



City of Woodstock
Office of the City Manager

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121 W. Calhoun Street
Woodstock, Illinois 60098

Roscoe C. Stelford III
City Manager

WOODSTOCK CITY COUNCIL
City Council Chambers
March 15, 2016
7:00 p.m.

*Any Person Wishing to Address the City Council
Must Approach the Podium, be Recognized by the
Mayor, and Provide Their Name and Address for the Record*

*The complete City Council packet is available at the Woodstock Public Library,
Woodstock City Hall, and via the City Council link on the City's website,
www.woodstockil.gov. For further information, please contact the Office of the
City Manager at 815-338-4301 or citymanager@woodstockil.gov.*

The proceedings of the City Council meeting are being audio-recorded only to aid in the preparation of the Minutes and are not retained as part of the permanent records of the City.

CALL TO ORDER

ROLL CALL:

- A. FLOOR DISCUSSION:**
- 1.) Library Proclamation
 - 2.) Music in Our Schools Proclamation
 - 3.) Friends of the Opera House Donation

Anyone wishing to address the Council on an item not already on the agenda may do so at this time.

1. Public Comments
2. Council Comments

CONSENT AGENDA:

(NOTE: Items under the consent calendar are acted upon in a single motion. There is no separate discussion of these items prior to the Council vote unless: 1) a Council Member requests that an item be removed from the calendar for separate action, or 2) a citizen requests an item be removed and this request is, in turn, proposed by a member of the City Council for separate action.)

B. MINUTES OF PREVIOUS MEETINGS:

March 1, 2016 Regular Meeting

C. WARRANTS: 3704 3705

D. MINUTES AND REPORTS:

Economic Development Report – February 2016

HR Report – February 2016

Public Works Report – February 2016

Environmental Commission Minutes – February 11, 2016

Economic Development Commission Minutes - March 8, 2016

E. MANAGER'S REPORT NO. 64

1. Benton Street Event – Road Closures – Adoption of the following:

- a.) Closure of Benton Street between Cass Street and the railroad tracks, as well as closure of E. Judd Street between Benton Street and N. Jefferson Street between the hours of 6:00 AM on Saturday, March 19, 2016 and 7:00 AM on Sunday, March 20, 2016.
- b.) Approval to have alcoholic beverage in the public way during specified event hours.
- c.) Approval of an Ordinance Imposing Certain Temporary Traffic Restrictions and Parking Restrictions in the City of Woodstock for a Benton Street Event.
- d.) All approvals to remain conditional upon the terms set forth within the staff report approved at the February 2nd Council meeting.

(64a)

(Doc.1)

2. **Special Use Permit - 930 Northhampton** – Adoption of an Ordinance issuing a Special Use Permit for 930 Northhampton. (64b)(Doc.2)
3. **Revolving Loan Fund** – Adoption of an Ordinance approving the execution of a loan agreement between the City of Woodstock and the Thoughtfulness Shop. (64c)(Doc.3)
4. **NAAC Agreement** – Adoption of a Resolution authorizing a space usage and donation agreement between the City of Woodstock and Northwest Area Arts Council for the Old Courthouse Art Center at the Old Courthouse Building. (64d)(Doc.4)
5. **Traffic Code Amendment** – Adoption of an Ordinance amending the Woodstock City Code regarding motor vehicles and traffic. (64e)(Doc.5)
6. **Professional Agreement – Old Courthouse Windows** – Approval of an agreement with Gary W. Anderson Architects to provide services for the Courthouse windows. (64f)
7. **Current Refunding - Alternate Revenue Bonds** – Authorization of a current refunding of the 2004F Bonds. (64g)

DISCUSSION ITEM:

8. **Transportation Commission – Plan Update** (64h)
9. **Transmittal of FY16/17 Budget** (64i)

FUTURE AGENDA ITEMS

ADJOURN

NOTICE: In compliance with the Americans With Disabilities Act (ADA), this and all other City Council meetings are located in facilities that are physically accessible to those who have disabilities. If additional reasonable accommodations are needed, please call the City Manager's Office at 815/338-4301 at least 72 hours prior to any meeting so that accommodations can be made.

PROCLAMATION
Honoring
WOODSTOCK PUBLIC LIBRARY'S 125TH ANNIVERSARY

WHEREAS, Woodstock Public Library opened its doors on March 23, 1891, located along with City Hall, the Fire Station, and the Auditorium, in the Woodstock Opera House building on the Historic Woodstock Square, and is today celebrating 125 years of exemplary service; and

WHEREAS, Woodstock Public Library's importance to the community merited building a larger facility on West Judd Street in 1959, and the public supported expansions again in 1987 and 2001, resulting in today's beautiful facility, totaling 43,000sf of modern Library services; and

WHEREAS, Woodstock Public Library offers an outstanding array of literary, technological, and entertainment options to enhance the lives of the diverse spectrum of Woodstock residents, and welcomes over 300,000 visitors annually: to check out books, DVDs, CDs, puzzles, activity kits, and games; to use computers, printers, and copy machines; to take classes, attend lectures, watch movies, make crafts, enjoy concerts and performances; to join a book club discussion, learn a new language, gain a marketable skill, or discover ways to be part of our community; to socialize with friends, get homework help, or just hang out; to educate and delight our youth; to engage and enrich our adults; to offer support to our elderly, disadvantaged, and disabled; and

WHEREAS, Woodstock Public Library has been a leader in establishing and participating in consortium opportunities, offering patrons access to thousands of books and materials from any location in the eight-library Northern Illinois Cooperative system; acquiring resources from networking in the Reaching Across Illinois Library System (RAILS) alliance; and preserving and protecting our community's history through a wide array of archival photographs and documents, now digitized and available to the public through www.lookatillinois.info; and

WHEREAS, Woodstock Public Library proudly encourages and showcases the talents of Woodstock's ever-increasing creative community, featuring talks by local authors and filmmakers, presenting performances by local musicians and storytellers, and providing exhibition opportunities for local fine artists, be they professional, student or hobbyist; and

WHEREAS, the warm and welcoming professional staff and leadership at Woodstock Public Library, with contributions by City of Woodstock, the Library Board of Trustees, and Friends of Woodstock Public Library, all combine efforts to ensure that every resident or visitor enjoys life-enriching experiences within the lovely walls of this invaluable community asset.

NOW, THEREFORE, BE IT PROCLAIMED that the City Council of the City of Woodstock, on behalf of all citizens of Woodstock, wishes to congratulate and commend Woodstock Public Library for its role in educating and enlightening patrons young and old, and for remaining a treasured part of the Woodstock community for 125 years, and counting.

APPROVED and **ADOPTED** by the City Council of the City of Woodstock, McHenry County, this 15th day of March, 2016.

Attest:

Brian Sager, Ph.D., Mayor

Cindy Smiley, City Clerk



Office of the City Manager
Roscoe C. Stelford III, City Manager
121 W. Calhoun Street
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TO: Honorable Mayor and City Council
FROM: Roscoe Stelford, City Manager
DATE: March 10, 2016
RE: Proclamation Recognizing March as
"Music in Our Schools Month"

Recognizing the positive impact that music in our schools has on students of all ages, March has traditionally been designated as "Music in Our Schools Month."

As stated in the attached proclamation, music is basic to a complete education, helping students acquire skills not only related to music, but in problem-solving, critical thinking, and evaluation as well.

The City of Woodstock and its residents certainly value music as evidenced by support of the many programs conducted at the Woodstock Opera House and by 132 continuous seasons of the Woodstock City Band.

In recognition of "Music in Our Schools Month," representatives from the District 200 Music Boosters may be in attendance at Tuesday's meeting.

Council's affirmation is requested for the attached Proclamation Recognizing March as "Music in the Schools Month" in the City of Woodstock.

**PROCLAMATION
MUSIC IN OUR SCHOOLS MONTH
MARCH, 2016**

WHEREAS, music is a universal language that speaks to all people; and

WHEREAS, the residents of the CITY OF WOODSTOCK have a long history of supporting the musical arts as evidenced by the upcoming 132nd season of the Woodstock City Band as well as numerous musical concerts and programs conducted at the Woodstock Opera House;

WHEREAS, the study of music contributes to the development of young people through heightened skills in listening, reading, self-expression and creativity; and

WHEREAS, the study of music is basic to a complete education and provides a competitive edge for successful educational reform while engaging students in individual and group activities which develop creativity, problem-solving, critical-thinking, and evaluation skills; and

WHEREAS, music education helps students acquire skills in the production and performance of music, as well as gives them an understanding of history and culture; and

WHEREAS, music and other arts significantly enhance the morale and quality of the school environment; and

WHEREAS, music programs should be maintained and improved for all students, regardless of their socio-economic status or their abilities,

NOW, THEREFORE, BE IT PROCLAIMED that the **CITY OF WOODSTOCK, MCHENRY COUNTY, ILLINOIS** endorses the observance of the month of March as

MUSIC IN OUR SCHOOLS MONTH

APPROVED and **ADOPTED** by the City Council of the City of Woodstock, McHenry County, Illinois on this 15th day of March, 2016.

Attest:

Brian Sager, Ph.D.
Mayor

Cindy Smiley, City Clerk

Memo

To: Roscoe Stelford, City Manager
From: John Scharres, Opera House Director
cc:
Date: March 9, 2016
Re: Donation

At the City Council meeting on March 15th, Lexie Smith, President of the Board of Directors for the Friends of the Opera House will be presenting the City with a monetary donation. Their donation of \$10,500 is intended to cover the costs for the recent renovation/restoration work done on the Opera House Business Office. This work included the removal of 1950's era paneling, upgrading electrical service, repair/replacement of existing plaster work, purchase and installation of custom trim-work and lighting fixtures to match that of the historic building and restoration of original 1890's wainscoting discovered during removal of the old paneling. The completion of this project marks a notable milestone for the facility, since this office was the last publicly-accessible space to be renovated/restored as part of the original plan begun in the early 1970's.

MINUTES
WOODSTOCK CITY COUNCIL
March 1, 2016
City Council Chambers

The regular meeting of the Woodstock City Council was called to order at 7:00 PM by Deputy Mayor Pro Tem Mark Saladin on Tuesday, March 1, 2016 in the Council Chambers at City Hall. Deputy Mayor Pro Tem Saladin explained the consent calendar process and invited public participation.

A roll call was taken.

COUNCIL MEMBERS PRESENT: Daniel Hart, RB Thompson, Maureen Larson, Mark Saladin, and Joseph Starzynski

COUNCIL MEMBERS ABSENT: Michael Turner and Mayor Brian Sager

STAFF PRESENT: City Manager Roscoe Stelford, Finance Director Paul Christensen, Economic Development Director Garrett Anderson, Public Works Director Jeff Van Landuyt, and Building and Zoning Director Joe Napolitano.

OTHERS PRESENT: City Clerk Cindy Smiley

FLOOR DISCUSSION

Public Comments

Craig Krandel, 15016 West South Street, Woodstock, wished to acknowledge retiring Planning and Zoning Administrator Jim Kastner has done during his many years of service to the community. Mr. Krandel noted he has had the honor of working with Mr. Kastner for many years, stating he has been a great ambassador for the City of Woodstock. He noted his associate, Tom Zanck, also wished to recognize Mr. Kastner. Mr. Krandel stated Mr. Kastner was always good at finding solutions and was very helpful. He stated he has many times cited Mr. Kastner as an example throughout the County.

M. Saladin also stated it was a pleasure working with Mr. Kastner throughout the years and noted there is a retirement reception in his honor tomorrow from 3:00 PM to 5:00 PM in the Council Chambers at City Hall.

Council Comments

Deputy Mayor Pro-Tem Saladin noted the recent article in the Northwest Herald regarding the Old Firehouse Assistance Center. He stated this is a wonderful example of people serving people in need, noting the City is making the space available at no cost and also recognized the many volunteers, led by Pastor Tom Rogers, who are making this facility possible.

Deputy Mayor Pro-Tem Saladin then noted the Woodstock Chamber of Commerce recently held its 71st Annual Dinner, stating this is a new step for the Chamber, which is now located in City Hall. He stated the Chamber is looking forward to a rebirth, and both the City and the Chamber are excited about the future.

J. Starzynski informed those present about the recent “drive-down” to Springfield, which he and City Manager Stelford attended along with other representatives of the McHenry County Council of Governments. He briefly described the meetings that were held with legislators centered on the infrastructure needs in McHenry County, which are needed to increase commerce. R. Stelford reiterated the importance of these meetings, which send a message to our legislators to get things done so business can move forward.

Deputy Mayor Pro-Tem Saladin welcomed Scout Andrew Steffes who is in attendance as part of the work for his Community Badge.

CONSENT AGENDA

Motion by M. Larson, second by J. Starzynski, to approve Consent Agenda items A through C.

There were no comments or questions from the Council or the Public concerning these items.

A roll call vote was taken on the following items on the Consent Agenda:

A. MINUTES OF PREVIOUS MEETINGS

February 16, 2016 Regular Meeting

B. WARRANTS: 3702 3703

C. MINUTES AND REPORTS:

Opera House Report Monthly – January 2016

Police Department Monthly Report – January 2016

Police Pension Board Minutes – October 27, 2015

Transportation Commission Minutes – November 18, 2015

Transportation Commission Minutes – December 9, 2015

Transportation Commission Minutes – January 20, 2016

Historic Preservation Commission Minutes – January 25, 2016

Parks & Recreation Commission Minutes – February 9, 2016

Cultural & Social Awareness/Environmental Commission Joint Meeting Minutes –
February 11, 2016

Plan Commission Minutes – February 25, 2016

Ayes: D. Hart, M. Larson, J. Starzynski, RB Thompson, and Deputy Mayor Pro-Tem Saladin. Nays: none. Abstentions: none. Absentees: M. Turner and Mayor Sager. Motion carried.

D. MANAGER'S REPORT NO. 63

DISCUSSION ITEMS:

1. Quarterly Financial Reports – Transmittal of the Third Quarter Financial Reports for the City of Woodstock:

a) Revenues & Expenditures Report

b) Investment Report

R. Stelford stated the reports provide detailed information concerning the City's current financial position. He noted revenues are ahead of where they should be due to property tax calculations and expenditures are where they should be and are still below where they were in previous years. He noted the City is still down a number of positions in light of the State's current condition and likely will remain so until a determination has been made concerning LGDF.

P. Christensen noted the City is in a good position, which will be reflected in the budget. He stated there will be surplus, which will move over to the CIP putting the City in a better position to fund

capital projects.

M. Larson stated she appreciates the conservative approach taken by the Administration in almost every category.

FUTURE AGENDA ITEMS

There were no items added or removed from the Tentative Future Agendas.

ADJOURN

Motion by RB Thompson, second by J. Starzynski, to adjourn this meeting of the Woodstock City Council to the next regularly-scheduled meeting on Tuesday, March 15, 2016, at 7:00 PM in the Council Chambers at City Hall. Ayes: D. Hart, M. Larson, J. Starzynski, RB Thompson, and Deputy Mayor Pro-Tem Saladin. Nays: none. Abstentions: none. Absentees: M. Turner and Mayor Sager. Meeting adjourned at 7:14 PM.

Respectfully submitted,

Cindy Smiley
City Clerk

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105694	1ST RESPONDERS EQUIPMENT INC	INITIAL ISSUE - FISCHER	600.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
Total 105694:			600.00			
105695	A AMERICAN ARBORIST	HAZARDOUS TREE REMOVAL	1,300.00	PARKS FUND	TREE TRIMMING & REMOVAL	06-00-5-563
Total 105695:			1,300.00			
105696	ANITA JOHNSON	RECREATION INSTRUCTOR	525.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105696:			525.00			
105697	ANN KAMPS	RECREATION OFFICIAL	60.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105697:			60.00			
105698	ANNA GARZA	RECREATION INSTRUCTOR	401.50	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105698:			401.50			
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	4.73	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	21.52	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	4.73	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	21.52	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	23.79	GENERAL FUND	UNIFORMS	01-07-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	15.75	PARKS FUND	UNIFORMS	06-00-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	252.98	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	42.68	GENERAL FUND	UNIFORMS	01-06-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	23.79	GENERAL FUND	UNIFORMS	01-07-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	15.75	PARKS FUND	UNIFORMS	06-00-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	24.18	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	42.68	GENERAL FUND	UNIFORMS	01-06-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	20.89	GENERAL FUND	UNIFORMS	01-07-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	16.16	PARKS FUND	UNIFORMS	06-00-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	21.23	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
105699	ARAMARK UNIFORM SERVICE	UNIFORMS	37.95	GENERAL FUND	UNIFORMS	01-06-4-453
Total 105699:			615.33			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105700	ASSOCIATED, ELECTRICAL CONTRA	SERVICE TO HOLIDAY LIGHTS	385.93	GENERAL FUND	CHRISTMAS LIGHTING	01-11-6-608
Total 105700:			385.93			
105701	BOHN'S ACE HARDWARE	ELECTRICAL SUPPLIES	23.85	GENERAL FUND	SUPPLIES	01-06-6-606
105701	BOHN'S ACE HARDWARE	SOUTH PLANT RAW PUMP SUPPLIES	36.08	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105701	BOHN'S ACE HARDWARE	KEY COPIES	5.98	GENERAL FUND	MATERIAL TO MAINTAIN VEHICLES	01-05-6-622
Total 105701:			65.91			
105702	BOTTS WELDING SERVICE	PLOW MOTOR	107.25	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
105702	BOTTS WELDING SERVICE	END PLATES	97.00	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621
Total 105702:			204.25			
105703	BUSS FORD	SWAYBAR END LINK	79.96	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 105703:			79.96			
105704	CABAY & COMPANY, INC	TRASH CAN LINERS FOR PW	115.50	GENERAL FUND	MATERIAL TO MAINTAIN BUILDINGS	01-07-6-620
Total 105704:			115.50			
105705	CALL ONE	COMMUNICATIONS	59.48	GENERAL FUND	COMMUNICATIONS	01-01-5-501
105705	CALL ONE	COMMUNICATIONS	89.22	GENERAL FUND	COMMUNICATIONS	01-03-5-501
105705	CALL ONE	COMMUNICATIONS	56.56	GENERAL FUND	COMMUNICATIONS	01-04-5-501
105705	CALL ONE	COMMUNICATIONS	59.48	GENERAL FUND	COMMUNICATIONS	01-05-5-501
105705	CALL ONE	COMMUNICATIONS	876.30	GENERAL FUND	COMMUNICATIONS	01-08-5-501
105705	CALL ONE	COMMUNICATIONS	148.75	RECREATION CENTER FUND	COMMUNICATIONS	05-00-5-501
105705	CALL ONE	COMMUNICATIONS	4,925.04	POLICE PROTECTION FUND	COMMUNICATIONS	03-00-5-501
105705	CALL ONE	COMMUNICATIONS	205.33	PERFORMING ARTS	COMMUNICATIONS	07-11-5-501
105705	CALL ONE	COMMUNICATIONS	148.75	LIBRARY	COMMUNICATIONS	08-00-5-501
105705	CALL ONE	COMMUNICATIONS	2,658.03	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-50-5-501
105705	CALL ONE	COMMUNICATIONS	202.77	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-51-5-501
105705	CALL ONE	COMMUNICATIONS	594.05	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-52-5-501
Total 105705:			10,023.76			
105706	CARQUEST AUTO PARTS STORES	SWITCH	53.09	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105706:			53.09			
105707	CHARLES GROVER III	RECREATION OFFICIAL	75.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105707:			75.00			
105708	CITY ELECTRIC SUPPLY	BALLAST	45.30	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN BUILDING	60-51-6-620
Total 105708:			45.30			
105709	CITY OF WOODSTOCK	WATER AND SEWER	277.16	PERFORMING ARTS	WATER AND SEWER	07-11-6-613
105709	CITY OF WOODSTOCK	WATER AND SEWER	58.63	PERFORMING ARTS	WATER AND SEWER	07-11-6-613
Total 105709:			335.79			
105710	COMMONWEALTH EDISON	ELECTRIC	209.16	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	139.85	WATER & SEWER UTILITY FUND	UTILITIES- BOOSTER STATIONS	60-52-5-541
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	110.27	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	126.41	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	68.15	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	123.56	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	65.91	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	159.02	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	102.70	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	186.16	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	51.27	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	428.34	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC TO RUN PUMPS	118.97	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105710	COMMONWEALTH EDISON	ELECTRIC	687.87	AQUATIC CENTER FUND	ELECTRIC	04-00-6-604
105710	COMMONWEALTH EDISON	ELECTRIC - EMRICSON PARK FIELDS	771.87	PARKS FUND	ELECTRICITY	06-00-5-540
Total 105710:			3,349.51			
105711	COMMUNITY PLUMBING COMPANY	SERVICE WATER HEATER	100.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
105711	COMMUNITY PLUMBING COMPANY	INSTALL NEW METER VALVE	109.50	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. WATER MAINS	60-52-5-554
105711	COMMUNITY PLUMBING COMPANY	INSTALLED NEW METER	100.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. WATER MAINS	60-52-5-554
Total 105711:			309.50			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105712	COMPASS MINERALS	COARSE ROCK SALT	2,591.74	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
Total 105712:			2,591.74			
105713	CONSERV FS	ICE MELT	368.50	PARKS FUND	ICE CONTROL	06-00-6-635
105713	CONSERV FS	DIESEL FUEL	381.40	GENERAL FUND	GAS & OIL	01-06-6-602
105713	CONSERV FS	DIESEL FUEL	106.74	PARKS FUND	GASOLINE & OIL	06-00-6-602
105713	CONSERV FS	DIESEL FUEL	165.89	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
105713	CONSERV FS	DIESEL FUEL	25.83	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
105713	CONSERV FS	REGULAR FUEL	39.69	PARKS FUND	GASOLINE & OIL	06-00-6-602
105713	CONSERV FS	REGULAR FUEL	61.96	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
105713	CONSERV FS	REGULAR FUEL	16.82	GENERAL FUND	GASOLINE AND OIL	01-05-6-602
Total 105713:			1,166.83			
105714	CONSTELLATION NEWENERGY	STREET LIGHTING	421.66	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
105714	CONSTELLATION NEWENERGY	STREET LIGHTING	296.47	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
105714	CONSTELLATION NEWENERGY	STREET LIGHTING	498.64	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
105714	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	156.87	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105714	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	457.82	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105714	CONSTELLATION NEWENERGY	STREET LIGHTING	39.47	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
105714	CONSTELLATION NEWENERGY	ELECTRIC	2,146.95	RECREATION CENTER FUND	FUEL - HEATING	05-00-6-603
Total 105714:			4,017.88			
105715	COPY EXPRESS, INC.	MAILING LABELS	21.37	GENERAL FUND	SUPPLIES	01-01-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	21.37	GENERAL FUND	SUPPLIES	01-03-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	21.37	GENERAL FUND	SUPPLIES	01-04-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	85.46	GENERAL FUND	SUPPLIES	01-05-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	21.37	GENERAL FUND	SUPPLIES	01-08-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	21.37	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	85.46	GENERAL FUND	SUPPLIES	01-12-6-606
105715	COPY EXPRESS, INC.	MAILING LABELS	21.34	PERFORMING ARTS	SUPPLIES	07-11-6-606
Total 105715:			299.11			
105716	ECOLAB	SUPER TRUMP AND ECO SAN	261.09	PERFORMING ARTS	SERVICES TO MAINTAIN CAFE	07-13-5-552
Total 105716:			261.09			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105717	FRIENDS OF THE OPERA HOUSE, INC	"THATS AMORE" EVENT, 02/13/16	3,466.10	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 105717:			3,466.10			
105718	GALLS	TOOL KIT	381.55	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 105718:			381.55			
105719	GAVERS PAVING & EXCAVATING INC	BACKFILL MATERIALS	3,652.25	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
Total 105719:			3,652.25			
105720	GRAINGER	CARPET CARE IN PUBLIC AREAS	302.00	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
105720	GRAINGER	FOR INSPECTION OF DRAINAGE SYS	36.96	GENERAL FUND-CIP	OPERA HOUSE	82-02-7-708
Total 105720:			338.96			
105721	HAMPTON, LENZINI & RENWICK INC	RELIEF STORM SEWER IMPROVEME	8,043.00	GENERAL FUND-CIP	STORMSEWER IMPROVEMENTS	82-09-7-701
Total 105721:			8,043.00			
105722	HD SUPPLY WATERWORKS, LTD.	PARTS FOR REPAIRS	29.74	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
Total 105722:			29.74			
105723	JACLYN HANSHAW	RECREATION INSTRUCTOR	162.75	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105723:			162.75			
105724	JAMES FRANKLIN	RECREATION OFFICIAL	105.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
105724	JAMES FRANKLIN	RECREATION OFFICIAL	140.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105724:			245.00			
105725	JAMIE PIERCE	PAYROLL DD RETURNED	49.90	GENERAL FUND	PAYROLL W/H ADJUSTMENTS	01-00-0-211
Total 105725:			49.90			
105726	JARED RITTER	SCOREKEEPER	50.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105726:			50.00			
105727	JAY ZINNEN	SCOREKEEPER	30.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105727:			30.00			
105728	JEFF BURGESS	CDL RENEWAL	60.00	GENERAL FUND	DUES & SUBSCRIPTIONS	01-08-4-454
Total 105728:			60.00			
105729	JILL FLORES	RECREATION INSTRUCTOR	125.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105729:			125.00			
105730	JOHN P. BYARD	KARATE SERVICES	510.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 105730:			510.00			
105731	JOSEFINA PALA	RECREATION INSTRUCTOR	140.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
105731	JOSEFINA PALA	RECREATION INSTRUCTOR	842.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105731:			982.00			
105732	JOSH JANDRON	NIGHTLY MAINTENANCE AT REC	100.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
Total 105732:			100.00			
105733	JUDITH BROWN	RECREATION INSTRUCTION	184.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105733:			184.00			
105734	JULIE TROPP	WATER AEROBICS	75.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105734:			75.00			
105735	KATHLEEN ZANK	RECREATION INSTRUCTION	360.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105735:			360.00			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105736	LEE JENSEN SALES CO	GASALERTMAX DETECTOR	1,125.00	WATER & SEWER UTILITY FUND	EQUIPMENT	60-51-7-720
Total 105736:			1,125.00			
105737	MARIA CAMPBELL	RECREATION INSTRUCTOR	315.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105737:			315.00			
105738	MATT ZINNEN	RECREATION OFFICAL	85.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105738:			85.00			
105739	MC CANN INDUSTRIES, INC.	CRANK SEAL AND MANUAL	25.45	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. EQUIPMENT	60-52-6-621
105739	MC CANN INDUSTRIES, INC.	HYD HOSE	139.23	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. EQUIPMENT	60-52-6-621
105739	MC CANN INDUSTRIES, INC.	FILTERS	83.07	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. EQUIPMENT	60-52-6-621
Total 105739:			247.75			
105740	MC HENRY COUNTY RECORDER OF	LAREDO SOFTWARE	275.00	GENERAL FUND	SOFTWARE SUPPORT	01-05-5-566
Total 105740:			275.00			
105741	MENARDS	SUPPLIES	16.25	GENERAL FUND-CIP	OPERA HOUSE	82-02-7-708
105741	MENARDS	GARAGE-EQUIP CLEANING BRUSH	9.96	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
105741	MENARDS	SUPPLIES FOR LOCKABLE CABINET	63.39	PARKS FUND	MATERIAL TO MAINTAIN BLDGS.	06-00-6-620
105741	MENARDS	CALIBRATION SCALE	19.98	GENERAL FUND	TOOLS	01-06-6-605
105741	MENARDS	SUPPLIES	6.17	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105741	MENARDS	MATERIALS	460.13	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN BUILDING	60-51-6-620
105741	MENARDS	MATERIALS	43.85	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105741	MENARDS	MATERIALS	118.80	WATER & SEWER UTILITY FUND	TOOLS	60-51-6-605
105741	MENARDS	SHELF BRACKET	19.96	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN BUILDING	60-51-6-620
105741	MENARDS	CAST SEWAGE PUMP	460.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105741	MENARDS	MATERIALS	5.58	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN BUILDING	60-51-6-620
105741	MENARDS	BELT, CEMENT	35.95	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105741	MENARDS	TRAFFIC CONTROLS	18.36	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
105741	MENARDS	TRAFFIC CONTROLS	18.12	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
105741	MENARDS	SUPPLIES	3.84	GENERAL FUND	SUPPLIES	01-06-6-606
105741	MENARDS	STORAGE CABINET SUPPLIES	240.61	GENERAL FUND	SUPPLIES	01-06-6-606
105741	MENARDS	SUPPLIES	10.88	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
105741	MENARDS	SUPPLIES	69.73	RECREATION CENTER FUND	MATERIAL TO MAINTAIN BUILDING	05-00-6-620

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105741	MENARDS	ANT TRAPS	4.26	RECREATION CENTER FUND	OFFICE/JANITORIAL SUPPLIES	05-00-6-606
Total 105741:			1,625.82			
105742	MILLER ENGINEERING CO.	SERVICE TO UNIT HEATER	160.50	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN BUILDING	60-51-5-550
105742	MILLER ENGINEERING CO.	MATERIALS	535.42	POLICE PROTECTION FUND	SERVICE TO MAINTAIN BUILDING	03-00-5-550
105742	MILLER ENGINEERING CO.	BLOWER MOTOR REPLACEMENT	677.26	TAX INCREMENT FINANCING FUND	OLD COURTHOUSE	41-00-7-729
105742	MILLER ENGINEERING CO.	WASTE OIL FURNANCE REPAIRS	1,655.69	GENERAL FUND	SERVICE TO MAINTAIN BUILDINGS	01-07-5-550
105742	MILLER ENGINEERING CO.	HVAC REPAIRS - CITY HALL	3,567.60	GENERAL FUND	BUILDING	01-02-7-701
105742	MILLER ENGINEERING CO.	SERVICE	187.25	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
105742	MILLER ENGINEERING CO.	MATERIALS	15.33	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
105742	MILLER ENGINEERING CO.	SERVICE	2,033.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
105742	MILLER ENGINEERING CO.	MATERIALS	910.17	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
105742	MILLER ENGINEERING CO.	SERVICE	1,310.75	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
105742	MILLER ENGINEERING CO.	MATERIALS	576.15	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
105742	MILLER ENGINEERING CO.	SERVICE	1,016.50	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
105742	MILLER ENGINEERING CO.	MATERIALS	403.39	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
Total 105742:			13,049.01			
105743	MOLLY O'CONNOR	RECREATION INSTRUCTOR	599.50	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105743:			599.50			
105744	MONICA AMRAEN	FILING ORDINANCE AND LIENS	123.00	GENERAL FUND	PUBLISHING SERVICES	01-01-5-538
Total 105744:			123.00			
105745	MUNICIPAL ELECTRONICS DIVISION	PARTS TO REPAIR WATER MAINS	106.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
Total 105745:			106.00			
105746	MUZAK LLC	MUZAK LLC SERVICES	33.83	AQUATIC CENTER FUND	COMMUNICATIONS	04-00-5-501
Total 105746:			33.83			
105747	NAPA AUTO PARTS	CARB KIT	18.24	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 105747:			18.24			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105748	NEVA E. LISS	RECREATION INSTRUCTOR	280.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105748:			280.00			
105749	NICOR	UTILITY - GAS	205.63	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-51-6-603
105749	NICOR	UTILITY - GAS	107.83	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-51-6-603
105749	NICOR	UTILITY - GAS	117.70	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-51-6-603
105749	NICOR	UTILITY - GAS	877.80	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-51-6-603
105749	NICOR	GAS TO RUN EMERGENCY GENERAT	85.16	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
105749	NICOR	UTILITY - GAS	341.39	TAX INCREMENT FINANCING FUND	OLD COURTHOUSE	41-00-7-729
Total 105749:			1,735.51			
105750	NORTHWEST POLICE ACADEMY	TRAINING	50.00	POLICE PROTECTION FUND	TRAVEL & TRAINING	03-00-4-452
Total 105750:			50.00			
105751	PAMELA MCDONALD	RECREATION INSTRUCTION	806.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105751:			806.00			
105752	PATTEN INDUSTRIES INC	LABOR AND MATERIALS	1,018.69	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
105752	PATTEN INDUSTRIES INC	PRESSURE TESTED UNIT	2,881.52	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 105752:			3,900.21			
105753	POMP'S TIRE SERVICE INC	VACTOR TIRES	1,297.20	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105753:			1,297.20			
105754	QUILL CORPORATION	PEN REFILLS	8.58	GENERAL FUND	SUPPLIES	01-04-6-606
105754	QUILL CORPORATION	MONITOR RISERS	37.78	GENERAL FUND	SUPPLIES	01-03-6-606
105754	QUILL CORPORATION	SUPPLIES	228.95	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
105754	QUILL CORPORATION	INK CARTRIDGES	88.17	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
105754	QUILL CORPORATION	WALL STORAGE SHELF	34.19	PERFORMING ARTS	SUPPLIES	07-11-6-606
105754	QUILL CORPORATION	BULLETIN BOARD, WALL SHELF	51.29	PERFORMING ARTS	SUPPLIES	07-11-6-606
Total 105754:			448.96			
105755	ROCKFORD AUTO GLASS	WINDSHIELD REPLACEMENT	311.92	POLICE PROTECTION FUND	SERVICE TO MAINTAIN VEHICLES	03-00-5-553

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105755:			311.92			
105756	ROSCOE STELFORD	MEETING WITH STATE LEGISLATURE	9.00	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
Total 105756:			9.00			
105757	RUSH TRUCK CENTER - HUNTLEY IN	CONNECTOR	4.24	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105757:			4.24			
105758	SMITH ECOLOGICAL SYSTEMS INC.	MATERIALS	557.42	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 105758:			557.42			
105759	SPAULDING MFG INC	LP HOSES	94.03	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
Total 105759:			94.03			
105760	STANDARD EQUIPMENT COMPANY	HYDRAULIC RAM	4,513.74	GENERAL FUND	EQUIPMENT	01-06-7-720
Total 105760:			4,513.74			
105761	STEINER ELECTRIC COMPANY	FIXTURE	8,264.40	TAX INCREMENT FINANCING FUND	STREETSCAPE IMPROVEMENTS	41-00-7-721
Total 105761:			8,264.40			
105762	SUBURBAN LABORATORIES	TESTING	200.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
105762	SUBURBAN LABORATORIES	TESTING	200.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
Total 105762:			400.00			
105763	SUPERIOR INDUSTRIAL SUPPLY COM	SUPPLIES FOR CAFE RESTROOMS	82.71	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
Total 105763:			82.71			
105764	TAMMY DUNN	RECREATION INSTRUCTOR	157.50	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105764:			157.50			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105765	TAPCO INC	RETRACABLE CONE CONNECTOR	85.40	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
Total 105765:			85.40			
105766	TERMINAL SUPPLY	WARNING AND WORK LIGHTS	421.59	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105766:			421.59			
105767	THE BUG MAN	DRAIN GEL	216.00	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
Total 105767:			216.00			
105768	THE LEGENDAIRES LLC C/O DANNY J	ROCK N ROLL RADIO SHOW, 2/20/16	5,494.28	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 105768:			5,494.28			
105769	THIRD MILLENNIUM ASSOCIATES, IN	FEBRUARY UTILITY BILLS	420.56	ENVIRONMENTAL MANAGEMENT FU	PRINTING EXPENSE	90-00-5-537
105769	THIRD MILLENNIUM ASSOCIATES, IN	FEBRUARY UTILITY BILLS	96.53	WATER & SEWER UTILITY FUND	POSTAGE	60-53-6-601
Total 105769:			517.09			
105770	TIM HICKS	RECREATION INSTRUCTOR	649.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105770:			649.00			
105771	TIME CLOCK PLUS	INSTALLATION SUPPORT	1,800.00	GENERAL FUND-CIP	FINANCE - ACCOUNTING PROGRAM	82-01-7-701
Total 105771:			1,800.00			
105772	UNDERGROUND PIPE AND VALVE, C	PARTS TO REPAIR BROKEN HYDRAN	1,246.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
105772	UNDERGROUND PIPE AND VALVE, C	PARTS TO REPAIR WATER SYSTEM	769.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
Total 105772:			2,015.00			
105773	VISION SERVICE PLAN (IL)	30-053954-0001	63.19	HEALTH/LIFE INSURANCE FUND	EXCESS INSURANCE PREMIUMS	75-00-5-545
Total 105773:			63.19			
105774	WAL-MART COMMUNITY	MEDICAL SUPPLIES	25.10	GENERAL FUND	MATERIAL TO MAINTAIN EQUIPMENT	01-02-6-621

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105774:			25.10			
105775	WALTER CZARNY	RECREATION OFFICIAL	105.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105775:			105.00			
105776	WES KRUEGER	RECREATION OFFICIAL	105.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105776:			105.00			
105777	WHOLESALE DIRECT INC	WARNING DEVICE ARROWSTICK	424.22	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105777:			424.22			
105778	WOODSTOCK COMMUNITY SCHOOL	GAS USAGE - JANUARY	82.22	GENERAL FUND	GAS & OIL	01-09-6-602
Total 105778:			82.22			
105779	WOODSTOCK FINE ARTS ASSN.	WFAA CREATIVE LIVING	4,793.02	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 105779:			4,793.02			
105780	WOODSTOCK POWER EQUIPMENT, I	GASKET	4.88	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621
Total 105780:			4.88			
105781	WOODSTOCK YOUTH BASEBALL	SPONSOSHIP 2016	250.00	RECREATION CENTER FUND	ADVERTISING	05-00-5-538
Total 105781:			250.00			
105782	4IMPRINT	LIBRARY MATERIALS	1,546.71	LIBRARY	SUPPLIES	08-00-6-606
Total 105782:			1,546.71			
105783	A TO Z ENGRAVING	NAMEPLATES	19.50	GENERAL FUND	SUPPLIES	01-01-6-606
Total 105783:			19.50			
105784	ABRAHAM LINCOLN PRESIDENTIAL LI	LIBRARY MATERIALS	273.00	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105784:			273.00			
105785	ACCESSIBLE TECHNOLOGIES	OIL	250.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 105785:			250.00			
105786	ADAMS BROS. GARAGE DOORS	GENERATOR ROOM DOOR REPAIR	1,400.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 105786:			1,400.00			
105787	ALAN DUNKER	BASKETBALLS FOR ADULT LEAGUE	36.92	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 105787:			36.92			
105788	AMAZON	LIBRARY MATERIALS	675.46	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105788:			675.46			
105789	AMERICAN PUBLIC WORKS ASSOC.	APWA MEMBERSHIP DUES 2016	620.00	GENERAL FUND	DUES & SUBSCRIPTIONS	01-08-4-454
Total 105789:			620.00			
105790	ANN KAMPS	RECREATION OFFICIAL	60.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105790:			60.00			
105791	APPLE BOOKS	BOOKS	3,064.00	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105791:			3,064.00			
105792	AQUAFIX	FOAM BUSTER	695.16	WATER & SEWER UTILITY FUND	CHEMICALS	60-51-6-607
Total 105792:			695.16			
105793	ARAMARK UNIFORM SERVICE	UNIFORMS	18.99	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
105793	ARAMARK UNIFORM SERVICE	UNIFORMS	2.20	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
105793	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
105793	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105793:			71.19			
105794	ASHLAND	PRASETOL	2,700.00	WATER & SEWER UTILITY FUND	CHEMICALS	60-51-6-607
Total 105794:			2,700.00			
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	855.28	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	628.60	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	497.80	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	2,514.84	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	466.39	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	618.55	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	410.38	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	LIBRARY BOOKS	696.36	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	BOOK RETURN	15.60-	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	BOOK RETURN	26.35-	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105795	BAKER & TAYLOR BOOKS	BOOK RETURN	15.59-	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105795:			6,630.66			
105796	BAKER & TAYLOR CONTINUATION AC	LIBRARY BOOKS	30.10	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105796	BAKER & TAYLOR CONTINUATION AC	LIBRARY BOOKS	14.32	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105796	BAKER & TAYLOR CONTINUATION AC	LIBRARY BOOKS	663.30	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105796:			707.72			
105797	BAXTER & WOODMAN, INC.	FIBER SOFTWARE UPDATE	170.00	GENERAL FUND-CIP	FIBER NETWORK	82-01-7-712
105797	BAXTER & WOODMAN, INC.	BWCSI WATER SUPPORT SERVICES	330.18	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
105797	BAXTER & WOODMAN, INC.	BWCSI WATER SUPPORT SERVICES	284.32	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 105797:			784.50			
105798	BOHN'S ACE HARDWARE	HARDWARE	7.16	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 105798:			7.16			
105799	BUDGET BLINDS OF ROCKFORD	SOLAR ROLLER SHADES	3,425.00	LIBRARY BUILDING FUND	FURNITURE & EQUIPMENT	09-00-7-720

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105799:			3,425.00			
105800	BUSS FORD	FUEL FILLER NECK, CALIPER	292.66	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
105800	BUSS FORD	EXHAUST AND BUSHING	253.23	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
105800	BUSS FORD	WARNING LIGHTS	701.82	GENERAL FUND-CIP	VEHICLE EQUIPMENT	82-03-7-708
Total 105800:			1,247.71			
105801	CABAY & COMPANY, INC	SUPPLIES	267.55	LIBRARY	SUPPLIES	08-00-6-606
105801	CABAY & COMPANY, INC	CLEANING SUPPLIES	377.58	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
105801	CABAY & COMPANY, INC	OFFICE SUPPLIES	1,000.00	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
105801	CABAY & COMPANY, INC	CLEANING SUPPLIES	1,163.69	RECREATION CENTER FUND	OFFICE/JANITORIAL SUPPLIES	05-00-6-606
Total 105801:			2,808.82			
105802	CARQUEST AUTO PARTS STORES	FILTERS	13.47	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
105802	CARQUEST AUTO PARTS STORES	AIR FILTERS	17.28	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
105802	CARQUEST AUTO PARTS STORES	VALVE STEM	48.88	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
105802	CARQUEST AUTO PARTS STORES	BACK UP ALARM	27.59	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105802:			107.22			
105803	CDW GOVERNMENT, INC.	EQUIPMENT	299.24	LIBRARY BUILDING FUND	FURNITURE & EQUIPMENT	09-00-7-720
Total 105803:			299.24			
105804	CENTRAL PROGRAMS INC GUMDROP	LIBRARY BOOKS AND MATERIALS	1,220.12	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105804:			1,220.12			
105805	CHARLES GROVER III	RECREATION OFFICIAL	75.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105805:			75.00			
105806	CHERYL REIMER	WATER AEROBICS	144.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105806:			144.00			
105807	CHICAGO COFFEE ROASTERY, INC.	CAFE SUPPLIES	87.70	PERFORMING ARTS	SUPPLIES & MATERIALS	07-13-6-606

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105807:			87.70			
105808	CINTAS CORPORATION	FIRST AID KIT SUPPLIES	143.79	GENERAL FUND	SERVICE TO MAINTAIN BUILDINGS	01-07-5-550
105808	CINTAS CORPORATION	FIRST AID KIT SUPPLIES	58.46	WATER & SEWER UTILITY FUND	SUPPLIES	60-52-6-606
Total 105808:			202.25			
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	114.50	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	51.14	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	76.34	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.78	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-51-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.78	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-50-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.78	GENERAL FUND	MATERIALS TO MAINTAIN VEHICLES	01-08-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.78	GENERAL FUND	MATERIAL TO MAINTAIN VEHICLES	01-07-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.78	GENERAL FUND	MATERIAL TO MAINTAIN VEHICLES	01-05-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.78	GENERAL FUND	MATERIALS TO MAINTAIN VEHICLES	01-09-6-622
105809	CITY LIMITS CLEANING SYSTEMS	PROWASH	1.79	PERFORMING ARTS	MATERIAL TO MAINTAIN VEHICLE	07-11-6-622
Total 105809:			254.45			
105810	COLIN RITTER	SCOREKEEPER	30.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105810:			30.00			
105811	COLUMBIA PIPE & SUPPLY COMPANY	FITTINGS	40.36	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 105811:			40.36			
105812	COMCAST CABLE	INTERNET SERVICE	394.85	LIBRARY	COMMUNICATIONS	08-00-5-501
Total 105812:			394.85			
105813	COMMONWEALTH EDISON	ELECTRIC	240.41	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
105813	COMMONWEALTH EDISON	ELECTRIC	22.93	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
Total 105813:			263.34			
105814	COMMUNITY PLUMBING COMPANY	REPAIRS TO POWER WASHER @ PW	153.76	GENERAL FUND	SERVICE TO MAINTAIN BUILDINGS	01-07-5-550

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105814:			153.76			
105815	CONSERV FS	DIESEL FUEL	1,379.12	GENERAL FUND	GAS & OIL	01-06-6-602
105815	CONSERV FS	DIESEL FUEL	222.50	PARKS FUND	GASOLINE & OIL	06-00-6-602
105815	CONSERV FS	DIESEL FUEL	195.65	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
105815	CONSERV FS	DIESEL FUEL	72.89	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
105815	CONSERV FS	DIESEL FUEL	47.95	GENERAL FUND	GAS & OIL	01-07-6-602
Total 105815:			1,918.11			
105816	CONSTELLATION NEWENERGY	ELECTRIC	13,078.54	WATER & SEWER UTILITY FUND	UTILITIES	60-51-5-540
105816	CONSTELLATION NEWENERGY	ELECTRIC	349.68	WATER & SEWER UTILITY FUND	UTILITIES	60-51-5-540
105816	CONSTELLATION NEWENERGY	ELECTRIC	9,845.48	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
105816	CONSTELLATION NEWENERGY	ELECTRIC	930.45	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
105816	CONSTELLATION NEWENERGY	ELECTRIC	7,426.15	WATER & SEWER UTILITY FUND	UTILITIES	60-51-5-540
Total 105816:			31,630.30			
105817	DAVID G. ETERNO	ADMINISTRATIVE HEARINGS	412.50	ADMIN ADJUDICATION FUND	ADMINISTRATIVE JUDGE	14-00-4-450
Total 105817:			412.50			
105818	DEMCO ACCOUNTS RECEIVABLE DE	OFFICE SUPPLIES	115.62	LIBRARY	SUPPLIES	08-00-6-606
Total 105818:			115.62			
105819	DON KAMPS	RECREATION OFFICIAL	75.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105819:			75.00			
105820	DOOR SERVICES, INC	OUTSIDE MAIN ENTRANCE SLIDING D	495.00	LIBRARY BUILDING FUND	SERVICE TO MAINT. BLDG & GRDS	09-00-5-550
Total 105820:			495.00			
105821	ECIVIS, INC	LICENSE FOR GRANT SOFTWARE	1,200.00	GENERAL FUND	DUES & SUBSCRIPTIONS	01-01-4-454
Total 105821:			1,200.00			
105822	ERNIE NELSON	CELL PHONE REIMBURSEMENT	80.00	GENERAL FUND	COMMUNICATIONS	01-08-5-501

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105822:			80.00			
105823	FARM AND FLEET C/O SYNCHRONY B	GREASE GUNS	90.97	GENERAL FUND	SUPPLIES	01-07-6-606
105823	FARM AND FLEET C/O SYNCHRONY B	FLASH LIGHTS	12.05	GENERAL FUND	SUPPLIES	01-06-6-606
105823	FARM AND FLEET C/O SYNCHRONY B	FOG LITZ	39.89	GENERAL FUND	SERVICE TO MAINTAIN VEHICLES	01-06-5-553
105823	FARM AND FLEET C/O SYNCHRONY B	REPAIRS	8.99	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621
Total 105823:			151.90			
105824	FOX VALLEY FIRE & SAFETY CO.	MONTHLY MAINTENANCE FEES	1,809.00	WIRELESS FUND	SERVICE TO MAINTAIN EQUIPMENT	15-00-5-550
105824	FOX VALLEY FIRE & SAFETY CO.	RADIO MAINTENANCE	202.00	WIRELESS FUND	EQUIPMENT	15-00-7-720
Total 105824:			2,011.00			
105825	GALE/CENGAGE LEARNING, INC	LIBRARY MATERIALS	25.59	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105825	GALE/CENGAGE LEARNING, INC	LIBRARY MATERIALS	24.79	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105825:			50.38			
105826	GERALD REEDY	RECREATION OFFICIAL	105.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105826:			105.00			
105827	H W WILSON COMPANY GREY HOUS	REFERENCE SHELF-2016 SUBSCRIPT	345.00	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105827:			345.00			
105828	HAMPTON, LENZINI & RENWICK INC	SAFE ROUTES TO SCHOOL	9,001.50	GENERAL FUND-CIP	SAFE ROUTES TO SCHOOL PROGRA	82-08-7-710
105828	HAMPTON, LENZINI & RENWICK INC	2015 WOODSTOCK RESURFACING	1,119.50	GENERAL FUND-CIP	RESURFACING	82-08-7-703
105828	HAMPTON, LENZINI & RENWICK INC	2015 WOODSTOCK RESURFACING	511.00	GENERAL FUND-CIP	RESURFACING	82-08-7-703
105828	HAMPTON, LENZINI & RENWICK INC	2015 WOODSTOCK RESURFACING	4,489.00	GENERAL FUND-CIP	RESURFACING	82-08-7-703
Total 105828:			15,121.00			
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	68.60	GENERAL FUND	GAS & OIL	01-06-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	27.44	PARKS FUND	GASOLINE & OIL	06-00-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	27.44	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	GENERAL FUND	GASOLINE & OIL	01-08-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	GENERAL FUND	GAS & OIL	01-07-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	54.88	POLICE PROTECTION FUND	GASOLINE & OIL	03-00-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	GENERAL FUND	GASOLINE AND OIL	01-05-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	GENERAL FUND	GAS & OIL	01-09-6-602
105829	HERITAGE CRYSTAL CLEAN INC	MAINTENANCE SUPPLIES	13.72	PERFORMING ARTS	GAS AND OIL	07-11-6-602
Total 105829:			274.40			
105830	HI VIZ INC	NO PARKING SIGNS	720.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
105830	HI VIZ INC	POSTS	1,305.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
105830	HI VIZ INC	ANCHORS	1,430.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
Total 105830:			3,455.00			
105831	HICKS GAS	PROPANE FUEL	126.90	GENERAL FUND	GAS & OIL	01-06-6-602
105831	HICKS GAS	PROPANE FUEL	101.74	PARKS FUND	GASOLINE & OIL	06-00-6-602
105831	HICKS GAS	PROPANE FUEL	57.16	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
Total 105831:			285.80			
105832	HYDROTEX	5W40	479.16	GENERAL FUND	GAS & OIL	01-06-6-602
105832	HYDROTEX	5W40	110.58	PARKS FUND	GASOLINE & OIL	06-00-6-602
105832	HYDROTEX	5W40	283.07	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
105832	HYDROTEX	5W40	173.97	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
105832	HYDROTEX	5W40	29.49	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
105832	HYDROTEX	5W40	324.35	POLICE PROTECTION FUND	GASOLINE & OIL	03-00-6-602
105832	HYDROTEX	5W40	36.86	GENERAL FUND	GAS & OIL	01-09-6-602
105832	HYDROTEX	5W40	36.86	PERFORMING ARTS	GAS AND OIL	07-11-6-602
105832	HYDROTEX	HYPLEX	468.23	GENERAL FUND	GAS & OIL	01-06-6-602
105832	HYDROTEX	HYPLEX	75.54	PARKS FUND	GASOLINE & OIL	06-00-6-602
105832	HYDROTEX	HYPLEX	66.42	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
105832	HYDROTEX	HYPLEX	24.75	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
105832	HYDROTEX	HYPLEX	16.28	GENERAL FUND	GAS & OIL	01-07-6-602
105832	HYDROTEX	POWER CLEAN	241.54	GENERAL FUND	GAS & OIL	01-06-6-602
105832	HYDROTEX	POWER CLEAN	150.97	PARKS FUND	GASOLINE & OIL	06-00-6-602
105832	HYDROTEX	POWER CLEAN	150.97	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
105832	HYDROTEX	POWER CLEAN	30.19	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
105832	HYDROTEX	POWER CLEAN	30.19	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105832:			2,729.42			
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	89.58	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	89.58	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	44.79	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	44.79	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. EQUIPMENT	60-52-6-621
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	22.40	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-51-6-622
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	22.40	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	22.40	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-50-6-622
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	22.40	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-50-6-621
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	22.40	GENERAL FUND	MATERIAL TO MAINTAIN VEHICLES	01-07-6-622
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	44.79	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
105833	IMPERIAL SUPPLIES, LLC	STOCK PARTS	22.39	GENERAL FUND	MATERIALS TO MAINTAIN VEHICLES	01-09-6-622
Total 105833:			447.92			
105834	IN THE SWIM PNC BANK C/O CORTZ I	POOL CHEMICALS	459.89	RECREATION CENTER FUND	MATERIAL TO MAINTAIN POOL	05-00-6-622
Total 105834:			459.89			
105835	JAMES FRANKLIN	RECREATION OFFICIAL	105.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105835:			105.00			
105836	JARED RITTER	SCOREKEEPER	50.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105836:			50.00			
105837	JOSEPH STARZYNSKI	MCCG SPRINGFIELD MEETING	248.40	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
Total 105837:			248.40			
105838	JUDITH BROWN	RECREATION INSTRUCTION	138.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105838:			138.00			
105839	JULIE DOERR	RECREATION INSTRUCTION	60.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105839:			60.00			
105840	LAND CONSERVANCY OF MCHENRY	WETLAND MAINTENANCE	330.00	ENVIRONMENTAL MANAGEMENT FU	WETLANDS MAINTENANCE/IMPROV.	90-00-5-703
Total 105840:			330.00			
105841	LORCHEM TECHNOLOGIES INC	REPAIRS TO PRESSURE WASH	392.01	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-07-5-552
Total 105841:			392.01			
105842	MARY LYNN LISK	DADDY/DAUGHTER DANCE SUPPLIE	387.22	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 105842:			387.22			
105843	MCHENRY ANALYTICAL WATER LABO	SAMPLE TESTING	75.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-50-5-509
105843	MCHENRY ANALYTICAL WATER LABO	SAMPLE TESTING	135.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
105843	MCHENRY ANALYTICAL WATER LABO	SAMPLE TESTING	30.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
Total 105843:			240.00			
105844	MENARDS	BUNGEE	5.00	GENERAL FUND	SUPPLIES	01-06-6-606
105844	MENARDS	SUPPLIES FOR BASES ON BASEBALL	14.64	PARKS FUND	RECREATION SUPPLIES	06-00-6-611
105844	MENARDS	BATTERIES, WHEEL BARROW TIRE	47.77	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
105844	MENARDS	LED LIGHT BULBS	36.99	WATER & SEWER UTILITY FUND	SUPPLIES	60-51-6-606
105844	MENARDS	PLUMBING, CLEANING SUPPLIES	33.45	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
105844	MENARDS	DADDY DAUGHTER DANCE MATERIA	77.14	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
105844	MENARDS	SUPPLIES	48.51	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
105844	MENARDS	SURGE PROTECTOR, SUPPLIES	77.21	LIBRARY	SUPPLIES	08-00-6-606
Total 105844:			340.71			
105845	MIDWEST TAPE	MATERIAL RETURN	46.98	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	LIBRARY DVDS	113.95	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	AUDIOBOOKS	102.13	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	AUDIOBOOKS	332.74	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	LIBRARY DVDS	259.90	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	LIBRARY DVDS	224.08	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	AUDIOBOOKS	11.19	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	LIBRARY DVDS AND LIBRARY CDS	121.54	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105845	MIDWEST TAPE	AUDIOBOOKS	94.97	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105845	MIDWEST TAPE	AUDIOBOOKS	79.98	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105845:			1,293.50			
105846	MILLER ENGINEERING CO.	SERVICE	31,905.00	LIBRARY BUILDING FUND	FURNITURE & EQUIPMENT	09-00-7-720
105846	MILLER ENGINEERING CO.	REPAIRS MADE TO AC IN SERVER R	508.25	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
105846	MILLER ENGINEERING CO.	FILTERS FOR UNIVENTS @ CITY HAL	101.76	GENERAL FUND	MATERIAL TO MAINTAIN BUILDING	01-02-6-620
Total 105846:			32,515.01			
105847	MULTI-BANK SERVICES, LTD.	INVESTMENT FEES	150.41	GENERAL FUND	INTEREST INCOME	01-00-5-381
Total 105847:			150.41			
105848	NAPOLI PIZZA	VOLUNTEERS DDD	12.00	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 105848:			12.00			
105849	NICK FENTON	RECREATION OFFICIAL	160.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105849:			160.00			
105850	NICOR	GAS 115 JOHNSON	532.27	GENERAL FUND	RENTAL PROPERTY EXPENDITURES	01-02-8-803
105850	NICOR	UTILITY - GAS	1,153.45	RECREATION CENTER FUND	FUEL - HEATING	05-00-6-603
Total 105850:			1,685.72			
105851	NISRA	MEETING EXPENSE	70.00	SPECIAL RECREATION FUND	ADMINISTRATION & TRAINING	16-00-4-452
Total 105851:			70.00			
105852	NORTHWEST HERALD	SUBSCRIPTION RENEWAL	349.40	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105852:			349.40			
105853	OVERDRIVE INC	LIBRARY MATERIALS	1,450.77	LIBRARY	ELECTRONIC FORMAT	08-00-7-741
Total 105853:			1,450.77			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105854	PENGUIN RANDOM HOUSE LLC	LIBRARY MATERIALS	33.75	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105854	PENGUIN RANDOM HOUSE LLC	LIBRARY MATERIALS	20.00	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105854	PENGUIN RANDOM HOUSE LLC	LIBRARY MATERIALS	22.50	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105854:			76.25			
105855	POMP'S TIRE SERVICE INC	O-RINGS/TIRE REPAIR	351.10	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
105855	POMP'S TIRE SERVICE INC	HUB SPACER	80.94	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105855:			432.04			
105856	POOLBLU	CHEMICALS	404.10	RECREATION CENTER FUND	MATERIAL TO MAINTAIN POOL	05-00-6-622
Total 105856:			404.10			
105857	PRECISION SERVICES & PARTS, INC.	REAR BRAKES	132.46	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
105857	PRECISION SERVICES & PARTS, INC.	PURGE VALVES	43.70	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 105857:			176.16			
105858	QUILL CORPORATION	SUPPLIES	5.33	GENERAL FUND	SUPPLIES	01-01-6-606
105858	QUILL CORPORATION	SUPPLIES	10.67	GENERAL FUND	SUPPLIES	01-03-6-606
105858	QUILL CORPORATION	SUPPLIES	5.33	GENERAL FUND	SUPPLIES	01-04-6-606
105858	QUILL CORPORATION	SUPPLIES	10.67	GENERAL FUND	SUPPLIES	01-05-6-606
105858	QUILL CORPORATION	SUPPLIES, INK CARTRIDGES	57.45	GENERAL FUND	SUPPLIES	01-08-6-606
105858	QUILL CORPORATION	SUPPLIES	10.67	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
105858	QUILL CORPORATION	SUPPLIES	10.67	GENERAL FUND	SUPPLIES	01-12-6-606
105858	QUILL CORPORATION	SUPPLIES	10.67	PERFORMING ARTS	SUPPLIES	07-11-6-606
105858	QUILL CORPORATION	SUPPLIES	224.10	LIBRARY	SUPPLIES	08-00-6-606
105858	QUILL CORPORATION	SUPPLIES	74.37	LIBRARY	SUPPLIES	08-00-6-606
105858	QUILL CORPORATION	SUPPLIES	32.98	LIBRARY	SUPPLIES	08-00-6-606
105858	QUILL CORPORATION	SUPPLIES	75.62	LIBRARY	SUPPLIES	08-00-6-606
105858	QUILL CORPORATION	SUPPLIES	166.14	LIBRARY	SUPPLIES	08-00-6-606
105858	QUILL CORPORATION	FRAME	16.99	LIBRARY	SUPPLIES	08-00-6-606
105858	QUILL CORPORATION	SUPPLIES	49.47	LIBRARY	SUPPLIES	08-00-6-606
Total 105858:			761.13			
105859	RECORDED BOOKS, LLC	DVDS	41.60	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105859	RECORDED BOOKS, LLC	CDS	41.70	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
105859	RECORDED BOOKS, LLC	DVDS	41.60	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105859	RECORDED BOOKS, LLC	CDS	322.40	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
105859	RECORDED BOOKS, LLC	CDS	41.70	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
Total 105859:			489.00			
105860	REICHERT CHEVROLET & BUICK	BRAKE PEDAL PAD	6.94	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
105860	REICHERT CHEVROLET & BUICK	TRANS FITTINGS	20.19	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
105860	REICHERT CHEVROLET & BUICK	TRANS LINES	128.31	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105860:			155.44			
105861	RENEE TORREZ	DADDY DAUGHTER DANCE FOOD/SN	53.54	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 105861:			53.54			
105862	SALLY R. LESCHER	WATER AEROBICS	126.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105862:			126.00			
105863	SHIRLEY A. KOCH	RECREATION INSTRUCTOR	153.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 105863:			153.00			
105864	SKILLS FIRST SOCCER	SUPER STRIKERS	935.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 105864:			935.00			
105865	TAYLOR STEINMANN	REFUND - MOVED	193.50	RECREATION CENTER FUND	MONTHLY MEMBERSHIPS	05-00-3-326
Total 105865:			193.50			
105866	TERMINAL SUPPLY	CABLES FOR WING LIGHT	75.43	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 105866:			75.43			
105867	THE LINCOLN NATIONAL LIFE INSUR	LIFE INSURANCE PREMIUMS	680.06	HEALTH/LIFE INSURANCE FUND	LIFE INSURANCE PREMIUMS	75-00-5-541
105867	THE LINCOLN NATIONAL LIFE INSUR	LIFE INSURANCE PREMIUMS	333.50		FLEX- LIFE	99-99-9-963

