:15
needle 199:8
needs 18:22 34:18 48:5 50:11 95:22 152:1 177:10 178:8 181:20,20 183:22
negative 64:7 92:11 122:5,6 153:1 196:8,11
negotiate 90:10
negotiation 140:2 164:23 192:16
negotiations 127:7 127:8
neighbor 78:10 151:8,13 156:17
neighborhood 49:15 78:23,24 79:4,22 80:6 83:22 93:24 112:7 136:22 158:1 174:25 175:4,15 175:24 211:16
neighboring 59:23 84:12 85:20
neighbors 25:24 44:10 54:15 80:14 83:5 84:11 85:18 85:20 104:12 106:2 107:14 120:1 130:20 134:23 151:9 156:20 158:16
neither 98:6
nester 99:18
nesters 33:14 51:14 174:12
net 167:8
never 56:13 88:22 92:14 108:21 144:9,10 174:24
new 11:11 12:1,7 13:2,22 16:6 27:22 35:10 39:11 39:14,16 48:22 51:9 77:3 97:24 99:1 101:24 167:8 167:10 181:23 194:14 213:1,2 215:10,13 222:11
newer 168:16
newly 32:5
nice 24:24 48:15 66:17 77:8 112:24 139:9 186:13
nicely 59:19
niche 51:4
nicholas 49:20
nicholason 106:17
nicholson 102:11 102:11 103:4,7 107:4
nick 227:6
night 5:8 53:14,18 53:19,21 54:2 55:17 67:9 68:19 96:14
nightmare 182:11
nights 54:3 101:19 101:20 104:22
nine 145:16 214:15,17
ninety 176:21
ninth 192:6
nobody's 98:7 149:21
noise 85:15
non 36:23 75:6 172:12 230:7
normal 91:17,17 173:8
normally 16:9 22:19 34:15 91:22 186:4
north 20:13 22:9 26:24 30:4,4 35:3 35:7 45:20 67:12 67:12,21,21 88:13

88:14,18 101:22 110:9 120:7 138:6
northeast 186:12
northern 184:21
note 17:25 25:3 71:15
noted 11:9 73:12
notes 119:24
notice 9:15 10:17 124:19 125:14 126:24,25 175:20 212:12,14 216:10 216:11 219:4 227:22 228:8,15 232:3
noticed 40:20 227:20
notices 10:9
nowadays 80:20
noxon 62:25 63:2 64:15
nuance 132:24
nuances 58:24
number 11:14 24:24,25 31:17 32:22 36:3 40:5 43:13 58:25 61:11 61:13,15 66:4,7 71:6 73:3 80:12 80:22 81:5,13 83:2 91:11,20 92:6 93:12 103:17 122:11 133:18,18 134:9 168:8 184:8 184:11 193:4 196:11 198:19 199:17,19 200:2,9 200:13,17
numbers 38:9 42:25 56:20 104:19 120:18,18 198:24 221:11
nutrient 90:21
ny 234:14

o

o 20:13 64:15,16 70:5 94:18 234:1
oak 93:6
obey 82:14
obstructed 89:19
obstruction 89:15
obviously 22:8 25:10 26:5 27:5 32:19 33:1,6,9 34:11,21 35:25 36:9 38:15 40:8 42:2 43:5,19 45:6 47:10,18 51:3,13 57:21 58:7 59:14 77:1 119:19 120:20 121:1 122:9 126:23 129:17 130:17,20 134:11 141:14 150:7,15 165:18 182:17 183:5 193:2,10 194:5 205:14
occasional 184:6
occasionally 45:17 97:8 98:2
occupied 208:22
occupying 46:11
occur 111:9,16 172:2 175:5
occurring 43:2
odd 29:25 38:20
odeum 116:19
offer 51:5 109:24
offered 69:1
offering 99:8
office 22:1 49:10 60:16 72:10 115:13 133:20,25 158:24 214:12
offices 81:19
official 65:1
oftentimes 100:14
oh 9:6 103:7 141:4 169:7 204:2 205:21 208:5 220:12
okay 5:8,13 7:22 7:23 9:7,11 11:23 14:2 19:25 20:4 21:12 62:20,22 64:17 65:2,3,13 66:9 69:7,22 75:19 76:3,5 77:25 80:2,7,9 96:7 104:15 105:21 106:13 107:2 108:7 112:13 113:6,10 118:8,15,20 125:16 126:20 127:1,18 128:2 132:7 140:23,25 141:7 149:7 152:17 154:18,25 155:25 159:4 160:2 162:12 166:4,5 168:22 169:7,25 170:12 171:10 173:12 175:17 177:25 178:20,24 181:3,4 181:6 194:21 198:5,9,11 200:22 203:4,7,16 205:12 205:22,25 207:8 209:21,24 213:9
old 77:3 136:18 234:12
olguin 69:24 70:3 70:4 74:24 75:20 157:11,12
once 11:16 60:1 71:11 74:25 113:10 136:10,11 189:11 220:1
oncoming 37:1
one's 38:13
ones 116:20 172:6 207:4 219:5
online 19:15 95:25 184:9
onsite 73:23
open 10:16 26:25 27:6 35:8 38:8 93:25 95:16 101:19 105:1 111:17 117:18 118:1 119:1 160:20 189:15 216:15
operation 55:18
opinion 106:11 124:23 125:9 164:5 209:15
opinions 4:11
opportunity 62:9 130:11 223:1
opposed 3:9,24 5:10 8:23 95:5,7 127:15 133:12 215:20,22,24 216:5,9 217:4 218:15 220:3,21 226:25 227:23 228:13,19 229:6 230:24 231:18,18 233:4

144:9 216:8
opposite 82:9 100:13 174:4
option 44:2 154:23 162:2 164:20,21 184:15 188:3,4 192:3 193:20 194:3,4
options 51:17 187:15 190:21 191:19 193:15 196:15 202:7
order 2:3 3:11 107:18 157:15 169:18
ordinance 58:16 70:18 113:25 184:4 217:24 225:6 230:16
ordinances 60:10
ordinary 30:20
oriented 180:3
original 177:1 227:9
originally 14:7 152:11 224:9
orlowski 2:11,12 2:25 3:3,4,20,22 6:18,21 8:5,14,17 161:10,14 162:11 162:13,19,22 163:3,8 166:8,14 167:24 168:22 181:8 184:2 187:7 196:1,21 199:25 200:18 203:22 205:6,9 206:9 207:19,22 208:1,5 208:11 209:8,14 218:5 230:20,23 231:6,7 232:5,8,15 232:16 233:1,6
ostensibly 89:4
ott 78:3,3,3
outcome 64:7
outdated 50:13
outdoor 25:14
outlined 126:14,15 225:19
outreach 47:19 48:7 127:1
outside 7:17 31:10 86:12 103:24 106:6 118:6,16 132:1 142:16 181:18 182:25 187:1
ovaltine 47:6 48:19 66:15,16,20
overall 73:4 186:5
overflow 62:12,15
overlapping 210:24
overload 167:22
overly 125:14
overnight 53:7 67:15 81:8 183:4 183:18,25 184:5
overwhelmingly 107:11
owned 37:8 52:3 100:23
owner 9:4,14 42:13 111:2
owners 158:11 185:9
owns 73:6

p

p.m. 53:20
pa 2:2
packet 64:22 66:16 95:17 123:19 178:1,23 180:1
page 39:25 123:24 200:15 228:16 229:5
paint 7:12,12,14
painting 7:6
paper 65:16 83:14 96:3
papers 29:13
parade 105:11
parallel 16:8 89:6 186:21
parallels 67:13
parcel 7:19 13:17 39:5 70:25 72:3
parcels 9:17
parents 106:21
park 1:12 9:1 11:1 11:12 12:1 13:18 13:25 16:14 21:17 21:18 26:17 27:3 27:11,22 28:24,25 29:2 30:7 31:12 32:12 36:23 37:2 48:11 49:8 53:10 53:11,16,24 56:2,3 56:4 61:21 62:3 63:1,5,11,19,20 66:13,15 67:8,24 75:17 78:4,16 79:5 83:17,23 84:11 85:7 89:3 90:12,19 92:8,12 92:17 93:3,6,8,25 94:6 99:6,14,14 101:10,11,11 102:18,23 103:14 103:15 105:2,4,6,8 105:8,18 106:4 110:6 111:12 114:11 115:3 116:9 120:9 122:19 130:16,17 130:17 135:21,25 139:3 140:10,19 147:21 155:10 159:18,18 160:18 161:20,22,23 169:1,5 171:20 172:19 174:14 175:21 176:8 177:10 178:4,12 179:22 180:6,15 180:21,22 181:22 182:17 183:25,25 184:17,18,18 185:12,13 187:9 187:11 204:25 210:14 222:22
parked 7:20 36:17 53:16,25 67:10 68:12,18 82:17,22 85:8 89:10,19 100:22 154:11
parking 9:21 11:5 11:12 12:4,8 15:5 15:22,23 17:4,9,22 18:4,9 19:10 24:19 25:1,14 26:9 27:18,23,24 28:2,12,17 29:4,5 29:8,10 30:6,13,15 30:17,18,23,25 31:9,16,17,20,21 32:2,6,11,12,24 33:5,6,8,24 34:1,3 34:18 35:14 38:19 40:9 41:13 42:1,8 42:8 43:11 44:1 44:10 45:19 46:1 46:1,10,16,18,21

46:22 47:1,23 48:1,5,16,17 52:25 53:1,2,3,4,7 54:5,8 54:18 55:19 56:22 56:24 57:1,6,18 58:5,5,12,18,19,24 61:16,17 62:2,14 63:12 65:20 66:1 66:14,18,19 67:1,3 67:4,15 68:1,2,3,4 68:5,13,19 70:23 71:3,6 72:11,19,22 73:6,9,10,14,15,16 73:18,24 75:7,13 76:25 79:16 80:13 80:13,16 81:4,7,9 82:4,7,20 83:2,3 84:9 85:6 86:20 86:21 87:5,14,16 88:9,24 89:13 90:11 92:5,19,20 93:17,19,21,25 94:1 95:8 98:19 99:11,23 100:2,6 101:6,8 102:18 106:3,8 107:14 111:7,8,15 112:5 112:20 114:14,24 115:14 116:7,8 121:9 128:5 129:11,24 131:3,6 131:8 132:13,15 132:16,19,21 141:20 142:20 143:4,5,15,16 144:6,9,10,16 146:3,10,12,13 147:16,17,21 148:1 150:9 151:14 153:9,13 153:19,25 154:6 154:16 155:3,5 156:7 158:13 159:16 160:8,10 160:14,18 161:18 164:10,17 171:16 172:2,3,9 173:19 174:8 176:12,14 176:15,16,18,19 180:5,17,17,20 181:12,12,14,16 182:8,10,14,22,25 183:4,12,15,15,19 183:21 184:17 186:17,22 187:17 187:24 188:25 196:12 198:18,19 199:14 200:6 201:11,21 202:2 204:18 210:17,22 211:1,10 215:7,9 219:10,12 229:9 229:11,14,19
parks 105:10,13
parkway 16:12 36:24 38:18 222:8 222:18
parkways 222:14
part 5:1 12:15 21:11 64:25 74:3 111:11 116:13,18 124:13 162:6 167:25
participation 5:14 5:16 60:24
particular 4:18 65:10 70:23 71:19 71:19 78:15 95:21 153:3
particularly 222:10
party 31:19 92:24
pass 82:25 83:22 188:16
passes 231:13
passing 106:20
passionate 102:9
path 47:5,7,8,10 48:19 49:23 50:2 77:10 79:8 80:4 84:20 95:20 96:17 105:17 174:12 175:25 176:5,8 178:11
pathway 91:17
patience 113:12
patrick 28:25
patrons 73:16
paved 10:24 16:12 16:15 37:15 117:2 117:3
pavement 22:7 221:4
paver 210:20
pavers 29:11 37:18 38:8 164:4 167:5
paving 169:1
pay 51:7
payment 169:5
peak 43:4,6,7
peaks 108:12
peasy 101:12
pedestrian 28:23 29:2 30:2 39:17 82:16 88:16 89:21 174:21
pedestrians 37:1
peeling 136:25 138:1
peninsula 16:6 89:6
people 5:7 9:7,19 10:10 13:1 14:2 18:6,7,8 22:5 27:1 32:14,15 33:17,18 35:18,23 41:20 42:3 47:20,22 49:19 50:21 51:5 60:14 69:3 73:19 75:12,15 76:6 79:2 81:21 84:12 86:19 87:21 88:4 89:21 93:3,10,12 94:6 95:24,25 96:2 97:2 100:14 101:8 102:15,22 103:18,20,25 105:5,18 106:4,8 107:22 112:17,20 113:4 119:11,17 121:1,2 122:6,6,8 122:11 129:5,6,9 129:18,22 131:3 131:15 132:22 133:20,23 134:3,9 134:10 135:4,6,8 151:12,15 153:15 156:8 159:11 161:7,8,9 171:22 171:25 172:10 196:24 201:7 204:24 216:13
percent 17:16 22:6 37:13,19,21,24 38:3 132:6 156:8 165:9,24 176:21 176:22 221:1 225:12
perfect 9:10 114:17
perfectly 97:21

performed 31:18
peril 64:4
perimeter 40:13 41:4 54:23 72:20
period 172:20
permeable 17:20 38:8 163:14,15,23 163:23 164:4 165:15,21 210:20 210:21 224:17
permit 18:18
permits 168:5
permitted 12:18 72:14 184:25
permitting 203:5
perpendicular 12:5 16:13 18:4,9 19:10 44:2,11 88:10 143:14 144:5,10 145:13 146:3,13 147:4,12 149:9 151:10 152:25 153:13,19 153:25 155:3 156:6,6,14 173:19 186:22 201:10,19 202:3 210:17,21 211:10,15
person 42:9 48:3 90:12 93:1 100:7 113:1 185:14,16 185:22
personal 80:20,23 81:22 187:1
personally 45:4 173:13,18 174:7
perspective 23:11 58:11 136:10
pertinent 142:20 142:24 187:13
pertinently 123:16
pervious 29:14 37:19 63:14 167:5 188:12 225:2 230:15,18
petition 6:16,16 7:3 8:3,25 95:18 103:18 121:22,23 178:17 189:17 217:23 226:11,14 229:8 232:3
petitioner 4:16 5:23 9:3 19:16 112:3 179:24 186:10,14 187:19 187:20,25 189:4 189:16 195:15
petitioner's 142:13
petitioners 5:18
petitions 6:15
phases 89:1
photo 66:25
photometrics 177:3
photos 68:2
physical 82:4
pick 143:17 159:15 214:17
pickup 86:15
picnic 90:19
picture 67:2 83:23 83:25 177:18,20 177:24 182:8 192:18
pictured 84:18
pictures 53:19,22 66:16 67:19 68:21
piecemeal 6:6
pinkish 36:12
pipes 77:18
piping 166:18 167:18
pitched 122:18
place 54:19 62:18 85:4 107:25 109:13 126:6 164:18 171:8 178:14,14
placed 62:16
placement 37:3
places 49:19 62:17 102:22
plan 7:10,18,22 10:15 12:14 17:10 17:13 24:13 29:3 35:9 39:6 49:18 57:15 60:18 83:11 84:2,3 87:12 98:21 107:25 108:2 110:3 128:6 137:4 146:7 150:20 166:21,22 166:23,24 167:3,4 177:1 186:15 190:1 212:25 213:1,18 215:11
planned 58:20 95:21 179:11
planner 141:6
planning 1:12 2:3 29:1 37:5 55:20 58:14,16 75:9 83:24 115:20 226:17
plans 24:11
plant 220:15,17
plants 220:11
plat 9:1,16
platted 18:20
play 95:10 137:23 141:15 167:13 193:3
please 61:6 69:6 70:1,3 80:5 82:18 93:20,21 94:12 108:19 109:4 110:15,16,18 121:15,16 130:6 130:13 158:23 179:15,21 203:8 204:4 206:5
plenty 39:8 45:25 48:18 49:22 65:25 66:18
plowed 164:9
plowing 18:11
plows 165:23
plumbing 89:11 95:1
plus 17:14 18:12 37:17 49:7 63:5 148:10 149:10,10 150:3 199:20
podium 61:5
point 5:6,18 14:5 21:6 38:19 59:7 60:23 70:9 72:16 90:25 102:2 113:5 119:18 123:11,17 131:7 134:2,8,10 135:10 142:13 147:25 153:5 154:9,24 155:20 155:20,21 157:12 165:6 168:24 170:3 172:10,12 177:5,13 179:2 187:8,13,21 192:22 193:3,6 197:5,7,9,15 203:2

213:17 216:5 229:5
pointed 107:10 112:1 189:7
pointing 118:3 120:8 126:11 131:22
pointless 202:12
points 63:9 76:23 86:5 94:19 101:14 101:15 153:14 168:13
pole 24:4 29:6 116:6
poles 25:4,11,12 28:21 86:17 150:11,14
police 18:2 97:10 130:21,21 144:5 184:7,9 188:9
policy 225:15
polite 158:6
polls 68:22 86:12
pollutant 90:20,22 90:22
pond 66:21
pool 51:6
poor 20:10 50:13 76:10 112:17 132:9
population 168:9
pork 27:8 35:8 57:24 90:2 134:17 135:8 161:1,11 187:5 210:13,21 215:8
portions 226:13
position 64:8 97:9 148:9 190:21
positions 110:14
positive 47:18,20 48:12 49:1 65:17 77:10 89:5 107:9 122:1 208:24
possibility 52:21 129:11 197:3 203:4 210:14
possible 31:9 134:2 179:15,20 223:4
possibly 61:21 182:4
postage 72:4
posts 107:9
potential 7:13 32:13,17 49:13 63:16 91:18 98:1 123:18 124:1,8 125:8 126:13 131:17 136:24 139:9 155:20 160:25 183:1 188:1 189:24
potentially 163:18 174:3,11 199:13
potentials 157:20
pound 64:6
pounds 64:6
pouring 117:13
power 86:17 150:11,14
powerpoint 9:8 64:21
practical 13:9 145:10 173:17
practically 146:2 146:22
practice 221:7 224:3 225:4
practices 224:17
prairie 47:5,7,8,10 48:19 79:8 80:4 83:22 84:20 95:20 96:17 105:17 174:12 175:25 176:5,8 178:11
precedent 172:1 176:9
precious 202:22
preclude 72:6 145:12
precludes 71:1
prefer 25:25 44:10 81:23 82:1 116:21 144:12 155:4 175:11 185:14 191:3 193:17 194:3
preferably 4:21
preference 155:3 195:13
preferred 15:20 47:25 48:2,3 144:8,10 227:5
prefers 148:11
preliminary 40:12 166:22,22
premier 94:22
present 2:18 170:5
presentation 4:16 11:8 20:17 64:21 132:10 163:13
presented 21:10 166:21 167:3 226:6
presenting 20:20 95:17
presents 190:7
preserve 114:3
president 76:10 111:2 226:21
227:6
pressure 196:21
pretty 9:18 49:22 65:16 105:9 146:11 150:2 160:12 194:14 204:16,25 217:13 224:20 226:1
prevent 58:23 75:12
previous 73:12 114:18 136:3 153:18 179:1 217:25
previously 76:21 153:21 185:23
price 91:16,21 102:2
primary 114:10 135:23
princeton 9:24 11:2,24 12:1,9 13:25 15:17,24 18:13 21:19 22:23 23:1,4,21 25:16,24 26:1,2,6,17 27:4 27:12 28:24 29:24 34:24 35:2 36:19 36:24 43:14,20 44:7,12 48:2 53:11,17,22,25 57:2,21,23 59:8 61:10,18,20,22,23 62:6,8 63:20 78:15 79:6 80:12 84:12 89:25 90:6 92:4 95:8,15 101:12 102:12 105:25 107:6,20 108:10 109:7 110:5,10 115:3,14

116:7,8 130:16 138:10 140:11,19 151:15,24 152:22 155:8,13 156:9,15 156:16 161:4,17 161:22,24 162:10 162:15 163:2 168:14 172:6,11 176:20 177:10 187:10
principal 55:21
printed 219:4
prior 18:17 76:18 192:11 208:16
priority 64:11
pro 65:4 190:15
proactive 127:4
probably 26:17 34:13 56:11 95:25 99:21,22 107:6 111:4 123:5 127:15 128:8 135:19 139:10 140:20 149:12 158:1,3 164:20,21 170:1 183:18 184:14 185:23 187:13 188:17 196:25 211:11,22 213:14,15 225:25 226:25
problem 44:24 86:24 88:13,15 150:15 164:8 214:7
problems 50:7 72:17 172:19
proceed 3:13,25 191:3
proceedings 234:5
process 91:12 140:21 185:1 203:3,5
product 195:10 211:22
products 56:18
professional 186:11
professionals 33:16 51:15 174:11
profitable 69:13 170:22 171:7
progress 82:2
prohibit 46:3 153:9
project 4:8 5:9,10 5:13 10:11 12:12 12:16 14:23 21:15 21:17 33:25 45:23 48:9 56:10,16,17 58:10 59:5 69:12 69:14,15,18 71:19 71:20,25 72:9 76:15 80:15 107:12 113:24 115:9 116:18 117:12 121:4 122:13 125:17 127:6 170:22,23 176:14 177:19 178:6,6,8 189:21 195:1 196:12 199:6 204:22 205:1 209:4
projected 59:6
projects 18:1 40:20,21 51:9 56:9,15,20 113:16 191:3
promote 144:17
proper 168:20
properly 58:20
properties 37:8 38:1 73:5 117:3
property 9:14 10:3,20 13:16 25:5 27:21 29:17 29:19,20 36:8 38:25 42:13 49:14 59:17 70:20,22 71:21,22,24 72:6,7 74:20 75:8 83:15 84:7,9,18 85:13 91:9 93:17 102:19 111:20,22 117:8 117:10 119:6 158:11 175:20,23 180:19 219:9 229:10 230:6,8
proposal 34:2 41:16 65:14 173:15
proposals 56:23
propose 69:10,11 196:4
proposed 10:24 14:22 15:16 17:11 21:22 31:21 37:16 59:10 62:8,13 63:5 73:7 80:14 81:23 83:4 95:3 107:8,12 108:6 109:18 125:22 130:2 153:19 168:14 180:14
proposing 25:18 44:14 57:18 58:2 60:9 76:22 149:21 150:19 177:6
pros 167:16
prospective 98:24
protect 73:18 134:12 154:17
protection 12:4 111:18
provide 13:13 70:17 72:11 154:1 160:13 161:3 187:24
provided 123:23
provides 39:7 81:15 230:4
providing 71:2 111:8 146:4 148:5 148:6 226:13
provision 69:25 70:8,15
provisions 70:9 71:8
proximity 169:10
prudent 221:24
pseudo 124:4
public 4:13,18 5:14,16 21:7 24:18,25 25:7 27:23 28:2,4,19 40:19 53:2 60:24 72:23 96:9 99:10 99:23 100:2 101:9 107:19 111:7 123:21 125:17 126:25 127:9 145:7 153:8 166:9 166:15 170:4 173:20 175:20 179:18 187:19 189:12 191:25 210:3 211:12 214:24 216:15,22 218:1,2 219:4

221:22 224:7,15 230:2,19
publish 204:7 218:16
published 9:15 10:6,17 34:8 124:17,18 125:20 218:22 228:9 232:3
publishing 216:11
pud 140:2
pull 86:20,21 87:11,22 173:24 206:11
pulled 61:24 87:4 87:5,19 223:13
pulling 30:7 106:8
purchase 91:8
purchased 111:23
purpose 86:23 115:10
purview 183:8,10
push 15:18 38:21 39:19 217:6
pushed 25:1,2 88:19 192:13
pushes 205:16
pushing 88:13 197:19
put 12:1 13:2,3,4 14:21 36:5 40:13 64:3,4,5,6,23 70:7 78:9 79:15,24 80:6 84:11,20 90:8,18 93:18 99:16 107:25 108:23 110:5 119:1 130:1,2 135:10 138:15 150:13 164:11,18 165:14 172:8
189:10 192:1,3 194:10 195:8 197:7,8 198:24 213:24
putting 61:22 112:19 160:7 164:9 195:4 196:21
pz 6:16,16 7:3 8:3 9:1,12 217:23 229:8,8 232:4
q
quality 51:22 52:11 74:4 90:15
quarter 67:5,16
question 20:25 33:1 40:13 69:10 70:22 102:1 104:17 116:25 117:19 119:12,19 123:15 126:12 127:11 142:25 145:10 158:8 160:7,24 161:14 162:22 163:11 166:9 167:25 170:16,19,20 191:16 196:3 198:4,17 202:10 202:11,23 204:5 226:7
questions 2:19,22 5:16,17,19,21,22 60:22,24 113:22 117:16,18 118:12 119:21,22 123:2,7 123:8,9,12 128:3 134:15 163:9 166:6,7 169:22,22 169:24 170:2 192:25 216:16
230:23 232:8
quick 20:25 50:15 69:1 94:20 96:9 97:4 101:16 127:11 170:4 178:25 207:14 217:13,13 226:1
quickly 39:23
quite 15:22 114:23 123:10
quorum 2:18
r
r 20:13 49:4,7 221:1 229:17 234:1
r1 229:25
r2 19:4 136:15 137:10 229:25
radius 28:16,17 143:22 147:10,11
radiuses 150:5
rain 78:12,18
raise 6:4,7 141:13 178:15
raised 119:23 135:16
ralph 49:17
ramp 87:8
ran 53:14
rand 63:4
random 42:8
ratio 30:15,18,18 32:6 33:13 34:14 46:16,18
ratios 34:22 120:15
read 9:18 19:15 48:13 57:16 96:1 146:21 175:8,12 185:10 221:6 225:23,23 226:1
reader 159:6
reading 136:3,6
reads 135:21 223:15
ready 7:22 20:2 180:15 185:24
real 32:4 65:24 66:14 68:25 117:17 217:18 227:11
realistic 92:21
realistically 196:15
reality 93:4 183:3 210:15
realize 97:7 100:20
really 39:23 45:8 45:11 54:4,5,6 62:9 65:15 71:25 74:17 76:13 77:4 77:11 78:13 83:24 93:18,19 98:11 103:19 113:14,15 113:19 123:20 126:3 129:2 133:10,11 139:3 147:25 148:10 151:1 152:6,14 154:9 181:10 185:2 189:11 190:22 205:17 206:2,22 210:2
rear 10:8 11:24 15:19 17:5 23:9 24:19 35:13 40:18 114:15,17 143:4 145:17 147:5 158:13 160:13 163:17 164:10 166:2 173:19

177:21 186:17 219:10
reason 42:4 65:21 66:2 72:12,14 91:15 112:4 146:3 146:23 152:9,14 164:3 172:1 210:16
reasonable 189:20
reasons 143:9 156:21
rebuilding 167:11
rebuttal 101:15
received 180:20
recess 191:20 217:16,20
recessing 137:15
recommend 16:3 17:3,6 45:11 90:23,24 225:18 229:2
recommendation 19:21 24:16 31:24 34:25 161:25 164:1 191:14 196:9 199:9 208:24 211:23 231:13
recommendations 26:14
recommended 26:21 59:4,9 143:8 226:8
recommends 17:1
record 5:1 20:7 21:14,15 61:6 65:1 98:1 103:2 175:9,13 204:4 214:24 234:5
rectangular 70:25
red 26:11 36:12
redline 218:20 219:23 225:21
reduce 148:20
reduces 89:7
reducing 167:4
reduction 9:25 72:19 142:19 147:3 167:9 210:22 211:7
reductions 95:6
reference 70:16 71:11
referenced 11:23 12:6 18:16 34:6 57:8
referencing 56:19 229:15
referred 86:11
refers 220:23
reflected 35:9
refrain 4:9 130:9
refuse 87:10
regard 3:25 22:5
regarding 69:25 179:16,22
regardless 69:12 170:21 176:9 199:24
regards 32:10 58:4 124:5 142:14 167:1
regular 2:2 13:17 93:13 232:22
regulate 32:23 131:6 132:14,25 133:1
regulates 184:25
regulation 230:5
regulations 70:10 229:17
rehab 84:5
rehabilitation 169:6
reichardt 105:9,14 111:10
reiterate 5:4
reiterating 92:4
relate 11:22
related 21:15 71:18 113:8 114:8 114:18 115:5,5 116:1 163:19 225:7
relation 36:13
relationship 95:20
relative 147:25
relatively 10:21
relief 10:5,7 13:8 13:14 70:17 89:20 92:9 124:19 125:21 140:9,19 174:8 176:24 177:2,8,12 181:12 189:6,24 190:1
reliefs 95:3
relocate 169:9
relocation 169:17
rely 116:16 143:11 191:1
relying 145:5
remain 12:8
remainder 16:1 17:19 218:22 228:7 232:2
remaining 231:15 231:22
remains 179:5
remember 12:13 60:2 92:16 101:25 128:22
remind 4:1
reminder 119:8
removal 61:14 88:20 89:1 117:20 142:17 158:9,10 158:12
remove 17:4,5 70:12 111:15
removed 22:4
removing 88:23
render 13:14 70:18
rendering 10:25 22:8,9 23:10 135:19 136:3 213:3,7,19 215:11
renderings 186:10
renders 48:15
rent 32:18,20,25 42:18,19,20 50:20 50:23 51:7 112:17 121:3 131:15,25 132:4,11,17,19,20 132:22 188:2
rental 52:2
rented 44:23 92:23 131:9
renter 33:9,10 161:18
renters 93:20 98:1 131:6
renting 92:12 98:7 121:1
renumeration 112:3
reopen 206:24 218:4,6,8
reopened 218:14
reopening 218:2
repaired 169:14 184:13

repeat 5:6 119:13
repeating 122:7
replace 49:5
replying 176:25
report 55:23 145:4 163:12
reporter 3:12,14 4:2 5:1 20:10 214:25
representing 8:1 20:8
republish 125:15 227:1,24 231:17
republishing 204:6
repurposing 140:18
reputable 116:15
request 7:11 9:21 9:24 13:7,12 15:24 16:3 19:18 35:20 37:10,11 40:12 41:9 46:13 57:10 58:4 72:20 74:25 75:3,22 142:14,14 149:3 163:21 174:8 177:14,14,15 180:15 186:23 201:13 217:16
requested 13:21 63:12,22 64:22 65:13 72:25 123:18 140:18 187:2 190:17 210:4
requesting 7:7 65:18 69:17 140:17 165:7 178:3 194:13
requests 72:18 126:13 186:25 193:19
require 39:1,14 54:18 97:14,15 119:5 138:11
required 4:21 15:1 28:18 30:22 31:15 38:11 40:17,19 58:6 71:3 115:23 116:14 124:20 125:10,21 173:11 176:23 189:6
requirement 37:8 71:6 81:4 92:20 121:9 125:4 171:18 194:18 229:23
requirements 9:25 13:3,14 21:24 70:15,18 114:24 114:25 115:1,3,4,5 167:2 178:16 229:16,22 230:5
requires 13:24 16:18 57:5 98:20 111:15
requiring 114:6 229:12
research 32:4 34:2
resembling 109:19
residence 66:7
residences 62:5 65:6 78:5
resident 48:2 175:18 181:22
residential 11:3,5 12:17 19:4,6 22:20 26:16 27:5 41:5 48:4 54:14 54:17 55:3,8 58:21 60:6,12 72:8 73:11,13 75:5,6,9,10 97:17 97:25 98:18 109:16 116:3 122:15,16 135:25 136:11,14 177:23 178:7 180:18 225:7 230:7,7
residents 13:1 63:1,8,10,11,19,22 64:4 67:22 79:21 82:7,13 83:20 85:3 104:8 143:5 143:7 153:22 178:5,10 185:8,15
resolved 123:13
respect 4:10
respectful 130:10 130:14
responding 175:19
response 71:16 171:2 178:25 194:21
responses 71:9
responsibility 183:11
responsible 118:17 158:10
rest 38:22 72:23 196:10
restaurants 31:4 81:16,24
restriction 167:7
restrictions 53:3
result 70:14 81:4,9 94:25
retail 49:17 60:16
retention 66:21 167:1
return 118:22
revenue 49:24
reverse 155:8
reversing 155:16 155:19,23
review 18:1 166:25,25 167:14 204:17,20 210:7
reviewed 167:21 221:20 224:21 229:25 230:9
revised 29:3
revisions 28:8 189:20
revisit 189:8
rework 169:11
rezoning 116:19
rid 26:21 97:1
ridiculous 109:20
right 2:22 3:10,25 6:4,7,12,13 7:1 8:2,16,20,24 10:20 12:9 14:6 16:23 17:10,14 21:8 23:3 25:19 26:15 27:22 29:24 36:23 39:11 42:12 45:2 46:23,23 52:7 54:16,19,21 56:13 57:22 60:18,20,23 62:13 65:8,9 74:21 77:7,9 81:25 84:19 87:22 90:3 92:1 93:15 93:24 94:14 96:4 99:23 100:1 103:9 103:17,23 105:22 110:15 112:10,23 113:9 114:21 115:14 117:1,4,5 118:4,23 122:16

123:3 128:15 129:4,18,22 132:7 133:2,10 134:4,6 135:9,14,23 136:2 136:3,4,6,8,10,13 136:14 137:8,10 139:11 140:12,13 141:19,21 142:11 144:1,19,21 146:18 147:10,19 147:22 148:14,18 149:1 150:13 151:16 156:9 159:12,25 162:3 164:3 169:21 170:14 171:13 182:15 184:1,2 185:6 192:18 193:12 194:11,16 195:24 197:4,4 198:23,25 199:2,3 199:17,21 202:4 202:13 203:23 204:11 205:3 206:23 207:21,22 208:1,5,25 210:8,9 210:25 211:1,2,2,6 211:7,24 213:23 214:12 215:5,5 217:8,21 218:13 222:23,23 223:21 223:24
rise 32:7 34:9
rising 51:12
risk 100:8
road 49:23 63:4 67:24 93:2 110:9 234:12
roadway 169:15 169:16
robert 110:20,20 111:1
roll 2:4 119:1 230:24 232:8
romano 2:13,14 3:5,7 128:4,14 129:1,10,19 130:4 130:6 171:12,15 200:4,6,10,14 203:25 206:13 216:2,4 231:8,9 232:17,18
roof 37:24 122:18 139:9 202:24
room 9:20 18:12 51:3 76:9 86:16 106:19 112:23 133:7,12 160:12 173:2 211:14
roommate 112:19 129:3
roosevelt 110:9
ross 9:2,10,13,13 11:7,10 17:18 19:16 20:4,12,13 20:13 21:4,8,12,16 28:11 69:11,12 76:19 104:4,21 107:8 109:9 113:23 117:17,22 118:19,23 119:24 121:17,20 123:3 125:24 127:11,17 128:1,4,8,16,19 129:8,14,20 130:5 130:13,15 131:11 131:14,18 132:5,8 133:3,13,17 134:6 134:21 135:6,14 136:4,8 138:16 139:10,13,16,21 139:24 140:12,23 141:1,7,11,17,19 141:22,25 142:6 142:11,21 143:1 143:21,24 144:3 144:14,18,20 145:2,20 146:8,24 147:9,19 148:13 148:16,19,24 149:2,7,14 151:6 152:18 156:5,19 156:24 157:4,8 158:14,18 160:5 161:21 162:5,24 163:5 164:2 165:3 165:9,20 170:10 170:21 177:15,19 179:2 191:17 192:8 193:13 194:3,8,16,22 196:19 197:4,14 197:24 198:3,6,14 198:22 200:5 202:1,6,10 203:1,5 205:13,21,25 212:17 213:18 214:1,6,11,15,22 215:2,5 216:24 217:4,8
ross's 65:14
rotary 90:19
rotate 88:9
rotating 143:14
rough 19:11
roughly 137:9 186:2
route 152:5 205:11
routes 31:5
row 160:3,7,17
rs 223:16
rs75 19:5
rubbing 25:10
ruggard 96:17
rule 129:15
rules 85:14 134:11 188:6
run 20:24 24:13 61:2 113:21 117:17 191:21
rundown 48:24
running 76:6 89:22 104:19
runoff 88:2 90:25 91:1 167:15
runs 37:25 38:1 147:23
rural 34:22

s

s 20:13,13 94:17 110:21
sad 49:6 111:14
safe 24:24 27:17 88:17 132:2
safely 82:25
safer 28:15 30:2,5 30:11 84:23 152:4
safest 81:3
safety 10:12 26:19 35:4 41:14 53:9 53:12 55:13 63:3 63:8,18 64:5,10,10 74:2,8 75:1,2,4,11 78:21 84:24 85:3 85:11 120:16 134:22 174:20 191:11 222:20
sale 102:19
salons 81:17
sample 54:2,7 104:23,24

sanitary 77:20 168:10,18 169:12
satisfied 75:1
save 20:10
savings 49:8
savra 61:9,9 62:21
saw 23:24 53:24 68:11 83:11 162:24
saying 124:23 147:16,23 192:15 192:17 193:25 194:5 220:9,17
says 41:23 66:5 74:16 93:5 98:7 101:10 103:21 198:25 213:13 214:7
scenery 79:7
schedule 180:25 191:24
scheduled 217:6
scheme 113:18
school 51:16 93:14 106:23,24,25 180:21
scope 127:6 198:15
scratch 28:7
screen 70:1
screened 58:21
screening 29:9 230:4,6
scrivener 218:25
scrivener's 228:6 232:1
se 133:12 134:10
second 3:4,5,6,20 6:21,22,23 8:18,19 24:10 70:15 74:3 128:7 155:21 161:25 167:24 193:18 215:18,19 215:21 216:1,2,3 218:9,10 220:21 229:3,5 230:20,22 232:5,7 233:1,5
secondary 128:24
seconded 3:21
secondly 111:19
seconds 69:6
section 105:17 124:12 125:2 126:24 177:3 218:25 219:13 228:7 229:9,11,14 229:18,21 230:3 232:1
sections 14:19 15:5,18 219:8 224:4,5 227:20,21
seddon 94:17,17
see 10:22 18:4 19:3,19,22 22:10 22:11,19,23 23:5 23:15,16 24:4,20 26:10 30:9 33:3 33:18 34:15 35:25 36:10,11,19 38:10 41:7 45:4,12 48:22 50:1,7 52:7 53:24 54:4 59:22 60:17,17 62:7,11 62:17 67:13,15 68:21 79:12 82:18 84:10,13 85:7,9 86:1 87:9 89:23 99:1 100:14,14 102:24 106:3,7,10 106:20 107:22 108:14 111:14 112:15 116:23 118:5,7 123:13 129:23 130:21 134:25 135:3 136:7 137:7 138:23 140:16 148:3 154:11,18 165:16 168:12 171:23 177:18 182:7,7 216:21 220:1 222:17 223:11 224:9 227:14 228:16
seeing 112:11
seeking 30:25
seen 30:21 77:11 108:11 144:7 153:15 160:19 178:1
sees 12:10 50:12
sell 110:1 174:14
seller 91:11,19
selling 139:8
sells 188:8
semi 29:14 37:19 38:8 90:2 127:14 163:14,23 224:16 225:2 230:15
sense 134:24 142:22 143:1 163:1 198:25 223:7 228:14
sentence 220:24
sentences 86:5
separate 10:12 52:12 66:19 89:14 131:9 133:25 155:24 229:4
separately 51:25 52:2
separating 230:7
sereno 64:19,19 65:2 69:4,7,9 170:15,20
series 7:10 96:11
seriously 110:15
service 86:25 87:1 96:9 115:14
services 81:18
session 217:22
set 12:19 14:4,12 23:16 52:12 76:9 105:15 113:16 115:2 136:1 176:9
setback 36:7 39:2 39:11 138:9 140:6 142:15 173:15 181:10 210:20
setbacks 14:10 72:3 114:25 173:5
sets 12:3
settings 21:10
seven 10:2 35:14 39:7 47:11 67:5 67:17 68:12,18 88:5 107:9 122:1
seventh 206:18
sewer 77:18 94:25 168:1 169:11,12 169:17,20
sewers 168:10
shaded 36:1
shake 189:16
shallow 17:3
shallowness 16:1
shape 13:17
share 104:12 179:15,21
sheet 4:24 91:1
sherwin 68:4
shirt 103:6

shlensky 2:15,16 3:16,19 103:5 123:14 124:22 125:8 126:5,10,21 127:3 142:12,23 155:2 185:6 196:2 201:12,18,22 202:19 206:7,11 207:16 208:14 215:19,22 216:1 217:9,14 219:24 220:4,8,13 226:7 226:20 228:19,24 229:6 230:22 231:10,11,20,24 232:7,19,20,24 233:6
shop 7:6 97:19
shopping 81:16
shops 81:18
short 58:6 86:5 176:12 199:15,15
shortage 49:2,16 51:10 81:8 92:13
shorter 12:19 97:12
show 24:3 35:22 213:24
showed 22:1 37:3 37:14,14 54:22 118:17
showing 24:11 34:8 127:13 223:10 224:4
shows 127:23 186:18
shrink 139:19
shrinking 145:17 149:9,19 150:7
shrinks 146:1
shrub 220:2,18
shrubs 120:11,12 219:20 229:13
shy 181:23
sick 185:19
side 9:24 12:9 23:3 23:21,22 24:4 27:11,12 29:9,23 31:12 43:3,4,6,20 46:2 68:1 86:16 88:25 90:12 100:13,25 101:3 101:12 115:19 118:3 120:10 136:14 138:24 147:18 148:1,1 161:22,23 163:2 172:6 174:23 176:17 184:21 197:19
side's 160:9
sides 23:24 40:24 68:3 72:3 151:12 177:7
sidewalk 16:10 18:25 37:1 75:14 82:16 97:15 184:13 219:2
sidewalks 89:22
siding 22:12,13,18
sight 53:22
sign 4:24 26:13 30:3,8 35:1 36:16 57:23 61:6 67:15 101:9 104:1 131:1 135:3 178:17 188:5 194:14
signage 18:18 61:12 115:21,22 115:22 116:1,5
signature 234:9
signatures 95:18 121:21
signed 61:7 95:24 96:2,5 103:18
significant 125:17 150:15
significantly 50:19 51:8 180:6
signs 116:6 129:23
similar 22:16,18 56:16 57:17 58:2 59:22 137:9,11
simple 187:21
simply 64:5 70:12 71:4 76:1 111:16
single 19:5 38:16 38:16 62:1,2 87:10 93:1 120:21 146:14 171:4
sink 164:7
sit 46:2 97:14 106:19 110:14 144:25
site 7:10,18,22 13:13 16:2 17:10 17:13,15 24:13 25:22 31:8,9,14 35:9 37:12 39:6 41:25 42:22 43:12 56:5 57:15 59:4,6 69:14,16 70:17 72:1 73:23 99:7 104:18 110:4 114:19 115:13 126:3 137:4 146:7 150:20 153:23 159:3,3 160:11 166:22 167:11 170:24 190:5 212:25 213:18 215:11 221:17 222:2,9,15 230:14
sited 95:23
sits 14:16
sitting 7:17 133:12 141:2
situation 38:17,17 38:20 70:24 71:23 80:13 81:14 82:5 83:4 129:3 131:21
situations 171:23 201:3 222:2
six 11:11 28:20 30:25 32:11 34:13 47:9 53:1 54:8 58:12 71:5 89:13 137:16 172:7 176:12 180:11 183:24 184:16 186:1 193:19,22 198:19 199:17,17 199:19 200:3,25
sixth 27:24 28:1 123:18 124:4
size 58:20 77:17 78:14 95:20 98:10 106:12 145:25 160:11 180:2
sized 77:18 95:23
sketch 19:11
sliding 138:24
slightly 82:8 108:1 138:1
slipping 88:7
slop 148:7
slower 45:7 156:12
small 10:21 37:15 50:5 54:7 98:21 104:23 116:24 124:20 127:12,19

127:23 219:1
smaller 40:5 61:25 108:17 150:5 171:17 180:6 193:5 218:16
smart 49:12,14 132:12 189:4
smead 109:11,12
smooth 182:5
smoothly 97:18
snapshot 93:9
sneak 134:9
snow 18:10 87:9 88:2,14,18,24 89:1 158:8,10,12
snowplows 164:7
soapbox 185:21
social 185:17,20
society 183:19
softening 140:15
softer 29:15 143:6 145:11 151:18
solid 63:8 127:16 230:5
solution 162:7
solutions 234:11
somebody 44:21 47:4 115:12 120:4 121:17,20 131:20 136:18 194:13
someone's 90:11 129:15
someplace 99:15
somewhat 91:6 163:12
sonya 234:3
soon 109:24 156:11
sore 48:24
sorry 8:11 45:9 54:24 72:22
118:13 128:10 152:7 169:18 186:21 187:23 208:6
sort 131:9 132:24 133:11,11 134:20 135:4,4,20,22,22 136:22 137:7,10 137:13,25,25 139:1,2 141:13 147:23 167:2 182:18,24 191:1 205:24
sought 76:20
sounds 49:7,18 181:15 182:3 190:20
south 16:17,21 19:4 23:9 26:16 26:22,25 45:20 61:9 64:20 76:17 80:11 83:10 85:25 87:6 88:25 92:3 94:19 95:15 101:22 102:12 105:25 107:6,20 108:10 109:7 111:1 135:9 137:8 161:4,20 173:15 175:18
southbound 187:12
southeast 21:18
southwest 173:16
space 11:14 12:7 18:11 26:9 27:16 27:18,25,25 28:2 28:12,17,19 29:4,6 29:8 31:11 32:2 42:10 49:22 50:1 57:4,5 60:16
66:22 67:11 69:19 72:19 81:4 87:16 94:22 99:9,23 101:9 112:20 133:11,24 143:15 143:17 146:4,10 146:21 147:5 148:8 155:5,6 163:15 174:23 219:12
spaces 9:21 11:5 11:12,24 15:23 16:13 17:9,22 27:23 28:12,17 29:10 30:17,18,23 31:1,16,17 32:7,19 32:21,25 33:5,6,24 35:15 38:19 42:1 42:2,5,6,15,23 44:1 49:17 53:2 54:5,8 55:5 57:20 57:20 58:24 60:8 73:3 80:13,16,24 81:8 82:5,9,24 83:3 88:10,12 98:19 100:2 101:6 129:24 131:6 132:11,14,19,21 148:9 149:11 163:24 164:6 174:3 176:12 187:24 196:12 198:19 200:20 204:18 219:13
speak 4:4,5,17 5:15 6:2 7:25 9:20 10:14 20:6 63:2,4 86:4 92:1 105:22 109:8 112:11 117:20 121:15 143:13 153:5,8
165:13 173:23 226:21
speaker 73:13
speakers 76:23 210:24
speaking 4:3 60:10 69:2 94:18 95:19 108:18 113:23 119:11 184:20 185:9 191:2 195:17
special 7:5,12 13:15 70:20 191:25 196:16
specialty 81:18
species 82:11
specific 13:13 69:16 70:17 72:5 74:19 119:22 123:12 145:4 163:20 220:4,14 227:20
specifically 56:5 84:13 90:16 128:5 132:23 165:7 170:19
specifications 221:3 229:20
specificity 216:12
speculative 160:9
speed 91:1,2
spell 20:9,10
spelled 70:5
spelling 64:15
spent 44:5
spoke 67:22 163:12,13
spoken 103:25
spot 42:8 43:22,23 43:23 61:22,23 100:5 131:8

138:15 150:9,13 165:15 183:16 201:17
spots 25:14 46:22 87:16 89:13 93:18 131:3 132:4 160:13 183:24 184:16 200:7 202:2
spread 185:20
sprint 211:21
square 10:22 11:2 17:13 50:20 98:13 98:16 99:10 180:3 180:7
squared 173:8
squeeze 69:19
st 66:24 222:10
staalduinen 110:20,21 111:1
staff 4:15 7:6 11:10 15:10,25 16:25 17:25 24:16 26:15,21 34:25 35:20 37:4,9 40:11 41:8 44:15 44:21 50:17 123:23 124:3 126:7 143:8 144:23,24 145:5,6 145:13,14 152:8 152:25 163:12 186:14 187:19 189:9 190:10 191:1,22 195:14 195:15 196:5 202:19 204:20 223:20
staff's 124:22 125:9 155:13 173:20 194:18
202:20
stahr 128:13,17 149:17,25 150:23 150:23 202:14
stair 137:1 138:25
stairwell 138:20
stall 30:13 146:15 147:24 149:9 150:12
stalls 30:6 32:12 41:24 42:18 53:2 56:22,24 58:6,12 148:17,20 150:5 150:10
stamos 112:14,14
stamp 72:4
stand 6:4,7 171:13 173:10 175:3
standard 12:23 22:15 38:24 39:9 54:9 59:20 87:17 97:19 101:18 122:21 225:15
standards 7:10 71:9
standing 193:8
standpoint 75:12 139:8 145:11 164:19 173:23
stands 37:13 172:4 198:19 208:25
start 2:4 4:15 13:5 17:5 28:6 61:4,6 95:16 123:8 137:4 137:5 164:16 167:14 170:8 171:10,11 186:3,8 203:3
started 66:11 92:23 168:11
starting 77:11 96:10 137:22,23
starts 96:15 133:10,10
starving 181:21
state 4:20 20:6,8 56:6 61:5 97:5 153:5 168:5
stated 40:18 93:3 176:19
statement 97:5
states 80:25
station 22:3 50:3 50:21 82:3 109:24 109:25 174:16 180:5 195:9
station's 47:9 52:6
statistics 80:22 171:18
status 178:16
stay 138:22 174:14
stays 79:22
stepping 137:15 139:5
steuerle 68:13,16 81:10 82:20 86:20 93:24 105:6 111:3 181:15
steuerle's 101:3
steve 61:9,9 62:21 94:17,17
stone 7:4 206:24
stop 18:24 21:1 30:3,4,5,8 36:16 36:16 92:8 93:15 93:20 101:8 129:2 135:6 157:5,15 161:9
stopped 66:12,15
stops 30:10
store 45:18,25 55:9 92:15 154:4
stores 31:4 55:11 81:25
stories 11:3 46:6,8 46:9,14,25 47:8,9 47:11 121:7,24 175:23 176:7 180:11
storm 18:23 37:23 37:23 38:4 77:16 77:21 78:9 91:2 94:23 95:1 166:16 166:17,17 167:1,1 167:6 169:17,18 230:16
stormwater 78:13 167:15
story 47:3,5,15 48:18,23 49:21 57:7,9,10,12 136:20 139:4 171:3 175:22 177:16,22,24 178:9 180:13
straight 16:8 23:19 185:2
straightforward 224:21
street 12:3,7,8 16:10 20:14 27:4 30:13 32:12 39:19 52:25 58:24 67:14 68:1 73:22,23 78:19 81:11 85:2 85:19 92:17 93:13 102:13 105:3 106:3,3 108:24 114:5,7 122:13,19 122:19 130:2 135:24 136:11,23

162:7 173:5 180:10 183:4,12 219:9,10
streets 114:10 161:16
streetscape 10:2,4 16:4,18 31:13 38:10 39:18 63:15 90:14 124:14 140:9,15 142:16 172:23 173:1 176:22
streetscapes 63:14
streetway 89:9
stress 174:18
strict 13:8 115:25
strike 155:24 204:4
striping 18:18
strong 4:7
strongly 19:22
structure 160:18 175:22
structures 169:2 218:24 227:25 228:6 231:25
struggle 172:13 187:18 188:13 201:22,23
struggling 77:2
stuck 131:22 154:13
students 49:11
studies 45:12 55:16
studio 150:24
study 12:24 18:19 42:20 59:2 90:24 116:10,17 133:19
stuff 79:17 96:24 158:4 167:5
style 97:20 108:22 108:22
subdivision 9:2,16 18:20
submitted 19:15 19:18
substandard 75:21
subtle 209:2
suburban 171:19
suburbs 34:21 51:11
suffered 94:24
sufficient 75:24 112:6 119:7 189:10
suggest 82:11
suggested 35:5 195:14
suggesting 138:3 223:19
suitable 175:24
suitably 58:21
suite 234:13
sumia 64:19,19 65:2 69:4,7,9 170:15,20
summarized 228:11
summary 120:2
summer 96:11,18
summerfest 94:5 105:12 162:13 210:15,19
sunday 203:24
super 185:10
supply 32:2 77:20 168:17 187:22,25 188:11
supplying 30:17
support 5:10 17:22 19:18 35:20 37:9 40:12 41:15 41:19 47:20 48:9
supported 58:13
supportive 173:14
supports 41:9
supposed 55:1 67:25 70:10 78:25 79:1 97:11
sure 4:7 5:20 9:5 12:10 18:24 21:13 29:21 40:15 60:21 62:23 69:7 74:9 74:24 79:22 83:20 96:23 111:20 113:7 117:22 118:17 119:20 121:25 129:8,19 133:3 139:20,21 141:17 145:2,6 146:8 161:13 162:16 169:23 175:1 178:13 191:9 193:11 194:17,22 204:5 212:23 220:20 223:2
surface 10:1 117:13 167:16 201:6 210:11,21 215:8 221:8 224:12 230:15,17
surfaces 163:15,24 165:15 201:2
surfacing 229:18
surrounded 61:24
surrounding 59:20 96:4 98:23 109:22 176:3
survive 81:21
sway 178:3
swear 6:8,8
swing 119:1
sworn 6:5 143:13
system 37:23 38:4 59:4 91:3 95:2 167:18,22 184:10

t

t 19:3,3 21:20 46:7 54:25 55:7,8,12 97:6 110:21 114:1 114:1 125:5 136:12 176:5 229:24 234:1,1
table 17:10 77:5 189:14 194:5,6 220:23,24 229:16
tables 90:19
tabling 188:25
tai 99:20
take 21:4 39:25 40:6 42:25 48:12 74:13 76:7 77:5,6 77:23 80:5 85:19 89:8 90:18 91:23 107:20 110:8,14 112:24 119:11 124:16 126:8 151:5 164:24 181:25 182:1 192:20
taken 54:5 64:11 91:22
takes 90:5 182:16 196:10
talk 5:7 15:2 19:13 27:15 56:9 71:16 90:21 100:18 101:13 120:15 130:11 141:25

202:23 227:7
talked 15:8 17:17 45:4 52:25 54:13 68:13 119:25 126:17 148:13 160:25 165:21,21 217:25 221:14,15 224:9
talking 99:10 125:24 147:3,4 149:5 175:4 194:12 199:16,21 210:9 212:25
talks 14:25 90:16
tall 114:21
taller 47:12 99:4
tallest 99:5
tanks 22:3
tape 119:10
target 126:2
tax 50:8 92:9 95:3 226:10
taxi 100:11
tearing 167:11
technically 43:24 122:15 143:20 191:14 192:6 203:13 214:24
ted 78:3,3
teenager 80:20 81:3
tell 6:9 56:22 185:14
telling 135:4 200:23
tells 55:10
temptation 129:4
tenant 25:15 27:9 32:25 53:4 98:3 129:2 131:10,25 154:10 155:4,15
183:16
tenants 24:22 28:3 28:4,15 31:7 32:13,17,20,22 42:7 83:5 85:12 98:24 101:22 117:23 144:18 151:22 154:6 159:8 182:17 183:22 186:19 187:25 188:1,4
tend 195:16
tendency 89:11
term 101:25 220:2 220:9
terms 114:4 124:11 165:14 167:15 180:24 191:5 211:9
terrace 67:14
terrible 108:21
test 54:4 66:10 101:20
text 37:6 206:21 207:3 217:12,17 218:17 224:25 225:13,18 226:13 226:22 227:2,9,20 229:7
thank 6:13 8:13 9:6 10:13 19:25 21:15 48:15 60:21 62:23 64:13,17 65:2 69:20,22 76:3,15 78:1,2 80:9 83:5,7 85:22 85:23 91:24,25 94:14,16 95:12,13 103:1,4,8 105:21 106:15 107:2,4 108:6,7,25 109:5
110:19 112:7,9 113:6 126:21 130:14 135:17 150:25 154:25 166:4,11 170:11 170:12 178:18 179:14,17,20 181:4 185:7,22 189:12 190:18 206:5 214:11 220:19
thanks 9:7 20:15 20:16,17 60:19 69:8 74:23 80:8 96:22 102:8 110:18 113:11 130:15
that'd 132:5
theoretically 115:12 184:5 191:13,24
thereof 181:13
thick 40:8,9
thicknesses 40:1,7 145:21
thing 25:3 27:12 36:22 39:22 53:24 57:25 62:11 66:4 71:20,21 77:15 98:9 99:17 101:3 104:5 140:2 144:4 151:17,21 152:19 154:21 175:2,3,5 179:2 192:17 193:16 207:1 208:23 212:18 226:24
things 21:9 24:15 24:21 27:16,17 50:15,16 51:6 56:14 60:11 61:10
77:6 91:23 92:24 97:10 113:21 114:8 115:7 126:1 129:9 132:18 133:8 134:12 135:7 137:22 148:21 150:16 161:8 166:11 173:3,11 182:5 191:2,4 193:5,23 197:18 198:7,24 199:11 201:3,4 206:3 212:21 219:1 224:13
think 6:5 9:18 11:25 17:22,24 19:11 22:2,2 24:17 25:21 26:20 27:1 30:5,11 31:6 31:16 33:18 35:14 37:5 38:24 39:2 40:3,5,20 42:15 44:20 45:8 46:22 46:24 47:1,13 48:14 49:21 52:15 53:9 54:6,12 55:6 55:6 56:14 59:10 59:12,15 60:4,14 60:15 61:11,19 62:9,11,13 65:5,6 76:4,22,24 77:4,8 77:21 78:13 79:25 79:25 84:8,22 85:5 95:22 98:8 101:6,13,13 102:16,24,25 103:2,2 108:2,16 110:16 112:25 113:1,2,3 115:20 116:19 121:10,10 121:11,22,23

122:2,23 123:10 124:10 126:15,24 127:1 128:21 130:1,24 131:3,5 132:5 134:23 135:1 136:21,21 139:3,12 141:2,21 143:21 145:15 147:15 148:2 149:5,9,12,16,25 152:21,21,23 153:1,18 156:7,13 156:20 160:17 162:5 163:11 164:11,17 166:1,5 168:11,14 170:10 171:25 173:7,15 173:25 174:9,13 175:11,15 178:25 181:9,11,17 182:2 182:5,13 184:7 185:11 186:2 189:25 193:14,20 193:21,25 194:5,9 196:14 197:18 198:3,8 199:12 202:9 207:4,5,9 208:23 209:2,17 209:25 210:13 211:16,21,21 212:17,24,25 213:2 214:4 217:3 217:7,12 219:21 224:24 225:25 226:24,24,25 228:20,21,24 233:3
thinking 5:13 63:16 112:21 124:13
thinks 44:24,25
third 24:10 31:19 33:13 42:22 115:1 117:25 138:9 151:21 193:20 194:8 199:13
thirdly 128:24
thirtieth 203:11
thirty 200:6
thomas 95:14,15 96:8,23 101:18 102:6
thought 46:13 135:2 140:21 151:19,20 152:4 154:10 186:11 192:10 221:18,24 224:24 227:3
thoughts 18:8 83:18 105:20 163:18 170:6 171:11 183:13,23 192:7 194:24
thread 107:11 199:8
three 4:19 5:2 10:12 24:18 25:9 30:10 32:16,18 33:20,21 40:1,22 43:1,3 48:23 53:24 54:1,3 57:8 57:10 61:1,10,15 67:9 72:16 87:20 94:19 95:7 97:2 98:19 101:20 104:22 106:5 115:16 120:22 129:22,23,25 130:12 131:2 132:11,20 136:1,3 136:6 145:21,22
151:11 152:13 156:2 175:23 177:16,22 178:9 180:13 190:21,23 192:4,6,23 193:15 193:23 194:4 196:17 198:7,10 199:15,19,20 200:4,8,12,16,19 200:20,21,25 201:21 202:2,11 202:14,15,21 204:18 206:2 209:13 210:22 212:22 214:2,16 216:21
threshold 116:9 127:2 165:24
threw 39:23
throw 118:1 138:18 171:12 181:8
thursday 47:19 208:18
thursday's 203:14
ticket 130:19
tickets 92:20 130:22
tied 37:22
tight 160:10 209:23
tighter 151:20 156:12
time 15:21 16:5 20:22 21:5 22:25 24:10 28:13 32:21 33:7 38:14 41:16 43:15 48:13 58:9 58:14 59:3,15 60:3,19 61:7 64:14 67:5 78:16
78:16,17,20,21 80:10 83:8 90:4 91:24 92:2,24 93:10 96:25 99:13 99:14,18 101:15 101:25 106:5 108:8 110:22 112:11,13 122:3 135:16 154:22,24 155:19 157:17 160:9 169:14 170:5 171:19 172:20 186:2 188:17 192:1,9 196:14 197:8 199:2 202:9,20,22 204:6,8,13 206:5 226:14 227:2
times 29:23 52:14 56:9 80:24 94:1,3 98:16 105:5 130:24 137:24 174:19 184:12 223:17
tire 90:21
tired 186:3
today 17:24 94:6 124:2 157:25 185:9 186:23 189:12 192:5 193:9
today's 183:18
token 197:15
told 56:1 67:8 104:5
tomorrow 7:21 214:7
tones 22:11
tonight 6:2 9:6,13 19:20 63:12 64:2 179:12 190:23

