

## **VILLAGE OF CLARENDON HILLS MANAGER'S REPORT**

**May 12, 2017**

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**A. Management Reports**

- 1. Manager's Notes - See weekly report**
- 2. Finance Department - No weekly report**
- 3. Public Works Department - See weekly report**
- 4. Community Development Department – See weekly report**
- 5. Police Department - See weekly report**
- 6. Fire Department - See weekly report**

**B. Calendar**

## MEMORANDUM

**To:** Village President Austin and Board Trustees  
**From:** Kevin Barr, Village Manager *ksb*  
**Date:** May 12, 2017  
**Subject:** Weekly Report

- 1. Board Orientation Meeting Held:** In-coming Trustees Wil Freve and Ken Hall joined department heads on Thursday afternoon for an orientation session. The intent of the session was to bring the new trustees up to speed on Village operations, municipal laws and procedures and on-going issues being addressed by the Village. I believe the session was useful and look forward to working with Wil and Ken beginning on Monday.
- 2. Farmers Market Starts with a Bang:** The first Farmers Market event was held on Thursday from 7 am to 2 pm. By all accounts it was a popular event with buyers enjoying the opportunity to pick up vegetables, flowers and fresh donuts. This event is scheduled to be held through October. Please come and check out this event. Thanks again to Mark Rediehs, Laura Marquardt and the Chamber for taking the lead on this event.
- 3. Transit Oriented Development Meeting “White Paper”:** A few weeks ago we reported on a workshop attended by Dan Ungerleider and me regarding this issue. The White Paper summarizing the workshop is attached. Of local interest, starting on page 4, is a review of the presentation made for the 229 Park development. Otherwise, Clarendon Hills clearly has an interest since we are a transit based community.
- 4. May 15 Board Meeting:** With the seating of the new Board on Monday night we hope to have a relatively short agenda to allow an opportunity to honor the service of outgoing trustees and welcome incoming trustees. The “Recess” shown as agenda item #6 gives us an opportunity to do so. Please let me know if you have any questions.
- 5. Hinsdale Incident:** There is little new to report regarding the reported homicide in Hinsdale a week ago Thursday. Hinsdale and regional investigators continue to investigate the matter. There continues to be no reason to assume danger to the general public.

**Have a Nice Weekend!**

[www.clarendonhills.us](http://www.clarendonhills.us)



## DMMC White Paper

### Transit Oriented Development Workshop - Summary

*A DMMC White Paper is a guide that informs mayors and managers (and likely a broader audience) about a complex, priority issue. Like a DMMC In Depth, it is meant to help members understand an issue, solve a problem or make a decision.*

### Introduction

DuPage County has long thrived as a community of suburban municipalities within the immense Chicago Metropolitan Area. Located within commuting range of Chicago's Loop business district and served by three commuter rail lines, the County has experienced a consistently healthy rate of population growth over the years. However, near the beginning of the 21st century, that rate of growth slowed significantly as available land for development neared depletion and municipalities matured. Sparking further growth and development in the County requires solutions that provide for greater density of population and businesses.

One solution is to implement policies that promote transit oriented development (TOD). TOD aims to maximize residential and business development around mass transit options. It is fairly common in urban areas and is gaining popularity in suburban areas as well, particularly maturing ones like those in DuPage County.

DMMC held a workshop on April 10, 2017 in an effort to better educate DuPage County municipal leaders on the benefits of TOD. Presentations were given by a variety of different regional entities that support TOD implementation including the Metropolitan Planning Council, a local developer/architecture firm, Metra, and an advocacy organization for ride-sharing services. Attendees of the workshop also had the privilege of learning how TOD has been successfully implemented by one of their peers - the City of Elmhurst. Below is a summary of the presentations given at the workshop.

### What is TOD?

For some, TOD may be a new or unfamiliar topic. Lynnette McRae and Kendra Freeman, Managers at the Metropolitan Planning Council (MPC) - an organization that has conducted significant research into TOD implementation - provided an overview of what TOD is and helped unpack its various components. As stated by MPC, TOD is "a planning and design trend that seeks to create compact, mixed-use, pedestrian-oriented communities, typically within  $\frac{1}{2}$  mile of quality public transportation." It can incorporate a variety of land uses, including housing, office, retail, restaurants, and entertainment. Ideally, it accounts for people and businesses of a variety of socioeconomic backgrounds.



Figure 1 - Main Street Triangle District - Orland Park, IL  
Source: *Chicago Construction News*

Although TOD in the Chicago region is most prevalent in the City of Chicago, it can increasingly be found in the suburbs as well. For example, the Village of Orland Park, a suburb in the southwestern part of the Chicago region, is in the process of completing a 32-acre development called the Main Street Triangle District (Figure 1) adjacent to one of its Metra stations. This development includes a mixture of different uses (known as mixed-use development) in a pedestrian friendly format. The development includes a six-story commercial/residential building called Ninety 7

Fifty on the Park that is comprised of 4,000 square feet of commercial space on the ground floor and 295 residences surrounding or above. The essence of the development, as it is for all TOD, is the ability to walk to local shopping contained within or adjacent to the development for most basic needs and to use transit to commute to work or to access needs that cannot be found locally.

