



AGENDA

BUFFALO GROVE PLANNING AND ZONING COMMISSION

Regular Meeting: June 19, 2024 at 7:30 PM

Jeffrey S. Braiman Council Chambers

Fifty Raupp Blvd Buffalo Grove, IL 60089-2139

1. Call to Order

- a. Pledge of Allegiance
- b. Roll Call

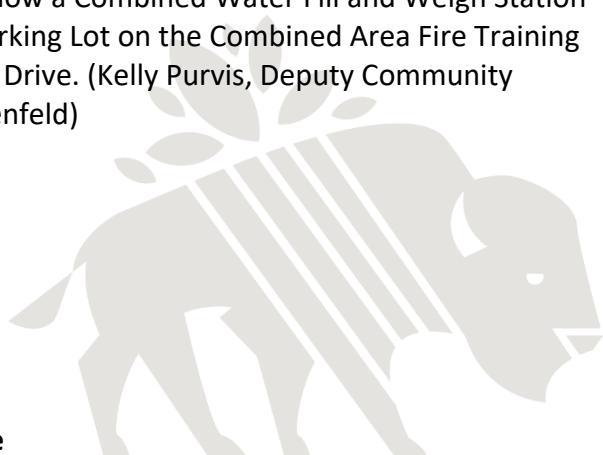
2. Public Hearings/Items for Consideration

Public Comment is limited to items that are not on the regular agenda. In accordance with Section 2.02.070 of the Municipal Code, discussion on questions from the audience will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business. All members of the public addressing the Planning and Zoning Commission shall maintain proper decorum and refrain from making disrespectful remarks or comments relating to individuals. Speakers shall use every attempt to not be repetitive of points that have been made by others. The Planning and Zoning Commission may refer any matter of public comment to the Village Manager, Village staff or an appropriate agency for review.

- A. Buffalo Grove Branding Presentation (Kelly Purvis, Deputy Community Development Director, Trustee Weidenfeld)
- B. Consideration of a Zoning Variation for the Purpose of Constructing a Three-Season Room that Would Encroach into the Required 30-Foot Rear Yard Setback at 1343 Logsdon Lane (Andrew Binder, Trustee Weidenfeld)
- C. Consideration of a Petition for Approval of a Lot Consolidation Plat, an Amendment to the Special Use and Preliminary Plan Approved by Ordinance No. 2019-036 with Variations from the Zoning Code to Allow a Combined Water Fill and Weigh Station and Construction of a New Surface Parking Lot on the Combined Area Fire Training (CAFT) Facility Property at 851 Krause Drive. (Kelly Purvis, Deputy Community Development Director, Trustee Weidenfeld)

3. Regular Meeting

- A. Other Matters for Discussion
- B. Approval of Minutes
- C. Chairperson's Report
- D. Committee and Liaison Reports
- E. Staff Report/Future Agenda Schedule



F. Public Comments and Questions

All comments will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business.

4. Adjournment

The Planning and Zoning Commission will make every effort to accommodate all items on the agenda by 10:30 P.M. The Commission does, however, reserve the right to defer consideration of matters to another meeting should the discussion run past 10:30 P.M.

The Village of Buffalo Grove, in compliance with the Americans with Disabilities Act, requests that persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the ADA Coordinator at 847-459-2500 to allow the Village to make reasonable accommodations for those persons.



**VILLAGE OF BUFFALO GROVE
PLANNING & ZONING COMMISSION
STAFF REPORT**



MEETING DATE: June 19, 2024

SUBJECT PROPERTY LOCATION: 1343 Logsdon Lane, Buffalo Grove, IL 60089

PETITIONER: Zach Zielinski, 575 S. Arthur Ave, Arlington Heights, IL 60005

PREPARED BY: Andrew Binder, Associate Planner

REQUEST: A variation to Village Zoning Ordinance, Section 17.40.020, for the purpose of constructing a 3-seasons room that would encroach into the required 30-foot rear yard setback at 1343 Logsdon Lane.

EXISTING LAND USE AND ZONING: The property is improved with a single-family home and zoned R-6A: One-Family Dwelling District.

COMPREHENSIVE PLAN: The 2009 Village Comprehensive Plan calls for this property and the immediate neighborhood to be single-family detached.

PROJECT BACKGROUND

The Petitioner is requesting a variation to construct a three-season room that encroaches into the rear yard setback at 1343 Logsdon Lane. The R-6A Zoning District requires a 30' rear yard setback and the proposed addition would encroach 4'-2" into the setback, as shown in *Figure 1*.

PLANNING & ZONING ANALYSIS

- The proposed addition will be located in the rear yard of the subject property.
- This proposed three-season addition measures 15' in length and 15' in width, which is a total area of 225 square feet. The proposed sunroom will be a one-story addition with a height of 9'-6", which will not exceed the height of the existing house.
- This addition will encroach 4'-2" into the required 30' rear yard setback and will be located approximately 25'-10" from the rear property line. The addition will be setback approx. 24'-7" and 25'-6" from each side property line, which meets the side yard setback requirements.

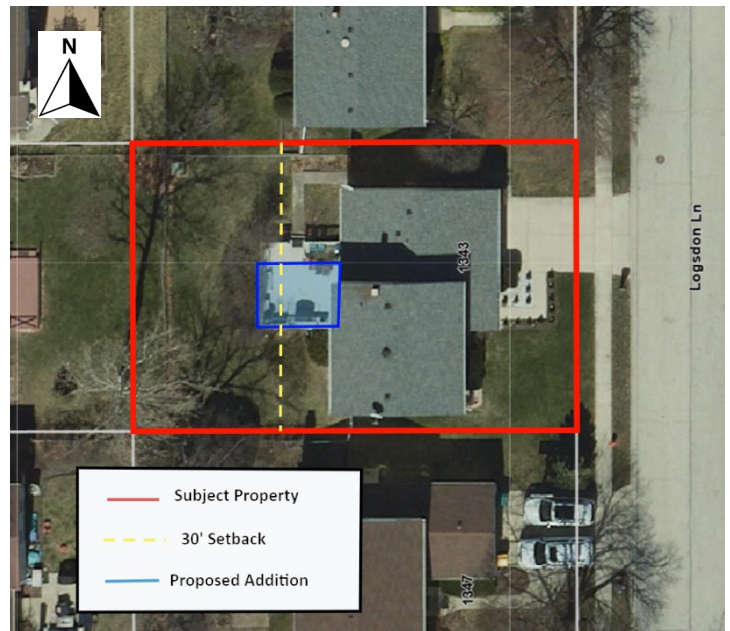


Figure 1: Subject Property

- The Planning and Zoning Commission is allowed to grant variations for encroachment requests up to 33% of the 30' setback requirement. In this case, the proposed rear yard encroachment of 4'-2" constitutes 13.8% of the required rear yard setback and would fall within the PZC's purview to grant full approval.



Figure 2: Rear Face of the House

VARIATION(S) REQUESTED

A rear yard setback variation from Section 17.40.020 of the Buffalo Grove Zoning Code to allow the encroachment of a sunroom addition.

DEPARTMENTAL REVIEWS

Village Department	Comments
Engineering & Building	The Village Engineer and Building Staff have reviewed the proposed sunroom addition and do not have any concerns.

SURROUNDING PROPERTY OWNERS

Pursuant to Village Code, the contiguous property owners were notified, and a public hearing sign was posted on the subject property. The posting of the public hearing sign and the mailed notifications were completed within the prescribed timeframe as required. As of the date of this Staff Report, the Village has not received any inquiries regarding the requested variation. No objections have been filed.

STANDARDS

The Planning & Zoning Commission is authorized to grant variations of the Zoning Code pursuant to Section 17.52.040 and 17.52.070, based on the following criteria:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations of the zoning district in which it is located except in the case of residential zoning districts;
2. The plight of the owner is due to unique circumstances;
3. The proposed variation will not alter the essential character of the neighborhood.

The petitioner has provided a written response to the standards for a variation which are included in the attached packet.

STAFF RECOMMENDATION

Staff recommends **approval** of the variation request for an addition to encroach 4'-2" into the rear yard setback at 1343 Logsdon Ln, subject to the conditions listed in the PZC motion below, due to the following reasons:

- The proposed addition is only 225 square feet, the size of a small accessory structure, which would be a permitted encroachment in the rear yard;
- The addition complies with all other zoning requirements, other than the variance requested;
- The addition will not impact any easements;
- The addition will not alter the character of the neighborhood.

ACTION REQUESTED

The Planning & Zoning Commission (PZC) shall open the public hearing and take public testimony concerning the variation. The PZC shall make a final decision on whether to approve the variation.

Suggested PZC Motion

PZC moves to grant a variation to Village Zoning Ordinance, Section 17.40.020, for the purpose of constructing a 3-seasons room that would encroach into the required 30-foot rear yard setback at 1343 Logsdon Lane, subject to the following conditions:

- 1) The proposed addition shall be installed in accordance with the documents and plans submitted as part of this petition.*

ATTACHMENTS

1. Petitioner's Narrative
2. Petitioner's Response to Variation Standards
3. Site Plan and Architectural Plans
4. Photo of Rear Face of the House

To the Planning and Zoning commission of Buffalo Grove regarding the proposed variance at 1343 Logsdon Ln:

We are requesting a variance because we are trying to construct a 15x15 3 season sunroom addition and a 15x12 concrete patio. The rear yard setback requirement is 30 feet, and the room would be 25 feet and 10 inches away. The hardship that will arise if the variance is not granted is that, the shape of the lot does not dramatically change the front yard, side yard, or rear yard; The lot shape doesn't prohibit the property owner from building an addition in a manner that would meet the setback requirements. Although, the undue hardship is that the property resides close and/or beyond the front-yard/rear-yard/east side-yard setback, meaning all but the west part of the lot has a chance for buildable space. The addition has no other place besides the west facade to reside. The practical difficulty complained of was not created as a result of any action taken by the resident or its predecessors in interest of the property which was unlawful, or which could have been reasonably foreseen to create difficulty in complying with the ordinance for future improvements.

During your testimony at the Public Hearing, you need to testify and present your case for the variance being requested. During your testimony, you need to address the three (3) Variation Standards listed below:

Criteria for Zoning Variation.

- A. The regulations of this Title shall not be varied unless findings of fact are made based upon evidence presented at the hearing that:
1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations of the zoning district in which it is located except in the case of residential zoning districts;

The practical difficulty complained of was not created because of any action taken by the resident or its predecessors in the interest of the property, which could have been reasonably foreseen to develop difficulty in complying with the ordinance or future improvements. The overall purpose of the zoning and building codes , which will always be highly regarded, goes beyond the variance presented.

2. The plight of the owner is due to unique circumstances;

My family is really excited about adding a sunroom to our house. My kid's idea is to have a room that can be used throughout the year so we can enjoy nature. We love our neighborhood and don't want to move to a bigger house. Also, my kid will be with us for seven more years. That's why we are eager to have this sunroom, to create some wonderful memories. When I look at my property, the only suitable location for the addition seems to be the west side. A 10x10 room won't be big enough, so we are looking to build a 15x15 room. I also think that adding a sunroom will enhance the overall look of the house

3. The proposed variation will not alter the essential character of the neighborhood

The suggested addition will not change the fundamental character of the neighborhood in any manner

PLAT OF SURVEY

LOT 7 IN BLOCK 8 IN STRATHMORE GROVE, IN BUFFALO GROVE, UNIT 2, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 17, 1976 AS DOCUMENT 1752339 IN BOOK 55 OF PLATS, PAGE 45, IN LAKE COUNTY, ILLINOIS.

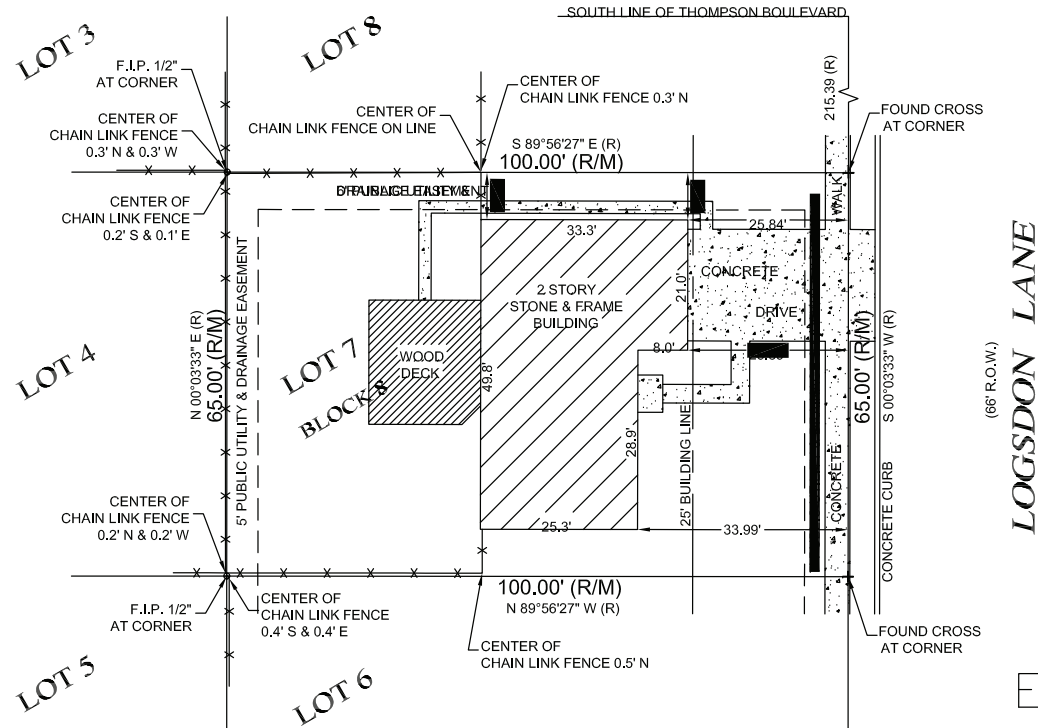
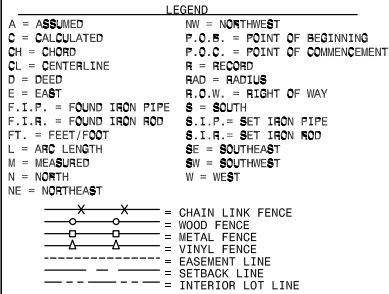
AREA OF SURVEY:

"CONTAINING 6,500 SQ. FT. OR 0.14 ACRES MORE OR LESS"



BASIS OF BEARING:

WEST LINE OF LOGSDON LANE AS FOUND
MONUMENTED AND OCCUPIED PER RECORD
SUBDIVISION.
S 00°03'33" W (R)



LOGSDON LANE
(60 N.E.W.)

EXISTING SITE PLAN

TURANG RESIDENCE
1343 LOGSDON LN.
BUFFALO GROVE, IL 60089
SHEET 6 OF 7

NOTE:

1. ALL TIES SHOWN ON THIS SURVEY ARE MEASURED TO THE BUILDING'S SIDING (BRICK, FRAME, STUCCO, METAL, ETC.) AND NOT TO THE FOUNDATION, UNLESS NOTED OTHERWISE.
2. ROOF LINES AND OVERHANGS ARE TYPICALLY NOT SHOWN HEREON.
3. COMPARE ALL DISTANCES AND POINTS IN FIELD AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE ASSUMED BY SCALING.

ADDRESS COMMONLY KNOWN AS 1343 LOGSDON LANE
BUFFALO GROVE, ILLINOIS

CLIENT MORRIS LAW, LTD.

FIELDWORK DATE (CREW) 01/13/2020 (MM/JB)

DRAWN BY: R.S. REVISED: _____ JOB NO. 19-12-0355



Morris Engineering, Inc.
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
FAX: (630) 271-0774
WEBSITE: WWW.ECIVIL.COM

STATE OF ILLINOIS SS
COUNTY OF DUPAGE

I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR "BOUNDARY SURVEY," AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

DATED, THIS 16TH DAY OF JANUARY, A.D., 2020,
AT Lisle, Illinois.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3253
 LICENSE EXPIRATION DATE NOVEMBER 30, 2020
 ILLINOIS BUSINESS REGISTRATION NO. 184-001245



LEGEND

A = ASSUMED NW = NORTHWEST
 C = CALCULATED P.O.B. = POINT OF BEGINNING
 CH = CHORD P.O.C. = POINT OF COMMENCEMENT
 CL = CENTERLINE R = RECORD
 D = DEED RAD = RADIUS
 E = EAST R.O.W. = RIGHT OF WAY
 F.I.P. = FOUND IRON PIPE S = SOUTH
 F.I.R. = FOUND IRON ROD S.I.P. = SET IRON PIPE
 FT. = FEET/FOOT S.I.R. = SET IRON ROD
 L = ARC LENGTH SE = SOUTHEAST
 M = MEASURED SW = SOUTHWEST
 N = NORTH W = WEST
 NE = NORTHEAST

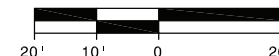
—X—X— = CHAIN LINK FENCE
 —O—O— = WOOD FENCE
 —□—□— = METAL FENCE
 —△—△— = VINYL FENCE
 - - - - = EASEMENT LINE
 - - - - = SETBACK LINE
 - - - - = INTERIOR LOT LINE

PLAT OF SURVEY OF

LOT 7 IN BLOCK 8 IN STRATHMORE GROVE, IN BUFFALO GROVE, UNIT 2, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 17, 1976 AS DOCUMENT 1752339 IN BOOK 55 OF PLATS, PAGE 45, IN LAKE COUNTY, ILLINOIS.

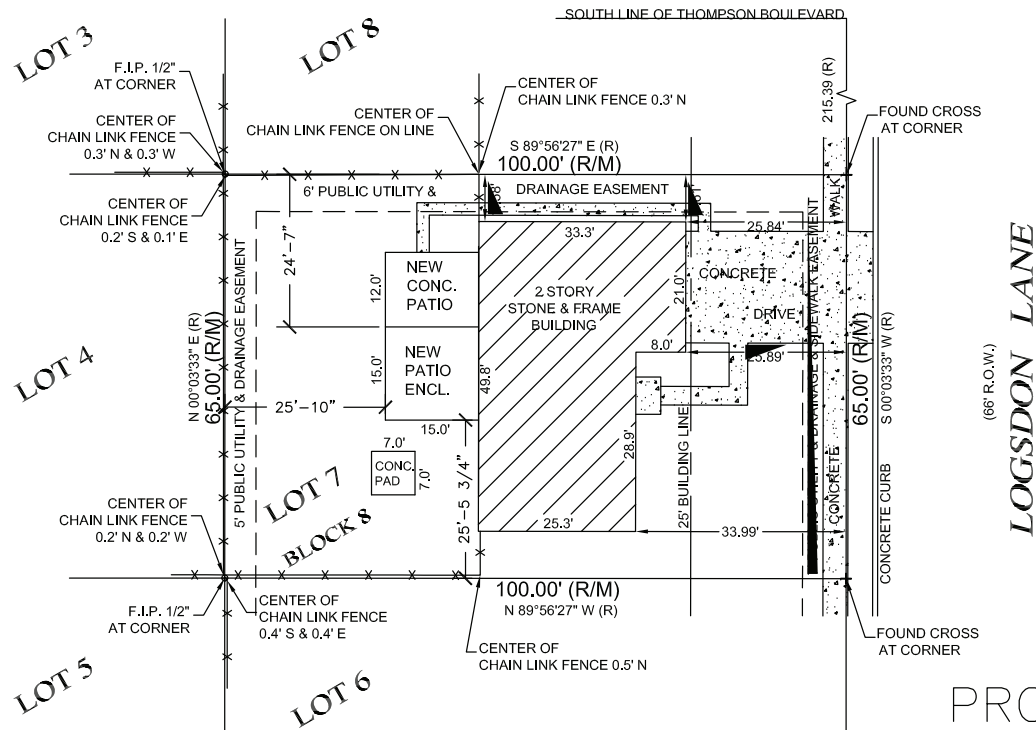
AREA OF SURVEY:

"CONTAINING 6,500 SQ. FT. OR 0.14 ACRES MORE OR LESS"



BASIS OF BEARING:

WEST LINE OF LOGSDON LANE AS FOUND
 MONUMENTED AND OCCUPIED PER RECORD
 SUBDIVISION.
 S 00°03'33" W (R)



PROPOSED SITE PLAN
 TURANG RESIDENCE
 1343 LOGSDON LN.
 BUFFALO GROVE, IL 60089
 SHEET 7 OF 7

STATE OF ILLINOIS
 COUNTY OF DUPAGE

I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY," AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

DATED, THIS 16TH DAY OF JANUARY, A.D., 2020,
 AT LISLE, ILLINOIS.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3253
 LICENSE EXPIRATION DATE NOVEMBER 30, 2026
 ILLINOIS BUSINESS REGISTRATION NO. 184-001245



NOTE:

1. ALL TIES SHOWN ON THIS SURVEY ARE MEASURED TO THE BUILDING'S SIDING (BRICK, FRAME, STUCCO, METAL, ETC.) AND NOT TO THE FOUNDATION, UNLESS NOTED OTHERWISE.
2. ROOF LINES AND OVERHANGS ARE TYPICALLY NOT SHOWN HEREON.
3. COMPARE ALL DISTANCES AND POINTS IN FIELD AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE ASSUMED BY SCALING.

ADDRESS COMMONLY KNOWN AS 1343 LOGSDON LANE
 BUFFALO GROVE, ILLINOIS

CLIENT MORRIS LAW, LTD.

