

AGENDA MEMORANDUM
Village of Barrington, Illinois
Meeting of March 11, 1974 at 8:00 P. M.

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF THE MINUTES OF THE PUBLIC MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BARRINGTON, ILLINOIS ON FEBRUARY 25, 1974.

Copies of the minutes are attached.

4. REPORTS:

VILLAGE PRESIDENT:

- a) Proclamation of the Governor declaring March Disaster Preparedness Month.

Copy of a News Release is available. Due to the large turnout for Emergency Medical Care it will be worthwhile to give this some time.

PARKING COMMITTEE:

- a) The question of leasing unused road right-of-way was sent to the committee. However, in the interrim, the staff has discovered a precedent on Garfield and Applebee where the Village leases road right-of-way to the Post Office Department. Mr. Schwenn suggested that the Board may want to reconsider the action of sending the issue to the committee based on this precedent.

VILLAGE MANAGERS REPORT:

- a) Establishment of a date for a public hearing on a grant application for the expansion of the Wastewater Treatment Plant. This is required as part of the EPA regulations and could be done prior to or after a regular meeting in April.
- b) The Medical Intensive Care Referendum requested by BADC has been studied by the staff. The Manager will make a verbal report on the present program, future plans and the impact of a referendum.
- c) The Treasurer's Report, Service Desk Report, Building Department and Utility Operations Report are attached. After question they should be received and filed.

5. OLD BUSINESS:

- a) CONSIDERATION OF AN AGREEMENT WITH PAGANICA HOMEOWNERS ET AL FOR EXTENSION OF WATER AND SEWER SERVICE.

This item was tabled from the last meeting.

6. NEW BUSINESS:

- a) CONSIDERATION OF A RECOMMENDATION OF THE PLAN COMMISSION RE TO AMEND THE ZONING ORDINANCE TO PROVIDE FOR SOIL OVERLAY DISTRICTS.

A copy of the Plan Commission report, the transcript of the hearing and a draft of the ordinance are attached. This ordinance is the final BACOG Environmental Ordinance which the Village has to adopt with passage of this ordinance.

A foundation will have been laid for the establishment of Conservation Districts. The staff is researching the final ordinances necessary for the creation of Conservation Districts, environmental impact statements, requirements for those districts and other implications on the zoning ordinance

- b) CONSIDERATION OF A RECOMMENDATION OF THE PLAN COMMISSION TO AMEND THE ZONING ORDINANCE RELATIVE TO SETBACKS ON NORTHWEST HIGHWAY AND BARRINGTON ROAD.

A copy of the recommendation, the transcript and the ordinance are attached.

- c) CONSIDERATION OF A RECOMMENDATION OF THE PLAN COMMISSION TO AMEND THE ZONING ORDINANCE RELATIVE TO NOTICE OF REZONING PETITION TO NEIGHBORING PROPERTY OWNERS.

A copy of the recommendation, the transcript and the ordinance are attached. In regard to the question of wording, the Village Attorney recommends that the wording not be changed in order to avoid the problem of one property owner being omitted inadvertently and nullifying the entire ordinance at a future date.

- d) CONSIDERATION OF A REQUEST THAT THE RULES FOR DOOR TO DOOR SOLICITATION LICENSE BE WAIVED BY THE ST. JUDE LUKEMIA RESEARCH CHILDREN'S HOSPITAL.

This request was denied last year and they were referred to the BAUFD.

MINUTES OF THE PUBLIC MEETING OF THE PRESIDENT AND
BOARD OF TRUSTEES OF THE VILLAGE OF BARRINGTON, ILLINOIS
ON FEBRUARY 25, 1974.

CALL TO ORDER

Meeting was called to order by President Voss at 8:04 o'clock p.m. Present at roll call: Trustee Schwemm, Trustee Pierson, Trustee Sass, Jr. Also present: Village Manager, Dean H. Maiben; Village Attorney, J. William Braithwaite; Village Clerk, Karol S. Hartmann; Deputy Village Clerk, Doris L. Belz. Audience numbered 7.

APPROVAL OF THE MINUTES OF THE PUBLIC MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BARRINGTON, ILLINOIS ON FEBRUARY 11, 1974.

MOTION: Trustee Pierson moved to adopt the minutes of the Public Meeting of the President and Board of Trustees of the Village of Barrington, Illinois on February 11, 1974; second, Trustee Sass, Jr. Roll call: Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

INQUIRIES FROM THE AUDIENCE

None.

REPORTS OF VILLAGE OFFICIALS

PRESIDENT'S REPORT

President Voss announced receipt of a letter dated February 18, 1974, from the Fox Point Homeowners Association referring to possible acquisition of the Camp Ground Property by the Barrington Park District.

The Village President commented upon a letter from the Lake-Cook Road and Main Street residents stating the weight limits on trucks should be reduced by the State of Illinois Department of Transportation and inquired if other alternatives are available. The Village Manager will arrange a meeting with Barrington Hills for a cooperative program to utilize present laws to discourage heavy traffic.

MANAGER'S REPORT

The Village Manager introduced Dr. Hjalmar Sundin of Baxter & Woodman, Inc., Civil and Sanitary Engineers,

REPORTS OF VILLAGE OFFICIALS

MANAGER'S REPORT (continued)

who presented the Water Reclamation Plant Expansion and Infiltration Inflow Elimination Report. Dr. Sundin remarked these reports were an overview of future expansion of our present sewage facilities.

MOTION: Trustee Pierson moved to accept the Sewage Treatment Plant Additions and Improvements Engineer's report for 1973 and the Infiltration/Inflow Analysis prepared by Baxter & Woodman, Inc.; second, Trustee Sass, Jr. President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

The Village Manager presented a request by the Kiwanis to solicit advertising in the downtown business district for the "Miss Barrington" pageant. MOTION: Trustee Pierson moved to grant permission to the Kiwanis to solicit advertising for the "Miss Barrington" pageant booklet in the downtown business district only, with all fees waived; second, Trustee Sass, Jr. President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

TRUSTEES' REPORTS

Trustee Pierson requested that old paint be removed from Hough and Main Streets and new lines be marked to aid traffic control. The Village Manager remarked that this situation will be remedied as soon as weather permits.

ORDINANCES AND RESOLUTIONS

CONSIDERATION OF AN ORDINANCE AMENDING THE VILLAGE CODE TO NOTIFY THE ASSESSOR OF OCCUPANCY PERMIT.

MOTION: Trustee Schwemm moved to adopt Ordinance No. 1284 amending the Village Code concerning notice to the Assessor of occupancy permits; second, Trustee Pierson. Roll call: President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

OLD BUSINESS

CONSIDERATION OF AN ORDINANCE ADOPTING AN AGREEMENT TO SERVE PAGANICA SUBDIVISION WITH WATER AND SEWER.

This item was deferred until the next Board meeting.

NEW BUSINESS

CONSIDERATION OF A REQUEST OF "HELPING PAWS" ANIMAL WELFARE ASSOCIATION FOR A TAG DAY SATURDAY, MAY 4, 1974.

MOTION: Trustee Pierson moved to deny the request for a Tag Day on Saturday, May 4, 1974 for the "Helping Paws" Animal Welfare Association; second, Trustee Sass, Jr. President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

REQUEST OF THE MUSCULAR DYSTROPHY ASSOCIATION OF AMERICA FOR A TAG DAY MAY 15 and 16, 1974.

This item was deferred until the next Board meeting.

CONSIDERATION OF AN AGREEMENT BETWEEN THE VILLAGE OF BARRINGTON AND BAXTER & WOODMAN, INC. FOR A WATER RECLAMATION PLANT EXPANSION STUDY AND DESIGN ENGINEERING.

MOTION: Trustee Pierson moved to authorize the Village Manager to execute the agreement between the Village of Barrington and Baxter & Woodman, Inc. for Water Reclamation Plant Expansion Study and Design Engineering provided that the Village of Barrington may terminate the agreement and be liable only for work performed to date of termination; second, Trustee Schwemm. Roll call: President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

AWARD OF A PURCHASE CONTRACT FOR TREE SPRAYING CHEMICAL.

MOTION: Trustee Sass, Jr. moved to award the contract to Clarke Outdoor Spraying Company in the amount of \$1,920.00 for methoxychlor; Second, Trustee Schwemm. Roll call: President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

LIST OF BILLS

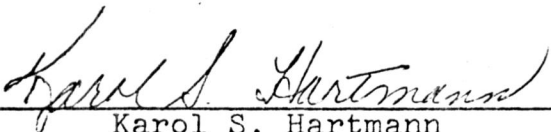
Payment was approved from funds indicated on the List of Bills. MOTION: Trustee Sass, Jr.; second, Trustee Schwemm. Roll call: President Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye; Trustee Sass, Jr., aye.

ADJOURNMENT

Meeting was adjourned at 9:04 o'clock p.m. MOTION:

ADJOURNMENT (continued)

Trustee Sass, Jr.; second, Trustee Schwemm. President
Voss, aye; Trustee Schwemm, aye; Trustee Pierson, aye;
Trustee Sass, Jr., aye.



Karol S. Hartmann
Village Clerk

THESE MINUTES NOT OFFICIAL UNTIL APPROVED BY THE PRESIDENT AND
BOARD OF TRUSTEES; CHECK FOR CHANGES.



Emergency preparedness planning is increasingly important to the citizens of Illinois, annually molested by floods, tornadoes, high winds, severe storms and other catastrophic natural disasters. Last year our state was struck by fifty-eight tornadoes and the worst floods in more than two hundred years.

The potential for loss of life and property damage resulting from natural disasters increases commensurately with the population. Preparedness to meet the threat of natural disasters is the responsibility of the normal agencies of government, and the State of Illinois is dedicated to civil defense and protecting the well-being of its citizens.

Augmenting the governmental forces that plan for emergency preparedness are thirty-five thousand civil defense volunteers and hundreds of non-governmental personnel, including nurses, doctors, rescue teams, paramedics and others with needed skills.

Appreciative of the many hours that civil defense volunteers devote to preparing for disasters and to helping others, I, Dan Walker, Governor of the State of Illinois, proclaim March 1974 DISASTER PREPAREDNESS MONTH in Illinois. I urge Illinoisans to be constantly aware of the possibility of disastrous floods, windstorms and tornadoes, to become familiar with the Civil Defense organization and the disaster plan in their communities.

In Witness Whereof, I have hereunto set my hand and caused the Great Seal of the State of Illinois to be affixed.

*Done at the Capitol, in the City of Springfield,
this SIXTEENTH day of FEBRUARY, in the
Year of Our Lord one thousand nine hundred
and SEVENTY-FOUR, and of the State of
Illinois the one hundred and FIFTY-SIXTH*



Michael J. Howlett
SECRETARY OF STATE

Dan Walker
GOVERNOR

Village Board
Information Memorandum 74-10
March 8, 1974

FOR YOUR INFORMATION

THE WINSTON-CENTEX REZONING ISSUE HAS RESURFACED IN THE FORM OF A SUIT FILED BY THE CENTEX HOMES CORPORATION AGAINST COOK COUNTY. As you remember, the Cook County Board of Commissioners followed the recommendations of its Zoning Board of Appeals in denying a request to rezone the 339-acre parcel applications. At that time, the development plans included single-family homes, townhouses, garden apartments and a public water and sewer system. In issuing its recommendation to deny the rezoning and special use requests, the Zoning Board of Appeals repeatedly referred to the comprehensive planning efforts that BACOG was pursuing. The recommendation applauded the progress BACOG has made in developing comprehensive planning guidelines for the entire Barrington area, and also stated that future implementation efforts might spell the difference in future rezoning requests submitted for county review and approval. In the suit submitted to the Cook County Circuit Court, the property owners state that the R-1, five-acre zoning for the property is no longer reasonable in light of the existing developmental pressures on the land. The suit asks that the existing county zoning be declared void and that the rezoning and special use requests be granted. Court precedent indicates that nearby communities have not been able to intervene in such a situation. In addition, the court would have to decide if a council of governments would be allowed to intervene, if BACOG decides to move in such a direction.

THE ILLINOIS STATE SUB-COMMITTEE OF THE SENATE ELECTIONS COMMITTEE HAS SCHEDULED A PUBLIC MEETING IN LATE MARCH ON A PROPOSED BILL THAT WOULD TRANSFER THE RESPONSIBILITY FOR CONDUCTING LOCAL ELECTIONS FROM THE LOCAL VILLAGE CLERK TO THE COUNTY, CONSOLIDATE ELECTION DATES AND ENACT OTHER CHANGES IN THE EXISTING STATE ELECTIONS CODE. The public hearing has been scheduled for March 26, 10:00 a.m., at the Elk Grove Township Hall, 2400 South Arlington Heights Road, Arlington Heights. In a nutshell, the proposed legislation repeals the existing Elections Code and establishes a comprehensive elections code governing all elections held within the state, both on referendum questions and public officials.

THE MANAGEMENT SERVICES DIRECTOR ATTENDED A MEETING LAST TUESDAY DEALING WITH THE IMPACT EXISTING METHODS OF FINANCING LOCAL GOVERNMENT HAS ON LAND USE ZONING DECISIONS. Dr. Robert G. Ducharme, a NIPC consulting executive director, spoke on the topic to members of the Barrington League of Women Voters. Dr. Ducharme directed the majority of his presentation to the unequal sharing among nearby municipalities of the costs and benefits produced by regional development project. As you well know, the establishment of a regional

(over)

FOR YOUR INFORMATION, (continued)

shopping center, such as a Woodfield, produces large revenue benefits for the community which it is annexed to or located in; however, at the same time, regional developments have produced equally large costs to neighboring municipalities in the form of traffic congestions and environment concerns. Ducharme outlined both long and short-range solutions. Long-term solutions involve changing the existing methods used to finance local government, the property and sales tax. Short-term solutions involve the exploration of different or additional means of financing local government, such as the state's new equalization factor for state aid to education, and the creation of intergovernmental agreements between nearby municipalities. Ducharme stated that the intergovernmental agreement represented an attempt to distribute the costs and benefits more equitably among the affected municipalities.

This is a subtle attack on the sales tax which will be hot in the legislature this year. BACOG should probably make a study to determine what the costs and benefits are concerning Barrington and BACOG villages. If they don't, we should because there will be legislative pressure.

IN THE SAME VEIN, THE CITIES OF AURORA AND NAPERVILLE RECENTLY ENTERED INTO AN INTERGOVERNMENTAL AGREEMENT THAT ESTABLISHES AN EAST-WEST BOUNDARY BETWEEN THE TWO MUNICIPALITIES AND A SERIES OF OTHER COOPERATING AGREEMENTS. For example, the agreement states that the comprehensive plans of each municipality will attempt to reflect compatible planning goals for unincorporated land falling between the existing municipal boundaries. Other sections of the agreement permits the transfer of subdivision control authority whenever a proposed development falls outside the one and one-half-mile jurisdictional limit of the municipality, but within the legal sphere of the partner city. Of special interest is the creation of an Aurora-Naperville Intergovernmental Coordinating Committee. In addition to serving as a data collection and distribution agent, the committee also informally reviews and makes recommendations on all rezoning applications submitted for property between the two cities. The agreement also allows the appointment of a non-voting representative from each municipality to serve on the other's plan commission. Some interesting ideas for BACOG members.

THE ILLINOIS COMMERCE COMMISSION (ICC) HAS SCHEDULED A REHEARING ON APRIL 10, 1974, CONCERNING THE PROPOSED ELECTRIC TRANSMISSION LINE IN THE BARRINGTON AREA. The hearing will be held at 160 North La Salle Street, 19th floor, Chicago, at 10:00 a. m. It looks like Comm Ed is preparing to move on.

Village Board
Information Memorandum 74-10
March 8, 1974

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YOU SHOULD KNOW

Board Meetings

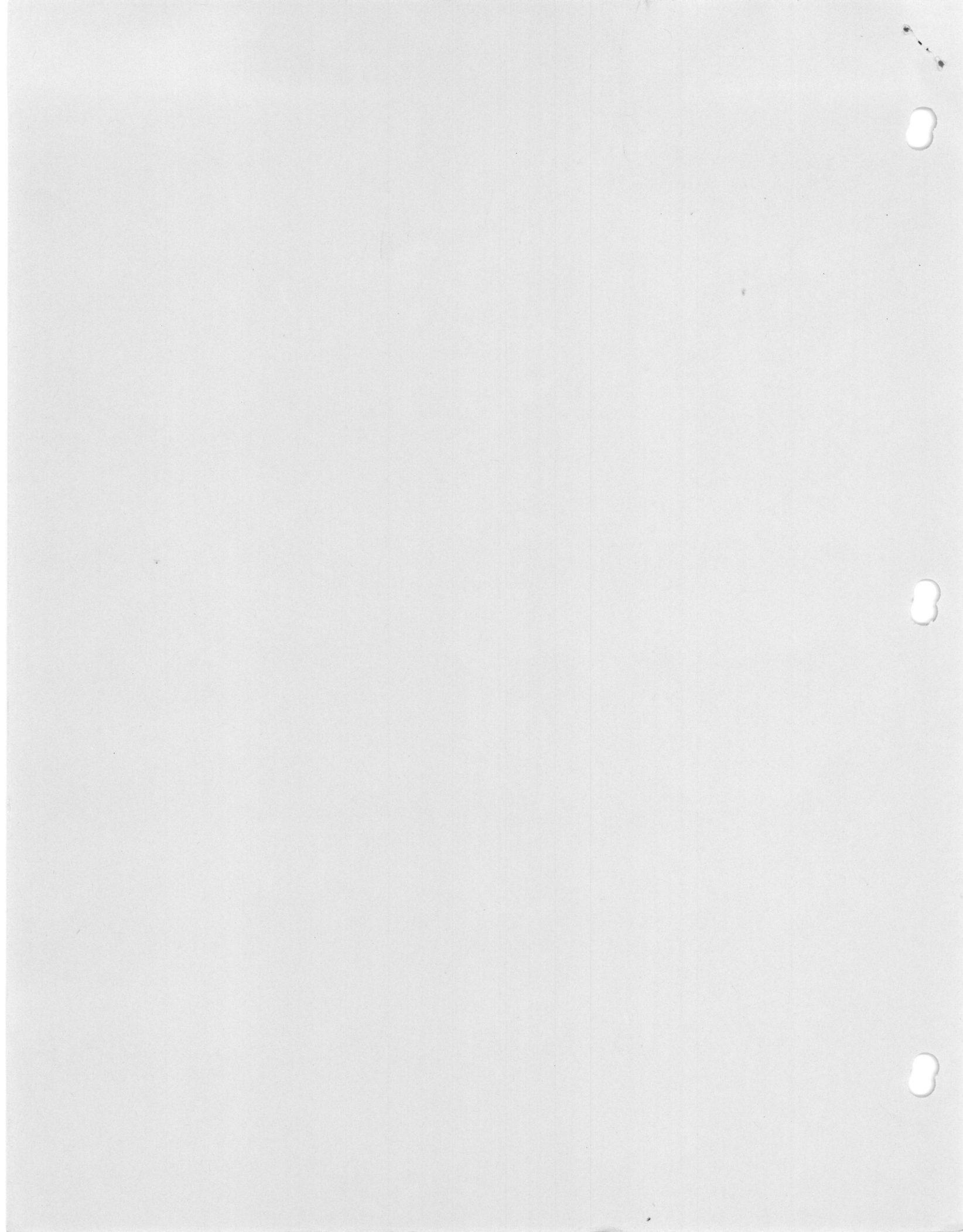
3/11/74 . . Regular Meeting . . Village Hall . . 8:00 p.m.
3/25/74 . . Regular Meeting . . Village Hall . . 8:00 p.m.
4/ 8/74 . . Regular Meeting . . Village Hall . . 8:00 p.m.
4/22/74 . . Regular Meeting . . Village Hall . . 8:00 p.m.

Plan Commission

4/17/74 . . Fred & Grace Schurecht
Rezoning from M-2 to R-10
Multiple Family - Special Use
Continued from 1/23/74
PC 1-74 N-3 Village Hall . . 8:00 p.m.

3/26/74 . . ICC Hearing - De Mucci

Office of the Village Manager
D. H. Maiben



INTEROFFICE MEMO

DATE March 8, 1974

TO: President and Board of Trustees

FROM: D. H. Maiben, Village Manager

SUBJECT: Establishment of Community Goals, Objectives, Strategies and
Adoption of Programs and Productivity/Effectiveness Performance
Levels

With the adoption of the Comprehensive Plan, the President and Board set out four community goals and several objectives for each of these goals. In order to accomplish these goals and objectives, it will be helpful to establish a reporting method and an evaluation procedure. During the past two years, the staff has undertaken the task of developing programs of service and budgeting funds for the accomplishment of specific levels of service. We have now become sophisticated enough in program planning that it is possible to develop programs which are directly related to the accomplishment of the goals and objectives in the Comprehensive Plan.

Because the goals and objectives in the plan are of a long range 20-year nature and the programs of service are for only one year, it is necessary to develop a bridge. We call that bridge a strategy. The strategy describes how any single fiscal year might relate to the overall community goals and objectives. It gives the staff direction and guidance for the planning of programs, which are designed to meet the needs of a single year but which have the capability of meeting community needs as long as the community goals are viable.

With this document, we will develop a pyramid of community goals, the more specific objectives to meet these goals, establish strategies to meet the objectives and develop programs within the framework of the strategy. Finally, we will establish productivity and effectiveness goals by which we can measure and evaluate the progress of a single year toward the long range strategy and community goals.

The goals of the President and Village Board include four areas: 1) Ecology; 2) Character of the Community; 3) Service; 4) Finance; we suggest a fifth area should be Policy. In order to present a logical discussion of the goals and the relationship of the coming fiscal year, we will site the goals, the objective, the suggested strategy and the programs recommended to achieve the objective. This technique will be repeated for each objective. As in the past, we have developed an Effectiveness/Productivity goal for each activity for the coming Fiscal Year.

