

**VILLAGE BOARD  
COMMITTEE OF THE WHOLE MEETING**

**AUGUST 19, 2013 – 6:30 P.M.  
LEMONT VILLAGE HALL  
418 MAIN ST.  
LEMONT, IL 60439**

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. UNFINISHED BUSINESS**
- IV. DISCUSSION ITEMS**
  - A. DISCUSSION OF ST. PATRICK PARKING LOT SPECIAL USE FOR 217 CASS STREET  
(PLANNING & E.D.)(STAPLETON)(JONES)**
  - B. DISCUSSION OF WESTWAY COACH SCHOOL BUS TERMINAL  
(PLANNING & E.D.)(STAPLETON)(JONES)**
  - C. DISCUSSION OF BIRCH PATH CONCEPT PLAN REVIEW  
(PLANNING & E.D.)(STAPLETON)(JONES)**
  - D. DISCUSSION OF FIRST STREET WIDENING AND RESURFACING  
(PUBLIC WORKS)(BLATZER)(PUKULA)**
  - E. DISCUSSION OF CANAL STREET IMPROVEMENTS - LEMONT STREET TO STEPHEN STREET  
(PUBLIC WORKS)(BLATZER)(PUKULA)**
  - F. DISCUSSION OF GLENS OF CONNEMARA COMPLETION  
(PUBLIC WORKS)(BLATZER)(PUKULA)**
  - G. DISCUSSION OF ILLINOIS STREET IMPROVEMENTS  
(PUBLIC WORKS)(BLATZER)(PUKULA)**
  - H. DISCUSSION OF 2013 BRIDGE REPAIRS  
(ADMIN./PUBLIC WORKS)(REAVES/BLATZER)(SCHAFFER/PUKULA)**
- V. NEW BUSINESS**
- VI. AUDIENCE PARTICIPATION**
- VII. 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: Planning & Zoning Commission #055-13

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

SUBJECT: Case 13-06 - St. Patrick Parking Lot Special Use for 217 Cass St

DATE: August 13, 2013

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**SUMMARY**

St. Patrick Church, contract purchaser of the subject property, has requested a special use for a parking lot in a residential zoning district. The subject property is at 217 Cass in the R-4A zoning district and within the Lemont Historic District. This application follows recent approval by Village Board to grant a Certificate of Appropriateness to demolish existing single-family home and garage on site. The parking lot would serve the needs of the parish. The Planning & Zoning Commission recommends approval with conditions.



**PROPOSAL INFORMATION**

Case No. 13.06  
Project Name St. Patrick Parking Lot Special Use for 217 Cass St.

**General Information**

Applicant	St Patrick Parish
Agent for Applicant	Larry Oskielunas
Status of Applicant	Contract purchaser of the subject property
Requested Actions:	Special use for parking lot in an R zoning district
Purpose for Requests	To establish parking lot to serve the church
Site Location	217 Cass St., PIN 22-20-315-012
Existing Zoning	R-4A
Size	66 X 132 feet (8,712 sq ft)
Existing Land Use	Single-Family Residential
Surrounding Land Use/Zoning	North: Vacant church property / DD
	South: Single-Family Residential / R-4A
	East: Institutional / telecommunications bldg / R-4A
	West: Single-Family Residential / R-4A
Comprehensive Plan 2002	The Comprehensive Plan map designates this area as medium density (2-6 dwelling units per acre) with a historic district overlay

**Special Information**

Demolition of House	St. Patrick granted Certificate of Appropriateness to demolish existing residence and garage on the subject site
Physical Characteristics	The property is currently developed as a three unit, single-family attached (townhouse) building.

**BACKGROUND**

In late 2012 members of St. Patrick Parish approached the Planning & Economic Development Department about its parking needs and the possibility of demolishing an existing single-family residence at 217 Cass Street and converting the 8,712-square foot lot into a parking lot. The subject property is not directly adjacent to the church building or existing church parking. Additionally, the area is within the Lemont Historic District.

To fulfill its desire for a parking lot at 217 Cass, St. Patrick Parish had two previous challenges to overcome.

(1) Since the property was within the historic district, a Certificate of Appropriateness would be required to demolish the residence. The Parish's application for a Certificate of Appropriateness to demolish the house was denied by the Historic Preservation Commission in February 2013. The Parish subsequently appealed the decision to the Village Board, and in April the Board overturned the HPC's decision.

(2) The proposed lot was in a different zoning district than the church, and would not be contiguous with existing church parking. The Unified Development Ordinance did not address such situations, i.e. a parking lot on a separate zoning lot (and thus not an accessory use but rather a principal use of the lot), and therefore some type of amendment to the UDO would be necessary. Staff recommended a zoning text amendment that would allow parking lots as a principal use in residential zones as a

special use. Following a public hearing before the PZC in February 2013, the Village Board approved such an amendment in May 2013.

Having overcome these two hurdles, the Parish then submitted the special use application to establish the parking lot.

## **CASE HISTORY**

**PZC Public Hearing.** The Planning and Zoning Commission conducted a public hearing on the special use request at its July 17, 2013 meeting. Representatives from St. Patrick's were present. No neighbors or other residents spoke at the hearing; however the resident and owner 215 Cass, immediately west of the subject site, submitted a letter of support for the special use request. Discussion at the public hearing centered on landscaping issues, traffic safety, and improvements to the adjacent alley.