A number of factors are driving the TOD trend forward. Perhaps the biggest factor is convenience - having most basic needs within walking distance is becoming a high priority for many in the Millennial generation as well as empty nesters, both of whom are currently driving the local housing market. Another major factor is lengthy and costly commutes. Given a choice, many prefer to get a head start on the work day or read a book while commuting to work rather than drive their own vehicles and pay to park. A third factor is increasing health and/or environmental consciousness. Exchanging trips in single occupancy vehicles for more environmentally friendly walking, biking, or mass transit is helping many reduce their carbon footprints.

Equity is an important component of TOD. While TOD allows some to live without needing a car, it also increases opportunity for those who cannot necessarily afford a car. The increase in density can also preserve affordable housing opportunities and prevent displacement in established neighborhoods with high demand for new housing.

For those interested in exploring the possibilities of developing TOD, Ms. McRae and Ms. Freeman discussed a service offered by MPC called the Corridor Development Initiative (CDI). The CDI process involves three meetings where current land use policies and demographics are examined, community members explore economic and design options, and real estate experts and/or developers are engaged to provide their perspective. The process concludes with a report containing recommendations.

Further information on MPC's research into TOD and their CDI process can be obtained [here](#).

## TOD Implementation in Elmhurst

While TOD has been a popular trend in the City of Chicago, it has been slower to catch on in the suburbs, largely due to the suburbs' auto-oriented infrastructure. However, the City of Elmhurst is one DuPage community that has successfully developed a thriving downtown that utilizes TOD principles. Elmhurst Planning & Zoning Administrator Nathaniel "Than" Werner gave an overview of TOD in Elmhurst and the Downtown Plan that is helping it thrive.

The successful implementation of TOD in downtown Elmhurst was put in motion by several events. First was the establishment of a downtown TIF district in 1986. At the time, the City's traditional downtown, established before the prevalence of the car, had declined significantly as it struggled to compete with auto-oriented retail options. The TIF district was put into place in an effort to reverse this downward trend. Its utilization can be attributed to many successes, including the renovation of the popular York Theatre and many business facade improvements. Second, in 1990, the City passed its first city-wide comprehensive plan. The plan included a subsection for downtown which led to a comprehensive rewrite of the zoning ordinance to better agree with demand for greater density, increased building heights, and decreased parking requirements. Third, in 2006, the City adopted a stand-alone downtown plan (called simply Downtown Plan) that was updated in 2014 and approved in 2016 with changes further promoting TOD in the downtown area.

The Downtown Plan calls for Elmhurst's downtown area to be broken down into four Functional Land Use Zones: Core, Outer Core, Neighborhood Transition, and Civic Institutional. A map of these zones can be found in Figure 2. Each zone includes a list of preferred land uses that are compatible with the desired function of the zone, as well as a list of discouraged uses. Recommended allowable building heights, and building setbacks for each zone are also included.

Parking requirements also vary, but are based on the distance from the intersection of York and First Streets rather than by Functional Land Use Zone. There are three tiers for parking requirements. Tier 1, roughly 1/8 mile from the intersection, requires only 0.5 parking spaces per dwelling unit. Tier 2, roughly 1/4 mile from the intersection, requires 1 parking space

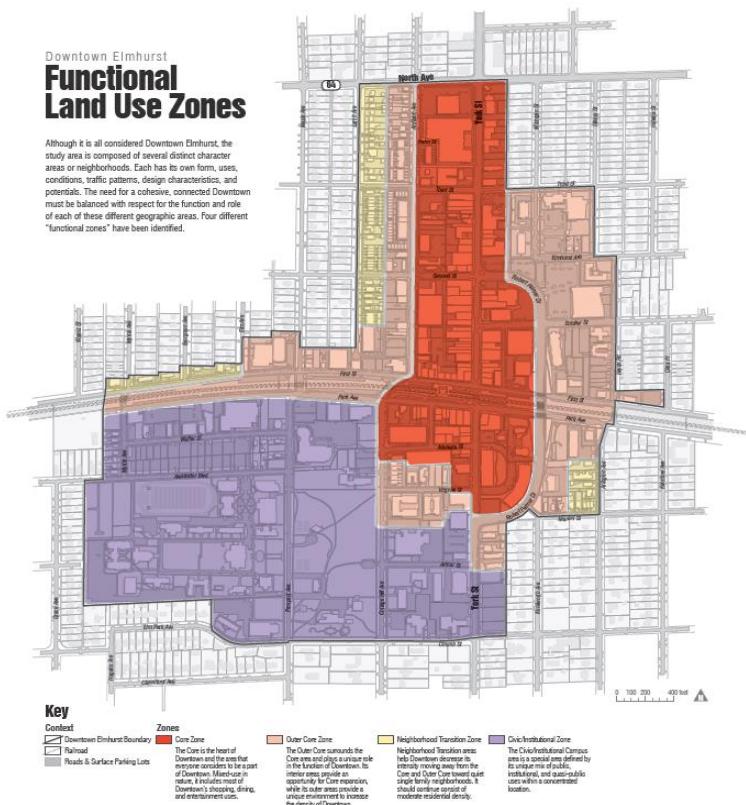


Figure 2 - Functional Land Use Zones

Source: City of Elmhurst

per dwelling unit, and Tier 3, roughly 3/8 of a mile, requires 1.5 parking spaces per unit.

