

A G E N D A for Village Board Meeting, Tuesday, Dec. 27, 1966  
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1. Roll Call at 8:00 P.M.
2. Appointment of Clerk Pro-Tem.
3. Approval of Minutes of Dec. 12, 1966 Board Meeting.
4. Inquiries and Petitions from the Audience.
5. Municipal  $\frac{1}{2}\%$  Sales Tax Report for Sept., 1966---\$11,688.02 Gross.
6. Liquor License Issued to New Ten-Pin Bowl Owner for Jan.1-April 30.
7. Review of Public Hearing on Petition to Re-Zone Hart Road Land.
8. Date Set for Hearing Fox Point Petitions on Setback Variations.
9. Village Treasurer's Report for Month of Nov. 1966.
10. Report from Plan Commission on Pure Oil Re-Zoning Petition.

(Note: Above List Completed Dec. 19, 1966)

11. Rezoning Petition on Lots 11 & 12 on June Terrace from R-8 to R-9.
12. Tabled Consideration of Amending Building Permit fees.
13. Verbal Report on Tree Replacement Planting Program.
14. Pickwick Place Improvements Status Report.
15. Recommended Adoption of J. L. Jacobs Personnel Study.
16. Proposed Amendment to Driveway Ordinance #895.
17. Dec. 12th ICC hearing report on Hillside Grade Crossing Project.

*M. Hyatt*  
*Personal*

## Village of Barrington

COOK AND LAKE COUNTIES, ILLINOIS  
206 South Hough Street  
Barrington, Illinois 60010  
Phone 381-2141 (Area Code 312)



Office of Village Manager  
PATRICK J. GAFFIGAN

December 29, 1966

President & Board of Trustees

Gentlemen:

Attached is a copy of a letter received from AID in Washington for your information. I feel that even though I was not chosen, it is a credit to the village of Barrington that I was considered for this top advisory position with the Thailand government. In view of the fact that only Trustee McCaw has so far expressed delight that I am remaining in Barrington, I am not so sure that the rest of you realize my qualifications as seen by others in the field of public management? You know, a little word of approval now and then goes a long way toward salving a wounded ego, and I pointed out to you recently the reasons for that wounding, remember?

I plan to retreat to my wife's parents home in Detroit for New Years (leaving Friday Dec. 30th and returning January 2nd or 3rd depending on the weather) to heal the wounds and make resolutions for the New Year. My best wishes to you for a happy and prosperous 1967.

Respectfully,

*Patrick J. Gaffigan*

DEPARTMENT OF STATE  
AGENCY FOR INTERNATIONAL DEVELOPMENT  
WASHINGTON, D.C. 20523

December 22, 1966

Mr. Patrick J. Gaffigan  
933 Wilmette Terrace  
Lake Zurich, Illinois

Dear Mr. Gaffigan:

Thank you for visiting our offices in Washington. Our staff enjoyed meeting and talking with you.

A Far East Bureau Selection Panel has carefully reviewed the information that you furnished during the course of your interviews. While your qualifications impressed us all, the job of this staffing office is of course one of matching the individual with the job, and unfortunately we are unable to do this in your case. None of our current vacancies is consistent with your background or interests.

We sincerely appreciate your interest in A.I.D., and would like to wish you continued success in your career.

Sincerely yours,

*(for) Paul Belange*  
Samuel J. Simpson  
Chief, Recruitment Division  
Bureau for Far East

Wyatt

# Village of Barrington

COOK AND LAKE COUNTIES, ILLINOIS  
206 South Hough Street  
Barrington, Illinois

INFORMATIONAL

December 23, 1966

Village Manager, President  
and Board of Trustees

Re: Pure Oil Petition  
on Zoning Change

Gentlemen:

The zoning change asked for would be acceptable if - the intersecting streets were 100 feet wide and we as village officials felt it would be in keeping with the existing property use. This not being the case I feel that Pure Oil's motive is selfish, thinking only of creating a larger outlet for their products disregarding the long range plans of the Village.

In my findings, the Village purposely created a B-1 zone in this area years ago to establish an area of Limited retail stores excluding gasoline stations. This station was there then but the zoning was not changed thinking that when the time came this type of business would be eliminated.

Their attorney stated that, by opening up the corner, the corner would be a safer one for all concerned. This is not true because at Route 114 and Main Street the corner is open and more accidents happen there than anywhere else in town. Pure Oil mentioned that business would be increased 50% if the new station were allowed to be built. This in its self is no recommendation for a corner already overburdened with traffic congestion.

My suggestion to the petitioners from the beginning was the need for a correction in the traffic flow from north to south.

The day of the night of the hearing the Pure Oil Co. representatives came into my



office and did a lot of talking, but brought no plans, plats or diagrams to indicate their intentions. This I believe was done with a purpose for without these I could not prepare a proposal or counter proposal to present to the Plan Commission. Because of this I had to make all my findings known to the Plan Commission and citizens from the floor so they would know my feelings about this zoning change.

Traffic studies of February, 1966, as well as of ten years ago, show the need for a change of traffic flow if any comprehensive plan for this area were ever to happen. I based my thoughts upon this master plan for the Village and hope nothing occurs to change it.

