

**VILLAGE BOARD  
COMMITTEE OF THE WHOLE MEETING**

**JULY 21, 2014 - 7:00 P.M.  
LEMONT VILLAGE HALL  
418 MAIN ST.  
LEMONT, IL 60439**

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. DISCUSSION ITEMS**
  - A. KETTERING FINAL PUD DISCUSSION  
(PLANNING & ED)(STAPLETON)(JONES)**
  - B. COMPREHENSIVE PLAN – FUTURE LAND USE & COMMUNITY CHARACTER DISCUSSION  
(PLANNING & ED)(STAPLETON)(JONES)**
  - C. ROUTE 83 AND MAIN GATEWAY REDEVELOPMENT SITE DISCUSSION  
(PLANNING & ED)(STAPLETON)(JONES)**
  - D. POLICE PENSION FUNDING POLICY DISCUSSION  
(ADMIN/FINANCE)(REAVES/SNIEGOWSKI)(SCHAFFER/SMITH)**
  - E. DAILY COMMUTER PARKING MACHINES DISCUSSION  
(ADMIN/FINANCE)(REAVES/SNIEGOWSKI)(SCHAFFER/SMITH)**
- IV. UNFINISHED BUSINESS**
- V. NEW BUSINESS**
- VI. AUDIENCE PARTICIPATION**
- VIII. ADJOURN**



Village of Lemont  
*Planning & Economic Development Department*

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

TO: Committee of the Whole  
FROM: Charity Jones, AICP, Planning & Economic Development Director  
SUBJECT: Case 11-06 Kettering Final PUD  
DATE: July 17, 2014

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### SUMMARY

On June 16, 2014, the Committee of the Whole reviewed the development proposal for the Kettering subdivision. Staff had recommended approval, but was requesting several conditions. The following is a summary of the Committee's consensus.

- **3-car Garages.** Although staff was requesting a maximum on the number of three-car garages on medium lots, the Committee agreed to no limit per the applicant's request.
- **Side Load Garages.** The Committee agreed with staff that a minimum of 33% (31) of the large lots garages should be side loaded and the orientation of the side load garage should be varied along the street so that all side loads do not face the same direction.
- **Enhanced Rear Elevations.** The proposed home models included varied enhancements that break up the main plane of rear elevation (so the elevation is not entirely flat) such as: bay windows, rear porches, morning rooms, etc. Some of these enhancements may be masonry while others may not. Staff recommended that at least one of these enhancements should be included on the rear elevation of all lots that have a rear lot line facing 13th Street, Parker Road, Derby Road, or the proposed park site. At the applicant's request, the Committee agreed that only lots with a rear lot line facing 131<sup>st</sup> Street or Parker Road be required to have a rear enhancement.
- **Windows and Trim.** Staff had requested at least two windows on every side elevation and additional trim work, above and beyond what was already being provided in the application package. The Committee found the submitted plans to be acceptable and did not request the applicant to provide any additional windows or trim details.

- **Masonry on large lots.** Staff recommended that 33% (25) of the large lots, excluding the lots accessed from Derby, be first floor masonry on all elevations. For the lots accessed from Derby, staff recommended that no less than 9 lots should be first floor masonry on all elevations. The Committee concurred with staff.
- **Masonry on corner lots and lots backing up to Fox Hills Subdivision.** Staff recommended that the masonry present on the front elevation of a home be continued around the sides and rear of that home for all corner lots. Staff noted that the masonry presence needn't be an entire first floor; it could be as little as a three foot high masonry element. The Committee agreed that it wished to have masonry on corner lots. But the Committee suggested reducing the total number of corner lots (39) with the masonry requirement by 9 in order for the applicant to put a minimum 3' high masonry wainscot on 9 lots identified during the meeting that have rear lot lines abutting Fox Hill Subdivision. This suggestion was made in consideration of the accommodations made by homeowners along Red Drive in the Fox Hills subdivision during the initial annexation process for the Kettering property.
- **Other issues related to Engineering, Landscaping, Fire District, etc.** On other aspects of the plan the Committee, applicant and staff were either all in consensus or agreed that any issues were minor and could be resolved by staff prior to formal Village Board approval.

## CURRENT ISSUE

The applicant wishes to have the Committee reconsider its request for the masonry requirement on corner lots. Below is some background information on the number of corner lots in the subdivision.

The attached site plan shows that are 39 corner lots, of which 21 are large lots (19 in the main part of the subdivision and 2 off of Derby). The Committee has expressed its desire to have 1st floor masonry on all elevations on at least 25 large lots within the main part of the subdivision and on at least nine of the lots that are accessed off of Derby Road.

If the applicant uses the large corner lots to meet the minimum 1<sup>st</sup> floor masonry requirements, that leaves 18 small or medium sized corner lots. Of those 18, the Committee has requested to trade 9 corner lots for the 9 lots backing up to Red Drive. That leaves 9 small or medium sized corner lots that would need a masonry presence on all four elevations per the Committee's request at the last meeting.

Based on the June COW comments, the minimum number of lots that would be required to have some masonry element on all elevations is 52, or 21.6% of the total lots in the subdivision. The applicant is seeking to reduce this number to 43, or 17.8% of the total lots in the subdivision.

## Attachments

1. Kettering corner lots exhibit









Village of Lemont  
*Planning & Economic Development Department*

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

TO: Committee of the Whole

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

SUBJECT: Lemont 2030 – Future Land Use & Community Character

DATE: July 16, 2014

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### **SUMMARY**

Attached is a draft Community Character element for the comprehensive plan. This element is intended to provide policy guidance and recommended actions aimed at achieving our desired built environment (patterns of development, design, etc.).

Part of the community character element will be the comprehensive plan's future land use map and land use category descriptions. Also attached to this memo are the draft future land use categories and future land use map. The land use category descriptions were crafted based on the public input gathered through the visioning process and the subsequent Planning & Zoning Commission (PZC) reviews of the draft elements. The future land use map is a result of two workshops with the PZC and two public workshops dedicated to the development of the future land use map.

Staff has used the draft future land use map and conducted a build-out analysis under high, medium, and low build-out scenarios. A build-out analysis estimates the maximum potential development under given conditions. In this case, staff used consistent assumptions to evaluate the maximum potential build out of three different scenarios. All scenarios shared the same constraints to development (e.g. floodway, existing road right of way, etc.) and yield assumptions. Yield, or efficiency, represents the portion of an available site that will be used for the intended purpose (e.g. residential lots) vs. supporting purposes (e.g. roads or detention basins).

Across scenarios the estimated residential density varied. The low end scenario represents the maximum potential build-out if residential development occurs at the low end of the density ranges allowed by the future land use map. The medium scenario represents the maximum potential build-out if residential development occurs at levels in the mid-point of the density ranges allowed by the future land use map. The high end scenario represents the maximum potential build-out if residential development occurs at the high end of the density ranges allowed by the future land use map.



Across scenarios the estimated floor area ratio of commercial development also varied. Floor area ratio is the total area of a building divided by the building's lot size. For example, a building that was one story tall and covered the entire lot would have a floor area ratio of 1; a two-story building covering just half the lot would have the same floor area ratio. The low, medium and high scenarios represent the maximum potential commercial build-out given low, medium, and high floor area ratio assumptions. These assumptions are rooted in an analysis of our local existing floor area ratios for commercial development.

Due to technical issues, the scenarios do not include an analysis of predicted new dwelling units in the multi-family or mixed use districts. Staff hopes to resolve these issues in order to present this information at the COW meeting.

Based on this analysis, staff feels that the residential components of the future land use map are generally sound and align with population projections for our area. Staff is concerned that the total area designated for retail development on the future land use map may be more than is necessary or desired. More analysis and discussion is needed on this topic.

## **ATTACHMENTS**

1. DRAFT Community Character element
2. DRAFT Future Land Use Categories
3. DRAFT Future Land Use Map
4. Future Land Use Scenario Analysis – Summary Results.



## Community Character

### VISION

In 2030, Lemont's buildings, structures, and patterns of development will reinforce our community's unique character. Although larger in area and population, Lemont will retain its small-town charm and sense of community.

### GUIDING PRINCIPLES

#### *Historic Preservation*

1. Architecturally and historically significant buildings are a key contributor to our sense of place. As such, these buildings need to be preserved and redevelopment of nearby properties need to be compatible with their historic surroundings.
2. The I&M Canal and accompanying towpath is our community's single most vital historic asset.
3. Lemont's public art plays an important role in celebrating our rich history and beautifying our community.

#### *Community Character*

1. Maintaining our community character depends largely on ensuring that new development respects existing community character in architecture and site design.
2. Lemont's unique topography sets it apart from other communities in the area; flattening of our naturally varied topography diminishes our community character.
3. Lemont's skyline, as viewed from the Des Plaines River valley, is an important view corridor and a key component of the community's visual identity.
4. Downtown Lemont is the cornerstone of our community's historic charm and improvements make it a thriving mixed use district are vital to the success of this plan.
5. Lemont's small town charm can be supported through design features in new development that foster community interaction.

### INTRODUCTION

TBD.

### CURRENT CONDITIONS

The Village's planning for and regulation of the built environment has changed significantly since the last Comprehensive Plan was adopted in 2002. At that time, the Village's zoning and land use regulations



were spread over a myriad of different ordinances with many dating from the 1980's or earlier. Most of the downtown was zoned B-2, a retail commercial zoning district, but areas along Canal Street and Talcott Avenue were zoned M-1 manufacturing district.