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105867:			1,013.56			
105868	THOMPSON ELEVATOR INSPECTION	ELEVATOR INSPECTION	41.00	GENERAL FUND	ELEVATOR INSPECTION FEES	01-05-5-567
Total 105868:			41.00			
105869	U. S. POSTMASTER	PRE-PAY - MAIL SPRING 2016 OH BR	825.00	PERFORMING ARTS	POSTAGE	07-11-6-601
Total 105869:			825.00			
105870	U. S. POSTMASTER	FIRST CLASS PRESORT	225.00	WATER & SEWER UTILITY FUND	POSTAGE	60-53-6-601
Total 105870:			225.00			
105871	UNIQUE MANAGEMENT SERVICES,IN	PLACEMENTS	99.50	LIBRARY	PROFESSIONAL SERVICES	08-00-5-518
Total 105871:			99.50			
105872	UNITED LABORATORIES	FLOOR DRAIN TREATMENT @ CH	286.01	GENERAL FUND	MATERIAL TO MAINTAIN BUILDING	01-02-6-620
Total 105872:			286.01			
105873	USA BLUEBOOK	CHARTS	394.50	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
Total 105873:			394.50			
105874	WALTER CZARNY	RECREATION OFFICIAL	105.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 105874:			105.00			
105875	WILLIAM REINHARD	PROGRAM FEE REFUND	50.00	GENERAL FUND	RECREATION PROGRAM FEES	01-00-3-327
Total 105875:			50.00			
105876	WOODSTOCK OPERA HOUSE	COUNCIL WORKSHOP	12.00	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
Total 105876:			12.00			
105877	WOODSTOCK POWER EQUIPMENT, I	BEARING FLANGES	51.25	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621

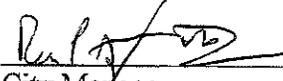
Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 105877:			51.25			
105878	YOUNG MASTERS MARTIAL ARTS	ROOM RENTAL	360.00	GENERAL FUND	BUILDING RENTAL	01-09-5-544
Total 105878:			360.00			
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	165.00	GENERAL FUND	LEGAL SERVICES	01-01-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	990.00	GENERAL FUND	LEGAL SERVICES	01-01-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	ADMIN ADJUD HEARING	1,031.25	ADMIN ADJUDICATION FUND	LEGAL SERVICES	14-00-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	257.50	GENERAL FUND	LEGAL SERVICES	01-05-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	1,695.00	GENERAL FUND	LEGAL SERVICES	01-05-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES - POLICE	10,252.99	POLICE PROTECTION FUND	LEGAL EXPENSES	03-00-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	41.25	GENERAL FUND	LEGAL SERVICES	01-04-5-502
105879	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	3,712.50	GENERAL FUND	LEGAL EXPENSES	01-12-5-502
Total 105879:			18,145.49			
Grand Totals:			260,570.30			

City of Woodstock
Warrant No. 3704

All items tabulated above and before are proper expenses due from the City of Woodstock for services performed or materials furnished to the City of Woodstock.



Treasurer



City Manager

The Finance Director is hereby authorized to issue order on the City Treasurer covering the above listed obligations approved by the City Council this 15th day of March, 2016.

City Clerk

Mayor

Name	Department	Total Gross
AMRAEN, MONICA	CITY MANAGER	1,620.00
HART, DANIEL T	CITY MANAGER	500.00
HOWIE, JANE	CITY MANAGER	2,746.80
LARSON, MAUREEN	CITY MANAGER	500.00
MCELMEEL, DANIEL	CITY MANAGER	2,824.23
SAGER, M BRIAN	CITY MANAGER	1,000.00
SALADIN, MARK	CITY MANAGER	500.00
SMILEY, CINDY	CITY MANAGER	516.66
STARZYNSKI, JOSEPH	CITY MANAGER	500.00
STELFORD III, ROSCOE	CITY MANAGER	5,961.56
THOMPSON, RB	CITY MANAGER	500.00
TURNER, MICHAEL	CITY MANAGER	500.00
WILLCOCKSON, TERESA	CITY MANAGER	2,382.40
JANIGA, JOSEPH	CROSSING GUARDS	189.36
LUCKEY JR, HARRY	CROSSING GUARDS	676.85
LUCKEY, DALE	CROSSING GUARDS	300.30
LUCKEY, ROBERT	CROSSING GUARDS	500.50
MONACK, KIM	CROSSING GUARDS	364.80
Anderson, Garrett D	ECONOMIC DEVELOPMENT	4,261.55
Coltrin, Krista E	ECONOMIC DEVELOPMENT	2,384.62
BAYER, PATRICIA	FINANCE	961.60
CHRISTENSEN, PAUL N	FINANCE	4,321.57
LIEB, RUTH ANN	FINANCE	2,138.40
STEIGER, ALLISON	FINANCE	378.00
STRACZEK, WILLIAM	FINANCE	2,576.92
WOODRUFF, CARY	FINANCE	1,833.60
DYER, JASON L	FLEET MAINTENANCE	1,760.35
GROH, PHILLIP	FLEET MAINTENANCE	2,021.17
LAMZ, ROBERT	FLEET MAINTENANCE	2,203.67
MAY, JILL E	HUMAN RESOURCES	1,727.21
SCHOBBER, DEBORAH	HUMAN RESOURCES	4,512.72
BERGESON, PATRICIA	LIBRARY	211.20
BRADLEY, KATHERINE	LIBRARY	1,065.69
Burton, Parker E	LIBRARY	148.50
CAMPBELL, SARAH JANE	LIBRARY	202.08
DAWDY, KIRK	LIBRARY	2,107.18
DREYER, TRUDIE	LIBRARY	459.60
FEE, JULIE	LIBRARY	2,516.88
HANSEN, MARTHA	LIBRARY	1,735.75
ICKES, RICHARD	LIBRARY	257.40
KAMINSKI, SARAH	LIBRARY	846.41
KNOLL, LINDA	LIBRARY	742.63
MILLER, LISA	LIBRARY	1,280.85
MOORHOUSE, PAMELA	LIBRARY	2,764.08
MORO, PAMELA	LIBRARY	277.05
OLEARY, CAROLYN	LIBRARY	1,871.20
PALMER, STEPHANIE	LIBRARY	1,312.80
PALMQUIST, PEGGY	LIBRARY	358.80
REWOLDT, BAILEY S	LIBRARY	527.51
RYAN, ELIZABETH	LIBRARY	1,817.92
RYAN, MARY M	LIBRARY	1,783.06
SMILEY, BRIAN	LIBRARY	354.32
SUGDEN, MARY	LIBRARY	1,212.12

Name	Department	Total Gross
TOTTON SCHWARZ, LORA	LIBRARY	2,507.61
TRIPP, KATHRYN	LIBRARY	1,437.60
WEBER, NICHOLAS P	LIBRARY	3,861.90
ZAMORANO, CARRIE	LIBRARY	1,826.74
BEAUDINE, BRUCE	OPERA HOUSE	284.40
BETH, RAYMOND	OPERA HOUSE	299.21
BOURGEOIS-KUIPER, SAHARA	OPERA HOUSE	295.30
BROUILLETTE, RICHARD	OPERA HOUSE	101.76
CAMPBELL, DANIEL	OPERA HOUSE	2,386.54
GERVAIS, MARIANNE	OPERA HOUSE	43.35
GRANZETTO, GERALDINE	OPERA HOUSE	1,145.74
GREENLEAF, MARK	OPERA HOUSE	3,168.87
LETOURNEAU, THOMAS	OPERA HOUSE	289.30
LYON, LETITIA	OPERA HOUSE	199.25
MCCORMACK, JOSEPH	OPERA HOUSE	2,399.20
MONTES JR, MICHAEL	OPERA HOUSE	265.57
MYERS, MARVIN	OPERA HOUSE	240.24
PANNIER, LORI ANN	OPERA HOUSE	352.54
SCHARRES, JOHN	OPERA HOUSE	4,320.37
STEINKAMP, LORRAINE	OPERA HOUSE	1,268.85
STELFORD, SAMANTHA	OPERA HOUSE	235.98
WELLS, GAIL	OPERA HOUSE	257.74
WHITE, CYNTHIA	OPERA HOUSE	300.82
WIEGEL, DANIEL M	OPERA HOUSE	1,389.60
BIRDSELL, CHRISTOPHER	PARKS	2,073.34
EDDY, BRANDON	PARKS	1,894.28
LESTER, TAD	PARKS	2,257.54
MASS, STANLEY PHILIP	PARKS	2,116.00
MECKLENBURG, JOHN	PARKS	2,735.58
NELSON, ERNEST	PARKS	3,319.99
OLEARY, PATRICK	PARKS	2,600.07
SPRING, TIMOTHY	PARKS	1,565.24
BAKER, NANCY	PLANNING & ZONING	3,201.66
BERTRAM, JOHN	PLANNING & ZONING	2,944.00
KASTNER, JAMES	PLANNING & ZONING	44,460.76
LIMBAUGH, DONNA	PLANNING & ZONING	2,365.60
NAPOLITANO, JOSEPH	PLANNING & ZONING	3,076.92
STREIT JR, DANIEL	PLANNING & ZONING	2,697.60
WALKINGTON, ROB	PLANNING & ZONING	2,955.20
AMATI, CHARLES	POLICE	3,841.60
BERNSTEIN, JASON	POLICE	4,335.59
BRANUM, ROBBY	POLICE	3,476.77
CARRENO, MARIA YESENIA	POLICE	2,576.25
CIPOLLA, CONSTANTINO	POLICE	3,831.20
DEMPSEY, DAVID	POLICE	3,311.19
Didier, Jonathan D	POLICE	781.65
DIFRANCESCA, JAN	POLICE	2,396.77
DOLAN, RICHARD	POLICE	3,373.27
EICHINGER, PATRICIA	POLICE	2,576.25
EISELSTEIN, FRED	POLICE	3,311.19
FINK, CORY	POLICE	3,311.19
FISCHER, ADAM D	POLICE	2,051.00
FOURDYCE, JOSHUA	POLICE	3,786.41

Name	Department	Total Gross
FREUND, SHARON L	POLICE	2,375.50
GALLAGHER, KATHLEEN	POLICE	2,576.25
GUSTIS, MICHAEL	POLICE	3,311.19
HAVENS, GRANT	POLICE	1,663.58
HENRY, DANIEL	POLICE	3,311.19
HESS, GLENN	POLICE	1,444.00
KARNATH, MICHAEL	POLICE	2,644.84
KAROLEWICZ, ROBIN	POLICE	2,769.48
KOPULOS, GEORGE	POLICE	3,623.45
KRYSIK, KIMBERLY	POLICE	600.00
LANZ II, ARTHUR R	POLICE	3,696.00
LATHAM, DANIEL	POLICE	4,685.08
LEE, KEITH	POLICE	805.05
LIEB, JOHN	POLICE	4,275.02
LINTNER, WILLIAM	POLICE	3,311.19
LOWEN JR, ROBERT	POLICE	5,183.45
MARSHALL, SHANE	POLICE	3,476.77
MCKENDRY, AMY	POLICE	2,576.26
MORTIMER, JEREMY	POLICE	3,497.44
MRZLAK, CHRISTINE	POLICE	600.00
MUEHLFELT, BRETT	POLICE	3,311.19
NAATZ, CHRISTOPHER	POLICE	2,524.51
NIEDZWIECKI, MICHAEL	POLICE	2,537.77
PARSONS, JEFFREY	POLICE	3,823.20
PAULEY, DANIEL	POLICE	3,311.18
PETERSON, CHAD	POLICE	2,576.26
PRENTICE, MATTHEW	POLICE	1,978.11
PRITCHARD, ROBERT	POLICE	3,928.39
RAPACZ, JOSHUA	POLICE	3,311.18
REED, TAMARA	POLICE	2,048.00
REITZ JR, ANDREW	POLICE	3,311.19
SCHMIDTKE, ERIC	POLICE	3,311.19
SCHRAW, ADAM	POLICE	3,559.53
SHARP, DAVID	POLICE	2,752.76
SOTO, TAMI	POLICE	1,799.39
SYKORA, SARA	POLICE	60.00
Tabaka, Randall S	POLICE	527.10
VALLE, SANDRA	POLICE	3,311.18
VORDERER, CHARLES	POLICE	3,404.32
WALKER, NATALIE	POLICE	2,206.70
WESOLEK, DANIEL	POLICE	5,270.93
KEENAN, HEATHER	PUBLIC WORKS ADMIN	834.80
Migatz, Thomas B	PUBLIC WORKS ADMIN	3,769.23
VAN LANDUYT, JEFFREY J	PUBLIC WORKS ADMIN	4,615.38
WILSON, ALAN	PUBLIC WORKS ADMIN	4,030.44
AQUINO, EDUARDO	RECREATION CENTER	247.50
BAIRD, LEAH	RECREATION CENTER	91.46
BALLARD, KIELAND M	RECREATION CENTER	105.75
BEHRNS, LESLIE	RECREATION CENTER	164.97
BLONIAK, JESSICA	RECREATION CENTER	512.35
BREWER, ALYSSA M	RECREATION CENTER	67.68
CABRERA, LESLIE M	RECREATION CENTER	294.53
CANTO, MELISSA	RECREATION CENTER	510.30

Name	Department	Total Gross
CORTES, VICTOR M	RECREATION CENTER	333.93
DECHANT, LEAH E	RECREATION CENTER	50.76
DEHN FRANKLIN, NOAH M	RECREATION CENTER	25.38
DIAZ, ARTURO	RECREATION CENTER	121.61
Diaz, Elisa M	RECREATION CENTER	358.88
DUNKER, ALAN	RECREATION CENTER	2,269.63
FUENTES, KARINA	RECREATION CENTER	535.36
GARZA, ANNA	RECREATION CENTER	255.48
GUZMAN, AYESHAH	RECREATION CENTER	221.00
HICKS, MICHAEL S	RECREATION CENTER	367.97
KAMPS, ANN	RECREATION CENTER	135.78
KARAFI, JESSIE	RECREATION CENTER	354.04
KARAFI, JORIE	RECREATION CENTER	216.58
Keane, Eilish M	RECREATION CENTER	359.39
KOVAR, SHARON	RECREATION CENTER	97.50
LEITZEN, ABBY-GALE	RECREATION CENTER	113.38
LISK, MARY LYNN	RECREATION CENTER	2,345.66
Parsons, Alyssa M	RECREATION CENTER	37.13
PIERCE, JAMIE	RECREATION CENTER	56.32
POWELL, EDEN L	RECREATION CENTER	59.54
POWELL, ELLIE	RECREATION CENTER	80.56
REESE, AIMEE	RECREATION CENTER	252.84
SALADIN, BRIDGET	RECREATION CENTER	205.69
SANTANA, RUBY	RECREATION CENTER	293.59
SCHMITT, RONALD	RECREATION CENTER	408.66
TORREZ, RENEE	RECREATION CENTER	2,135.60
VIDALES, REBECCA	RECREATION CENTER	2,424.07
ZAMORANO, GUILLERMO	RECREATION CENTER	404.25
ZINNEN, JOHN DAVID	RECREATION CENTER	4,030.59
MAJOR, STEPHEN	SEWER & WATER MAINTENANCE	2,307.20
MAXWELL, ZACHARY	SEWER & WATER MAINTENANCE	1,650.80
PARKER, SHAWN	SEWER & WATER MAINTENANCE	3,036.04
WEGENER, JAMES	SEWER & WATER MAINTENANCE	1,842.76
WILLIAMS, BRYANT P	SEWER & WATER MAINTENANCE	2,041.02
WOJTECKI, KEITH	SEWER & WATER MAINTENANCE	1,977.68
BURGESS, JEFFREY	STREETS	2,368.00
CHAUNCEY, JUDD T	STREETS	1,494.16
LECHNER, PHILIP A	STREETS	1,549.88
LOMBARDO, JAMES	STREETS	1,650.48
LYNK, CHRIS	STREETS	1,820.23
MARTINEZ JR, MAURO	STREETS	1,591.40
PIERCE, BARRY	STREETS	2,302.76
SCHACHT, TREVOR	STREETS	1,630.30
STOLL, MARK T	STREETS	1,494.16
VIDALES, ROGER	STREETS	2,750.04
BAKER, WAYNE	WASTEWATER TREATMENT	2,571.20
BOLDA, DANIEL	WASTEWATER TREATMENT	1,842.40
GEORGE, ANNE	WASTEWATER TREATMENT	3,443.08
SHEAHAN, ADAM	WASTEWATER TREATMENT	1,947.20
VIDALES, HENRY	WASTEWATER TREATMENT	2,686.26
GARRISON, ADAM	WATER TREATMENT	2,179.20
HOFFMAN, THOMAS	WATER TREATMENT	2,179.20
SCARPACE, SHANE	WATER TREATMENT	2,166.26

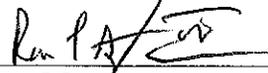
Name	Department	Total Gross
SMITH, WILLIAM	WATER TREATMENT	3,237.73
WHISTON, TIMOTHY	WATER TREATMENT	1,894.40
Grand Totals:		214
		433,859.68

**City of Woodstock
Warrant No. 3705**

All items tabulated above and before are proper expenses due from the City of Woodstock for services performed or materials furnished to the City of Woodstock.



Treasurer



City Manager

The Finance Director is hereby authorized to issue order on the City Treasurer covering the above listed obligations approved by the City Council this 15th day of March, 2016.

City Clerk

Mayor

Business Contact Report

Presented to the Woodstock Economic Development Commission

Tuesday, March 8, 2016

Contact List

Businesses visited by City Economic Development Staff.

CLASSIFICATION (YTD*)		TYPE OF VISIT	MAR	FEB.	JAN.	YTD*
59	Manufacturing	Business Visits this month	37	102	102	526
57	Financial/Business Services	Not Contacted Before	11	40	43	255
9	Medical Research & Services	Introduction	7	31	38	206
2	IT, Innovation	Direct Business Assistance	26	56	44	240
181	Retail, Restaurant	Site Visits	2	5	4	19
45	Attractions, Lodging	Consultant Contacts	2	5	12	37
54	Realtor/Property Owner	Media Contacts	-	4	4	23
36	Service Business	@ Meeting or City Hall	7	18	17	101
10	Housing	@ Business Location	6	24	34	189
27	Press/Media	@ Telephone	16	40	26	135
46	Other	@ Digital Contact	8	20	25	101

<u>Date</u>	<u>Business</u>	<u>Contact</u>	<u>Classification</u>
3/4	McHenry Co. Community Dev.	Hans Mach	Other
3/4	Harding Real Estate	Lu Pierce	Realtor/Property Owner
3/4	Old Courthouse Arts Center	John Heng	Retail, Restaurant
3/4	Environmental Defenders	Cynthia Kanner	Service Business
3/4	Sewing Concepts	Lynda Remmers	Retail, Restaurant
3/4	Loyola Retreat Campus	Kevin Ginty	Attractions, Lodging
3/4	The Thoughtfulness Shop	Ken, Ceal Schroeder	Retail, Restaurant
3/4	Green Box Boutique	Connie Citarelli	Retail, Restaurant
3/4	Property Owner	Mark Bezic	Realtor/Property Owner
3/4	BBQ King	Jason Szmurlo	Retail, Restaurant
3/4	a5	John Harris	Press/Media
3/4	Classic Cinemas	Mike Wozny	attractions, Lodging
3/4	Studio 2015	Tom, Mark, Mike	Manufacturing
3/3	One Zero Charlie	Michael Stanard	Service Business
3/3	A New Interiors Anew	Karen Dvorak	Retail, Restaurant
3/3	John Helander Attny	John Helander	Service Business
3/3	McHenry Co. Community Dev.	Hans Mach	Other
3/3	McHenry Co. Dept. of Planning	Dennis Sandquist	Other
3/3	Chicago Metro Agency for Plan	Jane Grover	Other
3/2	G4 Guitar Method	David Bruce	Service Business
3/2	New Business 14	Steve Thompson	Retail, Restaurant
3/2	CBRE	Jim Angelotti	Realtor/Property Owner
3/2	Peters Motors	Ryan Peters	Service Business
3/2	Baum Realty Group	Ken Robberechts	Realtor/Property Owner
3/2	U-Haul	John	Service Business
3/2	Premier Commercial Realty	Joe Billitteri	Realtor/Property Owner
3/1	Challenger Center	Rebecca Dolmon	Attractions, Lodging

3/1	Woodstock Wedding Network	Dana Brandt	Service Business
3/1	Guy's E.Paper	Guy Spinelli	Manufacturing
3/1	Timm & Garfinkel, LLC	Craig Krandel	Manufacturing
3/1	Catty Corporation	Craig Cantor	Manufacturing
3/1	Golden Arrow Realty	Jerry	Realtor/Property Owner
3/1	Studio 2015	Mark Rigby	Manufacturing
3/1	The Thoughtfulness Shop	Ceal Schroeder	Retail, Restaurant
3/1	The Dixon Group	Cindy Dixon	Realtor/Property Owner
3/1	VFW	Ed Chambers	Service Business
3/1	Woodstock Wedding Network	Dana Brandt	Service Business
2/29	Troutman Dams	Eric Dams	Realtor/Property Owner
2/29	Marcus & Millichap Real Estate	Cindy McDonald	Realtor/Property Owner
2/29	Congressman Randy Hultgren	Nick Provenzano	Other
2/29	Bundling Board Inn	Merida Johns	Attractions, Lodging
2/26	Enterprise Zone	Charlie Eldredge	Other
2/26	Harmony Falls, Ltd.	Stacey Barden	Service Business
2/15	Northwest Herald	Hannah Prokop	Press/Media
2/25	Campion, Curran, Lamb & Cuna	Jim Campion	Service Business
2/25	U of I Ext. Comm. & Econ. Dev.	Pam Schallhorn	Financial/Business Services
2/25	Village of Algonquin	Russ Farnum	Other
2/25	City of Delevan, WI	Denise Pieroni	Other
2/25	Egyptian Theatre	Alex Nerad	Other
2/25	NIU Center for Gov. Studies	Norman Walzer	Financial/Business Services
2/24	Woodstock Independent	Katelyn Stanek	Service Business
2/14	LFI Real Estate	Sherwin Portnoy	Realtor/Property Owner
2/24	Renew Skin Spa	Tiffany Miles	Service Business
2/23	MCC-Small Business Dev. Ctr.	Kristi Patterson	Financial/Business Services
2/23	Studio 2015	Tom, Mark	Retail, Restaurant
2/23	Woodstock Independent	Staff Photographer	Press/Media
2/23	McHenry County College	Dave Matts	Financial/Business Services
2/19	Food Shed Co-op	Zack Klehr	Retail, Restaurant
2/19	Rein Chiropractic	Michael Rein	Service Business
2/19	Project Green	Eugene Diana	Retail, Restaurant
2/19	LFI Real Estate	Sherwin Portnoy	Realtor/Property Owner
2/19	Woodstock Independent	Stephanie Price	Press/Media
2/19	Food Shed Co-op	Noelle Fox	Retail, Restaurant
2/19	Flores Banquets	Teresa Flores	Service Business
2/18	Peters Motors	Ryan Peters	Service Business
2/18	New Business 13	Fred Mouraki	Retail, Restaurant
2/18	Porkie's Pig Roast	Jamie	Retail, Restaurant
2/18	Stassen Insurance	John Stassen	Service Business
2/18	Property Owner	Kajal Patel	Realtor/Property Owner
2/17	The Thoughtfulness Shop	Ken Schroeder	Retail, Restaurant
2/17	LorEnn's Hallmark	Dawn Reed	Retail, Restaurant
2/17	Beal Research Support Services	Bruce Beal	Realtor/Property Owner
2/17	Premier Commercial Realty	Joe Billitteri	Realtor/Property Owner
2/17	New Business 12	Kristy	Retail, Restaurant

2/16	Premier Commercial Realty	Joe Billitteri	Realtor/Property Owner
2/16	Starbucks Coffee	Ashley	Retail, Restaurant
2/16	Matrix IV	Patricia Miller	Manufacturing
2/16	EMH Consulting	Laura Witlox	Attractions, Lodging
2/16	Harley Davidson	Ashley	Retail, Restaurant
2/16	ReMax Commercial	John Reinert	Realtor/Property Owner
2/16	Kilkenney Real Estate	Clancy Green	Realtor/Property Owner
2/16	Premier Commercial Realty	Bruce Bossow	Realtor/Property Owner
2/15	LFI Real Estate	Sherwin Portnoy	Realtor/Property Owner
2/15	Gamer Crates	Michelle Rambuski	Retail, Restaurant
2/15	Beal Research Support Services	Bruce Beal	Other
2/15	Old Courthouse Arts Center	John Heng	Retail, Restaurant
2/12	Food Shed Co-op	Zack Klehr	Retail, Restaurant
2/12	LFI Real Estate	Sherwin Portnoy	Realtor/Property Owner
2/12	ReMax Commercial	Brenda Slavik	Realtor/Property Owner
2/12	Property Owner	Sam Patel	Realtor/Property Owner
2/12	Old Courthouse Arts Center	John Heng	Retail, Restaurant
2/11	Studio 2015	Tom Dougherty	Manufacturing
2/10	Crystal Lake Holiday Inn	Kim Wicker	Attractions, Lodging
2/10	Colonial Antique Mall	Lee Muto	Retail, Restaurant
2/10	VFW	Ed Chambers	Service Business
2/10	The Dixon Group	Cindy Dixon	Realtor/Property Owner
2/10	Bundling Board Inn	Merida Johns	Attractions, Lodging
2/10	Jaci's Cookies	Jaci Krandel	Retail, Restaurant
2/10	Bull Valley Ford	Jack Cronan	Retail, Restaurant
2/10	Adult & Child Therapy	John Buckley	Service Business
2/10	Floors Inc	Dave Byrnes	Manufacturing
2/9	Door Township Assessor	Veronica Myers	Other
2/9	Food Shed Co-op	Zak Klehr	Retail, Restaurant

Project Activity Report

Presented to the Woodstock Economic Development Commission

Tuesday, March 8, 2016

PROJECT PIPELINE

The projects pipeline represents the totals for various measures for all projects listed on the Project Activity Reports. This list does NOT imply that these jobs, payroll, or investment will all be locating in Woodstock, but instead measures the total capacity of the potential pipeline.

Industry Classification	Potential Impact (YTD Est.)
6 Manufacturing	189 New Jobs
- Financial/Business Services	1,221 Retained Jobs
1 Medical Research & Services	\$ 7,065,000 New Payroll
- IT, Innovation	\$ 57,595,900 New investment
14 Retail, Restaurant	154 Impacted Acreage
1 Attractions, Lodging	1,735,400 Impacted Square Footage
1 Service Businesses	Type
2 Housing	11 New Local Operation
- Undisclosed	4 Local Relocation
Lead Generated by	10 Local Expansion
17 Company	Project Rating
3 Consulting Firm	2 *
1 MCEDC	9 **
4 Staff	4 ***
Incentives	3 ****
\$ 676,500 Potential Incentive	7 Announced
\$ 258,000 Incentives Offered	5 Inactive Project
\$ 486,980 Incentives Approved	5 Open for Business

PROJECT RATING

- * **Lead.** Nothing more than initial interest has been conveyed. Unable to determine Woodstock as a solid contender.
- ** **Potential.** Strong interest in Woodstock has been conveyed. Still unknown number of locations being considered. Proposal has not been delivered.
- *** **Prospect.** Woodstock has been selected as one of a few locations. Have current steady contact with company/consultants. Proposal has been presented.
- **** **Strong Prospect.** Location in Woodstock is expected to occur soon. Property negotiations are underway.

PROJECTS OPEN FOR BUSINESS

Industry	Economic Impact (YTD Est.)
1 Manufacturing	34 New Jobs
1 Financial/Business Services	18 Retained Jobs
- Medical Research & Services	\$ 1,175,000 New Payroll
- Supply Chain Management	\$ 1,275,000 New investment
- IT, Innovation	5 Acreage
3 Retail, Restaurant	35,000 Square Footage
- Attractions, Lodging	\$ - Approved Incentives
- Housing	2 New Local Operation
- Agriculture	2 Local Relocation
- Undisclosed	1 Local Expansion

ANNOUNCED PROJECTS

Project Saggiarius	Charter Dura-Bar	Date Initiated:	February 2016
Project Rating:	Announced	Type:	Local Expansion
Lead Generated by:	Staff	Industry:	Manufacturing
Local Project Manager:	Garrett	Jobs Retained:	354
Investment:	\$3,395,900	New Jobs:	3
New Payroll:	\$105,000	Size (acres):	26.33
Incentives Approved:	\$16,980	Size (sq. ft.):	430,000
Current Status:	Wrapping up major 2015 expansion - eligible for EZ	Notes:	First user of Enterprise Zone incentives

Project Libra	The Thoughtfulness Shop	Date Initiated:	February 2016
Project Rating:	Announced	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	5
Investment:	\$150,000	New Jobs:	2
New Payroll:	\$80,000	Size (acres):	0.05
Incentives Offered:	\$50,000	Size (sq. ft.):	2,000
Current Status:	Applying for Revolving Loan Funds	Notes:	Seeking to freshen up retail and inventory

Project Orange	Guy's E.Paper	Date Initiated:	November 2015
Project Rating:	Announced	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Manufacturing
Local Project Manager:	Garrett	Jobs Retained:	30
Investment:	\$250,000	New Jobs:	20
New Payroll:	\$800,000	Size (acres):	5.88
Potential Incentive:	\$4,500	Size (sq. ft.):	93,000
Current Status:	Internal renovations have begun	Notes:	Tenant moving in - open by the end of the month

Project Blue	Bull Valley Ford	Date Initiated:	December 2015
Project Rating:	Announced	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	30
Investment:	\$2,200,000	New Jobs:	19
New Payroll:	\$1,140,000	Size (acres):	5.80
Incentives Approved:	\$470,000	Size (sq. ft.):	24,200
Current Status:	Construction bidding is underway	Notes:	Incentives approved by City Council 2/2/2016

Project Purple	Lucky Bernie's	Date Initiated:	November 2015
Project Rating:	Announced	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	-
Investment:	\$100,000	New Jobs:	6
New Payroll:	\$240,000	Size (acres):	0.25
Potential Incentive:	\$0	Size (sq. ft.):	3,000
Current Status:	Permitting is underway	Notes:	Liquor License (A6-catering) approved 2/2/2016

Project Cider	Cal-Atlantic (Ryland)	Date Initiated:	September 2015
Project Rating:	Announced	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Housing
Local Project Manager:	Joe	Jobs Retained:	
Investment:	\$22,500,000	New Jobs:	
New Payroll:	\$0	Size (acres):	30.00
Incentives Offered:	\$118,000	Size (sq. ft.):	300,000
Current Status:	Seeking additional impact fee concessions from D200	Notes:	Annex Agmt Amended by City Council 2/2/16

Project Rita	Red Mill Tavern	Date Initiated:	October 2015
Project Rating:	Announced	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	20
Investment:	\$150,000	New Jobs:	5
New Payroll:	\$400,000	Size (acres):	1.20
Incentives Offered:	\$0	Size (sq. ft.):	4,000
Current Status:	Foundation has been poured	Notes:	Restaurant Expansion

ACTIVE PROJECTS

Name:	Project Aquarius	Date Initiated:	January 2016
Project Rating:	****	Type:	Local Expansion
Lead Generated by:	Staff	Industry:	Manufacturing
Local Project Manager:	Garrett	Jobs Retained:	54
Investment:	\$1,000,000	New Jobs:	40
New Payroll:	\$1,600,000	Size (acres):	7.90
Potential Incentive:	\$30,000	Size (sq. ft.):	17,500
Current Status:	Site selection ongoing, multiple states being considered	Notes:	Local site in Enterprise Zone
Name:	Project Capricorn	Date Initiated:	January 2016
Project Rating:	****	Type:	Local Expansion
Lead Generated by:	Staff	Industry:	Medical Research & Services
Local Project Manager:	Garrett	Jobs Retained:	600
Investment:		New Jobs:	30
New Payroll:		Size (acres):	30.00
Potential Incentive:		Size (sq. ft.):	300,000
Current Status:	Current expansion underway, more additions planned	Notes:	Located in Enterprise Zone
Name:	Project Gemini	Date Initiated:	February 2016
Project Rating:	****	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	0
Investment:	\$100,000	New Jobs:	2
New Payroll:	\$80,000	Size (acres):	0.05
Potential Incentive:	\$0	Size (sq. ft.):	2,000
Current Status:	Expecting to close soon on Downtown Square location	Notes:	Salon business - may request Reolving Loan
Name:	Project Pisces	Date Initiated:	November 2015
Project Rating:	***	Type:	Local Relocation
Lead Generated by:	Company	Industry:	Service Businesses
Local Project Manager:	Garrett	Jobs Retained:	3
Investment:	\$600,000	New Jobs:	2
New Payroll:	\$80,000	Size (acres):	4.66
Potential Incentive:		Size (sq. ft.):	30,000
Current Status:		Notes:	

Name:	Project Scorpio	Date Initiated:	March 2016
Project Rating:	***	Type:	Local Relocation
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	30
Investment:		New Jobs:	
New Payroll:		Size (acres):	
Potential Incentive:		Size (sq. ft.):	100,000
Current Status:	Local business seeking warehouseing space	Notes:	

Name:	Project Green	Date Initiated:	November 2015
Project Rating:	***	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	40
Investment:	\$750,000	New Jobs:	
New Payroll:	\$0	Size (acres):	4.66
Incentives Offered:	\$90,000	Size (sq. ft.):	30,000
Current Status:	New buyer for existing retailer - inquired about incentives	Notes:	Located in Enterprise Zone

Name:	Project Leo	Date Initiated:	February 2016
Project Rating:	**	Type:	New Local Operation
Lead Generated by:	Staff	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	
Investment:		New Jobs:	
New Payroll:		Size (acres):	
Potential Incentive:		Size (sq. ft.):	
Current Status:	Seeking location in Woodstock or Crystal Lake - no proposal	Notes:	Incentives Discussed

Name:	Project Cancer	Date Initiated:	February 2016
Project Rating:	**	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Attractions, Lodging
Local Project Manager:	Garrett	Jobs Retained:	0
Investment:	\$1,000,000	New Jobs:	2
New Payroll:	\$120,000	Size (acres):	0.30
Potential Incentive:	\$0	Size (sq. ft.):	3,700
Current Status:	Seeking Location	Notes:	Indoor Sports Coaching

Name:	Project Black	Date Initiated:	January 2016
Project Rating:	***	Type:	Local Relocation
Lead Generated by:	Company	Industry:	Manufacturing
Local Project Manager:	Garrett	Jobs Retained:	25
Investment:	\$1,000,000	New Jobs:	0
New Payroll:	\$0	Size (acres):	2.60
Potential Incentive:	\$55,000	Size (sq. ft.):	20,000
Current Status:	Incentives negotiation occurring now. Late spring construction.	Notes:	Located in Enterprise Zone

Name:	Project Volcano	Date Initiated:	October 2015
Project Rating:	**	Type:	Local Relocation
Lead Generated by:	Consulting Firm	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	20
Investment:	\$1,000,000	New Jobs:	-
New Payroll:		Size (acres):	1.00
Potential Incentive:	\$50,000	Size (sq. ft.):	3,000
Current Status:	Evaluating site options. Would like to open by summer 2016	Notes:	Prefer new building, considering both greenfield

Name:	Project White	Date Initiated:	January 2016
Project Rating:	**	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Housing
Local Project Manager:	Joe	Jobs Retained:	
Investment:	\$18,200,000	New Jobs:	
New Payroll:	\$0	Size (acres):	9.50
Potential Incentive:	\$490,000	Size (sq. ft.):	270,000
Current Status:	Incentives negotiation occurring now	Notes:	140 new homes

Name:	Project Red	Date Initiated:	November 2015
Project Rating:	**	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	-
Investment:	\$2,000,000	New Jobs:	10
New Payroll:	\$250,000	Size (acres):	2.70
Potential Incentive:	\$40,000	Size (sq. ft.):	4,500
Current Status:	Site negotiations ongoing. Possible closing soon	Notes:	Located in Enterprise Zone

Name:	Project Doris	Date Initiated:	November 2015
Project Rating:	**	Type:	New Local Operation
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	
Investment:	\$100,000	New Jobs:	3
New Payroll:	\$120,000	Size (acres):	0.07
Potential Incentive:	\$0	Size (sq. ft.):	3,000
Current Status:	Inquired about Revolving Loan Fund - seeking Square location	Notes:	

Name:	Project Phil	Date Initiated:	October 2015
Project Rating:	**	Type:	New Local Operation
Lead Generated by:	Consulting Firm	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	
Investment:	\$2,000,000	New Jobs:	10
New Payroll:	\$250,000	Size (acres):	2.70
Potential Incentive:		Size (sq. ft.):	4,500
Current Status:	City granted tentative permission for new curb cut @ proposed site	Notes:	

Name:	Project Larry	Date Initiated:	October 2015
Project Rating:	**	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Joe	Jobs Retained:	5
Investment:	\$100,000	New Jobs:	
New Payroll:	\$0	Size (acres):	1.43
Potential Incentive:		Size (sq. ft.):	13,500
Current Status:	As of 2/16 - Realtor has received offer on buiding, but no cash	Notes:	City inspectors toured the building prior to lease

Name:	Project Ned	Date Initiated:	October 2015
Project Rating:	**	Type:	Local Expansion
Lead Generated by:	Company	Industry:	Retail, Restaurant
Local Project Manager:	Garrett	Jobs Retained:	5
Investment:		New Jobs:	5
New Payroll:	\$200,000	Size (acres):	6.90
Potential Incentive:		Size (sq. ft.):	50,000
Current Status:	Exploring expansion and relocation to high-traffic site	Notes:	Projected move in Spring 2017.

Name:	Project Aries	Date Initiated:	February 2016
Project Rating:	*	Type:	New Local Operation
Lead Generated by:	MCEDC	Industry:	Manufacturing
Local Project Manager:	Garrett	Jobs Retained:	0
Investment:	\$1,000,000	New Jobs:	20
New Payroll:	\$1,200,000	Size (acres):	7.90
Potential Incentive:	\$7,000	Size (sq. ft.):	17,500
Current Status:	Competing for same building with Project Aquarius	Notes:	Relocation from region

Name:	Project Captain	Date Initiated:	October 2015
Project Rating:	*	Type:	New Local Operation
Lead Generated by:	Consulting Firm	Industry:	Manufacturing
Local Project Manager:	Joe	Jobs Retained:	
Investment:		New Jobs:	10
New Payroll:	\$400,000	Size (acres):	2.00
Potential Incentive:		Size (sq. ft.):	10,000
Current Status:	Working with State on regulatory issues, seeking new site	Notes:	Summer 2016 target

Human Resources Department
 Monthly Report
 Feb-16

RECRUITMENTS

Position/Department	# Applicants	Status
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Note: As of 2/25/15 a hiring freeze was reinstated for all non-Summer Seasonal positions, for an indefinite period of time. All current and future staffing requests will need to be critically evaluated to determine service level losses. All recruiting/hiring for non-Summer Seasonal positions has been suspended.

FT Chief of Police (PD)	17 (received to date)	Posting until 3/1/2016
Summer Seasonals (REC & PW)	24 (received to date): 1 Incomplete 1 General 10 Playground 4 Pool 8 PW	Posting until 3/4/2016
FT Water Meter Tech I - INTERNAL (PW)	0 (received to date)	Posting until 3/4/2016 Internal Posting
FT Water Meter Tech I - EXTERNAL (PW)	3 (received to date)	Posting until 3/11/2016 External Posting
LPT School Crossing Guard (PD)	0 (received to date)	Posting until 3/21/2016

NEW HIRES/CHANGES

Position/Department	Name	Start Date
---------------------	------	------------

LPT Records Clerk (PD)	Kimberly Krysiak	2/1/2016 New Hire
LPT Records Clerk (PD)	Christine Mrzlak	2/1/2016 New Hire
LPT Dance Instructor (REC)	Kelly Read	2/2/2016 New Hire
PT Library Desk Assistant	Maria Puga	2/29/2016 New Hire
FT Office Manager (PW)	Heather Keenan	2/29/2016 New Hire

TERMINATIONS

Position/Department	Name	Last Date	Separation Reason
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FT S&W Meter Tech (PW)	Christian Castaneda	2/2/2016	Resignation
FT Planning & Zoning Administrator (B&Z)	Jim Kastner	3/2/2016	Retirement
FT Chief of Police (PD)	Robert Lowen	6/3/2016	Retirement

RISK MANAGEMENT

Case	Date	Status
Legal Liability-- None		
Property Liability-- None		
Vehicle Damage (resident vehicle)	1/20/2016	Repair estimate, police report, and photos forwarded to CCMSI for handling of claim of damage to box truck driven through South Street Arch and damaged. Driver seeking cost of damages be paid by the City. PW looking into ordering clearance signs for posting.
Vehicle Damage - Squad #28	1/9/2016	Police vehicle hit at intersection of Calhoun & Washington, other driver ticketed. Damage to police vehicle was \$1,672.87. City will pay and receive \$672.87 from CCMSI/MCMRA and subrogate against the other driver for the \$1,000 deductible.
Personal Liability--		
Rec Ctr contractor inhalation injury	5/24/2012	Former rec ctr contracted instructor filed suit due to chemical inhalation incident, CCMSI handling, in litigation. Depositions of MaryLynn Lisk and Alan Dunker held on 2/27/2015 with Plaintiff's attorney. Settling this case was discussed at the last MCMRMA board meeting.
Resident trip & fall	8/24/2012	Legal notification of anonymous non-identified incident was denied; lawsuit filed citing public sidewalk trip & fall nature; tort immunity should apply, forwarded to CCMSI to handle. Presently being litigated and is in discovery, settlement conf requested on 11/17/2014 was declined. Deposition held for a City employee for 3/6/2015. Deposition of former City employee was to occur on July 8, but he was unable to attend. Former City employee was subpoenaed and had his deposition on September 8, 2015.
Aquatic Ctr trip & fall	6/20/2013	Slip & fall in changing area of aquatic center resulting in injury, in litigation, amended complaint filed for willful & wanton. Depositions of 2 Recreation employees held on Thursday, July 16th. Ance Glink will file for summary judgement on this case and most likely prevail as there are many inconsistencies within this incident. Plaintiff's attorney wishes to take depositions of two (2) Pool Lifeguards present on the day of incident.
Trip & fall	7/3/2014	Received attorney's lein for a trip & fall that allegedly occurred on 7/3/2014. 450 Dane Street was the address provided for a City Sidewalk trip and fall. Sent to CCMSI immediately. CCMSI sent denial letter due to inconsistencies, including a prior medical issue with the involved wrist and then the client sent a summons. In the meanwhile, a sidewalk case in Algonquin was decided with a not-guilty verdict which is promising based on the similarities between the cases. Suit was filed and now being handled by CCMSI/Ance Glink.
Trip & fall	11/19/2014	Pro se summons received for slip & fall over b-box on private property. Sent to CCMSI for representation. Claimant requested information the last week of December and was advised to file a FOIA for the information.
Trip & fall	8/12/2015	Visited on 9/28/2015 by Woodstock resident who tripped on a sidewalk at 840 Jackson on 8/12/15. Photos and medical papers provided and sent to CCMSI and had PW check on the sidewalk. Incident was not reported as resident did not "wish to file anything against Woodstock" but did not realize that he could call to report the issue without filing claim against the City.
Workers' Comp--		
Police	9/8/2014	Fractured vertebrae due to vehicular accident on 9/8/2014. Officer returned to light duty 1/25/2015. Work hardening conducted for 3 weeks to allow Officer to work through injury issues that have arisen. Independent medical evaluation (IME) conducted 4/13/2015 indicated that further PT and a functional capacity evaluation (FCE) would be appropriate to determine claimant's abilities. CT scans recommended at 9 and 12 months post injury for full duty work release anticipated by 9/8/2015. FCE on July 29th indicated return to full duty work over a two week period. On the brink of returning to full duty work, Officer has indicated pain and returned to Dr. Graf who placed him off of work. A second IME with Dr. Tack was completed on 8/28/2015, with results of full duty work. Officer ordered by Chief to full duty and further medical denied as of September 14, 2015. Adjustment of claim now filed and case turned over to attorneys for handling. Civil case filed against other driver, settled for very minor amount due to other driver's policy limitations.
Police	10/4/2015	Same officer referenced above strained his back in an arrest confrontation situation. Medical treatment sought and officer placed on light duty. A follow up doctor visit with Dr. Graf is scheduled for Nov 6th. A third repeat IME is scheduled for November 13th. Officer has a lumbar strain from 10/4 incident and is to remain on light duty and have physical therapy with a return to full duty expected 1/4/16. Repeat IME conducted on 2/12/16. Work conditioning program and FCE recommended by IME Doctor. IME report provided to treating Dr. Graf to order WC and FCE in hopes of returning officer to Full Duty.
Public Works	1/4/2016	Employee slipped and fell on ice at job location and injured shoulder. MRI reveals some minor tears. Employee on light duty and being treated by Ortho Illinois (formerly Crystal Lake Ortho) Dr. Izquierdo, a well known shoulder specialist/ortho physician in McHenry County.

SPECIAL PROJECTS

Activity	Date	Description
Labor Relations (FOP)	Nov-Feb	Negotiations ongoing for the FOP Collective Bargaining Agreement that expires 4/30/2016. Initially, separate negotiation sessions for Unit A (Patrol) and Unit B (Telecommunicators/Records) were held, but later combined again. Impasse declared 1/26/16. Services of mediator requested with first mediation session scheduled for March 2nd.
HealthPoint Checkup	February	The onsite wellness events were held on Feb 18th and 24th with a total of 158 employees and spouses participating. Those employees and spouses who were unable to participate in the onsite event can go to the LabCorp facility in Crystal Lake for their HealthPoint Checkup blood work. As long as all required tasks (logon & create HAWA account, HealthPoint Checkup, and online Medical History) are completed to obtain 100 points within the wellness program by March 15th, employees and spouses are eligible for an annualized 2% or 4% premium discount based on whether they have single coverage or family coverage. For those employees (either current or new employees) that complete the wellness tasks after March 15th, a prorated portion of the premium discount for the remainder of the year will apply.
ACA Reporting	February	HR Director Deb Schober spent the greater part of a week using our purchased software vendor's program for ACA Reporting and creating the 1095-C forms for our employees and covered retirees and IRS submissions for health insurance. Following many hiccups along the way with software updates and calls to the IRS, HR Director Schober is prepared to actually print the forms for our employees and submit the required forms to the IRS. The IRS deadline for providing and submitting such forms was originally January 31, 2016 but was extended to March 31, 2016.
miPay Online	February	HR Director and HR Coordinator continue to assist employees in enrolling in miPay, an online payroll portal that will be used to create a "paperless payday" at the City of Woodstock and eliminate paper direct deposit advices from distribution at work.
Budgeting for FY16/17	Jan-Feb	HR Director involved in budget preparation for FY16/17. This involves compensation computations for employees, recommendations for merit increases, changes to pay grade structure, and completion of HR, benefits, and MCMRMA budgets.
QPR	Feb	HR Director completed her first community training for Suicide Prevention by presenting to CASA Advocates the QPR training she received in Summer of 2015.



CITY OF WOODSTOCK
DEPARTMENT OF PUBLIC WORKS
FEBRUARY 2016 ACTIVITY REPORT

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Water Treatment	Pages 18-19



Department of Public Works
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To: Jeff Van Landuyt, Public Works Director
From: Al Wilson, City Engineer
Re: Engineering Division Monthly Report-February 2016
Date: March 3, 2016

- Prepared agendas and chaired two (2) meetings of the Pavement Management Task Force Committee
- Processed multiple utility permit applications
- Met with attorneys for a potential office complex redevelopment project on Seminary Avenue
- Attended HDPE pipe and directional drilling seminar at Trotter Associates, Inc.
- Finalized 2016 crack sealing bid specifications
- Met with Recreation Department regarding handicapped access into hot tub
- Reviewed engineering plans and prepared review letter for proposed parking lot expansion at Grace Fellowship Church
- Attended CDBG meeting at County with City Manager and City Grant writer
- Met with lighting supplier regarding lighting retrofit project for the P.I.T.S.
- Processed Pay Request #2 for Apple Creek Subdivision wetland work
- Coordinated efforts with contractor regarding sewer televising for Tappan/Ash/Walnut storm sewer project
- Reviewed engineering plans and prepared review letter for Dakota Ridge – Phase 2 subdivision



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To: Jeff Van Landuyt, Public Works Director
From: Rob Lamz, Fleet Division Foreman
Re: Fleet Division Monthly Report-February 2016
Date: February 4, 2016

The Fleet Division had a reduction in requests for service this month allowing time for a few special projects. Staff was able to complete these extra projects despite a greater frequency of snow events. This month the Division completed 24 scheduled services, with two hundred and fourteen tasks completed overall. The Division saw an increase to the time spent overall due to the operation of the snow fleet.