Staff noted that the parking lot's proposed landscaping did not meet UDO requirements; additional interior parking lot landscaped islands were required. The PZC suggested that the required landscaped area should be added at the far south end of the parking lot to improve pedestrian safety and streetscape aesthetics. The PZC and staff also requested that the shrubs around the perimeter of the parking lot be large shrubs (defined by the UDO as at least 24" tall at time of planting) to provide additional screening for nearby residential properties. The applicant was agreeable to the suggestions.

The PZC discussed at length whether it would benefit neighbors and/or general public safety to restrict the ingress/egress of the proposed parking lot. The Commission ultimately directed staff to ask the Police Department for an opinion and include any recommended restrictions in the special use approval.

The PZC also considered a suggestion from the Public Works Department that the church be required to make repairs to the alley immediately north of the proposed parking lot, from the proposed lot east to Lemont Street. Although the Commission agreed that the alley will see increased traffic from the addition of the parking lot, they did not feel it necessary to require any improvements by the applicant.

The Planning & Zoning Commission voted 7-0 to recommend approval of the proposed special use with the following conditions:

1. That landscaping shrubs shall be large shrubs at a minimum of 24 inches in height when planted.
2. The two required internal parking islands shall be relocated to one on each side (east and west) on the southern entrance of the parking lot.
3. Staff will seek input from the Lemont Police Department as to which direction the flow of traffic should enter and exit the parking lot and/or alleyway.

**Post-PZC Hearing.** The applicant submitted a revised conceptual site plan, attached, which addresses the landscaping conditions. The Police Department did not feel that any restrictions on the direction of traffic entering or exiting the parking lot were needed

at this time; instead, they prefer to monitor the situation once the lot is operational and work with the church to address any issues that may arise.

## STANDARDS FOR SPECIAL USE

UDO Section 17.04.150.C states that special use requests must be consistent with the following six standards to be recommended by the PZC for approval:

1. **Standard.** The special use is deemed necessary for the public convenience at that location.

**Analysis.** The applicant asserts that there is currently heavy demand for all Masses at the church, particularly Masses on Saturday and Sunday evenings and special events. Church parking needs for these times have saturated the capacity of its own parking lot as well as several nearby parking lots, including Metra station parking areas, and a parking lot at a funeral home across the street. On-street parking in the vicinity of the church is extremely limited. The addition of the proposed parking lot would greatly alleviate the current parking issues during Mass times.

2. **Standard.** The special use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

**Analysis.** The site plan, as revised per staff and PZC recommendations, includes 11 dedicated parking stalls and three rows of stadium parking. Given the size of the site and the required landscaping, at most, only two rows of stadium-style parking can be accommodated. This would yield, at most, 24 parking spaces on-site. The parking stalls will be required to be nine feet by 18 feet, consistent with Village standards. The church currently uses stadium-style parking on its principal property and there have been no documented issues.

The parking lot is bounded on three sides by a six-foot landscaped strip. To the south, the landscaped area has been increased to 15-feet in depth, to increase the buffer between the parking area and nearby residents and to improve pedestrian safety. As previously noted, the Police Department does not have any concerns regarding the safety of the proposed lot, but will monitor the situation once operational.

3. **Standard.** The special use will not cause substantial injury to the value of other property in the neighborhood in which it is located.

**Analysis.** The parking lot will not generate new traffic, but may slightly alter existing parking and driving patterns. The increase in negative impacts associated with traffic and attendant noise would be minimal. However, there will be increased negative impacts on the surrounding properties due to illumination. The illumination impacts take two forms: headlights of vehicles moving in and out of the lot and while parking would shine on nearby homes; and illumination from required parking lot light standards. The addition of large shrubs, in addition to the other landscaping provided should help mitigate these impacts.

4. **Standard.** The special use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens.

**Analysis.** The addition of a parking lot at this site would not negatively impact Village services or the Village's ability to maintain the peace and provide adequate protection.

5. **Standard.** The special use is consistent with standards enumerated elsewhere in this ordinance for the specific use, including planned unit developments.

**Analysis.** The UDO contains specific standards for parking lots. See the discussion below for details.

6. **Standard.** The special use meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.

**Analysis.** Not applicable.

## GENERAL ANALYSIS

**Consistency with the Comprehensive Plan.** The Comprehensive Plan designates this area for medium density residential use. The Comprehensive Plan also indicates the subject property as being within a historic district overlay.

**Landscaping Standards.** The UDO contains landscaping standards for parking lots (§17.20.050 and §17.20.070). These standards apply to all parking lots with 15 or more parking spaces:

- One canopy tree per 40 ft of street frontage.
- The exteriors of the parking lot shall be landscaped with at least three plant units per 100 feet of linear distance surrounding the parking area. Plants that are counted toward the street landscaping requirements of §17.20.050 may also be counted toward this requirement. One "plant unit" equals: 0.5 canopy trees; 1.0 evergreen trees; 1.5 understory/ornamental trees; and 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.
- Landscaped areas totaling 35 square feet per parking stall shall be provided on the interior of the parking lot.

Applying the Village's standard interior parking lot landscaping requirements to this lot is complicated by the fact that the proposed lot includes stadium style parking, an arrangement not contemplated by the UDO. The applicant has provided approximately 380 sf of "interior" landscaping located at the perimeter of the lot, per the PZC's request. Staff believes the applicant's conceptual plan (attached) satisfies the intent of the UDO interior parking lot landscaping requirements while addressing the PZC's concerns regarding pedestrian safety and streetscape aesthetics.