The Village's physical forms have changed substantially since 2002 as well. The Village has added XXXX acres of new residential subdivisions. A new commercial district has emerged to serve the east side of Lemont, with XXX sf of office and retail use located in the "three corners" area around the intersection of McCarthy Road, Archer Avenue, and Bell Road. In the downtown, several light industrial and deteriorating properties in the downtown have been redeveloped into townhomes, mixed use buildings, and condominiums. These redevelopments have added XX sf of new commercial space, XX new dwelling units, and a public parking garage to the downtown environment.

As the community encountered these proposals for new development and went through the planning and public outreach processes associated with them, the Village better defined its vision for the built environment. Over this period, the Village acquired new tools for articulating this vision.

- In 2005, a community planning charrette was conducted, which resulted in the creation of a new downtown zoning district rooted in form based standards. These standards have further been revised and improved since their initial adoption and provide clear guidance for potential redevelopment within Lemont's historic downtown.
- In January 2006, the Village adopted the 127<sup>th</sup> Street Design Guidelines as an amendment to the 2002 Comprehensive Plan. The 127<sup>th</sup> Street Design Guidelines apply to development along 127<sup>th</sup> Street, from I-355 to State Street, an area in which low-intensity office uses, a school, park district facility, and a cemetery already lined the street. The standards aim to prevent the typical suburban strip commercial development characterized by "high-intensity uses, heavy traffic, long hours of operation, high levels of illumination, unappealing architecture, lack of landscaping, and a profusion of signs." In doing so, the guidelines are intended to ensure that "future development along this corridor blends in with the nearby residential areas" and the existing lower intensity developments along the corridor. The guidelines establish desired parking arrangements, landscaping features, and building types.
- In 2004, confronted with the challenge of tear downs, the Village created an overlay to preserve the character of our established neighborhoods by regulating infill residential development in these neighborhoods. As Village staff began applying these new requirements, the regulations were further refined and improved and in 2007, the Village adopted the R-4A zoning district. The district provides land development regulations that are tailored to the character of our oldest and most established neighborhoods. They require that new homes are compatible with the existing neighborhood, but also ensure that zoning requirements related to setbacks, accessory structures, detached garages, etc. are appropriate for the kinds of homes and lot sizes found in these older neighborhoods.



- In 2008, following an intensive three year effort, the Village consolidated and updated its zoning, subdivision, and land development regulations into on consolidated book, known as the Unified Development Ordinance. In addition to streamlining and modernizing Lemont’s zoning requirements, the ordinance also established high standards for landscaping and commercial building and site design.

## RECOMMENDATIONS

### **Maintain High Standards of Design for Residential Development to Achieve the Vision of This Plan.**

The Village’s first residential appearance code was adopted in 1993. The Village’s residential design standards for single-family homes are now contained within Chapter 17.22 of the Unified Development Ordinance are intended to promote aesthetically pleasing residential districts, protect and enhance property values, encourage distinctiveness in exterior design, an discourage excessive similarity in home design. The chapter contains extensive anti-monotony requirements that do effectively prevent overly similar homes from being located near one another but the requirements can be cumbersome to administer difficult for some home builders to understand. The anti-monotony standards only address the front elevation of homes, leaving the possibility of nearly identical rear elevations. Overly similar rear elevations are equally capable of creating a “cookie cutter” subdivision appearance as front elevations, particularly when such elevations may be highly visible from nearby thoroughfares or open spaces.

The residential design standards also presuppose that homes will have significant masonry components on the front elevations, yet Village’s residential design standards do not require a minimum amount of masonry. Nearly every new home built in Lemont over the last ten years has had at least first floor masonry, due largely to minimum masonry requirements in planned unit development approvals and annexation agreements. In the past, the Village has relied on requirements for significant masonry elements to ensure a minimum aesthetic quality to new homes. However, as architectural preferences shift and the Village relaxes its requirements for masonry clad homes consistent with the recommendations of this plan’s housing element, the Village’s residential design standards need to look beyond masonry to achieve quality home design. By developing more comprehensive residential design guidelines, the Village can balance our desire to broaden Lemont’s housing choices with our tradition of a high quality aesthetic environment.

### **Maintain High Standards of Design for New Commercial and Industrial Development to Achieve the Vision of This Plan.**

The Village has made significant strides over the past decade to improve its built environment within commercial and industrial districts. Prior to 2005, Village codes did not include requirements for paved parking lots in commercial development and dumpsters were allowed to be entirely open to view. Current codes articulate the Village’s high standards of architectural and site design in new development. The Village should maintain its high standards for design throughout economic variations. However, all requirements should be reviewed through the lens of this plan’s vision and evaluated for whether they are integral to achieving that vision or not. In some cases, new or adapted requirements may be necessary. In others, some relaxing of current requirements may be called for.



**Continue to Protect & Enhance Our Unique Community Assets.** Lemont’s defining physical characteristics are the foundation of our community character. These characteristics include natural features such as our topography and man-made features such as our historic buildings, charming downtown, and public art. The Village has sought to preserve these assets consistently over decades. To ensure that we retain our community character as we continue to grow, it is important to ensure that we continue to protect these unique assets. This plan recommends that we continue to build on these efforts.

**IMPLEMENTATION ACTION AREAS**

**Implementation Action Area 1: Maintain High Standards of Design for New Residential Development to Achieve the Vision of This Plan**

<p><b>Develop Standards for 360° Architecture for New Residential Development</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>360° design, also referred to as 4-sided architecture, is as a way of designing homes with materials and design that are consistent on all elevations of the home. Although some building trends today place all architectural interest, detail, and material variation on the front elevation of a home, quality design on the side and rear elevations are also important to support a good public realm and positively impact the long-term desirability of a subdivision.</p>
<p><b>Revise the anti-monotony code for single-family residential development.</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>The Village’s current anti-monotony requirements are effective to prevent homes with overly similar front elevations in the immediate vicinity of one another. However, the code has administration challenges as noted. The anti-monotony standards should be revised to streamline and clarify the requirements and to consider monotony as viewed from the rear of the homes.</p>
<p><b>Continually review codes for changes in technology.</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>Building materials and building technologies available in new construction are ever-changing. The Village should remain vigilant in updating its zoning and building code requirements to keep up with these changes in products.</p>
<p><b>Develop a Comprehensive Residential Design Standards</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>In developing a comprehensive set of residential design standards, the Village should address an array of design characteristics in addition to the anti-monotony and 360° architecture items noted above. For example, comprehensive design standards might include minimum eave overhangs, window framing requirements, a maximum number of exterior materials, etc. A public engagement process is needed to identify which elements are priorities for inclusion in the design standards. The residential design standards should differentiate between requirements that are applicable to any new construction, including infill lots, and those that are applicable to new subdivisions on a larger scale. Standards should also be created to guide townhouse and multi-family development.</p>



**Implementation Action Area 2: Maintain High Standards of Design for New Commercial and Industrial Development to Achieve the Vision of This Plan**

<p><b>Develop Design Standards for Non-Retail Commercial Buildings</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>Portions of the Unified Development Ordinance’s commercial design standards for new buildings in the B-1 and B-3 zoning district are tailored to retail buildings. For example, the code requires that a minimum of 40% of the area between four feet and ten feet in height on a building elevation facing a public street be comprised of windows. Although this sort of minimum is very appropriate for retail uses, it does not always help achieve the best possible design for an office building or other commercial building in the B-1 and B-3 zoning district. The Village should revise the building design standards to include different types of buildings.</p>
<p><b>Maintain High Standards for Retail Commercial Buildings</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>The Village’s commercial design standards set high standards for the design of retail commercial buildings; the standards include limitations on EIFS and similar materials; requirements for building articulation; roofline variety; etc. These and other standards the help the Village avoid corporate architecture should continue to be supported.</p>
<p><b>Revise Landscaping Requirements for Commercial Development</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>The Village has high standards for landscaping in commercial zoning districts. While we should continue to require generous landscaping, we should evaluate our codes to ensure we aren’t setting the bar unrealistically high. Additionally, the Village should adopt standards to ensure that detention facilities do not detract from the appearance of a development, but ideally contribute to its overall attractiveness.</p>
<p><b>Continue to Seek Exceptional Commercial Design along 127<sup>th</sup> Street, from State Street to I-355.</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>The 127<sup>th</sup> Street Design Guidelines of the 2002 Comprehensive Plan recognize the importance of the 127<sup>th</sup> Street corridor as a key entry into Lemont, and the location of a large concentration of civic building sites. The goal of the guidelines was to prevent typical suburban strip commercial development and to ensure high quality buildings; those goals are still important today. But the Village no longer seeks to accomplish this goal by requiring buildings to mimic residential architecture. Rather, care should be taken to ensure that new development along 127<sup>th</sup> Street is of the highest quality while encouraging design creativity. New building and site plans along this corridor should be sensitive to the high pedestrian activity within the area and the abutting residential properties.</p>
<p><b>Create Design Standards for Industrial Development</b></p>	<p>The Unified Development Ordinance does not include design guidelines specific for industrial development. Landscaping standards are tailored by zoning district, but other site design requirements are either absent or are the same as those for commercial development. Similarly, the building material regulations simply prohibit metal panels; no other requirements exist. Industrial development has different site design needs and distinct building types; the Village needs standards that are tailored to this type of development.</p>