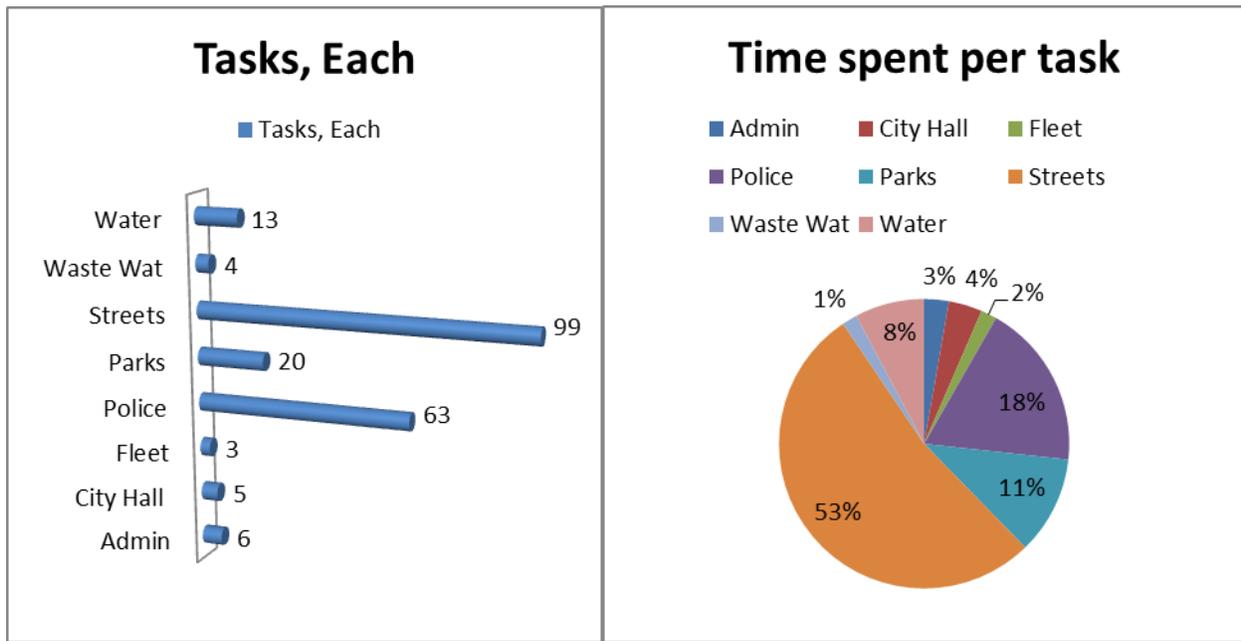
After realization that the Opera House van needed repairs to frame components in January, a replacement plan was in order. The Fleet Foreman met with the Director of the Opera House and staff and decided a Ford Transit ten-passenger van best suited their needs after discussing both cargo capacity and internal measurements. The current plan is to purchase the replacement vehicle in FY16/17.

Department directors decided all City vehicles outside of the Police Department would fill up at the city-owned pumps at the Public Works building. Staff distributed new keys to the directors and provided a brief overview of the fueling process. Fleet staff will provide any additional help in the transition.

Staff took extra time this month to refabricate Parks Division front mounted sweeper brooms. A couple of the brooms suffered damage during snow removal activities requiring removal of the broom head assembly to cut out and replace misshapen metal. Technicians then fabricated new end plates out of thicker material to weld to the end of the broom core. Once the new material was in place, stronger retaining plates made by Bott's Welding completed the modifications.

Fleet staff installed and tested a new radar unit for the Police Department in the sergeant's vehicle. Staff removed interior panels, utility lockers, and trim to run wires. After installation, Fleet performed an accuracy test using tuning forks to verify correct speed display. The Police Department procured the extra radar after participating in a special traffic enforcement initiative.

This month staff worked with the Parks Division to coordinate repairs to the City Hall emergency generator. Over the winter, Lionheart Critical Power Specialists performed an inspection and recommended replacement of the ball valves and coolant hoses due to age and loss of pliability. Fleet found local vendors able to supply the necessary parts performed the work in-house. Performing this work in-house reduced the estimated cost from \$850.00 to under \$350.00.





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To: Jeff Van Landuyt, Public Works Director
From: Ernie Nelson, Parks and Facilities Superintendent
Re: Parks and Facilities Division Monthly Report-February 2016
Date: February 4, 2016

Parks

- Public Works Volunteer Casey Reed started on Monday, February 1, 2016
- The following Groundhog Day celebration preparations were completed:
 1. Extra attention was given to the Park In The Square cleanliness and debris removal
 2. Signage was posted at different video site locations
- Completed revisions to the Park and Facility Divisions 2015 annual report
- Assisted the Sewer and Water Division with a main break on Friday, February 5, 2016
- Removed all downtown holiday lighting
- Installed Fine Arts banners downtown
- Removed and relocated the City's banner storage shelving and snowflake hangers from the garage at City Hall to the warming house at Emricson Park
- Completed the following mower deck maintenance:
 1. Remove deck blades
 2. Sharpen blades
 3. Cleaned mower decks
 4. Lube mower decks
 5. Re-install deck blades
- Working with turf management companies to secure pricing for fertilization and weed control at City-owned facilities
- Organized the annual Park and Facility Division work flow calendar

Forestry

- Staff responded to an afterhours call for a downed limb at 629 North Seminary the evening of Friday, February 29, 2016 as a result of high winds
- Division continues to remove City rights-of-way Ash trees

Facilities

- Repaired damaged light fixtures in the new Chamber of Commerce office at City Hall
- Moved shelving from storage at 1st United Methodist Church and installed it in the City Hall locker room
- Additional keys were made and delivered to Dan at City Hall for the master lock, locker room, and server room at City Hall
- Coordinated the replacement of the water heater at the Public Works facility
- Cleaned and organized the boiler room at City Hall to help increase overall efficiency of the facility
- Painted the Economic Development Coordinator's office
- Replaced the lock cylinder in the basement at City Hall so the Chamber of Commerce could access the area
- Completed the following building maintenance tasks at the Library:
 1. Replaced missing and stained ceiling tile
 2. Installed a visor for the front door motion sensor
 3. Hung a gaming system in the Young Adult section of the building
 4. Installed a bracket on a desk to prevent damage to the wall
 5. Installed brackets for a banner at the front entrance
 6. Moved the Children's section service desk to the other side of the room
 7. Reset the concrete parking space bumpers
 8. Replaced burned out light bulbs in the staff lounge, board room, and director's office
- Coordinated repairs to the heat unit in the warming house at Emricson Park
- Assisted the Information Technology Department with camera installation at the train depot

Facilities (continued)

- Completed the following building maintenance tasks to the shelter/SEDOM area at City Hall:
 1. Replaced bulbs / repaired exit lights
 2. Replaced bulbs / repaired light fixture
- Coordinated repairs to the recently serviced boiler at the Library
- Contacted LANG Medical to perform service to the chair lift at City Hall (this information was sent to the Public Works Director and is currently waiting for approval)
- Put together & submitted the HVAC preventative maintenance bid document (this is waiting for approval)
- Met with the City's Plumbing Inspector, John Bertram, to discuss and test the hot water in the SEDOM area of City Hall. Test resulted in warm water in the facilities' restroom
- Met with Cintas company representatives to go over first aid kit needs at Public Works

Snow Removal

- Assisted the Street Division with snow and ice control
- Performed snow removal and ice control to TIF District sidewalks on:
 1. February 1st
 2. February 5th
 3. February 8th
 4. February 9th
 5. February 14th
 6. February 15th
 7. February 16th



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To: Jeff Van Landuyt, Public Works Director
From: Shawn Parker, Sewer and Water Utilities Superintendent
Re: Sewer & Water Division Monthly Report-February 2016
Date: February 4, 2016

Water Distribution System

- Repaired one (1) water main break: Peachtree Lane & Clay Street (6")
- Assisted with possible water service leak at 1065 Tar Drive (no leak found on water service or water system in area, it was determined to be ground water that comes up around water shut-off in driveway)
- Checked out water service leak at 1065 Sheila Street
- Turned water on: 713 Oak Street
- Assisted with repairs to hospital control panel for water booster station
- Check on low water pressure at 920 Quill Lane (internal problem)
- Repaired leaking hydrant at 230 Barn Sallow Drive and Dean Street & Hickory Lane
- Checked on discolored water at 350 Leah Lane (internal problem)
- Assisted SEDOM with finding water leak inside maintenance garage
- Completed snow removal at the booster stations
- Checked the two (2) water booster stations five days a week

Sanitary Sewer System

- Responded to (3) backup calls: 932 Wheeler Street (ours), 1216 North Madison Street (theirs), and 1527 Clay Street (theirs)

Sanitary Sewer System (continued)

- Jetted sanitary sewer main on Clay Street
- Checked out smell at 808 Roosevelt Street (dry drain trap)
- Assisted with repairs to Irving Avenue lift station
- Cleaned impellers at Wanda Lane every Friday
- Completed snow removal from the twenty sanitary sewer lift stations
- Checked twenty (20) sanitary sewer lift stations five days a week

Monthly Activities

- Water meter readings, final readings, and 58 meters new meter installations
- Locations and inspections of water and sewer mains, buffalo boxes, and service lines for homeowners, contractors, plumbers, and Building & Zoning
- Monthly shut-offs – 10
- Leak inspections - 5
- Postings for non-payment - 70
- Employees assisted the Streets and Parks Divisions with snow removal
- Assisted with repairs to Vactor tubes
- Assisted Wastewater Treatment plant with cleaning out tank at North Side Plant

JULIE REQUESTS: 100

To: Jeff Van Landuyt, Public Works Director
From: Roger Vidales, Street Division Foreman
Re: Street Division Monthly Report-February 2016
Date: February 4, 2016

Street Division Overview

- Set up storm pipe cleaning plan
- Responded to five (5) snow events throughout the month
- Patched potholes on roadways when weather conditions would allow, using two patching crews when possible
- Started setting up shouldering schedule for the spring, and began performing maintenance on tractor and re-claimer
- Checked calibration of dump truck 26 through mechanical and visual means to ensure the truck is distributing the appropriate amount of ice and snow control material

Street Division Items of Importance

- Rotated old salt by moving from dome to Clearspan to prevent hardening and clumping
- Installed thermally-adhered manhole rings on offset manholes to minimize damage to city plows
- Replaced old-style streetlight bulb on Main St. over to new LED-style through City grant
- Performed necessary maintenance to Vactor in preparation for proactive storm sewer cleaning program



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To: Jeff Van Landuyt

From: Anne George, Wastewater Treatment Superintendent

Re: Wastewater Treatment Division Monthly Report-February 2016

Date: February 3, 2016

South Plant:

- 443,688 gallons of liquid sludge produced, none hauled
- Made repairs to the raw composite sampler
- Took the six-inch pump to the city garage for repairs
- Plowed snow at wastewater facilities and library parking lot
- The Fire Department was onsite to perform their annual inspection
- All other activity was routine in nature, preventive maintenance on equipment, buildings and grounds and plant operation

North Plant:

- Installed the repaired in-line belt press grinder from JWC and installed a new motor.
- Received three motors from L&S Electric
- KII Electric onsite to repair the electrical wires to the South Clarifier
- Made repairs to the #1 digester discharge valve
- B&W CSI at Olson Park lift station to analyze problems with the VFD. Found the motor was bad on the #1 raw pump

North Plant (continued):

- Worked with a service technician from Inovair to perform warranty work on the #2 turbo blower.
- Drained and cleaned both sides of the chlorine contact tank with use of the Vactor and assistance from the Water and Sewer Division
- Replaced a section of pipe on the sludge line in the turbo building
- Collected and analyzed samples from the manhole outside of Claussen Pickle
- All other activity was routine in nature, preventative maintenance on equipment, buildings and grounds, and plant operation.

Personnel:

- All division employees attended the safety-training meeting given by a representative from Lee Jensen's on how properly to use the air monitor.
- Henry Vidales attended the "think tank" meeting at Public Works
- Adam Sheahan and Henry Vidales attended a Fox Valley Operators meeting held in Carpentersville. The topic was how to read NPDES permits.

Signed: _____

Anne George
WWTP Superintendent

CITY OF WOODSTOCK
NORTHSIDE WASTEWATER TREATMENT PLANT
MONTHLY REPORT OF DISCHARGE - FINAL EFFLUENT
February, 2016

FLOW CONDITIONS					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Average Daily Flow (MGD)	3.500	2.177	2.230	1.506	1.927
Maximum Daily Flow (MGD)	10.500	4.033	4.033	1.840	5.162
Minimum Daily Flow (MGD)	not applicable	1.770	1.770	1.260	1.260
Rain/Snow Amount (inches)	not applicable	0.70	1.32	0.58	2.26

COMPLIANCE PARAMETERS AND PERMIT REQUIREMENTS					
	Permit Limits	This Month	Year To Date	This Month Last Year	Year to Date Last Year
CBOD₅ (mg/l)					
monthly average	10	2	2	2	2
daily maximum	20	3	3	3	3.5
# of violations		0	0	0	0
Suspended Solids (mg/l)					
monthly average	12	10	11	6	6
daily maximum	24	20	21.5	8	9.5
# of violations		0	0	0	0
Fecal Coliform (colonies/100 ml)					
daily maximum	400	n/a	n/a	n/a	n/a
# of violations		0	0	0	0
pH					
minimum	6	7.6	7.6	7.8	7.7
maximum	9	7.9	7.9	8	8
# of violations		0	0	0	0



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Chlorine Residual (mg/l)					
maximum	0.05	n/a	n/a	n/a	n/a
# of violations		0	0	0	0
Ammonia Nitrogen (mg/l)					
monthly average*	1.5*	1.04	1.04	0.56	0.64
daily maximum	3.0*	2.13	n/a	0.79	n/a
# of violations		0	0	0	0
* April through October is 1.5 and 3.0. November through March is 2.2 and 5.6					

MONTHLY REPORT OF DISCHARGE - NORTHSIDE WASTEWATER TREATMENT PLANT

February, 2016

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POPULATION EQUIVALENCY					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Based on Flow @ 125 gal/capita/day	28,000	17,416	17,852	12,048	15,420
Based on BOD ₅ @ 0.17 lb/capita/day	27,988	18,904	18,368	20,170	22,185
Based on TSS @ 0.20 lb/capita/day	27,996	24,602	21,833	22,796	26,238

PLANT EFFICIENCY					
		This Month	Year To Date	This Month Last Year	Year to Date Last Year
Measured with BOD ₅ removal (%)		98.9	98.8	99.3	99.1
Measured with TSS removal (%)		96.3	95.2	98.3	98.2
Measured with NH ₃ N removal (%)		93.4	93.3	97.7	97.1

CITY OF WOODSTOCK
SOUTHSIDE WASTEWATER TREATMENT PLANT
MONTHLY REPORT OF DISCHARGE - FINAL EFFLUENT
February, 2016

FLOW CONDITIONS					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Average Daily Flow (MGD)	1.750	1.745	1.727	0.899	0.999
Maximum Daily Flow (MGD)	5.400	2.054	2.054	0.964	1.283
Minimum Daily Flow (MGD)	not applicable	1.459	1.445	0.831	0.831
Rain/Snow Amount (inches)	not applicable	0.75	1.32	0.41	1.84

COMPLIANCE PARAMETERS AND PERMIT REQUIREMENTS					
	Permit Limits	This Month	Year To Date	This Month Last Year	Year to Date Last Year
CBOD₅ (mg/l)					
monthly average	10	1	1.5	6	5
daily maximum	20	3	n/a	7	n/a
# of violations		0	0	0	0
Suspended Solids (mg/l)					
monthly average	12	3	3.5	10	8.5
daily maximum	24	7	n/a	15	n/a
# of violations		0	0	0	0
Fecal Coliform (colonies/100 ml)					
daily maximum	400	n/a	0	n/a	0
# of violations		0	0	0	0
pH					
minimum	6	7.7	7.6	7.6	7.5
maximum	9	7.7	7.8	7.7	7.7
# of violations		0	0	0	0

MONTHLY REPORT OF DISCHARGE - SOUTHSIDE WASTEWATER TREATMENT PLANT

February, 2016

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Chlorine Residual (mg/l)					
maximum	0.05	n/a	0	n/a	0
# of violations		0	0	0	0
Ammonia Nitrogen (mg/l)					
monthly average	1.1	0.02	0.18	0.83	0.595
weekly average max	4.8	0.02	n/a	1.41	n/a
daily maximum	5.5	0.05	n/a	2.02	n/a
# of violations		0	0	0	0

POPULATION EQUIVALENCY					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Based on Flow @ 100 gal/capita/day	17,500	17,450	17,270	8,990	9,990
Based on BOD ₅ @ 0.17 lb/capita/day	15,605	10,701	9,920	7,806	7,947
Based on TSS @ 0.20 lb/capita/day	13,964	13,971	12,972	8,684	9,040

PLANT EFFICIENCY					
		This Month	Year To Date	This Month Last Year	Year to Date Last Year
Measured with BOD ₅ removal (%)		99.2	98.7	96.6	97.0
Measured with TSS removal (%)		98.4	98.0	95.6	96.1
Measured with NH ₃ N removal (%)		99.9	99	96.4	97.4

EXCESS FLOW DISCHARGE					
	Permit Limits	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Flow discharged - # of days	not applicable	0	0	0	0
Flow discharged (MGD)	not applicable	0	0	0	0
BOD ₅ (mg/l)	30	0	0	0	0
TSS (mg/l)	30	0	0	0	0
Fecal coliform (colonies/100 ml)	400	0	0	0	0
Chlorine residual (mg/l)	0.75	0	0	0	0
# of violations		0	0	0	0



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MONTHLY REPORT OF DISCHARGE - SOUTHSIDE WASTEWATER TREATMENT PLANT

February, 2016

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SOLIDS HANDLING					
		This	Year	This Month	Year to Date
		Month	To Date	Last Year	Last Year
Gallons Produced (MG)		0.444	0.536	0.210	0.381
Dry Tons		24.48	29.87	9.7	17.82
Removed from facility	Land application	0	0	0	0
Dry Tons		0	0	0	0
	N. Plant Press	0	324,000	204,000	396,000
Dry Tons		0	20.32	12.5	22.87
gallons to bed	To Drying Beds	0	0	0	0
Dry Tons		0	0	0	0



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To: Jeff Van Landuyt

From: Will Smith, Water Superintendent

Re: Water Treatment Division Monthly Report-February 2016

Date: February 3, 2016

At 1:30 AM on February 23, 2016, a high level/analog fail alarm occurred at the McConnell Road elevated storage tank. Once onsite, the responding employee discovered water pouring down the column pipe at a rate of approximately 20 gpm. Initially, the water seemed to be coming from a breach in the column pipe; however, to confirm where the water was coming from, it was necessary to remove the insulation from the area. The water was originating from a packing gland on the column pipe, not the column pipe itself, and the leak stopped once the packing gland was tightened. The transducer dried out, and function returned to normal.

The Division replaced two separate filter actuator cylinder kits in February. It is necessary to replace these kits every few years. Over time, the piston wears out and allows air to pass around it causing operational failure.



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WATER TREATMENT PLANTS REPORT

February 2016

Zeolite Treatment	First Street Plant		Seminary Avenue Plant		Total	Total
	2016	2015	2016	2015		
Total water pumped & treated gal.	25,361,000	23,284,000	45,517,000	41,390,000	70,878,000	64,674,000
Total water for softener backwash gal.	738,700	649,700	1,040,000	1,055,000	1,778,700	1,704,700
Total water for iron removal backwash gal.	907,000	829,000	1,373,000	1,319,000	2,280,000	2,148,000
Total water distributed gal.	23,095,000	21,279,000	42,203,000	40,155,000	65,298,000	61,434,000
Total raw water for blending gal.	5,519,000	3,866,000	15,684,000	13,575,000	21,203,000	17,441,000
Average daily pumping rate (dist.) gpd.	796,379	759,964	1,455,276	1,434,107	2,251,655	2,194,071
Salt used lbs.	148,570	130,670	233,090	215,160	381,660	345,830
Chlorine used lbs.	875	714	1,623	1,533	2,498	2,247
Hydrofluosilicic Acid used lbs.	410	395	877	966	1,287	1,361
Sodium Polyphosphate used lbs.	2,798	2,442	4,761	4,622	7,559	7,064
WATER QUALITY - DISTRIBUTION						
HARDNESS	11.22 GPG	HARDNESS 6.68 GPG	WATER QUALITY INFORMATION		PEAK FLOW COMBINED	February 13th
IRON	0.04 PPM	IRON 0.05 PPM	HARDNESS 12.6 GPG	IRON 0.03 PPM	(DISTRIBUTION)	
RESIDUAL CHLORINE	0.98 PPM	RESIDUAL CHLORINE 2.41 PPM	RESIDUAL CHLORINE 1.19 PPM	RESIDUAL CHLORINE 1.19 PPM		
pH	7.4	pH 7.4	pH 7.3	pH 7.3		
FLUORIDE	0.83 PPM	FLUORIDE 0.83 PPM	FLUORIDE 0.83 PPM	FLUORIDE 0.83 PPM		
PO 4	1.42 PPM	PO 4 1.56 PPM	PO 4 1.40 PPM	PO 4 1.40 PPM		
SODIUM	68.86 PPM					

REMARKS:

Will Smith: Water Treatment Superintendent

MINUTES
ENVIRONMENTAL COMMISSION

February 11, 2016
City Council Chambers

The Special Meeting of the Environmental Commission of the City of Woodstock was called to order at 5:35 PM on Thursday, February 11, 2016 in the Council Chambers at City Hall.

In the absence of Chairwoman E. Poremba, the meeting was called to order by S. Wenzel. A roll call was taken.

COMMISSION MEMBERS PRESENT: Ed Ellinghausen, Laurie Kacmar, Jaci Krandel, and Steve Wenzel.

COMMISSION MEMBERS ABSENT: Erica Poremba

STAFF PRESENT: Assistant Public Works Director Tom Migatz and Chief Deputy Clerk Jane Howie

OTHERS PRESENT: None

APPROVAL OF MINUTES: Motion by J. Krandel, second by E. Ellinghausen to approve the January 7, 2016 Meeting Minutes as presented. Ayes: E. Ellinghausen, L. Kacmar, J. Krandel, S. Wenzel. Nays: None. Absentees: E. Poremba. Abstentions: None. Minutes were approved.

PUBLIC COMMENT: None

DISCUSSION ITEMS:

A. Continue Review of Environmental Plan Recommendations List.

S. Wenzel commented that at last month's meeting the Commission briefly discussed solar energy and geothermal energy and we questioned if tax credits or rebates were still in effect. There are still federal tax credits available. However geothermal tax rebates expire at the end of this year, so there's really no reason to have them referenced. Solar PV (Photovoltaic) and thermal hot water credits survive until the end of 2020. It's at 30% right now, but it steps down each year. The State of Illinois chose to extend their rebates, but they're not funded, so we're not sure where this will go.

E. Ellinghausen mentioned that LED street lighting has a lot of advantages such as the life of the product as well as cost to use the product. It costs a bit more up front, but overall it's a huge cost savings over the life of the product. S. Wenzel asked if the City controls street lighting. T. Migatz answered that ComEd controls the majority of street lighting and the City receives a bill for usage. He asked if the Commission members are inquiring and thinking about a possible LED conversion. The Commission members answered, yes. S. Wenzel asked who the decision is up to. T. Migatz said the City may have some input. But, staff is unsure of the charge for LED lighting. E. Ellinghausen has read that the City received funding from a service transportation program to build a roundabout at South Street & Lake Avenue. He believes this will involve a whole new lighting system. The Commission would like to know if the City would consider more advanced technology such as LED lights, or lights that come on instantaneously.

E. Ellinghausen has read about lights that have sensors in the pavement. These lights are only dimly lit until traffic appears; at which time the lights come on fully. Over the years this would amount to a big energy savings. He hopes that in the design stage of the roundabout, these types of products would be considered for energy savings. J. Krandel asked if this includes pedestrian traffic. E. Ellinghausen is unsure; however, the lights are always on, just very dim when no one is around. He'd heard that it's used fairly successfully in other locations. This is something that deserves some attention. T. Migatz believes the project is currently in Phase I.

Item #194 – Green Building materials; how do we feel about these. Are these a high or low priority? And, is any of this already in play here in Woodstock? Is there a purchasing policy in the city? L. Kacmar said she's wondering the same thing. S. Wenzel asked if there's a procurement policy. And, if so, is cost the driver? T. Migatz said he will look into this. J. Krandel would like the Commission to encourage people to use green cleaning products in addition to using green building materials and other environmentally-friendly products. S. Wenzel asked who does the cleaning for City of Woodstock buildings. T. Migatz said it is mostly outsourced. J. Krandel said whenever she hires companies she requests that they use 'green' products. T. Migatz said that city staff cleans facilities in the parks. For after hours, the city hired a cleaning service. S. Wenzel asked how the Commission would like to rank this item. Is this a high or low priority? E. Ellinghausen asked what items would bring better results. Do we need more informational programs? L. Kacmar feels this is a medium priority. S. Wenzel agreed; medium priority. E. Ellinghausen asked if the city code has increased the R factor for insulation. T. Migatz is not sure about this. He'll look into this and get an answer back to the Commission. E. Ellinghausen wants to know what the current City Code is. S. Wenzel asked what is the BOCA code.

S. Wenzel asked if the Commissioners want Items #194 – 199 to be listed as a medium priority. All Commissioners agreed.

S. Wenzel said the next section is Energy Efficiency in New and Existing Buildings. E. Ellinghausen said this is low-hanging fruit. S. Wenzel said that at the time this was drafted there was a recommendation to conduct energy audits on municipal buildings for potential cost savings and to reduce carbon emissions. S. Wenzel asked T. Migatz if the city ever had an energy auditor inspect City buildings. T. Migatz said he'll ask the City's Facilities Superintendent and get back to the Commission with an answer.

J. Krandel asked, when the Commission recommends these things, who actually can make this happen? The Commission could recommend this testing so that it could be determined what kind of energy is being used and how to save energy. T. Migatz said this would probably go to the Parks & Facilities Division, or perhaps to the Code Enforcement Officer. (Building & Zoning)

S. Wenzel asked if the Commission has any comments. E. Ellinghausen said that Item # 202 suggests a timeline for adopting high energy standards for the City's building codes. He believes this is a worthy measure that could bring some immediate savings. S. Wenzel said this process started in 2009, so this is probably from 2011-2012. S. Wenzel said the Commission would like to seek a modification in the Building Code to include

energy efficiency. E. Ellinghausen wondered if this is automatically done thru BOCA. Does the City download their Amendments? Or, is the City still working with a code from 2010? He believes that with all the improvements in energy efficiency that some of these codes need to be upgraded. S. Wenzel asked if the Commission should pursue making changes to the adopted BOCA code. Who would handle this; this Commission or City staff? T. Migatz said he believes both City staff and the Commission, and then it would go to City Council. S. Wenzel said the Commission would have to do further research to find out what is currently in the Code. T. Migatz said he'll look into this and find out what Building Code the City is currently using; he'll forward information to the Commission.

L. Kacmar asked about buildings that already exist. Could changes be made? E. Ellinghausen brought up the conversion of energy efficient exterior public lighting. Item #205. J. Krandel said there are many modern options available. T. Migatz said a good portion of the lighting in the Square have already been converted over to LED. J. Krandel said the Commission would like to encourage the City to also make these types of changes outside the Square, if possible. E. Ellinghausen said this should result in some energy savings. S. Wenzel asked the Commission if Item #205, Exterior Lighting should be a high priority. All Commission members agreed that Exterior Lighting should be a high priority. J. Krandel it would be good to educate the residents. She mentioned that she didn't realize there were different ratings for Energy Star Ratings. The Commission agreed that Items #200 - #207 and energy efficiency in general, should be a high priority.

B. Develop action items ranking matrix from Environmental Plan Recommendations List.

This item was not discussed at this meeting. A consensus was to forward this item for consideration at the next meeting of the Environmental Commission.

ADJOURN

Motion by E. Ellinghausen, second by L. Kacmar, to adjourn this regular meeting of the Environmental Commission. Ayes: E. Ellinghausen, L. Kacmar, J. Krandel, S. Wenzel. Nays: none. Absentees: E. Poremba. Abstentions: none. Motion carried. Meeting adjourned at 6:00 PM. Environmental Commission members will be attending the Special Joint "Bagless" Meeting with the Cultural & Social Awareness Commission which begins immediately at 6:00 PM. The next regular meeting of the Environmental Commission will be held on Thursday, March 3, 2016 at 5:30 PM in the Council Chambers.

Respectfully submitted,

Jane Howie
Chief Deputy Clerk

**MINUTES
CITY OF WOODSTOCK
ECONOMIC DEVELOPMENT COMMISSION
March 8, 2016
Council Chambers**

CALL TO ORDER: A meeting of the City of Woodstock Economic Development Commission was called to order by Acting Chairman R. Francois at 8:00 AM on Tuesday, March 8, 2016 in the Council Chambers, Woodstock City Hall, 121 W. Calhoun Street, Woodstock. A roll call was taken.

COMMISSION MEMBERS PRESENT: John Buckley, Craig Hallenstein, Ryan O'Connor, Henry Patel, and Rick Francois.

COMMISSION MEMBERS ABSENT: None.

STAFF PRESENT: Economic Development Director Garrett Anderson, Economic Development Coordinator Krista Coltrin, and Chief Deputy Clerk Jane Howie.

OTHERS PRESENT: Ken Schroeder and Ceal Schroeder.

APPROVAL OF MINUTES:

Motion was made by J. Buckley, second by H. Patel, to approve the Minutes of the January 12, 2016 meeting as presented. Ayes: John Buckley, Craig Hallenstein, Ryan O'Connor, Henry Patel, and Rick Francois. Nays: None. Absentees: None. Abstentions: None. Minutes were approved.

PUBLIC COMMENT: None.

GENERAL BUSINESS/DISCUSSION:

1. Revolving Loan Fund Application – The Thoughtfulness Shop, 104 Cass Street
G. Anderson said this opportunity was recently submitted. Ken & Ceal wish to reinvest in Woodstock. Loan request is for \$60,000, 50% of owners cost to renovate/upgrade their store. Materials were presented to detail the project and show how the loan proceeds would be spent.

Ken said the project would not just focus on improvements, but also new lines & inventory to help promote their store in Woodstock. They're looking to increase inventory to keep people shopping in Woodstock. Trying to create a total package of what people are looking for. Their letter entails the various plans for improving the business. New lighting, ceiling tiles, etc. to update the store along with new products.

Ceal thanked the Commission for considering their request. They believe these changes are necessary to evolve and keep up with the competition. C. Hallenstein asked about what types of newer items the store sells. Ken said a lot of their items appeal to women; fashion, jewelry, interior design, Pandora. They want to attract customers by staying current. Updating window displays and showing a variety of products.

R. Francois stated that the Commission can recommend that the City Council consider and approve this revolving loan. The Thoughtfulness Shop has been an anchor and a great business in Woodstock for many, many years. This is a great opportunity for the City to support this business in moving forward with their plan. R. Francois believes that the Schroeder's do meet the criteria for this plan.

C. Hallenstein asked if there's a continuity plan, in the event of the Schroeder's retirement. Ken said they do not have a plan for retirement as they plan to work for at least 3-7 more years. Ken enjoys the interior design; Ceal enjoys working in the store. The trends are changing so it is their plan to re-invent themselves. They would like to keep the store for at least five more years. G. Anderson said the payback term is five years, with 2% interest. Ken said they had a line of credit with Amcore Bank, and they went out of business. The Schroeders are doing what they can to stay current with the changing times, and the revolving loan will help them with their business plan.

Motion to recommend that City Council approve this revolving loan for The Thoughtfulness Shop. Motion made by C. Hallenstein, second by H. Patel. Ayes: J. Buckley, C. Hallenstein, R. O'Connor, H. Patel, and R. Francois. Nays: None. Absentees: None. Abstentions: None.

2. Business Contact Report – March 2016

G. Anderson said last month there was a bit of change in the reporting numbers. Added "Realtors" and "Not Contacted Before."

3. Project Activity Report – March 2016

G. Anderson said the report has been slightly modified indicating potential incentives that have been offered to the business. Some businesses have dropped off the list because the businesses have already opened. R. O'Connor asked for a definition of retained jobs. G. Anderson said it doesn't mean that they were threatened. Business may have existing jobs or may be growing and adding jobs.

C. Hallenstein asked about the winery. G. Anderson said someone is looking at doing something totally different on that site.

Another change, the list has three main categories. Dura-Bar is working with the City; they'll be the first company to utilize the Enterprise Zone. There are four main elements to the zone; the property tax component is currently just the amount that the City collects – 16% of the tax bill. This is for new growth, not for companies that are expanding. Whatever the growth amount is, that amount will be a rebate back. The school district is not ready to get involved with this yet, but they are willing to work with the City once an appropriate project is identified. New construction will be a significant number. It will be good when the school district comes on board. The City's property tax incentive is the first four years is abated at 100% of the new growth amount, the next two years is at 50%, and the final two years is at 25%.

New building supplies/materials are sales tax free in Illinois, purchased anywhere in Illinois. They'll receive a certificate in advance of the purchase. Construction must be in the geographic area of the Enterprise Zone. New construction is included.

State Income Tax, is the entire project cost, those types of investments can receive a ½ of 1% credit against their state income tax.

Building Permits that are issued by the City, there's a 50% discount on these permits.

Two more categories were discussed, which require \$5M of investment and the retention of 1,000 current employees, or the creation of 200 new jobs. These multi-year exemptions are on State utility taxes and sales tax on machinery and equipment.

Dura-Bar is wrapping up a major expansion. G. Anderson explained what Dura-Bar manufactures. This represents a \$3.5M project, ½ of 1% is when all the capital is placed into service, so Dura-Bar is eligible for the incentives offered by the zone.

G. Anderson is talking with Guys E Paper about benefiting from the Enterprise Zone. Bull Valley Ford used some different incentives offered by the City; which will benefit the Ford dealership more than what the Enterprise Zone would have.

Project Purple, Lucky Bernie's, already has a lease on a building out near American Community Bank and Studio 2015, along with their Liquor License. The business owners are working on permitting with the City's Building & Zoning Department. It is their hope to open for business this spring.

G. Anderson said that *Project Cider*, Cal-Atlantic, will be building approximately 30 homes per year in Woodstock's Apple Creek subdivision. G. Anderson was informed that Cal-Atlantic also purchased some land in a stagnant Huntley subdivision. R. Francois asked how many active home builders are currently in Woodstock. G. Anderson will check with the City's Building & Zoning Department. K. Coltrin mentioned that this is just infill, where infrastructure is already in place.

G. Anderson shared updates for the Project Activity Report. *Project Aquarius* is a local business owner that is looking for a larger space for the manufacturing portion of their business. *Project Gemini* is a potential new retail business that is looking for space on the Square. The company has already registered with the State of Illinois. *Project Pisces* is a current business just outside of the city limits of Woodstock. They are looking to move their business into the City.

Project Green is a grocery store that is interested in the Wisted's building/location. While Wisted's was performing at a lower level than Woodstock's other grocery stores, it is the hope of city staff that a new grocer will be better able to compete and fulfill a niche market. R. O'Connor asked if this store is anything like Joseph's Marketplace in Crystal Lake or Joe Caputo & Sons Fruit Market in Algonquin. These types of stores provide fresh produce, deli items and prepared foods and do a great business. It would be nice to

have a store like that in Woodstock so that residents don't have to leave town to shop. C. Hallenstein said he hopes the City will work aggressively to bring a new grocery store into this facility. He added that stores like Josephs & Caputos have a welcoming atmosphere compared to stores like Jewel and Walmart. G. Anderson said the applicant needs to provide their graphic demonstration, a list of improvements, and a business plan detailing how they are going to turn the business around. It is the City's hope that this information will be submitted in the next couple of weeks; G. Anderson can share the details with the Commission at next month's meeting.

There was much discussion about the City's three Bed and Breakfasts, all of which are currently for sale. K. Coltrin said that this is a very tough business to be in as there are a lot of regulations by the county and the state along with strict insurance rules depending on how many bedrooms are available. K. Coltrin has talked with many of the B & B owners and they all mention that Woodstock doesn't have enough shopping or restaurants to bring people to town. R. O'Connor asked if there's anything the City can do to assist these businesses. These businesses help to anchor the image of what Woodstock is all about. J. Buckley said the state has recently loosened some of their guidelines for B & B's; however, he's not sure if the county has followed suit, yet. C. Hallenstein said it would be great if a realtor could find a young couple that has a passion of owning and running a B & B in Woodstock.

Project Leo is a grocery store that is more of a food co-op which would provide locally grown foods and would be owned by local residents; mostly from Crystal Lake and Woodstock. *Project Cancer* is a small indoor sports facility.

4. Economic Development Plan:

- a. Business Forums
- b. Area / Corridor Plans
- c. City of Woodstock Incentives Policy Manual

These items were not discussed at this meeting. A consensus was to forward these items for consideration at the next meeting of the Economic Development Commission.

COMMISSION COMMENTS / UPDATES: None.

H. Patel excused himself from this meeting at 9:28 AM.

ADJOURNMENT:

Motion by J. Buckley, second by R. O'Connor to adjourn to the next regular meeting of the Economic Development Commission on Tuesday, April 12, 2016 at 8:00 AM in the Council Chambers at City Hall. R. Francois said that he won't be available on April 12th. It was agreed by the Commission members and City staff that the next meeting will be held one week later on April 19th. Ayes: J. Buckley, C. Hallenstein, R. O'Connor, and

R. Francois. Nays: None. Absentees: H. Patel, Abstentions: None. Motion carried.
Meeting adjourned at 9:38 AM.

Respectfully submitted,

Jane Howie
Chief Deputy Clerk



Office of the City Manager
Roscoe C. Stelford III, City Manager
121 W. Calhoun Street
Woodstock, Illinois 60098

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www.woodstockil.gov

TO: Honorable Mayor and City Council
Roscoe C. Stelford III, City Manager

FROM: Jane Howie, Executive Assistant

DATE: **March 10, 2016**

RE: **Benton Street Event Request:
Shamrocked Block Party – Saturday, March 19, 2016**

At the February 2nd City Council meeting, event approval was provided to the organizer of the Benton Street Shamrocked event. A copy of the staff report from that meeting has been attached for your review. Mark Bezik, owner of The Cabin, has made three additional requests for this event, which he is hosting on March 19, 2016.

The following information would apply:

At the February 2nd meeting, Council approved that the event organizers could block off N. Benton Street from the north side of E. Judd Street to the railroad tracks. The organizers would like to extend the N. Benton Street road closure to Cass Street, just south of E. Judd Street. They would also like to close E. Judd Street completely from N. Jefferson Street to N. Benton Street. The organizers have ordered a tent enclosure to be positioned in this area to protect attendees in the case of inclement weather. The tent will be positioned in this space. In addition, the organizer is requesting that the road closures stay in effect until 7:00 AM on Sunday, March 20, 2016, instead of the approved 6:00 AM.

The event organizer has also requested that alcoholic beverages may be on site until 12:00 AM, Sunday, March 20, 2016, instead of the previously requested time of 11:00 PM on Saturday, March 19, 2016.

Specific event information follows:

Shamrocked - Benton Street Block Party

This event will be held on Saturday, March 19, 2016 beginning at 12:00 PM until 12:00 AM on Sunday, March 20, 2016, in the event area as indicated on the diagram. Alcoholic beverages will be served during the event from 12:00 PM, Saturday, March 19, 2016 until 12:00 AM on Sunday, March 20, 2016. The event area is to be cleaned and re-opened by **7:00 AM** on Sunday, March 20, 2016.

If Council is supportive of these requests, approval is recommended for the following:

- 1) Closure of N. Benton Street between Cass Street and the railroad tracks, as well as closure of E. Judd Street between N. Benton Street and N. Jefferson Street.**
- 2) Street closures will begin at 6:00 AM on Saturday, March 19, 2016 and re-open at 7:00 AM on Sunday, March 20, 2016.**
- 3) The approval to have alcoholic beverages in the public way for the fenced event-area only and during specified event hours for the aforementioned event and date only, with all alcohol consumption in the public way ceasing at 12:00 AM on Sunday, March 20, 2016 (instead of 11:00 PM on Saturday, March 19, 2016 as previously requested).**
- 4) Approval of Document No. _____, “An Ordinance Imposing Certain Temporary Traffic Restrictions and Parking Restrictions in the City of Woodstock for a Benton Street Event.”**
- 5) All approvals to remain conditional upon the terms set forth within the staff report approved at the February 2nd Council meeting.**



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

2016
Shamrocked

RR tracks

Church Street

STAGE

Tent

Sidewalk

Benton Street

OC cabs

Cabin

Bentons +

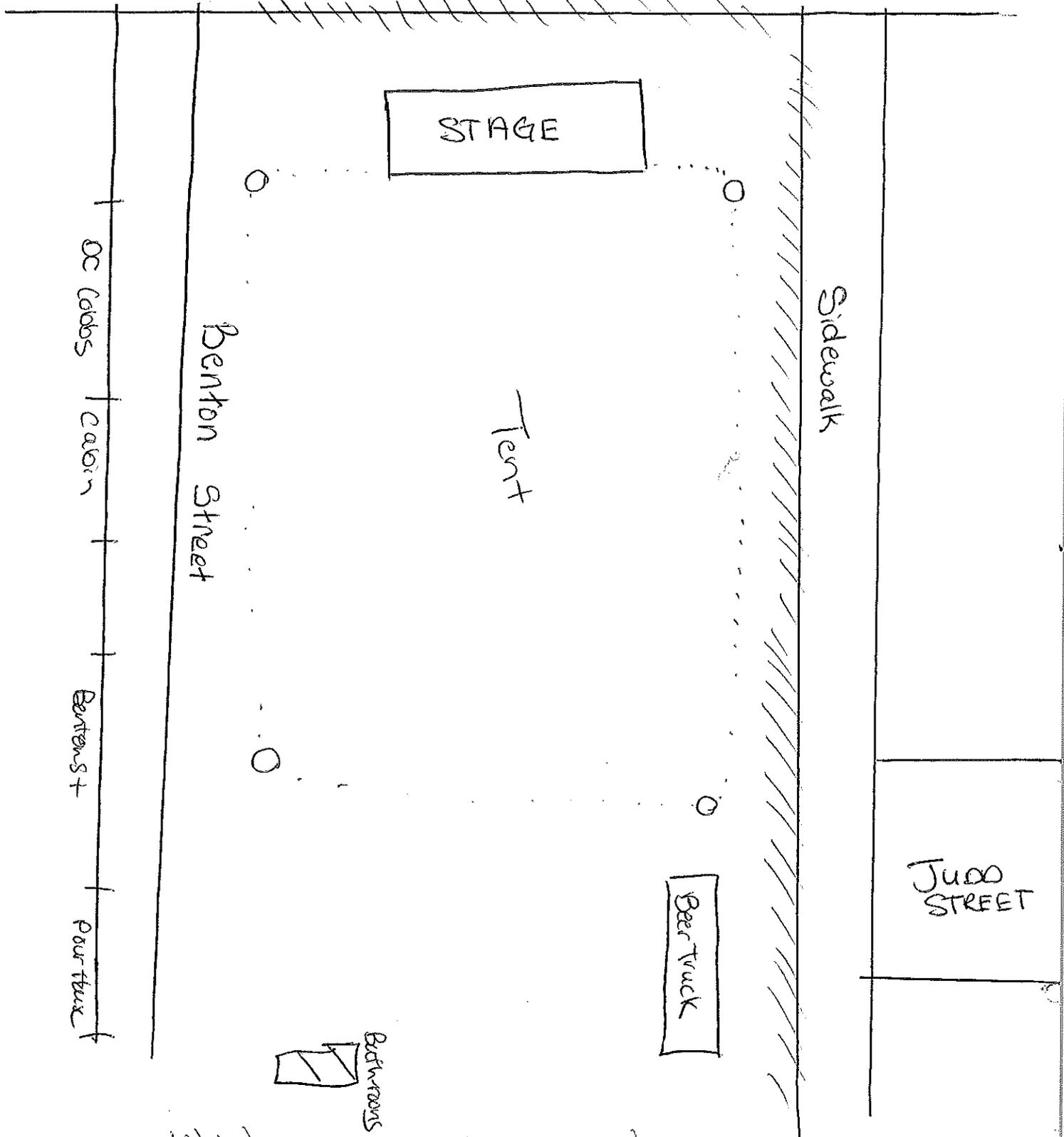
Port truck

Judd STREET

Beer Truck

Restrooms

Cass Street



ORDINANCE NO. 16-O-_____

**AN ORDINANCE IMPOSING CERTAIN TEMPORARY TRAFFIC RESTRICTIONS
AND PARKING RESTRICTIONS IN THE CITY OF WOODSTOCK FOR A
BENTON STREET EVENT**

WHEREAS, North Benton Street and East Judd Street are public streets in the City of Woodstock; and

WHEREAS, the City of Woodstock has determined that it is an appropriate use of said public streets, and public rights-of-way to close said streets to all through traffic and to all parking for certain events open to the general public,

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Woodstock, McHenry County, Illinois as follows:

Section One. There is hereby imposed the following parking restrictions which shall be in effect from 6:00 AM Saturday, March 19, 2016 to 7:00 AM on Sunday, March 20, 2016 for the Benton Street Block Party event, Shamrocked:

<u>LOCATION</u>	<u>RESTRICTION</u>
N. Benton Street from immediately South of the railroad tracks to Cass Street	No Parking – Tow Away Zone Street and Parking Spaces to be Closed for public access
E. Judd Street from N. Jefferson Street To N. Benton Street	No Parking – Tow Away Zone Street and Parking Spaces to be Closed for public access

Section Two. That the Department of Public Works and its Director are hereby authorized and directed to place appropriate signs in the above-designated locations to denote the parking restrictions herein established.

Section Three. That all Ordinances or parts of Ordinances in conflict are hereby repealed to the extent of such conflict.

Section Four. That this Ordinance shall be known as Ordinance No. 16-O-__ and shall be in full force and effect from and after its passage, approval, and publication as is required by law.

PASSED by the City Council of the City of Woodstock, McHenry County, Illinois and approved by me this 15th day of March 2016.

Ayes:

Nays:

Abstentions:

Absentees:

Brian Sager, Ph.D., Mayor

Attest: _____
Cindy Smiley, City Clerk



Building & Zoning Department
121 West Calhoun Street
Woodstock, Illinois 60098

phone 815.338-4305
fax 815.334-2267
b&zdept@woodstockil.gov
www.woodstockil.gov

March 3, 2016

To: Roscoe Stelford, City Manager

From: Joe Napolitano, Building & Zoning Director

**WOODSTOCK CHRISTIAN LIFE SERVICES SPECIAL
USE AMENDMENT FOR 930 NORTHAMPTON STREET**

Representatives from Woodstock Christian Life Services, doing business as Hearthstone Communities, will be appearing before the City Council regarding property at 930 Northampton Street. The City is being asked to amend the special use permit for Woodstock Christian Life Services senior living campus by including the subject property as part of said campus and allowing it to be redeveloped with a duplex.

The subject property is presently occupied by a non-conforming and severely-dilapidated single-family residence. Woodstock Christian Life Services initially wanted to demolish this building and replace it with a three-unit single-family attached structure. This would have also required six variations pertaining to building setbacks, lot coverage, and lot area. This item was discussed at a public hearing held by the Plan Commission on January 28, 2016. The public hearing was continued to the Commission's February 25, 2016 meeting in order to allow the applicant to respond to comments from Commission members and from the public.

In response to said comments made on the first hearing date, the petition was revised. The revisions made by the applicant consisted of a reduction in the number of requested dwelling units from three to two and a reduction in the number of variations needed from six to two. A letter revising the request, an amended petition, and a revised site plan have been provided. The staff report prepared for the original submittal was also revised to reflect the applicant's modified request and is attached. Copies of the minutes from the two public hearing dates also accompany this memorandum.

Woodstock Christian Life Services owns land to the north and west of the subject property. Land to the north is occupied by duplex dwellings, while single family homes exist on the remainder of the adjoining land parcels. During its deliberations, members of the Plan Commission thought that a three-unit building was too large for the subject property and not compatible with the surrounding neighborhood. Revising the request to allow a duplex dwelling was considered

more acceptable, would not be a detriment to existing residences, and would not necessitate any variations from Woodstock's setback requirements.

The Plan Commission unanimously (8 yes and 0 no) recommended that the applicant's petition be granted subject to both the demolition of the existing structure on the property and cleaning the area at the rear of the property within one (1) year of when this request receives City Council approval. It is noted that the ordinance prepared for this request contains these conditions and that they have been agreed to by Woodstock Christian Life Services.

Therefore, based on the action of the Plan Commission and the revised submittal from Woodstock Christian Life Services, it is recommended that Document Number 2, consisting of "*An Ordinance Issuing a Special Use Permit for the Redevelopment of Property Generally Referred to as 930 Northampton Street, as Part of the Woodstock Christian Life Services Senior Living Campus,*" be approved.



Reviewed and Approved by:

Roscoe C. Stellford III

City Manager

**WOODSTOCK PLAN COMMISSION
DEVELOPMENT REPORT**

January 28, 2016 and February 25, 2016

PROJECT NAME: **PUBLIC HEARING - WOODSTOCK CHRISTIAN LIFE SERVICES AMENDMENT TO SPECIAL USE PERMIT**

APPLICANT: Terry Egan, President and CEO
Woodstock Christian Life Services
d/b/a Hearthstone Communities

OWNER: Woodstock Christian Life Services
318 Christian Way
Woodstock, IL 60098

REQUESTED ACTION: The applicant is appearing before the Plan Commission concerning the redevelopment of property located at 930 Northampton Street. In order to redevelop this site, the applicant is seeking approval of an amendment to Woodstock Christian Life Services' special use permit. The amendment would designate the subject property as part of the Woodstock Christian Life Services overall campus and allow it to be redeveloped with one residential ~~three-unit townhouse~~ **duplex** structure for elderly occupants (55 years of age and older).

As required by the City's Unified Development Ordinance, a public hearing regarding the special use permit amendment is necessary. Notice of the hearing on this request has been published and mailed to area property owners, as well as posted on the subject property, and has been scheduled before the Plan Commission this evening. At the Commission's January 28, 2016 meeting, the hearing was continued to the February 25, 2016 Plan Commission meeting.

EXISTING LAND USE, ZONING, AND AREA: The subject site is currently occupied by a dilapidated single family residence. The residence is a "legal non-conforming use" because it does not meet the required rear yard setback distance. This property is zoned "R single family detached residential district" in accordance with Woodstock's Unified Development Ordinance and has an area of approximately 10,350 square feet. An aerial photograph of the subject property, along with a zoning and location map, is provided as part of this report.

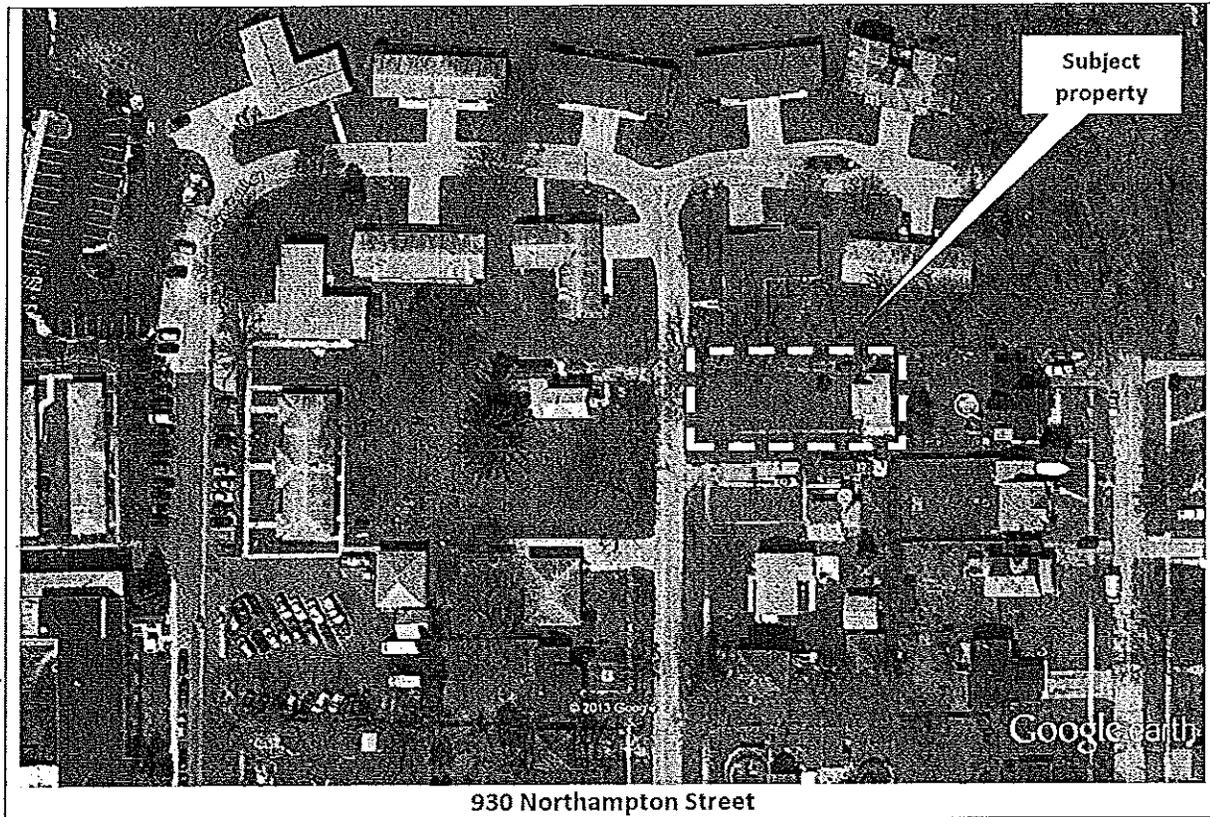
ADJACENT LAND USE:

N	Duplex dwellings.
S	Single family residence.
E	Single family residence.
W	Single family residence.

ADJACENT ZONING:

N	RS single family detached residential district with a special use permit for Woodstock Christian Life Services.
---	---

S	R single family attached residential district.
E	R single family detached residential district.
W	RS single family detached residential district with a special use permit for Woodstock Christian Life Services.