D. H. Maiben
Village Manager

DHM:ps

GOALS, OBJECTIVES, STRATEGIES, PROGRAMS AND PROJECTS

Goal 1. Ecology: The goal is to achieve a healthful relationship between human activity and all physical and living attributes of the earth.

Objective: Protect water aquifers, lakes, rivers and streams from pollution.

Strategy: Over the 20 year planning period there should be no pollution from human waste. All Barrington sewerage should receive maximum treatment. Any large area lots served with septic systems will be required to lower the water table and develop secondary filter fields. Strict septic control ordinances should be passed and enforced. Industrial waste should be controlled to eliminate all pollution. Animal waste should be controlled to prevent pollution. Wastewater Reclamation Plant should be expanded to insure capacity for land uses recommended in the Comprehensive Plan. The sewer system should be maintained at a high enough standard to insure efficient operation of the treatment plant and to provide optimum capacity by elimination of infiltration to a cost effective level. Charges in land use should require compensating adjustments in the sewer system to insure capacity. Stream monitoring should be practiced to determine and control the levels of pollution. Recreational uses of waterways should be limited to non polluting type uses. All water placed into streams from man made sources should be controlled and treated to insure that b.o.d. suspended solids and coliform counts are maintained at acceptable levels. Storm water source should be controlled to insure settling prior to passing into the receiving stream. Flint Creek waters should meet or exceed water quality standards set for the Fox River Basin during the 20 year period. Sources not meeting those standards should be treated sufficiently to insure conformance. Areas which cause septic pollution should be served with sewers after 1980. The following sewer phasing plan would be a guideline for future expansion of the sewer system. Sewers should be cleaned on a frequent basis to ensure capacity. No by-passing of sewerage in streets, basements or streams before treatment should be permitted.

Passage of ordinances controlling storm water runoff, industrial waste, use of sewers, use of septic systems, construction standards for sewers, and controlling the use of streams and waterways in the village should be adopted and reviewed once every seven years during the period.

<u>YEAR</u>	<u>NEIGHBORHOOD</u>	<u>NAME OF DEVELOPMENT</u>	<u>TYPE OF DEVELOPMENT</u>	<u>POPULATION EQUIVALENT</u>	<u>TOTAL FOR YEAR</u>	<u>CUMULATIVE TOTAL</u>
1974		Southgate Shopping	commercial	30	795	795
		Bent Creek	multi	181		
		Barn	commercial	20		
		Barrington West	multi	60		
		Pickwick-on-the-Lake	multi	68		
		Village	single	100		
		Westwood	single	95		
		Wyngate	single	95		
		Fox Point East	single	48		
		Hampton Court East	multi	48		
	Paganica	single	50			
1975		Southgate	office	50	1,708	2,503
		Barn	commercial	44		
		Pickwick	multi	60		
		Campground	R-7 equivalent	160		
		Barrington West	multi	60		
		Bent Creek	multi	181		
		Village	single	100		
		Westwood	single	95		
		Wyngate	single	95		
		Fox Point East	single	47		
		Hampton Court West	multi	66		
		Paganica	single	50		
		Draper	mixed	450		
	Kennedy	mixed	250			

<u>YEAR</u>	<u>NEIGHBORHOOD</u>	<u>NAME OF DEVELOPMENT</u>	<u>TYPE OF DEVELOPMENT</u>	<u>POPULATION EQUIVALENT</u>	<u>TOTAL FOR YEAR</u>	<u>CUMULATIVE TOTAL</u>
1976		Paganica	single	50		
		Campground	R-7 Equivalent	120		
		Bent Creek	multi	181		
		Southgate	office	140		
		Northwest Highway	multi	130		
		Village	single	120		
		Kennedy	mixed	300		
		Draper	mixed	500		
	Barn	commercial	<u>50</u>	1,591	4,094	
1977		Mandernach	office/mixed	600		
		Southgate	office	260		
		Ishak	single	64		
		Ford-Borah	commercial	20		
		Draper	mixed	500		
		Kennedy	mixed	300		
		Bent Creek	multi	181		
		Roslyn	single	100		
		Village	single	130		
		Barn	commercial	<u>50</u>	2,205	6,299
1978		Dart	single	120		
		Ishak	single	64		
		Bent Creek	multi	181		
		Hillside	single	200		
		Roslyn	single	100		
		Kennedy	mixed	350		
		Draper	mixed	550		
		West Main St.(Hager)	multi	200		
		Jewel	single	100		
		Village	single	130		
		Schlachter	single	200		
		Barn	commercial	50		
		Southgate	office	<u>150</u>	2,395	8,694
1979		Dart/Borah	single	100		
		Ishak	single	64		
		Draper	mixed	500		
		Jewel	single	100		
		West Main St.(Hager)	multi	200		
		Village	single	130		
		Barn	commercial	50		
		Southgate	office	<u>120</u>	1,264	9,958
1980		Village	single	150		
		Dart/Borah	single	100		
		Kennedy	mixed	300		
		Draper	mixed	500		
		Southgate	office	<u>100</u>	1,150	11,108
					+ 9,750 Present P.E.	
					<u>20,858</u> Total P.E. in 1980	

Other Annexations
Will Require
New Plant
Probably in a
New Location

NOTE: Both Southgate & Mandernach Properties have potential for far larger population equivalents; however, we feel that is a realistic estimate of development by 1980.

The following programs and projects will be used to move toward these goals in 1974-75.

PROJECT

Page Public Improvement Inventory	PUBLIC IMPROVEMENT PROJECTS	Priority	Current Cost
46	Westside trunk	1974-75	\$ 220,000
47	Repair & replace Lageschulte sanitary sewers	1980-85	26,000
67	Phase II Water Reclamation Plant	1976-78	2,500,000
150	Infiltration evaluation	1974-75	175,000
151	Repair & replace infiltration inflow	1975-76	638,000
108	Northwest neighborhood sanitary sewers	1975-76	15,000
107	Morrice Heyse Sanitary Sewer	1975-76	8,000
	Eastside trunk	1976-78	290,000

1974-75

Programs A) 25-54-020 Sanitary Sewer Maintenance

The proper treatment of sanitary sewage requires an efficient means of moving the untreated water from the customer to the treatment plant and back to the natural distribution system. The village maintains 206,600 lin. ft. of sanitary line, 500 manholes and 75,000 lin. ft. of laterals. Work is completed by village crews and/or on a contractual basis.

B) 25-56-023, 024, 025 Lift Stations

Lift stations are used to move sewerage from lower elevations up to points where water can flow by gravity to the treatment plant. The Village operates three lift stations 24 hours per day. These stations if unoperable will overflow into streams causing pollution. The three lift stations are #1 South Street, #2 14 & Hart Road, #3 Cornell, Barrington Road.

Programs - continued

- C) 25-56-026 Reclamation of Wastewater
Wastewater is cleaned and returned to a natural stream course through a series of treatment steps including grit removal, solids removal, settling and flocculation, activated sledge processing and filtering and disinfecting. Normal treatment operation is when the plant is receiving less than 2 million gallons per day.
- D) 25-56-027 Reclamation of Excess Flow
When volume of influent exceeds 2 million gallons per day, excess treatment cost is incurred. This happens during periods of wet weather due to system infiltration. The same treatment process is used as during normal operation except all operations are accelerated. When volume exceeds 4 million gallons, it is necessary to by-pass sewerage after only primary treatment which includes grit and solids removal and heavy disinfection.
- E) 25-58-002 Infiltration/Inflow Eradication
The excess flow of storm water into the sanitary sewer causes overloading of the Water Reclamation Plant and a reduction in the quality of water reclamation. This program is intended to determine the source of infiltration/inflow to determine the cost of repair and to repair those areas where the cost of repair is lower than treatment cost. This program is funded by state and federal grants as well as local funds. (See Infiltration/Inflow Analysis Report - Baxter & Woodman, 1974)
- F) 25-58-002 Sanitary Sewer Repair & Replacement
Sanitary sewers which are structurally weak or which allow high infiltration are replaced or repaired by chemical grout. Areas of repair are determined through infiltration/inflow analysis and evaluation.
- G) 25-58-002 Manhole Repair & Replacement
Manholes which are structurally weak or unsafe which allow excess infiltration are repaired or replaced. Priority is established through Infiltration/Inflow Analysis.
- H) 25-58-022 Sewer Lateral Repair and Replacing:
The village is responsible for sewer laterals which run in the village right-of-way (from the main to the property line). Areas where backup occurs frequently or where lines are damaged or where infiltration is high, the village installs a clean out at the property line to insure free flow in the village part of the line and avoid questions of responsibility for property damage, or the lateral is replaced when the homeowner replaces.
- I) 25-58-070 through 072 Lift Station Repair:
Major maintenance costing over 100 gallons or replacement of part is charged to plant depreciation funds if these repairs are made to insure continuous operation. All plants are equipped with dual equipment to insure continuous operation during repair.
- J) 25-58-073 Reclamation Plant Repairs:
Major improvements or replacement at the Reclamation Plant are charged to plant depreciation.
- K) 25-54-006 Pollution Monitoring:
Monitoring of the sewer and water system will be accomplished at several points by different agencies to insure water quality standards and to enforce the various ordinance controlling water quality. The village will monitor industrial sewer flows, storm water flows and some stream flows which are in septic areas. The EPA and Lake County Health Department will monitor Flint Creek and other streams to determine problems and insure compliance with various standards and laws.
- L) 10-11-003-25 Ordinance Development:
The preparation and adoption of a Storm Water Retention and Treatment Ordinance will be accomplished by September, 1974.

The following projects have been selected from the Public Improvement Inventory as immediate priority:

1. **East Side Trunk (Fox Point Sewer)**
Extension of a 30 inch sanitary sewer from Hough Street to the Sewer Treatment Plant to insure that adequate capacity is available to meet and alleviate sewer backup and flooding of basements or overflow and to eliminate infiltration in present sewers.
2. **West Side Trunk (Hager Avenue)**
This sewer must be replaced to insure adequate capacity for the growing Southgate area. The project will include replacing of all inadequately sized sections near the Reclamation Plant, and development of a 21 inch sewer along Hillside from the EJ&E to Dundee Avenue and along Dundee Avenue to Highway 59.
3. **Expansion of the Reclamation Plant**
The contemplated expansion would be for a population equivalent of 20,000, which would allow the sewer phasing plan of the village to be accomplished by 1980. The village could have a population of approximately 17,000 with the remaining capacity being utilized for non residential use. The plant would be completed along with infiltration elimination by 1977.

Goal - Ecology

Objective: Respect Natural Topography, Soils and Vegetation.

Strategy: An ordinance controlling erosion and sedimentation should be adopted. An ordinance controlling soil use should be adopted. An ordinance zoning the use of property which contains valuable vegetation or unsuitable soils for development should be adopted. All land use changes and development over 5 units should be required to submit a department of conservation soil report and an environmental impact statement showing the changes which will be made to the natural environment, assessing the effect of that change and balancing the beneficial aspects of the development with any deterioration to the environment. The village in conjunction with BACOG villages should undertake an ambitious program of open space land banking to preserve low land soils and vegetation from development, and to preserve and control valuable forest areas. These land bank acquisitions should be dedications of property to the public by easement or deed in lieu of tax deductions, long term leases, gifts, and dedication by developers. These properties should be identified by soil mapping and vegetative features and zoned for conservation purposes to insure that property values are stabilized near their proper value in relation to property with acceptable topographic and soil conditions. During the 20 year period all identified areas should be controlled. Specific areas to be placed in the land bank in the immediate future are the Cuba Marsh, Baker Lake, Flint Creek North and South all soils which have wet land features should be controlled as part of the land developer contribution to environmental improvement through the use of Special Use Permit Planned Unit Development. Concessions on density above the land use plan should not be given to developers for placing properties in the land bank. The village should attempt to maintain its present vegetative stock, to insure that any vegetation destroyed by development is replaced in kind. Control of noxious vegetation should be undertaken and projects to improve the appearance and quality of vegetation in low lands should be undertaken. Whenever low lands can be used for productive purposes such as agricultural or recreation, it should be encouraged. Whenever a project will impact negatively on present topography or vegetation, advance preparation should be taken to insure that the disturbance will not reduce the environment. Advance planting of trees and staging of excavation and grading are two methods which should receive emphasis.

The following public improvement projects will be required to meet the planning objective.

Public Improvement Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Correct Cost
17	Hough Street beautification	1974-75-76	\$ 13,000
63	Public Works Garage areas	1974-75	2,000
123	Landscaping U.S. 14	1980	20,000
122	14 - Eastern, Hillside & NW RRN/R	1977-78	30,000
87	Hillside to Wisconsin, east side of Hough	1976-77	10,000
99	Hough Street, Dundee Ave. & Barrington Rd.	1974-76	25,000

There is an inventory of 3,100 trees on public right-of-way and 11,000 trees throughout the Village. Of these, about 1,200 Elm trees exist. The Tree Care Program is designed to protect these trees on public property from disease, to remove dead trees and to replace one tree for each that is removed from public property, to encourage private property owners to follow a similar program, finally, the program ensures both safety, as well as normal tree growth through training of mature trees.

B) 10-25-008 Weed Control

Control of noxious and undersirable growth on private and public property is accomplished by frequent inspection of potential properties, notifying property owners of problems and expected solutions. Removal of weeds and billing of property owners is required in some instances. There are approximately _____ acres of problem area including railroad right-of-ways and low land areas.

C) 10-25-002 Conservation Area Identification

Open space acquisition will be started in Fiscal Year 1974-75. The Cuba Marsh and Baker's Lake areas will be the first priority projects. Identifications of properties with wet soils and lowland conservation features will be started for both the Village, as well as for property within the 1- $\frac{1}{2}$ mile subdivision control area. Through EACOG identification of other lowland conservation properties in the area will be started. Properties will be acquired through gifts, dedication for tax incentives, by Annexation Agreement and by Special Use Permit Planned Unit Development.

D) 10-32-005 Environmental Impact Reviews

An environmental impact statement is a statement showing the impact which any project or land use change or site development will have upon the existing environment. The petition will be required to show that the improvement will enhance the environment, protect natural topography soils and vegetation, add to the quality of the present environment. Prior to any project or land use approval, the petitioner would be required to show that the project was needed, that it met the BACOG environmental goals and that any negative environmental factors were balanced with equal positive factors.

Public Improvement Projects:

Tree planting on Hough Street will be implemented to ensure that any future widening of Hough Street will not harm the environment.

Goal - Ecology

Objective: Maintain Capacity of Drainage Basins, Waterways and Flood Plains.

Strategy: The Village should ensure that waters of the area are controlled and that flooding is minimized by requiring that any development should retain storm runoff to the same rate after development as in the natural state. Storm water retention basins should be developed to control the rate of runoff from all developments of 5 acres or more and to ensure proper settling of pollutants. All drainage ditches and waterways should be cleaned of brush and debris for their entire length at least once every 5 years. Storm sewers should be cleaned often enough to ensure that they run at 100 per cent capacity and storm sewer additions should be of adequate size to avoid flooding and unsafe conditions. Erosion and sedimentation should be controlled to keep channel capacity at maximum and dropping of channels and ponds should be undertaken at least once every 20 years. Flood plain control should be undertaken to ensure that new property does not flood and that there is adequate flood plain area to retain flows naturally and reduce downstream flooding. Special Use Permits should be used whenever possible to ensure that maintenance can be financed by property owners, whenever lakes, streams and ponds are part of a project. The Village should acquire necessary easements along Flint Creek for use of reclaimed water to ensure that the flood plain is adequate to meet all storm water needs and to assure that the flood plain is protected against development. These easements should include all property shown in the highest flood on the U. S. Geology Survey, as well as wet soil types and recommended conservation areas. The easement should allow agricultural and recreation uses but should limit any disruption of the channel or other development. All developed areas of the community should have adequate storm sewers.

Strategy

(Continued) The following Public Improvement Projects should be undertaken to accomplish the planning objectives:

Public Improvement Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Correct Cost
3	Liberty Storm Water Collector	1975-76	\$200,000
		1980-85	290,000
4	Reconstruct Flint Creek	1979	100,000
5	James Street Addition	1980	8,000
24	Hillcrest	1979	5,300
25	Russell St. Collector System	1982	190,000
26	Chicago NW Crossing	1979	17,500
27	Spring & Lake Street	1982	8,500
28	East Hillside Improvement	1979	28,000
50	Lill & Russell Collector	1979	85,000
51	West Station Extension	1983	29,000
52	West Lageschulte Repair	1980	44,000
71	North Hager & North Street	1980	9,000
81	McIntosh Main Street Addition	1985	32,000
92	South of Hillside East of Hough	1985	200,000
102	Barrington Highlands Addition	1985	72,000
111	North West Area	1974	60,000
		1990	250,000
121	Barrington Meadows	1980-1990	102,000
146	South Hager Addition	1975	8,000

1973-74

Programs A) 10-30-018 Storm Sewer Maintenance

Storm water is collected in a service of storm sewers designed to accommodate the average 5 year rain cycle. Larger rains require backup onto private property. The Village maintains 129,000 lineal feet of storm sewer of different sizes, 500 man-holes, 250 catch basins, 550 water inlets, and miscellaneous storm water lines. In addition, several miles of open creeks and several ponds and lakes are inspected and cleaned by Village crews or by contract.

B) 10-32-018 Site Development Review

Prior to the excavation or landfilling of any property or earth in the Village or the 1- $\frac{1}{4}$ mile subdivision control limit, a site development permit must be obtained by the property owner. The application procedure is to ensure that all provisions of the Erosion and Sedimentation Ordinance, the Flood Plain Ordinance and the Soil Overlay Ordinance are satisfied and that proper precaution to protect the land, has been taken.

C) 10-25-009 Site Development Review by Project

This program consists of review of a site development application for every development and excavation to be made in the Village. The review includes comment by the Lake & Cook County Soil Conservation Service, as well as staff review for compliance with Flood Plain, Erosion & Sedimentation and Soil Use Ordinances. Practices to be used will be approved. Site development and building inspectors will inspect actual construction to ensure compliance.

D) 10-11-003 Storm Water Detention Ordinance

The Subdivision Control Ordinance will be amended to provide that water runoff rates will not exceed natural flows to ensure pollution free storm water.

E) 10-25-005 Reclaimed Water Easement Acquisition

The Village must obtain easements for nearly 2,000 yards of the Flint Creek channel

E) 10-25-005 Reclaimed Water Easement Acquisition (Continued)

for the right to place reclaimed water excess of stream quantity, many leases expire in 1976. The Village will attempt to obtain permanent easements, which provide for protection of the entire flood plain and combined conservation area.

Public Improvement Projects:

Liberty Street Storm Sewer:

A part of this project between Flint Creek and Hough Street will be completed in conjunction with Liberty Street Paving.

Goal - Ecology

Objective: Protect Wildlife Habitat

Strategy: The nesting places of a variety of waterfowl, songbirds, verminous rodents and other small animals in both lowland and upland conservation areas should be identified and protected from encroaching development, recreation and agricultural use, exploration by humans. A wildlife management program should be established in the areas identified to ensure the life cycles of useful wildlife. Areas to be protected are the Cuba Marsh, Baker's Lake, upper and lower Flint Creek, as well as many upland areas. The Village should acquire property rights to these areas and ensure that professional wildlife management services are available to provide an acceptable conservation program.

Program A) 10-25-004 Wildlife Management Contract Administration

The Village will acquire the preservation areas through other programs designed to protect lowland and upland conservation areas from development. After acquisition, these lands will be dedicated as wildlife sanctuaries and contractual arrangements will be made with capable organizations, which are adequately staffed to operate a wildlife preservation program.

Goal - Ecology

Objective: Control Noxious Emissions of Air Pollutants, Odors, Sounds, Artificial Light, Attain Acceptable Health, Sanitation and Cleanliness Standards

Strategy: The Village should pass a Noise Control Ordinance controlling irritating noises from all sources and should develop capable technical staff to enforce the ordinance within 24 months after adoption. The first enforcement priority should be in the transportation area to limit traffic related noises. Second, residential noises should be controlled, particularly noise emanating from non-residential sources. Finally, residential sources should be controlled. The Village should train personnel in environmental enforcement techniques, particularly air pollution and refuse disposal. Inspections should be expanded beyond the current inspection of food dealers and vending machines to environmental health. Resources should be expended on developing these new programs to ensure that personnel are available and trained during the next 10 years. A single environmental health office should be established to ensure accomplishment of all environmental goals, to administer refuse collection and disposal contracts, recycling center contracts and to ensure that the disposal of all pollutants are satisfactorily controlled, monitoring of the water system while more related to other objectives should ultimately be the responsibility of an environmental health officer. An EPA Demonstration Grant should be sought to develop an environmental health program.

Refuse collection should be utilized to ensure the recycling of all possible materials and to ensure that streets, alleys and yards meet acceptable visual standards.

Light source control should be accomplished during the next 5 years. All present light source should conform to new standards within that time. Standards should be developed during 1974-75.

1974-75
Programs A) 30-11-441 Refuse Collection.

Goal 2. Character

Objective: The Scale Arrangement, Appearance and Quality of Development and Existing Neighborhoods Should be Characteristic of an Urban "Village" Set in a Semi-Rural Environment.