**Illumination Standards.** Section 17.14.020 of the UDO requires all off-street parking areas to be illuminated. The site plan submitted by the applicant indicates 11 bollard style light poles.

Chapter 17.14 of the UDO also contains maximum standards for the illumination of parking lot interiors as well as maximum standards for illumination at the property line. Additionally, the UDO requires the use of "lights that are shielded or otherwise optically controlled so as to prevent glare or create a nuisance on adjacent property." The parking lot will be required to comply with these requirements at the time of site development permit approval.

**Other Standards.** Site development regulations contained within the UDO require parking lots to be improved with protective curb and gutter. In limited instances the Village has waived this requirement in lieu of environmentally-friendly approaches to site design. Potentially the parking lot could be surrounded by bioswales, instead of curb and gutter, to help filter stormwater run-off.

**Engineering Comments.** The Village Engineer has cautioned that storm water detention will most likely be required. The parish had indicated previously that underground stormwater storage would be considered.

**Fire Protection District Comments.** Not received.

## **CONCLUSIONS & RECOMMENDATIONS**

The PZC recommended approval with conditions and the applicant appears to have satisfied these conditions. The applicant will have to submit more detailed plans at the time of site development permit application to demonstrate that 385 sf of landscaped area has been provided to satisfy the interior parking lot landscaping requirements of the UDO. Additionally, all other UDO requirements, including stormwater management, illumination, etc. will apply at time of site development permit application.

## **ATTACHMENTS**

1. Draft Minutes of the July 17, 2013 PZC meeting
2. Application Materials
3. Revised conceptual site plan
4. Revised conceptual landscape plan

**Village of Lemont**  
**Planning and Zoning Commission**  
Regular Meeting of July 17, 2013

A meeting of the Planning and Zoning Commission of the Village of Lemont was held at 6:30 p.m. on Wednesday, July 17, 2013 in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

**I. CALL TO ORDER**

**A. Pledge of Allegiance**

Chairman Spinelli called the meeting to order at 6:35 p.m. He then led the Pledge of Allegiance.

**B. Verify Quorum**

Upon roll call the following were:

Present: Kwasneski, Maher, McGleam, Messer, Sanderson, Sullivan, Spinelli

Absent: None

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

**C. Approval of Minutes: June 19, 2013 Meeting**

Commissioner Maher made a motion, seconded by Commissioner McGleam to approve the minutes from the June 19, 2013 meeting with one change:

1. Under Action Items, change Chairman Schubert to Chairman Spinelli.

A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

**II. CHAIRMAN'S COMMENTS**

Chairman Spinelli stated there are two items on the agenda this evening. He welcomed Mrs. Jones back to the Village. He then asked the audience to stand and raise his/her right hand. He then administered the oath.

**III. ACTION ITEMS**

**A. CASE 13-06 – ST. PATRICK PARKING LOT AT 217 CASS STREET**

A public hearing for special use for a parking lot in a residential zone.

Chairman Spinelli called for a motion to open Case 13-06.



Commissioner Kwasneski made a motion, seconded by Commissioner McGleam to open the public hearing for Case 13-06. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

Mrs. Jones stated this is a special use application from St. Patrick's Church for a parking lot. She said the Church received a Certificate of Appropriateness to demolish the existing home on the lot. She stated there was also a Unified Development Ordinance text amendment to allow for parking lots in residential districts when it is not on the same zoning lot as the principal use to which the parking lot is serving. Mrs. Jones said this is the last step where they have to apply for a special use for the parking lot.

Mrs. Jones stated in the staff report there were a few comments regarding landscaping. She said she wants to update the Commission Board on a few things that has occurred since the staff report was distributed. She stated they did receive a letter from the owner of 215 Cass, which is the property immediately adjacent. Mrs. Jones said it stated they did not have any objections with the proposed special use request. She stated they had received a revised parking lot layout, which shows a little bit of the landscaping. She said it addresses some of the landscaping concerns that were raised in the staff report.

Mrs. Jones said the Public Works Director, after seeing the staff report, noted that he and Trustee Blatzer had discussed the need for repaving of the alley behind this proposed lot. She stated it would be from the proposed lot east to Lemont Street. She said the alley is in bad shape and this parking lot would access on and off the alleyway. Mrs. Jones stated the area around the Church has already been repaved. She said he is recommending that it be a condition of approval, for the alleyway to be repaved, for the special use.

Commissioner Maher asked if this was the Church's responsibility.

Mrs. Jones stated it is a reasonable condition to place on a special use request because of the access onto and off of the alley. She said if they were not accessing the alley then no. She stated just like with a commercial project that would generate a lot of traffic, they might require a turn lane or intersection improvements. She said this is the same thing.

Commissioner Maher asked if the alley was Village property and would the Village plow that alley.

Mrs. Jones said yes the Village does own the property and they would plow the alley.

Commissioner Sanderson asked if there were any impact fees.