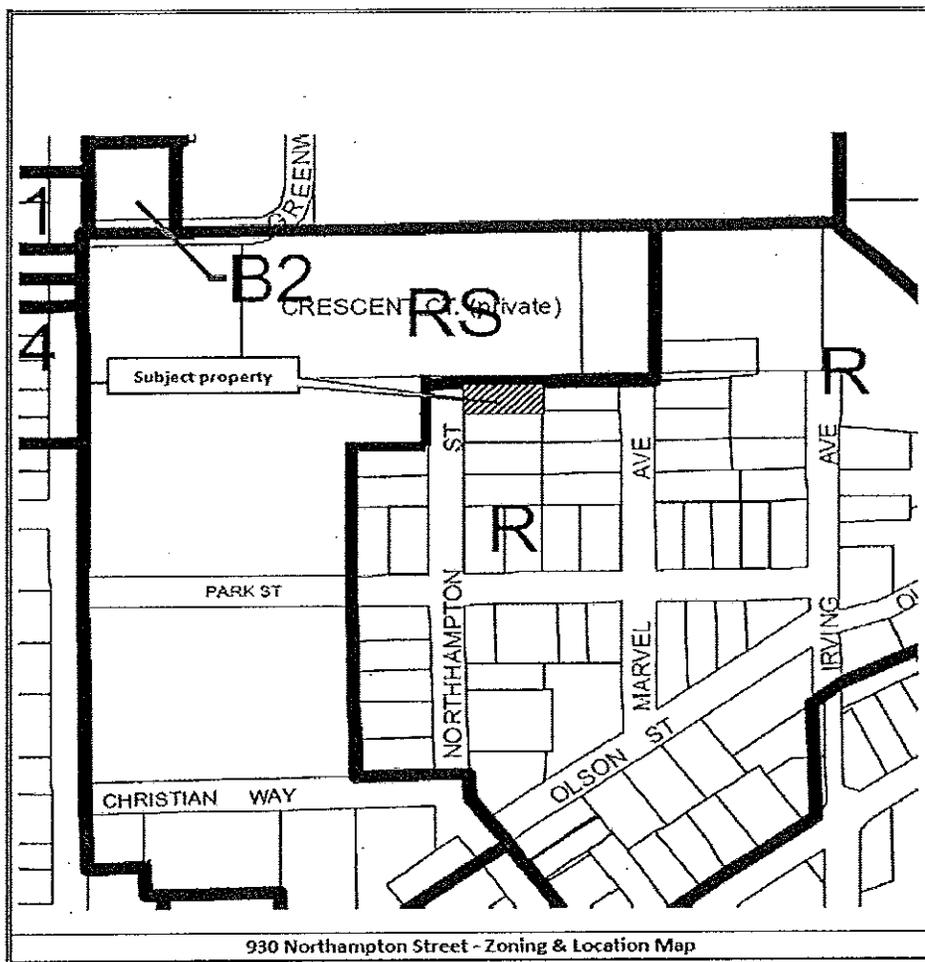
PROJECT DESCRIPTION: The applicant wishes to redevelop the subject property at 930 Northampton Street with a single three-unit townhouse duplex building. There are no additional building lots or parcels being created and, therefore, no need to proceed through the City's subdivision review and approval process. The proposed dwellings will be served with a single driveway and both of the dwellings will have an attached single car garage. The building is expected to be similar in appearance and design to the duplex structures located immediately to the north on Crescent Court.

As part of the special use amendment request, the petitioner is also requesting approval of two variations which will the property to be developed as indicated in the site plan submitted to the Plan Commission. Previously, the petitioner had requested a total of six variations. By revising his request and asking for only a duplex, the number of variations has declined. The variations are listed below:

1. Required front yard setback is 25 feet; a 12-foot setback is proposed.
2. Required rear yard setback is 30 feet; a 14-foot setback is proposed.
3. Required side yard setback (*north side*) is 8 feet; a 3-foot setback is proposed.

4. Required lot area for a 3 unit residential structure is 13,000 square feet; the lot has an area of 9,900 square feet (449.4 square feet which is part of a previously vacated alley is proposed to be dedicated to the City as public street right-of-way).
 5. Required lot width is 80 feet; the existing lot width is 75 feet.
 6. Allowable lot coverage of building is 30 percent or 2,970 square feet); lot coverage of 34 percent or 3,359 square feet is proposed.
1. Required lot area for a 2 unit residential structure is 10,000 square feet; 9,900 square feet (449.4 square feet which is part of a previously vacated alley is proposed to be dedicated to the City as public street right-of-way).
 2. Allowable lot coverage of building is 30 percent or 2,970 square feet); lot coverage of 33.7 percent or 3,240 square feet is proposed.

The applicant has provided the City with a survey of the property, as well as a sketch showing the proposed location of the three-unit structure duplex building. Both of these items are included with this report.



HISTORY: Woodstock Christian Life Services operates a number of distinct sites and facilities at its North Seminary Avenue campus. The most recently constructed of these consists of three duplex structures located at the intersection of Christian Way and North Seminary Avenue. The Woodstock Early Learning Center, also operated by Woodstock Christian Life Services, is located immediately to the east at 350 Christian Way.

A second area referred to as Hearthstone Manor and known in the past as Sunset Manor is located at 920 North Seminary Avenue and at one time (1903) was the site of the Woodstock Old People's Rest Home. In 1971 the City Council approved a special use permit for what was then the Sunset Manor nursing/rest home which is currently providing long term elderly care. In 1974 the Council approved a special use permit allowing an addition to be constructed onto the north side of the Manor building.

In 1973, the City approved a Special Use Permit for 10 duplex structures located on Crescent Court and containing a total of 20 dwelling units. Construction of these units occurred during the mid and late 1970s. These units are currently used for elderly independent living and were recently remodeled.

Hearthstone Village, previously known as Carefree Village comprises an additional element of the Woodstock Christian Life Services campus. In 1977 the City Council approved zoning variations at 840 North Seminary Avenue for the construction of the Carefree Village independent living project. Since that time, the Village is now being used to provide opportunities for elderly assisted living. The City Council's action also included approval for the construction of dwelling units north and east of the Manor building. Located on a portion of vacated Summer Street, a former public street between Northampton Street and IL Route 47/Seminary Avenue, this area is now occupied by apartments and duplex dwellings which provide independent elderly housing opportunities.

The City Council amended the Woodstock Christian Life Services special use permit in 2008 to allow the construction of four new duplex structures near the intersection of Christian Way and North Seminary Avenue. The approved amendment also allowed for the remodeling of duplex structures on Crescent Court and the addition of two more duplex buildings, and the construction of five duplex structures in the vicinity of the vacated Summer Street and on Northampton Street (west of the subject property at 930 Northampton Street) in place of existing storage and maintenance buildings, a single family residence, duplex structures, and a residential apartment structure.

UTILITIES: The subject property is presently served by public and private utilities. The need to upgrade these services in order to accommodate ~~three dwelling units~~ **a duplex** is not anticipated, however, this will be evaluated during the building permitting process.

PLANNING POLICIES STATUS: The Woodstock Comprehensive Plan designates the subject site and surrounding area as "neighborhood development".

RELEVANT LAND USE REGULATIONS: In order to accommodate the applicant's intended use of the subject property and incorporate it as part of the Woodstock Christian Life Services

Campus, a new/amended Special Use Permit providing for the proposed project is necessary. The City's Unified Development Ordinance (Section 4.4.10) states that:

Any proposed change, amendment, or alteration of an approved special use permit, except for those needed to comply with the City's engineering standards or building code requirements, or those due to a reduction in density, floor area, or impervious surfaces, may be approved only pursuant to the standards and procedures established for issuance of a special use permit.

Since the request before the City pertains to the redevelopment of an existing site and because it is presently served by public utilities, detailed engineering plans are not required at this time. However, the City Engineer has advised that when building permits are applied for, site engineering plans will be required.

COMMENTS: The Unified Development Ordinance (Section 4.4.7) states that special use permit applications can be approved after the criteria listed below have been addressed. Comments from the City Administration regarding each of these items are provided in *italics*.

- A. That the special use will not impair or be detrimental to the public health, safety, morals or general welfare of persons residing or working in the vicinity. *The request before the City will allow for the expansion of an existing use. We are not aware of any indication or documentation that the two additional dwellings at this location will have a negative impact on the public health, safety, morals or welfare. Input from area residents during the required public hearing may address this item.*
- B. That the special use will not negatively impact, be in conflict with neighboring land uses, or negatively affect the value of neighboring property. *The proposed dwelling will be similar in size and impact to ones already in existence or planned to the north and west, and will replace a non-conforming and dilapidated structure. The overall neighborhood contains a variety of uses, including single family homes, duplexes, and institutional uses. Comments by local residents during the required hearing before the Commission could have a bearing on this item.*
- C. That the special use will not conflict with the general goals and objectives of Woodstock's comprehensive planning documents. *The proposed use of the property and the uses already established in this general area are compatible with the Comprehensive Plan's designation of this overall area as appropriate for "neighborhood development".*
- D. That the special use will be designed, constructed, operated and maintained in a manner that is compatible with the existing or desired character of the surrounding area. *The proposed ~~three-unit dwelling~~ duplex will be owned and leased by the applicant in the same way as the existing duplex dwellings operated by Woodstock Christian Life Services on Crescent Court and elsewhere on the*

overall Woodstock Christian Life Services campus.

- E. That additional traffic which may occur as a result of the special use will not be detrimental to public safety and welfare. *The proposed use of the subject property for ~~three dwellings~~ a duplex occupied by individuals 55 years or more years of age should not create a significant increase in traffic volumes in this area. Because of this, as well as the anticipated traffic patterns typical of an age-restricted and retired population, the increased number of dwellings can be accommodated by the existing street system.*
- F. That the special use can be served by public facilities and services, and by private utilities. *The subject site is already served by public facilities and services and by private utilities.*
- G. That the special use will comply with applicable City ordinances unless varied or waived by the City Council as part of the special use permit approval process. *The special use proposal before the City is compatible with previously adopted special use permits and approvals granted by the City for the Woodstock Christian Life Services campus.*

Any action on the part of the Plan Commission regarding the Special Use Permit request should refer to the design set forth on the sketch plan. If the Plan Commission believes that the inclusion of the subject property into the Woodstock Christian Life Services campus makes sense and that its use for a ~~three-unit townhome~~ duplex structure as depicted on the site plan is acceptable, then a motion recommending approval of the proposed special use permit amendment and the two variations discussed in this report, by the City Council is in order.



Mr. Jim Kastner
Planning & Zoning Administrator
City of Woodstock
121 W. Calhoun Street
Woodstock, IL 60098

Re: Amendment of Special Use Permit

Dear Mr. Kastner,

After receiving feedback from the Plan Commission and neighbors at the January 28, 2016 Plan Commission meeting, we have made a significant change to the proposal to our plan for the property at 930 Northampton Street. We are now proposing a duplex (rather than a triplex) and agree that this would create better uniformity in the neighborhood since it would be directly adjacent to a series of duplexes on Crescent Court which are owned and operated by Hearthstone Communities.

I am including the revised drawing for the site which was completed by Tom Tierney. It is my understanding that this new design would satisfy the first for variations and waivers that existed with the original proposal that were listed under (8).

Please do not hesitate to contact me with any questions you may have.

Sincerely,

Terry Egan
President and CEO

Senior Living Campus
920 N. Seminary Avenue
Woodstock, IL 60098
815.338.2110

hearthstonewoodstock.org

Early Learning Center
350 Christian Way
Woodstock, IL 60098
815.338.1954

Offering hope, healing and purposeful living to older adults and children in the context of Christian communities.

**AN AMENDED PETITION TO THE
PLAN COMMISSION AND CITY
COUNCIL IN THE MATTER OF THE
APPLICATION OF WOODSTOCK
CHRISTIAN LIFE SERVICES D/B/A
HEARTHSTONE COMMUNITIES
FOR AN AMENDMENT TO THE
HEARTHSTONE MANOR SPECIAL USE
PERMIT REGARDING PROPERTY
LOCATED AT 930 NORTHAMPTON
STREET IN THE CITY OF WOODSTOCK,
MCHENRY COUNTY, ILLINOIS**

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SS

Your Petitioner, Terrence P. Egan, President and Chief Executive Officer of Woodstock Christian Life Services d/b/a Hearthstone Communities, and on behalf of said business, respectfully represents to the Plan Commission and City Council of the City of Woodstock, as follows:

(1) That Woodstock Christian Life Services d/b/a Hearthstone Communities, founded over one-hundred years ago, provides a variety of services and opportunities for the elderly, including assisted living, independent living, and alzheimer's memory care; and

(2) That Woodstock Christian Life Services d/b/a Hearthstone Communities is the owner of record of the real estate which is the subject of this petition and which is more fully described as follows:

Lot 2 in Block 1 of J. D. Kelsey's Addition to the City of Woodstock, situated in the City of Woodstock, County of McHenry; in the State of Illinois, and also that part of the vacated alley adjacent to said Lot 2 and that part of the vacated alley adjacent to the east half of the northerly right-of-way of Northampton Street according to Document Number 929820 in the Office of the McHenry County Recorder of Deeds, in the City of Woodstock, McHenry County, Illinois (PIN 13-05-204-013).

(3) That the aforesaid property (the "subject property") which is the subject of this Petition consists of approximately 9,900 square feet, more or less, and is located at 930 Northampton Street in the City of Woodstock, McHenry County, Illinois.

(4) That the subject property is presently classified "R single family detached residential district", and is occupied by a vacant single family home which is a legal, permitted use.

(5) That the properties abutting the subject property are presently classified RS single family detached residential district with a special use permit for duplex dwelling units to the north, and R single family detached residential district to the east, west, and south.

(6) That Woodstock Christian Life Services d/b/a Hearthstone Communities has been issued a Special Use Permit (as amended) by the City of Woodstock for elderly care and housing facilities generally located in the area bounded by North Seminary Avenue (*IL Route 47*), Christian Way, Northampton Avenue, and Crescent Court.

(7) That the Petitioner requests that an amendment to the existing Special Use Permit be approved and issued for the subject property by the City of Woodstock, which will allow the subject property to be developed as part of the Hearthstone Communities' campus with a DUPLEX DWELLING structure in accordance with the design generally depicted on Exhibit C which is attached hereto.

(8) That the Petitioners also request as part of and contingent upon the approval and issuance of said Special Use Permit, that the following waivers and variations be granted:

1. Required lot area for a 2 unit residential structure is 10,000 square feet; 9,900 square feet is the current size of the lot.
2. Allowable lot coverage of building is 30 percent or 2,970 square feet; proposed lot coverage is 33.7 percent or 3,240 square feet.

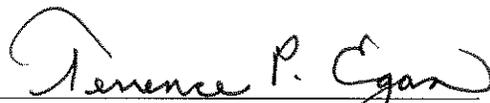
(9) That the subject property is located and well suited for utilization as to the requested special use in the R zoning district.

(10) That a list of taxpayers abutting, adjoining and within two-hundred-fifty (250) feet of the property owned by the Petitioner as shown on the rolls of the County Assessor, is attached to this Petition and made part hereof and marked as Exhibit A.

(11) That a survey of the property is attached to this Petition and made part hereof and marked as Exhibit B.

WHEREFORE, your Petitioner requests that the Chairperson of the Plan Commission of the City of Woodstock set a date, time and place for a hearing on the contents of this Petition and that as a result of the taking of testimony and viewing of exhibits presented, the Plan Commission recommend to the City Council of the City of Woodstock, Illinois, approval and issuance of the Special Use Permit amendment as requested herein.

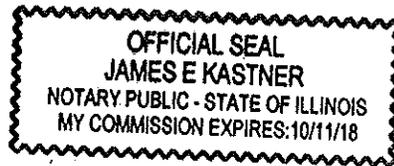
Petitioner:


Terrance P. Egan, President and CEO
Woodstock Christian Life Services
d/b/a Hearthstone Communities

STATE OF ILLINOIS, COUNTY OF MCHENRY) SS

I, JAMES E. KASTNER a notary in and for said county in the State of Illinois, do hereby certify that Terrance P. Egan, who is personally known to me to be the same person whose name is subscribed to the aforesaid instrument, appeared this day in person and acknowledged that he signed this document as his free and voluntary act and deed for the uses and purposes hereon set forth. Given under my hand and notarial seal this 26th day of February, 2016.

Notary Public: James E. Kastner (SEAL)

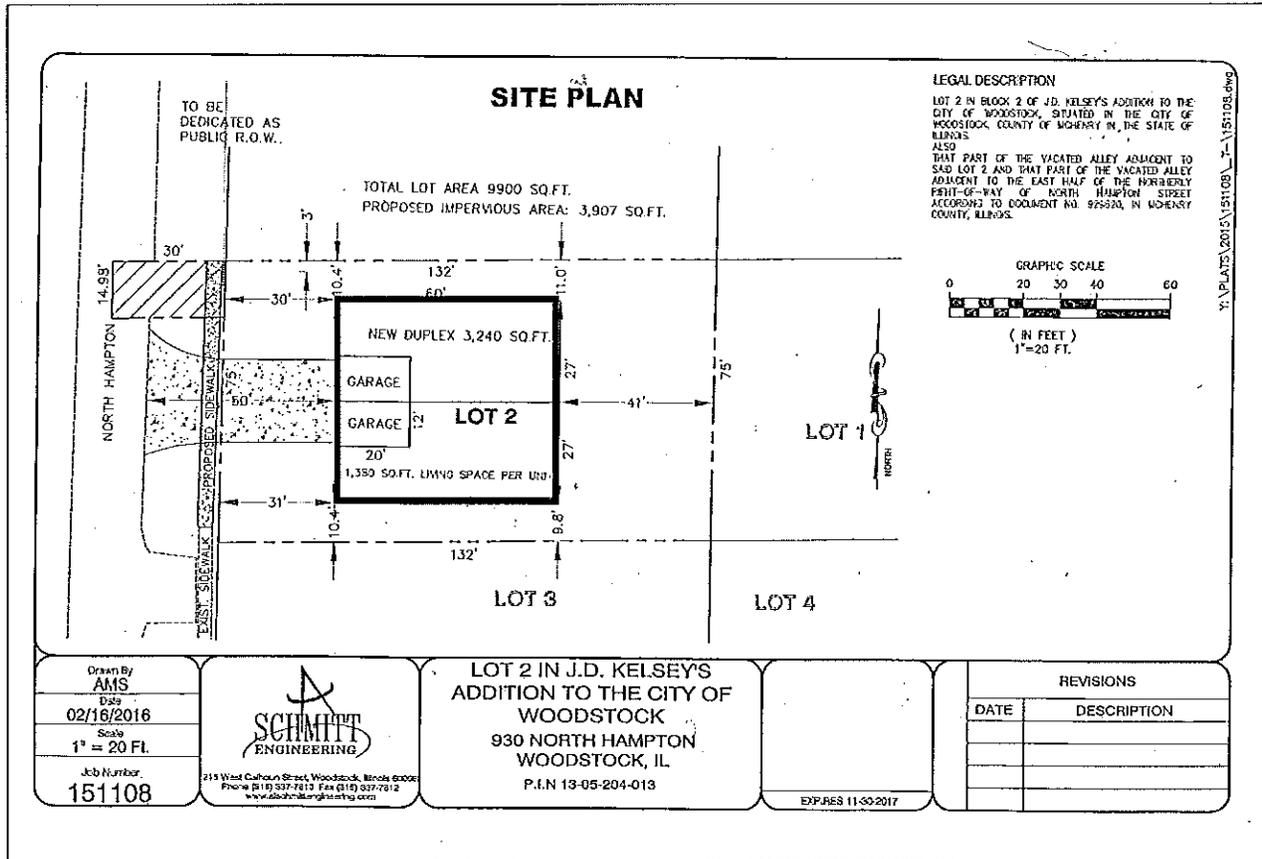


TAX PAYERS/PROPERTY OWNERS OF
RECORD WITHIN 250 FEET

PIN		Owner/mailing address
13-05-203-003, 13-05-202-012, 13-05-202-013, 13-05-203-012, 13-05-203-013, and 13-05-204-013		Petitioner (Woodstock Christian Life Services d/b/a Hearthstone Communities)
13-05-202-015		CE Walker & A.Jensen 951 Irving Avenue Woodstock, IL 60098
13-05-203-004		John & Mary Widmayer 925 Northampton Street Woodstock, IL 60098
13-05-203-005		John & Lori Hoffman 923 Northampton Street Woodstock, IL 60098
13-05-203-008		Michael & Lynn Krause 417 Park Street Woodstock, IL 60098
13-05-203-009		Brian & Marissa Snook 425 Park Street Woodstock, IL 60098
13-05-204-002		Roy & Shirley Williams 926 Northampton Street Woodstock, IL 60098
13-05-204-003		Charles & Eva Chapman 920 Northampton Street Woodstock, IL 60098
13-05-204-004		Jerry & Danette Hanntula 935 Clark Lane Des Plaines, IL 60016-5927
13-05-204-006		Jeremy Bidwell et al 931 Marvel Avenue Woodstock, IL 60098
13-05-204-007		John & Victoria Doyle 927 East Marvel Avenue Woodstock, IL 60098
13-05-204-008		Andrew Klimczak 923 Marvel Avenue Woodstock, IL 60098

13-05-204-009		KRB Huitzacia 503 Park Street Woodstock, IL 60098
13-05-204-010		Albert & Lou Ann Krejci 509 Park Street Woodstock, IL 60098
13-05-204-011		Candy Forte 515 Park Street Woodstock, IL 60098
13-05-204-012		Lawrence E. Rice et al 521 Park Street Woodstock, IL 60098
13-05-204-014		Jerry & Christina Cooper 935 Marvel Avenue Woodstock, IL 60098
13-05-205-002		Wendy Harbath 930 Marvel Avenue Woodstock, 60098
13-05-205-003		Daniel & Veva Springer 928 Marcel Avenue Woodstock, IL 60098
13-05-205-004		Barbara Tindall 922 Marvel Avenue Woodstock, IL 60098
13-05-205-017, 13-05-205-018, and 13-05-202-006		Thomas & Caryn McAndrews 932 Marvel Avenue Woodstock, IL 60098

EXHIBIT C



Drawn By
AMS
Date
02/16/2016
Scale
1" = 20 FT.
Job Number
151108



**LOT 2 IN J.D. KELSEY'S
ADDITION TO THE CITY OF
WOODSTOCK
930 NORTH HAMPTON
WOODSTOCK, IL
P.I.N 13-05-204-013**

EXP. RES 11-30-2017

REVISIONS	
DATE	DESCRIPTION

ABRIDGED MINUTES
WOODSTOCK PLAN COMMISSION
January 28, 2016 - City Council Chambers

A special meeting of the Woodstock Plan Commission was called to order at 7:00 PM by Chairwoman Katherine Parkhurst on Thursday, January 28, 2016 in the Council Chambers at City Hall. She welcomed new Plan Commission member Jacki Speciale. A roll call was taken.

PLAN COMMISSION MEMBERS PRESENT: Robert Horrell, Doreen Paluch, Steve Gavers, Darrell Moore, Jack Porter, Jacki Speciale, and Katherine Parkhurst.

PLAN COMMISSION MEMBERS EXCUSED: Erich Thurow.

PLAN COMMISSION MEMBERS ABSENT: Don Fortin.

STAFF PRESENT: Planning and Zoning Administrator James Kastner, City Attorney T.J. Clifton, and Building & Zoning Director Joe Napolitano.

OTHERS PRESENT: None.

NEW BUSINESS – Public Hearing - Amendment of Woodstock Christian Life Services (dba Hearthstone Communities) special use permit, allowing property at 930 Northampton Street to be redeveloped with a three-unit single family attached residential structure and approving specific variances for said project.

Chairwoman Katherine Parkhurst verified the presence of a quorum, confirmed that applicable public hearing notice requirements had been met, and opened the public hearing.

Beth Burg, Director of Sales for Hearthstone Communities, stated that special use approval was being requested so that a three-plex residential structure for older individuals could be built at 930 Northampton Street. She noted that the property had been acquired several years ago and was currently occupied by a dilapidated single-family home that would be demolished. Ms. Burg pointed out that there is strong demand for the type of residences which Hearthstone is hoping to build. She also discussed the variations which were being requested in order to allow the property to be developed as proposed and pointed out that the building would be closer to the north line (next to land owned by Hearthstone) of the subject property and further away from the rear lot line than the existing home.

D. Moore inquired as to ~~Hearthstone's~~ long term plans for the area. Ms. Burg indicated that Hearthstone owned adjoining land to the north and across the street to the west, and that the owner of the subject property had approached Hearthstone about buying it.

J. Porter expressed unease with building a three-plex on the property and how it would impact the surrounding one- and two-family neighborhood. He indicated that he would be more comfortable with a duplex on the property and stated that the proposal appeared to involve placing 10 pounds of "stuff" into a 5 pound bag. Given the size of the parcel and area land uses, he did not think the density was acceptable.

R. Horrell opined that he was not opposed to the concept, but was concerned with the number of variances being requested and the lack of hardship which does not exist. He thought that the building was too large for the lot size, and stated that he could not support a three-unit structure. K. Parkhurst agreed with Commissioner Horrell and thought the number and extent of the variations was too great.

D. Paluch also agreed with the previous comments from the Commission members and that based on the lot size and neighboring land uses, a duplex would be more appropriate. She added that the number of variations could be greatly reduced if a duplex was proposed.

S. Gavers concurred with previous comments and noted that it would be the first three-plex in a neighborhood that was largely occupied by one- and two-family homes. J. Speciale also agreed with the comments made by the other Commission members and indicated a duplex would be more appropriate especially in regard to its impact on area neighbors.

Chairwoman Parkhurst opened the hearing to comments from the public.

Roy Williams, 926 Northampton, expressed concern with the location of the proposed driveway and how the property would drain. He advised the Commission that there were no storm sewers in the area and that drainage could be an issue.

Chris Jensen, 951 Irving Avenue, felt that the Commission should determine whether or not the petitioner was a good neighbor before making any decisions. He informed the Commission that Hearthstone was dumping junk and debris (railroad ties, brush, dirt, concrete, etc.) on property they own at the east end of Crescent Court and immediately west of his property. Mr. Jensen also questioned the impact of this project on neighboring property values; he commented on homes on Marvel Avenue which are for sale and asked if future owners were made aware of the petition.

Victoria Doyle, 927 Marvel Avenue, thought that three-plex was too much for the size of the subject lot and for the density of the surrounding neighborhood. In response to her question, J. Kastner explained the status of a former public alley which had been vacated and formed a portion of Hearthstone's property.

John Widmayer, 925 Northampton, stated that he had concerns similar to those expressed by his neighbors.

Chairwoman Parkhurst observed that the Commission appeared to have major concerns with the number and extent of variances being requested and was more supportive of a duplex on the subject property rather than a three-plex. She advised the Commission members that they could recommend approval or denial of the special use petition as presented, vote to continue the public hearing to a future meeting in order to give the petitioner time to revise the special use petition and respond to Plan Commission and public comments, or recommend approval of the special use, subject to the petitioner constructing a duplex structure instead of a three-plex structure and reduce the number variations.

Beth Berg requested that the public hearing on Hearthstone's request be continued to February 25, 2016 so that the petitioner could have time to respond to comments from the Plan Commission and public.

J. Porter moved, seconded by R. Horrell, to continue the public hearing to the Commission's regularly scheduled meeting at 7:00 p.m. on February 25, 2016 at City Hall, so that the petitioner can respond to comments generated by the Plan Commission members and the public. Ayes: J. Porter, R. Horrell, D. Paluch, S. Gavers, D. Moore, Jacki Speciale, and K. Parkhurst. Nays: none. Absentees: D. Fortin and E. Thurow. Abstentions: none. Motion carried.

ABRIDGED MINUTES
WOODSTOCK PLAN COMMISSION
February 25, 2016 - City Council Chambers

The regular meeting of the Woodstock Plan Commission was called to order at 7:00 PM by Chairperson Katherine Parkhurst on Thursday, February 25, 2016 in the Council Chambers at City Hall.

A roll call was taken.

COMMISSION MEMBERS PRESENT: Robert Horrell, Doreen Paluch, Jack Porter, Erich Thurow, Donald Fortin, Darrell Moore, Jackie Speciale, and Chairperson Katherine Parkhurst.

COMMISSION MEMBERS ABSENT: Steve Gavers

STAFF PRESENT: Planning and Zoning Administrator James Kastner, City Attorney T.J. Clifton, and Building & Zoning Director Joe Napolitano.

OTHERS PRESENT: City Clerk Cindy Smiley

OLD BUSINESS

**Public Hearing Continuation (continued from the January 28, 2016 Plan Commission Meeting):
Amendment of Woodstock Christian Life Services/Hearthstone Communities special use permit, which will allow property generally described as 930 Northampton Street to be redeveloped with a three-unit-single-family-attached duplex residential structure.**

Chairperson Katherine Parkhurst verified the presence of a quorum, confirmed that applicable public hearing notice requirement had been met, and opened the public hearing at 7:03PM.

Terry Egan, President and CEO of Hearthstone Communities, was sworn in by City Attorney T.J. Clifton.

Mr. Egan stated the petitioner heard the wishes of the Commission and the community as expressed at the last meeting and is returning to propose a duplex at 930 Northampton rather than a three-unit. He stated his opinion this is important for older, independent adults in the area and noted Hearthstone has remodeled or constructed several other duplexes in the area. He stated the demand is high, noting there is a waiting list, for these units. He stated the space is currently occupied by an older structure that is an eyesore.

Chairwoman Parkhurst thanked Mr. Egan for listening to the Plan Commission and for coming forward with a different plan.

D. Moore noted there are still two variations being requested, one of which is lot size which does not concern him. He asked the petitioner to provide additional information concerning the other variation requesting lot coverage of 33.7% or 3,240 square feet rather than the allowable lot coverage of 30% or 2,970 square feet.

In response, Tom Tierney, General Contractor and Consultant to Hearthstone, was sworn in by City Attorney T.J. Clifton.

Mr. Tierney stated that while there is no definite layout, this was done in attempt to create units that would be flexible and would provide an opportunity for a three-bedroom unit. He noted there is a feeling among some prospective residents who are downsizing that a two-bedroom is too much of a change and a preference for a three-bedroom unit has been expressed. The larger lot coverage would allow for a three-bedroom, two-bath unit if that is desired. Mr. Moore noted this is market-demand driven and confirmed with Mr. Tierney that this would not involve more people living in the unit.

J. Porter stated his opinion that this is a far better plan than that presented at the last meeting noting this would be an improvement to the area.

R. Horrell stated his feeling this is a great improvement as well. In response to a question from M. Horrell, J. Kastner stated the City received a letter from the petitioner requesting this change but the petition has not been amended. Mr. Horrell requested this be made a condition of approval. He also requested that demolition and removal of the existing structure and clean-up and restoration of the back of the property be attached as a condition of approval of the petitioner's request.

Chairwoman Parkhurst agreed that requiring these conditions would be appropriate. She stated this plan is much better, noting she does not have a problem with the requested variations.

D. Paluch thanked the petitioner for listening to the Commission and revising their plan. She stated she has no problem with the variations requested.

J. Speciale stated she is comfortable with the plan.

Chairwoman Parkhurst opened the floor to public comment.

Chris Jensen, 951 Irving Avenue, was sworn in by City Attorney T.J. Clifton.

Mr. Jensen confirmed with Mr. Kastner that the setbacks are now within regulation. He thanked the City and the petitioner for their efforts thus far to clean up the area. He expressed concerns about the survey noting the lines now appear to be three feet to the east of his property and that the property marker stops short of the joint property line. He requested this be reviewed and verified before building begins.

In response to questioning from the Commission, Mr. Jensen stated he feels the surveys may be incorrect because he knows where his lot markers are and his neighbor has been through two refinancings including surveys. He expressed his opinion that something may be off with the surveys and believes this should be clarified.

Roy Williams, 926 Northampton, was sworn in by City Attorney T.J. Clifton.

Mr. Williams stated his opinion that the duplex is acceptable but expressed concern about drainage. He noted the presence of debris and broken concrete and requested this be cleaned-up before any construction begins.

Chairwoman Parkhurst closed the Public Comment period.

In response to questioning from D. Moore, Mr. Kastner confirmed the required side yard setback would be 8 feet and noted the petitioner is not asking for any change in setback requirements. He further explained the setback requirements and noted the Commission is not being asked to approve a site plan, stating as long as the petitioner meets the required setback, the site plan can be changed.

In response to a question from Chairwoman Parkhurst, Mr. Egan stated there is no set timetable for construction. He noted it is his understanding the special use permit would be in effect for two years and that an extension could then be requested. J. Kastner confirmed this is the case. Mr. Egan noted it is the petitioner's intent to demolish the existing building, having already obtained an estimate to do so. In response to a question from R. Horrell, he stated asbestos has been removed from the building and the next step would be demolition. City Attorney Clifton confirmed that a time frame for cleanup of the property and demolition of the building can be attached as a condition of approval of the petitioner's request.

In response to a question from Chairwoman Parkhurst, Mr. Kastner stated when application for a building permit is made, the petitioner's engineer must submit drainage plans which will be reviewed and approved by City Engineer Al Wilson as a condition of permit issuance. At the request of R. Horrell, Mr. Egan confirmed he would request that the surveyor recheck the survey.

R. Horrell, referring to the findings-of-fact, noted removal of the old structure and redevelopment of the lot is in the best interests of the community. He further noted the variations requested are insignificant, would have no harmful effect on the neighbors, and would allow the availability of a larger, three-bedroom space for the residents.

Motion by R. Horrell, second by D. Fortin, to approve the request for an amendment of Woodstock Christian Life Services/Hearthstone Communities special permit and variations which will allow property at 930 Northampton Street to be redeveloped with a duplex residential structure subject to the following conditions:

- Petition to be revised before presentation to the City Council;
- Petitioner agrees to demolition of the existing structure and restoration and clean-up of the land;
- Demolition and clean-up of rear portion of the property to occur within one year from the date the amendment takes effect.

A roll call vote was taken. Ayes: J. Speciale, D. Fortin, R Horrell, D. Moore, D. Paluch, J. Porter, E. Thurow, and Chairwoman K. Parkhurst. Nays: none. Abstentions: none. Absentees: S. Gavers. Motion carried.

Chairwoman Parkhurst closed the public hearing at 7:26PM.

ORDINANCE NUMBER 16-O-_____

**AN ORDINANCE ISSUING A SPECIAL USE PERMIT FOR THE
REDEVELOPMENT OF PROPERTY, GENERALLY REFERRED
TO AS 930 NORTHAMPTON STREET, AS PART OF THE WOODSTOCK
CHRISTIAN LIFE SERVICES SENIOR LIVING CAMPUS**

WHEREAS, Woodstock Christian Life Services, doing business as Hearthstone Communities, has petitioned the City of Woodstock, an Illinois municipal corporation in McHenry County, Illinois (the “City”), for a special use permit to allow the redevelopment of property identified as 930 Northampton Street (the “Subject Property”) with an age-restricted (55+ years) duplex dwelling structure, said Subject Property being legally described as

Lot 2 in Block 1 of J. D. Kelsey’s Addition to the City of Woodstock, situated in the City of Woodstock, County of McHenry, in the State of Illinois, and also that part of the vacated alley adjacent to said Lot 2 and that part of the vacated alley adjacent to the east half of the northerly right-of-way of Northampton Street according to Document Number 929820 in the Office of the McHenry County Recorder of Deeds, in the City of Woodstock, McHenry County, Illinois (PIN 13-05-204-013).

WHEREAS, a public hearing was held by the Woodstock Plan Commission on January 28, 2016, after due notice in the manner provided by law, and subsequently continued to February 25, 2016, to allow the Petitioner to respond to comments generated by Commission members and the public; and

WHEREAS, at the conclusion of said public hearing, the Plan Commission unanimously recommended that the special use permit request be granted, conditioned upon the petition being formally revised, and that demolition of the existing structure and the cleaning up of the area at the rear of the Subject Property occur within one (1) year of approval of the special use.

WHEREAS, the City Council has considered the findings based upon the evidence presented at the public hearing before the Woodstock Plan Commission, as well as the recommendations of said Plan Commission; and

WHEREAS, the City Council has determined that based on the evidence and findings, a special use permit should be issued subject to certain conditions, which are reasonably necessary to meet the standards of the City's zoning and development ordinances;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Woodstock, McHenry County, Illinois, as follows:

SECTION 1: A special use permit amending the Woodstock Christian Life Services senior living campus special use permit to allow the Subject Property to be included as part of said senior living campus and redeveloped with an age-restricted (55+ years) duplex dwelling structure, in general accordance with the sketch plan submitted by Schmitt Engineering and attached hereto as "Exhibit A," is hereby approved. This approval is granted subject to the following conditions, which are hereby found by the Council to be reasonably necessary to the purpose and standards for special uses within the City:

SECTION 2: The Petitioner shall demolish the existing structure on the Subject Property and clean-up the area at the rear of the Subject Property within one (1) year of approval of this Ordinance.

SECTION 3: The Subject Property is hereby considered part of the Woodstock Christian Life Services senior living campus and approval of this ordinance is conditioned upon the proposed duplex dwelling structure being part of the Woodstock Christian Life Services senior living campus.

SECTION 4: That all other requirements set forth in the City of Woodstock Unified Development Ordinance, as would be required by any owner of property zoned in the same manner as the Subject Property shall be complied with and compliance with said requirements is a condition to the special use permit granted herein.

SECTION 5: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 6: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 7: This Ordinance shall be known as Ordinance Number 16-O-_____ and shall be in full force and effect upon its passage, approval and publication in pamphlet form (which publication is hereby authorized) as provided by law. This ordinance and the special use permit authorized herein shall remain in effect in perpetuity.

Ayes:

Nays:

Abstentions:

Absentees:

APPROVED:

Mayor Brian Sager, Ph.D.

ATTEST:

City Clerk Cindy Smiley

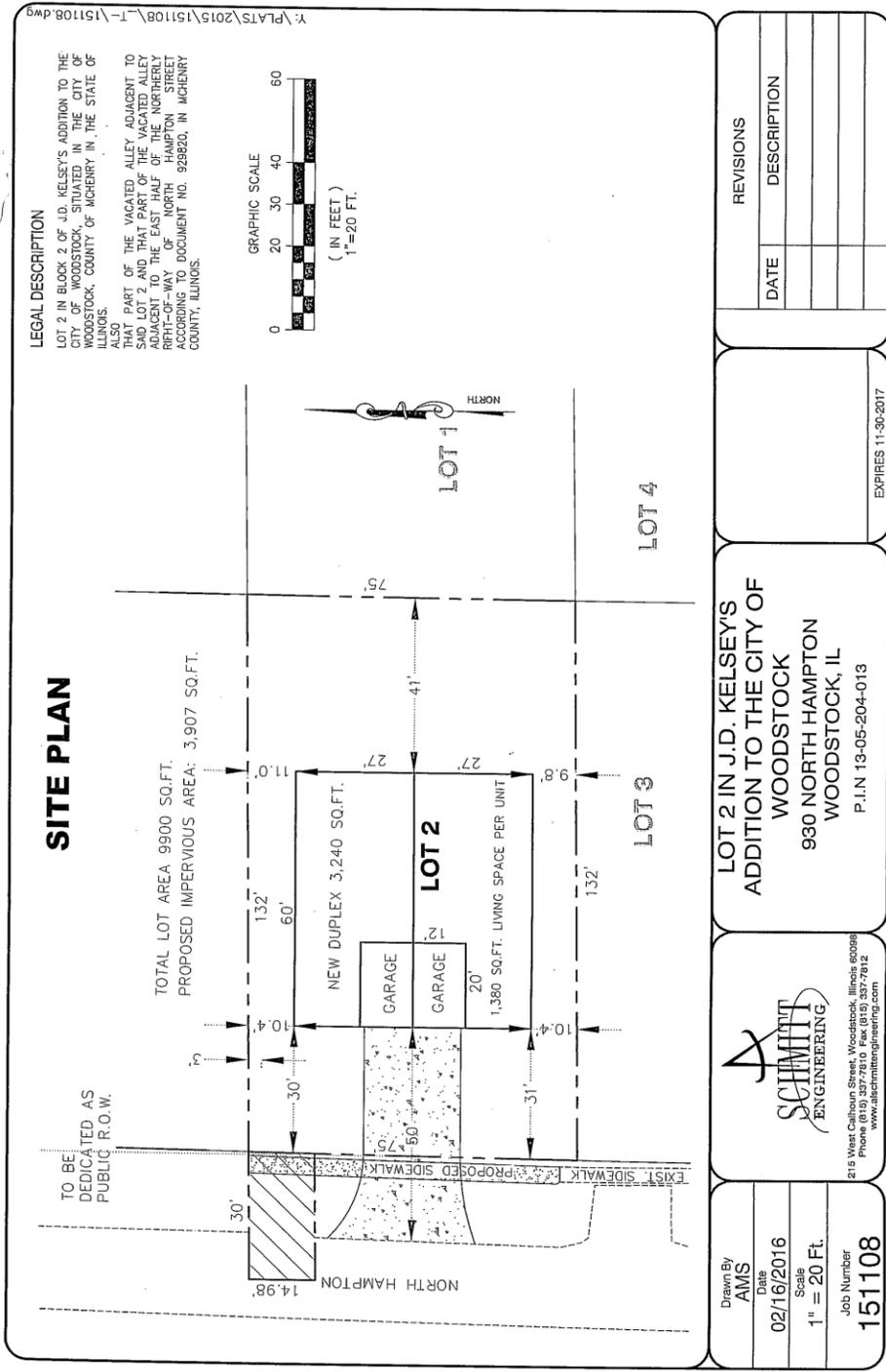
Passed: _____

Approved: _____

Published: _____

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Exhibit A – Sketch Plan by Schmitt Engineering



REVISIONS	
DATE	DESCRIPTION

EXPIRES 11-30-2017

LOT 2 IN J.D. KELSEY'S
ADDITION TO THE CITY OF
WOODSTOCK
930 NORTH HAMPTON
WOODSTOCK, IL
P.L.N. 13-05-204-013



Drawn By
AMS
Date
02/16/2016
Scale
1" = 20 Ft.
Job Number
151108

CERTIFICATION

I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Council members of said City.

I do hereby further certify that at a regular meeting of the Woodstock City Council, held on the _____ day of _____, 2016, the foregoing Ordinance entitled An Ordinance Issuing a Special Use Permit to Allow the Redevelopment of Portions of the Woodstock Christian Life Services Senior Living Campus, was duly passed by said City Council.

The pamphlet form of Ordinance Number 16-O-____, including the Ordinance and a cover sheet thereof, was prepared, and a copy of such Ordinance was posted in the City Hall, commencing on the _____ day of _____, 2016, and continuing for at least 10 days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the City Clerk.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as the Clerk of said City for safekeeping, and that I am the lawful custodian and keeper of the same.

GIVEN under my hand and corporate seal of the City of Woodstock this _____ day of _____, 2016.

Cindy Smiley, Clerk
City of Woodstock,
McHenry County, Illinois

(SEAL)



Economic Development Department
Garrett Anderson, Director
www.woodstockil.gov

phone 815-338-3176
fax 815-334-2269
121 W. Calhoun Street
Woodstock, IL 60098

TO: Roscoe C. Stelford III, City Manager
FROM: Garrett Anderson, Economic Development Director
DATE: March 8th, 2016
RE: Revolving Loan Application

Ken and Ceal Schroeder from The Thoughtfulness Shop have requested use of the City's Revolving Loan Fund (RLF) to help take their shop to "the next level."

Their request is for \$60,000. This meets with the criteria that the RLF be used for no more than 50% of the total project cost and have a maximum request of \$10,000 per employee.

- Their total project cost is \$150,000.
- The store currently employs 4 full-time and two part-time employees. It is expected that the improvements will result in 2-3 new employees.

The loan is to be repaid over a period of five (5) years (i.e., 60 months), and the City will collect 2% annual interest. Ken and Ceal appeared before the Economic Development Commission on Tuesday the 8th to talk about the details of their project. The Commission reviewed their application and voted unanimously to recommend their application to the City Council.

Please find the following attached:

- Revolving Loan Fund Application;
- Letter from Ken and Ceal describing the importance of the project;
- Minutes from the March 8th Economic Development Commission meeting; and
- Loan Agreement.

If the City Council supports this loan request, then it is recommended that the attached Resolution, identified as Document No. 3 be approved authorizing the City Manager to execute a Loan Agreement with the Thoughtfulness Shop, subject to final review and approval by the City Attorney.



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager

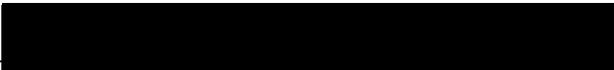
WOODSTOCK REVOLVING LOAN FUND (WRLF) APPLICATION

Every WRLF application is reviewed for completeness and then forwarded to the Revolving Loan Fund Committee. The Committee will review the loan application and make a recommendation to the City Council. The City Council makes the final decision regarding each WRLF application. The review process takes approximately six weeks and is on a first come, first served basis. All loans are contingent upon availability of funds. The City Council reserves the right to deny any application at any time.

Company Name: The Thoughtfulness Shop
Company Address: 104 CASS STREET
WOODSTOCK, IL 60098
Company Phone: 815-338-5651
Contact Person: CEAL SCHROEDER
E-Mail Address: 

Company Ownership:

- Sole Proprietorship Partnership Private Corporation S Corporation Limited Liability Corporation (LLC)

Name	Address	% Owned
<u>KEN SCHROEDER</u>		<u>50%</u>
<u>CEAL SCHROEDER</u>		<u>50%</u>
_____	_____	_____
_____	_____	_____

Attorney Representing Company: _____

Telephone: _____

Address: _____ e-mail: _____

Accountant Representing Company:

WOODSTOCK REVOLVING LOAN FUND (WRLF) APPLICATION

EDER, CASELLA & Co CPA

Address: 5400 W ELM ST Telephone: 815-344-1300

McHENRY, TL 60050 e-mail: _____

- 1) **Provide a brief description of your proposed project** (use additional pages if necessary).

- 2) **Describe the purposes for which revolving loan funds are needed** (use additional pages if necessary).

Number of full-time jobs created by the project (within 18 months of completion)? 2

Amount of loan requested from WRLF? _____
(cannot exceed \$10,000 per full-time job created, up to a maximum of \$150,000)

60,000

WOODSTOCK REVOLVING LOAN FUND (WRLF) APPLICATION

Term of loan requested from WRLF? 3 years 5 years 7 years
(cannot exceed 5 years if loan is for working capital)

Source of Funding (use additional pages if necessary)

Please indicate the source(s) of funding for the entire project, as applicable.

Owner: 50% \$ 75,000 Bank: 10% \$ ADDITIONAL IF NEEDED 15,000 +
WRLF: 40% \$ 60,000 Other: % \$

PARTICIPATING BANK (If applicable): Please submit a fully documented letter of commitment from your lender.

Name of Bank: CONSUMER CREDIT UNION

Loan Officer: MEGAN ~~FORBANSKI~~ JABLONSKI

Address: 195 EAST Route 120

City, State & Zip: VOLO, IL 60073

Telephone #: 847-672-3406 Fax #: 847-672-3459

E-mail: MEGANJ@MYCONSUMERS.ORG

Duration of Bank Loan: 10 YEAR (2016 -> 2026)

Special Conditions: 123,000 LINE of CREDIT
BORROW / REPAY / BORROW / REPAY - etc

Total Project Cost: \$ 125,000 to 150,000

Provide a summary of any collateral offered in guarantee of loan, including type of collateral, value of collateral and any liens or encumbrances against collateral (use additional pages if necessary):

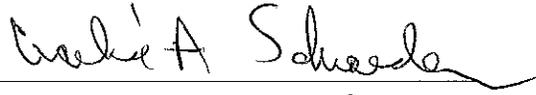
PAID FOR INVENTORY AND FIXTURES etc (cost)
345,000 to 365,000

WOODSTOCK REVOLVING LOAN FUND (WRLF) APPLICATION

I/we hereby certify that the information contained in the application and in all accompanying documentation attached hereto are true, to the best of my/our knowledge and are submitted for the purpose of obtaining financial assistance from the Woodstock Revolving Loan Fund. In conjunction with this request for assistance, I hereby agree to provide such business and financial information as may be required from time to time. The WRLF Committee has my/our permission to use this information as is necessary to assist my business needs and to make all inquiries deemed necessary to verify the accuracy of the statements made herein and to determine my/our credit worthiness.



KENNETH R. SCHROEDER



CECILIA A. SCHROEDER
Date: 2/21/16

The Thoughtfulness Shop Project Estimates

Store Front Promotional Signage	\$1000
Internal Product Signholders/Signage	\$4000
Clothing Fixtures (garment racks, ect)	\$20000
Fixtures (Tables, Adjustable Units)	\$40000
Jewelry Fixtures	\$10000
Mannequins	\$10000
Display props/décor	\$5000
Shopping Baskets	\$1000
General (paint, public trashcans)	\$1000
Track/Halogen Lighting & Bulbs	\$10000
Slat Walls/Plywood, screws, nails, ect	\$5000
Ceiling Tiles	\$5000
Phone system	\$5000
Computer w/ office systems	\$2500
Office Fixtures	\$5000
Total	<u>\$124,500</u>

March 4, 2016

Dear Garrett,

Thank you for forwarding a draft of the Loan Fund Agreement. We have read it over and are uncertain that it adequately addresses our overall needs/plans – not on the total amount of the loan but on the disbursement/use/documentation end. To move forward in recreating The Thoughtfulness Shop a number of things must happen simultaneously. First and foremost we need additional employees to implement the new look and product lines as well as additional training of current employees to enhance their expertise in our largest lines & overall retail skills/knowledge. We feel we need 2-4 additional employees to move forward. One full time office person, one part/full time interior design consultant and two part/full time sales associates for our existing lines and the new ones we are considering. At the same time we need to increase our advertising budget to have more name recognition on the lines we currently carry. When a customer thinks of Pandora, Brighton, Vera Bradley, Hunter Douglas etc. they need to think of The Thoughtfulness Shop in Woodstock and not some place in Deer Park or Algonquin Commons. Finally we need the new lines and the new fixtures/store improvements to increase sales. We need everything at the same time in small quantities. Just to do the store improvements & fixtures is meaningless without the product, staff & advertising to make use of it.

When the economy tightened its belt, so did The Thoughtfulness Shop tighten its spending & loans. On April 23, 2010 Amcore bank closed. At that time we had an outstanding loan balance of \$318K from a \$325K line of credit. This was taken over by Bay View Loans. We worked hard to pay that down to a balance of \$150K by March of 2012 at which time the loan was taken over by Crystal Lake Bank. As of Dec 31, 2014 our balance of \$150K was paid down to \$0. In 2015 we used part of the \$150K line of credit and again paid it in full by Dec 31, 2015.

The loan we are requesting now is for all aspects of our business – employee retention, hiring, training, advertising, fixtures, inventory maintenance, new product lines & displays. Implementing only one aspect of the plan will not achieve our goals. Also a good plan requires adapting to economic & consumer trends as time goes by. We can't tell you exactly when each dollar will be spent and for what purpose because as we grow we might find we need another employee, more product, or more advertising at different times than originally thought. Our overall goal has been and will always continue to be to grow The Thoughtfulness Shop and be a success not only for ourselves but for Woodstock and the Historic Square.

What we can & will guarantee is that 100% of any money we receive from the city of Woodstock will be used to bring The Thoughtfulness Shop to the next

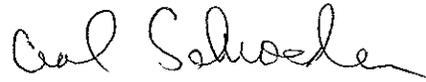
level. We also guarantee the loan will be paid back on time, all the time, until paid in full. At any time during the loan we will be happy to provide any documentation you need. The plan may change or evolve but the goal is always the same – success!

Thank you for working with us to clarify our plan and for supporting local businesses.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ken Schroeder".

Ken Schroeder

A handwritten signature in cursive script, appearing to read "Ceal Schroeder".

Ceal Schroeder

**MINUTES
CITY OF WOODSTOCK
ECONOMIC DEVELOPMENT COMMISSION
March 8, 2016
Council Chambers**

CALL TO ORDER: A meeting of the City of Woodstock Economic Development Commission was called to order by Acting Chairman R. Francois at 8:00 AM on Tuesday, March 8, 2016 in the Council Chambers, Woodstock City Hall, 121 W. Calhoun Street, Woodstock. A roll call was taken.

COMMISSION MEMBERS PRESENT: John Buckley, Craig Hallenstein, Ryan O'Connor, Henry Patel, and Rick Francois.

COMMISSION MEMBERS ABSENT: None.

STAFF PRESENT: Economic Development Director Garrett Anderson, Economic Development Coordinator Krista Coltrin, and Chief Deputy Clerk Jane Howie.

OTHERS PRESENT: Ken Schroeder and Ceal Schroeder.

APPROVAL OF MINUTES:

Motion was made by J. Buckley, second by H. Patel, to approve the Minutes of the January 12, 2016 meeting as presented. Ayes: John Buckley, Craig Hallenstein, Ryan O'Connor, Henry Patel, and Rick Francois. Nays: None. Absentees: None. Abstentions: None. Minutes were approved.

PUBLIC COMMENT: None.

GENERAL BUSINESS/DISCUSSION:

1. Revolving Loan Fund Application – The Thoughtfulness Shop, 104 Cass Street
G. Anderson said this opportunity was recently submitted. Ken & Ceal wish to reinvest in Woodstock. Loan request is for \$60,000, 50% of owners cost to renovate/upgrade their store. Materials were presented to detail the project and show how the loan proceeds would be spent.

Ken said the project would not just focus on improvements, but also new lines & inventory to help promote their store in Woodstock. They're looking to increase inventory to keep people shopping in Woodstock. Trying to create a total package of what people are looking for. Their letter entails the various plans for improving the business. New lighting, ceiling tiles, etc. to update the store along with new products.

Ceal thanked the Commission for considering their request. They believe these changes are necessary to evolve and keep up with the competition. C. Hallenstein asked about what types of newer items the store sells. Ken said a lot of their items appeal to women; fashion, jewelry, interior design, Pandora. They want to attract customers by staying current. Updating window displays and showing a variety of products.

R. Francois stated that the Commission can recommend that the City Council consider and approve this revolving loan. The Thoughtfulness Shop has been an anchor and a great business in Woodstock for many, many years. This is a great opportunity for the City to support this business in moving forward with their plan. R. Francois believes that the Schroeder's do meet the criteria for this plan.

C. Hallenstein asked if there's a continuity plan, in the event of the Schroeder's retirement. Ken said they do not have a plan for retirement as they plan to work for at least 3-7 more years. Ken enjoys the interior design; Ceal enjoys working in the store. The trends are changing so it is their plan to re-invent themselves. They would like to keep the store for at least five more years. G. Anderson said the payback term is five years, with 2% interest. Ken said they had a line of credit with Amcore Bank, and they went out of business. The Schroeders are doing what they can to stay current with the changing times, and the revolving loan will help them with their business plan.

Motion to recommend that City Council approve this revolving loan for The Thoughtfulness Shop. Motion made by C. Hallenstein, second by H. Patel. Ayes: J. Buckley, C. Hallenstein, R. O'Connor, H. Patel, and R. Francois. Nays: None. Absentees: None. Abstentions: None.

2. Business Contact Report – March 2016

G. Anderson said last month there was a bit of change in the reporting numbers. Added "Realtors" and "Not Contacted Before."

3. Project Activity Report – March 2016

G. Anderson said the report has been slightly modified indicating potential incentives that have been offered to the business. Some businesses have dropped off the list because the businesses have already opened. R. O'Connor asked for a definition of retained jobs. G. Anderson said it doesn't mean that they were threatened. Business may have existing jobs or may be growing and adding jobs.

C. Hallenstein asked about the winery. G. Anderson said someone is looking at doing something totally different on that site.

Another change, the list has three main categories. Dura-Bar is working with the City; they'll be the first company to utilize the Enterprise Zone. There are four main elements to the zone; the property tax component is currently just the amount that the City collects – 16% of the tax bill. This is for new growth, not for companies that are expanding. Whatever the growth amount is, that amount will be a rebate back. The school district is not ready to get involved with this yet, but they are willing to work with the City once an appropriate project is identified. New construction will be a significant number. It will be good when the school district comes on board. The City's property tax incentive is the first four years is abated at 100% of the new growth amount, the next two years is at 50%, and the final two years is at 25%.

New building supplies/materials are sales tax free in Illinois, purchased anywhere in Illinois. They'll receive a certificate in advance of the purchase. Construction must be in the geographic area of the Enterprise Zone. New construction is included.

State Income Tax, is the entire project cost, those types of investments can receive a ½ of 1% credit against their state income tax.

Building Permits that are issued by the City, there's a 50% discount on these permits.