191:20 197:22
tony 85:24,24
top 23:17 116:2 193:9
topic 46:5 84:24
topics 41:12 47:24
topography 38:2
torn 174:6
total 11:5 81:5 95:19 107:10 145:16 225:21
totality 188:15 190:16
totally 10:23 12:12 82:15 87:25
touch 87:22 186:13
touched 35:22 116:7
tower 137:1
town 77:23 80:1,2 94:11 102:16 109:23
townhomes 223:11
townhouses 110:1 120:21
towns 98:6 102:15
track 98:1
tracks 67:13 92:14
traditional 14:8 14:14 96:13
traditionally 14:7
traffic 10:12 12:23 12:24 18:19 25:15 25:22,25 26:2,19 26:23 27:3 28:25 31:18,20 35:4,18 35:19 37:2 41:14 42:21 43:4,13 44:3,11 45:8
47:23 48:1,5 50:6 50:12 53:9,12 54:18 55:13,19 56:2 57:6,24,25 58:23 59:2,6 63:3 63:7,18 64:5,11 74:1,6,15,16 75:1 75:2 78:21 82:12 82:21 83:3 86:9 86:18,23 88:17 89:3,21,24 95:7 106:7,11,20,25 108:14 116:10,10 116:17 120:16 134:22 144:8,17 144:17 152:3,20 152:22 153:17,22 154:1,2,21 155:17 161:4,6 164:9 174:1 187:12 191:11 222:11,18
trail 184:21,25
train 50:3 82:3 92:14 99:3 109:24 109:25 174:16 180:5
transcribe 3:14 119:9,14 214:25
transcribing 4:2 20:11
transcript 234:4
transit 180:3
transition 55:2,7 97:17 136:13
transitional 21:21 97:12
transparency 115:1
transparent 127:14
transportation 80:22 107:19
trash 61:14 62:11 117:19,22,24 118:1,2,5,15,19 119:24 164:13
traverse 43:14
trend 34:9,10 47:12 52:22 60:17 107:16
triangle 10:6 13:21,24 14:1 15:6,14 35:21 36:2 63:15 72:2 89:15 173:3,4 177:9,11 190:5 221:13,17,20 222:2,9,15 223:9
triangles 229:22
tried 23:25 42:16 66:17 98:17
trip 43:24
trips 18:14 42:21 43:2 44:5 74:16
trouble 112:7
truck 45:17 46:2 86:15 154:11 157:13,14
trucking 88:20
trucks 86:25 89:12 157:21
true 107:17,18 144:6 174:2 234:4
trueness 208:20
truly 224:16
trust 49:9 144:25 221:10
trustee 175:7 179:9
trustees 58:15,17
truth 6:9,9,10
try 13:12 15:11,18 35:16 60:25 61:2 69:19 75:17 82:18 82:19,22 86:4 114:2 119:16 123:9 161:7 166:1 191:24
trying 20:11 22:14 58:10 69:19 77:3 92:7 100:12 106:9 116:19 122:14,22 137:12 149:23 164:8 165:11 182:23,23 196:17 199:8 214:25
tuesday's 63:3
turn 26:13,23 35:1 57:22,23 82:23 88:15 90:5 113:22 147:13,14 149:11 161:20 162:1 187:5 214:16
turning 28:16 52:21 76:8 106:9 143:22 147:10,11 149:13 150:4 151:18 177:10
turns 215:12
twenty 57:19 62:6 130:23 208:14
twice 205:19,21 226:2
twist 101:24
two 6:15 9:16 11:4 11:6 17:8 22:15 24:25 25:4,5,9,12 25:19,20 30:10,16 32:16,20,21 33:5,6 33:7,20,21 40:8,10 44:17,18,23 45:2,9

45:13 46:14,25 56:18,20 57:19 61:13 62:5,6 63:14 66:5,6 67:4 67:9,22,23 68:2,24 70:9 78:5 82:21 86:15,18,23 88:25 95:3,24 98:5 100:18,22 112:16 112:20 113:4 120:22 129:4,18 129:24 131:2 132:4,19 133:18 134:3 139:19 144:8,12 148:12 149:20 150:14 151:11,23 153:12 154:21,21 155:7 155:23 156:2 161:21 162:2 171:24 175:6,17 176:13 177:20 180:8,13 190:22 192:3,6 193:23 196:16 198:9 199:5 202:11 208:9 219:12 223:9 224:3,5 227:4 228:18,22
tying 84:1
type 33:15,19 55:9 84:19 98:3 140:2 182:7 220:2,14,17
types 14:21 34:18 174:10 220:11
typically 51:14,16 51:18 57:6 118:23

u

u 70:6 110:21
ugly 79:16
ultimately 158:9 167:19 180:18 185:3 213:14,15
unable 10:3 64:21
unacceptable 83:4
unanimous 207:6
unavailable 203:22
uncertainty 191:5 191:6,7
unclear 123:12
underground 61:16
underneath 159:19,19
understand 7:6 43:10 58:7 63:21 107:24 119:10 129:6 138:3 141:5 143:4 144:22 145:18 146:2 149:19 151:3 152:6 155:14 157:3,7,19 161:5 165:2,17 172:14 173:20,22 194:20 195:12,16 201:1 201:24
undesirable 180:19
unequivocally 95:5
unfair 93:18,20
unfortunately 185:2
unheard 47:4,5
uniform 50:13
unilaterally 188:14
union 47:8 50:20 127:22 178:5
union's 52:5
unique 13:15 38:17 39:5 70:20 70:24 72:5 188:24 190:6,9,17
uniqueness 41:10 190:2,2
unison 3:8,23 6:11 6:25 8:22 216:7 218:12 233:7
unit 11:3 32:2 33:4 51:23 97:25 98:5 98:22 131:19,23 133:22 139:9,11 139:17 142:5,18 145:25 180:13 182:9 192:20 197:20 198:21 199:14
united 80:25
units 11:4,7 24:12 30:16,16,18 31:22 31:23 32:7 40:10 46:10,14,15 52:2 57:3 71:5 72:7 79:24 84:8,20 85:12 93:16 94:9 94:9 99:2 121:7 132:17 137:17,20 145:24 159:2 168:8 171:5,21 174:10 176:13 177:20 180:8,9 187:23 193:4
unmanageable 145:25
unnecessary 228:21
unpopular 82:15
update 179:15,18 179:20
updated 113:25 220:25
uphold 70:10
upper 27:13 31:23 36:1
urban 79:3 80:7
usa 66:5
usable 31:11
usage 98:22 168:7
use 7:5,11,12,16 12:17 28:3,5 42:12,14,15 50:1,7 50:10 51:7 70:19 73:14,16 75:5,6,14 75:14 89:12 97:11 111:17 115:6 120:17,18 129:16 131:19 148:14 186:19
user 29:7
users 154:4
uses 14:9,18 46:3 56:2 58:20,22 59:21 105:14
usually 28:18 63:23 103:24 166:11,24 203:14
utilities 51:24
utility 25:4,12 28:21 29:6

v

v 110:21
vacancies 60:18
vacant 48:23
vacation 179:12
vague 176:25
valid 63:9 76:23
validity 55:15
value 72:6
van 110:20,20 111:1

variance 16:3 17:1 17:21 30:25 40:13 46:13 58:4 65:17 89:17 94:22 112:2 112:6 123:18 124:4,25 125:1,10 137:21 140:4,5 142:14 148:25 149:3,5 166:1 172:3 176:11 186:23 188:18,19 188:25 193:19 199:17 200:11 201:21 211:1 222:14
variances 9:2 13:20 30:14 63:11 63:17,21,22 64:1,3 64:9 65:12,18,22 69:15 91:19 93:21 97:4 108:6 124:2 172:23 173:11 176:12 177:13 178:3,18 188:16
variation 13:7,12 17:6 37:11 70:7 70:12 71:13,14 72:1,14,18,20,25 73:2 128:5 140:10 142:13,19,23 163:22 165:8 171:16 198:18 200:20,24 201:13 204:8 216:12,12 220:10
variations 9:17 17:8 69:25 70:16 75:25 115:25 124:15 186:25 187:2,2 190:17
varied 56:20 59:1
variety 14:21
various 15:5 143:9
vehicle 7:5 43:2 80:20 81:2 90:4
vehicles 67:23 80:23,23 81:14 82:22 86:25 87:1 87:1 89:8,10,11 90:10 146:16
vehicular 89:23 90:22
vendors 63:23
ventilation 7:15
vents 160:20
verbally 68:17
veritext 234:11
version 218:21 224:10
versus 51:21 54:13 63:13 77:3 116:10 173:19 186:21,22 188:23 201:10 220:13
vertical 137:2
viability 193:2
viable 33:25 46:24 71:22 132:17 189:1
vibe 109:11 110:5
vibrant 59:25 60:2
video 3:14 4:1
view 23:22 36:25 37:2 66:14 74:11 88:17 89:15,18 177:21 223:19
viewing 89:15,18 89:20
villa 1:12 2:2 48:10 49:8 56:2,3 56:4 63:1,11,19
66:13,14 81:23 83:17,23 92:8,12 93:3,8 99:3,6,8 105:18 107:21 110:6 111:12 114:11,12,12 171:20 172:19 174:14 175:19 178:4,12 180:6,15 180:22 181:22 182:17 185:12,13 204:25
village 2:2 6:14 14:8 16:5,12 19:21 26:20 31:13 35:19 37:4,9 40:11 41:8 44:21 50:7 53:3 56:1 62:17 63:20 64:8 64:10 70:8 76:10 76:14 77:2,11 83:24 88:20 99:2 105:10,14 110:4 110:10 113:18 115:8,23 116:11 121:11 126:18 143:8 151:4 152:8 152:25 153:4,11 158:9 161:15 172:1,24 174:23 177:15 178:13 184:4 185:16 187:11 190:11 205:2,15 208:12 208:16 213:13,14 213:15 217:3,23 221:21 225:3,20 226:18 227:5,8,13 227:25 230:1,18 231:14
visibility 10:5 13:21,24 14:1 15:6,13 35:21 36:2 63:13,15 82:16 153:10,23 155:6,10 173:4 177:9,10 221:13 221:20 223:9 229:22
vision 29:2 49:15
visit 183:1
visitor 66:19
visitors 81:8
visual 177:17
visually 136:9
volumes 222:11
vote 19:20 108:5 112:5 179:19 188:15,17,19,20 190:23,24 191:5 193:16,17,18,18 193:22 194:25 195:18,22 196:11 196:25 197:1 199:4,6 204:18 206:7,9 209:1 231:12 232:21
voted 110:13
votes 228:22
vp 50:9

w

wait 45:12 90:13 158:5 191:15
waiting 7:17 76:5 191:12
waived 222:15
walk 24:22 25:12 33:14 84:16 93:14 101:12 103:25 107:20,21

walkable 31:2
walking 31:4 50:2 79:7,9 81:21 85:2 93:10,11,13 102:15 106:21,21
walkway 24:17,19 24:21,24 26:10 28:15 30:3 36:17 88:1,4 186:16
walkways 29:11 29:12,13
wall 40:6,9 133:4 136:20 138:4,5,24 143:20 145:21 146:20 150:17 181:10 182:5 199:12 200:25 209:3 210:10 215:8,11
walls 40:1,2,8
want 5:4 12:10 14:5 18:6,7 19:18 19:22 20:22 21:1 21:4,14 25:17,25 26:1 32:13 33:3 35:18 44:8,13 50:22 54:15,16 55:11 56:9 62:12 62:18 64:11 65:19 66:4 69:10,11 72:7,16 75:7 78:21 80:1 81:22 83:11 85:7 86:6 92:8 93:6,7 96:9 97:10 100:4,8 102:23 103:5 105:2 106:1,3,6,10 108:3,14 110:17 112:24,24 113:5 113:11,21 114:9 115:10 119:20 121:24 125:18 132:15,21 133:23 134:7 135:12 144:5 147:17 148:24 149:14 152:21,22,23 153:4,22 154:19 156:10 170:8 172:17 174:15 175:9 176:25 178:15 185:7,21 187:18 189:11,16 189:19 190:14 191:6 203:18 204:7 206:25 208:22 212:13 213:16 222:12,20 223:18 225:22,23 231:15,22
wanted 7:25 23:23 24:18 26:23 28:7 41:18 44:20,21 45:11 64:20 66:13 70:8 80:8 95:16 120:4,12 125:14 178:22
wanting 5:7 92:1
wants 33:23 60:5 61:3 112:10 160:17 171:10 183:20 204:17 211:17,17 217:18
warmth 176:2
warrant 171:17 189:14
warranted 179:5 189:14 190:1 222:3
warrants 17:25
warriors 185:18
washers 51:23
washington 107:20
waste 168:1,6 199:2
water 18:23 37:23 38:4 52:1 77:16 77:17,20,21 78:18 87:9 88:2 90:14 91:2 166:16,17,18 167:1,1,6 168:1,6 168:6,11,15,17 169:10,19 172:19 230:16
way 4:8,14 11:11 12:2 13:5 17:15 18:12,15 19:19 25:18 26:4 30:1 36:21 38:1,2 40:25 41:18 44:3 44:14,17,18,19,23 44:25 45:1,2,3,9 45:10,13 46:18 53:23 57:25 58:1 68:24 71:17,22,23 72:8 80:17 82:11 82:21 86:18,23 89:8 105:3 110:2 117:2,4,6,14 125:23 135:21 137:3 144:8,12,17 144:17 146:1,12 147:22 148:12 152:4,20 153:12 153:14,22 154:21 154:23 155:7 156:1,22 160:16 161:17 165:11,22 171:20 174:2,4,17 176:2 177:21 182:24 190:7 191:2 209:14 211:11,17,18 213:21 215:25 223:12,23 227:14 228:23
ways 25:19,20 115:17 151:23 154:21 155:17,24 157:23 161:21 188:24,24 201:1,5 210:11
we've 7:10 13:4 15:4 16:20,21 18:5 20:21,22 26:11 28:8 30:1 30:21 40:7,20 78:7 89:4 94:2 95:18 108:12 112:1,12 113:16 125:16 141:5 152:12,14 153:23 156:21 168:11,12 178:1 184:19 187:5 191:1,8,19 196:24 197:7,8 198:23 204:21 217:25 224:9
wear 90:21
weather 87:9 96:19 201:4
weber 125:12 126:8,17,20 127:5 128:19 129:9 132:7 134:11,16 135:20 138:23 139:13 141:1 142:21 143:2,3,23 148:4,22 149:17 149:25 152:17 155:25 156:18,23 157:10,19 160:6 161:13 162:9,14 162:20,24 165:1 165:20 166:8 172:9 177:25 179:13 181:1,2 182:8,9,10,12,20 183:2,3 184:20 190:19,20 192:19 192:20 193:1 194:1 197:24 198:9,16 199:3 200:18 201:25 202:5 204:4 205:6 205:11 206:5,6,7,9 206:15,16 207:2 207:11,15 208:7,8 209:18 211:1,7 212:7 213:8 214:15,16 215:14 215:16 217:11,14 220:12,12 222:16 222:21,25 225:5 227:6,7,13,18,19 227:24 228:2 231:16,20
year 88:6 92:21 130:18
years 34:12,13 52:21,22 55:19 77:12,13 83:16,16 85:25 100:10 104:24 108:1,11 109:8 115:16 136:18
yelling 161:6
yellow 19:5 24:20
young 33:16 51:15 108:13
younger 174:11
youngsters 95:10

z

zero 36:7 39:1,2 39:10 131:12 200:3 222:7
zone 39:15 66:20 66:20 68:9 152:10 172:25 176:6
zoned 104:6
zones 68:7
zoning 1:12 2:3 12:14 13:2,3,22 14:9,25 15:5 19:2 37:5 39:16 54:22 55:9 58:14,16 70:14,18 97:20 104:8 113:25 114:1,1,2,19 115:8 115:11,17 176:10 176:19 217:24 223:20 230:9
zoning's 29:1
zucher 107:5,5

208:9,15,20 209:24 210:8 211:9 212:1,5 213:4 214:13,20 215:6,15 218:3,15 220:3,6,12,19 221:12 222:4 223:3,8 224:1,23 225:8,11 226:3,16 227:3,21,24 228:5 228:11,15
wednesday 96:12 96:14 208:16
week 11:11 101:19 214:14
weekday 43:4,7
weekend 203:23 214:10
weeks 192:4,7 196:17 198:10,10 202:11,11,12,12 202:14,15 206:2 212:22 214:16 216:21
weigh 202:6
weight 201:5
weird 173:4 185:13
welcome 166:13 186:15
went 43:17 46:24 48:11 53:12,14,18 53:23 66:23 67:12 67:21 68:9,11 188:18 206:18
werthmann 55:22
west 7:4 9:1 12:9 21:17 22:22 29:9 78:4 101:10 103:14,15 135:17 135:19 155:18 161:22 162:10,16 175:21 176:8 179:22 197:19 199:12 200:25 206:24 209:3 210:10 213:1,10 213:18 215:8,11
westbound 18:7 155:12
western 138:4,5 146:6 147:24 181:10 182:4
westernmost 146:10,11,15,16 147:24
whichever 38:1 219:15
wholesale 210:6
wide 36:24 49:23 82:25 148:5,17 154:22 158:3
widening 219:19
wider 148:19 150:5,10 186:16
width 29:18 31:15 43:21 116:25 148:10 219:2,11 219:18 229:10,11
widths 219:6
wife 84:16
wife's 87:17
wiggle 173:2
williams 68:4
willing 120:3,11 138:12 139:23,25 161:3 173:7 191:18 211:13
window 128:11,20 128:23
windows 160:21
wine 97:19
winery 109:11,13
wish 97:1
wishes 4:17 105:22 153:11
wishing 6:2
wodon 113:11
woman 7:8 8:8,13 9:5,11 20:2,4 68:13 70:2 118:10 118:13 119:8 124:10 125:1
wonderfully 136:16
word 93:23
worded 224:5 229:2,5
words 187:21 194:10
work 4:14 12:15 13:21 22:14 33:17 35:16 43:17 46:12 55:25 74:4 114:12 133:19 138:21 145:18 146:4,12 146:23 150:10 159:22 160:1 168:25 169:5,19 169:19 171:20 181:24 185:24 201:3 204:5 210:17 212:4 214:4,20 223:3
worked 13:11 55:23 92:15 169:9
working 7:20 19:9 161:1
works 24:18,25 25:7 28:19 127:9 133:18 139:3 143:6 145:7 153:8 166:9 173:21 182:3 200:21 211:12 221:22 224:7,15 230:2,19
world 66:14 114:17
worried 211:4
worse 160:22 172:14,15
worst 164:18
wow 102:16
wrap 61:3 69:6 74:22 102:5
wrapped 217:18
write 38:15 194:15 202:22
writing 185:16
written 106:1 120:2 175:17 178:22 190:6 223:23
wrong 8:9 57:13 65:9 106:12
wrote 96:23 119:24 175:19

x

x 64:16 91:11,20

y

yale 64:20 76:17 79:6 85:25 94:19
yard 9:24 39:8 103:24 172:6 176:17
yardi 32:3 65:23
yards 219:9,10
yeah 8:10 20:3 21:2 28:10 101:16 113:4,7,13 116:23 118:11 119:3,15 122:25 125:1

VILLAGE OF VILLA PARK, ILLINOIS

PLANNING AND ZONING COMMISSION

IN RE THE MATTER OF:)
)
ARDMORE FLATS) PZ 22-0005
27 WEST PARK)
ROSS BUILDERS on behalf of)
APEX ARDMORE, LLC)

REPORT OF PROCEEDINGS had before the VILLAGE OF VILLA PARK PLANNING & ZONING COMMISSION, held at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, Illinois, commencing at 7:30 o'clock p.m.on Thursday, the 30th day of June, 2022.

APPEARANCES: MR. JASON JARRETT, Chairman
MR. DON KASE, Commissioner
MR. DOMINICK ROMANO, Commissioner
MR. ERIC LUEDTKE, Commissioner
MR. LARRY CALVERT, Commissioner
MR. JUSTIN SHLENSKY, Commissioner

ALSO PRESENT: MS. MELISSA WOLF, Village Attorney
MS. ELLEN WEBER, Interim Dir of Community Development
MR. KEVIN MANTELS, Public Works

REPORTED BY LYN DOERING, CSR.

CHAIRMAN JARRETT: I call this Special Meeting of the Village of Villa Park Planning and Zoning Commission to order.

To start with roll call:

Calvert?

COMMISSIONER CALVERT: Here.

CHAIRMAN JARRETT: Hofstra?

(No response.)

CHAIRMAN JARRETT: Jackson?

(No response.)

CHAIRMAN JARRETT: Kase?

COMMISSIONER KASE: Here.

CHAIRMAN JARRETT: Luedtke?

COMMISSIONER LUEDTKE: Here.

CHAIRMAN JARRETT: Orlowski?

(No response.)

CHAIRMAN JARRETT: Romano?

COMMISSIONER ROMANO: Here.

CHAIRMAN JARRETT: Shlensky?

COMMISSIONER SHLENSKY: Here.

CHAIRMAN JARRETT: I too am present.

With that we have a quorum.

Do we have anyone here this evening

wishing to speak on non-agenda items, so wishing to speak on anything other than the application for 27 West Park?

Okay. Seeing none, we will move on.

We have no minutes to approve this evening.

So the first item of business will be Petition PZ 22-0005, 27 West Park Avenue, Ardmore Flats, Plat of subdivision variances for Ross Builders, Incorporated, the Petitioner, on behalf of Apex Ardmore, LLC, the owner.

Before we open the public hearing I want to run through the process a little bit. We will start with the staff input. We will move to presentation of the Petitioner.

Following that members the public who want to have comments or questions, you will be asked to come up here to the podium, state your name, your address, if you wish. Please sign in, if you haven't already.

Direct your questions to me. I will gather those questions and then the Applicant will have an opportunity to answer those questions, in addition to any questions we have.

Then we will move to questions from the Commission, any closing comments of the Petitioner, and then we will discuss up here and have a motion this evening, if necessary.

We have a large crowd here this evening so I want to remind everybody we are being video taped -- we are being recorded through the internet and we also have a court reporter here tonight recording.

So if you are going to speak, I need you to be at a mic. I need people not to speak over each other.

When you come up and state your name please spell your last name for the court reporter so she has that.

I am going to ask that you refrain from cheering, clapping, booing. Give everybody their due respect.

Last time we had a lot of crosstalk towards the end that was starting to crop up from the audience. It's not fair to the Applicant, not fair to people up here, and it's not fair to everybody in the audience who has come to hear everything. So we need keep that to a minimum as

well.

With that I would say, anybody who expects to speak this evening, even if you are uncertain, I need you to stand now and get you sworn in. Raise your right hand. This will be quick. We will get everybody at once.

(Whereupon said witnesses were duly sworn).

CHAIRMAN JARRETT: Thank you, you can be seated.

All right. When you are ready, Ellen.

MS. WEBER: Good evening, everyone. I am Ellen Weber, the Interim Community Development Director for the Village. I am glad to see everyone here. We like when we have community input.

Kevin Mantels is here with me representing Public Works this evening and he will help me answer the questions for the Commission.

The reason we don't have minutes prepared is because this is a special meeting. The Commission usually meets the second --

CHAIRMAN JARRETT: Ellen, can I do one small bit of the bookkeeping, a motion to

reopen the public hearing?
MS. WEBER: Yes.
CHAIRMAN JARRETT: So we need a motion --
COMMISSIONER SHLENSKY: Motion.
COMMISSIONER ROMANO: Second.
CHAIRMAN JARRETT: All in favor?
ALL PRESENT: Aye.
CHAIRMAN JARRETT: Any opposed?
(No response.)
CHAIRMAN JARRETT: We have reopened the public hearing. Thank you.
MS. WEBER: I will start over, due to the fact we didn't have a microphone.
Good evening, everyone. I am Ellen Weber, the Interim Community Development Director for the Village. I have been in this capacity since February.
I am glad to see so many people and residents here to represent the community. We like to have your input. That is what a public hearing is all about.
Kevin Mantels is also here representing public works and he will answer questions

regarding the petition.
The reason we don't have minutes is the Commission usually meets on the second Thursday of the month and we put this special meeting in place because our docket is very, very full. I have 11 cases going on right now.
So we put this extra meeting in place to try and keep our meetings shorter. So the minutes will be available at the next meeting. If anyone had questions regarding the last hearing, it is online.
So I have a short presentation.
The case before us this evening is PZ 22-0005. It's a proposal for Ardmore Flats at 27 West Park.
We are seeing it on the computer but not on the screen, my apologies.
Mr. Ross is with us tonight. He is requesting variances in order to build a 4 story, 24 unit market rate apartment building and these were the variances that were published.
We did republish the case a second time because there were two additional variances noted at the last meeting that were added. Those are in

red here.
He has changed the rear to perpendicular parking and the drive aisle is less than 24 feet -- it's at 22 -- and given the overhang to the south we do feel it's doable but it does require a variance.
Technically the community development director has the authority within the Code to approve this but I brought everything before the Commission just to be conservative.
And the second variance that was added was the foundation landscaping in the rear, where zero is provided and 5 foot is required.
I am just going to speak. I don't think I am going to be able to get it up on the screen here.
There has been several opportunities for public notice and input. The case was discussed by the Traffic and Safety Commission informally at their February 21, 2022 meeting and also at their May 3 meeting and their June 7 meeting.
And then there was an April 14 concept plan presentation provided here to the Planning and Zoning Commission. A community open house was

held on June 2, and then we moved to a June 9 public hearing.
Legal notices were published and letters mailed for that on May 24 and the notice was republished on June 14.
When this would go to the Village Board is still to be determined.
This is the current condition, as everyone is aware. It's a rather small building, it's a former bank building turned into a law office. It's 1491 square feet with 25 parking spaces.
There is just under 1800 square feet of grass in the northeast corner which is considered a pervious surface because storm water can percolate before it goes into the ground.
So when the Commission considers cases like this they are looking at how the prospective development meets the Code.
So if you will look in this right-hand column these are all the elements that I had to review the case against.
When a project comes in, I look at the Code and I see what the requirement is. In this

instance it's an MXT Zoning District.

Then I have what's proposed for the project, some notes, and whether or not it met the code or variances needed.

So the project does meet all of the elements on this page; the minimum build-to frontage, the build-to zone -- which is how close the building is to the property line -- at the front, at the corner, it meets the side yard, the rear yard and the building width requirements of the Code.

It does not meet the impervious lot coverage.

It does not meet the garage entrance.

But it does meet surface parking and the driveway access location is not applicable because there is not a service lot coming off the main street.

The height is met in the Code, two to five story is permitted in this district, and he's proposing four.

He has stepped back the fourth floor to comply with the Code and each story meets the height requirements of the Code.

The Commission has discussed the use. It is within permitted uses in the District.

The parking is in the building and the depth of the first floor meets the Code.

All these elements meet the Code: The transparency, the blank wall -- it's blank in the rear but that's not a primary street -- the number of doors, the configuration of the doors and some of the architectural elements meet the Code.

This one does not meet the Code. This is a requirement in the form-based districts of the Code. Form-based zoning means we are looking at the form of the building and how it approaches the street more than we look at the use within the building.

And the Code requires a 13-foot minimum streetscape and in this instance -- It's always measured from the Code. And in this instance the Village has moved the curb back 13 feet to create those parking spaces. So there is a hardship staff felt and a variance of 4 feet is required.

Parking is something that needs a variance, the design of the stalls. This relates to when you come in from the alley, the width of

that aisle is not 24, it's at 22.

The landscaping I referenced, the foundation landscaping.

Visibility triangle, we have identified that as a conflict in the Code. We are still working with this brand new code. It was adopted in 2018 and we require the buildings to be close to the lot line and it's impossible to do a visibility triangle. So there is a conflict there.

And then the outdoor lighting, we need to verify a light on the east garage door. If so, it meets all elements of Section 9.4.

So this is a picture of the building. I will let Mr. Ross go through in great detail.

So this is what Mr. Ross has proposed:

It's an 11,239 square foot building, 24 units, 4 stories, 46 feet tall, 11 one bedroom units and 13 two bedroom. There's a total of 24 units with 37 bedrooms which would require 37 parking spaces.

And before us tonight are requests for variations and the intent of the variation is to grant relief from strict compliance with the

regulations of the Zoning Code.

The intent is not to simply remove an inconvenience or financial burden but it's intended to help alleviate a practical difficulty or hardship that would be caused by the literal enforcement of an ordinance and it's intended to provide site specific relief when the requirements of the zoning render land difficult or impossible to use because of the unique or special characteristics of the property itself.

This is the zoning. You can see to the south we have the apartment buildings and MX2 to the east, MXT to the north.

When we get to this part I've got the motions to put them up on the board for the convenience of our residents to see but for right now I am going to let Mr. Ross give his presentation.

MR. ROSS: I am Craig Ross with Ross Builders. Thanks, Ellen, thanks Commissioners, thanks community for coming out.

I am going to go over the changes that we made since our last meeting so I will keep it fairly brief.

The first thing we did was set back the fourth floor on the west elevation by 9 1/2 feet. This did two things:

1: It eliminated one of the bedrooms.

And 2: Makes that side a little bit softer, makes it -- I think Commissioner Luedtke had this recommendation -- makes it a little softer on that west side.

The second thing we did was revise the exterior alley parking. We changed it to perpendicular. This was the staff recommendation and a bunch of the departments.

By doing this we were able to add a stall, so that increased the parking in the alley from 10 to 11.

It also increased the buffer between the alley in the rear of the parking stalls. It used to be 4. Now it's 6.82.

It also allowed us to widen the parking stalls from 9 feet to 9 1/2 feet.

This is the fourth floor. This is really the only floor plan that changed.

In the lower left-hand corner behind the stairwell you can see that there is no longer

building there. That's a rooftop terrace.

And that unit in the lower left was changed from a two bedroom to a one bedroom to make it smaller and again to push that back 9 1/2 feet.

This is the front elevation. Nothing you could really tell from here that's changed.

This is the west elevation. So I have a 3D coming up later. It will be more apparent.

But on this 2D you can see the brown area, that's that stairwell, and if you look to the right of that, that light gray area above that used to be all flush, used to be four stories, but now the darker gray behind it is set back to 9 1/2 feet.

East elevation hasn't changed.

This is the south elevation. Again, if you look in the upper left-hand corner. This is a 2D. The stairwell would be where the cloud is, so to speak, but it would be 30 feet back.

So we didn't show that stairwell. So you can get an idea if you were standing in the alley it would like more like this or even from standing farther back.

This is the front corner. Again, nothing you could tell changed too much from there.

This is the previous. So again, we are going to focus in on the brown area where the stairwell is and look to the right of that.

As I go to the next page you will see how that has now been set back. So when you go to the fourth floor it's not all flush with the first, second, third floor. It's set back that 9 1/2 feet.

I will go back so you can see the previous and here is the new proposed.

Now, on the site plan, again the major change here is going to be the parking in the rear. You will notice now it's perpendicular to the building. You will also notice we have 11 spaces instead of 10 spaces.

It also helped with some of the impervious. We now have less impervious.

Those were the major changes on that -- really the only changes.

Actually one minor change in the upper left-hand corner, staff let us know that we do

need an ADA parking space due to the number of spaces now in that area in front of us. So that island got a little smaller to accommodate the ADA space.

So these are the changes on the variance request. Ellen went over most of this. I want to go over it more specifically since our last meeting.

Again, we are still looking for a variance on the impervious but right now we are at about 85 percent versus before when we were in here it was about 87 percent.

Again, most of this came from the revision of the alley. So in that corner where the ADA parking spot is we were able to pick up some more green space.

The parking variance request used to be 6. Now it's reduced down to 4. Again, we did that by two things:

No. 1: Being able to add that parking stall in the rear.

And No. 2: Eliminating one of the bedrooms in one of the units on the fourth floor when we set it back on that west side.

The new variance that we have that Ellen had mentioned now that we went perpendicular in the back is the drive aisle. So the Code would require 24 feet to turn into a perpendicular parking space. We have about 22 feet.

We did this because it seemed to be supported by public works. They like the two-way traffic, you can be able to go either way, you can disperse traffic, and it was recommended by staff to go this route, so we did that.

It's also supported by KLOA, who did a revised traffic assessment, which we have submitted.

And as Ellen mentioned there is a section in the Code that states the community development director is authorized to establish dimensions for parking configurations not shown. And as I mentioned, the configuration we have now isn't something shown.

We have 9 1/2 foot wide stalls. Obviously the wider you go with stalls, the less turning radius you need to be able to get into it, so we have widened them.

To give you an example, the City of

Chicago actually in their Code has 8 foot wide stalls are required, and you only need a 22 foot drive aisle, and they even allow you to go down to 20 foot wide turn, if you have stalls that are 8 1/2 feet. So we are well above that. We are again at about 22 feet and 9 1/2 feet wide.

And that's it. Those are all the changes that we made. Thanks for your time.

CHAIRMAN JARRETT: Thank you.

So at this point in the hearing we would take additional public participation and questions.

I believe some of you probably were not here at the previous meeting but to the degree possible if you were here in the past and spoke try to keep comments to the changes.

We also have a three minute time limit. We are going to be pretty strict with that. Give you a little bit of overrun, not much, because we have a lot of people here to speak, even more than last time, and we got out of here about 11:30 last time.

So whoever wants to go first, please come up here, state your name, spell your name,

address, if you would.

MS. NOSON: Donna Noson, Rand Road, Villa Park.

First of all I want to thank you guys for the work you do. Sometimes I feel you are underappreciated. I appreciate you. I believe the Village does too. Same goes for staff.

To start, this is towards Mr. Ross:

As stated in the Ross presentation, this nice agenda packet, Page 8, it states:

> No one wants to approach -- wants the appropriate amount of parking spaces more than us. We do not have a viable project, if we do not offer enough parking.
>
> Based on our research and experience this proposal allows for enough parking.

I took it upon myself to visit two rental properties of Ross Builders that I was aware of; the one on Fairview and the one on 204 and 210 Wheaton Avenue.

Fairview is currently under construction and the Wheaton project is still an empty lot 14 months later.

So eliminating the research part of the statement, including the yard maintenance, KOL, etc., what are you basing your experience aspect on?

What physical, already built, real world existing rental properties are you basing your experience on?

Can you give the Village a list of those already built, real world existing rental properties?

As a side note, when I stated based on our research and experience this proposal allows for enough parking, I want to reiterate that the research and experience is parking specific and not what other villages have allowed.

Perhaps residents would be able to judge this more, if they could see something already physically existing to reference.

I want to state I have no horse in this race, I am very much pro-development, but I don't want parking problems to nag us now and in the future.

CHAIRMAN JARRETT: Thank you.

MR. BUKIEMA: Good evening. My

name is Paul Bukiema, with Bukiema Law Group.

And we are here this evening on behalf of Knollcrest Funeral Home and Steuerle Chapel and I just wanted to thank you as well for allowing us to be here tonight and for your time.

I wanted to emphasize Interim Director Weber's comment regarding the Village Code and that variations must stem from unique or special characteristics of the property itself, not solely for monetary reasons.

In this case the property is flat and not oddly shaped and monetary reasons are the only basis for the parking reduction in the alley, narrowing impervious surface issues, as well as others. Many of these things could be met if the project was smaller in size.

The principal issue that Knollcrest had -- One of the principal issues is the parking situation. The parking calculations do not include the potential use of dens in some units as additional bedrooms, and any post-approval modifications to a project, if it were approved, should make sure that that was strictly prohibited.

The approval will require Knollcrest to block off its parking in the area to make sure that there is enough parking for its customers when they arrive for funerals.

And finally, the traffic report was performed by a very reputable company but it didn't analyze the alleys used by other businesses or look at the overall parking demand for the area, and therefore, it would be insufficient. Just today there were a number of trucks parked in the alley at any given time.

So just to reiterate, the Petitioner's responses to the variation standards were inadequate, as there is no hardship other than not being able to have more units.

A reasonable return of the property can be obtained. There are no unique site conditions relative to the variances requested here, especially the modified ones this evening.

And the character of the area, health and safety will be impacted by a project of this size that will shrink or certainly reduce parking in the area and an under-parked area will only become more of an issue going forward.

I consequently request that the Plan Commission not approve this variance.

CHAIRMAN JARRETT: Thank you.

MR. MURPHY: Good evening, Brian Murphy, 436 South Princeton Avenue. Good evening, everyone.

In regards to the requested changes on the proposed development I don't feel they go far enough. I don't speak for everyone in the community here but I can say that we are not all here squabbling about just a couple parking spaces and one bedroom less.

Commissioner Luedtke, I believe that you had said last time there is obviously a bulk issue at play here, fundamental as well as parking.

And Chairman Jarrett, you did say the site is tight but it really doesn't have to be.

The bulk issues can go away pretty easily with the right decisions being made, the right size development and the codes upheld.

I do appreciate the southwest corner being that it does look better, what's proposed tonight, but on paper we are still looking at 24 units and 37 bedrooms.

And from the last meeting the conversation about that, you know, we are really talking about 48 bedrooms still on the property. So you have an 8 by 10 enclosed den with 2 bathrooms and a 1,000 square foot apartment. So I think the price point and the layout of the one bedroom apartment screams roommates. And you know it's going to be presented to prospective renters that way.

I know this has been asked and answered, it's only a rhetorical question, but if the building is reduced to 12 to 14 units can we accommodate indoor parking and make the project Code compliant.

The only answer we have gotten from Mr. Ross is you can build a five story single bedroom complex, but you know, he did also say that these units would be condo ready.

And Commissioner Calvert, in your memo you mentioned lack of parking is the curse of any residential building and will ultimately become an undesirable property without adequate indoor parking and you suggested the Village request the units be condo ready with appropriate parking. I

am wondering if that can be addressed.

The truth is a right size development that meets all codes without any variances can be built on this site without any legitimate hardship to Mr. Ross. We all know this.

I have nothing against Mr. Ross personally or developing this property in general. This is just what he prefers to build and he has to try to maximize his investment but the Village should not feel obligated to push this through as it stands.

The staff memo from June and today states the Petitioner has not sufficiently demonstrated the variances requested are due to hardship conditions of the property.

I also do appreciate all of your work, Ellen, the staff. It's not lost on me that you all live here, many of you live very close to this, deal with a lot of the issues that we are talking about tonight, as far as flooding, the parking and everything. So I appreciate that.

I believe that you do care and that you want progress in the Village and that you are listening to our concerns. So I think we should

strive to do what is right in a timely manner but not in haste. So the residents will live with the results of these decisions for decades.

I ask that you find that no hardships exist for the Applicant, if he follows the Codes, and that you deny the variances.

CHAIRMAN JARRETT: Thank you.

MR. OTT: Ted Ott, I live at 39 West Park Boulevard, that's literally two house away from where this building is going to be built.

When I moved in, in 2003, I wasn't told that there is a flooding issue around my house. Literally my house sits in the middle of a flooding issue.

All the houses on the Princeton side of my house, the backyards have flooded out since I moved in. My house and the house just of my west, the front yard floods out.

I am not talking a little bit of wet in the grass. I am talking 2, 3, 4 inches of water in my front yard and at least that much in my backyard.

When I moved in I had flooding issues.

My neighbor at 37 West Park Boulevard, she had flooding issues. Her neighbors, at least three to her south, had flooding issues.

It was so bad she decided to get in contact with the Village to have a storm drain put in her backyard. To help alleviate her cost on that, I chipped in.

I am not sure how much it was. This was years and years ago but it was thousands of dollars. The Village chipped in and paid half.

I felt no relief from this, no relief at all. My house still floods. I had a flooded basement.

I mean, has Planning and Zoning really taken this into consideration?

You are putting a 24 unit building two houses from me. That's going to cause even more problems with the storm water, not to mention the snowplowing.

Where is that going to melt off?

And I noticed the other day during Summer Fest, you guys used the parking lot there to put up Port O Johns and you used the parking lot just to have fun in the Village.

Now, I am not against development. I want to see a building there. That's fine. But I want it to fit the neighborhood and I want it to look like it should fit the neighborhood and I want it to not affect me with storm water.

So please do your due diligence and figure out the flooding issue in my neighborhood and my neighbors' homes before you decide to put 24 more units there. Because it's going to get worse. That's all that happens is it always gets worse. It doesn't get better until the problem's fixed before you put in a new building.

So please, please, you guys, do your due diligence and look into this for me. I don't care if you have to survey my yard for a week, please figure this out for me.

I put in a little tree just to try just to soak up some of the water there and now I am getting in trouble by ComEd and cable companies because the branches reach up to the wires.

I have problems, guys. You guys, please, do your due diligence. All my neighbors that live right there around me, they are asking you too. They wanted me to speak tonight because

it's a serious issue. Every time it rains for more than a day I have to think about flooding. Thanks, guys.

CHAIRMAN JARRETT: Thank you.

MS. BAILEY: Alesia Bailey, 419 South Princeton.

So in order to receive a variance Petitioner must proof hardship, as far as I understand; correct?

What is the hardship the Petitioner is claiming prevents him from complying with our Code which clearly states 70 percent maximum impervious surface? And yet he needs 84.99 percent? It's still over our allowed Code.

Where is the proof of this hardship? Why is this need in place? Is it to help alleviate the flooding?

It's a well-known hardship. We have lived through it numerous times. I have lived through it for 20 years. This is the hardship I lived through:

2020, all the way, 2013, I can still go back to 2022. I have been working with public works for 20 years. I have to drag pumps out

because I still have no resolution to my issue.

So I have to pump it because if I have that much standing water for weeks it's a breeding ground for mosquitoes, who are the leading cause of Lyme disease.

So my hardship is the cost of pumps, electricity, yard damage, replacing mulch, flowers bushes, and I reluctantly deal with these hardships because I love my home and my neighborhood.

But if eventually I do get the drainage assistance program, because they engineered this numerous times over numerous years, somehow it keeps getting pushed off, and every year it's pushed off it costs me more and more and more.

So my last quote it's going to cost me nearly $10,000 to do this drainage project and that is also $10,000 to my neighbor behind me. So this is a $40,000 project because they flood just as badly behind me on Ardmore.

So why is there no green roof or permeable pavers that was suggested by the Village staff?

As a homeowner and resident yourselves,

you volunteer to represent us and to represent your neighbors. I urge you to vote no on the variance of allowing the 84.99 percent coverage because we are going to have flooding.

He needs to abide by the Code. Stick to the rules, stick to the codes. That's what I believe should be done here.

And I am going to leave these photos for you, but in case nobody else has seen them, this is May, 2020, 2019, 2017, June, 2015, June, 2013. I could go back to 2007 but do I really have that much time? I've only got three minutes. I am going to leave all these here.

CHAIRMAN JARRETT: Thank you. I will make sure they will get into the public record.

MS. KARCZ: I am Molly Karcz. I live on Princeton in Villa Park. I have been there for over 25 years.

I was out of town for the last meeting, so what I heard from that meeting was at the end of the meeting you guys asked the developers to go back and revisit their plan and honor the concerns of the people of Villa Park with some of the

zoning.

So when I looked at the changes they were just showing us it looks like they did not put a good faith effort into doing that because my biggest concern is the 85 percent lot coverage that they are asking for. Zoning requires 70 percent.

They originally were at 90 percent, but you earlier said it was 86 percent. So I am a little confused on that number.

So they went down to 85 percent. So they only went down 5 or less percent -- I am not sure on that number -- or 2 percent. So I want to look at the numbers. I know it sounds really easy.

The zoning says 70 percent lot coverage, 30 percent open space; right? And we all have seen this number.

And he is requesting 85 percent lot coverage and 15 percent open space. That means we are 50 percent less open space on this development, so we are losing 50 percent of the open space.

Clearly the Village has a plan for new

development and it takes into account zoning, trying to maintain the village garden, village feel; right?

Well, the zoning is put in place, I am sure, to support the plan.

So what I am saying, if you have a developer that is not showing much interest or concern in following the zoning or following the concerns of the people, then we need to vote no, because they don't share the vision that you all have for Villa Park and that we all have for Villa Park. So I am really urging you to vote no. Thank you.

CHAIRMAN JARRETT: Okay. Thank you.

MS. FOGARTY: Christine Fogarty, 37 West Park.

My questions actually relate to the 11 parking spaces that are on the south side of the proposed building.

The current sidewalk layout I believe is requiring the tenant to walk behind the parked cars, if I am not mistaken; is that correct?

Is it against the building now?

Where is the walkway for the people who are parking there?

CHAIRMAN JARRETT: It is between the end of the parking stalls and it's -- Like, I can't see the dimensions but it's at the south end of the stalls.

MS. FOGARTY: It's behind the parked cars between the alley?

CHAIRMAN JARRETT: Yes.

MS. FOGARTY: Is there any way a walkway could be put along the building for the safety the tenants?

CHAIRMAN JARRETT: We can talk about that more with the Applicant when we get to questions. I will write that down.

MS. FOGARTY: Thank you.

My other thought is, in the winter when it's time for the building manager to clear the snow from the back lot, where will the tenants who are parked there move their vehicles so the snow can be cleared and who is going to coordinate that effort between the tenants and the snow removal contractor?

My concern is that as soon as the

Village comes through and plows the alley everyone is going to park there while they wait for their space to clear, which obviously is a hazard, so we can't have that.

I feel a smaller development would eliminate a lot of concerns that my neighbors have voiced and we should probably try not to fit a square peg into a round hole because it's just not going to work. So I ask that you vote no to these variances.

CHAIRMAN JARRETT: Thank you for your comments and questions.

MR. MACLEOD: Ian Macleod. Thanks everybody. My address is 417 South Princeton.

I get flooded because of her. But my kids get to skate in her backyard.

We moved from 744 South Ardmore, just the first cut in from Madison, and we moved there -- moved away from there because for me I couldn't get to work in the morning. Just backing out of your driveway was impossible because nobody will let you in. Traffic is backed up there on Ardmore.

But we were growing our family. We had

a 9 year old when we moved to 417 South Princeton. She is now 21. We have a 13 year old and a 9 year old.

It's a safety thing for me. It's congested as it is. We have known several kids who have been hit by cars. Eleanor Richardson when she was 12. She is now 21. She's always had problems at her job.

This is crossing the prairie path on Ardmore.

So when I pictured this building being built -- When my daughter was in second, third and fourth grade she could walk to Ardmore. My son, who is now at Jackson, could walk to and from Ardmore. My 9 year old is not going to have that opportunity because I won't allow it.

Just passing that new blind spot -- My question is, with the new blind spot on the southwest corner, what's the Commission in this Village going to do to guarantee safety because it's already bad through that alley?

And then exiting the alley onto Ardmore is pretty much common knowledge that anybody who uses it, it's a blind spot, where Bob or Joe's

barbershop used to be, when you are taking a right on Ardmore heading east.

Last Friday, it's funny because Annemarie sent -- texted me this message with the beer trucks lined up. This is Friday morning at 10:00 a.m.

I had just sent her the stop sign on the same corner that was just knocked over by a car broken.

So it's going -- It's already congested. It's hard to take a turn off of Park onto Ardmore, whether you are going north or south.

The kids are coming around. We have had conversations with my neighbor ours and down the street. There's about 46 kids between Madison and Park Avenue on Princeton Avenue under 16 years of age and we have several new young babies in the community as well. They are going to grow up and experience those dangers.

So my question is, just on both those exits what can be done to guarantee safety?

We are not going to put traffic lights on Highland and Ardmore but we almost need traffic lights on Park and Ardmore. I mean, it's bad as

it is and with all these new influx of people moving in. Those are my concerns. Thank you.

CHAIRMAN JARRETT: Thank you.

MS. ORMOND: Kim Ormond, I am the owner at 26 West Highland, directly behind the proposed development.

I was dismayed to see the developer crammed another parking space into the alley rather than reducing the units in this oversized building. This brings the total to 12.

I would point out that my own building constructed in the 1960s still meets the current code of 6 parking spaces, 1 per bedroom.

The building will tower over my property and other nearby residences and the sheer number of units is more than the area can handle.

The alley to the south is already crowded with deliveries and local traffic. More cars will result in accidents, especially at the blind exit that leads onto Ardmore.

Our streets will be overcrowded. There aren't enough spots for residents.

What about guests? How about sleepover guests, given the overnight parking ban?

What happens during the holidays when relatives visit and stay for days? When late night guests arrive or leave, will they cut across my property to retrieve vehicles parked on Highland, passing by my residents' bedroom windows?

The building is supposed to attract cyclists whose primary mode of transportation are bikes. No one is peddling their way to Jewel in the middle of February. Instead the streets will be flooded with even more traffic from delivery drivers and Ubers.

The pricing of these apartments is out of line with rent in the immediate neighborhood. The other high rent developments offer amenities such as swimming pools, adequate parking, including guest spaces and large courtyards. The proposed development offers none of these.

If you can afford to spend this kind of money on rent, would you choose a building with inadequate parking and minimal amenities? There are already more than 500 luxury units in the works in Villa Park.

This leaves overpriced apartments to be

occupied by the target demographic of cyclists, young professionals and empty-nesters. I don't know many cyclists are willing to pay outrageous rent for access to a public area when cheaper apartments are minutes from the path.

Even in the best of times, young professionals would struggle to pay these rents. With today's inflation young college grads will not find these units within their price range.

The one bedroom apartments will have two bathrooms and a den. How many one bedroom apartments have you seen with two bathrooms? Even Ovaltine Court only offers one bath with their one bedrooms.

Use common sense. Many of these dens will undoubtedly be used as a second bedroom to cram in roommates to divvy up the rent. We weren't born yesterday. We know it's going to happen.

This will result in even more occupants, more cars, more traffic and more crime. There is a lack of affordable housing in the area and this only adds to the problem.

How is the average working class citizen

supposed to afford these units?

Also snow removal is already an issue in the alley. There is barely enough room for the existing buildings to pile up snow after a heavy storm.

With such a large footprint, where will this building put its heaps of snow? The alley is often not plowed for days or weeks in winter. More traffic in these conditions will result in more accidents.

Approving a variance to allow more impervious surfaces on the development's property will increase the burden on the city sewer system. In addition to that, you will have lots of more toilet flushing, washing machines going, etc., etc.

Who is going to pay for me when my building is damaged by sewer backups?

With so many negative features neighboring property values will decrease. When owners are under water, will the developer pay for the economic harm and make us whole?

The developer similarly did not buy enough land for that ambitious project. The

neighborhood should not be negatively impacted so they can rake in the cash. Thank you.

CHAIRMAN JARRETT: Thank you.

MR. GREEN: David Green, 516 South Princeton.

The developer's Downers Grove project, a .61 acre site, has only 18 units.

And the Villa Park proposal with only a .4 acre site -- which is two thirds the size -- has 24 units, one-third more.

This is like an experiment and planning a skyscraper on a postage stamp.

The Downers Grove sight is right next door to the Metra parking lot, where presumably people can rent additional parking spaces.

The Villa Park site has no other parking options.

Whether a building proposal is in original design or revision with requested modifications it is still just on paper.

In the complex product manufacturing world there is a common practice called product validation, where a prototype is built and proven for success in the real world.

In the apartment building world we can only look for representative examples that have been successful.

The developer has not yet completed any apartment buildings and demonstrated success in regard to parking space, traffic flow and safety and other functional objectives.

My question is, where can we find an example of an operational apartment building next to a residential area with similar design specifications and vehicle capacity that has been successful in pleasing its tenants and neighbors?

The Village of Villa Park and the nearby neighbors don't want to be the guinea pig for an unproven experiment. Thank you.

CHAIRMAN JARRETT: Thank you.

MS. BURNS: Jennifer Burns, 300 South block of Illinois.

So thank you so much for your willingness to volunteer on this Commission. I know it can be challenging but also very rewarding. So thank you so much.

I know that Villa Park, we are trying to do a little better job of planning for our future

and things like that. We are also really good at sometimes being able to think outside the box and really kind of troubleshoot some interesting issues.

I just am not sure if this version of a plan really is the best version that could maybe fit on that piece of property.

I really want to make sure that this property -- because it's going to be a newer building and a lot of the other structures there are older -- I want to make sure this building is something that can really help anchor that area, if future redevelopment happens to occur.

I don't know who owns the sunlight but I am concerned with the height of this building. For those of us starting to think about doing more solar projects, I am not quite sure what the immediate businesses around it and what some of the homes on Princeton --

Again, I am not an expert, but it's just solar. There is that meeting at Iowa Community Center. I know it's on Wednesday night. I have swim meets. Can't go. I don't know if it's last night or July 6, something that's coming up, but

that's being advertised.

I just really don't want to take away future opportunities for more green energy away from our residents and businesses because maybe there is a better way to do this project.

Please, I know about the flooding in the area. You cannot allow less permeable surface. I would like to help alleviate, not keep it equal or make it worse.

And also as I am heading into the second half of my life, mobility and, you know, scooters, wheelchairs, the type of vehicles that can help me still be an independent adult, I am really nervous about things becoming narrower.

And if we do have individuals that do need extra supports and services I want to make sure they can live there and have access to all of the amenities that Villa Park has to offer and not feel that it's not good enough. Because I know it can be good enough. Thank you so much.

CHAIRMAN JARRETT: Thank you.

MS. MUCERINO: My name is Sue Mucerino. I live 427 South Yale. Thank you, gentlemen, for allowing me to speak.

I am here to clearly request the Comission vote no and reject this particular development. Although we are pro-development this is the wrong development which will result in negatively impacting the health, safety and welfare of our Village.

It is also completely out of character for this MXT zoned block and the adjacent residential blocks and we know this to be the wrong development based upon a number of truths and facts.

When you met earlier in June, and also Traffic and Safety, nobody could vote on this because if it was a vote it would have been a no vote.

Planning and Zoning allowed the Petitioner to come back, try again. And again, he has not met Code, compliance with the Code.

If he had followed the normal practices of land purchase, none of us would have to be sitting here tonight contesting this.

He would have had contingencies in the sale and he would have gotten approval from the Village and governing bodies prior to finalizing

the sale of the property.

Mr. Ross took a financial risk. This is his hardship, not the Village's or the Village residents.

Again, the Village has no obligation to the Petitioner; however you have an obligation to all of us in this room because we are residents who pay for the Village through our taxes to operate properly, including upholding codes, which means to protect the Village.

So as members of P&Z, you need to wait until the right development comes. It will come.

Now, I did a little research on my own. Although I am not a lawyer I do understand how the law works.

And according to Intro to Variances 2, Finding of Substantial Hardship, by the Law Offices of Phillips and Angley, in order to grant a hardship variance it must be relating to soil conditions, shape or topography.

None of these exist with the Petitioner's request for parking and lot coverage variances.

Intro to Variances points out six court

cases against petitioners that a financial hardship alone on the part of the petitioner does not constitute a reason for variance.

Therefore, I believe legally and in accordance with the following Village Code they cannot -- we can't vote yes for the parking lot -- the parking and lot coverage variances. Hardship has not been met.

In fact community development in today's memo points out stating -- and I quote:

> The development shall comply with all applicable Village Codes and Regulations.

They also state and I quote:

> Hardship has not been proven for parking requirements and lot coverage.

Furthermore, Village staff goes on and provides a solution to the variance request in order to make the project comply with Code stating and I quote:

> Parking requirements could be met through a variety of changes which would include shrinking the building footprint.

This site is not unusually shaped. It's basically a rectangular, little bit of modified parallelogram, so a number of developments could easily fit into this space. The footprint simply needs to be smaller.

And by eliminating the fourth floor it would match the character of this particular area of Villa Park.

So please just vote no.

And I do have two questions and a final statement.

We are looking at the details. We are getting in the weeds here. We need to look at big picture and long term.

We are looking short term. We are looking at the proposal. We need to look at long term of the project.

We know current apartment complexes that have complied with Code when they were built. We have parking issues in my packet, and I hope people read it, maybe they didn't.

But I have photos of overflow parking on a nightly basis. This is not an issue with the police. It's because things change over time.

And I also did an analysis and I called York Assessors Township -- and I don't know if you saw this and I did it specifically for the apartment -- I am almost done -- they require 1.42 parking spaces per bedroom.

Villa Park is different. It's not like what general statistics show. We are a commuting village. So my two questions -- and thank you for letting me talk is:

One to the Petitioner: What are your reasons for not following the suggestions made by Village staff to reduce building footprint and eliminate the need for variances?

And my question to P&Z is: Has consideration been given to the legal ramifications for granting variances if they don't meet hardship qualifications?

Thank you and I do appreciate you volunteering. I know it's a hard job up there and I do appreciate it. Thank you.

CHAIRMAN JARRETT: Thank you for your time.

MR. SEDDON: Hello, Steve Seddon, from South Princeton, and I am reading on behalf

of Michael Zucker, also South Princeton:

It was asked by a concerned resident at the June 9 planning and zoning meeting if the developer could build a smaller building that would fall within the Code as written.

The developer responded that he could build a five story building comprised of one bedroom apartments.

Commissioner Schlensky, in relationship to the parking and impervious surface variance request, how do you reconcile the developer's admission that it is possible to develop a residential building here against Village Code 11.5.1, Variations Intent.

This Code states that the intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements.

Village staff agrees that a hardship has not been proven for each variance request.

Per the June 30 Village staff memo parking requirements could be met through a variety of changes which could include shrinking the building footprint, reducing bedroom count or

including commercial uses.

Lot coverage could be met through a variety of changes which could include shrinking the building or increased use of permeable surface.

Staff had discussed increasing permeable surface in the rear area adjacent to the alley with concrete adjacent to the alley to avoid damage from snowplows. Rear landscape requirements could be met by shrinking the building.

This development has no community support and lukewarm staff support.

Mr. Chairman, you agreed with Commissioner Calvert that this is one of those situations that you don't have a plan for.

The Park/Ardmore area is ripe for redevelopment, not opposed to it. No cohesive plan in terms of how they want to go about it.

You need to develop a plan for this district before you set a dangerous precedent that you are willing to just build anything under the cover of development.

The community is not opposed to

development in this area. We are opposed to this development.

This Board is established to represent Villa Park and the residents that reside here, not outside developers.

You are under no obligation to approve these variances based on Ross Developers' time input. Ross Developers' goal is to make money. Do not be fooled with his disingenuous concern for the residents of our town.