**Implementation Action Area 3: Continue to Protect & Enhance Our Unique Community Assets**

<p><b>Continue to prevent disturbances to our natural topography</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>New development shall minimize disturbances to the area’s natural topography to the maximum extent possible. The Village should ensure that the site design for annexations and planned unit developments take our natural topography into account at the onset of site planning.</p>
<p><b>Continue to improve and restore the I&amp;M Canal and its towpaths</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>As noted in the economic prosperity element, the I&amp;M Canal and its towpath are the reason Lemont was initially founded and are central to our community identity. The Village should improve and restore the I&amp;M Canal and its towpaths. Additionally, through development review and approval processes the Village should continue to ensure that future development along the canal respects this historic asset and encourages public use of the canal path.</p>
<p><b>Continue to preserve Lemont’s iconic skyline</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>Lemont’s skyline, as viewed from the Des Plaines River valley, one of Lemont’s key identifying features. The Village has fought to preserve this scenic view in the past. New development should not infringe on this important vista or create changes to our skyline which are out of character with the existing conditions.</p>
<p><b>Preserve architecturally and historically significant buildings in the historic district.</b></p> <p>Lead Implementer(s): Historic Preservation Commission</p>	<p>Lemont’s historic district encompasses downtown and nearby historic residential neighborhoods. Buildings that are architecturally or historically significant should be preserved, as they contribute to the small town charm of the community and preserve our sense of place.</p>
<p><b>New buildings should contribute to the charm of downtown.</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.; Historic Preservation Commission</p>	<p>In the downtown, buildings that are neither architecturally nor historically significant may be redeveloped, but such redevelopment should occur in a way that fits into the overall historic character and charm of the downtown.</p>
<p><b>Continue to install public art that reinforces our community character</b></p> <p>Lead Implementer(s): Art &amp; Culture Commission</p>	<p>Lemont has a long tradition of using public art to beautify our community and celebrate our rich history. This beloved tradition should continue through the preservation of our existing public art installations and the support of new public art initiatives, particularly in the downtown.</p>



<p><b>Develop a plan for the State Street Corridor</b></p> <p>Lead Implementer(s): Planning &amp; Economic Development Dept.</p>	<p>State Street reflects Lemont’s past growth, with historic churches and homes at the north end of the corridor, midcentury multi-family housing midway through the corridor, and newer commercial development at the south end of the corridor at 127<sup>th</sup> Street. Although the corridor is predominantly residential in character, there have been some small commercial uses scattered throughout the corridor since at least the 1950’s.</p> <p>State Street, from Illinois Street to 127<sup>th</sup> Street, is a well trafficked road. Recently, several of the older homes along the corridor have been offered for sale. There are concerns that the sale of the residential properties may be hampered by the higher traffic volume on the adjacent roadway, particularly because these homes do not have particularly deep setbacks. Some of the older, more architecturally significant homes are large and because of their proximity to the road, condition, or other factors, may have a value that lends itself to ownership without adequate means to maintain the properties properly. Because of these factors and the corridor’s history of mixed use, the Village wishes to explore whether to allow limited commercial use in this otherwise residential corridor. A plan is need to address land use, but also to address design considerations.</p>
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DRAFT

# Open Space & Recreation



The open space and recreation district is characterized by large parks, open green spaces, and outdoor commercial recreation, such as golf courses. Although the majority of land in this area will remain open, parking facilities, recreation equipment, and buildings will likely be present on sites in this district in support of the primary outdoor recreation use. Sites may range in size from a 25+ acre community park to large regional open space facilities over 100 acres. Smaller park sites that primarily serve the surrounding neighborhood would not be included in this district, but would be a supporting use in a residential district.





# Industrial



The industrial district is characterized by a wide range of industrial and manufacturing uses. New development in this district will be characterized by well designed sites that include suitable buildings with modern functional features, screening for outdoor storage and equipment, and landscaping to create street-side “curb appeal.” Since industrial and manufacturing uses are often local employment centers, new development in this district will provide non-motorized access for local employees who wish to bike or walk to work. Buildings in this district will vary widely in size and may include features such as docking bays for semi-tractors. Sites in this district will also vary widely in size.





# Employment Center



This district is characterized by a mix of uses, all of which generate high employment per square foot of building. Retail districts primarily exist to provide services of use to residents and visitors, with the secondary benefit of adding employment. This district has the primary benefit of generating local employment, and may have a secondary benefit of providing useful services to local residents. The buildings in this district generally house professional offices, but these offices are typically larger than the professional offices that would be found in a retail district. The buildings may vary widely in size but are no more than three stories high. On-site parking is typically provided and is primarily for employees, although it may also accommodate visitors. New development in this district will be designed to accommodate non-motorized access, both for local employees who wish to bike or walk to work and to provide pedestrian and bicycle connections to nearby retail destinations.





# Multi-Family Midrise

This district is characterized by larger scale multi-family development such as apartment complexes and multi-building condominium developments. These developments will generally feature more than one building on sites of at least 10 acres, with amenities such as club houses and swimming pools for residents. Within the site, building locations, open space, parking, and storm water detention are balanced and properly integrated. Both motorized and non-motorized traffic circulation are logical and clear. Open spaces are purposefully designed and well integrated within the development, with opportunities for residents to enjoy private and public open spaces. Buildings in this district will generally be three to six stories.





# Mixed Use



This district is characterized by the presence of buildings that house a mix of commercial and residential use. Within the district, there may also be some single-use buildings, but they are less prevalent than the mixed use buildings. The building types may similar to those in the historic downtown, or may be new construction in newly future growth areas. Buildings in this district may vary greatly in size, from a 1,000 sf historic structure in downtown to a 250,000 sf building on a newly developed site featuring a community retail shopping center.

Sites will be planned with care to provide adequate public and private space to accommodate both uses; open green space will be provided for residents. Residents within this district will have ample opportunities to walk to dining, shopping, and services. The financial viability of mixed use developments is supported by the presence of transit service; sites near transit stops would be likely candidates for this district designation.



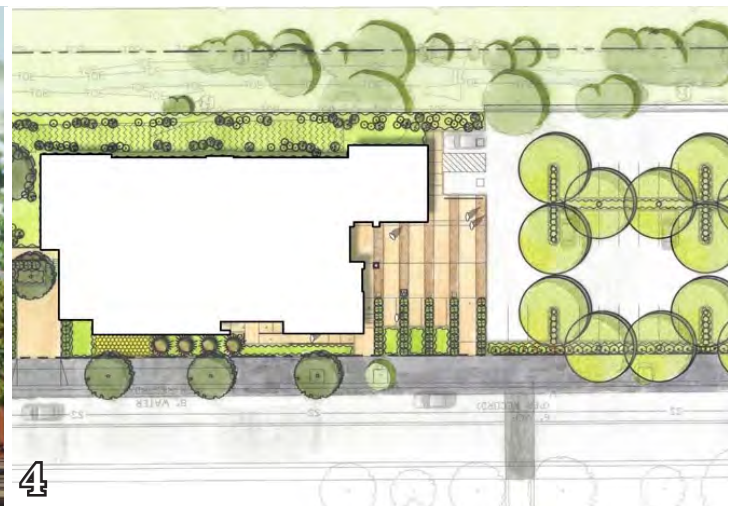


# Neighborhood Retail



The neighborhood retail district is characterized by retail uses that are convenience-oriented. They are the shops and offices that local residents need to visit on a regular basis and are typically not the kind of places that people would travel long distances to patronize. Buildings in this district are typically commercial buildings occupied by a single business on a stand-alone site or small shopping centers made up of one or two buildings containing a row of attached retail units. On-site parking is typically provided. Neighborhood commercial areas are small in scale and intended to be cohesive with adjacent neighborhoods. They are located along arterial streets but are easily accessed by walking, bicycling and by transit. The shopping centers in this district vary in size from less than 30,000 sf to 125,000 sf on sites that are up to five acres. The smaller shopping centers may not have an anchor tenant and primarily rely on the population within 1 mile or less for the majority of their customers. At the other end of the spectrum, the larger centers generally have only one anchor tenant and primarily rely on the population within 3 miles or less for the majority of their customers. If the shopping center has an anchor tenant, that tenant is usually a grocery store. Other, less common anchor tenants include pharmacies, dollar/novelty stores, and discount apparel stores. Other tenants in a neighborhood retail center commonly include food service businesses, personal service businesses (e.g. salons), and financial services businesses (e.g. banks).

source: *International Council of Shopping Centers*





# Community Retail



The community retail district is characterized by general retail uses, in addition to convenience-oriented uses. Most customers for the retailers in this district are still local, but the businesses draw from a slightly larger area and some customers may travel longer distances to visit certain businesses. Buildings in this district are typically shopping centers of 125,000 sf to 400,000 sf on sites of 10 to 40 acres. The centers are usually laid out in a straight line, or may be configured as an “L” or a “U” shape. Developments in the community retail district will be more auto-oriented than those in the neighborhood retail district, but bicycle and pedestrian access will still be accommodated, and buildings will be situated to encourage walking between businesses.



