



Village of Lemont
Planning and Zoning Commission

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PLANNING & ZONING COMMISSION
Regular Meeting
Wednesday, September 18, 2013
6:30 p.m.

**Planning and Zoning
Commission**

Anthony Spinelli,
Chairman

Commission Members:

Ryan Kwasneski
David Maher
Jerry McGleam
Gregory Messer
Jason Sanderson
Phil Sullivan

**Planning & Economic
Development Department
Staff**

Charity Jones, Director
Martha M. Glas, Planner

- I. CALL TO ORDER
 - A. Pledge of Allegiance
 - B. Verify Quorum
 - C. Approval of Minutes: August 21, 2013 meeting
- II. CHAIRMAN'S COMMENTS
- III. PUBLIC HEARINGS
- IV. ACTION ITEMS
 - A. Lemont 2030 – Transportation and Mobility element
 - B. Lemont 2030 – Natural Resources and Recreation preliminary recommendations
 - C. Lemont 2030 – Civic Engagement and Governance element introduction
- V. GENERAL DISCUSSION
- VI. ADJOURNMENT

Village of Lemont
Planning and Zoning Commission
Regular Meeting of August 21, 2013

A meeting of the Planning and Zoning Commission of the Village of Lemont was held at 6:30 p.m. on Wednesday, August 21, 2013 in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

I. CALL TO ORDER

A. Pledge of Allegiance

Commissioner Sanderson called the meeting to order at 6:36 p.m. He then led the Pledge of Allegiance.

B. Verify Quorum

Upon roll call the following were:

Present: Kwasneski, McGleam, Messer, Sullivan, Sanderson

Absent: Maher and Spinelli

Planning and Economic Development Director Charity Jones, Planner Martha Glas, and Village Trustee Ron Stapleton were also present.

C. Approval of Minutes

Commissioner Kwasneski made a motion, seconded by Commissioner McGleam to approve the minutes from the July 17, 2013 meeting with no changes. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

II. CHAIRMAN'S COMMENTS

Commissioner Sanderson stated that Chairman Spinelli was not present tonight, so he will be leading the meeting.

III. PUBLIC HEARINGS

None

IV. ACTION ITEMS

A. Lemont 2030 – Comp Plan Update Status Review

Presentation to be made at meeting.

Mrs. Jones stated because there are several new people on the Commission, she would like to go over a presentation that talks about the Comprehensive Plan in general and

our current Comprehensive Plan. She said the planning process is a continuous circle of observing: create plans, implement plans, and then evaluate the implementation of the plans. She stated a few principles to keep in mind for good local planning are continuing, inclusive, consensus based, integrated, coordinated and sustainable. Mrs. Jones said there are several different types of plans. Some mentioned were Comprehensive Plan, Sub Area Plan, Economic Development Plans, Capital Improvement Plans, and Bike and Pedestrian Plans. She stated some of the tools that are used to implement the Plans are regulations and initiatives.

Mrs. Jones said in Illinois, Comprehensive Plans are not regulatory but are more advisory. She stated they can cover up to a mile and half beyond the municipal limits and they do have to be reviewed by the Plan Commission. She said lastly they are adopted by the Village Board.

Mrs. Jones said the Comprehensive Plan is the center piece of your local planning program. She stated it is the framework within all the other plans and activities of the Village should function. She said it is the guiding principles for the Village's day to day operations. Mrs. Jones further stated that they provided the basis for land use decisions. She said they are based on public input and consensus. She stated the plan is formally adopted so there is an expectation by the public that the plan will be upheld. Even though the Comprehensive Plan is not regulatory it is considered by the Court.

Mrs. Jones stated the typical components of a Comprehensive Plan is background, data and analysis, public participation, functional elements, maps, capital improvement schedule, and general improvement schedule. She said some of the functional elements which are generally addressed in a Comprehensive Plan are land use, natural resources/environment, transportation/mobility, economic development, housing, community facilities, and historic preservation. Mrs. Jones talked briefly on each these subjects.

Mrs. Jones said Comprehensive Plans are usually long range, which is about 20 to 30 years. She stated they are based on facts and values. The Comprehensive Plans can get really big, so you need to focus on inspiration, clarity and priority. She said the Plan is the only place where the community memorializes its vision for the Village. She stated that vision should inspire action. Developers and homeowners can look at the Plan and see where Lemont is going and who they are. Mrs. Jones stated as far as priority, the Plan does address many things. She said you really need to focus on priority so it is an actionable document.

Mrs. Jones stated in 2011 they did a survey with the community. She said they had 416 respondents. There was a good geographic distribution with a decent distribution of age groups. She stated out of that survey they created the vision statement and guiding principles.

Mrs. Jones then went through what the survey covered and the response they received.

Mrs. Jones stated during the public workshop that presented the findings of the survey, the draft vision statement was created. Some of the completed items since the fall of 2011 are the vision statements for each of the elements, the Active Transportation Plan, and the Target Industries Report, a draft Economic Development Element, and a draft Housing Element. She stated for those Commissioners who have not seen any of those documents she would be willing to give them what was provided in the past. Mrs. Jones said to expect to see the draft economic development and draft housing element again.

Mrs. Jones said tonight they will look at some preliminary information related to transportation and mobility element and the natural resources and recreational element. She stated next month they will see drafts for those two elements and the introduction to built environment and the community life element. She said later this fall there will be some more public workshops which will be related to future land use planning. The goal at that time is to have drafts of all the other elements done, so when people come to those workshops they can pick up copies of the draft elements, review them, and provide comment. Mrs. Jones stated this is a different course than most planning processes take for a Comprehensive Plan. She said most start with the future land use element. She stated staff has consciously chosen to do it last because they want the future land use to be guided by the other goals of the community.

Mrs. Jones stated they will now move on to the next section which is transportation and mobility.

B. Lemont 2030 – Transportation and Mobility

Mrs. Jones said what they plan to do this month and next is introduce the topics, talk about what they did in the 2002 Comprehensive Plan and any major changes, then look to see if there is anything from the 2002 Plan that they might want to carry forward.

Mrs. Jones stated back in 2002 the biggest change was I355 had not gone through and it was still in the planning stages. She said it has brought good and bad to the community. She stated there is not much left to address regarding the interstate because it already exists. Similarly most of the arterial roadway system is in place, but there are some changes that are noted in the staff report. Mrs. Jones stated one change would be to the Route 83 and Main Street area, however, most of the infrastructure is there.

Mrs. Jones said one other big change is that they adopted the Active Transportation Plan (ATP). She stated their idea with that Plan since it was approved last year, is to adopt it by reference in the Comprehensive Plan and call out the big issues with that Plan. She said they can set some goals for accomplishments from the recommendation in the Active Transportation Plan. Mrs. Jones stated the ATP has mid, near, and long-term goals. She said within the Comprehensive Plan they can set a goal that they seek to accomplish all of the near and mid term recommendations or all the recommendations. She stated they can discuss this, but they will not go into detail about bike or pedestrian improvements because they have done all that work. Mrs. Jones said they will make

reference to major issues, but a lot of the detail in the ATP will not be in the Comprehensive Plan. She then asked if the Commissioners had any questions or thoughts regarding the ATP. None responded.

Mrs. Jones stated she would like to get the Commissioners feedback on the vision and guiding principles for the Transportation and Mobility element. She said they will go through the items that were in the 2002 Comprehensive Plan to see if they want to include them in the update.

Mrs. Jones said they will start with the vision and guiding principles. She stated the vision is what came out of the public workshops. She then read the vision statement and the guiding principles. She asked if the Commission had any additions, deletions, or changes. None responded.

Mrs. Jones stated they will now move to the table of the 2002 recommendations in that Comprehensive Plan. She said the 2002 had policies recommendations and program recommendations. She stated the policies are just what the Village policy is and program recommendations is more of what the Village should go out and do. Mrs. Jones said she had broken them up into those two categories. She stated the first policy recommendation is to protect right away for existing arterial roads and planned arterial road improvements from encroachments. She said she is not sure if this is needed and is not aware of any issues.

Discussion continued as to what would be an encroachment and if there is anywhere in the Village where this problem would exist.

Mrs. Jones said she does not feel this issue of encroachment is applicable; instead they can tailor the language in the right away dedication recommendations.

Mrs. Jones stated the next policy is to separate industrial truck traffic from passenger vehicles to the greatest extent possible. She said obviously this was a concern in 2002, but is it still a concern today. She stated the Village does have some limits on our control of truck traffic, however if it is a road available for federal aid then they can not prohibit truck traffic. Mrs. Jones said on the local roads they can make whatever restrictions they want, but if it is a State or County road they can't. She stated this issue befuddled her and she will look into it more when they come back next month.