FIELDWORK DATE (CREW) 01/13/2020 (MM/JB)

DRAWN BY: R.S. REVISED: JOB NO. 19-12-0355



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 515 Warrenville Road, Lisle, IL 60532
 Phone: (630) 271-0770

FAX: (630) 271-0774

WEBSITE: WWW.ECIVIL.COM

TURANG RESIDENCE 1343 LOGSDON LN. BUFFALO GROVE

HEREBY CERTIFY THAT THESE DRAWINGS HAVE BEEN PREPARED
UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE
CONFORM TO THE REQUIREMENTS OF THE ZONING AND BUILDING
ORDINANCES OF: BUFFALO GROVE



Exp. 11-30-24

THESE PLANS AND CONSTRUCTION WILL COMPLY WITH THESE
Village of Buffalo Grove adopted codes with local amendments:

2018 INTERNATIONAL RESIDENTIAL CODE
2018 INTERNATIONAL ENERGY CONSERVATION CODE
2017 NATIONAL ELECTRICAL CODE
VILLAGE OF BUFFALO GROVE CODE OF ORDINANCES

DRAWING # DESCRIPTION

- | DRAWING # | DESCRIPTION |
|-----------|-----------------------------------|
| 1 | COVER |
| 2 | ELEVATIONS |
| 3 | FLOOR PLAN & FOUNDATION PLANS |
| 4 | MANUFACTURE DRAWINGS SHEET 1 OF 2 |
| 5 | MANUFACTURE DRAWINGS SHEET 2 OF 2 |
| 6 | EXISTING SITE PLAN |
| 7 | PROPOSED SITE PLAN |

MINIMUM DESIGN LOADS: PER 2018 IRC

SNOW LOADS: GROUND SNOW LOAD 30 PSF

ULTIMATE DESIGN WIND SPEED: 115 MPH, 3 SEC. GUSTS

ALL CONCRETE TO BE 3000 PSI MINIMUM

LIVE LOADS:

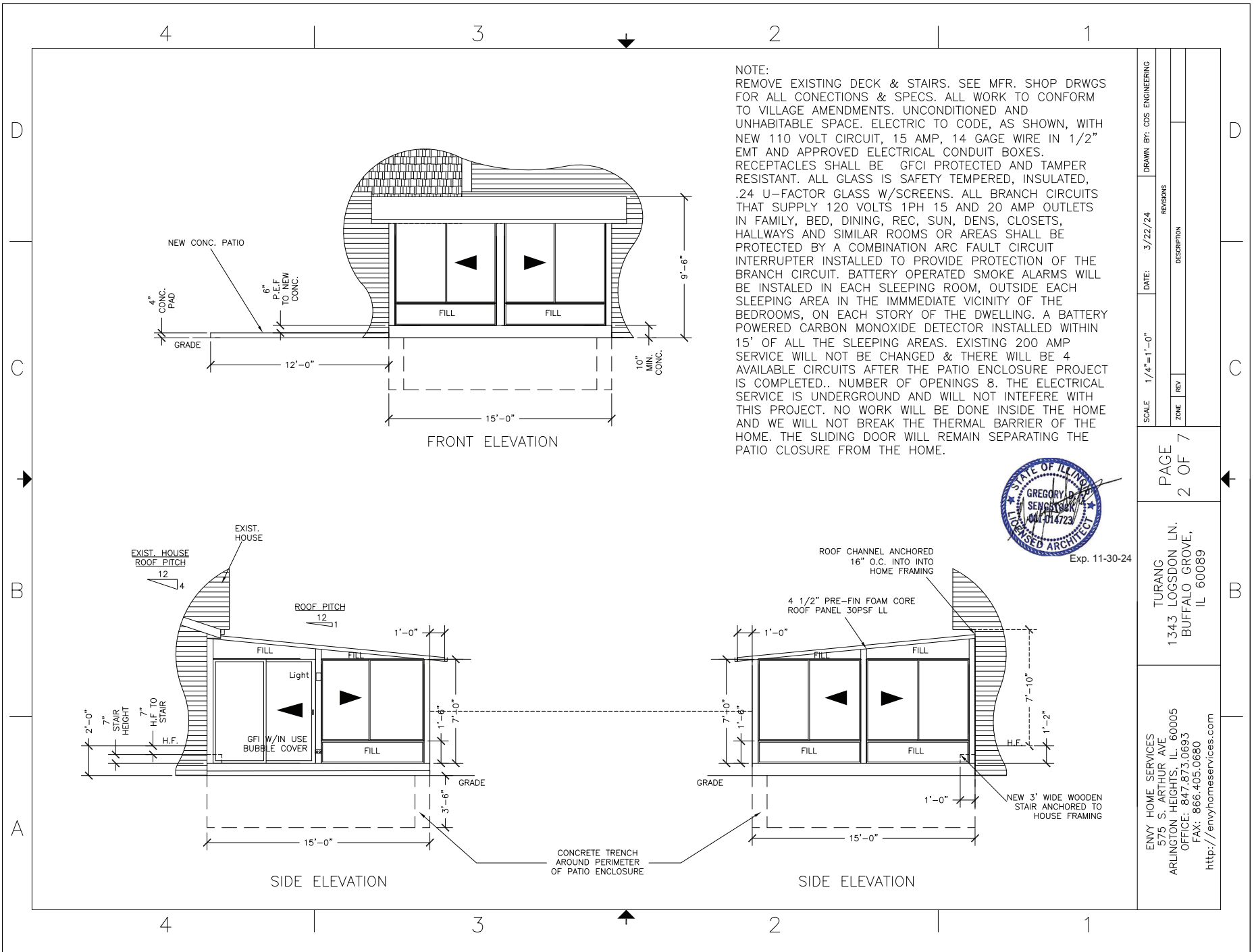
1. ROOF: 30 PSF
2. FLOOR: 40 PSF

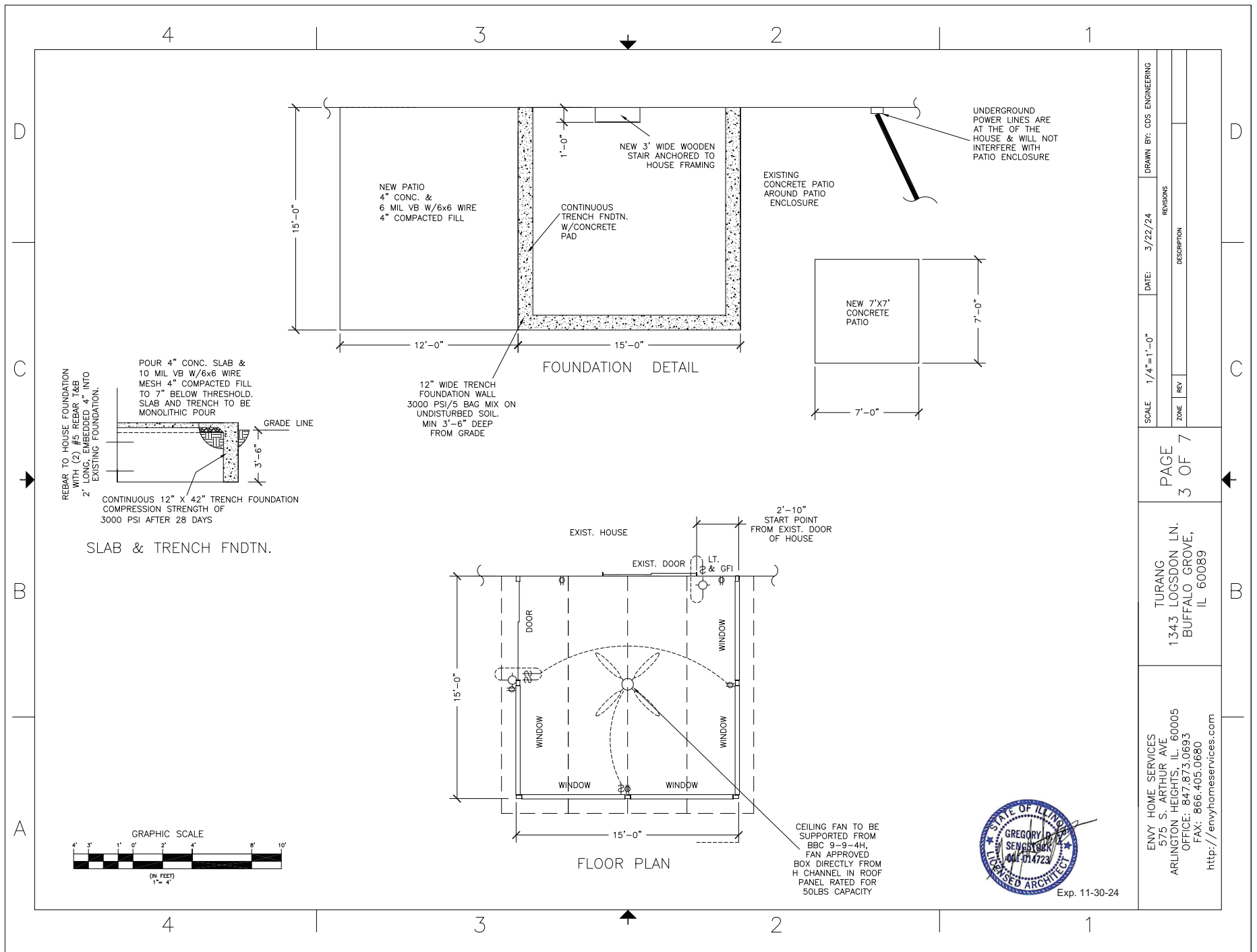
SAFETY NOTE:

ALL CONTRACTORS AND THEIR REPRESENTATIVES WORKING ON THIS PROJECT SHALL AT ALL TIMES DURING THE COURSE OF THEIR ACTIVITY BE RESPONSIBLE FOR THE SAFETY OF THEIR EMPLOYEES, AS WELL AS OTHERS. EACH REPRESENTATIVE AND THEIR EMPLOYEES SHALL ASCERTAIN THAT THE CONDITIONS UNDER WHICH THEY WILL BE REQUIRED TO ACCOMPLISH THEIR WORK ARE SAFE AND WITHIN THE GOOD SAFETY PRACTICES AND ALL REGULATIONS OF THE OCCUPATIONAL SAFETY AND HAZARD ACT AND OTHER GOVERNING REGULATIONS. IT IS THE RESPONSIBILITY OF THE GENERAL CONTR AND ALL SUBCONTRACTORS TO FIELD VERIFY EXISTING JOBSITE CONDITIONS AND TO KEEP THE JOBSITE SAFE DURING THE ENTIRE CONSTRUCTION PERIOD.

THE ARCHITECTS RESPONSIBILITY EXTENDS ONLY AND SOLELY TO THE PREPARATION OF THESE DRAWINGS. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR SUPERVISION OF ANY WORK NOR FOR ANY LIABILITY IN ERECTION, INSTALLATION AND/OR CONSTRUCTION DURING THE PERFORMANCE OF ANY WORK AS MAY BE REQUIRED BY THESE DRAWINGS. THE ARCHITECTS SCOPE OF WORK ON THIS PROJECT DOES NOT INCLUDE JOBSITE INSPECTIONS, FIELD VISITS DURING CONSTRUCTION AND/OR APPROVAL OF PAYOUT REQUESTS.

SCALE 1/4"=1'-0"	DATE: 3/22/24	DRAWN BY: CDS ENGINEERING	
	REVISIONS		
PAGE 1 OF 7	ZONE	REV	DESCRIPTION
TURANG 1343 LOGSDON LN. BUFFALO GROVE, IL 60089			
ENVY HOME SERVICES 575 S. ARTHUR AVE ARLINGTON HEIGHTS, IL 60005 OFFICE: 847.873.0693 FAX: 866.405.0660 http://envyhomeservices.com			





GENERAL NOTES:

- PER 2015 INTERNATIONAL RESIDENTIAL CODE (2015 IRC) §301.2.1.1 SUNROOMS, SUNROOMS SHALL COMPLY WITH AMERICAN STANDARD A200.
- CATEGORY A: A THERMALLY ISOLATED SUNROOM WITH ENCLOSED WALLS. THE OPENINGS ARE ENCLOSED WITH TRANSLUCENT OR TRANSPARENT PLASTIC OR GLASS. THE SUNROOM FENESTRATION COMPLIES WITH ADDITIONAL REQUIREMENTS FOR AIR INFILTRATION RESISTANCE AND WATER PENETRATION RESISTANCE. THE SPACING IS NON-HABITABLE AND UNCONDITIONED ENCLOSURES TO BE INSTALLED BY BETTERLIVING DEALER USING MATERIALS SUPPLIED BY CRAFTBILT MANUFACTURING COMPANY (CBM).
- MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER ENCLOSED STRUCTURES PER ASCE 7-16 AS REFERENCED IN 2015 IRC.
- LOCAL DESIGN LOADS:
 - GROUND SNOW LOAD - 40PSF
 - WIND SPEED - 120 MPH, EXP B (TABLE 1B) 130 MPH, EXP B (TABLE 2B), 150 MPH, EXP B (TABLE 3B).
- ALLOWABLE STRESS DESIGN PER ALUMINUM DESIGN MANUAL (2015).
- CODE REFERENCES LISTED IN PROJECT NOTES BELOW ARE PER 2015 IRC.
- ALLOWABLE DEFLECTION NOT TO EXCEED 1/120 PER IRC TABLE R301.7, NOTE 4.
- PROVIDE GUARDS ALONG OPEN-SIDED WALKING SURFACES (STAIRS, RAMPS, DECKS & LANDINGS) LOCATED 30-INCHES OR MORE ABOVE GRADE PER IRC R302.1.1, R302.1.2, R302.1.3.
- PROVIDE WINDOW FALL PROTECTION AT OPENINGS OF OPERABLE WINDOWS LOCATED MORE THAN 72-INCHES ABOVE FINISHED GRADE PER IRC R302.2.
- EXISTING CONDITIONS TO BE INSPECTED BY CONTRACTOR AND ALL MATERIALS REPAIRED AND/OR REPLACED AS REQUIRED TO RENDER THEM STRUCTURALLY SOUND AND COMPLETE.
- CONTRACTOR SOLELY RESPONSIBLE FOR MEANS AND METHODS DURING ALL PHASES OF CONSTRUCTION.
- OWNER/CONTRACTOR JOINTLY RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF AUTHORITY HAVING JURISDICTION (AHL).
- ANY DISCREPANCIES OR DEVIATIONS FROM DRAWING(S) REQUIRE REVISED ENGINEERING.
- DRAWINGS APPLY ONLY TO STRUCTURAL / FRAMING ELEMENTS OF PROJECT.
- DRAWINGS NOT TO SCALE. SCALING OF DIMENSIONS OFF DRAWINGS NOT PERMITTED.
- ALUMINUM SHOULD NOT BE USED IN DIRECT CONTACT WITH PRESERVATIVE TREATED WOOD.
- STUDIO ENCLOSURES EXCEEDING 18FTx20FT AND GABLE ENCLOSURES EXCEEDING 18FTx20FT IN SIZE REQUIRE SITE SPECIFIC ENGINEERING DRAWINGS.
- STUDIO / GABLE ENCLOSURES IN HIGH SNOW LOAD (>40 PSF) AND/OR HIGH WIND AREA REQUIRE SITE SPECIFIC ENGINEERING DRAWINGS.

FRAMING NOTES:

- FRAMING SHAPES AND SIZES SHOWN ON APPROVED FRAMING DRAWINGS / FASTENER TABLES REPRESENT MINIMUM DIMENSIONS TO RESIST COMBINED WIND AND ALLOWABLE GROUND SNOW LOADS (SEE TABULATED VALUES).
- EXTRUDED FRAMING SECTIONS TO USE 6063-T6 ALUMINUM ALLOY / TEMPER (OR BETTER).
- ALL STRUCTURAL COLUMNS TO BE CONTINUOUS FROM FLOOR TO ROOF.
- ALL STRUCTURAL BEAMS TO BE CONTINUOUS BETWEEN SUPPORTS.
- END BEARING OF FRAMING MEMBER(S) TO BE UNIFORM ACROSS FULL CROSS SECTION.
- BUILT UP FRAMING MEMBERS TO BE MECHANICALLY CONNECTED IN FIELD TO ACT AS A SINGLE MEMBER (MIN. 2x8x50S REQUIRED).
- BARRIER MEMBRANE(S)/COATINGS TO BE INSTALLED TO PROTECT ALUMINUM MEMBERS FROM GALVANIC ACTION BY OTHER METALS AND TO PREVENT CORROSION FROM CONTACT WITH CONCRETE, WOOD TREATMENTS AND OTHER MATERIALS.
- MINIMUM MEMBER LENGTH / HEIGHT NOT TO EXCEED DIMENSIONS SHOWN & TABULATED VALUES.
- MULLION SPACING NOT TO EXCEED THE LESSOR OF 2FT OR ONE HALF THE WALL DIMENSION.
- WALL HEIGHT NOT TO EXCEED 8'-3/4" (ALUMINUM ENCLOSURES) OR 11'-3/4" (W/WT ENCLOSURES).

FASTENER NOTES:

- FASTENER SIZES AND QUANTITIES SHOWN ON APPROVED CONNECTION DRAWINGS REPRESENT MINIMUM INSTALLATION TO RESIST COMBINED SNOW AND WIND GLAZING IN TABLES.
- USE FASTENERS THAT COMPLY WITH BUILDING CODES.
- USE FASTENERS THAT RESIST CORROSION BY A/C-C, A/C-D AND C-A-B OR OTHER TREATED LUMBER (WHERE APPLICABLE) AND/OR GALVANIC ACTION WHEN FASTENED THROUGH DISSIMILAR MATERIALS.
- HOT-DIPPER GALVANIZED COATED FASTENERS TO CONFORM TO ASTM A153 OR BETTER.
- HOT-DIPPER GALVANIZED COATED CONNECTORS TO CONFORM TO ASTM A653 (CLASS G-185) OR BETTER.
- STAINLESS STEEL FASTENERS AND CONNECTORS TO BE USED IN HIGHLY CORROSIVE ENVIRONMENTS AS REQUIRED BY BUILDING CODES. MOST COMMONLY AVAILABLE ELECTROPLATED GALVANIZED FASTENERS DO NOT HAVE A SUFFICIENT COATING OF ZINC AND ARE NOT RECOMMENDED.
- NEVER MIX GALVANIZED STEEL WITH STAINLESS STEEL IN THE SAME CONNECTION.
- FASTENERS IN LUMBER (0.5" ± 0.6") TO BE INSTALLED INTO PRE-DRILLED HOLES WITH DIAMETER NOT EXCEEDING FASTENER SHANK MIN DIAMETER (0.133" DIA FOR #10 WOOD SCREWS, 0.150" DIA FOR #12 WOOD SCREWS, 0.171" DIA FOR #14 WOOD SCREWS, 0.287" DIA LAGS) PER FASTENER MANUFACTURER'S INSTRUCTIONS.
- MINIMUM SPACING BETWEEN FASTENERS TO BE 2.5x MINIMUM FASTENER DIAMETER.
- MINIMUM SPACING FROM FASTENER TO EDGE OF PART TO BE 1.5x MINIMUM FASTENER DIAMETER.
- ALL OVERDRIVEN FASTENERS TO BE REPLACED IN NEW HOLES.
- BOLT HOLES TO BE 1/32" INCH TO 1/16" INCH DIAMETER LARGER THAN THE BOLTS.
- BOLTS TO MEET OR EXCEED ASTM A 307 OR SAE J-29 GRADES 1 OR 2, OR BETTER.
- BOLT TO EXTEND THROUGH THE FULL THICKNESS OF THE MEMBERS.
- BOLTS TO BE USED WITH WASHERS NOT LESS THAN A STANDARD CUT WASHER UNDER THE HEAD AND NUT MEETING ANSI B18.2.1.
- FASTENER QUANTITY / SPACING DESIGNATION 2x6IN TABLES REQUIRES 2 ROWS OF 6 FASTENERS, OF TYPE SHOWN IN TABLE.
- FOR CONNECTIONS TO MASONRY/SOLID CMU, REPLACE LAGS WITH SAME DIAMETER HILTI ADHESIVE ANCHORS / TAPCONS / NAIL ANCHORS. INSTALL PER MANUFACTURER INSTRUCTIONS.
- MASONRY ANCHOR IS NON-STRUCTURAL. DRILL THRU VENEER AND ATTACH LAGS DIRECTLY TO STRUCTURAL FRAMING.

CBM ROOF / WALL PANEL NOTES:

- TYPES, SIZES AND ATTACHMENTS OF STRUCTURAL PANELS SHOWN ON APPROVED LAYOUT DRAWINGS TO BE SELECTED TO RESIST COMBINED SNOW AND WIND LOADS (SEE TABULATED VALUES) USING PUBLISHED EVALUATION REPORT AND/OR RECOMMENDATIONS.
- PANELS TO USE 3004 H274 ALUMINUM ALLOY / TEMPER (OR BETTER).
- PANELS/PANEL CORES TO BE CONTINUOUS BETWEEN SUPPORTS.
- PANELS TO BE INSTALLED WITH CONTINUOUS CBM SILICONE SEALANT (MIN 1.5" WIDTH) ON ALL CONTACT SURFACES.
- ALL CONTACT SURFACES TO BE PROPERLY CLEANED PER MANUFACTURER, PRIOR TO APPLYING SEALANT.
- ALL PANELS TO BE MECHANICALLY ANCHORED PER APPROVED DRAWINGS AND TABLES.
- ALL PANELS TO BE INSTALLED WITH AL H-STIFFENERS ALONG ADJOINING EDGES.
- ALL PANELS TO BE ATTACHED TO H-STIFFENERS (MIN #6 50S TEK @ 6" OC) OR AS REQUIRED TO ACHIEVE FIRE RATINGS.
- PANELS TO BE USED ONLY IN ONE STORY ENCLOSURES OF CONSTRUCTION TYPE VB, AS PERMITTED BY CODE.
- PANELS TO BE USED ONLY IN ENCLOSURES WHERE CLASS B OR CLASS II INTERIOR FINISHES ARE PERMITTED BY CODE.
- PANEL OVERHANG AT ROOM PERIMETERS NOT TO EXCEED 6-INCHES.

