

**Village of Bensenville  
Village Board Room  
12 South Center Street  
Bensenville, Illinois 60106  
Counties of DuPage and Cook**

**MINUTES OF THE PUBLIC SAFETY COMMITTEE MEETING  
March 15, 2016**

**CALL TO ORDER:** Chairwoman Carmona called the meeting to order at 6:05 p.m.

**PRESENT:** Upon roll call by Deputy Village Clerk, Corey Williamsen, the following Board Members were present:

Chairwoman Carmona, President Soto, DeSimone, Jaworska, Janowiak, O'Connell, Wessler

Absent: None

Village Clerk, Ilsa Rivera-Trujillo, was also present.

A quorum was present.

Staff Present: E. Summers, J. Caracci, T. Finner, B. Flood, K. Katz, F. Kosman, M. Martella, M. Patel, A. Thakkar, S. Viger, C. Williamsen

**Public Comment:** There was no public comment.

**Approval of Minutes:** The February 16, 2016 Public Safety Committee Meeting Minutes were presented.

**Motion:** Trustee Wessler made a motion to approve the minutes as presented. Trustee Janowiak seconded the motion.

All were in favor. Motion carried.

**Seating Requirements  
For E-1 and E-2 Liquor**

**Licenses:** Deputy Village Clerk, Corey Williamsen, presented to the Committee an Ordinance Amending Title 3, Chapter 3, Section 5 of the Bensenville Village Code to Eliminate Seating Requirements for Class E-1 and E-2 Liquor Licenses.

Mr. Williamsen stated Section 3-3-5-E of the Bensenville Village Code limits the seating requirement for Class E-1 and E-2 liquor licenses to no less than seventy-five (75) persons. Mr. Williamsen stated Village staff has received three liquor license applications within the last three months that do not meet the seating requirements currently within the Village Code. Mr. Williamsen stated two of the applicants are interested in opening gaming cafes in Bensenville. Mr. Williamsen stated while the proposed ordinance would eliminate the seating requirement for restaurants, the Village Code will still limit the number of Class E-1 and E-2 liquor licenses issued at any outstanding time. Mr. Williamsen stated therefore, each new applicant will need Village Board approval. Mr. Williamsen stated Village staff surveyed surrounding communities and discovered Bensenville is the only municipality that has a seating requirement.

Mr. Williamsen informed the Village Board if the proposed ordinance was to be adopted on March 22nd 2016, Village Staff would have an ordinance amendment for an additional E1 liquor license on the April 12, 2016 Village Board Agenda for action. Mr. Williamsen stated the liquor license would be awarded to Stella's Place and is bringing the matter fourth due to timing issued with Stella's pending lease. *There were no objections from the Village Board.*

Trustee DeSimone asked if the Village was creating an opportunity for gaming facilities to move in to Bensenville that the Village Board may not want to see in certain locations. Mr. Williamsen stated each liquor license would need Village Board approval and each matter would be handled on a case by case basis.

Motion: Trustee O'Connell made a motion to approve this item for placement on a future Village Board Meeting Agenda for action as presented. Trustee Janowiak seconded the motion.

All were in favor. Motion carried.

**No Parking North**

**Side of Gateway:** Police Chief, Frank Kosman, presented to the Committee an Ordinance Amendment to Add No Parking on the North Side Gateway Drive from 75 Feet west of Meyer Road to the West End of the Street.

Chief Kosman stated Accurate Parts Manufacturing Company (APM) located at 220 Gateway has had an ongoing problem with their semi-tractor/trailer trucks being prohibited from being able to pull into the dock since the opening of their new facility because of vehicles parking on the north side of Gateway Street in front of the company's dock. Chief Kosman stated the company located at 215 Gateway that is located in front of APM currently has two hour street parking. Chief Kosman stated by amending the Ordinance, Amglo Kemlite Laboratories, Inc., located at 215 Gateway Street would be prohibited to park on the street in front of 220 Gateway. Chief Kosman stated an alternate parking solution has been established between both companies to eliminate any further parking issues.