Mrs. Jones stated no. She said she mentioned the Commission received a revised plan for the parking lot. She stated they rearranged some of the proposed parking and reduced the number of parking spaces to accommodate for some landscaping. Mrs. Jones said they did accommodate all of the landscaping that was requested for the perimeter. She stated they did not account for any interior landscaping that is required per Village code. She said the remaining issues are the interior parking lot landscaping, which is needed. Mrs. Jones stated a recommendation could be that they have 12 stalls on the left side currently, and staff would recommend that be reduced to ten. She said they could then put the landscape islands there to meet the required code. A certain square footage of landscaping is required per parking space. She stated by removing two parking spaces and adding two landscape islands that would satisfy the requirement of the code. Any deviation from that would necessitate a variation and staff does not want them to have to go through that process again.

Chairman Spinelli asked if staff was specifying where the landscaped islands are supposed to go. He asked if they could put them at the north and south end so they can have continuous parking stalls.

Mrs. Jones said it is supposed to be interior to the parking lot. She stated it would be nice if one of them would be inside the parking lot.

Chairman Spinelli stated he would like to get the first stall on the south end farther away from the sidewalk.

Mrs. Jones said that is fine, but it would be nice to have one island to break up the parking lot.

Commissioner McGleam stated his biggest concern about the layout is the location of the southern stalls in relation to the adjacent property. He asked what the current setback was from the sidewalk.

Mrs. Jones stated that it does not specify, but what was in the staff report was a request for six feet. She said the interior parking lot landscaping is a requirement of the zoning and not necessarily a requirement for the special use approval. She stated what staff would request is a condition for the special use approval that where they show shrubs they would be required to plant large shrubs. Mrs. Jones said the reason why is because they would be of a sufficient height to block the headlights. She stated this would be anywhere their property butts up against another residential property. She said it would be along the south side and the west side of the property.

Chairman Spinelli asked what the traffic flow would be for the property.

Mrs. Jones stated they might have to have people directing cars for the stadium style parking.

Chairman Spinelli said if the traffic flow is suppose to be from north to south, then the landscaping along the south end of the parking lot needs to be lower for site-line for pedestrians.

Mrs. Jones stated she feels they should be higher to block the residents across the street. However, there should be a clearance on both sides of the drive aisle so there is room for someone to see a pedestrian.

Chairman Spinelli said you are not going to be able to screen the vehicles completely. He stated if you want to help the residents to the south, then the traffic flow should be to the north.

Mrs. Jones stated that can be a question for the applicant and can be a condition for the special use approval. She said headlights are typically 22 inches from the ground. So if the shrubs are at 24 inches when planted that should help hide some of that lighting.

Commissioner Messer asked if there was a grading plan.

Mrs. Jones stated no.

Commissioner Sullivan said the shrubs will not be in the driveway, but the headlights are in the driveway. He stated if the traffic went north to south then the landscaping is not going to help with the headlights.

Commissioner Sanderson asked at what point would they have to do a site plan.

Mrs. Jones said they will have to apply for a site development permit at which point they would have to do full engineering. She stated they will have to show full compliance for the storm water management regulations, which is currently not shown on the concept plan. She said they would also be required to do a full landscape plan that will show species, sizes and location.

Commissioner Sanderson asked if they would see that.

Mrs. Jones stated no. She said this is the special use approval and the site plan approval is done at staff level.

Commissioner McGleam asked how many stalls are currently shown on this plan.

Mrs. Jones stated the new plan shows 33 stalls, but with the interior landscape accounted for it would be reduced to 31 stalls. She said that is including the stadium parking.

Commissioner McGleam stated his suggestion with the interior landscaping would be to increase the setback to the south. He said his big concern is there is parking that is

south of the adjacent properties. He stated that the owner at 215 Cass is going to look out his window at cars.

Mrs. Jones said which he is okay with according to his letter. She stated she does see his point and that can be a condition of the special use that the interior landscaping requirement be met at the south end of the parking lot.

Chairman Spinelli asked if there was anything else from staff.

Mrs. Jones stated the applicant revised the illumination as well to comply with what was written in the staff report.

Commissioner McGleam said there was a mention in the staff report about bioswales for drainage.

Mrs. Jones said it could be a possibility rather than traditional requirements.

Commissioner McGleam stated he felt that it would not be a good idea for a small property like this.

Mrs. Jones said it would depend on what they plan on doing with their storm water management.

Chairman Spinelli asked if the applicant would like to come up and make a presentation.

Larry Oskielunas, Chairperson for the Master Planning for St. Patrick's Parish, stated that this was not an engineering drawing and that it is a conceptual drawing. He said when he got the document from Jim Brown they revised it to show the landscaping and lighting. He stated the interior landscaping is not shown, but they would gladly comply.

Mr. Oskielunas stated they have about 46 parking spaces in the other lot, so anything in the 30 range is a bonus for them. He said one concern with the height of the shrubs is the view for police driving by. They will not be able to see into the lot when patrolling.

Commissioner Messer asked if they had an issue with a dedicated entrance and exit.

Mr. Oskielunas stated either direction, whichever they preferred.

Commissioner Maher asked how often they expect this lot to be used.

Mr. Oskielunas said there are two services they have now that is really crowded. He stated the Sunday evening mass at 5 p.m. and the 10 a.m. mass on Sundays.

Mrs. Jones stated there was also a mention that it might be able to provide some parking when they are having events in the other parking lot.

Mr. Oskielunas stated that was correct.

Mrs. Jones said the demand for parking has been demonstrated by the church through photos and previous presentations.

Mr. Oskielunas stated he can show them to the Commission again. He said they show how the alley is blocked which creates a problem for emergency vehicles getting through.