These shopping centers rely on the population within 3-6 miles for the majority of their customers. Community shopping centers may have one or two anchor tenants; these tenants are typically grocery stores, discount stores, or large specialty discount stores like a sporting goods store. The other tenants in a community shopping center are the same as what would be found in a neighborhood center: food service businesses, personal service businesses (e.g. salons), and financial services businesses (e.g. banks). However, tenants in a community center will generally represent a boarder range of retail uses, including more apparel stores.

*source: International Council of Shopping Centers*





# Conventional Neighborhood



1

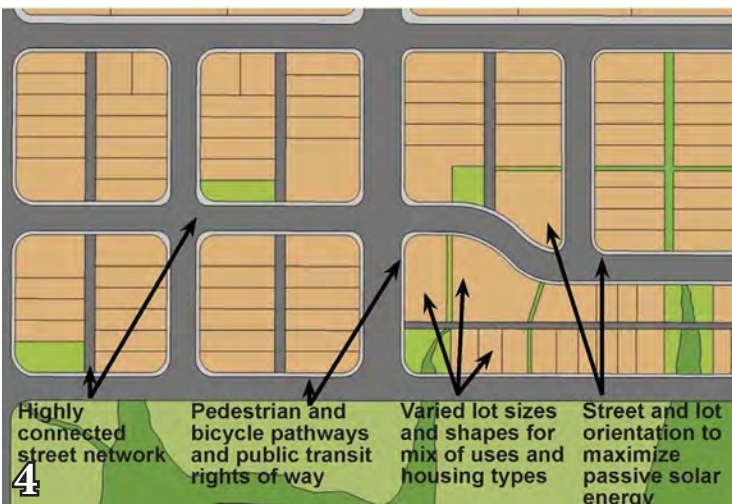
Neighborhoods in this district are characterized by mostly single-family detached homes, with single family attached homes and multi-family homes mixed in. Housing types, though different, are designed to relate to each other to create cohesive streetscapes. These neighborhoods have a typical density of two to four dwelling units per acre. Most open space will be private, with large yards; some developments may feature common open space in their designs. All neighborhoods in this district will have a walkable layout with streets that connect in a logical manner throughout the neighborhood and to adjacent developments for seamless transitions. They are designed to safely accommodate walking and bicycling. However, only some residents will live within walkable and bikable distances of commercial and recreational destinations.



2

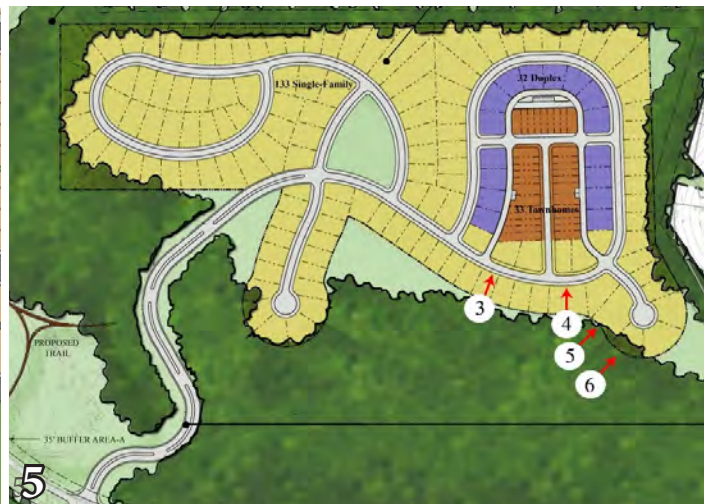


3



4

Highly connected street network  
Pedestrian and bicycle pathways and public transit rights of way  
Varied lot sizes and shapes for mix of uses and housing types  
Street and lot orientation to maximize passive solar energy



5



# Contemporary Neighborhood



1

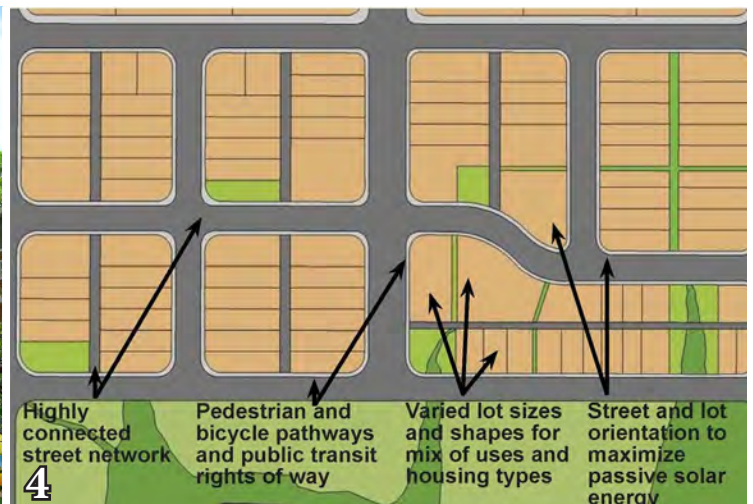
Neighborhoods in this district are characterized by mostly single-family detached homes, with single family attached homes and multi-family homes mixed in. Housing types, though different, are designed to relate to each other to create cohesive streetscapes. These neighborhoods have a typical density of four to eight dwelling units per acre. Private open spaces will be smaller than those found in the conventional neighborhood district, but more developments will feature common open space in their designs. All neighborhoods in this district will have a walkable layout with streets that connect in a logical manner throughout the neighborhood and to adjacent developments for seamless transitions. They are designed to safely accommodate walking and bicycling. Residents in these neighborhoods will likely live in close proximity commercial and recreational destinations. With average densities of five to six dwelling units per acre, many residents will likely live within walkable and bikable distances of commercial and recreational destinations. If this district covers a large enough area, bus service may become feasible.



2



3



4



# Conservation Design

This district is characterized by residential development that sets aside land in permanent easement to protect natural features on site. The remaining land is usually developed at higher densities. This results in developments that yield the same or more lots than would be allowed if developed with conventional subdivision design, but occupying less of the total development area. Typically, conservation developments protect 40% - 50% of the available land on a site. Conservation design is most important on land that includes environmentally sensitive features such as floodplains, significant stands of trees, highly permeable soils, and wetlands. Many conservation developments also are low impact developments that protect the natural water cycle of the landscape and reduce negative impacts of storm water runoff through implementation of green infrastructure such as bioswales, rain gardens, naturalized detention, etc.