Strategy: The Village should ensure the maintenance of existing neighborhoods through encouragement of neighborhood improvement. Unsound buildings, when removed, should be replaced with buildings of matching scale. Properties along major thoroughfares should be redeveloped via Special Use Permit Planned Units. Softening of metropolitan buildings should be accomplished by use of urban landscaping. The Village and private parking lots should be landscaped to screen against a massive appearance. Maintenance of standard streets, alleys and parkways should ensure cleanliness. All standard streets should be overlaid once within 20 years, curb, gutter and sidewalk improvements should be encouraged. Curbs and gutters needing replacement should be accomplished with overlay. Appearance of Village facilities should appear to be well kept. Smooth rides should be ensured by repairing streets within a short time after discovery. An Architectural Review Ordinance should be developed to ensure that new building will conform to scale in height, that roof lines will conform to secondary themes, that colors with earth hues will be used to color all business, industrial and institutional buildings, that acceptable exterior appearance will give a finished appearance. An architectural review board should be selected to review all plans on thoroughfare and in commercial, manufacturing and multi-family zones.

The following Public Improvement Projects should be undertaken:

Public Improvement Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Current Cost
	Sidewalks:		
2	Repair or Replace Area 1	\$5,000	
21	Repair or Replace Area 2		
41	Repair or Replace Area 3	per	\$ 24,000
70	Repair or Replace Area 4		11,000
79	Repair or Replace Area 6	year	1,500
89	Repair or Replace Area 7	on 50/50	2,500
101	Repair or Replace Area 9	basis	1,000
109	Repair or Replace Area 10	until	2,500
141	Repair or Replace Area 20		2,200
145	South Hager & West Main	1984	2,500
	Comp. of sidewalk system along every major thoroughfare leading to school	\$30,000/year begin 1979	200,000
	Streets: Motor fuel tax maintenance projects & residential neighborhood improvements		
6	Liberty & Cook	1978	24,000
10	Franklin Street & South Cook to North	Complete	
29	Hillcrest and Hill Street	1981	43,000
30	Pickwick Place (MFT)	1979	57,200
31	Lake Street Dundee to Spring (MFT)	1983	21,000
32	East Lincoln Hough to Spring "	1977	13,000
33	Prairie Grove & Cook (MFT)	1978	40,700
53	Lill Street Improvement	1975	23,800
54	Curb & Gutter Dundee	1983	143,000
58	Lageschulte Subdivision Improve.	1977	222,000
73	200 Block N. Hager North St. & LaVerne	1983	83,000
82	McIntosh Main Street Addition	1978	510,000
94	South of Hillside East of Hough	1979	703,000
95	East Hillside Improvement	1981	88,000
100	Curb & Gutter Barrington Highlands	1985	139,000
103	Hillside Avenue Extension	1974	155,000
104	West Hillside Avenue (MFT)	1974	21,000
112	Alleys Prospect to Cumnor	1987	40,000
113	Surrey Lane Improvements	1983	37,800

Public Improvement Projects (Continued)

Public Improvement Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Current Cost
135	Bryant Avenue & Carl	1976	\$ 70,000
148	South Hager Improvement Street Lighting:	1975	88,400
87	Jewel Park Improvements	1980	82,000
105	Barrington Highlands	1985	12,000

Programs A) 10-32-006 Architectural Review

An Architectural Review Ordinance will be drafted and adopted by January of 1975. This ordinance will serve as the basis for architectural review. The Director of Development will serve as secretary to the Architectural Review Board, whose function shall be to approve the scale, height, design and arrangement of new and remodelled buildings to ensure that they are in conformance with the surrounding neighborhood and the character of the community. The Director of Development will work closely with developers in design review to carry out the direction of the Board and the Architectural Review Committee. The use of Special Use Permit PUD for commercial, industrial and multi-family projects will ensure that the Village has the necessary authority to accomplish the objectives of the plan.

B) 10-30-014 Street Cleaning

The appearance of Village streets will complement the charm and character of its architecture and environment through a Comprehensive Street Cleaning Program. Material which contributes to sight pollution will be removed on a regular basis. There are 15 curb miles of streets in the Village center and 135 miles in residential areas. Streets with no curbs will be included in parkway maintenance programs.

C) 10-30-017 Parkway Maintenance

The parkway maintenance program ensures that all Village street right-of-ways are properly maintained and kept attractive. The parkways are those parts of the streets not used for traffic movement or parking. They include grassed and planted areas, sidewalks, open drainage swales and driveways. Any work on private property is billed to resident.

D) 10-30-013 Alley Maintenance

There are 10 lineal feet of public alleys throughout the Village in both residential and business areas. Some are in excellent condition, others are sub-standard in nature. The Village attempts to keep these alleys passible and acceptable in appearance, although maintenance is limited to patching paved alleys and topgrading improved alleys.

E) 10-30-011 Street Maintenance:

The street system of the Village is a complex of different uses and different classes of construction and different ages. There are 35 miles of Portland Cement concrete streets, 15 miles asphaltic concrete streets with curb and gutter, 10 miles of PCC overlaid with a 2-inch asphaltic concrete mat and 15 miles of seal coated streets with no curb and gutter. Normal maintenance of pavement failures are accomplished to ensure both safety, as well as to emphasize the importance of the street system in keeping the community character. In addition to maintenance of present failures, rebuilding is accomplished with the use of motor fuel tax funds and are considered public improvements.

F) 28-11-003 Parking Lot Maintenance

This program includes the maintenance of all Village owned and leased residential and commercial parking lots. The concept of keeping the appearance of parking spaces at a high standard is essential to meeting the character of the community. Funds

F) 28-11-003 Parking Lot Maintenance (Continued)

to landscape these lots and to improve their appearance through lighting and design are included in the Program of Public Improvements and the Village Center Improvement Plan. Maintenance of such improvements will be a part of this program.

Goal - Character

Objective: A Heterogeneous Population Should be Encouraged by a Wide Range of Housing Types, Prices and Living Environment and Services.

Strategy: Maintain and enhance a countryside environment for a heterogeneous population. Maintain present diversity in population and housing which is considered a positive community factor. Maintain desirability of countryside environment. Meet housing needs of specialized, moderate income groups. Improve quality of environment and municipal services in all residential areas. Develop means to eliminate sub-standard housing in area. Assure significant participation of all elements of the area in housing strategies. Create an effective, permanent decision making capability for housing implementation. Develop a practical housing information system and use it to monitor housing programs. Use existing and proposed planning studies in housing implementation. Support a strategy of mutual support between BACOG housing programs and the appropriate programs of counties, regions and state.

Adopt recommended Land Use, Environment, Transportation Programs. Locate multiple family housing in Village of Barrington. Add to open space. Support conservation and annexation programs. Develop capability to produce 1,000 moderate income units between 1974-1990; 100 units of elderly housing in town center a first priority. Phase production of units - 400 between 1974-80, 300 between 1980-85 and 300 between 1985-90. Units are to be owner occupied and rental. 500 owner occupied in Village of Barrington - 230 owner occupied in countryside area. Review program through housing information system and adjust to changing needs.

Adopt recommended ordinances and programs in BACOG Comprehensive Plan. Develop uniform building codes, subdivision regulations. Develop an area wide housing code for rental property. Implement shared services program. Coordinate community planning in functional areas where possible.

Develop a reporting system to identify sub-standard housing. Get action of appropriate agencies on problem. Encourage appointment of Village Health Officers. Coordinate relocation housing.

Form a permanent Housing Committee with diverse representation. Committee will review housing needs, develop specific options, recommend action programs to the President and Board. A variety of implementation tools can be used including non-profit housing corporations, land inventories, advance land banking. Committee to accomplish needed surveys such as one related to Barrington Area Senior Citizens. Establish a housing referral service. Establish and monitor with BACOG staff a housing information system.

Committee should consider the accomplishment of a non-profit housing corporation with suitable area sponsor. Establish liaison with appropriate agencies for planning and funding support.

Establish a housing information system. Consider computer models for system using existing computer capability.

Use what planning has already been accomplished to augment the housing implementation program. The Cost-Benefit analysis done by Barton-Aschman is an example.

Relate BACOG Housing Program to the housing planning of other appropriate groups and agencies. Continue dialogue on housing programs with other communities in Northwest Suburban area. Monitor the progress of regional housing plans. Maintain liaison with appropriate representatives of regional housing plans.

The Village should encourage the development of services to ensure that young people have proper contact with sufficient social resources to deal with the various problems which young encounter. The Village should encourage programs for local senior

Strategy (Continued)

citizens to ensure that their transportation, housing, health, medical, intellectual, and cultural needs are met.

Programs A) 10-32-004 Housing

To meet the need for elderly and moderate income housing in the community, the Board should form an administrative capacity to administer PUD contracts to ensure that units are available and that those who have needs are placed in housing which has been made available in major developments. The Village center plan should accommodate several hundred units of housing. The location, financing, construction and administration of these units should be studied during this fiscal year and appropriate projects should be planned in order that construction can be undertaken in Fiscal Year 1975-76.

B) 10-22-800 Youth Services - Police

- The variety of police experiences with young people requires that a full range of supporting community services be available to assist the police in dealing with this age group. The program is designed to prevent recurrence of the involvement of young people with violations of the law. This is accomplished by a youth officer coordinating community and industrial programs for each young person involved in the program. The program also includes a preventative feature through an educational feature designed to acquaint young people with the law and safety principles, through special youth counseling and behavioral modification programs.

Goal - Character

Objective: Employment Opportunities Should be Provided to Sustain a High Degree of Self Sufficiency.

Strategy: The Village should continue to encourage a trend that will provide a large number of higher income jobs, and allow employees to live within the community. Fifty per cent of the new jobs created should provide an income level that would allow employees to live in the BACOG area. Sufficient land should be set aside to ensure that space for job creating activity is available. Holders of property with manufacturing, office and research or commercial zoning should be given information on the types of development which are encouraged in Barrington to ensure the job base and educational programs should be conducted from time to time as job base needs are encountered to assist property holders in finding proper buyers. For each 400 new population which moves into the area, 50 new jobs should be created. The job base should be directly related to the property tax. For every \$10,000,000 in residential construction, there should be a \$4,000,000 of commercial office, research, etc. Land suited for job producing uses should be discouraged from residential uses. Job opportunity should be within the guidelines set by the Human Relations Ordinance.

Programs A) 10-11-004 Industrial Development

Bringing together those who have property which has been properly zoned for job producing activities and those who are seeking to locate development sites is the purpose of this program. Cultivation of these relationships will be brought about by planning and holding seminars, by dissemination of information concerning the type of facilities presently located in Barrington and the character of the community which we hope to foster. Information to prospective developers about Village plans for public facilities will be made through the Chamber of Commerce.

B) 10-32-002 Land Use Review

As the Village has need for space on which developments other than single family units can be placed or upon the petition of property owners, the development staff will study the impact of changing land uses from present uses to proposed use. The tools used for this purpose will be a financial feasibility study to determine the economic needs for zoning change, a financial impact study to determine the impact of land use changes on the Village tax structure. Transportation impact study to determine the impact of a changed land use on local and regional traffic, utility needs study to determine the impact of land change on utility system precedents.

B) 10-32-002 Land Use Review (Continued)

In addition, studies made under other programs, such as environmental impact, architectural review, site planning, soil and drainage studies will be conducted if land use change is permitted. Wherever commercial, industrial or multi-family projects are concerned, Special Use Planned Unit Developments will be recommended. The Plan Commission reviews all land use changes and make recommendations to the Village Board.

C) 10-10-004 Human Relations Advisory Committee

This committee meets from time to time to determine action which might be recommended to the Village Board concerning equality of employment opportunities, housing and use of other facilities in the community.

Goal - Character

Objective: The Downtown Should Function as a Specialty Retail District, Village Convenience Center and Civic Activity Area.

Strategy: The development of the Village Center should encourage commercial uses to migrate toward each other in order that traffic movement, both pedestrian and motor vehicle, can be limited. A system of parking which provides a minimum of three parking spaces for each 1,000 square feet of floor space should be achieved within the coming 5 years. A system of free shopper parking spaces should be developed within each cluster of commercial shops and location of parking should be convenient for shoppers by encouraging rear door entrances to shops and developing shopper parking at the rear door wherever possible. Employee parking should be developed away from the shops but within 300 to 400 feet of the employment source. Pedestrian traffic should be made completely safe to encourage one stop parking. Pedestrian movement across major thoroughfares should be limited to 20 feet by development of safety islands or landscaped areas. The appearance of the Village Center should be improved by use of a design and landscaping theme. New businesses should provide minimal parking and older businesses should increase parking through a program offered by the Village. Implementation of alternate routes should be started immediately, with acquisition of necessary property and construction to follow as soon as property has been acquired. The concept of a mall or service mall should be considered for part of Main and Cook Street. A crossing of the Northwestern at Harrison and Liberty, should be accomplished within the next 2 years and an underpass at Station and North Western Railway, should be accomplished by the time traffic on Hough Street reaches 40,000 vehicles per day and Main Street traffic reaches 20,000 vehicles per day. Trucks should be discouraged from using the Center during heavy commuter hours. Undeveloped areas should be carefully planned to encourage business addition that will promote a total availability of goods and services. An inventory of the types of businesses needed to accomplish total availability should be made and an active program to attract them should be undertaken. Sidewalks and other improvements should be undertaken within the next year. Architectural Review should be undertaken immediately to bring the area into conformance with an architectural theme, as the area redevelops. Remodelling of buildings should be encouraged in accordance with an architectural theme. An architectural theme should be developed by the Village to ensure that future buildings and colors, styles and heights are in conformance with present standards. Mid-rise and high-rise development should be discouraged or restricted. Height limitation should be established for the Village Center as part of the Architectural Review.

The following Public Improvement Programs will be implemented:

Public Improvement Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Current Cost
1	Construction & Rehabilitation Village Center Sidewalks	1974-1979	\$244,000
	Village Center Beautification	1974-1979	30,000
8	Chestnut Street Improvements	1982	47,000
34	Reconstruction Spring & Park Ave.	1979	90,000
35	Park Ave. & East Station	1978	93,000

Programs A) 10-32-007 Village Center Plan

A detailed plan of the Village Center will be developed showing special relationships of buildings, parking lots and landscaped areas. Pedestrian movements will be emphasized to ensure safe pedestrian traffic movements across Hough and Main Streets. A design for public areas with a theme to which present development can conform, will be part of the plan. Transportation overlays will be included in the plan to ensure that transportation objectives will be met and conform to the Village Center plan. A design pattern for each block of the Village Center will be established for new developments and used in Architectural Review. A Parking Ordinance will be drafted for adoption, implementing a plan for increased private participation in Village Center parking. Zoning and Special Uses will be studied to determine areas where zoning changes can facilitate better pedestrian and vehicular movement. A property owner's seminar will be held in conjunction with business groups to acquaint owners and users with the plan and to encourage future implementation.

Public Improvement:

Village Center redevelopment and sidewalk replacement will begin during this fiscal year. The project will require a minimum of 3 years. Financing will be determined by the Board.

Goal - Character

Objective: A System of Waterways, Common Open Spaces and Landscaped Areas and Rights-of-Way Should Encompass and Penetrate the Entire Village.

Strategy: The Village should develop an environmental management capability to coordinate the various ecology and community programs and activities. To administer property programs of identifying conservation areas, development of conservation zoning, identification of property owners, the acquisition of development right, contracting for the management of conservation areas, inspecting the areas to ensure that compliance with the management contract is gained. In addition to supervising these projects, the environmental health officer will be responsible for the landscaping of Village rights-of-way and entrances. For the maintenance of shrubbery and trees in Village rights-of-way, the Village should undertake a project of planting trees on Hough Street 40 feet from the centerline to ensure that vegetation has matured in the event Hough Street is widened in the future. A project to plant trees on the Highway 14 Right-of-Way should be undertaken and a project to accomplish the landscaping of public parking areas on Highway 14 and Lake-Cook Road and Hough Street should be accomplished within the next 5 years.

Active recreation might be undertaken on some conservation areas. These uses should be well planned to ensure that they are compatible with the conservation practices and other uses. Because much of the conservation area is not within Barrington village limits, contractual arrangements should be worked out with other villages to ensure a uniform program.

The following Public Improvement Projects should be undertaken:

Programs A) 10-25-003 Acquisition of Conservation Areas

After conservation zoning has been established and the Village has identified the areas which will be zoned lowland and upland conservation areas, an active program to acquire development rights to the property and to acquire the right to use the property for conservation management should be implemented. All properties of this nature will be placed in the land bank. Actual use of the property will remain with the private property owner. Development of the property for recreational uses would require a permission. The management of these properties will be accomplished through contractors who have experience in conservation management and through consultation with the U. S. Department of Agriculture. Grants from the Environmental Protection Agency will be sought to assist in acquiring property which is identified as necessary for public ownership to attain the objectives of the program.

Tree planting on Hough Street will begin this year and continue for the next 4 years.

Acquisition of Development Rights - continued

All Highway 14 businesses will be contacted about planting to screen parking lots.

Goal - Character

Objective: Traffic congestion caused by through traffic and the commuter railroad should be minimized.

Goal - Services

Objective: Movement of persons and goods should be efficient and safe, taking full advantage of the commuter railroad.

Strategy: Two closely related objectives have been combined to form the Transportation Strategy. It is significant that traffic creates an ambivalent problem. The commuter railroad which is an effective and efficient method of moving persons attracts a high volume of automobile traffic which conflicts with other traffic competing for the same road space. In order to separate this traffic and minimize the impact of commuter traffic while taking advantage of the commuter railroad, a complex group of improvements must be undertaken and synchronized. Parking on both sides of the railroad should be developed to insure against all commuter traffic going to a single point and having to cross the commuter railroad in a rush hour. The development of a traffic light at Liberty and Hough and the acquisition of an entrance to the commuter parking lots via Ela Street should take place simultaneously to relieve traffic from the north on Main Street. A traffic light at Station and Hough should be installed simultaneously with the extension of Garfield Street to insure that traffic from the west can avoid the Main Street entrances to the parking lots. The development of a major access way to the lots should be installed by extending Station Street to the east intersecting with Northwest Highway. Traffic from the north and east could use this entrance further releasing the Main Street entrances. The further development of the inner traffic loop by extending Dundee across the Northwestern railroad via Harrison Street to meet Liberty Street will greatly improve the access of residents to commercial areas. Synchronization of traffic signals at Liberty Hough, Station Hough, Hough Main, Dundee Harrison Main with the crossing gates of the Northwestern will greatly enhance traffic flows and allow movements to take place while the gates are in down position. The movement of the Northwestern Railroad station out of the Hough Main intersection will facilitate traffic movement during rush hours. All of these projects should be completed within the first 10 years of the planning period. Traffic congestion's peak hours should be reduced to not less than a one minute trip across the village center. The outer traffic loop should be extended with development of outer areas except the Western Avenue leg should be developed between Main and US 14 during the first fifteen years of the planning period. To relieve school bus traffic and other through traffic with the signalization on the above intersection, some through traffic will avoid the use of Lake Cook Road and US 59 (Barrington Road). A traffic light at Hillside and Hough will also facilitate the latter purpose as well as insure the use of the inner loop Dundee-Harrison-Liberty by local traffic sources which now use Cook Street. This light will also be necessary to allow traffic flows to the Southgate industrial and commercial areas to flow well. Other project and timetables will be listed with Public Improvements.

The safe movement of traffic should be insured through the vigilant enforcement technique to reduce accidents at high occurrence points through the use of police patrol to direct traffic whenever it is in excess of a one minute trip across the village center. Parking enforcement should be used to encourage on stop shopping, to keep shopper parking spaces open and turning over frequently. Movement of pedestrian traffic, particularly students, should be given special attention through the use of crossing guards. Sidewalks should be completed on every major thoroughfare from schools to the neighborhoods.

Educational programs should be undertaken to supplement school programs and improve the driving skills of residents. Engineering of projects should be specifically directed at accident prevention, pedestrian protection and visual appearance. Traffic signals and signs should be maintained sufficiently that no traffic accidents occur due to failure of damage to signals and signs. Snow and ice should be controlled to limit accidents and to insure traffic movement equal to dry weather conditions. By the end of 1978, traffic movement at Hough - Main and the level of traffic accidents generally should be at the 1950-1956 average.

Public improvements as follows should be implemented as part of the above strategy:

Page	STREET EXTENTION AND IMPROVEMENTS IN THE VILLAGE CENTER	To Begin	Correct Cost
36	Station Street underpass	1987	\$ 2,800,000
56	Garfield Street extension	1979	130,000
74 or	Washington or Liberty Street Extension		
132	via Harrison to Dundee	1976	600,000
142	Station Street construction	1974-75	172,000
SIGNALIZATION IMPROVEMENTS			
12	Hough St , Washington or Liberty	1975-76	50,000
37	Main Street, Cook or Ela St.	1982	70,000
38	West Main and Dundee Ave.	1975-76	50,000
144	Station Street Extension & US 14	1975-76	19,500
154	Station Street and Hough	1980	29,000
TRAFFIC IMPROVEMENTS - OUTER LOOP			
38	Hough and Hillside	1974	40,000
115	Hough and Providence Road	1979	20,000
138	Rt. 14 and Hart Road	1974	50,000
134	Western Ave. (Rt. 14 North)	1983	400,000
83	Eastern Ave. and East Main to Cuba Rd.	1989	1,000,000
153	Channelization Rt. 14 and Eastern Ave.	1981	250,000
147	Western Ave. (Main to Hillside)	1986	1,500,000
143	Wool St.	1982	25,000
133	Western Ave. (Main to Rt. 14)	1986	553,000
128	Eastern Ave. extension	1989	1,000,000
93	Barrington Rd. improvement	1979	375,000
91	North half Cornell Ave.	1974	50,000
	Hough-Main intersection timing	1974	20,000

Programs A) 28-11-002 Meter Enforcements

The village maintains 450 parking meters, 120 street parking and the remainder in commercial or commuter parking lots. The program is designed to insure adequate shopper parking is available through turnover and is kept available for shopper use. Enforcement in the commuter lots is to insure adequate funds for payment of bonded debts. The system of parking meters is maintained and replaced by meter enforcement officers and follow-up enforcement is provided by radio room dispatchers.