At the prior planning and zoning meeting the Board requested that Mr. Ross come back to today's meeting with a variance request of three parking spaces, bring the west wall in, and find ways to create more impervious surface.

Mr. Ross has failed on all three requests. Vote no on these variances requested today. Thank you.

CHAIRMAN JARRETT: Thank you.

MS. TESTA: Annemarie Testa.

Tonight I want to present the Commission with an updated petition list, asking the Village to reconsider allowing a building this big.

We had 256 petitions submitted last time

between online and paper. This time we are up to 422.

CHAIRMAN JARRETT: Thank you. I will make sure that gets in the record.

MS. TESTA: Thank you.

So I have a present for you. The part of Sue's comment at the end when you gave her all that extra time was actually going to be part of my comment. So my comment will be shorter.

I just want to bring up one thing about parking. The Petitioner stated that his parking will be self-regulated. I find this a little confusing.

But we do now know he has only increased his requested variance on parking from 6 to 4 spaces, so we still have a variance of 4.

I honestly don't really understand at all. It's not just a little confusing. I don't understand self-regulated parking at all.

So what we do know, in addition to the 4 spaces, we know that the congestion witnessed all over at current apartments in Villa Park, parking in general is not inherently self-regulating. You have to start with enough.

People's situations change. Teenagers start driving. Boyfriend/girlfriend moves in.

In the city, the big moving months are May and October. Those are the best months to drive through the alleys and see what good things people left behind or couldn't take with them. This is also known as garbage picking.

But you can move in and out any month you want -- With some seriously good garbage picking sometimes.

I assume you can also start and end parking space rental in the proposed development in any month.

But I ask you to keep in mind, this proposed building will start out with an inventory of 33 spaces, which are equal in the sense they are all available for rent. However these 33 spaces aren't all the same, in the sense that they are available to all the same demographic.

Two of them are ADA compliant spaces for use by cars that have either state issued permanent disability placards or disability license plates.

In 2017 Illinois had issued 678,000

placards and disability plates combined. That same year there were 4.6 plus change license plates issued to cars alone. This is just cars.

Over 5 million truck plates were also issued that year. But I don't know how to separate out the kind that are owned by your neighbors and my neighbors versus the bigger ones. So we won't count those.

And keep in mind, even a small truck like a Ford Ranger needs a B truck plate.

31 is actually the inventory of spaces that will be available to the demographic, non-disability designation holders.

I mean, the developer won't rent spaces that are reserved for the disability to non-qualifying tenants, will he?

And then this is kind of the part I was going to show photos of the congestion, people parking in church lots, business lots, and even on the streets overnight parking where it's not supposed to be, it's illegal. So thank you very much.

CHAIRMAN JARRETT: Thank you.

Anyone else?

MR. MUCERINO: My name is Tony Mucerino. I live at 427 South Yale. And I would like to start my comments by just an observation about the process.

I think that we have focused so much on how many square feet, pavers, how long a parking space will be, 15 1/2 versus 16 feet. We need to draw back a little bit and recognize how many contortions that we have to go through to make this work.

I know a wise real estate agent works for Colliers International and he has what he calls a machination mirror. A machination is an extra set of extra contortions and rationalizations that have to be gone through to make something work and this project has so many of them.

The parking spaces right now have no stops for the vehicles. They are going to stop at the curb, which is allowed in writing, but 2 1/2 feet between the curb that they would come to rest at and the building would mean some vehicles at more than 2 1/2 foot in length are going to hit the building by the time people get to a stop

point with their tires.

The walk space, someone asked, Why can't we move that to the building, the 4 feet proposed behind the cars?

The reason, because if that were put there, Buick -- I am trying to think of the name of the model. There is a Buick SUV 17 feet long, a common size. Minivans, a Tesla, not someone there would drive that, but they are almost 8 feet wide.

Vehicles are getting bigger. Ford stopped making small vehicles and has gone to SUVs, as an example.

The reason you can't put that 4 feet in front next to the building where it would be safer for the tenants is because you don't really have that much space and you don't have the 4 feet behind it.

By putting the peninsula on the corner of Park and Princeton, if you were to, on your diagram, set a vehicle at the stop bar and pretend you are in the driver's seat and look to the northeast where traffic would be coming, you now have a new visibility triangle problem.

The same is true, now that we have talked about making these spots perpendicular in the back of the building to the south and traffic could be heading in either direction. Traffic that's headed now towards Princeton will have a visibility triangle problem as they approach Princeton.

We still have issues of snow removal, how people are going to park their vehicles when spaces need to be plowed at the rear of the building.

Pavers have been suggested as a wonderful way to address some of the permeability issues.

Any site that you look at and ask the question, What are problems with pavers, they are usually related to the soil beneath them not being compacted well enough. If you compact the soil well enough so the pavers can withstand traffic or heating and thaw cycles you eliminate a lot of the drainage and permeability benefit they are supposed to provide.

This is more or less an example of a bandaid or feel good kind of approach to make the

Code -- try to come closer to matching the Code. But in the reality of the world it doesn't actually solve the problem.

There's safety issues with traffic going to the blind end of the alley at Ardmore. People, pedestrians, children, bicycle traffic heading to the north on Ardmore are going to have to pass over with very little separation between them and the vehicles.

Just too many difficulties that can all be addressed by a smaller footprint, whether it's the visibility triangles, the inefficiency of the pavers, the problems with paving in the neighborhood.

I think that the machination meter that the gentleman I mentioned talked about is very high on this project and that should be a warning sign to us that it's just more complicated and requires more allowances and more adjustments than it should.

So I would request -- I know that this process gives the last word to the Petitioner but I would request that the last word should go to the people that live here, raise their kids here,

pay the taxes here and die here. Thank you.

CHAIRMAN JARRETT: Okay. Thank you.

MS. GALLAGHER: My name is Patrice Gallagher. I live at 36 South Monterey.

I would also like to say thank you so much for your service and thank you for allowing me to speak.

I had some topics I wanted to talk about but they have already been discussed and I am in agreement with everything that's been said.

When I heard about this project I asked if the developer lived here and I find out it's my understanding he does not live here. I just felt that -- It just felt disrespectful, considering what our concerns are, that someone that doesn't live here would just come and want to build a building that has legitimate issues and concerns. So I just wanted to say that.

And I want to say that Villa Park is not a home rule community -- and this is in reference to the variance for the request for impervious surfaces -- and therefore it's my understanding -- correct me if I am wrong -- that by all rights,

unless the planning and zoning members have gotten specific acknowledgment by the Village's own legal counsel, that members are not allowed to approve any deviation from Code in Village's rule of law.

And I think that's all I have to say. Thank you for listening.

CHAIRMAN JARRETT: Okay. Thank you.

MS. ZUCKER: Justina Zucker.

My question is, how far away from the site is the nearest grocery store, train station, bus stop and nearest restaurant?

I am sorry, my accent kicks in when I am nervous.

I am asking about that, especially that bus stop, because in previous presentation I saw recording on YouTube. Builder said that there is nearby bus stop. The only bus stop I can think of is the one that takes kids to school.

And if the building is going to be built in a way like it's presented now, it's going to be very dangerous situation for my kids.

I have toddlers that run away. I know that's my responsibility to keep them safe. So

this is why I am here. I want to make this the safest place possible for them to live.

So my question is, where that bus stop is, because it relates really to the need for more cars, more parking spaces, because people are going to walk, walkability. This is about walkability, what the builder tries to say over here.

Our neighborhood is not very walkable. The average walkability score in Villa Park is 49. That's pretty low. Let me see. Transit score of 21 and bike score of 49.

Even though it's all right there, it's all about how we are going to get our groceries. There is Jewel over here. But who is going to carry all the groceries from that apartment back to them by foot. I definitely don't do that and I don't live too far from there.

So what I am trying to say is why this building has to be so big. It doesn't need to be.

Why is this our own input in here. They only requested here because building needs to make a profit on this investment. I don't think it's fair to us who live here that we have to put up

with this building in such a way. It's too big. There's too many people, too many cars.

If you are going to just have two stories, huge improvement. That's my simple solution to this problem. It's too big. I don't feel like Village has a good plan for the area.

And just going back to the walkability score, I forgot to mention that we really have two downtowns. We don't have really one downtown. It's because two villages were at one point put together. Villa Park began in 1908 and the town of Ardmore in 1910 and Summit was the dividing line.

So those two downtowns, this is why we have two downtowns, and we always, where this town needed different types of transportation than biking, walking, train, we need cars to get through all those places that we need to go. More cars, more traffic, more unsafe situation, you know, for people who live there.

I don't like the idea that parking going in the back. That alley is going to create issues.

I don't like how the space is being

used. Those variances, they are there for a reason.

And I would like my kids, myself, to keep safe and that's why I am asking to uphold these variances.

CHAIRMAN JARRETT: Okay. Thank you.

Anyone else from the public please come up.

MS. NICHOLSON: Jean Nicholson, 412 South Princeton.

And you know, I hate to see anything being built there. I think what we need is a parking lot and if there is going to be building on Ardmore they are going to need parking. It would be nice to have the parking lot for the businesses that will be on Ardmore.

We have a library, beautiful. We have six churches within a half a block -- three are within a half a block and three are within a block from us. We have -- It's just a beautiful neighborhood with a mix of --

Oh, golly, I don't want to see a building there. I want to see a parking lot.

For the gazebo, they use it. If you come to any of the events at the gazebo that parking lot is loaded, all those parking lots there, and I just hate to see a building go up.

I think we need the parking lot and if there is new development on Ardmore, well, they can park in there, but thank you.

CHAIRMAN JARRETT: Thank you.

Anyone else from the public wishing to speak on this item because there won't be additional opportunity; okay?

So then we will move to questions from the Commission.

So I am going to run through a couple of things I think I can answer that were brought up.

I am also going to have someone from the Village come up and speak generally about flooding because we will get to that in a second.

One point that I do want to raise though is:

I understand that this site has served as an overflow parking lot for a lot of uses for probably decades. It hasn't been a bank in decades.

That in itself is not the responsibility of the property owner. It's not the responsibility of the property owner to put Port O Johns in there for Summer Fest, even if we like it. The previous owner may have done that but that is not the obligation of any owner.

Just like it's not the obligation of Steuerle Funeral Home to allow for overflow parking on their site, which they did in the past. Private landowners do have landowner rights.

On the issue of snow removal I will answer that because it came up last time:

They will have a snow removal plan, just like the apartments across the street and just like every other residential use does.

If the Applicant wants to speak to that more, but multiunit apartment buildings, commercial developments, they make snow removal work. And if there are issues the Village will have enforcement problems with that.

There was a question about grocery store, train station, bus stop and restaurant. Believe it or not, there is one of each of those within two blocks -- If you consider Stulgin's a

restaurant.

I know, but there is a bus stop two blocks to the south of Washington, a grocery store two blocks to the north at Ardmore and St. Charles -- It's a quarter of a mile. Okay. It's close. It's walking distance.

The train station is arguably farther, I agree, but it's walkable for those who want to walk.

If the Applicant wants to speak to that more and the walkability scores, they can. That's all the specific things I have.

So I would ask the Applicant first, are there any of those questions that you want to address?

I think maybe if you want to speak maybe to where you have added -- Let me run through a couple of them. I can maybe guide you on.

MR. ROSS: Sure.

CHAIRMAN JARRETT: All right. So I want to say one more time. You had an opportunity, so please respect our time up here.

The court reporter is trying to record what we are talking. If people are watching on

video and the crosstalk, it's just disruptive, so I'd appreciate it if you could be respectful in that regard.

So can you tell us just a little bit about where you added additional either pervious and semi-pervious surfaces on the site?

MR. ROSS: Yes.

The change of the parking from angled to perpendicular allowed for that, No. 1.

No. 2: Between the parking and the building we have a curb stop, as opposed to the individual parking stops, and beyond that curb there is 2 1/2 feet of green space. So along that whole rear it's x 2 1/2 -- I forgot what the number is -- 150 feet x 2 1/2 has been added also.

And that 2 1/2, someone brought it up, not being enough. We can make it 3. I think public works we were told usually recommends 2. We can make that any number that anyone is comfortable with.

CHAIRMAN JARRETT: Okay.

COMMISSIONER LUEDTKE: But in that respect then that would sort of affect the drive aisle width at the alley?

MR. ROSS: Well, we would still keep the space 18 feet.

COMMISSIONER LUEDTKE: I understand.

MR. ROSS: Of the 18, 2 1/2 of that is green. So we can go to 3, but we would still be 18, 3 green, 15 asphalt or we can go 2 and 16, if that happens.

COMMISSIONER LUEDTKE: So full depth from building to end of stall is locked in at 18 --

MR. ROSS: Right.

COMMISSIONER LUEDTKE: -- there in your calculous?

MR. ROSS: Exactly.

CHAIRMAN JARRETT: It's my understanding that that meets Code, in terms of the way that the curb parking stop works as a curb and that is an additional --

MR. ROSS: We thought it was a creative way to add more green space.

CHAIRMAN JARRETT: Okay. And then related to that, the walkway is intended to be at the rear.

What is the depth of that space between the back of the stalls and the alley now?

MR. ROSS: It's 6.87. It was 4.

Awhile back public works had recommended we have at least 3. So when we had the angles we had 4. And now that we went perpendicular we have 7. So almost double what public works had recommended in the beginning.

CHAIRMAN JARRETT: At the rear you have increased those stalls to 9 1/2 feet?

MR. ROSS: Correct.

CHAIRMAN JARRETT: They were previously 9, I believe?

MR. ROSS: They used to be 9. We made them wider to 9 1/2 because of the turning radius.

Again, public works seemed to be on board and okay with us keeping them 9 and having a 22 foot radius. But we were able to go 9 1/2.

Which the wider you go, the less turning radius you need, and I gave some examples that the City actually allows.

MS. KARCZ: What was the 5 feet he is not putting in?

Remember, he was supposed to have 5 feet behind the building, we are not having that, is that the area we are talking about now?

CHAIRMAN JARRETT: Yeah. We will get to that.

She is asking whether or not -- So the landscape variation question is at the rear of the building. We will talk about that in more detail when we get to the individual variation.

But currently it's provided 2 1/2 feet?

MR. ROSS: Correct.

It can be 2, it can be 3, but we thought 2 1/2 was the right number.

CHAIRMAN JARRETT: And 5 is what would be required by Code.

MR. ROSS: That 5 feet we would like clarification on that.

The way we read it was 5 feet where there is public access and we didn't really read it that the rear of the property, especially an alley side, would need 5 feet of landscaping.

And we were curious what other projects -- We thought we saw some other projects recently that didn't have that and didn't have a

variance for that. We were surprised by that.

CHAIRMAN JARRETT: Yeah. And I am sure we will discuss that more. It's probably intended, generally speaking, when you have buildings in the middle of a site; that way you have landscaping on four sides instead of one or two.

MR. ROSS: Sure.

CHAIRMAN JARRETT: So this might be a little bit of comment and question.

The blind spot, people are asking about the blind spot in the triangle, sight triangle.

What we want to clarify is that -- And you can maybe explain a little bit for those that weren't here before -- but that stop bar and that island are pushing the stop line out to increase visibility beyond the building.

MR. ROSS: Well, beyond the building, yes.

CHAIRMAN JARRETT: Currently the stop line is -- I know it's closer to the building. I guess it's not behind the building currently but behind the property line or near it.

Is there an aerial photo in one of

those?

MR. ROSS: I don't have one.

CHAIRMAN JARRETT: That's okay.

If the stop bar is pushed north and there is a landscaped island added at the northwest corner that actually pushes the stop out to increase visibility.

I know that's something that the Applicant has worked with staff on and that the final, exact design of that will have to go through engineering. But conceptually that's something that they are offering to do as part of this project.

Are there any other questions or comments presented that you would like to address before we start asking additional questions up here?

MR. ROSS: There didn't seem to be any new questions or things brought up that we can't address.

The flooding issue was brought up a lot and someone said we are going to make the area worse, but again, we are actually going to make it better.

Again, we are not meeting the 70 percent but we are going to have less impervious than is there now and we are going to have permeable pavers that aren't there now.

It seemed like it was brought up the number of units -- or the number of stories would impact storm water. If it's a one story building with the same footprint as a five story building the impact is identical.

It's the footprint that impacts it, not the number of units and that has to do with the footprint of the building, not the number of stories and units that will impact the storm water.

But if there is a problem now, which it sounds like it has been for 20 years, whether we do this development or not, that should be addressed, but we certainly wouldn't be making it worse. We should actually be making it better.

CHAIRMAN JARRETT: Show the Applicant some respect please.

So I am going to ask -- If that's all you have --

MR. ROSS: There was one more quick

thing.

CHAIRMAN JARRETT: Go ahead.

MR. ROSS: Someone said we didn't have permeable pavers. We do.

Someone mentioned how permeable pavers may or may not work. Obviously, when we are doing permeable pavers they are spec'd out by the permeable paver company.

They have gone through testing. They know obviously how much drainage they can have or not have and obviously when we install them we need to install them according to design.

The last thing was the beer truck, we did talk about this before, it is an illegal use of the alley. It needs to stop. Obviously from that picture you can see that's a blatant disregard for the use of the alley and the law.

You can't park in the alley like that. You can't put your supplies, your beer in the alley. They should be doing something. Again, regardless of our development or not, that is not fair to the residents.

CHAIRMAN JARRETT: I appreciate that.

MR. ROSS: The last thing, the shape of the lot is a hardship. If it was square, like most lots are, we could pick up two or three parking spaces very easily. The fact it is a trapezoid like that does create a hardship for us.

CHAIRMAN JARRETT: Okay. Is that it?

MR. ROSS: That's it.

CHAIRMAN JARRETT: So I am going to ask staff to clarify a few things. But I do also have two emails that I think I will just read them into the record. They are pretty short.

The first one was from Mike Orlowski, he is a Commissioner, and he wrote in to say that even though he is unable to attend tonight's special meeting, he has looked at the packet and would vote to approve the Petitioner's request.

And then there was an email that came in this evening from Bob Wagner and he writes:

Hello all: I want to bring to the attention of those copied that some misleading and erroneous statements made by Ross Builders during its last presentation of the Planning and Zoning

Commission, the Traffic and Safety Commission, Ross Builders repeatedly stated that Traffic and Safety had approved their project.

When Ross Builders first appeared before Traffic and Safety earlier in the year there was no traffic assessment available and they made a very general presentation about the project.

Whereas, there were some positive comments about the project from the Commissioners there was no formal approval of the project from the Traffic and Safety Commission.

In fact, at the June meeting the Traffic and Safety Commission a formal vote was postponed until the July meeting.

I am sorry that this email is coming so close to your meeting tonight but I wanted to set the record straight on this issue. That's Bob Wagner.

MR. ROSS: Can I comment on that last email?

CHAIRMAN JARRETT: I am going to

comment on it real quick because I don't believe that was how it was represented to us at the last hearing. There will be a transcript and there is a video for anybody that wants to go back and read that.

I know there was some of that maybe at the initial plan review, where there was some uncertainty what the Commission had done, but I do believe we were informed, either by staff or Mr. Ross, of how that was proceeding, and that there was an additional meeting to come, which I believe is next week, I think. I am not sure of the date on that.

MR. ROSS: I think it's the 5th.

CHAIRMAN JARRETT: So the Traffic and Safety meeting would be July 5.

MR. ROSS: Can I comment on that real quick?

CHAIRMAN JARRETT: Yeah, go ahead.

MR. ROSS: I don't think we ever used the word approved. I think the word we used was supported. I know certainly that was what was in our Powerpoint.

And that word supported is directly from

the minutes of the Traffic and Safety Commission meeting that we were at. So we got that language directly from that meeting in the minutes.

CHAIRMAN JARRETT: Yeah. And I know that we were informed that there was another meeting to come and that no formal decision has been made.

MR. ROSS: Right. In the subsequent meeting no decision had been made but in the meeting we initially went to they did support it.

CHAIRMAN JARRETT: Both of those emails will go into the public record as well.

Kevin, do you want to speak to flooding survey or something along those lines?

MR. MANTELS: With regard to those who raised issues about drainage tonight, for those of you who mentioned systems you have that are not working or on a neighbor's property that are not working, reach out to us, we would like to investigate and determine why that's the case.

I am aware of the systems that are out there. If there is something that stopped functioning, something that changed, we would like

to look into that and figure out why.

If you want to come and talk to me after the meeting, reach out to public works, either of those options.

For those others who mentioned systems that are designed or under-designed, I wish that we could have moved those forward sooner. I wish we had the funding to move those forward.

We will still continue to try to move those forward and get better prices. We are hoping the market cooperates with that.

All of those things said, I think it's worth mentioning that this development, as with all developments in the Village, will be required to comply with DuPage County Storm Water Ordinance, as well as Village of Villa Park Ordinance, which a detailed review has not yet been performed but will be. Typically that takes place after any planning and zoning approvals.

To that end, the site actually currently drains to the north and to the east. So while we are aware of the drainage concerns, we hear them, I understand that doesn't alleviate anyone's issues with them, let alone make them go away.

But that said, this site currently has very little impact, in terms of the drainage on the surrounding area, in spite of existing issues, and would not be allowed to create any adverse impacts, would be required to demonstrate that it does not create any adverse impacts on the surrounding area.

That all of course will take place during the detailed storm water review to come, if this development moves forward.

CHAIRMAN JARRETT: Could you spell your last name for the record please?

MR. MANTELS: Sure. It's M-A-N-T-E-L-S.

CHAIRMAN JARRETT: Thank you.

Does anybody have any other questions for staff or for the Petitioner?

COMMISSIONER CALVERT: I have a question for staff.

Ellen or Mr. Mantels, does the Village plow that alley?

MR. MANTELS: Yes, public works operations division does plow that alley.

COMMISSIONER CALVERT: That was my

question.

COMMISSIONER LUEDTKE: I have a question for the Petitioner.

We brought up a couple of instances in the previous two meetings where we talked about the directional curbing exiting the drive from underneath the building, referenced as a half pork chop. That hasn't been addressed, shown, indicated, drawn.

Can you provide some insight as to why that has not been explored and presented to us?

MR. ROSS: Maybe Ellen can comment on it.

But we got a comment back from staff saying it was up in the air; that it seemed like staff -- some wanted it, some didn't want it.

We are open to do it. We can do it, if it needs to be done, but we just need direction from someone who says that it definitely should be or definitely shouldn't be done. So we left it as it is but we are open to do.

COMMISSIONER LUEDTKE: I was curious where it was at.

CHAIRMAN JARRETT: Does anyone from

staff want to speak to that?

MS. WEBER: Staff was neutral on it.

If you were to add the pork chop it does change the directional approach to the project, with people only able to enter the garage from the north or exit going to the north.

It did not however change the lot coverage because the pork chop would be in the public right of way portion.

It would however add additional green way in the public right of way, so greening up the general area, but it did not change the lot coverage on the site. So we felt that was a decision that's left to the Comission and Village Board. We could have gone either way.

COMMISSIONER CALVERT: Can you define a pork chop for us?

MS. WEBER: When you look at the driveway, you can -- So hold on one second. I will use the pointer.

You can see how there is a triangular approach on either side, there is a driveway flare, and this southern triangle went away, this

way. So cut a triangle off, you have then flared the driveway, so when you come out you have to make a right-hand turn.

COMMISSIONER CALVERT: Thank you.

CHAIRMAN JARRETT: You are essentially creating a right turn out/left turn in only situation.

Staff does not have a strong opinion one way or the other on that?

MS. WEBER: Correct.

CHAIRMAN JARRETT: Thank you.

MS. KARCZ: Are we allowed to address that because we thought that was part of the plan already.

CHAIRMAN JARRETT: Sorry, no. So questions have been asked and that's something you could ask of the Petitioner, I am sure.

COMMISSIONER SHLENSKY: I have a question for staff. Ellen perhaps would be best to answer this.

The two apartment complexes directly to the south of 27 West Park, are those Highland Avenue address buildings?

MS. WEBER: I believe so. I would

have to confirm that.

Kevin, do you know?

MR. MANTELS: They are.

MS. WEBER: They are.

COMMISSIONER SHLENSKY: Do either of those buildings have a 5 foot rear foundation landscaping in what is considered the rear of their property lots?

MS. WEBER: I don't believe that they do.

Remember that the Code changed in 2018, where landscaping was required for the first time, and some of the other buildings that have been built recently did not have the rear foundation. It is not required in districts where there is zero lot line buildings generally.

COMMISSIONER SHLENSKY: Thank you.

CHAIRMAN JARRETT: I think generally the intent of that ordinance, if you have buildings within -- Like if you imagine a building that is surrounded by parking, you would have room to landscape between the building and whatever sidewalk or parking.

I don't know it necessarily envisions

the back of a building on an alley, but I don't know the specific intent of it, but that would be my guess.

MS. WEBER: Chairman Jarrett, if I may, I looked at the Code again. I am always one if I made a mistake I will admit it, even if it's humbling in public, but I am always going to take a conservative approach.

When the case was first published I did not include a variance for the rear to foundation landscaping and when we were discussing it at the last minute I thought well maybe we better add it conservatively, just like the drive aisle approach.

If I read the Code it says:

> No foundation landscaping is required for buildings built on a lot line, buildings in the MX1, MX2 and MX3 Districts or for areas where there is no public access.

So the question then becomes these parking spaces to the rear, are they private or are they public?

You could interpret it that no

foundation landscaping is required there, the more I think about it.

So that's an interpretation that the Commission has not yet had to make with the new Code. It hasn't come up before. This is the first time with this project, and as well, every time we get a new project in a new district we are learning how our Code works for us.

So I am comfortable with an interpretation that the variance actually is not needed and I was correct the first time. I will leave that to you.

CHAIRMAN JARRETT: Okay. Thank you.

MR. MANTELS: Just add to that, that's what I had mentioned before, the public access. We didn't feel that -- The rear of the property with private parking doesn't seem like public access to us, which is why we didn't include it as a variance at our meeting.

COMMISSIONER ROMANO: I know it was mentioned at the last meeting and tonight again but the development that's going on in Downers Grove, bigger lot, less units?

MR. ROSS: Correct.

COMMISSIONER ROMANO: I mean, I guess you know I will only speak for myself. My biggest hangup was the parking.

Why continue to push for so many units?

I believe eliminating that last floor, the fourth floor on this unit, would alleviate that need, and given that we know it's a smaller lot, is that an option?

What's the thought process behind a larger building on a smaller lot here in town?

MR. ROSS: Well, I don't want to comment on other projects. We actually -- We got some comments that I would say are -- well, personally attacking other projects. So we don't really want to get into that here tonight in this forum.

But I will say from, you know, this project specifically, that's what works for us, for the design and we think within the Code.

COMMISSIONER LUEDTKE: We know it's not within the Code or else we wouldn't be here. Let's not split hairs on a certain level.

MR. ROSS: The size is.

COMMISSIONER LUEDTKE: If this fell within Code we wouldn't be here. That's our fundamental issue we are sort of dealing with; correct?

MR. ROSS: I am talking about the size.

COMMISSIONER ROMANO: I was talking about eliminating rooms in a nutshell but eliminating a floor would --

MR. ROSS: I think he was talking about size.

Again, we are four stories. We could be five. We could go 32 one bedrooms and have the parking for that. So someone else had brought up. And if that's the direction that you prefer us to go, we certainly can go that direction.

But we felt four stories would be enough and I think that would be more appropriate for the area.

CHAIRMAN JARRETT: Any other questions?

Okay. We can move to discussion by Commission Members.

I think the way we can approach this is

we can talk generally before we get into the specifics of each variation. But we will discuss each variation.

And then I think at the end we will take a -- I think we will discuss each one and then at the end take a motion on each one separately.

So what we are really looking for here are -- There is talk of hardship but we are really looking at particular hardships and practical difficulties.

The other thing that is sometimes mentioned is that making more money can't be the sole reason for variation but the ability to make a reasonable return on a property can be a consideration.

I am not saying that the Applicant has made the case for that or not but that can be a consideration.

So I guess, does anybody want to make any comments generally or just dive right into discussion of the individual variations?

COMMISSIONER LUEDTKE: Did we close the public hearing?

CHAIRMAN JARRETT: No, we are going

to close the public hearing later. We want all this discussion on the record.

Anything in general?

There will be a chance to have more general comments.

So the first variation we would be looking at a motion to approve a variation to allow for 33 spaces where -- 33 spaces where 37 spaces are required.

In terms of a hardship on that one, I do believe that there is a couple of hardships and practical difficulties here.

I do believe that the shape of the subject property does present some design difficulties, in that if it were right angles, I think you probably could pick up two or three parking spaces, probably two inside and one maybe outside.

I would also just note that, in terms of the spirit of the Code, that the closing of the driveways on Park is actually adding an additional 6 parking spaces, 1 of which is ADA compliant, on Park. Thought of in that way, they are actually -- would be over.

I know they can't count that. If it was a commercial use though they could. Obviously overnight parking would be the potential issue there.

Are there other thoughts? What are your thoughts generally on that variation, if you want to discuss or?

COMMISSIONER ROMANO: I do appreciate the net gain in public parking. I think that would be a good asset to that area.

I am still struggling with the need, the hardship for the variation there.

I feel like units could be lost -- or however it is -- bedrooms, we will say, could be lost in the configuration of the design.

I don't think it is a hardship, if it was designed that way, needing a variance by design. So I am going to honestly struggle to be okay with that one.

CHAIRMAN JARRETT: Okay. Anybody else have comments or discussion on that one? Thoughts?

Okay. Obviously before we make formal motions, if you have any other thoughts,

questions, comments, want to go back, we can always do that.

A motion to approve less than 24 foot wide aisle width per Section 7.9 Parking Area Design based upon the findings -- I will leave part off.

So that's the -- They are providing essentially 22 feet, including the alley at the rear. There is a couple things going on there:

One is that 24 foot wide drive aisle envisions parking on both sides on the same property. That's kind of what that Code is designed for. It's not necessarily designed for an alley.

To get to that 24 feet you would be asking the Petitioner to give another 2 feet, while not simultaneously asking the property owners on the other side who back into it now to give anything.

Again, I would also say on that one, they actually had more -- We asked them to turn it perpendicular. The Village wanted them to turn it perpendicular. That does change the geometry at the rear.

This one I don't have any problem with, based on parking standards generally, in terms of they have added 9 1/2 foot stalls, which is also something, I would mention in relation to the first one, with the 9 1/2 foot stalls, if they went to 9 foot stalls they could almost squeeze another parking space in the rear. I don't know that --

COMMISSIONER LUEDTKE: I don't know if you can, given the utility pole there.

CHAIRMAN JARRETT: Yeah, I believe that was mentioned by engineering; that the placement of the ADA stall does not allow you to be pushed to the west.

But they are providing 9 1/2 foot stalls in the back to make sure the turning radius is not just sufficient, more than sufficient.

Anyone have any questions/comments on that?

Then we have a motion to approve garage entry on the side yard, which is Princeton, where only rear entrance is permitted. With that one we have discussed the Code and I know staff has been supportive of that one.

It envisions, when possible, for the entrance to be not on the primary street, to be at the rear.

And actually were this a surface parking lot, I believe -- If this was surface parking lot they would be able to have --

Correct me, if I am wrong, Ellen. If this was a surface parking lot would they be able to have an entrance on Princeton or no?

MS. WEBER: It's the same location. It would have to be off the primary street.

In this instance we do believe this is the best way to go because the cars have to get into the garage and you are just loading more into that alley.

CHAIRMAN JARRETT: This is where the site geometry definitely impacts the ability to lay out parking. Anything off the rear is -- You are going to have turning issues with cars going in and out and you are losing parking spaces, both on the alley and in the building.

MS. WEBER: I do have an aerial, if you want me to put it up, if that helps you --

CHAIRMAN JARRETT: Yeah, that would

be good.

MS. WEBER: -- as you make your recommendations?

COMMISSIONER LUEDTKE: Yes, you are correct on that.

If it was a surface lot there could be limited side yard access to a parking lot.

CHAIRMAN JARRETT: So that's one where the hardship's to a certain degree created by Code because we do have a desire to not have that curb cut be on Park.

And I just personally have strong opinions that the curb cuts on Park are not good for Park but certainly not a garage entrance.

Questions, comments, thoughts on that?

So a motion to approve 85 percent impervious lot coverage and -- make sure these numbers are all right -- 2.5 percent semi-pervious lot coverage, where a maximum impervious coverage of 70 percent, additional semi-pervious cover of 25 percent is allowed.

MS. WEBER: Mr. Chairman, I will put the motions up here, and remember, they are motions to recommend approval by the Village

Board. It's not a motion to approve. It's motion to recommend approval.

CHAIRMAN JARRETT: Yeah, when we go to the actual motions, I will make sure we get all the proper language in there.

So on this one I think there is going to be some questions/debate.

I know at the previous meeting that the Applicant said they would try to get semi-pervious pavers, where they could, but there were concerns, maintenance concerns, about having them installed in parking areas, given the combination of wear and tear from road salt and freeze and thaw of the winter cycle, as well as the weight of the vehicles over time.

Again, towards kind the spirit of the ordinance I would again point out that they are adding approximately 5 percent of pervious surface either at the site perimeter, in areas that are currently asphalt, or the landscape at the northwest corner. So while they may not be there, they are actually in the entire project area reducing the total impervious surface more than that number alone would point to.

Questions, comments?

COMMISSIONER ROMANO: I am torn on this one. It is an improvement but look at the surrounding areas and parking lot next to it which is completely impervious. Standard Meadry, the next business over, all the way to the corner, looks like it's just concrete all the way.

So the nature of the impervious materials on that entire area is pretty high, so it does make the improvement in this one. It would.

CHAIRMAN JARRETT: Ellen, could you remind me, there are fees in lieu related to storm water on this site; correct?

MS. WEBER: Yes. Final engineering has not yet been done. They are not at the building permit process.

And when -- If the project moves forward the building permit process would include a review of the engineering and the storm water and that's when Kevin Mantels and the Village engineers would look at the storm water and what would happen.

And if they are unable to meet the engineering requirements of storm water retention

and release rates there is the option in the Code for a fee in lieu provision.

Right?

MR. MANTELS: Yes.

MS. WEBER: Kevin says correct.

CHAIRMAN JARRETT: Any additional thoughts, questions, comments on that one?

All right. So the next one is --

Do you have something, Ellen?

MS. WEBER: I was going to say something, backing up one minute.

There was confusion over the percentages of lot coverage. The case was published for 90 percent because I believe the original for submittal was 90 percent. And it has been decreased down to the 85.

That's why you see different numbers because the site plan has changed. But 85 percent is the current impervious.

And the Code is a bit quirky, in that it lays out a requirement for impervious, semi-pervious, and then the remaining 5 percent is to be pervious. It's not a 70 percent impervious, 30 percent open space. It considers the quality

of the materials on every corner of the site and the perviousness they provide to the site.

CHAIRMAN JARRETT: Okay. The streetscape area from zero feet to 10 feet, where minimum 13 feet streetscape area is required along street frontages.

I think Ellen spoke to this earlier but what it's really talking about is two aspects of the Code.

They don't conflict per se. They just mean it in a way that creates a hardship with the Code for the Applicant, in that the Code that the streetscape area is designed to create, essentially a separation from the building to the street, by cutting in parking here that's reduced what would have been -- without that situation there would have been plenty of room to meet the Code here and the building actually does meet the setback requirement, as far as it relates to the property line.

Additionally, I think here again kind of to the spirit of the Code, they are actually proposing the bump out which recreates some sense of streetscape on a street that really doesn't

have any streetscape to speak of, other than parked cars.

I would encourage the Village to find other ways to increase the quality of the streetscape along there, whether or not this project goes ahead or not.

Questions, comments, thoughts on that one?

So we have a motion to approve zero feet of rear foundation landscaping where 5 feet is required. They are actually providing 2 1/2 feet.

So we probably should modify that, Ellen, thoughts, or leave it?

MS. WEBER: I think I would recommend you determine if the variation is not needed.

CHAIRMAN JARRETT: Okay.

MS. WEBER: Given that it's private space in the rear, I think that we do not need to add that variation for consideration.

CHAIRMAN JARRETT: So yeah, I think -- I do agree with staff that the intent of that is not to put landscape on an alley where salt and winter and --

COMMISSIONER ROMANO: Yeah.

COMMISSIONER SHLENSKY: Okay. Nevertheless, Ellen, I want to thank you for bringing that to our attention and bringing it to the public's attention. It shows how incredibly transparent staff is being with the public. I very passionately thank you for bringing this point out.

MS. WEBER: You are welcome.

CHAIRMAN JARRETT: I guess a question is, out of the sake of caution, this would be worth just voting on it anyway.

COMMISSIONER SHLENSKY: I have no objection in bringing this forward.

CHAIRMAN JARRETT: It looks like the Village Attorney may have comment.

MS. WOLF: Melissa Wolf. Thank you, Mr. Chairman.

I agree with Ellen. I believe this Board should make a determination as to whether or not the variation is required.

If it's determined that no variation is required because of there being no public access to the site, then you don't need to make a

recommendation to the Village Board in this regard.

CHAIRMAN JARRETT: So then I would ask for a voice vote on whether we believe the variation is required at the rear.

Whether or not the Variation 6, a motion to recommend approval of the reduction of rear foundation from 5 to zero feet.

All in favor of not needing that variation?

ALL PRESENT: Aye.

CHAIRMAN JARRETT: Any opposed to that?

(No response.)

CHAIRMAN JARRETT: Okay. Based on the recommendation of staff and counsel we will strike that one.

The final would be to grant relief from the visibility triangle per Section 9.3 in order to accommodate the required build-to zones.

Again, there is some conflict in our Code related to the -- some of the MX Districts, specifically the MXT District, where we want the buildings close to the corner when it's practical,

but that could potentially be within the sight triangle.

In this instance I would mention two things:

1, there is a code text amendment working its way through the Village now that would ultimately put discretion on engineering for that in the MX Districts to determine whether or not they were necessary, based on the specifics of the site in play.

But additionally, they are actually proposing to move the stop line out away from the building and being able to stop far north of the corner of the property. I believe that that was made clear, both in the exhibits from the staff and from the Petitioner in the previous public hearing.

Personally, I think the improvement at the corner will make this corner safer, in terms of the island.

And I actually would like to see the Village find a way to -- I believe we could have more cross-connection for pedestrians between our north-south streets and the prairie path.

MS. WEBER: Chairman Jarrett, if I could provide for the benefit of our residents a little more explanation on what the visibility triangle is.

It's an urban design element in the -- The MX Districts are all intended to bring the buildings closer to the street to create a more pedestrian-friendly atmosphere and slow traffic down and change the general feel as you move through the community in the commercial and transitional districts that are along St. Charles Road and here along the path.

And some of the MX Districts are already exempted out from the triangle because they have zero lot line building setbacks.

So if you have the building at zero lot line, meaning built on the lot line, there is no way you can create that triangle, which is measured from the point where the two lot lines intersect at the corner.

And what we are finding is that even when we've got this district, which is a 5 to 10 foot setback, you still can't create the visibility triangle.

So the Commission has previously talked about this at two previous meetings. We're going through our text amendment at the same time now, where we are trying to correct some of the conflicts we are finding in the Code and this was one of them.

And there has been consensus already to modify the visibility triangle. We would like to gain it whenever it is possible and therefore the recommendation from staff is going to be that the Village engineer have final discretion on the visibility triangle, so we can get it wherever we can get it, but where it's not practical, it's just not practical.

I do believe, Mr. Chairman, you have another question from the audience. I didn't know if you wanted to entertain.

AUDIENCE MEMBER: Since you brought up the new comment to us, I had a question about the visibility triangle with the new northern moved stop bar --

MS. WEBER: I do disagree with you. If you do feel that adding that peninsula is going to be adding a negative impact --

AUDIENCE MEMBER: I am just asking about the visibility triangle.

MS. WEBER: I do believe that adding the -- You have asked for the record for the minutes.

If adding that peninsula is creating a new site blockage?

AUDIENCE MEMBER: Yes.

MS. WEBER: I do believe right now when you come up to the corner you have those cars parked there already and adding the new peninsula island will enable cars to come closer north and they will have better visibility. I do believe the peninsula will increase visibility. That's just my professional opinion.

CHAIRMAN JARRETT: I would also point out that the exact design of that island and that intersection would have to go through Village engineering.

And if what the Applicant has proposed -- and I know they have worked with staff, but there may be some minor modifications that have to be made to that island, exact location of the stop bar.

But just speaking, I trust our Village engineers to get there. I don't think anybody wants to create a more dangerous intersection.

Okay. This one seems pretty straight forward to me but are there any questions, comments on that one?

Okay. So that is all the variations we have discussed. I guess then I would ask now, before we start having motions, if anybody has any specific final comments they would want to make generally or about any of these motions before we start making motions?

COMMISSIONER CALVERT: Can we talk maybe just briefly about parking again?

CHAIRMAN JARRETT: Yes.

COMMISSIONER CALVERT: My question, Ellen, is for you, in the covered parking, there is an ADA spot. Is that required?

MS. WEBER: The Code requires and we do -- We have adopted the State of Illinois Accessibility Code. And when you have parking lots 25 spaces and under, 1 of those spaces must be ADA.

It's not an additional space. It's 1

within the required amount, if 25 or less are required. Once you go to 26 it's 2.

And ADA spaces need to be as close as possible to the entrance doors. So that's why the space is there.

The space on the street on Park is because once -- You look at blocks. So the civil side of engineering, the engineers look at how many spaces exist on a block, when you walk around it without crossing the street.

And so creating those additional 6 spaces on the north side of Park puts us at over 25 spaces with all of the street parking when you look at Ardmore and rounding the corner to Park. So that's why we needed another ADA space on the public right-of-way.

Correct, Kevin?

MR. MANTELS: Correct.

MS. WEBER: He says correct.

COMMISSIONER CALVERT: So if all of these units were rented and there wasn't a tenant that needed the ADA spot, what would happen to that spot?

MS. WEBER: It is required by State

law. It has to remain.

COMMISSIONER CALVERT: So it couldn't be assigned to a tenant?

MS. WEBER: Correct.

COMMISSIONER CALVERT: So potentially it has to sit there vacant?

MS. WEBER: Well, Kevin?

MR. MANTELS: I am not clear on that actually.

MS. WEBER: I think it still has to sit there that way.

COMMISSIONER CALVERT: What if there are two tenants that need accessible parking spaces?

MS. WEBER: I did uncover another conflict in the Code, in that the Building Code we directly adopt the State Accessibility Code. In the Zoning Code we have modified it to be a little bit more restrictive.

The State of Illinois State Accessibility Code in its last edition allowed for 2 spaces to share the one 8 foot aisle. And I was going to bring that up in one of our next text amendments.

So there is the possibility that the drive aisle could be moved in the middle and two spaces could share it because we are -- we have that conflict -- It's not much of a conflict but it's two different interpretations between two different sections of Code.

CHAIRMAN JARRETT: So the State Code allows you to share --

MS. WEBER: An 8 foot accessibility.

CHAIRMAN JARRETT: So theoretically with amending our text to match the State -- to match State Code, then this development could theoretically pick up another -- I am not going to say they could but --

MS. WEBER: Correct. You could put the two --

CHAIRMAN JARRETT: A parking space could be picked up in some scenarios.

MS. WEBER: You could put the two ADA spaces in the building sharing a drive aisle and have additional space on the alley; correct.

And I have talked to the engineering staff. And I did this in a previous community. I

think the best recommendation for any community is to just merely adopt the State Code.

CHAIRMAN JARRETT: I would agree with that.

MS. WEBER: That would then remove the further restriction requiring each space to have its own 8 foot drive aisle and allowing them to be shared.

And then correct, you could pick up an additional space.

CHAIRMAN JARRETT: Obviously whether or not for this specific development it's up to the Applicant, the petition, the permitting, all of that, but theoretically a development could turn -- could pick up a spot.

MS. WEBER: If I may, Mr. Chairman, for our residents there are three codes the State of Illinois requires every community has to adopt as a bare minimum; State Plumbing Code, Accessibility Code and the State Energy Code. So every town is always on the most current version of those.

CHAIRMAN JARRETT: Okay. Thank you.

COMMISSIONER SHLENSKY: I have question for counsel, if she is willing.

With regards to the ADA compliance issue of the parking spots we were just talking about, are you aware of any authority that allows for relief of the ADA required spots when no tenant has a need for such?

MS. WOLF: I am not aware of that.

COMMISSIONER SHLENSKY: Thank you.

CHAIRMAN JARRETT: Do you have any other comments?

COMMISSIONER CALVERT: I am struggling with the parking issue as well and the variance requested for that.

So that means there are 22 indoor parking spaces. What I am looking at here is 12 and 10. So there isn't even enough indoor parking spaces for every unit in this building.

And my opinion -- and this is just my opinion -- outdoor parking in Northern Illinois is certainly not a luxury building in January. So I am really struggling with the variance for that.

And this is not a neighborhood where we can kind of get it close. It's not like the other

developments we have looked at, where there is overflow parking that might be available. There just isn't here.

So if we don't get it right we are going to struggle with it for a long, long time.

And there is going to be street parking. I am not really fully informed of what the parking is for the two buildings on Highland. I have been by there a couple times but I do see a lot of cars around there. I don't know if that building is a one bedroom or two bedroom unit but there does seem to be a large number of cars in that neighborhood for those two buildings.

I just think the parking is an issue that has to be right, not just today; it has to be right five years from now and ten years from now. I am not there right now.

CHAIRMAN JARRETT: Okay. Any other discussion before we have a motion?

MS. WEBER: Can I just add one fact for you we previously discussed?

The Jewel is .5 miles and the train station is 1.0 miles. I Google mapped them.

COMMISSIONER CALVERT: Yeah, thank

you, Ellen. I was going to mention that.

I live right there. I am not contradicting you, Jason, but in 10 years I have lived there I have walked to the Jewel twice, honestly, and in the summer. I had nowhere else to go or nothing to do.

CHAIRMAN JARRETT: I understand and that's why in a transit-oriented development you are looking at two radiuses, one is a quarter mile, one is a half mile.

And I agree that while -- I would not say the train station is -- it's walkable but it's not ideally walkable. Ardmore, if you had to, Jewel if you had to, you could.

COMMISSIONER CALVERT: Sure.

CHAIRMAN JARRETT: Most people don't want to walk to the grocery store for a lot of reasons.

COMMISSIONER CALVERT: Especially in January.

CHAIRMAN JARRETT: Especially in January.

COMMISSIONER CALVERT: I did have one other question.

You did tell us that the Village plows the alley.

MR. MANTELS: Correct.

COMMISSIONER CALVERT: I am not assuming you know this particular answer to this but I think someone in this room does.

Where does the snow go?

I am looking at Ms. Fogarty.

MS. FOGARTY: Your guess is as good as mine.

AUDIENCE MEMBER: It goes on the land by Steuerle's parking lot.

MR. MANTELS: Our policy is to plow it out to Princeton Avenue and then wind road it on Princeton Avenue but I am not in operations.

COMMISSIONER CALVERT: Wind road means?

MR. MANTELS: It just means to push it down the street, as if we were plowing the snow that was already there. To disperse it evenly so it's not in one place.

AUDIENCE MEMBER: In reality it's loaded on the land in the parking lot.

CHAIRMAN JARRETT: I appreciate it

but she is trying to take names, she being the court reporter.

AUDIENCE MEMBER: Just a lack of information there.

CHAIRMAN JARRETT: I live on the corner where Lombard plows it one way and Villa Park plows the other way, so I know what a pile of snow looks like. I get it coming and going.

Okay. So if there is no other discussion or comments, then I am going to ask -- Well, Justin, are you comfortable making all of these motions?

Alternatively I can make the motions.

COMMISSIONER SHLENSKY: It is my understanding that --

CHAIRMAN JARRETT: If you are not going to vote for one then -- Okay.

So the first one would be -- I will read them and ask.

So I would entertain a motion to recommend approval of a variation to allow for 33 spaces where 37 spaces are required per Section 7.2 based upon the findings of fact identified in the record for PZ 22-0005.

Do I have a motion?

COMMISSIONER LUEDTKE: I will make that motion.

CHAIRMAN JARRETT: Motion from Luedtke.

Is there a second?

MS. WOLF: Mr. Chairman, for point of clarification, a motion and a second doesn't indicate support or whether you are going to vote in support or denial of it.

So my recommendation from a legal standpoint is that there be a motion and a second for each of the variations requested and then a vote taken.

So the Board members should not hesitate for moving or seconding a motion just to get on the record what the recommendation is in each variation.

CHAIRMAN JARRETT: Particularly since we are recommending body as well.

Is there a second?

COMMISSIONER KASE: I will second.

CHAIRMAN JARRETT: Second from Kase.

Any questions or comments on the motion?

Okay. Roll call vote on that one.

Calvert?

COMMISSIONER CALVERT: No.

CHAIRMAN JARRETT: Kase?

COMMISSIONER KASE: Yes.

CHAIRMAN JARRETT: Luedtke?

COMMISSIONER LUEDTKE: Yes.

CHAIRMAN JARRETT: Romano?

COMMISSIONER ROMANO: No.

CHAIRMAN JARRETT: Shlensky?

COMMISSIONER SHLENSKY: No.

CHAIRMAN JARRETT: I vote yes.

That leaves 3-3.

We have a motion to recommend approval of a variation to allow for less than 24 feet wide aisle width per Section 7.9, Parking Area Design based upon the findings of fact identified in the record for PZ 22-0005.

Is there a motion?

COMMISSIONER SHLENSKY: So moved.

CHAIRMAN JARRETT: Is there a second?

COMMISSIONER LUEDTKE: I will

second that.
CHAIRMAN JARRETT: We have a motion and a second from Shlensky and Luedtke.
Roll call on that.
Calvert?
COMMISSIONER CALVERT: Yes.
CHAIRMAN JARRETT: Kase?
COMMISSIONER KASE: Yes.
CHAIRMAN JARRETT: Luedtke?
COMMISSIONER LUEDTKE: Yes.
CHAIRMAN JARRETT: Romano?
COMMISSIONER ROMANO: Yes.
CHAIRMAN JARRETT: Shlensky?
COMMISSIONER SHLENSKY: Yes.
CHAIRMAN JARRETT: I too vote yes.
A motion to recommend approval of a variation to allow for a garage entry on the side yard Princeton Avenue where only rear entrance is permitted per Section 4.4.3 (10) based upon the findings of fact identified in the record for PZ 22-0005.
Motion?
COMMISSIONER SHLENSKY: So moved.
CHAIRMAN JARRETT: Second?

COMMISSIONER ROMANO: I will second.
CHAIRMAN JARRETT: We have Shlensky and Romano.
Roll call.
Calvert?
COMMISSIONER CALVERT: Yes.
CHAIRMAN JARRETT: Kase?
COMMISSIONER KASE: Yes.
CHAIRMAN JARRETT: Luedtke?
COMMISSIONER LUEDTKE: Yes.
CHAIRMAN JARRETT: Romano?
COMMISSIONER ROMANO: Yes.
CHAIRMAN JARRETT: Shlensky?
COMMISSIONER SHLENSKY: Yes.
CHAIRMAN JARRETT: I too vote yes.
I have a motion to recommend approval of variation to allow for 85 percent impervious lot coverage and 2.5 semi-pervious lot coverage where a maximum impervious coverage of 70 percent and an additional semi-pervious cover of 25 percent is allowed for Section 4.4.3.A.7 based upon the findings of fact identified in the record for PZ 22-0005.

Motion?
COMMISSIONER LUEDTKE: I make that motion.
CHAIRMAN JARRETT: Luedtke.
Second?
COMMISSIONER KASE: I will second.
CHAIRMAN JARRETT: Is that Kase?
Motion and second.
Question and comments on that motion?
Okay. Roll call.
Calvert?
COMMISSIONER CALVERT: No.
CHAIRMAN JARRETT: Kase?
COMMISSIONER KASE: Yes.
CHAIRMAN JARRETT: Luedtke?
COMMISSIONER LUEDTKE: Yes.
CHAIRMAN JARRETT: Romano?
COMMISSIONER ROMANO: No.
CHAIRMAN JARRETT: Shlensky?
COMMISSIONER SHLENSKY: No.
CHAIRMAN JARRETT: I vote yes.
That's 3-3.
Advance the slide please. Thank you.
We have a motion to recommend approval

of a variation to allow a streetscape area from zero feet to 10 feet where a minimum 13 feet streetscape area is required along street frontages per Section 4.5.2, Build-to Zone based upon the findings of fact identified in the record for PZ 22-0005.
Motion?
COMMISSIONER ROMANO: Make that motion.
CHAIRMAN JARRETT: Motion from Romano.
Is there a second?
COMMISSIONER SHLENSKY: I will second.
CHAIRMAN JARRETT: Second from Shlensky.
Questions or comments on that motion?
Roll call.
Calvert?
COMMISSIONER CALVERT: Yes.
CHAIRMAN JARRETT: Kase?
COMMISSIONER KASE: Yes.
CHAIRMAN JARRETT: Luedtke?
COMMISSIONER LUEDTKE: Yes.

CHAIRMAN JARRETT: Romano?
COMMISSIONER ROMANO: Yes.
CHAIRMAN JARRETT: Shlensky?
COMMISSIONER SHLENSKY: Yes.
CHAIRMAN JARRETT: I too vote yes.
No. 6, that's the one we determined we didn't need.
No. 7, a motion to recommend approval of a variation to grant relief from the visibility triangle per Section 9.3 in order to accommodate required Build-to Zone based upon the findings of identified in the record for PZ 22-0005.
Questions?
Need a motion?
COMMISSIONER SHLENSKY: So moved.
CHAIRMAN JARRETT: Motion from Shlensky.
Is there a second?
COMMISSIONER LUEDTKE: Second.
CHAIRMAN JARRETT: Seconded by Luedtke.
Questions or comments on the motion?
Roll call.
Calvert?

COMMISSIONER CALVERT: Yes.
CHAIRMAN JARRETT: Kase?
COMMISSIONER KASE: Yes.
CHAIRMAN JARRETT: Luedtke?
COMMISSIONER LUEDTKE: Yes.
CHAIRMAN JARRETT: Romano?
COMMISSIONER ROMANO: Yes.
CHAIRMAN JARRETT: Shlensky?
COMMISSIONER SHLENSKY: Yes.
CHAIRMAN JARRETT: I too vote yes.
So with that a recommendation passes to the Village Board. We are not the final decision makers. They can accept, reject or modify the motions as they see fit.
And there will not be a formal notice sent regarding that, as there was for this public hearing, but the agendas will be published. So keep your eyes on the agendas.
With that I would entertain a motion to close the public hearing.
COMMISSIONER ROMANO: I make that motion.
CHAIRMAN JARRETT: Romano.
Is there a second?

COMMISSIONER CALVERT: Second.
CHAIRMAN JARRETT: Second by Calvert.
All in favor?
ALL PRESENT: Aye.
So the public hearing is closed.
MS. WOLF: Mr. Chairman?
CHAIRMAN JARRETT: Yes.
MS. WOLF: Can I make a clarification for the record?
So the audience knows, the vote today was basically, with respect to the parking space variance and the impervious lot coverage variance, that was a denial because it failed to receive a majority of the Zoning Board.
So the recommendation to the Village Board will be a denial of those variances because of the failure to receive a majority.
The other zoning variations with respect to the less than 24-foot wide aisle garage entry on the side yard streetscape area from zero foot to 10 feet and relief from the visibility triangle, those variations have been recommended approval. So those are the recommendations that

will be advanced to the Village Board.
In addition, for those matters that were recommended denial by this Board, the Village Board has to approve those measures by a 2/3 majority of the quorum at the meeting, so the audience knows.
CHAIRMAN JARRETT: Thank you for that clarification.
All right. We are looking at the staff comment. I guess you had something you wanted to catch us up on?
MS. WEBER: Our next meeting will be July 14. It's a regularly-scheduled meeting. I have two special use cases we have published for. They are both special uses for auto body and paint booth. I am working on the text amendment and hope to have that as well on the agenda for the consideration of accessory structures.
CHAIRMAN JARRETT: Does anybody have any comments on the Commission?
Other than I know the last two meetings were long, but I am glad that people turn out. Everybody doesn't always agree but generally speaking it went pretty well.

Any other comments?
Motion to adjourn?
COMMISSIONER LUEDTKE: So moved.
CHAIRMAN JARRETT: Second?
COMMISSIONER ROMANO: I second.
CHAIRMAN JARRETT: All in favor?
ALL PRESENT: Aye.
CHAIRMAN JARRETT: We are adjourned.
(Proceedings adjourned at 10:21 p.m.)
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I, LYN DOERING, Certified Shorthand Reporter and Notary Public in and for the State of Illinois do hereby certify that the foregoing proceedings were reported stenographically by me, was thereafter reduced to a printed transcript by me, and constitutes a true record of the testimony given and the proceedings had;

That I am not a relative or employee or attorney or counsel, nor a relative or employee of such attorney or counsel for any of the parties hereto, nor interested directly or indirectly in the outcome of this action.

IN WITNESS WHEREOF, I do hereunto set my verified digital signature at Chicago, Illinois, this 29th day of July, 2022.