Two more categories were discussed, which require \$5M of investment and the retention of 1,000 current employees, or the creation of 200 new jobs. These multi-year exemptions are on State utility taxes and sales tax on machinery and equipment.

Dura-Bar is wrapping up a major expansion. G. Anderson explained what Dura-Bar manufactures. This represents a \$3.5M project, ½ of 1% is when all the capital is placed into service, so Dura-Bar is eligible for the incentives offered by the zone.

G. Anderson is talking with Guys E Paper about benefiting from the Enterprise Zone. Bull Valley Ford used some different incentives offered by the City; which will benefit the Ford dealership more than what the Enterprise Zone would have.

Project Purple, Lucky Bernie's, already has a lease on a building out near American Community Bank and Studio 2015, along with their Liquor License. The business owners are working on permitting with the City's Building & Zoning Department. It is their hope to open for business this spring.

G. Anderson said that *Project Cider*, Cal-Atlantic, will be building approximately 30 homes per year in Woodstock's Apple Creek subdivision. G. Anderson was informed that Cal-Atlantic also purchased some land in a stagnant Huntley subdivision. R. Francois asked how many active home builders are currently in Woodstock. G. Anderson will check with the City's Building & Zoning Department. K. Coltrin mentioned that this is just infill, where infrastructure is already in place.

G. Anderson shared updates for the Project Activity Report. *Project Aquarius* is a local business owner that is looking for a larger space for the manufacturing portion of their business. *Project Gemini* is a potential new retail business that is looking for space on the Square. The company has already registered with the State of Illinois. *Project Pisces* is a current business just outside of the city limits of Woodstock. They are looking to move their business into the City.

Project Green is a grocery store that is interested in the Wisted's building/location. While Wisted's was performing at a lower level than Woodstock's other grocery stores, it is the hope of city staff that a new grocer will be better able to compete and fulfill a niche market. R. O'Connor asked if this store is anything like Joseph's Marketplace in Crystal Lake or Joe Caputo & Sons Fruit Market in Algonquin. These types of stores provide fresh produce, deli items and prepared foods and do a great business. It would be nice to

have a store like that in Woodstock so that residents don't have to leave town to shop. C. Hallenstein said he hopes the City will work aggressively to bring a new grocery store into this facility. He added that stores like Josephs & Caputos have a welcoming atmosphere compared to stores like Jewel and Walmart. G. Anderson said the applicant needs to provide their graphic demonstration, a list of improvements, and a business plan detailing how they are going to turn the business around. It is the City's hope that this information will be submitted in the next couple of weeks; G. Anderson can share the details with the Commission at next month's meeting.

There was much discussion about the City's three Bed and Breakfasts, all of which are currently for sale. K. Coltrin said that this is a very tough business to be in as there are a lot of regulations by the county and the state along with strict insurance rules depending on how many bedrooms are available. K. Coltrin has talked with many of the B & B owners and they all mention that Woodstock doesn't have enough shopping or restaurants to bring people to town. R. O'Connor asked if there's anything the City can do to assist these businesses. These businesses help to anchor the image of what Woodstock is all about. J. Buckley said the state has recently loosened some of their guidelines for B & B's; however, he's not sure if the county has followed suit, yet. C. Hallenstein said it would be great if a realtor could find a young couple that has a passion of owning and running a B & B in Woodstock.

Project Leo is a grocery store that is more of a food co-op which would provide locally grown foods and would be owned by local residents; mostly from Crystal Lake and Woodstock. *Project Cancer* is a small indoor sports facility.

4. Economic Development Plan:

- a. Business Forums
- b. Area / Corridor Plans
- c. City of Woodstock Incentives Policy Manual

These items were not discussed at this meeting. A consensus was to forward these items for consideration at the next meeting of the Economic Development Commission.

COMMISSION COMMENTS / UPDATES: None.

H. Patel excused himself from this meeting at 9:28 AM.

ADJOURNMENT:

Motion by J. Buckley, second by R. O'Connor to adjourn to the next regular meeting of the Economic Development Commission on Tuesday, April 12, 2016 at 8:00 AM in the Council Chambers at City Hall. R. Francois said that he won't be available on April 12th. It was agreed by the Commission members and City staff that the next meeting will be held one week later on April 19th. Ayes: J. Buckley, C. Hallenstein, R. O'Connor, and

R. Francois. Nays: None. Absentees: H. Patel, Abstentions: None. Motion carried.
Meeting adjourned at 9:38 AM.

Respectfully submitted,

Jane Howie
Chief Deputy Clerk

RESOLUTION NO. 16-R-_____

**CITY OF WOODSTOCK
MC HENRY COUNTY, ILLINOIS**

**A Resolution Authorizing a Loan Agreement between
the City of Woodstock and the Thoughtfulness Shop**

WHEREAS, the City has created the Woodstock Revolving Loan Fund (the “RLF”) for purposes of offering economic incentives for businesses seeking to expand or relocate in Woodstock; and

WHEREAS, the Borrower, the owner of The Thoughtfulness Shop on the Square, Inc. (the “Business”), which is a long established retail business operating on the City Square for 50 years, has submitted an application to the RLF requesting a loan of \$60,000 in order to facilitate the ongoing expansion of the store’s reputation and sales both in the physical Business location as well as through its e-commerce business and to expand the line of products sold by the Business. This proposed expansion and retooling of business operations shall require updates to the store’s display fixtures, computers and functional lighting as well as requiring improved or expanded employee retention, training and hiring (all collectively described as the “Project” which is described more fully in Exhibit B) at its existing location; and

WHEREAS, the Borrower has represented that the Project would not take place in the manner described by the Borrower without the loan by the City; and

WHEREAS, after review of the application and additional research, the City Administration and the Economic Development Commission have recommended approval of the loan request to the City Council; and

WHEREAS, the City has concluded that it may authorize this incentive under the authority of 65 ILCS 5/8-1-2.5 regarding expenses for economic development; and

WHEREAS, the City Council has concluded that the public health, safety and welfare of the City will be served by providing an economic incentive to the Borrower because the proposed project will retain and increase jobs to the City, will strengthen the commercial sector of the City and the vitality of the City's Square and will protect and enhance the tax base of the City,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodstock, McHenry County, Illinois as follows:

That the attached Revolving Loan Agreement with the Thoughtfulness Shop is hereby approved and the City Manager is authorized to execute this agreement on behalf of the City.

Passed and approved this 15th day of March, 2016.

Ayes:

Nays:

Abstentions:

Absentees:

(SEAL)

APPROVED:

Mayor Brian Sager, Ph.D.

ATTEST:

City Clerk Cindy Smiley

**WOODSTOCK REVOLVING LOAN FUND
LOAN AGREEMENT
THE THOUGHTFULNESS SHOP ON THE SQUARE, INC.**

THIS LOAN AGREEMENT ("Agreement") is made as of the ____ day of March, 2016 by and between the **CITY OF WOODSTOCK**, a non-home rule unit of local government, 121 West Calhoun Street, Woodstock, IL 60098 ("City") and **THE THOUGHTFULNESS SHOP ON THE SQUARE, INC.**, an Illinois Corporation, situated at 104 Cass Street, Woodstock, IL 60098 ("Borrower").

WHEREAS, the City is interested in expanding its economic base with the primary emphasis on creating and retaining jobs;

WHEREAS, the City has created the Woodstock Revolving Loan Fund (the "RLF") for purposes of offering economic incentives for businesses seeking to expand or relocate in Woodstock; and

WHEREAS, the Borrower, the owner of The Thoughtfulness Shop on the Square, Inc. (the "Business"), which is a long established retail business operating on the City Square for 50 years, has submitted an application to the RLF requesting a loan of \$60,000 in order to facilitate the ongoing expansion of the store's reputation and sales both in the physical Business location as well as through its e-commerce business and to expand the line of products sold by the Business. This proposed expansion and retooling of business operations shall require updates to the store's display fixtures, computers and functional lighting as well as requiring improved or expanded employee retention, training and hiring (all collectively described as the "Project" which is described more fully in Exhibit B) at its existing location; and

WHEREAS, the Borrower has represented that the Project would not take place in the manner described by the Borrower without the loan by the City; and

WHEREAS, the Borrower has represented that this Project will retain jobs within the City and will further expand the City's employment base; and

WHEREAS, after review of the application and additional research the City Administration and the Economic Development Commission have recommended approval of the loan request to the City Council; and

WHEREAS, the City has concluded that it may authorize this incentive under the authority of 65 ILCS 5/8-1-2.5 regarding expenses for economic development; and

WHEREAS, the City Council has concluded that the public health, safety and welfare of the City will be served by providing an economic incentive to the Borrower because the proposed project will retain and increase jobs to the City, will strengthen the commercial sector of the City and the vitality of the City's Square and will protect and enhance the tax base of the

City,

NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. GENERAL DEFINITIONS

1.1 **Loan** shall mean the loan or loans made, or to be made, by City to Borrower under this Agreement from the City's Revolving Loan Fund.

1.2 **Note** shall mean the promissory note to be executed by Borrower and City evidencing the Loan executed by Borrower payable to the order of City, the proposed form of which is attached hereto as **Exhibit A** and made a part hereof. The final Note (and any associated security instruments and associated loan documents) shall be substantially similar to Exhibit A and any variations therefrom must be approved by the City Attorney. This Note may be executed on the City's behalf by the City Manager.

1.3 **Person** shall mean any individual, sole proprietorship, partnership, joint venture, trust, unincorporated organization, association, corporation, institution, entity, party, or government (whether national, federal, state, county, city, municipal or otherwise, including, without limitation, any instrumentality, division, agency, body or department thereof).

1.4 **Project** shall mean the Project described in **Exhibit B** to this Agreement.

1.5 **Project Costs** shall mean the costs incurred by the Borrower to undertake and complete the Project incurred after the date of this Agreement. However, in no event shall funds be spent on any building improvements or construction work for the Project, but instead the loan proceeds shall only be used for the acquisition of Project inventory and furniture, display items or other supplies necessary for the operation of the Business or for working capital for the business.

1.6 **Security Agreement** shall mean the Security Agreement attached hereto as **Exhibit C** pursuant to which Borrower has granted or will grant City a security interest in the Collateral described in that agreement such as but not limited to inventory or any equipment located within the Business Location. The final Security Agreement shall be substantially similar to Exhibit C and any variations therefrom must be approved by the City Attorney. This Security Agreement may be executed on the City's behalf by the City Manager.

1.7 **Property** and **Business Location** shall mean the real estate leased by the Borrower located at 104 Cass Street in the City of Woodstock.

1.8 **Security Documents** shall mean the Security Agreement and all agreements, instruments, documents, financing statements, warehouse receipts, bills of lading, notices of assignment of accounts, schedules of accounts assigned, mortgages, leases, guarantees and other written matter necessary or requested by City to perfect and maintain perfected City's security interest in the Collateral or to secure repayment of the Loan.

2. THE LOAN

2.1 **Agreement to Lend.** City agrees, on the terms and conditions set forth in this Agreement, to lend to Borrower the sum of \$60,000.00 at a fixed interest rate of two percent (2%) per annum. The Loan shall be evidenced by the Note and shall be repayable in accordance with the terms thereof and in accordance with this Agreement.

2.2 **Term of Loan.** The Loan shall be repaid in accordance with the terms of the Note over a period which shall not exceed five (5) years.

2.3 **Disbursements Procedure.** The loan proceeds will be disbursed by the City in an expeditious manner following execution of this Agreement by all Parties. Within thirty (30) days following such disbursement, the Borrower shall provide the City Manager with documentation satisfactory to the City Manager that the loan proceeds have been spent on purchases that qualify under the description of Project Costs in Section 1.5 of this Agreement and that such purchased items have been acquired and delivered or have been ordered for such delivery.

2.3.1 **Representations and Warranties.** On and as of the date each disbursement by City with respect to the Loan is made, the representations and warranties set forth in Article 3 shall be true.

2.3.2 **No Default.** On and as of the date each disbursement by the City with respect to the Loan is made, no Default shall exist and be continuing.

2.3.3 **Note.** On or prior to the date of the initial disbursement with respect to the Loan, the Note shall have been executed and delivered to City.

2.3.4 **Collateral.** On or prior to the date of any disbursement with respect to the Loan, the Security Documents shall have been executed and delivered to City and City shall be satisfied that its liens and security interests in the Collateral are perfected and subject only to those prior liens or security interests set forth in an attachment to Exhibit C attached hereto and made a part hereof.

2.3.5 **Deadlines.** In the reasonable opinion of the City Manager, Borrower must have commenced and substantially completed the Project within 120 days of the disbursement of the loan proceeds.

2.3.6 **Permits and Inspections.** If appropriate, the Borrower must have obtained all necessary inspections and City building permits for the Property and must have obtained a Certificate of Occupancy for the Property.

2.3.7 **Legal Matters.** On or prior to the date of the initial disbursement with respect to the Loan, all legal matters incident to this Agreement and the transactions contemplated hereby shall be satisfactory to City.

3. REPRESENTATIONS AND WARRANTIES

Borrower represents and warrants that:

3.1 **Existence and Power.** Borrower is an Illinois Corporation, duly formed, validly existing and in good standing under the laws of Illinois, and has all the powers and all material governmental licenses, authorizations, consents and approvals required to carry on its business as now conducted.

3.2 **Authorization.** The execution, delivery and performance by Borrower of this Agreement, the Note and the Security Documents are within Borrower's powers, have been duly authorized by all necessary action and do not contravene any provision of applicable law or regulation or of the Articles of Incorporation or By-Laws or Partnership Agreement of Borrower, as the case may be. Borrower represents and warrants that it possesses all material governmental licenses, authorizations, consents and approvals required to carry on its business as now conducted.

3.3 **Binding Effect.** This Agreement, the Note and the Security Documents constitute valid and binding agreements of Borrower.

3.4 **Accuracy of Application.** The Application and supporting material provided to the City by Borrower in support of its request for this loan are in all respects true and accurate and there are no omissions or other facts or circumstances or change in circumstances which may be material to the Project.

3.5 **Collateral.** Borrower has or will have prior to or at the time of any disbursements of this Loan good title to and ownership of the Collateral, free and clear of all liens, claims, security interests and encumbrances except those of City and those, if any, described in Exhibit C.

3.6 **No Default.** Borrower is not, and will not be, as a result of the execution, delivery and performance of this Agreement, in default in the performance, observation or fulfillment of any covenant or obligation contained in any material agreement or other instrument to which Borrower is a party and borrower is and shall remain in compliance with all applicable federal, state and local laws and regulations.

3.7 **Litigation.** There are no actions or proceedings which are pending or, to the best of Borrower's knowledge, threatened against Borrower or any other Person which might result in any material adverse change in Borrower's status.

4. COVENANTS AND CONTINUING AGREEMENTS

Borrower agrees that so long as any amount of the Loan remains unpaid:

4.1 **Project.** Borrower will only use proceeds of the Loan to finance the Project in accordance with this Agreement.

4.2 **Employment Commitment.** Borrower currently employs four (4) full-time employees and two (2) part-time employees at its existing location within the City. As the result of the Project at the Business Location, Borrower shall increase employment to six (6) full-time equivalent positions. At least one time per year, on the anniversary date of this Agreement, or more frequently upon the request of the City Manager, Borrower shall submit information to the City documenting the number of employees/positions and hours worked of Borrower working at the Property, in a form and manner satisfactory to the City Manager.

4.3 **Audit.** Borrower shall keep detailed records of the Project and the use of Loan proceeds and shall make such records available to the City for review and copying in a timely manner upon written request by the City.

4.4 **Legal Existence.** Borrower shall do all things necessary to preserve and keep in full force and affect its legal existence.

4.5 **Taxes, Etc.** Borrower shall pay and discharge all taxes and governmental charges imposed upon it as well as any other governmental fees due or owing to any federal, state or local government.

4.6 **Insurance.** Borrower shall maintain such workmen's compensation insurance, unemployment insurance, retirement benefits and health benefits as may be required by law. Borrower also shall keep and maintain its Business Location, its stock in trade, equipment and furniture insured for its full insurable value against loss or damage by fire, theft, explosion, sprinklers and all other hazards and risks ordinarily insured against by other owners or users of such properties in similar businesses. Borrower shall also keep and maintain all such liability and umbrella coverage against liability as is reasonable and customary for comparable businesses provided such coverage provides for at least \$1,000,000 per occurrence. All insurance policies shall be in form, substance and amount satisfactory to City, and shall contain an endorsement showing loss payable to City, to the extent of the City's interest under this Agreement and/or naming the City as an additional insured, as appropriate, in order to further ensure the City's interest under this Agreement is fully protected against such loss. Such endorsement shall provide that the insurance companies shall give City at least 30 days' prior written notice before any such policy shall be altered or canceled and that no act or default of Borrower or any other person shall affect the right of City to recover under such policy in case of loss or damage. If Borrower shall fail to obtain or maintain any of the policies required by this Section or to pay any premium relating thereto, then City, without waiving or releasing any obligation or default by Borrower hereunder, may (but shall be under no obligation to do so) obtain and maintain such policies of insurance and pay such premium and take any other action with respect thereto which City deems advisable and to add such amount to the principal balance of any amount owing to City by Borrower under this Agreement.

4.7 **Maintenance of Assets.** Borrower shall at all times maintain its assets and shall not assign, sell, encumber, pledge or grant any lien or security interest in the Collateral unless subordinate to any City lien or claim under this Agreement. Borrower acknowledges that state law, 30 ILCS 760/10, requires that a private entity that has utilized direct local economic

development financial assistance to purchase or finance personal property may not transfer or assign any interest in that property while the City retains Collateral, security, or any other property interest in that property, unless otherwise authorized in writing by the City.

4.8 **Corporate Reorganization.** Borrower shall not, without City's prior written notice, merge or consolidate with any Person, sell or distribute a substantial portion of its assets or acquire capital stock or assets of any Person.

4.9 **No Unauthorized Payments.** Other than reasonable salary, Borrower shall not make payment or pay any dividends or distributions or make loans or enter into any transactions with any affiliate, member, officer, director, stockholder or partner of Borrower that shall in any way limit Borrower's ability to fulfill its obligations to the City under this Agreement

4.10 **Compliance with Law.** Borrower shall comply with all applicable local, state and federal law and regulations promulgated thereunder. Borrower shall remain current on any fees owed to the City including those for any water or sewer service to the Property. If Borrower uses these funds in a manner that would call for the construction of a "public work," within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/.01 et seq. ("the Act"), then Borrower acknowledges that the Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the current "prevailing rate of wages" (hourly cash wages plus amount for fringe benefits) in the county where the work is performed. The Department publishes the prevailing wage rates on its website at <http://labor.illinois.gov/>. The Department revises the prevailing wage rates and the contractor/subcontractor has an obligation to check the Department's web site for revisions to prevailing wage rates. For information regarding current prevailing wage rates, please refer to the Illinois Department of Labor's website. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act, including but not limited to, all wage requirements and notice and record keeping duties.

4.11 **Financial Statements.** Borrower shall furnish to City as soon as available, but not later than 120 days after the end of each fiscal year of Borrower, financial statements of Borrower as at the end of such year reviewed by public accountants certified by the State of Illinois and satisfactory to City containing a certificate of the aforesaid public accountants certifying to City that they are not aware of the occurrence or existence of any condition or event which constitutes a Default. Furthermore, Borrower shall provide, as often as requested by City, an unaudited financial statement of Borrower as at the end of the quarter of Borrower's fiscal year then elapsed, certified by Borrower's principal financial officer and prepared in accordance with Generally Accepted Accounting Principles and fairly presenting the financial position and results of all operations of Borrower for such quarter.

5. DEFAULTS

5.1 **Defaults.** Any of the following events shall constitute a default under this Agreement:

- (a) Borrower shall fail to pay, within 5 days of when due, any amount due under the

Note or other amount payable to City under this Agreement;

(b) Borrower shall fail to observe or perform any covenant or agreement contained in this Agreement, including the Exhibits hereto, for 10 days after written notice thereof has been given to Borrower by City;

(c) Borrower uses the Loan Proceeds for purposes other than those stated in this Agreement;

(d) Borrower has not met the Deadline described in Section 2.3.5 of this Agreement.

(e) Any representation, warranty, certificate or statement made by Borrower in this Agreement, including the Exhibits hereto, or in any certificate, report, financial statement or other document delivered pursuant to this Agreement or as part of the application to the City to enter into this Agreement shall prove to have been incorrect when made in any material respect;

(f) A default shall occur with respect to any indebtedness of Borrower for borrowed money or with respect to any material agreement or instrument to which Borrower is a party;

(g) Borrower shall fail to observe or perform any covenant or agreement contained in any Security Document or a default shall occur under any Security Document;

(h) Borrower shall commence a voluntary case or other proceeding seeking liquidation, reorganization or other relief with respect to itself or its debts under any bankruptcy, insolvency or other similar law now or hereafter in effect or seeking the appointment of a trustee, receiver, liquidator, custodian or other similar official of it or any substantial part of its property, or shall consent to any such relief or to the appointment of or taking possession by any such official in an involuntary case or other proceeding commenced against it, or shall make a general assignment for the benefit of creditors, or shall fail generally to pay its debts as they become due, or shall take any corporate action to authorize any of the foregoing;

(i) An involuntary case or other proceeding shall be commenced against Borrower seeking liquidation, reorganization or other relief with respect to it or its debts under any bankruptcy, insolvency or other similar law now or hereafter in effect or seeking the appointment of a trustee, receiver, liquidator, custodian or other similar official of it or any substantial part of its property, and such involuntary case or other proceedings shall remain undismissed and unstayed for a period of 60 days; or an order for relief shall be entered against Borrower under the federal bankruptcy laws as now or hereafter in effect;

(j) There shall be entered against Borrower one or more judgments or decrees in excess of \$10,000 in the aggregate at any time outstanding, excluding judgments or decrees which have been vacated, discharged, stayed or bonded pending appeal within 30 days from entry thereof and judgments to the extent covered by insurance;

(k) Borrower ceases the conduct of active trade or business in the City for any reason, including, but not limited to, fire or other casualty;

(l) Borrower moves from the Property or sells any of the items covered by the Security Agreement.

5.2 **Uncured Defaults.** In the event of a default that remains uncured following 10 days written notice by City to Borrower, the City may declare the Loan to be immediately due and payable without presentment, demand, protest or other notice of any kind, all of which are hereby waived by Borrower.

5.3 **Remedies with Respect to Collateral.** If a Default shall have occurred, City shall have such rights with respect to the Collateral as are specified in the Security Documents.

5.4 **Interest Upon Default.** During such period as a Default shall have occurred and be continuing, interest on the Loan shall accrue and be payable at the default rate described in the Note.

6. MISCELLANEOUS

6.1 **Notices.** Notice required hereunder shall be in writing and shall be deemed to have been validly served, given or delivered upon deposit in the United States mails, by registered mail, return receipt requested, at the address set forth on the signature page hereof or to such other address as each party may specify for itself by like notice.

6.2 **General Indemnification.** Borrower shall fully and completely indemnify, defend and hold harmless City, its officers, directors, employees and agents against any liability, judgment, loss, cost, claim, damage (including consequential damage) or expense (including attorneys' fees and disbursements, settlement costs, consultant fees, investigation and laboratory fees) to which any of them may become subject insofar as they may arise out of or are based upon this Agreement, any agreement or document executed by Borrower or City as part of the transaction described herein or Borrower's use of the proceeds of the loan or as may arise from any claim related to the Illinois Prevailing Wage Act.

6.3 **Right of Inspection; Reporting.** Borrower shall furnish to City such information as City may reasonably request with respect to this Agreement or the Project or any Collateral securing this Agreement.

6.4 **Survivals.** All covenants agreements, representations and warranties made herein and in the certificates delivered pursuant hereto shall survive the making of the Loan herein contemplated and shall continue in full force and effect so long as any portion of the Loan shall be outstanding and unpaid.

6.5 **No Waivers.** No failure or delay by City in exercising any right, power or privilege hereunder or under any Note or Security Document shall operate as a waiver thereof nor shall any single or partial exercise thereof preclude any other or further exercise thereof or the exercise of any other right, power or privilege. The rights and remedies herein provided shall be cumulative and not exclusive of any rights or remedies provided by law.

6.6 **Integration.** This Agreement represents the full and complete agreement between the parties with respect to the matters addressed herein and there are no oral agreements or understandings between the parties.

6.7 **Illinois Law.** This Agreement shall be governed by the laws of the State of Illinois and the sole and exclusive venue for any disputes arising out of this Agreement shall be the Circuit Court of the 22nd Judicial Circuit, McHenry County, Illinois.

6.8 **Counterparts; Effectiveness.** This Agreement may be signed in any number of counterparts, each of which shall be an original, with the same effect as if the signatures thereto and hereto were upon the same instrument.

6.9 **Amendments.** No modification of or waiver of any provision of this Agreement, the Note or any of the Security Documents shall be effective unless the same shall be in writing and signed by the parties hereto.

6.10 **Assignment.** This Agreement may not be assigned or transferred by the Borrower without the written consent of the City, which consent may be withheld for any reason.

6.11 **Attorneys Fees, Costs.** In any action to enforce or relating to this Agreement, the prevailing party shall be entitled to recover from the other party, its costs and expenses including attorney fees. The term "costs and expenses" as used herein shall include all costs and expenses actually and reasonably incurred.

6.12 **Loan Only, No Other Relationship.** This Agreement does not constitute any sort of joint venture, employment agreement, lease or sublease between the City and Borrower and no other relationship other than that of Lender and Borrower is created under the terms of this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed as of the day and year first above written.

CITY:

The City of Woodstock, an Illinois
Municipality

By: _____
Brian Sager, Ph.D., Mayor

121 W. Calhoun Street
Woodstock, IL 60098

ATTEST:

Name: _____
Title: _____

BORROWER:

The Thoughtfulness Shop on the Square, Inc.

By: _____
Kenneth R. Schroeder, Co-Owner

By: _____
Cecelia A. Schroeder, Co-Owner

104 Cass Street
Woodstock, IL 60098

ATTEST:

EXHIBIT A
PROMISSORY NOTE

PROMISSORY NOTE

\$60,000.00

City of Woodstock Revolving Loan Fund
To The Thoughtfulness Shop on the Square, Inc.
_____, 2016

FOR VALUE RECEIVED, the undersigned, **The Thoughtfulness Shop on the Square, Inc.**, an Illinois Corporation (the "Borrower"), hereby promises to pay to the order of **THE CITY OF WOODSTOCK, MCHENRY COUNTY, IL** (the "City"), the principal sum of Sixty Thousand and No/100 Dollars (\$60,000.00), or so much thereof as may be advanced by the City and evidenced by this Note under the Woodstock Revolving Loan Fund Loan Agreement between the Borrower and the City (the "Loan Agreement"), on May 1, 2021 (as hereinafter provided), together with interest to maturity (whether by lapse of time, acceleration, or otherwise) at a fixed rate per annum of two percent (2%) per annum, amortized over a period of five (5) years. Interest shall be calculated on the basis of a 360-day year.

Unless accelerated or prepaid as hereinafter provided or as otherwise provided in the Loan Agreement, Borrower will pay this loan in one payment of the then outstanding principal plus all accrued unpaid interest on May 1, 2021. In addition, Borrower will pay regular monthly payments of principal and interest in the amounts described in the amortization table attached as Attachment 1 to this Promissory Note and made a part hereof with all payments to be due on the same day of each month for sixty (60) months commencing on June 1, 2016. If an Event of Default (as defined in the Loan Agreement) shall occur, and shall remain uncured during the cure period, the outstanding principal of and accrued and unpaid interest on this Note shall become immediately due and payable as provided in the Loan Agreement.

All payments on account of the indebtedness evidenced by this Note shall be applied as provided in the Loan Agreement. Borrower promises to make all payments under this Note in the form of cash, check, certified funds or money order at the option and direction of the City. Payments on this Note shall be made at the offices of the City or at such other office as the legal holder of this Note may, from time to time, designate in writing.

Notwithstanding anything to the contrary contained herein, the undersigned agrees to pay a late charge of five percent (5.00%) of the amount of any monthly installment received more than 5 days after the installment is due. Late charges shall be due and payable on the due date of the next installment of interest, together with the regular installment then due.

Upon and after demand for payment or the occurrence of an event of Default (as defined in the Loan Agreement) and remains uncured during any applicable cure period, the undersigned shall pay interest at the rate (the "Default Rate") of twelve and three-eighths percent (12.375%) per annum.

Except as otherwise provided in the Loan Agreement, this Note may be prepaid in whole or in part without premium or penalty at any time at the option of the undersigned in accordance with the Loan Agreement.

This Note is secured by the Loan Agreement dated _____, 2016 and by a Security Agreement dated _____, 2016, and other documents, agreements, and instruments executed by the Borrower. This Note is made and delivered pursuant to the Loan Agreement and is subject to the further terms and conditions thereof, including the right of the holder to accelerate payment of the principal of and accrued and unpaid interest on this Note and other remedies upon the occurrence of an event of Default, all of which are hereby incorporated and made a part of this Note by reference.

ILLINOIS INSURANCE NOTICE. Unless Borrower provides Lender with evidence of the insurance coverage required by Borrower's agreement with Lender, Lender may purchase

insurance at Borrower's expense to protect Lender's interests in the Collateral. This insurance may, but need not, protect Borrower's interests. The coverage that Lender purchases may not pay any claim that Borrower makes or any claim that is made against Borrower in connection with the Collateral. Borrower may later cancel any insurance purchased by Lender, but only after providing Lender with evidence that Borrower has obtained insurance as required by their agreement. If Lender purchases insurance for the Collateral, Borrower will be responsible for the costs of that insurance, including interest and any other charges Lender may impose in connection with the placement of insurance, until the effective date of the cancellation or expiration of the insurance. The costs of the insurance may be added to Borrower's total outstanding balance or obligation. The costs of the insurance may be more than the cost of insurance Borrower may be able to obtain on Borrower's own.

Any waiver of any payment due hereunder or the acceptance by the City of partial payments hereunder shall not, at any other time, be taken to be a waiver of the terms of this Note or the Loan Agreement or any other agreement between the Borrower and the City.

The makers, sureties, guarantors, and endorsers of this Note, if any, jointly and severally each hereby waives demand, presentment for payment, notice of nonpayment, and protest and any and all notice of whatever kind or nature and the exhaustion of legal remedies herein, or any release of liability or any other indulgences or forbearances whatsoever, without releasing or in any way affecting the personal liability of any other party hereunder.

This Note shall be the joint and several obligation of all makers, sureties, guarantors, and endorsers and shall be binding upon them, their heirs, personal representatives, and assigns.

In the event the holder of this Note shall refer this Note to an attorney for collection, the undersigned agrees to pay, in addition to unpaid principal and interest, all of the costs and expenses incurred in attempting or effecting collection, including reasonable attorneys' fees, whether or not suit is instituted.

A resolution of the Borrower authorizing the execution of this Note is attached hereto as Attachment 2.

This Note shall be a contract governed by and construed in accordance with the laws of the State of Illinois. **THE BORROWER HEREBY CONSENTS TO THE JURISDICTION OF ANY STATE OR FEDERAL COURT LOCATED WITHIN THE STATE OF ILLINOIS.**

IN WITNESS WHEREOF, the undersigned has executed this Note as of the date first written above.

BORROWER:

The Thoughtfulness Shop on the Square, Inc.

By: _____
Kenneth R. Schroeder, its President

By: _____
_____, its _____

104 Cass Street
Woodstock, IL 60098

ATTEST:

Attachment 1: Amortization Table

Attachment 2: Resolution of **The Thoughtfulness Shop on the Square, Inc.** authorizing execution of this Note

Z:\W\WOODSTOCK\Economic Incentive and Revolving Loan Fund\Thoughtfulness Shop\Revolving Loan Agreement.3-2-16.doc

ATTACHMENT 1

AMORTIZATION TABLE

ATTACHMENT 2

**RESOLUTION OF THE THOUGHTFULNESS SHOP ON THE SQUARE, INC.
AUTHORIZING EXECUTION OF THIS NOTE**

**RESOLUTION ADOPTED BY
THE THOUGHTFULNESS SHOP ON THE SQUARE, INC.**

THE THOUGHTFULNESS SHOP ON THE SQUARE, INC., an Illinois Corporation (the “Company”), desires to enter into a **WOODSTOCK REVOLVING LOAN FUND LOAN AGREEMENT (“Loan Agreement”)** with the City of Woodstock in the amount of Sixty Thousand and 00/100 dollars (\$60,000.00).

NOW THEREFORE, BE IT AND IT IS HEREBY RESOLVED AS FOLLOWS:

RESOLVED, that the forms, terms and provisions of the Loan Agreement are in all respects approved; and

FURTHER RESOLVED, that all acts and doing of the members of the Company which are in conformity with the purposes and intent of this Resolution and in furtherance of the loan to be taken, therefore shall be and the same hereby are in all respects ratified, approved and confirmed; and

FURTHER RESOLVED, that either one of Kenneth R. Schroeder or _____ are authorized and directed to execute and deliver the documents in the name, and on behalf, of the Company necessary to complete the loan as noted above, including but not limited to Promissory Note, Security Agreement, and any ancillary documents reasonably required by the City of Woodstock; and

FURTHER RESOLVED, Kenneth R. Schroeder or Cecelia A. Schroeder are authorized and directed to take all such further action, and to execute and deliver all such further instruments and documents, in the name and on behalf of the Company, and under its corporate seal or otherwise, as in his or her judgment shall be necessary to carry out the intent and to accomplish the purpose of the foregoing resolutions and to perform all obligations required to be performed by the Company.

Dated: _____, 2016

Kenneth R. Schroeder

Cecelia A. Schroeder

**Being all of the Officers, Directors and Shareholders of
THE THOUGHTFULNESS SHOP ON THE SQUARE, INC.**

EXHIBIT B
PROJECT DESCRIPTION

EXHIBIT C

SECURITY AND COLLATERAL DOCUMENTS

**SECURITY AGREEMENT BETWEEN
CITY OF WOODSTOCK, ILLINOIS AND THE THOUGHTFULNESS
SHOP ON THE SQUARE, INC.**

This Security Agreement between the City of Woodstock, Illinois ("City") and The Thoughtfulness Shop on the Square, Inc., an Illinois Corporation ("Borrower") is dated as of _____, 2016.

City and Borrower have entered into a Loan Agreement dated as of _____, 2016 ("Loan Agreement"). Each capitalized term used herein shall have the meaning assigned in the Loan Agreement unless otherwise defined herein.

(1) To secure the Loan (as defined in the Loan Agreement) and all of the Borrower's other payment and performance obligations under the Loan Agreement, Borrower hereby grants to City a continuing security interest in and to all of the property and interests in property of Borrower identified below by a marking in the space applicable thereto, whether such property is now owned or existing or hereafter acquired or arising and wheresoever located (hereinafter termed the "Collateral"):

_____ (i) All accounts, contract rights, chattel paper, instruments and documents;

_____ (ii) Such equipment and fixtures, including without limitations, furniture, machinery, and trade fixtures, together with any and all accessories, parts and appurtenances thereto, substitutions therefor and replacements thereof as are more specifically identified in Attachment 1 to this Security Agreement;

_____ (iii) All causes in action, causes of action and all other intangible personal property of every kind and nature including, without limitation, corporate or other business records, deposit accounts, inventions, designs, patents, patent applications, trademarks, trade names, trade secrets, goodwill, copyrights, registrations, licenses, franchises, tax refund claims and any letters of credit, guarantee claims, security interests or other security held by or granted to Borrower;

_____ (iv) Such inventory, goods, merchandise and other personal property, including without limitation, goods in transit, wheresoever located, which are or may at any time be held for sale or lease, furnished under any contract of service or held as raw materials, work in process, supplies or materials used or consumed in Borrower's business as more specifically identified in Attachment 1 to this Security Agreement;

_____ (v) All insurance proceeds relating to any of the foregoing;

_____ (vi) All books and records relating to any of the foregoing; and

_____ (vii) All accessions and additions to, substitutions for, and replacements, products and proceeds of any of the foregoing.

(2) Borrower shall make appropriate entries on its financial statements and books and records disclosing City's security interest in the Collateral.

(3) At City's request, Borrower shall execute and/or deliver to City, at any time or times hereafter, all Security Documents that City may reasonably request, in form and substance acceptable to City, and pay the costs of any recording or filing of the same and deliver to City any and all documents evidencing or constituting the Collateral. Upon the occurrence of a Default, Borrower hereby irrevocably makes, constitutes and appoints City (and all Persons designated by City for that purpose) as Borrower's true and lawful attorney (and agent-in-fact) to sign the name of Borrower on any of the Security Documents and to deliver any of the Security Documents to such Persons as City, in its sole discretion, may elect. Borrower agrees that a carbon, photographic, photostatic, or other reproduction of this Security Agreement or of a financing statement is sufficient as a financing statement.

(4) City (by any of its officers, employees and/or agents) shall have the right, at any time or times during Borrower's usual business hours, without prior notice, to inspect the Collateral, all records related thereto (and to make extracts from such records) and the premises upon which any of the Collateral is located, to discuss Borrower's affairs and finances with any Person and to verify the amount, quality, quantity, value and condition of, or any other matter relating to, the Collateral.

(5) The Collateral shall be located at the Business Location at 104 Cass Street in the City of Woodstock, Illinois and any books and records related thereto (including, without limitation, computer programs, printouts and other computer materials and records concerning the Collateral) shall be made available to the City upon request. Borrower shall not remove its books and records or the Collateral from the Business Location (except for removal of Inventory upon its sale) and shall not open any new offices or relocate any of its books and records or the Collateral except within the continental United States of America without at least thirty (30) days prior written notice thereof to City. Borrower represents and warrants that all of the Collateral identified in Attachment 1 belongs to the Borrower and the Borrower has authority to use such Collateral as Security in this agreement.

(6) Borrower shall at all times keep the Collateral in good repair.

(7) Borrower shall not sell or dispose of any Collateral except for sales of inventory in the ordinary course of its business.

(8) Borrower has not, during the preceding five years, been known as or used any other corporate or fictitious name. Borrower will not in the future change its name or use any other

corporate or fictitious name without providing at least thirty (30) days prior written notice thereof to City.

(9) Upon and after the occurrence of a Default, City shall have the following rights and remedies:

(i) All of the rights and remedies of a secured party under the Uniform Commercial Code or other applicable law, all of which rights and remedies shall be cumulative, and none exclusive, to the extent permitted by law, in addition to any other rights and remedies contained in the Loan Agreement or in this Security Agreement;

(ii) The right to (a) enter upon the premises of Borrower or any other place or places where the Collateral is located and kept, without any obligations to pay rent to Borrower, through self-help and without judicial process or first obtaining a final judgment or giving Borrower notice and opportunity for a hearing on the validity of City's claim, and remove the Collateral from such premises and places to the premises of City or any agent of City, for such time as City may require to collect or liquidate the Collateral, and/or (b) require Borrower to deliver the Collateral to City at a place to be designated by City;

(iii) The right to (a) notify account debtors that accounts receivable have been assigned to City and that City has a security interest therein and b) direct such account debtors to make all payments due from them to Borrower upon the accounts receivable directly to City or to a lock box designated by City. City shall promptly furnish Borrower with a copy of any such notice, in City's sole discretion, may be sent on Borrower's stationery, in which event, Borrower shall cosign such notice with City.

(iv) The right to sell or to otherwise dispose of all or any Collateral in its then condition, or after any further manufacturing or processing thereof, at public or private sale or sales, with such notice as provided in Section (10) below, in lots or in bulk, for cash or any credit, all as City, in its sole discretion, may deem advisable. At any such sale or sales of the Collateral, the Collateral need not be in view of those present and attending the sale, nor at the same location at which the sale is being conducted. City shall have the right to conduct such sales on Borrower's premises or elsewhere and shall have the right to use Borrower's premises without charge for such sales for such time or times as City may see fit. City is hereby granted a license or other right to use, without charge, Borrower's labels, patents, copyrights, rights of use of any name, trade secrets, trade names, trademarks and advertising matter, or any property of a similar advertising matter, or any property of a similar nature, as it pertains to the Collateral, in advertising for sale and selling any Collateral and Borrower's rights under all licenses and all franchise agreements shall inure to City's benefit. City may purchase all or any part of the Collateral at public or, if permitted by law, private sale and, in lieu of actual payment of such purchase price, may set off the amount of such price against the Loan. To the extent that the Collateral includes inventory that may be returned to a Publisher or the supplier of such inventory at full or discounted prices, the City shall have the right but not the obligation to do so.

(10) Any notice required to be given by City of a sale, lease, other disposition of the Collateral or any other intended action by City, which is deposited in the United States mail,

registered mail, return receipt requested, duly addressed to Borrower, at the address set forth in the Loan Agreement, ten (10) days prior to such proposed action, shall constitute commercially reasonable and fair notice thereof to Borrower.

(11) Trade Fixtures as Collateral: Prior to such time as the Borrower installs or attaches any of the Collateral described in Attachment 1 in a permanent manner to the Business Location, Borrower shall provide the City with a letter from the Landlord to the City to the effect that the Landlord acknowledges such Collateral is a trade fixture that may be removed by the Borrower under the Lease for the Business Location.

IN WITNESS WHEREOF, Borrower and City have caused this Security Agreement to be executed as of the day and year first above written.

CITY:

The City of Woodstock, an Illinois Municipality

By: _____
Brian Sager, PhD, Mayor

121 W. Calhoun Street
Woodstock, IL 60098

ATTEST:

Name: _____
Title: _____

BORROWER:

The Thoughtfulness Shop on the Square, Inc.

By: _____
Kenneth R. Schroeder, Co-Owner

By: _____
Cecelia A. Schroeder, Co-Owner

104 Cass Street
Woodstock, IL 60098

ATTEST:

**ATTACHMENT 1 TO SECURITY AGREEMENT BETWEEN
CITY OF WOODSTOCK, ILLINOIS AND THE THOUGHTFULNESS
SHOP ON THE SQUARE, INC.**

**DESCRIPTION OF PLEDGED COLLATERAL TO BE LOCATED AT BUSINESS
LOCATION AND ESTIMATED VALUE BY BORROWER**

**ATTACHMENT 2 TO SECURITY AGREEMENT BETWEEN
CITY OF WOODSTOCK, ILLINOIS AND THE THOUGHTFULNESS
SHOP ON THE SQUARE, INC.**

PRIOR LIENS OR SECURITY INTERESTS IN COLLATERAL

None.



phone 815.338.4305
fax 815.334.2267
bandzdept@woodstockil.gov
www.woodstockil.gov

MEMORANDUM

DATE: March 7, 2016

TO: Roscoe C. Stelford, City Manager

FROM: Joseph Napolitano, Director of Building & Zoning

RE: SPACE USAGE AGREEMENT FOR NORTHWEST AREA ARTS
COUNCIL, OLD COURTHOUSE

ATTACHMENTS: 1) Ordinance Authorizing a Space Usage and Donation Agreement
2) Space Usage Agreement

In January of 2014, the Northwest Area Arts Council (NAAC) took over the operations and daily management of the Old Courthouse Arts Center. Since taking over, NAAC has expanded the hours of operation, been involved with and sponsored special events such as the Art Walk, and has added new art classes to increase business to the arts center. The art center has been a tremendous asset to the Woodstock Square and excellent steward of the Old Courthouse space.

When the City acquired the Old Courthouse building in late 2011 several businesses held lease agreements through the previous owner. Upon taking ownership and establishing a 501(c) 3 corporation for the property, the City transitioned those leases into space usage and donation agreements. The City Council approved a space usage and donation agreement with NAAC on January 21, 2014, and that agreement was valid until December 31, 2015. However, during the transition from a Community Development Department to separate Building & Zoning and Economic Development Departments, it appears that the renewal of this agreement was never completed. Staff recently learned of this oversight and is attempting to rectify the situation.

The accompanying space use and donation agreement is nearly identical to the agreement that was approved in 2014, except that the term has been changed to coincide with the City's Fiscal Year. NAAC will occupy the majority of the first floor of the Old Courthouse building with the exception of the common area and one additional occupant. In addition, NAAC will have control over the front lawn space for various art displays. Terms of the space usage and donation agreement is for \$600 per month, to be negotiated annually as long as the City retains ownership of the building.

In addition, since the proposed agreement allows usage of the City's property, State law requires a $\frac{3}{4}$ majority vote of the Corporate Authorities (i.e., 6 affirmative votes) to successfully pass the attached Ordinance.

It is recommended that the City Council approve the attached Ordinance identified as Document Number 4, “An Ordinance Authorizing a Space Usage and Donation Agreement Between the City of Woodstock and Northwest Area Arts Council for the Old Courthouse Art Center at the Old Courthouse building,” which authorizes the execution of the attached Space Usage Agreement, subject to final review and approval by the City Attorney. The term of the new lease agreement would begin on April 1, 2016 and extend through April 30, 2017. This lease is subject to negotiations on an annual basis.



Reviewed and Approved by:

Roscoe C. Stellford III

City Manager

ORDINANCE NUMBER 16-O-_____

AN ORDINANCE AUTHORIZING A SPACE USAGE AND DONATION AGREEMENT BETWEEN THE CITY OF WOODSTOCK AND NORTHWEST AREA ARTS COUNCIL FOR THE OLD COURTHOUSE ART CENTER AT THE OLD COURTHOUSE BUILDING

WHEREAS, the City of Woodstock is the record owner of property known as the Old Courthouse and located at 101 North Johnson Street, Woodstock, Illinois; and

WHEREAS, the City Council has determined that it is in the interests of the City of Woodstock to allow the Northwest Area Arts Council to use specific space within said Old Courthouse, subject to mutually acceptable terms and conditions; and

WHEREAS, Exhibit A, attached hereto and made a part hereof, consisting of a Space Usage and Donation Agreement between the City of Woodstock and the Northwest Area Arts Council sets forth the aforementioned terms and conditions; and

WHEREAS, the ability to use space within the Old Courthouse will assist the Northwest Area Arts Council in fulfilling its mission of connecting artists of all ages with the community at large and to fostering creativity in all areas of life.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Woodstock, McHenry County, Illinois, as follows:

SECTION 1: That the attached agreement, identified as Attachment A and incorporated herein by reference, consisting of a Space Usage and Donation Agreement between the City of Woodstock and the Northwest Arts Council is hereby approved and that City Manager is hereby authorized to execute said agreement on behalf of the City of Woodstock.

SECTION 2: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4: This Ordinance shall be known as Ordinance Number 16-O-_____ and shall be in full force and effect upon its passage and approval by a three-fourths vote of the City Council, and its publication in pamphlet form (which publication is hereby authorized) as provided by law.

PASSED and APPROVED this 15th day of March, 2016.

Ayes:
Nays:
Abstentions:
Absentees:

APPROVED:

Mayor Brian Sager, Ph.D.

(SEAL)

ATTEST: _____
City Clerk Cindy Smiley

Passed:
Approved:
Published:

Attachment A

**SPACE USAGE AND DONATION AGREEMENT
BETWEEN THE CITY OF WOODSTOCK AND NORTHWEST AREA ARTS COUNCIL
101 NORTH JOHNSON STREET
WOODSTOCK, ILLINOIS**

This Space Usage and Donation Agreement (“Agreement”) is made and effective this ____ day of _____, 2016 by and between the **CITY OF WOODSTOCK**, an Illinois municipal corporation, 121 West Calhoun, Woodstock, Illinois 60098 (“City”) and **NORTHWEST AREA ARTS COUNCIL**, a user of space located within 101 North Johnson Street, Woodstock, Illinois (“User”).

City is the owner of land and improvements commonly known as The Old Courthouse, 101 North Johnson Street, Woodstock, Illinois (“Building”).

City makes available for use a portion of the Building as set forth below (the “Premises”):

Space to be made available for use to the User is depicted on the floor plan attached to this Agreement as Exhibit A. With the exception of common access areas and restroom facilities, User shall not access or utilize any additional space without the written consent of the City of Woodstock.

City desires to allow for the User to use Premises, and User desires to utilize identified space within the Premises from City for the term, at the donation amount and upon the covenants, conditions and provisions herein set forth.

NOW THEREFORE, in consideration of the mutual promises herein, contained and other good and valuable consideration, it is agreed:

1. **Term.** City hereby allows use of the Premises to User upon execution of this Agreement, and User hereby acknowledges the same from City through and including April 30, 2017.
2. **Donation Amount.** During the term of the use, User shall make a monthly contribution payable in the amount identified below to the **Old Courthouse and Sheriff’s House Building Maintenance and Restoration Fund** (a separate, not-for-profit account administered by the City of Woodstock, established for the purpose of funding building maintenance and restoration activities) payable to the City (at 121 West Calhoun Street, Woodstock, IL 60098, Attention: Finance Director):
 - (a) **Monthly Donation Amount:** **\$600** payable upon the first day of each month and thereafter until this Space Usage and Donation Agreement has terminated. For the first month of this Agreement only, commencing on the effective date of this Agreement, the User shall pay only a prorated amount based upon the remaining days of the month.

3. **Use.** The occupied Premises may be used and occupied by User only for the following purposes: Arts gallery and arts related activities. User shall not use the Premises for the purposes of storing, manufacturing or selling any explosives, flammables or other inherently dangerous, noxious, odorous or offensive substances, chemicals, or devices other than encompassed by the purpose identified above, and always used and stored in a safe and appropriate manner. User shall keep the Premises free of debris and shall not create undue vibration or noise.

4. **Assignment.** User shall not assign this Agreement in whole or in part.

5. **Care and Maintenance of Premises.** User shall maintain the Premises in good and safe condition, and shall surrender the same, at termination hereof, in good condition as received, normal wear and tear excepted. User is occupying the Premises from City in an “as-is” condition, and City assumes no responsibility for improving or altering the Premises in any way during the term of this Agreement.

6. **Alterations and Improvements.** User shall make no new alterations or improvements to the Premises without City’s consent which may be withheld for any reason. With City’s consent, which may be withheld for any reason, User may install at its own expense, trade fixtures and temporary installations provided the same are made in a workmanlike manner and utilizing good quality materials.

7. **Insurance.**

7.1 City shall maintain fire and extended coverage insurance on the Building and the Premises in such amounts as City shall deem appropriate. User shall be responsible, at its expense, for fire and extended coverage insurance on all of its personal property, including removable trade fixtures, located in the Premises.

7.2 User shall, at its own expense, maintain a policy or policies of comprehensive general liability insurance for not less than \$1,000,000.00 with respect to its activities in the Building with the premiums thereon fully paid on or before due date, issued by and binding upon an insurance company approved by City. City shall be listed as an additional insured on User’s policy or policies of comprehensive general liability insurance, and User shall provide City with current certificates of insurance evidencing User’s compliance with this Paragraph. User shall obtain the agreement of User’s insurers to notify City that a policy is due to expire at least (10) days prior to such expiration. City shall not be required to maintain insurance against thefts within the Premises or the Building.

City Liability. City and City’s elected and appointed officials, agents, attorneys and employees (collectively “City Affiliates”), shall not be liable for, and User unconditionally and absolutely waives and fully indemnifies City and City Affiliates for any and all causes of action, rights and claims against City or City Affiliates, arising from any damage or injury to person or property, regardless of cause, sustained by User, parties claiming through User, or by third parties

resulting from any accident or occurrence in or upon the Premises unless such damage or injury to person or property shall be more than 50% due to the negligence of City or City's Affiliates. This provision shall survive the termination or expiration of this Lease. This waiver and indemnity includes but is not limited to claims for damage resulting from (1) any equipment or appurtenances becoming out of repair; (2) City's failure to keep said Premise in Repair; (3) injury done or occasioned by wind, water, or other natural elements; (4) any defect in or failure of plumbing, heating or air conditioning equipment, electric wiring or installation thereof, gas water and steam pipes, stairs, porches, railings or walks; (5) broken glass; (6) the backing up of any sewer pipe or downspout; (7) the bursting, leaking, or running of any tank, tub, washstand, water closet, waste pipe, drain, or any other pipe or tank in, on or about the Premises; (8) the escape of steam or hot water; (9) water, snow or ice being on or coming through the roof, trapdoor, stairs, walks, or any other place on or near the Premises or otherwise; (10) the falling of any fixtures, plaster or stucco; and (11) any act, omission or negligence of other persons or occupants of adjoining or contiguous buildings or space or of owners of adjacent or contiguous property.

8. **Utilities.** City shall pay all charges for gas, water, and electricity used by User on the Premises during the term of this Agreement. User shall not use any equipment or devices that utilize excessive electrical energy or which may, in City's reasonable opinion, overload the wiring, interfere with electrical services, or create a dangerous or potentially dangerous environment.

9. **Signs.** Following City's consent, User shall have the right to place on the Premises, at locations selected by City, any signs which are permitted by applicable zoning ordinances. City may refuse consent to any proposed signage that is, in City's reasonable opinion, too large, deceptive, unattractive or otherwise inconsistent with or inappropriate to the Premises or use of any other User. User shall repair all damage to the Premises resulting from the removal of signs installed by User.

10. **Entry.** City shall have the right to enter upon the Premises at reasonable hours to inspect the same. In addition, with 10-days' notice or immediately in the case of an emergency as determined at the sole discretion of the City, City may deny access to some or all areas of the Premises to User in order to effectuate repairs, short-term remodeling or renovations of the space. In that event, any donations requirement will be prorated to reflect the period access to the premises is not available.

11. **Damage and Destruction.** If the Premises or any part thereof or any appurtenance thereto is so damaged by fire, casualty or structural defects that the same cannot be used for User's purposes or in the event of any other damage to the Building or the Premises that renders the Premises unusable, inoperable or unfit for occupancy in whole or in part, then this Agreement shall terminate as of the date of such damage. City shall have no further obligation to User except that the City shall return to the User prorated rent for that month.

17. **Waiver.** No waiver of any default of City or User hereunder shall be implied from any omission to take any action on account of such default if such default persists or is repeated, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated. One or more waivers by City or User shall not be construed as a waiver of a subsequent breach of the same covenant, term or condition.

18. **Headings.** The headings used in this Agreement are for convenience of the parties only and shall not be considered in interpreting the meaning of any provision of this Agreement.

19. **Final Agreement.** This Agreement terminates and supersedes all prior understandings or agreements on the subject matter hereof. This Agreement may be modified only by a further writing that is duly executed by both parties.