Density is another factor accounted for in the Downtown Plan with minimum square footage recommended for studio, 1 bedroom, 2 bedroom, and 3 bedroom residential units.

Since these changes have been put into effect, Downtown Elmhurst is thriving again with new business and residential development. The downtown population has increased from 360 in 1990 to 945 in 2016 with more to come - in 2016 192 luxury apartments were added in a development called Elmhurst 255 and in 2018 another 165 will be added in a development designed by Opus Group. Even though minimum parking requirements are 1.5 spaces (Elmhurst 255) and 0.5 spaces (Opus Group) per unit for these developments, they both offer more than the minimum at 1.74 and 1.2 parking spaces respectively.

At the time of writing, a copy of the approved 2016 Downtown Plan can be obtained [here](#).

## A Developer's Perspective

A municipality can only do so much to encourage TOD. A developer is the entity who ultimately builds such developments and they need to be wise investments. A. Sean O'Gorman, Jr., Project Architect with FitzGerald Associates Architects, provided an architect and developer's perspective on TOD.

FitzGerald Associates Architects has capitalized on the TOD movement, having completed a variety of successful projects that implement TOD principles. While many of these developments are in the City of



Figure 3 - Clarendon Hills's new TOD development - 229 Park Ave  
Source: FitzGerald Associates Architects

Figure 3 shows a rendering of the TOD style development FitzGerald has designed for Clarendon Hills. Called 229 Park Avenue, its TOD elements are clear - it includes 42 residential units with one parking

Chicago, FitzGerald has also completed projects in Oak Park, Wheaton, Evanston, and is currently planning additional projects in Clarendon Hills and Villa Park, among others. Their Clarendon Hills project was particularly interesting for the purpose of this workshop in that it is a testament to the fact that TOD is not a tool that can only be utilized by large municipalities - small municipalities (Clarendon Hills had 8,658 residents in 2014) stand to reap the benefits of TOD as well.

space per unit, ground floor retail, and several live-work units (where both a home and small business are located in the same space), adjacent to the Village's Metra station and other downtown establishments. As TOD and urban design often go hand in hand, the building has been designed with many outward facing windows to produce an eyes-on-the-street effect for security, a fourth floor that is set back from the bottom three so the building doesn't look as tall and blends in more with the surrounding structures, parking that is hidden in a garage within the structure, and prioritization of pedestrian access over other modes of transportation.

No matter your municipality's size, proper design and function can allow a TOD to work for you. Of course, an integral part of a successful TOD is its transit component...

## Metra

The common denominator with most TOD in DuPage and the rest of the suburban Chicago region is its proximity to a Metra station. As the nation's fourth largest commuter rail system, with all lines terminating in downtown Chicago and able to bypass highway traffic, Metra has become an established and attractive transit network well known and well utilized by suburban dwellers. Naturally Metra is supportive of a development style that supports utilization of their service. Kristen Andersen, Principal Planner at Metra, provided an overview of the Metra system and how it interacts with TOD.