WINDOWS & DOORS NOTES:

- WINDOW AND DOOR UNIT DESIGN PRESSURE (DP) RATINGS TO SATISFY ALL CODE REQUIREMENTS.
- WINDOW AND DOOR UNITS IN CONDITIONED SPACES TO COMPLY WITH ENERGY RATINGS PER CODE.
- GLAZING USED IN DOORS AND WINDOWS TO BE TEMPERED OR, IF INSTALLED IN HAZARDOUS LOCATIONS, TO CONFORM TO CODE GLAZING REQUIREMENTS IRC R308.

ABBREVIATIONS:

CBM = CRAFTBILT MANUFACTURING COMPANY
 D = DOOR, M = MULLION, W = WINDOW, P = PANEL
 HC = HONEYCOMB PANELS, EPS = POLYSTYRENE PANELS,
 AL = ALUMINUM, H = THERMALLY BROKEN ALUMINUM H-STIFFENER,
 PT = PRESURE PRESERVATIVE TREATED OR APPROVED DECAY RESISTANT,
 IN = INCHES, FT = FEET, MPH = MILES PER HOUR, PSF = POUNDS / SQ. FOOT
 IRC = INTERNATIONAL RESIDENTIAL CODE, IBC = INTERNATIONAL BUILDING CODE,
 SPECS = SPECIFICATIONS, MAX = MAXIMUM, MIN = MINIMUM, DIA = DIAMETER,
 SPS = SELF DRILLING SCREW, CC = ON CENTER, ASCE = AMERICAN SOCIETY FOR CIVIL ENGINEERS
 NDS = NATIONAL DESIGN SPECIFICATIONS FOR WOOD CONSTRUCTION.

CONNECTION DRAWING LIST

SHEET 1 OF 2 - ALUMINUM STUDIO ENCLOSURE CONNECTION NOTES
 SHEET 2 OF 2 - TYPICAL ALUMINUM STUDIO ENCLOSURE CONNECTION DETAILS

ALUMINUM STUDIO FASTENER TABLES

TABLE 1B - FASTENERS FOR 120 MPH WIND, EXPOSURE B & 40 PSF SNOW**

Detail	ID	Type	Fastener Quantity / Spacing (in)				
			Panel Span				
			10'	12'	14'	16'	18'
115A	F1	1/2" Lag Screw into Stud	1	1	1	1	1
115B	F1*	1/4" Lag+3x3x0.1" Washer	-	-	-	-	-
115C	F1*	1/4" Lag Screw thru Al H	2@3'6"	2@3'6"	2@3'6"	2@3'6"	2@3'6"
115C	F2	#6x3/4" SDS@3x3 Post	1x5	2x3	2x4	2x4	2x5
115C	F2	#6x3/4" SDS@Mullion/H	2x3	2x3	2x4	2x4	2x5
115D	F1	#6x3/4" SDS@3x3 Post	2x3	2x3	2x4	2x4	2x5
115D	F1	#6x3/4" SDS@Mullion/H	2x3	2x3	2x4	2x4	2x5
115D	F2	1/4" Lag+1x1x0.1" Washer	1x5	1x5	2x3	2x3	2x3
115D	F2	1/4" Tapcon+1x1x0.1" Wash	1x5	1x5	2x3	2x3	2x3
115F	F1	#6x3/4" SDS@Post	2x3	2x3	2x4	2x4	2x5

Note: * Lag thread to fully engage Al H Runners and Header top flange
 ** Table valid for enclosed structures

TABLE 2B - FASTENERS FOR 130 MPH WIND, EXPOSURE B & 40 PSF SNOW**

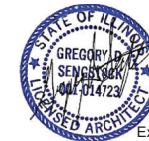
Detail	ID	Type	Fastener Quantity / Spacing (in)				
			Panel Span				
			10'	12'	14'	16'	18'
115A	F1	1/2" Lag Screw into Stud	1	1	1	1	1
115B	F1*	1/4" Lag+3x3x0.1" Washer	-	-	-	-	-
115C	F1*	1/4" Lag Screw thru Al H	2@3'6"	2@3'6"	2@3'6"	2@3'6"	2@3'6"
115C	F2	#6x3/4" SDS@3x3 Post	1x5	2x3	2x4	2x4	2x5
115C	F2	#6x3/4" SDS@Mullion/H	2x3	2x3	2x4	2x4	2x5
115D	F1	#6x3/4" SDS@3x3 Post	2x4	2x4	2x4	2x4	2x5
115D	F1	#6x3/4" SDS@Mullion/H	2x4	2x4	2x4	2x4	2x5
115D	F2	1/4" Lag+1x1x0.1" Washer	2x3	2x3	2x3	2x4	2x4
115D	F2	1/4" Tapcon+1x1x0.1" Wash	2x3	2x3	2x3	2x4	2x4
115F	F1	#6x3/4" SDS@Post	2x4	2x4	2x4	2x4	2x5

Note: * Lag thread to fully engage Al H Runners and Header top flange
 ** Table valid for enclosed structures

TABLE 3B - FASTENERS FOR 150 MPH WIND, EXPOSURE B & 40 PSF SNOW**

Detail	ID	Type	Fastener Quantity / Spacing (in)				
			Panel Span				
			10'	12'	14'	16'	18'
115A	F1	1/2" Lag Screw into Stud	1	1	1	1	1
115B	F1*	1/4" Lag+3x3x0.1" Washer	-	-	-	-	-
115C	F1*	1/4" Lag Screw thru Al H	2@3'6"	2@3'6"	2@3'6"	2@3'6"	2@3'6"
115C	F2	#6x3/4" SDS@3x3 Post	2x4	2x4	2x4	2x5	2x5
115C	F2	#6x3/4" SDS@Mullion/H	2x6	2x6	2x6	2x6	2x6
115D	F1	#6x3/4" SDS@3x3 Post	2x6	2x6	2x6	2x6	2x6
115D	F1	#6x3/4" SDS@Mullion/H	2x6	2x6	2x6	2x6	2x6
115D	F2	1/4" Lag+1x1x0.1" Washer	2x5	2x5	2x4	2x5	2x6
115D	F2	1/4" Tapcon+1x1x0.1" Wash	2x5	2x5	2x4	2x5	2x6
115F	F1	#6x3/4" SDS@Post	2x6	2x6	2x6	2x6	2x6

Note: * Lag thread to fully engage Al H Runners and Header top flange
 ** Table valid for enclosed structures



Maximum Spans for 4.5"-Thick Expanded Polystyrene Panels w/ Aluminum H-Stiffeners @ 36" o.c.													
	Applied Pressure ^(1,2)												
	10 psf	15 psf	20 psf	25 psf	30 psf	35 psf	40 psf	45 psf	50 psf	55 psf	60 psf	65 psf	70 psf
Uplift	18'- 0"	18'- 0"	17'- 9"	17'- 1"	16'- 5"	15'- 9"	15'- 1"	14'- 5"	13'- 8"	12'- 9"	11'- 10"	10'- 11"	10'- 0"
Down	18'- 0"	18'- 0"	17'- 9"	17'- 1"	16'- 0"	14'- 10"	13'- 8"	12'- 7"	11'- 5"	10'- 3"	9'- 1"	7'- 11"	6'- 9"

ALUMINUM
 STUDIO ENCLOSURE
 CONNECTION DETAILS
 115, 130 & 150 MPH
 EXP B & 40 PSF SNOW

DRAWN BY: CDS ENGINEERING

DATE: 3/22/24

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

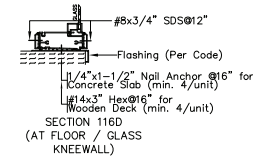
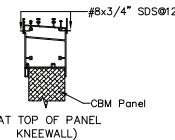
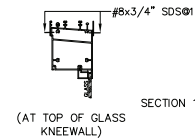
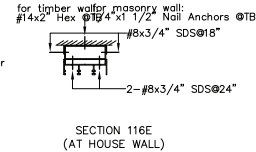
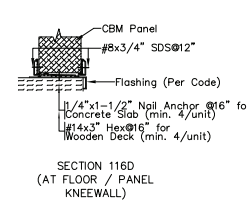
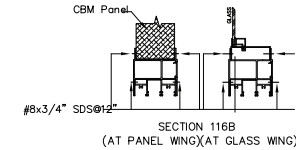
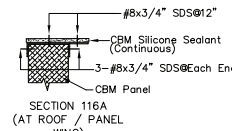
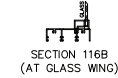
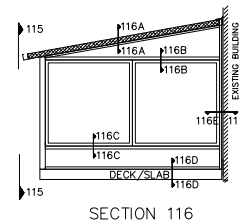
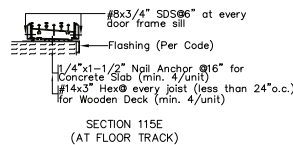
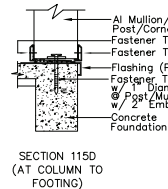
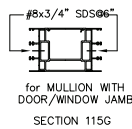
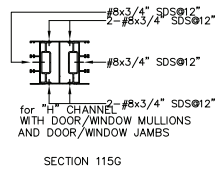
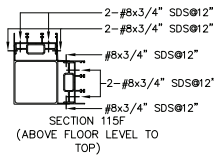
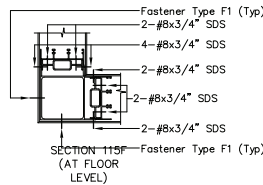
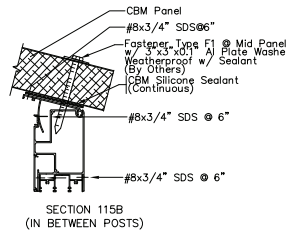
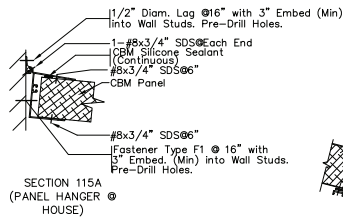
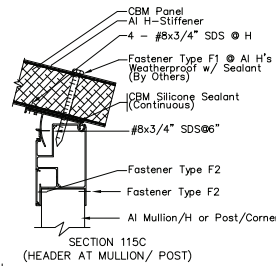
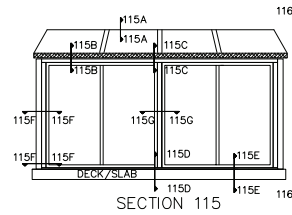
PAGE 4 OF 7

TURANG LOGSDON LN.
BUFFALO GROVE, IL 60089

ENVI HOME SERVICES
575 S. ARTHUR AVE.
ARLINGTON HEIGHTS, IL 60005
OFFICE: 847.873.0693
FAX: 866.405.0680
http://envihomeservices.com

TYPICAL FRONT WALL CONNECTION DETAILS

TYPICAL SIDE WALL CONNECTION DETAILS



Exp. 11-30-24

ALUMINUM
STUDIO ENCLOSURE
CONNECTION DETAILS
115, 130 & 150 MPH
EXP B & 40 PSF SNOW

DRAWN BY: CDS ENGINEERING	DATE: 3/22/24	REVISIONS
SCALE: 1/4"=1'-0"	PAGE 5 OF 7	DESCRIPTION
TURANG LOGSDON LN. 1343 LOGSDON LN. BUFFALO GROVE, IL 60089	ENVI HOME SERVICES 575 S. ARTHUR AVE. ARLINGTON HEIGHTS, IL 60005 OFFICE: 847.873.0693 FAX: 866.405.0680 http://envihomeservices.com	ZONE REV



**VILLAGE OF BUFFALO GROVE
PLANNING & ZONING COMMISSION
STAFF REPORT**



MEETING DATE:	June 19, 2024
SUBJECT PROPERTY LOCATION:	851 Krause Drive
PETITIONER:	Kyle Johnson, Assistant Public Works Director & Village Engineer
PREPARED BY:	Kelly Purvis, Deputy Community Development Director
REQUEST:	The petitioner is seeking approval of a Lot Consolidation, an Amendment to the Special Use and Preliminary Plan approved by Ordinance No. 2019-036, and Zoning Variations from the Front Yard Setback Requirements to allow the construction of a combined water and weigh station and a surface parking lot on the subject property.
EXISTING LAND USE AND ZONING:	The property is improved with a 3,070 square foot building and is zoned I, Industrial District.
COMPREHENSIVE PLAN:	The Village of Buffalo Grove Comprehensive Plan calls for this property to be Public/Semi-Public use.

BACKGROUND

Kyle Johnson, Assistant Public Works Director and Village Engineer is the petitioner on behalf of the Buffalo Grove Public Works Department for zoning approvals to construct a combined water fill and truck weigh station along with a surface parking lot on the Combined Area Fire Training (CAFT) facility property. The site is just over 4.5-acres in area, zoned for Industrial Use, and is currently improved with a 3,070 square foot building that is used as a Fire Department training facility.



Figure 1. Site Aerial

In order for the project to move forward as proposed, the following approvals are needed: a Lot Consolidation Plat, an Amendment to the Special Use and Preliminary Plan approved by Ordinance No. 2019-036, and Zoning Variations to allow the infrastructure for the combined water and weigh station to be constructed within the 50-foot front yard setback and to be closer to the street than the principal structure on the lot.

ZONING HISTORY

Through adoption of Ordinance No. 1996-35, the Village originally approved a Special Use for the CAFT facility, including a future phase for a permanent fire station on the property. The ordinance was later

accessory structures and infrastructure (the one-way drive) within the required 50-foot front yard setback, where only landscaping is permitted. Staff is supportive of the requested variations due to the unique nature of the use and the minimal impact the infrastructure will have on the character of the area.

Site Access & Traffic:

As part of the project, two new access drives will be added to the site for the combined water and weigh station facility. A new access drive (entrance only) will be added off Krause Drive, approximately 65 feet south of Deerfield Parkway and an exit-only/right-out only drive will be added off Deerfield Parkway approximately 315 feet east of Krause Drive. The new access drive will have one-way circulation and will connect to the new surface parking lot to the south.

The traffic study indicates this use will generate significantly less traffic than a standard light industrial use, which is typical for the area. As previously indicated, the combined water and weigh station is estimated to generate an average of less than one vehicle per day. These estimates were based upon historical records of water sales (and usage) and traffic violations for overweight trucks. The study does recommend posting a “Do Not Block Driveway” sign for northbound traffic, given the proximity of the Krause Drive entrance to the intersection. Staff concurs with this recommendation and has included it in the recommended conditions of approval.

Lighting:

One additional light pole is proposed as part of the project. The lighting will comply with the Village requirements.

Landscaping:

The landscape plan includes the installation of several new trees on the site plus some evergreen shrubs and annuals. There will be some trees removed in order to make way for the new combined water and weigh station. The Village Forester has been involved in the creation of the landscape plan.

Signage:

No additional signage is proposed as part of the project.

Stormwater & Engineering:

Stormwater for this site was accounted for under the original development of the site. The Village is taking a conservative approach (not taking credit for the previously disturbed area) and providing more detention than is required per the Watershed Development Ordinance.

DEPARTMENTAL REVIEWS

Village Department	Comments
Engineering	The Village Engineer has reviewed the preliminary engineering plans and does not have any concerns.
Forestry	The Village Forester has reviewed the landscape plan and does not have any concerns.
Fire	The Fire Department has reviewed the preliminary plans and does not have any concerns.
Building	The Building Division has reviewed the preliminary plans for ADA compliance and does not have any concerns.

SURROUNDING PROPERTY OWNERS

Pursuant to Village Code, the surrounding property owners within 250 feet were notified and a public hearing sign was posted on the subject property. The posting of the public hearing sign and the mailed notifications were completed within the prescribed timeframe as required. As of the date of this Staff

Report, the Village has received a few calls and emails with general questions about the project. No objections have been filed with staff at this time.

STANDARDS

Special Use Requests:

The Planning & Zoning Commission is authorized to make a recommendation to the Village Board on requested Special Uses based on the following criteria:

1. The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.
2. The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with said special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located.
3. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations with the neighborhood.
4. The nature, location and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie.
5. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided.
6. Parking areas shall be of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance and minimize traffic congestion in the public streets.
7. The proposed use will conform to all other applicable regulations of the zoning district, except the variations that are being requested separately.

The petitioner's responses to each of the Special Use standards are attached for the Commission's review.

Zoning Variation Requests:

The Planning & Zoning Commission is authorized to make a recommendation to the Village Board on requested Zoning Variations based on the following criteria:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations of the zoning district in which it is located except in the case of residential zoning districts.
2. The plight of the owner is due to unique circumstances.

3. The proposed variation will not alter the essential character of the neighborhood.

The petitioner's responses to each of the Zoning Variation standards are attached for the Commission's review.

STAFF RECOMMENDATION

Staff recommends **approval** of the Lot Consolidation, an Amendment to the Special Use and Preliminary Plan approved by Ordinance No. 2019-036, and Zoning Variations from the Front Yard Setback Requirements to allow the construction of a combined water and weigh station and a surface parking lot subject to the conditions in the Suggested PZC Motion below.

ACTION REQUESTED

The Planning & Zoning Commission (PZC) shall open the public hearing and take public testimony concerning the requests for approval of a Lot Consolidation, an Amendment to the Special Use and Preliminary Plan approved by Ordinance No. 2019-036, and Zoning Variations from the Front Yard Setback Requirements to allow the construction of a combined water and weigh station and a surface parking lot on the property located at 851 Krause Drive. The PZC should make a recommendation to the Village Board concerning the requests.

Suggested PZC Motion

The PZC recommends approval of a Lot Consolidation, an Amendment to the Special Use and Preliminary Plan approved by Ordinance No. 2019-036, and Zoning Variations from the Front Yard Setback Requirements to allow the construction of a combined water and weigh station and a surface parking lot on the property located at 851 Krause Drive subject to the following conditions:

- A. *The proposed development shall be developed in substantial conformance with the plans attached as part of the petition.*
- B. *The Final Engineering plans shall be submitted in a manner acceptable to the Village.*
- C. *Any directional or incidental signage added to the site shall be reviewed administratively by staff.*
- D. *A "Do Not Block Driveway" sign shall be installed on Krause Drive in accordance with the recommendation of the traffic consultant.*
- E. *The Special Use is granted to the Village of Buffalo Grove to operate at 851 Krause Drive, which shall not run with the land.*
- F. *The Special Use granted to the Village of Buffalo Grove is assignable to subsequent petitioners seeking assignment of this special use as follows:*
 - i. *Upon application of a petitioner seeking assignment of this Special Use, the Corporate Authorities, in their sole discretion, may refer said application of assignment to the appropriate commission(s) for a public hearing or may hold a public hearing at the Village Board.*
 - ii. *Such assignment shall be valid only upon the adoption of a proper, valid, and binding ordinance by the Corporate Authorities granting said assignment, which may be granted or denied for any reason.*

ATTACHMENTS

- Narrative Description

- Consolidation Plat
- Site Plan
- Preliminary Engineering Plans
- Landscape Plan
- Photometric Plan
- Light Fixture Cut Sheets
- Traffic Impact Analysis
- Truck Turn Exhibits
- Accessory Structure Cut Sheets
- Response to Special Use Standards
- Response to Zoning Variation Standards

May 30, 2024

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

Re: Project: CAFT (Combined Area Fire Training) & Weigh/Water Station
851 Krause Drive, Buffalo Grove, IL 60089
GHA Project No. 4798.072

NARRATIVE STATEMENT/USE DESCRIPTION

Village of Buffalo Grove is developing the existing CAFT (*combined area fire training*) facility with a new parking lot and consolidating the eight existing parcels into a single combined parcel.

In pursuit of enhancing the existing facility, we are requesting a special use amendment and zoning variation. These requests are crucial for the addition of a water-fill up station and truck weigh station infrastructure, both of which will significantly benefit the community.

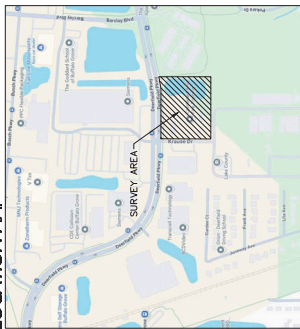
The zoning variation arises from the location of the proposed infrastructure, which falls within the standard yard setback. We propose a revised setback that ensures the integrity of the surrounding area and the functionality of the existing CAFT facility.

The new facilities are anticipated to have minimal truck traffic, averaging one truck per day, with a slight increase during the summer months and no traffic in the winter. The Police Department will primarily utilize the weigh station, with potential for access to be granted to adjacent local police departments. The Village's Public Works and contractors will be the main users of the water station. Both stations are designed to operate continuously throughout the entire day, with the ability to weigh one truck at a time and to accommodate up to three water trucks onsite for water filling. The weigh station will function under police supervision, and the water station will be equipped with a self-service kiosk.

This project is designed with high regard for safety needs and community standards, ensuring that the facility continues to serve as a vital asset to the Village of Buffalo Grove.

P.I.N.
15-34-205-001
15-34-205-002
15-34-205-003
15-34-205-004
15-34-205-005
15-34-205-006
15-34-205-007
15-34-205-008

LOCATION MAP



(IN FEET)
1 inch = 30 ft.