Mrs. Jones said the next one talks about having Bell Road and Route 83 be strategic regional arterial and it is. She stated IDOT had identified it as one before the 2002 Comprehensive Plan was adopted so it is no longer needed.

Mrs. Jones stated requiring the submittal of a traffic study for all proposed developments that have an impact on the arterial road system is the next policy. She said the Village requires traffic studies for all new developments under the UDO; however the application guidelines indicate the Planning and Economic Development

Director has discretion to waive that requirement. She stated in practice they really only require them for PUD's.

Commissioner Messer said when they did his subdivision development it was based on the number of units in the subdivision.

Mrs. Jones stated he was right and that it was typically more of a judgment call at the Village staff level depending on the type of development and whether it would have significant traffic issues. She said it also depends on if there are zoning entitlements in place or not. She stated what she is proposing is to make minor word changes to the policy to reflect their current practice. She said it would state that they do require them where it is warranted.

Mrs. Jones said the next couple are kind of the same. She stated requiring dedication of right-away as a condition of plan approval wherever their adjacent to an arterial roadway and the existing right-of-way is substandard. She said there is no explicit section of the UDO that requires this, but is required in the UDO as a matter of practice. Mrs. Jones stated it is still an important policy to have in the plan to show they still require it.

Mrs. Jones stated the next policy states to support programs and plan that increase the convenience of access to transit. Mrs. Jones said this is already consider in the ATP and will be reflected in the Comprehensive Plan but without a specific policy. She stated same with including a bicycle and pedestrian facilities plan as part of the Official Map. She said the Official Map is really the Future Land Use Map and she feels it doesn't need another layer with this and it can just be referenced back to the Active Transportation Plan.

Mrs. Jones said the next is dedications are required as a condition of subdivision or development plan when bikeway right-of-way and construction of bikeway facilities' improvements are recommended by official map. She stated this does need to have a policy in the Comprehensive Plan with reference to the ATP. She said the ATP recommends the improvements and states where a bike lane, trail or sidewalks should go. However, the Comprehensive Plan is where a policy should be stating what new developments are required to provide if the ATP shows a facility is planned for that area.

Mrs. Jones stated next is requiring all property along the Sanitary and Ship Canal to comply with the Lemont Subdivision Regulations. This will create clearer identities for parcels, delineate boundaries between users, and require investment in land improvements as a condition of subdivision approval. She said she is not aware of any subdivisions taking place since 2002 along the Sanitary and Ship Canal. She stated she is not sure if this is a transportation policy. Mrs. Jones said most of the property along the Canal is owned by MWRD and they lease it out. She stated her recommendation would be to leave this one out, because she can't see exerting that much time and

resources with MWRD to make this happen. She asked if the Commission agreed and they all stated yes.

Mrs. Jones said next is all streets shall be constructed in compliance with the Standard Specifications. She stated it is required in the UDO and there is no need for it in the Comprehensive Plan. Next, all streets shall be dedicated public streets, except streets that serve restricted areas such as small industrial development where no connectivity with public streets is practical, or residential developments that are designed as “gated” communities. She said the UDO does require dedicated public streets, but then says unless requirement is waived. Mrs. Jones stated there should be a policy on the guidance for new streets. It should state whether they want public or private streets and where. She said they might want it to address commercial developments that might have private streets, similar to the industrial developments in the 2002 Plan. She stated from a planning perspective she would discourage “gated” communities because it goes against their objective of having a well connected street network and connected neighborhoods.

Trustee Stapleton said another problem is when their streets need to be repaved they think the Village pays to have them repaved.

Commissioner Messer stated many communities have not looked favorably on them for quite sometime.

Mrs. Jones said she agrees however, there is nothing in the Comprehensive Plan that states they are not preferred.

Commissioner McGleam asked besides not being a connected community what other negatives are there.

Mrs. Jones stated that is the primary one. She said you are gating the entire subdivision off so it is completely disconnected from the rest of the community and the neighborhood to the north and south can't get through at all.

Trustee Stapleton said we provide water to these houses. If there is a water main break our Village workers are now going in on private property.

Commissioner McGleam said if there is some language in the Comprehensive Plan that states the Village is not in favor of “gated” communities, and then if a PUD came before the Commission, they would have some basis to say it doesn't comply.

Mrs. Jones said yes it does give some policy guidance.

Commissioner Kwasneski stated he would discourage “gated” communities because it does not fit the overall goal. He asked people can still bring it forth before the Commission if they wanted.

Mrs. Jones stated yes they can still apply and bring it before the Commission.

All Commissioners agreed to discourage “gated” communities.

Mrs. Jones asked if they still wanted to keep the language in there to allow the private streets in limited circumstances for commercial or industrial developments.

Discussion continued where this might apply.

All Commissioners agreed.

Mrs. Jones stated next policy is special service areas or special assessment districts should be considered to improve existing public streets in subdivisions that are annexed to the Village. She said this tool has not been in use since 2002 and the Village has not annexed any existing subdivisions. However, this is an issue that might come up in the future. She stated there are some unincorporated subdivisions where the homeowners have expressed interest to be annexed into the Village. Mrs. Jones said Cook County is very much about getting property out of unincorporated counties and into municipal boundaries. She stated she would recommend to keep a policy like this to ensure the Village has a policy to cover themselves and they are not taking on someone else’s problem.

Mrs. Jones said continue to work with Pace to increase the level of service of transit in the community is next. She stated this is already reflected in the ATP. She said what that plan recommends is that they work with Pace on service and the express route. They will also work with Pace to see if they can get buses back and forth between our train station and Downers Grove station as an interim measure until they get better service on the Heritage Corridor line.

Mrs. Jones said another is in general, support regional airport plans that reduce overall travel times and relative travel costs for Lemont. She stated this recommendation they will keep.

Mrs. Jones stated now they will get more into physical improvements and program recommendations. Improve and maintain the Lemont arterial roadway system to handle existing and projected traffic volumes without delay or compromise of public safety. She said they have roads that the 2002 Plan identifies as arterial that are not under local jurisdiction. Any road that is an arterial roadway is typically County or State road jurisdiction. Mrs. Jones stated they do not have a lot of control over those roads.

Discussion continued as to which roads are arterial and the traffic on 127th Street.

Mrs. Jones said she feels this should be reworded as more of an advocacy position, because they don’t have control over improvements for arterial roads. She stated no delay is also an unreasonable goal for an arterial roadway.

Discussion continued on what up-and-coming roadwork projects are coming for IDOT.

Mrs. Jones stated the next recommendation is upgrade all intersections to a level of service “B”. She said the Plan does not state what level of service “B” is and she is not sure what it would be for an intersection. She stated she recommends this be removed.

Next, she said would be to install safe pedestrian crossings at all intersections. She stated this is reflective in the ATP and it identifies all the areas in community that need improvement with recommendations.

Mrs. Jones stated another is establish a street system that connects different neighborhoods such that there is more than one means of approach to all neighborhoods. She said again they do require this for new development, but they don’t retroactively go in and create streets where there are no streets.

Mrs. Jones said next is expanding Metra service on the Heritage Corridor line. She stated this is still a key priority for the Village. She said it is mentioned in the ATP and they will probably reiterate in the Comprehensive Plan because it is a high priority. Mrs. Jones stated not just for transportation but also for economic development for the downtown area.

Next, she stated is increase the opportunities for interaction between Metra riders and downtown businesses. She said she is recommending they don’t include this because she is not sure what they meant by this.

Mrs. Jones said another is adding a Metra station at the east side of Lemont to serve the east Lemont Township, Willowbrook, Burr Ridge, and Homer Glen areas. She stated this has not been done and she is recommending to not include it. She said they had talks with Metra about this awhile back and Metra said no. Mrs. Jones stated it is not feasible and her recommendation is that their efforts would be better served in trying to improve the existing station.

Mrs. Jones stated next is complete a “Transit-Oriented Development” study of the downtown. She said this was completed in 2004 based on the recommendations of the Comprehensive Plan. She stated even beyond that when Marquette came in there was a downtown vision initiative that took place. She said this recommendation will no longer be needed.

Mrs. Jones said to increase the percentage of the work force commuting by train is another goal. She stated this goal was not achieved. She said she has checked the numbers and the numbers had decreased from 5.8% in 2000 to 4.5% in 2010. She stated it is an admirable goal, but there are a lot of factors that influence a person’s commute choice. Mrs. Jones said she feels this is talked about in other ways. She stated she is not sure if they also need this as an objective or goal.

Discussion continued in regard to Metra an adding another line.

Mrs. Jones stated next is complete the existing sidewalk/bikeway and crosswalk system of the Village. She said this is addressed better in the ATP.

Commissioner Kwasneski asked if it was a priority in the ATP.

Mrs. Jones said it is and they could reference that as well.

Mrs. Jones stated connecting the I&M Canal path to regional trails is next. She said again this is referenced in the ATP and in the recreation element as well.