B) 10-30-016 Traffic Control Maintenance

This program includes the maintenance of traffic signals, no parking signs, intersection control signs, intersection markers. These signals are maintained by contractor and the signs are maintained by crews. In addition, painting of present markings and curbs is accomplished by village crews.

C) 10-30-015 Snow and Ice Control

Plowing of 150 miles of village streets is accomplished to insure the safe movement of motor vehicles. Ice control is practiced by the spreading of salt on hills and major thoroughfares. This practice is limited to avoid killing foliage. Snow is removed from the village center to allow parking and traffic movement without a loss of business.

D) 10-22-300 Traffic Control

A program to reduce certain types of accidents and to reduce accidents at locations prone to accidents is accomplished through enforcement of the traffic code designed to allow the safe movement of traffic. The safe movement of traffic as well as efficient movement of traffic is encouraged. Traffic movement through the village center is maintained at three minutes during rush hour. Traffic officers are used to direct traffic. Pedestrian traffic is given special attention, particularly school children, by use of crossing guards at key intersections.

Objective: The village should annex all unincorporated land which it can service effectively consistent with area wide policy.

Strategy: The annexation should be made only to accomplish village or BACOG goals. Annexation agreements should be used to attain those aspects of the plan which apply to a specific property. Sewer service should be limited to those areas which can best be serviced by sewer economically. Areas which have a density of one unit per acre or less should be served with sewer only if cloistering of the units near the village will allow the remaining open space to be placed in land banks. The village should not allow density to increase above planned ratios when serving with water and sewer, but should entertain the idea of cloistering when that technique can be accomplished in conformance to the character objectives. Water and sewer lines and other utility facilities should be paid for by developers. The village connection fees should be used to pay for depreciation replacement and repairs. The addition of new customers should allow the village to refinance bond debt after 1976. The Water Reclamation Plant should not serve more than 20,000 population equivalent; therefore, area densities should develop as planned. Any changes in density from the plan in one area will require a compensating reduction in density in another area. The village should not allow private utilities to develop on the periphery of the village limit which will change the density from planned densities. The village should attempt to accommodate developers who are willing to abide by the densities of the plan. The village should limit the rapidity of development of any annexed area to insure that the village population is not in excess of 20,000 in 1980.

Land which is annexed should meet the environmental practices of the village and development of conservation areas should be accomplished through annexation agreements and Special Use PUD. Water extensions should not diminish the village system and jeopardize fire protection. Developers should be required to pay off site transportation problems which a particular development will create.

Service cost per capita should remain in the area of the 1970 cost for local government services.

Public improvements to be provided in areas annexed should be accomplished in the following manner:

Developers should be required to install all utilities, streets, traffic installations, and other off site improvements which are required by the Comprehensive Plan, by the Utility Plan & by special studies. Prior to annexation a facilities study should be made to determine the extent of liability of a developer for off site improvements.

Developers should bear the cost of all on site improvements.

Areas already developed should not be annexed until a public facilities study has been made and a determination of improvement cost has been calculated. Annexation agreements should state the liability of the area to be annexed and the liability of the village for improvement cost.

Program A) 10-11-005 Annexation Administration

The office of the Village Manager will coordinate the Development of Annexation Agreements with village departments and developers to insure that annexation is in conformance with village plans and with the ability of the village to finance services. Density will be a prime factor in the negotiating of annexation agreements. The population equivalent of an area will conform to village ability to serve the area with sewer services. Water service will improve the village system. Transportation facilities will insure that components of the village plan can be implemented. The emphasis of new development will be on planning to insure that the new areas conform to the character of the community and that new residents will have a high quality environment.

Goal - Services

Objective: Contemporary procedures of municipal government and management should be employed wherever they can improve the effectiveness of efficiency of services.

Strategy: The village should organize and train both professional staff and volunteer members to meet the goals and objectives of the Village Board. The use of modern management by objective techniques should be utilized in order that programs and activities can be identified, that modern procedures can be developed and that measurements of effectiveness or productivity can be applied to produce an effective evaluation. Budgets should be based on meeting objectives established. Productivity and effectiveness performance objectives of service levels should be established for all activities

to be performed by the village. Evaluation procedures should be established to determine if the village is effectively performing services, if productivity is being maintained, if the programs of the village are meeting the objectives of the village. The village should utilize work saving mechanical and data processing equipment wherever savings in operating costs can be made and productivity improved. Village staff should adopt a policy of service toward residents and the staff should be organized to offer a high degree of service and information to village residents. The management of mechanical equipment should be as efficient as any provided in the area and mechanical costs should be compared frequently to insure low vehicle cost. The utilization of personnel should be evaluated monthly to determine if effectiveness and productivity is on schedule. Training should be provided for employees to improve their skills. Skill improvement should be measured in terms of effectiveness and productivity.

The following improvements should be accomplished as area services are needed:

Village hall and fire station improvements	1976	50,000
Village center	1979	250,000
Remodel public safety building	1989	250,000
New emergency operation building & acquisition of property	1984	1,000,000

Programs:A) 25-54-040 Customer Service

Providing utility customers with a service which allows an equitable service charge and which allows the village to finance the utility systems basic to this program. The service of meter charges, meter reading, meter repair, leak detection and final readings are part of the customer services as well as checking meters upon customer request.

10-32-001 Development Administration	10-11-001 Office of Village Manager Administration
40-11-001 Garage Administration	
25-11-001 Parking Administration	11-00-000 Fire Administration
10-22-100 Police Administration	
25-54-001 Public Works Administration	
10-14-001 Finance Administration	

These programs are organizational units to which supervisory time such as program planning, scheduling, procedure development and evaluation are charged. Follow-up inspection to determine quality and effectiveness are also important supervisory methods. Meetings with citizens and officials for a variety of reasons, personnel and program productivity and effectiveness evaluations and instructions to employees are part of this program as are charges for certain administrative operations such as debt service, insurance and other overhead type expenses.

B) 40-11-002 Garage Maintenance

This program includes the maintenance and overhead costs affiliated with housing public works equipment and inventory and the cost associated with equipment repair.

C) 40-11-003 Emergency Equipment Repairs

200 Ordinance Repair
300 Preventative maintenance
400 Minor repair

These programs are cost centers for the use of the central garage. Each vehicle and piece of equipment has a budgeted cost for one of these programs. If cost on any vehicle begins to exceed the estimated cost in any category, that equipment is evaluated and a determination of the reason is made. Equipment management is based on cost of operation. By using a sound preventive maintenance program, it is intended that minor repair and ordinance repair will be low. Each vehicle accumulates depreciation as it is used. Vehicles are replaced only when the cost of operation exceeds the depreciated value of the vehicle. By using these program categories, it is possible to schedule work preventative maintenance and ordinance work and have the necessary personnel available. The garage has a policy of not contracting any work.

D) 10-14-002 Accounting

The use of normally accepted accounting practices are used to present an accurate financial picture of the village operation and to insure that funds are properly and legally handled. Through the use of Data Processing equipment, activities in this program have been expended to include a complete inventory control.

E) 10-14-003 Utility Billing

Approximately 3000 utility customers are served through this program. Reading and billing are accomplished in a cyclical pattern on a quarterly basis with the use of Date Processing equipment usage reports and accounting for all revenues is accomplished.

F) 10-14-004 Payroll Administration

Through this program a full range of compensation benefits are provided to village employees. All personnel benefit programs are administrated through the use of automatic Date Processing equipment.

Performance and Data Processing Reports

The use of electronic Date Processing has enabled the village to implement management by objective procedures. Data Processing techniques are used to measure productivity and effectiveness and to allow department directors to adjust schedules control cost. Other Data Processing information reports have been provided to enable departments to make effective operator's decisions.

G) 10-15-004 Purchasing and Personnel

These programs are administrated by the Village Clerk's office to insure compliance with all state and federal laws and village board policies. Purchasing is coordinated to find the lowest and best price for all commodities and contracts. All items purchased are placed for bid on an annual basis or as needed. Timely delivery is an important function of the purchasing process. All recruiting, testing and screening of new employees is accomplished through this program as is employee personnel actions and promotional actions. The village operations are affirmative action personnel programs to assure equal opportunity.

H) 10-15-005 Insurance Administrator

The administration of all insurance programs including claims, accident reports, and follow-up reports for liability workman's compensation, hospitalization insurance is the purpose of this program.

I) 10-15-006 Customer Services

The village operates a customer service and information center which serves the resident through a system of having total control over all communications in the village. Telephone, radio and walk in traffic are controlled through the information desk. An encyclopedia of village information is available to assist residents' needs.

J) 10-22-600 Police Training

K) 11-00-004 Fire Training

These programs are offered to insure that new technologies and techniques are available to village employees. Life safety techniques for both employees as well as residents in need are emphasized. Activities that will improve the effectiveness or productivity of employees are selected and an evaluation of the training is made to determine whether the training has produced desired results.

Public Improvement Project

Village hall remodeling will be required to continue to serve the public effeciently and to provide space for the addition of an environmental office.

Goal - Service

Objective: The village should be willing to provide municipal services to other villages subject to appropriate intergovernmental agreements and compensation.

Strategy: An investigation should be made to determine the feasibility of offering any of the following services to the various BACOG villages.

1. Management and administration
2. Clerical
3. Land use review
4. Building inspection
5. Environmental protection
6. Street maintenance and snow and ice control
7. Other Public Works services
8. Emergency services
9. Purchasing

Strategy - continued

Federal grants should be sought to implement these programs for feasibility tests and demonstration purposes.

A management service should be established to offer program planning and analysis services to the villages and to determine their service needs. If services are needed and there appears to be a basis for contractual service, the Village of Barrington should develop programs to implement such services as may be required.

The village should develop the means to equitably charge participating villages to insure that all service costs are covered.

This process should be accomplished once every five years as the circumstances in each village change. Other services which the various villages may need from time to time should be developed upon their request if there appears to be an equitable sharing method.

All village programs should be modular in that they could be offered in whole or in part to any village. The service level should be precisely defined in order that any village could receive the level of services it desires at an acceptable cost. Each village should maintain its autonomy and organization to meet the needs of residents within the village.

Programs A) Traveling Administrative Services

The Northeast Illinois Regional Planning Council has made a grant to the village for offering a program of administrative services to the various villages of the Barrington area. This program is intended to make feasibility studies and determine whether shared services to other BACOG villages are feasible. The Traveling Administrator serves as a liaison office between the Village of Barrington and other BACOG villages in offering these services and is responsible for achieving both effective results and productivity in all administration of the programs. In addition, the Administrator serves at the pleasure of the village boards to accomplish programs which are specifically designated in the contract for service.

B) 10-32-003 Site Development Review

The BACOG villages have adopted a series of Development Control Ordinances to protect the land use. These include, Flood Plain Control, Soil and Sedimentation, Soil Control and Septic Tank; in addition, Subdivision Control and Zoning Ordinances, as well as other development ordinances may be assigned to this function. The Village Director of Development reviews projects and makes recommendations to the local plan commissions. In addition, the Director of Development supervises inspection programs to gain ordinance compliance.

C) 10-22-500 Building Inspection

Building inspection is provided to the various BACOG villages on an hourly basis. Each of the villages has adopted the Village of Barrington Building Code to expedite this program. Inspection is performed on a scheduled basis, with established number of inspections made on each building. The same program of inspection offered in the Village is offered in all contracts with any villages.

D) 10-22-500 Communications and Records

The Village operates a Communications and Records Center for some BACOG villages and the fire district. The Center has radio contact with police and fire vehicles on the network, as well as communication with the other agencies and a telecommunications terminal which is interfaced with the State Police Department. A uniform crime reporting service is also maintained.

Goal - Service

Objective: Protection of Life and Property Should be Maintained Through Use of Modern Management and Technology. The Concept of Service Should be Emphasized by Protection Agencies.

Strategy: The ability to prevent all hazards, accidents, crimes, weather incidents, nuisances or medical failure is not within the power of any organization, even with unlimited resources. There should be an organization which can prevent a catastrophe or prevent

Strategy:
(Continued)

a single isolated incident from becoming widespread and involving the lives or property of the large part of the community. Specialized skills, technologies, equipment and information should be combined into a system which contains the ability to deal with isolated incidents and prevent a broader problem. Rapid communication of problems and immediate access to up-to-date information is an essential part of such a system. Preventative activities should be established based on experience and information of developing trends. Availability of personnel who are trained and equipped to deal with unusual situations is the proven technique for preventing loss of life or property. A minimum force of trained personnel should be available at all times. The use of technology and equipment that minimizes the need for personnel should be utilized whenever it is cost beneficial. New development should not be allowed to jeopardize the present fire rating by installing inadequate water supply or by using unusual design features, which make protection services ineffective. All development should be reviewed and approved safety features by responsible staff members. Prosecution of criminal activity and other violations should be vigorously pursued as a deterrent to future activity. The rights of citizens should be respected by working then to solve problems rather than exercising the use of authority. Fire losses and crime levels should be maintained at the 1955-60 average.

Programs A) 25-54-050 Hydrant and Valve Maintenance

The village water system is designed to deliver sufficient water to any given hydrant to ensure that fire fighters will have adequate water to fight a fire. The hydrants are cleaned, repaired and tested on a routine basis to ensure their operation in the event of an emergency. Hydrants are painted to ensure their appearance and flushed to clean the water line and to ensure that water is not left in the hydrant to freeze. System valves are also exercised to ensure their operation during an emergency.

B) 25-58-051 Hydrant and Valve Repair and Replacement

Major maintenance or replacement of hydrants or valves is undertaken to ensure that the system is operative in the event of an emergency. Hydrant or valves which are damaged are replaced. The old units are either repaired or salvaged for repair parts.

C) 10-19-200 Prosecution

Prosecution of any offenders of the Village Code is accomplished through contract with a competent legal firm. The insurance of health, safety and morals in the community is provided by prosecution of all known violators.

D) 10-22-200 Police Patrol Program

This program is designed to keep a trained, emergency oriented officer within a short time interval from all parts of the community. In order to achieve this, a minimum number of officers are employed on a 24 hour basis. The use of automotive patrol, allows the officer to survey the vulnerable parts of the community several times an hour. The use of modern equipment allows the patrol officer to enforce traffic laws, while also patrolling to prevent violations of the Village Code.

E) 10-22-400 Investigations

The investigation of a crime is undertaken in order to gather evidence which can be used in a criminal prosecution and hopefully to restore lost property. In addition to the investigations by police personnel, the Village is a participant in the North-eastern Illinois Crime Lab, which allows the use of highly sophisticated laboratory and investigative techniques.

F) 10-22-700 Records

A variety of records systems are maintained to provide officers with current information about persons, real property, vehicles and incidents. Numerous reports required by State and Federal agencies, insurance companies and the courts are maintained also. In addition, the administration of traffic court records and parking ticket records is maintained in the police records system.

Programs (Continued)

G) 10-30-012 Street Lighting

This program includes the lighting of public property to prevent traffic accidents and to allow patrolmen a clearer view of high value property when driving by. The use of lighting is specifically designed to make the single policeman more efficient in darkness by allowing him to see at a further distance - all residential intersections are light. The Village also maintains two ornamental systems in Jewel Park and Fox Point gas lights, as well as the Village Center whiteway lights.

H) 10-00-003 Fire Inspection and Fighting

The fire inspection part of this program is designed to prevent fire and loss of life through enforcement of a fire prevention code. The code is based on the past experience commuters. Repetition of inspection is required to maintain high standards due to ever changing building use and arrangements. From the inspection, a planning arrangement is accomplished to give fireman knowledge of building conditions in the event of a fire. Fire fighting is accomplished by a volunteer operation which is coordinated and trained by a full time chief of operations and civil defense.

I) 11-00-005 Emergency Medical Service

This service is given by the volunteer fire department. Firemen are trained in advance first aid and respond to emergency calls. An ambulance is called to transport persons in the event of serious illness. The ambulance is paid \$20.00 per call. Selected volunteers are in training to certify as emergency medical techniques and paramedical personnel. A total of six paramedical technicians and six emergency medical technicians will be required to operate a trauma unit, which would have telemetric communication with Northwest Hospital. After initial contact with a patient and establishment of telemetric communication, an ambulance would be called which has the telemetric capability to transport patients to Northwest. When a new hospital has been established in the area, local volunteers could transport to that hospital.

When fully established this program would consist of the following components:

- 1) Two telemetric equipped transport vans.
- 2) Two full time day shift paramedics.
- 3) Six volunteer paramedics (on call during assigned evenings)
- 4) Six volunteer EMT (one on call during assigned evenings - upon any call, personnel would respond to the location of second backup vehicle).
- 5) Present radio equipment plus pager instant communication.
- 6) Contractual transport service to carry patients to non-area hospital.
- 7) Area hospital with communication to Northwest Hospital and monitoring capability.

J) 16-11-100 Civil Defense

This program provides the administrative framework for emergency operation, as well as to provide the organization of civil defense from nuclear attack. Civil defense employs a full time chief of operations who completes all fire inspection and fire department administration, as well as a civil defense emergency operation.

Goal - Service

Objective: Joint Use of Public Facility e.g. Schools, Parks, Etc., Should be Planned and Programmed Whenever Possible.

Strategy: Because of the proliferation of local government jurisdictions within the BACOG area, a duplication of facilities could easily take place. It is important that community identity be maintained and wherever a population exists that can support the development of a facility, it should be attempted but wherever government bodies offering similar services can place facilities on a joint site or where cooperation between jurisdictions can produce a savings, the shared use of facilities should be pursued.

The Village of Barrington should attempt to make any of its facilities available to member BACOG villages including buildings, communications, equipment and information and processes. Arrangements for cost sharing should be studied. Where joint programs can be shared, there should be an attempt at cooperation.

Strategy

(Continued) The use of the shared manager between the various villages should be attempted to determine if the shared use of facilities is feasible. In cases where it is possible to share facilities, the shared manager should develop programs which are acceptable to the member villages.

Programs A) 11-002-02 Public Safety Building Maintenance

The Village operates two fire stations, one at the Public Safety Building and one on Cumnor Avenue. These are shared with the Countryside Fire District. Equipment of both departments is housed in these facilities.

B) 16-11-200 Building Maintenance

The Village operates the Village Hall to house the various offices of public officials, to conduct Village business and for holding public meetings. These facilities are shared with BACOG as a contribution of the Village of Barrington. Premises are maintained by a full time custodian. Buildings are available for public meetings on a scheduled basis.

Goal - Service

Objective: Public Utilities Should be Extended to all Properties Within the Village, Except Those Which are Clearly Designated for Low Density Development. Quality of Service Should be Comparable to Other Urban Places at Comparable Cost.

Strategy: The Village should develop a utility extension plan as a complement to the Comprehensive Plan which indicates the drainage water and sewer requirements to accommodate service and fire protection. No development should be allowed which does not meet minimum requirements. Inadequate facilities should be determined and a replacement schedule developed. A replacement timetable should be developed to assure that facilities are provided when necessary to meet fire protection and service needs. Personnel should be trained to ensure that all State health requirements are met. Adequate personnel should be employed to perform the necessary preventative maintenance and emergency work. Employees should be trained to detect weaknesses and failures in the system. All underground utility digging should be coordinated to ensure that damage to other utilities does not occur.

The following Public Improvements should be undertaken to provide adequate water service as the community planned growth takes place:

Public Improvement Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Current Cost
	Water System Improvements:		
	Washington St. Main 8-inch	1984	\$14,000
	June Terrace Chestnut St. Feeder	1984	66,000
	Rt. 14 Feeder Main	1979	122,000
	Liberty, North Ave. Watermain Replace.	1980	40,000
	Hill-Hillcrest Extension	1989	10,000
	South Cook Replacement	1980	30,000
	Russell-Summit Replacement		42,000
	East Lincoln Extension	1978	11,000
	Chemical Treatment	1977	6,600
	Station Street Pumphouse	1973	15,000
		1978	84,000
	Applebee Street 12-inch Main	1982	55,000
	Lake Zurich Road Well and Storage	When property develops	405,300
	Walton Street Extension	1989	8,500
	Eastern Avenue Feeder Main	1985	54,000
	East Hillside 12-inch Feeder Main	As property develops	68,000
	Southgate Water Storage	1974	264,000
	East Hillside & Wisconsin Extension	1974	65,000
		1983	
	Surrey Lane Extension	When property develops	8,000

Public Improvements (Continued)

Public Improvement

Inventory Page	PUBLIC IMPROVEMENT PROJECTS	Priority	Current Cost
	100-200 block Waverly Service Rehabilitation	1974	1,900
	Waverly Extension	1974	9,900
	Pump Station Improvement Bryant Ave.	1984	54,000
	Bryant & Waverly Pump & Pumphouse	1974	60,000
	West Liberty 8-inch watermain	1982	14,200
	Rt. 14 Watermain Improvement	1982	22,000

Programs A) 25-50-007 Utility Franchise Review

This program is to ensure that electric, gas telephone, water and sewer installation are coordinated and in conformance with site development provisions, the ecology practices used to ensure that installation is in conformance with the projected land use in the plan. A program of having all new electric installation will be encouraged.

B) 25-56(020,021,022) Bryant Avenue Pumping, Station Street Pumping and Water Storage Maintenance

These programs include all water production facilities of the Village. Water is pumped from wells and treated with chlorine and fluoride as required by EPA standards. The well capacity must be sufficient to meet storage requirements and keep that at 100 per cent capacity on peak use days. The storage capacity of the system is 1.5 million gallons. Another 300,000 gallons will be stored at Southgate requiring the addition of another well at Bryant and Waverly. Village crews maintain the storage and pumping facilities except for capital replacement.

C) 25-58(060,061,062) Bryant and Station Street Pumping and Storage Facility Depreciation Replacement

The replacement of capital equipment is financed through the Depreciation Replacement Fund. The main capital source of this fund is utility connection fees.