LOT	SQ. FT.	ACRE
1	198,120	4.5482
2	1,250	0.0287
TOTAL	199,370	4.5769

ABBREVIATIONS

[illegible]

OVERALL

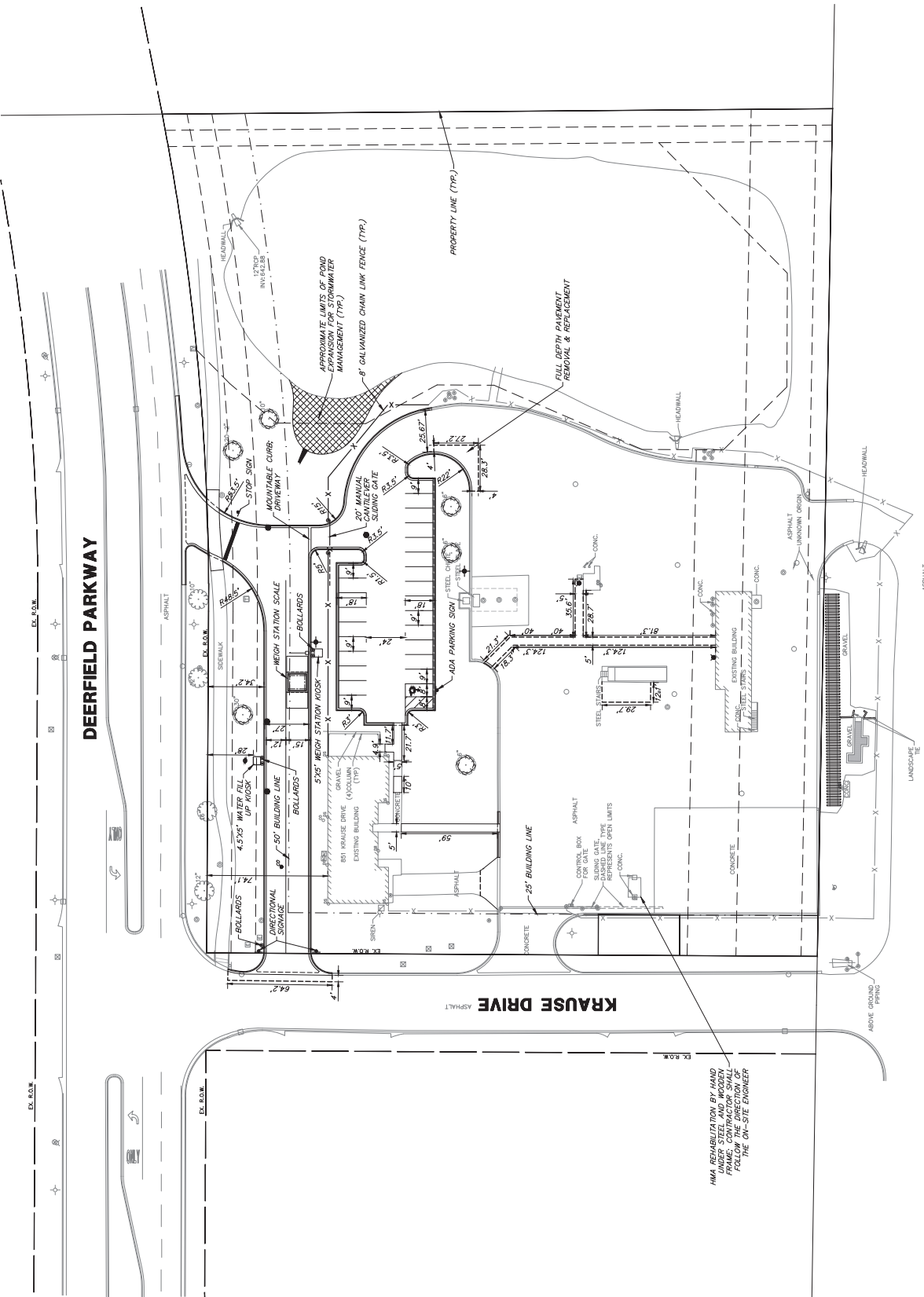
CENTER LINE
 RIGHT OF WAY LINE
 LOT LINE
 EASEMENT LINE
 BOUNDARY LINE
 SETBACK LINE
 IRON PIPE
 IRON ROD
 NAIL
 MAG NAIL/P-K, NAIL

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FILE: 4798-101-SUB	SHEET NUMBER	
DRAWN BY: EAH	GVA PROJECT #	1
DATE: 05-20-24	4798.101	
CHECKED BY: MMH	SCALE	OF 2 SHEETS
DATE: 05-21-24	1"=30'	

GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701



TREE TRUNK PROTECTION FENCE	RIGHT OF WAY LINE	PROPERTY LINE	EASEMENT LINE	BUILDING SETBACK LINE	PAVEMENT SLOUT	EXISTING WATERMAIN	PROPOSED WATERMAIN	STORM MANHOLE	STORM CATCHBASIN	STORM INLET	FLARED END SECTION	SANITARY MANHOLE	VALVE VAULT	VALVE BOX	FIRE HYDRANT	BUFFALO BOX	STREET LIGHT	POWER POLE	SIGN
EXISTING								PROPOSED											

PARKING COUNT
EXISTING: ONE (1) ADA STALL
PROPOSED:
 - 24 REGULAR STALLS
 - 1 ADA STALL

COMBINED PARCELS' AREA
 - 199,370 SQUARE FEET
 - 4.5769 ACRES

INDUSTRIAL DISTRICT (I)

OVERALL SITE PLAN

2024 SITE IMPROVEMENTS

VARIOUS

VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

SHEET NUMBER

1

OF 1 SHEETS

DATE 05/24/24

DATE 05/24/24

DATE 05/24/24

PROJECT # 4798101

CHECKED BY PCL

SCALE 1"=30'

NO. BY

DATE

REVISION

NO. BY

DATE

REVISION

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SHEET INDEX

1.	TITLE SHEET
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1.	TITLE SHEET
2.	GENERAL NOTES
3.	SUMMARY OF QUANTITIES
4.	EXISTING CONDITIONS/DEM
5.	GEOMETRIC PLAN
6.	UTILITY PLAN
7.	GRADING PLAN
8.	SOIL EROSION AND SEDIME
9.	SOIL EROSION AND SEDIME
10.	DETAILS



(Not to Scale)

COORDINATING/PERMITTING AGENCIES:

VILLAGE OF BUFFALO GROVE
(ENGINEERING DEPARTMENT) 847-459-2523

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF PUBLIC WATER SUPPLY 217-782-1724

DATE: _____

REVIEW SET

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625 Forest Edge Drive ■ Vernon Hills, IL 60061
TEL 847/478.9700 ■ FAX 847/478.9701

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CONTRACTOR IS RESPONSIBLE FOR CONTACTING J.U.L.I.E. AT 1-800-892-0123 AND MUST ACQUIRE A DIG NUMBER A MINIMUM OF 72 HOURS PRIOR TO ANY WORK BEING DONE.

EROSION CONTROL NOTES

1. AT A MINIMUM, THE CONTRACTOR SHALL INSTALL AND MAINTAIN SOIL EROSION AND SEDIMENT CONTROL, BEST MANAGEMENT PRACTICES IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE LATEST EDITION OF THE LINDS Environmental Protection Agency's URBAN MANUAL.
2. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO EROSION SHALL BE INSPECTED FOR EVIDENCE OF EROSION. PREVENTATIVE MEASURES SHALL BE INSTALLED IMMEDIATELY. IF EVIDENCE OF EROSION IS OBSERVED, THE CONTRACTOR SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS.
3. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OILS, GREASE, AND FUEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ANY ROAD OR SITE. SEDIMENT TRAPPING SHALL BE MAINTAINED AT ALL TIMES AT THE CLOSE OF EACH DAY OF WORK OR MORE FREQUENTLY AS FIELD CONDITIONS WARRANT.
4. ALL STORM WATER STRUCTURES WITH OPEN LIDS SHALL BE PROTECTED WITH INLET FILTER BASKETS. DURING CONSTRUCTION, SEDIMENT SHALL BE REMOVED AS NEEDED, AND BASKETS SHALL BE REPAIRED OR REPLACED AS NEEDED.
5. AFTER ACHIEVING PERMANENT VEGETATION, ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE REMOVED, AND THE DRAINAGE STRUCTURES SHALL BE CLEARED.
6. THE CONTRACTOR SHALL KEEP A WATER SOURCE AT THEIR DISPOSAL FOR THE PURPOSE OF WATERING DOWN SOIL ON SITE AND ADJACENT ROADWAYS WHICH OTHERWISE MAY BECOME ABERRANT.
7. THE CONTRACTOR SHALL STABILIZE ALL IDLE, DISTURBED AREAS WITHIN SEVEN DAYS OF CESSATION OF THE CONSTRUCTION ACTIVITIES IN THAT AREA.
8. THE CONTRACTOR IS EXPRESSLY ADVISED NOT TO DISTURB AREAS WHICH ARE OUTSIDE THOSE NECESSARY TO PROVIDE THE IMPROVEMENTS AS CALLED FOR IN THE PLANS.
9. ALL EROSION CONTROL MEASURES SHALL BE REPLACED IF DAMAGED OR MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
10. ALL BYPASS CHANNELS, MUST BE CONSTRUCTED SO THAT CHANNEL FLOWS WILL NOT CAUSE EROSION OF EXCAVATED MATERIAL. IN EACH CASE, A SEDIMENTATION BASIN MUST BE CONSTRUCTED TO ALLOW THE SEDIMENT TO SETTLE PRIOR TO THE DOWNSTREAM OUTLET OF THE PROJECT AREA.
11. PUMPS MAY BE USED AS BYPASS DEVICES, BUT IN NO CASE WILL THE WATER BE DIVERGED OUTSIDE THE PROJECT LIMIT. ALL PUMPED WATER SHALL BE FREE OF SILT. PUMPING MAY REQUIRE THE USE OF A SEDIMENT CONTAINMENT FILTER BAG AND OTHER SUPPLEMENTAL SEDIMENT CONTROL MEASURES.
12. CONCRETE WASHOUT FACILITIES SHALL BE MADE AVAILABLE IF NEEDED, AND PROPERLY MAINTAINED THROUGHOUT THE PROJECT.
13. PROPERLY MANAGE ALL MATERIAL STORAGE AREAS, PORTABLE TOILETS, AND EQUIPMENT FUELING, AND OTHER POTENTIAL POLLUTANTS.
14. WASTE CONSTRUCTION DEBRIS AND BUILDING MATERIALS SHALL BE COLLECTED AND PLACED IN APPROVED RECYCLES.

17. ALL CONCRETE SHALL CONSIST OF PORTLAND CEMENT CONCRETE MEETING REQUIREMENTS OF SECTION 4000. ALL CONCRETE SHALL BE PLACED AND CURED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 4000. ALL CONCRETE SHALL BE PLACED AND CURED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 4000.

17. ALL CONCRETE PAVING SHALL BE CLASS RAY-3500 PSI @ 14 DAYS. WHERE NOTED ON THE DRAWING, A MINIMUM OF 6" THICKNESS SHALL BE MAINTAINED THROUGHOUT THE ENTIRE PROJECT. THE ENGINEER FOR ASBESTOS REMOVAL SHALL PROVIDE A WRITTEN SPECIFICATION TO THE TENDER FOR ASPHALT WHEN REQUIRED BY THE MUNICIPALITY. FLUSH JOINTS SHALL NOT BE USED UNLESS FORMALLY APPROVED BY THE CITY ENGINEER AND AN AIR CURVE SHALL BE GIVEN 5'-8" UNLESS MODIFIED BY ARTICLE 1020.04.
18. ALL CONCRETE SHALL HAVE A WHITE, DOT TYPE 3 CURING COMPOUND APPLIED TO THE SURFACE WITHIN 1 HOUR OF FINAL STRIKING AT THE MANUFACTURER RECOMMENDED APPLICATION RATE.
19. 3/4" THICK PRE-MOLDED FIBER EXPANSION JOINTS WITH 2 - 3/4" x 18" PLAIN ROUND STEEL DOWEL BARS SHALL BE INSTALLED IN ALL CURBS AT (45') FORTY-FIVE FOOT INTERVALS AND AT ALL CHANGES IN CURB ELEVATION. CONTRACTORS MUST PROVIDE PROTECTIVE COATINGS TO BE APPLIED TO ALL EXISTING AND NEW CONCRETE SURFACES PRIOR TO THE INSTALLATION OF THE FIBER EXPANSION JOINTS. FIBER EXPANSION JOINTS MUST BE SET TO MATCH THE FINISH OF ADJACENT SURFACES. FOR FULL DEPTH, CONTRACTION JOINTS SHALL BE TOOLED AT 15' INTERVALS.
20. UNLESS OTHERWISE NOTED ON THE PLANS WENEWER NEW CONCRETE ABUTTS EXISTING OR NEW CONCRETE SET A 1/2" THICK PRE-MOLDED FIBER EXPANSION JOINT AND DOWEL WITH SMOOTH 1" #4 BARS @ 24" O.C. THIS INCLUDES CONCRETE POURED ADJACENT TO EXISTING SIDEWALKS, CURBS AND DRIVEWAYS. THE DOWEL BARS SHOULD BE 4" INTO EXISTING CONCRETE WITH 6" EXTENDING INTO NEW CONCRETE.
21. ALL DOWEL BARS AND THE BARS SHALL BE EPXY COATED UNLESS NOTED OTHERWISE.
22. ALL PATIOYS AND BUILDING SURFACE SHALL BE CONVACTED TO NEW MIXED PROPORTION ASPHALT CEMENT (ASTM D-1557). ALL TOPSOIL AND SUBGRADE 6" BELOW TOPSOIL SHALL BE COMPACTED TO 80% STANDARD PROCTOR DENSITY (ASTM D-698).
23. SPREAD SCREENED TOPSOIL ON ALL DISTURBED AREAS AND PROPOSED GREEN AREAS. TOPSOIL SHALL COMPLY WITH REQUIREMENTS OF ARTICLE 1081.05.
24. ALL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE ILLINOIS TRAFFIC CONTROL DEVICE MANUAL, LATEST EDITION, ISSUED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION DETAILS.
25. ALL SIGNSHET NOT ATTACHED TO SIGNAL OR LIGHTING FIXTURES SHALL BE MOUNTED ON TELESCOPING STEEL SIGN SUPPORTS WITH BREAKAWAY BASES.
26. ALL SIGNSHET SHALL HAVE TWO 7'FT SHIFTING

GENERAL NOTES

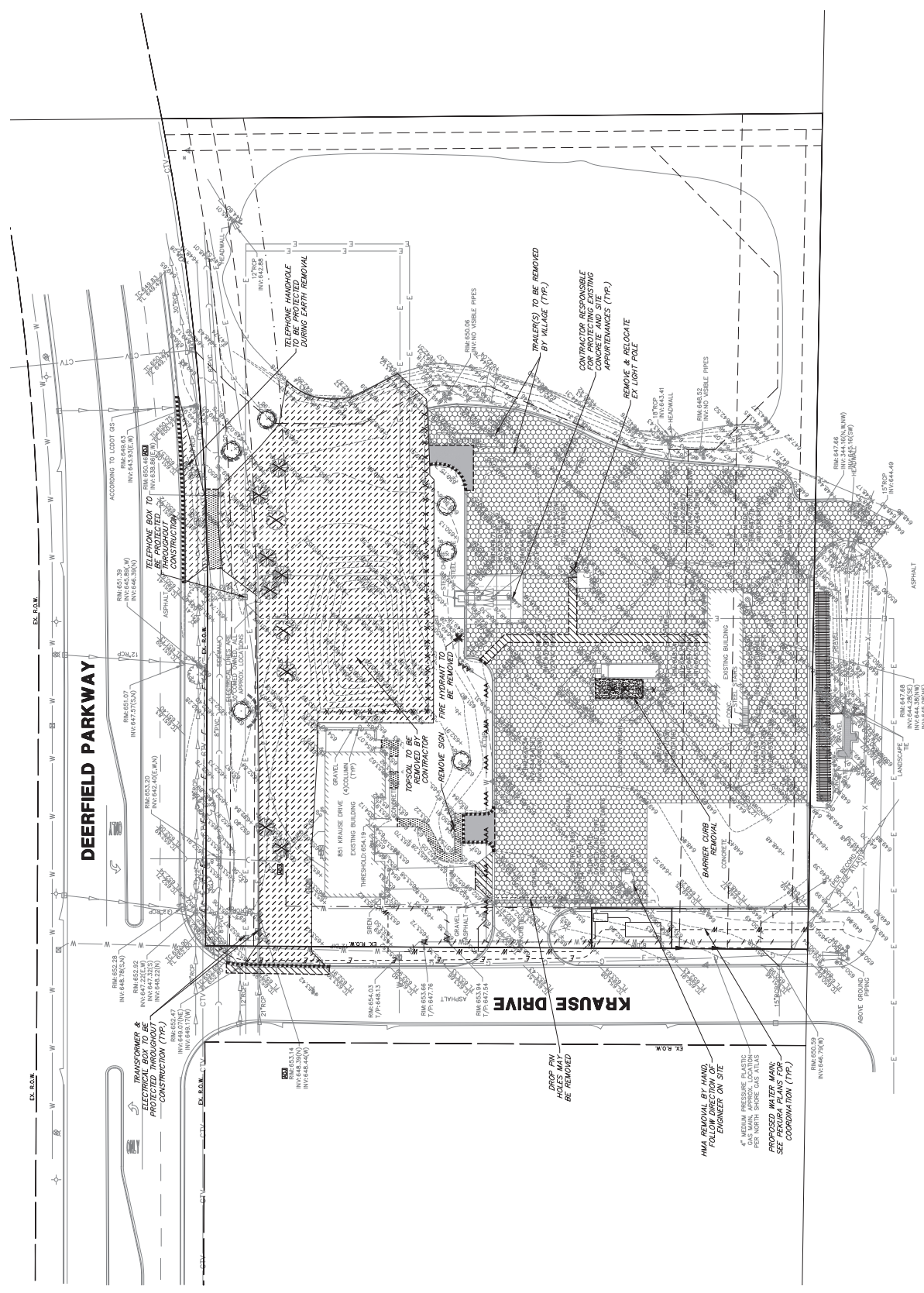
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DATE 05/24/24			
CHECKED BY: PCL	SCALE		
DATE 05/24/24			N.A.



REMOVAL LEGEND

- PAVEMENT REMOVAL
FULL DEPTH
- HMA REMOVAL 4"
- CONCRETE REMOVAL
- SEWALK REMOVAL
- CLASS D PATCH
- EARTH/GRAVEL REMOVAL
- CURB/COMBINATION CURB AND GUTTER REMOVAL
- FENCE/UTILITY TO BE REMOVED
- UTILITY TO BE ABANDONED
- PERMETER EROSION BARRIER
- TREE ROOT PRUNING
- PAVEMENT SAWCUT
- STRUCTURE REMOVAL
- SON REMOVAL
- TREE/TRUNK REMOVAL
- TREE TRUNK PROTECTION FENCE



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Tel 847/4789700 • Fax 847/4789701

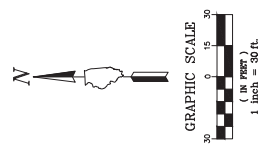
EXISTING CONDITIONS/DEMOLITION PLAN
2024 SITE IMPROVEMENTS
VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

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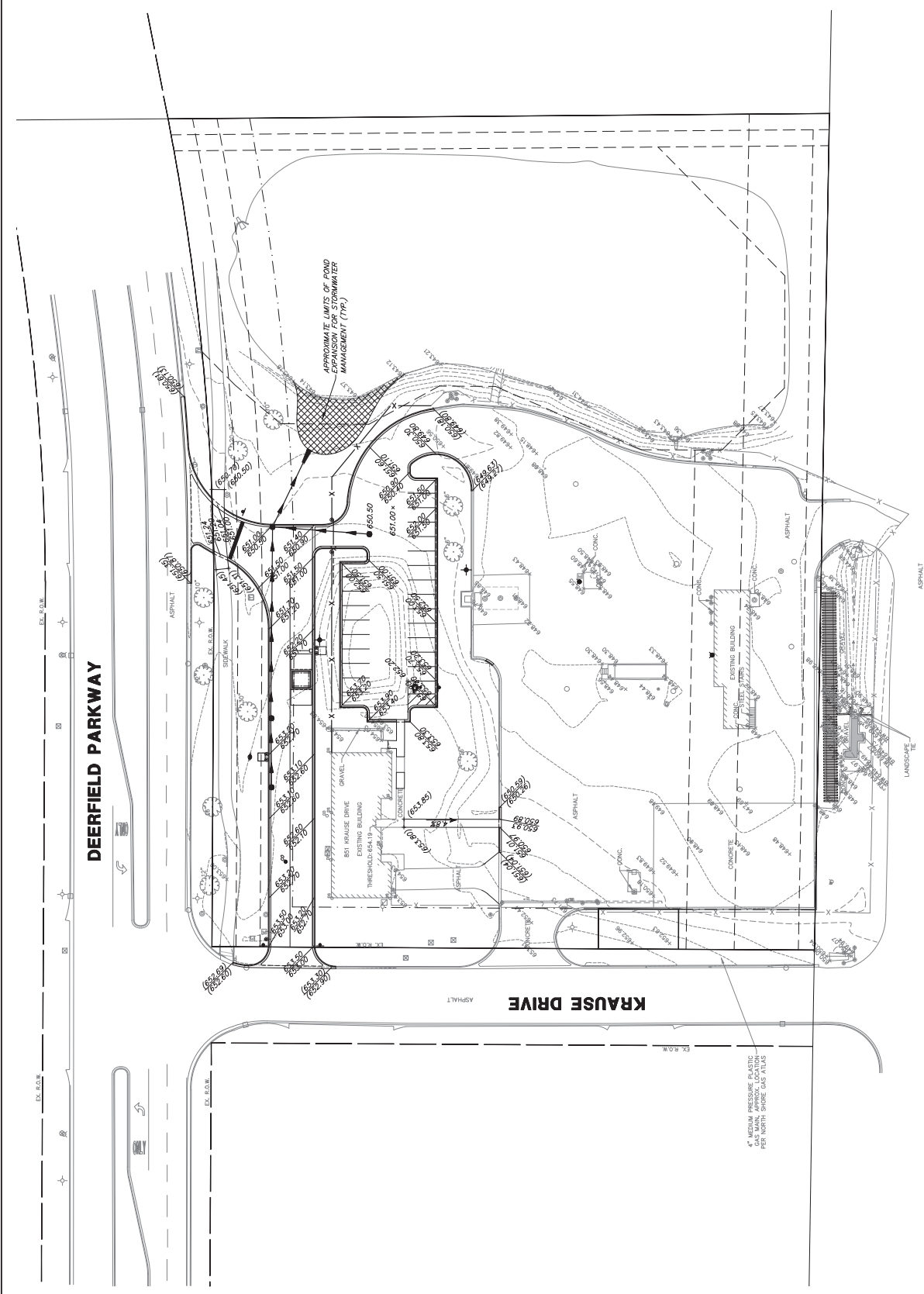
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DESIGNED BY	DATE	05/24/24	4798.101			
CHECKED BY	DATE	05/24/24	SCALE 1"=30'			