Next, is extending pedestrian paths to the Bowl recreation area. Mrs. Jones stated there are sidewalks that go around the perimeter of the school. She said she is not sure if they meant there should be some kind of path from the sidewalk to the bowl. She stated she is not sure of the intention or if it is a high priority to where it should be mentioned in the Plan. All Commissioners agreed.

Mrs. Jones said performing a comprehensive sidewalk inventory is another recommendation and it was already done in the ATP.

Mrs. Jones stated improve the safety and efficiency of freight handling and transportation in the planning area. She said she feels that this is a vague recommendation and not very useful. She stated if there were any specific concerns regarding freight like trucks pulling out and making dangerous left turns from Old Lemont Road that could be included in the Plan. She said she would like to hear any specific suggestions from the Commissioners.

Commissioner Sanderson asked how they can deal with all the trucks on Route 83 and Main Street. He stated he is not sure what will end up going there but he is sure they would not appreciate a lot of truck traffic. He said there might not be much they can do since it is there already.

Mrs. Jones said she thinks the improvements to the intersection will help.

Commissioner Messer stated Mrs. Jones was referring to Lemont Road and Old Lemont Road. He said that is what they had talked about at the last meeting with the school buses.

Mrs. Jones said the COW considered the bus terminal on Monday night and one of the Trustees stated maybe this will be enough to get a signal down there.

Mrs. Jones stated next is create an orderly system of planned and platted roadways constructed according to Lemont Standard Specifications, from existing public roads to the freight-handling facilities along the Sanitary and Ship Canal. She said again she is not sure what is meant by this recommendation by create an orderly system of planned and platted roads. She stated Old Lemont Road where it comes off of Lemont Road and

goes down to Des Plaines River Road, that is Village owned and maintained. Mrs. Jones said Des Plaines River Road and Donohoe Road are owned by MWRD. She stated the lessees have an agreement with MWRD that every so often they have to repave it and maintain it. She said the point of this recommendation could have been to get jurisdiction of Des Plaines River Road from MWRD. Mrs. Jones stated she is not sure if the Village wants that, because there is a lot of heavy truck traffic which requires more maintenance. She said the Village might be better letting the users maintain those facilities.

Commissioner Messer said another property that could end up looking like that is the property being considered for the Sports Complex. He stated who wants to leave that land that could end up being considered heavy commercial instead of a recreational area.

Mrs. Jones stated it is prudent but they might want to reword it to address that issue

Commissioner Sanderson asked if since 2002, nothing has been designed or worked on to get the streets to come together.

Mrs. Jones said there has not been anything done on this recommendation to her knowledge. She stated she does not see the upside of taking over a road that is used by industry. She said in regard to Commission Messer's point she will try to come up with a recommendation for that point.

Mrs. Jones stated the next recommendation is introduce "traffic calming" measures in all planned streets and existing streets where speeding occurs. She said she has not heard back from Public Works and would like to wait to talk about them next month. She stated paving all the alleys was a goal for the Village, but she is not sure if it has been completed. She said she will check into them.

Mrs. Jones said lastly, review reports and studies on the Third Airport. She stated this does not need to be in the Comprehensive Plan. She said they get a variety of reports thru different channels. She stated there is already a recommendation in the Plan to support good access to airports for residents and reduce travel times to airports. Mrs. Jones said this will conclude her report.

C. Lemont 2030 – Natural Resources & Recreation

Mrs. Glas stated she will be covering the next section. She said the Natural Resource Element from the 2002 Plan only focused on the natural resources. This time they are going to add a recreational piece because a lot of the natural resources are used for active recreational purposes.

Mrs. Glas said as Mrs. Jones mentioned in terms of the Comprehensive Plan you want to continue with what the thought process was and revise where needed. She stated in terms of what we have available as current stock, in 2002 there were five

recommendations that came out of that plan and the 2009 Green Lemont Initiative with eight goals.

Mrs. Glas stated the Recreation part will be new to this element. There are two items that they can work from and they are the Heritage Committee Concept Plan for the Heritage Quarries Recreational Area and the Park District is in the process of doing a Master Plan for all the parks.

Mrs. Glas said she will start with the 2002 Comprehensive Plan. She said out of the five recommendations that were mentioned in the 2002 Plan, they are recommending to carry forward three of them. She stated one of them she would like to discuss tonight and the other one they feel has already been addressed since 2002 or maybe address it in a different way.

Mrs. Glas stated the first recommendation is to maintain the unique physical landscape as much as possible, with its opportunities for interesting vistas, and plant and wildlife communities. She said as Mrs. Jones had mentioned this had helped with the issue of billboards on Interstate 355. She stated they would like to carry this over and just add or touch up some of the verbiage on this.

Mrs. Glas said secondly, avoid loss or degradation of forest, wetlands, and stream courses. She stated this would be included but mentioned in a way that coincides with our current regulations. She said they have updated the UDO to include soil erosion, control sedimentation, flood plain regulations, and storm water management. Mrs. Glas said it has been bolstered quite a bit since the 2002 Plan. She stated they would like to enhance it around their current framework.

Mrs. Glas said third is use an overlay map of know wetlands to preserve wetlands. She stated this was at a time when there was a court decision that took away the regulations for isolated wetlands. She said since that time there has been recognition that those are important in terms of stormwater management controls. Mrs. Glas stated there is more regulations in regards to that, even in the UDO there are measures that would address that.

Mrs. Glas stated next is adopting setbacks from stream courses to protect both the stream course and the property owner from flooding and erosion. She said this is mostly covered in the UDO the way it is written right now. She stated MWRD currently has a watershed management ordinance that is up for public review. Mrs. Glas stated their intent is to be more in-line with what other counties are doing. She said they are going to monitor that and make sure that they are in-line with what MWRD recommends.

Mrs. Glas said the fifth recommendation is to obtain Tree City USA status for the Village. She stated there are currently 175 communities in Illinois that have this designation. She said it is a recognition stating that the community values urban forestry practices. Mrs. Glas stated in order to be a designated community there are four standards that you have to apply in order to participate in this program. She said the

standards are you have to have a Tree Board, a Tree Care Ordinance, a Community Forestry Program with an annual budget of \$2 per capita, and lastly an Arbor Day observance. She stated what Lemont currently has is a Village Arborist that they consult with when they have subdivision plans or development plans that require site development or tree preservation. There is also an Environmental Advisory Committee, but this is not currently in their scope to do this. Mrs. Glas said the UDO already has tree preservation chapter. She stated this is open for discussion for if the Commissioners feel this is something worth pursuing.

Commissioner Messer asked if this would go better in the Green Plan rather than the Comprehensive Plan.

Mrs. Jones stated that the Green Plan was not formally adopted. It was prepared and presented to the Village Board in 2009. She said they can update it and formally adopt it.

Commissioner Messer asked it could be adopted in with the Comprehensive Plan.

Mrs. Jones said they could. She stated the Green Plan focuses on some things that aren't that appropriate for the Comprehensive Plan. She said they can take excerpts from the Green Plan and put them in the Comprehensive Plan or they can adopt it formally and just reference it.

Mrs. Glas said it was adopted and it could be amended. However, there are some things in the Green Plan that aren't appropriate for the Comprehensive Plan. She stated you would not want to put the whole plan in there; however, pieces should be referenced.

Commissioner Sullivan stated he hasn't really paid attention to the importance with the trees until recently over the past couple of years. He said by becoming part of the Tree City there are rules that have to be followed. He stated he feels it would be important and it might help the problem with all the Ash Tree devastation. Commissioner Sullivan said if there is a diversity of trees, then if a natural predator comes in it won't wipe out all the trees in the area. He stated any kind of tree plan is important and this might help with making public works more knowledgeable about the trees.

Mrs. Jones said it does underlie the importance of biodiversity.

Mrs. Glas stated a Tree Care Ordinance would be like an Urban Forestry Plan where you would have some guidelines on how you want to manage your trees because they are a resource. She said Public Works would have an inventory of the trees and would know their species composition. She stated when they have a type of development we can know what types of trees we need more of in the community to maintain diversity and keep developers from over planting a species that is most affordable at the time.

Commissioner Messer stated this is a critical component and instead of putting limiting verbiage in there can't you state that there is this adopted Green Plan and reference it out that way.

Mrs. Glas said the 2009 Green Plan identified eight goals. She stated some of them aren't necessarily appropriate for the Comprehensive Plan. She said like the first one where it speaks to the Village government about conserving resources, reducing waste, and limiting pollution. She stated these are good goals and were implemented when they redid the building.

Mrs. Glas stated next is establish Lemont as a community that conserves energy and recycles waste; important to include in terms of encouraging green building design, energy efficiency, or conservation minded development. She stated not necessarily that verbiage but the idea of energy conservation in building and development design will be put into the Comprehensive Plan.