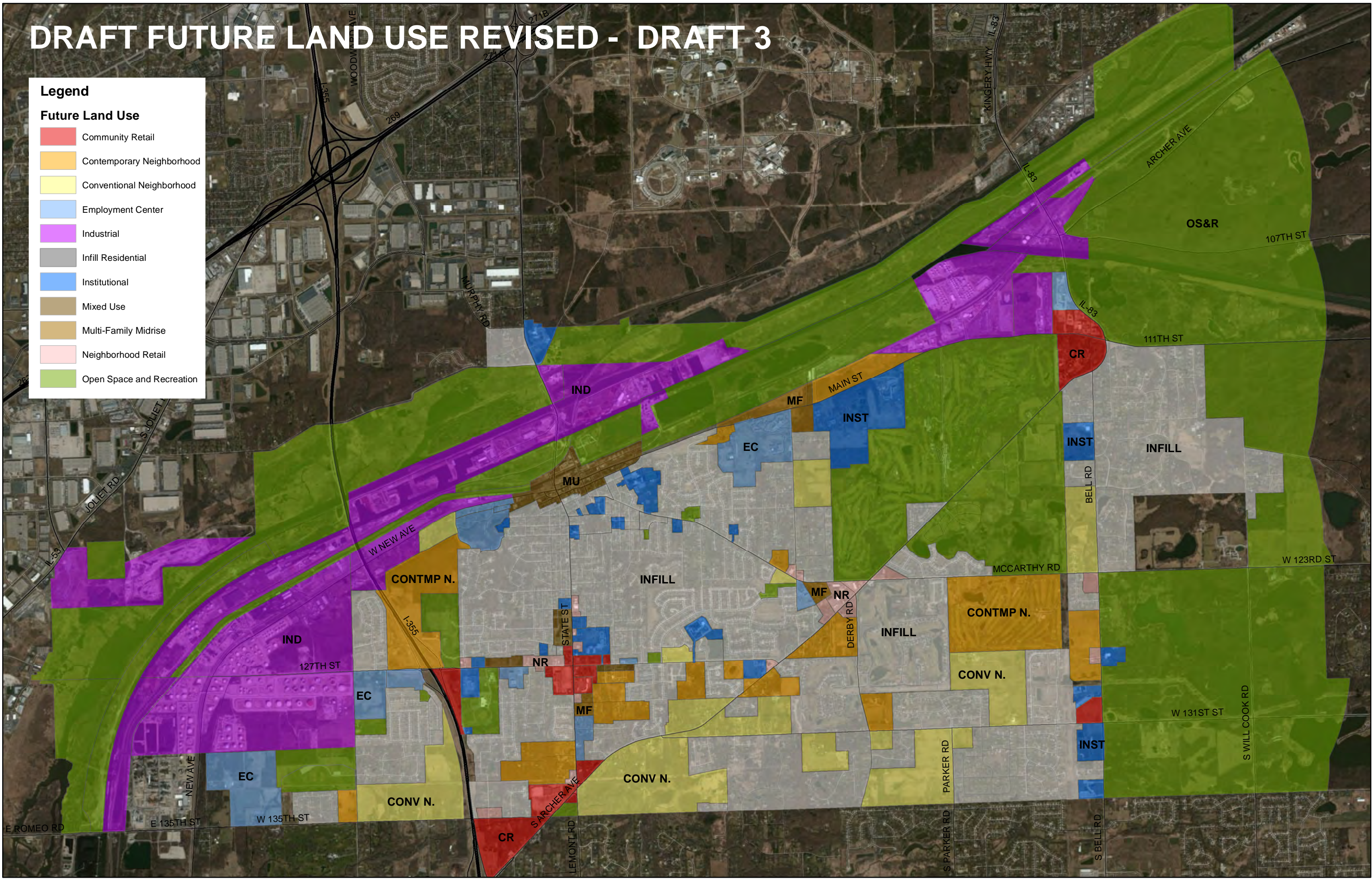


# DRAFT FUTURE LAND USE REVISED - DRAFT 3

## Legend

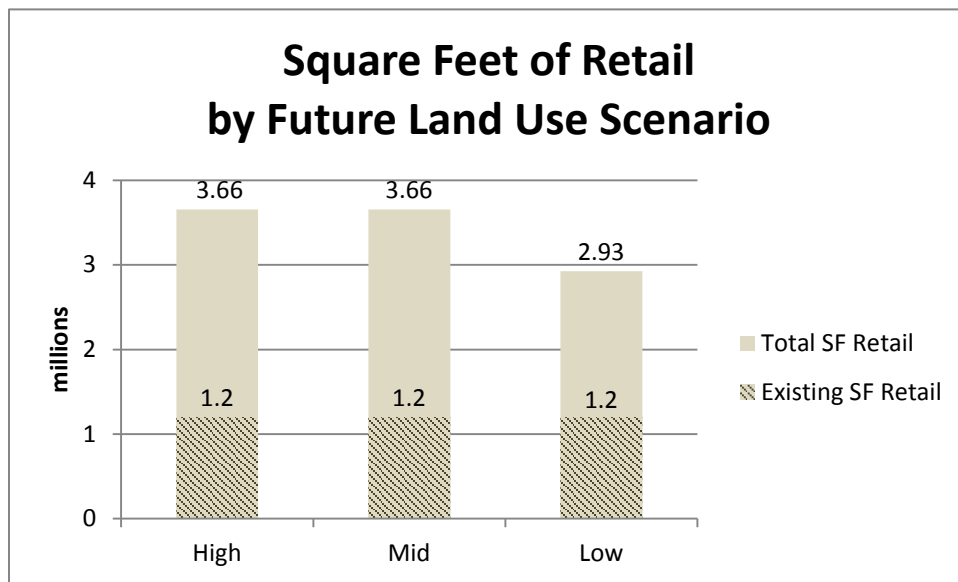
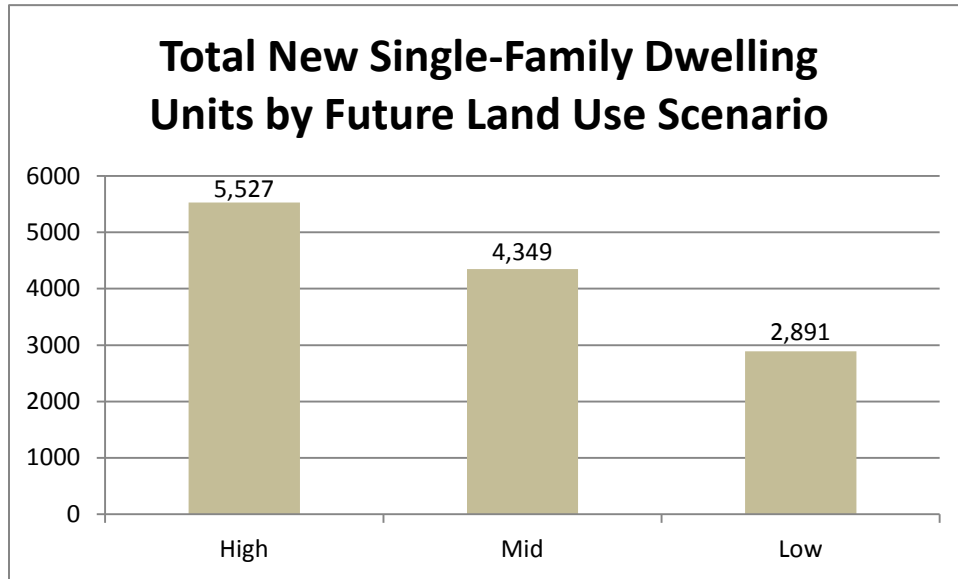
### Future Land Use

- Community Retail
- Contemporary Neighborhood
- Conventional Neighborhood
- Employment Center
- Industrial
- Infill Residential
- Institutional
- Mixed Use
- Multi-Family Midrise
- Neighborhood Retail
- Open Space and Recreation

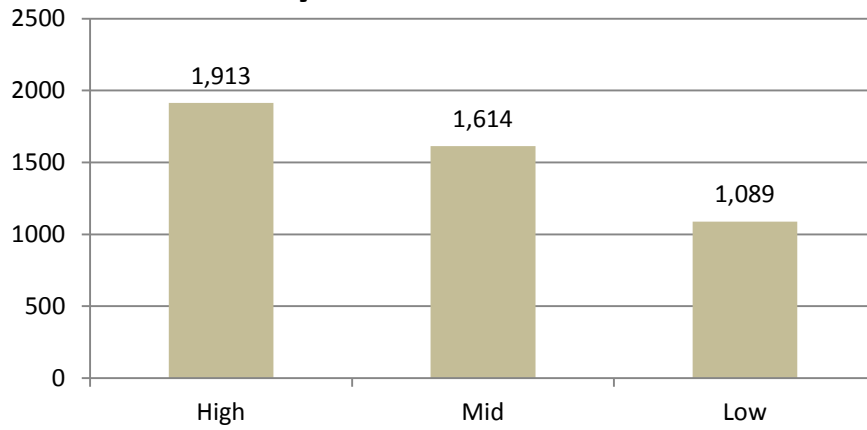




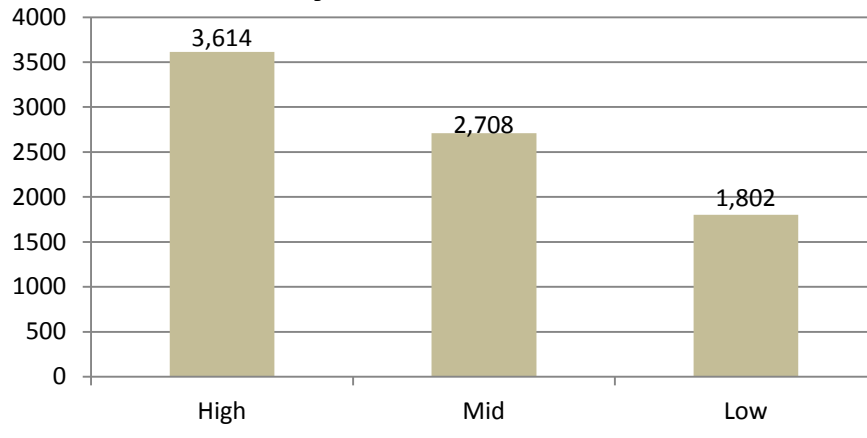
# Future Land Use Scenario Analysis – Summary Results



### New Dwelling Units In Conventional District by Future Land Use Scenario



### New Dwelling Units In Contemporary District by Future Land Use Scenario







Village of Lemont  
*Planning & Economic Development Department*

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

TO: Committee of the Whole

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

SUBJECT: Route 83 & Main Gateway Redevelopment Site

DATE: July 17, 2014

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### **SUMMARY**

As the Village finalizes its purchases within the Gateway TIF district, staff has been working with the Mayor, and Trustees Sniegowski and Chialdikas to explore various approaches for presenting the property for purchase and redevelopment by a private entity. To date, the efforts to promote the site have included attendance at the International Council of Shopping Centers Retail Real Estate Convention (RECON) and an arrangement with a retail development company for promotion of the property.

In 2012, Mayor Reaves, Trustee Sniegowski, Trustee Chialdikas, and Village Administrator Wehmeier attended RECON and met with various commercial real estate developers. Local business Englewood Construction volunteered their time to assist the Village; they prepared a conceptual plan for the site and arranged meetings for the Village at the event. At that time, the feedback from developers was that the site had promise but the Village needed to take additional steps before the site would be of real interest to developers (e.g. parcel assembly, environmental surveys, etc.). Following RECON, the Village engaged Abbell Associates, a commercial real estate development company, on a somewhat informal basis to attract retailers to the site but this effort ultimately did not yield any results. This year Englewood again volunteered to help provide promotional materials and secure meetings for Mayor Reaves and Trustee Sniegowski at RECON. Mayor Reaves and Trustee Sniegowski did have some successful meetings and there was initial interest from some developers and other related businesses.

Although these efforts have helped us gain valuable insight into the development potential of this property, a more concerted effort is needed from this point forward to ensure a timely redevelopment of the Gateway site. Four different approaches are outlined below, with the advantages, disadvantages, and costs of each noted.