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OF 10 SHEETS

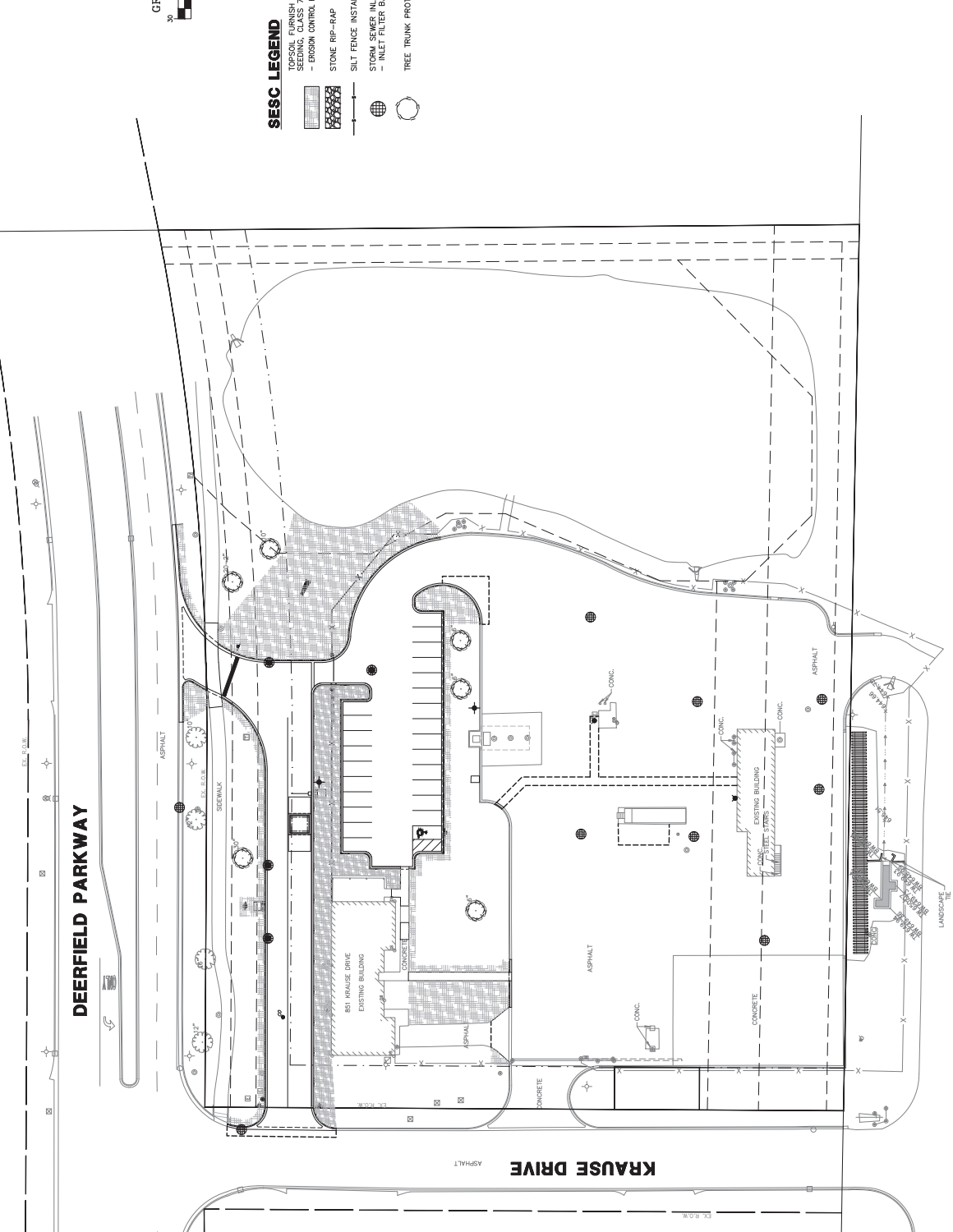




- GRADING LEGEND**
- TOP OF CURB
 - PROPOSED SPOT ELEVATION
 - CONTOUR
 - STRUCTURE ADJUSTMENT
 - SUMMIT
 - SLOPES
 - SWALES



GRADING PLAN 2024 SITE IMPROVEMENTS VARIOUS VILLAGE OF BUFFALO GROVE, ILLINOIS 60089		COPYRIGHT NOTICE This drawing is the property of Gevaert-Hamilton Associates, Inc. and is not to be used for any purpose other than the project and site for which it was prepared without the written permission of Gevaert-Hamilton Associates, Inc.		GEVAERT HAMILTON ASSOCIATES, INC. 625 Forest Edge Drive • Vernon Hills, IL 60061 Tel 847/478-9700 • Fax 847/478-9701	
		NO. BY DATE REVISION	NO. BY DATE REVISION	FILE 4786.101 - PRG.dwg DRAWN BY: RSF DATE: 05/24/24 CHECKED BY: PCL DATE: 05/24/24	SHEET NUMBER 7 OF 10 SHEETS SCALE: 1"=30'



SESC LEGEND

TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH, 6" MIN.
SEEDING, CLASS 7
- EROSION CONTROL BLANKET MGS 575 (4:1 SLOPES)

STONE RIP-RAP

SILT FENCE INSTALLATION

STORM SEWER INLET PROTECTION:
- INLET FILTER BASKET

TREE TRUNK PROTECTION FENCE

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Tel 847/478-9700 ■ FAX 847/478-9701

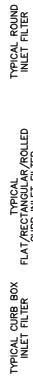
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SOIL EROSION AND SEDIMENT CONTROL PLAN

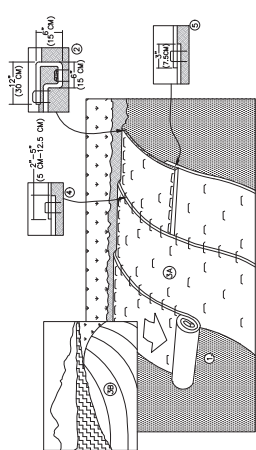
2024 SITE IMPROVEMENTS
VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

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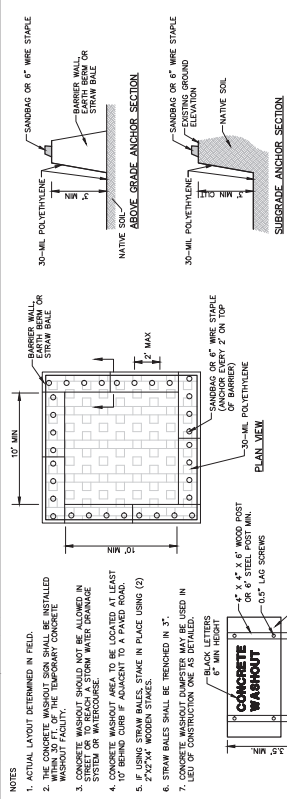
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GHA GENSLT HAMILTON ASSOCIATES INC.
INLET FILTER BASKET DETAIL

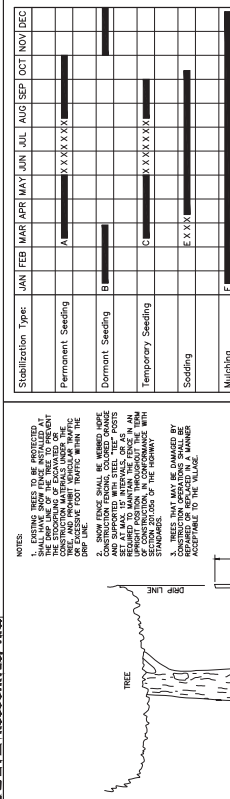


STAPLE PLACEMENTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SEE STAPLE PATTERN GUIDES FOR ACTUAL RECOMMENDED PLACEMENTS.

EROSION CONTROL BLANKET SLOPE INSTALLATION



PLYWOOD OR ALUMINUM
48" X 24" MIN

GHA
GENSLER HAMILTON
ASSOCIATES, INC.

487

SNOW FENCE —
ALONG PERIMETER
OF DRIP LINE

ELEVATION

03.15.2016	SECTION	CEVA GENWIT HAMILTON	TYPE
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FENCING DETAIL				PROTECTION CHART			
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				DATE 05/24/24		DATE 05/24/24	
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SOIL EROSION AND SEDIMENT CONTROL DETAILS

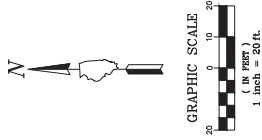
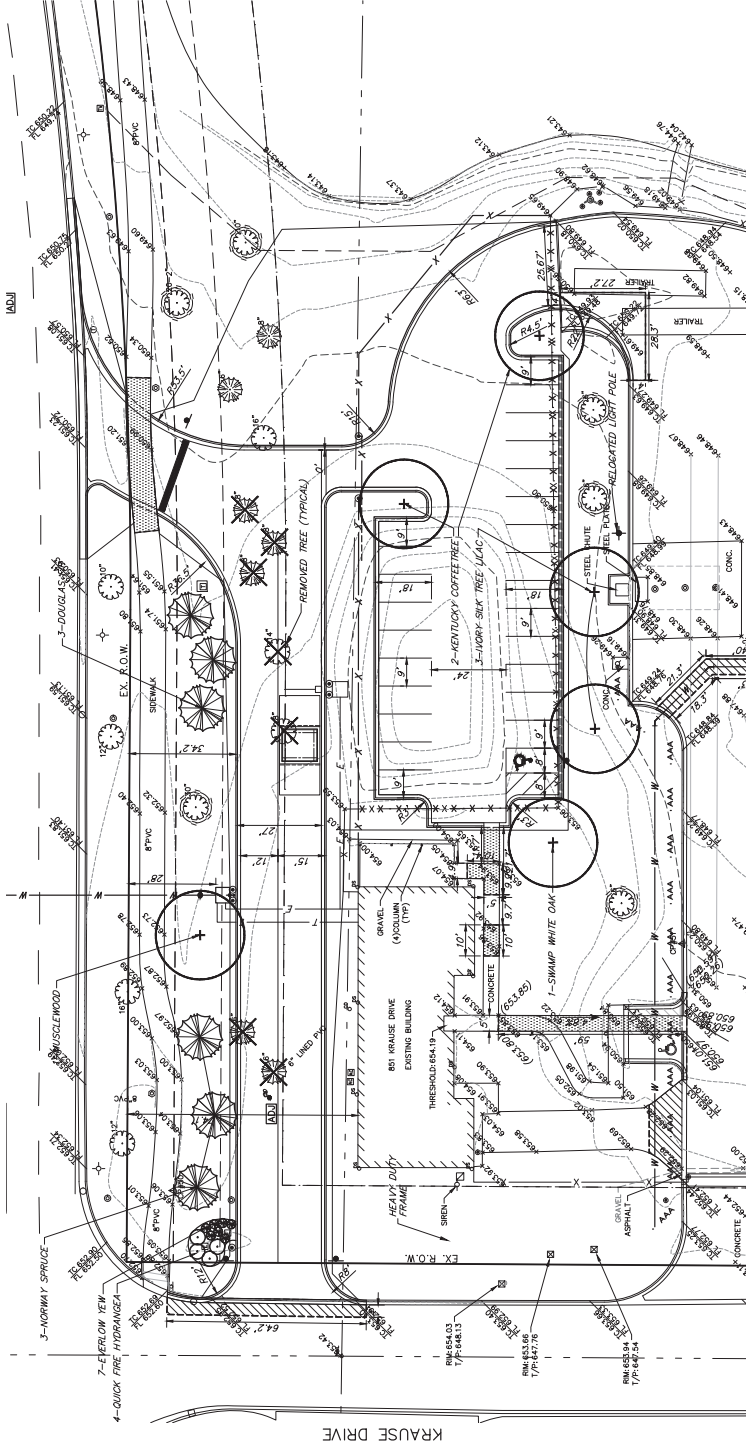
2024 SITE IMPROVEMENTS VARIOUS

VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

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DEERFIELD PARKWAY



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PROPOSED LANDSCAPE PLAN 2024 SITE IMPROVEMENTS VARIOUS VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

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DATE: XX-XX-XX							
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SHEET NUMBER
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 OF XX SHEETS

SITE PHOTOMETRICS PLAN

2024 SITE IMPROVEMENTS

VARIOUS

VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

SHEET NUMBER
EPH1
OF 2E SHEETS



Memorandum

To: Mr. Kyle Johnson, PE, CFM
Deputy Public Works Director / Village Engineer
Village of Buffalo Grove

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

From: Dan Brinkman, P.E., PTOE

Date: May 24, 2024

Subject: Traffic Operations
Water Filling / Weigh Station
SEC Deerfield Parkway at Krause Drive
Buffalo Grove, Illinois

Part I. Project Context and Summary Statement

Gewalt Hamilton Associates, Inc. (GHA) has completed a traffic planning analysis for the above referenced project. As proposed, the Village of Buffalo Grove proposes to construct a shared water filling station and weigh station at the southeast corner of the Deerfield Parkway intersection with Krause Drive. Additionally, a parking lot will be constructed for the adjacent Combined Area Fire Training (CAFT) facility.

- The water filling station will be a mostly seasonal (spring-summer) activity for contractors to purchase water from the Village.
- The weigh station will be used intermittently by the Village of Buffalo Grove Police Department and potentially other local law enforcement agencies.
- The parking lot will be utilized by visitors and users of the CAFT.

The following summarizes our findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are centrally located at the end of this document.

Part II. Background Information

Site Location Map, Existing Traffic Operations, and Roadway Inventory

Exhibit 1 provides a Location Map / aerial photo of the subject site and surrounding development. Pertinent comments regarding land-uses in the site vicinity and transportation components include:

Area Land Uses

- The water / weigh station will be constructed immediately adjacent to the existing Combined Area Fire Training (CAFT) facility.
- The majority of the surrounding land use is currently a mix of office and industrial uses.
- South of the CAFT facility is the Lake County Public Works water treatment plant.
- To the east of the CAFT facility is the large *The Wheatlands* residential development.

Roadway Inventory

Deerfield Parkway

- Deerfield Parkway is an east-west Minor Arterial roadway under the jurisdiction of the Lake County Division of Transportation (LCDOT).
- Deerfield Parkway provides two travel lanes in each direction along the site frontage separated by a landscaped boulevard style landscaped median.
- Deerfield Parkway carried approximately 16,500 vehicles per day in 2023 per the IDOT webpage www.gettingaroundillinois.com.
- Deerfield Parkway has a posted speed limit of 40-miles per hour (mph) along the site frontage.

Krause Drive

- Krause Drive is a north-south local roadway under the jurisdiction of the Village of Buffalo Grove.
- Krause Drive provides a single travel lane in each direction.
- No speed limit is posted on Krause Drive at Deerfield Parkway.
- The north leg of the Krause Drive intersection with Deerfield Parkway is a private access for a series of office / light industrial buildings.

Crash Analysis

GHA reviewed crash data obtained from LCDOT Transportation Data Management System for the last five available calendar years, 2018 to 2022. Only two reported crashes occurred within 100-feet of the Krause Drive intersection. The lone injury crash involved two vehicles leaving the private drive on the north side of the intersection. The Fixed Object crash involved a DUI. No pedestrian or bicyclist crashes were reported in the 5-year period.

Table 1 Crash Summary 2018-2022

Location	No. of Crashes	Severity ^B				Crash Type ^D			Percent During Wet/Icy Conditions
		PD	PI ^C			FO	FTR	P	
			A	B	C				
Intersections - Crashes within 100-feet of intersection									
Deerfield Parkway at Krause Drive	2	1	-	-	1	1	1	-	50%
Total (2018-2022)	2	1	0	0	1	1	1	0	50%

^A Source: Lake County Division of Transportation Data Management System for the 2018-2022 calendar years.

^B PD = property damage only; PI = personal injury; F = fatality.

^C Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

FO = Fixed Object; FTR = Front to Rear; P = Pedestrian

A collision diagram is included as **Appendix A**. The proposed development and access operations are not anticipated to have an impact on the safety of the intersection.

Part III. Evaluation

Site Plan

Included as **Exhibit 2** is the site plan for the proposed water fill / weigh station dated May 24, 2024, and prepared by GHA. Key operational observations for the site include the following:

- Two access driveways are proposed for the water fill / weigh station.
 - A single entrance only drive on Krause Drive 65-feet south of Deerfield Parkway.
 - A single exit only / right out only drive onto Deerfield Parkway approximately 315-feet east of Krause Drive.
- An increased radius is proposed for the exit drive to help facilitate the movements of large multi-unit vehicles.
- The water fill station has been located as far east as possible to maximize on-site queuing for vehicles.
- A single 30-ft (edge-edge) drive is proposed to help accommodate vehicles passing each other on site.
- A parking lot for the CAFT facility will be constructed concurrently with the water fill / weigh station.

Traffic Generations

Typically, the 11th edition of the Institute of Transportation Engineers (ITE) *Trip Generation* Manual would be used to determine the anticipated traffic generated by the proposed development. However, given the unique nature of the proposed uses trip data is based on historical records of water sales and traffic violations for overweight vehicles. The following summarizes the anticipated traffic volume associated with the proposed water fill / weigh station as provided by the Village (See **Appendix B**).

Per the Village of Buffalo Grove Police Department an average of 98 tickets have been issued for overweight vehicles in the past 5 years, with 203 tickets issued in 2023. Assuming having a fixed scale location would increase usage by 30-50 tickets annually. Conservatively estimating that 250 trucks would be weighed on an annual basis translates to 21 trucks a month or fewer than one truck a day.

The Village of Buffalo water sales over the last 5 years averaged approximately 810,650 gallons per year. Assuming the average tank truck holds 6,000 gallons equates to approximately 135 trucks per year. Further assuming the water sales are generally seasonal from April to September equates to an average of 23 trucks per month or fewer than one truck a day.

For comparison, **Table 2** below provides the Peak Hour and Average Daily traffic volume for a 30,000 square foot light industrial building similar to the one on the west side of Krause Drive.

Table 2: Trip Generation for Comparison

Land Use	Size	ITE Code	Weekday Peak Hours						Daily		
			Morning			Evening			24-hours		
			In	Out	Sum	In	Out	Sum	In	Out	Sum
Light Industrial - Cars	30,000 SF	110	21	3	24	3	17	20	82	82	164
Light Industrial - Trucks	30,000 SF	110	<1	<1	<1	<1	<1	<1	4	4	8

Source: ITE Trip Generation Manual, 11th Edition

As can be seen, a relatively small light industrial building would be expected to generate significantly more traffic on a regular basis than the proposed water fill / weigh station.

Part IV. Recommendations and Conclusions

We believe that the proposed one-way traffic pattern and use of the combined water fill / weigh station represents a minimal impact on the Krause Drive intersection and Deerfield Parkway. Given the close proximity of the Krause Drive entrance of the facility consideration should be given to posting a "Do Not Block Driveway" sign and pavement markings on Krause Drive to help minimize the potential of vehicular traffic northbound on Krause Drive prohibiting truck traffic from entering the facility.

Part V. Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

Exhibits

1. Site Context
2. Overall Site Plan

Appendices

- A. Collision Diagram
- B. Village Correspondence

4798.087 VBG Water Station Traffic 052424.docx

TECHNICAL ADDENDUM



1 inch = 250 Feet

Exhibit 1 - Location Map

Proposed Water Fill / Weigh Station
Deerfield Parkway at Krause Drive
Buffalo Grove, Illinois



GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.