I did not say the station would increase traffic on Main Street but said it would increase the traffic coming in and out of the service station because Pure Oil said the business would increase 50%. The "good neighbor policy" Mr. Schlickman referred to exists because Pure Oil is making money and we, the Village, never asked for anything. Now we may not be considered good neighbors any longer because we expect some assistance. He also said a new station would encourage similar improvements down town--this is what I am afraid of, because it may turn out to be three more gas stations by precedent. It was also mentioned that a service station is "safer" than any other type of store in the area--this is not the truth because gasoline products are flammable and therefore cannot be "safer".

I must confess that I was quite outspoken and may have caused some dissatisfaction among the petitioners and possibly members of the Plan Commission, but the methods being used to bring about their request were planned too well, without informing us. I did not feel the Commission had the proper information before the hearing because I did not, and I had already been in conference with the petitioners.

When the plans and plat were first brought in, I spoke to the lawyer whom they had at the time and it was suggested by them that they take the plans back with them and make the changes and then bring the plans back to me. This did not happen. Therefore,

I felt we needed time to evaluate that which was presented as the whole action was a sham to keep everyone in the Village in the dark.

My feelings about a corner like this is as follows:

Allow commercial buildings to be erected in this area with a special height (say 5 story) limit, then we would not have to worry about anybody selling to an oil company to get the most out of their property. Drive-in parking would be possible because it would be a natural addition for high rise and would be profitable.

This will not be the last of our problems if something is not done about it now. We had better make allowances for higher building in this area to keep service stations from being able to buy land. Either do this or move the center of town further south and start anew.

Many people whom I talked to said they would tear down the old buildings they own if they could build higher structures to compensate for the cost of demolition and reconstruction. We have men of ability with the needed cash to make this down town come true.

Respectfully submitted,

Clifford Meinke  
Building Commissioner  
Department of Buildings

J. L. MUSCARELLO, Chief  
Telephone 381-2131  
110 East Station Street  
Barrington, Illinois 60010



## VILLAGE OF BARRINGTON

Moved to:

121 W. Station St.



POLICE DEPARTMENT

December 23, 1966

Re: Intersection  
Main and Hough Sts.

Mr. Patrick Gaffigan  
Village Manager  
206 S. Hough St.  
Barrington, Illinois 60010

Dear Sir:

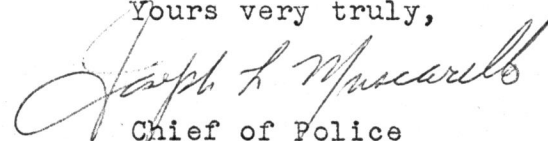
With reference the intersection of Main and Hough Sts., while I will agree that some of the congestion comes from train traffic, as has been stated, I feel there are other mitigating circumstances. There has been an extreme pick-up in traffic on Main St., not only at train time; and Hough St., while always busy, summer traffic makes it more so, the tollway no doubt contributing to this, any time of the year.

At the intersection in question, Main and Hough, due to this extreme pick up in both local and through traffic, I find it necessary to station a man there at certain hours, and seasons, for the protection of both pedestrians and vehicles. He operates the lights manually to break up the congestion and help the movement of those who must turn left, thereby alleviating the bottle neck condition.

If sufficient property can be made available so that a left turn lane can be added to the intersection, I feel this will contribute greatly in alleviating the congestion. Perhaps in the future something can be done to help straighten out the northeast corner.

The new station, having more facilities, will bring more customers and naturally more traffic to the intersection. Both the Pure Oil and the Village will benefit, if the above situation can be straightened out, surely their customers will be happier.

Yours very truly,

  
Chief of Police

JLM/dkh

# Village of Barrington

COOK AND LAKE COUNTIES, ILLINOIS  
206 South Hough Street  
Barrington, Illinois 60010  
Phone 381-2141 (Area Code 312)



Office of Village Manager  
PATRICK J. GAFFIGAN

December 23, 1966

PERSONAL & CONFIDENTIAL

President & Board of Trustees

Gentlemen:

Not having heard from AID in Washington of the disposition of my interview, I called them collect today. I was verbally told (which will be confirmed in writing) that I did not get the Public Administration Adviser position in Thailand, but would have been offered a position in Vietnam, except that I had already told them I was not interested. So it looks as though you will have to put up with me for the foreseeable future--hope you don't mind. I close by wishing you all a Merry Xmas & Happy New Year.

Respectfully submitted,  
*Patrick J. Gaffigan*  
Patrick J. Gaffigan

Wyatt  
12-23-66 - Mrs. & Bowley Trust  
Informational  
Bjg

**NORTH BARRINGTON ASSOCIATION**  
**BARRINGTON, ILLINOIS**

December 21, 1966

Mr. Thomas Z. Hayward, President  
Village of Barrington Hills  
West County Line Road  
Barrington, Illinois

Dear Tom:

As you probably know, a serious County of Lake spot zoning proposal for CS "commercial service" to replace SE "suburban estate", the latter being two acre residential is scheduled for public hearing in North Park Field House in the early p.m. on Tuesday, December 27. The proposed user of the land, which is described in the enclosed official diagram of Lake County, is a Chrysler sales agency with servicing, used cars, etc.

Needless to say, the proposed spot zoning, if approved, will open the door for incompatible commercial strip zoning all the way between Barrington and Fox River Grove, practically across the street from your beautiful Village of Barrington Hills.

We hope for a maximum turn out in opposition next Tuesday together with an official statement from your Village that the trustees will file a municipal objection under the one and one-half mile perimeter control power that is yours, should you choose to use it.

There certainly should be a place in the Barrington community for commercial ventures, but under no circumstances should spot zoning be even considered in the valuable countryside perimeter area.