Mrs. Glas said third is realizing benefits from Native Landscaping and Water Conservation at home. She stated the Green Plan focused on educating residents and what they can do to help conserve water quality. She said it is important, but more so in the concept and not necessarily in the wording. She stated the concept will be carried over to the 2030 Comprehensive Plan from the perspective of stormwater, best management practices and water quality.

Mrs. Glas stated next is amending Village regulations and practices to encourage or mandate stormwater best management practices. She said again from the perspective of stormwater it will go under one topic, because it seems like it crisscrosses there.

Mrs. Glas said fifth is ensuring stewardship of natural areas. She stated she feels this one is important and should be expanded on. She said it is important with the conservation easements that are turned over to homeowners associations and the Heritage Quarries. Mrs. Glas stated there are benefits to having natural areas but if they are not maintained it will grow out of control. She said it is like a home sitting abandoned with no measures in place, like a home without winter weatherizing, it will degrade. She stated natural areas are the same you have to maintain invasive species. Mrs. Glas said whether it is working with the Park District or working with other agencies that have management plans for these types of areas. She stated for homeowners associations they like to encourage easements that have tree preservation or natural easements. However, after it is built if you leave it to the homeowners association, they can get overwhelmed with the little things that they don't even know what to do with the natural area. She said outside of educating them, there should be some kind of management plan. Mrs. Glas stated this is something the MWRD is currently proposing that any naturalized easement must have a land management plan in place. Whether it is the person who developed it or some other entity there has to be someone responsible for it. She said so this might be something they have to comply with.

Mrs. Glas stated next is promoting green buildings. She said this would transfer over and it is important to keep from an energy and water conservation perspective. She stated the more you can get that kind of terminology in, whether it is from the building code side or when a person comes in to develop a whole subdivision development, conservation of resources should be promoted. Mrs. Glas said to consider those kinds of measures it does help from a water conservation perspective in terms of water use, water supply, and energy conservation.

Mrs. Glas said the last two speak more towards education and co-ordination with other agencies. She stated they are very important, but they would use them more as strategies for the different recommendations rather than goals. She said they are going to be included but specifically for whatever environmental issue that is being addressed at that time.

Commissioner Messer asked if they had any kind of report card on that goal.

Mrs. Jones stated there has not been any subsequent status reporting. She said she can say some of the things have been done.

Commissioner Messer asked if there has been any campaign done for community wide awareness.

Mrs. Jones said they advertise the public works recycling for electronics, and periodically in the newsletter they put things in about the availability of rain barrels from the Conservation Foundation. She stated there hasn't been an ongoing conservative effort.

Commissioner Messer stated he thinks it is a great plan and all the points are really important, but he feels that there hasn't been any major push for public awareness.

Mrs. Jones said they have done some things for public awareness but there has not been a "major" push. She stated it could be something that they are more strategic with in their recommendations.

Commissioner McGleam asked about LEED Certification for municipal buildings.

Mrs. Glas stated she had seen reference with the new Police Station, that they had considered it. She said there were concerns with the cost for certification.

Discussion continued in regards to "Green" buildings, LEED Certifications and business recycling.

Mrs. Glas said in regards to the Recreation Element they do not really have anything to present other than what the Heritage Committee has come up with as their Master Plan for the area. She stated next month they will have more developed on the Recreation

part, and it will include something in regards to the Quarries. She said the Village leases this land from MWRD.

Mrs. Jones stated there is some property that the Township owns, but most of it is leased for recreational uses. Mrs. Jones then showed on the overhead the area of Quarries.

Discussion continued in regards to how to get down to the Quarries and signage for the Quarries.

Ms. Glas said this would conclude their presentation.

V. GENERAL DISCUSSION

Commissioner Sanderson asked if there was anything for next month.

Mrs. Jones stated they might have a fence variation and more Comprehensive Plan items.

VI. ADJOURNMENT

Commissioner Sanderson called for a motion to adjourn.

Commissioner McGleam made a motion, seconded by Commissioner Messer to adjourn the meeting. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Minutes prepared by Peggy Halper



Village of Lemont
Planning & Economic Development Department

418 Main Street · Lemont, Illinois 60439
phone 630-257-1595 · fax 630-257-1598

TO: Planning & Zoning Commission
FROM: Charity Jones, AICP, Planning & Economic Development Director
SUBJECT: Lemont 2030 – Transportation & Mobility
DATE: September 13, 2013

SUMMARY

A draft transportation and mobility element is attached. Please review and provide comment.

ATTACHMENTS

1. DRAFT Transportation & Mobility Element

MOBILITY ELEMENT

VISION

In 2030, Lemont will be well connected to the rest of the Chicago region and have excellent connections within the community. Adequate connections will exist for all modes of travel, including vehicles, bicycles, pedestrians, and transit.

GUIDING PRINCIPLES

- Lemont's street network should be well maintained and safe for all users.
- A highly connected street network is desirable to disperse vehicular traffic, encourage non-motorized transportation, and provide multiple points of access in case of emergency.
- Walking and biking should be a viable mode of transportation in Lemont for people of all ages and abilities.
- A safe and convenient bicycle and pedestrian network that links homes, schools, businesses, and recreational facilities is an important contributor to a high quality of life for residents and supports improved public health.
- Creating safe connections to regional trails and improving transit service are not only important components of a complete transportation network, but are equally integral to this plan's recreation and economic development goals.

INTRODUCTION

Like many communities in the Chicago area, Lemont is planning for future growth within the confines of a generally well established transportation network. Yet Lemont is unique among most Cook County communities in that there are still large areas of potential greenfield development, providing opportunities for new additions to the established transportation connection. The Village, like the county and the state of Illinois, is shifting its view of the transportation network from one of just roads to service vehicular traffic, to complete rights of way for multiple different users. The recommendations of this element reflect these dynamics and attempt to achieve our vision for 2030.

EXISTING CONDITIONS

Lemont's current transportation network remains relatively unchanged since the adoption of the 2002 Comprehensive Plan, with the notable exception of the completion of I-355. The opening of I-355 has had positive and negative impacts for the Village, improving regional access to and from Lemont but decreasing traffic through the community that is vital to many local businesses. The Village's convenient access to I-55 is unchanged. The Village's railways and industrial waterway remain important components of the regional freight transportation network. The 2002 Comprehensive Plan notes that good interconnections between streets are critical in Lemont due to our irregular street network, which was dictated largely by development along our adjacent waterways and by our locally varied topography. This conclusion is perhaps even more valid today, as I-355 has added another physical barrier to east-west transportation connections within the community.

The streets comprising the Village's roadway network are classified as interstate, arterial, collector and local streets. A description of these roadway functional classifications follows:

Functional Classification Description ¹	Street Names
<p>Interstates: Limited access roads extending far beyond the Village limits, serving as the key transportation corridors within the Chicago region and between metropolitan regions. High speed roads accessed via interchanges and intended to carry the largest volumes of traffic.</p>	<p>I-55 I-355</p>
<p>Principal Arterials: Principal arterials generally serve the major centers of activity of a metropolitan area. They are normally the highest traffic volume corridors outside of interstates. Principal arterials carry significant inter-community travel and carry the major portion of trips entering and leaving the community. Almost all fully and partially controlled access facilities will be part of this classification.</p>	<p>Rte 83 / Bell Road Archer Ave. 111th Street / Rte 83</p>
<p>Minor Arterials: Minor arterials should connect with and augment the principal arterial system. The minor arterials provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. The minor arterial system places more emphasis on land access and offers a lower level of traffic mobility than principal arterials.</p>	<p>Lemont Road / State Street* McCarthy Road New Avenue / Main Street Parker Road 135th Street 143rd Street</p>
<p>Collectors: Collectors distribute trips from the arterials through the area to the ultimate destination. Collector roads provide access to property and traffic circulation. Facilities on the collector system may penetrate residential neighborhoods. Collector streets collect traffic from local streets in residential neighborhoods and channel it into the arterial system. Collector systems may include the street grid which forms a logical entity for traffic circulation.</p>	<p>127th Street High Road Derby Road 131st Street Wolf Road 107th Street</p>
<p>Local Streets: The local street system comprises all facilities not in one of the higher classifications. Local streets serve primarily to provide direct access to abutting land and access to the higher order roadway systems. Local streets offer the lowest level of mobility.</p>	<p>All other roads</p>

* IDOT considers State Street to be a collector road; this plan considers it a minor arterial.

The Village's collection of arterial, collector and local roads carry significant volumes of vehicular traffic through and within the community, although traffic volumes on most major roads have decreased since the opening of I-355. The arterial roads in the network also serve as truck routes, which can create conflicts between truck traffic and passenger vehicles, bicycles, and pedestrians.