SITE PLAN LEGEND

- EXISTING PROPOSED
- STORM MANHOLE
- STORM CATCHBASIN
- ▣ FLARED END SECTION
- ⊗ SANITARY MANHOLE
- ⊙ VALVE VAULT
- VALVE BOX
- FIRE HYDRANT
- BUFFALO BOX
- STREET LIGHT
- POWER POLE
- SIGN
- TREE TRUNK PROTECTION FENCE
- RIGHT OF WAY LINE
- PROPERTY LINE
- EASEMENT LINE
- BUILDING SETBACK LINE
- PAVEMENT SAWCUT
- EXISTING WATERMAIN
- PROPOSED WATERMAIN

SITE DATA TABLE

EXISTING COUNTY: ILLINOIS
EXISTING DISTRICT: (1) ADA STALL
PROPOSED:
— 24 REGULAR STALLS
— 1 ADA STALL
COMBINED PARCELS' AREA:
— 199,370 SQUARE FEET
— 4.5769 ACRES
INDUSTRIAL DISTRICT (I)

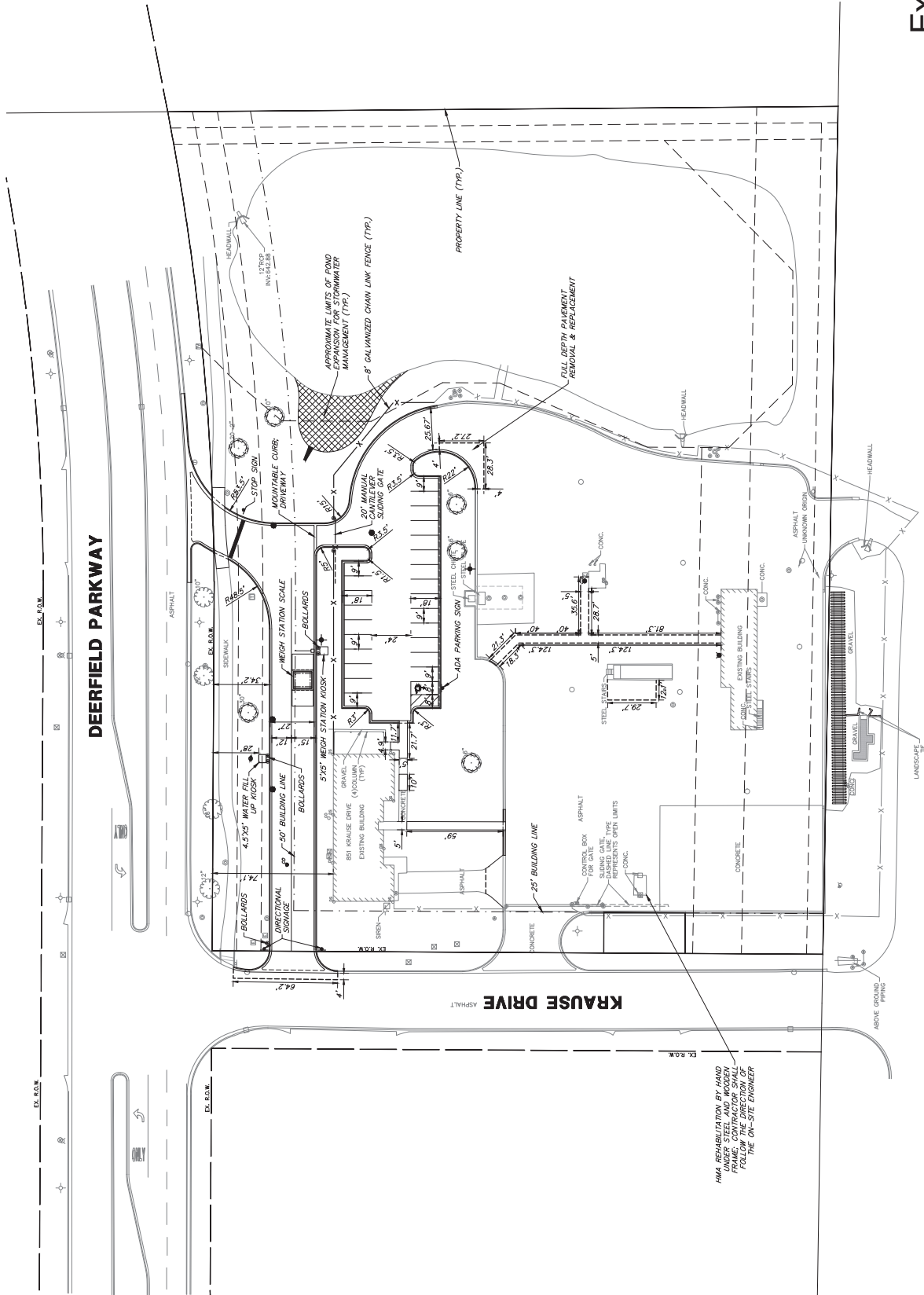


Exhibit 2 - Site Plan

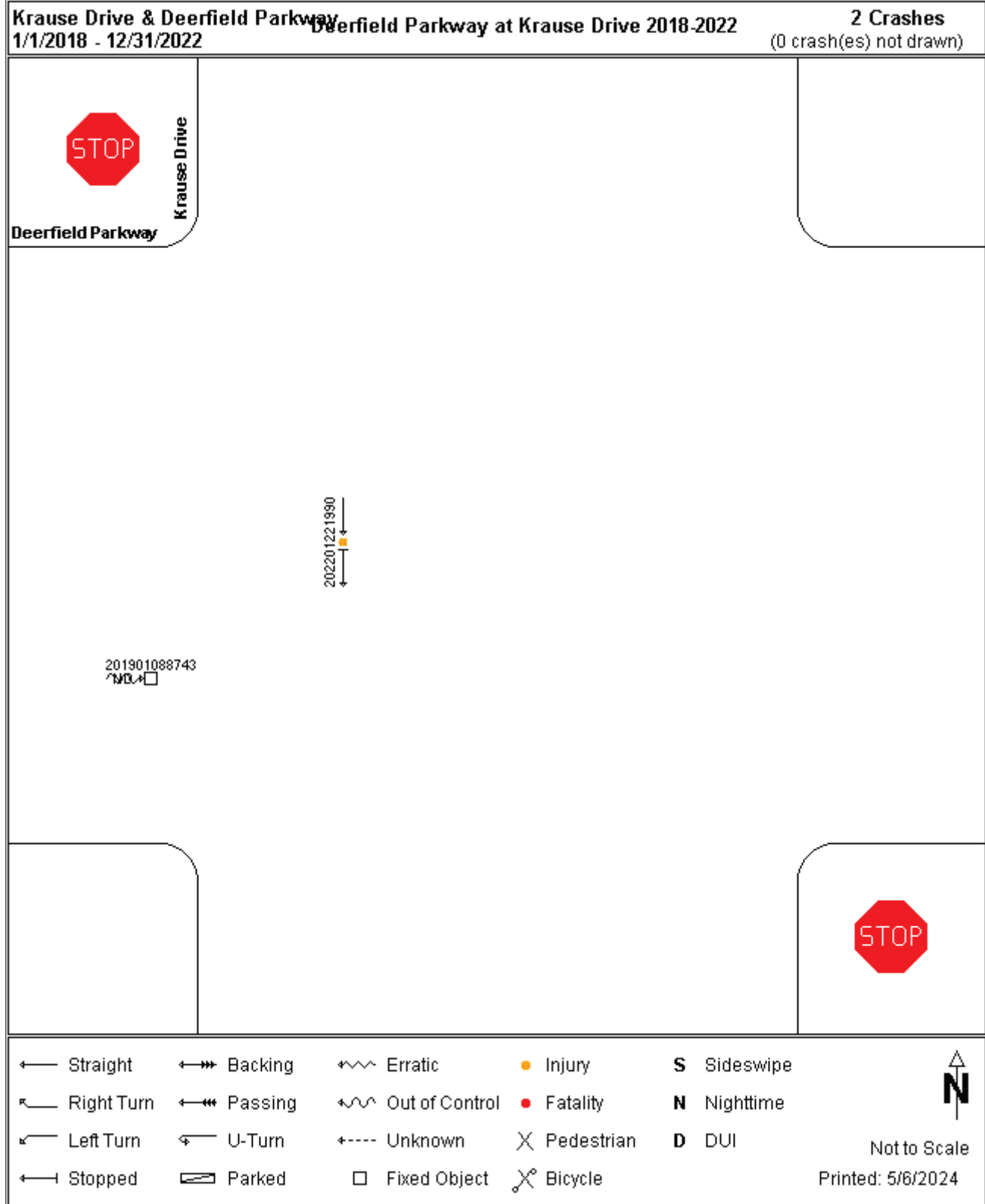
OVERALL SITE PLAN		SHEET NUMBER	
2024 SITE IMPROVEMENTS		1	
VILLAGE OF BUFFALO GROVE, ILLINOIS 60089		OF 1 SHEETS	
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		CHECKED BY: PCL	DATE: 05/24/24
GHA GEVAERT HAMILTON ASSOCIATES, INC. 625 Forest Edge Drive • Vernon Hills, IL 60061 Tel 847/4789700 • Fax 847/4789701	NO. BY DATE	REASON	PERSON

APPENDICES

- A. Collision Diagram**
- B. Village Correspondence**

Displaying 2 of 2 Records

Page 1 of 1

[First Page](#) | [Previous Page](#) | [Next Page](#) | [Last Page](#)


Dan Brinkman

From: Peter Lind
Sent: Tuesday, May 7, 2024 8:55 AM
To: Dan Angspatt; Dan Brinkman
Cc: Leo Morand; Brian Wesolowski; Lucas Deferville; Jeremy Fisher
Subject: RE: Truck scales

Here are the numbers.

2023-1,004,557
 2022-666,300
 2021-1,249,000
 2020-745,648
 2019-387,715

Thank you.

Peter C. Lind, P.E.
 Project Manager II

Gewalt Hamilton Associates, Inc.

An Employee Owned Company
 625 Forest Edge Drive | Vernon Hills, Illinois 60061
 Office: (847) 478-9700 | Fax: (847) 478-9701
 Direct: (847) 821-6271
 Email: plind@gha-engineers.com
www.gha-engineers.com

From: Dan Angspatt <Dangspatt@gha-engineers.com>
Sent: Tuesday, May 7, 2024 8:54 AM
To: Peter Lind <plind@gha-engineers.com>; Dan Brinkman <dbrinkman@gha-engineers.com>
Cc: Leo Morand <lmorand@gha-engineers.com>; Brian Wesolowski <bwesolowski@gha-engineers.com>; Lucas Deferville <ldeferville@gha-engineers.com>; Jeremy Fisher <jfisher@gha-engineers.com>
Subject: Re: Truck scales

FYI. 6,000 gallons is an average gallon capacity for a typical water truck

Dan Angspatt, PE
 Senior Project Manager

Gewalt Hamilton Associates, Inc.

An Employee Owned Company
 625 Forest Edge Drive | Vernon Hills, Illinois 60061
 Office: (847) 478-9700 | Fax: (847) 478-9701
 Direct: (224) 352-2751 ext 6323 | Cell: (773) 573-6582
 Email: dangspatt@gha-engineers.com
www.gha-engineers.com

From: Peter Lind <plind@gha-engineers.com>
Sent: Tuesday, May 7, 2024 8:46 AM
To: Dan Brinkman <dbrinkman@gha-engineers.com>
Cc: Leo Morand <lmorand@gha-engineers.com>; Brian Wesolowski <bwesolowski@gha-engineers.com>; Dan Angspatt

<Dangspatt@gha-engineers.com>; Lucas Deferville <ldeferville@gha-engineers.com>; Jeremy Fisher <jfisher@gha-engineers.com>

Subject: RE: Truck scales

Dan,

Requested. Should hear back soon.

Thank you.

Peter C. Lind, P.E.
Project Manager II

Gewalt Hamilton Associates, Inc.

An Employee Owned Company
625 Forest Edge Drive | Vernon Hills, Illinois 60061
Office: (847) 478-9700 | Fax: (847) 478-9701
Direct: (847) 821-6271
Email: plind@gha-engineers.com
www.gha-engineers.com

From: Dan Brinkman <dbrinkman@gha-engineers.com>

Sent: Tuesday, May 7, 2024 8:04 AM

To: Peter Lind <plind@gha-engineers.com>

Cc: Leo Morand <lmorand@gha-engineers.com>; Brian Wesolowski <bwesolowski@gha-engineers.com>; Dan Angspatt <Dangspatt@gha-engineers.com>; Lucas Deferville <ldeferville@gha-engineers.com>; Jeremy Fisher <jfisher@gha-engineers.com>

Subject: RE: Truck scales

Pete,

Can we get the average number of gallons they sell seasonally and try to back into X number of trucks a month?

From: Peter Lind <plind@gha-engineers.com>

Sent: Tuesday, May 7, 2024 7:16 AM

To: Dan Brinkman <dbrinkman@gha-engineers.com>

Cc: Leo Morand <lmorand@gha-engineers.com>; Brian Wesolowski <bwesolowski@gha-engineers.com>; Dan Angspatt <Dangspatt@gha-engineers.com>; Lucas Deferville <ldeferville@gha-engineers.com>; Jeremy Fisher <jfisher@gha-engineers.com>

Subject: Fwd: Truck scales

Dan,

Below is the best information Kyle could provide.

Unfortunately, their water fill up currently is not that granular. It's based on the gallons.

Thank you.

Gewalt Hamilton Associates, Inc.

An Employee Owned Company

625 Forest Edge Drive | Vernon Hills, Illinois 60061

Office: (847) 478-9700 | Fax: (847) 478-9701

Direct: (847) 821-6271

Email: plind@gha-engineers.com

www.gha-engineers.com

From: Kyle E. Johnson <KJohnson@vbg.org>

Sent: Monday, May 6, 2024 8:30:16 PM

To: Peter Lind <plind@gha-engineers.com>

Subject: FW: Truck scales

Kyle Johnson

Deputy Public Works Director/Village Engineer

Public Works Department

Village of Buffalo Grove

51 Raupp Blvd

Buffalo Grove, IL 60089

847-777-6007 | www.vbg.org



From: Robert Broussard <RBroussard@vbg.org>

Sent: Thursday, February 22, 2024 1:53 PM

To: Kyle E. Johnson <KJohnson@vbg.org>

Subject: RE: Truck scales

Let me know if you need some more detail. Thanks!

1. Increased ticketing over our current output – I am tracking this number over 20 years so perhaps it would escalate overtime, but that is for you to consider. Really need to know we ticket X amount at \$X and think we could elevate to Y at \$Y with the scales.

Over the past five years, we have averaged 98 tickets annually, with an average bond revenue of \$166K per year. However, it's worth noting that ticket numbers were notably lower in 2020 and 2021 due to the COVID-19 Pandemic. In 2023, there were 203 tickets issued. It's estimated the first year of scales would boost ticket numbers by 25%, increasing our yearly numbers by 25 tickets. With an average bond of \$1,600 per ticket, this would result in a \$40K increase in bonds annually. In the following years, having a weigh station would allow additional officers to become certified and more inclined to enforce overweight violations, as they would have convenient access to scales. Within five years, the additional officers can be expected to increase our total by another 30-50 tickets.

2. Efficiency for staff – Any staff time (in \$s with some backup info) that could be saved by having these. Could be a matter of how the data is collected or processed, coordination of staff to an on road weighing (safety factor as well), etc.

Currently, staff primarily relies on portable scales, weighing around 40 pounds, for truck weighing operations. These scales are frequently moved during the weighing process, posing an increased risk of injury to officers. Establishing a weigh station would reduce the reliance on portable scales, minimizing the need for frequent movement and lowering the risk of injury. Additionally, it would decrease travel times to weigh stations outside of Buffalo Grove by an average of 20 minutes, saving approximately \$15-20 per occurrence.

Unlike dedicated truck enforcement officers, patrol officers tasked with enforcing overweight violations do not have portable scales in their vehicles. A weigh station would enable patrol officers to directly take trucks to the scales, eliminating the need to wait for an officer to bring scales to them. This streamlined process would save approximately 30 minutes of staff time per occurrence, which happens around 50 times per year. There would be an estimated savings of \$1,000 in staff time, calculated based on the salary of the lowest-paid officer.

3. Third party fees – Is there any opportunity to charge another agency or private entity fees for being able to use our scale? This could be a low fee and based upon either annual charges or a single use.

Bloomington has four agencies that are paying an annual fee to use their weigh station. If we were to obtain a weigh station local agencies seeking to use the scales would be charged an annual fee of \$1,500.

Bobby Broussard #614 | Lieutenant

Buffalo Grove Police Department

46 Raupp Blvd. Buffalo Grove, IL 60089

☎: 847.777.6251 | ✉: rbroussard@vbg.org |



From: Kyle E. Johnson <KJohnson@vbg.org>

Sent: Thursday, February 22, 2024 4:50 AM

To: Robert Broussard <RBroussard@vbg.org>

Subject: RE: Truck scales

Hi Bobby,

Just checking in on this to see if you will have an eta on the numbers?

Thanks.

Kyle E. Johnson, P.E., CFM | Deputy Public Works Director/Village Engineer

VILLAGE OF BUFFALO GROVE

51 Raupp Blvd, Buffalo Grove IL 60089

PH: 847.459.2545 FX: 847.537.5845



NOTE: Email, attachments, and responses may be subject to release through the Illinois Freedom of Information Act.

From: Robert Broussard <RBroussard@vbg.org>
Sent: Wednesday, February 14, 2024 2:46 PM
To: Kyle E. Johnson <KJohnson@vbg.org>
Subject: RE: Truck scales

Checking on a couple of items and then I'll have this back to you.

Bobby Broussard #614 | Lieutenant

Buffalo Grove Police Department

46 Raupp Blvd. Buffalo Grove, IL 60089

☎: 847.777.6251 | ✉: rbroussard@vbg.org |



From: Kyle E. Johnson <KJohnson@vbg.org>
Sent: Tuesday, February 13, 2024 8:00 AM
To: Robert Broussard <RBroussard@vbg.org>
Subject: FW: Truck scales

Bobby,

I am working to revive this consideration and wanted to get you looped in on the past information below. I can figure out all the costs for installing the scales (at least estimated for the time being). However, what I want to firm up are three cost variables that show the "revenue" side of the equation.

1. Increased ticketing over our current output – I am tracking this number over 20 years so perhaps it would escalate overtime, but that is for you to consider. Really need to know we ticket X amount at \$X and think we could elevate to Y at \$Y with the scales.
2. Efficiency for staff – Any staff time (in \$s with some backup info) that could be saved by having these. Could be a matter of how the data is collected or processed, coordination of staff to an on road weighing (safety factor as well), etc.
3. Third party fees – Is there any opportunity to charge another agency or private entity fees for being able to use our scale? This could be a low fee and based upon either annual charges or a single use.

Right now I am writing this up as the facility and water station would go in first, with the weigh station coming later but that is certainly subject to change based upon the ROI.

Thank you!

Kyle E. Johnson, P.E., CFM | Deputy Public Works Director/Village Engineer

VILLAGE OF BUFFALO GROVE

51 Raupp Blvd, Buffalo Grove IL 60089

PH: 847.459.2545 FX: 847.537.5845



NOTE: Email, attachments, and responses may be subject to release through the Illinois Freedom of Information Act.

From: Michael Rodriguez <mrodriguez@vbg.org>
Sent: Tuesday, January 18, 2022 4:09 PM
To: Shannon McMillon <SMcMillon@vbg.org>; Kyle E. Johnson <KJohnson@vbg.org>
Cc: Michael Szos <mszos@vbg.org>
Subject: RE: Truck scales

Sorry, I'm late to the game on this.

I believe we would have an increase of at least 10% in total tickets written. We currently average 77 tickets per year over the course of the last three years (2019, 2020, 2021), and average \$192k per year, over those same years. This includes the last two years which undoubtedly had an effect on our numbers/potential tickets issued with the pandemic.

With the numbers we have already gotten, it would appear that the overall average is \$2500 in bond money for every ticket. I don't think it would be a stretch to assume we would get at least 7-10 more overweight trucks/year with Shannon's increase in efficiency, as well as training additional overweight enforcement officers who aren't bound by needing Shannon's truck scales, and can easily get a truck to scales during non-business hours or when Shannon is off duty. I honestly believe we can get a 20% increase in total citations with permanent scales, but to be very conservative, 10% increase is almost certain—providing the Illinois legislature doesn't drastically change the overweight trucking laws or anything like that.

From: Shannon McMillon <SMcMillon@vbg.org>
Sent: Tuesday, January 18, 2022 11:20 AM
To: Kyle E. Johnson <KJohnson@vbg.org>
Cc: Michael Szos <mszos@vbg.org>; Michael Rodriguez <mrodriguez@vbg.org>
Subject: Re: Truck scales

That is over the three years.

Get [Outlook for iOS](#)

From: Kyle E. Johnson <KJohnson@vbg.org>
Sent: Tuesday, January 18, 2022 9:07:11 AM
To: Shannon McMillon <SMcMillon@vbg.org>
Cc: Michael Szos <mszos@vbg.org>; Michael Rodriguez <mrodriguez@vbg.org>
Subject: RE: Truck scales

From below, the average ticketed amount – is that how much each year or is that the amount over that 3 year period?

Looking at awarding this design at the February BOT meeting.

Kyle E. Johnson, P.E., CFM | Assistant Public Works Director
 VILLAGE OF BUFFALO GROVE

51 Raupp Blvd, Buffalo Grove IL 60089
PH: 847.459.2545 FX: 847.537.5845



NOTE: Email, attachments, and responses may be subject to release through the Illinois Freedom of Information Act.

From: Shannon McMillon <SMcMillon@vbg.org>
Sent: Thursday, August 26, 2021 1:48 PM
To: Kyle E. Johnson <KJohnson@vbg.org>
Cc: Michael Szos <mszos@vbg.org>; Michael Rodriguez <mrodriguez@vbg.org>
Subject: RE: Truck scales

I don't know how I would figure that out but I will look into it.

From: Kyle E. Johnson <KJohnson@vbg.org>
Sent: Thursday, August 26, 2021 1:31 PM
To: Shannon McMillon <SMcMillon@vbg.org>
Cc: Michael Szos <mszos@vbg.org>; Michael Rodriguez <mrodriguez@vbg.org>
Subject: RE: Truck scales

Given this would make you much more efficient, any estimate on how much more ticketing could be done?