D) 25-58-050 Watermain Maintenance and Service Repairs

The Village maintains 195,300 lineal feet of watermains and approximately 3,000 valve boxes. These facilities are inspected periodically for damage but no preventative maintenance or replacement is attempted. Repairs and replacements are made when damage is reported.

Goal 4 Finance: This goal is to guide development and local government in accordance with sound fiscal responsibility.

Objective 1: Growth Within the Village and of its Corporate Limits Should be Coordinated with the Levels of Public Service it Can Provide at Reasonable Cost.

Strategy: Land use changes and annexation petitions will be reviewed using system analysis techniques to determine the impact of several alternative uses and to ensure that a development in conformance with plan densities and other requirements is within the ability of the developer.

All developments and annexations will be required to show the economic impact, the environmental impact, financial feasibility, traffic impact and utility impact, prior to public hearings on land use or annexations. The development office will use these studies in assessing the land use and making recommendations on the methods to be used to bring a particular property into conformance with the goals and objectives of the Village and to assure that the development would have a natural or positive impact upon the existing community.

Program A) 10-32-002 Land Use Review

A systems analysis approach will be used in reviewing and making recommendations to the Plan Commission and the Board concerning changes in land use (zoning petitions and variance petitions). Tools to be used in the analysis are 1) economic feasibility

Land Use Review (Continued)

to determine the density needed to meeting planning objectives and the economic conditions; 2) financial feasibility to determine the tax balance between the revenue the project will produce and the service cost; 3) Traffic impact analysis; 4) Utility impact analysis; 5) impact on the planning objectives.

B) Subdivision Review

The administration of the Subdivision Ordinance is the function of this program. The review of subdivisions and special use for the purpose of gaining compliance with Village standards and specifications is accomplished in both preliminary review by the Staff, Plan Commission and Board and in final form. All public facilities' plans and specifications are reviewed for conformance by the Staff and Consulting Engineers.

C) Site Development and Construction Inspection

This program ensures that site development and installations of public facilities is accomplished in conformance with approved plans and standards and specifications. An inspector with engineering background is used to accomplish this work and standard engineer tests are used to assure that facilities meet Village requirements.

D) Site Development and Construction Administration

This program of the Public Works Department covers the time required to coordinate the inspection of construction with Village standards, plans and goals. Meetings, correspondence, record keeping and final approval are techniques used to accomplish this program.

Goal - Finance

Objective 2: A balance property tax base similar to that of 1960 should be maintained.

Strategy: The use of Land Use Environmental Impact Studies would be the basis for insuring that this objective was met.

Programs A) See the Programs under Finance Objective 1.

Goal - Finance

Objective 3: Greater use of financial resources other than property tax should be encouraged.

Strategy: This goal cannot be achieved without further changes in state and federal law. The village has a public improvement inventory which must be financed by general revenues in excess of \$13,000,000 at current construction rates. It is not possible to finance this entire program even through the use of property tax; therefore, continued reliance on state and federal construction grants, use of revenue sharing, and the increase of other revenue sources will be necessary to avoid use of the property tax. Studies of other available sources of revenue should be made to determine how various projects could be financed. All state and federal grant projects should be reviewed to determine their applicability to local projects. State and federal grants change priority frequently and local improvement priorities should be reviewed to bring them into conformance with state and federal priorities. A legislation review and liaison program should be established to review the impact state and federal legislation might have upon the village's ability to finance, and village positions should be formulated and communicated to appropriate representatives. Particular emphasis should be given to legislation designed to relieve the property tax payer of future burdens.

Program A) 10-11-007 State and Federal Grant Administration

The public improvements inventory and operating programs will be reviewed in the context of current federal and state grant legislation to determine areas where grants may be obtained to finance public improvements. Conferences with state and federal officers and applications for grants will be made for any programs or projects which may be eligible.

B)

Revenue Analysis and Program Development

Each year in preparation of the annual program of services, a review of all revenue sources will be made to determine the impact of increasing current revenue or of using revenue sources which are not currently being used. After development of expenditure programs, the Village Manager will make recommendations to the President and Board on the revenue sources and rates which can be used to finance the expenditure programs.

C)

Legislative Review and Liaison

Legislative contacts will be made at both the state and federal level for the purpose of determining what legislation is being considered that would impact upon the village, the extent of the impact and what the village position toward such legislation should be. The initiation of legislation which the President and Village Board feel would be helpful would be drafted. A close liaison with public interest groups will be maintained to insure that village positions are well represented and to gain support for village positions.

Goal - Finance

Objective: Duplication of effort should be avoided whenever economy of scale can be achieved without adverse effect on the quality of service.

The village should develop through the BACOG a close liaison with surrounding BACOG villages and should pursue the analysis of similar programs which are offered to determine the feasibility of shared services. Shared service contracts should be developed wherever it is feasible to avoid duplication. Other government agencies such as the school district, the townships, the park district, the library district the county, the state, local colleges and special districts, and federal agencies should be reviewed to determine if joint operations or the sharing of technical assistance will be of benefit to the village. A staff member to serve all of the BACOG villages should be employed to undertake research in this field of inter-governmental research.

Programs A) 10-12-001 Traveling Administration - Reports and Conferences

In order to coordinate the activities of the various BACOG villages and reduce duplication of effort, an administrator is shared jointly by the BACOG villages for the purpose of determining areas where duplication can be avoided. The Administrative Service Director is charged with reviewing the various village programs to find methods of jointly sharing services. In addition, he performs several similar services for member villages, in effect relieving the villages of duplicate staff.

B) 10-12-002 Traveling Administration - Project Studies

Problem areas of the various BACOG villages are studied whenever similar problems exist. This program is designed to bring the villages together and accomplish jointly similar projects. Elimination of duplicate effort should develop economy and consistency while leaving each village autonomous in decision making.

Goal - Policy: All Activity of the Village Government Should Be Guided by the President and Village Board of Trustees.

Objective: A review and evaluation of goals, objectives, strategies, land use, ordinances, public judgments and operation programs should be undertaken periodically and on a continuing basis.

Strategy: On an annual basis the President and Village Board should evaluate the impact the programs have and upon goals, objectives and policy strategies. Adjustments to programs should be made to bring them into conformance with the expectations of the President Board. The goals, objectives, policy strategies should be reviewed after every election year to determine if they are still viable and represent the direction of the President and Board. The Public Improvement Inventory should be reviewed every two years for the purpose of updating and to determine if priorities are representative of the community needs. Land use should be reviewed as petitions for change are initiated and every five years to evaluate the impact of land use upon the goals and objectives. Actions of Board Meetings and of ordinances should be recorded to allow efficient administration and to be used in audits and evaluations. An audit of village operations should be made annually to assure that operations are conducted properly and to insure that productivity and effectiveness levels are being maintained.

A) 10-10-001 Meetings of President and Board

The President and Board meets regularly twice monthly to conduct the business of the village government. Other special meetings may be held from time to time as needed. The main function of these meetings is to consider policy and policy changes for the village government. Such consideration will be in the form of advisory committee reports, request from cities, special committee recommendations or staff reports. Business items such as payment of outstanding debts and award of contracts are brought before the board for action also.

B) 10-19-100 Legal Ordinances and Meetings

The Village Board employs a legal firm to review legal documents such as contract agreement resolutions and ordinances. As Board policy is developed, the attorney receives instruction on actions to be taken to formalize policy in the form of resolutions, ordinances, contract agreements, or leases. Frequently the attorney will prepare legal documents at the request of the Board in cases such as special use or annexation. This service is billed to the petitioner but assures the village policy is accurately stated. Whenever litigation is necessary to defend a policy of the Board, it is undertaken by the legal staff.

C) 10-15-002 Permanent Records

The office of the Village Clerk fulfills the requirements of municipal county or state codes and provides a method of systematically organizing, storing and retrieving material and information contained in five filing systems. The Clerk's office maintains all permanent records of actions of the President and Board as well as a copy of all other official documents.

D) 10-15-003 Code Administration

Ordinances and resolutions for the legal framework of village policy. It is necessary to codify this work into a usable reference known as the village code. The codification of ordinances includes proper indexing, cross referencing, publishing, printing and distribution. The code is updated about every six months as needed, and copies are sold for \$50 with a subscription service for updating.

Goal- Policy

Objective 2: Policy to meet the changing needs of residents should be initiated by the President and Board

Strategy: Needs of residents of special interest groups should be heard and studied to determine the position which the President and Board should take or if a position is in the best interest of the village. The village staff should be sensitive to the needs of residents and should initiate inquiry or studies in anticipation of potential problems. Service levels should be reviewed at least annually to determine if services are effective in meeting the expectations of the residents. The staff should keep the President and Board aware of changes in technology and techniques and procedures for offering village services. As change in residents' attitudes and community composition take place, new goals and programs should be formulated to meet those needs, and priorities should be examined.

Programs A) 10-11-002 Reports and Conferences

Meetings with citizens, interest groups, professional groups, and political groups are held to determine the needs of these groups and to assess the impact of present programs. Communication with residents is also maintained through distribution of a quarterly newsletter, through news media releases and interviews, and through correspondence and telephone conversations. Reports are made to the President and Board once weekly and agendas of meetings are prepared based on this communication.

B) 10-11-003 Projects and Studies

Specific areas of village policy are studied on a timely basis to provide the President and Board with information which is essential in the decision making process. These studies will lead to the adoption of ordinances or resolutions, the award of contracts, agreements, or the development of new programs or projects, or may lead to the rejection of any action. Interns, graduate students, the village staff and consultants are all resources which may be utilized in this program. The task force approach may frequently be used to accomplish this work.

Goal:

A) 10-10-004 Village Forum Meetings

The President and Board will conduct special meetings in various parts of time in an effort to gain insight into residents' attitudes about current programs and to gain reaction concerning the village goals, objectives and programs, levels of service and priorities. A secondary objective will allow the Village Board to explain positions and strategies. An attempt will be made to have opinion makers attend such meetings in order to gain a good representation on viewpoint.

Tenney & Bentley
Law Offices

69 West Washington Street Suite 2000
Chicago, Illinois 60602

TELEPHONE CE 6-4787
AREA CODE 312
CABLE ADDRESS: TENBEN

HENRY F. TENNEY (1915-1971)
RICHARD BENTLEY (1922-1970)

BARRINGTON OFFICE
101 SOUTH HOUGH STREET
BARRINGTON, ILLINOIS 60010
TELEPHONE 381-8818

WILLIAM S. WARFIELD, III
DOW NICHOL, JR.
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HOWELL B. HARDY
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RICHARD A. BEYER
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JOHN R. COVINGTON
JOHN S. ESKILSON
JERROLD L. SAGER

JAMES T. ROHNER
MICHAEL G. HILBORN
RICHARD J. COCHRAN
MICHAEL J. SMITH
LAWRENCE E. GRELE
PAUL T. LAHTI

MEMORANDUM

TO: PRESIDENT AND BOARD OF TRUSTEE, VILLAGE OF BARRINGTON
COPIES: VILLAGE MANAGER
VILLAGE CLERK, with original memorandum and document
for reproduction and transmittal to Board.

DATE: March 23, 1974
RE: MIC Tax Referendum

Enclosed is the form of ordinance to be considered Monday evening.
It is necessary that the maximum tax rate expected to be levied
be inserted in the ordinance and the blanks in this connection can
be completed on Monday.

J. William Braithwaite

enclosure

AN ORDINANCE calling a special election in the Village of Barrington, Cook and Lake Counties, Illinois, for the purpose of voting on the levy of a tax for ambulance service.

WHEREAS, the Village of Barrington, Cook and Lake Counties, Illinois, is a duly organized Village operating under the provisions of the Illinois Municipal Code, and it is provided in Section 11-5-7 of said Code that the corporate authorities of the Village may either contract for the operation of or operate ambulances as a municipal service and may make reasonable charges therefor and, in addition, may levy a tax for such purpose not to exceed ~~10~~ ^{12.5} % of the value, as equalized or assessed by the Department of Local Government Affairs, of all the taxable property in the municipality provided the question of such tax has been submitted to the Electors of the Village and approved by a majority of those voting on the question; and

WHEREAS, this President and Board of Trustees now desire to provide for the calling and holding of such a referendum;

NOW, THEREFORE, Be It Resolved by the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois:

Section 1. That a special election is hereby called to be held in and for the Village of Barrington, Cook and Lake Counties, Illinois, on the 18th day of May, 1974 for the purpose of submitting to the Electors of the Village the question set out in Section 4 hereof.

Section 2. That for the purpose of said special election the Village shall be divided into 4 election precincts, the boundaries of each precinct and the name and address of the polling place for each such precinct being as set out in Section 4 hereof.

Section 3. The judges of election shall be such as shall be hereafter designated by the President and Board of Trustees to serve as election officials.

Section 4. That the Village Clerk is hereby ordered and directed to cause Notice of said election to be given by publishing Notice thereof once in the Barrington Courier-Review, the same being a newspaper published in and of general circulation within the Village. The date of such publication of said Notice shall be not more than thirty (30) days nor less than fifteen (15) days prior to the date set for such special election and said Notice as published shall be in substantially the following form:

NOTICE OF SPECIAL ELECTION

To vote on the question of establishing a tax for ambulance service in the Village of Barrington, Cook and Lake Counties, Illinois.

Public notice is hereby given that on Saturday, the 18th day of May, 1974, a special election will be held in and for the Village of Barrington, Illinois, at which election there will be submitted to the electors of said Village the following question:

"Shall the Village of Barrington, Cook and Lake Counties, Illinois, be authorized to levy a tax for ambulance service of .10 % of the value, as equalized or assessed by the Department of Local Government Affairs, of all the taxable property in said Village?"

*10¢ per 100.
1.0% per the
20th Amendment*

An estimate of the approximate amount of taxes extendible under the proposed rate is\$ ~~104,800.00~~ ~~52,400.00~~ ^{100,000.00} *Annually*

That for said election, the Village of Barrington shall be divided into the following voting precincts, the boundaries thereof and the polling place for each such precinct being as follows:

Voting Precinct No. 1 shall consist of all the territory within the corporate limits of the Village in Cook County lying south of the center line of Main Street and west of the center line of Hough Street.

Polling Place: 121 West Station Street
Barrington, Illinois

Voting Precinct No. 2 shall consist of all the territory within the corporate limits of the Village in Cook County lying south of the center line of Main Street, west of the east line of Barrington Township and east of the center line of Hough Street; and also that part of Village in Palatine Township lying south of the center line of Hillside Avenue and south-westerly of the south-westerly right-of-way line of Chicago and Northwestern Transportation Company.

Polling Place: St. Paul United Church of Christ
401 East Main Street
Barrington, Illinois

Voting Precinct No. 3 shall consist of all the territory within the corporate limits of the Village lying in Cuba Township, Lake County, Illinois.

Polling Place: Langendorf Park Fieldhouse
Lions Drive
Barrington, Illinois

Voting Precinct No. 4 shall consist of all the territory within the corporate limits of the Village lying in Ela Township, Lake County, and in Palatine Township, Cook County, except that part of Palatine Township lying south of the center line of Hillside Avenue and south-westerly of the south-westerly right-of-way line of the Chicago and Northwestern Transportation Company.

Polling Place: Lutheran Church of Atonement
909 East Main Street
Barrington, Illinois

The polls at said election shall be opened at 6:00 o'clock A.M., Daylight Saving Time, in the morning, and will be closed at 6:00 o'clock P.M., Daylight Saving Time, on the date of the election.

All persons qualified to vote at Regular Village elections are qualified to vote on said question and voters must vote at the polling place designated for the precinct within which they reside.

By order of the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois.

Dated this _____ day of _____, 1974.

President, Village of Barrington,
Cook and Lake Counties, Illinois

Attest:

Village Clerk

Section 5. That the ballots to be used at said election shall be in substantially the following form:

(Face of Ballot)

OFFICIAL BALLOT

(INSTRUCTIONS TO VOTERS: Mark a cross (x) in the square opposite the word indicating the way you desire to vote.)

. Shall the Village of Barrington, Cook and	.	.	.
. Lake Counties, Illinois, be authorized to	.	.	.
levy a tax for ambulance service of <u>.10</u> %	YES	.	.
. of the value, as equalized or assessed by	.	.	.
. the Department of Local Government Affairs,	.	.	.
. of all the taxable property in said Village?	NO	.	.
.	.	.	.

(On the back of the ballot shall appear the following)

(Back of Ballot)

OFFICIAL BALLOT

SPECIAL BALLOT for voting on the question of levying a tax for ambulance service in the Village of Barrington, Cook and Lake Counties, Illinois, at a special election held in the Village on the 18th day of May, 1974.

Voting Precinct Number _____

Polling Place: _____
_____, Illinois

(Facsimile Signature
Village Clerk, Village of Barrington,
Cook and Lake Counties, Illinois

Section 6. That the Village Clerk is hereby ordered to cause a sample of the Ballot to be published once in the Barrington Courier-Review, the same being a newspaper published in and of general circulation within said Village, the date of such publication to be not less than five (5) days prior to the date set for said election and to procure all necessary election material for holding and conducting said election.

Section 7. That this ordinance shall be effective immediately upon its passage and approval.

Passed this _____ day of _____, 1974.

Approved this _____ day of _____, 1974.

President

Attest:

Village Clerk

Village Board
Information Memorandum 74-9
March 1, 1974

FOR YOUR INFORMATION

THE STAFF HAS BEEN CORRESPONDING WITH THE BETHANY HOME PEOPLE ON THE CAMPGROUNDS PER THE RECOMMENDATION OF THE PLAN COMMISSION. There are five points of the Comprehensive Plan to which we have indicated they must conform. They are: 1) A maximum density of not more than 280 persons (the population of present zoning if credit is given for the ten acres under water). 2) Dedication of the shoreline for wildlife and environmental management to the Village or its designee. 3) Conformance to the housing goals, allowing the Village some control on price of rents, and governing priorities for admittance. 4) Financial feasibility showing the cost of services as opposed to tax benefits to local government, also the amount of subsidy of local government as compared to a similar tax-paying development. 5) The character of the development should be changed to conform with the semi-rural residential atmosphere in the surrounding neighborhood and the Barrington area.

Bethany responded by calling us communist, and concluded by saying they wanted to meet with the Board and find out if we really wanted all of this. We are ready to send the Board our recommendations along the lines outlined above. The question is one of timing. Should action be taken before a referendum on the property or should we hold it off.

BACOG AREA VILLAGES THAT ADOPT THE BACOG RECOMMENDED FLOOD PLAIN ORDINANCE WILL HAVE COMPLETED AN INITIAL STEP IN QUALIFYING FOR FLOOD DISASTER PROTECTION UNDER THE FEDERAL GOVERNMENT'S FLOOD INSURANCE PROGRAM. One BACOG municipal member, the Village of Barrington, received notification earlier this month that its application to the state's civil defense agency and office of emergency preparedness has been accepted. Under the new flood insurance program, business and residential property owners within Barrington's boundaries, can apply for federally subsidized flood insurance. The program requires that municipalities adopt flood plain legislation before the property owners within the municipality are permitted to apply for the flood insurance.

THE LEAGUE OF WOMEN VOTERS OF BARRINGTON WILL PRESENT A PROGRAM DEALING WITH THE IMPACT OF SUBURBAN TAXING STRUCTURES ON ZONING AND LAND USE DECISIONS. The program has been scheduled for March 5, 12:30 p.m. in the Hospitality Room of the First National Bank in Barrington. Dr. Robert G. Ducharme, a NIPC staff member, will be presenting the program. Through his work with NIPC and other regional and municipal planning agencies, Ducharme is well versed in the correlation between taxing formats and land use decisions.

(over)

FOR YOUR INFORMATION, (continued)

THE DEPARTMENT OF COMMERCE HAS BEEN PLACING PRESSURE ON THE BUILDING CODE ASSOCIATIONS TO RELAX STANDARDS FOR HISTORIC BUILDINGS AS A METHOD OF PRESERVING SOME CLASSIC ARCHITECTURE. Such a method might be employed to save the two buildings on Main Street (old nursing home and Barrington Realty). If we declared them a historic site, we doubt we could keep them from being torn down; however, we are researching the matter.

YOU SHOULD KNOW

DOWNTOWN MEETING.

A MEETING WITH THE VILLAGE CENTER ADVISORY COMMITTEE HAS BEEN SCHEDULED FOR 9:00 A.M. ON SATURDAY, March 2, AT THE FIRST NATIONAL BANK. Trustees should plan to attend.

The committee report deals with several points. Following is an outline and a staff recommendation on implementation.

1) Who Will Pay for What.

The Village and property owner would split 50-50 on the sidewalks. On all other improvements, the Village would pay for studies and engineering and design. The property owners would be formed into a special tax district which would cover all other costs. This would include street lighting, beautification, shopper and employee parking, etc.

2) How Will We Proceed.

- a) The special tax district will be formed by ordinance.
- b) The staff will prepare a specification for any studies, take proposals, and recommend a turn key project.

This will require developing the scope of the project, developing a performance specification for the design, setting a project budget, and asking for the proposals for a completed project, an evaluation of proposals, and a recommendation to the Board.

We would then prepare a bond issue based on the special tax district, sell bonds (no referendum required) and start construction. The project could include any amenities which the village center property owners and the Board desires, lighting, landscaping, parking, etc.

YOU SHOULD KNOW, (continued)

3) Inner Traffic Loop.

This project is shown on the attached drawing. We would recommend the first phase in the plan should be Harrison to Liberty, and Liberty to Hough with traffic lights at Dundee-Harrison and Main; Hough and Liberty; Ela and Main all tied into the rail crossings, and Hough-Main signals with sensors and a computer. This coupled with the Station extension to Route 14 will relieve traffic to the 1965 level. We'll still have congestion on Saturdays, due to shoppers and campers.