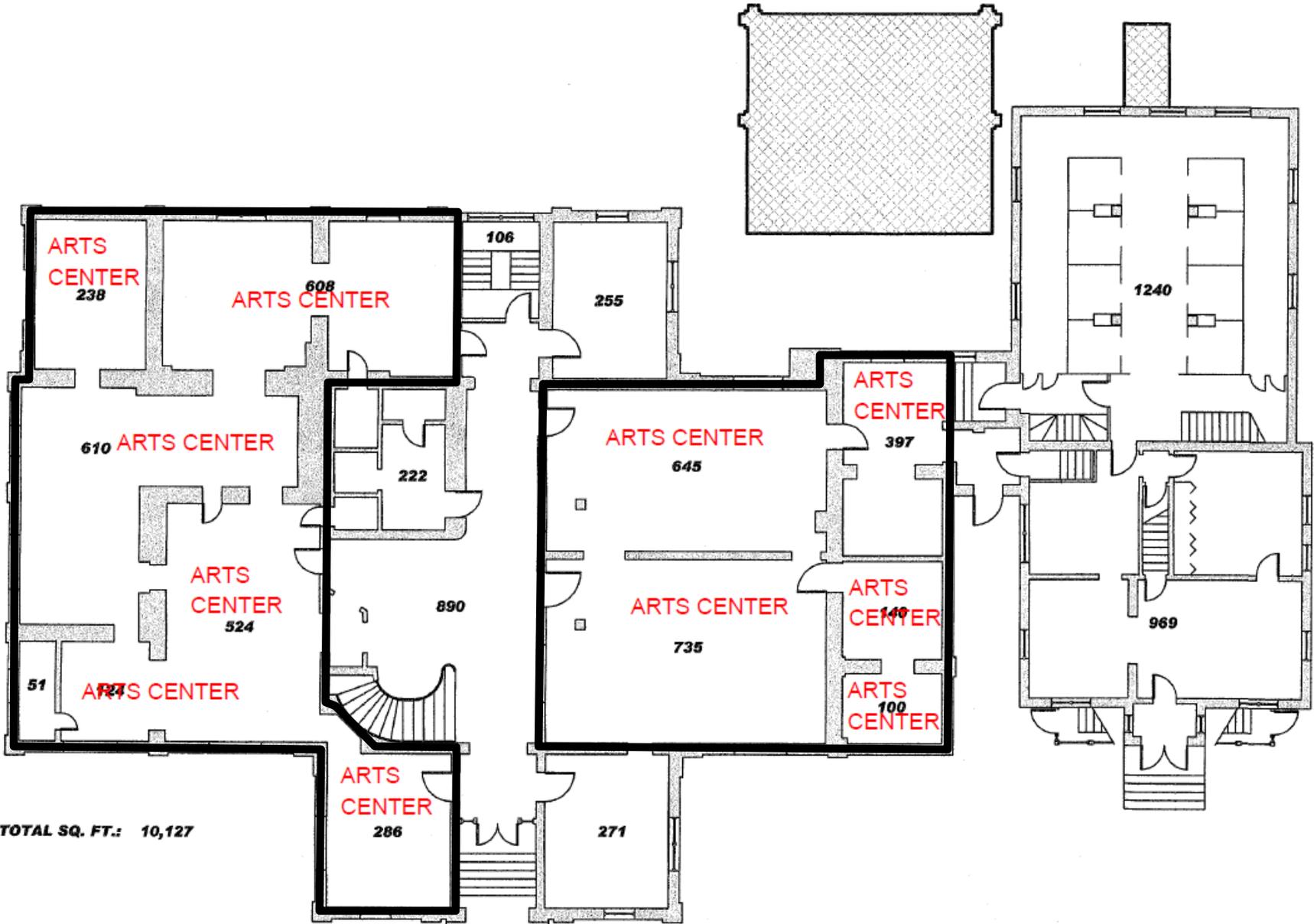
IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

CITY:
City of Woodstock, an Illinois
Municipal Corporation

USER:
Northwest Area Arts Council

By: _____
Roscoe C. Stelford
City Manager

By: _____
Name: _____
Title: _____



TOTAL SQ. FT.: 10,127

OLD MCHENRY COUNTY COURTHOUSE

FIRST FLOOR PLAN

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



Exhibit A



Police Department
Robert W. Lowen, Chief of Police
656 Lake Avenue
Woodstock, Illinois 60098

phone 815.338.6787
fax 815.334.2275
policedept@woodstockil.gov
www.woodstockil.gov

To: Mr. Roscoe C. Stelford, City Manager
From: Robert W. Lowen, Chief of Police
Re: Amendment to City Traffic Code
Date: March 8, 2016 (March 15, 2016 City Council Meeting)

This correspondence seeks approval for the attached Ordinance which will amend the Woodstock City Code.

The amending ordinance adopts the penalties set forth in the Illinois Vehicle Code and the Illinois Code of Corrections. Adopting these sentencing options in the Ordinance will ensure that the sentencing options available to the City for violations of the City's Traffic Code are consistent with those available for offenders that are charged under the Illinois Vehicle Code.

Recommendation:

If the City Council concurs, then a motion would be in order to approve the following amendment to Chapter 1, Title 5, "Adoption and Incorporation by reference of the Illinois Vehicle Code (Rules of the Road)" and the following amendment to Chapter 1 Title 5, "Adoption and Incorporation by reference of the Illinois Vehicle Code (Equipment)" of the Woodstock City Code, identified as Document number # 5.

Sincerely,



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager

Robert W. Lowen
Chief of Police



NATIONAL TRUST
for HISTORIC PRESERVATION®

DOZEN DISTINCTIVE
DESTINATIONS 2007

***Woodstock is proud to have been recognized as a 2007 Distinctive Destination
by the National Trust for Historic Preservation***

MEMORANDUM

To: Chief Robert Lowen
Woodstock Police Department

From: Kevin A. Chrzanowski *KAC*

Date: February 29, 2016

Re: Amendment to City Traffic Code

Attached for your review and presentment to the City Council is an ordinance amending the City's Traffic Code. The ordinance adopts the Illinois Vehicle Code, with the exception of Chapter 12, as Section 5.1.1 of the City Code. The ordinance provides for Chapter 12 to be adopted as Section 5.2.1 of the City Code. As you may recall from our research on this matter, Chapter 12 is separated from the remaining provisions of the Traffic Code because the prior version provided for equipment violations as a separate section in the City Code. In order to ensure that our new ordinance does not create any issues for our patrol officers when writing equipment violations, Chapter 12 will continue to be its own section. In addition to these modifications, the amending ordinance adopts the penalties set forth in the Vehicle Code and Illinois Code of Corrections. Adopting these sentencing options in the ordinance will ensure that the sentencing options available to the City for violations of the City's Traffic Code are consistent with those available for offenders that are charged under the Illinois Vehicle Code. If you should have any questions or concerns please contact me.

ORDINANCE NO. 16-O-_____

***An Ordinance Amending the Woodstock City Code
Regarding Motor Vehicles and Traffic***

WHEREAS, the City of Woodstock, McHenry County, Illinois, is a non-home rule municipality with authority under the provisions of the Illinois Municipal Code and related statutes; and

WHEREAS, Section 20-204 of the Illinois Vehicle Code provides that the corporate authorities of a municipality may adopt all or any portion of the Illinois Vehicle Code by reference;

NOW, THEREFORE, BE IT ORDAINED by the CITY COUNCIL of the CITY OF WOODSTOCK, McHenry County, Illinois, as follows;

SECTION 1: Title 5, *Motor Vehicles and Traffic*, Chapter 1, *Definitions and Rules of the Road*, Section 5.1.1, *Adoption and Incorporation by Reference of the Illinois Vehicle Code (Rules of the Road)*, of the Woodstock City Code shall be deleted in its entirety and replaced with the following:

5.1.1: ADOPTION AND INCORPORATION BY REFERENCE OF THE ILLINOIS VEHICLE CODE (RULES OF THE ROAD):

Pursuant to 625 ILCS 5/20-204 of the Illinois Vehicle Code, the City adopts and incorporates by reference all paragraphs and sections of the Illinois Vehicle Code and subsequent amendments, excluding Chapter 12, as if fully set forth herein as the City of Woodstock Vehicle Code. The section numbers used in the Illinois Vehicle Code shall be identical to those section numbers in the City of Woodstock Vehicle Code.

SECTION 2: Title 5, *Motor Vehicles and Traffic*, Chapter 1, *Definitions and Rules of the Road*, Section 5.1.2, *Penalties*, of the Woodstock City Code shall be deleted in its entirety and replaced with the following:

5.1.2: PENALTIES:

Any person violating any provision of the Illinois Vehicle Code as adopted by the City pursuant to Section 5.1.1 of this chapter shall be subject to one or more of the following dispositions as are authorized for such offense by the Illinois Vehicle Code and Illinois Unified Code of Corrections, any subsequent amendments thereto and as may be determined by a court of competent jurisdiction:

- (a) A maximum fine as authorized by reference to the Illinois Vehicle Code; and/or
- (b) A term of incarceration, either periodic or continuous, in a penal institution other than the penitentiary for a period not to exceed three hundred sixty-four (364) days as authorized by reference to the Illinois Vehicle Code; and/or

- (c) A term of suspension or conditional discharge as authorized by reference to the Illinois Vehicle Code and the Illinois Unified Code of Corrections; and/or
- (d) Mandatory community service; and/or
- (e) Such other disposition as authorized by reference to the Illinois Vehicle Code.

SECTION 3: Title 5, *Motor Vehicles and Traffic*, Chapter 2, *Equipment of Vehicles*, Section 5.2.1, *Adoption and Incorporation by Reference of the Illinois Vehicle Code (Equipment)*, of the Woodstock City Code shall be deleted in its entirety and replaced with the following:

5.2.1: ADOPTION AND INCORPORATION BY REFERENCE OF THE ILLINOIS VEHICLE CODE (EQUIPMENT):

Pursuant to 625 ILCS 5/20-204 of the Illinois Vehicle Code, the City adopts and incorporates by reference Chapter 12 of the Illinois Vehicle Code and subsequent amendments as Chapter 12 of the City of Woodstock Vehicle Code as if fully set forth herein. The section numbers used in Chapter 12 of the Illinois Vehicle Code shall be identical to those section numbers in Chapter 12 of the City of Woodstock Vehicle Code.

SECTION 4: Title 5, *Motor Vehicles and Traffic*, Chapter 2, *Equipment of Vehicles*, Section 5.2.2, *Penalties*, of the Woodstock City Code shall be deleted in its entirety and replaced with the following:

5.2.2: PENALTIES:

Any person violating any provision of the Illinois Vehicle Code as adopted by the City pursuant to Section 5.2.1 of this chapter shall be subject to one or more of the following dispositions as are authorized for such offense by the Illinois Vehicle Code and Illinois Unified Code of Corrections, any subsequent amendments thereto and as may be determined by a court of competent jurisdiction:

- (a) A maximum fine as authorized by reference to the Illinois Vehicle Code; and/or
- (b) A term of incarceration, either periodic or continuous, in a penal institution other than the penitentiary for a period not to exceed three hundred sixty-four (364) days as authorized by reference to the Illinois Vehicle Code; and/or
- (c) A term of suspension or conditional discharge as authorized by reference to the Illinois Vehicle Code and the Illinois Unified Code of Corrections; and/or
- (d) Mandatory community service; and/or
- (e) Such other disposition as authorized by reference to the Illinois Vehicle Code.

SECTION 5: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 6: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 7: This Ordinance shall be known as Ordinance 16-O-_____ and shall be in full force and effect upon its passage, approval and publication in pamphlet form (which publication is hereby authorized) as provided by law.

Ayes:
Nays:
Abstentions:
Absentees:

APPROVED:

Mayor Brian Sager, Ph.D.

(SEAL)
ATTEST: _____
City Clerk Cindy Smiley

Passed: _____

Approved: _____

Published: _____

CERTIFICATION

I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Council members of said City.

I do hereby further certify that at a regular meeting of the Woodstock City Council, held on the __
_____ day of _____, 2016, the foregoing Ordinance entitled ***An Ordinance Amending the Woodstock City Code Regarding Motor Vehicles and Traffic*** was duly passed by said City Council.

The pamphlet form of Ordinance No. 16-O-____, including the Ordinance and a cover sheet thereof, was prepared, and a copy of such Ordinance was posted in the City Hall, commencing on the _____ day of _____, 2016, and will continue for at least 10 days thereafter. Copies of such Ordinance are also available for public inspection upon request in the office of the City Clerk.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as the Clerk of said City for safekeeping, and that I am the lawful custodian and keeper of the same.

Given under my hand and corporate seal of the City of Woodstock this _____ day of _____
_____, 2016.

Cindy Smiley, Clerk
City of Woodstock,
McHenry County, Illinois

(SEAL)



phone 815.338-4305
fax 815.334-2267
b&zdept@woodstockil.gov
www.woodstockil.gov

MEMORANDUM

Date March 2, 2016

To: Roscoe Stelford, City Manager

From: Nancy Baker, City Planner

RE: Old Courthouse Architectural Services for Windows Restoration and Replacement Project

The Old Courthouse and Sheriff's House Advisory Commission discussed priority projects at their February 15th meeting and concurred with staff's recommendation that the courthouse windows are the top priority project for stabilization of the Old Courthouse property.

The existing windows allow rain, snow and wind into the building and are a major source of heat loss in the winter. Their deteriorated condition is also a major safety concern.

The windows range in age from original 1857 windows on the second story of the east side, to 1990s replacement sash on the second story of the south end. Over the years, a variety of temporary measures have been applied to keep sashes from completely falling apart and glass from falling out, but the window frames have been largely untouched. In addition, there are remnants of old non-functional window AC units dating to the County's ownership of the building.

The Historic Preservation Commission was asked for input regarding the best approach to the range of conditions and styles and they agreed that the 1905 Period of Significance should determine the appearance for the windows. Where possible, the original windows should be restored. Where original sash no longer exists, new sash should duplicate the 1905 pane configuration

The following photos show the courthouse from around 1905 and in 2012. It is noted that the additions at the north and south ends never had divided lite sash.



Like other courthouse projects, the full extent of deterioration is not easily determined. Each window has its own unique set of issues—some sashes can be restored or can be salvaged for other repairs; virtually all window frames will require repairs, window sills will require repair or replacement, some window trim can be salvaged and reused, and some masonry around the window openings will require repairs.

Without a window-by-window inspection and analysis, bidders will assume a worst-case scenario for every window and bid accordingly. The attached Scope of Services includes an analysis of all existing windows, the preparation of construction documents, assistance with the bidding process, and contract administration. The analysis will also help determine phasing for the project so that the project can include a base bid and various alternates. It is noted that the location (height) of the existing windows will require the analysis of upper-story windows to be

performed from a lift. Gary W. Anderson Architects performed a similar analysis for the Sheriff's House and prepared bid plans which identified the specific conditions to be addressed for each window.

It is recommended that the attached agreement with Gary W. Anderson Architects to provide architectural services for the surveying of existing courthouse windows, preparation of specifications, cost estimates, assistance through the bidding process, and contract administration assistance for an anticipated cost of \$12,000 be approved. Costs for these services will be paid from Tax Increment Financing Fund (TIF) line item #41-00-7-729, Old Courthouse.



Reviewed and Approved by:

Roscoe C. Stefford III

City Manager



Finance Department

121 W. Calhoun Street
Woodstock, Illinois 60098
815/338-4300
Fax 815/334-2267

Memo

To: Roscoe Stelford, City Manager
From: Paul N. Christensen, Finance Director
Date: March 8, 2016
Re: Calling Bond Series 2004F Alternate Revenue Bonds

On November 1, 2016, the City is due to make its final payment on Bond Series 2004F in the amount of \$400,000. The Series 2004F Bonds are paid from both the Water & Sewer Fund (\$300,000) and Water & Sewer Capacity - CIP Fund (\$100,000).

On May 1, 2016, the City will start its new fiscal year in which this final payment of \$400,000 will be budgeted. Since these funds are budgeted at this point and are available to make payments, it is proposed that this final payment that is due on November 1, 2016 be paid at the beginning of May 2016. The advantage of making the payment at this point is the City can save the interest that would accrue during the period of May 2016 to November 2016. This interest savings is estimated to be around \$7,000.

Because the City will be making this payment earlier, there will be a small decrease to the City's investment income estimated to be around \$1,600 if using the 0.82% investment return reported at the end of the 3rd quarter of FY16/17. This decrease in income is significantly less than the estimated \$7,000 in interest savings and will ultimately result in an estimated net savings of \$5,400.

Since the funds must be at UMB on the call date and the City cannot wire the money to UMB until after May 1, 2016, it is being proposed that the call date of May 3, 2016 be used.

I have spoken with our financial advisor at Baird and our paying agent at UMB, and both agree that the City can call these bonds at the beginning of May 2016 and save a significant portion of the interest that would have been due in November 2016.

In order to call these 2004F Bonds, it is recommended that the City Council approve this action and then a letter must be sent by the Finance Department to UMB by March 19, 2016.

Recommendation:

It is recommended that the City Council approve a motion to complete a current refunding and call the Series 2004F Bonds on May 3, 2016. Funding has been included within the development of the FY16/17 Budget and all costs would be paid from the next fiscal year from account 60-53-8-900, Bond Principal (2004F).



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager

OSM

1996 Water & Sewer

Refunded by 2004F

BOND DEBT SERVICE

City of Woodstock, McHenry County, Illinois
Series 2004: Advance Refund 1996

Dated Date 03/01/2004
Delivery Date 03/09/2004

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
03/09/2004					
05/01/2004			17,784.58	17,784.58	17,784.58
11/01/2004	55,000	2.000%	53,353.75	108,353.75	
05/01/2005			52,803.75	52,803.75	161,157.50
11/01/2005	60,000	2.000%	52,803.75	112,803.75	
05/01/2006			52,203.75	52,203.75	165,007.50
11/01/2006	60,000	2.000%	52,203.75	112,203.75	
05/01/2007			51,603.75	51,603.75	163,807.50
11/01/2007	305,000	2.000%	51,603.75	356,603.75	
05/01/2008			48,553.75	48,553.75	405,157.50
11/01/2008	315,000	2.150%	48,553.75	363,553.75	
05/01/2009			45,167.50	45,167.50	408,721.25
11/01/2009	320,000	2.500%	45,167.50	365,167.50	
05/01/2010			41,167.50	41,167.50	406,335.00
11/01/2010	330,000	2.750%	41,167.50	371,167.50	
05/01/2011			36,630.00	36,630.00	407,797.50
11/01/2011	335,000	3.000%	36,630.00	371,630.00	
05/01/2012			31,605.00	31,605.00	403,235.00
11/01/2012	350,000	3.000%	31,605.00	381,605.00	
05/01/2013			26,355.00	26,355.00	407,960.00
11/01/2013	365,000	3.250%	26,355.00	391,355.00	
05/01/2014			20,423.75	20,423.75	411,778.75
11/01/2014	370,000	3.400%	20,423.75	390,423.75	
05/01/2015			14,133.75	14,133.75	404,557.50
11/01/2015	385,000	3.550%	14,133.75	399,133.75	
05/01/2016			7,300.00	7,300.00	406,433.75
11/01/2016	400,000	3.650%	7,300.00	407,300.00	
05/01/2017					407,300.00
	3,650,000		927,033.33	4,577,033.33	4,577,033.33

100,000 from
62-02-9-900

Note: FINAL NUMBERS (AGE#: 24376)



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

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jvanlanduyt@woodstockil.gov
www.woodstockil.gov

To: Roscoe Stelford, City Manager
From: Jeff Van Landuyt, Public Works Director
Re: Transmittal of 2015 Transportation Plan
Date: March 9, 2016

For more than two years now, Woodstock's Transportation Commission has been working on updating the City's 2008 Transportation Plan. Woodstock is fortunate to have a dedicated group who stuck with this project seeing it through to the end. Members of the Commission are listed on the front page of the report. This final document will serve as a planning tool for the Woodstock Community as it relates to transportation.

A copy of the final report has been attached for the City Council's review. Commission Chairman, Andrew Celentano will present the document to the City Council for acceptance and he will be available for questions and comments.



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager

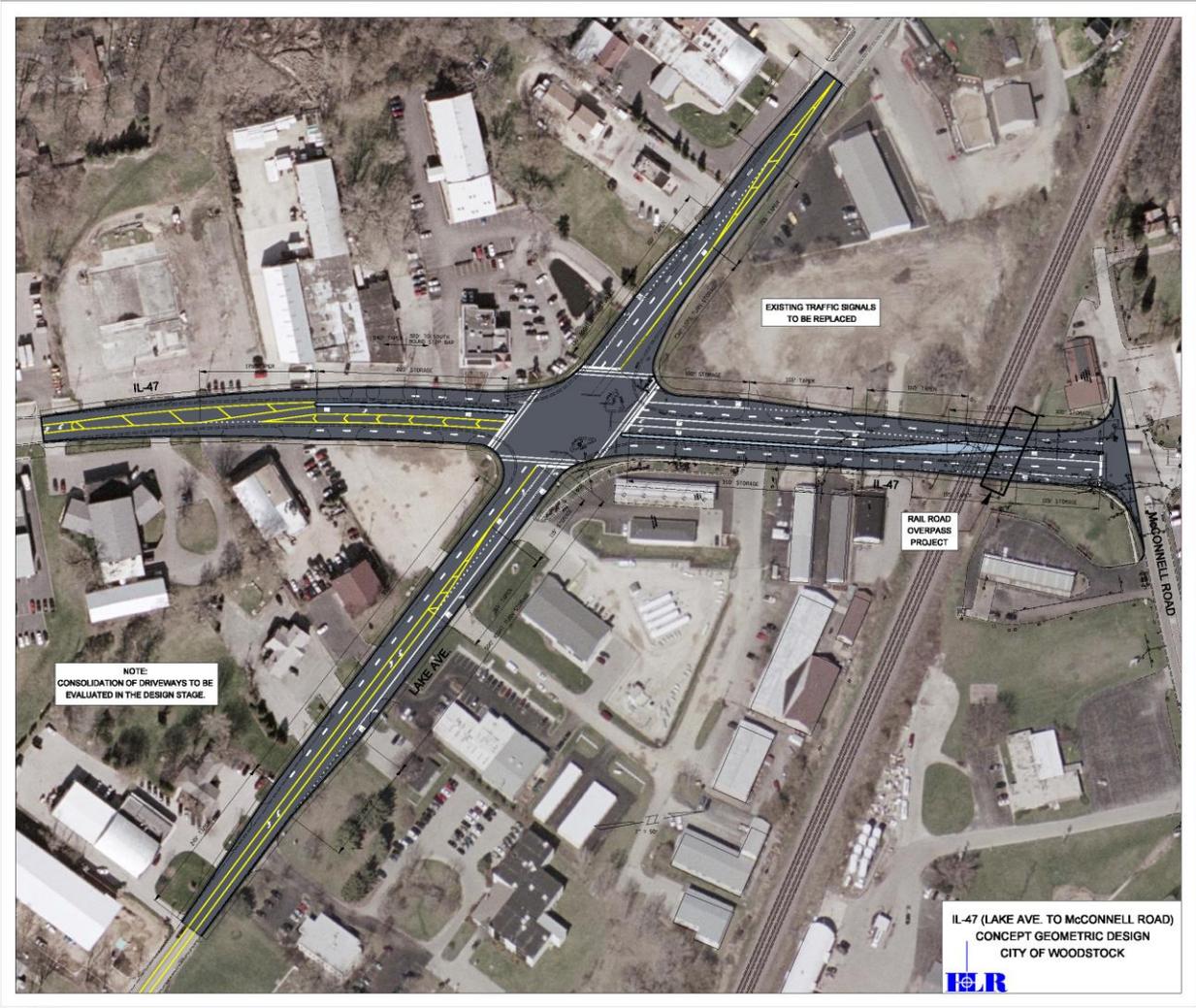


NATIONAL TRUST
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DOZEN DISTINCTIVE
DESTINATIONS 2007

***Woodstock is proud to have been recognized as a 2007 Distinctive Destination
by the National Trust for Historic Preservation***

**CITY OF WOODSTOCK
TRANSPORTATION PLAN
REVISED 2015**



PREPARED BY:

WOODSTOCK TRANSPORTATION COMMISSION

- Andrew Celentano, Chairman
- Susan Hudson
- Mark Indyke
- Jason Osborn
- Caron Wenzel

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Chapter One

Introduction and Overview



Introduction

The City of Woodstock Comprehensive Plan 2002 began with **“It has been said that Woodstock is a place that did not happen by accident; as a planned city that was laid out in a perfect grid in 1844, a two acre Park-in-the-Square marks the heart of the City.”** This opening statement confirms that even as Woodstock was being planned and the first goals for the City were being established, the community leaders understood the importance of a well-planned street system for the prosperity and success of the new community. **The development of the grid-street system in 1844 was the first Transportation Plan for the City of Woodstock.**

The success of that planning effort is further documented in the Comprehensive Plan 2002-“With the expansion of the Chicago, St. Paul and Fond du Lac Railroad tracks, the town quickly grew. Local farmers could now transport their wheat, cheese and pickles to Chicago in a matter of hours instead of days. Industries such as printing, manufacturing and the notable Woodstock Typewriter plant, chose Woodstock as their location in the late 19th century – creating the beginning of the diverse community that Woodstock is today. Woodstock is a true Midwestern city where community and quality of life are values that are revealed in every street and sidewalk.”

Taken from the Prologue of the Woodstock Comprehensive Plan 2002, these statements illustrate the importance of transportation and effective transportation planning to the history of Woodstock. The success and identity enjoyed by our community has been, in part, formed as a result of the transportation options and street networks available for local commerce and housing development.

That need to properly plan for an efficient and broad-based transportation system is just as important today as it was in 1844. The importance of a viable and efficient transportation system is now reflected in the *Woodstock Vision 2020 Statement*. *“Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycle paths ... available to take anyone virtually anywhere in the City and environs. Woodstock will aggressively work with IDOT and county, state and federal elected officials to re-design and improve Route 47 as an efficient transportation corridor.”*

As Woodstock grows, the transportation systems must also grow in order to preserve our quality of life and to allow the City to retain and attract residential, commercial, and industrial development. At the same time, the transportation system needs to advance and evolve to incorporate new means of service. Bicycle and pedestrian transportation are viable transportation options and should be more readily accommodated within the system. The transportation system should also recognize the commuter rail service that links Woodstock to Chicago as a resource that many residents are able to utilize. Rail service should be enhanced accordingly. Public transportation options should be promoted and offered for our residents. The street and highway systems, both locally and regionally, should be expanded and enhanced as the community and region grow. The City must also look to ensure adequate parking facilities for all types of transportation modes, and for convenient parking downtown and for all commuter centers. The advent of electric cars and low-speed vehicles will require consideration in planning new and improving facilities.

The accompanying Transportation Plan provides the framework and establishes goals for the City to continue to provide an efficient transportation system for all residents and to support the community.

STATEMENT OF PURPOSE

The purpose of this Transportation Plan is to provide Woodstock elected officials with specific recommendations to meet and improve the community's current and future transportation needs.

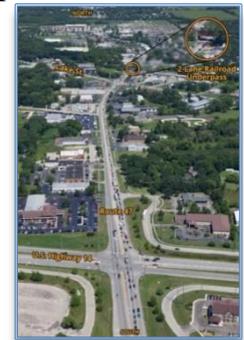
The safe, efficient, and effective movement of people and goods in and through our metropolitan area is a principal expectation for the City of Woodstock. As such, the Mayor and City Council have charged the Transportation Commission with developing a comprehensive plan to provide that function based on the community's priorities and preferences. The Transportation Plan will become a guide to aid future Transportation Commissions and the City Council in making informed decisions to meet the transportation needs for the community and its frequent visitors.

Assumptions and Goals

During the preparation and development of this Transportation Plan, certain principles emerged which helped define the goals and objectives articulated within each Chapter of this Plan. These principles reflect the expectations of the community and form the foundation of the final Plan. They include:

Importance of Route 47

While there are many different aspects that must be considered with the development of a sound Transportation Plan, the number one priority for the community is the reduction of congestion on Illinois Route 47 within the City of Woodstock.



Need To Look Regionally

The Commission recognizes that a city is not insular and, as such, Woodstock is viewed not only as a discreet geographical entity, but also as a part of existing county, regional, state, and federal networks of transportation.

Efficiency

Residents want their transportation systems to be productive and efficient in terms of what they value. They want transportation systems that reduce travel time, reduce travel costs, increase comfort, provide a safe means of transportation, and that offer a variety of transportation choices and frequencies. Transportation systems need to be user friendly and stress 'ease of use' to be efficient and effective.

Importance To Economic Development

In order for Woodstock to continue to expand the commercial and industrial base of the community, the City must supply transportation systems that provide capacity, at least on the same pace as economic development. Mobility and efficient transportation systems further economic growth and prosperity while, conversely, congestion and limited transportation options and facilities dampen productivity and economic development. The plan shall also contemplate areas of future development that can be made more attractive for such development.

Link To Land Use

Transportation planning and transportation policy cannot be separated from the way that land is used. The relationship among transportation systems, economic development, population growth, and the location of activities will determine the level of services provided by the overall transportation systems. The Transportation Plan should advance the community development and land use goals articulated in the Woodstock Comprehensive Plan 2008.

Balanced and Multifaceted

A successful Transportation Plan for the City of Woodstock needs to be well balanced in terms of transportation options and facilities. The Transportation Plan needs to consider varied modes and methods while at the same time balancing the economics of implementation, quality of life, ease of use, and preservation of the ‘small town feel’ that helps to identify Woodstock as a unique community.

Aware of Environment

The Woodstock Transportation Plan needs to minimize the potential adverse impact of future transportation systems and facilities on the environment and should promote alternate transportation options that will benefit the environment.

Fiscal Responsibility and Reality

The City of Woodstock does not have the financial resources to plan and complete all identified transportation improvements using only local funds. It will be necessary to aggressively pursue additional financing options including public/private partnerships, public improvements to be constructed by specific development projects, grant funds, and state and federal assistance. Costs of construction and cost to provide transportation improvements will need to be weighed against the benefits received to ensure that the community is investing funds for the right transportation facilities with the right capacity at the right locations.

Benefits of Transportation Plan

The Woodstock Transportation Plan confirms the community’s opinion of the importance and value of an efficient and effective transportation system that will allow the residents choices in mode of transportation. This Plan will provide a guide for residents, community leaders, and elected officials to properly plan for changes to the transportation systems and to prioritize

transportation improvements based on need as well as the benefits.

The Plan is also a critical element to support the City's efforts to obtain county and regional support for future transportation enhancements. At the same time that Woodstock must plan for improvements at the local level, the City also needs to take the lead to promote transportation improvements at a regional level.

The development of this Transportation Plan will provide the community with the following benefits:

- An inventory of facilities and transportation choices;
- Further the transportation and circulation goals and objectives established in the Woodstock Comprehensive Plan 2008;
- Support the transportation objectives of the Woodstock Vision 2020 Statement;
- Specific transportation goals based on needs and benefit to the community;
- Recommend how to achieve those goals;
- Identify and assess the feasibility and desirability of alternative transportation options to serve the community;
- Establish an on-going process whereby the community, City Administration, and elected officials may continue to evaluate transportation improvements;
- Define and establish short-term and long-term transportation improvements to enable Woodstock to build consensus, support, and enhanced coordination with county and state officials for those improvements;
- Establish priorities for future improvements with recommendations for phasing and implementation; and
- Aid in the decision making process to balance the need of different transportation types and users against the City's ability to provide maintenance and funding.

Enabling Ordinance

The City Council created the Transportation Commission in September 2005. Among other duties, one of the responsibilities of the Commission is to "prepare and recommend to the City Council a transportation plan, looking to the present and future growth of the City. Such plan should include and identify Illinois routes, alternative and regional arterials, railroads, railroad crossings and overpasses, municipal pathways with regional pathway connections, and public routes."

A copy of the enabling Ordinance establishing the Transportation Commission and establishing the directive to prepare and recommend this Transportation Plan is attached as Exhibit One.

Chapter Two



Coordination and Communication

Introduction

To be effective as a sound planning and management tool that can be used by elected officials and the general public for an extended period of time, this Transportation Plan must be coordinated with other local and regional planning documents and planning objectives. There is a direct relationship between community decisions about land use, zoning, economic development goals, and environmental standards with transportation systems and planning – just as decisions made regarding transportation systems will have a direct impact on land use, zoning, economic development goals, and environmental standards. The development of an enduring and relevant Transportation Plan that is effective for many years must, therefore, consider other planning goals and objectives affecting the City of Woodstock.

This Chapter provides a summary of those specific goals and objectives established within other Woodstock and regional planning documents and are now incorporated into this Transportation Plan.

Vision 2020 Statement

In 2006, the City Council adopted a vision statement for the City of Woodstock that states “ *A respect for its rich history, an expectation of excellence and a commitment to a specific quality of life, are what give Woodstock the vibrancy of a city and the comfort of a community. Balanced lifecycle housing and the comfort and safety of home create a lifelong opportunity for a peaceful sanctuary. A robust commercial business sector affords attractive career employment and financial investment. The downtown Square is a unique destination for a boutique shopping experience around a beautiful park with trees and plantings that reflect the seasons. Cultural events at the Woodstock Opera House offer a wide array of entertainment and throughout the year, the streets around the Square come alive with horse and carriage rides, Victorian Christmas events, farmers markets, band concerts, festivals, art shows, and fairs. Woodstock is a magical respite where businesses, citizens, and government work together with boundless energy, pride, and vision to create and protect a community of excellence.*”

The Vision 2020 Statement understands that transportation and the variety of transportation options required for our community are an essential part of the overall goal to make Woodstock a community of choice, now and in the future. While there are many aspects to the Vision 2020 Statement, transportation systems and facilities must be considered, and the following specific transportation goals and objectives have been included with the Vision Statement:

- √ In housing, health and safety, Woodstock will promote a ‘get fit’ community with walking and connected bicycle paths and sidewalks throughout the City.
- √ Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycling paths ... available to take anyone virtually anywhere in the City and its environs.
- √ In accessibility and environmental sensitivity, Woodstock will aggressively work with IDOT and county, state, and federal elected officials to re-design and improve Route 47 as an efficient transportation corridor.

- √ Woodstock will provide an innovative street network with efficient connectors.
- √ Woodstock will provide train and bus schedules to serve all citizens with mobile transportation throughout the City and beyond.
- √ Woodstock will have walking and bicycling paths running throughout the City and connecting to regional systems that extend miles in multiple directions.

The accompanying Transportation Plan incorporates these Vision 2020 Statement goals and provides recommendations for implementation.

Comprehensive Plan 2008

The purpose of Woodstock's Comprehensive Plan is to provide a statement and guide for both public and private decision makers regarding the future of the community. The Plan attempts to: (1) recognize existing problems, conditions, and resources which affect us; (2) guide the growth and development of Woodstock in a responsible and creative way consistent with the type of community that is desired; and (3) establish a long-range program which provides for consistent decisions even when the composition of the decision-making body changes.

The Woodstock Comprehensive Plan is organized around the fundamental elements of community development: natural resource protection, preservation of open landscapes, maintenance of community character, housing, parks, public facilities, economic resources, and circulation. Each of these elements is linked to transportation systems and facilities to some extent and will be considered with this Transportation Plan, just as the goals and recommendations identified with this Transportation Plan will impact the future implementation of the Comprehensive Plan goals and objectives. Therefore, coordination between these two planning documents is essential. The following specific goals and implementation strategies have been identified in the Comprehensive Plan that directly relate to transportation and have been considered with the Transportation Plan.

Chapter 3 - Natural Resources

Implementation Strategies

11. Promote land use patterns which discourage automobile dependency and provide multi-transportation options, including bicycle and pedestrian routes, carpooling, and enhanced public transit to improve air quality.

Chapter 4 - Open Landscapes

Implementation Strategies

1. Promote the establishment of open landscapes at major approaches to the City, such as Routes 14, 47, and 120; Kishwaukee Valley Road; Dean Street; and Lake Avenue.
2. Provide open landscapes within and between adjoining development areas and require the connection of open landscapes, where feasible, by pedestrian and bicycle trails, side paths, and multi-use paths.
3. Establish trail connections to existing and proposed trail amenities both inside and

- outside the City's corporate limits and to existing natural and open space areas.
8. Incorporate NIPC (CMAP) Regional Greenways and Trail Plan recommendations in order to connect Woodstock to the regional greenway system.

Chapter 5 - Community Character

Implementation Strategies

7. Require new residential development to be interconnected with existing residential development by providing pedestrian paths, street extensions, and adjoining open space and park areas.
9. Support neighborhood-scaled streets with high level of connectivity and short blocks, and enhance the City's current street network by establishing efficient street connectors.

Chapter 6 – Housing

Objectives

1. Encourage scattered-site housing for people with special needs in locations that are convenient and within easy access to shopping, employment, and public transportation.
2. Support higher residential density close to and within easy access of critical service areas and community resources, such as Library, schools, transportation nodes, shopping areas, parks, and medical facilities.

Chapter 7 – Parks

Objectives

10. Extend bicycle and pedestrian trails to regional trail systems and networks.
12. Develop a system of bicycle and pedestrian trails which link park and recreation sites with each other, residential neighborhoods, and regional trail networks, and other community facilities and resources, such as libraries, schools, downtown Woodstock.

Chapter 8 - Public Infrastructure

Implementation Strategies

17. Provide an interconnected network of streets to reduce traffic congestion and expedite the delivery of emergency services.

Chapter 9 - Economic Resources

Implementation Strategies

10. Encourage business/industrial parks and facilities and designed developments to provide shared access and frontage road improvements.

Just as the ideas, recommendations, and concepts presented with the Comprehensive Plan have been utilized to form this Transportation Plan, the Transportation Plan will also be utilized and considered when revisions and updates of the Comprehensive Plan are considered. The specific recommendations provided with this Transportation Plan should be conveyed to the Plan Commission for consideration in future decisions affecting land use and the quality of life for our community.

Comprehensive Plan 2008, Chapter 10 Circulation

In addition to the transportation goals and implementation strategies identified in the preceding section, Chapter 10 of that Plan is devoted specifically to ‘Circulation’ and, therefore, is the primary portion of the Comprehensive Plan that most directly relates to this Transportation Plan. Chapter 10 of the Comprehensive Plan is included as Exhibit Two.

The stated goal of the Circulation portion of the Comprehensive Plan 2008 is:

- Maximize the efficiency, pleasure, methods, and safety of travel in and through the City, while minimizing the negative environmental impacts of travel.

Chapter 10 of the Comprehensive Plan includes numerous ideas and recommendations for improving the overall transportation systems and facilities in Woodstock. Those ideas, goals, and implementation strategies have been considered, expanded, and defined in this Transportation Plan.

Woodstock Park Master Plan

Both the Comprehensive Plan 2008 and the Park Master Plan 2005 promote the benefits of safe and convenient pedestrian access to and linkage of City park facilities. Additionally, the Park Master Plan 2005 recommends that the City increase the amount of bicycle routes available for our residents as well as the importance of linking those local routes to regional trails.

Therefore, the transportation goals pertaining to pedestrian access to/from park facilities and bicycle routes as a recreational opportunity are to be coordinated with the Park Master Plan and the Park and Recreation Commission.

Woodstock Environmental Plan

In an effort to preserve and enhance Woodstock’s natural resources, the 2010 Environmental Plan calls for the need to develop transit and pedestrian oriented areas to help maintain and encourage available living spaces near transit systems mixed with commercial and retail establishments. This document states further that the development of an attractive and inviting bicycle and pedestrian system is a key element in preserving the environment for all residents and visitors to the City. Increased vehicle trips within the City and its immediate area leads to increased emissions. The plan calls for encouragement of car share programs combined with convenient and well planned public transit.

McHenry County Transit Plan

In 2005, McHenry County prepared and adopted a Transit Plan that included three main goals:

- Overcome existing mobility barriers,
- Connect to the regional transit network, and
- Improve options for accessing jobs (within and outside the county)

This McHenry County Transit Plan was used as reference information and as one component of a regional plan during the preparation of the Woodstock Transportation Plan. The McHenry

County Transit Plan has been provided to members of the Woodstock Transportation Commission for their use and information and may be obtained from the McHenry County Division of Transportation or view on their web site at www.co.mchenry.il.us

IDOT and Regional

There are three highways within the City of Woodstock (Illinois Route 120, Illinois Route 47, and US Route 14) under the jurisdiction and control of the Illinois Department of Transportation. Each of these highways has been designated as a Strategic Regional Arterial (SRA) with an accompanying planning document for future development and improvement. The City of Woodstock supports the planning goals established with the SRA documents and will continue a cooperative effort with IDOT to implement future roadway improvement projects on these routes.

In addition to the SRA planning documents, the City of Woodstock partnered with McHenry County, Kane County, and IDOT to complete a regional planning document for the improvement of Illinois Route 47 for the entire two county area. This document has helped prepare this project for construction once funding is made available.

Goals and Objectives

The Transportation Plan will serve to promote an interaction between the public, Transportation Commission, City Council, Woodstock Plan Commission, Woodstock Environmental Commission, McHenry County Council of Mayors, McHenry County, Illinois Department of Transportation, and state and federal elected officials. As with any successful plan, this cannot be a static document. Recognizing that the conclusions and recommendations will evolve and change over time, it is recommended that the Plan be reviewed and revised as needed, but not less than once every five years.

The Commission is responsible for direct communication and open discussion with various organizations and decision makers to further explain the conclusions and recommendations of the Plan. The Commission strives to maintain two-way communication with all residents and interested parties and strongly encourages participation and involvement in future revisions to this Plan.

Chapter Three



Pedestrians and Sidewalks

Introduction

The primary means of transportation in ancient times was by foot. Ironically when the population and density in a community increases, people resort back to this form of transportation because destinations become closer in proximity while other forms of individualized transportation become less effective or efficient. The failure to provide infrastructure which includes a planned pedestrian network, could have a negative effect on the growth and expansion of a community. The City needs to continue to promote adequate pedestrian facilities and plan for a pedestrian network that can be used as an alternative to vehicle travel.

Whether walking to school, work, shopping, recreational facilities, worship sites, or just for exercise, the safe movement of pedestrians is an essential aspect of the local transportation facilities. Having adequate sidewalks for the young, elderly, disabled, and all others is an essential element of a comprehensive transportation plan. Maintenance of existing sidewalks, construction of new sidewalks, and connectivity throughout the entire community all need to be focuses of this Transportation Plan. Providing safe and convenient walking paths for students to educational facilities, eliminating sidewalks barriers and trip hazards, and being mindful of the special needs of the elderly and disabled all contribute to a total and positive “walking transportation” infrastructure.

The importance of pedestrian facilities to the overall transportation network and to the quality of life for our community is stressed several times in the City’s Vision 2020 Statement as well as the Comprehensive Plan 2008.

√ In housing, health and safety, Woodstock will promote a ‘get fit’ community with walking and connected bicycle paths and sidewalks throughout the City.

√ Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycling paths ... available to take anyone virtually anywhere in the City and its environs.

√ Woodstock will have walking and bicycling paths running throughout the City and connecting to regional systems that extend miles in multiple directions.

√ The City should include provisions in Woodstock’s land development regulations requiring connecting open landscapes by pedestrian and bicycling trails.

√ The City should require new development to connect with existing development by providing pedestrian paths.

√ The City should develop a system of bicycling and pedestrian trails which link park and recreational sites with each other, residential neighborhoods, other community facilities and resources such as libraries, schools, downtown Woodstock, and regional trail networks.

√ The City should maximize the efficiency and choices of travel in and through the City whether by motor vehicle, public transportation, bicycle, foot, or wheelchair. The City should maximize the pleasure and safety of travel in the City regardless of mode.

Discussion of Current Conditions and Programs

Much of Woodstock is currently served with sidewalks, all new development projects being constructed in Woodstock are required to install sidewalks on both sides of the right-of-way as part of the public improvements. There are, however, ‘gaps’ in the sidewalk network scattered throughout the community that limit pedestrian activity and prevent pedestrians from enjoying the benefits of connected sidewalks.

Once installed, much of the responsibility for the maintenance and care of sidewalks rests with the adjoining property owner. Property owners and residents are encouraged to clear sidewalks and to invest in the proper maintenance of walks, but the City does not mandate this responsibility. When funding is available, the City tries to encourage responsible maintenance of the public sidewalks through a voluntary, annual cost sharing program. This program should include some cost share for residents who desire to construct sidewalk where none currently exists. The City does assume the responsibility to repair hazardous sidewalk conditions (which has been defined as a trip hazard of 2” or greater) and also has the responsibility for the maintenance and care of sidewalks adjacent to all public property and at all intersections.



At a minimum, the City should continue to provide annual funds for the replacement of hazardous sidewalk conditions. Finally, the City should provide funds to remove obstructions and obstacles at crosswalks to better ensure mobility and access of all users regardless of age or ability.

Identification of Users and Typical Pedestrian Traffic

In order to establish meaningful and successful goals for sidewalk facilities for our community, it is important to know the various types of uses and user groups for these facilities. Each user has different needs for connectivity and for proper sidewalk facilities that will impact the goals and long-range objectives.

School children need continuous sidewalks connecting to educational facilities that are safe and inviting. Sidewalks should be provided on both sides of a street in school zones to minimize street crossings and allow for pedestrian traffic to be focused at controlled school crossing locations. Sidewalk access to/from park locations also should provide safe movement of children but from larger, less defined neighborhoods than school zones.

Sidewalks to retail centers and to public transportation links need to be direct and provide the shortest and quickest route for commuters and residents. Pedestrian traffic for travel to/from a work site is difficult to define since there are few large, centralized work sites in Woodstock that

accommodate foot traffic. Sidewalks for recreation and exercise need to be connected to allow for long walks and need to be safe and inviting by providing a welcome and friendly view.

Elderly residents and residents with physical disabilities have specific needs for sidewalk facilities that must be taken into consideration and consistent with federal regulations as amended. One of the goals and objectives of Woodstock is to ensure as best as possible that these users will have the same opportunities to use the sidewalk network and enjoy the benefits of a quality facility as all other residents. This includes elimination of steps and grade barriers on public walks at crosswalks, providing regular maintenance of existing sidewalks to reduce the amount of trip hazards, provide sidewalks that are wide enough to allow easy access for wheelchairs, and provide sidewalks that are open and attractive so that the elderly and all users can feel safe when walking. When site plans are presented, these criteria must be enforced especially in areas at and in close proximity to senior housing.

Importance of Connectivity

In a 2013 survey conducted by the Transportation Commission, nearly 70% of respondents indicated that the City's existing sidewalk system does not meet their needs. One of four recommendations of those surveyed was to construct sidewalk where none currently exist.

Based upon the survey referenced previously, connectivity is an important goal for the sidewalk component of the Transportation Plan. Developers are required to pay to connect to public sewer and power lines, and for increased capacity on nearby roadways and intersections. However when it comes to sidewalks, their responsibility seems to end at the property line. Connectivity is important when it comes to automobiles and utilities and it should be a priority for the pedestrian network as well. A sidewalk system that 'starts and stops' or that does not provide connection to important destinations (e.g. schools, parks, public facilities, retail centers, work sites, medical facilities, church, home, etc.) will be ineffective and will not meet the needs of the community.

Connectivity.....

- provides pedestrian a safe place to walk reducing pedestrian collisions with motor vehicles
- serves to increase revenue as the result of increased foot traffic to and around business districts
- allows visitors and tourists an opportunity to further explore the community
- reduces the demand for parking
- promotes public health and mobility
- reduces congestion, air pollution, and traffic conflicts around schools
- increases independence

Discussion of School Pedestrian Access

A substantial portion of the student population in Woodstock does not receive bus transportation and must get to and from school by walking or by car. Transportation by car only creates traffic access problems at school sites, parking conflicts, and safety concerns. The City wants to

encourage students to walk or bicycle to school by providing safe and convenient sidewalk or bicycle path access at all school locations. In order for the sidewalk system to meet the needs of the students, it must be connected. There needs to be continuous sidewalks from the student's home to the school site that minimizes the number of street crossings. Sidewalks on school routes need to be open and visible.

The City and Woodstock District 200 have coordinated efforts to develop grant submissions through the federally funded Safe Routes to Schools program. This effort has yielded additional funds for the construction of sidewalk closing gaps in the City's network. The City and Woodstock District 200 should take steps to promote more pedestrian traffic to/from schools by making the following a priority:

- provide an accessible network of sidewalks around schools to encourage students to walk to school
- enhance existing pedestrian opportunities through engineering design, roadway markings, and/or street and sidewalk improvements
- improve and extend sidewalks through neighborhoods to schools
- create flexible plans to retrofit the existing network of sidewalks over time allowing for the connection to paths and trails
- seek public input from those who are directly affected by the improvements
- identify and fill critical gaps in the network system leading to schools
- design all sidewalks and improvements in accordance with federal standards and guidelines as amended for persons with disabilities.

The Transportation Plan has set a priority of a quarter mile in all directions around school sites and a four block radius to park locations for improvements to the sidewalk network. These locations are depicted on Exhibit Three. The City is encouraged to complete the construction of all missing sidewalks in these areas even where the adjoining resident is not willing to share in the cost of construction. The City should allocate sufficient funds on an annual basis to repair and correct all trip hazards.



Shrubs and landscaping immediately adjacent to the sidewalks that might interfere with public view should be removed and prohibited for the safety of the school children. Residents in these specific areas should be encouraged to keep sidewalks clear of snow during the winter months. The City should allocate sufficient funds to remove all pedestrian obstructions at crosswalks in these areas.

Special Requirements for Downtown Area

The Square and the downtown area of Woodstock are an essential part of Woodstock's identity and serve as important focal points for the community. The Square provides an enjoyable pedestrian environment for shopping, dining, community events, and leisure activities and is easily accessible by residents from the adjacent neighborhoods. This safe and friendly pedestrian environment is part of the charm of Woodstock and is to be preserved and enhanced through the construction of landscape islands to promote pedestrian safety and comfort.

Sidewalk and pedestrian facilities in the downtown area need to reduce reliance on other modes of transportation by connecting to public transportation, provide easy and safe pedestrian access to parking lots outside of the square, allow for limited commercial activity on sidewalks, incorporate streetscape features to enhance the overall quality and appearance, and promote a pedestrian friendly environment. As a result of these special requirements in the downtown area, sidewalks constructed with new development or redevelopment projects should include additional width to accommodate the needs of all types of consumers.

Where possible, sidewalk cafes and small landscape features by store fronts should be allowed on public sidewalks while still maintaining adequate space for easy pedestrian access. The City should continue to allocate adequate funds annually for proper maintenance of all public sidewalks to ensure the safety of pedestrians. Walkway links between streets and to/from parking lots should be enhanced to improve their appearance and to provide a better ‘pedestrian friendly’ environment. The construction of landscape islands (i.e. bump-outs) and extra wide sidewalks in the downtown can improve pedestrian safety and also enhance the pedestrian walkways.

Sidewalks in New Developments

Without exception, all new development projects should be required to construct sidewalks on both sides of the right-of-way as part of the public improvements. Consideration must be given to how these new developments and new sidewalks will connect with the existing community and existing sidewalk network. In general, that review of connectivity should extend out a minimum of four blocks from the new development project. Sidewalk improvements with new developments should stimulate and reinforce connectivity to the existing community and to existing destinations. Sidewalks and pedestrian facilities within new development sites that are closed loops and do not connect to existing sidewalk systems should be avoided.

Exceptions to the requirement to install sidewalks with new development should only be granted under special conditions that prevent that construction and then only with the approval of the City Council. If a waiver is granted, the developer should be required to pay an amount equal to the cost of sidewalk construction to the City. Those funds should then be used by the City to complete improvements to the existing sidewalk system beyond the City’s normal annual allocation of funds for sidewalk improvements. When possible and appropriate, extensions of existing multi-use paths and the construction of new multi-use paths within each development should be constructed. At a minimum, new multi-use paths should extend to the limits of each development.

Obstacles to Pedestrian Traffic

Despite the City’s best efforts to provide a network of sidewalks for pedestrians there are some significant obstacles to overcome. Many of the older sections of the community include steps at crosswalks that were constructed early in the 1900’s that now create substantial barriers to the elderly and the disabled. Even where sidewalks are provided continuously for several blocks at a time, these barriers can prevent proper access to crosswalks at intersections.

Woodstock is divided by the Union Pacific rail line which does limit pedestrian mobility from one half of the City to the other. In addition, the volume of traffic, vehicle speed, and the width of the pavement on State highways (Illinois Route 120, Illinois Route 47, and US Route 14)

present a substantial obstacle to safe pedestrian movements.

To overcome these obstacles, the City should identify and construct safer pedestrian routes across railways and across the State highways. This could include specific pedestrian crossing signals and walkways at major intersections, separate pedestrian crossing gates at rail crossings to improve safety, pedestrian islands on major highways to create safe refuge areas, and overpass/underpass facilities to allow pedestrian movement across major obstructions. The City should specifically evaluate and incorporate pedestrian facilities that allow for safe pedestrian movement with all future major highway and intersection improvement projects.

Goals and Objectives

- √ Establish sidewalks in the immediate area of schools, parks, and public facilities (within four blocks) as a priority and allocate sufficient funds to fill in all missing walks at these locations to provide better accessibility.
- √ When and where possible, the City should administer an annual cost sharing program designed to encourage property residents to provide proper maintenance of existing sidewalks and/or fill in missing gaps.
- √ The City should continue to identify locations that meet the definition of a trip hazard and allocate sufficient funds annually for the repair of hazardous sidewalks.
- √ The City should allocate new funds specifically for the removal of steps and barriers at crosswalks. The Commission recommends that an emphasis be placed on locations that are within four blocks of a school, park, public facility, or senior housing.
- √ All new developments should be required to construct sidewalks on both sides of the right-of-way and connect those new sidewalk facilities to the existing community. In lieu of sidewalk on one side of the rights-of-way, there should be consideration for the construction of a multi-use path carried through both developed and undeveloped parcels when improved.
- √ The City, Community Unit School District 200, and private schools should work jointly to identify priority locations for school walking routes.
- √ Downtown sidewalk access and facilities should be properly maintained and improved with the addition of streetscape features and walkway connections to/from parking lots.
- √ The City should include provisions for pedestrian crossings with all future major roadway improvement projects. The City should plan for the eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.

- √ Major construction on existing roadways with little or no abutting sidewalks should incorporate at least an eight (8) foot wide multi-use path on one side and a four (4) foot wide walking path on the other side. Paths shall be clearly marked.
- √ Senior citizen mobility and accommodation should be a consideration for all construction projects and new developments.
- √ The City should aggressively pursue accommodations in its transportation network for handicapped persons.
- √ Allocate sufficient funds to encourage residents to construct sidewalks where there are gaps within the existing community.
- √ Minimize the number of neighborhoods that are designed with cul-de-sacs because they cause a barrier to walking, reduce connectivity, and increase travel distances between destinations.
- √ Require developers to connect new facilities to existing sidewalks within the community.
- √ Define a plan for connectivity with future sidewalks where none exist at construction completion.
- √ The City should adopt some or all of the Complete Streets parameters to ensure uniformity in the design and construction of new, and improvements for existing, vehicular routes so that the entire right-of-way includes safe access for all users.

Chapter Four



Bike Routes and Bike Paths

Introuduction

Proper planning and construction of facilities to serve bike riders is one essential component of a successful Transportation Plan. The City needs to provide adequate and safe bike routes and facilities to promote the use of bicycles as an alternate means of transportation, as a form of recreation, for a safe leisure activity that contributes to the quality of life for our community, and to provide a means of transportation for individuals who cannot drive. Whether biking to school, work, park facilities, shopping, or just for fun, the safe use of streets and designated routes are essential aspects of the local transportation facility and network.

The importance of bicycle facilities to the overall transportation network and to the quality of life for our community is stressed several times in the City's Vision 2020 Statement as well as the Comprehensive Plan 2008.

- √ In housing, health and safety, Woodstock will promote a 'get fit' community with walking and connected bicycle paths and sidewalks throughout the City.
- √ Woodstock is a connected green community where every citizen enjoys the network of transportation options ... bus service, trains, walking and bicycling paths ... available to take anyone virtually anywhere in the City and its environs.
- √ Woodstock will have walking and bicycling paths running throughout the City and connecting to regional systems that extend miles in multiple directions.
- √ The City should include provisions in Woodstock's land development regulations requiring connecting open landscapes by pedestrian and bicycling trails.
- √ The City should develop a system of bicycling and pedestrian trails which link park and recreational sites with each other; residential neighborhoods; other community facilities and resources such as libraries, schools, and downtown Woodstock; and regional trail networks.
- √ The City should maximize the efficiency and choices of travel in and through the City whether by motor vehicle, public transportation, bicycle, foot, walking aid, or wheelchair. The City should maximize the pleasure and safety of travel in the City regardless of mode.