Staff's goal is to see the property redeveloped in such a way that it is situated for long-term success and creates an attractive gateway into our community. In order for this goal to be achieved, I feel the Village should seek an approach that provides us with the best information upon which to base our decisions regarding potential redevelopment

and positions the Village to be choosing among competing, high quality proposals for redevelopment.

The attached article from the International City/County Management Association's (ICMA) Public Management Magazine outlines the common steps governments take when soliciting developers for publically owned land. Although the article is written by a consultant mentioned below, the steps outlined in the article are generally applicable across all four approaches. The summaries below are intended to provide an overview of the strengths and weaknesses of each approach in executing the various steps outlined in the article.

1. **Private Broker.** The Village could hire a broker to represent the property; that person would then promote the property for sale and redevelopment. Upon the sale of the property the broker would receive a commission. The commission rate can vary widely and would have to be negotiated in advance. At this point, staff needs to clarify how a broker would work within the RFQ/RFP framework required by TIF.

*Advantages:* Moderate time commitment from Village staff; broker will likely have established relationships with developers/potential buyers.

*Disadvantages:* Higher likelihood of staff being engaged in sequential inquiries from potential buyers; limited or no independent research/market analysis in advance of receiving a proposal from a developer; limited or no assistance in evaluating development proposals/incentive requests.

*Cost:* Broker commission, TBD. Could range from 1% to 5% of sales price or Village could negotiate a flat rate.

2. **Retail Strategies.** Mayor Reaves, Trustee Sniegowski and staff have met with the firm Retail Strategies, which does not appear to have competitors in this area offering similar services. Retail Strategies would do an evaluation of the retail market for the property similar to the one staff did as part of the Target Industries Report (e.g. surplus/leakage and peer/competitor analysis). Then Retail Strategies would contact retailers and retail developers to solicit interest in the property, including attendance at retail industry conferences like ICSC's ReCON. The firm could use the RFQ/RFP framework to solicit interest from developers if the Village requested such, but can also operate outside of that framework. The way this firm structures its services, its scope of services would include retail attraction for the entire community, not just the Gateway TIF site. Additionally, Retail Strategies could provide consulting services to the Village for crafting an incentive agreement but staff is not entirely clear on exactly what their scope of services would be in this capacity.

*Advantages:* Moderate time commitment from Village staff; Retail Strategies has established relationships with retailers and retail developers; this service provides benefit to retail properties throughout the village, in addition to TIF site; baseline retail analysis is provided to assist in soliciting developer / retailer interest.



*Disadvantages:* Primarily a retail attraction effort – may include some mixed use but not likely to solicit other kinds of development; limited market analysis.

*Cost:* Total cost of \$100,000 over a 3 year contract, plus \$10,000 if incentives consulting services are requested. \$50,000 first year, \$25,000 each year after. Because of the benefit outside TIF area, cost could be split among TIF and general fund.

3. **Government Development / Public Finance Consultant (e.g. SB Friedman).** In the area there are firms that specialize in providing consulting services to municipalities on matters of economic development and public finance. Staff and Trustees Sniegowski and Chialdikas have met with one such firm, SB Friedman. SB Friedman would first determine the market-feasible real estate products for the site, including an analysis of the physical capacity of the site. Based on the Village's feedback regarding which market-feasible use(s) we wish to seek for the site, the firm would conduct a financial analysis of the development scenario(s) to help the Village understand the implications of the preferred scenario(s) on land sale price, incentives, taxes, etc. SB Friedman would market the site through a RFQ and RFP process, using their contacts in the development community. Once proposals are received the firm would assist the Village in reviewing the proposals, including an analysis of the developers' capacity to execute the project and any incentive requests contained within any of the proposals. SB Friedman estimates the timeline for completion could be 12- 17 months.

*Advantages:* Moderate time commitment from Village staff; the consultant can evaluate the market potential of a variety of potential land uses; very detailed market analysis is available; the firm has established relationships with developers; the consultant can vet the redevelopment proposals on the Village's behalf.

*Disadvantages:* More expensive than some of other solutions; may not be the shortest timeframe.

*Cost:* TBD, based on detailed scope of work. Could be \$100,000 - \$200,000 depending on the scope of work requested by the Village.

4. **Village Staff.** Staff could prepare an RFQ in-house, with or without some market analysis. Then staff could send the RFQ to development companies in the area and follow up with calls to those development companies to present the property. Staff could then follow up by preparing an RFP and sending it to some or all of the companies that responded to the RFQ.

*Advantages:* Minimal additional hard cost; high level of Village control over what kind of developers we seek out.

*Disadvantages:* Large time commitment from Village staff, may be a high opportunity cost; timeframe may be longer due to resource constraints; village staff does not have the same connections with area developers that an outside consultant would have and therefore may not attract the same level of exposure

for the site; staff can perform research and market analysis, but are limited by available time, software resources, and expertise.

*Cost:* Limited hard costs, but a large amount of staff resources would be dedicated to this effort, limiting the availability of staff to respond to other issues. Staff will work to develop an estimate of hard and soft costs for presentation at the COW meeting.

## **BOARD ACTION**

Please discuss and provide direction to staff on which approach to pursue in earnest.

## **ATTACHMENTS**

1. "Developer Solicitation for Publically Owned Land," *Public Management*, July 2005.



# P M

**PUBLIC MANAGEMENT**

JULY 2005

INTERNATIONAL CITY/COUNTY  
MANAGEMENT ASSOCIATION

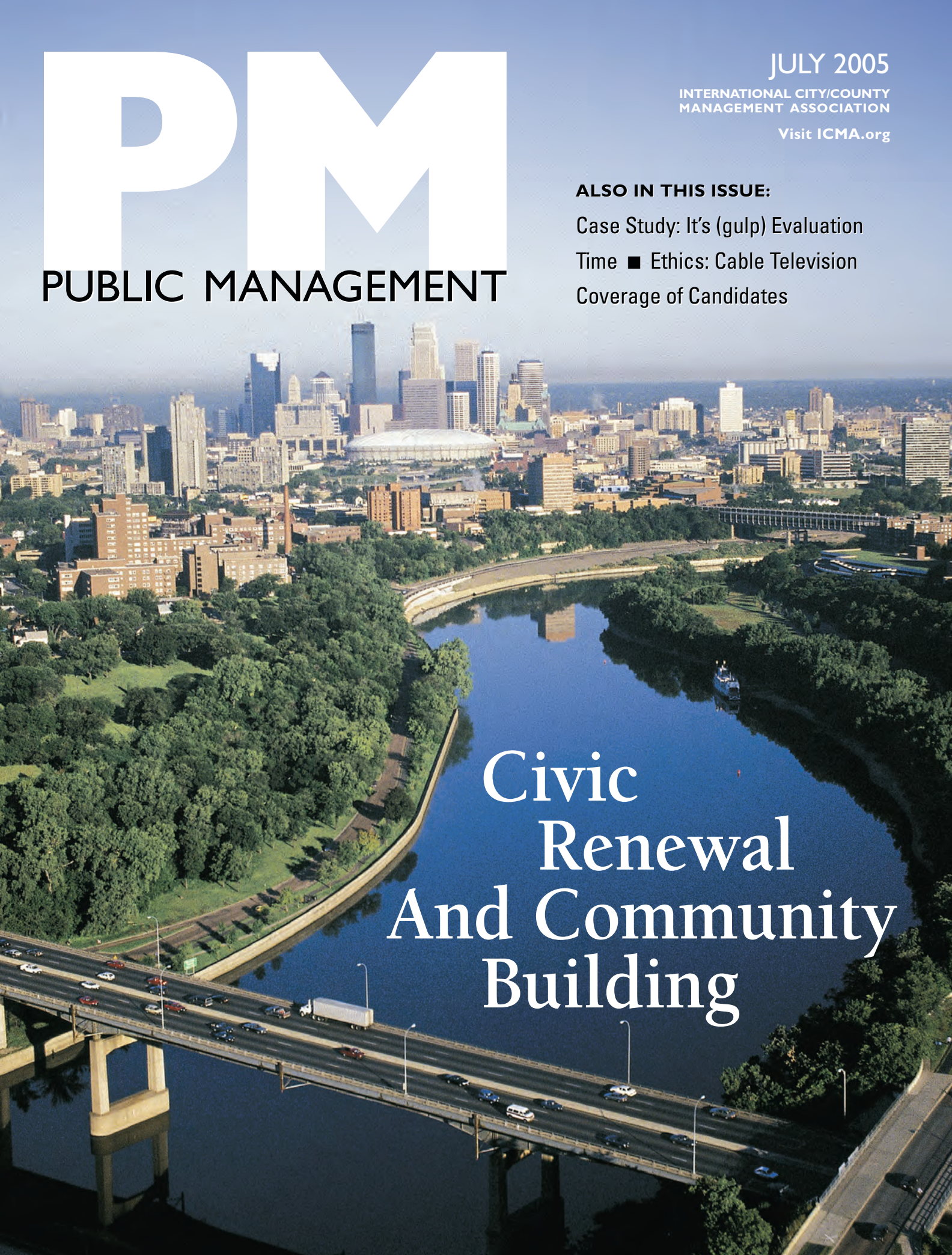
Visit [ICMA.org](http://ICMA.org)

**ALSO IN THIS ISSUE:**

Case Study: It's (gulp) Evaluation

Time ■ Ethics: Cable Television

Coverage of Candidates

An aerial photograph of a city skyline, likely Pittsburgh, featuring a large river (the Allegheny River) in the foreground. A multi-lane highway bridge spans across the river, with several cars and a truck visible. The city buildings are visible in the background, and a large stadium is prominent in the middle ground. The sky is clear and blue.