Many thanks for your consideration.

Best Holiday wishes.

Cordially,

*Nelson Forrester*  
Nelson Forrester, Secretary

NF:am

cc: Joseph Welch  
Arthur L. Rice, Jr.  
Attorney J. Wm. Braithwaite  
Those Interested

P.S. Important

The County Appeals Board just advised us of a 60 day continuance, and that the new date in 1967 will be confirmed subsequently.

## DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

FRANCIS S. LORENZ, DIRECTOR

DIVISION OF HIGHWAYS

OFFICE OF THE DISTRICT ENGINEER

ROOM 907

300 NORTH STATE STREET

CHICAGO 60610

VIRDEN E. STAFF  
CHIEF HIGHWAY ENGINEERIN YOUR REPLY PLEASE  
REFER TO FILE:Routes 59 and  
63 Intersection  
at Main Street.

December 21, 1966

Mr. Patrick J. Gaffigan  
Village Manager  
Village of Barrington  
206 South Hough Street  
Barrington, Illinois 60010

Dear Mr. Gaffigan:

As a result of a meeting between Mr. G. Richter of my office and yourself, I have somewhat of a better understanding of the Village's Master Plan of 1957 with respect to the offset intersection of State Routes 59 and 63 with Main Street.

We would agree that the Village's proposal to realign this staggered intersection, with special emphasis on Hough Street immediately south of Main Street, would be of definite benefit to all concerned parties, that being the casual motorist, every day Village drivers and pedestrians, adjacent commercial developments, etc., by providing these aforementioned highway users with an intersection of greater efficiency and safety.

While we encourage the removal of this street offset design, we will be required to issue permits based on the existing conditions unless the status of this reconstruction becomes more definite. In reviewing a permit request however, the present street geometrics will affect possible driveway locations. By copy of this letter I am informing the Pure Oil Company of our concurrence with your proposal for the intersection of Routes 59 and 63 at Main Street.

Very truly yours,

G. T. March  
District Engineer

CHM/GDR:sk



Wyatt

VILLAGE OF BARRINGTON  
206 S. HOUGH ST.  
BARRINGTON, ILL. 60010

December 20, 1966

Board Meeting of 12-27-66

*Should be earlier than June 1, 1967.*

President and  
Board of Trustees

Re: Pickwick Place Escrow Fund

Gentlemen:

Since the one year period for observation of paving of streets and sidewalks is up on December 20, 1966, as reported at the board meeting of 12-13-65, it is appropriate to review the happenings in Pickwick Place subdivision, since December 20, 1965.

1. By letter to Mr. Brough on December 28, 1965, payment of \$1273.70 was authorized to be paid by the Village to Pickwick Place, Inc. for construction of 230 ft. of watermain on Hill Street to Prairie Avenue which was required to "loop" the system. Mr. Brough was also told, in that letter, that the one year period for observing the paving started December 20, 1965.

2. On April 13, 1966 Mr. Brough requested a reinspection of paving of streets and sidewalks in Pickwick Place, and my letter to the Village Engineers of that date so requested, even though the one year period would not expire until December 20, 1966.

3. By letter of May 20, 1966, Mr. Townsend indicated that such a reinspection had been made by Mr. Parker and Supt. Johanesen and that nothing had been observed that would warrant release of any items from the punchlists of November 5 and 11, 1965.

4. On June 2, 1966 Mr. Brough requested inspection of parkway trees planted and also the "word" from the Village Engineers on their inspection. On June 8, 1966 Mr. Brough was sent a copy of Mr. Townsend's May 20th letter and told that we desired a meeting on site with him and representatives of Consoer, Townsend and Associates. He was also told that an inspection would be made of his parkway trees by the Village Forester.

5. On June 21, 1966 an inspection was made with Mr. Brough by Messrs. Hanley,



Casey and Vietinghoff of Consoer, Townsend and Associates, Mr. Johanesen and me. As a result, I wrote to Mr. Brough pointing out the necessity for easements for two relocated watermains and the showing of Y connections on the as-built prints for the sanitary sewer. At this writing none of these items have been supplied.

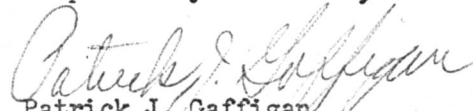
6. On July 11th, upon my recommendation, the Village Board authorized the acceptance of twenty three parkway trees and the release of \$575.00 of Mr. Brough's escrow, which was done by my letter to Chicago Title & Trust Co. on July 13, 1966.

7. In September, 1966 a letter was received from Till Construction Company asking payment of \$1080.00 allegedly held in escrow.

8. Recently we were advised by letter from Mr. Hanley of Consoer, Townsend and Associates that the correctional work needed as a result of inspection made in June, 1966 of streets and sidewalks was estimated to be \$9938.00 as opposed to the estimate of November 11, 1965 of \$5000.00 for this item (plus \$3867.50 for other unfinished items). As of this writing, the escrow fund shows a balance of \$8292.50 (\$8867.50-\$575.00 for parkway trees accepted). This means that the proposed item of repair of streets and sidewalks as a result of the June, 1966 inspection exceeds the entire amount of the escrow, and is almost 100% in excess of the \$5000.00 originally estimated for that item.

9. These facts were reviewed this date with Messrs. Hanley and William Townsend and Mr. Townsend directed a reinspection be made on Wednesday, December 21st to determine what the situation is now after which the engineers will advise by letter what course of action they recommend. (See attached letter of 12-21-66).