Chairman Spinelli asked if they had posted any signs asking to keep the alleyway open, which was mentioned at the previous meeting.

Mr. Oskielunas said they had talked about making them and posting them, but even with the warnings that they posted in Church and announcements, it did not help.

Commissioner Messer asked if the alley was one direction.

Mr. Oskielunas said it was not marked, but it is wide enough for two cars to get through.

Commissioner Messer asked if there was a designated walking path in the alley.

Mr. Oskielunas stated no.

Commissioner Messer asked if there was a designated walking path and the alley was only one way does he think that would help from having people parking in the alley.

Mr. Oskielunas stated he does not think it will help. He feels people would park on the sidewalk or path. He said it would not alleviate the benefit of having a second parking lot. He stated they currently do use Metra and Markiewicz Funeral Home for additional parking currently. He said Metra is too far away and not safe for their parishioners to walk from. If Markiewicz has a funeral going then they can not park there.

Commissioner Sanderson asked what is the planning for lot 215 Cass.

Mrs. Jones stated the Village is not going to initiate a rezoning for the property, because it would make the person who lives there have a home that is nonconforming. She said she thinks the Church itself is in residential zoning, so it is all residentially zoned there. She stated she appreciates the planning issue of having one single-family home between two parking lots. Mrs. Jones said however, the owner of that home did write a letter saying they had no objection.

Mr. Oskielunas stated they have been in contact with that homeowner to purchase that house. He said the issue with the headlights is a little over dramatized. He said the Church masses are done during the day. He stated there is one in the evening on Saturday. The cars come in and then they are not seen again.

Commissioner Sanderson stated he is not concerned with the headlights. He is concerned about safety. He said the landscaping to the west would be nice so they do not have to look at asphalt.

Mr. Oskielunas stated on the current parking lot there is not landscaping on the south side and that is where they exit.

Commissioner Sanderson asked if they envision people entering off of Cass and then facing the alley.

Mr. Oskielunas stated they can go either way.

Commissioner Sanderson asked if the Police Department had comment in regards to this.

Mrs. Jones stated she does not have any record of comments from the Police Department and does not know if this was ever sent to them.

Mrs. Jones said on a planning perspective it would make sense to have them enter from Cass and exit the alleyway. She said if you have them entering from the alley then they would be entering from two directions.

Mr. Oskielunas stated as a practical standpoint for the Church it would be better if they entered the alleyway from the Church. He said most of the parishioners come down State Street and turn into the parking lot. He stated if they see that it is full then they can go down the alleyway to the next parking lot.

Chairman Spinelli asked if the parking lot to the west faces northbound.

Mr. Oskielunas said the stadium parking faces south. He stated traffic empties onto Cass and there are no shrubs to block the headlights. He said it is one fifteen minute period of headlights then it is done for the week.

Commissioner Messer asked if there was any record of any comments from the residents on Cass.

Mr. Oskielunas stated they sent out all the letters to the owners on Cass and the only one who responded was 215 Cass, which was in support of the lot.

Chairman Spinelli asked if his preference was to have south bound traffic in this parking lot.

Mr. Oskielunas said yes.

Mrs. Jones said in regards to the size of shrubs and police concern, the large shrub requirement is part of their commercial parking lot design and every parking lot has some incorporation of large and small shrubs. She stated she doesn't see much of an issue with police for public safety there. She said in regards to the vehicles facing south, they do not want to put any extra burden on the adjacent property owners. Mrs. Jones stated with the stadium parking facing south, stacked up, waiting to get ready to leave there is still the possibility of headlights shining in the windows. She said she understands that most of the services are during the day, however, a few shrubs don't cost that much and could help mitigate offsite impacts.

Commissioner Maher asked what staff was recommending.

Mrs. Jones said originally they were recommending large shrubs adjacent to residential properties which would be the west and south property line. However, if the Commission chooses to restrict the entrance and exits so the traffic is all south to north then there might not be that much need for it on the south property line.

Commissioner Maher said if they exit through the alleyway onto Lemont Street then the driver's visibility is restricted due to parking on that street. He said the driveway there comes down on an angle and it is very tight on a Sunday. He stated he does not think it would be a safe recommendation.

Mrs. Jones said she would leave it up to the Commission to decide what to do, but if they choose to leave it unrestricted then staff's recommendation would be to have large shrubs along the south and west property lines.

Chairman Spinelli asked if there was a maximum growth height.

Mrs. Jones stated there wasn't.

Chairman Spinelli stated there should be with the sidewalk being right there.

Mr. Oskielunas said they have no problem planting shrubs but he is concerned about what Chairman Spinelli mentioned in regards to the line-of-sight being blocked.

Chairman Spinelli stated by moving the internal islands to the south end of the parking lot on each side and keep the landscaping immediate to the pavement area should help give you an additional five feet.

Chairman Spinelli asked for a motion to close the public hearing.

Commissioner Messer made a motion, seconded by Commissioner Sanderson to close the public hearing for Case 13-06. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

Chairman Spinelli asked if there was any further discussion from the Commissioners.

Commissioner Maher stated he would like to make a condition that the landscaping islands be located on the south side. He said he would like to leave it up to the Police Department's discretion as to which direction the traffic flow should go.

Commissioner Sanderson asked if they leave it up to the Police's discretion how does it become part of this.

