

**VILLAGE OF HUNTLEY
VILLAGE BOARD MEETING
September 25, 2008
MINUTES**

CALL TO ORDER:

A meeting of the Village Board of the Village of Huntley was called to order on Thursday, September 25, 2008 at 7:00 p.m. in the Municipal Complex Village Board Room 10987 Main Street, Huntley, Illinois 60142.

ATTENDANCE:

PRESENT: Mayor Charles H. Sass, Trustees: Pam Fender, Niko Kanakaris, Harry Leopold, and Paul Mercer.

ABSENT: Trustees John Piwko and Jay Kadakia

IN ATTENDANCE: Village Manager David Johnson, Village Clerk Rita McMahon, Management Assistant Barb Read, Management Assistant Margo Griffin, Village Engineer William Geegan, Village Attorney Mike Coppedge, and Recording Secretary Anita Powers of Karick & Associates.

PLEDGE OF ALLEGIANCE:

Mayor Sass led the Pledge of Allegiance.

PUBLIC COMMENTS

None

ITEMS FOR CONSIDERATION:

A. Approval of the Award of the Village of Huntley Water Tower No. 2 Rehabilitation to the Lowest Responsible Bidder

Village Manager Johnson reported that on August 21, 2008, the Village Board authorized staff to solicit bids for the painting of Water Tower No. 2.

On September 16, 2008, sealed bids were received and opened for the Rehabilitation of Water Tower No. 2. Five bids were received, opened, and read aloud as follow:

- | | |
|--------------------------------------|--------------|
| 1. Era Valdivia Contractors, Inc. | \$381,300.00 |
| 2. Jetco, Ltd. | \$528,200.00 |
| 3. Neumann Company Contractors, Inc. | \$558,800.00 |
| 4. Maxcor, Inc. | \$594,300.00 |
| 5. Classic Protective Coatings, Inc. | \$670,100.00 |

The Engineer's Estimate for this project is \$428,950. The lowest responsible bid by Era Valdivia Contractors, Inc. is 12.5% under the Engineer's estimate.

The bids were reviewed and evaluated by Strand Engineering. Based on the evaluation, it is recommended that the Village Board award the bid for the Village of Huntley Rehabilitation of Water Tower No. 2 to Era Valdivia Contractors Inc.

Trustee Fender expressed concern that the lowest bid is significantly lower than the other bids. Village Manager Johnson stated that the price difference was discussed with Strand Engineering. It appears that the other bids contained higher amounts in areas the contactors were counting on the Village using as deducts. Village Manager Johnson noted that all references have been checked. Color samples on metal will be brought before the Trustees.

A MOTION was made to award the Village of Huntley Water Tower No. 2 Rehabilitation to Era Valdivia Contractors, Inc

MOTION:	Trustee Leopold
SECOND:	Trustee Kanakaris
AYES:	Trustees Fender, Kanakaris, Leopold, and Mercer
NAYS:	None
ABSTAIN:	None
Motion carried	4:0:0

B. Approval of Ordinance (O)2008-09.60 - Allowing 10514 S. Route 47 to be Considered Legal Non-conforming

Petitioner: Tim Essig, property owner

Village Manager Dave Johnson presented a PowerPoint Presentation including an aerial photo outlining the current and new right-of-ways.

Due to the impending widening of Route 47 between Kreutzer Road and Reed Road, IDOT will be acquiring additional right-of-way from the property at 10514 S. Route 47. The property is currently the site of Nick's Custom Furniture. The property is owned by Tim Essig, the petitioner and is currently considered to be legal, non-conforming in accordance with Section 156.151 on the Village's Zoning Code.

Two areas of either existing or future potential non-conformity for the property are signage and parking spaces. The existing sign will need to be removed. The petitioner intends to replace the sign rather than relocate the existing sign. The sign ordinance allows a ground sign up to 15 feet in height and up to 80 square feet on a single face or 160 square feet on a double face. Any ground sign within ten feet of the front lot line, side lot line abutting a street or within 50 feet of an intersection of streets must be no higher than 3.5 feet to the top of the sign unless a variance is

granted. The petitioner is unclear at this time if he will be able to meet the 10' setback requirement, and is willing to seek a variance at a later date if needed for the sign.

In addition, the property will lose three parking spaces. The site currently has 34 spaces. The building is approximately 13,000 square feet of showroom and warehouse space. Based upon existing parking requirements, 40 parking spaces would be required. With the IDOT project, the site will have 31 spaces. There are no current issues associated with parking at this location, and it is anticipated that remaining spaces will be adequate to serve the site. The site will also be non-conforming in regard to the parking lot being located less than 10' from the property line. The property owner is requesting confirmation from the Village that the loss of parking and other associated non-conformities will not result in the property becoming illegal non-conforming, but will be allowed to continue as legal non-conforming.