In addition to the roadway network, the local transportation network consists of bicycle, pedestrian and transit facilities. The Village has recently made significant strides in planning for non-motorized transportation. In 2012, the Village adopted the Lemont Active Transportation Plan, our first comprehensive bicycle and pedestrian plan. In 2011, the Village adopted a Complete Streets policy, guaranteeing that future road construction would consider all users of the roadway, not just vehicles. Both documents will be integral in guiding future construction projects.

The Village has a relatively extensive network of sidewalks and requires sidewalks on both sides of the street in all new developments. However, the sidewalk inventory completed as part of the Active Transportation Plan notes several gaps in the sidewalk network and that maintenance is needed for

¹ Definitions drawn from

http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc02.cfm and <http://www.cmap.illinois.gov/documents/20583/9e3de9a4-cdd9-40b8-9c9b-14245313c9bf>

existing sidewalks to ensure pedestrian safety. The Village has no on-street bicycle facilities and three off-street recreational trails (Park District Centennial Campus, Lemont Township and I&M Canal Trail). The I&M Canal Trail follows the historic I&M Canal towpath and provides six miles of crushed stone surface for bicyclists and pedestrians. The trail runs through the heart of downtown Lemont and is an exceptional amenity, but does not link to longer regional trails. Connections to these regional trails would provide a much richer user experience and generate additional economic activity in downtown.

RECOMMENDATIONS

To achieve the Village's vision for transportation, the Village should focus its efforts on the following goals:

Implement the Lemont Active Transportation Plan. The Lemont Active Transportation Plan was adopted in 2012. Its goals are to: build a complete, connected active transportation network; create an institutional environment that encourages development and use of active transportation; and engage residents and visitors in active transportation. In order to accomplish these goals, the plan recommends physical infrastructure improvements to provide a comprehensive network of safe and convenient intersections, bicycle facilities, and pedestrian facilities. It recommends ways to link these amenities to existing transit service and policies in support of expanded transit service. The plan also recommends municipal policy change and education and encouragement programs to support active transportation.

Provide a Highly Connected Roadway Network. A highly connected roadway network has multiple benefits for residents and visitors. It disperses vehicular traffic, rather than concentrating it on a few, larger roads. As there are more low-speed, low-traffic roads in a connected network active transportation is safer. Additionally, a connected network provides multiple, and often more direct, routes for walking and bicycling, making these modes of transportation more attractive options. Emergency response is better in a connected network, as there are many available routes to access an emergency response site. Public Works, police patrol, and school bus operations are improved in a connected network as well, saving time and money. Finally, a connected street network assists visitors; if a wrong turn is made, there are multiple ways to quickly get back on the correct route.

According to the Institute of Traffic Engineers, the most efficient urban roadway networks provide route flexibility and an opportunity for special street functions; networks like this have arterial roadways spaced a half mile or less from one another.² The Congress for New Urbanism agrees with this benchmark, but concedes that arterial roadways in suburban environments may be spaced in up to 1 mile intervals if they are supplemented with collector roads and the knowledge that the arterials may be bigger than if they were located closer to one another.³ Similarly the Federal Highway Administration notes that minor arterials should not be more than one mile from each other in fully developed areas.⁴ Lemont's current roadway network is fairly well connected, but is challenged by the area's topography, the historic pattern of road development in the community, and manmade barriers like I-355. Our arterial roads are 1 to 2.5 miles from one another.⁵ Lemont should plan its future road network development to provide arterials at approximately one mile intervals, supplemented by collector roads

² Institute of Traffic Engineers, *Designing Walkable Urban Thoroughfares*, p.26

³ CNU *Statement of Principles of Transportation Networks*, p.26

⁴ http://www.fhwa.dot.gov/planning/processes/statewide/related/functional_classification/fc02.cfm

⁵ Note: IDOT considers State Street (from Illinois to 143rd) to be a collector roadway; this plan considers it an arterial roadway.

at one-half to one-quarter mile intervals. The Generalized Planned Roadway Network map below (MAP NOT COMPLETED YET - TO BE PRESENTED AT MEETING) depicts the approximate location of arterial and collector roads in Lemont's planning jurisdiction; some are approximate locations of potential new roads and some are existing roads which may need to be upgraded to serve their recommended function as an arterial or collector road.

The Generalized Planned Roadway Network Map is intended to serve as a conceptual guide to future development and redevelopment, providing a visual approximation of the kind of roadway network Lemont desires. In order to ensure that this kind of network is achieved, Lemont needs to adopt policies and standards to require a highly connected roadway network; these steps are defined in the implementation action steps.

Ensure Context Sensitive Right of Way Design. As previously detailed, roads are often categorized and labeled by their functional classification. Functional classifications are generally based on a road's intended purpose and vehicular traffic volume. While functional classifications are a helpful tool to differentiate between roadway types, they do not fully represent the character of a particular roadway. For example, one minor arterial road like McCarthy Road may have an entirely different character from another, like New Avenue. Additionally, one roadway may have varied character at different points, yet have the same functional classification for the entire roadway. For example, all of Main Street is categorized as a minor arterial, but Main Street has a much different character in downtown Lemont than it does near Route 83. In order to ensure that new roads and improvements to existing roads are designed in a manner that complements the surrounding environment, the Village needs to adopt a palette of road typologies that go beyond mere functional classification.

Support Regional Transportation Projects with Positive Local Impacts. IDOT is currently working on plans to install an additional lane on I-55, which will be a managed lane (e.g. high occupancy or variable toll.). This additional managed lane will accommodate expansion of PACE's express bus service to and from Chicago, currently operated as a bus-on-shoulder program on I-55. The additional managed lane will provide benefits for Lemont motorists and has the potential to increase viable mass transit options for residents. Therefore, the Village should provide all appropriate support of this project.

SOUTH SUBURBAN AIRPORT – FOR DISCUSSION AT MTG.

Maintain the Local Roadway Network in Good Repair. A well maintained roadway network is important to efficient and safe movement of passenger vehicles, freight, bicycles and pedestrians. Many recommendations to improve safety and to repair existing facilities for bicycles and pedestrians are contained within the Active Transportation Plan. For vehicular traffic, the Village should continue to provide adequate maintenance of existing roadways. Additionally, the Village needs to ensure that new territory annexed to the Village contributes positively to the state of our roadway network and does not create a burden on our ability to maintain our existing infrastructure.

Support the Sanitary and Ship Canal as an Important Regional Transportation Link. Recently, the use of the Canal has been threatened by the Asian Carp. The Canal, and its related industry, is an important component of Lemont's local economy. Therefore, the Village should support efforts to keep the canal functional as a working industrial waterway.

IMPLEMENTATION ACTION AREAS

Implementation Action Area 1: Implement the Lemont Active Transportation Plan

<p>Create a five-year capital plan of active transportation improvements</p> <p>Lead Implementer(s): Planning & Economic Development Dept.; Public Works Dept.</p>	<p>The Active Transportation Plan provides a detailed list of proposed infrastructure improvements for intersections, bicycle facilities, and pedestrian facilities. These improvements are categorized as near, mid or long term projects. The Village should adopt a five year plan, updated annually, to schedule these recommended improvements for construction. Each five-year plan should include a balance of intersection, bicycle, and pedestrian improvements. Priority areas for improvements should be near schools, shopping, and other traffic generators. Maintenance of existing, deficient, bicycle and pedestrian infrastructure should be incorporated into these plans. By 2030, all improvements should be constructed.</p>
<p>Implement the policy recommendations of the Active Transportation Plan</p> <p>Lead Implementer(s): Planning & Economic Development Dept.</p>	<p>The Active Transportation Plan recommends several policy changes to support active transportation. The Village should amend the Unified Development Ordinance and other ordinances, as recommended by the plan. Additionally, the Village should work with the school districts to implement the school policy recommendations of the Active Transportation Plan.</p>
<p>Create a connection to the Centennial Trail</p> <p>Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer</p>	<p>The Active Transportation Plan describes several different courses of action to connect downtown Lemont, and the local I&M Canal Trail to the Centennial Trail. Most of the potential solutions involve use of the Lemont Road bridge; in approximately 10 years the bridge will be due for significant maintenance. Therefore, the Village should work quickly to select a preferred improvement among the potential long-term solutions to connect to the Centennial Trail and vigorously pursue the selected option.</p>
<p>Pursue mass transit improvements, particularly increased Metra Service</p> <p>Lead Implementer(s): Administration; Planning & Economic Development Dept.</p>	<p>The Active Transportation Plan recommends improvements to increase local availability of mass transit service and the Village should seek to implement all of the recommended improvements. However, because improved Metra service is integral to supporting Lemont's other goals related to economic and downtown development, the Village should continue to hold improved Metra service as a priority.</p>
<p>Require dedication of right of way and/or construction of facilities recommended by the Active Transportation Plan</p> <p>Lead Implementer(s): Planning & Economic</p>	<p>Require dedications and/or construction of bicycle and pedestrian facilities from new development, when facilities recommended by the Active Transportation Plan are within or adjacent to the proposed development area.</p>

Development Dept.	
Measure progress of implementation of the Active Transportation Plan and Complete Streets Policy Lead Implementer(s): Planning & Economic Development Dept.	The Village should adopt performance measures to evaluate the progress it is making toward achievement of the Active Transportation Plan recommendations; these measures should be reported annually. Additionally, the Village should adopt similar performance measures to determine whether the recently adopted Complete Streets Policy is effectively influencing road projects to consider all users of the right of way, not just cars.
Promote active transportation through education, encouragement and enforcement activities Lead Implementer(s): Planning & Economic Development Dept.; Police Dept.	To promote active transportation and encourage safe behaviors the Active Transportation Plan recommends education, encouragement and enforcement activities. Although the Village can take the lead in some of these activities, it will need to engage partners like the School District, Park District, and community organizations to see many of the recommended programs come to fruition.