## Civic Renewal And Community Building



# Developer Solicitation for Publicly Owned Land

by Stephen B. Friedman

**M**any communities are actively seeking to redevelop their downtown areas and other parts of the communities with mixed-use, commercial, or residential revitalization projects. Land acquisition is a critical issue for public sector involvement in such community development. If the public sector controls a site (ownership, contracts, or options), it has the opportunity to be more proactive in shaping development and working with developers. If the site is not assembled, a step that precedes those described in this article is to formulate a strategy for attaining control of the site through public action and/or cooperation with developers and property owners.

When the locality has control of the site, it then has the option of seeking a developer and of being proactive in bringing about a project that meets the community's goals as well as responding to market opportunities. The local government or other landowner must be an active participant and must lead the process summarized in Figure 1.



Here are the key tasks in the process.

## 1. PREPARE THE SITE DEVELOPMENT PROGRAM

Illustrative development plans and guidelines are prepared that reflect and address: economic parameters and feasibility; community goals and design criteria; and physical (site) capacity. All of these factors must be considered in depth before a project can truly succeed (see Figure 2).

Depending on the extent of prior planning, there may need to be extensive public participation in the process, to address such critical issues as height, orientation, parking, traffic, general design/materials, and community character. In some communities, open workshops or charrettes are held early in the process.

This task might entail the services of a traffic planner, civil engineer, development adviser, or design firm. The end-result should be a “believable fiction,” a project that is economically feasible and physically reasonable and that meets the goals of the community. From this result, development guidelines can be crafted that give prospective developers direction but that still allow the community to tap the creativity and resourcefulness of the private sector.

## 2. ADDRESS THE DEVELOPMENT READINESS OF THE SITE

The local government needs to realistically assess problems that may impede development and may be difficult for a developer to address. These issues might include ownership holdouts, demolition needs, environmental contamination, soil conditions, stormwater requirements, infrastructure status and responsibility, title exceptions, and other, similar problems.

Who is in the best position to address these issues? This question should be evaluated and action taken to resolve the problems. Decisions should be made as to the role a developer may have to play in their resolution. At the very least, the key issues should be disclosed.

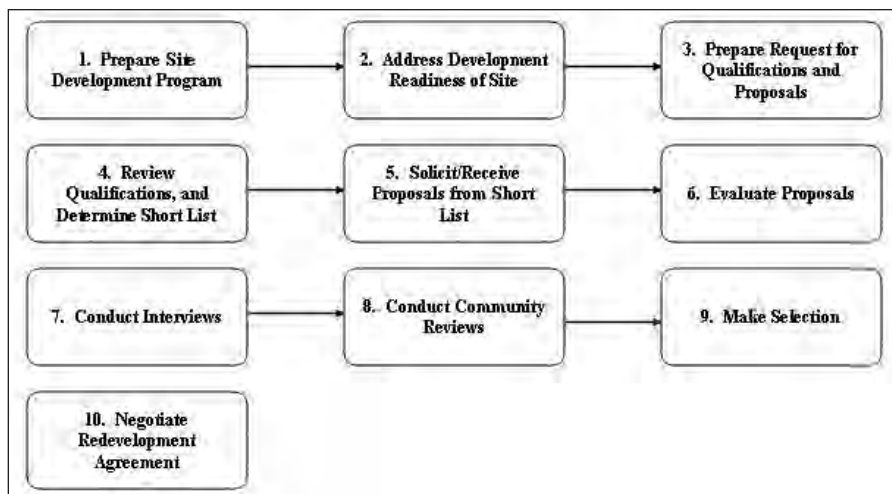


Figure 1. Process of soliciting developers for publicly owned land.

## 3. PREPARE A REQUEST FOR QUALIFICATIONS AND PROPOSALS

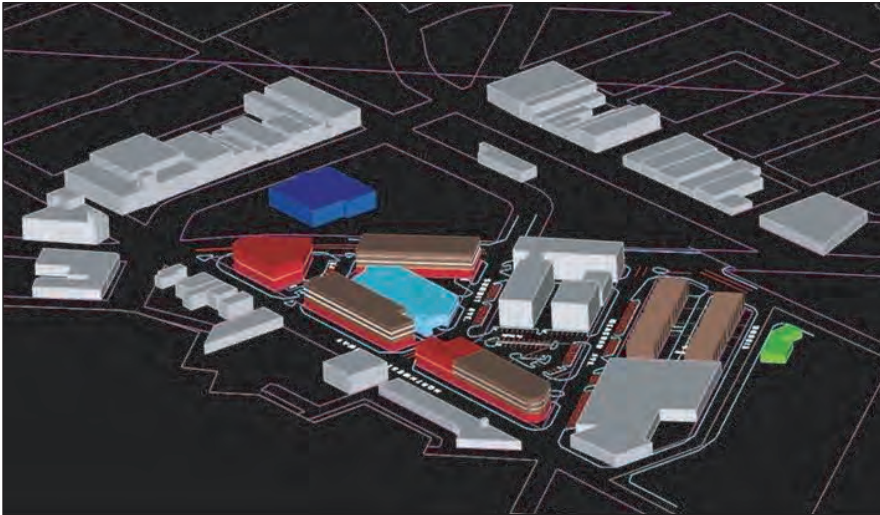
A two-step process usually is recommended, first seeking qualifications (RFQ), then requesting proposals (RFP) from only a short list of not more than five qualified firms or teams. The RFQ should provide full background information on the project and seek the experience, track record, financial capacity, and references of each team.

This two-step process is recommended because public bodies usually are required to advertise a sale of land or other development opportunity. This creates a “beauty contest” in the eyes of most qualified developers. A firm may hire an architect to prepare attractive exhibits, whether or not they represent a feasible plan and whether or not the firm has the financial and development capability to deliver.

As a result, firms will avoid a re-



Figure 2. Mix of crucial factors for a successful development project.



**Figure 3. Site study for the Bredemann/Reservoir site, Park Ridge, Illinois.**

quest for full proposals that is open to all and for which they cannot reasonably assess the odds of their success. For these firms, the cost of a full proposal is too great to incur unless there is a reasonable chance of success.

#### 4. REVIEW QUALIFICATIONS, AND DETERMINE A SHORT LIST

Qualifications must be reviewed by the management staff before recommending a short list to the governing body. The review of qualifications should include assessing the relevance and depth of the background of

each team, a confidential review of financial capacity, and interviews of references. Sometimes, qualification-level interviews are held by a locality; other communities have reached decisions on a short list through consultant and/or staff review.

#### 5. SOLICIT/ RECEIVE PROPOSALS FROM THE SHORT LIST

Meetings are held so that short-listed teams can supply additional background information and answer any questions that may arise. Other discussions also may occur during this period to help the developers fully

understand the locality's goals.

The full proposal should include site and building plans (conceptual), a financial analysis, requests for local participation, and proposed payments to the seller (local government or other public body). Each developer will approach a project differently, as reflected in three of the plans submitted by finalists in a competition for a project in Park Ridge, Illinois (see Figures 3, 6, and 7).

#### 6. EVALUATE THE PROPOSALS

Proposals are assessed in terms of overall quality, financial proposal, responsiveness, level of commitment from financing sources, tenants, and so forth. This is sometimes a summary and comparison, or it may be a more evaluative process. In either case, it provides information for use in interviews of the teams.

#### 7. CONDUCT INTERVIEWS

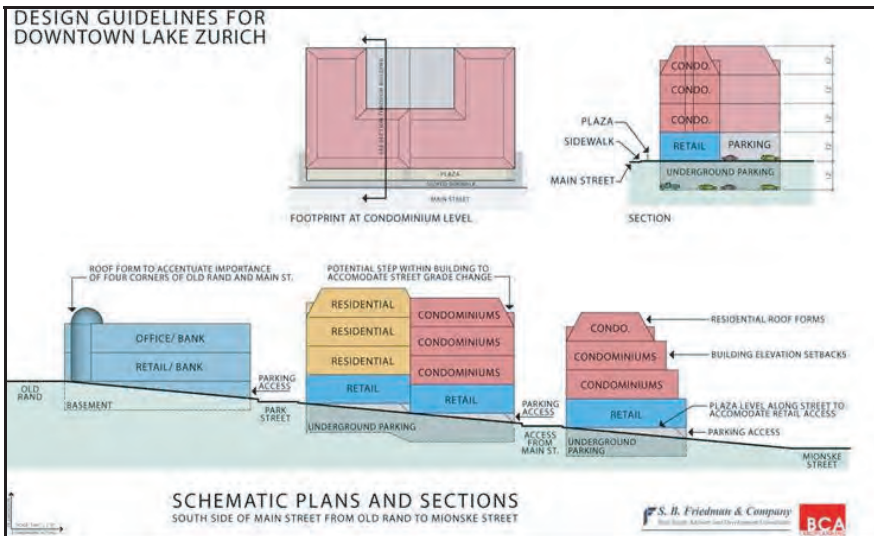
In the interviews, the developers will have the opportunity to present their proposals to the governing body. Other local commissions and committees also may be involved.