Respectfully submitted,

  
Patrick J. Gaffigan  
Village Manager

cc: Mr. William W. Townsend  
cc: Mr. Donald J. Kreger  
cc: Mr. Henry Johanesen

*Wyatt*

*Board Meeting 12-27-66  
(Kreger, Johnson)*

**CONSOER, TOWNSEND AND ASSOCIATES • CONSULTING ENGINEERS**

**360 EAST GRAND AVENUE • CHICAGO, ILLINOIS 60611 • TELEPHONE DELAWARE 7-6900**

Mr. Patrick J. Gaffigan  
Village Manager  
Village Hall  
Barrington, Illinois

December 21, 1966

Dear Mr. Gaffigan:

Confirming our recent telephone conversation relative to the completion of public improvements in the Pickwick Place Subdivision, we conducted another inspection of the improvements on December 21. The purpose of this inspection was to make a determination as to whether or not corrective work set forth in previous correspondence to your office, particularly in our letter of August 26, had been satisfactorily completed.

Our inspection indicates that the status of the project is substantially the same as the inspection on which our letter of August 2 was based, and our estimate of cost of correcting the existing deficiencies in paving and sidewalk is still \$9,938.00.

In accordance with our Mr. Andrews' letter to you of November 11, 1965, and a subsequent report to you by our Mr. Parker, the curbs were backfilled during the latter part of 1965. However, the grading of parkways has not been completed as of this date. We, therefore, strongly recommend that no moneys be released from the escrow, which was established as a guarantee of completion of miscellaneous deficiencies.

The construction of the improvements in this development and discussion and correspondence relative to deficiencies have all taken place over an extended period of time and it is apparent to us that the developer does not appear to have much interest in bringing about the completion of this work, so that acceptance by the Village can be undertaken. We do not believe it would be in the best interests of the Village to prolong this situation any further and recommend therefore that a letter be written to the developer (registered mail, return receipt requested) advising that unless all corrective measures are completed by June 1, 1967, the Village of Barrington will contract for the correction of existing deficiencies, with payment to be made from the escrow with the Chicago Title & Trust Company. We believe that it would be advisable to forward a copy of this letter to the appropriate individual at the Chicago Title & Trust Company. Following this procedure will permit the Village to undertake the completion of this work so that the project can be finalized once and for all and thus eliminate a further expenditure of time by you, members of the Village staff and by our personnel.

If there are any questions concerning this procedure, please advise.


Very truly yours,  
CONSOER, TOWNSEND & ASSOCIATES

  
William W. Townsend

WWT:eh

December 20, 1966

VILLAGE OF BARRINGTON  
206 S. HOUGH ST.  
BARRINGTON, ILL. 60010

  
Board Meeting of 12-27-66

President and  
Board of Trustees

Re: Personnel Study  
of Village Positions

Gentlemen:

As authorized at the board meeting of June 27, 1966 the firm of J. L. Jacobs & Co. was awarded the work of preparing a position classification and pay survey for all thirty seven regular full-time village employee positions. Job questionnaires were completed by all employees, reviewed by their immediate supervisors and returned to J. L. Jacobs & Co. on August 11, 1966 who then conducted "on the spot" job audits. On September 20, 1966, copies of the report were submitted by J. L. Jacobs & Co. and each department head or supervisor was given a copy to study and their comments were solicited at a review session with me on November 5, 1966. Thereafter, on November 8, 1966, I held a long session with Mr. Horton of J. L. Jacobs & Co. which resulted in certain changes in the recommended report which were incorporated in their report received on November 12, 1966 and addendum letter, dated November 16, 1966, which was submitted to the Village Board on November 17th. Two study sessions were held by the Village Board to go over in detail the provisions of the report and specifically the ordinance language proposed to be adopted into law. The Village Attorney was sent the report and has opined that the proposed ordinance does not raise any substantial legal problems, and any necessary form corrections will be taken care of in the draft prepared by the Attorney.

To properly inform the employees of the Village and the public in general, I will attempt to highlight the more important accomplishments of this report:

1. the provision of job descriptions for all village positions and their classification into grade for purposes of compensation.
2. the provision of a five step scale for salaried personnel and a three step scale for wage personnel, each step of which is approximately a 5% increase.

3. the provision of initial adjustments of an employees existing salary into the grade of the position he occupies will mean a raise for all employees upon adoption of the ordinance with effective dates according to the pay period involved.

4. the provision of vacation leave of two calendar weeks per year increasing to three calendar weeks after ten years of continuous village service.

5. the provision of sick leave accruing one day per month of village service up to a maximum accumulation of ninety days. Sick leave may also be used where an employee's attendance is required as a result in the death of a member of his immediate family.

6. provision of eight holidays with pay per year with payment for overtime work for those employees regularly scheduled to work on a holiday.

7. employees up to including grade 12 will receive overtime pay at the rate of time and a half if occupying an hourly position, and straight time of compensatory time off if occupying a salaried position. Complete records of required overtime work shall be prepared by each department and submitted to the Village Finance Director, whose office will maintain all time and attendance reports.

With the adoption of the recommendations of this study into Village law, we will have a sound personnel plan for existing village positions and excellent basis for recruitment of needed employees in the future.