Kyle E. Johnson, P.E., CFM | Assistant Public Works Director

VILLAGE OF BUFFALO GROVE

51 Raupp Blvd, Buffalo Grove IL 60089
PH: 847.459.2523 FX: 847.537.5845



**ACCREDITED
AGENCY**

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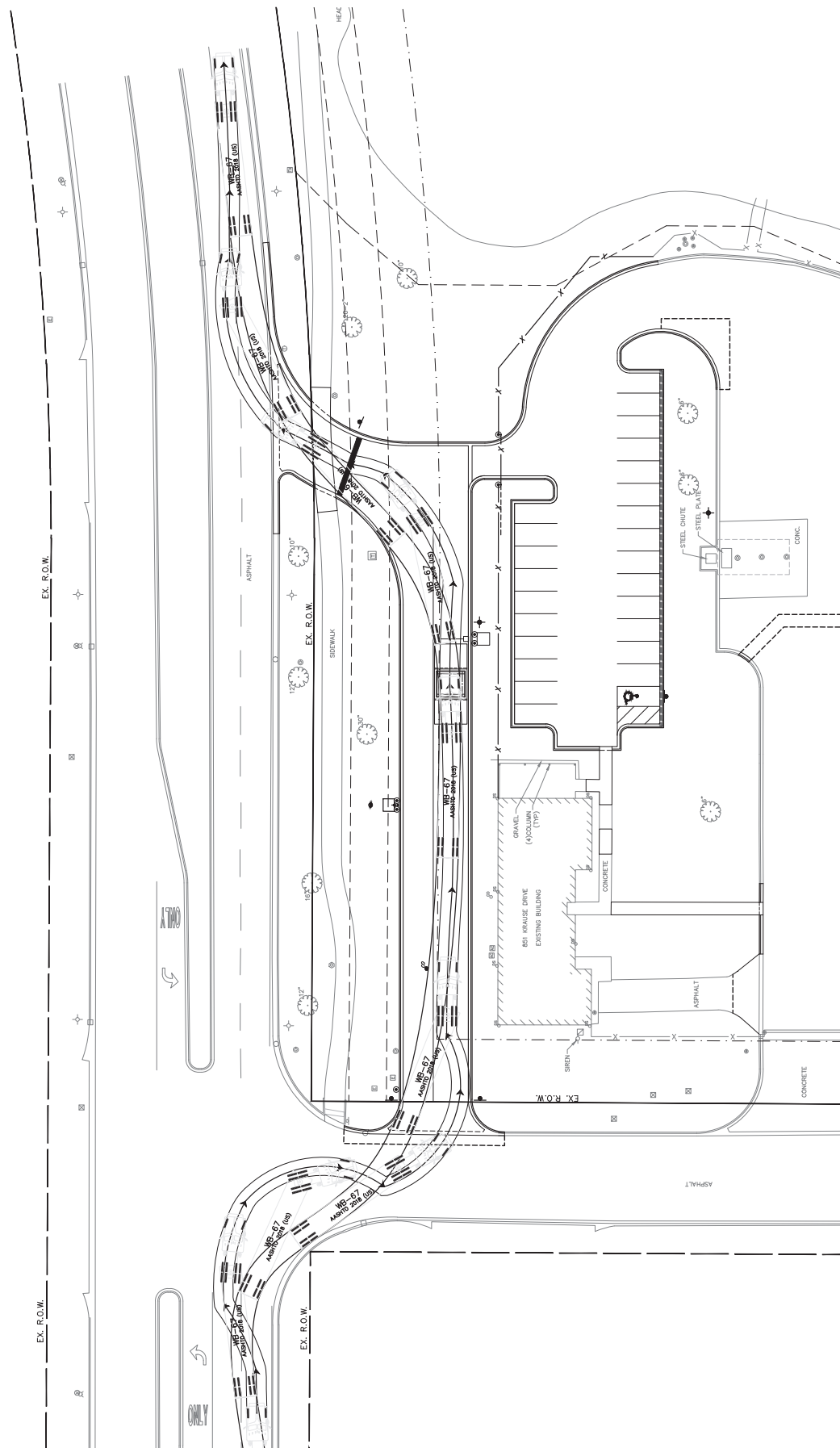
From: Shannon McMillon <SMcMillon@vbg.org>
Sent: Wednesday, August 25, 2021 9:24 AM
To: Kyle E. Johnson <KJohnson@vbg.org>
Cc: Michael Szos <mszos@vbg.org>; Michael Rodriguez <mrodriguez@vbg.org>
Subject: Truck scales

Hi Kyle,

Please see below for the average ticket amount over the course of 3 years and a breakdown of truck stop operations.

Average ticketed amount: \$197, 055 (2018 - 2020)

Currently, we have portable scales located within our Truck Enforcement vehicle, which I use for majority of stops. Once I have identified a vehicle and indict for them to pull-over, I inform them that we will re-locate to a safer location to weigh their vehicle, which at times can be difficult to find as there is limited space within our Village that can



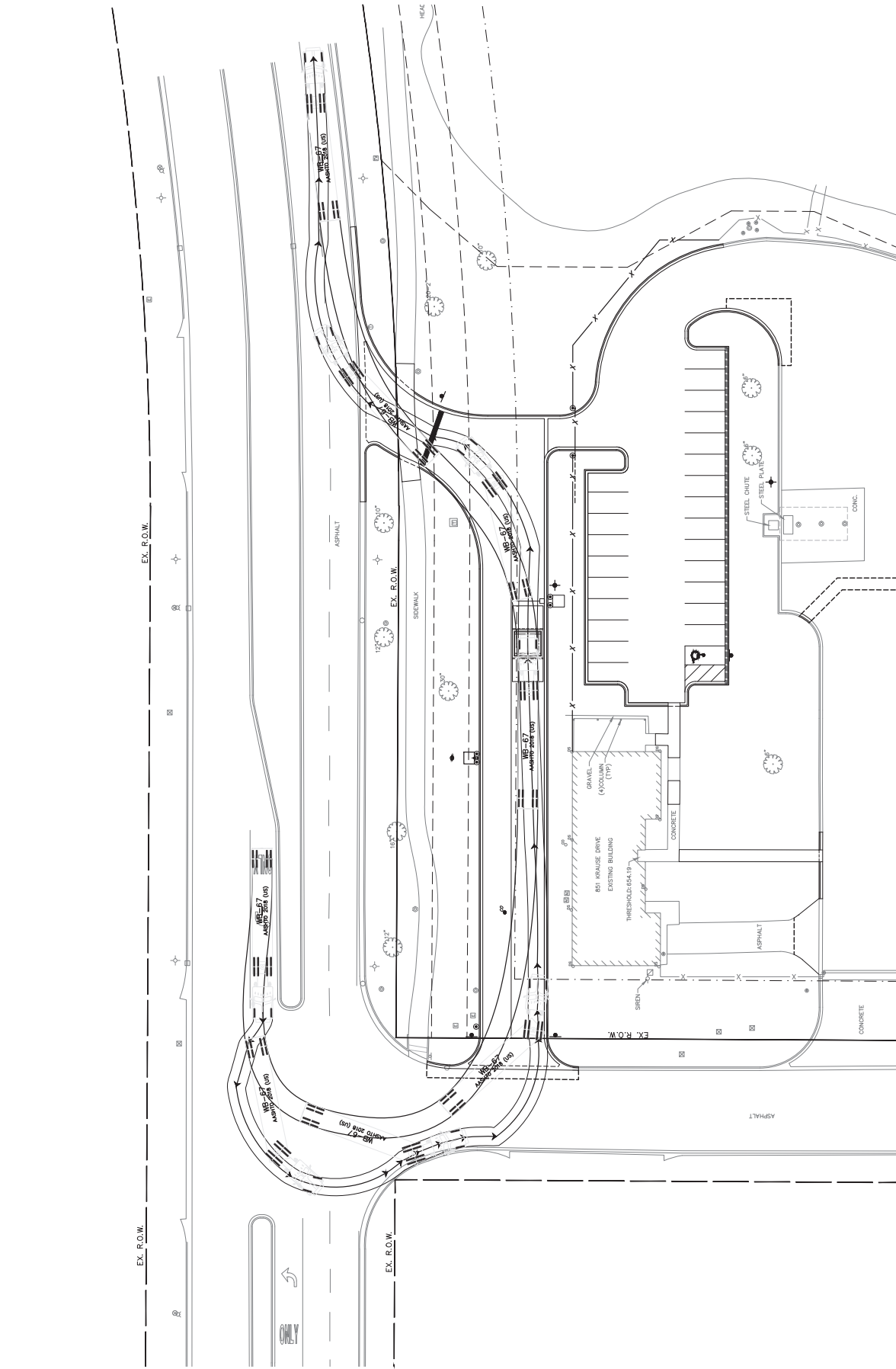
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GHA GEVAIT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
Tel 847 478 9700 ■ Fax 847 478 9701

AUTOTURN EXHIBIT
2024 SITE IMPROVEMENTS
VARIOUS
VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

FILE: 4798.101-PR6.dwg	SHEET NUMBER	
DRAWN BY: JRF	GWA PROJECT #	1
DATE: 05/24/24	4798.101	
CHECKED BY: PCL	SCALE	OF 2 SHEETS
DATE: 05/24/24	1" = 20'	



AUTOTURN EXHIBIT
2024 SITE IMPROVEMENTS
VARIOUS
VILLAGE OF BUFFALO GROVE, ILLINOIS 60089

FILE: 4798.101--PR6.dwg	SHEET NUMBER	
DRAWN BY: JRF	GVA PROJECT #	2
DATE: 05/24/24	4798.101	
CHECKED BY: PCL	SCALE	OF 2 SHEETS
DATE: 05/24/24	1"=20'	



shown in optional galvanized finish

AXLE SCALES

DID YOU KNOW?

B-TEK Axle Scale offers a proven design for checking individual vehicle axle weights. The weights are used to insure that individual axles do not exceed state maximum limits. The axle weights can also be totaled to insure trucks are not under-loaded to maximize the productivity of each movement. B-TEK Axle Scales are offered in standard sizes as well as custom sizes to fit new or existing pits. Our Axle Scales can be installed in shallow or deep below grade pits. Like all of our truck scale products, the weighbridge can have a tough paint finish or be hot dip galvanized.

Your B-TEK Scales Distributor is:



Advanced Weighing Systems, Inc.
Contact: Dave Arnold
1433 W. Fullerton Avenue Suite G
Addison, IL. 60101
Phone: 630-916-6179
www.scaleddealer.com
email: weighing@sbcglobal.net

FEATURES AND SPECIFICATIONS

- 100,000 lb. gross capacity
- 1/4" or 3/8" tread plate decking version available
- 8" concrete deck version available
- Optional manhole
- Top access to load cells
- Stainless steel analog or digital compression column load cell
- Load cell housings are IP68
- Poly coated stainless sheathed load cell cables
- NEMA 4X junction box
- Inspection plates ensure easy access to load cells and facilitates cleaning operations
- Bumper checking system minimizes movement to extend the life of the scale
- All structural steel is shot-blasted to commercial blast spec SSPC-6
- High performance coatings epoxy/polyurethane system or galvanized steel as standard offerings
- 5-Year weighbridge and component warranty

COC: 01-075

CONCENTRATED LOAD CAPACITY: 100,000 lbs.

WEIGHBRIDGE DECK: 3/8" diamond safety-plate steel deck (welded) or pit type

installation with concrete deck available

AVAILABLE SIZES: 10'x10', 10'x11', 10'x12', 10'x15', 11'x11', 11'x12', 11'x15', 12'x12', 12'x15'

STEEL PREPARATION: Commercial blast cleaning SSPC-SP6

PAINT SYSTEM: Cross-Linked two-part Epoxy - 2 to 4 mil primer base coat. Two-part UV resistant Polyurethane - 2 to 4 mil top coat or galvanized steel as standard offerings

LOAD CELL: Stainless steel analog or digital compression column load cell

LOAD CELL CABLE: Stainless steel sheathed cable with clear polymer coating & water-tight connectors

JUNCTION BOX: NEMA 4X/IP68 junction box

WARRANTY: 5-Year weighbridge & CPD-M load cell warranty covering defects in materials and workmanship 5-Year surge / lightning warranty covering CPD-M load cells and junction box(es) (Parts only does not include travel or labor expenses)

RELATED PRODUCTS FROM B-TEK SCALES:



SCOREBOARDS TO DISPLAY WEIGHT



DIGITAL INDICATORS

AXLE SCALE INSTALLTION: LAW ENFORCEMENT



**OVER 95 YEARS OF COMBINED EXPERIENCE
MANUFACTURING INDUSTRIAL
WEIGHING EQUIPMENT**



Want more information?

Simply Point and shoot your camera phone at this code to connect directly to our website.

Need a code reader?

Visit <http://www.b-tek.com/codereaders.aspx>



Advanced Weighing Systems, Inc.
is your local B-TEK Dealer



An ISO 9001 registered company



PORTALOGIC

A PRODUCT OF ELEMECH, INC.

WATER FILL STATION MODEL FS-43

(Portalogic management software included)

For controlling user access, flow metering, and billing

Types of water

Hydrant, reuse, potable, and frac

Specifications

ENCLOSURE	Temperature controlled, outdoor rated, lockable walk in enclosure including pre-installed FS-20 control panel for a complete system.
HAULER ACCESS	Multiple access methods including keypad entry, swipe cards, key fobs, credit/debit card, and others as required.
RECEIPT PRINTER	Heavy duty kiosk-style printer, illuminated chute, large capacity roll
INTERIOR	Encloses a metered valve (2"), backflow preventer, and power panel
POWER	240/120VAC, 20 AMP
FLOW RATE	Up to 1,100 gallons per min (4,164 liters per min)
TEMPERATURE	Operating temperature range -40°F to 122°F (-40°C to 50°C)
SOFTWARE	Station interfaces with Portalogic management software for record keeping, billing, monitoring, and reporting

CERTIFICATIONS



75"



The FS-43 water fill station is tamper-proof and easy for haulers to use. This station provides simple and secure hauler access by account number/PIN, or through other available methods. It houses a temperature controlled metering control valve and backflow preventer, and seamlessly communicates with Portalogic management software for simple management.

Portalogic Water Fill Station - Model FS-43

Features

- A** Outdoor rated card reader and keypad with sunlight visible display
- B** Optional credit card reader
- C** Optional illuminated receipt paper chute
- D** Lockable access doors
- E** Temperature controlled enclosure containing a metered valve (2") and backflow preventer



Options

SOLAR POWERED	Stations can be powered by solar energy for remote installations
COLD CLIMATE PACKAGE	Heaters, insulation, and heat tracing can be added to protect the station in cold climates
HOT CLIMATE PACKAGE	Air conditioners and sunshields can be added to protect the station in hot climates
GATE/DOOR CONTROL	The station can interface with automatic gates and doors if needed

Hauler access station operation

- 1** Hauler connects truck to outlet connection
- 2** Hauler enters ID/PIN number or RFID swipe card (added option)
- 3** Hauler follows display prompts and enters information such as desired volume
- 4** Control valve opens and hauler begins to fill their truck
- 5** Water will automatically turn off or the hauler may press 'stop'

Installation

Stations come fully assembled, tested, and ready to install. The station comes with Portalogic management software which can be installed on any number of the facility's PCs.

Warranty

All controller components furnished in specification are guaranteed for 18 months from date of shipment. Management software updates and phone support is provided for two years from date of shipment.



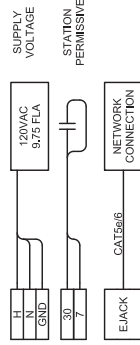
For more information about Portalogic, please visit www.portalogic.info, or contact an EleMech engineer at:

EleMech, Inc. | 2275 White Oak Circle, Aurora, IL 60502 | 630-499-7080 | elemechinc.com

SEQUENCE OF OPERATION

1. USER ACCESS WILL BE AUTHORIZED THROUGH THE PORTALOGIC SOFTWARE BY THE OWNER. ACCESS CODES WILL BE DISTRIBUTED TO THE USERS.
2. USER SHALL SELECT METHOD OF PAYMENT (CREDIT CARD OR ACCESS NUMBER)
- 2.1. IF ACCESS NUMBER WAS SELECTED, THE USER SHALL ENTER ACCESS NUMBER
- 2.1.1. IF ACCESS NUMBER WAS SELECTED, THE USER MAY SWIPE THEIR CREDIT CARD TO BEGIN DISPENSING
- 2.1.2. IF ACCESS NUMBER WAS SELECTED, THE USER SHALL ENTER ACCESS NUMBER
- 2.2. SELECT MODE OF DISPENSING: AUTO FILL OR MANUAL AND PRESS ENTER.
- 2.2.1. IF AUTO FILL WAS SELECTED, ENTER REQUIRED GALLONS AND PRESS ENTER.
- 2.2.2. IF MANUAL WAS SELECTED, ENTER REQUIRED GALLONS AND PRESS ENTER.
3. THE DISPENSING SCREEN WILL APPEAR. PRESSING THE START BUTTON WILL CALL THE VALVE TO OPEN AND FLOW WILL BEGIN. TOTALIZED VOLUME WILL BE SHOWN ON THE SCREEN.
- 3.1. FLOW MAY BE TEMPORARILY STOPPED BY PRESSING STOP OR THE WATER STOP PUSHBUTTON AT ANY TIME.
- 3.2. FLOW MAY BE TEMPORARILY STOPPED BY PRESSING STOP OR THE WATER STOP PUSHBUTTON AT ANY TIME.
- 3.3. TANK FILL MODE IS NOT ALLOWED FOR CREDIT CARD OR CASH TRANSACTIONS.
4. FLOW WILL CONTINUE UNTIL VOLUME REQUESTED EQUALS THE VOLUME DISPENSED.
5. THE SYSTEM IS NOW READY TO PROCESS THE NEXT TRANSACTION.

FIELD WIRING DIAGRAM

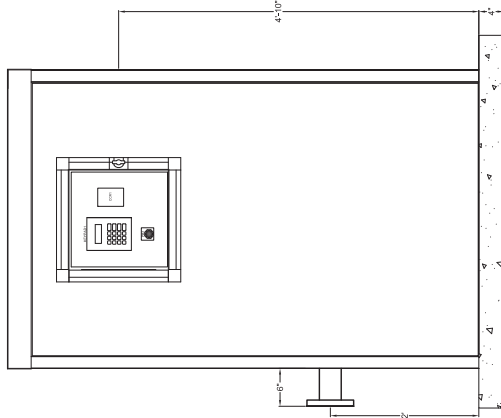


RECOMMENDED ANCHOR INFORMATION

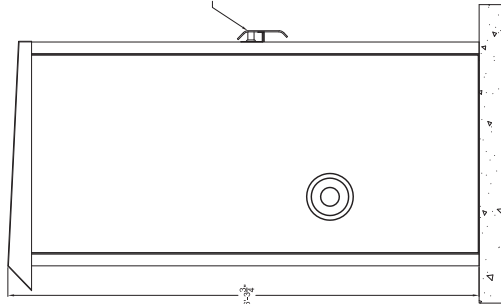
- ANCHOR: POWER-STEEL® SD6 (OR EQUAL)
 BRANCH: DEWALT (OR EQUAL)
 MATERIAL: 3/4" Ø TYPE 316 STAINLESS STEEL
 DRILL METHOD: HAMMER DRILL
 QUANTITY: 4

NOTES:

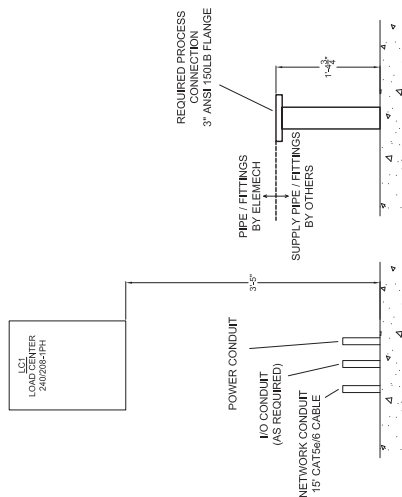
1. ELECTRICAL CONNECTIONS AND ENCLOSURE STRUCTURAL COMPONENTS NOT SHOWN.
2. CONCRETE PAD SHALL BE SUBJECT TO CHANGE WITHOUT NOTICE TO OPTIMIZE DESIGN.
3. RECOMMENDED SLAB CONDUIT ENTRY LOCATIONS SHOWN.
4. CONCRETE PAD, BY OTHERS, DIMENSIONS SHALL BE PER SITE REQUIREMENTS. APPROXIMATE ENCLOSURE WEIGHT: 1,000 LBS.
5. RECOMMENDED CONDUIT TYPING CONNECTIONS RECOMMENDED FOR FLOODED FLOW TUBE.
6. AIR IN FLOW TUBE MAY AFFECT METER ACCURACY.
7. FLOW DIRECTION AND PIPE SIZE CONNECTIONS SHALL BE PER SITE REQUIREMENTS.
8. FLOOR DRAIN/PIT REQUIRED FOR DISCHARGE FROM DRAIN SOLENOID OR BACKFLOW PREVENTER.