Trustee Janowiak asked where the cars would park that currently use the space on Gateway. Chief Kosman stated they will now park at the business to the west, the two companies have an agreement to share the parking lot.

Motion: Trustee O'Connell made a motion to approve this item for placement on a future Village Board Meeting Agenda for action as presented. Trustee Janowiak seconded the motion.

All were in favor. Motion carried.

**Informational  
Items:**

LGN Presentation: Mr. Ron Seymour, of LGN (Lockridge, Grindal, Nauen Aviation Policy Group) presented an update to the Village Board with LGN's recent efforts with the noise produced from O'Hare Airport. Mr. Seymour provided the Village Board with a background of LGN and key members of their team. Mr. Seymour provided the Village Board with an update of LGN's recent efforts for noise reduction in Bensenville. Mr. Seymour informed the Village Board that at the last ONCC meeting, the proposed Fly Quite II Rotation Plan, Establishments of Three Fly Quiet Program Periods and Refine of Departure Processes all failed by the Super Majority. A copy of Mr. Seymour's presentation has been attached to the minutes as "Exhibit A".

Trustee DeSimone asked for an update regarding the installation of a noise monitoring devise at the old Mohawk School location. President Soto stated he also asked for an update of the installation at the most recent ONCC meeting and was informed the City of Chicago is currently seeking bids for the construction of the devise and that an installation date is uncertain.

Trustee Wesseler asked for an update regarding the revoking of a conditional use permit for the massage facility at 229 West Grand Avenue, Unit J. Director of Community and Economic Development, Scott Viger, informed the Village Board that he has not heard from the owners of the establishment and that the matter will appear in front to the Village Board for action in April 2016.

**ADJOURNMENT:** Chairwoman Carmona made a motion to adjourn the meeting. Trustee DeSimone seconded the motion.

All were in favor. Motion carried.

Chairwoman Carmona adjourned the meeting at 7:05 p.m.

Corey Williamsen  
Deputy Village Clerk

**PASSED AND APPROVED** by the President and Board of Trustees of the Village of Bensenville this 19th day, April 2016.



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# **LOCKRIDGE GRINDAL NAUEN AVIATION POLICY GROUP MARCH 15, 2016**

**LOCKRIDGE  
GRINDAL  
NAUEN**  
P.L.L.P.  
Attorneys at Law

# FIRM BACKGROUND

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- Midwest-based law firm
- Washington, DC presence for over 25 years
- Team of expert strategic consultants with years of airport development experience
- Practice Areas: Aviation noise abatement policy, Environmental law, Federal Relations

# KEY LGN TEAM MEMBERS

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- **Emily Tranter:**

- Staffs Community Appointee to the FAA's NextGen Advisory Committee, (NAC)
- Member of multiple task group providing recommendations to NAC // FAA on community impacts of noise and policy review
- Federal Relations Representative and former Senate staff

- **Ron Seymour**

- Managing Member of Chicago-based Avion Consultants
- Managed or participated in the development of more than 25 aviation noise studies, including serving as Project Manager for seven Part 150 Studies
- Former Noise Program Manager for Seattle-Tacoma International Airport
- Expert in utilizing the capabilities of Noise and Operations Monitoring Systems and how to apply the data for noise abatement planning purposes

# Noise Reduction Efforts

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- May 29, 2015 – MOU signed by State Legislators and CDA to communicate solutions available to address aircraft noise
- Primary goals for actions:
  - Allow O'Hare to operate safely and efficiently
  - Analyze and mitigate noise impacts to the extent allowable and reasonable
  - Comply with all existing agreements
  - Allow O'Hare to grow
- Three meetings took place with FAiR and SOC representatives to discuss noise concerns
- 24 measures identified by CDA to address noise concerns