Certified Shorthand Reporter
State of Illinois
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$10,000 31:17,18
$40,000 31:19

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(10) 122:19

1
1 14:4 17:20 39:13 70:9 93:22 106:5 110:22,24
1,000 25:5
1.0 116:23
1.42 51:4
1/2 14:2,20 15:4,14 16:11 18:20 19:5,6 58:7,20,23 70:13,14,15,16 71:5 72:10,15,19 73:10,13 96:3,5,15 103:11
10 14:15 16:18 25:4 102:4 107:22 115:17 117:3 125:2 128:22
10:00 38:6
10:21 130:11
11 7:5 12:18 14:15 16:17 34:18
11,239 12:17
11.5.1 52:14
11:30 19:21
12 25:12 37:7 39:10 115:16
13 11:19 12:19 37:2 102:5 125:2
13-foot 11:16
14 8:22 9:5 20:23 25:12 129:13
1491 9:11
15 33:20 58:7 71:7
150 70:15
16 38:16 58:7 71:7
17 59:7
18 43:7 71:2,5,7,11
1800 9:13
1908 65:11
1910 65:12
1960s 39:12

2
2 9:1 14:5 17:22 25:4 27:21 33:13 48:16 58:20,23 70:10, 13,14,15,16,18 71:5,7 73:10, 12,13 95:16 103:11 111:2 112:22
2.5 98:18 123:19
2/3 129:4
20 19:4 30:20,24 76:16
2003 27:12
2007 32:11
2013 30:22 32:10
2015 32:10
2017 32:10 56:24
2018 12:7 87:11
2019 32:10
2020 30:22 32:10
2022 8:20 30:23
204 20:20
21 8:20 37:2,7 64:12
210 20:21
22 8:4 12:1 18:5 19:2,6 72:19 95:8 115:15
22-0005 3:8 7:14 119:24 121:19 122:21 123:24 125:6 126:12
24 7:20 8:4 9:4 12:1,17,19 18:4 24:23 28:16 29:9 43:10 95:3,10,15 121:16
24-foot 128:20
25 9:11 32:19 98:21 110:22 111:1,13 123:21
256 54:24
26 39:5 111:2
27 3:3,8 7:15 86:22
2D 15:10,19

3
3 8:21 27:21 70:17 71:6,7 72:5 73:12
3-3 121:14 124:22
30 15:20 33:17 52:21 101:24
300 44:17
31 57:11
32 91:13
33 56:16,17 93:8 119:21
36 62:5
37 12:20 24:24 28:1 34:16 93:8 119:22
39 27:8
3D 15:9

4
4 7:19 11:21 12:18 14:18 17:18 27:21 43:9 55:15,16,20 59:3,14,17 72:3,6
4.4.3 122:19
4.4.3.A.7 123:22
4.5.2 125:4
4.6 57:2
412 66:10
417 36:14 37:1
419 30:5
422 55:2
427 46:23 58:2
436 24:5
46 12:18 38:15
48 25:3
49 64:10,12

5
5 8:13 33:12 57:4 72:23 73:1, 14,16,18,21 80:16 87:6 99:18 101:22 103:10 105:8 107:22 116:22
50 33:21,22
500 40:22
516 43:4
5th 80:14

6
6 17:18 39:13 45:24 55:15 93:22 105:6 111:11 126:6
6.82 14:18
6.87 72:3
61 43:7
678,000 56:24

7
7 8:21 72:7 126:8
7.2 119:23
7.9 95:4 121:17
70 30:12 33:7,16 76:1 98:20 101:23 123:20
744 36:17

8
8 19:1,4 20:10 25:4 59:9 112:22 113:9 114:7
84.99 30:13 32:3
85 17:11 33:5,11,19 98:16 101:16,18 123:18
86 33:9
87 17:12

9
9 9:1 14:2,20 15:4,14 16:10 18:20 19:6 37:1,2,15 52:3 72:10,13,14,15,18,19 96:3,5, 6,15
9.3 105:19 126:10
9.4 12:13
90 33:8 101:14,15

A
a.m. 38:6
abide 32:5
ability 92:13 97:17
accent 63:13
accept 127:13
access 10:16 41:4 46:17 73:19 88:20 89:17,19 98:7 104:23
accessibility 110:21 112:17,21 113:10 114:20
accessible 112:13
accessory 129:18
accidents 39:19 42:10
accommodate 17:3 25:13 105:20 126:10
accordance 49:5
account 34:1
acknowledgment 63:2
acre 43:7,9
actual 99:4
ADA 17:1,3,15 56:20 93:22 96:13 110:18,23 111:3,15,22 113:21 115:3,6
add 14:13 17:20 71:21 85:4,11 88:12 89:15 103:20 116:20
added 7:24 8:11 69:17 70:5,15 75:5 96:3
adding 93:21 99:18 108:23,24 109:4,6,11
addition 3:24 42:14 55:20 129:2
additional 7:23 19:11 22:21 43:15 67:11 70:5 71:19 75:16 80:11 85:11 93:21 98:20 101:6 110:24 111:11 113:22 114:10 123:21
additionally 102:21 106:11
address 3:19 20:1 36:14 60:13 69:15 75:15,20 86:13,23
addressed 26:1 61:11 76:18 84:8
adds 41:23
adequate 25:22 40:16
adjacent 47:8 53:7,8
adjourn 130:2
adjourned 130:9,10
adjustments 61:19
admission 52:12
admit 88:6
adopt 112:17 114:2,18
adopted 12:6 110:20
adult 46:13
Advance 124:23
advanced 129:1
adverse 83:4,6
advertised 46:1
aerial 74:24 97:22
affect 29:5 70:23
afford 40:19 42:1
affordable 41:22
age 38:17
agenda 20:10 129:17
agendas 127:17,18
agent 58:11
agree 69:8 103:22 104:19 114:3 117:11 129:23
agreed 53:14
agreement 62:11
agrees 52:19
ahead 77:2 80:19 103:6
air 84:15
aisle 8:3 12:1 18:3 19:3 70:24 88:13 95:4,10 112:22 113:2, 21 114:7 121:17 128:20
Alesia 30:5
alleviate 13:4 28:6 30:17 46:8 82:23 90:7
alley 11:24 14:10,14,17 15:23 17:14 22:13 23:11 35:8 36:1 37:21,22 39:8,17 42:3,7 53:7, 8 61:5 65:22 70:24 72:2 73:21 77:15,17,18,20 83:21,23 88:1 95:8,14 97:15,21 103:23 113:22 118:2

alleys 23:7 56:5
allowances 61:19
allowed 14:19 21:15 30:14 47:16 58:20 63:3 70:9 83:4 86:12 98:21 112:21 123:22
allowing 22:4 32:3 46:24 54:23 62:7 114:7
Alternatively 119:13
ambitious 42:24
amending 113:12
amendment 106:5 108:3 129:16
amendments 112:24
amenities 40:15,21 46:18
amount 20:12 111:1
analysis 51:1
analyze 23:7
anchor 45:12
angled 70:8
angles 72:5 93:15
Angley 48:18
Annemarie 38:4 54:20
anyone's 82:23
apartment 7:20 13:12 25:5,7 44:1,5,9 50:18 51:4 64:16 68:17 86:21
apartments 40:13,24 41:5,10, 12 52:8 55:22 68:14
Apex 3:11
apologies 7:17
apparent 15:9
appeared 79:5
applicable 10:16 49:12 52:18
Applicant 3:22 4:21 27:5 35:14 68:16 69:10,13 75:9 76:21 92:16 99:9 102:12 109:20 114:13
application 3:2
approach 20:11 60:6,24 85:5, 23 88:8,14 91:24
approaches 11:13
approval 23:1 47:23 79:13 98:24 99:2 105:7 119:21
121:15 122:16 123:17 124:24 126:8 128:24
approvals 82:19
approve 3:5 8:9 24:2 54:6 63:3 78:17 93:7 95:3 96:20 98:16 99:1 103:9 129:4
approved 22:22 79:4 80:21
Approving 42:11
approximately 99:18
April 8:22
architectural 11:9
Ardmore 3:8,11 7:14 31:20 36:17,23 37:10,13,15,22 38:2, 11,23,24 39:20 61:5,7 65:12 66:15,17 67:6 69:4 111:14 117:13
area 15:11,12 16:5 17:2 23:2, 9,20,23 39:16 41:4,22 44:10 45:12 46:7 50:7 53:7,17 54:1 65:6 73:3 75:22 83:3,7 85:13 91:19 94:10 95:4 99:22 100:9 102:4,5,13 121:17 125:1,3 128:21
areas 88:19 99:12,19 100:4
arguably 69:7
arrive 23:4 40:3
aspect 21:3
aspects 102:8
asphalt 71:7 99:20
assessment 18:12 79:7
Assessors 51:2
asset 94:10
assigned 112:3
assistance 31:12
assume 56:11
assuming 118:5
atmosphere 107:8
attacking 90:15
attend 78:15
attention 78:21 104:4,5
Attorney 104:16
attract 40:7
audience 4:21,23 108:16,18 109:1,8 118:11,22 119:3 128:11 129:6
authority 8:8 115:5
authorized 18:16
auto 129:15
Avenue 3:8 20:21 24:5 38:16 86:23 118:14,15 122:18
average 41:24 64:10
avoid 53:8
aware 9:9 20:20 81:22 82:22 115:5,8
Awhile 72:4
Aye 6:8 105:11 128:5 130:7

B

babies 38:17
back 10:22 11:19 14:1 15:4, 14,20,24 16:8,10,12 17:24 18:3 30:23 32:11,23 35:19 47:17 54:12 58:8 60:3 64:16 65:7,22 72:2,4 80:4 84:14 88:1 95:1,18 96:16
backed 36:22
backing 36:20 101:11
backups 42:18
backyard 27:23 28:6 36:16
backyards 27:17
bad 28:4 37:21 38:24
badly 31:20
Bailey 30:5
ban 39:24
bandaid 60:24
bank 9:10 67:23
bar 59:21 74:15 75:4 108:21 109:24
barbershop 38:1
bare 114:19
barely 42:3
based 20:16 21:11 47:10 54:7 95:5 96:2 105:15 106:9 119:23 121:18 122:19 123:22
125:4 126:11
basement 28:13
basically 50:2 128:12
basing 21:3,6
basis 22:13 50:23
bath 41:13
bathrooms 25:5 41:11,12
beautiful 66:18,21
bedroom 12:18,19 15:3 24:12 25:7,17 39:13 40:5 41:10,11, 16 51:5 52:8,24 116:11
bedrooms 12:20 14:4 17:23 22:21 24:24 25:3 41:14 91:13 94:14
beer 38:5 77:13,19
began 65:11
beginning 72:8
behalf 3:10 22:2 51:24
beneath 60:17
benefit 60:21 107:2
bicycle 61:6
big 50:13 54:23 56:3 64:20 65:1,5
bigger 57:7 59:11 89:24
biggest 33:5 90:4
bike 64:12
bikes 40:9
biking 65:17
bit 3:13 5:24 14:5 19:19 27:20 50:2 58:8 70:4 74:10,14 101:20 112:19
blank 11:6
blatant 77:16
blind 37:17,18,24 39:20 61:5 74:11,12
block 23:2 44:18 47:8 66:19, 20 111:9
blockage 109:7
blocks 47:9 68:24 69:3,4 111:7
board 9:6 13:15 54:3,12 72:18 85:16 99:1 104:20 105:1 120:15 127:12 128:15,17
129:1,3,4
Bob 37:24 78:19 79:21
bodies 47:24
body 120:20 129:15
booing 4:17
bookkeeping 5:24
booth 129:16
born 41:18
Boulevard 27:9 28:1
box 45:2
Boyfriend/girlfriend 56:2
branches 29:20
brand 12:6
breeding 31:3
Brian 24:4
briefly 110:14
bring 54:14 55:10 78:20 107:6 112:23
bringing 104:4,7,14
brings 39:10
broken 38:9
brought 8:9 67:15 70:16 75:19,21 76:5 84:4 91:14 108:18
brown 15:10 16:5
buffer 14:16
Buick 59:6,7
build 7:19 25:16 26:8 52:4,7 53:22 62:17
build-to 10:6,7 105:20 125:4 126:11
builder 63:17 64:7
Builders 3:10 13:20 20:19 78:23 79:2,5
building 7:20 9:9,10 10:8,10 11:3,13,15 12:14,17 15:1 16:17 25:12,21 27:10 28:16 29:2,12 34:20,24 35:11,18 37:11 39:10,11,14 40:7,20 42:7,18 43:18 44:1,9 45:10, 11,15 49:23 51:12 52:4,7,13, 24 53:4,11 54:23 56:15 58:22, 24 59:3,15 60:3,11 62:18
63:20 64:20,22 65:1 66:14,24 67:4 70:11 71:10 73:2,8 74:17,19,22 76:7,8,12 84:7 87:21,22 88:1 90:11 97:21 100:17,19 102:14,18 106:13 107:15,16 112:16 113:21 115:18,21 116:10
buildings 12:7 13:12 42:4 44:5 68:17 74:5 86:23 87:6, 13,16,20 88:17,18 105:24 107:7 116:8,13
built 21:5,9 26:4 27:11 37:12 43:23 50:19 63:20 66:13 87:14 88:17 107:17
Bukiema 21:24 22:1
bulk 24:14,18
bump 102:23
bunch 14:12
burden 13:3 42:13 52:17
Burns 44:17
bus 63:12,16,18 64:3 68:22 69:2
bushes 31:8
business 3:7 57:19 100:6
businesses 23:7 45:18 46:4 66:17
buy 42:23

C

cable 29:19
calculations 22:19
calculous 71:14
call 2:1,4 121:2 122:4 123:5 124:10 125:18 126:23
called 43:22 51:1
calls 58:13
Calvert 2:5,6 25:19 53:15 83:18,24 85:17 86:4 110:13, 16 111:20 112:2,5,12 115:12 116:24 117:15,19,23 118:4,16 121:3,4 122:5,6 123:6,7 124:11,12 125:19,20 126:24 127:1 128:1,3
capacity 6:17 44:11
car 38:8
care 26:22 29:14
carry 64:16
cars 34:23 35:8 37:6 39:19 41:21 56:21 57:3 59:4 64:5 65:2,17,19 97:13,19 103:2 109:10,12 116:9,12
case 7:13,22 8:18 9:22 22:11 32:9 81:21 88:9 92:17 101:13
cases 7:6 9:17 49:1 129:14
cash 43:2
catch 129:11
caused 13:5
caution 104:11
Center 45:22
Chairman 2:1,7,9,11,13,15, 17,19,21 5:9,23 6:3,7,9,11 19:9 21:23 24:3,16 27:7 30:4 32:14 34:14 35:3,9,13 36:11 39:3 43:3 44:16 46:21 51:21 53:14 54:19 55:3 57:23 62:2 63:7 66:6 67:8 69:20 70:21 71:16,22 72:9,12 73:4,14 74:2,9,20 75:3 76:20 77:2,23 78:6,9 79:24 80:15,19 81:4,12 83:11,15 84:24 86:5,11,15 87:18 88:4 89:13 91:20 92:24 94:20 96:11 97:16,24 98:8,22 99:3 100:12 101:6 102:3 103:17,21 104:10,15,18 105:3,12,15 107:1 108:15 109:16 110:15 113:7,11,18 114:3,11,16,23 115:10 116:18 117:7,16,21 118:24 119:5,16 120:4,7,19,23 121:5,7,9,11, 13,22 122:2,7,9,11,13,15,24 123:3,8,10,12,14,16 124:4,7, 13,15,17,19,21 125:10,15,21, 23 126:1,3,5,16,20 127:2,4,6, 8,10,23 128:2,7,8 129:7,19 130:4,6,8
challenging 44:21
chance 93:4
change 16:15,23 50:24 56:1 57:2 70:8 85:5,8,13 95:23 107:9
changed 8:2 14:10,22 15:3,7, 16 16:2 81:24 87:11 101:18
Chapel 22:3
character 23:20 47:7 50:7
characteristics 13:10 22:9
Charles 69:5 107:11
cheaper 41:4
cheering 4:17
Chicago 19:1
children 61:6
chipped 28:7,10
choose 40:20
chop 84:8 85:4,9,18
Christine 34:16
church 57:19
churches 66:19
citizen 41:24
city 18:24 42:13 56:3 72:22
civil 111:7
claiming 30:11
clapping 4:17
clarification 73:17 120:8 128:10 129:8
clarify 74:13 78:10
class 41:24
clear 35:18 36:3 106:15 112:8
cleared 35:21
close 10:7 12:7 26:18 69:6 79:19 92:22 93:1 105:24 111:3 115:24 127:20
closed 128:6
closer 61:1 74:21 107:7 109:12
closing 4:2 93:20
cloud 15:19
code 8:8 9:19,24 10:4,11,19, 23,24 11:4,5,9,10,12,16,18 12:5,6 13:1 18:3,15 19:1 22:7 25:14 30:11,14 32:5 39:13 47:18 49:5,19 50:19 52:5,13, 15 61:1 63:4 71:17 73:15 87:11 88:5,15 89:5,8 90:20,22 91:2 93:20 95:12 96:23 98:10 101:1,20 102:9,12,18,22 105:22 106:5 108:5 110:19,21 112:16,17,18,21 113:6,8,13 114:2,19,20
codes 24:20 26:3 27:5 32:6 48:9 49:12 114:17
cohesive 53:18
college 41:8
Colliers 58:12
column 9:21
combination 99:12
combined 57:1
Comed 29:19
comfortable 70:20 89:9 119:11
Comission 47:2 85:15
comment 22:7 55:7,9 74:10 79:22 80:1,17 84:12,14 90:13 104:16 108:19 129:10
comments 3:17 4:2 19:16 36:12 58:3 75:15 79:11 90:14 92:20 93:5 94:21 95:1 98:15 100:1 101:7 103:7 110:6,10 115:11 119:10 121:1 124:9 125:17 126:22 129:20 130:1
commercial 53:1 68:18 94:2 107:10
Commission 2:3 4:2 5:19,22 7:3 8:10,19,24 9:17 11:1 24:2 37:19 44:20 54:21 67:13 79:1, 2,14,16 80:8 81:1 89:4 91:23 108:1 129:20
Commissioner 2:6,12,14,18, 20 6:5,6 14:6 24:13 25:19 52:9 53:15 70:22 71:3,9,13 78:14 83:18,24 84:2,22 85:17 86:4,18 87:5,17 89:21 90:2,21 91:1,7 92:22 94:8 96:9 98:4 100:2 104:1,2,13 110:13,16 111:20 112:2,5,12 115:1,9,12 116:24 117:15,19,23 118:4,16 119:14 120:2,22 121:4,6,8,10, 12,21,24 122:6,8,10,12,14,23 123:1,7,9,11,13,15 124:2,6, 12,14,16,18,20 125:8,13,20, 22,24 126:2,4,15,19 127:1,3, 5,7,9,21 128:1 130:3,5
Commissioners 13:21 79:12
common 37:23 41:15 43:22 59:8
community 5:13,16 6:16,20 8:7,24 13:21 18:15 24:10 38:18 45:21 49:9 53:12,24 62:21 107:10 113:24 114:1,18
commuting 51:7
compact 60:18
compacted 60:18
companies 29:19
company 23:6 77:8
completed 44:4
completely 47:7 100:5
complex 25:17 43:21
complexes 50:18 86:21
compliance 12:24 47:18 52:18 115:3
compliant 25:14 56:20 93:22
complicated 61:18
complied 50:19
comply 10:23 49:11,19 82:15
complying 30:11
comprised 52:7
computer 7:16
concept 8:22
conceptually 75:11
concern 33:5 34:8 35:24 54:9
concerned 45:15 52:2
concerns 26:24 32:23 34:9 36:6 39:2 62:16,18 82:22 99:10,11
concrete 53:8 100:7
condition 9:8
conditions 23:17 26:15 42:9 48:20
condo 25:18,24
configuration 11:8 18:18 94:15
configurations 18:17
confirm 87:1
conflict 12:5,9 102:10 105:21 112:16 113:4
conflicts 108:5
confused 33:10
confusing 55:13,18
confusion 101:12
congested 37:5 38:10
congestion 55:21 57:18
consensus 108:7
conservative 8:10 88:8
conservatively 88:13
consideration 28:15 51:15 92:15,18 103:20 129:18
considered 9:14 87:7
considers 9:17 101:24
constitute 49:3
constructed 39:12
construction 20:22
contact 28:5
contesting 47:21
contingencies 47:22
continue 82:9 90:5
contortions 58:9,14
contractor 35:23
contradicting 117:3
convenience 13:16
conversation 25:2
conversations 38:14
cooperates 82:11
coordinate 35:21
copied 78:21
corner 9:14 10:9 14:23 15:18 16:1,24 17:14 24:21 37:19 38:8 59:19 75:6 99:21 100:6 102:1 105:24 106:14,19 107:20 109:10 111:14 119:6
correct 30:9 34:23 62:24 72:11 73:11 86:10 89:11 90:1 91:4 97:7 98:5 100:14 101:5
108:4 111:17,18,19 112:4 113:16,22 114:9 118:3
cost 28:6 31:6,16
costs 31:15
counsel 63:3 105:16 115:2
count 52:24 57:8 94:1
County 82:15
couple 24:11 67:14 69:18 84:4 93:11 95:9 116:9
court 4:8,14 41:13 48:24 69:23 119:2
courtyards 40:17
cover 53:23 98:20 123:21
coverage 10:13 32:3 33:5,16, 20 48:22 49:7,16 53:2 85:9,14 98:17,19 101:13 123:19,20 128:13
covered 110:17
Craig 13:19
cram 41:17
crammed 39:8
create 11:19 54:15 65:22 78:5 83:4,6 102:13 107:7,18,23 110:3
created 98:9
creates 102:11
creating 86:6 109:6 111:11
creative 71:21
crime 41:21
crop 4:20
cross-connection 106:23
crossing 37:9 111:10
crosstalk 4:19 70:1
crowd 4:5
crowded 39:18
curb 11:19 58:20,21 70:11,12 71:18 98:11,13
curbing 84:6
curious 73:22 84:23
current 9:8 34:21 39:12 50:18 55:22 101:19 114:21
curse 25:20

customers 23:3
cut 36:18 40:3 86:1 98:11
cuts 98:13
cutting 102:15
cycle 99:14
cycles 60:20
cyclists 40:8 41:1,3

D

damage 31:7 53:9
damaged 42:18
dangerous 53:21 63:22 110:3
dangers 38:19
darker 15:14
date 80:13
daughter 37:12
David 43:4
day 28:21 30:2
days 40:2 42:8
deal 26:19 31:8
dealing 91:3
decades 27:3 67:23,24
decide 29:8
decided 28:4
decision 81:6,9 85:15 127:12
decisions 24:19 27:3
decrease 42:20
decreased 101:16
define 85:18
degree 19:14 98:9
deliveries 39:18
delivery 40:11
demand 23:8
demographic 41:1 56:19 57:12
demonstrate 83:5
demonstrated 26:14 44:5
den 25:4 41:11
denial 120:10 128:14,17 129:3
dens 22:20 41:15
deny 27:6
departments 14:12
depth 11:4 71:10 72:1
design 11:23 43:19 44:10 75:10 77:12 90:20 93:14 94:15,18 95:5 107:5 109:17 121:17
designation 57:13
designed 82:6 94:17 95:13 102:13
desire 98:10
detail 12:15 73:8
detailed 82:17 83:9
details 50:12
determination 104:20
determine 81:21 103:15 106:8
determined 9:7 104:22 126:6
develop 52:12 53:20
developer 34:7 39:7 42:21,23 44:4 52:4,6 57:14 62:13
developer's 43:6 52:11
developers 32:22 54:5
Developers' 54:7,8
developing 26:7
development 5:14 6:16 8:7 9:19 18:16 24:8,20 26:2 29:1 33:22 34:1 36:5 39:6 40:18 47:3,4,10 48:12 49:9,11 53:12,23 54:1,2 56:12 67:6 76:17 77:21 82:13 83:10 89:23 113:13 114:12,14 117:8
development's 42:12
developments 40:15 50:3 68:18 82:14 116:1
deviation 63:4
diagram 59:21
die 62:1
difficult 13:8
difficulties 61:10 92:10 93:12, 15
difficulty 13:4
diligence 29:6,14,22
dimensions 18:17 35:5
Direct 3:21
direction 60:4 84:18 91:15,16
directional 84:6 85:5
directly 39:5 80:24 81:3 86:21 112:17
director 5:14 6:16 8:8 18:16 22:6
disability 56:22 57:1,15
disagree 108:22
discretion 106:7 108:11
discuss 4:3 74:3 92:2,5 94:7
discussed 8:18 11:1 53:6 62:10 96:23 110:8 116:21
discussing 88:11
discussion 91:22 92:21 93:2 94:21 116:19 119:10
disease 31:5
disingenuous 54:9
dismayed 39:7
disperse 18:9 118:20
disregard 77:17
disrespectful 62:15
disruptive 70:1
distance 69:6
district 10:1,20 11:2 53:21 89:7 105:23 107:22
districts 11:11 87:15 88:19 105:22 106:8 107:6,11,13
dive 92:20
dividing 65:12
division 83:23
divvy 41:17
doable 8:5
docket 7:5
dollars 28:10
Donna 20:2
door 12:12 43:14
doors 11:8 111:4
double 72:7
Downers 43:6,13 89:23
downtown 65:9
downtowns 65:9,14,15

drag 30:24
drain 28:5
drainage 31:11,17 60:21 77:10 81:17 82:22 83:2
drains 82:21
draw 58:8
drawn 84:9
drive 8:3 18:3 19:3 56:5 59:9 70:23 84:6 88:13 95:10 113:2, 21 114:7
driver's 59:22
drivers 40:12
driveway 10:16 36:21 85:20, 23 86:2
driveways 93:21
driving 56:2
due 4:18 6:13 17:1 26:14 29:6, 13,22
duly 5:8
Dupage 82:15

E

earlier 33:9 47:12 79:6 102:7
easily 24:19 50:4 78:4
east 12:12 13:13 15:16 38:2 82:21
easy 33:15
economic 42:22
edition 112:21
effort 33:4 35:22
Eleanor 37:6
electricity 31:7
element 107:5
elements 9:21 10:6 11:5,9 12:13
elevation 14:2 15:6,8,16,17
eliminate 36:6 51:13 60:20
eliminated 14:4
eliminating 17:22 21:1 50:6 90:6 91:8,9
Ellen 5:11,13,23 6:15 13:20 17:6 18:1,14 26:17 83:20 84:12 86:19 97:7 100:12 101:9 102:7 103:13 104:3,19 110:17 117:1
email 78:18 79:18,23
emails 78:11 81:13
emphasize 22:6
empty 20:23
empty-nesters 41:2
enable 109:12
enclosed 25:4
encourage 103:3
end 4:20 32:21 35:4,5 55:7 56:11 61:5 71:10 82:20 92:4,6
energy 46:3 114:20
enforcement 13:6 68:20
engineer 108:11
engineered 31:12
engineering 75:11 96:12 100:15,20,24 106:7 109:19 111:8 113:23
engineers 100:21 110:2 111:8
enter 85:6
entertain 108:17 119:20 127:19
entire 99:22 100:9
entrance 10:14 96:22 97:2,9 98:14 111:4 122:18
entry 96:21 122:17 128:20
envisions 87:24 95:11 97:1
equal 46:8 56:16
erroneous 78:22
essentially 86:6 95:8 102:14
establish 18:16
established 54:3
estate 58:11
evening 2:24 3:6 4:4,5 5:3,12, 18 6:15 7:13 21:24 22:2 23:19 24:4,5 78:19
evenly 118:20
events 67:2
eventually 31:11
exact 75:10 109:17,23
examples 44:2 72:21
exempted 107:14
exhibits 106:15
exist 27:5 48:21 111:9
existing 21:6,9,18 42:4 83:3
exit 39:20 85:7
exiting 37:22 84:6
exits 38:21
expects 5:3
experience 20:16 21:3,7,12,14 38:19
experiment 43:11 44:15
expert 45:20
explain 74:14
explanation 107:3
explored 84:11
exterior 14:10
extra 7:7 46:16 55:8 58:14
eyes 127:18

F

fact 6:14 49:9 78:4 79:15 116:20 119:23 121:18 122:20 123:23 125:5
facts 47:11
failed 54:16 128:14
failure 128:18
fair 4:21,22 64:24 77:22
fairly 13:24
Fairview 20:20,22
faith 33:4
fall 52:5
family 36:24
farther 15:24 69:7
favor 6:7 105:9 128:4 130:6
features 42:19
February 6:18 8:20 40:10
fee 101:2
feel 8:5 20:5 24:8 26:10 34:3 36:5 46:19 60:24 65:6 89:17 94:13 107:9 108:23

fees 100:13
feet 8:4 9:11,13 11:19,21 12:18 14:2,20 15:5,15,20 16:11 18:4,5 19:5,6 58:6,7,21 59:3,7,9,14,17 70:13,15 71:2 72:10,23 73:1,10,16,18,21 95:8,15,16 102:4,5 103:9,10, 11 105:8 121:16 125:2 128:22
fell 91:1
felt 11:21 28:11 62:14,15 85:14 91:17
Fest 28:22 68:4
figure 29:7,16 82:1
final 50:10 75:10 100:15 105:18 108:11 110:10 127:12
finalizing 47:24
finally 23:5
financial 13:3 48:2 49:1 52:17
find 27:4 41:9 44:8 54:14 55:12 62:13 103:3 106:22
finding 48:17 107:21 108:5
findings 95:5 119:23 121:18 122:20 123:23 125:5 126:11
fine 29:2
fit 29:3,4 36:7 45:7 50:4 127:14
fixed 29:12
flare 85:24
flared 86:1
flat 22:11
Flats 3:9 7:14
flood 31:19
flooded 27:17 28:12 36:15 40:11
flooding 26:20 27:13,15,24 28:2,3 29:7 30:2,17 32:4 46:6 67:17 75:21 81:14
floods 27:19 28:12
floor 10:22 11:4 14:2,21,22 16:9,10 17:23 50:6 90:6,7 91:9
flow 44:6
flowers 31:7
flush 15:13 16:9
flushing 42:15
focus 16:5
focused 58:5
Fogarty 34:16 35:7,10,16 118:8,9
fooled 54:9
foot 8:13 12:17 18:20 19:1,2,4 25:5 58:23 64:17 72:19 87:6 95:3,10 96:3,5,6,15 107:23 112:22 113:9 114:7 128:21
footprint 42:6 49:24 50:4 51:12 52:24 61:11 76:8,10,12
Ford 57:10 59:11
forgot 65:8 70:14
form 11:13
form-based 11:11,12
formal 79:12,16 81:6 94:23 127:15
forum 90:17
forward 23:24 82:7,8,10 83:10 100:18 104:14 110:5
foundation 8:12 12:3 87:6,14 88:10,16 89:1 103:10 105:8
fourth 10:22 14:2,21 16:9 17:23 37:13 50:6 90:7
freeze 99:13
Friday 38:3,5
front 10:9 15:6 16:1 17:2 27:19,22 59:15
frontage 10:7
frontages 102:6 125:4
full 7:5 71:9
fully 116:7
fun 28:24
functional 44:7
functioning 81:24
fundamental 24:15 91:3
funding 82:8
Funeral 22:3 68:8
funerals 23:4
funny 38:3
future 21:22 44:24 45:13 46:3

G

gain 94:9 108:9
Gallagher 62:4,5
garage 10:14 12:12 85:6 96:20 97:14 98:14 122:17 128:20
garbage 56:7,9
garden 34:2
gather 3:22
gave 55:7 72:21
gazebo 67:1,2
general 26:7 51:7 55:23 79:8 85:13 93:3,5 107:9
generally 67:17 74:4 87:16,19 92:1,20 94:6 96:2 110:11 129:23
gentleman 61:16
gentlemen 46:24
geometry 95:23 97:17
get all 99:4
give 4:17 13:17 18:24 19:18 21:8 95:16,19
glad 5:14 6:19 129:22
goal 54:8
golly 66:23
good 5:12 6:15 21:24 24:4,5 33:4 45:1 46:19,20 56:5,9 60:24 65:6 94:10 98:1,13 118:9
Google 116:23
governing 47:24
grade 37:13
grads 41:8
grant 12:24 48:18 105:18 126:9
granting 51:16
grass 9:14 27:21
gray 15:12,14
great 12:15
green 17:16 31:21 43:4 46:3 70:13 71:6,7,21 85:11
greening 85:12
groceries 64:14,16
grocery 63:11 68:21 69:3 117:17
ground 9:16 31:4
Group 22:1
Grove 43:6,13 89:24
grow 38:18
growing 36:24
guarantee 37:20 38:21
guess 74:22 88:3 90:3 92:19 104:10 110:8 118:9 129:10
guest 40:17
guests 39:23,24 40:3
guide 69:18
guinea 44:14
guys 20:4 28:22 29:13,21 30:3 32:22

H

hairs 90:23
half 28:10 46:11 66:19,20 84:7 117:10
hand 5:5
handle 39:16
hangup 90:4
happen 41:19 100:22 111:22
hard 38:11 51:19
hardship 11:20 13:5 23:14 26:4,15 30:8,10,15,18,20 31:6 48:3,17,19 49:2,7,15 51:17 52:19 78:2,5 92:8 93:10 94:12,16 102:11
hardship's 98:9
hardships 27:4 31:9 92:9 93:11
harm 42:22
haste 27:2
hate 66:12 67:4
hazard 36:3
headed 60:5
heading 38:2 46:10 60:4 61:6
health 23:20 47:5
heaps 42:7
hear 4:23 82:22
heard 32:21 62:12
hearing 3:12 6:1,12,22 7:10 9:2 19:10 80:3 92:23 93:1 106:17 127:17,20 128:6
heating 60:20
heavy 42:4
height 10:19,24 45:15
held 9:1
helped 16:19
helps 97:23
hesitate 120:15
high 40:15 61:17 100:9
Highland 38:23 39:5 40:5 86:22 116:8
hit 37:6 58:23
Hofstra 2:7
hold 85:20
holders 57:13
hole 36:8
holidays 40:1
home 22:3 31:9 62:21 68:8
homeowner 31:24
homes 29:8 45:19
honestly 55:17 94:18 117:5
honor 32:23
hope 50:20 129:17
hoping 82:11
horse 21:19
house 8:24 27:9,13,14,17,18 28:12
houses 27:16 28:17
housing 41:22
huge 65:4
humbling 88:7

I

Ian 36:13
idea 15:22 65:21
ideally 117:13
identical 76:9
identified 12:4 119:23 121:18 122:20 123:23 125:5 126:12
illegal 57:21 77:14
Illinois 44:18 56:24 110:20 112:20 114:18 115:20
imagine 87:20
impact 76:7,9,13 83:2 108:24
impacted 23:21 43:1
impacting 47:5
impacts 76:10 83:5,6 97:17
impervious 10:12 16:20 17:10 22:14 30:12 42:12 52:10 54:15 62:22 76:2 98:17,19 99:23 100:5,8 101:19,21,23 123:18,20 128:13
impossible 12:8 13:8 36:21
improvement 65:4 100:3,10 106:18
inadequate 23:14 40:21
inches 27:21
include 22:20 49:23 52:23 53:3 88:10 89:20 100:19
including 21:2 40:17 48:9 53:1 95:8
inconvenience 13:3 52:16
Incorporated 3:10
increase 42:13 74:16 75:7 103:4 109:14
increased 14:14,16 53:4 55:14 72:10
increasing 53:6
incredibly 104:5
independent 46:13
individual 70:12 73:9 92:21
individuals 46:15
indoor 25:13,22 115:15,17
inefficiency 61:12
inflation 41:8
influx 39:1

informally 8:19
information 119:4
informed 80:9 81:5 116:7
inherently 55:23
initial 80:7
initially 81:10
input 3:14 5:16 6:21 8:18 54:8 64:21
inside 93:17
insight 84:10
install 77:11,12
installed 99:11
instance 10:1 11:17,18 97:12 106:3
instances 84:4
insufficient 23:9
intended 13:4,6 71:23 74:4 107:6
intent 12:23 13:2 52:14,15 87:19 88:2 103:22
interest 34:7
interesting 45:3
Interim 5:13 6:16 22:6
International 58:12
internet 4:8
interpret 88:24
interpretation 89:3,10
interpretations 113:5
intersect 107:20
intersection 109:18 110:3
Intro 48:16,24
inventory 56:15 57:11
investigate 81:21
investment 26:9 64:23
Iowa 45:21
island 17:3 74:16 75:5 106:20 109:12,17,23
issue 22:17 23:24 24:14 27:13, 15 29:7 30:1 31:1 42:2 50:23 68:11 75:21 79:21 91:3 94:3 115:3,13 116:14
issued 56:21,24 57:3,5
issues 22:14,18 24:18 26:19 27:24 28:2,3 45:4 50:20 60:8, 14 61:4 62:18 65:23 68:19 81:17 82:24 83:3 97:19
item 3:7 67:10
items 3:1

J

Jackson 2:9 37:14
January 115:21 117:20,22
Jarrett 2:1,7,9,11,13,15,17,19, 21 5:9,23 6:3,7,9,11 19:9 21:23 24:3,16 27:7 30:4 32:14 34:14 35:3,9,13 36:11 39:3 43:3 44:16 46:21 51:21 54:19 55:3 57:23 62:2 63:7 66:6 67:8 69:20 70:21 71:16,22 72:9,12 73:4,14 74:2,9,20 75:3 76:20 77:2,23 78:6,9 79:24 80:15,19 81:4,12 83:11, 15 84:24 86:5,11,15 87:18 88:4 89:13 91:20 92:24 94:20 96:11 97:16,24 98:8 99:3 100:12 101:6 102:3 103:17,21 104:10,15 105:3,12,15 107:1 109:16 110:15 113:7,11,18 114:3,11,23 115:10 116:18 117:7,16,21 118:24 119:5,16 120:4,19,23 121:5,7,9,11,13, 22 122:2,7,9,11,13,15,24 123:3,8,10,12,14,16 124:4,7, 13,15,17,19,21 125:10,15,21, 23 126:1,3,5,16,20 127:2,4,6, 8,10,23 128:2,8 129:7,19 130:4,6,8
Jason 117:3
Jean 66:10
Jennifer 44:17
Jewel 40:9 64:15 116:22 117:4,14
job 37:8 44:24 51:19
Joe's 37:24
Johns 28:23 68:4
judge 21:16
July 45:24 79:17 80:16 129:13
June 8:21 9:1,5 26:12 32:10 47:12 52:3,21 79:15
Justin 119:11
Justina 63:9

K

Karcz 32:17 72:23 86:12
Kase 2:11,12 120:22,24 121:5, 6 122:7,8 123:8,9 124:6,7,13, 14 125:21,22 127:2,3
keeping 72:18
Kevin 5:17 6:23 81:14 87:2 100:21 101:5 111:17 112:7
kicks 63:13
kids 36:16 37:5 38:13,15 61:24 63:19,22 66:3
Kim 39:4
kind 40:19 45:3 57:6,17 60:24 95:12 99:16 102:21 115:24
KLOA 18:11
knocked 38:8
Knollcrest 22:3,17 23:1
knowledge 37:23
KOL 21:2

L

lack 25:20 41:22 119:3
land 13:8 42:24 47:20 118:12, 23
landowner 68:10
landowners 68:10
landscape 53:9 73:7 87:22 99:20 103:23
landscaped 75:5
landscaping 8:12 12:2,3 73:21 74:6 87:7,12 88:11,16 89:1 103:10
language 81:2 99:5
large 4:5 40:17 42:6 116:12
larger 90:11
late 40:2
law 9:10 22:1 48:15,17 63:4 77:17 112:1
lawyer 48:14
lay 97:18
layout 25:6 34:21
lays 101:21
leading 31:4
leads 39:20
learning 89:8
leave 32:8,13 40:3 89:12 95:5 103:13
leaves 40:24 121:14
left 15:2 56:6 84:20 85:15
left-hand 14:23 15:18 16:24
legal 9:3 51:15 63:2 120:11
legally 49:4
legitimate 26:4 62:18
length 58:23
let alone 82:24
letters 9:3
letting 51:9
level 90:23
library 66:18
license 56:23 57:2
lieu 100:13 101:2
life 46:11
light 12:12 15:12
lighting 12:11
lights 38:22,24
limit 19:17
limited 98:7
lined 38:5
lines 81:15 107:19
list 21:8 54:22
listening 26:24 63:6
literal 13:5
literally 27:9,14
live 26:18 27:2,8 29:23 32:18 46:17,23 58:2 61:24 62:5,14, 17 64:2,18,24 65:20 117:2 119:5
lived 30:19,21 62:13 117:4
LLC 3:11
loaded 67:3 118:23
loading 97:14
local 39:18
location 10:16 97:10 109:24
locked 71:10
Lombard 119:6
long 50:14,16 58:6 59:7 116:5 129:22
longer 14:24
looked 33:2 78:16 88:5 116:1
losing 33:22 97:20
lost 26:17 94:13,15
lot 4:19 10:12,17 12:8 19:20 20:23 26:19 28:22,24 33:5,16, 19 35:19 36:6 43:14 45:10 48:22 49:6,7,16 53:2 60:20 66:14,16,24 67:3,5,22 75:21 78:2 85:8,13 87:16 88:17 89:24 90:9,11 97:5,8 98:6,7, 17,19 100:4 101:13 107:15, 16,17,19 116:9 117:17 118:12,23 123:18,19 128:13
lots 42:14 57:19 67:3 78:3 87:8 110:22
love 31:9
low 64:11
lower 14:23 15:2
Luedtke 2:13,14 14:6 24:13 70:22 71:3,9,13 84:2,22 90:21 91:1 92:22 96:9 98:4 120:2,5 121:7,8,24 122:3,9,10 123:10, 11 124:2,4,15,16 125:23,24 126:19,21 127:4,5 130:3
lukewarm 53:13
luxury 40:22 115:21
Lyme 31:5

M

M-A-N-T-E-L-S 83:14
machination 58:13 61:15
machines 42:15
Macleod 36:13
made 13:23 19:8 24:19 51:11 72:15 78:22 79:8 81:7,9 88:6 92:17 106:15 109:23
Madison 36:18 38:15
mailed 9:4
main 10:17
maintain 34:2
maintenance 21:2 99:11
major 16:14,21
majority 128:15,18 129:5
make 15:4 22:23 23:2 25:13 32:15 42:22 45:8,11 46:9,16 49:19 54:8 55:4 58:9,16 60:24 64:1,22 68:18 70:17,19 75:22, 23 82:24 86:3 89:4 92:13,19 94:23 96:16 98:2,17 99:4 100:10 104:20,24 106:19 110:10 119:13 120:2 124:2 125:8 127:21 128:9
makers 127:13
makes 14:5,6,7
making 59:12 60:2 76:18,19 92:12 110:12 119:11
manager 35:18
manner 27:1
Mantels 5:17 6:23 81:16 83:13,20,22 87:3 89:15 100:21 101:4 111:18 112:8 118:3,13,18
manufacturing 43:21
mapped 116:23
market 7:20 82:11
match 50:7 113:12,13
matching 61:1
materials 100:9 102:1
matters 129:2
maximize 26:9
maximum 30:12 98:19 123:20
Meadry 100:5
meaning 107:17
means 11:12 33:20 48:10 115:15 118:17,18
measured 11:18 107:19
measures 129:4
meet 10:12,14,15 11:5,9,10 51:17 100:23 102:17,18
meet all 10:5
meeting 2:2 5:21 7:4,7,9,24 8:20,21 13:23 17:8 19:14 25:1 32:20,21,22 45:21 52:3 54:11, 13 76:1 78:16 79:15,17,19 80:11,16 81:2,3,6,9,10 82:3 89:20,22 99:8 129:5,12,13
meetings 7:8 84:5 108:2 129:21
meets 5:22 7:3 9:19 10:9,23 11:4 12:13 26:3 39:12 45:23 71:17
Melissa 104:17
melt 28:20
MEMBER 108:18 109:1,8 118:11,22 119:3
members 3:16 48:11 63:1,3 91:23 120:15
memo 25:19 26:12 49:10 52:21
mention 28:18 65:8 96:4 106:3 117:1
mentioned 18:2,14,18 25:20 61:16 77:5 81:18 82:5 89:16, 22 92:12 96:12
mentioning 82:13
message 38:4
met 10:3,19 22:15 47:12,18 49:8,21 52:22 53:2,10
meter 61:15
Metra 43:14
mic 4:11
Michael 52:1
microphone 6:14
middle 27:14 40:10 74:5 113:2
Mike 78:13
mile 69:5 117:10
miles 116:22,23
million 57:4
mind 56:14 57:9
mine 118:10
minimal 40:21
minimum 4:24 10:6 11:16 102:5 114:19 125:2
Minivans 59:8
minor 16:23 109:22
minute 19:17 88:12 101:11
minutes 3:5 5:20 7:2,8 32:12 41:5 81:1,3 109:5
mirror 58:13
misleading 78:22
mistake 88:6
mistaken 34:23
mix 66:22
mobility 46:11
mode 40:8
model 59:7
modifications 22:22 43:20 109:22
modified 23:19 50:2 112:18
modify 103:12 108:8 127:13
Molly 32:17
monetary 22:10,12
money 40:20 54:8 92:12
Monterey 62:5
month 7:4 56:8,13
months 20:24 56:3,4
morning 36:20 38:5
mosquitoes 31:4
motion 4:4 5:24 6:4,5 92:6 93:7 95:3 96:20 98:16 99:1 103:9 105:6 116:19 119:20 120:1,3,4,8,12,16 121:1,15,20 122:2,16,22 123:17 124:1,3,8, 9,24 125:7,9,10,17 126:8,14, 16,22 127:19,22 130:2
motions 13:15 94:24 98:23,24 99:4 110:9,11,12 119:12,13 127:14
move 3:4,14 4:1 35:20 56:8 59:3 67:12 82:8,9 91:22 106:12 107:9
moved 9:1 11:19 27:12,18,24 36:17,18,19 37:1 82:7 108:21 113:2 121:21 122:23 126:15 130:3
moves 56:2 83:10 100:18
moving 39:2 56:3 120:16
Mucerino 46:22,23 58:1,2
mulch 31:7
multiunit 68:17
Murphy 24:4,5
MX 105:22 106:8 107:6,13
MX1 88:18
MX2 13:12 88:18
MX3 88:18
MXT 10:1 13:13 47:8 105:23

N

nag 21:21
names 119:1
narrower 46:14
narrowing 22:14
nature 100:8
nearby 39:15 44:13 63:18
nearest 63:11,12
necessarily 87:24 95:13
needed 10:4 65:16 89:11 103:16 111:15,22
needing 94:17 105:9
negative 42:19 108:24
negatively 43:1 47:5
neighbor 28:1 31:18 38:14
neighbor's 81:19
neighborhood 29:3,4,7 31:10 40:14 43:1 61:14 64:9 66:22 115:23 116:13
neighboring 42:20
neighbors 28:2 29:22 32:2 36:6 44:12,14 57:7
neighbors' 29:8
nervous 46:13 63:14
net 94:9
neutral 85:2
newer 45:9
nice 20:10 66:16
Nicholson 66:10
night 40:3 45:22,24
nightly 50:23
non-agenda 3:1
non-disability 57:13
non-qualifying 57:16
normal 47:19
north 13:13 38:12 61:7 69:4 75:4 82:21 85:7 106:13 109:12 111:12
north-south 106:24
northeast 9:14 59:23
northern 108:20 115:20
northwest 75:6 99:21
Noson 20:2
note 21:11 93:19
noted 7:23
notes 10:3
notice 8:18 9:4 16:16,17 127:15
noticed 28:21
notices 9:3
number 11:7 17:1 23:10 33:10,13,18 39:15 47:10 50:3 70:15,19 73:13 76:6,11,12 99:24 116:12
numbers 33:14 98:18 101:17
numerous 30:19 31:13
nutshell 91:8

O

objection 104:14
objectives 44:7
obligated 26:10
obligation 48:5,6 54:6 68:6,7
observation 58:3
obtained 23:17
occupants 41:20
occupied 41:1
occur 45:13
October 56:4
oddly 22:12
offer 20:14 40:15 46:18
offering 75:12
offers 40:18 41:13
office 9:11
Offices 48:18
older 45:11
one-third 43:10
online 7:11 55:1
open 3:12 8:24 33:17,20,21,23 84:17,21 101:24
operate 48:9
operational 44:9
operations 83:23 118:15
opinion 86:8 109:15 115:19, 20
opinions 98:13
opportunities 8:17 46:3
opportunity 3:23 37:16 67:11 69:22
opposed 6:9 53:18,24 54:1 70:11 105:12
option 90:9 101:1
options 43:17 82:4
order 2:3 7:19 30:7 48:18 49:19 105:19 126:10
ordinance 13:6 82:16,17 87:19 99:17
original 43:19 101:14
originally 33:8
Orlowski 2:15 78:13
Ormond 39:4
Ott 27:8
out/left 86:6
outdoor 12:11 115:20
outrageous 41:3
Ovaltine 41:13
overcrowded 39:21
overflow 50:22 67:22 68:8 116:2
overhang 8:4
overnight 39:24 57:20 94:3
overpriced 40:24
overrun 19:19
oversized 39:9
owned 57:6
owner 3:11 39:5 68:2,3,5,6
owners 42:21 95:18
owns 45:14

P

P&z 48:11 51:14
p.m. 130:11
packet 20:10 50:20 78:16
paid 28:10
paint 129:16
paper 24:23 43:20 55:1
parallelogram 50:3
park 2:2 3:3,8 7:15 20:3 27:9 28:1 32:18,24 34:11,12,17 36:2 38:11,16,24 40:23 43:8, 16 44:13,23 46:18 50:8 51:6 54:4 55:22 59:20 60:9 62:20 64:10 65:11 67:7 77:18 82:16 86:22 93:21,23 98:11,13,14 111:6,12,14 119:7
Park/ardmore 53:17
parked 23:10 34:22 35:8,20 40:4 103:2 109:11
parking 8:3 9:11 10:15 11:3, 20,22 12:21 14:10,14,17,19 16:15 17:1,15,17,20 18:5,17 20:12,15,17 21:13,14,21 22:13,18,19 23:2,3,8,22 24:11,15 25:13,20,23,24 26:21 28:22,23 34:19 35:2,4 39:8,13,24 40:16,21 43:14,15, 16 44:6 48:22 49:6,7,15,21 50:20,22 51:5 52:10,22 54:14

LYN DOERING COURT REPORTER 630.340.1383
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55:11,15,19,22 56:12 57:19, 20 58:6,18 64:5 65:21 66:14, 15,16,24 67:3,5,22 68:9 70:8, 10,12 71:18 78:4 87:21,23 88:22 89:18 90:4 91:14 93:17, 22 94:3,9 95:4,11 96:2,7 97:4, 5,8,18,20 98:7 99:12 100:4 102:15 110:14,17,21 111:13 112:13 113:18 115:4,13,16, 17,20 116:2,6,7,14 118:12,23 121:17 128:12
part 13:14 21:1 49:2 55:6,8 57:17 75:12 86:13 95:6
participation 19:11
pass 61:7
passes 127:11
passing 37:17 40:5
passionately 104:7
past 19:15 68:9
path 37:9 41:5 106:24 107:12
Patrice 62:4
Paul 22:1
paver 77:8
pavers 31:22 58:6 60:12,16,19 61:13 76:4 77:4,5,7 99:10
paving 61:13
pay 41:3,7 42:17,21 48:8 62:1
peddling 40:9
pedestrian-friendly 107:8
pedestrians 61:6 106:23
peg 36:8
peninsula 59:19 108:23 109:6, 11,14
people 4:11,22 6:19 19:20 32:24 34:9 35:1 39:1 43:15 50:21 56:6 57:18 58:24 60:9 61:5,24 64:5 65:2,20 69:24 74:11 85:6 117:16 129:22
People's 56:1
percent 17:11,12 30:12,13 32:3 33:5,7,8,9,11,12,13,16, 17,19,20,21,22 76:1 98:16,18, 20,21 99:18 101:14,15,18,22, 23,24 123:18,20,21
percentages 101:12
percolate 9:16
performed 23:6 82:18
perimeter 99:19
permanent 56:22
permeability 60:13,21
permeable 31:22 46:7 53:4,6 76:3 77:4,5,7,8
permit 100:17,19
permitted 10:20 11:2 96:22 122:19
permitting 114:13
perpendicular 8:2 14:11 16:16 18:2,4 60:2 70:9 72:6 95:22,23
personally 26:7 90:15 98:12 106:18
pervious 9:15 70:5 99:18 101:23
perviousness 102:2
petition 3:8 7:1 54:22 114:13
petitioner 3:10,15 4:3 26:13 30:8,10 47:17 48:6 49:2 51:10 55:11 61:22 83:17 84:3 86:17 95:16 106:16
Petitioner's 23:12 48:22 78:17
petitioners 49:1
petitions 54:24
Phillips 48:18
photo 74:24
photos 32:8 50:22 57:18
physical 21:5
physically 21:18
pick 17:15 78:3 93:16 113:14 114:9,15
picked 113:19
picking 56:7,10
picture 12:14 50:14 77:16
pictured 37:11
piece 45:7
pig 44:14
pile 42:4 119:7
placards 56:22 57:1
place 7:4,7 30:16 34:4 64:2 82:19 83:8 118:21
placement 96:13
places 65:18
plan 8:23 14:22 16:14 24:1 32:23 33:24 34:5 45:6 53:16, 19,20 65:6 68:13 80:7 86:14 101:18
planning 2:3 8:23 28:14 43:11 44:24 47:16 52:3 54:11 63:1 78:24 82:19
Plat 3:9
plate 57:10
plates 56:23 57:1,3,4
play 24:15 106:10
pleasing 44:12
plenty 102:17
plow 83:21,23 118:13
plowed 42:8 60:10
plowing 118:19
plows 36:1 118:1 119:6,7
Plumbing 114:19
podium 3:18
point 19:10 25:6 39:11 59:1 65:10 67:19 99:17,24 104:8 107:19 109:17 120:7
pointer 85:21
points 48:24 49:10
pole 96:10
police 50:24
policy 118:13
pools 40:16
pork 84:7 85:4,9,18
Port 28:23 68:3
portion 85:10
positive 79:10
possibility 113:1
post-approval 22:21
postage 43:12
postponed 79:17
potential 22:20 94:3
potentially 106:1 112:6
Powerpoint 80:23
practical 13:4 92:9 93:12 105:24 108:13,14
practice 43:22
practices 47:19
prairie 37:9 106:24
precedent 53:21
prefer 91:15
prefers 26:8
prepared 5:21
present 2:22 6:8 54:21 55:6 93:14 105:11 128:5 130:7
presentation 3:15 7:12 8:23 13:18 20:9 63:16 78:24 79:9
presented 25:8 63:21 75:15 84:11
pretend 59:21
pretty 19:18 24:18 37:23 64:11 78:12 100:9 110:4 129:24
prevents 30:11
previous 16:4,13 19:14 63:16 68:5 84:5 99:8 106:16 108:2 113:24
previously 72:13 108:1 116:21
price 25:6 41:9
prices 82:10
pricing 40:13
primary 11:7 40:8 97:2,11
Princeton 24:5 27:16 30:6 32:18 36:14 37:1 38:16 43:5 45:19 51:24 52:1 59:20 60:5,7 66:11 96:21 97:9 118:14,15 122:18
principal 22:17,18
prior 47:24 54:11
private 68:10 88:22 89:18 103:18
pro-development 21:20 47:3
problem 41:23 59:24 60:6 61:3 65:5 76:15 96:1
problem's 29:11
problems 21:21 28:18 29:21 37:8 60:16 61:13 68:20
proceeding 80:10
proceedings 130:10
process 3:13 58:4 61:22 90:10 100:17,19
product 43:21,22
professional 109:15
professionals 41:2,7
profit 64:23
program 31:12
progress 26:23
prohibited 22:24
project 9:23 10:3,5 20:14,23 22:16,22 23:21 25:13 31:17, 19 42:24 43:6 46:5 49:19 50:17 58:16 61:17 62:12 75:13 79:4,9,11,13 85:5 89:6, 7 90:19 99:22 100:18 103:6
projects 45:17 73:23 90:13,15
proof 30:8,15
proper 99:5
properly 48:9
properties 20:19 21:6,10
property 10:8 13:10 22:9,11 23:16 25:3,22 26:7,15 39:14 40:4 42:12,20 45:7,9 48:1 68:2,3 73:20 74:23 81:19 87:8 89:18 92:14 93:14 95:12,17 102:20 106:14
proposal 7:14 20:17 21:12 43:8,18 50:16
proposed 10:2 12:16 16:13 24:8,22 34:20 39:6 40:18 56:12,15 59:3 109:21
proposing 10:21 102:23 106:12
prospective 9:18 25:8
protect 48:10
prototype 43:23
proven 43:23 49:15 52:20
provide 13:7 60:22 84:10 102:2 107:2
provided 8:13,23 73:10
providing 95:7 96:15 103:11
provision 101:2
public 3:12,16 5:18 6:1,12,21, 24 8:18 9:2 18:7 19:11 30:23 32:15 41:4 66:8 67:9 70:18 72:4,7,17 73:19 81:13 82:3 83:22 85:10,12 88:7,20,23 89:16,19 92:23 93:1 94:9 104:6,23 106:16 111:16 127:16,20 128:6
public's 104:5
published 7:21 9:3 88:9 101:13 127:17 129:14
pump 31:2
pumps 30:24 31:6
purchase 47:20
push 15:4 26:10 90:5 118:18
pushed 31:14,15 75:4 96:14
pushes 75:6
pushing 74:16
put 7:4,7 13:15 28:5,23 29:8, 12,17 33:4 34:4 35:11 38:22 42:7 59:5,14 64:24 65:10 68:3 77:19 97:23 98:23 103:23 106:7 113:16,20
puts 111:12
putting 28:16 59:19 72:24
PZ 3:8 7:14 119:24 121:19 122:20 123:23 125:6 126:12

Q

qualifications 51:17
quality 101:24 103:4
quarter 69:5 117:9
question 25:11 37:18 38:20 44:8 51:14 60:16 63:10 64:3 68:21 73:7 74:10 83:19 84:1,3 86:19 88:21 104:11 108:16,19 110:16 115:2 117:24 124:9
questions 3:17,21,22,23,24 4:1 5:19 6:24 7:10 19:12 34:18 35:15 36:12 50:10 51:8 67:12 69:14 75:14,16,19 83:16 86:16 91:21 95:1 98:15 100:1 101:7 103:7 110:5 121:1 125:17 126:13,22
questions/comments 96:18
questions/debate 99:7
quick 5:6 76:24 80:1,18
quirky 101:20
quorum 2:23 129:5
quote 31:16 49:10,14,20

R

race 21:20
radius 18:22 72:16,19,21 96:16
radiuses 117:9
rains 30:1
raise 5:5 61:24 67:19
raised 81:17
rake 43:2
ramifications 51:16
Rand 20:2
range 41:9
Ranger 57:10
rate 7:20
rates 101:1
rationalizations 58:15
reach 29:20 81:20 82:3
read 50:21 73:18,19 78:11 80:4 88:15 119:18
reading 51:24
ready 5:11 25:18,24
real 21:5,9 43:24 58:11 80:1, 18
reality 61:2 118:22
rear 8:2,12 10:10 11:7 14:17 16:16 17:21 53:7,9 60:10 70:14 71:24 72:9 73:7,20 87:6,7,14 88:10,22 89:17 95:9,24 96:7,22 97:3,18 103:10,19 105:5,7 122:18
reason 5:20 7:2 49:3 59:5,14 66:2 92:13
reasonable 23:16 92:14
reasons 22:10,12 51:11 117:18
receive 30:7 128:14,18
recently 73:24 87:14
recognize 58:8
recommend 98:24 99:2 103:15 105:7 119:21 121:15 122:16 123:17 124:24 126:8
recommendation 14:7,11 105:1,16 108:10 114:1 120:11,17 127:11 128:16
recommendations 98:3 128:24
recommended 18:9 72:4,8 128:23 129:3
recommending 120:20
recommends 70:18
reconcile 52:11
reconsider 54:23
record 32:16 55:4 69:23 78:12 79:20 81:13 83:12 93:2 109:4 119:24 120:17 121:19 122:20 123:23 125:5 126:12 128:10
recorded 4:7
recording 4:9 63:17
recreates 102:23
rectangular 50:2
red 8:1
redevelopment 45:13 53:18
reduce 23:22 51:12
reduced 17:18 25:12 102:15
reducing 39:9 52:24 99:23
reduction 22:13 105:7
reference 21:18 62:21
referenced 12:2 84:7
refrain 4:16
regard 44:6 70:3 81:16 105:2
regularly-scheduled 129:13
regulations 13:1 49:13
reiterate 21:13 23:12
reject 47:2 127:13
relate 34:18
related 60:17 71:23 100:13 105:22
relates 11:23 64:4 102:19
relating 48:19
relation 96:4
relationship 52:9
relative 23:18
relatives 40:2
release 101:1
relief 12:24 13:7 28:11 105:18 115:6 126:9 128:22
reluctantly 31:8
remain 112:1
remaining 101:22
remember 73:1 87:11 98:23
remind 4:6 100:13
removal 35:22 42:2 60:8 68:11,13,18
remove 13:2 52:16 114:5
render 13:8
rent 40:14,15,20 41:4,17 43:15 56:17 57:14
rental 20:19 21:6,9 56:12
rented 111:21
renters 25:8
rents 41:7
reopen 6:1
reopened 6:11
repeatedly 79:2
replacing 31:7
report 23:5
reporter 4:8,14 69:23 119:2
represent 6:20 32:1 54:3
representative 44:2
represented 80:2
representing 5:18 6:23
republish 7:22
republished 9:5
reputable 23:6
request 17:6,17 24:1 25:23 47:1 48:22 49:18 52:11,20 54:13 61:21,23 62:22 78:17
requested 23:18 24:7 26:14 43:19 54:12,17 55:15 64:22 115:14 120:13
requesting 7:19 33:19
requests 12:22 54:17
require 8:6 12:7,20 18:4 23:1 51:4
required 8:13 11:21 19:2 73:15 82:14 83:5 87:12,15 88:16 89:1 93:9 102:5 103:11 104:21,23 105:5,20 110:18 111:1,2,24 115:6 119:22 125:3 126:11
requirement 9:24 11:11 101:21 102:19
requirements 10:10,24 13:7 49:16,21 52:18,22 53:10 100:24
requires 11:16 33:6 61:19 110:19 114:18
requiring 34:22 114:6
research 20:16 21:1,12,14 48:13
reserved 57:15
reside 54:4
residences 39:15
resident 31:24 52:2
residential 25:21 44:10 47:9 52:13 68:15
residents 6:20 13:16 21:16 27:2 39:22 46:4 48:4,7 54:4, 10 77:22 107:2 114:17
residents' 40:5
resolution 31:1
respect 4:18 69:22 70:23 76:21 128:12,19
respectful 70:2
responded 52:6
response 2:8,10,16 6:10 105:14
responses 23:13
responsibility 63:24 68:1,3
rest 58:21
restaurant 63:12 68:22 69:1
restriction 114:6
restrictive 112:19
result 39:19 41:20 42:9 47:4 52:17
results 27:3
retention 100:24
retrieve 40:4
return 23:16 92:14
review 9:22 80:7 82:17 83:9 100:19
revise 14:9
revised 18:12
revision 17:14 43:19
revisit 32:23
rewarding 44:22
rhetorical 25:11
Richardson 37:6
right-hand 9:20 86:3
right-of-way 111:16
rights 62:24 68:10
ripe 53:17
risk 48:2
road 20:2 99:13 107:12 118:14,16
roll 2:4 121:2 122:4 123:5 124:10 125:18 126:23
Romano 2:17,18 6:6 89:21 90:2 91:7 94:8 100:2 104:1 121:9,10 122:11,12 123:1,4, 12,13 124:17,18 125:8,11 126:1,2 127:6,7,21,23 130:5
roof 31:21
rooftop 15:1
room 42:3 48:7 87:22 102:17 118:6
roommates 25:7 41:17
rooms 91:8
Ross 3:9 7:18 12:15,16 13:17, 19,20 20:8,9,19 25:16 26:5,6 48:2 54:7,8,12,16 69:19 70:7 71:1,5,12,15,20 72:3,11,14 73:11,16 74:8,18 75:2,18 76:24 77:3 78:1,8,23 79:2,5, 22 80:10,14,17,20 81:8 84:12 90:1,12,24 91:5,10
round 36:8
rounding 111:14
route 18:10
rule 62:21 63:4
rules 32:6
run 3:13 63:23 67:14 69:17