This phase must come first or an underpass won't work. The cost, \$1,200,000, partially financed by federal funds. It will mean a bond issue of not less than \$750,000.

THE ILLINOIS COMMERCE COMMISSION (ICC) HAS SCHEDULED THE NEXT SESSION OF THE DE MUCCI MATTER FOR MARCH 26, 1974. In addition, the commission has ruled that BACOG can officially intervene in the hearings before the ICC. This decision will allow BACOG, through its legal representatives, to present testimony and evidence during the hearings.

Board Meetings

3/11/74 . . Regular Meeting . . Village Hall . . 8:00 p.m.
3/25/74 . . Regular Meeting . . Village Hall . . 8:00 p.m.

Plan Commission

3/ 6/74 . . Special Use R-10, Multiple Family
First Nat. Bank - Trust No. 800
PC4-74 N-2 Village Hall . . 8:30 p.m.

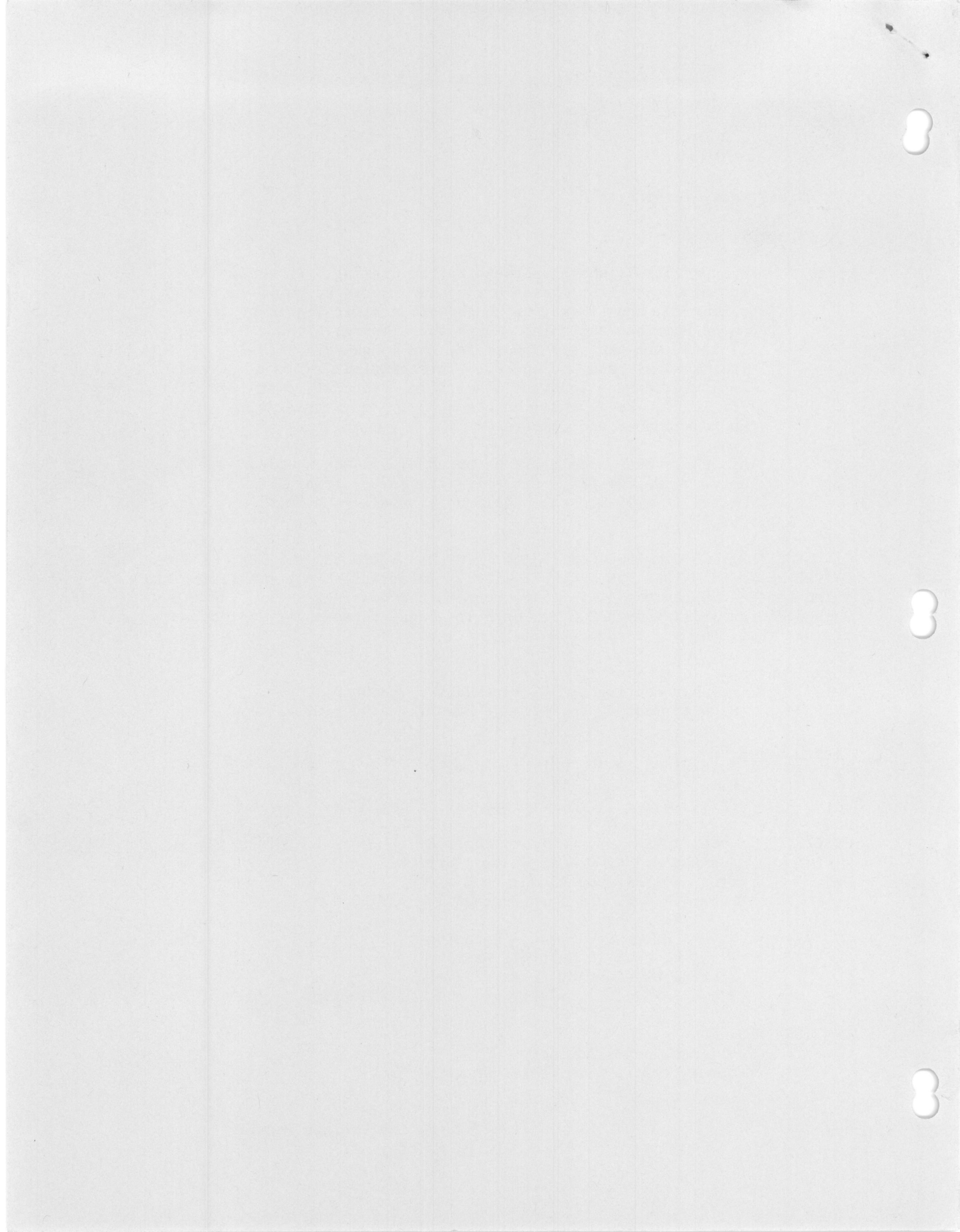
3/ 6/74 . . Special Use - H. Walbaum, Roger D.
and Eva M. Hay - West Station Street
Trust No. 541-200-10
PC3-74 N-3 Village Hall . . 9:00 p.m.

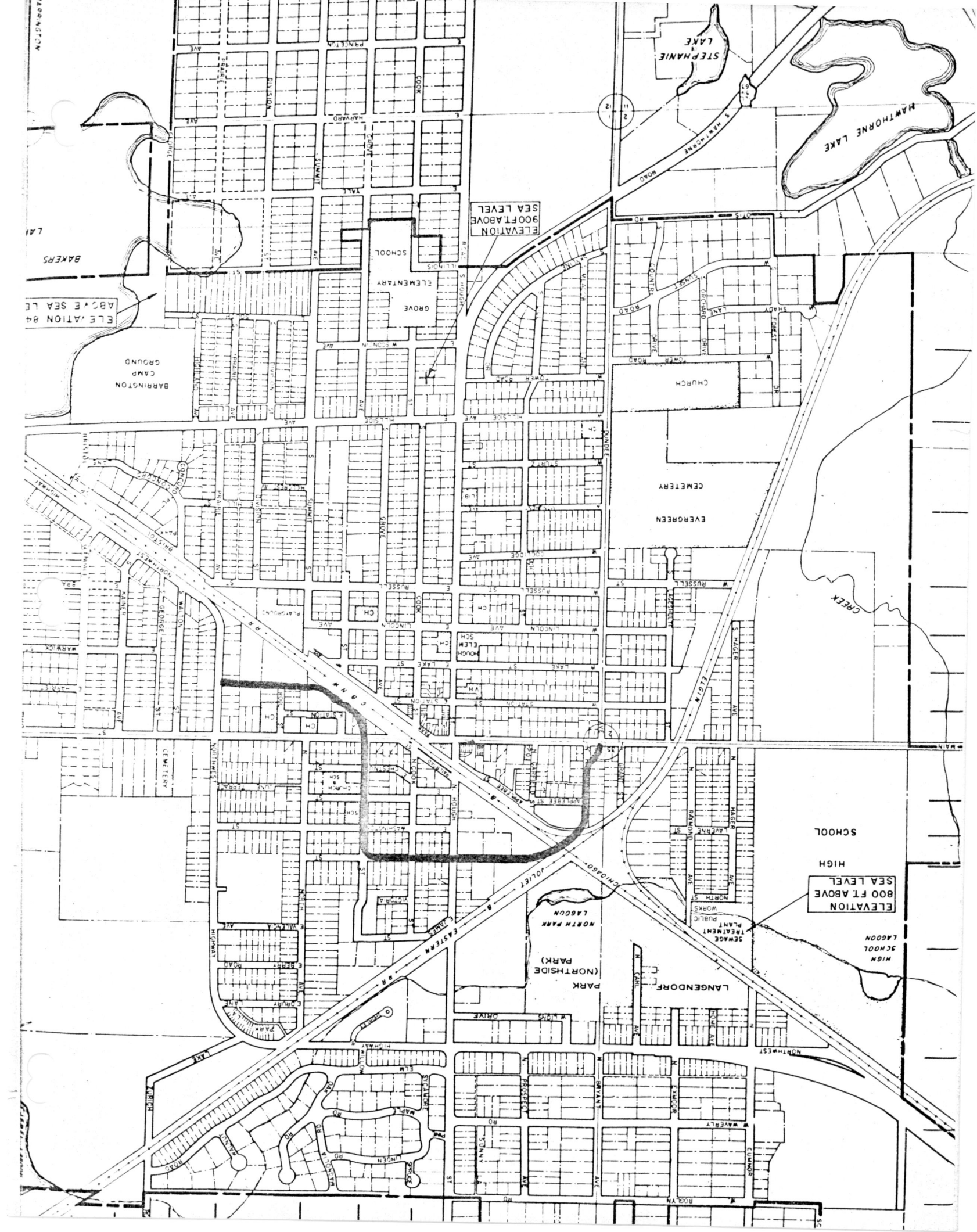
4/17/74 . . Fred & Grace Schurecht - Rezoning
from M-2 to R-10 Multiple Family
Special Use-Cont'd. from 1/23/74
PC1-74 N-3 Village Hall . . 8:00 p.m.

DOWNTOWN MEETING

3/ 2/74 . . Village Center Advisory
Committee First National Bank

Office of the Village Manager
D. H. Maiben





Historic building code proposal calls for local appeals boards

BOCA's 1974 proposed code change S-76-74, which would add a new section (318.0) to the Basic Building Code regarding the preservation of historic buildings, drew the attention and support of two concerned Washington, D.C., groups when it came up for testimony Thursday, January 2, at BOCA's Mid-Year Meeting in Fort Lauderdale.

Basic Building Code Changes Committee Chairman Wilbur Lind opened testimony on the proposed change by announcing that the committee has taken under consideration a letter received from National Park Service Director Ronald H. Walker (see box, this page). Change S-76-74, submitted by BOCA's Basic Code Committee, calls for the exemption from the provisions of those structures classified by the building official as Historic Buildings. Determination of Historic Building status would require the approval of an appeals board upon



On hand to testify regarding historic building code change proposal S-76-74 was Baird Smith of the Washington, D.C. based National Trust for Historic Preservation (above), while the committee also received ten testimony from National Park Service Director Ronald H. Walker (see box at right). Local appeal boards may best weigh the historic value of a building against safety and other code considerations, Smith said.

review of professional design specifications showing the building's safety to the public.

Washington organization on hand

On hand to testify in support of the proposed change were Baird Smith of the National Trust for Historic Preservation, and an associate, Dr. Peter Smith. The Trust, a non-profit organization created by a 1949 act of Congress, is the only national private organization in the country devoted to promoting public participation

in historic building preservation. At present, the organization administers 12 historic properties and is supported by 1,500 member organizations and some 45,000 individuals.

"The Trust has long been aware of the existing problems of compliance with modern building codes and the rehabilitation of significant buildings;" Baird Smith noted in his statement to the committee. "In the past, important architectural elements

(Continued on Page 60)



OFFICE OF THE DIRECTOR

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

DEC 27 1973

Mr. W. H. Lind
Chairman, Code Changes Committee
Building Officials and Code Administrators
International
1313 East 60th Street
Chicago, Illinois 60637

Dear Mr. Lind:

With the tangible evidence of this country's historic heritage rapidly vanishing, it is increasingly important that we be able to preserve authentic examples of our past ways of living, styles of architecture, and building techniques and skills. Because these buildings and structures help teach us the realism of our Nation's past, it is essential that whenever possible, contemporary elements not intrude upon this fragile effect. We recognize and support the need for certain exceptional methods of providing for the public's safety, health and welfare while preserving these buildings and structures.

Sincerely yours,

Ronald H. Walker
Director

THE FIRST NATIONAL BANK AND TRUST COMPANY OF BARRINGTON

104 S. COOK ST., BARRINGTON, ILLINOIS 60010 • 381-4000 • CHICAGO PHONE 774-6677
DRIVE-IN FACILITY • WASHINGTON & NORTH COOK STREETS

February 18, 1974

Mr. Fred Voss
President
Village of Barrington
Barrington, Illinois 60010

Dear Fred:

The Downtown Improvement Committee which you appointed me to chair, has met on four occasions.

Initially, we asked that Village Manager, Dean Maiben, share with us the tentative plans that the Village has with regard to downtown traffic, parking and beautification. We were most appreciative of his sharing this information with us as well as having representatives from Baxter and Woodman with us for this presentation.

Since the initial meeting, we have concentrated on the proposed plan and have appreciated having with us Mrs. Linda Grubb of the Village Staff who has been most helpful to us in our deliberations. Although we have much further work to do in order to create the plan which we feel would be most desirable, we would like to share with you and other Village Officials our initial observations and thoughts so that you might, in turn, begin an evaluation of our proposals.

We suggest the following:

1. Lighting in the downtown area was not considered in the plan we were shown - we feel that the downtown area could be better lighted with fixtures which would com-



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Over 50 Years of Service

plement our Village. When sidewalks, curbs and streets are being re-done, it would seem that this is the time to consider better lighting. ✓

- Underground Conduit*
2. The plan as proposed would seem to spread beautification on every street involved, but it appears to us that the plantings suggested may be hard to maintain and that street cleaning and snow removal may be difficult. We would suggest that we have more concentrated areas of beautification, such as the flag pole area, the train station area, parking lot entrances, etc., and that we retain a practical stance on beautification of other streets from a cost stand point. We recommend that the Village use a Landscape Architect - Contractor with a turn key arrangement, rather than civil engineers for this phase of the Downtown plan.
 3. More definitive plans are needed as to who will be responsible for the payment of the costs of the Downtown improvements. It seems clear that a 50/50 basis would be used for payment of sidewalk and curbs between the Village and the property owner but no clear-cut determination has been made as to how the balance of project is to be funded.
 4. The committee feels that it would be very desirable to acquire the Miller Oil property and the Hatje property to the east of Miller Oil so that the total area, including the area presently being used for the train station, might be developed into parking for shoppers and also used for beautification purposes.
 5. We feel that the implementing of the inner traffic loop is important to the traffic flow in the downtown area. The committee feels that consideration should be given to the Station St. - Spring St. underpass at the same time that other inner loop streets are being finalized. Although we realize that the underpass is costly, we do feel that the underpass might be just as important as the Harrison St. - Liberty St. by-pass at this time.
 6. We would suggest that careful consideration be given to the initial phases of the Downtown improvement so that it is not necessary to re-do areas that have been handled in initial phases. A total program carefully reviewed in terms of timing will prevent the necessity of additional cost.

*Landscape Architect
Plant - put it in and
Guarantee*

*Proposal not
practical
Parking Area*

Appraisal

*Street improvement
first*


Mr. Fred Voss

3

February 18, 1974

The initial meetings with the staff and the committee have produced some positive results, and we would appreciate your discussing our first thoughts with us after you've had an opportunity to review them with the proper people at Village levels. The committee will reconvene to either meet with you or to discuss your reply so that unnecessary delays can be avoided.

Sincerely,


Roy W. Klepper, Chairman
Downtown Improvement Committee

Members of Committee:

Harold Lipofsky, Al Thompson, Ed Skehan, Don Schroeder, Marion Johnson,
Carol Beese, Charleen Thompson and Al Borah.

RWK/1st

Miss Grubbs
Marion Johnson
Roy Klepper

Barrington Chamber of Commerce

"The Hub of Community Development and Interests"

133 Park Avenue Barrington, Illinois 60010 (312) 381-2525
Hours 9:00 to 3:00 Daily

February 19, 1974

TO: Village Board of Trustees
FROM: Carol Beese
RE: Preliminary Report of Downtown Improvement Committee

Enclosed is a report from the Downtown Improvement Committee,
chaired by Roy Klepper, which we wish to share with you.

FOX POINT

HOMEOWNERS ASSOCIATION

P.O. Box 351 • Barrington, Illinois 60010

February 18, 1974

President and Members of the
Board of Directors
Barrington Park District
Lions Drive
Barrington, Illinois 60010

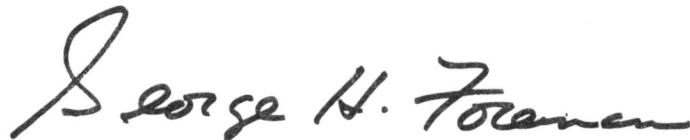
Gentlemen:

The Fox Point Homeowners Association fully supports the continued implementation of "The Comprehensive Plan of the Village of Barrington, Illinois", dated June, 1972. Consequently, we are pleased to hear of the serious consideration being given by the Barrington Park District Board to acquisition of at least 10 acres and perhaps the full 17-3/4 acres of Barrington Camp Ground land for public open space in line with the Comprehensive Plan recommendations on pages 15 and 26, which are attached for reference.

Testimony at the hearings from the Bethany-Barrington Camp Ground group had indicated that no interested buyers for this 17-3/4 acre parcel could be found to save it for public open space. The fact that the Park Board is interested in acquiring this land casts the entire matter in a new light.

We are pleased that the North Barrington Association has discussed this matter with you, and we will support your efforts to acquire this land.

Very truly yours,



George H. Foreman
President
Fox Point Homeowners Association

cc: North Barrington Association
Barrington Homeowners Association
Pickwick Homeowners Association
Barrington Meadows Association
Wyngate Property Owners Association
Barrington Area Development Council
Barrington Area Council of Governments
Barrington Village Board

The sum total of these studies provides an excellent background for comprehensive plan recommendations dealing with the possible expansion of the Village of Barrington.

OPEN SPACE SYSTEM

An open space is a cherished characteristic of the Barrington area. Because of its proximity to the center of Barrington, it has been a prime contributor to the combination of urban and countryside living which is unique to the village.

As a matter of principle, open spaces should form a natural system woven throughout the village and adjacent areas (see Figure 5), and highest priorities should be placed on resource features rather than merely on recreational potentials. For that reason wetlands, watercourses, wooded areas, and wildlife habitats should be given primary consideration. For planning purposes the potential open space system of the entire Barrington area should be divided into primary, secondary, and tertiary environmental corridors. The primary environmental corridor would be that which parallels the Fox River such as Spring Creek and Flint Creek. Tertiary corridors would generally follow the smaller tributaries of such creeks.

In keeping with this approach, preservation is recommended for seven major open spaces listed as follows in order of priority:

1. Baker Lake is the village's primary resource. It is recommended that the village proceed to extend the open space character as far south as Dundee Road by adding approximately 40 acres south of the Park District property. The primary objective is to complete a link in the open space system around the eastern and southern boundaries of the villages; an excellent use for this site would be a new public school complex with access from Dundee Road and to the active recreational area. The village should monitor the future use of the Barrington Camp Ground at the northwest corner of the lake and take whatever action is necessary to preserve the property in total or part for a public park should the camp be abandoned.
2. Cuba Marsh is equally important to the Village of Barrington and even more so to the Barrington area as a whole. It is located along Cuba Road northeast of the village, partly in unincorporated Lake County and partly in the Village of Deer Park. It is the most important ecological micro-system within the influence of the village north of the county line. It is located on land for which large-scale development is proposed and partially zoned for heavy manufacturing. Together with Baker Lake, the Thunderbird Country Club, and the Deer Park Forest Preserve, it could form a complete environmental corridor around the eastern one-half of the village.
3. The Flint Creek corridor provides similar though less extensive opportunities to create an open space around the western side of the village. Much of this secondary environmental corridor lies beyond the immediate control of the village. Nevertheless, a coordinated effort initiated by the village in cooperation

Road, on the north by Hillside Avenue, and on the east by Baker Lake and the town line. At present, this area is partly within and partly outside the Village of Barrington. The northern section, which is within the village, is made up predominantly of treelined streets and middle-aged, single-family homes on lots of 7,500 to 10,000 square feet and larger. The Barrington Camp Ground, containing temporary housing facilities for camping and conferences, overlooks Baker Lake. The unincorporated area has been platted for many years with lots of 10,000 to 20,000 square feet. Natural vegetation is sparse, streets are only partially improved, and the area is not served by public utilities. Homes have been built at a modest pace because of these and other deterrents such as the large marsh which is located in the center of the area. South of this area is a newly annexed portion of the village which is zoned predominantly for office and research and for multiple-family residences, and which contains an 80-acre park abutting Baker Lake. This park is extremely well suited to improve the overall amenity of the entire neighborhood.

Recommendations include the following:

1. The street system should discourage through traffic generated by the Village Center on the north and by new employment concentration on the south.
2. At such time as the Barrington Camp Ground is no longer required for religious oriented activities, action should be taken by the village to assure that all or a major part of the site abutting Baker Lake is devoted to public open space.
Consideration should be given to utilizing the western portion of the site for residential purposes with a minimum disturbance to the existing natural landscape features.
3. The unincorporated area should be annexed to the Village of Barrington, provided with public sewer and water utilities, and its streets should be improved.
4. Consideration should be given to establishing a public easement along the western shoreline of Baker Lake so that a hiking and biking trail is possible around the entire shoreline.
5. The area zoned for multiple-family residences should be designed to be compatible with and take advantage of the abutting 80-acre public park.

Neighborhood Eight

The area is bounded on the south by Dundee Road, on the west by the Village of Barrington Hills, on the north by STH 59, and on the east by Barrington Road. This area is not a complete neighborhood, but rather a corridor of unincorporated land which must be related both to Neighborhood Seven (described above) and to adjacent residential properties in Barrington Hills which are zoned for single-family homes on five-acre lots. The land is generally open and gently rolling, but there are some drainage problems along a stream which flows into Keene Lake.

Recommendations include the following:

NORTH BARRINGTON ASSOCIATION

OF CUBA TOWNSHIP, INC.

BARRINGTON, ILLINOIS 60010

P. O. BOX 342

February 11, 1974

President and Members of the
Board of Directors
Barrington Park District
Lion's Drive
Barrington, Illinois 60010

Gentlemen:

The North Barrington Association of Cuba Township is dedicated to the promotion of environmental values and wise ecosystem management, and therefore we are impelled to bring to the attention of the Barrington Park Board a most serious problem.