Mrs. Jones said if the Commission does what Commission Maher is describing then staff would seek input from the Police Department. She stated whatever they recommended then staff would present it to the Village Board as part of a condition to the special use. She said the Police Department can come back and say they don't care either way.

Commissioner Sullivan asked when the storm water runoff gets addressed.

Chairman Spinelli stated through the engineering at the time of permit.

Mrs. Jones asked if they want to address the Public Works request.

Commissioner Sanderson said he feels that burden is not warranted for this size of a development.

Commissioner McGleam stated for him it would depend on what was the increase in traffic.

Commissioner Maher said the alley is terrible now with pot holes all over. He stated that is now before this parking lot. He said the Village should fix the road based on the condition it is in. Commissioner Maher stated he understands that a development is coming in, but we are talking about a road that is already in bad shape. He said we are not asking them to add a turning lane, we would be asking them to fix a Village road that is already in bad condition.

Commissioner McGleam said he feels that requirement is not appropriate at all.

Mrs. Jones asked if she could clarify the traffic restriction.

Chairman Spinelli stated they want to leave it at the discretion of the Police Department. He said there is no restriction on the other lot, but the Church seems to make it work. However, the Commission would like to seek the opinion of the Police Department on the matter.



Chairman Spinelli called for a motion for a recommendation.

Commissioner Sanderson made a motion, seconded by Commissioner Messer to recommend to the Mayor and Board of Trustees approval for Case 13-06 with the following conditions:

1. That landscaping shrubs shall be large shrubs at a minimum of 24 inches in height when planted.
2. The two required internal parking islands shall be relocated to one on each side (east and west) on the southern entrance of the parking lot.
3. Staff will seek input from the Lemont Police Department as to which direction the flow of traffic should enter and exit the parking lot and/or alleyway.

A roll call vote was taken:

*Ayes: McGleam, Kwasneski, Sanderson, Maher, Messer, Sullivan, Spinelli*

*Nays: None*

*Motion passed*

Commissioner Maher made a motion, seconded by Commissioner Kwasneski to authorize the Chairman to approve the Findings of Fact as prepared by staff. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

**B. CASE 13-07 – WESTWAY COACH, INC. AT LEMONT ROAD**

A public hearing for special use for a school bus terminal and repair facility.

Chairman Spinelli called for a motion to open Case 13-07.

Commissioner Kwasneski made a motion, seconded by Commissioner Maher to open the public hearing for Case 13-07. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

Ms. Glas stated the applicant is Westway Coach which is wholly owned subsidiary of Cook-Illinois. She said the applicant does currently operate this business on New Avenue and is looking to relocate to the Lemont Road site. She stated the Lemont Road site is zoned M-3. Ms. Glas said the development ordinance does not necessarily specify a school bus terminal clearly. It could either be identified as a freight transportation terminal or a container storage yard. She said a freight transportation terminal would require movement of product where as a container storage yard is stored

## **St. Patrick Church, Lemont**

### **Special Use Application – Project Summary**

#### **Additional Parking at 217 Cass Street**

**May 22, 2013**

St. Patrick Parish plans to purchase the property at 217 Cass Street in Lemont with the intention of demolishing the residence and building a parking lot on the property. This additional parking will augment the existing parking lot further west on Cass Street, thereby relieving a serious over-crowding parking situation that is causing significant safety concerns. This safety issue was presented by St. Patrick parish at the March 11, 2013 Committee of the Whole meeting.

The Property Identification Number (PIN) for the property at 217 Cass Street is 22203150120000.

The legal description of the property is listed on the enclosed Plat of Survey. The legal description is: Lot Eleven (11) in Block Eight (8) in the Village of Lemont in the South Fractional Half of Section Twenty (20), Township Thirty Seven (37) North, Range Eleven (11), East of the Third Principal Meridian, in Cook County, Illinois.

The lot at 217 Cass measures 66 feet by 132 feet. This equates to a total of approximately 8,712 square feet.

The proposed parking lot would provide parking for approximately 35 to 40 automobiles. See the enclosed drawing. This capacity is based on spaces oriented toward each other with stadium-style parking in the center. Note, this drawing is not a final rendering, but is a working drawing from a member of the St. Patrick Master Planning Committee to give the Village of Lemont an idea of the parking layout. The formal parking lot design will be created including appropriate setbacks, landscaping, lighting, storm drainage, etc. if Special Use approval is obtained. The total square footage of paved parking and the total parking capacity will be calculated after these design parameters are incorporated.

The parking lot will be accessed by entrances on Cass Street and the alley on the north.

Note: The existing lot at Cass and State Street can accommodate a maximum of 46 cars parked stadium-style. The addition of the parking at 217 Cass Street will make a significant addition of parking capacity.

# Special Use Application Form

## APPLICANT INFORMATION

Applicant Name Saint Patrick Parish

Company/Organization Archdiocese of Chicago

Applicant Address 200 Illinois Street, Lemont, IL 60439

Telephone & Fax Office = 630-257-6134 Fax = 630-257-0401

E-mail stpatricklemont@sbcglobal.net

### CHECK ONE OF THE FOLLOWING:

- Applicant is the owner of the subject property and is the signer of this application.
- Applicant is the contract purchaser of the subject property.
- Applicant is acting on behalf of the beneficiary of a trust.
- Applicant is acting on behalf of the owner.