S

safe 63:24 66:4
safer 59:15 106:19
safest 64:2
safety 8:19 23:21 35:12 37:4, 20 38:21 44:6 47:5,13 61:4 79:1,3,6,14,16 80:16 81:1
sake 104:11
sale 47:23 48:1
salt 99:13 103:24
scenarios 113:19
Schlensky 52:9
school 63:19
scooters 46:11
score 64:10,11,12 65:8
scores 69:11
screams 25:7
screen 7:17 8:15
seat 59:22
seated 5:10
Seconded 126:20
seconding 120:16
section 12:13 18:15 95:4 105:19 119:22 121:17 122:19 123:22 125:4 126:10
sections 113:6
Seddon 51:23
self-regulated 55:12,19

LYN DOERING COURT REPORTER 630.340.1383
LYN DOERING COURT REPORTER 630.340.1383
LYN DOERING COURT REPORTER 630.340.1383

self-regulating 55:23
semi-pervious 70:6 98:18,20 99:9 101:22 123:19,21
sense 41:15 56:16,18 102:23
separate 57:6
separately 92:6
separation 61:8 102:14
served 67:21
service 10:17 62:7
services 46:16
set 14:1 15:14 16:8,10 17:24 53:21 58:14 59:21 79:20
setback 102:19 107:23
setbacks 107:15
sewer 42:13,18
shape 48:20 78:2 93:13
shaped 22:12 50:1
share 34:10 112:22 113:3,8
shared 114:8
sharing 113:21
sheer 39:15
Shlensky 2:19,20 6:5 86:18 87:5,17 104:2,13 115:1,9 119:14 121:11,12,21 122:3, 13,14,23 123:3,14,15 124:19, 20 125:13,16 126:3,4,15,17 127:8,9
short 7:12 50:15 78:12
shorter 7:8 55:9
show 15:21 51:7 57:18 76:20
showing 33:3 34:7
shown 18:17,19 84:8
shows 104:5
shrink 23:22
shrinking 49:23 52:23 53:3,10
side 10:9 14:5,8 17:24 21:11 27:16 34:19 73:21 85:23 95:18 96:21 98:7 111:8,12 122:17 128:21
sides 74:6 95:11
sidewalk 34:21 87:23
sight 43:13 74:12 106:1
sign 3:19 38:7 61:18
similar 44:10
similarly 42:23
simple 65:4
simply 13:2 50:4 52:16
simultaneously 95:17
single 25:16
sit 112:6,11
site 13:7 16:14 23:17 24:17 26:4 43:7,9,16 50:1 60:15 63:11 67:21 68:9 70:6 74:5 82:20 83:1 85:14 97:17 99:19 100:14 101:18 102:1,2 104:24 106:10 109:7
sits 27:14
sitting 47:21
situation 22:19 63:22 65:19 86:7 102:16
situations 53:16 56:1
size 22:16 23:22 24:20 26:2 43:9 59:8 90:24 91:6,11
skate 36:16
skyscraper 43:12
sleepover 39:23
slide 124:23
slow 107:8
small 5:24 9:9 57:9 59:12
smaller 15:4 17:3 22:16 36:5 50:5 52:4 61:11 90:8,11
snow 35:19,20,22 42:2,4,7 60:8 68:11,13,18 118:7,19 119:8
snowplowing 28:19
snowplows 53:9
soak 29:18
softer 14:6,8
soil 48:19 60:17,18
solar 45:17,21
sole 92:13
solely 22:9
solution 49:18 65:5
solve 61:3
son 37:13
sooner 82:7
sort 70:23 91:3
sounds 33:14 76:16
south 8:5 13:12 15:17 24:5 28:3 30:6 34:19 35:5 36:14,17 37:1 38:12 39:17 43:4 44:18 46:23 51:24 52:1 58:2 60:3 62:5 66:11 69:3 86:22
southern 85:24
southwest 24:21 37:19
space 17:1,4,16 18:5 33:17,20, 21,23 36:3 39:8 44:6 50:4 56:12 58:7 59:2,17 65:24 70:13 71:2,21 72:1 96:7 101:24 103:19 110:24 111:5, 6,15 113:18,22 114:6,10 128:12
spaces 9:12 11:20 12:21 16:18 17:2 20:12 24:11 34:19 39:13 40:17 43:15 51:5 54:14 55:16, 21 56:16,18,20 57:11,14 58:18 60:10 64:5 78:4 88:22 93:8,9,17,22 97:21 110:22 111:3,9,12,13 112:14,22 113:3,21 115:16,18 119:22
speak 3:1,2 4:10,11 5:3 8:14 15:20 19:20 24:9 29:24 46:24 62:8 67:10,17 68:16 69:10,16 81:14 85:1 90:3 103:1
speaking 74:4 110:1 129:24
spec'd 77:7
special 2:2 5:21 7:4 13:9 22:8 78:16 129:14,15
specific 13:7 21:14 63:2 69:12 88:2 110:10 114:12
specifically 17:7 51:3 90:19 105:23
specifications 44:11
specifics 92:2 106:9
spell 4:14 19:24 83:11
spend 40:19
spirit 93:20 99:16 102:22
spite 83:3
split 90:23
spoke 19:15 102:7
spot 17:15 37:17,18,24 74:11, 12 110:18 111:22,23 114:15
spots 39:22 60:2 115:4,6
squabbling 24:11
square 9:11,13 12:17 25:5 36:8 58:6 78:2
squeeze 96:6
St 69:5 107:11
staff 3:14 11:21 14:11 16:24 18:9 20:7 26:12,17 31:23 49:17 51:12 52:19,21 53:6,13 75:9 78:10 80:9 83:17,19 84:14,16 85:1,2 86:8,19 96:23 103:22 104:6 105:16 106:15 108:10 109:22 113:24 129:9
stairwell 14:24 15:11,19,21 16:6
stall 14:14 17:21 71:10 96:13
stalls 11:23 14:17,20 18:20,21 19:2,4 35:4,6 72:2,10 96:3,5, 6,15
stamp 43:12
stand 5:4
Standard 100:5
standards 23:13 96:2
standing 15:22,24 31:3
standpoint 120:12
stands 26:11
start 2:4 3:14 6:13 20:8 55:24 56:2,11,15 58:3 75:16 110:9, 12
starting 4:20 45:16
state 3:18 4:13 19:24 21:19 49:14 56:21 110:20 111:24 112:17,20 113:7,12,13 114:2, 17,19,20
stated 20:9 21:11 55:11 79:3
statement 21:2 50:11
statements 78:22
states 18:15 20:10 26:13 30:12 52:15
stating 49:10,19
station 63:11 68:22 69:7 116:23 117:12
statistics 51:7
stay 40:2
stem 22:8
stepped 10:22
Steuerle 22:3 68:8
Steuerle's 118:12
Steve 51:23
stick 32:5,6
stop 38:7 58:19,24 59:21 63:12,16,18 64:3 68:22 69:2 70:11 71:18 74:15,16,21 75:4, 6 77:15 106:12,13 108:21 109:24
stopped 59:12 81:23
stops 58:19 70:12
store 63:11 68:22 69:3 117:17
stories 12:18 15:13 65:4 76:6, 13 91:12,17
storm 9:15 28:5,18 29:5 42:5 76:7,13 82:15 83:9 100:13,20, 22,24
story 7:19 10:20,23 25:16 52:7 76:7,8
straight 79:20 110:4
street 10:18 11:7,14 38:15 68:14 97:2,11 102:6,15,24 107:7 111:6,10,13 116:6 118:19 125:3
streets 39:21 40:10 57:20 106:24
streetscape 11:17 102:4,5,13, 24 103:1,5 125:1,3 128:21
strict 12:24 19:18
strictly 22:23
strike 105:17
strive 27:1
strong 86:8 98:12
structures 45:10 129:18
struggle 41:7 94:18 116:5
struggling 94:11 115:13,22
Stulgin's 68:24
subdivision 3:9
subject 93:14
submittal 101:15
submitted 18:13 54:24
subsequent 81:9
Substantial 48:17
success 43:24 44:5
successful 44:3,12
Sue 46:22
Sue's 55:7
sufficient 96:17
sufficiently 26:13
suggested 25:23 31:22 60:12
suggestions 51:11
summer 28:22 68:4 117:5
Summit 65:12
sunlight 45:14
supplies 77:19
support 34:5 53:13 81:11 120:9,10
supported 18:7,11 80:22,24
supportive 96:24
supports 46:16
supposed 40:7 42:1 57:21 60:22 73:1
surface 9:15 10:15 22:14 30:13 46:7 52:10 53:5,7 54:15 97:4,5,8 98:6 99:18,23
surfaces 42:12 62:23 70:6
surprised 74:1
surrounded 87:21
surrounding 83:3,7 100:4
survey 29:15 81:15
SUV 59:7
SUVS 59:13
swim 45:23
swimming 40:16
sworn 5:5,8
system 42:13
systems 81:18,22 82:5

T

takes 34:1 63:19 82:18
taking 38:1
talk 35:13 51:9 62:9 73:8 77:14 82:2 92:1,8 110:13
talked 60:2 61:16 84:5 108:1 113:23
talking 25:3 26:20 27:20,21 69:24 73:3 91:5,7,10 102:8 115:4
tall 12:18
taped 4:7
target 41:1
taxes 48:8 62:1
tear 99:13
Technically 8:7
Ted 27:8
Teenagers 56:1
ten 116:16
tenant 34:22 111:21 112:3 115:6
tenants 35:12,19,22 44:12 57:16 59:16 112:13
term 50:14,15,17
terms 53:19 71:17 83:2 93:10, 19 96:2 106:19
terrace 15:1
Tesla 59:8
Testa 54:20 55:5
testing 77:9
text 106:5 108:3 112:23 113:12 129:16
texted 38:4
thaw 60:20 99:13
theoretically 113:11,14 114:14
thing 14:1,9 37:4 55:10 77:1, 13 78:1 92:11
things 14:3 17:19 22:15 45:1 46:14 50:24 56:5 67:15 69:12 75:19 78:10 82:12 95:9 106:4
thirds 43:9
thought 35:17 71:20 73:12,23 86:13 88:12 90:10 93:23
thoughts 94:5,6,22,24 98:15 101:7 103:7,13
thousands 28:9
Thursday 7:3
tight 24:17
time 4:19 7:22 19:8,17,21,22 22:5 23:11 24:14 30:1 32:12 35:18 50:24 51:22 54:7,24 55:1,8 58:24 68:12 69:21,22 87:12 89:6,7,11 99:15 108:3 116:5
timely 27:1
times 30:19 31:13 41:6 116:9
tires 59:1
today 23:10 26:12 54:18 116:15 128:11
today's 41:8 49:9 54:13
toddlers 63:23
toilet 42:15
told 27:12 70:18
tonight 4:9 7:18 12:22 22:5 24:23 26:20 29:24 47:21 54:21 79:19 81:17 89:22 90:16
tonight's 78:15
Tony 58:1
topics 62:9
topography 48:20
torn 100:2
total 12:19 39:10 99:23
tower 39:14
town 32:20 54:10 65:11,15 90:11 114:21
Township 51:2
traffic 8:19 18:8,9,12 23:5 36:22 38:22,23 39:18 40:11 41:21 42:9 44:6 47:13 59:23 60:3,4,19 61:4,6 65:19 79:1,3, 6,7,13,15 80:15 81:1 107:8
train 63:11 65:17 68:22 69:7 116:22 117:12
transcript 80:3
Transit 64:11
transit-oriented 117:8
transitional 107:11
transparency 11:6
transparent 104:6
transportation 40:8 65:16
trapezoid 78:5
tree 29:17
triangle 12:4,9 59:24 60:6 74:12 85:24 86:1 105:19 106:2 107:4,14,18,24 108:8, 12,20 109:2 126:10 128:23
triangles 61:12
triangular 85:22
trouble 29:19
troubleshoot 45:3
truck 57:4,9,10 77:13
trucks 23:10 38:5
true 60:1
trust 110:1
truth 26:2
truths 47:10
turn 18:4 19:4 38:11 86:3,6 95:21,22 114:15 129:22
turned 9:10
turning 18:22 72:15,20 96:16 97:19
two-way 18:7
type 46:12
types 65:16
Typically 82:18

U

Ubers 40:12
ultimately 25:21 106:7
unable 78:15 100:23
uncertain 5:4
uncertainty 80:8
uncover 112:15
under-designed 82:6
under-parked 23:23
underappreciated 20:6
underneath 84:7
understand 30:9 48:14 55:17, 19 67:21 71:4 82:23 117:7
understanding 62:14,23 71:17 119:15
undesirable 25:22
undoubtedly 41:16
unique 13:9 22:8 23:17
unit 7:20 15:2 28:16 90:7 115:18 116:11
units 12:18,19,20 17:23 22:20 23:15 24:24 25:12,18,24 29:9 39:9,16 40:22 41:9 42:1 43:7, 10 76:6,11,13 89:24 90:5 94:13 111:21
unproven 44:15
unsafe 65:19
unusually 50:1
updated 54:22
upheld 24:20
uphold 66:4
upholding 48:9
upper 15:18 16:23
urban 107:5
urge 32:2
urging 34:12
utility 96:10

V

vacant 112:6
validation 43:23
values 42:20
variance 8:6,11 11:21,23 17:5, 10,17 18:1 24:2 30:7 32:3 42:11 48:19 49:3,18 52:10,20 54:13 55:15,16 62:22 74:1 88:10 89:10,20 94:17 115:14, 22 128:13
variances 3:9 7:19,21,23 10:4 23:18 26:3,14 27:6 36:10 48:16,23,24 49:7 51:13,16 54:7,17 66:1,5 128:17
variation 12:23 23:13 52:16 73:7,9 92:2,3,13 93:6,7 94:6, 12 103:15,20 104:21,22 105:5,6,10 119:21 120:18 121:16 122:17 123:18 125:1 126:9
variations 12:23 22:8 52:14 92:21 110:7 120:13 128:19,23
variety 49:22 52:23 53:3
vehicle 44:11 59:21
vehicles 35:20 40:4 46:12 58:19,22 59:11,12 60:9 61:9 99:15
verify 12:12
version 45:5,6 114:21
versus 17:11 57:7 58:7
viable 20:13
video 4:6 70:1 80:4
Villa 2:2 20:3 32:18,24 34:11 40:23 43:8,16 44:13,23 46:18 50:8 51:6 54:4 55:22 62:20 64:10 65:11 82:16 119:6
village 2:2 5:14 6:17 9:6 11:19 20:7 21:8 22:7 25:23 26:9,23 28:5,10,24 31:22 33:24 34:2 36:1 37:20 44:13 47:6,24 48:3,5,8,10 49:5,12,17 51:8, 12 52:13,19,21 54:22 65:6 67:17 68:19 82:14,16 83:20 85:15 95:22 98:24 100:21 103:3 104:16 105:1 106:6,22 108:11 109:18 110:1 118:1 127:12 128:16 129:1,3
Village's 48:3 63:2,4
villages 21:15 65:10
visibility 12:4,9 59:24 60:6 61:12 74:17 75:7 105:19 107:3,24 108:8,12,20 109:2, 13,14 126:9 128:22
vision 34:10
visit 20:18 40:2
voice 105:4
voiced 36:7
volunteer 32:1 44:20
volunteering 51:19
vote 32:2 34:9,12 36:9 47:2, 13,14,15 49:6 50:9 54:17 78:17 79:16 105:4 119:17 120:9,14 121:2,13 122:15 123:16 124:21 126:5 127:10 128:11
voting 104:12

W

Wagner 78:19 79:21
wait 36:2 48:11
walk 34:22 37:13,14 59:2 64:6 69:9 111:9 117:17
walkability 64:6,7,10 65:7 69:11
walkable 64:9 69:8 117:12,13
walked 117:4
walking 65:17 69:6
walkway 35:1,11 71:23
wall 11:6 54:14
wanted 22:4,6 29:24 62:9,19 79:20 84:16 95:22 108:17 129:10
warning 61:17
washing 42:15
Washington 69:3
watching 69:24
water 9:15 27:21 28:18 29:5, 18 31:3 42:21 76:7,14 82:15 83:9 100:14,20,22,24
ways 54:15 103:4
wear 99:12
Weber 5:12,13 6:2,13,16 85:2, 19 86:10,24 87:4,9 88:4 97:10,22 98:2,22 100:15 101:5,10 103:14,18 104:9 107:1 108:22 109:3,9 110:19 111:19,24 112:4,7,10,15

113:9,16,20 114:5,16 116:20 129:12
Weber's 22:7
Wednesday 45:22
weeds 50:13
week 29:15 80:12
weeks 31:3 42:8
weight 99:14
welfare 47:6
well-known 30:18
west 3:3,8 7:15 14:2,8 15:8 17:24 27:9,18 28:1 34:17 39:5 54:14 86:22 96:14
wet 27:20
Wheaton 20:21,23
wheelchairs 46:12
wide 18:20 19:1,4,6 59:10 95:4,10 121:16 128:20
widen 14:19
widened 18:23
wider 18:21 72:15,20
width 10:10 11:24 70:24 95:4 121:17
willingness 44:20
wind 118:14,16
windows 40:6
winter 35:17 42:8 99:14 103:24
wires 29:20
wise 58:11
wishing 3:1 67:9
withstand 60:19
witnessed 55:21
witnesses 5:7
Wolf 104:17 115:8 120:7 128:7,9
wonderful 60:13
wondering 26:1
word 61:22,23 80:21,24
work 20:5 26:16 36:9,20 58:10,16 68:19 77:6
worked 75:9 109:21
working 12:6 30:23 41:24 81:19,20 106:6 129:16
works 5:18 6:24 18:7 30:24 40:23 48:15 58:11 70:18 71:18 72:4,7,17 82:3 83:22 89:8 90:19
world 21:5,9 43:22,24 44:1 61:2
worse 29:10,11 46:9 75:23 76:19
worth 82:13 104:12
write 35:15
writes 78:19
writing 58:20
written 52:5
wrong 47:4,10 62:24 97:7
wrote 78:14

Y

Yale 46:23 58:2
yard 10:9,10 21:2 27:19,22 29:15 31:7 96:21 98:7 122:18 128:21
year 31:14 37:1,2,15 57:2,5 79:6
years 28:9 30:20,24 31:13 32:19 38:16 76:16 116:16 117:3
yesterday 41:18
York 51:2
young 38:17 41:2,6,8
Youtube 63:17

Z

zone 10:7 125:4 126:11
zoned 47:8
zones 105:20
zoning 2:3 8:24 10:1 11:12 13:1,8,11 28:14 33:1,6,16 34:1,4,8 47:16 52:3,18 54:11 63:1 78:24 82:19 112:18 128:15,19
Zucker 52:1 63:9

ORDINANCE NO. _____

AN ORDINANCE TERMINATING THE DESIGNATION OF THE VILLA AVENUE REDEVELOPMENT PROJECT AREA AS CREATED BY THE VILLAGE OF VILLA PARK AS A TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA, AND DISSOLVING THE SPECIAL TAX INCREMENT ALLOCATION FUND FOR SAID REDEVELOPMENT PROJECT AREA

WHEREAS, on October 28, 1996, the President and Board of Trustees (the "Corporate Authorities") of the Village of Villa Park (the "Village"), in accordance with the provisions of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, *et seq.* (the "Act"), established the Villa Avenue Redevelopment Project Area (the "Redevelopment Project Area"); and

WHEREAS, the Redevelopment Project Area expired on December 31, 2019, and the Village provided written notice of said expiration to the County of DuPage; and

WHEREAS, the Corporate Authorities have determined that it is in the best interests of the Village, its residents and the affected taxing districts to dissolve the special tax allocation fund for the Redevelopment Project Area ("STAF") and terminate the designation of the Redevelopment Project Area as a redevelopment project area under the Act; and

WHEREAS, the Village will close the books and records of the Redevelopment Project Area once the Village Manager determines that all redevelopment project costs for the Redevelopment Project Area have been paid, all obligations issued in connection with the Redevelopment Project Area have been retired, and there are no pending or threatened real estate tax or equalized assessed value appeals. After such determination, if any excess monies are available in the STAF for the Redevelopment Project Area, said monies shall be distributed in accordance with Section 11-74.4-8 of the Act without further action or approval by the Corporate Authorities of the Village; and

WHEREAS, in accordance with the provisions of the Act, the Village terminates the designation of the Redevelopment Project Area as a redevelopment project area and dissolves the Special Tax Allocation Fund relating to the Redevelopment Project Area upon the determinations set forth above; and

WHEREAS, prior to October 31, 2019, the Village did provide notice to the County of DuPage and all affected taxing districts of the termination the Redevelopment Project Area; and

WHEREAS, the Village will give notice to the affected taxing districts that the Redevelopment Project Area was terminated in conformance with this Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Villa Park, DuPage County, Illinois, as follows:

Section 1. The recitals to this Ordinance are full, true and correct and adopted as findings of the Corporate Authorities and are incorporated herein by specific reference.

Section 2. The designation of the Redevelopment Project Area as described in the TIF Ordinances, as a redevelopment project area, was terminated on December 31, 2019. The Village Clerk or a designee is hereby directed to timely file a certified copy of this Ordinance with the Clerk of DuPage County and the Village shall cause notice to be given to all affected taxing districts that the Redevelopment Project Area was terminated in conformance with this Ordinance.

Section 3. The STAF for the Redevelopment Project Area is hereby dissolved upon final determination of obligations or liabilities as set forth above. After such determination, the Village Manager or a designee is hereby authorized and directed to finalize the accounting necessary to close the books and records of the Redevelopment Project Area and remit any excess monies in the STAF to the County of DuPage for distribution to the affected taxing districts in accordance with 11-74.4-8 of the Act.

Section 4. If any section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

Section 5. All ordinances, resolutions, motions or orders in conflict herewith shall be, and the same hereby are, repealed to the extent of such conflict.

Section 6. This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law.

Passed this _____ day of _____, 2022.

AYES: _____

NAYS: _____

ABSENT: _____

Approved this _____ day of _____, 2022.

_____
Village President

Attest:

_____
Village Clerk

Published in pamphlet form:

_____, 2022

VILLAGE BOARD ACTION SUMMARY

SUBJECT: An Ordinance Terminating the Designation of the Village Avenue Redevelopment Project Area as Created by the Village of Villa Park as a Tax Increment Financing Redevelopment Project Area, and Dissolving the Special Tax Increment Allocation Fund for Said Redevelopment Project Area

ORIGINATOR: Village Manager/Village Attorney

DESCRIPTION OF SUBJECT MATTER:

The attached ordinance formally terminates the Villa Avenue TIF District, dissolves the Special Tax Allocation Fund for said TIF District upon determination of no outstanding obligations or liabilities against said STAF, and directs the Village to forward any surplus funds in the STAF to DuPage County for prorata distribution to the affected taxing districts.

TO: Matt Harline, Village Manager

FROM: Greg Gola, Director of Parks, Recreation and Fleet Services

DATE: July 18, 2022

SUBJECT:

Resolution To Approve And Authorize The Execution Of A Standard Form Of Agreement For Contruction Management Services By And Between The Village Of Villa Park And W.B. Olson For The Lions Park Recreation Center Project

The proposed resolution of the would approve W.B. Olson Inc., Northbrook, Il as the Construction Management Company, and approve a standard form agreement with W.B. Olson for the Preconstruction/Design Assist Services, General Construction Phase Services, Insurance (1% of the total cost of construction) and Profit Fees (3% of total cost of construction), for an Estimated Cost of $1,396,002. The services would include the design development, construction documents/permitting, bidding/negotiations and construction administration of the Lions Park Recreation Center Project. The cost, as set forth in W.B. Olson's proposal, for Preconstruction/Design Assist Services is $60,000, Construction Phase is $696,002, Insurance (1% of the total cost of construction) is approximately $160,000 and Profit Fees (3% of total cost of construction) equals approximately $480,000, for an Estimated Cost based on construction costs of $16,000,000, or a total feel of $1,396,002.

BACKGROUND

In September 2021, the Village of Villa Park received notice that the community received a $10 million grant from the Illinois Department of Natural Resources (IDNR) - Build Illinois Bond Fund grant. The grant is to be used towards costs associated with the construction of a Parks and Recreation Center. An Ordinance Authorizing the Issuance of General Obligation Bonds (Alternate Revenue Source), Series 2022A in the amount not to exceed $7,500,000 was approved at the January 10, 2022 Board meeting. Construction Management services are needed to assist with design, preconstruction and construction phases of a new Recreation Center.

In 2015, the Parks and Recreation Department completed a Master Plan (prepared by 3D Design Studios), to provide direction and planning for future development and renovations for parks and recreation facilities. The Master Plan identified Lions Park as a location to meet the "significant demand and support" for the Village. This location would include a new Recreation Center and provide additional programming, exercise, fitness equipment, and locker room space, as well as a multicourt gymnasium, senior activities, a walking track, and parking.

As an addition to the Master Plan, the Parks and Recreation Department contracted with Pros Consulting to complete a Feasibility Study (2019). After reviewing the Master Plan and conducting Community Engagement through focus groups, stakeholder interviews and completion of a statistically valid survey, the findings were presented to the Village Board. The recommendation on the analysis garnered from the Feasibility Study, is that the Village should move forward to address both indoor recreation and aquatic needs. Both areas are large unmet needs and a high priority for households within the Village. The Recreation Center project is seen by the community, as a quality of life amenity that will serve residents for decades.

Since the notification of the IDNR grant, Williams Architects worked with the Village staff to coordinate input meetings where residents had the opportunity to express their opinions and ideas.

Input meetings were conducted on December 29, 2021, January 15, and January 19, 2022. On February 14, Williams Architects summarized those input meetings in a presentation to the Board of Trustees. In short, the Community would like to move forward with Option 1A, building a Community Center, with surrounding outdoor amenities of keeping the existing ballfield, new basketball court and new playground. The Board of Trustees unanimous decision, at the February 14 Board meeting, was to move forward with Option 1A.

In June of 2022, staff advertised for Requests for Qualifications from construction management firms and received 11 requests for specifications. Staff received seven Qualification submissions and narrowed the scope to four management teams that staff deemed qualified to build the recreation center. The four management firms were interviewed during the last week of June and first week of July and staff came to the consensus that W.B. Olson company best fit the Village's needs to build the center, based on their past experiences in this area.

Olson has been active in the construction for recreation facilities for over 50 years, and has built long term relationships with clients, and emphasized the need to provide value throughout all phases of planning and construction. They have built 10 recreation centers of similar size and scope to our project and their Sr. project team has extensive experience in design assistance, including alternative materials and design, life cycle and constructability analysis, budgeting, public bidding, disadvantaged business utilization, grant compliance, construction management, safety, and close-out services. Their Sr. Construction team, who would manage our build have up to 32 years of build experience and their Sr Project Superintendent, who would be responsible for the day-to-day operations build projects, managing field construction and subcontractor oversight has 29 years of experience in the field.

Williams Architect reviewed the WB Olson fee proposal. The proposed costs are reasonable, and the rates are typical of other similar construction management projects. Attached is a comparable list of projects and related costs.

The advantage of Construction Management (CM) versus General Contracting are as follows:

- In a traditional design bid build delivery method, the General Contractor is hired as the lowest qualified bidder after design is complete.
- In construction management, the construction manager is hired based on qualifications, similar to the Architect. In the CM delivery method, the CM is hired during the design phase to provide expertise on costs, constructability, and scheduling.
- With general contracting, the Owner does not have complete financial transparency. The GC's overhead and profit are not known. The GC's contracts with subcontractors are

hidden. The construction process can be adversarial and result in more change orders and surprises, resulting in greater costs than CM.

- With construction management, the Owner benefits from complete financial transparency. All bids and contractor contracts are open book. There are fewer change orders and less surprises with a CM.
- The Owner, Architect and CM function as an integrated team.
- The CM will prepare bidding requirements, manage the construction contracts, and supervise construction on behalf of the Owner.
- The CM will ensure that the grant requirements are met by Contractors.
- The CM is paid a preconstruction fee, general conditions, and OH&P as percentage of construction cost.
- The Owner Architect Agreement that was executed by the Village Board was written to compliment the Owner CM Agreement.

RECOMMENDATION

Staff recommends the retention of WB Olson Inc., Northbrook, Il for construction management services in the amount not to exceed $1,396,002 for the construction of the Lions Park Recreation Center. The Recreation Commission supports this recommendation. Funds are available from the Illinois Department of Natural Resources (IDNR)- Build Illinois Bond Fund grant.

RESOLUTION NO. ___

RESOLUTION TO APPROVE AND AUTHORIZE THE EXECUTION OF A STANDARD FORM OF AGREEMENT FOR CONTRUCTION MANAGEMENT SERVICES BY AND BETWEEN THE VILLAGE OF VILLA PARK AND W.B. OLSON FOR THE LIONS PARK RECREATION CENTER PROJECT

WHEREAS, in the opinion of a majority of the corporate authorities of the Village of Villa Park (the "Village"), it is advisable, necessary and in the best interest that the Village contract for construction management services in connection with the construction of a new Parks and Recreation Center at Lions Park (the "Lions Park Recreation Center Project"); and

WHEREAS, the Village advertised Requests for Qualifications, pursuant to the procedures established by the Government Professional Services Selection Act (50 ILCS 510/01.01, *et seq*.); and

WHEREAS, the Village staff has evaluated the firms that submitted a responsive proposal to provide construction management services for the Lions Recreation Center Project; and

WHEREAS, on the basis of the Village's evaluations, discussions and presentations, the Village staff has selected and recommends W.B Olson, Inc., of Northbrook, Illinois, as the firm most preferred; and

WHEREAS, the corporate authorities of the Village now desire and have determined that it is advisable, necessary and in the public interest that the Village enter into a formalized agreement with W.B Olson, Inc., as contemplated by the Standard Form of Agreement, to provide certain construction management services in connection with the Lions Park Recreation Center Project, in a total approximate amount of One Million Three Hundred Thousand Ninety Six and Two Dollars ($1,396,002).

NOW THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Villa Park, DuPage County, State of Illinois, as follows:

Section 1: The foregoing preamble clauses are adopted as the findings of the Village Board and are incorporated into this Resolution as if fully recited.

Section 2: That the Standard Form of Agreement between Owner and Construction Manager as Advisor Addition (AIA Doc. C132-2019), by and between the Village and W.B. Olson, and all other necessary and related documents and exhibits incorporated therein, are hereby approved in substantially the form as attached hereto as Exhibit A, and the Village President is hereby authorized to execute same on behalf of the Village of Villa Park, with such changes therein as may be approved by the Village President and Village Attorney, the execution thereof to constitute conclusive evidence of the approval of such changes, if any.

Section 3: This resolution shall be in force and effect from and after its passage and approval according to law.

PASSED AND APPROVED THIS 8th DAY OF AUGUST, 2022.

VILLAGE OF VILLA PARK

_____
President, Village of Villa Park

ATTEST:

_____
Clerk, Village of Villa Park

ADOPTED this 8th day of August, 2022, pursuant to a roll call vote as follows:

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAINING: _____

DRAFT

AIA® Document C132™ – 2019

Standard Form of Agreement Between Owner and Construction Manager as Adviser

AGREEMENT made as of the « » day of « » in the year « »
(In words, indicate day, month and year.)

BETWEEN the Owner:
(Name, legal status, address, and other information)

«Village of Villa Park »« »
«20 S. Ardmore Avenue »
«Villa Park, IL 60181 »
« »

and the Construction Manager:
(Name, legal status, address, and other information)

«W.B. Olson, Inc. »« »
«3235 Arnold Lane »
«Northbrook, IL 60062 »
« »

for the following Project:
(Name, location, and detailed description)

Village of Villa Park
Lions Recreation Center
Lions Park
Villa Park, IL 60181
Construction of a new recreation center for the Village of Villa Park

The Architect:
(Name, legal status, address, and other information)

«Williams Architects »« »
«500 Park Boulevard, Suite 800 »
«Itasca, IL 60143 »
« »

The Owner and Construction Manager agree as follows.

ADDITIONS AND DELETIONS: The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

This document is intended to be used in conjunction with AIA Documents A132™–2019, Standard Form of Agreement Between Owner and Contractor, Construction Manager as Adviser Edition; A232™–2019, General Conditions of the Contract for Construction, Construction Manager as Adviser Edition; and B132™–2019, Standard Form of Agreement Between Owner and Architect, Construction Manager as Adviser Edition. AIA Document A232™–2019 is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

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TABLE OF ARTICLES

1 INITIAL INFORMATION

2 CONSTRUCTION MANAGER'S RESPONSIBILITIES

3 SCOPE OF CONSTRUCTION MANAGER'S BASIC SERVICES

4 SUPPLEMENTAL AND ADDITIONAL SERVICES

5 OWNER'S RESPONSIBILITIES

6 COST OF THE WORK

7 COPYRIGHTS AND LICENSES

8 CLAIMS AND DISPUTES

9 TERMINATION OR SUSPENSION

10 MISCELLANEOUS PROVISIONS

11 COMPENSATION

12 SPECIAL TERMS AND CONDITIONS

13 SCOPE OF THE AGREEMENT

ARTICLE 1 INITIAL INFORMATION

§ 1.1 This Agreement is based on the Initial Information set forth in this Section 1.1.
(For each item in this section, insert the information or a statement such as "not applicable" or "unknown at time of execution.")

§ 1.1.1 The Owner's program for the Project:
(Insert the Owner's program, identify documentation that establishes the Owner's program, or state the manner in which the program will be developed.)

« To be developed as services and Project commence»

§ 1.1.2 The Project's physical characteristics:
(Identify or describe pertinent information about the Project's physical characteristics, such as size; location; dimensions; geotechnical reports; site boundaries; topographic surveys; traffic and utility studies; availability of public and private utilities and services; legal description of the site, etc.)

« To be developed as services and Project commence»

§ 1.1.3 The Owner's budget for the Cost of the Work, as defined in Section 6.1:
(Provide total and, if known, a line item breakdown.)

Hard Site and Building Construction Budget of approximately $16,000,000

§ 1.1.4 The Owner's anticipated design and construction milestone dates:

.1 Design phase milestone dates, if any:

TBD

.2 Construction commencement date:

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« »

.3 Substantial Completion date or dates:

TBD

.4 Other milestone dates:

TBD

Construction phase is estimated to be 12 months

§ 1.1.5 The Owner intends the following procurement method for the Project:
(Identify method such as competitive bid or negotiated contract.)

Individual trade packages to be competitively bid in accordance with public bidding statutes.

§ 1.1.6 The Owner's requirements for accelerated or fast-track design and construction, multiple bid packages, or phased construction are set forth below:
(Identify any requirements for fast-track scheduling or phased construction and, if applicable, list number and type of bid/procurement packages.)

Unknown at the time of this Agreement. To be determined as mutually agreed upon by Owner, Architect and Construction Manager.

§ 1.1.7 The Owner's anticipated Sustainable Objective for the Project:
(Identify and describe the Owner's Sustainable Objective for the Project, if any.)

Unknown at the time of execution.

§ 1.1.7.1 If the Owner identifies a Sustainable Objective, the Owner and Construction Manager shall complete and incorporate AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition, into this Agreement to define the terms, conditions and services related to the Owner's Sustainable Objective. If E235–2019 is incorporated into this Agreement, the Owner and Construction Manager shall incorporate the completed E235–2019 into the agreements with the consultants and contractors performing services or Work in any way associated with the Sustainable Objective.

§ 1.1.8 Other Project information:
(Identify special characteristics or needs of the Project not provided elsewhere.)

Not applicable

§ 1.1.9 The Owner identifies the following representative in accordance with Section 5.5:
(List name, address, and other contact information.)

Matthew Harline
Village Manager
Village of Villa Park
20 S. Ardmore Avenue
Villa Park, IL 60181Greg Gola
gregg@villapark.com
Village of Villa Park
338 Iowa Ave.
Villa Park, IL 60181

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Tel: 630.834.8970

§ 1.1.10 The persons or entities, in addition to the Owner's representative, who are required to review the Construction Manager's submittals to the Owner are as follows:
(List name, address, and other contact information.)

Andrew Caputo
acaputo@Williams.architects.com
Williams Architects
500 Park Boulevard, Ste. 800
Itasca, IL 60143
Tel: 630.221.1220

§ 1.1.11 The Owner shall retain the following consultants and Contractors:
(List name, legal status, address, and other contact information.)

.1 Land Surveyor:

« Unknown at the time of this Agreement. To be determined by the Owner, with Architect's assistance.»« »
« »
« »
« »
« »

.2 Geotechnical Engineer:

« Unknown at the time of this Agreement. To be determined by the Owner, with Architect's assistance.»« »
« »
« »
« »
« »

.3

.4 Contractors, as defined in Section 1.4:

« » Unknown at the time of this Agreement. To be determined by the Owner, with Construction Manager's and Architect's assistance

.5 Separate Contractors, as defined in Section 1.4:

« Unknown at the time of this Agreement. To be determined by the Owner, with Construction Manager's and Architect's assistance.»

.6 Other, if any:
(List any other consultants retained by the Owner.)

« »

§ 1.1.12 The Construction Manager identifies the following representative in accordance with Section 2.5:
(List name, address, and other contact information.)

Daniel Polfuss
dpolfuss@wbo.com
W.B. Olson, Inc.

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3235 Arnold Lane
Northbrook, IL 60062
Tel: 847.498.3800

§ 1.1.13 The Construction Manager's staffing plan as required under Section 3.3.3 shall include:
(List any specific requirements and personnel to be included in the staffing plan, if known.)

David Ridderhoff – Preconstruction and Bidding
Chris Powell – Project Management
Bill Cody – Operations Manager
Larry Christiansen – Field Superintendent

§ 1.1.14 The Construction Manager's consultants retained under Basic Services, if any:
(List name, legal status, address, and other contact information of any consultants.)

Unknown at the time of this Agreement. If required, Construction Manager's consultants will be reviewed by the Village Board prior to engagement of services. Construction Manager will not engage with any consultant with whom the Village has a reasonable objection.

§ 1.1.15 The Construction Manager's consultants retained under Supplemental Services:

Unknown at the time of this Agreement. If required, Construction Manager's consultants will be reviewed by the Village Board prior to engagement of services. Construction Manager will not engage with any consultant with whom the Village has a reasonable objection.

§ 1.1.16 Other Initial Information on which this Agreement is based:

Village of Villa Park Request for Qualifications dated June 6, 2022
Construction Manager's Proposal dated July 12, 2022 (Exhibit B)

§ 1.2 The Owner and Construction Manager may rely on the Initial Information. Both parties, however, recognize that the Initial Information may materially change and, in that event, the Owner and the Construction Manager shall appropriately adjust the Construction Manager's services, schedule for the Construction Manager's services, and the Construction Manager's compensation. The Owner shall adjust the Owner's budget for the Cost of the Work and the Owner's anticipated design and construction milestones, as necessary, to accommodate material changes in the Initial Information.

§ 1.3 The parties shall agree upon protocols governing the transmission and use of Instruments of Service or any other information or documentation in digital form. The parties will use AIA Document E203™–2013, Building Information Modeling and Digital Data Exhibit, or an approved substitute, to establish the protocols for the development, use, transmission, and exchange of digital data.

§ 1.3.1 Any use of, or reliance on, all or a portion of a building information model without agreement to protocols governing the use of, and reliance on, the information contained in the model and without having those protocols set forth in AIA Document E203™–2013, Building Information Modeling and Digital Data Exhibit, or an approved substitute, and the requisite AIA Document G202™–2013, Project Building Information Modeling Protocol Form, or an approved substitute, shall be at the using or relying party's sole risk and without liability to the other party and its contractors or consultants, the authors of, or contributors to, the building information model, and each of their agents and employees.

§ 1.4 The term "Contractors" refers to persons or entities who perform Work under contracts with the Owner that are administered by the Construction Manager and Architect. The term "Contractors" is used to refer to such persons or entities, whether singular or plural. The term does not include the Owner's own forces, or Separate Contractors, which are persons or entities who perform construction under separate contracts with the Owner not administered by the Construction Manager and Architect.

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ARTICLE 2 CONSTRUCTION MANAGER'S RESPONSIBILITIES

§ 2.1 The Construction Manager shall provide the services as set forth in this Agreement.

§ 2.2 The Construction Manager shall perform its services consistent with the skill and care ordinarily provided by construction managers practicing in the same or similar locality under the same or similar circumstances. The Construction Manager shall perform its services as expeditiously as is consistent with such skill and care and the orderly progress of the Project.

§ 2.3 The Construction Manager shall provide its services in conjunction with the services of an Architect as described in AIA Document B132™–2019, Standard Form of Agreement Between Owner and Architect, Construction Manager as Adviser Edition. The Construction Manager shall not be responsible for actions taken by the Architect.

§ 2.4 The Construction Manager shall coordinate its services with those services provided by the Owner, the Architect, the Contractors, and the Owner's other consultants and Separate Contractors. The Construction Manager shall be entitled to rely on, and shall not be responsible for, the accuracy and completeness of services and information furnished by the Owner, the Architect, and the Owner's other consultants and Separate Contractors. The Construction Manager shall provide prompt written notice to the Owner if the Construction Manager becomes aware of any error, omission, or inconsistency in such services or information.

§ 2.5 The Construction Manager shall identify a representative authorized to act on behalf of the Construction Manager with respect to the Project.

§ 2.6 The Construction Manager, as soon as practicable after execution of the Agreement, shall notify the Owner in writing of the names and qualifications of its proposed key staff members. Within 14 days of receipt of the names and qualifications of the Construction Manager's proposed key staff members, the Owner may reply to the Construction Manager in writing, stating (1) whether the Owner has reasonable objection to a proposed key staff member or (2) that the Owner requires additional time to review. Failure of the Owner to reply within the 14-day period shall constitute notice of no reasonable objection. The Construction Manager shall not staff any employees on the Project to whom the Owner has made reasonable and timely objection. The Construction Manager shall not change its key staff members without the Owner's consent, which shall not be unreasonably withheld or delayed.

§ 2.7 Except with the Owner's knowledge and consent, the Construction Manager shall not engage in any activity, or accept any employment, interest or contribution that would reasonably appear to compromise the Construction Manager's judgment with respect to this Project.

§ 2.8 The Construction Manager shall maintain the insurance listed in Exhibit A attached and incorporated as part of this Agreement until termination of this Agreement.

§ 2.8.6 Additional Insured Obligations. To the fullest extent permitted by law, the Construction Manager shall cause the primary and excess or umbrella polices for Commercial General Liability and Automobile Liability to include the Owner, its commissioners, officers, employees, and agents, and the Architect and its consultants as additional insured for claims caused in whole or in part by the Construction Manager's negligent acts or omissions. The additional insured coverage shall be primary and non-contributory to any of the Owner's insurance policies and shall apply to both ongoing and completed operations.

§ 2.8.7 The Construction Manager shall provide certificates of insurance to the Owner that evidence compliance with the requirements in this Section 2.8.

§ 2.9 The Construction Manager shall assist the Owner, Architect, and other Project participants in establishing building information modeling and digital data protocols for the Project using AIA Document E203™–2013, or an approved substitute, Building Information Modeling and Digital Data Exhibit, to establish the protocols for the development, use, transmission, and exchange of digital data.

§ 2.10 A centralized electronic document management system will be used on the Project, and in accordance with Construction Manager shall be designated the Responsible Project Participant in section 3.5 of E203-2013, or an approved substitute, responsible for managing and maintaining the centralized electronic document management

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system. The centralized electronic document management system shall include all items listed in Article 3 of E203, and the following:
(*List any items to be included that are not listed in Article 3 of E203-2013.)*

« »

§ 2.11 The Construction Manager shall retain all Project related documents and information it receives, and the Owner and Architect shall have access to the documents and information. The Construction Manager shall transmit the documents and information to the Owner at final completion.

§ 2.12 The Construction Manager will comply with all laws, codes, ordinances and regulations which are in effect for the duration of the Project.

ARTICLE 3 SCOPE OF CONSTRUCTION MANAGER'S BASIC SERVICES

§ 3.1 Definition

The Construction Manager's Basic Services consist of those described in Construction Manager's Proposal dated July 12, 2022, attached to and incorporated as part of this Agreement as Exhibit B ("Construction Manager's Proposal") and this Article 3, and include usual and customary Preconstruction and Construction Phase Services. Services not set forth in this Article 3 are Supplemental or Additional Services. The Owner, Construction Manager, and Contractors may agree, in consultation with the Architect, for the Construction Phase to commence prior to completion of the Preconstruction Phase, in which case, both phases will proceed concurrently.

§ 3.2 Preconstruction Phase

§ 3.2.1 The Construction Manager shall review the program furnished by the Owner and any evaluation of the Owner's program provided by the Architect, to ascertain the requirements of the Project and shall arrive at a mutual understanding of such requirements with the Owner and Architect.

§ 3.2.2 The Construction Manager shall provide a preliminary evaluation of the Owner's program, schedule and construction budget requirements, each in terms of the other.

§ 3.2.3 The Construction Manager shall prepare, and deliver to the Owner, for the Owner's approval, a written Construction Management Plan that includes, at a minimum, the following: (1) preliminary evaluations required in Section 3.2.2, (2) a Project schedule, (3) cost estimates, (4) recommendations for Project delivery method, and (5) Contractors' scopes of Work. The Construction Manager shall periodically update the Construction Management Plan, for the Owner's approval, over the course of the Project.

§ 3.2.4 The Construction Manager shall prepare and periodically update the Project schedule included in the Construction Management Plan for the Architect's review and the Owner's acceptance. The Construction Manager shall obtain the Architect's approval for the portion of the Project schedule relating to the performance of the Architect's services. The Project schedule shall coordinate and integrate the Construction Manager's services, the Architect's services, other Owner consultants' services, and the Owner's responsibilities and highlight items that affect the Project's timely completion.

§ 3.2.5 The Construction Manager shall update the Project schedule to include the components of the Work, including phasing of construction, times of commencement and completion required of each Contractor, ordering and delivery of products, including those that must be ordered in advance of construction, obtaining the required reviews and approvals of authorities having jurisdiction over the Project, and the occupancy requirements of the Owner.

§ 3.2.6 Based on the preliminary design and information prepared or provided by the Architect and other Owner consultants, the Construction Manager shall prepare, for the Architect's review and Owner's approval, preliminary estimates of the Cost of the Work or the cost of program requirements using area, volume or similar conceptual estimating techniques, including the establishment of sufficient contingency to reasonably anticipate the development of the Project's design documents.

§ 3.2.7 The Construction Manager shall review design documents during their development and advise the Owner and Architect on proposed site use and improvements, selection of materials, building systems, and equipment. The Construction Manager shall also provide recommendations to the Owner and Architect, consistent with the Project

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requirements, on constructability; availability of materials and labor; sequencing for phased construction; time requirements for procurement, installation and construction; and factors related to construction cost including, but not limited to, costs of alternative designs or materials, preliminary budgets, life-cycle data, and possible cost reductions.

§ 3.2.8 The Construction Manager shall review recommendations for systems, materials, or equipment for the impact upon cost, schedule, sequencing, constructability, and coordination among the Contractors. The Construction Manager shall discuss its findings with the Owner and the Architect, and coordinate resolution, as necessary, of any such impacts.

§ 3.2.9 As the Architect progresses with the preparation of the Schematic Design, Design Development and Construction Documents, the Construction Manager shall prepare and update, at appropriate intervals agreed to by the Owner, Construction Manager and Architect, an estimate of the Cost of the Work with increasing detail and refinement. The Construction Manager shall include in the estimate those costs to allow for further development of the design, bidding or negotiating, price escalation, and market conditions. The estimate shall be provided for the Architect's review and the Owner's approval. The Construction Manager shall inform the Owner and Architect in the event that the estimate of Cost of the Work exceeds the latest approved Project budget, and make recommendations for corrective action.

§ 3.2.10 As the Architect progresses with the preparation of the Schematic Design, Design Development and Construction Documents, the Construction Manager shall consult with the Owner and Architect and make recommendations whenever the Construction Manager determines that the design, or details, adversely affect cost, scope, schedule, constructability, or quality of the Project.

§ 3.2.11 The Construction Manager shall provide recommendations and information to the Owner and Architect regarding the assignment of responsibilities for temporary Project facilities and equipment, materials and services for common use of the Contractors. The Construction Manager shall verify that such requirements and assignment of responsibilities are included in the proposed Contract Documents.

§ 3.2.12 The Construction Manager shall provide recommendations and information to the Owner regarding the allocation of responsibilities for safety programs among the Contractors.

§ 3.2.13 The Construction Manager shall provide recommendations to the Owner on the division of the Project into individual contracts for the construction of various categories of Work, including the method to be used for selecting Contractors and awarding Contracts for Construction. The Construction Manager shall review the Drawings and Specifications and make recommendations as required to provide that (1) the Work of the Contractors is coordinated, (2) all requirements for the Project are assigned to the appropriate Contract, (3) the likelihood of jurisdictional disputes is minimized, and (4) proper coordination is provided for phased construction.

§ 3.2.14 The Construction Manager shall advise the Owner and the Architect of any current or industry anticipated shortages of the materials proposed to be used, and make recommendations about, and coordinate the ordering and delivery of, materials in support of the schedule, including those that must be ordered in advance of construction.

§ 3.2.15 The Construction Manager shall assist the Owner in selecting, retaining, and coordinating the professional services of surveyors, geotechnical engineers, special consultants, and construction materials testing required for the Project.

§ 3.2.16 The Construction Manager shall provide an analysis of the types and quantities of labor required for the Project and review the availability of appropriate categories of labor required for critical phases. The Construction Manager shall make recommendations for actions designed to minimize adverse effects of labor shortages.

§ 3.2.17 The Construction Manager shall assist the Owner in obtaining information regarding applicable requirements for equal employment opportunity programs, and other programs as may be required by governmental and quasi-governmental authorities for inclusion in the Contract Documents.

§ 3.2.18 Following the Owner's approval of the Drawings and Specifications, the Construction Manager shall update and submit the latest estimate of the Cost of the Work and the Project schedule for the Architect's review and the Owner's approval.

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§ 3.2.19 The Construction Manager, in consultation with the Owner, shall develop bidders' interest in the Project and establish bidding schedules. The Construction Manager shall assist the Owner and the Architect with the development of the Bidding Documents, which consist of bidding requirements and proposed Contract Documents. The Construction Manager, with the assistance of the Architect, shall issue Bidding Documents to bidders and conduct pre-bid conferences with prospective bidders. The Construction Manager shall issue the current Project schedule with each set of Bidding Documents. The Construction Manager shall assist the Architect with regard to questions from bidders and with the issuance of addenda.

§ 3.2.20 The Construction Manager shall submit a list of prospective bidders for the Architect's review and the Owner's approval. The submission of this list is intended to supplement, and not to act as a substitute for public competitive bidding as required by law.

§ 3.2.21 The Construction Manager, with the assistance of the Architect, shall review bids, and prepare bid analyses, and make recommendations to the Owner for the Owner's award of Contracts for Construction or rejection of bids. All Trade Contracts shall be executed by the Owner.

§ 3.2.22 The Construction Manager, with the assistance of the Architect, shall assist the Owner in preparing Contracts for Construction. The Construction Manager shall advise the Owner on the acceptability of Subcontractors and material suppliers proposed by Contractors.

§ 3.2.22.1 The Construction Manager shall insure that all Construction Contracts conform to the form Construction Contract approved by the Owner and will require that each Trade Contractor execute the Contractor Certifications, in substantially the form attached hereto as Exhibit D.

§ 3.2.22.2 Unless waived in writing by the Owner, all bids for trade contracts (subcontracts) shall be advertised, received and opened in public in compliance with 65 ILCS 5/8-9-1. The Owner may designate specific contractors to whom bid documents shall be transmitted.

.1 Forms of the Invitation to Bid, Instructions to Bidders, Bid Form, General Conditions, Supplementary Conditions and Special Provisions, if any, shall be approved by the Owner.

.2 Unless this requirement is waived in writing by the Owner, the Construction Manager shall not perform any work other than Construction Management, with its own forces, unless (1) the work has been first advertised and competitive bids received and opened in compliance with 65 ILCS 5/8-9-1 and (2) the Construction Manager is the lowest responsible bidder.

§ 3.2.23 The Construction Manager shall assist the Owner in obtaining building permits and special permits for permanent improvements, except for permits required to be obtained directly by the Contractors. The Construction Manager shall verify that the Owner has paid applicable fees and assessments. The Construction Manager shall assist the Owner and Architect in connection with the Owner's responsibility for filing documents required for the approvals of governmental authorities having jurisdiction over the Project.

§ 3.2.24 The Construction Manager shall meet with the Owner and its project team on a periodic basis throughout the Pre-Construction Phase. The Construction manager shall provide a milestone schedule, a preliminary project budget, value engineering options, construction phasing and sequencing, including identification of long lead time items. Prior to completion of the design development phase, the Construction Manager shall provide a detailed estimate of to update the project budget. As the project scope is defined, the Construction Manager will develop a preliminary construction schedule. The Construction Manager shall work with the Architect and the Village Engineer to identify design systems and construction constraints. The Construction Manager shall assist in the development of the Project Manual. The Construction Manager will prepare a bid supplement that will include the specific scope of work for each Trade Contractor and other required bid forms and information. The Construction Manager shall review the project milestones with the overall schedule and provide review of the construction drawings.

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§ 3.2.25 The Construction Manager shall:

.1 encourage local and area wide trade contractors to participate in and will prequalify trade contractors for bidding;

.2 distribute bid documents and solicit bids;

.3 hold pre bid conferences, answer questions and issue addenda, as necessary;

.4 provide an updated budget after the project is bid;

.5 attend the bid opening, tabulate the bid results, review and qualify the bids of the apparent low qualified bidders and provide a recommendation to the Owner's board of trustees for award of Trade Contracts;

.6 upon approval by the Owner's board of trustees of the lowest responsible responsive bidders, prepare and provide Trade Contracts to each trade contractor approved;

.7 upon completion of reviewing the bids, update the construction schedule with any new information to establish the detailed construction schedule.

§ 3.2.26 If the Owner identified a Sustainable Objective in Article 1, the Construction Manager shall fulfill its Preconstruction Phase responsibilities as required in AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition.

§ 3.3 Construction Phase

§ 3.3.1 The Construction Manager shall provide on-site administration of the Contracts for Construction in cooperation with the Architect as set forth below and in AIA Document A232™–2019, General Conditions of the Contract for Construction, Construction Manager as Adviser Edition. If the Owner and Contractor modify AIA Document A232–2019, those modifications shall not affect the Construction Manager's services under this Agreement unless the Owner and the Construction Manager amend this Agreement.

§ 3.3.2 Subject to Section 4.2 and except as provided in Section 3.3.30, the Construction Manager's responsibility to provide Construction Phase Services commences with the award of the initial Contract for Construction and terminates thirty (30) days after final payment to all contractors is due.

§ 3.3.3 The Construction Manager shall provide a staffing plan to include one or more representatives who shall be in attendance at the Project site whenever the Work is being performed.

§ 3.3.4 The Construction Manager shall provide administrative, management and related services to coordinate scheduled activities and responsibilities of the Contractors with each other and with those of the Construction Manager, the Owner and the Architect. The Construction Manager shall coordinate the activities of the Contractors in accordance with the latest approved Project schedule and the Contract Documents.

§ 3.3.5 The Construction Manager shall review and analyze the construction schedules provided by the Contractors to update the Project schedule, incorporating the activities of the Owner, Architect, and Contractors on the Project, including activity sequences and durations, allocation of labor and materials, processing of Shop Drawings, Product Data and Samples, and delivery and procurement of products, including those that must be ordered in advance of construction. The Project schedule shall include the Owner's occupancy requirements showing portions of the Project having occupancy priority. The Construction Manager shall update and reissue the Project schedule as required to show current conditions. If an update indicates that the previously approved Project schedule may not be met, the Construction Manager shall recommend corrective action to the Owner and Architect.

§ 3.3.6 The Construction Manager shall schedule and conduct meetings on a schedule mutually acceptable to the Owner, Architect and Construction Manager to discuss matters such as procedures, progress, coordination, and scheduling of the Work, and to develop solutions to issues identified. The Construction Manager shall prepare and promptly distribute minutes to the Owner and Architect, and Contractors, as applicable. During the Construction Phase, meetings shall be held not less than weekly, unless mutually agreed upon the Owner, Architect and Construction Manager.

§ 3.3.7 In accordance with the Contract Documents and the latest approved Project schedule, and utilizing information from the Contractors, the Construction Manager shall review, analyze, schedule and coordinate the overall sequence of construction and assignment of space in areas where the Contractors are performing Work.

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§ 3.3.8 The Construction Manager shall coordinate all tests and inspections required by the Contract Documents or governmental authorities, observe the on-site testing and inspections, and arrange for the delivery of test and inspection reports to the Owner and Architect.

§ 3.3.9 The Construction Manager shall endeavor to obtain satisfactory performance from each of the Contractors. The Construction Manager shall recommend courses of action to the Owner when requirements of a Contract are not being fulfilled.

§ 3.3.10 The Construction Manager shall monitor and evaluate actual costs for activities in progress and estimates for uncompleted tasks and advise the Owner and Architect as to variances between actual costs and budgeted or estimated costs. If a Contractor is required to submit a Control Estimate, the Construction Manager shall meet with the Owner and Contractor to review the Control Estimate. The Construction Manager shall promptly notify the Contractor if there are any inconsistencies or inaccuracies in the information presented. The Construction Manager shall also report the Contractor's cost control information to the Owner.