RECOMMENDATION: that the recommendations of J. L. Jacobs & Co.--part two, pages 12 thru 29 incl.--as reviewed administratively and legislatively by the Village of Barrington, be referred to the Village Attorney for immediate draft of the ordinance necessary to accomplish the enactment into law of a position classification and compensation plan for village employees, for consideration by the Village Board at their meeting of January 9, 1967.

Respectfully submitted,

*Patrick J. Gaffigan*  
Patrick J. Gaffigan  
Village Manager

cc: Mr. Thomas A. Matthews  
cc: Mr. Donald R. Hunt  
J. L. Jacobs & Co.

VILLAGE OF BARRINGTON  
206 S. HOUGH ST.  
BARRINGTON, ILL. 60010

December 21, 1966

Board Meeting of 12-27-66

President and  
Board of Trustees

Re: Proposed Amendment to  
the Driveway Ordinance No. 895

Gentlemen:


Both the Building Commissioner and Public Works Superintendent have pointed out two defects in the ordinance language on DRIVEWAYS, to wit:

Section 9.203 (b) in part states "the maximum radius of return shall be seven feet." This means it could be anything from zero to seven, plus the fact that seven feet is not nearly sufficient to accommodate vehicles turning into the driveway. It is recommended that the language state "the radius of return shall be 25 feet."

Section 9.203 (c) states "driveways connecting to curbed street pavements.." which has resulted in driveways being installed on many of our uncurbed streets with stone. It was not the intention of this ordinance to except driveway paving if it occurred on uncurbed streets and this bad practice should be rectified at once, by simply deleting the work "curbed" in this provision.

It is recommended this proposed amendment be given to the Village Attorney for draft of ordinance for adoption at the village board meeting of January 9, 1967.

Respectfully submitted,

  
Patrick J. Gaffigan  
Village Manager

cc: Mr. Clifford Meinke  
cc: Mr. Henry Johanesen  
cc: Mr. Donald J. Kreger



WYATT

VILLAGE OF BARRINGTON  
206 S. HOUGH ST.  
BARRINGTON, ILL. 60010

December 21, 1966

Board Meeting of 12-27-66

President and  
Board of Trustees


Re: Relocation of Hillside  
Avenue Grade Crossing

Gentlemen:

The second hearing before the Illinois Commerce Commission was held on December 12, 1966 at which testimony was taken from the Chicago & North Western Railway Co, Cook County, and the Village of Barrington. The Railroad offered to pay the cost of materials necessary to construct the crossing estimated to be \$6940.00 over and above their agreement to pay 10% of the cost of the signalization estimated to be \$27000.00. The Cook County Highway Department offered to pay the cost of the necessary barricades and signs required to close the existing Hillside grade crossing. The Village agreed to the inconvenience of closing the Hillside crossing three days so that the Railroad could transfer materials to the new grade crossing (since these materials were just installed at Hillside in September, 1965). District 10 of the State Highway Department did not appear, but stated through Mr. Riddle of the Elgin District 1 office that they could not financially participate at this time. District #4 School Board President Ofsthun spoke of the necessity for other highway departments to assist the Village and criticized the fact that District 10 officials did not appear at either hearing on this matter.

Commission Examiner Harold Stern took all testimony and indicated that an order favorable to granting the Village petition would be submitted to the full Commerce Commission for their decision which should be rendered in the next 30 to 60 days. After we receive the order we can continue with this vitally needed project in the village.

Respectfully submitted,

  
Patrick J. Gaffigan  
Village Manager

cc: Mr. Donald J. Kreger  
cc: Mr. Charles A. McBride, Jr.  
Consoer, Townsend and Associates

received Dec. 19, 1966 A.M.  
John H. Blanke

Wyatt

JOHN H. D. BLANKE  
President  
LAWRENCE P. HARTLAUB  
Chairman  
T. C. KITTREDGE  
Secretary

## Plan Commission



Members  
JOHN R. WOOD  
DON C. SCHROEDER  
BURNELL WOLLAR  
ARNOLD H. SASS

## Village of Barrington

206 South Hough Street  
Barrington, Illinois

December 15, 1966

President and Board of Trustees,  
Village of Barrington,  
Barrington, Illinois.

Gentlemen:

On Wednesday, December 14, 1966 the Barrington Plan Commission held a public hearing on the petition of the Pure Oil Company and Mr. and Mrs. Rand to rezone the following property from B-1, Business District-Limited Retail to B-2, Business District-General Retail to permit construction of an enlarged service station:

Lots 10 and 11 (except that part of Lot 11 taken for street) in Assessor's Division of the West half of the Northwest quarter and the Southeast quarter of the Northwest quarter of Section 1, Township 42 North, Range 9, East of the third principal meridian, in Cook County, Illinois.

also

That part of the Northwest quarter of the Northwest quarter of Section 1, Township 42 North, Range 9, East of the third principal meridian, in Township of Barrington, described as follows: commencing at the Northwest corner of land deeded by Warren Hough to Lucius Sherwin, in the center of highway, said Northwest corner being chains west of the Northeast corner of the Northwest quarter of the Northwest quarter of said Section 1, and running thence East along center of said highway, 58 ft., more or less, to the West line of land formerly belonging to David B. Briggs; thence South 180 feet; thence West 58 feet, more or less, to the West line of said land deeded by Hough to Sherwin; thence North along said West line, 180 feet to the place of beginning, in Cook County, Illinois.

After thoroughly considering all evidence and testimony presented at the hearing the Plan Commission with the Village President sitting in as an ex-officio member voted 4 to 3 to recommend granting the request providing arrangements can be made for sufficient property to be made available for use in improving the traffic flow at the intersection of Hough and Main Streets.