Implementation Action Area 2: Provide a Highly Connected Roadway Network

Amend UDO as necessary to require collector streets at appropriate intervals Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer	The Unified Development Ordinance currently requires collectors in developments greater than 20 acres. This standard should be evaluated and potentially revised to either require collectors at certain intervals, or continue to require for developments of a certain threshold. If the threshold approach is used, that threshold should relate to total traffic generation, number of dwelling units, and/or number of jobs created, rather than just the overall size of the development.
Require New Developments to meet a Connectivity Index Lead Implementer(s): Planning & Economic Development Dept.	A Connectivity Index measures the internal and external connectivity of roads in a proposed development. There are various ways to calculate a connectivity index, including: total number of street segments divided by total number of intersections; a ratio of intersections divided by intersections plus dead-ends; maximum block length; intersections per square mile; etc. <i>NOTE: THIS RECOMMENDATION NEEDS FURTHER WORK TO DEFINE WHICH KIND OF INDEX IS APPROPRIATE FOR LEMONT.</i>
Require Public Streets Lead Implementer(s): Planning & Economic Development Dept.	The Village should continue its policy to require dedicated public streets in all new developments, with very limited exceptions for restricted areas such as small industrial developments where no connectivity to public streets is practical. Gated community shall be discouraged.
Require Connection to Existing Streets	The Village should continue its policy to require new developments to connect to existing roads and existing developments.

Lead Implementer(s): Planning & Economic Development Dept.	
Make Connections Between Existing Streets Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer	Wherever possible, the Village should connect local streets that are aligned but not joined yet, unless safety concerns advise against the connection.

Implementation Action Area 3: Ensure Context Sensitive Right of Way Design

Amend UDO to Create a Variety of Permitted Street Arrangements Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer	The Unified Development Ordinance currently has one residential right of way cross section. Additionally, the code requires 27' of pavement width from back of curb to back of curb; a 20' wide pedestrian way; and a 5' pedestrian sidewalk. This is the only guidance steering the allocation of elements in the local right of way. The UDO should be amended to adopt a palette of different road types, describe where each is appropriate, and include desired cross sections for each. In addition to functional classification, road types should be based on characteristics including adjacent land use, type of access, number of dwelling units served, average frontage of adjacent lots, etc. Additionally, the cross sections should make clear where on-street parking is desired and where it is acceptable to design the street without on-street parking. These cross sections should allow for narrow streets, where appropriate.
Seek to Reduce Turning Radii, where appropriate Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer	Streets with overly large turning radii encourage vehicles to turn corners quicker than necessary. Reducing turning radii may be appropriate in high pedestrian traffic areas, or as a traffic calming measure in residential subdivisions. It is not appropriate for intersections with high volumes of heavy truck traffic. The Village should evaluate opportunities to reduce turning radii at existing intersections and seek to keep turning radii to a minimum in new residential subdivisions.
Allow for Alleys Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer	The Village has many alleys in the older areas of town. Alleys provide a useful function and may be desired in future development. The UDO should accommodate alleys by providing standards for their construction.
Amend UDO Requirements on Access Limits Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer	Currently the UDO limits access to every 60' for "major streets" in commercial areas and 40' for commercial streets that are not a collector or above. This language is vague, as major streets are not defined in the code. The Village should evaluate its current access limitations and consider adopting new standards that are, at a minimum, more clear. The Village should also strengthen its requirements for shared access or cross access agreements in the UDO.

<p>Evaluate Turning Illinois Street to a One-Way Street</p> <p>Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer</p>	<p>One-way streets can have many benefits, and drawbacks. Illinois Street is due for major work, but needed accessibility retrofits and limited right of way make the project very costly. Converting Illinois Street to a one-way street may make the retrofits easier to accomplish, but may create other challenges. The Village should thoroughly study what impacts this conversion would have, particularly to residents and businesses on Illinois Street, the related impacts to businesses on Main Street, and bicycle/pedestrian circulation.</p>
<p>Prohibit Reductions in Existing Connectivity</p> <p>Lead Implementer(s): Planning & Economic Development Dept.</p>	<p>The Village should continue its policy to prohibit any street abandonment or closure that would reduce connectivity of the existing street network. Outside the Village limits, the Village should work with the County to discourage the same.</p>
<p>Incorporate Traffic Calming on Covington and Timberline Drives</p> <p>Lead Implementer(s): Planning & Economic Development Dept.</p>	<p>Both Covington and Timberline Drives have street widths similar to 127th Street, but are designed as residential collector streets. Timberline is calmed somewhat by the curvature of the road and natural topography of the area, but Covington is less so. Stop signs have been installed on both roads, but stop signs can slow emergency response speeds and can contribute to speed spiking between stop signs.⁶ Other traffic calming treatments, such as curb extensions, planted medians, etc. do not have the same potential negative impacts, provide effective means of altering driver behavior, and can add to the aesthetic appeal of the street.</p>
<p>Encourage Pedestrian Scale Lighting</p> <p>Lead Implementer(s): Planning & Economic Development Dept.; Village Engineer</p>	<p>The UDO's current street lighting standards do not include any pedestrian scale lighting. Such lighting has been used in the downtown and other pedestrian oriented areas. The UDO should contain standards for such lighting, and encourage such lighting in any new development intended to have a high concentration of pedestrians and in areas noted as Pedestrian Oriented Zones in the Active Transportation Plan. Where street lights are already publicly owned and maintained in Pedestrian Oriented Zones, the Village should install pedestrian scale lighting.</p>

Implementation Action Area 4: Support Regional Transportation Projects with Positive Local Impacts

<p>I-55 Managed Lane</p> <p>Lead Implementer(s): Planning & Economic Development Dept.; Administration</p>	<p>The additional managed lane will provide benefits for Lemont motorists and has the potential to increase viable mass transit options for residents. Therefore, the Village should provide all appropriate support of this project by attending steering committee meetings, remaining involved with IDOT and CMAP on the project, etc.</p>
<p>South Suburban Airport</p>	<p>PLACEHOLDER</p>

⁶ Center for Livable Communities, Emergency Response, Traffic Calming and Traditional Neighborhood Streets. Note: response time is slowed typically due to cars and other visual blockages at these intersections.

Implementation Action Area 5: Maintain the Local Roadway Network in Good Repair

<p>Require SSAs for Annexations, Where Appropriate</p> <p>Lead Implementer(s): Planning & Economic Development Dept.</p>	<p>There are many established residential subdivisions around Lemont’s corporate limits in unincorporated Cook County that may one day wish to annex into the Village. When such annexations occur, the roads within those subdivisions should be evaluated and, if the roads are in a poor state of repair, a special service area should be placed on the annexing territory to fund the necessary improvements.</p>
<p>Continue to Require Developers to Mitigate Road Impacts</p> <p>Lead Implementer(s): Planning & Economic Development Dept.</p>	<p>The Village should continue UDO requirements for developers to calculate traffic impacts of proposed developments on the existing roadway network through traffic studies. The Village should continue to require those developers to pay for any road and/or right of way improvements needed because of the development’s impacts.</p>
<p>Continue to Require Right of Way Improvements When New Development Occurs</p> <p>Lead Implementer(s): Planning & Economic Development Dept.</p>	<p>Continue the current UDO requirements that new development bring existing substandard right of way up to Village standards, whenever a development contains or adjoins the substandard right of way.</p>
<p>Establish and Maintain a Desired Level of Maintenance for all Local Roads</p> <p>Lead Implementer(s): Public Works Dept.</p>	<p>The Village recently adopted its first ever 3-yr strategic plan and 5-yr capital improvement program. Contained within these documents is a five year plan for local road maintenance. These documents should provide the basis to establish a long-term minimum desired level of maintenance for all local roads. Such level of service should be used to direct future capital planning efforts.</p>



Village of Lemont
Planning & Economic Development Department

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TO: Planning & Zoning Commission
FROM: Martha M. Glas, Village Planner
THRU: Charity Jones, AICP, Planning & Economic Development Director
SUBJECT: Lemont 2030 – Natural Resources & Recreation
DATE: September 13, 2013

SUMMARY

The recreation and natural resources element of the comprehensive plan will include recommendations related to natural resources and protecting air, land and water quality, as well as assets in the community such as our unique topography and waterways. The element will also include recommendations related to recreational facilities like regional trails, neighborhood parks, and the Heritage Quarries Recreation Area.