§ 3.3.11 The Construction Manager shall develop cash flow reports and forecasts for the Project and include them in the Construction Manager's progress reports.

§ 3.3.12 The Construction Manager shall maintain accounting records on authorized Work performed under unit costs, additional Work performed on the basis of actual costs of labor and materials, and other Work requiring accounting records.

§ 3.3.12.1 The Construction Manager shall develop and implement procedures for the review and processing of Applications for Payment by Contractors for progress and final payments.

§ 3.3.12.2 Not more frequently than monthly, the Construction Manager shall review and certify the amounts due the respective Contractors as follows:

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.2 Where one or more Contractors responsible for performing different portions of the Project, the Construction Manager shall, within seven days after the Construction Manager receives each Contractor's Application for Payment: (1) review the Applications and certify the amount the Construction Manager determines is due each Contractor; (2) prepare a Summary of Contractors' Applications for Payment by summarizing information from each Contractor's Application for Payment; (3) prepare a Project Application and Certificate for Payment; (4) certify the total amount the Construction Manager determines is due all Contractors collectively; and (5) forward the Summary of Contractors' Applications for Payment and Project Application and Certificate for Payment to the Architect.

§ 3.3.12.3 The Construction Manager's certification for payment shall constitute a representation to the Owner, based on the Construction Manager's evaluations of the Work and on the data comprising the Contractors' Applications for Payment, that, to the best of the Construction Manager's knowledge, information and belief, the Work has progressed to the point indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractors are entitled to payment in the amount certified. The foregoing representations are subject to (1) an evaluation of the Work for conformance with the Contract Documents upon Substantial Completion; (2) results of subsequent tests and inspections; (3) correction of minor deviations from the Contract Documents prior to completion; and (4) specific qualifications expressed by the Construction Manager. The issuance of a Certificate for Payment shall further constitute a recommendation to the Architect and Owner that the Contractor be paid the amount certified, subject to the Contractor's submission with its application of all documents required by its Contract with the Owner.

§ 3.3.12.4 The certification of an Application for Payment or a Project Application for Payment by the Construction Manager shall not be a representation that the Construction Manager has (1) made exhaustive or continuous on-site inspections to check the quality or quantity of the Work; (2) reviewed construction means, methods, techniques, procedures, or sequences for a Contractor's own Work; (3) reviewed copies of requisitions received from Subcontractors and suppliers and other data requested by the Owner to substantiate each Contractor's right to payment; or (4) ascertained how or for what purpose that Contractor has used money previously paid on account of the Contract Sum.

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Construction Manager may withhold a Certificate for Payment in whole or in part, to extent reasonably necessary to protect the Owner, in accordance with Article 9 of the General Conditions, AIA A232-2019, as amended, and shall provide notice to the Contractors and Owner of the same in accordance with Section 9.4 of the General Conditions, AIA A232-2019, as amended. In the event Architect or Construction Manager withholds certification for the amounts requested, or any portion thereof, Construction Manager shall promptly forward notice of withholding certification to the Contractors, provided such notice shall not be provided less than 14 days after the Construction Manager's receipt of the Contractor's Application for Payment.

§ 3.3.13 The Construction Manager shall obtain and review the safety programs developed by each Contractor solely and exclusively for purposes of coordinating the safety programs with those of the other Contractors and for making recommendations for any additional safety measures to be considered in the Work of the Contractors. The Construction Manager's responsibilities for coordination of safety programs shall not extend to direct control over or charge of the acts or omissions of the Contractors, Subcontractors, agents or employees of the Contractors or Subcontractors, or any other persons performing portions of the Work and not directly employed by the Construction Manager.

§ 3.3.14 The Construction Manager shall determine in general that the Work of each Contractor is being performed in accordance with the requirements of the Contract Documents and notify the Owner, Contractor and Architect of defects and deficiencies in the Work. The Construction Manager shall have the authority to reject Work that does not conform to the Contract Documents and shall notify the Architect about the rejection. The failure of the Construction Manager to reject Work shall not constitute acceptance of the Work. The Construction Manager shall record any rejection of Work in its daily log and include information regarding the rejected Work in its progress reports to the Architect and Owner pursuant to Section 3.3.22.1. Upon written authorization from the Owner, the Construction Manager may require and make arrangements for additional inspection or testing of the Work in accordance with the provisions of the Contract Documents, whether or not the Work is fabricated, installed or completed, and the Construction Manager shall give timely notice to the Architect of when and where the tests and inspections are to be made so that the Architect may be present for such procedures.

§ 3.3.15 The Construction Manager shall advise and consult with the Owner and Architect during the performance of its Construction Phase Services. The Construction Manager shall have authority to act on behalf of the Owner only to the extent provided in this Agreement. The Construction Manager shall not have control over, charge of, or responsibility for the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the Work of each of the Contractors, since these are solely the Contractor's rights and responsibilities under the Contract Documents. The Construction Manager shall not be responsible for a Contractor's failure to perform the Work in accordance with the requirements of the Contract Documents. The Construction Manager shall be responsible for the Construction Manager's negligent acts or omissions, but shall not have control over or charge of, and shall not be responsible for, acts or omissions of the Contractors, Subcontractors, or their agents or employees, or any other persons or entities performing portions of the Work.

§ 3.3.16 The Construction Manager shall transmit to the Architect requests for interpretations, and requests for information of the meaning and intent of the Drawings and Specifications, and provide its written recommendation. The Construction Manager shall assist in the resolution of questions that may arise.

§ 3.3.17 The Construction Manager shall review requests for changes, assist in negotiating Contractors' proposals, submit recommendations to the Architect and Owner, and, if the proposed changes are accepted or required by the Owner, prepare Change Orders or Construction Change Directives that incorporate the Architect's modifications to the Contract Documents.

§ 3.3.18 The Construction Manager shall assist the Initial Decision Maker, as defined in AIA Document A232™–2019, General Conditions of the Contract for Construction, Construction Manager as Adviser Edition, in the review, evaluation and documentation of Claims, subject to Section 44.1.2.8.

§ 3.3.19 Utilizing the submittal schedules provided by each Contractor, the Construction Manager shall prepare, and revise as necessary, a Project submittal schedule incorporating information from the Owner, Owner's consultants, Owner's Separate Contractors and vendors, governmental agencies, and participants in the Project under the

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management of the Construction Manager. The Project submittal schedule and any revisions shall be submitted to the Architect for approval.

§ 3.3.20 The Construction Manager shall promptly review all Shop Drawings, Product Data, Samples, and other submittals from the Contractors for compliance with the submittal requirements of the Contract, coordinate submittals with information contained in related documents, and transmit to the Architect those that the Construction Manager recommends for approval. The Construction Manager's actions shall be taken in accordance with the Project submittal schedule approved by the Architect, or in the absence of an approved Project submittal schedule, with such reasonable promptness as to cause no delay in the Work or in the activities of the Contractors, the Owner, or the Architect.

§ 3.3.20.1 If professional design services or certifications by a design professional related to systems, materials, or equipment are specifically required of the Contractors by the Contract Documents, the Construction Manager shall review those submittals for sequencing, constructability, and coordination impacts on the other Contractors. The Construction Manager shall discuss its findings with the Owner and the Architect, and coordinate resolution, as necessary, of any such impacts.

§ 3.3.21 The Construction Manager shall keep a daily log containing a record of weather, each Contractor's Work on the site, number of workers, identification of equipment, Work accomplished, problems encountered, and other similar relevant data as the Owner may require.

§ 3.3.21.1 The Construction Manager shall collect, review for accuracy, and compile the Contractors' daily logs; and include them in the Construction Manager's reports prepared and submitted in accordance with section 3.3.21.2.

§ 3.3.21.2 The Construction Manager shall record the progress of the Project. On a monthly basis, or otherwise as agreed to by the Owner, the Construction Manager shall submit written progress reports to the Owner and Architect, showing percentages of completion and other information identified below:

.1 Work completed for the period;
.2 Project schedule status;
.3 Submittal schedule and status report, including a summary of remaining and outstanding submittals;
.4 Request for information, Change Order, and Construction Change Directive status reports;
.5 Tests and inspection reports;
.6 Status report of nonconforming and rejected Work;
.7 Daily logs;
.8 Summary of all Contractors' Applications for Payment;
.9 Cumulative total of the Cost of the Work to date including the Construction Manager's compensation and reimbursable expenses at the job site, if any;
.10 Cash-flow and forecast reports;
.11 Photographs to document the progress of the Project;
.12 **S**tatus reports on permits and approvals of authorities having jurisdiction; and
.13 Any other items the Owner may require:

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§ 3.3.22 Utilizing the documents provided by the Contractors, the Construction Manager shall make available, at the Project site, the Contract Documents, including Change Orders, Construction Change Directives, and other Modifications, in good order and marked currently to indicate field changes and selections made during construction, and the approved Shop Drawings, Product Data, Samples, and similar required submittals. These shall be in electronic form or paper copy, available to the Owner, Architect, and Contractors. Upon completion of the Project, the Construction Manager shall deliver them to the Owner.

§ 3.3.23 The Construction Manager shall arrange for the delivery, storage, protection and security of Owner-purchased materials, systems and equipment that are a part of the Project until such items are incorporated into the Work. The Construction Manager shall not agree to payment for materials, systems, and equipment stored off site without first consulting with Owner and assuring proper storage, protection (including adequate insurance in favor of the Owner) and security, and assignment of all right, title, and interest in and to the items to the Owner.

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§ 3.3.24 With the Owner's maintenance personnel, the Construction Manager shall observe the Contractors' final testing and start-up of utilities, operational systems and equipment and observe any commissioning as the Contract Documents may require.

§ 3.3.25 When the Construction Manager considers each Contractor's Work or a designated portion thereof substantially complete, the Construction Manager shall, jointly with that Contractor, prepare for the Architect a list of incomplete or unsatisfactory items and a schedule for their completion. The Construction Manager shall assist the Architect in conducting inspections to determine whether the Work or designated portion thereof is substantially complete.

§ 3.3.26 When the Work of all of the Contractors, or designated portion thereof, is substantially complete, the Construction Manager shall prepare, and the Construction Manager and Architect shall execute, a Certificate of Substantial Completion. The Construction Manager shall submit the executed Certificate to the Owner and Contractors. The Construction Manager shall coordinate the correction and completion of the Work. Following issuance of a Certificate of Substantial Completion of the Work or a designated portion thereof, the Construction Manager shall perform an inspection to confirm the completion of the Work of the Contractors and make recommendations to the Architect when the Work of all of the Contractors is ready for final inspection. The Construction Manager shall assist the Architect in conducting the final inspection.

§ 3.3.27 The Construction Manager shall forward to the Owner, with a copy to the Architect, the following information received from the Contractors: (1) certificates of insurance ; (2) consent of surety or sureties, if any, to reduction in or partial release of retainage or the making of final payment; (3) affidavits, receipts, releases and waivers of liens or bonds indemnifying the Owner against liens; and (4) any other documentation required of the Contractors under the Contract Documents, including warranties and similar submittals.

§ 3.3.28 The Construction Manager shall coordinate receipt, and delivery to the Owner, of other items provided by the Contractors, such as keys, manuals, and record drawings. The Construction Manager shall forward to the Architect a final Project Application for Payment and Project Certificate for Payment, or a final Application for Payment and final Certificate for Payment, upon the Contractors' compliance with the requirements of the Contract Documents.

§ 3.3.29 Duties, responsibilities and limitations of authority of the Construction Manager as set forth in the Contract Documents shall not be restricted, modified or extended without written consent of the Owner, Construction Manager, Architect, and Contractors. Consent shall not be unreasonably withheld.

§ 3.3.30 Upon request of the Owner, and prior to the expiration of one year from the date of Substantial Completion, the Construction Manager shall, without additional compensation, conduct a meeting with the Owner and Architect to review the facility operations and performance and shall assist the Owner in requiring the Trade Contractors to correct any Work not conforming to the Contract Documents or found to be otherwise defective in materials or workmanship, including but not limited to, any follow up required on any warranty items.

ARTICLE 4 ADDITIONAL SERVICES

§ 4.1 Construction Manager's Additional Services

§ 4.1.1 The Construction Manager may provide Additional Services after execution of this Agreement, without invalidating this Agreement. Except for services required due to the fault of the Construction Manager, any Additional Services provided in accordance with this Section 4.1 shall entitle the Construction Manager to compensation pursuant to Section 11.3.

§ 4.1.2 Upon recognizing the need to perform the following Additional Services, the Construction Manager shall notify the Owner with reasonable promptness and explain the facts and circumstances giving rise to the need. The Construction Manager shall not proceed to provide the following Additional Services until the Construction Manager receives the Owner's written authorization:

.1 Services necessitated by a change in the Initial Information, previous instructions or approvals given by the Owner, or a material change in the Project including size, quality, complexity, the Owner's schedule or budget for Cost of the Work, or procurement or delivery method, or bid packages in addition to those listed in Section 1.1.6. Services necessitated by sections 6.4 and 6.6 shall not be considered additional services;

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.2 Services necessitated by the enactment or revision of codes, laws, regulations or official interpretations after the date of this Agreement;

.3 Services necessitated by decisions of the Owner not rendered in a timely manner or any other failure of performance on the part of the Owner or the Owner's other consultants or contractors;

.4 Preparation of documentation for alternate bid or proposal requests proposed by the Owner;

.5 Preparation for, and attendance at, a public presentation, meeting or hearing; beyond (5) five as outlined in Construction Manager's Proposal dated July 12, 2022

.6 Preparation for, and attendance at, a dispute resolution proceeding or legal proceeding, except where the Construction Manager is party thereto;

.7 Consultation concerning replacement of Work resulting from fire or other cause during construction and furnishing services required in connection with the replacement of such Work; or

.8 Assistance to the Initial Decision Maker.

§ 4.1.3 To avoid delay in the Construction Phase, the Construction Manager shall provide the following Additional Services, notify the Owner with reasonable promptness, and explain the facts and circumstances giving rise to the need. If, upon receipt of the Construction Manager's notice, the Owner determines that all or parts of the services are not required, the Owner shall give prompt written notice to the Construction Manager of the Owner's determination. The Owner shall compensate the Construction Manager for the services provided prior to the Construction Manager's receipt of the Owner's notice:

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.2 Services required in an emergency to coordinate the activities of a Contractor or Contractors in the event of risk of personal injury or serious property damage, consistent with Section 3.3.15.

§ 4.1.4 Except for services required under Section 3.3.30, Construction Phase Services provided more than 60 days after (1) the date of Substantial Completion of the Work, or (2) the anticipated date of Substantial Completion identified in the Initial Information, whichever is earlier, shall be compensated as Additional Services to the extent the Construction Manager incurs additional cost in providing those Construction Phase Services.

ARTICLE 5 OWNER'S RESPONSIBILITIES

§ 5.1 Unless otherwise provided for under this Agreement, the Owner shall provide information in a timely manner regarding requirements for and limitations on the Project, including a written program, which shall set forth the Owner's objectives; schedule; constraints and criteria; special equipment; systems; and site requirements.

§ 5.2 The Owner shall establish the Owner's budget for the Project, including (1) the budget for the Cost of the Work as defined in Section 6.1; (2) the Owner's other costs; and (3) reasonable contingencies related to all of these costs. The Owner shall update the Owner's budget for the Project as necessary throughout the duration of the Project until final completion. If the Owner significantly increases or decreases the Owner's budget for the Cost of the Work, the Owner shall notify the Construction Manager and Architect. The Owner and the Architect, in consultation with the Construction Manager, shall thereafter agree to a corresponding change in the Project's scope and quality.

§ 5.3 The Owner acknowledges that accelerated, phased, or fast-track design and construction provides a benefit, but also carries with it the risk of additional costs. If the Owner selects accelerated, phased or fast-track scheduling, the Owner agrees to include in the budget for the Project sufficient contingencies to cover such costs.

§ 5.4 The Owner has retained an Architect to provide services, duties and responsibilities as described in AIA Document B132–2019, Standard Form of Agreement Between Owner and Architect, Construction Manager as Adviser Edition as modified by Owner and Architect. The Owner shall provide the Construction Manager with a copy of the scope of services in the agreement executed between the Owner and Architect, and any further modifications to the Architect's scope of services in the agreement.

§ 5.5 The Owner shall identify a representative authorized to act on the Owner's behalf with respect to the Project. The Owner shall render decisions pertaining to documents the Construction Manager submits in a timely manner in order to avoid unreasonable delay in the orderly and sequential progress of the Construction Manager's services.

§ 5.6 Unless provided by the Construction Manager, the Owner shall furnish surveys to describe physical characteristics, legal limitations and utility locations for the site of the Project, and a written legal description of the

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site. The surveys and legal information shall include, as applicable, grades and lines of streets, alleys, pavements and adjoining property and structures; designated wetlands; adjacent drainage; rights-of-way, restrictions, easements, encroachments, zoning, deed restrictions, boundaries, and contours of the site; locations, dimensions, and other necessary data with respect to existing buildings, other improvements and trees; and information concerning available utility services and lines, both public and private, above and below grade, including inverts and depths. All the information on the survey shall be referenced to a Project benchmark.

§ 5.7 Unless provided by the Construction Manager, the Owner shall furnish services of geotechnical engineers, which may include test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, seismic evaluation, ground corrosion tests and resistivity tests, including necessary operations for anticipating subsoil conditions, with written reports and appropriate recommendations.

§ 5.8 If the Owner identified a Sustainable Objective in Article 1, the Owner shall fulfill its responsibilities as required in AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition, attached to this Agreement.

§ 5.9 The Owner shall coordinate the services of its own consultants with those services provided by the Construction Manager. Upon the Construction Manager's request, the Owner shall furnish copies of the scope of services in the contracts between the Owner and the Owner's consultants. The Owner shall furnish the services of consultants other than those designated as the responsibility of the Construction Manager in this Agreement, or authorize the Construction Manager to furnish them as an Additional Service, when the Construction Manager requests such services and demonstrates that they are reasonably required by the scope of the Project. The Owner shall require that its consultants and contractors maintain insurance, including professional liability insurance, as appropriate to the services or work provided.

§ 5.10 The Owner shall furnish tests, inspections and reports required by law or the Contract Documents, such as structural, mechanical, and chemical tests, tests for air and water pollution, and tests for hazardous materials. The Construction Manager shall advise Owner of any such tests or reports which Construction Manager knows prior to commencement of the work will be required for the project in order to assist Owner to properly plan, schedule and budget for some.

§ 5.11 The Owner shall furnish all legal, insurance and accounting services, including auditing services, that may be reasonably necessary at any time for the Project to meet the Owner's needs and interests.

§ 5.12 The Owner shall provide prompt written notice to the Construction Manager and Architect if the Owner becomes aware of any fault or defect in the Project, including errors, omissions or inconsistencies in the Architect's Instruments of Service or any fault or defect in the Construction Manager's services.

§ 5.13 The Owner reserves the right to perform construction and operations related to the Project with the Owner's own forces, and to award contracts in connection with the Project which are not part of the Construction Manager's responsibilities under this Agreement. The Construction Manager shall notify the Owner if any such independent action will interfere with the Construction Manager's ability to perform the Construction Manager's responsibilities under this Agreement. When performing construction or operations related to the Project, the Owner agrees to be subject to the same obligations and to have the same rights as the Contractors.

§ 5.14 The Owner shall communicate with the Contractors and the Construction Manager's consultants through the Construction Manager about matters arising out of or relating to the Contract Documents. The Owner and Construction Manager shall include the Architect in all communications that relate to or affect the Architect's services or professional responsibilities. The Owner shall promptly notify the Architect of the substance of any direct communications between the Owner and the Construction Manager otherwise relating to the Project. Communications by and with the Architect's consultants shall be through the Architect.

§ 5.15 Before executing the Contracts for Construction, the Owner shall coordinate the Construction Manager's duties and responsibilities set forth in the Contracts for Construction with the Construction Manager's services set forth in this Agreement. The Owner shall provide the Construction Manager a copy of the executed agreements between the Owner and Contractors, including the General Conditions of the Contracts for Construction.

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§ 5.16 The Owner shall provide the Construction Manager access to the Project site prior to commencement of the Work and shall obligate the Contractors to provide the Construction Manager access to the Work wherever it is in preparation or progress.

§ 5.17 Within 15 days after receipt of a written request from the Construction Manager, the Owner shall furnish the requested information as necessary and relevant for the Construction Manager to evaluate, give notice of, or enforce lien rights.

ARTICLE 6 COST OF THE WORK

§ 6.1 For purposes of this Agreement, the Cost of the Work shall be the total cost to the Owner to construct all elements of the Project designed or specified by the Architect and approved by the Owner, including allowances and contingencies, as mutually agreed upon by the Owner and Construction Manager; and shall include the Contractors' general conditions costs and insurance. The Cost of the Work also includes the reasonable value of labor, materials, and equipment, donated to, or otherwise furnished by, the Owner. The Cost of the Work includes the compensation of the Construction Manager and Construction Manager's Consultants during the Construction Phase only, including compensation for reimbursable expenses at the job site, if any. The Cost of the Work shall not include the compensation of the Construction Manager for the Preconstruction Phase. The Cost of the Work does not include the compensation of the Architect; the costs of the land, rights-of-way, financing, or contingencies for changes in the Work; or other costs that are the responsibility of the Owner.

§ 6.2 The Owner's budget for the Cost of the Work is provided in Initial Information, and shall be adjusted throughout the Project as required under Sections 5.2 and 6.4. Evaluations of the Owner's budget for the Cost of the Work, and the estimates of the Cost of the Work prepared by the Construction Manager, represent the Construction Manager's judgment as a person or entity familiar with the construction industry. It is recognized, however, that neither the Construction Manager nor the Owner has control over the cost of labor, materials; or equipment; the Contractors' methods of determining bid prices; or competitive bidding, market, or negotiating conditions. Accordingly, the Construction Manager cannot and does not warrant or represent that bids or negotiated prices will not vary from the Owner's budget for the Cost of the Work, or from any estimate of the Cost of the Work, or evaluation, prepared or agreed to by the Construction Manager.

§ 6.3 If the Architect is providing cost estimating services as a Supplemental Service, and a discrepancy exists between the Construction Manager's cost estimates and the Architect's cost estimates, the Construction Manager and the Architect shall work together to reconcile the cost estimates.

§ 6.4 If the Construction Manager's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Construction Manager, in consultation with the Architect, shall make appropriate recommendations to the Owner to adjust the Project's size, quality, or budget for the Cost of the Work, and the Owner shall cooperate with the Construction Manager and Architect in making such adjustments.

§ 6.5 If the Construction Manager's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Owner shall

.1 give written approval of an increase in the budget for the Cost of the Work;
.2 terminate in accordance with Section 9.5;
.3 in consultation with the Construction Manager and Architect, revise the Project program, scope, or quality as required to reduce the Cost of the Work; or
.4 implement any other mutually acceptable alternative.

§ 6.6 If the Owner chooses to revise the Project program, scope, or quality to reduce the Cost of the Work pursuant to Section 6.5.3, or if the bids or proposals received from the prospective Contractors, in the aggregate, exceed the Owner's budget for the Cost of the Work, and the Owner chooses to revise the Project program, scope, or quality to reduce the Cost of the Work , the Construction Manager shall cooperate with the Owner and Architect to develop the necessary revisions, update the cost estimate, and obtain additional bids. The Construction Manager will perform the services described in Sections 6.4 and 6.6 without additional compensation.

ARTICLE 7 COPYRIGHTS AND LICENSES

The Construction Manager and the Construction Manager's consultants, if any, shall not own or claim a copyright in the Instruments of Service. The Construction Manager, the Construction Manager's consultants, if any, and the Owner

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warrant that in transmitting Instruments of Service, or any other information, the transmitting party is the copyright owner of such information or has permission from the copyright owner to transmit such information for its use on the Project.

ARTICLE 8 CLAIMS AND DISPUTES

§ 8.1 General

§ 8.1.1 The Owner and Construction Manager shall commence all claims and causes of action against the other and arising out of or related to this Agreement, whether in contract, tort, or otherwise, within the period specified by applicable law, but in any case not more than 10 years after the date of Substantial Completion of the Work. The Owner and Construction Manager waive all claims and causes of action not commenced within the time specified in accordance with this Section 8.1.1.

§ 8.1.2 To the extent damages are covered by property insurance, the Owner and Construction Manager waive all rights against each other and against the contractors, consultants, agents, and employees of the other for damages, except such rights as they may have to the proceeds of such insurance as set forth in AIA Document A232–2019, General Conditions of the Contract for Construction. The Owner or the Construction Manager, as appropriate, shall require of the contractors, consultants, agents, and employees of any of them, similar waivers in favor of the other parties enumerated herein.

§ 8.1.3 To the fullest extent permitted by applicable law, Construction Manager shall defend, indemnify and hold harmless the Owner and its officers, officials, employees, volunteers and agents from and against all claims, damages, losses and expenses including but not limited to legal fees (attorney's and paralegals' fees and court costs), arising out of or resulting from the performance of the Construction Manager's services or work, which claim, damage, loss or expense (i) is attributable to bodily injury, sickness, disease or death, or injury to or destruction of tangible property, other than the work itself, including the loss of use thereof and (ii) is caused in whole or in part by any wrongful or negligent act or omission of the Construction Manager, any subcontractor of Construction Manager or anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, and except to the extent it is caused in whole or in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this paragraph. Construction Manager shall similarly protect, indemnify and hold and saver harmless the Owner and its officers, officials, employees, volunteers and agents against and from any and all claims, costs, causes, actions and expenses including but not limited to legal fees, incurred by reason of Construction Manager's breach of any of its obligations under, or Construction Manager's failure to provide its services in accordance with any provision of this Agreement.

§ 8.1.4 The Construction Manager and Owner waive consequential damages for claims, disputes, or other matters in question, arising out of or relating to this Agreement. This mutual waiver is applicable, without limitation, to all consequential damages due to either party’s termination of this Agreement, except as specifically provided in Section 9.7.

§ 8.2 Mediation

§ 8.2.1 Any claim, dispute or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to binding dispute resolution. If such matter relates to or is the subject of a lien arising out of the Construction Manager’s services, the Construction Manager may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by binding dispute resolution.

§ 8.2.2 The Owner and Construction Manager shall endeavor to resolve claims, disputes and other matters in question between them by mediation, which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Mediation Procedures in effect on the date of this Agreement. A request for mediation shall be made in writing, delivered to the other party to this Agreement, and filed with the person or entity administering the mediation. The request may be made concurrently with the filing of a complaint or other appropriate demand for binding dispute resolution but, in such event, mediation shall proceed in advance of binding dispute resolution proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order. If

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an arbitration proceeding is stayed pursuant to this section, the parties may nonetheless proceed to the selection of the arbitrator(s) and agree upon a schedule for later proceedings.

§ 8.2.3 The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

§ 8.2.4 If the parties do not resolve a dispute through mediation pursuant to this Section 8.2, the method of binding dispute resolution shall be the following:
(Check the appropriate box.)

[« »] Arbitration pursuant to Section 8.3 of this Agreement

[«X »] Litigation in a court of competent jurisdiction

[« »] Other: *(Specify)*

« »

If the Owner and Construction Manager do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, the dispute will be resolved in a court of competent jurisdiction.

§ 8.2 The provisions of this Article 8 shall survive the termination of this Agreement.

ARTICLE 9 TERMINATION OR SUSPENSION

§ 9.1 If the Owner fails to make payments to the Construction Manager in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the Construction Manager's option, cause for suspension of performance of services under this Agreement. If the Construction Manager elects to suspend services, the Construction Manager shall give seven days' written notice to the Owner before suspending services. In the event of a suspension of services, the Construction Manager shall have no liability to the Owner for delay or damage caused the Owner because of such suspension of services. Before resuming services, the Owner shall pay the Construction Manager all sums due prior to suspension and any expenses incurred in the interruption and resumption of the Construction Manager's services. The Construction Manager's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.2 If the Owner suspends the Project, the Construction Manager shall be compensated for services performed prior to notice of such suspension. When the Project is resumed, the Construction Manager shall be compensated for expenses incurred in the interruption and resumption of the Construction Manager's services. The Construction Manager's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.3 If the Owner suspends the Project for more than 90 cumulative days for reasons other than the fault of the Construction Manager, the Construction Manager may terminate this Agreement by giving not less than seven days' written notice.

§ 9.4 Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

§ 9.5 The Owner may terminate this Agreement upon not less than seven days' written notice to the Construction Manager for the Owner's convenience and without cause.

§ 9.6 If the Owner terminates this Agreement for its convenience pursuant to Section 9.5, or the Construction Manager terminates this Agreement pursuant to Section 9.3, the Owner shall compensate the Construction Manager for services performed prior to termination, Reimbursable Expenses incurred, and costs attributable to termination, including the costs attributable to the Construction Manager's termination of consultant agreements.

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§ 9.7 Upon the occurrence of any one or more of the following events, the Owner may, after giving the Construction Manager written notice, without cause and without prejudice to any other right or remedy, elect to terminate the Construction Manager.

.1 If the Construction Manager commences a voluntary case under any chapter of the Bankruptcy Code (Title 11, United States Code), as now or hereafter in effect, or if the Construction Manager takes any equivalent or similar action by filing a petition or otherwise under any other federal or state law in effect at such time relating to the bankruptcy or insolvency;

.2 If a petition is filed against the Construction Manager under any chapter of the Bankruptcy Code as now or hereafter in effect at the time of filing, or if a petition is filed seeking any such equivalent or similar relief against the Construction Manager under any other federal or state law in effect at the time relating to bankruptcy or insolvency;

.3 If the Construction Manager makes a general assignment for the benefit of creditors;

.4 If a trustee, receiver, custodian or agent of the Construction Manager is appointed under applicable law or under contract, whose appointment or authority to take charge of property of the Construction Manager is for the purpose of enforcing a Lien against such property or for the purpose of general administration of such property for the benefit of the Construction Manager's creditors;

.5 If the Construction Manager admits in writing an inability to pay its debts generally as they become due;

§ 9.8 If the Construction Manager is terminated pursuant to §9.7, the Construction Manager shall be compensated for the services performed prior to termination and any Reimbursable Expense then due, less all costs incurred by the Owner to have the services performed which were to have been performed by the Construction Manager.

§ 9.9 Except as otherwise expressly provided herein, this Agreement shall terminate one year from the date of Substantial Completion.

ARTICLE 10 MISCELLANEOUS PROVISIONS

§ 10.1 This Agreement shall be governed by the law of the place where the Project is located, excluding that jurisdiction's choice of law rules.

§ 10.2 Terms in this Agreement shall have the same meaning as those in AIA Document A232–2019, General Conditions of the Contract for Construction, except for purposes of this Agreement, the term "Work" shall include the work of all Contractors under the administration of the Construction Manager and the Architect.

§ 10.3 The Owner and Construction Manager, respectively, bind themselves, their agents, successors, assigns, and legal representatives to this Agreement. Neither the Owner nor the Construction Manager shall assign this Agreement without the written consent of the other, except that the Owner may assign this Agreement to a lender providing financing for the Project if the lender agrees to assume the Owner's rights and obligations under this Agreement, including any payments due to the Construction Manager by the Owner prior to the assignment.

§ 10.4 If the Owner requests the Construction Manager to execute certificates, the proposed language of such certificates shall be submitted to the Construction Manager for review at least 14 days prior to the requested dates of execution. If the Owner requests the Construction Manager to execute consents reasonably required to facilitate assignment to a lender, the Construction Manager shall execute all such consents that are consistent with this Agreement, provided the proposed consent is submitted to the Construction Manager for review at least 14 days prior to execution. The Construction Manager shall not be required to execute certificates or consents that would require knowledge, services, or responsibilities beyond the scope of this Agreement.

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§ 10.5 Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Owner or Construction Manager.

§ 10.6 Unless otherwise required in this Agreement, the Construction Manager shall have no responsibility for the discovery, presence, handling, removal or disposal of, or exposure of persons to, hazardous materials or toxic substances in any form at the Project site.

§ 10.7 The Construction Manager shall have the right to include photographic or artistic representations of the design of the Project among the Construction Manager's promotional and professional materials. The Construction Manager shall provide professional credit for the Architect and the Contractors in the Construction Manager's promotional materials for the Project. The Construction Manager shall be given reasonable access to the completed Project to make such representations. However, the Construction Manager's materials shall not include the Owner's confidential or proprietary information if the Owner has previously advised the Construction Manager in writing of the specific information considered by the Owner to be confidential or proprietary. The Owner shall provide professional credit for the Construction Manager in the Owner's promotional materials for the Project. This Section 10.7 shall survive the termination of this Agreement unless the Owner terminates this Agreement for cause pursuant to Section 9.4.

§ 10.8 If the Construction Manager or Owner receives information specifically designated as "confidential" or "business proprietary," the receiving party shall keep such information strictly confidential and shall not disclose it to any other person except as set forth in Section 10.8.1. This Section 10.8 shall survive the termination of this Agreement.

§ 10.8.1 The receiving party may disclose "confidential" or "business proprietary" information after 7 days' notice to the other party, when required by law, arbitrator's order, or court order, including a subpoena or other form of compulsory legal process issued by a court or governmental entity, or to the extent such information is reasonably necessary for the receiving party to defend itself in any dispute. The receiving party may also disclose such information to its employees, consultants, or contractors in order to perform services or work solely and exclusively for the Project, provided those employees, consultants and contractors are subject to the restrictions on the disclosure and use of such information as set forth in this Section 10.8.

§ 10.9 The invalidity of any provision of the Agreement shall not invalidate the Agreement or its remaining provisions. If it is determined that any provision of the Agreement violates any law, or is otherwise invalid or unenforceable, then that provision shall be revised to the extent necessary to make that provision legal and enforceable. In such case the Agreement shall be construed, to the fullest extent permitted by law, to give effect to the parties' intentions and purposes in executing the Agreement.

ARTICLE 11 COMPENSATION

§ 11.1 For the Construction Manager's Basic Services described under Article 3, the Owner shall compensate the Construction Manager as follows:

§ 11.1.1 For Preconstruction Phase Services in Section 3.2:
(Insert amount of, or basis for, compensation, including stipulated sums, multiples or percentages.)

$60,000.00 Lump Sum. Services as indicated in Construction Manager's Proposal dated July 12, 2022, attached hereto as Exhibit B.

§ 11.1.2 For Construction Phase Services in Section 3.3:
(Insert amount of, or basis for, compensation, including stipulated sums, multiples or percentages.)

General Conditions - $696,002 as outlined in Construction Manager's. Proposal dated July 12, 2022, attached hereto as Exhibit B.
Construction Manager's Fee – 3% of the total cost of construction as defined in Article 6.1. After bids for trade contracts have been approved by the Owner, the Construction Manager's Fee shall be calculated using the actual Contract Sums of the Trade Contracts approved by the Owner as defined by Article 6.1.
Insurance – 1% of the total cost of construction as defined in Article 6.1

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For Change Order work that is approved by the Owner during the course of the Project, the Construction Manager is to be compensated at the following based on the cost of the Change Order work.

	Fee	General Conditions	Insurance
Increase in cost	3%	3%	1%
Decrease in cost	0%	0%	1% (credit to Owner)

§ 11.2 For Additional Services that may arise during the course of the Project, including those under Section 4.2, the Owner shall compensate the Construction Manager as follows:
(Insert amount of, or basis for, compensation.)

To be negotiated and approved in writing by the Construction Manager and Board of Trustees of Owner, if required

§ 11.3 The hourly billing rates for services of the Construction Manager and the Construction Manager's consultants are set forth below. The rates shall be adjusted in accordance with the Construction Manager's and Construction Manager's consultants' normal review practices.
(If applicable, attach an exhibit of hourly billing rates or insert them below.)

See attached Exhibit C. Hourly rates are subject to adjustment June 1, 2023 and June 1, 2024

§ 11.6 Compensation for Reimbursable Expenses
§ 11.6.1 The following Reimbursable Expenses are included in the compensation for Basic Services and shall not be an additional charge to the Owner, and include expenses incurred by the Construction Manager and the Construction Manager's consultants directly related to the Project, as follows:

.1 Long distance services, dedicated data and communication services, teleconferences, Project web sites, and extranets;
.2 Permitting and other fees required by authorities having jurisdiction over the Project;
.3 Printing, reproductions, plots, and standard form documents;
.4 Postage, handling, and delivery;

.5 Professional photography, and presentation materials requested by the Owner;
.6 If required by the Owner, and with the Owner's prior written approval, the Construction Manager's consultants' expenses of professional liability insurance dedicated exclusively to this Project, or the expense of additional insurance coverage or limits in excess of that normally maintained by the Construction Manager's consultants;
.7 All taxes on reimbursable expenses;
.8 Site office expenses; and
.9 Other similar Project-related expenditures.

« »

§ 11.8 Payments to the Construction Manager
§ 11.8.1 Initial Payment
§ 11.8.1.1 An initial payment of «zero » ($ 0) shall be made upon execution of this Agreement and is the minimum payment under this Agreement. It shall be credited to the Owner's account in the final invoice.

§ 11.8.2 Progress Payments
§ 11.8.2.1 Unless otherwise agreed, payments for services shall be made monthly, according to the provisions of the Local Government Prompt Payment Act, 50 ILCS 505/1 *et seq.* , and where applicable shall be in proportion to services performed.

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If applicable, interest on late payments shall be computed pursuant to the provisions of the Local Government Prompt Payment Act, 50 ILCS 505/1 et seq.

§ 11.8.2.2 The Owner shall not withhold amounts from the Construction Manager's compensation to impose a penalty or liquidated damages on the Construction Manager, or to offset sums requested by or paid to Contractors for the cost of changes in the Work, unless the Construction Manager agrees or has been found liable for the amounts in a legal proceeding.

§ 11.8.2.3 If applicable, records of Reimbursable Expenses, expenses pertaining to Supplemental and Additional Services, and services performed on the basis of hourly rates shall be available to the Owner at mutually convenient times.

ARTICLE 12 SPECIAL TERMS AND CONDITIONS

Special terms and conditions that modify this Agreement are as follows:
(Include other terms and conditions applicable to this Agreement.)

§ 12.1 Owner will take into consideration all attorneys' services recommended by Construction Manager to enforce terms and conditions of the contracts, bonds, or performance of Contractors.§ 12.2 Payment and performance bond is not required for the Construction Manager. Contractors will be required to provide bonds in their contracts as directed by Owner or as required by law. Construction Manager will review Contractor bonds for general conformance with Owner's specifications.

§ 12.3 Except as provided in Section 12.16, Construction Manager shall prepare all Change Orders for Owner's review, approval and execution. Construction Manager will provide the Owner with an accounting of these Change Orders updated as required.

§ 12.4 Construction Manager will include contract language in Contractor Contracts to require compliance with the Illinois Prevailing Wage Act and other legal requirements as determined by Owner's legal counsel.

§ 12.5 **Attendance at Meetings:** The fees and cost provided for in this Agreement include compensation for Construction Manager's attendance at five (5) public meetings, as such term is hereafter defined. For purposes of this Paragraph, the term "public meeting" shall mean and refer to an evening meeting of any board or committee of Owner. Attendance by the Construction Manager at any meeting before any board or committee of the Owner held during regular business hours (i.e. between 7:00a.m. and 5:00p.m.) on any regular business day shall not constitute attendance at a public meeting.

§ 12.6 In addition to and not in limitation of the Basic Service described in the printed form of this Agreement Construction Manger's Basic Services shall include services of the Construction Manager, whether occurring before or after Project completion and payment to all Contractors, which are made necessary by Construction Manager's negligence or failure to properly perform its duties and obligations in accordance with the provisions of this Agreement. The Construction Manager shall not be entitled to any additional compensation or expense reimbursement in connection with such services.

§ 12.7 Except as provided herein, Construction Manager shall neither perform any of the Work with its own forces, or provide any of the materials or equipment for the Project. Construction Manager may with the Owner's prior permission given in the specific instance, self-perform (a) portions of the Work if and as necessary to protect the interests of the Owner in the event of a bona fide emergency, (b) Work of a temporary nature that facilitates the construction process if necessary, (c) portions of the Work Construction Manager submits a bid for and is awarded the Work by Owner as the lowest responsible bidder; or (d) as otherwise directed by Owner. If Construction Manager performs any Work with its own forces in accordance with this Section, Construction Manager shall comply with the requirements of the Contract Documents and applicable laws, including without limitation those pertaining to maintenance of required insurance coverage, payment of prevailing rates of wages, provision of performance and labor and material payment bonds, maintenance of a Sexual Harassment Policy and maintenance of a Drug Free Workplace and a Substance Abuse Prevention Program. When self-performing or having an affiliated company perform any portion of the Work, as well as when acting as the Construction Manager,

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the Construction Manager shall at all times act in the interests of the Owner. The foregoing sentence is not intended to create a fiduciary relationship between Construction Manager and Owner.

§ 12.8 As part of the Construction Manager's Basic Services, for a period of one year after the Date of Substantial Completion, the Construction Manager shall assist the Owner, if and as requested by the Owner to:

(a). Coordinate and expedite the resolution of construction-related problems related to the services of the Construction Manager or the Work of the Construction Manager or an affiliated company, under the Construction Documents.

(b). Coordinate and expedite the repair/replacement of items covered under guaranties/warranties.

§ 12.9 As part of its Basic Services, the Construction Manager shall review Contractors' payment applications and shall collect and review lien waivers and Contractor's affidavits relating to the Project. The Construction Manager shall promptly report any known deficiencies in such documentation to the Contractor involved and to the Owner and the Architect. Notwithstanding the foregoing, the Construction Manager's review of the lien waivers shall be for form only and the Construction Manager will have no responsibility to make any independent investigation as to the authenticity of any signatures on the payment applications and lien waivers or as to the application of any funds by the Contractor. The Construction Manager will not be responsible for Contractor fraud and is not providing a guarantee of the waivers or title to the Owner.

§ 12.10 Upon Final Completion of the Work, the Construction Manager shall request and endeavor to collect from each Contractor and deliver to the Owner, for the Owner's records and review, one set of Construction Documents consisting of reproducible drawings in field record form (reflecting changes made to the Construction Documents by that Contractor as the Work progressed) and one electronic copy and other documents indicating all significant changes, revisions and substitutions in the Work made during the Construction Phase. If a specification allows a Contractor to elect one of several brands, makes or types of material or equipment, the annotations shall show which of the allowable items the Contractor furnished.

§ 12.11 Any provision of this Agreement to the contrary notwithstanding, the Owner shall not be obligated to make any payment (whether a Progress Payment or Final Payment) to the Construction Manager hereunder if any one or more of the following conditions exist.

(a) The Construction Manager is in material default of any of its obligations under this Agreement, including but not limited to persistently or repeatedly refusing or failing (except in cases for which extension of time is provided), to perform the services in accordance with this Agreement, and, after written notification from Owner of said default, fails to remedy such default within the time period provided for termination of the Construction Manager under Article 9 of this Agreement provided, however, that the Owner shall only withhold from such payment an amount which the Owner in good faith reasonably believes is the amount by which Owner has been or will be damaged by such default if not fully remedied within said time period and provides a detailed accounting of the amount to be withheld; further provided that the failure of the Owner to withhold any sums from the Construction Manager or the failure of the Owner to withhold a sufficient amount to compensate the Owner fully for the damages it sustains by virtue of such default shall not constitute a waiver by the Owner of its right or a limitation on its right to recover such provable sums subsequently from the Construction Manager; or

(b) The Construction Manager has failed to make payments promptly to consultants or other third parties used by it in connection with the services for which the Owner has made payment to the Construction Manager unless Construction Manager has a dispute with any such party and is actively working to resolve same; or

(c) Liens are filed with Owner against Project funds by Construction Manager's consultants providing services with or on behalf of Construction Manager in connection with the Project, and payment will be withheld to the extent of the amount of the lien, as required by Illinois law unless the

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Construction Manager provides a bond in form and substance reasonably acceptable to Owner in the full amount of the lien and applicable law would prevent the release to the Construction Manager of the amount of the lien.

§ 12.12 Applications for Payment for the Construction Manager's Compensation shall be submitted by the Construction Manager monthly on approximately the first day of each month, and shall cover the prior month's services. Applications for payment shall be made in such form as shall be approved by the Owner. The Application for Payment shall be accompanied by (i) evidence satisfactory to the Owner (including paid invoices for which payment has been made, releases, the Construction Manager's affidavits averring to full payment of all labor and materials covered in said application for payment, that all payments, reimbursement of expenses and other indebtedness related to the services provided to the date of the current application will, upon payment of the current application be paid in full or otherwise satisfied; (ii) lien waivers from the Construction Manager covering all services performed through the date of the prior application for payment, in form reasonably acceptable to the Owner; and (iii) such other documents, instruments, and waivers, as the Owner may reasonably request consistent with the types of information required to be provided in this paragraph. Subject to Section 12.1.11, above, payments by the Owner for invoiced amounts shall be due in accordance with the Local Government Prompt Payment Act, after the Owner's receipt of the completed Application for Payment, Construction Manager's Certificate, and all other required deliveries; and with respect to the final payment to the Construction Manager, the Agreement has been fully performed, a final Construction Manager's Application for Payment and related documents have been submitted by the Construction Manager and approved by the Owner, and the Construction Manager has met all of the other conditions to receiving final payment as set forth in this Agreement.

§ 12.13 The final payment shall not become due until the Construction Manager submits to the Owner (i) a waiver affidavit that all payrolls, bills for materials and equipment, and other indebtedness connected with the construction management services, for which the Owner might in any way be responsible, have been paid, will be paid out of such payment or shall otherwise be satisfied; (ii) data establishing payment or satisfaction of all such obligations, such as receipts, releases and waivers of liens arising out of the Agreement, to the extent and in such form as may reasonably be designated by the Owner; and (iii) the Construction Manager shall have delivered to the Owner all deliveries required to be made by Construction Manager under this Agreement.

§ 12.14 Notices required or permitted to be given under a provision of this Agreement, shall be in writing and shall be given by (i) first class U.S. certified or registered mail, return receipt requested, with postage prepaid; or (ii) by depositing the same into the custody of a nationally recognized overnight delivery service such as Federal Express Corporation or United Parcel Service; or (iii) by hand delivery with proof of delivery endorsed thereon; or (iv) by fax or email provided that it is also delivered by express mail or courier (for next business day delivery). All such Notices, sent in compliance with the provisions hereof shall be deemed given and received on (i) if mailed, on the date of delivery as set forth on the return receipt, (ii) the date it is delivered to the other party if sent by overnight delivery or hand delivery or (iii) the date it is delivered to the other party if sent by fax or email, provided it is sent before 5:00 p.m. and is confirmed by express mail or courier (for next business day delivery). From time to time either party may designate another address or addresses for all purposes of this Agreement by a notice given to the other party in accordance with the provisions hereof. For purposes of this Section 12.1.15, the addresses of the Parties shall be to the Designated Representatives set forth in Sections 1.1.9 and 1.1.12 of this Agreement.

§ 12.15 Subject to prior authorization of the Owner, the Owner's Construction Manager shall have the authority to approve and execute, as agent on behalf of Owner, a change in the Work provided that the cost of such change, does not result in an increase or decrease in the cost of the or the time of completion by a total of thirty (30) days or more per change. All other change order requests require prior approval by the Owner or by the Owner's authorized designee to whom change orders shall be submitted and written determinations made with respect to such change orders in accordance with Section 33E-9 of the Criminal Code of 1961 [720 ILCS 5/33E-9].

§ 12.16 The Construction Manager hereby represents and warrants to the Owner that: (i) Construction Manager is financially solvent, able to pay its debts as they mature and possessed of sufficient working

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capital and credit facility to complete the services required and perform its obligations under this Agreement; (ii) Construction Manager is able to furnish all of the services required hereunder to perform. all obligations hereunder and to perform all of its obligations hereunder and has sufficient experience and competence to do so; (iii) Construction Manager is authorized to do business in Illinois, and is properly licensed by all necessary governmental and public and quasi-public authorities having jurisdiction over it and the services required hereunder and the Project itself; (iv) Construction Manager's execution of this Agreement and the performance thereof are within its duly authorized powers.

§ 12.17 **Conflicts:** If there is any conflict between any of the provisions in this Article 12 of the Agreement and the other Articles of this Agreement or between this Article 12 of the Agreement and any of the Contract Documents, the terms and provisions of this Article 12 shall prevail.

§ 12.18 In the event that the COVID-19 pandemic, other infectious disease outbreaks or pandemics, or other public health emergencies, any government orders or directives, failure of any governmental or other regulatory authority to act in a timely manner, or any other cause beyond the Owner's control change Owner's schedule for the Project delays completion of the Project, the time for completion of Construction Manager' s work shall be extended by the period of resulting delay and Owner and Construction Manager will mutually agree to an equitable adjustment of Construction Manager's fee and associated costs if and as appropriate given the stage of the Project. Construction Manager agrees that Owner shall not be responsible for any of Construction Manager's damages, nor shall Owner be deemed in default of this Agreement due to such delays.

§ 12.19 The Contractor's Certification Form attached hereto as Exhibit D and incorporated herein, shall be executed by Construction Manager and it is agreed among the parties that the assurances contained in the Contractor's Certification are each a material representation of fact upon which reliance is placed by the Owner in entering into this Agreement with the Construction Manager.

ARTICLE 13 SCOPE OF THE AGREEMENT

§ 13.1 This Agreement represents the entire and integrated agreement between the Owner and the Construction Manager and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the Owner and Construction Manager.

§ 13.2 This Agreement is comprised of the following documents identified below:

.1 AIA Document C132™–2019, Standard Form Agreement Between Owner and Construction Manager as Adviser

.2

.3 Exhibits:

(Check the appropriate box for any exhibits incorporated into this Agreement.)

[« »] AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition, dated as indicated below:

(Insert the date of the E235-2019 incorporated into this agreement.)

« »

[X] Other Exhibits incorporated into this Agreement:

(Clearly identify any other exhibits incorporated into this Agreement, including any exhibits identified in Section 4.1.2.)

Exhibit A Construction Manager's. Sample Certificate of Liability Insurance
Exhibit B Construction Manager's Proposal dated July 12, 2022
Exhibit C Construction Manager's Personnel Billing Rates @ June 1, 2022
Exhibit D Contractor's Certification

.4 Other documents:

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(List other documents, if any, forming part of the Agreement.)

« »

This Agreement is entered into as of the day and year first written above.

OWNER *(Signature)*	CONSTRUCTION MANAGER *(Signature)*
« Nick Cuzzone, Village President»« »	Daniel L. Polfuss, President
(Printed name and title)	*(Printed name and title)*

DRAFT

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DRAFT

AIA® Document C132™ – 2019

Standard Form of Agreement Between Owner and Construction Manager as Adviser

AGREEMENT made as of the « » day of « » in the year « »
(In words, indicate day, month and year.)

BETWEEN the Owner:
(Name, legal status, address, and other information)

«Village of Villa Park »« »
«20 S. Ardmore Avenue »
«Villa Park, IL 60181 »
« »

and the Construction Manager:
(Name, legal status, address, and other information)

«W.B. Olson, Inc. »« »
«3235 Arnold Lane »
«Northbrook, IL 60062 »
« »

for the following Project:
(Name, location, and detailed description)

Village of Villa Park
Lions Recreation Center
Lions Park
Villa Park, IL 60181
Construction of a new recreation center for the Village of Villa Park

The Architect:
(Name, legal status, address, and other information)

«Williams Architects »« »
«500 Park Boulevard, Suite 800 »
«Itasca, IL 60143 »
« »

The Owner and Construction Manager agree as follows.

ADDITIONS AND DELETIONS: The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

This document is intended to be used in conjunction with AIA Documents A132™–2019, Standard Form of Agreement Between Owner and Contractor, Construction Manager as Adviser Edition; A232™–2019, General Conditions of the Contract for Construction, Construction Manager as Adviser Edition; and B132™–2019, Standard Form of Agreement Between Owner and Architect, Construction Manager as Adviser Edition. AIA Document A232™–2019 is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

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TABLE OF ARTICLES

1 INITIAL INFORMATION

2 CONSTRUCTION MANAGER'S RESPONSIBILITIES

3 SCOPE OF CONSTRUCTION MANAGER'S BASIC SERVICES

4 SUPPLEMENTAL AND ADDITIONAL SERVICES

5 OWNER'S RESPONSIBILITIES

6 COST OF THE WORK

7 COPYRIGHTS AND LICENSES

8 CLAIMS AND DISPUTES

9 TERMINATION OR SUSPENSION

10 MISCELLANEOUS PROVISIONS

11 COMPENSATION

12 SPECIAL TERMS AND CONDITIONS

13 SCOPE OF THE AGREEMENT

ARTICLE 1 INITIAL INFORMATION

§ 1.1 This Agreement is based on the Initial Information set forth in this Section 1.1.
(For each item in this section, insert the information or a statement such as "not applicable" or "unknown at time of execution.")

§ 1.1.1 The Owner's program for the Project:
(Insert the Owner's program, identify documentation that establishes the Owner's program, or state the manner in which the program will be developed.)

« To be developed as services and Project commence»

§ 1.1.2 The Project's physical characteristics:
(Identify or describe pertinent information about the Project's physical characteristics, such as size; location; dimensions; geotechnical reports; site boundaries; topographic surveys; traffic and utility studies; availability of public and private utilities and services; legal description of the site, etc.)

« To be developed as services and Project commence»

§ 1.1.3 The Owner's budget for the Cost of the Work, as defined in Section 6.1:
(Provide total and, if known, a line item breakdown.)

Hard Site and Building Construction Budget of approximately $16,000,000

§ 1.1.4 The Owner's anticipated design and construction milestone dates:

.1 Design phase milestone dates, if any:

TBD

.2 Construction commencement date:

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« »

.3 Substantial Completion date or dates:

TBD

.4 Other milestone dates:

TBD

Construction phase is estimated to be 12 months

§ 1.1.5 The Owner intends the following procurement method for the Project:
(Identify method such as competitive bid or negotiated contract.)

Individual trade packages to be competitively bid in accordance with public bidding statutes.

§ 1.1.6 The Owner's requirements for accelerated or fast-track design and construction, multiple bid packages, or phased construction are set forth below:
(Identify any requirements for fast-track scheduling or phased construction and, if applicable, list number and type of bid/procurement packages.)

Unknown at the time of this Agreement. To be determined as mutually agreed upon by Owner, Architect and Construction Manager.

§ 1.1.7 The Owner's anticipated Sustainable Objective for the Project:
(Identify and describe the Owner's Sustainable Objective for the Project, if any.)

Unknown at the time of execution.

§ 1.1.7.1 If the Owner identifies a Sustainable Objective, the Owner and Construction Manager shall complete and incorporate AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition, into this Agreement to define the terms, conditions and services related to the Owner's Sustainable Objective. If E235–2019 is incorporated into this Agreement, the Owner and Construction Manager shall incorporate the completed E235–2019 into the agreements with the consultants and contractors performing services or Work in any way associated with the Sustainable Objective.

§ 1.1.8 Other Project information:
(Identify special characteristics or needs of the Project not provided elsewhere.)

Not applicable

§ 1.1.9 The Owner identifies the following representative in accordance with Section 5.5:
(List name, address, and other contact information.)

Matthew Harline
Village Manager
Village of Villa Park
20 S. Ardmore Avenue
Villa Park, IL 60181Greg Gola
gregg@villapark.com
Village of Villa Park
338 Iowa Ave.
Villa Park, IL 60181

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Tel: 630.834.8970

§ 1.1.10 The persons or entities, in addition to the Owner's representative, who are required to review the Construction Manager's submittals to the Owner are as follows:
(List name, address, and other contact information.)

Andrew Caputo
acaputo@Williams.architects.com
Williams Architects
500 Park Boulevard, Ste. 800
Itasca, IL 60143
Tel: 630.221.1220

§ 1.1.11 The Owner shall retain the following consultants and Contractors:
(List name, legal status, address, and other contact information.)

.1 Land Surveyor:

« Unknown at the time of this Agreement. To be determined by the Owner, with Architect's assistance.»« »
« »
« »
« »
« »

.2 Geotechnical Engineer:

« Unknown at the time of this Agreement. To be determined by the Owner, with Architect's assistance.»« »
« »
« »
« »
« »

.3

.4 Contractors, as defined in Section 1.4:

« » Unknown at the time of this Agreement. To be determined by the Owner, with Construction Manager's and Architect's assistance

.5 Separate Contractors, as defined in Section 1.4:

« Unknown at the time of this Agreement. To be determined by the Owner, with Construction Manager's and Architect's assistance.»

.6 Other, if any:
(List any other consultants retained by the Owner.)

« »

§ 1.1.12 The Construction Manager identifies the following representative in accordance with Section 2.5:
(List name, address, and other contact information.)

Daniel Polfuss
dpolfuss@wbo.com
W.B. Olson, Inc.

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3235 Arnold Lane
Northbrook, IL 60062
Tel: 847.498.3800

§ 1.1.13 The Construction Manager's staffing plan as required under Section 3.3.3 shall include:
(List any specific requirements and personnel to be included in the staffing plan, if known.)

David Ridderhoff – Preconstruction and Bidding
Chris Powell – Project Management
Bill Cody – Operations Manager
Larry Christiansen – Field Superintendent

§ 1.1.14 The Construction Manager's consultants retained under Basic Services, if any:
(List name, legal status, address, and other contact information of any consultants.)

Unknown at the time of this Agreement. If required, Construction Manager's consultants will be reviewed by the Village Board prior to engagement of services. Construction Manager will not engage with any consultant with whom the Village has a reasonable objection.

§ 1.1.15 The Construction Manager's consultants retained under Supplemental Services:

Unknown at the time of this Agreement. If required, Construction Manager's consultants will be reviewed by the Village Board prior to engagement of services. Construction Manager will not engage with any consultant with whom the Village has a reasonable objection.

§ 1.1.16 Other Initial Information on which this Agreement is based:

Village of Villa Park Request for Qualifications dated June 6, 2022
Construction Manager's Proposal dated July 12, 2022 (Exhibit B)

§ 1.2 The Owner and Construction Manager may rely on the Initial Information. Both parties, however, recognize that the Initial Information may materially change and, in that event, the Owner and the Construction Manager shall appropriately adjust the Construction Manager's services, schedule for the Construction Manager's services, and the Construction Manager's compensation. The Owner shall adjust the Owner's budget for the Cost of the Work and the Owner's anticipated design and construction milestones, as necessary, to accommodate material changes in the Initial Information.

§ 1.3 The parties shall agree upon protocols governing the transmission and use of Instruments of Service or any other information or documentation in digital form. The parties will use AIA Document E203™–2013, Building Information Modeling and Digital Data Exhibit, or an approved substitute, to establish the protocols for the development, use, transmission, and exchange of digital data.

§ 1.3.1 Any use of, or reliance on, all or a portion of a building information model without agreement to protocols governing the use of, and reliance on, the information contained in the model and without having those protocols set forth in AIA Document E203™–2013, Building Information Modeling and Digital Data Exhibit, or an approved substitute, and the requisite AIA Document G202™–2013, Project Building Information Modeling Protocol Form, or an approved substitute, shall be at the using or relying party's sole risk and without liability to the other party and its contractors or consultants, the authors of, or contributors to, the building information model, and each of their agents and employees.

§ 1.4 The term "Contractors" refers to persons or entities who perform Work under contracts with the Owner that are administered by the Construction Manager and Architect. The term "Contractors" is used to refer to such persons or entities, whether singular or plural. The term does not include the Owner's own forces, or Separate Contractors, which are persons or entities who perform construction under separate contracts with the Owner not administered by the Construction Manager and Architect.

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ARTICLE 2 CONSTRUCTION MANAGER'S RESPONSIBILITIES

§ 2.1 The Construction Manager shall provide the services as set forth in this Agreement.