# Noise Reduction Efforts

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- **Cornerstone of CDA proposal is establishing a rotational runway use program for Fly Quiet**
  - For use between 10:00 p.m. and 7:00 a.m.
  - Goal is to spread the noise so no one community bears the brunt of O'Hare noise
  - Focus on nighttime first because will be easier to make changes due to lower traffic volume
  - Daytime changes significantly more difficult due to sheer volume of operations
- **Proposed measures offered by Bensenville in CDA's Noise Task List**
  - Complete OMP Build Out
  - Modify and enhance existing preferential departure procedures
  - Consider runways 10L/28R and 10C/28C as one runway for any runway rotation evaluations due to their close proximity to one another
  - Use full runway length for nighttime departures
  - Monitor FAA evaluation of 65 DNL
  - Support Stage 4 & 5 aircraft fleet additions

# Noise Reduction Efforts

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- **Proposed measures offered by SOC in CDA's Noise Task List**
  - Fly Quiet Runway Rotation
  - Utilize Runway 14R/32L while available
  - Modify existing preferential departure procedures\*
  - Enhance existing preferential departure procedures\*
  - Complete OMP\*
  - Airspace changes (Optimized Profile Descent, Performance Based Navigation)
  - Investigate new noise software (e.g. WebTrak)

\* Bensenville recommendations incorporated into SOC recommendations

# Noise Reduction Efforts

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## **AD Hoc Fly Quiet Committee**

- ONCC establishes Ad Hoc Fly Quiet Committee to discuss rotational runway use plan
- **Ad Hoc Committee Membership**
  - Bensenville
  - City of Chicago, 41<sup>st</sup> and 45<sup>th</sup> Wards
  - Des Plaines
  - Harwood Heights
  - Niles
  - River Grove
  - Schaumburg
  - Schiller Park
  - FAiR (non-voting member)
  - SOC Consultant (non-voting member)

# Noise Reduction Efforts

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## **AD Hoc Fly Quiet Committee (cont.)**

- Six Ad Hoc Committee meetings
- Presentations and analysis provided by CDA and SOC consultants
- Three initiatives approved by Ad Hoc for consideration by full ONCC
  - Refine Departure Procedures
  - Define Three Fly Quiet Programs
  - Establish Fly Quiet II Rotation Plan

# Noise Reduction Efforts

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## **Refine Departure Procedures**

- Review and enhance existing Fly Quiet departure headings
- Define additional Fly Quiet departure headings
- Require use of full runway length for nighttime departures
- Bring recommendations back to ONCC for review and approval

# Noise Reduction Efforts

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## Establish Three Fly Quiet Program Periods

- Overall Fly Quiet is 10:00 p.m. to 7:00 a.m.
- Current program is one arrival and one departure runway during this period
  - Additional departure runway needed between 10:00 p.m. to 11:00 p.m.
  - Additional arrival runway needed between 6:00 a.m. to 7:00 a.m.
- Establish evening program (Fly Quiet I)
- Establish overnight program (Fly Quiet II)
- Establish morning program (Fly Quiet III)
- Determine which runways offer best potential for noise abatement during the Fly Quiet I and Fly Quiet II periods
- Bring recommendations back to ONCC for review and approval

# Noise Reduction Efforts

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## **Fly Quiet II Rotation Plan**

- Establish rotation plan
- Alternate East and West Flow (5 knot tailwind)
- Avoid consecutive community impacts
- Reduce use of Runway 10L/28R
- Conduct test and monitor period
- Bring recommendations back to ONCC for review and approval

# Legislative Efforts

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- Federal legislation to allow airports flexibility in using AIP and PFC funds for second round of sound insulation program
- Support House FAA Reauthorization language that directs FAA to conduct review of relationship between aircraft noise exposure and communities surrounding airports, including recommendations for revising Land Use Compatibility Guidelines associated with Part 150
- Illinois Congressional representatives to advocate strongly to FAA to amend regulatory guidelines on sound insulation programs
- Investigate willingness of ONCC to rank airline compliance with noise abatement programs allowing public to see which airlines are best from a noise perspective