Village Manager Johnson noted that the new right-of-way will be 15 feet east of the existing right-of-way.

With the conclusion of the PowerPoint presentation, Village Manager Johnson asked if there were any questions.

Trustee Mercer asked if Ken Bakley is working with the State to realign a portion of the highway to the west. Village Manager Johnson answered yes, but the ordinance being proposed would be approved subject to IDOT using the current plan. A letter has been requested from IDOT explaining their planned course of action regarding the Bakley matter. Bill Geegan, Village Engineer stated that the Bakley variation would be further to the north and would not have much impact on this portion of the road.

Trustee Fender asked why the three adjoining properties do not share parking. Village Manager Johnson stated that a shared access agreement would be necessary. Trustee Leopold pointed out that a driveway between the parking lots would reduce the number of spaces available.

Trustee Fender asked if the parking lot will keep both access points. Mr. Essig answered yes, they will be right-in/right-out.

Trustee Leopold asked if this approval can wait until a decision is made on the variation request from Mr. Bakley. Mr. Essig stated that IDOT is pushing for this now.

A MOTION was made to approve Ordinance (O)2008-09.60 - allowing 10514 S. Route 47 to be considered legal non-conforming.

MOTION:	Trustee Kanakaris
SECOND:	Trustee Fender
AYES:	Trustees Fender, Kanakaris, Leopold, and Mercer
NAYS:	None
ABSTAIN:	None
Motion carried	4:0:0

C. Approval of Centerline Alignment of Kreutzer Road Crossing the Union Pacific Railroad Right-of-Way

Petitioner: PAR Development

Summary and Background Information

Village Manager Johnson presented a PowerPoint presentation including aerial photos of the current and proposed alignments.

In conjunction with the future PAR Development's residential development on the south side of Kreutzer Road west of the UPRR, PAR Development is required to reconstruct Kreutzer Road to a five-lane section through the development's frontage, including a new crossing of the Union Pacific Railroad right-of-way. PAR Development has submitted a proposed centerline alignment for the improved Kreutzer Road for Village review. PAR Development has indicated that it is currently in negotiations with the property owner of the five-acre parcel at the northeast corner of Kreutzer Road and the Union Pacific Railroad. Acquisition of this parcel would allow PAR Development to control the majority of the required right-of-way to relocate the Kreutzer Road crossing of the Union Pacific Railroad. Correspondence between PAR Development, the Union Pacific Railroad and the Illinois Commerce Commission regarding the proposal has been positive, however, each requires Village approval of the alignment in order to proceed. In addition, final design plans would need to be submitted to the Village for approval prior to the commencement of any construction.

Staff has reviewed the preliminary plan and the alignment meets Village standards. Road construction would be scheduled at the time of the PAR residential development.

It was noted that on the alignment exhibit the five-acre parcel at the northeast corner of Kreutzer Road and the UPRR is designed for stormwater detention only (no site development proposed). Also, there is an opportunity to keep the proposed Commonwealth Edison easement running along the south side of Kreutzer Road farther westward to maximize the Commonwealth Edison easement distance from the existing Wing Pointe Subdivision, if ultimately, the ICC approves the ComEd preferred route.

With the conclusion of the PowerPoint presentation, Village Manager Johnson introduced Gary Overbay of Civiltech Engineering, the Village's Transportation Engineering consultant. Mr. Overbay gave an overview of the proposed alignment.

Mr. Overbay explained that PAR has the opportunity to purchase the triangular parcel to the north of the current alignment. They have committed to keeping the area to the north of the road as detention.

Trustee Leopold asked if there will be access to the storage facility. Mr. Overbay stated that the access comes from the north and added that as Kreutzer Road develops that the storage use may change. He would expect it to be developed with a more intense traffic use at some point.

Trustee Leopold asked about access to the Manning property. Mr. Overbay stated that the property would probably be accessed from Regency Parkway or Smith Drive.

Trustee Leopold asked if final access points could be adjusted in the future. Mr. Overbay answered yes, the petitioner's request is just for the approval of the alignment over the railroad.

Trustee Fender asked about the access point on the east side of the railroad tracks. Mr. Overbay stated that it is a full access point.