STATUS UPDATE

As reported at the last Planning and Zoning Commission meeting, the 2002 Comprehensive Plan was very limited in scope pertaining to natural resources and did not contain a section on recreation. Some progress has been made in this area with the adoption of the Unified Development Ordinance and the adoption of the Green Plan in 2009, but more detailed analysis of current conditions is needed. The summary to follow includes preliminary recommendations based on existing plans and efforts. Preliminary recommendations will be revised as more information on current conditions is gathered and analyzed.

Please review the material and provide feedback to staff for further development of the comprehensive plan recreation and natural resources element.

Natural Resources and Recreation Element

VISION

Revised: In 2030, Lemont will be known as an environmentally conscientious community with ample quality open space and exceptional opportunities for outdoor recreation. The Village will implement measures to protect the environment, including air, land and water quality and the overall ecological health and biodiversity of the area.

GUIDING PRINCIPLES

Natural Resources

1. Development will respect Lemont's natural features, critical habitats, and unique topography and will minimize disturbances to natural systems to the maximum extent possible.
2. Lemont will have clean, safe drinking water. Our water supply will be managed to ensure availability beyond 2030.
3. The Village will employ a conservation ethic that promotes resource conservation and stewardship to ensure that quality of life and public safety is enhanced.

Recreation

4. The I&M Canal and the Heritage Quarries Recreation Area are unique natural assets and will be enhanced with a range of recreational amenities for the enjoyment of an expanding number of visitors/users.
5. Private recreational facilities and water based recreation will be encouraged.
6. The Village, along with other partners like the Park District, will actively pursue opportunities to bring open space amenities to downtown Lemont.
7. New developments will either have or be within easy access of recreational amenities and facilities.
8. Lemont will maintain its current levels of open space and park access and work to create linkages between the existing inventory.

Introduction

Natural resource management is managing the way in which people and natural landscapes interact. It brings together land use planning, water management and infrastructure management in recognition that our livelihoods rely on the health of our natural resources.

Lemont is distinctive in the Chicago region for its topography. In a region that is generally known for its flatness, the village sits on the crest of a hill - the bluffs of the Des Plaines River Valley. Lemont has several geographic barriers that divide it from its neighbors – the river and canal system to the north and west, forest preserves to the east, and to a lesser extent, Long Run Creek (a tributary of the Des Plaines) to the south. These features are part of the unique charm of the Village and are assets in the community.

Another distinct aspect to the Village of Lemont is that majority of the community is served by groundwater resources. The Village of Lemont water distribution system consists of approximately 75 miles of looped water main. Four deep wells and one shallow emergency well provide an average of 2,500,000 gallons of water per day to Village residents. Providing adequate water supply beyond 2030 will require careful planning and consideration to ensure the natural processes involved in recharging the groundwater are provided. Some measures are complex and involve rethinking traditional development and others are simple and involve raising awareness on the importance of water conservation. This element will set priorities for storm water management, environmental stewardship and natural resource protection.

In addition to the environmental benefits to protecting and restoring natural areas, the Village of Lemont recognizes the importance of such areas in providing residents with quality recreational opportunities. Recreational opportunities that draw interest from the region and outside the Village limits will bolster economic activity within the community. The Village will seek opportunities for collaboration with the Park District and Lemont Township to ensure that ample recreational amenities and open space connectivity goals are reached.

Preliminary goals/recommendations/implementation action areas

GOAL: Natural areas and critical habitats in the community provide for biodiversity and improve air, land and water quality. The Village will take an active role in creating, protecting, restoring and managing such areas.

- Restrict development in areas with significant natural features such as topography, vistas, critical habitats or stream courses
 - Identify areas in Lemont that have significant natural features
 - require a conservation design approach to protect those areas
 - add areas with natural features to the list of what type of developments require PUD process
- Protect, restore and manage any designated natural areas such as tree conservation easements and natural detention basins
 - Explore options for managing natural areas and easements
 - Utilize easements to restrict development in areas with significant natural resources
 - Require natural detention in areas with sensitive ecosystems
 - Seek opportunities for educating the community
- Protect, restore and manage the tree canopy in the Village of Lemont
 - Inventory the tree diversity in the community
 - Inventory the tree species and location under direct Village control
 - Develop management plan in line with urban forestry principals
- Ensure the I&M Canal and Heritage Quarries natural areas are of high quality
 - Collaborate with agencies / organizations to develop land management plans for the areas

GOAL: Water quality and supply is particularly important to the Village as the Village relies on groundwater in providing fresh water to its residents. The Village will take an active role in protecting and preserving water quality and supply.

- Encourage the use of best management practices for storm water management
 - Promote native landscaping
 - Encourage the use of permeable surfaces in development plans
 - Encourage naturalized detention areas, rain gardens, bioswales, filter strips
 - Implement a rain barrel program
 - Retrofit existing curb and gutter to include pervious segments
- Utilize local watershed plans to identify priority areas and projects and implement recommendations
- Update the water and sewer study for current and future residents
- Repair and replace aging stormwater and wastewater infrastructure, and use green infrastructure to the extent possible

GOAL: The Village will employ a conservation ethic that promotes environmental education, resource conservation and stewardship to ensure that air, water and land quality is enhanced.

- Implement recommendations adopted in the Green Plan that pertain to raising environmental awareness in the community
- Promote brownfield remediation and redevelopment
 - Identify potential brownfields in the community and seek funding for remediation
- Promote alternative energy sources and energy efficiency
 - Identify locations for EV stations
 - Examine building code and UDO to determine what barriers may exist

Recreation

GOAL: The I & M Canal and the Heritage Quarries Recreation Area are unique natural assets in the community and will be adequately maintained. With proper land management, biodiversity can be enhanced and used to expand recreational opportunities.

- Develop master plans for the areas that are designed for a multitude of users
 - Identify partners and collaborate on development
 - Engage public participation

GOAL: Lemont's location and unique land features including topography, waterways, and quarries provide opportunities for signature experiences. The Village will utilize these amenities as an economic development tool.

- Encourage private recreation facilities and water based activities
 - Identify gaps in recreational amenities and locate appropriate sites within Lemont

- Actively pursue opportunities to bring open space recreational amenities to downtown Lemont.
 - Identify opportunity sites within downtown for public open space and recreation
 - Secure additional open space leases for MWRD-owned parcels near the downtown
 - Coordinate efforts with Lemont Park District and other partners dedicated to open space and recreation in Lemont.

GOAL: The combined open space resources of the Village, Township and Park District amount to nearly 330 acre of open space which is 20.1 acres per 1,000 Lemont residents. This is above the National Recreation and Parks Association (NRPA) standard which recommends a minimum of 10 acres of open space for every 1,000 residents. The village will focus efforts in open space planning on maintain existing inventory and creating trail systems and linkages for existing inventory.

- Develop an open space linkage plan
 - Identify gaps in linking priority open space and natural area sites and seek opportunities for connectivity
 - Coordinate with other partners in creating a trail system network
- Utilize the open space dedication/donation for new developments in a manner that creates linkages rather than isolated spaces.



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Planning & Economic Development Department

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TO: Planning & Zoning Commission

FROM: Martha M. Glas, Village Planner

THRU: Charity Jones, AICP, Planning & Economic Development Director

SUBJECT: Lemont 2030 – Civic engagement and governance

DATE: September 13, 2013

SUMMARY

The civic engagement and governance element of the comprehensive plan will include recommendations related to opportunities for civic involvement in the community and the Village's approach to community engagement. A community with high civic engagement fosters civic pride and innovation and promotes community dialog. It increases the awareness of the Village's role in the community and builds a sense of stewardship for public resources. It also recognizes and supports community organizations and entities that are focused on the economic and social vitality of the Village.

In addition to providing recommendations for supporting and creating opportunities for civic involvement, the element will also provide recommendations to ensure the Village is responsive to community needs, cooperative and supportive of other entities that provide services to the community and is engaging in their approach to any potential changes in the Village. There is a spectrum of public participation that includes a function of informing the public on one end to empowering the public on the other end. Appropriate methods of public participation will be employed to allow residents the opportunity to perform their civic duties and enhance civic pride in the community.