The 17.76 acre site in the Village of Barrington known as the Barrington Camp Ground, which abuts Baker Lake on the west, is apparently no longer required as a religious summer meeting site. This land is now under option for sale to the Bethany Home and Hospital Group at a price of \$400,000 subject to approval from the Barrington Village authorities which would permit the erection of a retirement living center on the site.

Current plans are to erect 138 retirement living units or apartments which will contain one, two or three bedrooms each. These 138 apartments will be arranged in the form of three story structures. In addition, there will be a sixty-four bed nursing unit, plus administrative and health suites, health club (including a swimming pool), food service facilities (for general and private dining), shopping center and social areas, an auditorium, and other support areas. Parking facilities for 250 automobiles will also be provided.

Our association, of course, supports the erection of retirement living facilities for the Barrington elderly within a convenient walking distance of the center of town. However, our purpose in writing to the Barrington Park Board is to point out that the erection of such a high density facility on the west shore of Baker Lake, one of Barrington's most important ecological microsystems, is totally incompatible with the goals and objectives set forth by Barrington in its Comprehensive Plan. Similarly, the Barton-Aschman studies, prepared for BADC and the Barrington Area Council of Governments, recommended preservation of this type of unique area. Barton-Aschman stated that unique assets in the Barrington area landscape "... are comprised of the water bodies and wetlands, forested areas, steep slopes ...", and that the "... soils, vegetation and wildlife should be left undisturbed on the land bordering many of these bodies of water,

President and Members of the
Board of Directors
February 11, 1974
Page 2.

especially those which prove to be most susceptible to pollution ...". Specifically, in the Barrington Comprehensive Plan, Barton-Aschman described Baker Lake as the Village's primary resource, and indicated that whatever action is necessary should be taken to preserve the property in total or part for a public park should the camp be abandoned.

In view of this, we respectfully recommend that the Barrington Park District authorities take the initiative to arrange for the purchase of a minimum of ten acres, up to the full 17-3/4 acres, of the Barrington Camp Ground. Loss of this land, which ranks so high in wildlife and ornithological value, to high density development would represent an inestimable setback for the preservation of open areas considered to be so essential to the quality of our environment. It also represents a denial of an important recreational area to local residents, young and elderly.

The North Barrington Association of Cuba Township has the largest membership of homeowners in the entire BACOG area, and among its directors are the civic affairs leaders of a number of community organizations. We will be very glad to discuss this subject with you and assist you in any way in helping toward the acquisition of this land.

Very truly yours,



Stephen L. Jennings
President, North Barrington Association

cc: Barrington Village Board
Barrington Homeowner's Association
Fox Point Homeowner's Association
Pickwick Homeowner's Association
Barrington Meadows Association
Wyngate Property Owners Association
Barrington Area Development Council
Barrington Area Council of Governments

Barrington Chamber of Commerce

"The Hub of Community Development and Interests"

133 Park Avenue Barrington, Illinois 60010 (312) 381-2525

Hours 9:00 to 3:00 Daily

February 21, 1974

TO: Village Board of Trustees
FROM: Board of Directors
RE: Sidewalk Snow Removal in Downtown Barrington

The problem of how best to keep our village center sidewalks uniformly free of snow throughout the winter months has long been a concern of the Chamber of Commerce.

Several years ago we supported passage of the village's snow removal ordinance in the hope that enforcement of such an ordinance would help accomplish the task. Unfortunately, for another winter, approximately 30 percent of our downtown sidewalks have not been shoveled. Many of these sidewalks are in areas of "questionable responsibility," such as the railroad crossings at Hough Street and Cook Street, behind the Barrington Commons along Franklin Street, in front of the Barrington Rest Home, etc. Furthermore, those who do regularly clear their sidewalks find that because their efforts are not coordinated with street plowing, the snow often is thrown back.

What is the solution? Ideally downtown sidewalk and street plowing should be a coordinated program under the direction of the village's Public Works Department. A number of Chicago suburban communities do provide sidewalk snow removal in their business districts as part of community services.

Roy Crumrine, Public Works Director, has suggested that the Chamber of Commerce consider the feasibility of raising funds to purchase sidewalk snow removal equipment which could be donated to the village, who in turn would supply labor and maintenance. A Chamber committee was appointed to study Mr. Crumrine's proposal.

At its February 21 meeting, the Chamber Board of Directors approved the enclosed committee report and agreed that we would be most willing to work for an equitable solution to provide snowfree sidewalks for the hundreds of citizens using the village center.

Lydia Franz
President

BARRINGTON CHAMBER OF COMMERCE
SNOW REMOVAL COMMITTEE REPORT

February 21, 1974

It is the opinion of the Snow Removal committee that the following conditions be established if the Chamber, thru a fund raising drive, is to contribute to the cost of snow removal equipment for the downtown retail area.

1. The area covered should generally include the village central business district to be later defined in cooperation with the village.
2. The equipment required would be two small lawn tractors with hydraulically operated plows and weighing not more than 1000 pounds each. The estimated total cost of these units at discount would be \$4,000.00.
3. Plowing time schedules should be as follows:
 - a. for a storm ending during the night -
5:30 a.m. to 7:30 p.m.
 - b. for a storm with snow falling all or most of the day - plowing should be every couple of hours or at least every four hours.
4. Since the Village Public Works department wishes to use this same equipment to mow grass all summer, the committee feels that this would represent at least 50 percent use of the equipment. Accordingly, the committee feels that the village should pay at least 50 percent of the cost of the equipment and be prepared to maintain and replace equipment if necessary.
5. Liability insurance should be provided by the village for any possible damage to property or injury to operators and/or the public.

M. A. Thompson, Chairman
Walt Dorzweiler
Gene Peterson

METROPOLITAN HOUSING AND PLANNING COUNCIL

POSITION STATEMENT ON THE RTA

Nine years ago, in 1965, the Metropolitan Housing and Planning Council, through the blue-ribbon "Committee on Urban Progress", advocated the preparation of a comprehensive transportation plan.

"This plan should include the recommendation of a metropolitan administrative authority empowered to give full impetus to its implementation in the form of an integrated regional transportation establishment."

Now, in 1974, the citizens of Northeastern Illinois at last have the opportunity to vote upon the creation of such an authority.

The reasons behind the Council's recommendation in 1965 are even more urgent today with understandings of our energy and environmental problems. Meanwhile, public transportation services have continued to suffer, making the challenge to this new authority even greater than would have been the case a decade ago.

The Council's basis, then as now, for supporting a Regional Transportation Authority (RTA) is summarized below.

MAIN FEATURES

The RTA Act is designed to overcome two major shortcomings of the present non-system of public transportation: (1) inadequate funds; and (2) lack of internal coordination at both the local and regional scale. Each of these shortcomings is treated in a flexible and equitable fashion by the RTA Act.

Public transportation costs have risen at an annual average rate of 7%. Due to an absence of operating subsidies, fare increases have been made to cover losses. One effect of increased fares has been a loss of ridership. All public transportation carriers in Northeastern Illinois except one are now operating at a deficit. Several carriers have discontinued service, and others expect to do so soon.

The RTA will generate funding from a variety of sources, generally corresponding with the wide-spread benefits of public transportation. It will also provide the local funds necessary to match available Federal grants which would otherwise be unavailable to at least some parts of the region.

The regional (six county) scope of RTA reflects the fact that now more than half of the metropolitan area population lives outside of the City of Chicago. Each outer county has a substantial part of its resident population crossing county lines to reach their place of employment (DuPage 28%; Kane 22%; Lake 18%; McHenry 29%; and Will 24%.) The exclusion of the suburban areas from this system would result in nearly total dependence upon the automobile for over three and one-half million persons.

Within this regional setting, the RTA would be empowered to operate its own facilities and to purchase services from other carriers or to support them through grants.

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Within this regional setting, the RTA would be empowered to operate its own facilities and to purchase services from other carriers or to support them through grants. More important, it is charged with the responsibility of tying the entire transportation system together. The RTA's Five-Year Program will set forth "standards of service including plans for coordinating routes and services of the various transportation agencies..." The alternative is to perpetuate indefinitely, or as long as they survive, a collapsing maze of eight commuter railroads, fourteen bus companies, nine transit districts, and the C.T.A.

RTA AND EQUITY

The RTA Act offers an equitable formula in terms of decision-making authority, the allocation of costs, and the provision of benefits. Eight of the nine directors are appointed by elected officials in a manner consistent with the one-man, one-vote principle. The directors must reside in the area of the appointing authority.

<u>Appointing Authority</u>	<u>No. of Appointees</u>	<u>1970 Population</u>
Mayor of Chicago (advise & consent of City Council)	4 (50%)	48.3%
Cook County (Suburban members)	2 (25%)	30.4%
Chairman of County Boards (outside of Cook; concurrence of majority of Chairmen, from nominees by the Chairmen)	2 (25%)	21.3%
Total	8	100.0%

The bill further provides that a ninth director who will serve as the Chairman, shall be appointed by the other eight with the concurrence of three-fourths of the eight.* Accordingly, no sector of the region may dominate in the policy-making area.

The financing formula also provides an equitable distribution of costs, recognizing that benefits accrue to the entire State, to the region's entire population, to auto users, and to users of public

* After each Federal decennial census the General Assembly will revise the appointment procedure, if necessary, to maintain the one-man, one-vote basis.

transportation and each to a different degree. The latter group will pay through the fare box. (Auto related taxes recognize the benefits to auto-users of relieving highway congestion and decreasing auto fuel consumption.)

The entire population of the State of Illinois will benefit from the healthy economy of a "transportation-efficient" Chicago region. Likewise, the Federal funds to be used by RTA symbolize the vital national interest at stake.

The equitable provision of benefits is implicit in the formula for the appointment of Directors. It is further assured by the provision that at least two-thirds of tax receipts from each county (Cook being divided into City and suburban areas) must be allocated for the provision of facilities and services to that county (exclusive of receipts needed to meet bond obligations). After a public hearing in each county, a two-thirds majority of the Board of Directors is required to adopt the Annual Budget.

A principal advantage of the RTA will be its ability to make a fair and rational allocation of Federal funds throughout the region. Substantial Federal funds will be a necessity in any program to improve public transportation services. Without a regional authority based upon the one-man, one-vote principle, Federal funds will continue to be allocated only to those local agencies which (1) have adequate matching funds; and (2) have staff resources necessary to pursue grants. The smaller suburban communities are at a particular disadvantage in the absence of an RTA since they often lack the resources to obtain Federal transit funds.

Finally, the RTA will have the flexibility to provide those kinds of public transportation services which best suit each of the different parts of the region. In dense urban areas this will mean rapid transit while in outer suburban areas it can mean lower cost taxi or mini-bus service.

PLANNING AND THE PROVISION OF SERVICES

While the RTA proposal does not carry with it a specific program for service, it more appropriately provides the powers, the funding, the board representation, and the means of citizen involvement which are prerequisites to high standards of public transportation service. Specific improvements are to be presented by the RTA itself in the form of annual and five-year programs. Moreover, the Council believes that it would have been most inappropriate to burden the Act with a specific pre-determined program of public transportation services. Programming must project new goals, needs and opportunities. It is an administrative rather than a legislative responsibility.

It is critical to the public interest that the RTA properly relate itself to broader goals and objectives as established through the region's comprehensive planning process. The Council finds that the proposed legislation provides for this essential relationship.

The RTA bill specifically calls for a five-year program of objectives, operations, and capital development. This is understood to exclude the RTA's assumption of the long-range comprehensive planning function which is presently the responsibility of the Regional Trans-

portation Planning Board member agencies. Hence, the RTA bill does not duplicate nor take away from the Northeastern Illinois Planning Commission (NIPC) its legislative authority to prepare comprehensive transportation plans.

The RTA Act states that the "Authority shall cooperate with the various public agencies charged with responsibility for long-range or comprehensive planning for the metropolitan region." While the Council would have preferred specific reference to NIPC, the continued separation of that agency and the Chicago Area Transportation Study is a matter which can and should be resolved by the Governor. Further, the present language allows for relationships that may become necessary with any future bi-state planning organization which may emerge.

The RTA Act twice refers to making use of studies, plans and data of planning agencies. It further states that, prior to the adoption of any five-year program, the Authority shall submit its proposals for review and comment to various public agencies charged with the responsibility for long-range or comprehensive planning for the metropolitan region. While this relationship could have been made stronger, it is significant to note that of the more than 1200 units of government in this region, only the five outer counties are presently obligated under state law to submit plans to NIPC for review and comment. The Metropolitan Sanitary District of Greater Chicago, for example, has claimed that it has no authority to consider NIPC plans and, accordingly, will not recognize them in District wastewater plans.

Major capital improvements programmed by the RTA will, in probably every case, require Federal funds. Accordingly, NIPC as the Metropolitan Clearinghouse for Federal aid requests, would have a further basis for review and comment upon such improvements. A negative comment from the Clearinghouse agency would diminish the chances of Federal fund approval.

The points raised above satisfy the Council that the provisions of the RTA Act insure a satisfactory relationship to the comprehensive planning concerns of the region.

SOCIAL AND ENVIRONMENTAL IMPACT

A major advantage of public transportation is that it can provide mobility for many who do not have access to a private automobile. Included here are those who are under the legal driving age, physically unable to drive due to age or disability, or are unable to afford auto ownership. In 1970, 19.1% of the region's population fell in the 10-19 age category and were therefore either underage or probably not employed and unable to afford a car. Another 8.8% were over 65 years of age. Those in the years between included many who lacked automobile access at least part of the time.

Lack of mobility translates into reduced job opportunities and less access to health care, recreation, and educational facilities. The suburban population is particularly deprived in this respect since it now has the least public transportation service. The RTA, with its provisions for a convenient and economical transportation system

can increase these opportunities for each citizen at some point in his life.

The environmental advantages of public transportation are clearly evident. A recent comparison of autos versus public transportation in Atlanta suggests that, even if autos were all equipped to meet proposed 1976 emission standards, they would be twice as polluting per passenger as a diesel bus.* Commuter trains carrying an average of five hundred passengers would be twice as beneficial to the atmosphere as 1976 model cars. Rail transit cars carrying three hundred passengers would be equal in terms of pollution to automobiles equipped at the 1970 level of emission control. Power plant improvements (use of low sulphur fuels or nuclear energy) would result in significant environmental advantages for electric trains over autos.

Energy efficiency also favors public transportation according to a study which revealed that mass transit operates at the level of thirty-seven passenger-miles per gallon while cars only produce seventeen passenger-miles for the same gallon.**

One specific provision of the RTA Act would limit eminent domain powers in cases involving public parks. Unlike other governmental units with eminent domain powers, the RTA could only condemn such land after a two-thirds majority vote and after satisfying other specified conditions.

The alternative to a substantial improvement in public transportation is to continue the increased reliance on the automobile now predicted by NIPC and the Chicago Area Transportation Study to increase from 2.6 million cars in 1971 to 4.5 million cars by 1995. The social and environmental impacts of that alternative would be clearly negative.

CONCLUSIONS

Critics of the RTA have argued that a better bill could be written and passed. The Council does not accept this argument on two grounds: (1) most of the claimed improvements were offered in the form of amendments which were not acceptable to the leadership and were defeated by the Legislature; and (2) the cost to the region of continuing the present non-system of public transportation is a cost which will quickly offset any alleged improvements which might be passed at some indefinite time in the future. Meanwhile, the legislature retains the authority to amend the present bill as necessary providing it does not jeopardize obligations to bondholders.

For all the reasons cited above, the Metropolitan Housing and Planning Council finds that the Regional Transportation Authority Act is a major positive step toward an improved quality of life for the seven million people in Northeastern Illinois.

* Scheel, Jerold W., "A Method For Estimating and Graphically Comparing the Amounts of Air Pollution Emissions Attributable to Automobiles, Buses, Commuter Trains, and Rail Transit," Society of Automotive Engineers, New York, paper 720166, 1971.

** Hirst, Eric, "Energy - Intensiveness of Transportation," Transportation Engineering Journal, February, 1973

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THE RTA ACT OF 1973

LEGISLATIVE HISTORY

The Regional Transportation Authority Act of 1973 enacted by the Illinois General Assembly was introduced in the Legislature as a lengthy amendment to S.B. 27.

S.B. 27 was the Republican version for an RTA which failed to muster the three-fifths majority vote to pass the Senate. When the RTA compromise was reached, the substantive language of S.B. 27 was amended out and replaced by the compromise version. This was a time-saving measure taken to expedite its passage.

Amended S.B. 27 was passed in the Senate on November 29, 1973 by a vote of 38 to 15, with three Senators not voting. It was passed in the House on December 1, 1973 by a vote of 112 to 58, with seven House members not voting.

GENERAL DESCRIPTION OF THE RTA PLAN

The Regional Transportation Authority (RTA) is a governmental body created by the State Legislature to be responsible for public transportation in the six northeastern counties of Illinois (Cook, DuPage, Kane, Lake, McHenry and Will). The Authority will come into being upon a favorable vote of a majority of those voting in a special referendum to be held in the six-county region on March 19, 1974. It will be operated by a nine-person Board of Directors, one of whom will be the Chairman and Chief Executive.

RTA has broad powers to operate public transportation systems itself, to construct new systems and to acquire existing public transportation systems by purchase or condemnation.

Or, it can utilize present systems by providing public transportation through "purchase of service" agreements with private or public transportation agencies (for example, railroads, bus lines, the CTA, municipal transit systems or Local Transit Districts), or by subsidy grants to such transportation agencies.

RTA is provided certain taxing powers of its own, but limited to a parking tax, a gasoline tax and such other powers of taxation which the Legislature may specifically authorize from time to time.

In addition, RTA will be supported through a diversion of 3/32nds of the sales, use and service occupation taxes collected each month in the six-county region; from part of the auto license fees paid in Chicago (the rest of the region is excluded for this purpose); and a \$5 million annual contribution by Chicago or Cook County.

RTA is exempt from regulation by the Illinois Commerce Commission. Regulation of existing private carriers by the Commerce Commission will continue for services not covered by purchase of service contracts with RTA. Thus, Illinois Commerce Commission jurisdiction continues in respect to general regulation and fare increases prior to the time an RTA service contract is negotiated.

The existence or structure of Local Transit Districts is not altered by the RTA Act. For purposes of this legislation, Local Transit Districts are defined as "transportation agencies," as are the commuter railroads, the private bus lines, the CTA and municipal transit systems.

RTA will not become immediately operational because Directors will have to be appointed, and a Chairman and staff hired. Purchase of service agreements are not required before June 30, 1975.

In the seven-month interim between the time the Act was passed and June 30, 1974, the Legislature has provided for interim loans by the State to the CTA and the private carriers, based on the latter's 1973 operating losses. These loans are to be repaid by RTA with interest. These grant-loans will reduce the private carriers' losses, but will not come close to eliminating them.

DETAILED ANALYSIS

PART I

Section 1 of Part I of the Act sets forth the legislative findings and provides the technical definition of words and phrases used in the Act. It provides for the referendum.

Sections 1.01-1.03 of the RTA Act state the legislative findings and public purposes for the bill, and supply technical definitions of terms used in the Act. For purposes of this summary, the Authority will be referred to as the "RTA." Existing carriers, including bus, rail and the CTA will be referred to as "transportation agencies" unless otherwise specified.

Sections 1.04-1.05 provide RTA shall be established by the favorable vote at a referendum to be held on March 19, 1974, at the spring primary election. The vote will be taken throughout the six-county region on a simple proposition reading as follows:

"Shall a Regional Transportation Authority be created for Cook, DuPage, Kane, Lake, McHenry and Will Counties, Illinois?"

The official results of the referendum must be certified within ten days. The referendum tally is given a priority in the canvass of votes following the election. A simple majority of properly marked votes will carry the proposition.

Sections 2.01-2.20 provide for the RTA powers.

Under Section 2.01, RTA's continuing responsibility is to provide adequate public transportation throughout the area. It must publish two public documents. One is an Annual Budget. The other is a Five-Year Program. Each year, there must be a readoption and review of the Five-Year Program after public hearings in each county. These hearings are designed to inform the public about RTA operating plans, capital development ideas, standards of service, coordination of routes and service, anticipated costs, the nature of capital improvements exceeding \$250,000 in amount, etc.

Section 2.02 authorizes the purchase of service agreements with existing carriers. It also authorizes outright grants where RTA prefers to deal with existing operators by that method. Purchase of service agreements with non-public transportation agencies are to be on a basis which allows for net income equal to a reasonable return upon the transportation agency's property used, and useful in providing the service. The authorization for a rate of return shall be construed in a manner consistent with principles applicable in rate hearings under the current Illinois Public Utilities Act. A transportation agency is allowed but not "guaranteed" to receive a return. RTA is not required to pay into funded reserves.

Under Section 2.02, a non-public transportation agency initiates the service contract feature by serving a written offer on RTA to enter into such an arrangement covering rail service in existence one year prior to the RTA Act. RTA is then required to respond with a specific public transportation service within 180 days, but is not legally required to respond prior to April 1, 1975. Unless the parties agree to the contrary, no purchase of services agreement will be effective prior to June 30, 1975. If RTA and the other party fail to agree on the amount of compensation to be paid the rail carrier, or fail to agree on the fares and charges, either party may submit those issues to arbitration by the Illinois Commerce Commission. The Commission's decision on those matters is binding except for normal judicial review under the Public Utility Act. Contracts for purchase of service agreements shall be for three years unless otherwise agreed. Transportation agencies with purchase of service agreements are subject to the "Illinois Fair Employment Practices Act," and must file affirmative action programs within one year after a service contract is negotiated.

Under Section 2.03, RTA is given the power to enter into operating agreements with any public or private entity to operate transportation services on behalf of RTA.

Under Section 2.04, RTA is given authority to provide for the level and quality of service it provides itself, or contracts with others to provide. It will also set the fare structure, the cost of transfers and the schedules. RTA will provide, either directly or by contract, for the collection of fares, for the issuance of interchangeable tickets, and the making and keeping of records and reports.