§ 2.2 The Construction Manager shall perform its services consistent with the skill and care ordinarily provided by construction managers practicing in the same or similar locality under the same or similar circumstances. The Construction Manager shall perform its services as expeditiously as is consistent with such skill and care and the orderly progress of the Project.

§ 2.3 The Construction Manager shall provide its services in conjunction with the services of an Architect as described in AIA Document B132™–2019, Standard Form of Agreement Between Owner and Architect, Construction Manager as Adviser Edition. The Construction Manager shall not be responsible for actions taken by the Architect.

§ 2.4 The Construction Manager shall coordinate its services with those services provided by the Owner, the Architect, the Contractors, and the Owner's other consultants and Separate Contractors. The Construction Manager shall be entitled to rely on, and shall not be responsible for, the accuracy and completeness of services and information furnished by the Owner, the Architect, and the Owner's other consultants and Separate Contractors. The Construction Manager shall provide prompt written notice to the Owner if the Construction Manager becomes aware of any error, omission, or inconsistency in such services or information.

§ 2.5 The Construction Manager shall identify a representative authorized to act on behalf of the Construction Manager with respect to the Project.

§ 2.6 The Construction Manager, as soon as practicable after execution of the Agreement, shall notify the Owner in writing of the names and qualifications of its proposed key staff members. Within 14 days of receipt of the names and qualifications of the Construction Manager's proposed key staff members, the Owner may reply to the Construction Manager in writing, stating (1) whether the Owner has reasonable objection to a proposed key staff member or (2) that the Owner requires additional time to review. Failure of the Owner to reply within the 14-day period shall constitute notice of no reasonable objection. The Construction Manager shall not staff any employees on the Project to whom the Owner has made reasonable and timely objection. The Construction Manager shall not change its key staff members without the Owner's consent, which shall not be unreasonably withheld or delayed.

§ 2.7 Except with the Owner's knowledge and consent, the Construction Manager shall not engage in any activity, or accept any employment, interest or contribution that would reasonably appear to compromise the Construction Manager's judgment with respect to this Project.

§ 2.8 The Construction Manager shall maintain the insurance listed in Exhibit A attached and incorporated as part of this Agreement until termination of this Agreement.

§ 2.8.6 Additional Insured Obligations. To the fullest extent permitted by law, the Construction Manager shall cause the primary and excess or umbrella polices for Commercial General Liability and Automobile Liability to include the Owner, its commissioners, officers, employees, and agents, and the Architect and its consultants as additional insured for claims caused in whole or in part by the Construction Manager's negligent acts or omissions. The additional insured coverage shall be primary and non-contributory to any of the Owner's insurance policies and shall apply to both ongoing and completed operations.

§ 2.8.7 The Construction Manager shall provide certificates of insurance to the Owner that evidence compliance with the requirements in this Section 2.8.

§ 2.9 The Construction Manager shall assist the Owner, Architect, and other Project participants in establishing building information modeling and digital data protocols for the Project using AIA Document E203™–2013, or an approved substitute, Building Information Modeling and Digital Data Exhibit, to establish the protocols for the development, use, transmission, and exchange of digital data.

§ 2.10 A centralized electronic document management system will be used on the Project, and in accordance with Construction Manager shall be designated the Responsible Project Participant in section 3.5 of E203-2013, or an approved substitute, responsible for managing and maintaining the centralized electronic document management

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system. The centralized electronic document management system shall include all items listed in Article 3 of E203, and the following:
(*List any items to be included that are not listed in Article 3 of E203-2013.)*

« »

§ 2.11 The Construction Manager shall retain all Project related documents and information it receives, and the Owner and Architect shall have access to the documents and information. The Construction Manager shall transmit the documents and information to the Owner at final completion.

§ 2.12 The Construction Manager will comply with all laws, codes, ordinances and regulations which are in effect for the duration of the Project.

ARTICLE 3 SCOPE OF CONSTRUCTION MANAGER'S BASIC SERVICES

§ 3.1 Definition

The Construction Manager's Basic Services consist of those described in Construction Manager's Proposal dated July 12, 2022, attached to and incorporated as part of this Agreement as Exhibit B ("Construction Manager's Proposal") and this Article 3, and include usual and customary Preconstruction and Construction Phase Services. Services not set forth in this Article 3 are Supplemental or Additional Services. The Owner, Construction Manager, and Contractors may agree, in consultation with the Architect, for the Construction Phase to commence prior to completion of the Preconstruction Phase, in which case, both phases will proceed concurrently.

§ 3.2 Preconstruction Phase

§ 3.2.1 The Construction Manager shall review the program furnished by the Owner and any evaluation of the Owner's program provided by the Architect, to ascertain the requirements of the Project and shall arrive at a mutual understanding of such requirements with the Owner and Architect.

§ 3.2.2 The Construction Manager shall provide a preliminary evaluation of the Owner's program, schedule and construction budget requirements, each in terms of the other.

§ 3.2.3 The Construction Manager shall prepare, and deliver to the Owner, for the Owner's approval, a written Construction Management Plan that includes, at a minimum, the following: (1) preliminary evaluations required in Section 3.2.2, (2) a Project schedule, (3) cost estimates, (4) recommendations for Project delivery method, and (5) Contractors' scopes of Work. The Construction Manager shall periodically update the Construction Management Plan, for the Owner's approval, over the course of the Project.

§ 3.2.4 The Construction Manager shall prepare and periodically update the Project schedule included in the Construction Management Plan for the Architect's review and the Owner's acceptance. The Construction Manager shall obtain the Architect's approval for the portion of the Project schedule relating to the performance of the Architect's services. The Project schedule shall coordinate and integrate the Construction Manager's services, the Architect's services, other Owner consultants' services, and the Owner's responsibilities and highlight items that affect the Project's timely completion.

§ 3.2.5 The Construction Manager shall update the Project schedule to include the components of the Work, including phasing of construction, times of commencement and completion required of each Contractor, ordering and delivery of products, including those that must be ordered in advance of construction, obtaining the required reviews and approvals of authorities having jurisdiction over the Project, and the occupancy requirements of the Owner.

§ 3.2.6 Based on the preliminary design and information prepared or provided by the Architect and other Owner consultants, the Construction Manager shall prepare, for the Architect's review and Owner's approval, preliminary estimates of the Cost of the Work or the cost of program requirements using area, volume or similar conceptual estimating techniques, including the establishment of sufficient contingency to reasonably anticipate the development of the Project's design documents.

§ 3.2.7 The Construction Manager shall review design documents during their development and advise the Owner and Architect on proposed site use and improvements, selection of materials, building systems, and equipment. The Construction Manager shall also provide recommendations to the Owner and Architect, consistent with the Project

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requirements, on constructability; availability of materials and labor; sequencing for phased construction; time requirements for procurement, installation and construction; and factors related to construction cost including, but not limited to, costs of alternative designs or materials, preliminary budgets, life-cycle data, and possible cost reductions.

§ 3.2.8 The Construction Manager shall review recommendations for systems, materials, or equipment for the impact upon cost, schedule, sequencing, constructability, and coordination among the Contractors. The Construction Manager shall discuss its findings with the Owner and the Architect, and coordinate resolution, as necessary, of any such impacts.

§ 3.2.9 As the Architect progresses with the preparation of the Schematic Design, Design Development and Construction Documents, the Construction Manager shall prepare and update, at appropriate intervals agreed to by the Owner, Construction Manager and Architect, an estimate of the Cost of the Work with increasing detail and refinement. The Construction Manager shall include in the estimate those costs to allow for further development of the design, bidding or negotiating, price escalation, and market conditions. The estimate shall be provided for the Architect's review and the Owner's approval. The Construction Manager shall inform the Owner and Architect in the event that the estimate of Cost of the Work exceeds the latest approved Project budget, and make recommendations for corrective action.

§ 3.2.10 As the Architect progresses with the preparation of the Schematic Design, Design Development and Construction Documents, the Construction Manager shall consult with the Owner and Architect and make recommendations whenever the Construction Manager determines that the design, or details, adversely affect cost, scope, schedule, constructability, or quality of the Project.

§ 3.2.11 The Construction Manager shall provide recommendations and information to the Owner and Architect regarding the assignment of responsibilities for temporary Project facilities and equipment, materials and services for common use of the Contractors. The Construction Manager shall verify that such requirements and assignment of responsibilities are included in the proposed Contract Documents.

§ 3.2.12 The Construction Manager shall provide recommendations and information to the Owner regarding the allocation of responsibilities for safety programs among the Contractors.

§ 3.2.13 The Construction Manager shall provide recommendations to the Owner on the division of the Project into individual contracts for the construction of various categories of Work, including the method to be used for selecting Contractors and awarding Contracts for Construction. The Construction Manager shall review the Drawings and Specifications and make recommendations as required to provide that (1) the Work of the Contractors is coordinated, (2) all requirements for the Project are assigned to the appropriate Contract, (3) the likelihood of jurisdictional disputes is minimized, and (4) proper coordination is provided for phased construction.

§ 3.2.14 The Construction Manager shall advise the Owner and the Architect of any current or industry anticipated shortages of the materials proposed to be used, and make recommendations about, and coordinate the ordering and delivery of, materials in support of the schedule, including those that must be ordered in advance of construction.

§ 3.2.15 The Construction Manager shall assist the Owner in selecting, retaining, and coordinating the professional services of surveyors, geotechnical engineers, special consultants, and construction materials testing required for the Project.

§ 3.2.16 The Construction Manager shall provide an analysis of the types and quantities of labor required for the Project and review the availability of appropriate categories of labor required for critical phases. The Construction Manager shall make recommendations for actions designed to minimize adverse effects of labor shortages.

§ 3.2.17 The Construction Manager shall assist the Owner in obtaining information regarding applicable requirements for equal employment opportunity programs, and other programs as may be required by governmental and quasi-governmental authorities for inclusion in the Contract Documents.

§ 3.2.18 Following the Owner's approval of the Drawings and Specifications, the Construction Manager shall update and submit the latest estimate of the Cost of the Work and the Project schedule for the Architect's review and the Owner's approval.

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§ 3.2.19 The Construction Manager, in consultation with the Owner, shall develop bidders' interest in the Project and establish bidding schedules. The Construction Manager shall assist the Owner and the Architect with the development of the Bidding Documents, which consist of bidding requirements and proposed Contract Documents. The Construction Manager, with the assistance of the Architect, shall issue Bidding Documents to bidders and conduct pre-bid conferences with prospective bidders. The Construction Manager shall issue the current Project schedule with each set of Bidding Documents. The Construction Manager shall assist the Architect with regard to questions from bidders and with the issuance of addenda.

§ 3.2.20 The Construction Manager shall submit a list of prospective bidders for the Architect's review and the Owner's approval. The submission of this list is intended to supplement, and not to act as a substitute for public competitive bidding as required by law.

§ 3.2.21 The Construction Manager, with the assistance of the Architect, shall review bids, and prepare bid analyses, and make recommendations to the Owner for the Owner's award of Contracts for Construction or rejection of bids. All Trade Contracts shall be executed by the Owner.

§ 3.2.22 The Construction Manager, with the assistance of the Architect, shall assist the Owner in preparing Contracts for Construction. The Construction Manager shall advise the Owner on the acceptability of Subcontractors and material suppliers proposed by Contractors.

§ 3.2.22.1 The Construction Manager shall insure that all Construction Contracts conform to the form Construction Contract approved by the Owner and will require that each Trade Contractor execute the Contractor Certifications, in substantially the form attached hereto as Exhibit D.

§ 3.2.22.2 Unless waived in writing by the Owner, all bids for trade contracts (subcontracts) shall be advertised, received and opened in public in compliance with 65 ILCS 5/8-9-1. The Owner may designate specific contractors to whom bid documents shall be transmitted.

.1 Forms of the Invitation to Bid, Instructions to Bidders, Bid Form, General Conditions, Supplementary Conditions and Special Provisions, if any, shall be approved by the Owner.

.2 Unless this requirement is waived in writing by the Owner, the Construction Manager shall not perform any work other than Construction Management, with its own forces, unless (1) the work has been first advertised and competitive bids received and opened in compliance with 65 ILCS 5/8-9-1 and (2) the Construction Manager is the lowest responsible bidder.

§ 3.2.23 The Construction Manager shall assist the Owner in obtaining building permits and special permits for permanent improvements, except for permits required to be obtained directly by the Contractors. The Construction Manager shall verify that the Owner has paid applicable fees and assessments. The Construction Manager shall assist the Owner and Architect in connection with the Owner's responsibility for filing documents required for the approvals of governmental authorities having jurisdiction over the Project.

§ 3.2.24 The Construction Manager shall meet with the Owner and its project team on a periodic basis throughout the Pre-Construction Phase. The Construction manager shall provide a milestone schedule, a preliminary project budget, value engineering options, construction phasing and sequencing, including identification of long lead time items. Prior to completion of the design development phase, the Construction Manager shall provide a detailed estimate of to update the project budget. As the project scope is defined, the Construction Manager will develop a preliminary construction schedule. The Construction Manager shall work with the Architect and the Village Engineer to identify design systems and construction constraints. The Construction Manager shall assist in the development of the Project Manual. The Construction Manager will prepare a bid supplement that will include the specific scope of work for each Trade Contractor and other required bid forms and information. The Construction Manager shall review the project milestones with the overall schedule and provide review of the construction drawings.

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§ 3.2.25 The Construction Manager shall:

.1 encourage local and area wide trade contractors to participate in and will prequalify trade contractors for bidding;

.2 distribute bid documents and solicit bids;

.3 hold pre bid conferences, answer questions and issue addenda, as necessary;

.4 provide an updated budget after the project is bid;

.5 attend the bid opening, tabulate the bid results, review and qualify the bids of the apparent low qualified bidders and provide a recommendation to the Owner's board of trustees for award of Trade Contracts;

.6 upon approval by the Owner's board of trustees of the lowest responsible responsive bidders, prepare and provide Trade Contracts to each trade contractor approved;

.7 upon completion of reviewing the bids, update the construction schedule with any new information to establish the detailed construction schedule.

§ 3.2.26 If the Owner identified a Sustainable Objective in Article 1, the Construction Manager shall fulfill its Preconstruction Phase responsibilities as required in AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition.

§ 3.3 Construction Phase

§ 3.3.1 The Construction Manager shall provide on-site administration of the Contracts for Construction in cooperation with the Architect as set forth below and in AIA Document A232™–2019, General Conditions of the Contract for Construction, Construction Manager as Adviser Edition. If the Owner and Contractor modify AIA Document A232–2019, those modifications shall not affect the Construction Manager's services under this Agreement unless the Owner and the Construction Manager amend this Agreement.

§ 3.3.2 Subject to Section 4.2 and except as provided in Section 3.3.30, the Construction Manager's responsibility to provide Construction Phase Services commences with the award of the initial Contract for Construction and terminates thirty (30) days after final payment to all contractors is due.

§ 3.3.3 The Construction Manager shall provide a staffing plan to include one or more representatives who shall be in attendance at the Project site whenever the Work is being performed.

§ 3.3.4 The Construction Manager shall provide administrative, management and related services to coordinate scheduled activities and responsibilities of the Contractors with each other and with those of the Construction Manager, the Owner and the Architect. The Construction Manager shall coordinate the activities of the Contractors in accordance with the latest approved Project schedule and the Contract Documents.

§ 3.3.5 The Construction Manager shall review and analyze the construction schedules provided by the Contractors to update the Project schedule, incorporating the activities of the Owner, Architect, and Contractors on the Project, including activity sequences and durations, allocation of labor and materials, processing of Shop Drawings, Product Data and Samples, and delivery and procurement of products, including those that must be ordered in advance of construction. The Project schedule shall include the Owner's occupancy requirements showing portions of the Project having occupancy priority. The Construction Manager shall update and reissue the Project schedule as required to show current conditions. If an update indicates that the previously approved Project schedule may not be met, the Construction Manager shall recommend corrective action to the Owner and Architect.

§ 3.3.6 The Construction Manager shall schedule and conduct meetings on a schedule mutually acceptable to the Owner, Architect and Construction Manager to discuss matters such as procedures, progress, coordination, and scheduling of the Work, and to develop solutions to issues identified. The Construction Manager shall prepare and promptly distribute minutes to the Owner and Architect, and Contractors, as applicable. During the Construction Phase, meetings shall be held not less than weekly, unless mutually agreed upon the Owner, Architect and Construction Manager.

§ 3.3.7 In accordance with the Contract Documents and the latest approved Project schedule, and utilizing information from the Contractors, the Construction Manager shall review, analyze, schedule and coordinate the overall sequence of construction and assignment of space in areas where the Contractors are performing Work.

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§ 3.3.8 The Construction Manager shall coordinate all tests and inspections required by the Contract Documents or governmental authorities, observe the on-site testing and inspections, and arrange for the delivery of test and inspection reports to the Owner and Architect.

§ 3.3.9 The Construction Manager shall endeavor to obtain satisfactory performance from each of the Contractors. The Construction Manager shall recommend courses of action to the Owner when requirements of a Contract are not being fulfilled.

§ 3.3.10 The Construction Manager shall monitor and evaluate actual costs for activities in progress and estimates for uncompleted tasks and advise the Owner and Architect as to variances between actual costs and budgeted or estimated costs. If a Contractor is required to submit a Control Estimate, the Construction Manager shall meet with the Owner and Contractor to review the Control Estimate. The Construction Manager shall promptly notify the Contractor if there are any inconsistencies or inaccuracies in the information presented. The Construction Manager shall also report the Contractor's cost control information to the Owner.

§ 3.3.11 The Construction Manager shall develop cash flow reports and forecasts for the Project and include them in the Construction Manager's progress reports.

§ 3.3.12 The Construction Manager shall maintain accounting records on authorized Work performed under unit costs, additional Work performed on the basis of actual costs of labor and materials, and other Work requiring accounting records.

§ 3.3.12.1 The Construction Manager shall develop and implement procedures for the review and processing of Applications for Payment by Contractors for progress and final payments.

§ 3.3.12.2 Not more frequently than monthly, the Construction Manager shall review and certify the amounts due the respective Contractors as follows:

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.2 Where one or more Contractors responsible for performing different portions of the Project, the Construction Manager shall, within seven days after the Construction Manager receives each Contractor's Application for Payment: (1) review the Applications and certify the amount the Construction Manager determines is due each Contractor; (2) prepare a Summary of Contractors' Applications for Payment by summarizing information from each Contractor's Application for Payment; (3) prepare a Project Application and Certificate for Payment; (4) certify the total amount the Construction Manager determines is due all Contractors collectively; and (5) forward the Summary of Contractors' Applications for Payment and Project Application and Certificate for Payment to the Architect.

§ 3.3.12.3 The Construction Manager's certification for payment shall constitute a representation to the Owner, based on the Construction Manager's evaluations of the Work and on the data comprising the Contractors' Applications for Payment, that, to the best of the Construction Manager's knowledge, information and belief, the Work has progressed to the point indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractors are entitled to payment in the amount certified. The foregoing representations are subject to (1) an evaluation of the Work for conformance with the Contract Documents upon Substantial Completion; (2) results of subsequent tests and inspections; (3) correction of minor deviations from the Contract Documents prior to completion; and (4) specific qualifications expressed by the Construction Manager. The issuance of a Certificate for Payment shall further constitute a recommendation to the Architect and Owner that the Contractor be paid the amount certified, subject to the Contractor's submission with its application of all documents required by its Contract with the Owner.

§ 3.3.12.4 The certification of an Application for Payment or a Project Application for Payment by the Construction Manager shall not be a representation that the Construction Manager has (1) made exhaustive or continuous on-site inspections to check the quality or quantity of the Work; (2) reviewed construction means, methods, techniques, procedures, or sequences for a Contractor's own Work; (3) reviewed copies of requisitions received from Subcontractors and suppliers and other data requested by the Owner to substantiate each Contractor's right to payment; or (4) ascertained how or for what purpose that Contractor has used money previously paid on account of the Contract Sum.

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Construction Manager may withhold a Certificate for Payment in whole or in part, to extent reasonably necessary to protect the Owner, in accordance with Article 9 of the General Conditions, AIA A232-2019, as amended, and shall provide notice to the Contractors and Owner of the same in accordance with Section 9.4 of the General Conditions, AIA A232-2019, as amended. In the event Architect or Construction Manager withholds certification for the amounts requested, or any portion thereof, Construction Manager shall promptly forward notice of withholding certification to the Contractors, provided such notice shall not be provided less than 14 days after the Construction Manager's receipt of the Contractor's Application for Payment.

§ 3.3.13 The Construction Manager shall obtain and review the safety programs developed by each Contractor solely and exclusively for purposes of coordinating the safety programs with those of the other Contractors and for making recommendations for any additional safety measures to be considered in the Work of the Contractors. The Construction Manager's responsibilities for coordination of safety programs shall not extend to direct control over or charge of the acts or omissions of the Contractors, Subcontractors, agents or employees of the Contractors or Subcontractors, or any other persons performing portions of the Work and not directly employed by the Construction Manager.

§ 3.3.14 The Construction Manager shall determine in general that the Work of each Contractor is being performed in accordance with the requirements of the Contract Documents and notify the Owner, Contractor and Architect of defects and deficiencies in the Work. The Construction Manager shall have the authority to reject Work that does not conform to the Contract Documents and shall notify the Architect about the rejection. The failure of the Construction Manager to reject Work shall not constitute acceptance of the Work. The Construction Manager shall record any rejection of Work in its daily log and include information regarding the rejected Work in its progress reports to the Architect and Owner pursuant to Section 3.3.22.1. Upon written authorization from the Owner, the Construction Manager may require and make arrangements for additional inspection or testing of the Work in accordance with the provisions of the Contract Documents, whether or not the Work is fabricated, installed or completed, and the Construction Manager shall give timely notice to the Architect of when and where the tests and inspections are to be made so that the Architect may be present for such procedures.

§ 3.3.15 The Construction Manager shall advise and consult with the Owner and Architect during the performance of its Construction Phase Services. The Construction Manager shall have authority to act on behalf of the Owner only to the extent provided in this Agreement. The Construction Manager shall not have control over, charge of, or responsibility for the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the Work of each of the Contractors, since these are solely the Contractor's rights and responsibilities under the Contract Documents. The Construction Manager shall not be responsible for a Contractor's failure to perform the Work in accordance with the requirements of the Contract Documents. The Construction Manager shall be responsible for the Construction Manager's negligent acts or omissions, but shall not have control over or charge of, and shall not be responsible for, acts or omissions of the Contractors, Subcontractors, or their agents or employees, or any other persons or entities performing portions of the Work.

§ 3.3.16 The Construction Manager shall transmit to the Architect requests for interpretations, and requests for information of the meaning and intent of the Drawings and Specifications, and provide its written recommendation. The Construction Manager shall assist in the resolution of questions that may arise.

§ 3.3.17 The Construction Manager shall review requests for changes, assist in negotiating Contractors' proposals, submit recommendations to the Architect and Owner, and, if the proposed changes are accepted or required by the Owner, prepare Change Orders or Construction Change Directives that incorporate the Architect's modifications to the Contract Documents.

§ 3.3.18 The Construction Manager shall assist the Initial Decision Maker, as defined in AIA Document A232™–2019, General Conditions of the Contract for Construction, Construction Manager as Adviser Edition, in the review, evaluation and documentation of Claims, subject to Section 44.1.2.8.

§ 3.3.19 Utilizing the submittal schedules provided by each Contractor, the Construction Manager shall prepare, and revise as necessary, a Project submittal schedule incorporating information from the Owner, Owner's consultants, Owner's Separate Contractors and vendors, governmental agencies, and participants in the Project under the

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management of the Construction Manager. The Project submittal schedule and any revisions shall be submitted to the Architect for approval.

§ 3.3.20 The Construction Manager shall promptly review all Shop Drawings, Product Data, Samples, and other submittals from the Contractors for compliance with the submittal requirements of the Contract, coordinate submittals with information contained in related documents, and transmit to the Architect those that the Construction Manager recommends for approval. The Construction Manager's actions shall be taken in accordance with the Project submittal schedule approved by the Architect, or in the absence of an approved Project submittal schedule, with such reasonable promptness as to cause no delay in the Work or in the activities of the Contractors, the Owner, or the Architect.

§ 3.3.20.1 If professional design services or certifications by a design professional related to systems, materials, or equipment are specifically required of the Contractors by the Contract Documents, the Construction Manager shall review those submittals for sequencing, constructability, and coordination impacts on the other Contractors. The Construction Manager shall discuss its findings with the Owner and the Architect, and coordinate resolution, as necessary, of any such impacts.

§ 3.3.21 The Construction Manager shall keep a daily log containing a record of weather, each Contractor's Work on the site, number of workers, identification of equipment, Work accomplished, problems encountered, and other similar relevant data as the Owner may require.

§ 3.3.21.1 The Construction Manager shall collect, review for accuracy, and compile the Contractors' daily logs; and include them in the Construction Manager's reports prepared and submitted in accordance with section 3.3.21.2.

§ 3.3.21.2 The Construction Manager shall record the progress of the Project. On a monthly basis, or otherwise as agreed to by the Owner, the Construction Manager shall submit written progress reports to the Owner and Architect, showing percentages of completion and other information identified below:

.1 Work completed for the period;
.2 Project schedule status;
.3 Submittal schedule and status report, including a summary of remaining and outstanding submittals;
.4 Request for information, Change Order, and Construction Change Directive status reports;
.5 Tests and inspection reports;
.6 Status report of nonconforming and rejected Work;
.7 Daily logs;
.8 Summary of all Contractors' Applications for Payment;
.9 Cumulative total of the Cost of the Work to date including the Construction Manager's compensation and reimbursable expenses at the job site, if any;
.10 Cash-flow and forecast reports;
.11 Photographs to document the progress of the Project;
.12 **S**tatus reports on permits and approvals of authorities having jurisdiction; and
.13 Any other items the Owner may require:

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§ 3.3.22 Utilizing the documents provided by the Contractors, the Construction Manager shall make available, at the Project site, the Contract Documents, including Change Orders, Construction Change Directives, and other Modifications, in good order and marked currently to indicate field changes and selections made during construction, and the approved Shop Drawings, Product Data, Samples, and similar required submittals. These shall be in electronic form or paper copy, available to the Owner, Architect, and Contractors. Upon completion of the Project, the Construction Manager shall deliver them to the Owner.

§ 3.3.23 The Construction Manager shall arrange for the delivery, storage, protection and security of Owner-purchased materials, systems and equipment that are a part of the Project until such items are incorporated into the Work. The Construction Manager shall not agree to payment for materials, systems, and equipment stored off site without first consulting with Owner and assuring proper storage, protection (including adequate insurance in favor of the Owner) and security, and assignment of all right, title, and interest in and to the items to the Owner.

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§ 3.3.24 With the Owner's maintenance personnel, the Construction Manager shall observe the Contractors' final testing and start-up of utilities, operational systems and equipment and observe any commissioning as the Contract Documents may require.

§ 3.3.25 When the Construction Manager considers each Contractor's Work or a designated portion thereof substantially complete, the Construction Manager shall, jointly with that Contractor, prepare for the Architect a list of incomplete or unsatisfactory items and a schedule for their completion. The Construction Manager shall assist the Architect in conducting inspections to determine whether the Work or designated portion thereof is substantially complete.

§ 3.3.26 When the Work of all of the Contractors, or designated portion thereof, is substantially complete, the Construction Manager shall prepare, and the Construction Manager and Architect shall execute, a Certificate of Substantial Completion. The Construction Manager shall submit the executed Certificate to the Owner and Contractors. The Construction Manager shall coordinate the correction and completion of the Work. Following issuance of a Certificate of Substantial Completion of the Work or a designated portion thereof, the Construction Manager shall perform an inspection to confirm the completion of the Work of the Contractors and make recommendations to the Architect when the Work of all of the Contractors is ready for final inspection. The Construction Manager shall assist the Architect in conducting the final inspection.

§ 3.3.27 The Construction Manager shall forward to the Owner, with a copy to the Architect, the following information received from the Contractors: (1) certificates of insurance ; (2) consent of surety or sureties, if any, to reduction in or partial release of retainage or the making of final payment; (3) affidavits, receipts, releases and waivers of liens or bonds indemnifying the Owner against liens; and (4) any other documentation required of the Contractors under the Contract Documents, including warranties and similar submittals.

§ 3.3.28 The Construction Manager shall coordinate receipt, and delivery to the Owner, of other items provided by the Contractors, such as keys, manuals, and record drawings. The Construction Manager shall forward to the Architect a final Project Application for Payment and Project Certificate for Payment, or a final Application for Payment and final Certificate for Payment, upon the Contractors' compliance with the requirements of the Contract Documents.

§ 3.3.29 Duties, responsibilities and limitations of authority of the Construction Manager as set forth in the Contract Documents shall not be restricted, modified or extended without written consent of the Owner, Construction Manager, Architect, and Contractors. Consent shall not be unreasonably withheld.

§ 3.3.30 Upon request of the Owner, and prior to the expiration of one year from the date of Substantial Completion, the Construction Manager shall, without additional compensation, conduct a meeting with the Owner and Architect to review the facility operations and performance and shall assist the Owner in requiring the Trade Contractors to correct any Work not conforming to the Contract Documents or found to be otherwise defective in materials or workmanship, including but not limited to, any follow up required on any warranty items.

ARTICLE 4 ADDITIONAL SERVICES

§ 4.1 Construction Manager's Additional Services

§ 4.1.1 The Construction Manager may provide Additional Services after execution of this Agreement, without invalidating this Agreement. Except for services required due to the fault of the Construction Manager, any Additional Services provided in accordance with this Section 4.1 shall entitle the Construction Manager to compensation pursuant to Section 11.3.

§ 4.1.2 Upon recognizing the need to perform the following Additional Services, the Construction Manager shall notify the Owner with reasonable promptness and explain the facts and circumstances giving rise to the need. The Construction Manager shall not proceed to provide the following Additional Services until the Construction Manager receives the Owner's written authorization:

.1 Services necessitated by a change in the Initial Information, previous instructions or approvals given by the Owner, or a material change in the Project including size, quality, complexity, the Owner's schedule or budget for Cost of the Work, or procurement or delivery method, or bid packages in addition to those listed in Section 1.1.6. Services necessitated by sections 6.4 and 6.6 shall not be considered additional services;

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.2 Services necessitated by the enactment or revision of codes, laws, regulations or official interpretations after the date of this Agreement;

.3 Services necessitated by decisions of the Owner not rendered in a timely manner or any other failure of performance on the part of the Owner or the Owner's other consultants or contractors;

.4 Preparation of documentation for alternate bid or proposal requests proposed by the Owner;

.5 Preparation for, and attendance at, a public presentation, meeting or hearing; beyond (5) five as outlined in Construction Manager's Proposal dated July 12, 2022

.6 Preparation for, and attendance at, a dispute resolution proceeding or legal proceeding, except where the Construction Manager is party thereto;

.7 Consultation concerning replacement of Work resulting from fire or other cause during construction and furnishing services required in connection with the replacement of such Work; or

.8 Assistance to the Initial Decision Maker.

§ 4.1.3 To avoid delay in the Construction Phase, the Construction Manager shall provide the following Additional Services, notify the Owner with reasonable promptness, and explain the facts and circumstances giving rise to the need. If, upon receipt of the Construction Manager's notice, the Owner determines that all or parts of the services are not required, the Owner shall give prompt written notice to the Construction Manager of the Owner's determination. The Owner shall compensate the Construction Manager for the services provided prior to the Construction Manager's receipt of the Owner's notice:

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.2 Services required in an emergency to coordinate the activities of a Contractor or Contractors in the event of risk of personal injury or serious property damage, consistent with Section 3.3.15.

§ 4.1.4 Except for services required under Section 3.3.30, Construction Phase Services provided more than 60 days after (1) the date of Substantial Completion of the Work, or (2) the anticipated date of Substantial Completion identified in the Initial Information, whichever is earlier, shall be compensated as Additional Services to the extent the Construction Manager incurs additional cost in providing those Construction Phase Services.

ARTICLE 5 OWNER'S RESPONSIBILITIES

§ 5.1 Unless otherwise provided for under this Agreement, the Owner shall provide information in a timely manner regarding requirements for and limitations on the Project, including a written program, which shall set forth the Owner's objectives; schedule; constraints and criteria; special equipment; systems; and site requirements.

§ 5.2 The Owner shall establish the Owner's budget for the Project, including (1) the budget for the Cost of the Work as defined in Section 6.1; (2) the Owner's other costs; and (3) reasonable contingencies related to all of these costs. The Owner shall update the Owner's budget for the Project as necessary throughout the duration of the Project until final completion. If the Owner significantly increases or decreases the Owner's budget for the Cost of the Work, the Owner shall notify the Construction Manager and Architect. The Owner and the Architect, in consultation with the Construction Manager, shall thereafter agree to a corresponding change in the Project's scope and quality.

§ 5.3 The Owner acknowledges that accelerated, phased, or fast-track design and construction provides a benefit, but also carries with it the risk of additional costs. If the Owner selects accelerated, phased or fast-track scheduling, the Owner agrees to include in the budget for the Project sufficient contingencies to cover such costs.

§ 5.4 The Owner has retained an Architect to provide services, duties and responsibilities as described in AIA Document B132–2019, Standard Form of Agreement Between Owner and Architect, Construction Manager as Adviser Edition as modified by Owner and Architect. The Owner shall provide the Construction Manager with a copy of the scope of services in the agreement executed between the Owner and Architect, and any further modifications to the Architect's scope of services in the agreement.

§ 5.5 The Owner shall identify a representative authorized to act on the Owner's behalf with respect to the Project. The Owner shall render decisions pertaining to documents the Construction Manager submits in a timely manner in order to avoid unreasonable delay in the orderly and sequential progress of the Construction Manager's services.

§ 5.6 Unless provided by the Construction Manager, the Owner shall furnish surveys to describe physical characteristics, legal limitations and utility locations for the site of the Project, and a written legal description of the

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site. The surveys and legal information shall include, as applicable, grades and lines of streets, alleys, pavements and adjoining property and structures; designated wetlands; adjacent drainage; rights-of-way, restrictions, easements, encroachments, zoning, deed restrictions, boundaries, and contours of the site; locations, dimensions, and other necessary data with respect to existing buildings, other improvements and trees; and information concerning available utility services and lines, both public and private, above and below grade, including inverts and depths. All the information on the survey shall be referenced to a Project benchmark.

§ 5.7 Unless provided by the Construction Manager, the Owner shall furnish services of geotechnical engineers, which may include test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, seismic evaluation, ground corrosion tests and resistivity tests, including necessary operations for anticipating subsoil conditions, with written reports and appropriate recommendations.

§ 5.8 If the Owner identified a Sustainable Objective in Article 1, the Owner shall fulfill its responsibilities as required in AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition, attached to this Agreement.

§ 5.9 The Owner shall coordinate the services of its own consultants with those services provided by the Construction Manager. Upon the Construction Manager's request, the Owner shall furnish copies of the scope of services in the contracts between the Owner and the Owner's consultants. The Owner shall furnish the services of consultants other than those designated as the responsibility of the Construction Manager in this Agreement, or authorize the Construction Manager to furnish them as an Additional Service, when the Construction Manager requests such services and demonstrates that they are reasonably required by the scope of the Project. The Owner shall require that its consultants and contractors maintain insurance, including professional liability insurance, as appropriate to the services or work provided.

§ 5.10 The Owner shall furnish tests, inspections and reports required by law or the Contract Documents, such as structural, mechanical, and chemical tests, tests for air and water pollution, and tests for hazardous materials. The Construction Manager shall advise Owner of any such tests or reports which Construction Manager knows prior to commencement of the work will be required for the project in order to assist Owner to properly plan, schedule and budget for some.

§ 5.11 The Owner shall furnish all legal, insurance and accounting services, including auditing services, that may be reasonably necessary at any time for the Project to meet the Owner's needs and interests.

§ 5.12 The Owner shall provide prompt written notice to the Construction Manager and Architect if the Owner becomes aware of any fault or defect in the Project, including errors, omissions or inconsistencies in the Architect's Instruments of Service or any fault or defect in the Construction Manager's services.

§ 5.13 The Owner reserves the right to perform construction and operations related to the Project with the Owner's own forces, and to award contracts in connection with the Project which are not part of the Construction Manager's responsibilities under this Agreement. The Construction Manager shall notify the Owner if any such independent action will interfere with the Construction Manager's ability to perform the Construction Manager's responsibilities under this Agreement. When performing construction or operations related to the Project, the Owner agrees to be subject to the same obligations and to have the same rights as the Contractors.

§ 5.14 The Owner shall communicate with the Contractors and the Construction Manager's consultants through the Construction Manager about matters arising out of or relating to the Contract Documents. The Owner and Construction Manager shall include the Architect in all communications that relate to or affect the Architect's services or professional responsibilities. The Owner shall promptly notify the Architect of the substance of any direct communications between the Owner and the Construction Manager otherwise relating to the Project. Communications by and with the Architect's consultants shall be through the Architect.

§ 5.15 Before executing the Contracts for Construction, the Owner shall coordinate the Construction Manager's duties and responsibilities set forth in the Contracts for Construction with the Construction Manager's services set forth in this Agreement. The Owner shall provide the Construction Manager a copy of the executed agreements between the Owner and Contractors, including the General Conditions of the Contracts for Construction.

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§ 5.16 The Owner shall provide the Construction Manager access to the Project site prior to commencement of the Work and shall obligate the Contractors to provide the Construction Manager access to the Work wherever it is in preparation or progress.

§ 5.17 Within 15 days after receipt of a written request from the Construction Manager, the Owner shall furnish the requested information as necessary and relevant for the Construction Manager to evaluate, give notice of, or enforce lien rights.

ARTICLE 6 COST OF THE WORK

§ 6.1 For purposes of this Agreement, the Cost of the Work shall be the total cost to the Owner to construct all elements of the Project designed or specified by the Architect and approved by the Owner, including allowances and contingencies, as mutually agreed upon by the Owner and Construction Manager; and shall include the Contractors' general conditions costs and insurance. The Cost of the Work also includes the reasonable value of labor, materials, and equipment, donated to, or otherwise furnished by, the Owner. The Cost of the Work includes the compensation of the Construction Manager and Construction Manager's Consultants during the Construction Phase only, including compensation for reimbursable expenses at the job site, if any. The Cost of the Work shall not include the compensation of the Construction Manager for the Preconstruction Phase. The Cost of the Work does not include the compensation of the Architect; the costs of the land, rights-of-way, financing, or contingencies for changes in the Work; or other costs that are the responsibility of the Owner.

§ 6.2 The Owner's budget for the Cost of the Work is provided in Initial Information, and shall be adjusted throughout the Project as required under Sections 5.2 and 6.4. Evaluations of the Owner's budget for the Cost of the Work, and the estimates of the Cost of the Work prepared by the Construction Manager, represent the Construction Manager's judgment as a person or entity familiar with the construction industry. It is recognized, however, that neither the Construction Manager nor the Owner has control over the cost of labor, materials; or equipment; the Contractors' methods of determining bid prices; or competitive bidding, market, or negotiating conditions. Accordingly, the Construction Manager cannot and does not warrant or represent that bids or negotiated prices will not vary from the Owner's budget for the Cost of the Work, or from any estimate of the Cost of the Work, or evaluation, prepared or agreed to by the Construction Manager.

§ 6.3 If the Architect is providing cost estimating services as a Supplemental Service, and a discrepancy exists between the Construction Manager's cost estimates and the Architect's cost estimates, the Construction Manager and the Architect shall work together to reconcile the cost estimates.

§ 6.4 If the Construction Manager's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Construction Manager, in consultation with the Architect, shall make appropriate recommendations to the Owner to adjust the Project's size, quality, or budget for the Cost of the Work, and the Owner shall cooperate with the Construction Manager and Architect in making such adjustments.

§ 6.5 If the Construction Manager's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Owner shall

.1 give written approval of an increase in the budget for the Cost of the Work;
.2 terminate in accordance with Section 9.5;
.3 in consultation with the Construction Manager and Architect, revise the Project program, scope, or quality as required to reduce the Cost of the Work; or
.4 implement any other mutually acceptable alternative.

§ 6.6 If the Owner chooses to revise the Project program, scope, or quality to reduce the Cost of the Work pursuant to Section 6.5.3, or if the bids or proposals received from the prospective Contractors, in the aggregate, exceed the Owner's budget for the Cost of the Work, and the Owner chooses to revise the Project program, scope, or quality to reduce the Cost of the Work , the Construction Manager shall cooperate with the Owner and Architect to develop the necessary revisions, update the cost estimate, and obtain additional bids. The Construction Manager will perform the services described in Sections 6.4 and 6.6 without additional compensation.

ARTICLE 7 COPYRIGHTS AND LICENSES

The Construction Manager and the Construction Manager's consultants, if any, shall not own or claim a copyright in the Instruments of Service. The Construction Manager, the Construction Manager's consultants, if any, and the Owner

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warrant that in transmitting Instruments of Service, or any other information, the transmitting party is the copyright owner of such information or has permission from the copyright owner to transmit such information for its use on the Project.

ARTICLE 8 CLAIMS AND DISPUTES

§ 8.1 General

§ 8.1.1 The Owner and Construction Manager shall commence all claims and causes of action against the other and arising out of or related to this Agreement, whether in contract, tort, or otherwise, within the period specified by applicable law, but in any case not more than 10 years after the date of Substantial Completion of the Work. The Owner and Construction Manager waive all claims and causes of action not commenced within the time specified in accordance with this Section 8.1.1.

§ 8.1.2 To the extent damages are covered by property insurance, the Owner and Construction Manager waive all rights against each other and against the contractors, consultants, agents, and employees of the other for damages, except such rights as they may have to the proceeds of such insurance as set forth in AIA Document A232–2019, General Conditions of the Contract for Construction. The Owner or the Construction Manager, as appropriate, shall require of the contractors, consultants, agents, and employees of any of them, similar waivers in favor of the other parties enumerated herein.

§ 8.1.3 To the fullest extent permitted by applicable law, Construction Manager shall defend, indemnify and hold harmless the Owner and its officers, officials, employees, volunteers and agents from and against all claims, damages, losses and expenses including but not limited to legal fees (attorney's and paralegals' fees and court costs), arising out of or resulting from the performance of the Construction Manager's services or work, which claim, damage, loss or expense (i) is attributable to bodily injury, sickness, disease or death, or injury to or destruction of tangible property, other than the work itself, including the loss of use thereof and (ii) is caused in whole or in part by any wrongful or negligent act or omission of the Construction Manager, any subcontractor of Construction Manager or anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, and except to the extent it is caused in whole or in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this paragraph. Construction Manager shall similarly protect, indemnify and hold and saver harmless the Owner and its officers, officials, employees, volunteers and agents against and from any and all claims, costs, causes, actions and expenses including but not limited to legal fees, incurred by reason of Construction Manager's breach of any of its obligations under, or Construction Manager's failure to provide its services in accordance with any provision of this Agreement.

§ 8.1.4 The Construction Manager and Owner waive consequential damages for claims, disputes, or other matters in question, arising out of or relating to this Agreement. This mutual waiver is applicable, without limitation, to all consequential damages due to either party’s termination of this Agreement, except as specifically provided in Section 9.7.

§ 8.2 Mediation

§ 8.2.1 Any claim, dispute or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to binding dispute resolution. If such matter relates to or is the subject of a lien arising out of the Construction Manager’s services, the Construction Manager may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by binding dispute resolution.

§ 8.2.2 The Owner and Construction Manager shall endeavor to resolve claims, disputes and other matters in question between them by mediation, which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Mediation Procedures in effect on the date of this Agreement. A request for mediation shall be made in writing, delivered to the other party to this Agreement, and filed with the person or entity administering the mediation. The request may be made concurrently with the filing of a complaint or other appropriate demand for binding dispute resolution but, in such event, mediation shall proceed in advance of binding dispute resolution proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order. If

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an arbitration proceeding is stayed pursuant to this section, the parties may nonetheless proceed to the selection of the arbitrator(s) and agree upon a schedule for later proceedings.

§ 8.2.3 The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

§ 8.2.4 If the parties do not resolve a dispute through mediation pursuant to this Section 8.2, the method of binding dispute resolution shall be the following:
(Check the appropriate box.)

[« »] Arbitration pursuant to Section 8.3 of this Agreement

[«X »] Litigation in a court of competent jurisdiction

[« »] Other: *(Specify)*

« »

If the Owner and Construction Manager do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, the dispute will be resolved in a court of competent jurisdiction.

§ 8.2 The provisions of this Article 8 shall survive the termination of this Agreement.

ARTICLE 9 TERMINATION OR SUSPENSION

§ 9.1 If the Owner fails to make payments to the Construction Manager in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the Construction Manager's option, cause for suspension of performance of services under this Agreement. If the Construction Manager elects to suspend services, the Construction Manager shall give seven days' written notice to the Owner before suspending services. In the event of a suspension of services, the Construction Manager shall have no liability to the Owner for delay or damage caused the Owner because of such suspension of services. Before resuming services, the Owner shall pay the Construction Manager all sums due prior to suspension and any expenses incurred in the interruption and resumption of the Construction Manager's services. The Construction Manager's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.2 If the Owner suspends the Project, the Construction Manager shall be compensated for services performed prior to notice of such suspension. When the Project is resumed, the Construction Manager shall be compensated for expenses incurred in the interruption and resumption of the Construction Manager's services. The Construction Manager's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.3 If the Owner suspends the Project for more than 90 cumulative days for reasons other than the fault of the Construction Manager, the Construction Manager may terminate this Agreement by giving not less than seven days' written notice.

§ 9.4 Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

§ 9.5 The Owner may terminate this Agreement upon not less than seven days' written notice to the Construction Manager for the Owner's convenience and without cause.

§ 9.6 If the Owner terminates this Agreement for its convenience pursuant to Section 9.5, or the Construction Manager terminates this Agreement pursuant to Section 9.3, the Owner shall compensate the Construction Manager for services performed prior to termination, Reimbursable Expenses incurred, and costs attributable to termination, including the costs attributable to the Construction Manager's termination of consultant agreements.

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§ 9.7 Upon the occurrence of any one or more of the following events, the Owner may, after giving the Construction Manager written notice, without cause and without prejudice to any other right or remedy, elect to terminate the Construction Manager.

.1 If the Construction Manager commences a voluntary case under any chapter of the Bankruptcy Code (Title 11, United States Code), as now or hereafter in effect, or if the Construction Manager takes any equivalent or similar action by filing a petition or otherwise under any other federal or state law in effect at such time relating to the bankruptcy or insolvency;

.2 If a petition is filed against the Construction Manager under any chapter of the Bankruptcy Code as now or hereafter in effect at the time of filing, or if a petition is filed seeking any such equivalent or similar relief against the Construction Manager under any other federal or state law in effect at the time relating to bankruptcy or insolvency;

.3 If the Construction Manager makes a general assignment for the benefit of creditors;

.4 If a trustee, receiver, custodian or agent of the Construction Manager is appointed under applicable law or under contract, whose appointment or authority to take charge of property of the Construction Manager is for the purpose of enforcing a Lien against such property or for the purpose of general administration of such property for the benefit of the Construction Manager's creditors;

.5 If the Construction Manager admits in writing an inability to pay its debts generally as they become due;

§ 9.8 If the Construction Manager is terminated pursuant to §9.7, the Construction Manager shall be compensated for the services performed prior to termination and any Reimbursable Expense then due, less all costs incurred by the Owner to have the services performed which were to have been performed by the Construction Manager.

§ 9.9 Except as otherwise expressly provided herein, this Agreement shall terminate one year from the date of Substantial Completion.

ARTICLE 10 MISCELLANEOUS PROVISIONS

§ 10.1 This Agreement shall be governed by the law of the place where the Project is located, excluding that jurisdiction's choice of law rules.

§ 10.2 Terms in this Agreement shall have the same meaning as those in AIA Document A232–2019, General Conditions of the Contract for Construction, except for purposes of this Agreement, the term "Work" shall include the work of all Contractors under the administration of the Construction Manager and the Architect.

§ 10.3 The Owner and Construction Manager, respectively, bind themselves, their agents, successors, assigns, and legal representatives to this Agreement. Neither the Owner nor the Construction Manager shall assign this Agreement without the written consent of the other, except that the Owner may assign this Agreement to a lender providing financing for the Project if the lender agrees to assume the Owner's rights and obligations under this Agreement, including any payments due to the Construction Manager by the Owner prior to the assignment.

§ 10.4 If the Owner requests the Construction Manager to execute certificates, the proposed language of such certificates shall be submitted to the Construction Manager for review at least 14 days prior to the requested dates of execution. If the Owner requests the Construction Manager to execute consents reasonably required to facilitate assignment to a lender, the Construction Manager shall execute all such consents that are consistent with this Agreement, provided the proposed consent is submitted to the Construction Manager for review at least 14 days prior to execution. The Construction Manager shall not be required to execute certificates or consents that would require knowledge, services, or responsibilities beyond the scope of this Agreement.

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§ 10.5 Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Owner or Construction Manager.

§ 10.6 Unless otherwise required in this Agreement, the Construction Manager shall have no responsibility for the discovery, presence, handling, removal or disposal of, or exposure of persons to, hazardous materials or toxic substances in any form at the Project site.

§ 10.7 The Construction Manager shall have the right to include photographic or artistic representations of the design of the Project among the Construction Manager's promotional and professional materials. The Construction Manager shall provide professional credit for the Architect and the Contractors in the Construction Manager's promotional materials for the Project. The Construction Manager shall be given reasonable access to the completed Project to make such representations. However, the Construction Manager's materials shall not include the Owner's confidential or proprietary information if the Owner has previously advised the Construction Manager in writing of the specific information considered by the Owner to be confidential or proprietary. The Owner shall provide professional credit for the Construction Manager in the Owner's promotional materials for the Project. This Section 10.7 shall survive the termination of this Agreement unless the Owner terminates this Agreement for cause pursuant to Section 9.4.

§ 10.8 If the Construction Manager or Owner receives information specifically designated as "confidential" or "business proprietary," the receiving party shall keep such information strictly confidential and shall not disclose it to any other person except as set forth in Section 10.8.1. This Section 10.8 shall survive the termination of this Agreement.

§ 10.8.1 The receiving party may disclose "confidential" or "business proprietary" information after 7 days' notice to the other party, when required by law, arbitrator's order, or court order, including a subpoena or other form of compulsory legal process issued by a court or governmental entity, or to the extent such information is reasonably necessary for the receiving party to defend itself in any dispute. The receiving party may also disclose such information to its employees, consultants, or contractors in order to perform services or work solely and exclusively for the Project, provided those employees, consultants and contractors are subject to the restrictions on the disclosure and use of such information as set forth in this Section 10.8.

§ 10.9 The invalidity of any provision of the Agreement shall not invalidate the Agreement or its remaining provisions. If it is determined that any provision of the Agreement violates any law, or is otherwise invalid or unenforceable, then that provision shall be revised to the extent necessary to make that provision legal and enforceable. In such case the Agreement shall be construed, to the fullest extent permitted by law, to give effect to the parties' intentions and purposes in executing the Agreement.

ARTICLE 11 COMPENSATION

§ 11.1 For the Construction Manager's Basic Services described under Article 3, the Owner shall compensate the Construction Manager as follows:

§ 11.1.1 For Preconstruction Phase Services in Section 3.2:
(Insert amount of, or basis for, compensation, including stipulated sums, multiples or percentages.)

$60,000.00 Lump Sum. Services as indicated in Construction Manager's Proposal dated July 12, 2022, attached hereto as Exhibit B.

§ 11.1.2 For Construction Phase Services in Section 3.3:
(Insert amount of, or basis for, compensation, including stipulated sums, multiples or percentages.)

General Conditions - $696,002 as outlined in Construction Manager's. Proposal dated July 12, 2022, attached hereto as Exhibit B.
Construction Manager's Fee – 3% of the total cost of construction as defined in Article 6.1. After bids for trade contracts have been approved by the Owner, the Construction Manager's Fee shall be calculated using the actual Contract Sums of the Trade Contracts approved by the Owner as defined by Article 6.1.
Insurance – 1% of the total cost of construction as defined in Article 6.1

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For Change Order work that is approved by the Owner during the course of the Project, the Construction Manager is to be compensated at the following based on the cost of the Change Order work.

	Fee	General Conditions	Insurance
Increase in cost	3%	3%	1%
Decrease in cost	0%	0%	1% (credit to Owner)

§ 11.2 For Additional Services that may arise during the course of the Project, including those under Section 4.2, the Owner shall compensate the Construction Manager as follows:
(Insert amount of, or basis for, compensation.)

To be negotiated and approved in writing by the Construction Manager and Board of Trustees of Owner, if required

§ 11.3 The hourly billing rates for services of the Construction Manager and the Construction Manager's consultants are set forth below. The rates shall be adjusted in accordance with the Construction Manager's and Construction Manager's consultants' normal review practices.
(If applicable, attach an exhibit of hourly billing rates or insert them below.)

See attached Exhibit C. Hourly rates are subject to adjustment June 1, 2023 and June 1, 2024

§ 11.6 Compensation for Reimbursable Expenses
§ 11.6.1 The following Reimbursable Expenses are included in the compensation for Basic Services and shall not be an additional charge to the Owner, and include expenses incurred by the Construction Manager and the Construction Manager's consultants directly related to the Project, as follows:

.1 Long distance services, dedicated data and communication services, teleconferences, Project web sites, and extranets;
.2 Permitting and other fees required by authorities having jurisdiction over the Project;
.3 Printing, reproductions, plots, and standard form documents;
.4 Postage, handling, and delivery;

.5 Professional photography, and presentation materials requested by the Owner;
.6 If required by the Owner, and with the Owner's prior written approval, the Construction Manager's consultants' expenses of professional liability insurance dedicated exclusively to this Project, or the expense of additional insurance coverage or limits in excess of that normally maintained by the Construction Manager's consultants;
.7 All taxes on reimbursable expenses;
.8 Site office expenses; and
.9 Other similar Project-related expenditures.

« »

§ 11.8 Payments to the Construction Manager
§ 11.8.1 Initial Payment
§ 11.8.1.1 An initial payment of «zero » ($ 0) shall be made upon execution of this Agreement and is the minimum payment under this Agreement. It shall be credited to the Owner's account in the final invoice.

§ 11.8.2 Progress Payments
§ 11.8.2.1 Unless otherwise agreed, payments for services shall be made monthly, according to the provisions of the Local Government Prompt Payment Act, 50 ILCS 505/1 *et seq.* , and where applicable shall be in proportion to services performed.

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If applicable, interest on late payments shall be computed pursuant to the provisions of the Local Government Prompt Payment Act, 50 ILCS 505/1 et seq.

§ 11.8.2.2 The Owner shall not withhold amounts from the Construction Manager's compensation to impose a penalty or liquidated damages on the Construction Manager, or to offset sums requested by or paid to Contractors for the cost of changes in the Work, unless the Construction Manager agrees or has been found liable for the amounts in a legal proceeding.

§ 11.8.2.3 If applicable, records of Reimbursable Expenses, expenses pertaining to Supplemental and Additional Services, and services performed on the basis of hourly rates shall be available to the Owner at mutually convenient times.

ARTICLE 12 SPECIAL TERMS AND CONDITIONS

Special terms and conditions that modify this Agreement are as follows:
(Include other terms and conditions applicable to this Agreement.)

§ 12.1 Owner will take into consideration all attorneys' services recommended by Construction Manager to enforce terms and conditions of the contracts, bonds, or performance of Contractors.§ 12.2 **Payment and performance bond is not required for the Construction Manager. Contractors will be required to provide bonds in their contracts as directed by Owner or as required by law. Construction Manager will review Contractor bonds for general conformance with** Owner's specifications.

§ 12.3 **Except as provided in Section 12.16, Construction Manager shall prepare all Change Orders for Owner's review, approval and execution. Construction Manager will provide the Owner with an accounting of these Change Orders updated as required.**

§ 12.4 **Construction Manager will include contract language in Contractor Contracts to require compliance with the Illinois Prevailing Wage Act and other legal requirements as** determined by Owner's legal counsel.

§ 12.5 **Attendance at Meetings:** The fees and cost provided for in this Agreement include compensation for Construction Manager's attendance at five (5) public meetings, as such term is hereafter defined. For purposes of this Paragraph, the term "public meeting" shall mean and refer to an evening meeting of any board or committee of Owner. Attendance by the Construction Manager at any meeting before any board or committee of the Owner held during regular business hours (i.e. between 7:00a.m. and 5:00p.m.) on any regular business day shall not constitute attendance at a public meeting.

§ 12.6 In addition to and not in limitation of the Basic Service described in the printed form of this Agreement Construction Manger's Basic Services shall include services of the Construction Manager, whether occurring before or after Project completion and payment to all Contractors, which are made necessary by Construction Manager's negligence or failure to properly perform its duties and obligations in accordance with the provisions of this Agreement. The Construction Manager shall not be entitled to any additional compensation or expense reimbursement in connection with such services.

§ 12.7 Except as provided herein, Construction Manager shall neither perform any of the Work with its own forces, or provide any of the materials or equipment for the Project. Construction Manager may with the Owner's prior permission given in the specific instance, self-perform (a) portions of the Work if and as necessary to protect the interests of the Owner in the event of a bona fide emergency, (b) Work of a temporary nature that facilitates the construction process if necessary, (c) portions of the Work Construction Manager submits a bid for and is awarded the Work by Owner as the lowest responsible bidder; or (d) as otherwise directed by Owner. If Construction Manager performs any Work with its own forces in accordance with this Section, Construction Manager shall comply with the requirements of the Contract Documents and applicable laws, including without limitation those pertaining to maintenance of required insurance coverage, payment of prevailing rates of wages, provision of performance and labor and material payment bonds, maintenance of a Sexual Harassment Policy and maintenance of a Drug Free Workplace and a Substance Abuse Prevention Program. When self-performing or having an

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affiliated company perform any portion of the Work, as well as when acting as the Construction Manager, the Construction Manager shall at all times act in the interests of the Owner. The foregoing sentence is not intended to create a fiduciary relationship between Construction Manager and Owner.

§ 12.8 As part of the Construction Manager's Basic Services, for a period of one year after the Date of Substantial Completion, the Construction Manager shall assist the Owner, if and as requested by the Owner to:

(a). Coordinate and expedite the resolution of construction-related problems related to the services of the Construction Manager or the Work of the Construction Manager or an affiliated company, under the Construction Documents.

(b). Coordinate and expedite the repair/replacement of items covered under guaranties/warranties.

§ 12.9 As part of its Basic Services, the Construction Manager shall review Contractors' payment applications and shall collect and review lien waivers and Contractor's affidavits relating to the Project. The Construction Manager shall promptly report any known deficiencies in such documentation to the Contractor involved and to the Owner and the Architect. Notwithstanding the foregoing, the Construction Manager's review of the lien waivers shall be for form only and the Construction Manager will have no responsibility to make any independent investigation as to the authenticity of any signatures on the payment applications and lien waivers or as to the application of any funds by the Contractor. The Construction Manager will not be responsible for Contractor fraud and is not providing a guarantee of the waivers or title to the Owner.

§ 12.10 Upon Final Completion of the Work, the Construction Manager shall request and endeavor to collect from each Contractor and deliver to the Owner, for the Owner's records and review, one set of Construction Documents consisting of reproducible drawings in field record form (reflecting changes made to the Construction Documents by that Contractor as the Work progressed) and one electronic copy and other documents indicating all significant changes, revisions and substitutions in the Work made during the Construction Phase. If a specification allows a Contractor to elect one of several brands, makes or types of material or equipment, the annotations shall show which of the allowable items the Contractor furnished.