A MOTION was made to Approve Centerline Alignment of Kreutzer Road Crossing the Union Pacific Railroad (UPRR) Right-of-Way

MOTION:	Trustee Leopold
SECOND:	Trustee Fender
AYES:	Trustees Fender, Kanakaris, Leopold, and Mercer
NAYS:	None
ABSTAIN:	None
Motion carried	4:0:0

D. Discussion – Algonquin Road Extension Alignment West of Route 47 to Marengo Road

Mayor Sass reported that on October 2004, the Village identified McHenry County's "Layout 10" (Village Preferred Alignment) as the Preferred Alignment for the western extension of Algonquin Road. This layout takes the proposed roadway across the northern portion of the Rosenwinkel property.

An aerial photo was presented depicting the preferred route and the previously proposed route.

In selecting this alignment, the Village Board noted the following benefits:

- Minimum impacts to wetlands and conservation areas
- Direct future access to the proposed Metra train station complex located at the southeast corner of the Coyne Station Road/Union Pacific Railroad right-of-way

- Minimum displacement to property owners
- Sufficient landscape buffering (minimum 100' wide landscaped areas with berms similar to the berm located on the north side of the Rakow Road extension in Crystal Lake) - Oakcrest Subdivision and properties located along Coyne Station Road
- A grade separation at the Union Pacific Railroad right-of-way
- A north route location across the Rosenwinkel property not dissecting the property in half
- A route at the narrowest point of the wetlands/conservation area west of Coyne Station Road and north of Main Street
- Direct future access to Harmony Road (southwest) and Marengo Road (northwest).
- A typical 200' road right-of-way dedication that will have two lanes of traffic in each direction with turn lanes. Further studies will refine the right-of-way needs.
- A road alignment with future Kreutzer Road extension north of Main Street as part of a bypass proposal around the center section of the Village.

Mertz Development Inc. (MDI) has been working with the Village the past two years to develop an overall concept plan for the development of the 412 acre Rosenwinkel parcel. The roadway alignment is a critical design element of the plan. The developer had proposed an alternative route that would come through the property on a different alignment to the south which was shown at the January 10, 2008 concept review before the Village Board. However, as discussions have continued, it has become apparent that the Village's preferred alignment would best serve the needs of the regional transportation network for this area and the Village. MDI has indicated that they are willing to revise their plans to utilize the Village's Preferred Alignment.

The full County Board will review the plan next.

Trustee Leopold stated that he supports the Preferred Alignment.

Trustee Fender asked if Coyne Station Road would end in a cul-de-sac. Mr. Overbay answered yes, there would be a cul-de-sac at the south end of the street. Trustee Mercer stated that the road is used heavily by residents traveling north. Mr. Overbay explained that an alternate route for the residents could be Hemmer Road north to Marengo Road and then right onto Algonquin Road. Trustee Fender suggested that Harmony Road connect with Coyne Station Rd in the future.

Trustee Fender asked how buses from the High School will get to Algonquin Road. Mr. Overbay stated that there will be a connection from the High School to Algonquin Road via Hemmer and Marengo Roads.

There was a consensus of the Village Board to accept the Preferred Alignment and to formally direct MDI to submit a revised concept plan with this alignment.

VILLAGE ATTORNEY’S REPORT:

None

VILLAGE MANAGER’S REPORT:

None

VILLAGE PRESIDENT’S REPORT:

Mayor Sass reported that Pingree Grove has approved the boundary agreement with Huntley at their last Board meeting. He gave an update on the Com Ed ICC hearing, stating that the request for oral arguments was denied at the hearing but no action was taken on the ComEd petition. Mayor Sass gave reminders about upcoming events; Saturday will be the last Farmers Market, the Carl Tomaso Celebration Walk and the Deb Webb Cancer Walk will be held on Saturday, and there will be a Public Hearing at Chesak School regarding the widening of Route 47 from Reed Road to Route 14 in Woodstock on September 30th.

Mayor Sass reported that a 3’ x 2 ½’ sign is being requested to be located at the entrance of Deicke Park for the rescheduled Fall Fest Car Show. The Trustees agreed that this is acceptable.

UNFINISHED BUSINESS:

None

NEW BUSINESS:

None

ADJOURNMENT INTO EXECUTIVE SESSION

None

ACTION ON CLOSED SESSION ITEM:

None

ADJOURNMENT:

There was a MOTION made to adjourn the meeting at 7:40pm.

MOTION: Trustee Leopold

SECOND: Trustee Fender

Motion carried unanimously

Respectfully submitted,

Anita M. Powers
Recording Secretary
Karick & Associates.