## PROPERTY INFORMATION

Address of Subject Property/Properties 217 Cass Street

Parcel Identification Number of Subject Property/Properties 22203150120000

Size of Subject Property/Properties 66 feet by 132 Feet

## DESCRIPTION OF REQUEST

Brief description of the proposed special use Removal or demolition of residence, construction of parking lot.  
(66 feet by 132 Feet)

## REQUIRED DOCUMENTS

See Form 501-A, *Special Use Application Checklist of Required Materials*, for items that must accompany this application.

### FOR OFFICE USE ONLY

Application received on: \_\_\_\_\_

By: \_\_\_\_\_

Application deemed complete on: \_\_\_\_\_

By: \_\_\_\_\_

Current Zoning: \_\_\_\_\_

Fee Amount Enclosed: \_\_\_\_\_

Escrow Amount Enclosed: \_\_\_\_\_



# Special Use Application Form

Village of Lemont

## APPLICATION FEE & ESCROW

Application Fee = \$500 for properties less than 10 acres, \$750 for properties 10 acres or larger  
Fee is non-refundable.

### Required Escrow = \$500

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the special use application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the special use review process, any unused portion of the escrow account will be refunded upon request.

## AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.

x Rev. Kurt D. Boras, Pastor 5/23/13

Signature of Applicant

Date

Illinois

Cook County

State

County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that Rev. Kurt Boras is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Mary P. Geoghegan  
Notary Signature

Given under my hand and notary seal this 23<sup>rd</sup> day of May A.D. 20 13

My commission expires this 15<sup>th</sup> day of Oct. A.D. 20 14



To: Jim Brown  
Director of Community Development  
Village of Lemont

RE: Consent for Special Use Application for 217 Cass

Dear Mr. Brown,

I am the owner of the property at 217 Cass in Lemont. I give my consent for representatives of St. Patrick Church to submit a Special Use Application to request approval to demolish the residence, and build a parking lot on the property.

Jack Lebert, my son-in-law, is working with members of St. Patrick Church through the approvals process. He is familiar with the effort and represents my interest in this matter.

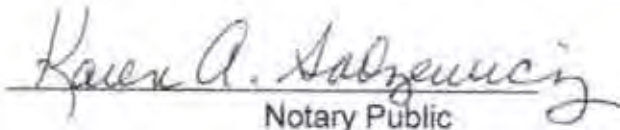
Sincerely,



Albert O. Wend  
59 West Wend Street  
Lemont, IL 60439

5/23/13  
Date

Subscribed and sworn before me this 23<sup>rd</sup> day of MAY, 2013.



Notary Public

My commission expires on 11-9-14

Notary Seal:



# Special Use Criteria Worksheet

Unified Development Ordinance (UDO) Section 17.04.140.C establishes the criteria for approval of special use requests; no special use will be recommended by the Planning & Zoning Commission unless it meets the following criteria.

Please describe below how your variation request meets the criteria of UDO Section 17.04.140.C. Attach additional sheets if necessary.

## UDO Section 17.04.140.C.1

The special use is deemed necessary for the public convenience at that location:

St. Patrick Parish needs additional parking to accommodate the parking needs at weekend religious services, and allow growth of the parish to accommodate special events.

## UDO Section 17.04.140.C.2

The special use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected:

Current parking conditions at St. Patrick presents significant safety issues. The over-crowded parking causes cars to be parked in locations that block emergency vehicle access. Parking alternatives of Matkevich Funeral Home or Matra creates safety issues for people crossing busy intersections. The proposal parking eliminates this danger.

## UDO Section 17.04.140.C.3

The special use will not cause substantial injury to the value of other property in the neighborhood in which it is located:

The proposed site, 217 Cass, lies on the north side of Cass, where there is a school building, an industrial building (AT&T) and one residence. St. Patrick has expressed interest in purchasing the remaining residence, 215 Cass. The proposed parking will include appropriate landscaping, lighting, storm drainage to not detract property value.

UDO Section 17.04.140.C.4

The special use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens:

The proposed special use is a parking lot, and will improve the safety of the community. A parking lot places no further demands on Village services, such as fire protection, policing, or sanitation, etc.

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UDO Section 17.04.140.C.5

The special use is consistent with the standards enumerated elsewhere in the UDO for the specific use, including but not limited to, planned unit developments:

The proposed special use is a parking lot which is consistent with standards in the UDO such as landscaping, lighting, lot size, etc.

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UDO Section 17.04.140.C.6

The special use meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of the UDO:

The proposed special use is a parking lot, so does not involve planned unit developments.

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RAYMOND SWISG  
ST. PATRICKS

PUBLIC ALLEY  
≈ 66'-0"

SIZE  
PARKING STALL  
10'-0" X 18'-0"

41 PARKING STALLS

3'-0" GRASS

≈ 132'-0"