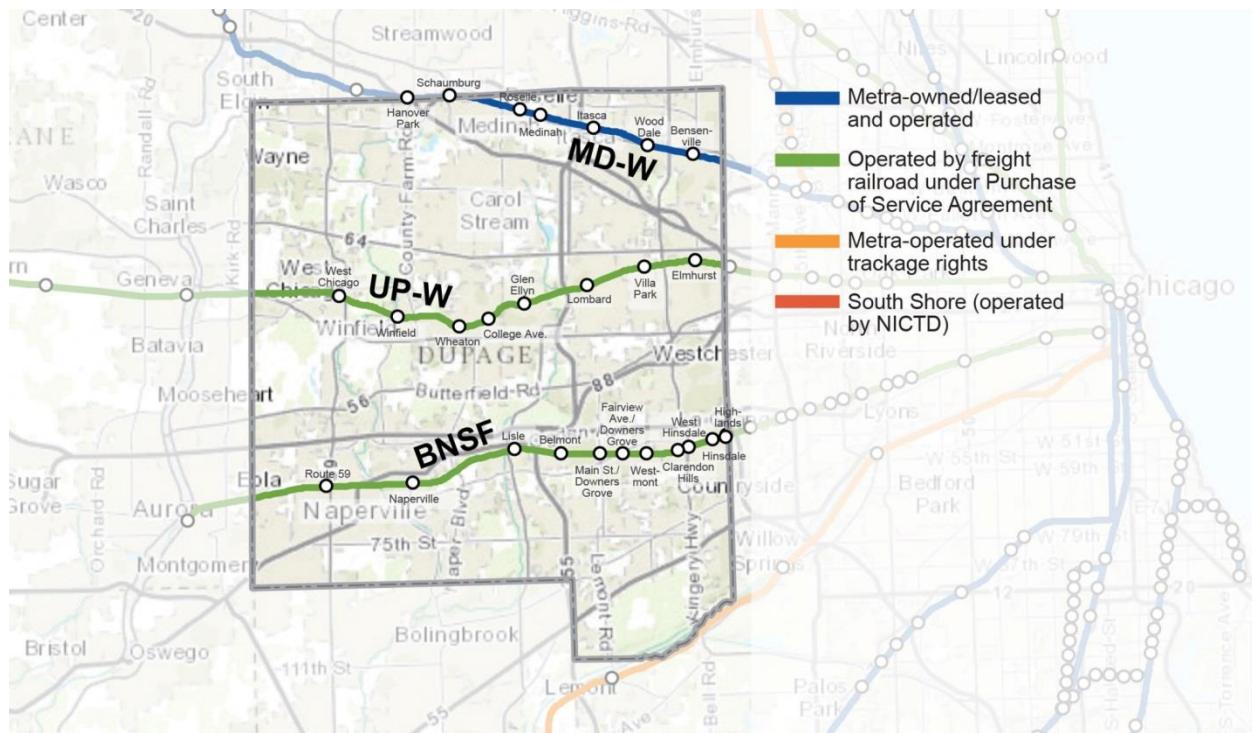


Figure 4 - Metra System Operation Agreements Map

Source: Metra

Metra operates three lines in DuPage County (Figure 4) - the Milwaukee West, the Union Pacific West, and the BNSF - with a total of 26 DuPage stops. Some stations are located in low density areas while others are in a municipality's downtown area.

Metra's role with TOD is largely that of support as their ability to build new lines or revise current ones is very limited. Services they can provide include technical assistance, facilitating of coordination with freight railroads (who own most of the tracks Metra utilizes), serving as a pass-through agency for state/federal grants, participating in funding partnerships, and conducting land swaps. In addition, many programs and resources are available for municipalities looking to implement TOD around Metra stations, including the following:

- Metra Community Enhancement Program
- Metra/Uber Marketing Partnership
- Metra rider count and survey data
- RTA TOD Publications
- RTA Community Planning Program
- CMAP Local Technical Assistance Program
- Illinois Commerce Commission Crossing Safety Improvement Program

Currently most Metra passengers drive from their house to a station. Only one station in DuPage County has fewer than 30% of riders who drive to and park at the station (Clarendon Hills). In contrast, six have greater than 60% of riders who drive to and park at the station (Hanover Park, Schaumburg, Roselle, Medinah, Route 59, and Belmont). Thus there appears to be untapped demand for TOD around Metra stations.

All in all, Metra is a supportive partner every step of the way. Further information on their programs and others can be found on the RTA website [here](#). Of course not all municipalities have a Metra station. If your municipality doesn't, there are still ways to fulfill the transit aspect of TOD...

## Ride Sharing

The largely auto-oriented suburbs can make implementation of transit systems difficult. While Metra and Pace Suburban Bus currently serve the region, their scope and competitiveness with the automobile is lacking. However, ride sharing, or shared mobility, is a recent solution to this issue and one that can potentially assist municipalities that don't have sufficient transit service to implement TOD. Colin Murphy, Research Analyst at the Shared-Use Mobility Center gave a presentation on how ride sharing can fill the gaps of transit service in suburban areas like DuPage County and allow all municipalities to implement TOD.

Ride sharing includes a litany of different modes. These include ride sharing (Uber and Lyft-style taxi services), person-to-person car sharing (rent someone's owned vehicle), 1-way car sharing (hourly car rental), shuttles/carpooling, and bike sharing. Ride sharing is important to mobility in DuPage County for a variety of reasons, including a reduction in reliance on private automobiles; filling gaps in transit, especially at night or on weekends; providing first/last mile connections between transit and

jobs/residences; supporting sustainable and walkable communities; not requiring high capital costs to implement quickly; and not requiring as much public investment as other transportation modes.

According to the Transit Cooperative Research Program Report 188, a key finding is that the more people use shared modes, the more likely they are to also use public transit, own fewer cars, and spend less on transportation overall. Thus, as ride sharing services continue to expand the easier it will be to establish TOD practically anywhere.

## Conclusion

DuPage County has always been a great place to live and with TOD it can be made even better. Proper utilization of TOD can allow your municipality, large or small, connected to Metra and Pace routes or not, to thrive and continue to grow for years to come.

Founded in 1962, the [DuPage Mayors and Managers Conference](#) (DMMC) is a council of municipal governments representing over 1,000,000 people. A coalition of cities and villages, the Conference works to voice municipal concerns on local, regional, state, and national issues. It also serves its members and the region by fostering intergovernmental cooperation. The Conference is a not-for-profit organization supported by membership dues and grants.