Assessment of Existing Conditions – Local and Regional

In 2009, the Transportation Commission developed the City's first Master Bicycle Plan. The Master Bicycle Plan is one of many planning documents used by the City Council, Woodstock's various boards and commissions, and the City Administration to assist in guiding the physical growth of the community and making transportation and land use decisions. In particular, this plan provides detailed goals, objectives, and implementation strategies which will enable Woodstock to become the bicycle friendly community envisioned in Woodstock's Vision 2020 Statement.

At this time, the City has one designated bike route which is located on South Street between

Blakely Street and Tara Drive. There is however no connectivity to or from these designated bike lanes. In addition, there are no regional trails that connect to Woodstock's corporate limits. The City does provide bike racks for storage at most public facilities in Woodstock including the Library, downtown area, and park locations. In general, existing conditions do not meet the goals and objectives established with the City's Comprehensive Plan or the Vision 2020 Statement.

Description, Purposes, and Uses of Bike Routes

Dedicated bike routes can come in many different configurations. More common designs include shared roadways, bike lanes, and/ or side paths. In general, roadways without curbs should include a firm shoulder separated from the travel lane. When a bike lane is provided as part of the shared roadway or on a shoulder adjacent to the travel lane, bicyclists are required to travel in the same direction as the vehicular traffic. Side paths, located separate from the travel way, can be used by two-way bike traffic and are also to be shared with pedestrian traffic. Bike traffic is allowed on public sidewalks in Woodstock except in certain areas of the downtown that are adjacent to cobblestone streets. If sidewalks are used by bicycles however, they must remember that pedestrians have the right-of-way.

Bicycle routes as depicted in the Master Bicycle Plan take into consideration the dangers of riding a bicycle in or adjacent to high speed traffic and areas of traffic congestion. Locations for planned routes also took into consideration areas with established traffic controls to aid bicycle movements at intersections with high volume traffic counts. The safety of bicyclists must be a priority when designing, developing, and constructing bike routes.

In order to effectively promote the use of bicycles as an alternate means of transportation, the City must consider and identify those groups and individuals who will utilize it most. Different users and different groups of residents will have their own needs and expectations, and a successful plan needs to be tailored to those needs where possible. The Commission has identified the following general user groups of a bike network:



- **Advanced.** Cyclists within this category are experienced and generally use their bicycles as they would a motor vehicle. They are riding for convenience and speed, and they want the most direct access to destinations as possible.
- **Basic.** These riders are using their bicycles for transportation purposes but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy passing for faster motor vehicles. Basic riders are comfortable riding on

neighborhood streets and shared use side paths and prefer designated facilities such as bike lanes or paved shoulders on busier streets.

- **Adolescents.** Bicycle riders from an early age to the teenage years need access to key destinations from where they reside. These destinations might include schools, parks, shopping, or other residential areas.

Bike Route Links to Major Destinations

Just as a quality street network needs to provide convenient access to major destinations both within the community and regionally, the bike route network needs to provide safe and convenient access to/from major destinations within the community. While it may not be practical to identify and construct a bike trail network that will provide direct access to every location within the City, an effort should be made to identify certain key locations and destinations where bike travel could be a viable option. To assist with the future preparation of a specific bike route program, the Commission has identified the following general locations and destinations where access via a designated bike route would be beneficial:

- Schools (elementary, middle, high school, and community college)
- Commercial Areas
- Industrial Areas
- Recreational facilities and park sites
- Government Services
- Community Gathering Places (i.e. downtown)
- Human Services
- Connections with public transportation (bus and rail)
- Connections to regional bike routes



Terminal and Bike Route Amenities

A successful program that promotes the use of bicycles as a viable alternative to vehicles needs to provide facilities that link with other forms of public transportation and provides for adequate bike storage facilities at key destinations. The future planning and development of bike routes in Woodstock should include facilities for bike racks, bike storage areas, personal lockers, restrooms, and convenient food service areas or vending machines at key locations. A description of these facilities and locations should be included with all published maps and route information.

Overview of Regional Plans and Connectivity to Regional Routes

Any Woodstock bike route network must also provide connectivity to regional trails. Future plans call for a new regional bike route to be constructed along the US Route 14 corridor between Woodstock and Crystal Lake. This new bike route will be the first link to a regional trail system for our residents. The City should support and cooperate with all agencies planning for the construction of regional bike trails that have the potential to provide a link to an expanded network for Woodstock residents.

Recommendations for Future Developments

As stated in the 2009 Master Bicycle Plan, future development projects should be evaluated for bike path and bike route locations with an emphasis on access to key neighborhood locations within the development project (schools, parks, open space) as well as connectivity to adjacent neighborhoods. Where practical, a bike route shall be provided in a separate right-of-way or easement along the perimeter of each new development where the development abuts other portions of the community. Bike paths and bike routes constructed ‘internally’ in the new development may be located along rear lot lines or located as a designated lane adjacent to a paved travel lane on a low volume street. Paved paths that are shared by both pedestrians and bicycles are acceptable.

Goals and Objectives

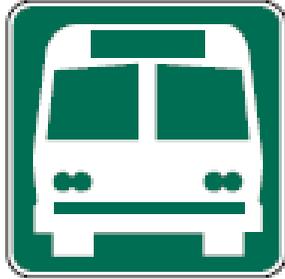
- √ This Transportation Plan identifies the importance and need for enhanced bike routes within Woodstock and it supports the plan and preferred route locations as written in the 2009 Master Bicycle Plan. The bike route plan shall include connection to identified destinations and linkage to regional systems.
- √ One component of the bike path and bike route program shall be education and enforcement to promote the safe use of bike route facilities including proper rules and expectations for riding of bikes, bike safety, and motorists’ awareness programs.
- √ In general, the preferred location of future bike routes and paths will be within a separate right-of-way or easement that is not shared with vehicle traffic. If separate right-of-way is not feasible or practical, the next option would be to create a dedicated bike lane adjacent to a vehicle travel lane with proper signage and markings. On low volume roadways or where a dedicated bike lane is not possible, shared roadway use may be considered.
- √ As a bike route system is developed, the City should provide adequate funds and resources to promote the facilities including identification and route signage, pavement and lane markings, pamphlets and maps for distribution, and path maintenance.
- √ Future planning and development of bike route facilities should address terminal amenities including (but not limited too) bike racks, bike storage, personal lockers, restrooms, and vending machines.
- √ All new developments in Woodstock should be required to construct bike paths around the perimeter of the development site that provide connection and access to adjoining development sites and neighborhoods. Internal bike paths that are for access inside of a development site and for recreational use can be located along rear lot lines.
- √ The City should identify and apply for grant funds to promote the establishment of, the expansion of, and the improvement of bike routes in the community and support efforts of other government agencies for grant funds to expand regional routes.

- √ When and where possible, the City should partner with the Illinois Department of Transportation on highway improvement projects to include bicycle paths and/ or sidewalks within Woodstock's corporate limits. Some projects may be eligible for cost share opportunities whereby the City could get improvements constructed for little or no cost. The City may need to get involved early in IDOT's planning process in order to take advantage of available opportunities.

- √ City staff and administration should include bike path facilities as part of all future capital improvement projects when any arterial road is paved or improved, as recommended in the City's Comprehensive Plan. All improvements and new facilities should be completed in accordance with the 2009 Master Bicycle Plan.

- √ Review and update the Master Bicycle Plan a minimum of every five years.

Chapter Five



Public Transportation

RTA The Regional Transportation Authority (RTA) was created in 1974 as a special purpose unit of local government serving the counties of Cook, DuPage, Kane, Lake, McHenry, and Will. The Regional Transit Strategic Plan identifies the vision of the regional transit system as “A world-class regional public transportation system providing a foundation to the regions prosperity, livability, and vitality.” RTA is the third largest public transportation system in North America based on passenger trips. The system covers 7,200 route miles in the six county region and provides more than two million rides daily.

In 1983, the RTA Act was amended creating three service boards under the oversight of RTA (Chicago Transit Authority, Metra Commuter Rail, and Pace suburban bus service) to handle system operations and fare responsibilities. RTA retained financial and budget operation of all service boards and for all regional planning issues.

In 2014, the RTA commenced a five year study to determine the impact of the economy on mass transit ridership. Results of the study can be found at <http://rtachicago.org/press-releases-2014/rta-5-year-study-shows-economy-s-impact-on-mass-transit-ridership-cta-ridership-increased-metra-pace-continue-to-rebound.html>. The study showed that Metra suburban rail, Pace suburban bus, and CTA bus service all saw rides decline between 2008 and 2012. However, Pace rides were up in the last two years analyzed, and Metra ridership is finally expected to take an uptick in 2013.

Pace Fixed Route Service

Pace is the suburban bus division of the Regional Transportation Authority and began operating in the six county region in 1983. Woodstock is one of 220 communities served by Pace with approximately 199 fixed routes at this time. Currently there are two fixed bus routes serving Woodstock residents:

Route 807 – Woodstock – McHenry

Two buses run fixed routes, one running eastbound from Woodstock to McHenry (7 stops), and one running westbound from McHenry to Woodstock (6 stops). Between 5:20 AM and 5:27 PM, Monday thru Friday buses average eight stops at almost every location. Buses will stop upon signal to the bus driver at any intersection along the bus route as long as it is safe to do so. There is no Saturday, Sunday, or holiday service. Currently, regular fares are \$1.75 for adults with reduced rates being as little as \$0.85 for adults with RTA cards or permits.

Route 808 – Crystal Lake – Harvard

Two buses run fixed routes, one running eastbound from Harvard to Crystal Lake (7 stops), and one running westbound from Crystal Lake to Harvard (6 stops). Between 6:25 AM and 6:04 PM, Monday thru Friday buses average seven stops at almost every location. Buses will stop upon signal to the bus driver at any intersection along the bus route as long as it is safe to do so. There is no Saturday, Sunday, or holiday service. Currently, regular fares are \$1.75 for adults with reduced rates being as little as \$0.85 for adults with RTA cards or permits.

The Woodstock Train Station serves as the link between these routes in the event a rider would like to travel from Harvard to McHenry or Crystal Lake to McHenry. As a result, these two bus

routes provide direct access for ridership within McHenry County to Harvard, Crystal Lake, McHenry, Wonder Lake, McHenry County College, and the train stations in these communities. By utilizing link connections to other fixed routes, residents have access to a much wider range of fixed bus routes throughout the entire six county region here in Illinois.

MCRide

McHenry County's Pilot/ Tri-City and the dial-a-ride services in Crystal Lake, McHenry, and Woodstock were combined into one service called MCRide. This transit service was designed to make it easier for suburban to suburban commuters and persons with disabilities to schedule and use dial-a-ride services in McHenry County, improve access to jobs and job related activities, and provide greater mobility to individuals with disabilities. This service receives a portion of its funding from the Federal Transit Administration of the US Department of Transportation through Job Access and Reverse Commute and New Freedom grants administered by the RTA along with funding through the McHenry County Senior Services Grant Fund. Remaining funds are paid through fares and by partners which include McHenry County, Pace Suburban Bus, the Cities of Crystal Lake, McHenry, and Woodstock, and the Townships of Dorr, Greenwood, and McHenry. Trip reservations can be made from the day before to up to one hour before the pickup time. Service hours are provided from 6:00 a.m. to 7:00 p.m., Monday through Friday, with a shorter schedule on Saturday. It is likely that the partnership will grow in the future decreasing costs to participating partners.

Current Metra Service

Woodstock is served with Metra commuter rail service along the Northwest Union Pacific line. Currently there are nine stops at Woodstock for inbound travel to Chicago on weekdays and 11 stops at Woodstock for outbound travel from Chicago to Woodstock. Less frequent service is also provided on Saturday, Sundays, and holidays. Typical travel time on the commuter rail from Woodstock to Chicago is 1 hour and 35 minutes. This service is an important transportation option that not only provides convenient travel to/from Chicago and Woodstock but also to several communities in the northwest suburbs. Public transportation links are readily available in Chicago, and also fixed route bus service is available at most train stations.

Private Transportation Options

A successful public transportation system does not rely only on the public sector to meet all transportation needs, but includes private sector facilities. Currently there are a few private sector transportation options that offer alternatives to our residents. This includes taxi service which is available in Woodstock, within the County, and also regionally (e.g. to/from airport). Several limousine service companies are also available to serve Woodstock residents. Some not-for-profit agencies (e.g. Woodstock Senior Services and Veterans Assistance) provide transportation services for specific types of individuals and for specific needs.

Parking To Support Public Transportation

Safe and convenient parking, both for bicycles and automobiles, is one important aspect of a successful public transportation program. As discussed later in this report, both Metra



and Pace now make some provisions for bicycles to be carried onto their facilities however, these types of facilities should be expanded and should be more user friendly. For cyclists who want to utilize a bicycle as a means to get to/from public transportation, the transportation hubs should also include parking and storage areas.

Although some residents may elect to use only public transportation as a means for intra-City travel, for example taking Dial A Ride to the train station to connect with Metra or a Pace fixed route, a more common practice is to drive to a public transportation hub. As a result, adequate, safe, and convenient parking is required. In the City of Woodstock, that parking is currently provided without any charge near the Metra train station which is also a connecting location for Pace fixed bus routes.

Currently, there are four parking lots provided and maintained by the City that are designated as commuter parking lots.

Using information from an on-board passenger survey, the 2002 Transit Oriented Development Study completed for the City of Woodstock reported that 67% of the passengers using the train drove alone and parked in the public parking lots. Only 2% carpooled during the survey period. 15% were dropped off and only 1% arrived by bike. That survey information supports the need to plan for expanded parking facilities in conjunction with increased ridership on the train.



The 2002 Transit Oriented Development Study predicts that future ridership at the Woodstock station will increase as the community grows and more stops are added to the established train schedule. Other factors potentially increasing transit ridership include increased efforts to promote public transportation, better coordination with fixed bus service, and relocation of the train maintenance yard. The report concludes that any increase in service level will require additional commuter parking, as will increases in population.

Bicycle Transfers To Public Transportation

Both the Metra commuter train service and Pace fixed route bus service allow bicycles to be transported on their facilities. Metra does allow cyclists to bring standard bikes on board trains during weekday off-peak hours and on weekends with only a few exceptions. On most trains, there is a limit of five bikes per ADA car, and cyclists will be accommodated on a first come, first served basis. Pace has improved their fixed route buses to include bike racks designed to accommodate two bicycles, however more effort should be made by all public transportation facilities to include more capacity for which to transport bicycles. These provisions help to promote bicycles as a viable transportation alternative and make public transportation a convenient option for commuters and for recreational trips.

Special Public Transportation Needs: Aging Population, Low Income, and ADA

Pace fixed route buses, Pace Dial A Ride buses, and Metra trains currently comply with ADA standards for accessibility. In addition, Pace may provide alternate transportation to passengers with disabilities. Currently Pace fixed routes, Metra, and MCRide offer discounted

fares for senior citizens and for passengers with disabilities. MCRide also offers a discounted fare for students. None of the public transportation options currently available for Woodstock residents include any reduced fares based on income.

Connectivity and Transportation Options for Public Transportation

The ability to move from one type of public transportation to another is important for any resident who utilizes these transportation options. The inability to conveniently link from one type of transportation, or one route to another, will deter individuals from using public transportation. Currently Woodstock residents can use various forms of connected public transportation to access the entire region. Dial A Ride service can provide a connection to both Pace fixed route service as well as Metra trains. The two bus fixed routes that operate in Woodstock link to other fixed routes in McHenry County. Metra trains carry passengers to several communities along the Union Pacific Northwest line which are then also served by Pace fixed routes within those communities. Finally, Metra train service will take passengers to Chicago where they can access the Chicago public transportation system.

The public transportation system currently serving Woodstock and linking our residents to the entire region is well connected. While passengers do need to be aware of both transit arrival and departure times, utilization of bus and train travel is a good option. The 2002 Transit Oriented Development Study completed for Woodstock did conclude that there is an opportunity to improve coordination of the two fixed bus routes with the train schedule to improve overall service to the passengers.

Goals and Objectives

- √ Metra train service is a vital transportation option for the community. The City should continue to support efforts by Metra to relocate certain train facilities to the westerly edge of Woodstock which would result in an improved schedule at the Woodstock station.
- √ Woodstock should continue to push for an additional Metra stop @ Lily Pond Road to accommodate those riders who live on the eastern edge of Woodstock, to create greater flexibility in schedules, and to provide a location where parking is not at a premium.
- √ The City should work with Metra to provide a low-cost Metra pass for persons who travel within McHenry County.
- √ For the safety and convenience of passengers utilizing the Metra service, it is recommended that the City encourage and support the construction of a waiting area and expanded platform on the inbound side of the tracks at Woodstock.
- √ The City should continue to plan and locate convenient public parking near public transportation hubs and connection points. As use of the commuter rail system and fixed route bus service increases, the demand for parking will also increase.
- √ The City should identify, prepare, and implement educational and promotional programs

to encourage commuters to ride-share to public parking for commuter travel and public transportation. The goal is to reduce the number of single-passenger motorists who arrive and park at public transportation links.

- √ The City's support and funding of the local Pace Dial A Ride service (MCRide) should be continued for the benefit of the residents who have limited transportation options.
- √ Pace fixed route bus service provides a means to link Woodstock to other communities and destinations in McHenry County and regionally. At a minimum, the City, along with Pace, should maintain existing service, monitor resident demand related to the fixed route locations, and expand that service when appropriate.
- √ The City should explore and evaluate the utilization of a non-typical (trolley type) public transportation option to link public parking areas, shops, major storefronts, grocery stores and points of interest. This mode of transportation could be considered seasonally and/or as a limited fixed route configuration that could be operational year round.
- √ The City should evaluate and promote the use of shuttle services during special community events to improve access to remote parking facilities.
- √ The City should include bicycle and low speed vehicle parking in public lots and consider covered bicycle racks at transit hubs.
- √ The City should aggressively market public transportation schedules and routes and strongly encourage the evaluation of all public transportation needs for new and expanded roadways.
- √ The City should aggressively pursue accommodations in its transportation network for handicapped individuals.
- √ The Metra Station should remain the transportation hub for all types of public transportation within the community because of its central location within the community.
- √ All new development whether it be residential, commercial, or industrial should include provisions for public transportation ridership opportunities.
- √ The City should support increased public transportation, preferably in conjunction with local businesses, major employers, and special destinations like the hospital and the courthouse complex.

Chapter Six



Air Passenger Service and Transportation Options

Introduction

As stated in Chapter One of this Plan, one of the goals of the City is to look regionally at transportation systems and needs. “The Commission recognizes that a City is not insular and, as such, Woodstock is viewed not only as a discreet geographical entity, but also as a part of existing county, regional, state, and federal networks of transportation.” Certainly that need to look regionally is directly linked to air service that is available to our residents and local businesses. As you review this chapter of the Transportation Plan, you will find that public transportation for Woodstock residents to airports within the region does exist but it is neither practical, convenient, or efficient. As a result, most travelers will lean toward the use of privately owned transportation such as their own vehicle, taxi, or limousine service. As the community grows, the demand for public transportation to regional airports will increase and both private and public options for travelers will improve. PACE and Metra routinely conduct planning phases and as a part of this process, they may look toward the City of Woodstock in the future to see if it supports efforts to improve transportation to airports. This Transportation Plan will provide guidance to these agencies as they consider expansions to their transportation networks.

Summary and Overview of Air Passenger Service in 2015

The City of Woodstock is served by commercial air passenger service at Chicago (O’Hare & Midway), Rockford, and Milwaukee (General Mitchell) offering opportunities for national and international flights. These airports are serviced by numerous commercial carriers and a wide range of schedule options. The choices in air passenger service provide a certain level of comfort and quality of life due to our geographic location.

O’Hare International Airport. O’ Hare Airport handles an average of 1,042 daily direct flights to 149 U.S. Cities and 128 daily direct flights to 60 international destinations. Public Transportation from Woodstock to O’Hare requires the transfer from Pace bus, to Metra train, back to a Pace bus at Des Plaines or to CTA elevated train at Jefferson Park. Because of the complexity involving this mode of transportation, most travelers choose to drive personal vehicles to the airport or hire transport. Depending upon the season, day of the week, and time of day, this commute can take as long as three hours utilizing public transportation and at least one hour driving by car. Costs can range from \$10 per person for the train to \$74 (taxi) for one way travel (49 miles) to or from Woodstock.

Midway International Airport. Midway is Chicago’s original airport; formerly referred to as Chicago Municipal Airport. It currently handles approximately 50% fewer flights when compared with O’Hare Airport on a daily basis. Public Transportation from Woodstock to Midway requires the transfer from Pace bus, to Metra train, and then to the CTA elevated train. Depending upon the season, day of the week, and time of day, this commute can take as long as three and a half hours utilizing public transportation and at least one and one half hours by car. Per person costs can range from \$15 (public transportation) to \$113 (per taxi) for one way travel (67 miles) to or from Woodstock.

Chicago Rockford International Airport. Rockford Airport averages 110 flights per day. There is no direct public transportation route between Woodstock and the Rockford Airport. There are

however, non-stop shuttle buses that run between O'Hare, Midway, Rockford, and General Mitchell Airports in addition to Union Station in Chicago. Again, most Woodstock travelers choose to drive personal vehicles into the airport and/ or hire privately owned limousines or taxi cabs. The Rockford Airport also has free parking for those travelers using airport flight services. The Rockford Airport is 43 miles from Woodstock.

General Mitchell Airport in Milwaukee. General Mitchell Airport averages 423 flights per day. This airport is often considered to be a viable option for McHenry County residents choosing to drive because it is smaller than O'Hare and the drive is much less congested. Those depending upon public transportation must travel first to Chicago then transfer to Amtrak train which stops at the airport. A trip to General Mitchell Airport from Woodstock utilizing public transportation requires a ride on the Union Pacific Metra train to the Ogilvie Transportation Center followed by a short walk to Union Station in order to access an Amtrak train bound for the Airport. This commute can take as long as three hours one way, assuming that the schedules from each agency are contiguous. There are many private options for traveling to the Milwaukee Airport from Woodstock that require a time commitment (1.5 hrs.) than public transportation. A taxi ride from Woodstock to the Milwaukee Airport can cost as much as \$65; while a limousine ride will cost as much as \$142.

Summary and Overview of County Airport Facilities

In addition to the services of the large regional and international airports, Woodstock residents and businesses also can enjoy the benefits of smaller facilities located within McHenry County. Three small airports provide recreational opportunities for our residents as well as a limited amount of commercial traffic. These facilities also provide a very valuable and important economic benefit to the community and county by serving local business needs more directly than the large scale regional facilities. The benefits of these custom commercial operations, direct links to county businesses, air taxi services, and corporate transportation options increase the options for air travel in Woodstock and in McHenry County. They should be supported in the future to enhance executive travel and provide another option for Woodstock residents.

Lake in the Hills Airport. The airport is owned by the Village of Lake in the Hills and is located 38 miles northwest of the central business district of Chicago. It is a designated Federal Aviation Administration reliever airport for Chicago's O'Hare International Airport. It has one paved runway with 131 aircraft based at this airport: 90% single-engine, 6% multi-engine, 2% jet and 2% helicopter. The businesses at the airport offer a number of services such as; flight instruction, aircraft maintenance and repair, and aircraft rentals.

Galt Airport. Galt Airport is a small, privately owned, family airport that offers flying lessons, airplane rental, fuel, maintenance, and hangar space. The airport is located in unincorporated Greenwood, IL and has both asphalt and turf runways. Galt Airport is the closest air facility to Woodstock.

Dacy Airport. Dacy Airport is a small family owned and operated facility located in Harvard, IL with three turf runways. Facilities include flight schooling and airplane service/ repair shops.

The City should continue to support these smaller sized airport facilities in McHenry County, when suitably located, based on proper land planning decisions.

Highway and Public Transportation Links to Air Service

Highway routes to/from Woodstock and the three major airports in the region are well established and provide direct, if not always quick, access. As our community population grows and as traffic congestion in the region increases, the City should look to promote ride sharing and/or public transportation as alternatives to single motorist's travel to airports. Public facilities that provide safe and convenient long term parking for ride sharing to/from airports should be considered in the future as a means to reduce traffic on highways and improve access. For instance, Metra is considering a transfer point in Des Plaines from the Northwest Line to the North Central Line that stops at O'Hare Airport with a bus to the airport's people mover.

Currently some public transportation options exist for travel to/from Woodstock and Chicago O'Hare airport but those options are not always recognized as being convenient or favorable to residents. Available public transportation options to Chicago airports involve transfers from different modes of transportation (rail train, elevated train, bus) in order to reach a destination. There are always opportunities to improve upon educating the public about bus and train options to/from Chicago's O'Hare Airport in an effort to reduce vehicular traffic. When possible, the City should work with regional public transportation officials to increase the availability of future public transportation services. For instance, Metra is considering a transfer point in Des Plaines from the Northwest Line to the North Central Line that stops at O'Hare Airport's long term parking.

Private limousines, passenger buses, and taxi cabs provide service to McHenry County from O'Hare, Midway, Milwaukee, and Rockford Airports. There are no regular routes or routine stops located in Woodstock. These modes of transportation do provide another option for residents to travel to/from airports and the City should help to educate residents about these options. The City should work with the private bus service to locate at least one routine stop in the City of Woodstock for use by residents and members of the business community. Public transportation links to O'Hare include Metra (train) to Des Plaines, then CTA (bus) or Metra (train) to Jefferson Park, then CTA Blue Line (el train). These alternatives are problematic for those traveling with luggage.

Goals and Objectives

- √ The City should focus its efforts on the creation of consistent, reliable, public transportation access to one of the four regional airports, not all. The Commission recommends that the focus be on O'Hare Airport since it offers the greatest number of flight options for passengers.
- √ Prepare and distribute information to help educate the public about current public transportation options available for travel to/from regional airports.
- √ Work with regional planning officials to increase public transportation options (both bus and train) and roadway access to accommodate both passenger and

freight services to link Woodstock to Chicago O'Hare, Rockford, Milwaukee, and Midway Airports.

- √ Work with local private bus transportation service to locate a routine stop in Woodstock for service to/from airports within the region.
- √ Plan and construct local, long term parking lots that can be used to promote increased use of car-pooling and public transportation to/from regional airports.
- √ Support location and expansion of small airport and/or heliport facilities in McHenry County based on proper land planning decisions.
- √ To encourage and support the transfer at Des Plaines to the North Central line from the Northwest Line.

Chapter Seven



Motor Vehicles

(Considered by Commission on June 17, 2015)

Introuction

The road network within Woodstock's corporate limits is vital to the City and is also a crucial part of both the State and Federal Transportation system. It provides real and direct economic benefits; to business, to workers, to residents. Failures of the road network increase costs, stifle employment opportunities, and make it harder to do business. Technology will have a radical impact on the way we drive in the years ahead, making it easier to drive and reducing pollution. However, growth in the economy and population, combined with improvements to the fuel efficiency of vehicles, means that traffic in many areas will increase in coming years. The challenge is to make the best use of the network we have, and also plan ahead to help the economy grow.

To be successful, this Transportation Plan must identify future highway improvement projects so that appropriate funds can be planned for and secured. The City must look for creative ways to fund necessary highway improvement projects and look to the county, state, and federal levels for assistance, as well as public-private partnerships.

The objectives of a comprehensive motor vehicle plan should reflect those of the City's comprehensive land plan. Land development (when and how it occurs) will have a direct and immediate impact on motor vehicle travel in the City and regionally. Major arterial routes and the locations for future highway facilities need to be identified through this planning process and those locations preserved as part of the land development review and approval process of the City.

Residents should be able to choose how they want to travel and the network should accommodate cyclists and pedestrians as well as motorists.

Illinois Route 47

The City's 2005 Transportation Plan listed IL Route 47 as the single most important roadway in terms of traffic volume and the efficient movement of traffic within the City of Woodstock. Even though this roadway is under the control and jurisdiction of the Illinois Department of Transportation, the City realizes that intergovernmental cooperation and support from the local community, county, state, and federal agencies is necessary to plan and implement both regional and local improvements to this highway. In order to jumpstart this effort, the City prepared a comprehensive planning guide in 2006 titled '*Illinois Route 47 Improvement Plan*' which identified and documented roadway improvements that the City could spearhead, plan for, and complete. While in the midst of this work, the City learned that the Federal Highway Administration and the Illinois Department of Transportation (IDOT) was not willing to accept the City's proposed project limits and required the limits of the Phase 1 study be expanded. The City backed off on its projects and let IDOT take the lead in studying the corridor and preparing improvements for funding. While capacity improvements to Illinois Route 47 in Woodstock remain a high priority for the community, the scope and size of these improvements are substantially beyond Woodstock's ability to fund as local improvements. From a financial view, the City must wait on IDOT to obtain federal and state funding. City costs associated with improvements to this State highway may include, but not be limited to, new traffic signals, upgrades to existing signalization, utility

relocation, a portion of engineering costs (design & construction), and new sidewalk or recreational path. Percentages of these costs or total costs are unknown at this time.

Reed Road to U.S. Route 14

This project includes an area approximately 8 miles in length from north of Reed Road in Huntley to south of U.S. Route 14 in Woodstock. Phase I (preliminary design & environmental study) and Phase II (preparation of final design and construction bid documents) have been funded through the State of Illinois. Funds for land acquisition and Phase III (construction) have not yet been appropriated. Phase I was scheduled for completion in the summer of 2014. Phase II is expected to take 24 months to complete but Phase I must be accepted and approved first. Once funding is approved, Phase III is expected to take 36 months from start to finish. This project will likely be 'shovel ready' and ready for funding before the segment to the north described as U.S. Route 14 to Charles Road.

U.S. Route 14 to Charles Road

This project includes an area approximately 4.5 miles in length from U.S. Route 14 north to Charles Road. IDOT's Phase I study has been funded and is expected to be complete by the end of calendar year 2015. Through this process, the State will establish the general roadway improvement goals for the entire length of the study area, establish geometric standards, and establish specific intersection and signalization improvements. The State will also identify environmental conditions and impacts, and identify right of way and easement needs based on projected 2030 travel demands.

In October 2013, it was learned that IDOT's 2014 Annual Highway Improvement Program included \$1,000,000 for Phase II (design) Engineering on IL Route 47 from U.S. Route 14 to Charles Road. The project has been split into two segments with one project focused on IL Route 47 from U.S. Route 14 to a point north of IL Route 120 and the other continuing from north of IL Route 120 to Charles Road. Consultant firms were selected by IDOT's Consultant Selection Committee in October, 2013 and in accordance with the advertisement, firms have 24 months to complete each project. The advertisement further states that there will be a 10 foot shared path on the east side of Route 47 and a 5 foot sidewalk on the west side. While funds for construction work at the State level are expected to remain tight, the necessary planning effort to get to the construction stage has been initiated and it represents a very critical accomplishment. Preliminary estimates for land acquisition and construction of improvements on IL Route 47 from U.S. Route 14 to Charles Road is \$220 million.

The City will continue its outreach efforts and are working on the development of a promotional piece that can be sent to the States decision makers. In the meantime, City staff have met with representatives from Senator Durbin's Office, Congressman Hultgren, Union Pacific (UP), and McHenry County. Most recently, McHenry County DOT released their draft 2040 Long Range Transportation Plan. At the beginning of the process, a survey was initiated and three transportation projects with local impact topped the list of projects that should be a top priority in McHenry County. One of those projects was IL Route 47 improvements from U.S. Route 14 to Charles Road and another was IL Route 47 from Reed Road in Huntley to U.S. Route 14. This type of publicity will only serve to garner more

support and recognition of civic leaders and elected officials.

Construction costs are tentatively projected in FY19/20 to cover a portion of the cost of the signalization improvements, streetlights, multi-use path, sidewalk, and services related to construction layouts and engineering inspections.

Railroad Bridge

The railroad bridge on IL Rt. 47 between Lake Avenue and McConnell Road has been in place since the mid 1930's. Federal regulations require those railroad bridges in use be inspected at a minimum, once annually. The existing overpass meets the capacity needs of the Union Pacific Railroad (UPRR) and Metra, and the UPRR has indicated that the bridge is structurally sound. Therefore the UPRR has not identified replacement of the structure as a necessary improvement. The existing bridge is under the jurisdiction of the UPRR. Both UPRR freight and Metra commuter rail traffic utilize the structure. The overpass and railroad operations, including Metra related traffic, are operated by the UPRR.

In 2007, the City prepared a report titled '*Illinois Route 47 Railroad Bridge Feasibility Study*' to identify options for the reconstruction, alternatives for land acquisition, definition of a scope of construction, and to prepare a preliminary estimate of costs. This report is the City's first formal planning document that defines the scope and need for this improvement. The report identifies a preferred method and location for the railroad bridge widening project which when administered, will require the construction of a 'shoofly' or bridge for temporary use while a new bridge is being constructed. 2014 estimates of the total project cost to build a shoofly, remove the existing bridge, construct a new bridge, and remove the shoofly is more than 30 million dollars (not including land acquisition cost).

One of the prominent projects identified in the City's 2005 Transportation Plan as being necessary in order to relieve congestion on Route 47 is the widening of the railroad bridge between Lake Avenue and McConnell Road. During IDOT's 2014 Phase I study of IL Rt. 47, it was determined that the railroad bridge would not need to be widened to satisfy the purpose and needs that have been identified as part of this study. This conclusion is only true however, if roundabouts are constructed at both the McConnell Road intersection and the Lake Avenue intersection. If the improvements include the signalization of these intersections (no roundabouts) the bridge would need to be widened to accommodate the expansion of turn lanes. The construction of roundabouts at these intersections is projected to save money in the short term, but at some point the width of the railroad bridge or another alternative will need to be considered in order to accommodate future growth and expansion of the roadway. A recent news report indicated the bridge would need replacement if the train yards were moved north of Woodstock.

Arterial Streets and Collector Streets

As stated in the Woodstock Comprehensive Plan, "Not all streets in Woodstock serve the same purpose and should not have the same design features. The two primary considerations in the functional classification of streets is their level of access and the mobility they provide. There is an inherent conflict between the need for a street to provide mobility while allowing for adequate access to adjoining land. The degree of access control

is a significant factor in defining functional classification. Additionally, a street need not be at its optimum design to perform its classification functions, for example, a two-lane rural road can function as a primary arterial street. Streets in Woodstock are classified as follows”:

Arterial Streets. Major city streets that help to move a lot of traffic across the region are known as arterials or arterial streets. Their primary function is to deliver traffic from collector roads to highways or expressways and between urban centers at the highest level of service possible. Generally, arterial streets provide limited access to adjoining land uses. Existing and future arterial streets within the planning area include all or a part of the following:

- | | | |
|--------------------------|-------------------|----------------------|
| - Calhoun Street | - Charles Road | - Collins Road |
| - Country Club Road | - Dean Street | - Eastwood Drive |
| - Franklinville Road | - Hartland Road | - Hughes Road |
| - Kishwaukee Valley Road | - Lake Avenue | - Lucas Road |
| - McConnell Road | - McHenry Avenue | - N. Seminary Avenue |
| - Perkins Road | - Raffel Road | - South Street |
| - Washington Street | - Queen Anne Road | - Lamb Road |
| - Irving Avenue | | |

Collector Streets. Collector streets provide both access and traffic circulation among land uses. Collector streets differ from arterial streets in that they usually penetrate residential neighborhoods, distributing trips from the arterial streets to their ultimate destination, and providing access to adjoining land uses. Existing and future collector streets within the planning area include all or portions of the following streets:

- | | | |
|-------------------|-----------------------|--------------------|
| - Banford Road | - Davis Road | - Doty Road |
| - Gee Road | - East Judd Street | - Hercules Road |
| - Kimball Avenue | - Lily Pond Road | - Greenwood Avenue |
| - Raycraft Road | - Rose Farm Road | - St. Johns Road |
| - Steig Road | - Ware Road | - Wicker Street |
| - Clay Street | - Prairie Ridge Drive | - Southview Drive |
| - Cobblestone Way | - Zimmerman Road | |

All remaining roads not listed here are considered ‘local’ streets. Growth in the community and the need for additional capacity may change roadway classifications in the future.

Identification of Current Highway Concerns and Improvements: Local

The Woodstock Transportation Commission and the City Council have the following priorities for roadway projects to improve vehicular transportation and reduce traffic congestion:

- Work with elected officials to get IDOT to appropriate funds for land acquisition and Phase III (construction and construction engineering) for IL Rt. 47 between U.S. Route 14 & Charles Road.

- Utilize ‘Complete Streets’ criteria in the design and construction of all improvements.
- Widen the Route 47 Railroad Overpass.
- Extend Lake Shore Drive from US Route 14 to McConnell Road.
- Extend Zimmerman Road from Country Club Road to Route 120, and widen and reconstruct Zimmerman Road from Country Club Road to McConnell Road.
- Widen and reconstruct Lamb Road from Route 120 to Charles Road.
- Widen and reconstruct Raffel Road between IL Rt. 120 and Charles Road.

Identification of Current Highway Concerns and Improvements: Regional

The City’s residents and business community must rely on regional highway systems, as well as our local streets, to provide a safe, convenient, and efficient means of transportation. Major arterial routes require extensive amounts of money as well as a considerable investment of time during the planning process to provide the level of service needed. As a result, the City must remain active and vocal in requesting new regional highway improvements as well as supporting planned, regional improvements in order to achieve public support and develop consensus for priorities.

Important regional improvements that provide benefit to Woodstock’s motorists include the construction of the full interchange at Illinois Route 47 and Interstate 90 and proposed capacity improvements on Illinois Route 47 from Woodstock to Huntley. For more than a few years now, the City of Woodstock has participated with McHenry County and Kane County for the development of a long range roadway and land use planning document for the Illinois Route 47 corridor within the two county region. These efforts support the City’s goal that Route 47 improvements need to be a priority and are supported by this Transportation Plan.

At the same time that efforts are continuing to provide capacity improvements along Illinois Route 47, the City will continue to support the planning goals to create a ‘westerly bypass’ for Route 47 traffic that would also link with Illinois Route 120 north of Woodstock. To have a successful plan to address motor vehicle traffic in the future, the City should not rely on Illinois Route 47 as the only significant north-south route for the community. For instance, one of the Route 120 Strategic Regional Arterials (SRA) planning objectives involve the use of Charles Road from Illinois Route 47 to Greenwood Road as a state highway. Once constructed, this new state highway would create a means for regional north-south traffic to bypass Woodstock by using US Route 14 and the Lamb Road corridor and would also link Illinois Route 120 with Illinois Route 47 north of Woodstock. This Transportation Plan recognizes both the benefits and the necessity of that new highway and supports that goal. All land development and future roadway projects identified within the Lamb Road corridor should be compatible with that plan, reserve necessary right-of-way, and create new roadway networks that support that plan.

Identification of Planning Objectives for Future Highway Improvements

As stated in the City’s Comprehensive Plan, the network of streets and alleys in Woodstock’s planning area represent a major investment of public and private resources. The quality of the network, i.e. ease of travel, lack of congestion, access management, and levels of maintenance are directly correlated to quality of life expectations. Recognizing

that land development will have a direct impact on the City's street network and highway transportation, certain highway improvements should address these issues as new development occurs within the City. The following future highway improvements have been identified in the City's Comprehensive Plan and this Transportation Plan as beneficial improvements that should be completed by the developer of new land:

- Extend Hercules Road from Apple Creek Estates Subdivision to Illinois Route 47 and complete intersection improvements and signalization at Hercules and Route 47.
- Extend Zimmerman Road from Country Club Road to the north, to create a new link to/from Illinois Route 120 with both Country Club Road and McConnell Road.
- Align Hughes Road and Franklinville Road
- Extend Ware Road to the west of Illinois Route 47 so that it will provide a connection to Lamb Road to improve local access and to provide alternate routes and connections to/from Illinois Route 47.
- Extend Moraine Drive north to Kishwaukee Valley Road to provide an alternate access to/from Westwood subdivision, improve local traffic circulation, and to provide alternate access to/from local streets and US Route 14.
- Extend Secor Road east to connect with Steig Road.
- Reconstruction and realignment of the intersection of South/Steig/Davis for improved access and safety.

Planning Objectives for Future Local Street Improvements

The City is committed to maintaining its streets in order to provide for safe passage of vehicles within and through the City, adequate ride comfort, reduced vehicle maintenance costs, and to ensure it is a proper reflection of the pride residents and businesses take in the care for their properties. To fulfill this commitment, the City has to invest in street improvements in order to improve the condition of the City's pavement.

At the time of this writing, there is approximately 125 centerline miles of street that is the responsibility of the City to repair and maintain. As a general rule, an asphalt street will last between 16 to 20 years (average life is 18 years) from the time of construction before resurfacing is needed. That 18-year average life expectancy is not just a planning number, it is based on the realization that most pavements will fail to the degree that residents will expect significant maintenance by the City. When maintenance is delayed beyond that typical 18-year period, the cost per foot increases substantially due to the amount of funds that would need to be invested to repair failures.

To achieve even a minimal amount of street maintenance work that is expected by our residents, the City should be completing reconstruction and maintenance of all streets at least once every 20 years. That would average approximately six to seven centerline miles per

year or triple what is currently completed on an annual basis. To achieve that goal, the City needs to invest approximately \$2.4 million annually for street maintenance and resurfacing. The City Administration continues to receive requests from residents who expect that their street be improved based on poor pavement conditions. Those expectations are valid but cannot be met under the current revenues provided exclusively from Motor Fuel Tax funds. A different funding source (other than MFT funds) must be identified to avoid severe problems in the future.

In order to provide an overall assessment of the City's streets, the City initiated a Pavement Management Program in 2015. The information gathered through this program will be used to help plan, budget, fund, design, construct, monitor, evaluate, maintain, and rehabilitate existing pavements and this program will be updated annually. Field data is currently being collected regarding existing pavement condition, base failures, drainage issues, type of street (arterial, collector, local, cul-de-sac) and other information needed for input into the evaluation methodology. Field data will be utilized to generate a pavement management report that provides an assessment of the condition of the streets and develops economical and feasible roadway programs for the future.

It is recommended that safety also be a consideration in the assessment of City streets through this Pavement Management System. Real data from the City's Police Department should be gathered and included in each report. High accident locations and those locations with high incidents of severity should be considered a priority when it comes to determining the timing, design, and location for improvements. If these areas are not under local jurisdiction, awareness needs to be provided to the authority that has jurisdiction until such time that improvements are completed.

Connectivity

A well planned and functional highway system is an interconnected network of streets that perform differing functions and roles which collectively provide a safe and convenient transportation system for the community. This overall system will include local streets, collector routes, arterials, and State highways. To be effective, the highway system must be interconnected. The City needs to balance the needs and desires of local neighborhoods to reduce traffic volumes on their streets with the community's needs to move traffic as safely and effectively as practical.

New development and new subdivision projects should be reviewed by the City Administration to ensure that the internal access and roadway network is properly connected to the existing highway network. Single access to/from a proposed subdivision or major development should be avoided. Residents and motorists need to be provided with alternate routes to move from one area of the City to another. Commercial and industrial development projects should include shared access and cross access easements that will allow vehicles to move from one site to the adjoining property without the need to access the street network.

Parking

In 2008, the City initiated a parking study by a consulting engineering group with the focus being the Historic Downtown Square. The intent of the study is to assess the current

and future parking demand versus supply as well as to analyze and review parking operations and policies. The goal of the study is to insure that sufficient parking can be provided that will support the downtown businesses and encourage investment to support the economic and physical growth of the downtown. This study is available by request and the result of the comprehensive analysis concludes that additional parking was not required at that time.

The study presented the following conclusions:

- There is a surplus of available parking w/ pockets of deficits
- Additional parking is not required at this time
- There is significant abuse of two-hour parking time spaces
- Signage improvements regarding parking restrictions could be beneficial
- The business community is hesitant to contribute to funding parking improvements
- The City already provides in excess of recommended minimum supply (76% vs. 50% min.)

Chapter 9 of the City’s Unified Development Ordinance (UDO) is titled “Off-Street Parking and Loading Standards”. Its purpose is to provide regulations which prevent, alleviate, or minimize congestion on public streets, and promote the public safety and welfare through the establishment of minimum requirements for off-street parking and loading improvements in accordance with the use of property and its zoning designation.

The off-street parking and loading provisions of this chapter apply to:

- All buildings, structures, and land uses, as well as all modifications of buildings and structures which increase the total floor area
- Whenever the existing use of a building or structure is changed to a new use
- Buildings and structures that have decreased in size because of a reduction in the number of dwelling units, floor area, seating capacity, employees or other units of measurement.

When these requirements are applied correctly, the minimum and maximum parking spaces required for each particular establishment will be adequate and appropriate. These requirements should be evaluated from time-to-time to determine how effective they are and to ensure that the number of parking spaces are still appropriate for each individual type of business.

Recommendations for Street Improvements for Future Developments

The development of currently vacant land and/or the redevelopment of land that increases the number of vehicle trips will have an immediate impact on both the local and regional highway systems. As a result, all major development projects that will increase residential dwelling units in Woodstock, or create new destinations that result in significant changes to traffic patterns and trip generators, should be required to complete a traffic demand analysis, prepared by a qualified traffic engineer, for the City’s approval process.

The development projects should be required to complete off site highway improvements that may be directly impacted by the increased amount of vehicle traffic as well as construct all new roadway systems within the development to minimum standards established by the City.

New development projects should be required to address motor vehicles on two different levels; impact of vehicular traffic on the immediate area as well as impact to the major arterial routes in the region. The City will require the new development project to complete certain highway improvements that will increase vehicular traffic capacity or to contribute to improvements that are being performed by the City.

New development projects along existing arterial routes and local collector streets should be designed to minimize the impact of the new traffic on existing traffic conditions. This is to be accomplished so that the current level of service operation is not decreased. In addition, new development projects will be required to include best design practices for roadway design to minimize the impact of increased motor vehicles. These can include, but are not limited to, acceleration/deceleration lanes, shared access points for commercial sites, addition of passing lanes, construction of frontage road access along major highways, and prohibition of residential driveway access on certain streets.

When streets are being improved,

Goals and Objectives

- √ Aggressively work with county, state, and federal agencies to plan and complete the reconstruction and widening of the railroad overpass on Illinois Route 47 including the widening and reconstruction of Route 47 between U.S. Rt. 14 and Charles Road.
- √ Develop a strategy to provide current and future financing for priority roadway improvement projects including, but not limited to, state and federal funding, private development improvements, public and private partnerships, and innovative funding sources.
- √ Utilize the projects defined within this Transportation Plan and the recommendations for development standards to require new land development projects to complete necessary roadway improvements to offset increases in motor vehicle trips resulting from new development.
- √ Look for opportunities to create or expand alternative routes for use by motorists seeking to travel around Woodstock rather than through it.
- √ Continue efforts with McHenry County and Kane County to develop and construct roadway improvements and land use guidelines along the Route 47 corridor in the two county region.
- √ Continue to support efforts to fund and construct a westerly bypass proposed along the Lamb Road corridor linking US Route 14 and Illinois Route 47 north of Woodstock, and require the dedication of adequate right-of-way with new development projects.
- √ Utilize project list and priorities established within this Transportation Plan when preparing the City's capital improvement program and roadway projects.

- √ Continue to look at opportunities to reduce the number of public at-grade railroad crossings.
- √ Support efforts to reduce at grade railroad crossings resulting from development and expansion of the community.
- √ The City should partner with local businesses along IL Rt. 47 in an effort to help them survive the potential financial burden placed upon them as a result of the expansion of IL Rt. 47.
- √ The City should consider changes in technology and best management practices that deal with new methods of travel such as small ‘street legal’ electric vehicles.
- √ The City should consider charging stations for electric vehicles and fueling stations for natural and compressed gas powered vehicles.
- √ The City should be diligent in its efforts to plan for and make improvements to areas where accidents (vehicular/cycling/pedestrian/public transportation) are high in number and where those numbers are high in severity. Data should be collected on a regular basis in order to remain aware of the areas that need to be improved.

Chapter Eight



CONSTRUCTION AHEAD

Implementing the Plan

Introuduction

Adoption of the Transportation Plan in 2008 did not mark the end of the City's comprehensive planning process related to transportation issues. Rather, it provided the beginning of a concerted strategic and systematic effort to achieve the community's vision for an efficient and effective transportation network. This Transportation Plan identifies numerous goals, objectives, and implementation strategies. Some of these goals and objectives have already been achieved by the Transportation Commission and the City Council following the completion and adoption of this Plan. A few of the major accomplishments already achieved by the City following the adoption of the 2008 Plan include:

- Completion of comprehensive Master Bicycle Plan;
- Completion of Transportation Plan subsection regarding Frontage Roads;
- Participation in Federal Safe Routes To Schools Program planning;
- Supported IDOT planning efforts for the reconstruction and widening of Illinois Rte. 47 in Woodstock, which has resulted in this project being included for engineering funding in IDOT's 2014 Annual Highway Improvement Program;
- Participation with preparation of Illinois Rt. 47 Corridor Planning Study, authored by Kane County in September 2010;
- Continued funding and support of local PACE bus service for residents;
- Continued funding each of previous five years to maintenance and construction of sidewalks;
- Completed construction of new pedestrian path linking public parking spaces to Main Street and downtown to provide improved pedestrian access;
- Report on Right-of-way segments absent of sidewalk;
- Development and completion of formal Pavement Management Program to better evaluate overall condition of roadways; and
- Provided local input and participated in planning of improvements to US Route 14 from Woodstock to Crystal Lake, which will include a bike lane.

Many of these projects as well as other goals and objectives and implementation strategies will be ongoing activities that will involve and require the continued support of the entire community, the Transportation Commission, City administration, and the Mayor and City Council.

The purpose of this chapter is to identify and summarize a series of initiatives and planning goals the City can undertake to help achieve the community vision related to transportation. Achieving that vision requires the effort of all segments of the community. The City government is only one part of this effort. Other participants in the effort to achieve the transportation goals must include state and county officials, the business community, local developers, and Woodstock residents.

The Transportation Plan is a dynamic document that will require periodic review and re-assessment of projects, goals, and objectives based on changing conditions and subsequent revisions in community priorities. Changes in transportation and commuting preferences by our residents may require revision of this Plan on a periodic basis, as reflected with this current five year evaluation and review. In addition, the impact of future developments (in terms of their location and also increases in motor vehicle trips) may result in the need to review the Plan.

Over time, the assumptions and assessments of current conditions utilized in this Plan will need to be considered again and evaluated based on future expectations of the residents and the transportation systems' user groups.

However, the Plan should not be revised based on a single issue absent a review of the associated impact on the related goals and objectives of the Transportation Plan. As described throughout this document, the various elements of a successful Transportation Plan (e.g. pedestrian access, bike routes, public transportation, air transportation, and motor vehicle traffic) are interrelated and co-dependent. Future revisions to one element should also take into consideration the relationship and impact on other elements of the Transportation Plan.

Although it is important that the Plan be revisited and reviewed on a regular basis, it is equally important that changes to the Plan's goals and recommendations not be made too frequently. Transportation system improvements of all types require an expanded period of time for implementation and also require a significant investment of funds by Woodstock before the project can be completed. Roadway improvement projects completed at the local level will typically require two to four years for completion, while roadway improvement projects involving a state highway take three to five years for completion. Even a new bike path or an extensive amount of new sidewalk could require two years for completion.

In order for this Plan to successfully produce new transportation system improvements, it is essential that the priorities and recommendations not be changed too frequently to allow the time for detailed planning and engineering to be performed.

Satement of Implementation of Plan

The accompanying Plan includes numerous specific recommendations and goals for each of the identified transportation elements. The City is encouraged to continue to work toward implementation of all the recommendations over time and to complete the recommended projects. However, there is also a need to focus the City's efforts and to prioritize the transportation recommendations. Following are the highest priority recommendations included within this Plan:

Route 47 Railroad Overpass Reconstruction

One of the prominent projects identified as a necessity to achieving the goal of improving traffic flow on this state highway is the widening of the railroad bridge over Illinois Route 47 between Lake Avenue and McConnell Road. Without the reconstruction and widening of the railroad overpass structure, the capacity of Illinois Route 47 will remain limited and this restriction in traffic flow will result in delays and congestion.



During Citizen Advisory Group (CAG) meetings in 2014 an alternative to the widening of the railroad bridge was presented. IDOT Engineers have determined that improvements can move forward if a roundabout was constructed at the intersection of Lake Avenue and IL Rte. 47 and at

the intersection of McConnell Road and IL Rte. 47. The addition of these roundabouts would prevent the need for the construction of left and right turn stacking lanes that would otherwise be necessary if traditional intersections remain.

It is inevitable that the bridge be widened and the City should remain vigilant in working with county, state, and federal agencies to plan and complete the reconstruction and widening of the railroad overpass on Illinois Route 47.

Route 47 Improvements

- * Continue to work with IDOT and provide local input for the design and construction of roadway improvements on Illinois Rte. 47 from US Route 14 to the north of Illinois Rt. 120.
- * Plan, design, and complete intersection improvements and signalization at the intersection of St. Johns Road and Illinois Route 47.
- * Continue to work with IDOT and provide local input for the design and construction of roadway improvements on Illinois Rte. 47 from the north of Illinois Rte. 120 to Charles Road.
- * Support the improvements identified in the *Illinois Route 47 Improvement Plan (prepared by Hampton, Lenzini & Renwick dated January 2006)*.
- * Continue planning efforts with McHenry County and Kane County to develop roadway improvements and land use guidelines along the Route 47 corridor in the two county region.

Maintenance and Improvements to Sidewalks

Maintenance of existing sidewalks, construction of new sidewalks, and connectivity throughout the entire community all need to be a focus of this Transportation Plan. Providing safe and convenient walking paths for students to educational facilities, eliminating sidewalk barriers and tripping hazards, and being mindful of the special needs of the elderly and disabled all contribute to a total and positive “walking transportation” infrastructure.

- * The City, Community Unit School District 200, and private schools should continue to work jointly to identify priority locations for school pedestrian routes.
- * Downtown sidewalk access and facilities should be properly maintained and improved with the addition of streetscape features and walkway connections to/from parking lots.
- * The City should include provisions for pedestrian crossings with all future major roadway improvement projects. The City should plan for the eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.

Bike Route Plan

- * The 2008 Transportation Plan identified the importance and need for enhanced bike routes within Woodstock but did not provide a specific plan and preferred route locations. The Woodstock Transportation Commission, with public input, prepared a master bike route plan following the adoption of the 2008 Transportation Plan. –The Master Bicycle Plan includes information pertaining to planning assumptions and considerations, design and design principles, communication, implementation, and a Master Bicycle Plan map.

Support of Public Transportation

- * Metra train service is a vital transportation option for the community, and the City should continue to support efforts by Metra to relocate expanded train facilities to the westerly edge of Woodstock which would then result in an improved schedule at the Woodstock station.
- * The City should continue to plan and locate convenient public parking near public transportation hubs and connection points to provide adequate parking for motorists who want to link to public transportation. As use of the commuter rail system and fixed route bus service increases, the demand for parking will also increase.
- * The City should identify, prepare, and implement educational and promotional programs to encourage commuters to ride-share to public parking for commuter travel and public transportation. The goal is to reduce the number of motorists who arrive and park at public transportation links as a single passenger.
- * The City's support and funding of the local Pace Dial A Ride service should be continued for the benefit of the residents who have limited transportation options.
- * Pace fixed route bus service provides a means to link Woodstock to other communities and destinations in McHenry County and regionally and should be continued. The City, along with Pace, should monitor resident demand related to the fixed route locations and network and expand that service when needed, appropriate, and financially feasible.