2002 TO PRESENT

The 2002 Comprehensive Plan discusses public involvement in limited form and focuses primarily on the facilities in the community and how the Village will ensure adequate service to its residents. The approach for the updated comprehensive plan is to focus on enhancing civic engagement with the belief that effective civic engagement will generate better decisions, committed participants and will ultimately result in improved economic, social and cultural benefits.

Most of the text of the community facilities element describes community facilities such as schools, the library, parks, water system and fire protection. Separate sections of the Comprehensive Plan identify telecommunication and energy facilities and public involvement. Attached to this report is a summary of the community facilities telecommunication and energy element recommendations and the public involvement recommendations from the 2002 Comprehensive Plan, the status of each (whether completed or not), and suggestions as to whether the 2002 recommendations should be incorporated into Lemont 2030.

DRAFT VISION & GUIDING PRINCIPLES

Each functional element of Lemont 2030 will have its own vision and related guiding principles, which provide the framework for the element's goals and detailed action items. The following is a suggested draft vision and guiding principles for the community life element of Lemont 2030.

Vision: In 2030, Lemont residents will be actively involved in their community, with a strong sense of civic pride rooted in Lemont's unique community character. Village government will be characterized by professional public service provided in a cooperative, friendly, consistent and fiscally responsible manner.

Guiding Principles:

1. Volunteers will supplement public efforts to achieve the vision of this plan.
2. Residents will have ample opportunities to be engaged with other residents at the community-wide and neighborhood level.
3. Institutions that foster a sense of community, like houses of worship and civic organizations, will be encouraged to grow and be provided a place to grow.
4. All residents will have convenient opportunities to participate in Village planning efforts through a wide range of media, regardless of age, disability status, race, income, or ethnicity.
5. The Village will improve transparency, providing information to residents in an increasingly timely manner and through a growing number of channels.
6. The Village will ensure high quality police services so that Lemont remains as safe a community in 2030 as it is today.
7. The Village will make decisions concerning physical infrastructure that consider long-term sustainability in terms of both operational and capital expenses.
8. The Village will increase efficiency in Village processes, while maintaining quality customer service.
9. The Village will conserve resources, reduce waste and limit pollution. (green plan)
10. The Village will work with other governmental entities across political jurisdiction to address issues affecting multiple jurisdictions and to achieve the vision of this plan. The Village will seek cooperation with other government bodies to address common issues and to achieve the vision of this plan.

RECOMMENDATIONS

Please review the submitted materials and provide feedback to staff for further development of the comprehensive plan civic engagement and governance element.

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
POLICY RECOMMENDATIONS - Intergovernmental Coordination		
Build a consensus vision of future public improvements, land use, and development in Lemont Township between Cook County, and Village and Township governments.		implies that the township and county would be part of a visioning process which I don't think is practical
Obtain official recognition of the Lemont Comprehensive Plan by County government in the form of a resolution or memorandum of agreement, or other mechanism, which effectively amends the Cook County Comprehensive Plan for Lemont Township.		need to look into this if it is even possible. - find cook county comp plan for lemонт
File written protests to any Cook County subdivisions, planned unit developments, and proposed zoning amendments found to be inconsistent with the recommendations of this plan.n or memorandum of agreement, or other mechanism, which effectively amends the Cook County Comprehensive Plan for Lemont Township.		revise & expand to include neighboring counties
Identify and create common goals, objectives and policies for the Village and other taxing districts on all issues of mutual concern, including but not limited to residential growth, transportation planning, open space preservation, and public buildings and grounds planning.	Generally the practice	keep

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
Amend the Land and Cash Donation Ordinance to satisfy legal requirements and to comply with the recommendations of this plan.		already addressed in UDO
Solicit inter-governmental endorsement of the comprehensive plan and its future amendments.		discuss
Encourage all taxing districts to participate in the review of new development. Solicit taxing districts' comments and recommendations on all land development proposals, including written or oral testimony taken at public hearings.	Generally the practice, TRC	keep
Use annexation agreements to obtain negotiated fees from developers to pay for needed capital improvements in the community, including but not limited to the school, park, and library districts. Fees should also be sought to benefit the Village, the Fire Protection District, and Township as well when the project will have an impact on the capacity of specified facilities and services		Already do
POLICY RECOMMENDATIONS - Public Involvement		
When zoning public hearings are required, make public notice statements that are written in everyday language, not zoning jargon, explaining the actions requested and the reason public testimony is invited.		keep, revise within current framework

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
Before plan approval of major public works projects, hold public information meetings for residents, property owners and business owners in the geographic areas affected.		keep - utilize web more
Refer major project proposals to the appropriate Village commission whenever a project is within that commission's area of interest.		keep and add info on Village commissions in the inventory and their role
Seek public input in the form of surveys, public information meetings, focus group meetings, and comment cards whenever specialized plans are proposed.		keep, explore alternative methods for public input, engage youth
POLICY RECOMMENDATIONS - Village grounds, water & sewer, School, Park, Library, Township, Fire Protection		
Expand the Village buildings and grounds to keep pace with growth of the community and growth in service demands	done	
Relocate the Police Department and Public Works Departments from their present facilities to expanded buildings	done	
Acquire or lease additional land for public parking in the downtown.	done -parking garage at front street provides ample parking	
Help maintain a uniformly high level of fire protection service for residents and property owners in the planning area.		keep
Help to expand fire protection district facilities, equipment, and personnel as needed to meet the demands of growth.	done -2006 station 4 on walker road	keep

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
Assist the fire protection district to respond to both long-term needs for fire prevention and protection capacity, and short-term emergencies through mutual aid intergovernmental agreements.		keep
Assist the library in expansion to meet the needs of a growing population.	library built in 1997 and remodeled in 2008. done Expansion areas are reserved in the south and east section of the property. 2013 facility plan completed	
Work with the library to collect impact fees from new residential development to assist the acquisition of land needed for facility expansion.		done
Expand the Village water supply service area to include all of Lemont Township except areas already served by Illinois-American.		remove per PW
Revise the 1994 Report on Water Utility to make an up-to-date plan for future water supply system improvements.		An updated water study needs to be included for current and future residents.
Require public water supply to all new developments.		keep
Require disconnection of individual wells when a connection to public water supply is made		keep
Bring all of Lemont Township within the sanitary sewer service area.		keep, sewer study needed

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
Revise the 1995 Sanitary Sewer Study to produce an up-to-date plan for future sanitary sewer system improvements. Coordinate it with the priority annexation areas		An updated sewer study needs to be included for current and future residents.
Require developers to install improvements recommended by the Sanitary Sewer Plan for the geographic area of their projects.		keep
Avoid granting “recapture” ordinances that reimburse subdividers and developers for their excess costs unless the recapture can be related to an economic development goal or objective of this plan, or to an environmental goal or objective.		
Avoid lift stations, except in those areas where a comprehensive sanitary sewer report recommends their installation.		keep
Eliminate all significant risk of property damage and personal injury due to flooding.		keep, under stormwater management framework
Detain storm water in a manner consistent with best management practices such that pollutants are effectively removed from storm runoff and flooding is averted.		keep, under stormwater management framework
Provide effective detention of all rainfall events up to and including the 100-year rainfall.		keep, under stormwater management framework

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
Separate the remaining combined storm/sanitary sewers in the Village of Lemont.		keep, under stormwater management framework
The Village shall accept ownership and maintenance of detention basins in single-family residential subdivisions, subject to compliance with the Standard Specifications		only where a homeowners association does not exist
Where detention basins are planned in commercial, industrial, multiple-family residential or institutional developments, the basins shall be owned and maintained by the property owners, subject to compliance with the Standard Specifications		keep, under stormwater management framework
POLICY RECOMMENDATIONS - telecommunications & energy		
Do all things possible to facilitate efficient, cost effective and timely service delivery to residents		keep
Create and maintain franchise agreements favorable to the Village.		already do
Require utility companies to follow aesthetic standards for design above ground structures, no less stringent than standards for non-utility structures.		already do
Encourage co-location of communications antennas to centralize their locations and to avoid multiplying the number of towers located in the Village.		already do
Insure that pipelines are compatible with the community.	not sure what this means	discuss

2002 COMPREHENSIVE PLAN TRANSPORTATION ELEMENT RECOMMENDATIONS	STATUS / NOTES	RECOMMENDATION FOR INCLUSION IN LEMONT 2030
Create and maintain up-to-date records of pipelines, pipeline easements, pipeline company contacts, locations of warning markers and casing vents, and emergency procedures for all hazardous material pipelines in the planning area.		completed - per PW
Require written comments from the applicable pipeline company for any construction project proposed over or adjacent to a pipeline easement	parcels that have a pipeline easement are flagged in the Village y	keep