## MEMORANDUM

**To:** Kevin Barr, Village Manager  
**From:** Michael D. Millette P.E., Director of Public Works  
**Date:** May 12, 2017  
**Subject:** Department Report

1. Work on the 2017 Road Improvement program has been progressing nicely. All storm sewer work on Oxford is complete and the work on Naperville and Traube should be completed by the 24th. The road contractor has started to remove drive aprons in preparation for the commencement of shoulder work on the 30th. The removed aprons are being replaced by asphalt grindings as a temporary access measure.
2. We received 1.9 inches of rain on Wednesday night / Thursday morning. We mobilized the large pump to help Chestnut Alley during the event. Yesterday and today we have cleared all inlets and culverts.
3. CBD mulching is complete. We have planted more boxwood bushes and decorative grasses in the planting beds on the CBD periphery. We will be adding some annuals to bring some color as weather permits.
4. We completed a round of pothole patching yesterday.
5. This will be the last opportunity for me to promote our Public Works Week open house on May 19<sup>th</sup> from 2pm to 6pm in this missive. Please join us and our Police Department friends!!



1 N. Prospect Avenue  
Clarendon Hills, Illinois 60514  
630.286.5412

## MEMORANDUM

TO: Kevin Barr, Village Manager

FROM: Dan Ungerleider, Community Development Director

DATE: May 12, 2017

RE: Department Report

- National American Planning Conference.** Earlier this week I attended the National American Planning Conference in New York City. In addition to visiting communities similar to Clarendon Hills, I participated in planning sessions covering the following pertinent topics: Reinventing Community, Healthy Communities, Parks without Borders/Safe Streets Initiatives, Planning with (and for) Millennials, Cultivating Opportunities for Transit Oriented Development, Ordinance Best Practices, and Innovations in Urban Stormwater Management. I'd be glad to discuss some of my lessons learned to anyone interested.
- Richmond Education Gardens.** This is my first report since our April 22 Groundbreaking Celebration at the Gardens site. The event was a success thanks to all who attended from both Clarendon Hills and Westmont, our business partners and both communities' supporting staff. Pictures from the event are posted on the project's new website at [www.richmondgardens.org](http://www.richmondgardens.org). If you have not already, please contribute to Richmond Education Gardens by purchasing a personalized paver brick for your family or business. More information about this program can be found on the project website. Also, be sure to check out our busy bees in our operating apiary sponsored by our very own Village Gourmet and Seton Montessori.
- Permits.** The monthly permit report for April is posted on the Village website at [www.clarendonhills.us/bp](http://www.clarendonhills.us/bp). So far in May the Village has issued nine (9) building permits having a total construction value of \$104,375.

Attachment

EMMETT GRUNDBERG

Dear Mr. Ungerleider

I wanted to thank you for being so welcoming and letting me be a part of something so great for our community. The Richmond Education Garden and Apairy will be a welcome addition to Clarendon Hills. Being able to attend a Village Board meeting and help out at the groundbreaking ceremony really helped give me a renewed perspective on the role of government in our lives and all the great things that can be accomplished when community members get involved. I fully share your sentiment that getting young people involved and excited about improving their community is the most important factor in the futures of our communities and our country as a whole. I actually took my best friend back to check out the bee hive on Saturday. Thank you again for this great experience and for all of your hard work making Clarendon Hills an even better place to live.

Sincerely,

Emmett

200 HOLMES AVENUE, CLARENDON HILLS, IL 60514  
EGRUNDBERG54@GMAIL.COM

VILLAGE OF CLARENDON HILLS  
POLICE DEPARTMENT



DATE: May 12, 2017  
To: Village Manager Kevin Barr  
From: Chief Boyd Farmer  
Subject: Weekly Activity Report

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**Recent events:**

- The Hinsdale Police Department is actively investigating the circumstances surrounding a homicide which occurred Thursday last week. DuPage Felony Investigations Task Force detectives have been asked to assist in the investigation. Members of the investigative team have been canvassing neighborhoods, train stations, etc. as they widen their search for information. The Clarendon Hills Police Department reminds residents to always practice crime prevention measures, and to report suspicious activity.
- May 19, 2pm-6pm, The Police and Public Works Departments will be hosting an open-house. At the Police Department, kids can sit in a police car and tour the jail, plus other activities presented by Officer Finfrock and SWAT Officer Shirley.

**Significant traffic and criminal activity during the period May 6, 2017 through May 12, 2017.**

May 8, 11:23am, an officer was called to the Richmond Ave Apartment building for a theft report. A tenant reported an X-Box video system was taken from her unlocked apartment.

May 8, 3:00pm, an officer was called to the parking garage of 400 McDaniels Circle for a theft report. The resident reported his "Tai Chi" stuff was taken from the area near his storage unit in the last six months.

May 9, 8:08pm, an officer responded to the intersection of 55<sup>th</sup> Street and Alabama for a vehicle crash. The officer investigated the traffic crash and determined a vehicle driven by a 53 year old Westmont man had crashed into a vehicle which was stopped in traffic. After further investigation, the Westmont man was arrested for DUI and failure to reduce speed to avoid an accident.