Development Roadway Improvements

The development of currently vacant land and/or the redevelopment of land that increases the number of vehicle trips will have an immediate impact on both the local and regional highway systems.

- * As a result, all major development projects that will increase residential dwelling units in Woodstock or create new destinations that result in significant changes to traffic patterns and trip generators should be required to complete a traffic demand analysis, prepared by a qualified traffic engineer, for the City's approval.
- * The development projects should be required to complete off-site highway improvements that may be directly impacted by the increased amount of vehicle traffic as well as construct all new roadway systems within the development to minimum standards established by the

City.

- * New development projects should be required to address motor vehicles on two different levels - impact of vehicular traffic on the immediate area as well as impact to the major arterial routes in the region.

- * The City should require new development to complete highway improvements which will address increased vehicular traffic demand or to contribute to improvements that are being performed by the City.

- * All new developments should be required to construct new sidewalks on both sides of the right-of-way and connect those new sidewalk facilities to the existing community.

- * Future new development projects in Woodstock should be required to construct bike paths around the perimeter of the development site that provide connection and access to adjoining development sites and neighborhoods. Internal bike paths that are for access inside of a development site and for recreational use can be located along rear lot lines.

- * Utilize the projects defined within this Transportation Plan and the recommendations for development standards as found in City ordinances, codes, and policies to require new land development projects to complete necessary roadway improvements which will offset increases in motor vehicle trips resulting from new development.

Public Input

As with any successful plan, this cannot be a static document. The Commission is responsible to provide direct communication and open discussion with various organizations and decision makers to further explain the conclusions and recommendations of the Plan. The Commission encourages input and involvement in this Plan with all residents and strives to maintain two-way communication that supports residents' rights to share their thoughts and opinions.

Upon completion of the comprehensive evaluation and revision of this Transportation Plan, and prior to submittal to the City Council for final approval, the Commission will formally solicit comments and suggestions from the general public. This will be achieved through various out-reach means such as information conveyed to the local news media, notices placed on the City's web site, and public announcements, and the draft Plan will be made available to the public for review and comment.

Regular Review

The Transportation Plan shall serve as a guide and blue print for the improvement of the City's transportation facilities and elements. However, the Plan cannot be considered as a static document. The goals of the City, the finances of the City, the needs of the motorists and commuters, and the preferences of Woodstock residents will change over time. As other Boards and Commissions of the City evaluate or modify planning documents, the impact on transportation systems



should be communicated to the Transportation Commission. Therefore, for this Plan to be as meaningful in the future as it is now, elements of the Plan may have to change.

However, the changes to the Plan and priorities should be made only after careful consideration. Many of the projects and improvements discussed with this Plan will require years of consistent planning, engineering, and financing to complete. Frequent changes in priorities and expectations would result in the need to start over and will decrease the City's ability to move forward on needed transportation improvements.

In order to balance these two items — by allowing for a regular and periodic review of the goals and objectives of this Transportation Plan and allowing the City the time needed to implement the plan recommendations — the following formal review process is recommended:

The Transportation Plan should be formally and publicly reviewed again no sooner than three years from the date of final approval but no later than five years following the date of final approval and at five year intervals as needed.

Financing

The discussion of transportation system improvements cannot be complete unless the Plan also includes a discussion of financing of the planned improvements. In order to complete the goals, objectives, and projects included with this Plan, it will be necessary to increase funding for these improvements. To be successful, the City's Transportation Plan must look at funding for future highway improvement projects. A strategy for current and future financial needs should be presented. The City should look at creative ways of funding necessary highway improvement projects and look to the county, state, and federal levels for assistance as well as public-private partnerships.

Following is a brief description of the commonly used funding options that have been identified and could be considered for these improvements:

General Corporate Revenues: The City's transportation systems and facilities are already heavily supported through the City's General Corporate Fund. Examples of this support include providing and maintaining the public parking facilities in the downtown area, construction and maintenance of sidewalks, construction and maintenance of bike and recreation paths, providing proper and safe school walking routes and cross walks, all street maintenance activities, and snow removal and street sweeping services. The City's General Fund revenues are also used to pay the local share to provide Dial-A-Ride bus service for our residents. Finally, General Fund revenues are used as the primary source to pay for capital improvement costs for new roadway construction projects and projects to improve safety and capacity on the City's local streets.

Revenues within this fund are primarily derived from property tax, sales tax receipts, income tax revenues from the State, and other fees collected by the City. The amount of the funds transferred from the General Fund for transportation systems operation and maintenance as well

as capital costs is solely a financial and policy decision of the City. However, these funds are also used to provide the bulk of the City's basic services that are expected by our residents. There is no substantial increase in General Fund revenue anticipated in the near future, and therefore, there is no substantial amount of new money that can be anticipated. The need to expand and renovate the transportation systems will compete with the needs of other City services, and it is not expected that a substantial amount of new revenue or funds will be available without the general support of the entire community.

Motor Fuel Tax Revenues: The City does receive a local share of the gas tax collected by the State of Illinois on an annual basis. This revenue is used by the City to pay for the annual street maintenance and resurfacing program which provides necessary funds to complete the maintenance and repair that is needed for the proper management of our street inventory. With approximately 125 centerline miles of streets under the City's jurisdiction, all of those funds need to be preserved for the annual maintenance program and should not be allocated to capital construction projects.

State and Federal Funds: Although state and federal funding for transportation projects is very competitive and cannot be relied upon as a consistent source of revenue, these funds are an important part of the City's financial efforts to complete transportation improvement projects. The primary source of funds will be the use of federal STP funds that are allocated and administered through the McHenry County Council of Mayors. Under their current program, the maximum allocation for any single project is \$1,000,000. The identification of projects and goals that have been included with this Plan will improve the City's ability to utilize these funds in the future by following a formal and specific improvement plan.

As other funding opportunities become available, the City should aggressively pursue grant funds and special transportation dollars based on this Plan. Examples could include funds for bike paths, improvements to sidewalks in school zones, traffic safety improvements, public transportation cooperative programs, and more.

Annexation Fees: New land annexed to the City and development projects that are proposed for construction will add traffic and result in additional transportation challenges and impacts. As a result, the City should continue to look to the proposed development projects to provide financial support to improve the transportation systems. In the past, the City has required the payment of a fee with new annexation projects to support future capital costs to improve Illinois Route 47. This fee system should be continued and evaluated for other impacts on transportation systems and elements.

Bond Issues: The City can issue general obligation bonds to finance large sized capital improvement projects with voter approval and, under specific limitations, without voter approval. This financing could provide a source of funds that could finance several improvement projects at one time or be used over a period of years. However, the repayment of the new bond debt needs to be included with other annual revenues of the City and has the effect of decreasing the amount of funds that can be allocated by the City on an annual basis toward transportation facilities and improvements.

Private Construction: Investments in the local roadway system, bike paths, and sidewalks by the private sector will be one of the most effective means to achieve many of the goals and objectives of this Plan. New development projects will be reviewed to consider their impact on current transportation features and required to make improvements based on the recommendations of this Plan and the City's development regulations. Through this review and approval process, new developments will pay for the cost of roadway improvements, bike paths, and sidewalks without an investment of local tax dollars.

Joint Ventures: In those locations where a new development project may not be required to pay all costs of a public improvement, or where the impact on the current systems cannot be clearly defined, the City has the ability to partner with the private developer to share costs or to share in the responsibility of completing an improvement. This is normally achieved by requiring a cash payment for a portion of specific roadway improvements that can then be completed by the City. These partnerships can be beneficial to both parties and would allow the City to leverage our local dollars and complete more work.

The following specific financial goals and recommendations have been identified throughout the Plan document and are summarized here as part of the recommendations for implementation:

- √ Develop a strategy to provide current and future financing for priority roadway improvement projects including, but not limited to, state and federal funding, private development improvements, public and private partnerships, bond funding issued by the City, and innovative funding sources.
- √ The City should fund an annual cost sharing program to provide residents with some incentive to maintain public sidewalks and/or fill in missing gaps within the public rights-of-way.
- √ The City should allocate funds specifically for the removal of steps and barriers at crosswalks with a priority placed on locations that are within four blocks of a school, park, public facility, or senior housing.
- √ The City should continue to identify locations that meet the definition of a trip hazard and allocate sufficient funds annually for the repair of hazardous sidewalks.
- √ The City should allocate new funds specifically for the removal of steps and barriers at crosswalks.
- √ As a bike route system is developed, the City should provide funds and resources to promote the facilities including identification and route signage, pavement and lane markings, pamphlets and maps for distribution, and path maintenance.
- √ The City should identify and apply for grant funds to promote expansion and improvement of bike routes in the community and support efforts of other government agencies for grant funds to expand regional routes.

- √ The City should include bike path facilities as part of all future capital improvement projects when any arterial road is paved or improved as recommended with the City's Comprehensive Plan.
- √ The City's support and funding of the local Pace Dial A Ride service should be continued for the benefit of the residents who have limited transportation options.
- √ Utilize project list and priorities established within this Transportation Plan when preparing the City's capital improvement program and roadway projects.

EXHIBIT ONE
ENABLING ORDINANCE

ORDINANCE NO. 05-0-93

An Ordinance Amending Title 2, Boards and Commissions, of the Woodstock City Code to add Chapter 21, Transportation Commission

BE IT ORDAINED by the CITY COUNCIL of the CITY OF WOODSTOCK, McHenry County, Illinois, as follows:

SECTION 1: That Title 2, Boards and Commissions, of the Woodstock Municipal Code shall be amended to add Chapter 21, Transportation Commission, attached hereto and made a part hereof.

SECTION 2: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4: This Ordinance shall be in full force and effect upon its passage, approval, and publication in pamphlet form (which publication is hereby authorized) as provided by law.

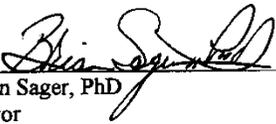
Ayes: Ahrens, Dillon, Turner, Webster, and Mayor Sager

Nays: None

Abstentions: None

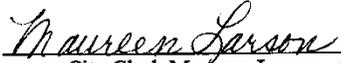
Absentees: None

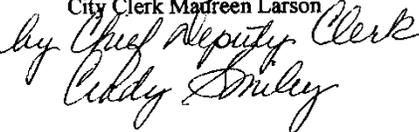
APPROVED:



Brian Sager, PhD
Mayor

(SEAL)

ATTEST: 

City Clerk Maureen Larson
by 

Cuddy Smiley
Chief Deputy Clerk

APPROVED AS TO FORM:



City Attorney

Passed: September 20, 2005

Approved: September 20, 2005

Published: September 22, 2005

Chapter 21

Transportation Commission

SECTION:

- 2.21.1: Commission Established
- 2.21.2: Membership, Terms, Officers
- 2.21.3: Meetings
- 2.21.4: Powers and Duties
- 2.21.5: General

2.21.1: COMMISSION ESTABLISHED:

The Transportation Commission is hereby established in the City. (Ord. XXX, 09-20-05)

2.21.2: MEMBERSHIP, TERMS, OFFICERS:

- A. The Commission shall consist of six (6) members plus an appointed Chair. At least four (4) of the members and the Chair shall reside within the corporate boundaries of the City of Woodstock. The two (2) remaining members may reside in McHenry County, but shall not be residents of any other municipality. All members and the Chair shall be appointed by the Mayor with the advice and consent of the City Council.
- B.
 1. The term of office for all members, including the Chair, shall be for three (3) years, except as identified in Sub-section B2 below.
 2. At the initial meeting of the Transportation Commission, lots shall be drawn to determine the terms of all members first appointed, with the exception of the Chair. Two (2) members shall serve an initial term until April 30, 2006; two (2) members shall serve an initial term until April 30, 2007; and two (2) members shall serve an initial term until April 30, 2008. Subsequent terms shall be for the full three (3) years or until successors are appointed.
 3. Any vacancy shall be filled through appointment by the Mayor with the advice and consent of the City Council, but only for the unexpired portion of the vacated term.
- C. Chair: The Chair shall be appointed by the Mayor with the advice and consent of the City Council in May of each year. It shall be the duty of the Chair to conduct all meetings of the Commission and to represent the Commission at City Council meetings as from time to time may be necessary.

D. Vice-Chair: The Commission shall elect a Vice-Chair from among its membership at the first meeting of each year.

E. Secretary: The City Clerk shall serve as Secretary and maintain minutes and records of regular and special meetings and regularly provide such records to the City Council.

2.21.3: MEETINGS

- A. The Commission shall meet no less than bi-monthly in May, July, September, November, January and March. Additional meetings may be called if deemed necessary by the Chair or a majority of the Commission.
- B. All meetings shall be held in compliance with the Illinois Open Meetings Act.

2.21.4: POWERS AND DUTIES

- A. For the purposes of this Section, transportation shall be deemed to include roadways, alleys, sidewalks, bike and walking/running paths, and public transportation, including PACE and Metra.
- B. The Commission shall serve only in an advisory capacity to the Woodstock City Council and shall comply with all applicable provisions of Illinois State Statutes and the Woodstock City Code.
- C. Specific duties of the Commission shall be limited to:
 1. Consider and provide advice to the City Council on all aspects of transportation within the City, except for roadways and sidewalks within specific development proposals which shall be the sole purview of the City Plan Commission.
 2. Prepare and recommend to the City Council a transportation plan, looking to the present and future growth of the City. Such plan should include and identify Illinois routes, alternative and regional arterials, railroads, railroad crossings and overpasses, municipal pathways with regional pathway connections and public transportation routes.

2.21.4C

3. Prepare and recommend to the City Council from time to time such changes in the plan as may be deemed necessary by the Council or the Transportation Commission, but not less often than once every five (5) years.
4. Prepare and recommend to the City Council from time to time, recommendations for specific improvements, additions to or deletions from the plan.
5. Annually consider and recommend to the City Council roadway and sidewalk maintenance, expansion and improvement priorities. Such advice provided to the City Council shall be considered as the Council establishes priorities for budgeting, as well as county, regional, state and federal transportation funding requests and intergovernmental agreements.
6. Prepare and recommend to the City Council a plan for connecting City bike and walking/running paths with regional pathways.
7. Provide input and advice to the City Council on issues referred to the Commission by specific action of the City Council and associated with specific IDOT projects.
8. Review PACE ridership and consider and recommend to the City Council appropriate fee structures to maximize the effectiveness and efficient usage of that public transport system.
9. Provide input and advice to the City Council on other transportation issues referred to the Commission by specific action of the Council.
10. Foster communication between the public and City regarding transportation projects and priorities.
11. Arrange and conduct any form of publicity relative to its activities for the general purpose of increasing public understanding.

2.21.5: GENERAL

- A. The City shall provide all reasonable assistance to the Transportation Commission in order to assist the Commission with its various duties. All requests for assistance are to be conveyed to the City Manager for appropriate response by the City. Neither the Commission nor any of its members shall give direction to any member of the City staff and all recommendations of the Commission shall be referred to the City Council for consideration and implementation by the City.
- B. The Commission shall not have the authority to make any expenditure, or cause to be made any purchase or contract that directly or indirectly results in a financial liability or lien against the City, without the express prior approval of the Mayor and City Council.

EXHIBIT TWO

WOODSTOCK COMPREHENSIVE PLAN

CHAPTER 10 – CIRCULATION



Chapter 10

CIRCULATION

The network of streets, alleys, sidewalks, trails, and railroads in Woodstock's planning area represents a major investment of public and private resources. Its ongoing maintenance and improvement affects the quality of life and transaction of business in Woodstock. This circulation network is vital to the proper functioning of City neighborhoods and the delivery of public and private services. The quality of the network, i.e., ease of travel, lack of congestion, and levels of maintenance, are directly correlated to quality of life expectations.

The circulation network is not without negative impacts on the community. Missing sidewalks and other barriers to pedestrians provide an inhospitable environment. Inconvenient public transit schedules require persons to make sacrifices in order to use the service and ultimately force riders to shift to alternative means of travel. If our choice and method of travel is limited or restricted, our quality of life is diminished.

Dependence on motor vehicles has required a large amount of land dedicated for streets and parking, and required for the exclusive use of motor vehicles. Vehicle exhaust and road surface runoff due to vehicle use have contributed to the degradation of air and water resources. This has shifted resources away from other modes of travel and skewed design decisions affecting our neighborhoods.



Church and Clay Streets

The current impact of mobility on the City’s economy and the ability to easily transport goods to and from the City is essential to its ongoing economic development. When mobility for transporting goods or for the workforce is limited to where the producer’s costs dictate the need for an alternative location, or the workforce begins to search for employment opportunities where mobility choices are more plentiful, Woodstock’s long-term economic well-being will experience a severe blow.

Streets are endowed with two attributes: capacity and character. *Capacity* is the number of vehicles which can move safely through a segment within a given time period and is physically manifested by the number of lanes, lane width, and traffic controls. *Character* refers to the suitability of a street as a setting for pedestrian and bicyclist activities, and as a location for a variety of building types. Character is physically manifested by the street’s associated buildings, frontage, landscape types, bikeways and sidewalks.

Not all streets in Woodstock serve the same purpose and should not have the same design features. The two primary considerations in the functional classification of streets is their level of access and the mobility they provide. There is an inherent conflict between the need for a street to provide mobility while allowing for adequate access to adjoining land. The degree of access control is a significant factor in defining functional classification. Additionally, a street need not be at its optimum design to perform its classification functions, for example, a two-lane rural road can function as a primary arterial street. Streets in Woodstock are classified as follows:

Arterial Streets. Arterial streets serve primary centers of activity in the City and are the highest traffic volume corridors. They display intercity continuity and regional importance, and provide reasonably continuous travel routes through the City. Generally, arterial streets provide limited access to adjoining land uses. They have the capacity to accommodate higher traffic volumes and are often under State or County jurisdiction. On the Circulation Map, arterial streets include all or a part of the following:

• Calhoun Street	• Hobe Road	• McHenry Ave. (IL Route 120)
• Charles Road	• Hughes Road	• North Seminary Ave. (IL Route 47)
• Collins Road	• IL Route 176	• Perkins Road
• Country Club Road	• Irving Ave.	• Raffel Road
• Dean Street	• Kishwaukee Valley Road	• South Street
• Eastwood Drive (IL Route 47)	• Lake Ave.	• US Route 14
• Franklinville Road	• Lucas Road	• Washington Street (IL Route 120)
• Hartland Road	• McConnell Road	

Collector Streets. Collector streets provide both access and traffic circulation among all land uses. Collector streets differ from arterial streets in that they usually penetrate residential neighborhoods, distributing trips from the arterials streets to their ultimate destination, and providing access to adjoining land uses. Collector streets are classified by the primary land use they serve in order to provide continuity between the Comprehensive Plan and the subdivision regulations. For example, a collector street may be classified as Residential Collector Street, as a Commercial Collector Street, or as an Industrial Collector Street. Collector streets include all or portions of the following streets:

• Banford Road	• West Jackson Street	• Raycraft Road
• Clay Street	• East Judd Street	• Rose Farm Road
• Davis Road	• Kimball Ave.	• St. Johns Road
• Doty Road	• Lamb Road	• Steig Road
• Gee Road	• Lily Pond Road	• Sunnyside Road
• Greenwood Road	• Pleasant Street	• Ware Road
• Hercules Road	• Queen Anne Road	• Wicker Street

Central Business District Streets. A Central Business District (CBD) street is a unique thoroughfare which functions in an environment of diverse and concentrated land uses and performs multiple functions, such as providing pedestrian and vehicular access to adjacent property and parking and loading areas, and moving and distributing traffic to other streets in the circulation network. CBD streets are generally characterized by slow moving traffic, high pedestrian traffic, and roadways close to area buildings. CBD streets are located in Woodstock’s downtown area and include all or a portion of the following streets:

• Benton Street	• Jackson Street	• Main Street
• Calhoun Street	• Jefferson Street	• South Street
• Cass Street	• Johnson Street	• Throop Street
• Church Street	• Judd Street	• Van Buren Street
• Dean Street	• Madison Street	• Washington Street

Local Streets. Local streets are all those streets not in one of the aforesaid classifications. They primarily permit direct access to abutting land and provide connections to higher order facilities. Local streets are typically low volume and under the jurisdiction of the City. They are further classified in the City’s subdivision regulations by the primary land use they serve in order to provide continuity with the Comprehensive Plan, e.g., Residential Local Street, Commercial Local Street, and Industrial Local Street.

Woodstock’s circulation network is similar to the hub and spokes of a wheel with the Woodstock Square being the center of a system that radiates outward in all directions. Although the network is fairly continuous, the landscape and the Union Pacific Railroad act as limiting factors to the continuity and growth of the network. The City functions as a large intersection with eight major access points. It is essential that the City and the region deal with increasing traffic volumes and conflicting traffic movements. There is no easy solution to improve traffic efficiency. What the recommendations of this Comprehensive Plan reflect is the intention to maintain and improve levels of service. Future development should not diminish current levels of service, but should provide roadway improvements that will maintain and enhance the levels of service on adjacent intersections and roadways.

The Circulation Map (see Appendix E) is intended to show the full development of the circulation network in Woodstock. The primary feature of the circulation map is the delineation of the thoroughfare network to support the land uses on the Land Use Map. The Comprehensive Plan recognizes the right-of-way as multi-modal, to be shared by pedestrians, bicyclists, motor vehicles, and public transit.

The circulation element of the Comprehensive Plan, along with Woodstock’s approved Transportation Plan February 2008, is about providing choices and options for mobility in the City. It targets four modes

of travel: motor vehicles, public transit, bicycles, and the pedestrian, and seeks to promote alternatives to automobile use by advocating:

- a higher quality circulation network;
- a more pedestrian and bicycle friendly environment;
- the development of mixed-use projects and higher densities in appropriate locations throughout the City; and
- a convenient public transit system.

The intent behind this approach is five-fold: to reduce local motor vehicle trips; to provide mobility options for all including non-driving segments of the population; to facilitate public transit service; to conserve energy; and to decrease pollution from vehicle emissions and road-way runoff.

GOAL

Maximize the efficiency, pleasure, methods, and safety of travel in and through the City, while minimizing the negative environmental impacts of travel.

MOTOR VEHICLE INFRASTRUCTURE OBJECTIVES

- Provide motor vehicle traffic capacity in advance of need whenever possible.
- Design housing, commercial services, and transportation infrastructure in order to encourage pedestrian activity.
- Acknowledge and take into consideration the synergy between land use activities and decisions and the community's transportation needs and requirements.
- Improve the streetscape with visually appealing traffic signs and signals, building signs, street trees, streetlights, and other street furniture throughout the City.
- Provide adequate off-street parking for residents, workers, and visitors.

MOTOR VEHICLE INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Aggressively work with IDOT and county, state, and federal agencies and elected officials to re-design and improve IL Route 47.
2. Encourage and promote multi-level parking facilities that will reduce horizontal land area devoted to parking.
3. Use the Circulation Map and the Transportation Plan February 2008 as guides when preparing the City's Capital Improvement Program.
4. Utilize the transportation and roadway priorities set forth by the Woodstock Transportation Commission when scheduling street improvement projects and preparing the City's Capital Improvement Program.



**WOODSTOCK TRANSPORTATION COMMISSION
TRANSPORTATION/ROADWAY PRIORITIES
(FEBRUARY 1, 2006)**

5 – YEAR

1. Route 47 Railroad Overpass Widening: Completion of feasibility study evaluating alternatives for widening of Route 47 at RR overpass, options for track locations, and identifying probable construction cost.
2. Intersection and signalization at Route 47 and St. Johns Road.
3. Widening of Illinois Route 47 from South Street to McConnell Road.
4. Intersection improvements and widening at Route 47 and Irving/Judd.

10 – YEAR

1. Completion of widening of railroad overpass across Route 47 and widening of Route 47 from Lake Avenue to McConnell Road.
2. Extension of Lakeshore Drive from US Route 14 to McConnell Road and intersection improvements at US Route 14 and Lakeshore Drive.
3. Widening and intersection improvements at Route 47 and Route 120.
4. Extension of Zimmerman Road from Country Club Road to Route 120, and widening and reconstruction of Zimmerman Road from Country Club Road to McConnell Road.

15 – YEAR

1. Intersection improvements and widening at Route 47 and Cobblestone Way.
2. Widening of Route 47 from Cobblestone Way to the south.
3. Intersection improvements and signalization at Route 47 and Greenwood Avenue.
4. Construction of new street west of Illinois Route 47, from intersection of McConnell Road and Route 47 to intersection of South Street and Washburn.
5. Widening and reconstruction of Lamb Road from Illinois Route 120 to Charles Road, to serve as a westerly bypass.

5. In addition to the priorities set forth by the Transportation Commission and listed above, encourage and support the following improvements:
 - Extend Hercules Road to IL Route 47 east of Apple Creek Estates Subdivision.
 - Align Hughes Road and Franklinville Road.
 - Extend Ware Road west so that it will provide a connection to Lamb Road.
 - Extend Morraine Drive north to Kishwaukee Valley Road.
 - Extend Secor Road east to Steig Road.

6. Amend off-street parking requirements to encourage shared parking between adjoining land uses.

7. Improve wayfinding techniques throughout the City to provide better access and alternate routes to points of interest and special events.
8. Improve local truck route access in Woodstock and develop new through truck routes in order to reduce the negative impacts of both local and regional truck traffic.
9. Make use of relevant traffic and parking management tools to reduce peak hour congestion, improve traffic movement, improve parking usage and availability, and to increase pedestrian and bicyclist safety.
10. Establish a dialog with the County, adjacent communities and other governing bodies to develop interconnecting street systems and connections, and to work together for street improvements which will provide benefit to all communities.

PUBLIC TRANSPORTATION OBJECTIVES

- Support and facilitate convenient scheduling of public transportation opportunities.
- Provide adequate parking and incentives for commuters to use public transportation in the City.
- Maximize use of available regional public transportation opportunities through effective land use, design, and linkages.

PUBLIC TRANSPORTATION IMPLEMENTATION STRATEGIES

US Route 47 Railroad Overpass



1. Explore ways to increase commuter train ridership to determine how service to Woodstock could be revised to increase ridership, in general, and use of the Woodstock commuter station in particular.
2. Encourage transportation services and programs, such as para-transit, between residential sites for the elderly and major commercial/service areas.
3. Involve PACE and METRA in land use decisions to develop opportunities for public transportation features in new development.

4. Apply PACE transit development design guidelines to new development and roadway improvements in order to facilitate bus service.
5. Work with sponsoring organizations to establish tourist bus routes, bus parking areas, and remote visitor parking and bus shuttle systems.
6. Monitor parking at the commuter rail station to respond to changes in parking demand.

BICYCLE INFRASTRUCTURE OBJECTIVE

- Provide for bicycle transportation via roadways, trails, and similar infrastructure.

BICYCLE INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Add bicycle lanes on both sides of arterial streets when they are improved.
2. Include bicycle design standards as elements of new street improvements.
3. Connect City parks and community facilities, such as Centegra Memorial Medical Center, Woodstock High School and Woodstock North High School, the Woodstock Public Library, the McHenry County Government Center, McHenry County College, Emricson Park, Bates Park, and Woodstock Square, with bicycle paths.
4. Connect and extend bicycle paths and bikeways to the major employment centers and attractions in the City and to regional trail systems.
5. Develop a wayfinding program for bicycle trails in the City and support the development of regional bicycle paths and trails in the Woodstock planning area.
6. Require bicycle amenities, such as storage lockers, parking racks, and dedicated parking areas, at park, civic, commercial and industrial sites, train stations and transit stops, and at similar locations throughout the City.
7. Encourage bicycle path and bikeway improvement projects during the preparation of future capital improvement programs.

PEDESTRIAN INFRASTRUCTURE OBJECTIVES

- Provide a continuous network of accessible sidewalks throughout the City on both sides of existing streets when they are improved.
- Include sidewalk and pedestrian trail design standards as elements of new street improvements.
- Provide for improved pedestrian movement across arterial streets.
- Improve the pedestrian environment with the use of effective and visually appealing signs, street trees, and street furniture throughout the City.

- Encourage commercial and industrial property owners to make pedestrian connections to adjacent streets and trails.

PEDESTRIAN INFRASTRUCTURE IMPLEMENTATION STRATEGIES

1. Construct sidewalks where there are none with priority given to locations that are within four blocks of schools, parks, and public facilities.
2. Provide sidewalk ramps that step down on all streets with priority given to the busiest streets and locations that are within four blocks of schools, parks, and public facilities.
3. Require new development to demonstrate how it will benefit pedestrian, bicycle and vehicular circulation in existing and proposed neighborhoods.
4. Require development to have pedestrian amenities, including benches, street furniture, and landscaping.
5. Require developers of employment centers and commercial buildings to provide pedestrian amenities, including benches, shade trees, and sidewalks.
6. Include crosswalks and activated controls in the thoroughfare network improvements and provide activated signals for pedestrian crossings across arterial streets.
7. Plan for eventual construction of special pedestrian crossing facilities at high hazard locations including, but not limited to, overpasses and underpasses.
8. Apply traffic calming techniques where justified to make streets more pedestrian and bicycle friendly.

CIRCULATION NETWORK OBJECTIVE

- Provide a hierarchical network of interconnected streets, paths, and trails to provide multiple choices of travel and routes of travel in Woodstock.

CIRCULATION NETWORK IMPLEMENTATION STRATEGIES

1. Require buffering for residential properties that abut arterial streets.
2. Support neighborhood-scaled streets with high levels of connectivity and short blocks, and enhance the City's current street network by establishing efficient street connectors.
3. Discourage unnecessary use of cul-de-sacs and dead end streets.
4. Encourage the location of parking areas behind or to the side of buildings.
5. Develop street design standards that are consistent with the character and function of streets in Woodstock.

6. Plant street trees, or other vegetation, at regular intervals along all streets to provide shade, reduce storm water run-off, provide pedestrian scale, and increase the pleasure of traveling down City streets.
7. Establish landscape strips with native plantings along gateway corridors into Woodstock.
8. Support the sharing or combining of driveways to reduce curb cuts along thoroughfares.
9. Encourage employers to consider measures that will minimize or decrease peak traffic congestion impacts.
10. Require that motor vehicle maneuvering for loading and unloading activity be performed entirely on the property being served when the access is from a “collector” or “arterial” street.

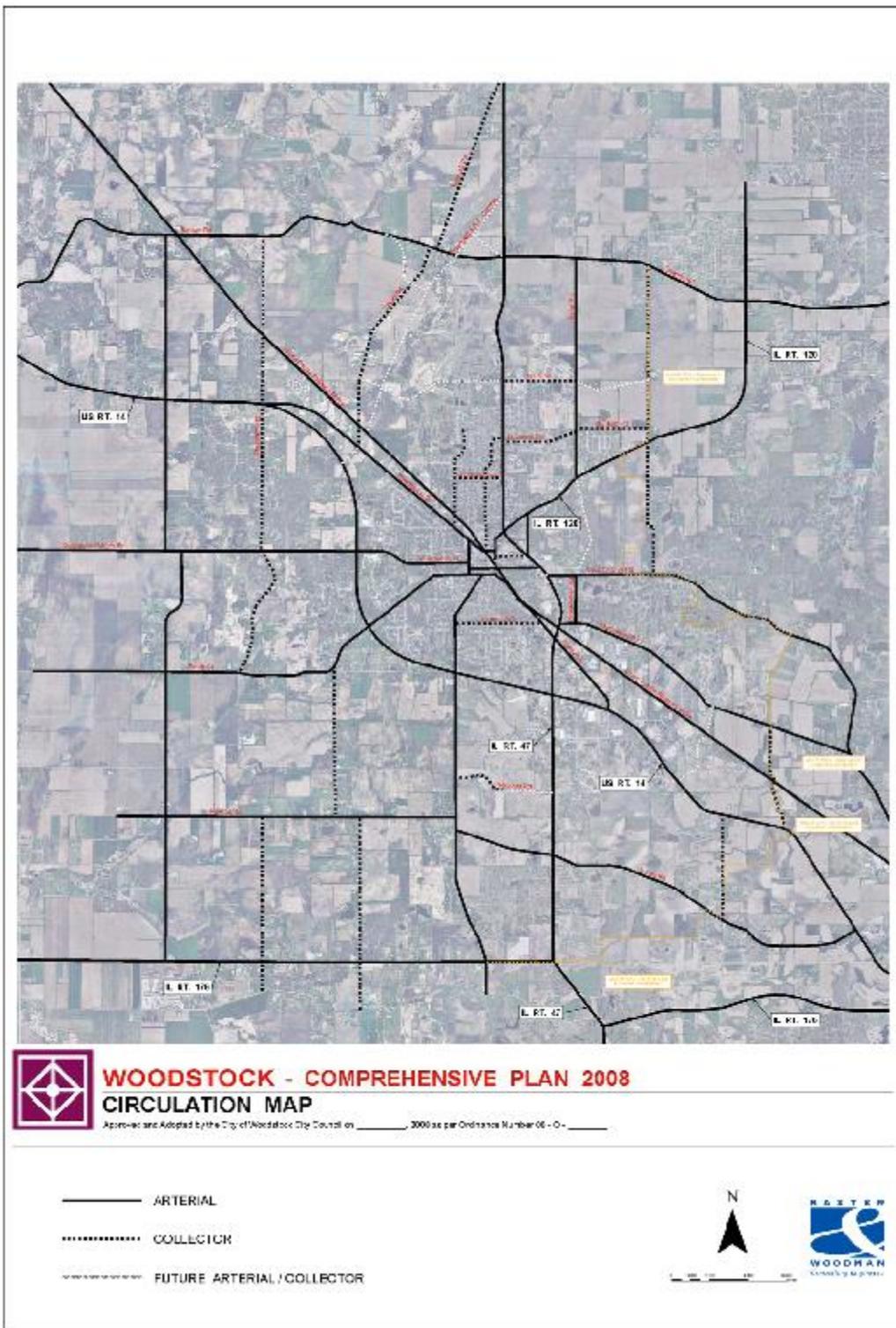


EXHIBIT THREE

Sidewalk Focus Group Report on Missing Sidewalks

Version 1 - May 21, 2011

S. Hudson

Introduction and Purpose

In 2011 Mayor Sager asked the Transportation Commission to turn its attention to the state of the city's sidewalks and also to city handicap accessibility issues. The commission created focus groups to examine and report on each of these topics. This is the preliminary report of the sidewalk focus group.

Ultimately the goal of this report is to provide decision-makers with both a visual representation of missing sidewalks, a very general estimate of the financial scope of the problem of missing sidewalks, and a possible methodology for prioritizing missing sidewalk segments.

Data Collection and Evaluation

The sidewalk focus group requested and received from Public Works their best available data on the condition of sidewalks. The information we received was the result of a sidewalk evaluation performed by students in 2001 and was provided in the form of .pdf files listing missing and damaged sidewalk sections. The .pdf data was not available in a form that would allow us to visually evaluate the spatial distribution of missing and damaged sidewalks.

NO SIDEWALK ENTIRE BLOCK

<i>Entire StreetName</i>	<i>Entire From</i>	<i>Entire To</i>	<i>Entire Side</i>
Amsterdam	Washington	End	North
Arthur	Dane	Dona	West
Ayreshire	Galloway	End	Both
Bagley	Clay	Tappan	Both
Bagley	Jewett	Wicker	North
Bagley	Jewett	Wicker	South
Bagley	Queen Anne	Jewett	South
Beech	Clay	Seminary	South
Beech	Jewett	Wicker	South
Beech	Queen Anne	Jewett	South
Beech	Tappan	Wheeler	South
Beech	Wheeler	Queen Anne	South
Blakely	Desmond	Kimball	East
Blakely	Forest	509 Blakely	East

The Commission decided to start by evaluating missing sidewalks and look at the damaged sidewalks later as a separate study. The reasons are:

- Damaged sidewalk data is volatile and the existing inventory is too old to be useful. Damaged sidewalks that constitute a “trip hazard” are continually being repaired throughout the city. Further, sidewalks continually deteriorate over time.
- Damaged sidewalks can’t be evaluated using satellite imagery so a significant data collection initiative will be required. It is unlikely that this activity will be completed in the near future.

Mapping the Data

Transportation Commission members and the Mayor both agreed that the data should be visualized in the form of a map. Digital (mapable) sidewalk data is not available in city or county GIS databases so it would have to either be digitized (drawn manually in an electronic environment) or manually plotted (drawn) on paper maps. After exploring available options **Google Earth** was determined to be the preferred environment for digitizing the data. Google Earth has a number of advantages for this purpose:

1. It is cost free and everyone has access to it.
2. It enables users to quickly and easily find addresses or street intersections
3. Users can zoom to any location and then examine the area using both satellite and street level imagery.
- 4.



Google Earth Satellite Image

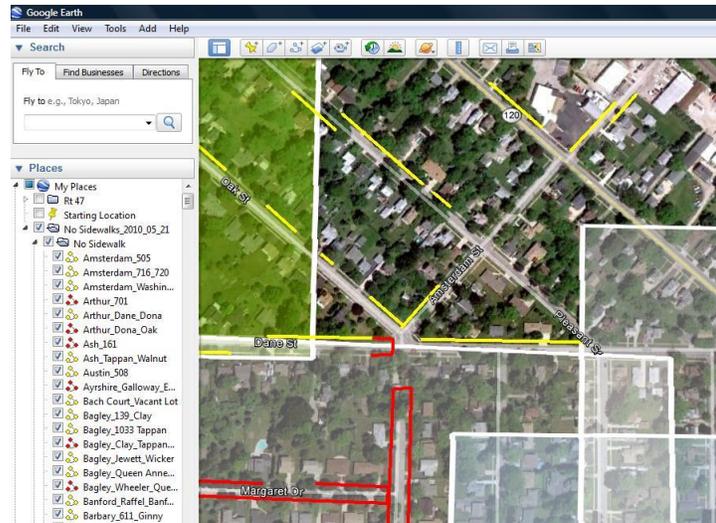


Google Earth Street Level Image

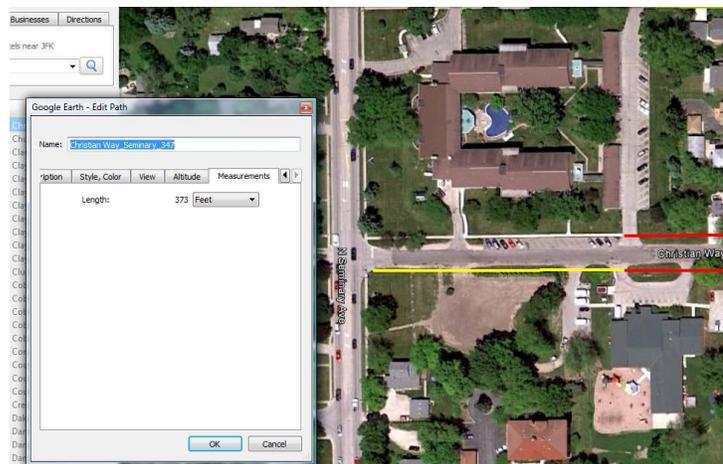
5. With minimal training it’s possible for anyone to digitize line segments, points and polygons that are then stored locally on the user’s computer as

.kmz files but can be displayed with Google Earth as part of the “My Places” functionality.

6. Because the data has positional accuracy, Google Earth “My Places” .kmz data is easily exported and transferred to the city GIS database as digital layers
7. The “My Places” data can be easily shared to facilitate commission members and anyone to view the data on their own computers.



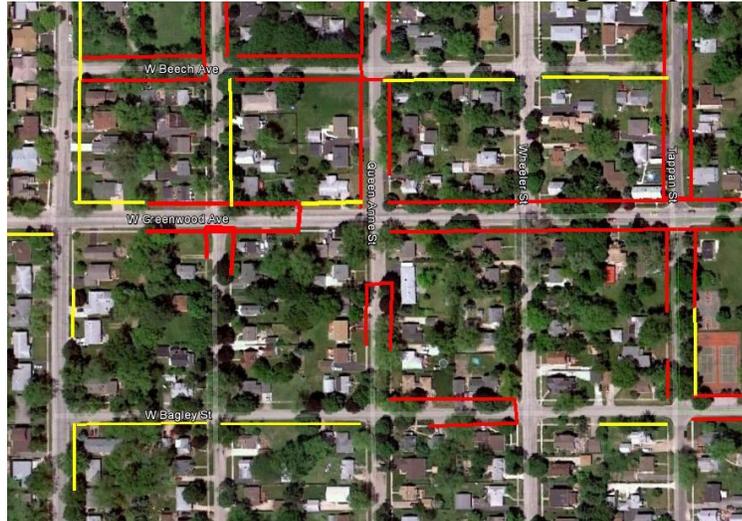
8. Distance measurements are automatically generated by the software for every line segment as it is digitized, a great feature for helping us evaluate the overall sidewalk network.



9. All of this functionality is applicable not only for this project but would certainly be helpful for future projects as well.

Missing sidewalks listed on the .pdf reports were located examined using Google

Earth satellite and street level imagery. The Commission differentiated situations where sidewalks were missing on only one side of the street from those situations where sidewalks were missing on both sides - “one side only” were digitized in yellow and “both sides” were digitized in red. After completing the evaluation of all sidewalks listed on the reports, Google Earth imagery was further scanned to discover segments that were not included in the original .pdf reports.



All of the data was entered into an Excel spreadsheet to facilitate statistical analysis of the Google Earth data.

Prioritization of Missing Sidewalks

A stated goal of the city’s Transportation Plan is that sidewalks should be available within 4 blocks of parks, schools and public buildings. To further facilitate the evaluation of missing sidewalks relative to the Transportation Plan criteria, these facilities were located and 4-block zones were digitized around each facility. It was then possible to identify which sidewalk segments were located within each of these zones. The length of a standard block was assumed to be 300 feet, so polygons with 2400 feet per side were created. Note that in addition to parks, schools, and public buildings we also created zones around major restaurants and grocery stores and grouped them into a category called Commercial Facilities. The following color scheme was used:

- Schools – white
- Parks – green
- Public buildings – blue
- Commercial areas – red



2400 Foot School Zones



Sidewalks in Clay School Zone

Sidewalk segments were assigned relative values based on the “one or both sides” condition and their location within zones around identified facilities. Following is the weighting system that was used.

Condition	Weight
Both Sides	20
School Zone	10
Park Zone	5
Public Building Zone	2
Commercial Building Zone	2

Cost Estimates

Public Works provided us with data that enabled us to make very rough estimate of the linear cost of new sidewalks. The data provided was \$7.00 per square foot. Assuming a width of 4 feet, the cost we used was \$28.00 per linear foot. This does not include the cost of curb cuts for handicap access, nor does it take into account any additional costs associated with building in areas with difficult slope or other technical issues. Using the cost data provided by Public Works, we were then able to come up with rudimentary cost estimates for various options.

Results

- The total cost to add all missing sidewalk segments is **\$10,502,240**.
- The cost to add all missing sidewalk segments that are within 4 blocks (1200 feet) of a school, park, public facility, or commercial building is **\$9,675,316**.
- The cost to add missing sidewalk segments so that sidewalk is in all cases available on one side of the street is **\$3,781,596**.

- The cost to add missing sidewalk segments so that sidewalk is available on one side of the street for those segments that are within 4 blocks (1200 feet) of a school, park, public facility, or commercial building is **\$1,572,788**.

Top Ten Costliest Streets

Rank	Street	Length (Ft)	Cost
1	Eastwood	21483	\$601,524
2	Bull Valley Dr.	15916	\$445,648
3	McConnell	14987	\$419,636
4	Country Club	10852	\$303,856
5	Raffel	6935	\$194,180
6	Kimball	6627	\$185,556
7	Westwood Trail	6547	\$183,316
8	East Lake	6479	\$181,412
9	Sunset Ridge	6024	\$168,672
10	Davis Ct.	5873	\$164,444

Conclusion

Ultimately the goal of this report is to provide decision-makers with both a visual representation of missing sidewalks, a very general estimate of the financial scope of the problem of missing sidewalks, and a possible methodology for prioritizing missing sidewalk segments. It should be useful for creating a final sidewalk plan that integrates related plans for ongoing sidewalk repair and sidewalk handicap accessibility.

EXHIBIT FOUR - PACE BUS ROUTES



ROUTE 807 © WOODSTOCK - MCHENRY

WEEKDAY EASTBOUND

	1	2	3	4	5	6	7
	WOODSTOCK STATION	MCHENRY COUNTY COURTHOUSE	MARIAN CENTRAL CATHOLIC HIGH SCHOOL	OAK DR./ HWY. 120	MCHENRY STATION	OLD MCHENRY CITY HALL	PIONEER CENTER
5:20AM		5:27AM	-	5:52AM	5:55AM	6:00AM	-
6:08		6:15	-	6:37	6:40	6:45	-
6:48		6:55	-	7:17	7:20	7:25	-
7:41		7:48	7:58AM	8:14	8:18	8:23	8:33AM
2:30PM		2:37PM	2:47PM	3:02PM	3:05PM	3:10PM	-
3:08		3:15	-	3:37	3:40	3:45	3:55PM
4:05		4:12	-	4:34	4:37	4:42	-
4:50		4:57	-	5:19	5:22	5:27	-

WEEKDAY WESTBOUND

	6	5	4	3	2	1
	OLD MCHENRY CITY HALL	MCHENRY STATION	OAK DR./ HWY. 120	MARIAN CENTRAL CATHOLIC HIGH SCHOOL	MCHENRY COUNTY COURTHOUSE	WOODSTOCK STATION
5:30AM		5:34AM	5:37AM	-	6:02AM	6:08AM
6:07		6:11	6:15	-	6:41	6:48
6:45		6:49	6:52	-	7:18	7:25
7:30		7:34	7:37	7:55AM	8:05	8:11
2:15PM		2:19PM	2:22PM	2:40PM	2:50PM	2:58PM
3:20		3:24	3:27	-	3:49	3:55
4:05		4:09	4:12	-	4:34	4:40
4:52		4:56	4:59	-	5:21	5:27

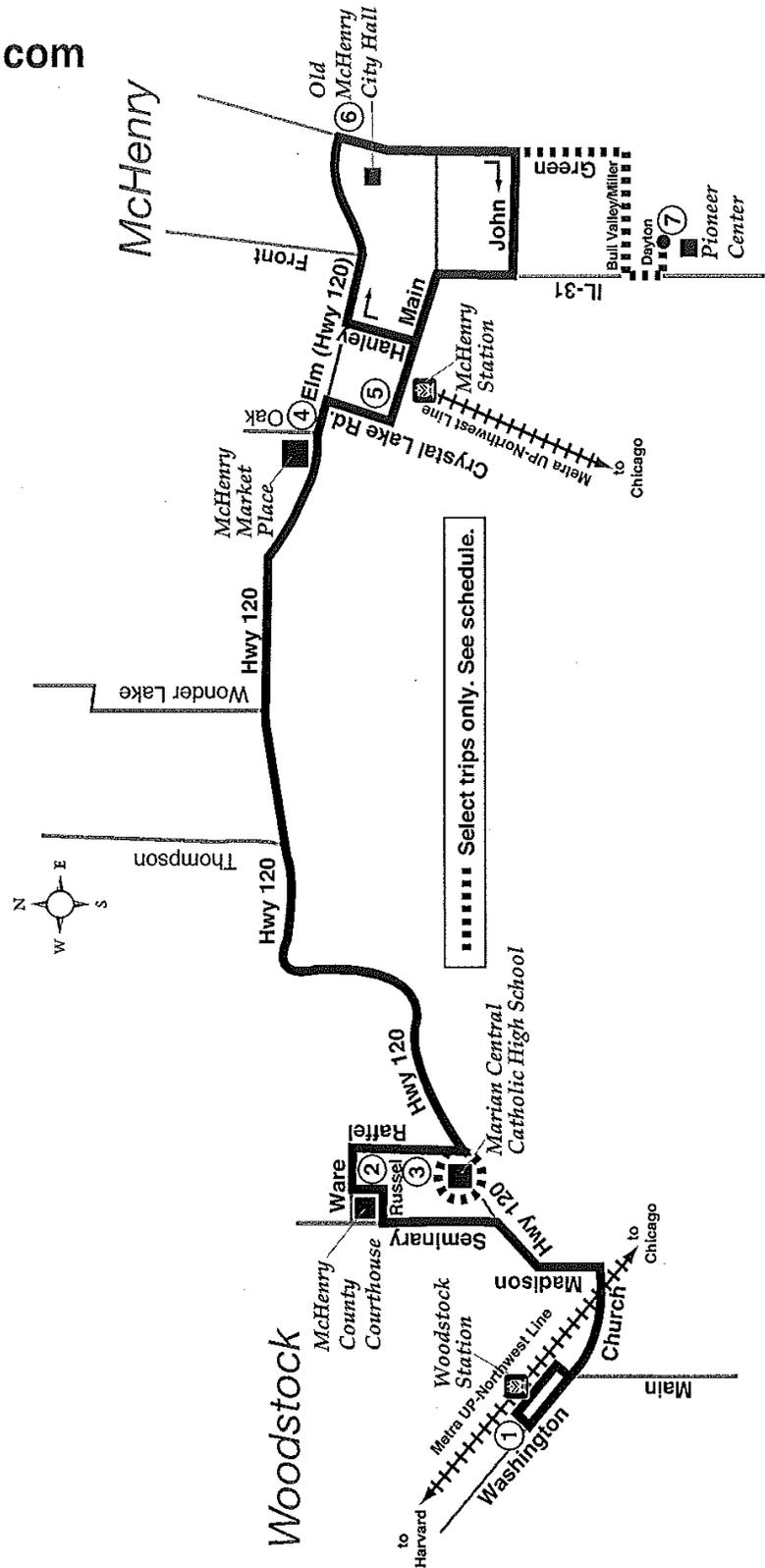
Transfer at Woodstock Station to/from Route 808 and Metra UP-NW Line.

Unless otherwise noted, bus will stop upon signal to driver at any intersection along the route where it is safe to do so.

No Saturday, Sunday or holiday service.

*120612rev-051915rev

Route 807 Effective Date April 14, 2014





ROUTE 808 CRYSTAL LAKE - HARVARD

WEEKDAY WESTBOUND

	1	2	3	4	5	6	7
CRYSTAL LAKE STATION							MERCY HARVARD HOSPITAL
6:25AM	**						7:10AM
7:15	7:24AM						8:10
8:14	8:23						8:58
2:05PM	2:14PM						3:04PM
3:06	3:15						3:53
4:11	4:20						4:59
5:15	5:24						6:00

WEEKDAY EASTBOUND

	7	6	5	4	3	2	1
MERCY HARVARD HOSPITAL							CRYSTAL LAKE STATION
6:25AM	6:29AM						7:10AM
7:15	7:19						8:09
8:14	8:18						9:04
2:05PM	2:09PM						3:01PM
3:09	3:13						3:59
4:07	4:11						4:58
5:08	5:12						5:57

** The bus does not enter the McHenry County College complex on this trip.

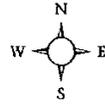
No Saturday, Sunday or holiday service.

Unless otherwise noted, bus will stop upon signal to driver at any intersection along the route where it is safe to do so.

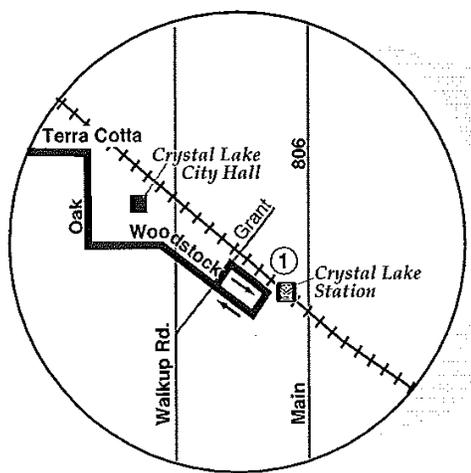
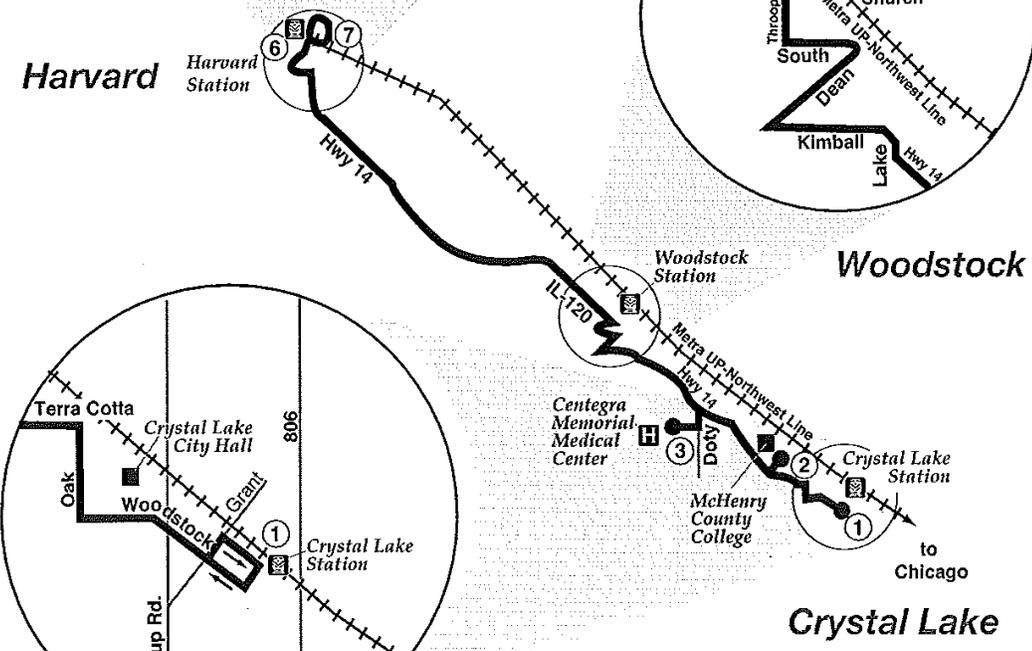
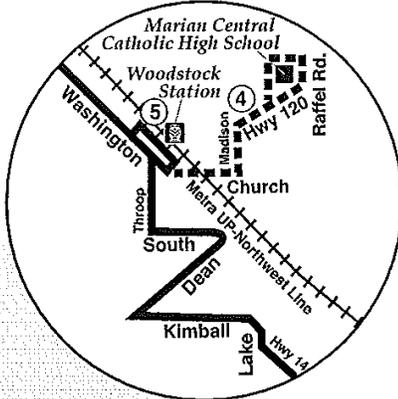
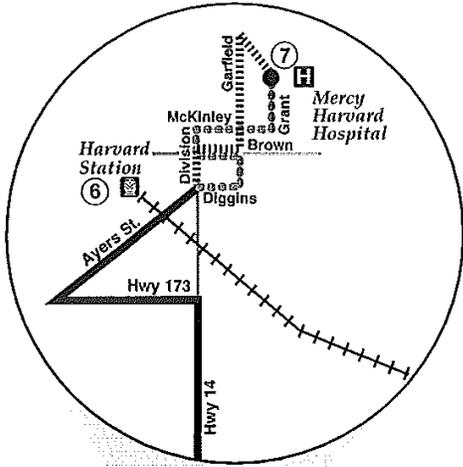
121012rev/051915RCV

Route 808

Effective Date
April 14, 2014



Northbound trips only.
 Southbound trips only.
 Select trips only.
 Please see schedule.



PaceBus.com