Under Section 2.05, RTA is given broad power to construct or acquire any public transportation properties. If so acquired, RTA may assume underlying obligations and shall make relocation payments required by Federal law.

Under Section 2.06, RTA is given power to provide for special lanes for transit on any road, highway, tollway or bridge. It can authorize transportation agencies to use these facilities without charge and without regulation by the unit of local government in charge of them, except as to police regulations. RTA is expressly excluded from regulation by the Illinois Commerce Commission. Services of private carriers used under a purchase of service arrangement are exempt from Illinois Commerce Commission regulation, as is the purchase of service agreement itself. If the Authority decides an existing service is not necessary in the public interest, and declines, for that reason, to negotiate a purchase of service agreement with the operator, the operator may discontinue that service without Illinois Commerce Commission approval. The acquisition by RTA of any property of a transportation agency by eminent domain shall not be subject to approval or regulation of the Illinois Commerce Commission except in the case of real estate of a railroad not used for public transportation or the real property of other public utilities.

In Section 2.07, RTA is authorized to enter into interstate agreements with agencies in Wisconsin and Indiana for public transportation service across state lines.

In Section 2.08, RTA is authorized to provide police protection with its own forces and to cooperate with other police agencies.

In Section 2.09, RTA is authorized to engage in research and development. In Section 2.10, it is required to protect the environment, and in Section 2.11, to give due concern to public safety. Until RTA provides its own standards of safety, those of the Illinois Commerce Commission continue in effect. In Section 2.12, RTA is required to cooperate with all public planning agencies. It must submit its Five-Year Plans to all affected public planning agencies for review and comment.

Under Section 2.13, RTA is given broad powers of condemnation over all property interests, whether devoted to public use or not. Prior Illinois Commerce Commission approval must be secured for the taking of railroad freight properties. The power of eminent domain cannot be exercised to acquire public property without a two-thirds vote of the Directors (six). Public park lands may be taken only after a study and findings that no feasible alternatives exist. RTA is given no quick-take powers in connection with its eminent domain authority.

Under 2.14, RTA is empowered to employ a staff including such professional help as it may need. For employment purposes, RTA is subject to the Illinois Fair Employment Practices Act.

Sections 2.15-2.19, inclusive, refer to labor matters. Every employee of RTA shall be given fair and equitable labor protection not less than standards provided by Section 13(c) of the Federal Urban Mass Transportation Act of 1964, and by Section 405(b) of the Rail Passenger Service Act of 1970 (Amtrak). RTA employees are given the right to organize and bargain collectively with RTA. Rights granted under these two Federal Acts are extended also to employees of transportation agencies dealing with RTA. If agreements cannot be reached between the parties as to any labor protection arrangements affecting the employees of existing carriers, such disputes may be submitted to arbitration by either party. The method of arbitration is also prescribed. RTA is given power to establish pension systems for its employees and officers and protect the accrued rights of others taken into its system. If RTA acquires an existing system, the employees of that system become RTA employees subject to existing labor agreements and pension rights. If RTA opens a new service that displaces the forces of an existing operator, RTA must give 90 days' notice to the affected parties and then arbitrate the selection of forces from the old agency which are to be used to operate the new service. In the case of labor disputes not governed by the RTA Act, or by any other appropriate state or Federal Labor Relations Act, either side may invoke mediation. If that is not successful, a fact finding procedure may be invoked. If that fails to produce agreement, the RTA is required to offer to submit the dispute to binding arbitration.

In Section 2.20, the general powers of RTA are specified. It may sue and be sued; invest its funds; enact, amend or repeal ordinances; hold and dispose of property; go on private properties for survey purposes; enter necessary contracts, including insurance and pension agreements; appear before the Illinois Commerce Commission; provide for fines of up to \$1000 for violations of its regulations or ordinances; enter into arbitration arrangements; and, if it wishes, establish by ordinance a public corporation known as the "Northeast Illinois Regional Commuter Railroad Corporation" to operate commuter railroad facilities. RTA is given broad powers to acquire and hold properties and assume debt. If a transportation agency should go bankrupt, RTA has the power to assume all costs of rights, benefits and protective conditions to which transportation employees may be entitled from that bankrupt transportation agency.

In Section 2.21, RTA is forbidden to require the operation of, nor may it acquire by eminent domain, any public transportation facility or service on terms or in a manner which unreasonably interferes with the ability of a railroad to provide efficient freight or intercity passenger service. RTA is also forbidden from condemning real property of a railroad in excess of the interest to be used for public transportation purposes. If an operation undertaken for or on behalf of RTA requires public utility relocations or removals, the costs must be borne by RTA, including the cost of installation elsewhere.

Sections 3.01-3.06 relate to RTA organization.

Section 3.01 provides RTA shall be governed by a Board of nine Directors. Four Directors shall be appointed by the Mayor of Chicago, with the advice and consent of the City Council. Residence in the City is required for these four Directors. Two Directors are appointed by members of the Cook County Board elected from that part of Cook County outside Chicago. Residency in suburban Cook County is required for those two Directors. The final two Directors are appointed by the Chairmen of the County Boards of the five counties outside Cook, with a concurrence of a majority of the five County Board Chairmen. Each County Board Chairman may nominate two persons for each position. Residency outside Cook County is a requirement for these two Directors.

The RTA Chairman shall be appointed by the eight Directors with the concurrence of six of them. The Chairman must be a person of proven skill and experience in public transit or management. He cannot be chosen from the eight Directors. The Directors cannot be employees or Directors of any transportation agency, nor be an employee of the State or any unit of local government, or receive compensation from any elected or appointed public office.

Under Section 3.02, the RTA Chairman is the chief executive officer of the Authority. He shall preside at meetings and vote on all matters except decisions involving his tenure and conditions of employment. The Board may select a Secretary and Treasurer who may, but need not be, members of the Board.

Under Section 3.03, the term of each Director shall be five years, although the initial terms of the Directors are to be staggered pursuant to Section 5.05. Directors may be removed upon concurrence of not less than six Directors upon a formal finding of incompetence, neglect or malfeasance in office.

Under Section 3.04, the Chairman's compensation will be fixed by the Board. He must work full time for RTA. The eight other Directors shall be compensated at the rate of \$200 per day, but not more than \$25,000 per annum.

Under Section 3.05, the Board is required to prescribe terms and places for meetings. Records and documents of RTA are open for public examination subject to reasonable regulations. A majority of the Directors holding office constitutes a quorum. The affirmative votes of five Directors are required for contract approvals, the adoption of rules and regulations, and any action taken by resolution or ordinance.

Section 3.06 provides that the initial territory of RTA is to be Cook, DuPage, Kane, Lake, McHenry and Will Counties. Any other county or contiguous portion of another county may be annexed to RTA by ordinances of the affected County Board and RTA. No area may be annexed except upon a referendum in that area.

Sections 4.01 through 4.10 relate to RTA finances.

In Section 4.01, the Board is given power over RTA's financial affairs. Each year it must prepare and publish an Annual Budget. After adoption of its first Five-Year Plan, each successive budget must identify deviations from the Five-Year Plan and state a justification for those deviations. The fiscal year of RTA commences on July 1. The proposed Annual Budget of RTA must be presented to the General Assembly and Governor not later than February 1 of each year. Then the Board must hold at least one public hearing on the proposed budget in each county. The budget ordinance needs six votes to be adopted. Later changes in the budget also require six votes.

For each fiscal year, the Board must allocate an amount of money to designated areas that at least equals two-thirds of tax receipts from such area from any taxes imposed by the Board itself. The City of Chicago, suburban Cook County, and each of the five counties are treated as transportation areas for purposes of this requirement.

The Board must hire staff to evaluate transit programs, keep the Board informed, and coordinate programs. All transportation agencies, and planning agencies, must furnish the Board such public transportation information as it may need upon RTA's payment of the reasonable additional cost to procure this data. The Board also shall have reasonable access to and the right to examine books and records of any transportation agency which pertain to public transportation.

Under Section 4.02, RTA has the primary power to apply for and receive Federal or State grants. Any other transportation agency, transit district or unit of local government may apply for and receive grants unless the RTA Board disapproves their application. Appropriate notices must be served on RTA by other grant applicants when they apply for public grant moneys.

Under Section 4.03, the RTA Board, with six affirmative votes, may impose the following taxes in the region--

- (1) A 5% sales or use tax upon gross receipts from the sale of motor fuel in the region,
- (2) A motor vehicle parking tax, and
- (3) Such other taxes as it may from time to time be authorized by the Legislature to impose.

Under Section 4.04, the RTA Board may borrow money and issue negotiable bonds or notes--

- (1) To pay costs of constructing or acquiring transportation facilities,

- (2) To repay advances for such purposes,
- (3) To pay expenses incident or incurred in connection with such acquisitions,
- (4) To provide funds for any transportation agency to accomplish the same acts,
- (5) To refund or redeem its notes, and
- (6) To pay legal, financial and other expenses needed to issue, market and sell its bonds or notes.

Interest rates on bonds or notes may be fixed up to 8%. Redemption periods may not exceed 40 years. These bonds and notes shall be general obligations of the RTA and income and tax revenues of RTA may be pledged as security. They shall not constitute a debt of the State. However, the State pledges and agrees the State will not limit or alter the rights and powers of RTA, or reduce its State funding contributions, so as to impair the contractual rights of note and bond holders. A debt limit of \$500 million is imposed on bonds and notes issued by RTA.

Under Section 4.05, the RTA Board is required four months after the end of each fiscal year, to issue a report including a financial statement and an evaluation of public transit in the region. The Authority may audit the records of each transportation agency receiving grants or providing services as to that part of its business. Copies of this report must be disseminated to certain named public officials.

Under Section 4.06, public bidding is generally required for construction or acquisition of facilities (other than real estate) with a cost of more than \$5000.

Under Section 4.07, the bonds, notes and certificates of RTA are declared to be legal investments for a wide variety of public and private investors.

Under Section 4.08, the Authority is exempted from all State and local taxes except motor vehicle registrations.

Under Section 4.09, the State Comptroller shall order the State Treasurer to transfer from the State General Fund to a "Public Transportation Fund" the first of each month after July 1, 1974, an amount equal to 3/32nds of the net sales tax, use tax and service occupation tax revenues realized from the six-county region within the preceding month. All such moneys so deposited are allocated to RTA as part of the public support for RTA.

Under Section 4.10, RTA may enter into no purchase of service agreement, or make any grants to the CTA, unless a unit or units of local government in Cook County provide a monetary contribution each year of \$5 million for public transportation. The County of Cook and City of Chicago are also to provide services to the CTA at the same level and on the same basis as the CTA received on the effective date of the RTA Act.

Sections 5.01 through 5.05 incorporate miscellaneous provisions.

Section 5.01 encourages the Board to hold public hearings with specific reference to certain types of acquisitions, service extensions or discontinuances and rate increases affecting more than 25% of the consumers of a given service.

Section 5.02 states that RTA powers shall constitute a limitation on the home rule powers of municipalities.

Section 5.03 provides RTA shall not be liable for injuries to persons or property caused by the acts of transportation agencies providing contract services on behalf of RTA. However, RTA may reimburse transportation agencies for those costs. Civil actions against RTA itself for injury or death must be commenced within a year.

Section 5.04 provides for the severability of individual provisions of the Act in the event of their invalidity.

Section 5.05 provides that initial Directors shall be selected within 28 days after a successful referendum. It provides for staggered terms for the first Directors. The Secretary of State shall call the first meeting of the Board. The term of the first Chairman shall expire June 30, 1979. The Board must adopt its first set of rules and regulations within nine months of its first meeting. When the first purchase of service agreement is entered into with a transportation agency, the Illinois Commerce Commission must transfer pertinent books and records affecting that agency to the Board. Financial grants, purchase of service agreements and other expenditures for the period ending June 30, 1975 may be provided without adoption of the required budget ordinance.

PART II

Part II of the RTA Act amends the State Finance Act to establish in the State Treasury "The Public Transportation Fund" referred to in Parts I and III of the RTA Act.

PART III

By Part III of the RTA Act, the Illinois Vehicle Code is amended to provide that the first \$14 of any annual motor vehicle registration fee (and the first \$7 of any such semiannual fee) collected from owners residing in the City of Chicago (but not in the suburbs) shall be deposited in the Public Transportation Fund of the State Treasury, and then allocated and paid to the RTA.

Related Bills Enacted

S.B. 2

This is known as the "Emergency Public Transportation Act of 1973."

It provides that Illinois DOT may advance up to \$29.7 million to the CTA for operating expenses incurred from December 1, 1973 through June 30, 1974.

It also provides that Illinois DOT may make advances totaling \$4.1 million to transportation agencies providing commuter rail services in the six counties. Such loans are to be apportioned according to the ratio of each carrier's 1973 operating deficit to the total operating deficit of all such eligible carriers. Operating deficits are defined so as to exclude certain specified accounting items. Like advances of up to \$850,000 may be made to suburban bus operations. The RTA is required to repay these loans, plus interest, within six years from the disbursement date. RTA is also required to repay \$12 million, without interest, to the State Treasury for a previous road fund expenditure in favor of Cook County which performed work on state highways within Cook County. The DOT is authorized to advance \$500,000 to RTA for start-up funds.

S.B. 37

This provides that the Commerce Commission shall cooperate with RTA and amends the Public Utilities Act to be consistent with the RTA Act. It prohibits the Commerce Commission from regulating public transit provided under a purchase of service agreement with RTA. Agreements with RTA and the transfer of property between RTA and transportation agencies are not subject to Commerce Commission approval, supervision or regulation, except in the limited circumstance specified in the RTA Act.

S.B. 42

This appropriates \$139.2 million to the Department of Transportation for the construction and planning of designated supplemental freeways in the down-state areas. These freeways are designated by name.

S.B. 45

This amends the 1970 Transportation Bond Act to increase bond authorizations (1) for highways from \$600 million to \$800 million and (2) for transit from \$200 million to \$275 million, with the additional \$75 million being for capital equipment for public transportation in or which serves suburban Cook and the other five counties.

S.B. 46

This is a provision to amend the Civil Administration Code to provide for mass transportation grants from the additional \$75 million bond authorization pursuant to the amended 1970 Transportation Bond Act.

Tenney & Bentley
Law Offices

69 West Washington Street Suite 2000
Chicago, Illinois 60602

TELEPHONE CE 6-4787
AREA CODE 312
CABLE ADDRESS: TENBEN

HENRY F. TENNEY (1915-1971)
RICHARD BENTLEY (1922-1970)

BARRINGTON OFFICE
101 SOUTH HOUGH STREET
BARRINGTON, ILLINOIS 60010
TELEPHONE 381-8818

WILLIAM S. WARFIELD, III
L. DOW NICHOL, JR.
ROGER R. LEECH
GEORGE E. HOWELL
JOHN E. BAKER, JR.
SAMUEL R. LEWIS, JR.
IRWIN J. ASKOW
HOWELL B. HARDY
ALEXANDER I. LOWINGER
J. WILLIAM BRAITHWAITE
STEPHEN J. NAGY
EDWIN H. CONGER
RICHARD A. BEYER
GILBERT H. MARQUARDT, JR.
JOHN R. COVINGTON
JOHN S. ESKILSON
JERROLD L. SAGER

JAMES T. ROHNER
MICHAEL G. HILBORN
RICHARD J. COCHRAN
MICHAEL J. SMITH
LAWRENCE E. GRELL
PAUL T. LAHTI

MEMORANDUM

TO: PRESIDENT AND BOARD OF TRUSTEE, VILLAGE OF BARRINGTON
COPIES: VILLAGE MANAGER
VILLAGE CLERK, with original memorandum and document
for reproduction and transmittal to Board.

DATE: March 23, 1974
RE: MIC Tax Referendum

Enclosed is the form of ordinance to be considered Monday evening.
It is necessary that the maximum tax rate expected to be levied
be inserted in the ordinance and the blanks in this connection can
be completed on Monday.

J. William Braithwaite

enclosure

Draft

AN ORDINANCE calling a special election in the Village of Barrington, Cook and Lake Counties, Illinois, for the purpose of voting on the levy of a tax for ambulance service.

WHEREAS, the Village of Barrington, Cook and Lake Counties, Illinois, is a duly organized Village operating under the provisions of the Illinois Municipal Code, and it is provided in Section 11-5-7 of said Code that the corporate authorities of the Village may either contract for the operation of or operate ambulances as a municipal service and may make reasonable charges therefor and, in addition, may levy a tax for such purpose not to exceed _____% of the value, as equalized or assessed by the Department of Local Government Affairs, of all the taxable property in the municipality provided the question of such tax has been submitted to the Electors of the Village and approved by a majority of those voting on the question; and

WHEREAS, this President and Board of Trustees now desire to provide for the calling and holding of such a referendum;

NOW, THEREFORE, Be It Resolved by the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois:

Section 1. That a special election is hereby called to be held in and for the Village of Barrington, Cook and Lake Counties, Illinois, on the 18th day of May, 1974 for the purpose of submitting to the Electors of the Village the question set out in Section 4 hereof.

Section 2. That for the purpose of said special election the Village shall be divided into 4 election precincts, the boundaries of each precinct and the name and address of the polling place for each such precinct being as set out in Section 4 hereof.

Section 3. The judges of election shall be such as shall be hereafter designated by the President and Board of Trustees to serve as election officials.

Section 4. That the Village Clerk is hereby ordered and directed to cause Notice of said election to be given by publishing Notice thereof once in the Barrington Courier-Review, the same being a newspaper published in and of general circulation within the Village. The date of such publication of said Notice shall be not more than thirty (30) days nor less than fifteen (15) days prior to the date set for such special election and said Notice as published shall be in substantially the following form:

NOTICE OF SPECIAL ELECTION

To vote on the question of establishing a tax for ambulance service in the Village of Barrington, Cook and Lake Counties, Illinois.

Public notice is hereby given that on Saturday, the 18th day of May, 1974, a special election will be held in and for the Village of Barrington, Illinois, at which election there will be submitted to the electors of said Village the following question:

"Shall the Village of Barrington, Cook and Lake Counties, Illinois, be authorized to levy a tax for ambulance service of _____% of the value, as equalized or assessed by the Department of Local Government Affairs, of all the taxable property in said Village?"

An estimate of the approximate amount of taxes extendible under the proposed rate is\$_____.

That for said election, the Village of Barrington shall be divided into the following voting precincts, the boundaries thereof and the polling place for each such precinct being as follows:

Voting Precinct No. 1 shall consist of all the territory within the corporate limits of the Village in Cook County lying south of the center line of Main Street and west of the center line of Hough Street.

Polling Place: 121 West Station Street
Barrington, Illinois

Voting Precinct No. 2 shall consist of all the territory within the corporate limits of the Village in Cook County lying south of the center line of Main Street, west of the east line of Barrington Township and east of the center line of Hough Street; and also that part of Village in Palatine Township lying south of the center line of Hillside Avenue and south-westerly of the south-westerly right-of-way line of Chicago and Northwestern Transportation Company.

Polling Place: St. Paul United Church of Christ
401 East Main Street
Barrington, Illinois

Voting Precinct No. 3 shall consist of all the territory within the corporate limits of the Village lying in Cuba Township, Lake County, Illinois.

Polling Place: Langendorf Park Fieldhouse
Lions Drive
Barrington, Illinois

Voting Precinct No. 4 shall consist of all the territory within the corporate limits of the Village lying in Ela Township, Lake County, and in Palatine Township, Cook County, except that part of Palatine Township lying south of the center line of Hillside Avenue and south-westerly of the south-westerly right-of-way line of the Chicago and Northwestern Transportation Company.

Polling Place: Lutheran Church of Atonement
909 East Main Street
Barrington, Illinois

The polls at said election shall be opened at 6:00 o'clock A.M., Daylight Saving Time, in the morning, and will be closed at 6:00 o'clock P.M., Daylight Saving Time, on the date of the election.

All persons qualified to vote at Regular Village elections are qualified to vote on said question and voters must vote at the polling place designated for the precinct within which they reside.

By order of the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois.

Dated this _____ day of _____, 1974.

President, Village of Barrington,
Cook and Lake Counties, Illinois

Attest:

Village Clerk

Section 5. That the ballots to be used at said election shall be in substantially the following form:

(Face of Ballot)

OFFICIAL BALLOT

(INSTRUCTIONS TO VOTERS: Mark a cross (x) in the square opposite the word indicating the way you desire to vote.)

. Shall the Village of Barrington, Cook and	.	.	.
. Lake Counties, Illinois, be authorized to	.	.	.
levy a tax for ambulance service of _____%	YES	.	.
. of the value, as equalized or assessed by	.	.	.
. the Department of Local Government Affairs,	.	.	.
. of all the taxable property in said Village?	NO	.	.
.	.	.	.

(On the back of the ballot shall appear the following)

(Back of Ballot)

OFFICIAL BALLOT

SPECIAL BALLOT for voting on the question of levying a tax for ambulance service in the Village of Barrington, Cook and Lake Counties, Illinois, at a special election held in the Village on the 18th day of May, 1974.

Voting Precinct Number _____

Polling Place: _____
_____, Illinois

(Facsimile Signature)
Village Clerk, Village of Barrington,
Cook and Lake Counties, Illinois

Section 6. That the Village Clerk is hereby ordered to cause a sample of the Ballot to be published once in the Barrington Courier-Review, the same being a newspaper published in and of general circulation within said Village, the date of such publication to be not less than five (5) days prior to the date set for said election and to procure all necessary election material for holding and conducting said election.

Section 7. That this ordinance shall be effective immediately upon its passage and approval.

Passed this _____ day of _____, 1974.

Approved this _____ day of _____, 1974.

President

Attest:

Village Clerk