## MEMORANDUM

**To:** Kevin Barr, Village Manager  
**From:** Brian Leahy, Fire Chief  
**Date:** May 12, 2017  
**Subject:** Weekly Department Report 2017-10

1. Fire Prevention Bureau Activity during the past week.
  - Eleven (11) Fire Prevention/Life Safety Inspections were conducted.
2. Training Report:
  - No report this week.
3. Emergency Medical Services Report:
  - Medic 86 and Medic 86r (back up ambulance) were taken to the truck safety lane this week and passed their bi-annual inspection.
  - Wednesday evening, thirty three (33) Firefighter EMT & Paramedics attended the Loyola EMS Continuing Education at the fire station.
4. Clarendon Hills/Hinsdale FD sharing of services report:
  - No report.
5. Emergency Management Report:
  - No report this week.
6. Du-Comm Report:
  - On Tuesday, Chief Farmer and I attended the monthly meeting of the Du-Comm Fire and Police Chiefs in Glendale Heights. Normal business was conducted. Updates were provided to us regarding the new 9-1-1 telephone system being installed at Du-Comm, ACDC and the Sheriff Office.
7. On Tuesday, I attended the monthly meeting of the DuPage Fire Chiefs in Glendale Heights. Normal business was conducted along with listening to a presentation from the Lisle Woodridge and Darien Woodridge Fire Chief regarding their shared services arrangement. There arrangement is very similar to what the Clarendon Hills and Hinsdale Fire Departments have been doing since 2010.
8. This week, Comcast installed the Fiber Optic Cable into the Fire Station. Soon Comcast will be on site to install additional equipment for our telephone system.

9. On Wednesday afternoon, myself along with sixteen (16) other Fire and Police Chiefs met with US Representative Peter Roskam at his office at the DuPage airport. During the hour long meeting we discussed various issued relating to fire and police departments. We stressed to him that the Fire Act and Cops grants were very important for all of us and that he support these. He said that he is a big proponent of public safety and will vote for and try to increase funding for these type of grants. We also discussed Medicare and Medicaid payments for ambulance services. We explained that do not even come close to covering our costs to provide this service. Representative Roskam said that he will look into this.
10. The new Heavy Duty Rescue Squad 86 is in its 6<sup>th</sup> week of construction and is progressing at about two (2) months ahead of schedule. Representatives of the Clarendon Hills Fire Department will travel to Pierce in Wisconsin in mid to late June for a mid-construction inspection and also a final inspection in late July or early August. We expect that this vehicle will be completed in late July or early August. At that point it will be transported to the Global Emergency Equipment (Pierce Dealer) in Aurora for final inspection and some additional work. Every week Pierce takes photos of vehicles in production and sends them to customers. Attached are the week 5 photos that were taken on May 5, 2017. I should receive week 6 photos later today or tomorrow. We will be discussing change orders for this vehicle at the Monday night Board meeting.
11. On Thursday, I attended the new trustee orientation session with all of the other department heads.
12. Incidents of Interest:
  - Tuesday, May 9<sup>th</sup> at 8:46 PM. Medic 86, Squad 86 and Chief 86 responded for a vehicle accident with injuries on 55<sup>th</sup> St. at Alabama Ave.
  - Wednesday, May 10<sup>th</sup> at 1:08 PM. Medic 86 responded to the new construction site at 229 Park Ave. for a seriously injured worker. Because of the severe injury the worker was transported to Good Samaritan Hospital in Downers Grove which is a Level 1 Trauma Center.
13. Mutual Aid Calls:
  - One (1) Clarendon Hills ambulance assist to the Hinsdale Fire Department.
14. Fire/Rescue/EMS calls:
  - The Hinsdale Fire Department responded Automatic Aid to Clarendon Hills three (3) times.
  - The Clarendon Hills Fire Department responded Automatic Aid to Hinsdale three (3) times.
  - During the past week, the fire department responded to sixteen (16) emergency calls.

If you have any questions or require additional information, please contact me.



# Photo Album for Clarendon Hills, IL

## Job 30266

### May 5, 2017

This week the cab was merged with the chassis. The body remained staged for paint. Next week chassis assembly and testing may continue. The body should continue in paint.



DSC02166



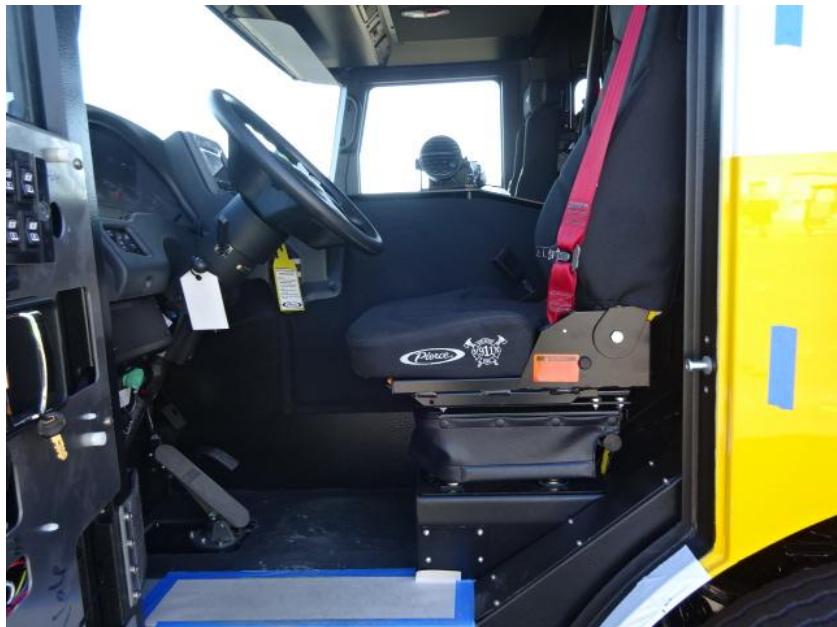
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DSC02172