FRONT ELEVATION

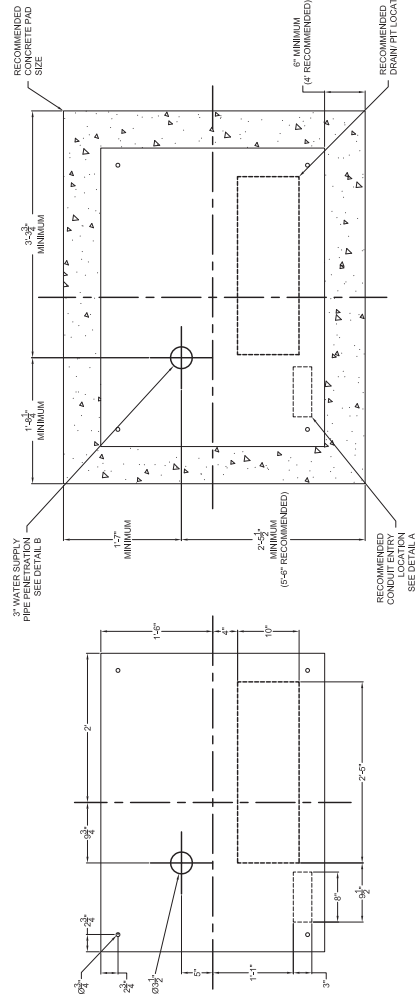


SIDE ELEVATION



DETAIL A

DETAIL B



TOP VIEW - ENCLOSURE ENTRY LOCATIONS

TOP VIEW - CONCRETE PAD



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PROJECT NAME

ELMECH FILE:
 FS-43 INSTALLATION

REFERENCE INFORMATION

DATE

BY

DESCRIPTION

REV

Information Only

Dimensions Certified

Preliminary

For Approval

By

Date

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DESCRIPTION

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Information Only

During your testimony at the Public Hearing, you need to testify and present your case for the Special Use being requested. In doing so, you need to address the six (6) Special Use Standards listed below:

SPECIAL USE STANDARDS

1. The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;

Response: The new water fill-up and truck weigh station will enhance the Village of Buffalo Grove's infrastructure, providing essential services in line with public welfare. A dedicated area for water truck fill-ups will support various construction and operational activities. The weigh station will ensure vehicle compliance with weight regulations, thereby ensuring road safety and protecting infrastructure. Operating under safety standards, these facilities will efficiently meet public needs while safeguarding the community's health and safety.

2. The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with said special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located;

Response: The location and operation of the new water-fill up and truck weigh station infrastructure are designed to be in harmony with the surrounding area, ensuring that their size, nature, and intensity of operations will not adversely affect traffic on Deerfield Parkway. The facilities will serve the community's needs and contribute to the orderly development of the district.

3. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations with the neighborhood;

Response: The water fill-up and truck weigh station infrastructure are designed to ensure they do not interfere with the enjoyment or use of neighboring properties, nor will they reduce property value. Their efficient operation and minimal footprint make them a positive contribution to the area, serving the community's needs effectively.

4. The nature, location and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie;

Response: The water fill-up and truck weigh station infrastructure are strategically planned to ensure they do not obstruct or discourage the development and use of adjacent land and buildings. Operations are designed to facilitate the smooth circulation of vehicles, ensuring safe and efficient movements in and out of the area's roadway.

5. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided;

Response: Provisions for required utilities, access roads, and stormwater drainage are incorporated into the project plans, ensuring that the water fill-up and truck weigh station infrastructure are adequately equipped. These facilities are designed to manage traffic flow effectively, accommodating specific operational needs while maintaining smooth and safe vehicle movement.

6. Parking areas shall be of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance and minimize traffic congestion in the public streets.

Response: The project incorporates an onsite area for waiting vehicles, designed to accommodate the anticipated volume of vehicles. This ensures the safe and orderly movement of vehicles, alongside the effective management of vehicle flow. The strategic design is integral to the commitment to maintaining streamlined traffic within the property and optimizing overall operation efficiency.

During your testimony at the Public Hearing, you need to testify and present your case for the variance being requested. During your testimony, you need to address the three (3) Variation Standards listed below:

Criteria for Zoning Variation.

- A. The regulations of this Title shall not be varied unless findings of fact are made based upon evidence presented at the hearing that:
1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations of the zoning district in which it is located except in the case of residential zoning districts;

Response: The existing zoning district regulations pose limitations on the property's financial viability. Due to the location of the existing CAFT (Combined Area Fire Training) facility, there is no availability within the current setback to accommodate safe vehicle movements for the new water fill-up and weigh station infrastructure. Note that the proposed site design considers the infrastructure locations and ensures that they would not impact traffic, other businesses, or safety.

2. The plight of the owner is due to unique circumstances;

Response: The property owner is seeking a variance due to the unique circumstances specific to this particular property. The challenges arise from the location of the existing CAFT (Combined Area Fire Training) facility, which limits available space for safe vehicle movement. The location of the new water-fill up and weigh station infrastructure accommodate safe vehicle movement. The proposed site design aims to ensure traffic safety and harmony with neighboring businesses.

3. The proposed variation will not alter the essential character of the neighborhood

Response: The proposed variation in setbacks for the water fill-up and weigh station infrastructure aligns with the characteristics of the surrounding neighborhood while ensuring vehicle movement safety within the industrial zoning district.

**MINUTES OF THE REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION OF THE
VILLAGE OF BUFFALO GROVE HELD IN THE COUNCIL CHAMBERS, 50 RAUPP BOULEVARD,
BUFFALO GROVE, ILLINOIS ON WEDNESDAY, JUNE 5, 2024**

Call to Order

The meeting was called to order at 7:43 PM by Chair Mitchell Weinstein

Public Hearings/Items For Consideration

1. Consideration of Petition to the Village of Buffalo Grove for Approval of an Amendment to the Planned Unit Development and Preliminary Plan for Joyce Kilmer School and Park, with Variations from the R-5 One Family Dwelling District Requirements Related to Setbacks, to Accommodate a Temporary Awning and Modular Classroom on the Subject Properties, and to Allow a Portion of the Existing School Building to Encroach on the Park Property at 655 Golfview Terrace. (Trustee Weidenfeld) (Staff Contact: Kelly Purvis)

Deputy Director Purvis, provided a background on the subject property and the request.

Claudia Welp, the petitioner from CAGE Engineering, provided a background on the subject property and request.

Com. Moodhe asked about the timeline of the project.

Welp stated that the school district is going to review the number of students coming in and take some time to get a permanent solution for the influx of students so that the trailers are not out there for more than 2 to 3 years.

Com. Moodhe asked about what if the school is not ready to move the modular buildings after 2-3 years.

Welp stated that if the School District would need the modular buildings more than 2-3 years, then they would have to come back for an extension of their approval through a public hearing process.

Com. Moodhe asked if the modular buildings could be moved closer to not need the awning.

Welp stated that they tried to place it in a way that works for the location of the classrooms and also provides an accessible ramp. They were trying to ensure that it is placed in the best way to work with the elevation for grade utility connections. All of these factors were taken into consideration when they selected the location.

Com. Moodhe asked about the raised modular building.

Welp stated that the modular buildings are raised for utility connections and the buildings have a switch back ADA ramp.

Chairperson Weinstein asked about the security and safety plan for the modular buildings.

Micheal DeBartolo, Assistant Superintendent for School District 21, stated that the new buildings will have the same perimeter and interior security features as regular school buildings. They will have badge access to the two doors, cameras covering all four sides of the perimeter for a 360-degree view of the building, and fire and burglar alarms. The

school has decided to place the fifth grade into the modular classrooms, which will limit foot traffic back and forth.

Weinstein asked who maintains the blacktop.

DeBartolo stated that the school district maintains the blacktop.

Saxena asked if during lunch breaks and PE class, students are going back and forth from the modular buildings.

DeBartolo confirmed and stated that the children are outside all day long for recess or lunch. We are familiar with securing the school's perimeter during lunch and recess, and we have supervisors outside with the students before and after school. We already have a daily security check with students, so knowing that there is a separate building 35 feet away doesn't change anything in our minds, except for ramping up security.

Saxena asked if the school encourages kids to move within the rest of the park and baseball field.

DeBartolo stated that the school utilizes all of the outside space including the tennis courts and baseball track.

Com. Worlikar asked that with the modular building on the existing basketball courts, will the basketball rims be removed?

DeBartolo stated they would remove the basketball rims and that there would be no outdoor basketball programming, only indoor basketball. A new playground will be installed this summer, which will enhance the area.

Com. Worlikar asked if there will be anything different about these modular classrooms compared to a typical classroom.

DeBartolo stated that there will be no difference, including classroom size, and will also have new furniture.

Chairperson Weinstein asked if they would like to supplement anything else that was submitted regarding the variation standards.

Welp confirmed nothing is to be added.

Com Moodhe asked if there would be any changes to the existing parking lot.

DeBartolo stated that no changes are required for the modular classrooms. He mentioned that they have already reviewed three of their parking lots in the past year and there are more to come. He noted they have a contract with an engineering firm that handles traffic control, and Kilmer is on the list.

Com. Moodhe asked if they have any issues with the cooperation with the Park District.

DeBartolo stated that the School District has had great cooperation from the Buffalo Grove Park District as well as the Village of Buffalo Grove.

Com. Moodhe asked if there will be any fiscal issues with meeting the timeframe to find a more permanent solution.

DeBartolo stated not at all as they have started to look at different options for how they increase space not only at one school but all schools and programming for each school.

Com. Moodhe asked if the trailers would need to stay in place if there was a more permanent solution.

DeBartolo confirmed that they would not need to stay in place and the modular classrooms would be removed. He stated in 2023 they started with 472 students, and ended in 2023 with 510 students. He said they began the school year last year with 540 students and ended with 585 students. He stated that the school is a destination area and the class sizes and programming took off.

Com. Moodhe asked if the future solution includes two-story.

DeBartolo stated that Kilmer is a challenge with the two sides that don't connect and have limited area to add new classroom space and adding certain additions could cause the school to close for up to a full year.

Com. Saxena confirmed that they are looking to have the classrooms up for two years and a third year as a contingency.

DeBartolo confirmed.

Com. Saxena asked that since the basketball rims are being removed, will there be any requirements.

Purvis stated there is no requirements to replace the existing basketball courts once they are removed.

Com. Worlikar asked if the school district would need anything else from this body to help the school district with this kind of growth or expansion problem.

DeBartolo stated that they are looking for funding and other types of programs to help with their expansion challenges and might have to talk with the Village as far as buying land from the Village if any becomes available.

A Buffalo Grove Resident stated that he doesn't understand spending all this money and infringing on the park district. He suggested that the school should use Alcott Center instead.

DeBartolo stated that Alcott Center has not been in discussion, and changes to the Alcott might outweigh the cost of the modular buildings.

Michelle Dicristo, 764 Golfview Terrace, expressed her concern about the project's timeline. She said the park is being used so much more now, with kids playing basketball and playing in it after school hours. She and her neighbors would just like the park to be used as a park and would like the project to move along as quickly as possible.

Vice Chairperson Richards made a motion to recommend approval of an Amendment to the Planned Unit Development and Preliminary Plan for Joyce Kilmer School and Park, with Variations from the R-5 One Family Dwelling District requirements related to setbacks, to accommodate a temporary awning and modular classroom on the subject properties, and to allow a portion of the existing school building to encroach onto the park property located at 655 Golfview Terrace, subject to the conditions listed in the staff report.

Com Moodhe seconded.

Chairperson Weinstein stated that the request is for zoning relief because the building has been encroaching on the park property. He stated that whether there is justification

to amend the planned unit development and if setback variations are warranted. It seems like the proposal is for a temporary solution to address the need for an expanded number of students within the school and the school has found alternative places to play basketball and use the park property. It's worth noting that the school has been maintaining this property and using it. He stated that he believes the criteria for the proposal have been met.

Com Moodhe mentioned that the schools in District 21 in Buffalo Grove are experiencing an increase in enrollment. He liked that the proposed solution is time-bound. Even if they need more time to come up with a permanent solution, they will have to return to the Village for approval. He stated that the permanent solution won't involve tax increases. He also commented on the increased usage of the park, expressing concern about the playground and basketball court if the issue persists.

Vice-Chairperson Richards mentioned that he frequently passes by the school and park and that his first child attended Kilmer. He expressed his appreciation for the park being utilized, as it bothers him to see a beautiful baseball field go unused. He generally supports the proposal but raised concerns about the relatively short timeframe of three years. He pointed out that planning and design will take two years, leaving a decision between permanency or an extension. He anticipates the need for further discussion within a couple of years due to the time required to construct a facility. While he sees the benefits of keeping students together as the community grows, he worries about the timing.

RESULT:	RECOMMENDATION TO APPROVE [UNANIMOUS]
AYES:	Moodhe, Weinstein, Richards, Worlikar, Saxena
ABSENT:	Marc Spunt, Amy Au, Jason Davis

2. Consideration of a Petition to the Village of Buffalo Grove for an Amendment to the Residential PUD, Final Plat of Subdivision, and Preliminary Plan Approved by Ordinance No. 2023-106 to Allow Changes to the Approved Plans for a 41-Unit Townhome Development on the Subject Properties at 22771-22825 N. Prairie Road. (Trustee Weidenfeld) (Staff Contact: Kelly Purvis)

Purvis provided a background on the subject property and the request.

Daniel Shapiro, 570 Lake Cook Road, Deerfield, IL representing the petitioner, was sworn in and gave an overview of the project and the request.

Vice-Chairperson Richards asked if there are any changes to the variations or setbacks that were approved from last time.

Purvis stated no and that there are no changes in variances from what were originally granted.

Vice-Chairperson Richards stated that at the original approval meeting, the generation of the school children from the proposed development was the biggest discussion. Asked if they have heard back from School District 125 and 103 since reaching out to them and if we are presuming they are fine with the proposal.

Mr. Shapiro confirmed that they have not heard back from either districts and is presuming that they have no objections.

Vice Chairperson Richards mentioned that they would like the developer to have a more active conversation between the property owner and the school district to ensure that

everyone is working on the same page. He asked if there had been any direct interaction with the school districts.

Mr. Shaprio stated that he had no interaction with the school districts. He stated that this is a public hearing and the school districts were notified but not aware of any less formal engagement that he is referring to.

Com. Moodhe asked if there has been any movement to include parcel 2.

Mr. Shaprio stated that parcel 2 is not for sale

Com. Moodhe asked if there is going to be a limit on the 4-bedroom units.

Mr. Shaprio stated that they are open to it and would consider it, but would like it to be a preference stating that they would like to sell these units by responding to the market with flexibility.

Com. Moodhe asked why sales vs rental and asked what they are seeing in the market that has suddenly changed this proposal in the past year.

Ram Prashanta, Projades, LLC, 33 W Higgins Rd, South Barrington, IL, stated that they look at every product in a different way and he stated that location here is best suited for sale compared to rent.

Com. Moodhe stated that the last three projects that they have seen have been rental projects and asked what makes this project different.

Mr. Prashanta stated that with interest rates going up and price points, it's hard to have a rental property and cap rate will be low with such high value homes if they were rental housing.

Com. Moodhe asked if having townhomes along the railroad track priced around 500K seems to work.

Mr. Prashanta stated that the biggest draw is the schools' location and easy transportation in the area.

Com. Moodhe stated that the schools seem to be maxed out at Stevenson and District 102 and has some serious concerns regarding the number of school children generated, and the numbers don't add up with the addition of a 4th bedroom.

Mr. Prashanta stated that a lot of families will have senior citizens, and the addition of the fourth bedroom in the basement is a big draw.

Com. Moodhe asked if he sees the market and the proposed development being for the extended family types, which will include more students.

Chairperson Weinstein asked if the additional bedroom or occupancy added going to generate more cars or traffic.

Mr. Shaprio stated that he does not expect that it will, as no traffic study was done since the original proposal. But stated that the 4th bedroom being added to the development would marginally increase traffic.

Com. Worlikar asked if the petitioner could explain how the student count is calculated and how adding a fourth bedroom affects the student count. Also, clarify which parameters are used, considering that the school district is a draw, and explain which factor accounts for that in the calculation.

Jonathan Perman from the Perman Group at 1904 W Newport Ave, Chicago, IL provided an overview of the student calculations. He mentioned using a study from 2006 by Rutgers University Center for Policy Analysis and noted that the Village uses a formula from 1996, which may be outdated. In their fiscal impact analysis, they prefer to use a more recent study. Perman considered both studies in their estimated formula and assumed that half of the units will be three-bedroom and the other half will be four-bedroom units. Their estimate indicated less than 10 elementary and 5 high school students. However, according to the Village's formula, the results were 16 elementary students and 5 high school students. Herman mentioned that they adjusted the numbers slightly, adding two students and rounding up to 10 for elementary students, and similarly, they added another high school student, going beyond what the formula suggested.

Mr. Perman presented new trends on student projections of District 125 and District 103 to the Commissioners.

Com. Saxena stated that he is not sure if he agrees with the logic of the new student projection trends with the new developments in the area.

Mr. Perman stated that he thinks the trends show that we have more households being formed but with fewer people per household. He mentioned that there are fewer people living in each unit compared to 20, 30, or 40 years ago.

Com. Worlikar asked if the report shows a decline in population in the total population or school population.

Mr. Perman stated that the whole population in the area is in a decline. He stated that District 21, mentioned on the prior agenda item, actually saw a drop in the total student population district-wide.

Com. Worlikar asked if the new trends report takes into account the current classes going into District 125.

Mr. Perman stated that their report does not break it down by entering class numbers, but are using a standard measurement.

Com. Worlikar indicated he has concerns about capacity at Stevenson.

Mr. Perman stated that Stevenson once held a couple hundred more students back in 2006 than it does today.

Com. Worlikar asked if the calculation considers expanded ESL or programmatic services that are needed.

Mr. Perman stated that another section of the report examines the total cost per student, which includes ESL and other special student services aggregated together.

Com. Worlikar asked if the student generation is larger than expected, is there any thought of working with schools to support them in meeting the expected number of students or limiting the capacity of school-aged children as the development proceeds.

Mr. Shaprio stated this is an issue that could go into a number of layers and respect the due diligence with the schools but offered to reduce or cap the proposed development to have no more than 50% or 20 units offered to be four-bedroom units. In addition, before the Village Board meeting, they would be happy to make another outreach to the school districts.

Com. Saxena asked Staff if they have any view on the trend data provided.

Ms. Purvis stated that the Link Crossing Development is a different kind of development that includes both single-family and townhomes, so not an apples to apples comparison, but the townhomes vary between 3 and 4-bedroom units, which is somewhat comparable. She stated that they have actual student generation numbers from Link Crossing, which is almost at full capacity, and they are producing .48 students per 3 to 4-bedroom unit, which coincides with the proposed development student generation numbers. She stated that the numbers that are projected for this project are not outside the norm. She stated that the capacity at the schools is a question she would not feel comfortable responding to and is really more a matter for the School Districts.

Further discussion was made regarding the revenue the schools would generate if more students were added and the fiscal net gain to school districts.

Cynthia Holtzinger, 22723 Prairie Rd. Prairie View, stated that she has been a 30-year resident and the proposed development negatively impacts her life. All of her kids went to the school districts and the schools were packed and the calculations are not correct as this is a highly desirable school district. She had concerns about traffic congestion and speeding issues along Prairie Road. She was also concerned about the negative impact to the environment with the development.

Mr. Shaprio closed by reiterating that they open to reduce or cap the proposed development to have no more than 50% or 20 units offered to be four-bedroom units.

Vice Chairperson Richards made a motion to recommend approval of an amendment to the Residential PUD, Final Plat of Subdivision, and Preliminary Plan approved by Ordinance No. 2023-106 to allow changes to the approved plans for a 41-unit townhome development, to be called Prairie Pointe Townhomes, located at 22771-22825 N. Prairie Road, subject to conditions in the Staff Report, with the added condition of capping the number of four bedroom units at 50% of the total number of units on the property.

Com. Moodhe seconded the motion.

Com. Worlikar expressed conflicting feelings about a development that would enhance the area with improvements and benefits, despite the ongoing challenges caused by the increasing number of students. He suggested that it would be helpful for the developers to obtain a letter of support from the School Districts for the project. Additionally, he proposed that if more students are generated than the estimated number, the school should consider making some concessions to address the current issue of overcrowding.

Vice Chairperson Richards stated that the development is a betterment to the currently vacant property. He prefers the new design to the older one and also favors ownership over rentals because it provides more stability. Richards expressed empathy for the schools, but mentioned that the actual Link Crossing numbers of school age kids generated is lower than projected. He also pointed out that the school district has not responded since last August, suggesting that they've had ample time to voice any concerns or objections. In conclusion, he voiced his support for the project.

Com. Saxena stated that he loves everything about the project but has concerns about the school district impact and would love the schools to buy-in.

Com. Moodhe stated that the village has been presented with development projects for a piece of vacant land. The goal is to work with the developers to meet their objectives as

well as the village's goals. There are challenges in collaborating with the school districts and considering how these projects impact them without their input, and determining what's best for the village.

Chairperson Weinstein, spoke in favor of the motion. He stated that they have an approved project with an ordinance in place, approved last year. He mentioned that the request involves some modifications to the façade changes and rental, as compared to the for-sale units. He believes they have met the criteria for the PUD amendment. Additionally, he noted that the schools are aware of the changes, and while it would be nice for the schools to provide input, it's not the Village's responsibility to dictate how the schools should operate.

RESULT:	RECOMMENDATION TO APPROVE [4 TO 0]
AYES:	Adam Moodhe, Mitchell Weinstein, Kevin Richards, Sujat Saxena
ABSTAIN:	Neil Worlikar
ABSENT:	Marc Spunt, Amy Au, Jason Davis

Regular Meeting

Other Matters for Discussion

Approval of Minutes

1. Planning and Zoning Commission - Regular Meeting - May 15, 2024 7:30 PM

The Commission accepted the minutes as presented.

RESULT:	ACCEPTED [4 TO 0]
AYES:	Adam Moodhe, Mitchell Weinstein, Neil Worlikar, Sujat Saxena
ABSTAIN:	Kevin Richards
ABSENT:	Marc Spunt, Amy Au, Jason Davis

Chairman's Report

None

Committee and Liaison Reports

Commissioner Moodhe noted all PZC items were on the consent agenda at the last meeting.

Staff Report/Future Agenda Schedule

Staff provided information on the future agenda schedule, and reminded the Commission of the upcoming Volunteer Reception scheduled for June 23, 2024 at 4:00pm.

Public Comments and Questions

None

Adjournment

The meeting was adjourned at 9:16 PM

06/5/2024

Action Items

Kelly Purvis

APPROVED BY ME THIS 5th DAY OF June, 2024

Mitchell Weinstein, Commissioner