Commission members opposing the petition generally did not object to the station being modernized, but prefer to retain B-1 zoning at this center of town location with the hope that some day some business other than a service station would be erected on this property.

Respectfully submitted,  
BARRINGTON PLAN COMMISSION,  
By: T. C. Kittredge, Secretary

*T. C. Kittredge*



12-14-66

BEFORE THE PLAN COMMISSION OF THE  
VILLAGE OF BARRINGTON, ILLINOIS

RE: Petition of Pure Oil Company

1. Gasoline Service Stations Are Economically Beneficial to the  
Community, State and Nation.

In 1963, Illinois had an estimated 9,909 service stations (down from 9,915 in 1958), and the average station added about \$15,000.00 yearly in wages and another \$20,000.00 in locally purchased materials and services to the economy of the area where it operates.

Taxes (State and Federal) on motor fuel sold in Illinois during 1965 amounted to an estimated \$310,959,000.00.

Approximately 6,000 new service stations were built in the United States during 1964. In the same year 4,000 older stations were rebuilt or modernized, and roughly 5,000 obsolete stations were eliminated. (All of this activity meant higher assessed valuation and increased real estate tax revenue.)

2. Gasoline Service Stations Do Not Contribute to Traffic  
Accidents But, In Fact, Promote Traffic Safety.

A survey by the police department of Detroit, Michigan, showed that an automobile accident would occur at the average situated service station only once every 94 years, and a pedestrian injury would occur only once in 1,970 years! (A 7-year study by the Buffalo, New York, police department revealed a similar conclusion.)

In fact, modern service stations actually help to prevent traffic accidents because of their wide open approaches and clear vision, aided at night by good lighting. Modern stations are well set back from the roads and provide greater visibility, particularly at intersections, than any other buildings or use.

Wide station driveways, well set-back buildings, good lighting, orderly traffic-flow patterns, well-located

curb cuts that eliminate difficult turns, all reduce driving and pedestrian hazards, in addition to "opening up the view" at busy road crossings.

3. Gasoline Service Stations Are Safer From Fires Than Most Establishments.

Stores, apartments and office buildings have more fires than service stations, according to a study by a major competitor of Pure Oil Company of 3 cities selected at random. Not surprisingly, therefore, service stations are extended one of the lowest fire insurance rates--much lower than that for restaurants, grocery stores, or even doctors' offices.

There has never been a single reported instance of the gasoline in an underground storage tank in use at a service station catching fire or exploding.

*Mr. Wyatt*

STENOGRAPHIC REPORT of a Public Hearing held before the Plan Commission of the Village of Barrington, in the Council Chambers, on December 14, 1966, at 8:10 PM, to hear the petition of the Pure Oil Company and Mr. Valerian Rand and Mrs. Frances Rand. The meeting having been duly published.

MEMBERS PRESENT:

L. P. Hartlaub, Chairman  
T. C. Kittredge, Secretary  
Thomas L. Johnson  
Marvin Kaiser  
Burnell Wollar  
John R. Wood

MR. HARTLAUB: The meeting will come to order. This is a public hearing held before the Plan Commission of the Village of Barrington in connection with the petition of the Pure Oil Company and Mr. Valerian Rand and Mrs. Frances Rand, to rezone from B-1, Business District-Limited Retail to B-2, Business District-General Retail to permit construction of an enlarged modern service station. This property includes the corner of W. Main Street and Hough Street currently occupied by the Pure Oil Service Station; a 2-story brick commercial building presently occupied by the Whitney Real Estate office and Harvey's Barber Shop. (Legal description read.)

Mr. Eugene F. Schlickman, an attorney, 6 N. Dunton, Arlington Heights, Illinois, represented the petitioners. He introduced and had sworn in for testimony the following: Keith Petersen, Lessee and operator of the Service Station, Charles Lotzar, Area Regional Engineer, Pure Oil, William Ridgeway, Area Construction Manager, Pure Oil and Mr. Brennan, Area Development Manager of Pure Oil.

MR. SCHLICKMAN: To start off with, I have evidence of the title of the subject real estate, Torrens Certificate of Lot 11, Chicago Title and Trust Company Policy of Lot 10, an option agreement covering the remainder of the property with a letter attached exercising the Option, which I present copies of for your files and record. Also, a plat of survey showing the location of the present improvements - the gas station on the corner, the one-story building to the south and the two-story residence to the west. Also, copy of the proposed Layout. Needless to say, the proposed layout is tentative in nature, simply to give you an idea, along with the artist's rendering, what the Pure Oil Co. has in mind. Naturally, the design and the location of the building will be governed by the State Highway Division of Illinois and your village building code. Finally, Mr. Chairman and Members, we have here a fact sheet concerning the nature of a gas service station: 1. Showing how local government benefits; 2. Promote Traffic Safety as shown by police department studies made in Detroit, Michigan and Buffalo New York; and 3. Safer from fires, there never having been a single instance of a fire from gasoline in an underground storage tank.

We are asking for B-2 General Retail classification as it is necessary for Pure Oil to secure this change if there is to be any improvements to the present station. The B-1 classification has been in effect as long as the gas station has been there, since 1935. Mr. Brennan will briefly describe to you the marketing program of Pure Oil as to modernization.