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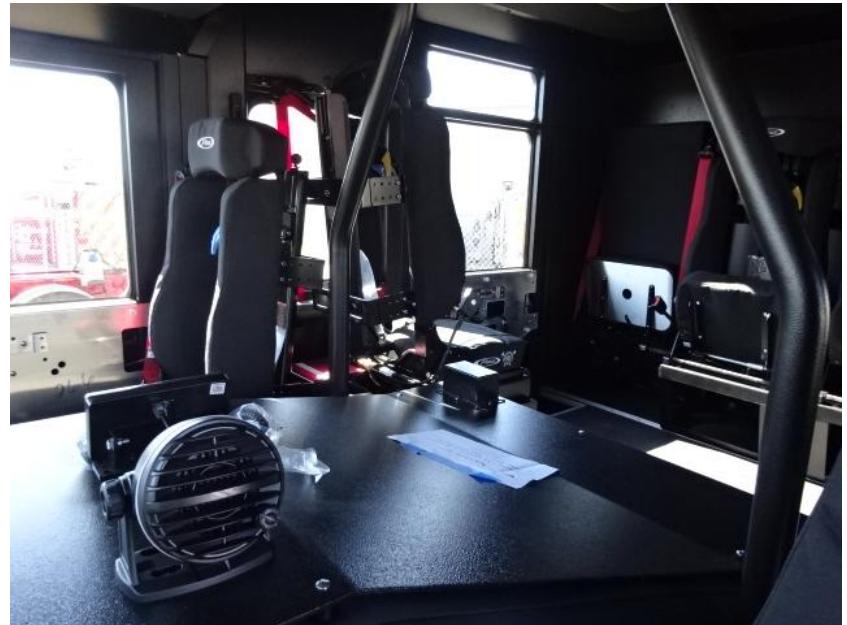
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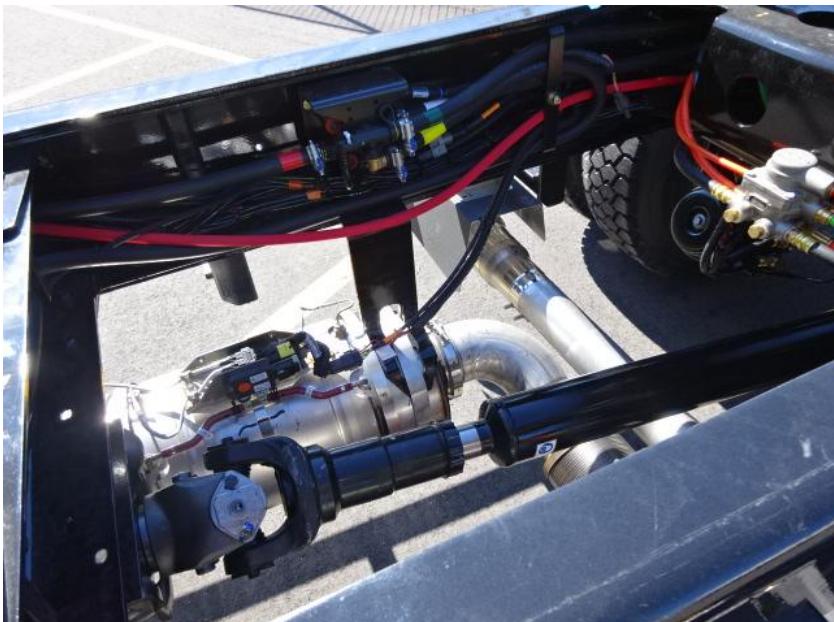
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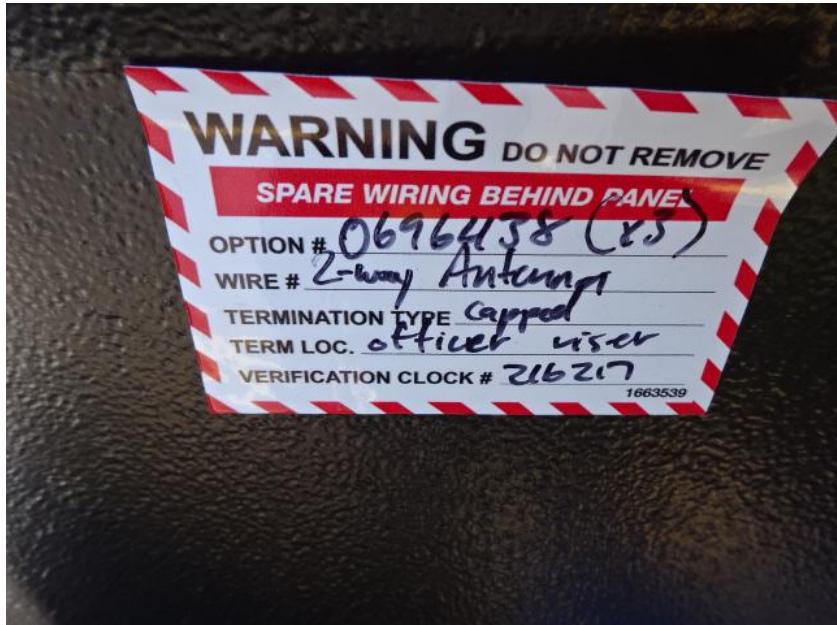
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DSC02204