§ 12.11 Any provision of this Agreement to the contrary notwithstanding, the Owner shall not be obligated to make any payment (whether a Progress Payment or Final Payment) to the Construction Manager hereunder if any one or more of the following conditions exist.

(a) The Construction Manager is in material default of any of its obligations under this Agreement, including but not limited to persistently or repeatedly refusing or failing (except in cases for which extension of time is provided), to perform the services in accordance with this Agreement, and, after written notification from Owner of said default, fails to remedy such default within the time period provided for termination of the Construction Manager under Article 9 of this Agreement provided, however, that the Owner shall only withhold from such payment an amount which the Owner in good faith reasonably believes is the amount by which Owner has been or will be damaged by such default if not fully remedied within said time period and provides a detailed accounting of the amount to be withheld; further provided that the failure of the Owner to withhold any sums from the Construction Manager or the failure of the Owner to withhold a sufficient amount to compensate the Owner fully for the damages it sustains by virtue of such default shall not constitute a waiver by the Owner of its right or a limitation on its right to recover such provable sums subsequently from the Construction Manager; or

(b) The Construction Manager has failed to make payments promptly to consultants or other third parties used by it in connection with the services for which the Owner has made payment to the Construction Manager unless Construction Manager has a dispute with any such party and is actively working to resolve same; or

(c) Liens are filed with Owner against Project funds by Construction Manager's consultants providing services with or on behalf of Construction Manager in connection with the Project, and

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payment will be withheld to the extent of the amount of the lien, as required by Illinois law unless the Construction Manager provides a bond in form and substance reasonably acceptable to Owner in the full amount of the lien and applicable law would prevent the release to the Construction Manager of the amount of the lien.

§ 12.12 Applications for Payment for the Construction Manager's Compensation shall be submitted by the Construction Manager monthly on approximately the first day of each month, and shall cover the prior month's services. Applications for payment shall be made in such form as shall be approved by the Owner. The Application for Payment shall be accompanied by (i) evidence satisfactory to the Owner (including paid invoices for which payment has been made, releases, the Construction Manager's affidavits averring to full payment of all labor and materials covered in said application for payment, that all payments, reimbursement of expenses and other indebtedness related to the services provided to the date of the current application will, upon payment of the current application be paid in full or otherwise satisfied; (ii) lien waivers from the Construction Manager covering all services performed through the date of the prior application for payment, in form reasonably acceptable to the Owner; and (iii) such other documents, instruments, and waivers, as the Owner may reasonably request consistent with the types of information required to be provided in this paragraph. Subject to Section 12.1.11, above, payments by the Owner for invoiced amounts shall be due in accordance with the Local Government Prompt Payment Act, after the Owner's receipt of the completed Application for Payment, Construction Manager's Certificate, and all other required deliveries; and with respect to the final payment to the Construction Manager, the Agreement has been fully performed, a final Construction Manager's Application for Payment and related documents have been submitted by the Construction Manager and approved by the Owner, and the Construction Manager has met all of the other conditions to receiving final payment as set forth in this Agreement.

§ 12.13 The final payment shall not become due until the Construction Manager submits to the Owner (i) a waiver affidavit that all payrolls, bills for materials and equipment, and other indebtedness connected with the construction management services, for which the Owner might in any way be responsible, have been paid, will be paid out of such payment or shall otherwise be satisfied; (ii) data establishing payment or satisfaction of all such obligations, such as receipts, releases and waivers of liens arising out of the Agreement, to the extent and in such form as may reasonably be designated by the Owner; and (iii) the Construction Manager shall have delivered to the Owner all deliveries required to be made by Construction Manager under this Agreement.

§ 12.14 **Notices required or permitted to be given under a provision of this Agreement, shall be in writing and shall be given by (i) first class U.S. certified or registered mail, return receipt requested, with postage prepaid; or (ii) by depositing the same into the custody of a nationally recognized overnight delivery service such as Federal Express Corporation or United Parcel Service; or (iii) by hand delivery with proof of delivery endorsed thereon; or (iv) by fax or email provided that it is also delivered by express mail or courier (for next business day delivery). All such Notices, sent in compliance with the provisions hereof shall be deemed given and received on (i) if mailed, on the date of delivery as set forth on the return receipt, (ii) the date it is delivered to the other party if sent by overnight delivery or hand delivery or (iii) the date it is delivered to the other party if sent by fax or email, provided it is sent before 5:00 p.m. and is confirmed by express mail or courier (for next business day delivery). From time to time either party may designate another address or addresses for all purposes of this Agreement by a notice given to the other party in accordance with the provisions hereof. For purposes of this Section 12.1.15, the addresses of the Parties shall be to the Designated Representatives set forth in Sections 1.1.9 and 1.1.12 of this Agreement.**

§ 12.15 Subject to prior authorization of the Owner, the Owner's Construction Manager shall have the authority to approve and execute, as agent on behalf of Owner, a change in the Work provided that the cost of such change, does not result in an increase or decrease in the cost of the or the time of completion by a total of thirty (30) days or more per change. All other change order requests require prior approval by the Owner or by the Owner's authorized designee to whom change orders shall be submitted and written determinations made with respect to such change orders in accordance with Section 33E-9 of the Criminal Code of 1961 [720 ILCS 5/33E-9].

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§ 12.16 The Construction Manager hereby represents and warrants to the Owner that: (i) Construction Manager is financially solvent, able to pay its debts as they mature and possessed of sufficient working capital and credit facility to complete the services required and perform its obligations under this Agreement; (ii) Construction Manager is able to furnish all of the services required hereunder to perform. all obligations hereunder and to perform all of its obligations hereunder and has sufficient experience and competence to do so; (iii) Construction Manager is authorized to do business in Illinois, and is properly licensed by all necessary governmental and public and quasi-public authorities having jurisdiction over it and the services required hereunder and the Project itself; (iv) Construction Manager's execution of this Agreement and the performance thereof are within its duly authorized powers.

§ 12.17 **Conflicts:** If there is any conflict between any of the provisions in this Article 12 of the Agreement and the other Articles of this Agreement or between this Article 12 of the Agreement and any of the Contract Documents, the terms and provisions of this Article 12 shall prevail.

§ 12.18 In the event that the COVID-19 pandemic, other infectious disease outbreaks or pandemics, or other public health emergencies, any government orders or directives, failure of any governmental or other regulatory authority to act in a timely manner, or any other cause beyond the Owner's control change Owner's schedule for the Project delays completion of the Project, the time for completion of Construction Manager' s work shall be extended by the period of resulting delay and Owner and Construction Manager will mutually agree to an equitable adjustment of Construction Manager's fee and associated costs if and as appropriate given the stage of the Project. Construction Manager agrees that Owner shall not be responsible for any of Construction Manager's damages, nor shall Owner be deemed in default of this Agreement due to such delays.

§ 12.19 The Contractor's Certification Form attached hereto as Exhibit D and incorporated herein, shall be executed by Construction Manager and it is agreed among the parties that the assurances contained in the Contractor's Certification are each a material representation of fact upon which reliance is placed by the Owner in entering into this Agreement with the Construction Manager.

ARTICLE 13 SCOPE OF THE AGREEMENT

§ 13.1 This Agreement represents the entire and integrated agreement between the Owner and the Construction Manager and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the Owner and Construction Manager.

§ 13.2 This Agreement is comprised of the following documents identified below:

.1 AIA Document C132™–2019, Standard Form Agreement Between Owner and Construction Manager as Adviser

.2

.3 Exhibits:

(Check the appropriate box for any exhibits incorporated into this Agreement.)

[« »] AIA Document E235™–2019, Sustainable Projects Exhibit, Construction Manager as Adviser Edition, dated as indicated below:

(Insert the date of the E235-2019 incorporated into this agreement.)

« »

[X] Other Exhibits incorporated into this Agreement:

(Clearly identify any other exhibits incorporated into this Agreement, including any exhibits identified in Section 4.1.2.)

Exhibit A Construction Manager's. Sample Certificate of Liability Insurance
Exhibit B Construction Manager's Proposal dated July 12, 2022
Exhibit C Construction Manager's Personnel Billing Rates @ June 1, 2022
Exhibit D Contractor's Certification

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.4 Other documents:
(List other documents, if any, forming part of the Agreement.)

« »

This Agreement is entered into as of the day and year first written above.

OWNER *(Signature)*	CONSTRUCTION MANAGER *(Signature)*
« Nick Cuzzone, Village President»« »	Daniel L. Polfuss, President
(Printed name and title)	*(Printed name and title)*

DRAFT

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Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

Nick Cuzzone, Village President
Hosanna Korynecky, Village Clerk
Michael Guerra, Interim Village Manager

www.invillapark.com

Phone (630) 834-8500
Fax (630) 834-8967
TDD (630) 834-8589

LEGAL NOTICE

June 6, 2022

NOTICE TO BIDDERS - Request for Qualifications (RFQ)

The Village of Villa Park is accepting Qualifications for Construction Management Services for the Village's Lions Recreation Center project in Villa Park, IL~~,~~ Proposals shall be received at the Village's offices: 338 N Iowa Ave Villa Park, IL 60181 until 12:00 p.m. local time, June 20, 2022, at which time all proposals will be opened and evaluated in private. Proposal information will be kept confidential until an award is made.

RFQ specifications/documents will be available beginning on June 6, 2022, by emailing Greg Gola, Parks & Recreation Director at gregg@invillapark.com or at the Parks and Recreation offices and thereafter from 9:00a.m. to 4:00p.m., Monday through Friday. Phone: (630) 834-8970 ext 6080.

In addition, the successful bidder must be able to provide a satisfactory proof of insurance as required in documents following the award of a contract. All contracts for work herein are subject to all Federal, State, County and Local rules and regulations, and providing for compliance with the State of Illinois IDNR Build Illinois Grant project agreement related to this project.

Criteria for selection are follows: The selected Construction Manager must be able to start working on the project by July 5, 2022. All proposals will remain firm for 30 days after the submission deadline date. The Village of Villa Park reserves the right to reject any or all proposals, to waive informalities on a proposal, and to accept the best qualified, responsible proposal that serves the best interests of the Village of Villa Park.

Village of Villa Park
Lions Recreation Center

Response to Request for Qualifications
Construction Management Services

W.B. OLSON, INC.
The Construction People

June 20, 2022

Table of Contents

Tab 1 - Cover Letter

Tab 2 - Understanding of Project, Approach, and Desired Outcome

- Pre-Construction Services / Constructability Review
- Design & Budget Alignment
- Impact of Current Market Conditions
- Scope of Work / Bidding/ Allowances & Contingencies
- MBE/WBE, Sustainable Design, & Grants

Tab 3 - Qualifications & Experience

- Highlights of WBO
- List of Previous Park District / Recreation Center Projects
- 5 Relevant Projects – Detailed Information
- Client References

Tab 4 - Project Team

- Organization Chart
- Team Resumes

Tab 5 - Bonding Letter & Sample Certificate of Insurance

W.B. OLSON, INC.
The Construction People

TAB 1:
COVER LETTER

W.B. OLSON, INC.
The Construction People

June 20, 2022

To: Mr. Greg Gola, Parks & Recreation Director
Village of Villa Park
338 N. Iowa Ave.
Villa Park, IL 60181

RE: Lions Recreation Center
Request for Qualifications for Construction Management Services

Dear Greg:

W.B. Olson, Inc. is excited and honored to submit our qualifications for the Lions Recreation Center project. We are a well-known Construction Manager; active in the construction of recreation facilities for more than 50 years. ***We have a long relationship with Williams Architects, having successfully completed many projects together, and are an excellent choice as Construction Manager for this project.***

We understand the importance of this project as a special place in the community. W.B Olson, Inc. has built long-term relationships with many clients by collaborating closely and providing value throughout all phases of planning and construction. ***We look forward to collaborating with you as partners on your team and bringing leadership, focus, and our wealth of experience to your project.***

To that end, we have selected an experienced team of professionals for the Lions Recreation Center project. Our staff brings extensive experience in design assistance including alternative materials and designs, life cycle and constructability analysis, budgeting, public bidding, disadvantaged business utilization, grant compliance, construction management, safety, and close-out services. ***We focus on collaborating with your team to realize the project's goals, while bringing quality and value to the Village of Villa Park and its residents.***

Our response to your Request for Qualifications is attached, and we look forward to discussing this project further with you.

Regards,

Dan Polfuss
Project Executive

W.B. OLSON, INC.
The Construction People

TAB 2:
UNDERSTANDING OF PROJECT, APPROACH, & DESIRED OUTCOME

Understanding of Project, Approach & Desired Outcome

PROJECT UNDERSTANDING

W.B. Olson, Inc. is a well-established Construction Manager with over 50 years of service to Park Districts across northern Illinois. We find the Village of Villa Park – Request for Qualifications for Construction Management Services of the Lions Recreation Center of great interest and are confident in our ability to bring value to the project. We look forward to the opportunity to assist with constructing this facility for the Village.

We have extensive Construction Management experience working with park districts and other public agencies in the construction of new facilities similar to the proposed Lions Park Recreation Center. Our expertise in pre-construction, including design assistance and budgeting along with our experienced staff's focus on collaboration with all team members and with upper management involvement will provide significant value to the entire process.

While experience is important, communication is one of the most critical components of the pre-construction and construction process. Communication, which includes listening, develops relationships of trust which fosters collaboration and innovative solutions. This will be critical in considering alternative designs and materials for the new recreation facility in the current economic environment. Our longstanding, working relationship with the Village's selected Architect, Williams Architects, will be a benefit in vetting ideas and approaches and lead to developing the optimal recreation facility.

An initial review of the renderings and information provided indicates that a construction budget of $16 million is reasonable for the size of the building. Controlling project costs during the design phase is crucial.

Material selections and design elements can have a significant impact on costs. In today's volatile market it is critical to have a full understanding to accurately gauge the market and costs. Once assigned to the team we will need to meet with the Village and Architect to gain an understanding of the materials intended and design elements being considered so the budget can be confirmed before the design advances. Starting the pre-construction phase in July 2022 with a construction start of March 2023 is well within our capacity to deliver the Lions Park Recreation project

PROJECT APPROACH

We understand that value is added in the early stage of the project when design, cost, schedule and team collaboration are established. Our goal is to identify and optimize value through carefully conceived and well-defined construction plans developed during the preconstruction phase of your project. We will work with significant project stakeholders to develop detailed construction strategies. This will position the project for a successful outcome, minimize client risk, and deliver a high-quality project.

We start with assigning a point person to our client whom they can rely to be their advocate. We promote collaborative team environment that allows the best ideas to flow forward. Constructability of the projects is reviewed throughout the process along with progress estimates and design milestones.

As your Construction Manager, we take the lead during the preconstruction process in developing, monitoring, and controlling the schedule. The schedule will include the design phases and tasks associated with constructability reviews, budgeting, bidding, Village approvals, procurement activities, and milestones to track progress. Progress on the schedule is reviewed weekly and should there be instances when milestones cannot be achieved, steps can be discussed to keep the process on schedule.

Throughout the design phase, we will continually update the estimate for the Team to be aware of the implications of design decisions and to identify options and solutions that can be reviewed if necessary. We will also include allowances to address the known unknowns such as premium time, escalation, winter conditions, and unsuitable soil conditions, and contingencies to address the unknown unknowns such as missing information or scope gaps that are inherent in the construction process. As the design is developed the allowance and contingencies can be adjusted to reflect new information and developed designs. Including allowance and contingencies help to avoid the need for change orders and increases to the budget when issues arise during the construction process. Updated budgets would still be provided at the schematic design and design development phases to generate bidder interest and reflect current market conditions so that a complete financial picture is provided.

In the current economic climate, it is vitally important to stay in tune with material pricing and availability. Our preconstruction team is constantly in contact with subcontractors and suppliers to keep the pulse of the market. We have a significant subcontractor following in the area that will help generate interest and provide a read of current market conditions. Supply chain issues identified during pre-construction can be managed using early bid packages that can not only lock in material costs but also establish delivery lead times.

In the current economic climate, it is vitally important to stay in tune with material pricing and availability. Our preconstruction team is constantly in contact with subcontractors and suppliers to keep the pulse of the market.

During pre-construction, we also begin to develop detailed Scopes of Work for the various trade packages and other bid documents. The Scopes of Work focus on the "gray" areas in the documents which are often where work of various trades meet or intersect. By identifying these areas, the costs are included in the bids and the work can progress more efficiently. The Scopes of Work also serve to establish expectations for schedule and coordination. After the bids are received and opened the Scope of Work becomes the document upon which bids are evaluated and reviewed to confirm that they are reasonable and responsive.

During the pre-construction process we will also review with the Village any compliance requirements of the IDNR Build Illinois Grant, or any other project grants obtained, so that compliance requirements are properly incorporated in the trade bid packages.

Sustainability

W.B. Olson, Inc. is committed to sustainable construction practices. The majority of our construction professionals are LEED Accredited Professionals of which one is assigned to your project.

As construction professionals, we evaluate the mixture of design and technology in incorporating sustainable aspects into the facility. As part of our role sustainable components are reviewed during pre-construction and could include:

- Building enclosure
- Heating/air conditioning systems
- Water conservation
- LED lighting
- Energy control system
- Alternative energy sources

MBE/WBE/PBE/VBE

W.B. Olson, Inc is committed to the inclusion of Minority & Women-Owned Businesses. During pre-construction we will develop a plan to align with Village's M/WBE goals. Our approach is proactive and seeks to provide positive inclusion of M/WBE contractors in the bidding phase of the project. We will utilize qualified M/WBE contractors we have relationships with as well as solicit other M/WBE contractors to bid on the project.

Quality Control

Quality control starts in the pre-construction process. We work closely with the design team members to provide constructability & material reviews, and phasing & sequencing input, so that quality is built-in and the design can be developed to stay within the established budget.

PROJECT OUTCOME

As the pre-construction phase concludes we develop an overall project schedule with established milestones and sufficient detail for the trades to understand any necessary phasing or sequencing required . After bidding and award of the trade contracts, we can use a pull planning process where we work back from a milestone to validate the schedule and further define the sequence and flow of the project. This facilitates subcontractor buy-in of the schedule.

Throughout pre-construction and construction, we keep an eye on the use and maintenance of the facility. We encourage the individuals that will operate the facility to be involved in the design and during construction to understand the placement of equipment and its use. The more involved and

informed these individuals are the more successful the project will be.

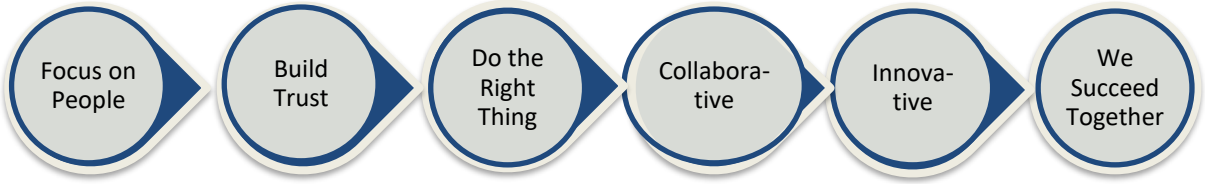
Our assigned Project Manager will be involved through the pre-construction process. As the project transitions from pre-construction to construction, they take on a more detailed role in the administration of the contract and trade contracts, reviewing and processing submittals, payment requests, and all aspects of the project. Our Project Manager is constantly monitoring the project costs to make sure that the project remains within budget and that the Village is aware of the implications of possible changes.

Our on-site Superintendent is responsible for maintaining the schedule, supervision of the subcontractors, jobsite safety and assuring quality. Our Superintendent holds daily huddles with the trade subcontractors to review progress and identify any obstacles that need to be resolved prior to impacting the schedule. Our Superintendent or another representative will be on-site at all times work is being performed. They will continually monitor progress, quality and safety; and are empowered to take the steps necessary to assure compliance.

Through regular project meetings the Project Manager and Superintendent will update the Team on the status of project as well as identifying any constraints that could impede progress, and work with the Team to remove those obstacles. A monthly report that summarizes the project can be provided to the Village staff if desired.

As the project nears completion, we begin compiling the required close-out documents including Warranties, and Operations and Maintenance information. We will work with the Village to coordinate training on equipment and to set up procedures for identifying and addressing issues or concerns that arise. At approximately 11 months after completion, we will schedule a walk-through of the facility to identify any warranty items so that they can be corrected. We are always available to assist with any items that may arise so that they can be quickly and correctly addressed.

Our Values



W.B. OLSON, INC.
The Construction People

TAB 3:
QUALIFICATIONS & EXPERIENCE

Qualification & Experience

W.B. Olson, Inc. highlights include:

- ✓ Founded in 1970.
- ✓ Annual volume approximately $60 million.
- ✓ Experts in design/build, pre-construction services, budgeting & analysis, value engineering, construction and close-out services.
- ✓ Office Staff of 20: field staff consisting of ±15 consisting of superintendents, carpenters and laborers.
- ✓ Financially strong: Bonding capacity of $70,000,000, with a $40,000,000 per job commitment. (See attached bonding letter)
- ✓ General Liability Coverage: $17,000,000 (See attached sample certificate of insurance)
- ✓ Worker Comp Mode Rate 2022 - .89

As requested, a representative list of previous Park District/ Recreation Center projects that are similar in size and scope include:

- Barrington Park District – Langendorf Recreation Center – New Construction
- Waukegan Park District – Hinkston Fieldhouse – New Construction
- Bolingbrook Park District – Bolingbrook Recreation & Aquatic Center – New Construction
- Glenview Park District – Park Center – New Construction
- Mundelein Park District – Dunbar Recreation Center – New Construction
- Hickory Hills Park District – Krueger Recreation Center – Renovation
- Glenview Park District – Community Ice Complex – New Construction
- Park District of LaGrange – Recreation Center – Renovation
- Park District of Highland Park – Recreation Center – Renovation & Addition
- Northfield Park District – Recreation Center - Renovation

We have selected five projects to highlight our expertise in the construction of recreation facilities. They align well with your project and highlight the expertise of the proposed team. Detailed project information sheets are included in a separate section of the proposal. The projects are:

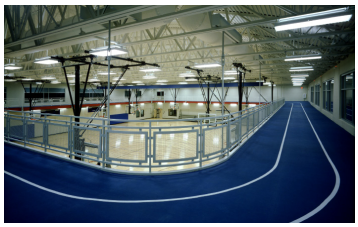
- Glenview Park District – New Community Ice Center Complex – Williams Architects
- Barrington Park District – New Langendorf Recreation Center – Williams Architects
- Waukegan Park District - New Hinkston Park Fieldhouse – PHN (now Williams Architects)
- Mundelein Park District – New Dunbar Recreation Center – FGM Architects
- Park District of Highland Park – Renovation & Addition - Highland Park Recreation Center – Williams Architects

W.B. Olson, Inc.

Response to RFQ - Village of Villa Park
Lions Recreation Center
Construction Management Services

W.B. OLSON, INC.
The Construction People

PROJECT	**New Recreation Center & Bath House Renovation**
Owner:	Barrington Park District Contact: Terry Jennings | 847.381.0687
Architect:	Williams Architects Contact: Frank Parisi | 630.221.1220
Description:	55,000 SF New recreation center including infrastructure and parking Renovation of existing bathhouse
Contract Type & Cost:	Construction Manager: Agency $11,000,000
Project Staff:	Project Principal: Dave Olson Project Preonstruction & Estimating: Dave Ridderhoff Sr. Project Manager: Dan Polfuss Project Superintendant: Larry Christiansen



W.B. Olson, Inc.

Response to RFQ - Village of Villa Park
Lions Recreation Center
Construction Management Services

W.B. OLSON, INC.
The Construction People

PROJECT **Glenview Community Ice Center**

Owner: Glenview Park District
Contact: Michael McCarty | 224.521.2250

Architect: Williams Architects
Contact: Frank Parisi | 630.221.1220

Description: Two NHL size rinks, one studio rink, and spectator seating, Ice Center includes pro shop, 11 locker rooms, dryland fitness training, community rooms, full service restaurant and great hall. Project also included site utilities, stormwater structure, storm trap & site infrastructure

Public Process: Pre-Referendum Public Meetings Referendum Public Support, Public Bid Process

Contract Type & Cost: Construction Manager at Risk
Final Cost - $ 28,000,000

Project Team: Project Principal - Dave Olson
Project Executive - John Emser
Sr. Project Manager - Chris Powell
Project Manager - Sami Zafar
Project Superintendent - Larry Christiansen

W.B. Olson, Inc.

Response to RFQ - Village of Villa Park
Lions Recreation Center
Construction Management Services

W.B. OLSON, INC.
The Construction People

PROJECT	**Hinkston Park Fieldhouse**
Owner:	Waukegan Park District Contact: Jay Lerner | 847.360.4721
Architect:	PHN Architects (Currently Williams Architects) Contact: Andy Dogan | 630.665.8400
Description:	New 84,000 SF Recreation Facility, Fitness Center, Major Gym Facility, Running Track, Administrative Offices & Branch Library. 2008 - 2009 IAPD/IPRA Outstanding Facility & Parks Award
Contract Type & Cost:	Construction Manager Agency Final Cost: $11,700,000
Project Staff:	Project Principal: Dave Olson Sr. Project Manager: Dan Polfuss Project Preconstruction & Estimating - Dave Ridderhoff

W.B. Olson, Inc.

Response to RFQ - Village of Villa Park
Lions Recreation Center
Construction Management Services

W.B. OLSON, INC.
The Construction People

PROJECT **Dunbar Recreation Center**

Owner: Mundelein Park District
Contact: Ron Salski | 847.388.5460

Architect: FGM Architects
Contact: John Dzarnowski | 630.574.8300

Description: 13,000 SF New recreation center including infrastructure and parking, gymnasium,demonstration kitchen, dance studio, administrative offices and mutli- purpose rooms.

Contract Type & Cost: Construction Manager: Agency
$ 5,500,000

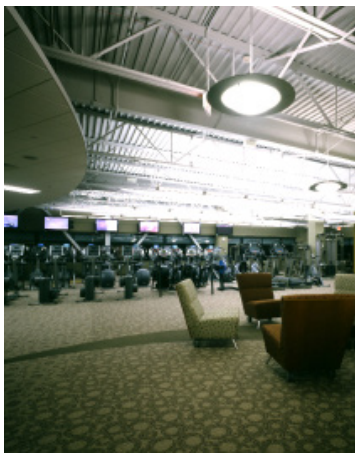
Project Staff: Project Principal: Dave Olson
Project Executive/Manager: John Emser
Project Superintendent: Kevin Shuttleworth

W.B. Olson, Inc.

Response to RFQ - Village of Villa Park
Lions Recreation Center
Construction Management Services

W.B. OLSON, INC.
The Construction People

PROJECT	**Recreation Center Major Addition & Renovation**
Owner:	Park District of Highland Park Contact: Rick Stumpf | 847.831.3810
Architect:	Williams Architects Contact: Frank Parisi | 630.221.1220
Description:	67,000 SF Major addition and renovation project including site infrastructure, indoor pool, gymnasium, fitness center, administrative offices and other multi-purpose space.
Contract Type & Cost:	Construction Manager Agency Final cost - $11,511,095
Project Staff:	Project Principal: Dave Olson Project Executive: John Emser Project Manager: Scott Larson



PARK & RECREATION CLIENT REFERENCES:

Glenview Park District
Contact: Michael McCarty
224-521-2250
Michael.mccarty@glenviewparks.org

Bolingbrook Park District
Contact: Ron Oestreich
630-783-6561
roestreich@bolingbrookparks.org

Mundelein Park District
Contact: Ron Salski
847-388-5460
rsalski@mundeleinparks.org

Wilmette Park District
Contact: Steve Wilson
224-489-2888
swilson@wilpark.org

W.B. OLSON, INC.
The Construction People

TAB 4:
PROJECT TEAM

PROJECT TEAM

The Project Team assigned to the Village of Villa Park – Lions Recreation Center project has a proven record of working together on recreation projects. They are experienced in Owner Advocacy, Public Meeting Support, Design Assistance, Budget & Estimating, Constructability, Life Cycle Analysis, Sustainability, Construction Management, Safety and Close-Out Services.

The key personnel identified in the organization chart that follows are

WBO Project Team:

Dan Polfuss. LEED AP

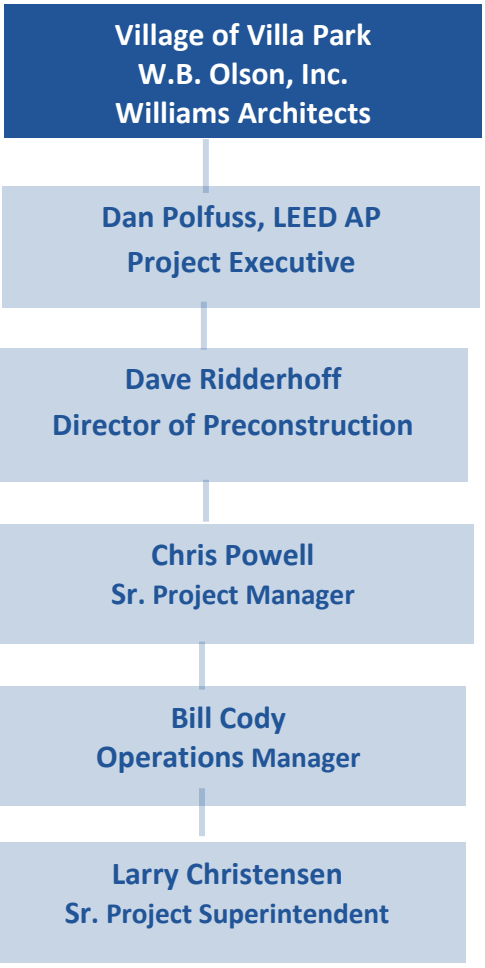
Dave Ridderhoff

Chriss Powell

Bill Cody

Larry Christensen

See Attached Resumes



W.B. OLSON, INC.
The Construction People
Celebrating 50 years of service

Dan Polfuss

Project Executive

Dan joined W.B. Olson, Inc., in 2000. He brings to our customers a focused depth of experience in the municipal / public construction markets. He is a graduate of Marquette University with a BS in Civil Engineering and received his MBA from DePaul University. Dan's strong communication and organization skills have been instrumental in completing may large complex projects.

Recent W.B. Olson, Inc. Experience:

- Legacy Charter School | New K-8 Elementary School | Chicago, IL
- Ravinia Festival |New Music Box Theater & Dining Pavilion Expansion | Highland Park, IL
- Ravinia Festival | New Food Pavilion – Highland Park, IL
- Barrington Park District | New Recreation Center & Pool house Reno. | Barrington, IL
- Kinowerks | Adaptive Reuse / Renovation, LEED Gold | Chicago, IL
- Park District of Highland Park | Rosewood Beach | Highland Park, IL
- North Park University | New Library | Chicago, IL
- North Park University | New Recreation Center | Chicago, IL
- North Park University | New Science Center & Community Life Building | Chicago, IL
- Village of Mount Prospect | New Village Hall & Parking Garage | Mt. Prospect, IL
- Village of Wheeling | New Village Hall | Wheeling, IL
- Wilmette Park District | Centennial Family Aquatic Center | Wilmette, IL
- Wilmette Park District | New Golf Clubhouse | Wilmette, IL
- Glenview Park District | Flick Aquatic Center | Glenview, IL
- Glenview Park District | Roosevelt Aquatic Center Renovation | Glenview, IL
- Waukegan Park District | Hinkston Park Fieldhouse | Waukegan, IL
- Waukegan Park District | Outdoor Sports Complex | Waukegan, IL
- Village of Riverwoods | New Village Hall | Riverwoods, IL
- North Shore Surgery Center | New Ambulatory Surgery Center | Lincolnwood, IL

Education:

Marquete University | Bachelor of Science | Civil Engineering | 1983
DePaul University | Master of Business Administration | 1991

Experience:

- W.B. Olson, Inc. | 2000 – Present
- Blinderman Construction Co. | 1989-2000
- Interlake Material Handling | 1987-1989
- Sarget & Lundy Engineers | 1983-1987

W.B. OLSON, INC.
The Construction People
Celebrating 50 years of service

Dave Ridderhoff

Director of Preconstruction Services

Dave joined W.B. Olson, Inc., in 1988. He is one of our most experienced construction professionals with a wealth of knowledge in the areas of preconstruction, value engineering and constructability review. He has brought a level of creative analytical thinking to all projects for which he is involved. His detailed-orientation and organization skills have provided much value to our customers.

Recent W.B. Olson, Inc. Experience:
- Legacy Charter School | New K-8 Elementary School | Chicago, IL
- Holy Family Lutheran School | New Elementary School | Chicago, IL
- Ravinia Festival |New Music Box Theater & Dining Pavilion Expansion | Highland Park, IL
- Ravinia Festival | New Food Pavilion – Highland Park, IL
- Barrington Park District | New Recreation Center & Pool house Reno. | Barrington, IL
- Kinowerks | Adaptive Reuse / Renovation, LEED Gold | Chicago, IL
- North Park University | Hanson Hall Renovation | Chicago, IL
- North Park University | New Library | Chicago, IL
- North Park University | New Recreation Center | Chicago, IL
- North Park University | New Science Center & Community Life Building | Chicago, IL
- Village of Barrington | New Village Hall | Barrington, IL
- Village of Mount Prospect | New Village Hall & Parking Garage | Mt. Prospect, IL
- Village of Wheeling | New Village Hall | Wheeling, IL
- Wilmette Park District | Gillson Park Beach House & Parking Lot| Wilmette, IL
- Wilmette Park District | Centennial Family Aquatic Center | Wilmette, IL
- Wilmette Park District | New Golf Clubhouse | Wilmette, IL
- Glenview Park District | Park Center | Glenview, IL
- Glenview Park District | Flick Aquatic Center | Glenview, IL
- Glenview Park District | Roosevelt Aquatic Center Renovation | Glenview, IL
- Waukegan Park District | Hinkston Park Fieldhouse | Waukegan, IL
- Waukegan Park District | Outdoor Sports Complex | Waukegan, IL
- Village of Riverwoods | New Village Hall | Riverwoods, IL
- Wheaton Park District | New Arrowhead Golf Clubhouse | Wheaton, IL
- Westmoreland Country Club | Pool & Tennis Complex | Wilmette, IL

Education:
Illinois Institute of Technology | Bachelor of Science | Civil Engineering | 1988

Experience:
- W.B. Olson, Inc. | 1988 - Present

W.B. OLSON, INC.
The Construction People
Celebrating 50 years of service

Chris Powell

Project Manager

Chris joined W.B. Olson, Inc. in March, 2017. He has been working in the construction industry for 20 +years. Chris brings a wealth of construction knowledge and experience to the team. He has held many positions in the construction industry including, Senior Project Manager, Operations Manager, Superintendent, and Estimator

Recent W.B. Olson, Inc. Experience:

- YWCA Evanston/Northshore | Renovation Project | Evanston, IL
- Glenview Park District | New Ice Center | Glenview, IL
- Wilmette Park District | Gillson Park Beach House & Parking Lot | *Evanston, IL*
- Evanston Township High School | Interior & Site Renovation | *Evanston, IL*
- Northwestern University | Willard Hall Renovation | *Evanston, IL*
- Northwestern University | Phi Gamma Delta Chapter House Gut Renovation | *Evanston, IL*
- Northwestern University | Gamma Phi Beta Chapter House Gut Renovation | *Evanston, IL*

Other Industry Experience:

- Ft. Sheridan Army Reserve Center | New Training Facility | *Ft. Sheridan, IL*
- Homewood Army Reserve Center | Addition & Renovation | *Homewood, IL*
- VA - Malcom Randall Medical Center | Renovation | *Gainesville, FL*
- Northeastern Illinois University |Satellite Campus Renovation | *Chicago, IL*
- Northeastern Illinois University | North Park Garage Addition | *Chicago, IL*
- University of Illinois – Champaign | Classroom & Lab Renovation | *Champaign*, IL
- Chicago Transit Authority | Renovation of 4 CTA Stations | *Chicago, IL*
- United States Postal Service |10 Local Post Office Renovations | *Chicago, IL*

Education:

- Iowa State University – Bachelor of Science – 1994

Experience:

- W.B. Olson, Inc. | March, 2017- Present
- Accel Construction Services | 2014 - 2017
- Blue Forge, LLC | 2012 - 2014
- United Excel Corporation | 2008 – 2011
- F.H. Paschen / SN Nielsen, Inc. | 2000 - 2008

W.B. OLSON, INC.
The Construction People
Celebrating 50 years of service

Bill Cody

Operations Manager

Bill joined W.B. Olson, Inc. in 1993. He has considerable experience managing field construction and subcontractor oversight. His proactive nature and attention to detail has contributed much value to our customers. His strong communication skills and leadership make the difference in field operations. Bill will oversee all field construction activity and resources.

Recent W.B. Olson, Inc. Experience:

- Northwestern University |Willard Hall Renovation & Expansion | Evanston, IL
- Wheaton Park District | New Arrowhead Golf Clubhouse | Wheaton, IL
- Bolingbrook Park District | Bolingbrook Recreation & Aquatic Center | Bolingbrook, IL
- Markland Charities | New Training & Development Center | Geneva, IL
- Markland Charities | New Group Homes & Baseball Field | Geneva, IL
- Robert Morris University | Medical Technical Training Facility | Aurora, IL
- St Patrick's Catholic Church | O'Gara Center Renovation | Lake Forest, IL
- Webster House | Renovation of Common Areas of Multi-family Building | Chicago, IL
- Village of Mount Prospect | New Village Hall & Parking Garage | Mt. Prospect, IL
- Village of Wheeling | New Village Hall | Wheeling, IL
- Edgewater Senior Recreation Center | New Recreation Center | Elgin, IL
- City of Evanston | Children & Teen Library Renovation | Evanston, IL
- Park District of Highland Park | New Rec. Center & Renovation | Highland Park, IL
- Glenview Park District | Flick & Roosevelt Aquatic Centers | Glenview, IL
- Elk Grove Park District | Rainbow Falls Aquatic Center | Elk Grove Village, IL
- Waukegan Park District | Hinkston Park Fieldhouse | Waukegan, IL
- Kinowerks | Adaptive Reuse / Renovation, LEED Gold | Chicago, IL
- North Park University | Dormitory & Classroom Renovation | Chicago, IL
- Northwestern University | Main Library Renovation | Evanston, IL
- Northwestern University | Classroom & Admin Office Renovation | Evanston, IL
- Wilmette Park District | Community Center Renovation | Wilmette, IL
- Glenview Park District | Park Center | Glenview, IL
- Glenview Park District | Admin Building Renovation | Glenview, IL
- Northwestern University | 2023 Sheridan Road Renovation | Evanston, IL
- Northwestern University | Allison Hall Renovation | Evanston, IL
- Northwestern University | Willard Hall Renovation | Evanston, IL
- Del Webb Arcadia Condominiums | New Condominiums | Huntley, IL

W.B. OLSON, INC.
The Construction People
Celebrating 50 years of service

Larry Christiansen

Sr. Project Superintendent

Larry joined W.B. Olson, Inc., in 1993. He has considerable experience managing field construction and subcontractor oversight. His proactive nature and attention to detail has contributed much value to our customers. His strong communication skills make the difference in field operations.

Recent W.B. Olson, Inc. Experience:
- Glenview Park District | Glenview Ice Center Complex | Glenview, IL
- Glenview Park District | Flick Aquatic Center | Glenview, IL
- Elk Grove Park District | Rainbow Falls Aquatic Center | Elk Grove Village, IL
- Barrington Park District | New Recreation Center & Renovation | Barrington, IL
- North Park University | New Science Center Building | Chicago, IL
- College of DuPage | Culinary, Hospitality, Media Building | Glen Ellyn, IL
- Village of Mount Prospect | New Village Hall & Parking Garage | Mt. Prospect, IL
- Village of Wheeling | New Village Hall | Wheeling, IL
- Ravinia Festival | New Food Pavilion | Highland Park, IL
- Wilmette Park District | Community Center Renovation | Wilmette, IL
- Village of Barrington | New Village Hall | Barrington, IL
- Park District of Highland Park | Rosewood Beach | Highland Park, IL
- Waukegan Park District | Hinkston Park Fieldhouse | Waukegan, IL
- Deerfield Park District | New Senior Center | Deerfield, IL
- Deerfield Park District | Aquatics Facility | Deerfield, IL
- Vernon Hills Park District | Recreation Center Addition & Renovation | Vernon Hill, IL

Responsibilities:
- Coordinate Construction Activities
- Supervise Subcontractors
- Maintain Project Schedule
- Jobsite Safety
- Cost Control
- Quality Control
- Site Records

Experience:
- W.B. Olson, Inc. | 1993 - Present
- OSHA Certified

W.B. OLSON, INC.
The Construction People

TAB 5:
Bonding Letter & Sample Certificate of Insurance

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/18/2022

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 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 The Horton Group 10320 Orland Parkway Orland Park IL 60467	**CONTACT NAME:** Certificates Team **PHONE (A/C, No, Ext):** 708-845-3917 **FAX (A/C, No):** **E-MAIL ADDRESS:** constructioncerts@thehortongroup.com
INSURED W.B. Olson, Inc. 3235 Arnold Lane Northbrook IL 60062	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Westfield Insurance Company 24112 **INSURER B :** Acuity Mutual Insurance 14184 **INSURER C :** Allied World Assurance Company 19489 **INSURER D :** Travelers Insurance Company 19046 **INSURER E :** Cincinnati Insurance Company 10677 **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 2098877174 **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 INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	**GENERAL LIABILITY** X COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR X XCU Included GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC	Y	Y	CMM1587983	3/31/2022	3/31/2023	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 2,000,000 $ 150,000 $ 5,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
A	**AUTOMOBILE LIABILITY** X ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS X HIRED AUTOS X NON-OWNED AUTOS	Y	Y	CMM1587983	3/31/2022	3/31/2023	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ $ $ $
A	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED X RETENTION $ 0	Y	Y	CMM1587983	3/31/2022	3/31/2023	EACH OCCURRENCE AGGREGATE Addtl Excess Limit	$ 15,000,000 $ 15,000,000
B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	K42491	3/31/2022	3/31/2023	X WC STATU-TORY LIMITS [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C D	Pollution/Professional Liability Crime		Y	0308-2641 105778721	3/31/2022 4/27/2021	3/31/2023 3/31/2024	Per Claim / Agg. Employee Theft Limit	$2M / $4M 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Waiver of Subrogation in favor of the listed additional insured with respect to General and Auto Liability and Workers Compensation only when required by written contract. Additional insured with respect to General and Auto Liability on a Primary Non-Contributory basis only when required by written contract. Umbrella follows form.

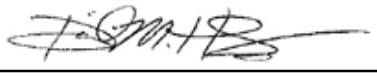
CERTIFICATE HOLDER

For Information Only

CANCELLATION

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



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TRAVELERS

Carrie L. Smith

Account Executive Officer
Construction Services
215 Shuman Blvd,
Naperville IL 60563
clsmith6@travelers.com

(630)961-4379
(866)216-5979 (fax)

March 8, 2021

RE: W.B. Olson, Inc.
3235 Arnold Lane
Northbrook, Illinois 60062

To whom it may concern:

W.B. Olson has been a highly regarded client of Travelers Casualty and Surety Company of America ("Travelers") for over 16 years. We are privileged to provide bonds for W.B. Olson and throughout our relationship, their financial strength and management capabilities have qualified them for bonding on all projects which they have chosen to undertake.

At the present time, we are providing W.B. Olson with a bonding capacity which supports single bonds in excess of $40 million and an aggregate work program in excess of $70 million. Please note that this does not represent the maximum amounts we are willing to consider. Consideration would be given to increasing this amount should the opportunity arise.

We may comment only favorably on the ability of W.B. Olson. Naturally, as is customary within the surety industry, the issuance of any final bonds is always contingent upon satisfactory underwriting review at the time a request for bonds is made. This review may include, but not be limited to, the acceptability of the contract documents, bond forms and financing. It should be understood that any arrangement for surety bonds is a matter strictly between W.B. Olson and Travelers. We assume no liability to third parties or to you by the issuance of this letter.

Should you desire more information on our bonding relationship with W.B. Olson, please do not hesitate to contact me.

Sincerely,

Carrie L. Smith

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA
HARTFORD, CONN.

Carrie L. Smith
Attorney-In-Fact
Travelers Casualty and Surety Company of America (A.M. Best Rating A++XV)

LIONS PARK RECREATION CENTER

CONSTRUCTION MANAGEMENT SERVICES

W.B. OLSON, INC.

The Construction People

WILLIAMS ARCHITECTS

WBO - Project Team Members

Dan Polfuss. LEED AP

Dave Ridderhoff

Chris Powell

Bill Cody

Larry Christensen

Village of Villa Park
W.B. Olson, Inc.
Williams Architects

Dan Polfuss, LEED AP
Project Executive

Dave Ridderhoff
Director of Preconstruction

Chris Powell
Sr. Project Manager

Bill Cody
Operations Manager

Larry Christensen
Sr. Project Superintendent

W.B. OLSON, INC.
The Construction People

WILLIAMS ARCHITECTS

LIONS RECREACTION CENTER PROJECT

Define Success

Preconstruction Plan & Schedule

Site Knowledge / Utility Coordination

Advocate / Active Participation

W.B. OLSON, INC.
The Construction People

WILLIAMS ARCHITECTS

QUALITY CONTROL –QUALITY ASSURANCE

W.B. OLSON, INC.
The Construction People

The W.B. Olson Quality Control and Quality Assurance Program starts in the Preconstruction phase. As shown on the following diagram, Quality Control starts with design and extends into construction. Quality Assurance is provided using our construction checklists and constantly planning, reviewing, monitoring, inspecting, and correcting where necessary. Our QC/QA process is summarized through the LEAN technique of PLAN DO CHECK ADJUST (PDCA).

W.B. OLSON, INC.
The Construction People

PRECONSTRUCTION

The preconstruction process is key to the overall success of a project, and where we can bring the most value to your project. While General Conditions (function of time) and fee (function of project size and risk) typically account for less than 10% of the overall project cost, the materials and systems selected make up the majority of the cost. Therefore, the sooner we can be involved in the preconstruction process the more value we bring. Our preconstruction process focus' on the following:

1. Kick-off/Insight

- Develop the Team relationships
- Define the Project Goals and what defines Success
- Define Target Cost – Establish expectations of building components and systems (types of systems, level of finish, etc.)

2. Schedule

- Using Pull Planning develop a Pre-construction schedule with design milestones, pricing checkpoints, permit submission, bid schedule
- Meet weekly to update progress and understand constraints, decision points (Go/No Go), etc.
- Develop Summary Level Schedule as design develops to define Project Milestones, Long Lead Items

3. Cost Control and Constructability Reviews

- Review material and systems (foundation, superstructure, M/E/P systems, finishes) and provide cost parameters based on historical pricing
- Provide input on viability of materials and systems based on schedule, weather, market conditions
- Provide value engineering suggestions for materials, systems, etc.
- Continually update project costs based on design development. Garner subcontractor input to develop interest and gage market conditions.
- Provide a complete project budget including contingencies, allowances to cover known unknowns and anticipated further design development
- Suggest Alternates that can be bid if warranted
- Develop Early Bid Packages if warranted for long lead items, schedule issues such as weather, etc. Define risks and rewards of early bid packages.

4. Bidding/Procurement

- Develop bid/trade packages with defined Scopes of Work to reduce ambiguities and contractor held contingencies
- Assist with placement of public notices if required.
- Manage bid, review bids, review scope with apparent low bidders and the team.
- Establish GMP and prepare Amendment or Prepare Award Recommendations
- Solicit MBE/WBE involvement if required.
- Award Subcontracts based on lowest responsible bid/best value after team review and approval.

PRECONSTRUCTION PROCESS

Budgeting & Estimating

Design Assistance - Constructability, Maintainability, & Sustainability

Bidding

Logistics / Phasing

W.B. OLSON, INC.
The Construction People

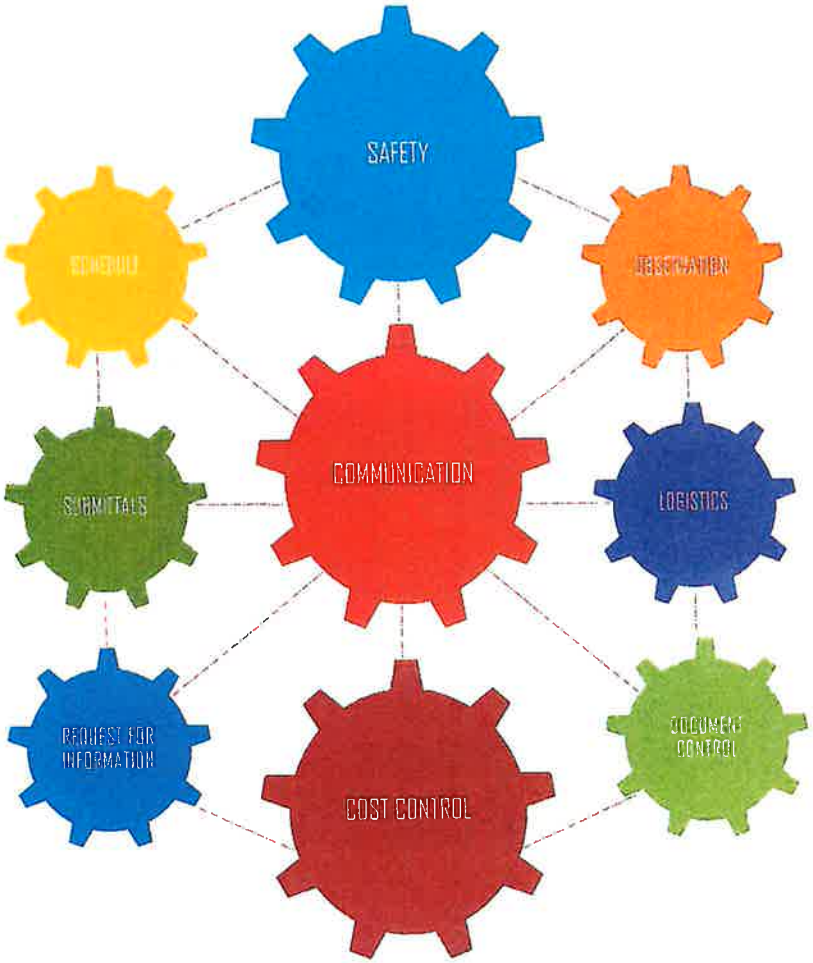
WILLIAMS ARCHITECTS

- **PRECONSTRUCTION/DESIGN ASSIST**
  - Budgeting and Estimating
    - Generate Trade Contractor Interest/Involvement
    - Avoid Surprises
    - Diversity/Inclusion - Minority Involvement
  - Reviews
    - IDNR Grant Compliance
    - Sustainability
    - Maintainability
    - Constructability
  - Bidding
    - Detailed Scopes for all Trades (not large combined packages)
  - Schedule/Logistics/Phasing
    - Control Schedule
    - Coordination with existing functions/activities
    - Site Reviews - drainage, utilities, etc.

W.B. OLSON, INC.
The Construction People

PROJECT MANAGEMENT AND CONTROLS

Project Management and Controls are critical throughout the construction process. Our focus is on the nine interconnected areas highlighted below. As the project moves forward the process allows for the flexibility and responsiveness required to keep the project on track. Any issues that are identified are addressed, resolved or brought to the project team as necessary for resolution.



CONSTRUCTION PROCESS

- Communication/Active Role in Management
- Good Neighbor
- Safety
- Reporting

W.B. OLSON, INC.
The Construction People

WILLIAMS ARCHITECTS

CONSTRUCTION

- Active role in Management - not just Advisor
  - Develop/coordinate/control overall schedule
  - Daily Huddles
  - Not Just "One" Person
    - Allows focus on multiple aspects
    - Field
    - Administration
    - Relationship
  - Quality Assurance Reviews
  - Safety
    - Review trade contractor's plans
- Good Neighbor
  - Orderly/clean site
  - Respectful
  - Public Project Updates
- Reporting
  - Meeting Minutes
  - Monthly Updates

POST CONSTRUCTION

- Coordinate Training
- Prepare Operations & Maintenance Manuals
- Warranty Assistance/Coordination
- 11-Month Review

W.B. OLSON, INC.
The Construction People

WILLIAMS ARCHITECTS

POST CONSTRUCTION

- Coordinate Training
- Prepare Operations & Maintenance Manuals
- Warranty Assistance/Coordination
- 11-Month Review
- Post Warranty
  - Your Partner
  - Assistance
- Lessons Learned Review

RELATED EXPERIENCE

Glenview Community Ice Center
$ 28.0 Million

Hinkston Park Fieldhouse
Waukegan Park District
$ 11.7 Million

Langendorf Recreation Center
Barrington Park District
$ 11.0 Million

W.B. OLSON, INC.
The Construction People

WILLIAMS ARCHITECTS

W.B. OLSON, INC.

The Construction People

July 12, 2022

Village of Villa Park
338 Iowa Ave.
Villa Park, IL 60181

ATTN: Greg Gola, Director, Parks, Recreation and Fleet Services

RE: Lions Park Recreation Center W. B. Olson Fee Proposal

Greg;

Thank you for selecting W. B. Olson as the Construction Manager for the construction of the Lions Park Recreation Center. Our team and experience will bring significant value to this project.

Our proposal consists of 4 main components: Preconstruction/Design Assist Services, Construction Services which include General Conditions, Overhead and Profit, and Insurance. These are proposed as follows:

PRECONSTRUCTION PHASE

- Preconstruction / Design Assist Services - $60,000 A breakdown of the preconstruction work is attached.
    - In conjunction with the project team, help define the final construction "game plan," including the scope of the work and phasing as necessary.
    - Review design documents and project outline and provide a preliminary review for constructability and scheduling.
    - Prepare a master schedule including architectural design work, budgeting, Village approvals, and construction.
    - Prepare 1 concept project budget, 1 schematic design budget, and 1 Design Development budget at key points in the project
    - Participate in value engineering.
    - Attend up to 5 meetings with the Village to review the budgets.
    - Review the final construction documents to minimize conflicts, overlaps, and omissions between subcontractors.

- Assist in obtaining building permits, utility agreements, and IDNR Grant compliance.
- Prepare a list of trade bid packages identifying the specific scope of work for each trade and a list of potential bidders (minimum of three) for each of these trade/bid packages.
- Identify and expedite the procurement of any long-lead items.
- Lead and coordinate the public bidding process, solicit bids from selected trade contractors, receive, evaluate, and analyze bids as to adequacy and completeness, conduct scope reviews with low bidders, and make recommendations for contract awards to the Village.
- Develop the final project Budget based on the lowest responsible bids received, agreed-upon allowances, fees, and a 3% construction contingency.
- Prepare construction contracts for each trade.

CONSTRUCTION PHASE

- General Conditions - $696,002 – General conditions account for project staff and are a function of time and calculated on a construction duration of 12 months. A breakdown of the General Conditions costs is attached. Included as part of the General Conditions are:
  - Provide construction services for the project, including on-site supervision and coordination, scheduling, quality control, Jobsite documentation, and reporting.
  - Prepare and maintain a schedule for construction.
  - Obtain, review, and process shop drawings and other submittals as required.
  - Review insurance certificates and bonds for conformance to project specifications.
  - Preparation and administration of payouts, collection of lien waivers, and other accounting services.
  - Review and process change orders as necessary.
  - Provide services for project close-out including training, operation and maintenance manuals, and assist in warranty administration

- Fee (Overhead and Profit) – 3.0% of the total cost of construction.

- Insurance – 1.0% of the total cost of construction. The Owner and Architect are added as additional insureds.

- We are requesting that the following Clause be included in the final contract agreement:

  In the event that the COVID-19 pandemic, other infectious disease outbreaks or pandemics, or other public health emergencies, any government orders or directives, failure of any governmental or other regulatory authority to act in a timely manner, or any other cause beyond the Owner's control change Owner's

schedule for the Project delays completion of the Project, the time for completion of Construction Manager's work shall be extended by the period of resulting delay and Owner and Construction Manager will mutually agree to an equitable adjustment of Construction Manager's fee and associated costs if and as appropriate given the stage of the Project. Construction Manager agrees that Owner shall not be responsible for any of Construction Manager's damages, nor shall Owner be deemed in default of this Agreement due to such delays.

We look forward to beginning work on this project. Please let me know if there are any questions.

Sincerely,

W. B. OLSON, INC.

Daniel L. Polfuss
President

Enclosures

W.B. OLSON, INC.
The Construction People

7/12/2022

Village of Villa Park
Lions Recreation Center
Preconstruction

Task	Month	Time	Total
Kick-off, scope review	August	4	$ 640
Concept Budget	August	15	$ 2,400
Review with VP/WAA	August	2	$ 320
Estimating (continuous through process)	A/S	10	$ 1,600
Reviews - constructability, sustainability, maintainability	A/S	8	$ 1,280
Schematic Budget Check	Sept	20	$ 3,200
Review with VP/WAA	Sept	2	$ 320
Estimating (continuous through process)	O/N	10	$ 1,600
Reviews - constructability, sustainability, maintainability	O/N	8	$ 1,280
DD Budget Check	Nov	30	$ 4,800
Review with VP/WAA	Nov	2	$ 320
Estimating (continuous through process)	D/J	20	$ 3,200
Reviews - constructability, sustainability, maintainability	D/J	16	$ 2,560
Construction Schedule (summary)	Jan	24	$ 3,840
Prepare Bid Package	Jan	40	$ 6,400
Bidding	Jan/Feb	80	$ 12,800
Scope Reviews/Award Recommendation	Feb	16	$ 2,560
Present Board Meeting	Feb	2	$ 320
Contract Awards	Feb	40	$ 6,400
			$ 55,840
Reimbursables (prints, mileage, phone)			$ 4,160
Total			$ 60,000

W.B. OLSON, INC.
The Construction People

12-Jul-22

Project: Villa Park Lions Recreation Center

Project Duration
365 DAYS

GENERAL CONDITIONS

DESCRIPTION			TOTAL
TEMPORARY FACILITIES			
OFFICE TRAILERS			$6,996
STORAGE TRAILERS			$3,042
TELEPHONE/TECHNOLOGY			$3,650
ELECTRIC:			
ENERGY COST			BY OWNER
WIRING COST			BID ITEM
WATER			BY OWNER
HEAT:			
ENERGY COST			BY OWNER
OPERATING COST			BY OWNER
BARRICADES/FENCING			BID ITEM
ROADS			BID ITEM
WINTER PROTECTION			JOB SITE REQUIREMENT
TEMPORARY PARTITIONS			JOB SITE REQUIREMENT
SIGNAGE			JOB SITE REQUIREMENT
MISCELLANEOUS CONDITIONS:			
BLUEPRINTING/COPYING			$2,500
LAYOUT/SPOT SURVEY			JOB SITE REQUIREMENT
TESTING			JOB SITE REQUIREMENT
PHOTOGRAPHS			INC.
CLEANUP:			
PROGRESS CLEANING			JOBSITE REQUIREMENT
DUMPSTERS			JOBSITE REQUIREMENT
FINAL CLEANING			JOB SITE REQUIREMENT
SAFETY REQUIREMENTS			JOB SITE REQUIREMENT
HOISTING:			JOB SITE REQUIREMENT
TRUCKING			$3,000
WARRANTY ALLOWANCE			INC
SUPERVISION:			
JOB SUPERINTENDENT @	100.00%	OF TIME	$312,857
FIELD ENGINEER @	50.00%	OF TIME	$88,643
OPERATIONS MANAGER @	15.00%	OF TIME	$50,057
PROJECT EXEC	10.00%	OF TIME	$33,371
SR. PROJECT MGR.	33.00%	OF TIME	$103,243
PROJECT ENG.	50.00%	OF TIME	$88,643
TOTAL :			$696,002
		Per Month	$ 58,000