#### 8. CONDUCT A COMMUNITY REVIEW

Each community has different requirements for community involvement and review. In some, the community has a chance to review and comment on proposals in both informal settings and public hearings. Sometimes the various boards and commissions formally review the proposals (zoning, economic development, planning and appearance commissions). The community review process should be tailored to the decision-making style of the local government.

#### 9. MAKE THE SELECTION

Results of the interviews and public comment, if any, then will be considered along with the evaluation of the proposal from the standpoints of quality, character, track record, ease of working relationship, price offered, and additional factors.



**Figure 4. Height study, Lake Zurich, Illinois.**





Figure 5. Deck demolition, Des Plaines, Illinois.



Figure 6. New England Builders' site plan for Park Ridge, Illinois, project.

## 10. NEGOTIATE A REDEVELOPMENT AGREEMENT

Following selection, the business terms of the redevelopment agreement for the project will be negotiated. These will include both financial terms and the responsibilities of parties. Both general local government and special legal counsel may be involved.

A redevelopment agreement is the basis for the public/private partnership that occurs. It should be far more than a land sale contract, in that it should contain a number of key provisions to

ensure that the seller (public body) gets what it wants, including:

- Approval of development (often, through attaching planned development documents).
- Time of performance.
- Protection of undeveloped land (for example, phased takedowns).
- Acceptable tenants.
- Payments to the locality.
- Sharing of excess profits.
- Financing terms/public financial role, if any.
- Requirements for closing, such as full funding, in balance.

- Review and monitoring provisions.

This is the time to put in requirements that reflect the local government's desire to steward the land and achieve key public goals. Some requirements and goals may affect the economics of the project and the value of the land. But if these effects are affordable and acceptable, the redevelopment agreement and the covenants that run with the land are the mechanisms with which to protect the land and public goals, and this must be done before transfer.

### SUMMARY

When a public body owns land that it would like to see developed for revitalization projects, it has the opportunity to proactively market it and to ensure that public goals are met (in concert with the market and the physical realities of the site). A multistep process is necessary to establish realistic goals, attract the right developers, and negotiate a redevelopment agreement that protects both parties. The public body has the chance to provide for appropriate stewardship of the land and to bring about the kind of development that it wants, to enhance the long-term value of the community. **PM**

Stephen B. Friedman, AICP, CRE (sbf@friedmanco.com), is president of S.B. Friedman & Company, Chicago, Illinois (www.friedmanco.com).



Figure 7. PRC by James/MidAmerica for Park Ridge project.

# Village Board

## Agenda Memorandum

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To: Mayor & Village Board

From: George Schafer, Village Administrator  
Chris Smith, Finance Director

Subject: Police Pension Funding Policy

Date: July 16, 2014

### **BACKGROUND/HISTORY:**

Village employees participate in one of the two public pension programs. For all programs the defined benefits and employee and employer contributions levels are governed by Illinois Compiled Statutes. The Village's Police public safety pension fund has a Pension Board that makes the investment decisions and administers the fund. Historically, the Board has used investment brokers and has used a latter approach when making investment decisions.

Over the last several months, the Pension Board hired David Wall, Wall and Associates, as their investment advisor, via a formal RFP process. Additionally, the Board has updated the investment policy. Currently, the Board is interviewing Fixed Income Managers to assist with investment decisions.

The next step would be to formalize the funding policy that is currently being used for the plan. As of April 30, 2014 the Actuarial Value of the Assets is \$12.8 million and the Unfunded Actuarial Accrued Liability is \$6 million. The funded ratio has fluctuated over the years from the low 60% funded to the current 67.95% percent funded. Employees' contribution rate is 9.91% and the Village's annual contribution is based upon an actuarial calculation.

The passage of Pension Reform legislation at the State level changed the methodology used to calculate the legally required public safety contribution. The resulting contribution is lower in current years, however, future contributions can increase more rapidly. The Village has not taken advantage of the new lower contribution calculation. The Village's actuarial assumptions that are currently being used has an amortization target of 100% by 2040.

### **DISCUSSION:**

On July 15, 2014 the Police Pension Board held their quarterly meeting. Todd Schroeder of Lauterbach and Amen discussed funding policies and the actuarial assumptions that are currently being used. The Board directed Todd Schroeder to present a proposed Actuarial Funding Policy Statement at the next Police Pension Board meeting, which will occur on September 3, 2014. After the Police Pension Board reviews the proposed Actuarial Funding Policy Statement and approve it, they will present it to the Village Board for recommendation to approve.



# Village Board

## Agenda Memorandum

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To: Mayor & Village Board

From: George Schafer, Village Administrator  
Kevin Shaughnessy, Police Chief  
Chris Smith, Finance Director

Subject: Daily Commuter Parking Machines

Date: July 16, 2014

### **BACKGROUND/HISTORY:**

Currently, the Village has three Daily Commuter Parking Machines that are 9 years old. Commuters and staff are having issues with the current machines. Due to the fact that the machines are outdated and that they do not have a “back office function”, the only way staff is notified of an issue with a machine is by complaint or when staff is physically at the machine.

On April 14, 2014 the Village Board adopted the FY15 Annual Operating Budget. Included in the FY15 Budget is an upgrade to the Daily Commuter Parking Machines in the amount of \$35,100.

### **DISCUSSION:**

Total Parking Solutions provided the Village with the current daily commuter parking machines and has maintained them for the last 9 years. The attached proposal from Total Parking Solutions provides the Village with new machines that offer the commuter a credit card option as well as a pay by phone option.

Additionally by upgrading to the new pay stations and adding the back office system, the Village will benefit as follows:

- Improved technology and design makes paying more user friendly.
- More streamlined interior design provides better overall efficiency for the owner/Village.
- The speed of a transaction when paying is greatly improved.
- The bill/note canister capacity is doubled, from 500 to 1,000.
- The new pay stations will allow credit card payment and are also integrated with Passport Parking to allow pay by phone payment.
- Back office system “WebOffice” will send text and/r e-mail alarms to staff to alert them that a problem or potential problem (i.e., low paper, needs collection, bill jam, receipt paper jam) exists at the machines.
- WebOffice allows for remote enforcement. Enforcement will no longer need to be done manually at the pay stations. CSO will be able to, from any web-enabled device (laptop, Ipad, Droid, etc.) pull up paid and unpaid spaces. Also, historical data of all transactions is maintained. This is a valuable tool for ticket adjudication.
- Back office system allows you to pull statistical, financial, and maintenance reports.

**RECOMMENDATION:**

Authorized staff to waive the bid process and present the Board with a Resolution authorizing the purchase of the Daily Commuter Parking Machines at the July 28, 2014 Village Board meeting.





Total Parking Solutions Inc.

**Village of Lemont  
Parking Equipment Proposal  
July 8, 2014**

**Equipment**

3 Cale CWT BA Pay by Space Terminal \$ 36,600.00

Cabinet stainless steel construction - black, AC powered with battery backup, includes card reader, CashCode bill acceptor, 1,000 note capacity canister, spare note and coin canisters, keypad for multi-space w/communication board, display, fully programmable 3" x 6" anti-glare display, vandal resistant Lexan protected, backlit LCD with light sensor, GSM modem and antennae, one roll receipt paper, instruction graphics, installation hardware, one year warranty on parts and service, training for collection and first line maintenance, two hours WebOffice central management system training, two days/six hours on site commuter instruction by TPS staff, shipping F.O.B. Village of Lemont

Installation, terminal mounting, and activation no charge

Trade -in for old pay stations - \$ 1,500.00

Total Equipment \$ 35,100.00

**Cale "WebOffice" Central Management System**

Provides cellular communication for:

- real time credit card payment processing, PCI compliant
- alarms and warnings sent via SMS text or e-mail to owner and/or service technician
- remote access to maintenance, statistical and financial reporting (built-in report generator can export data as Excel or PDF files)
- remote enforcement via web-enabled device (i.e., Iphone, Droid, Ipad, laptop)
- "Passport" pay by phone integration

\$ 80.00 per terminal per month \$ 960.00 per unit

Total WebOffice - Year one \$ 2,880.00

**Total \$ 37,980.00**



Total Parking Solutions Inc.

**"Passport Parking" Pay By Phone/App**

Provides commuters the ability to pay for parking by phone or mobile app, fully integrated with Cale WebOffice no charge \*

\* There is no cost to the Village. A .37 cent per transaction convenience fee is paid by the commuter.

*Includes set up and integration, providing signage, and providing and distribute informational flyers first two days of start up*

**Service and Maintenance Coverage**

Year one no charge  
Year two full 100% parts and labor \$ 1,260.00 per unit

*\* Includes regularly scheduled quarterly preventive maintenance inspections*

**TERMS AND CONDITIONS**

<i>Delivery</i>	<i>typically 4 to 6 weeks after order F.O.B. job site</i>
<i>Payment Terms</i>	<i>50% billable upon placement of order, balance due upon completion of installation</i>
<i>Notes</i>	<i>110-volt power must be provided to point of terminal mounting, does not include any necessary concrete work</i>

Proposed by:

Total Parking Solutions, Inc.

Joseph T. Smith  
President of Operations/Co-Owner