DSC02205



DSC02206



DSC02207



DSC02208



DSC02209



DSC02210



DSC02211

**HDR STRIP INSPECTION SHEET**  
D/A finish parts special tag write in comments box and highlight in blue

Job #: 20714287      "Y" Order #: 30266

Highlight description box orange indicates Multi-spec

Description	Qty	Clock #	Comments	Description	Qty	Clock #
1 Comp Access panels	4	976		36 Rear Entrance Door		
2 Compt. Shelves				37 Rear Door Angle		
3 Shelf Tracks	36	978		38 Back Board Rack		
4 Lift Down Tray	12	978		39 Ladder Trough		
5 Hat Brks				40 Plastic Roll		
6 Tilt Down Trays	6	978				

DSC07090



DSC07091



DSC07092



DSC07093



DSC07094



DSC07095

May 2017

Su	M	Tu	W	Th	F	Sa
30	<a href="#">1</a>	2	3	4	5	6
7	8	<a href="#">9</a>	10	<a href="#">11</a>	12	13
14	<a href="#">15</a>	16	17	<a href="#">18</a>	<a href="#">19</a>	20
21	22	23	24	<a href="#">25</a>	26	27
28	<a href="#">29</a>	30	31	1	2	3

## Village Calendar

### Police Pension Regular Board Meeting

May 1, 2017, 5:30 PM - 6:30 PM @ Clarendon Hills Police Department

[More Details](#)

### Village Board Regular Scheduled Meeting

May 1, 2017, 7:00 PM - 9:00 PM @ Board Room

[More Details](#)

### Clarendon Blackhawk Mosquito Abatement District Mtg

May 9, 2017, 7:00 PM - 8:00 PM @ Village Hall Main Building

[More Details](#)

### Chamber of Commerce Farmers Market

May 11, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

### Village Board Regular Scheduled Meeting

May 15, 2017, 7:00 PM - 9:00 PM @ Board Room

[More Details](#)

### Chamber of Commerce Farmers Market

May 18, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

### ZBA/PC Meeting

May 18, 2017, 7:30 PM - 8:30 PM @ Board Room

[More Details](#)

### Public Works and Police Department Open House

May 19, 2017, 2:00 PM - 6:00 PM @ Public Works Facility

[More Details](#)

### Chamber of Commerce Farmers Market

May 25, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

### Village Offices Closed due to Holiday

May 29, 2017, All Day

[More Details](#)

**June 2017**

Su	M	Tu	W	Th	F	Sa
28	29	30	31	<b>1</b>	2	3
4	<b>5</b>	6	7	<b>8</b>	9	10
11	12	<b>13</b>	14	<b>15</b>	<b>16</b>	<b>17</b>
18	<b>19</b>	20	<b>21</b>	<b>22</b>	23	24
25	26	27	<b>28</b>	<b>29</b>	30	1

**Village Calendar****Chamber of Commerce Farmers Market**

June 1, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

**Village Board Regular Scheduled Meeting**

June 5, 2017, 7:00 PM - 9:00 PM @ Board Room

[More Details](#)

**Chamber of Commerce Farmers Market**

June 8, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

**Clarendon Blackhawk Mosquito Abatement District Mtg**

June 13, 2017, 7:00 PM - 8:00 PM @ Village Hall Main Building

[More Details](#)

**Chamber of Commerce Farmers Market**

June 15, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

**ZBA/PC Meeting**

June 15, 2017, 7:30 PM - 8:30 PM @ Board Room

[More Details](#)

**Chamber of Commerce Daisy Days**

June 16, 2017, 6:00 PM - 10:00 PM @ Downtown Clarendon Hills

[More Details](#)

**Chamber of Commerce Daisy Days**

June 17, 2017, 10:00 AM - 10:00 PM @ Downtown Clarendon Hills

[More Details](#)

**Village Board Regular Scheduled Meeting**

June 19, 2017, 7:00 PM - 9:00 PM @ Board Room

[More Details](#)

**Dancin in the Street Summer Concert**

June 21, 2017, 7:00 PM - 9:00 PM @ Downtown Prospect Ave.

Family Event - Bring your own seating

[More Details](#)

**Chamber of Commerce Farmers Market**

June 22, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills

[More Details](#)

**Dancin in the Street Summer Concert**

June 28, 2017, 7:00 PM - 9:00 PM @ Downtown Prospect Ave.

Family Event - Bring your own seating

[More Details](#)

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**Chamber of Commerce Farmers Market**

**June 29, 2017, 8:00 AM - 2:00 PM @ Downtown Clarendon Hills**

[More Details](#)

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