MR. BRENNAN: I represent Pure Oil Division of <sup>Union</sup> Universal Oil of California. We are the ninth largest oil company in the United States, fully intergraded company operating in approximately 35 states. We have a very ambitious expansion program including Chicago and suburbs. In the past years we have built a great many stations in such places as Elk Grove, Northfield, Hanover Hills, etc. Barrington is the home of many of our employees, our customers and our stockholders. We think we have been good neighbors. This has been a profitable corner to us and

to the community. Now that automobiles require so much more elaborate services, we must have an ultra modern facility with five bays, which we feel will add to the fine Barrington town atmosphere. We would invest \$100,000 in the buildings alone, which would bring in excess taxes and would be to our mutual benefit. We cannot continue to give good service to the many citizens of Barrington with the obsolete equipment we now have. In 1930 this building was built and Pure Oil has had it since 1945. Mr. Ridgeway, our Area Engineering Development Manager, will tell you about the design of the proposed new station.

MR. RIDGEWAY: Every service station we layout, safety is always considered. This is a prime prerequisite. Existing facilities are not adequate. We feel we should move our approaches further from the intersection, give us controlled egress and ingress. The stop light presently located on the west side could now be moved to the east side of the approach, facing the oncoming traffic directly. We have designed two islands in depth according to local code. The building would be moved back from the street 80 feet. The present set-up is blocking vision north on Hough and east on Main, we hope to improve this visibility. At present we have 16 parking places, we could have as much as 34 with the changes. I am familiar with the manual and all publications on traffic and safety and have had many dealings with the Illinois Highway Division.

MR. PETERSEN: I have lived in Barrington 28 years. I am currently operating the Pure Oil gas station. I have three full and three part-time employees. I have operated it two and half years. My brother Walter Petersen operated it in 1951-54. I have enjoyed a very good business and maintained good relations with the customers and the Village, no complaints. With the present layout the main objection is to people coming in, after they have had their service at the pumps, is the problem of leaving, they have to drive on the sidewalk almost immediately, can't back-up. Especially our lady customers, who are a high percentage of our customers, need a chance to decide where they are going before they hit the street. With more control of the egress and ingress, better operating facilities and more parking area, it will be a much better layout for everyone.

MR. SCHLICKMAN: I should like to comment on the excellent Zoning Ordinance you have. Under B-1 we have operated for 36 years. However, we have a service type activity and with heavier traffic, more automobiles which call for a better type of service, additional customers, all tend to the need of better facilities. We will have architectural compatibility with the beautiful bank to the south. We cannot add a second story, we must expand our facilities and to do so we need a B-2 classification. We will be completely surrounded with B-1 zoning, not next to residential. Pure Oil Company respectfully requests the rezoning from B-1 to B-2 and will assure a modern facility, one which will give a higher assessment valuation, economic support to the community, with over \$18,000 of new equipment, and on this bases we rest our case at this time.

(In answer to a question, the underground storage would be increased from 16,000 to 20,000 gal. of gasoline.)

MR. BLANKE: Just for information, I would like to say that from 1925 to 1959 we had one business zoning designated "B". Then in March 1959 we defined a B-1 B-2, B-3. At that time this site was put under nonconforming use.

MR. HARTLAUB: I have one article I would like to read to be put into the records. (A letter dated November 21, 1966, from J. O. Heyworth, Vice President of Aeroquip not in favor to granting this petition.) We now will hear from anyone wishing to make a statement.

Mr. Edward O. Degner, 118 W. Lake Street, Barrington, was sworn in.

MR. DEGNER: I am a real estate broker in the office of Dayton Nance here in Barrington. Also an appraiser. I oppose the rezoning specifically because they violate and contradict the very purpose of the business district as outlined by the Building Ordinance Sec. 12-1-2-4-&5. Safety, comfort and convenience and protection of the value of the property are being violated by the petitioner. There will only be more business, more traffic and pedestrian congestion. Service stations are always a detriment and hindrance to traffic and pedestrians. Within 200 ft. you have a Standard Oil Station and then another 150 feet is a Sinclair Station, now you would have three major stations. It won't beautify the corner. This is no reflection on Keith Petersen, he does a good business. Pure Oil Co. was at one time a local company located in Palatine with many employees from Barrington, but now it is owned by a large company in California, and only has a desire to pump more and more gas, with no particular interest in the community. The Rand building is worth from \$50,000 to \$60,000., if they tear this down, taxes will be reduced. There are 14 or more stations now in Barrington.

MR. BRENNAN: I do not believe there is any major oil company with home office in Barrington, all are located elsewhere. In my travels through Barrington I noticed many real estate offices in greater competition, also beauty parlors. In the past twenty-five years the price of gas has been reduced in price ex-taxes. Thank you.

Mr. Meinke, Barrington Building Commissioner, made the statement that he would hate to increase the traffic at this corner.

Mr. Hal Woods, Staff attorney for Pure Oil Co. said he would like for Mr. Ridgeway to come back and give his estimates as to the turn-over in parking that might stimulate retail business.

Mr. Ridgeway said that they would be able to park 25 to 30% of the cars themselves instead of elsewhere.

MR. DEGNER: Since 1950 I have seen Phillips Building, Esh Drug Store building and Paint and Glass store building all sold (which are on the other three corners of Hough and Main). If rezoned to B-2 for Pure Oil these other corners could be sold again and it would be impossible to deny a service station on any one corner. Could have four stations, if granted, not probable, but conceivable. 1

Mr. Hartlaub read a letter from the Chief of Police of Barrington stating that the offset traffic has slowed down traffic causing a bottle-neck, back-up of traffic and hoped something could be done to alleviate this situation.

Mr. Johnson asked if they had any solution to the question of the offset at Hough Street.

MR. SCHLICKMAN: The traffic congestion comes because of the commuter traffic, would have to relocate the railroad station to alleviate this situation. We visited with the Building Commissioner and he expressed no objection. However, he did suggest that we dedicate part of this property for the public benefit of realignment of the offset. This suggests that Pure Oil pay for this zoning. Do you want a retardation of traffic at this corner? The fact that we have here a gas service station that has serviced this community longer than any other, providing high taxes for street improvements, been a good neighbor, and now we want to modernize it to serve the community and people, giving them good service, convenience, increased safety, all we ask is zoning for a legitimate use. I pay my respects to the master plan of the village, but I notice your traffic problems are not going to be solved by this plan. I respect your position and I understand it.



MR. JOHNSON: What plans do you have for the area in front of the building?

MR. SCHLICKMAN: The curbing is defined on the survey, it should be curved all around and we have given this a good deal of study and would like to sit down with the Village and talk it over.

MR. HARTLAUB: We have a current traffic problem at this corner.

MR. SCHLICKMAN: I saw the back-up of traffic today, the service station is not the cause of the traffic problem. Improving the gas station is not going to draw more people through the intersection, but the design of the station does provide for a better degree of controlled traffic than it is today.

MR. DEGNER: In my opinion it would increase the traffic rather than retard it to straighten out Hough Street at that particular corner.

Mr. Albert Whitney, 730 Concord Lane, Barrington, desired to make a statement.

MR. WHITNEY: I have two interests in this: 1. I happen to be a real estate broker in Barrington and I represent the Rands in this particular option under consideration by Pure Oil. 2. I happen to be a tenant in the building that is eventually scheduled to be demolished, if granted this zoning. Being located where I am, I am more familiar with this traffic problem, as much as Keith in his station. In the rush hour in the morning and afternoon with people on their way to the railroad station, and those trying to exit from the gas station on the corner, causes the drivers to run out into the front or center of this intersection and it is an impossible situation. But, Barrington has lived with it for a number of years, however, with a plan for more parking and the building set back, would eliminate this problem. I admit I have never seen a beautiful gas station and it would be better to have a park. However, it is a necessity. I do business there and many others do, it must have the support of the public, so I do not think the enlarging of the facilities that have been there so long, will be a detriment, but more of an improvement and this I am in favor of.

Mr. Meinke went on to say that at Highway 14 and Main with three gas stations there have been many accidents and Mr. Petersen answered that he spent four years at the corner of Hough and Highway 14 at the Phillips Station where many accidents occurred, but were not caused by people going in and out of the gas stations.

MR. KITTREDGE: Assuming that this request would be granted when would you plan to do this work.

MR. BRENNAN: At once, as soon as drawings are completed and weather permits. We will work with the Village in implementing this plan. We will plan to change the light closer to the intersection. Pure Oil would like to discuss this matter with the Village.

Mr. Harvey Hollak, another tenant in the building to be demolished, asked if he could be assured of ample time to find another location and Mr. Brennan said "yes".

MR. HARTLAUB: The question tonight is whether or not the rezoning should take place.

MR. SCHLICKMAN: We would be happy to enter into a restricted covenant as to what we propose to erect if the rezoning is granted.

MR. HARTLAUB: We thank you for your cooperation and after five minutes intermission, we will reconvene for our private session to make our decision.

December 13, 1966

Mr. George T. March, District Engineer  
Illinois Division of Highways, District 10  
300 N. State Street  
Chicago, Illinois 60610

Re: Route 59 & 63 intersection  
at Main Street

Attention: Mr. Richter, Permits Section

Dear Sir:

On December 9th, Police Chief J. Muscarello talked with your Mr. Richter in the permits section, who asked that I write this letter. Briefly, the facts are these:

1. Pure Oil Company, who has an existing inadequate station on the southeast corner of Main Street and Hough Street (Rts. 59 & 63), is seeking rezoning of its parcel plus one adjacent south on Hough and one adjacent west on Main Street, to permit the erection of a modern service station.
2. The petition will be heard by the Village Plan Commission on December 14th, who will then prepare a report and recommendation to the Village Board at its meeting of December 27, 1966.
3. The Village master plan of 1957 calls for the elimination of the existing offset intersection which is a traffic bottleneck at Hough and Main Streets, by acquiring right-of-way at its southeast corner (where Pure Oil is asking for rezoning) to more directly meet Hough Street north of Main Street.
4. Since the Village plan is aimed at alleviating this traffic bottleneck on State Routes 59 & 63 to the benefit of inter-city traffic on that route, and since your office will handle permits for ingress and egress to the proposed service station, we would appreciate a prompt visual inspection of the location and a report of your evaluation to the undersigned no later than December 22, 1966.



It is hoped that you will support the Village Street plan in this regard and thereby impress upon the petitioner the necessity to dedicate the right-of-way and construct the relocation as part of their building permit, as an agreement made if and when the Village Board decides to rezone the land.

Would you please call me and we can arrange to meet on the site.

Sincerely yours,

Patrick J. Gaffigan

PJG:hj

CC: Mr. L. Hartlaub

Chief J. Muscarello

Copies to: *Clifford Mienke*

Copies to: *Pres. + Board of Trustees (Informational)*