217 CASS

PN: 22-20-315-012-0000

ROW 1

ROW 2

ROW 3

7 CARS/ROW

3'-0" GRASS

PROPERTY  
LINE

3'-0" GRASS

PARKWAY

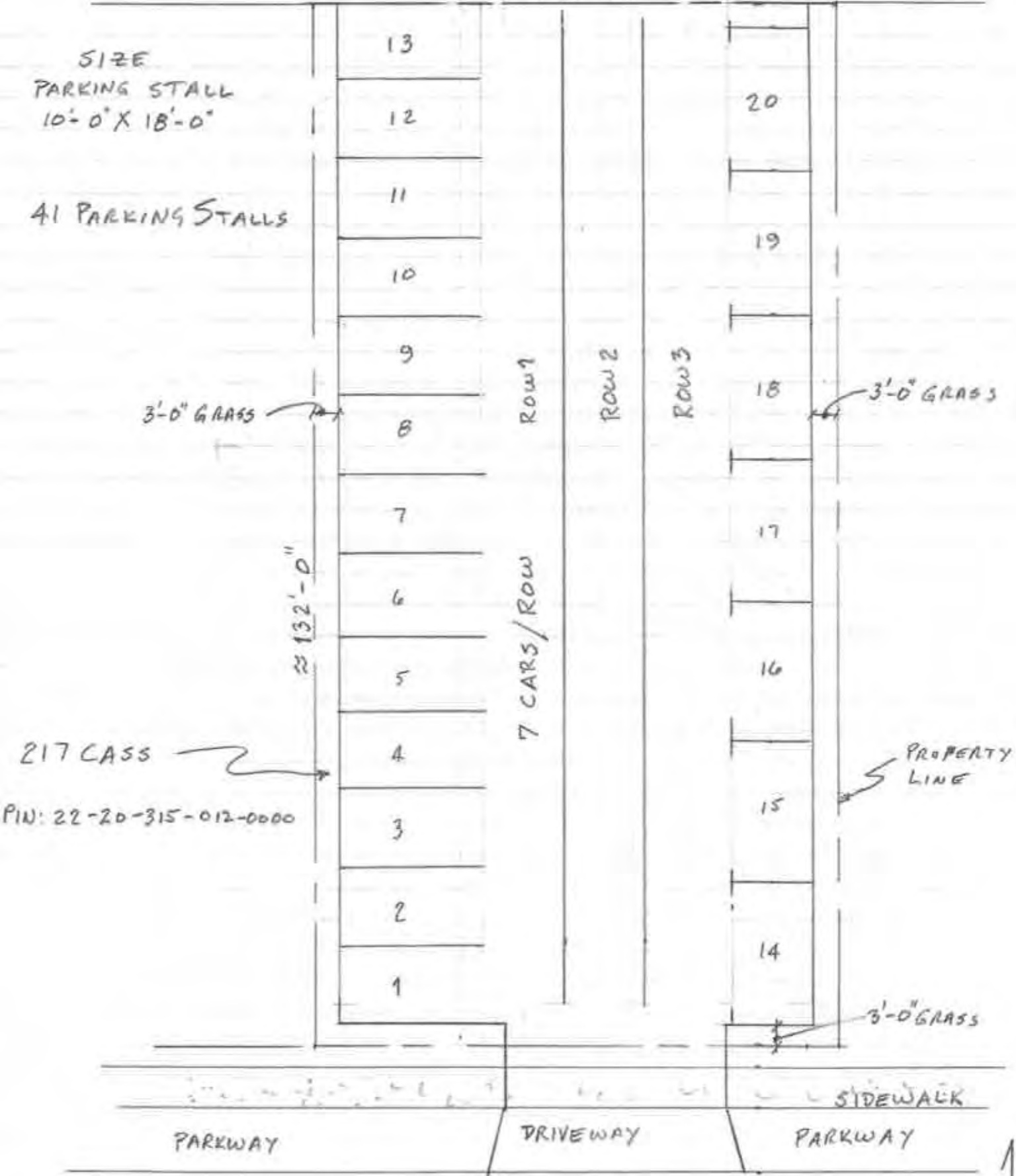
DRIVEWAY

SIDEWALK  
PARKWAY

1/16" = 1'-0"

CASS STREET

NORTH







# COOK COUNTY ASSESSOR'S OFFICE

## Property Search Results

Property Index Number: 22-20-315-012-0000  
Address: 217 Cass St  
CITY: Lemont



22203150120000 08/29/2007

[Close Window](#)



Cook County Assessor's Office

Joseph Berrios

217 Cass St

PIN **22-20-315-012-0000**

[Property](#)

[Appeals](#)

[Exemptions](#)

[Certificate Of Error](#)

### Property Details

[Click Here to View Image](#)

**City**

Lemont

**Township**

Lemont

**NBHD.**

10

**Taxcode**

19006

**Class**

2-11

[VIEW LARGER IMAGE](#)

### Assessed Valuation

	<b>2012 Assessor Certified Assessment</b>	<b>2011 Board of Review Certified</b>
Land Assessed Value	3,920	3,920
Building Assessed Value	18,162	18,162
<b>Total Assessed Value</b>	<b>22,082</b>	<b>22,082</b>

### Property Characteristics

Estimated 2012 Market Value	220,820
Estimated 2011 Market Value	220,820
Description	Two to Six Apartments, Over 62 Years
Residence Type	Two Story
Use	Multi Family
Apartments	Two
Exterior Construction	Frame
Full Baths	2
Half Baths	0
Basement <sup>1</sup>	Full and Unfinished
Attic	None
Central Air	No
Number of Fireplaces	0
Garage Size/Type <sup>2</sup>	2.5 car detached

<b>Age:</b>	127
<b>Land Square Footage</b>	8,712
<b>Building Square Footage</b>	1,994
<b>Assessment Pass</b>	Assessor Certified

- 1 Excluded from building square footage, except apartment
- 2 Excluded from building square footage



# Associated Surveying Group, LLC

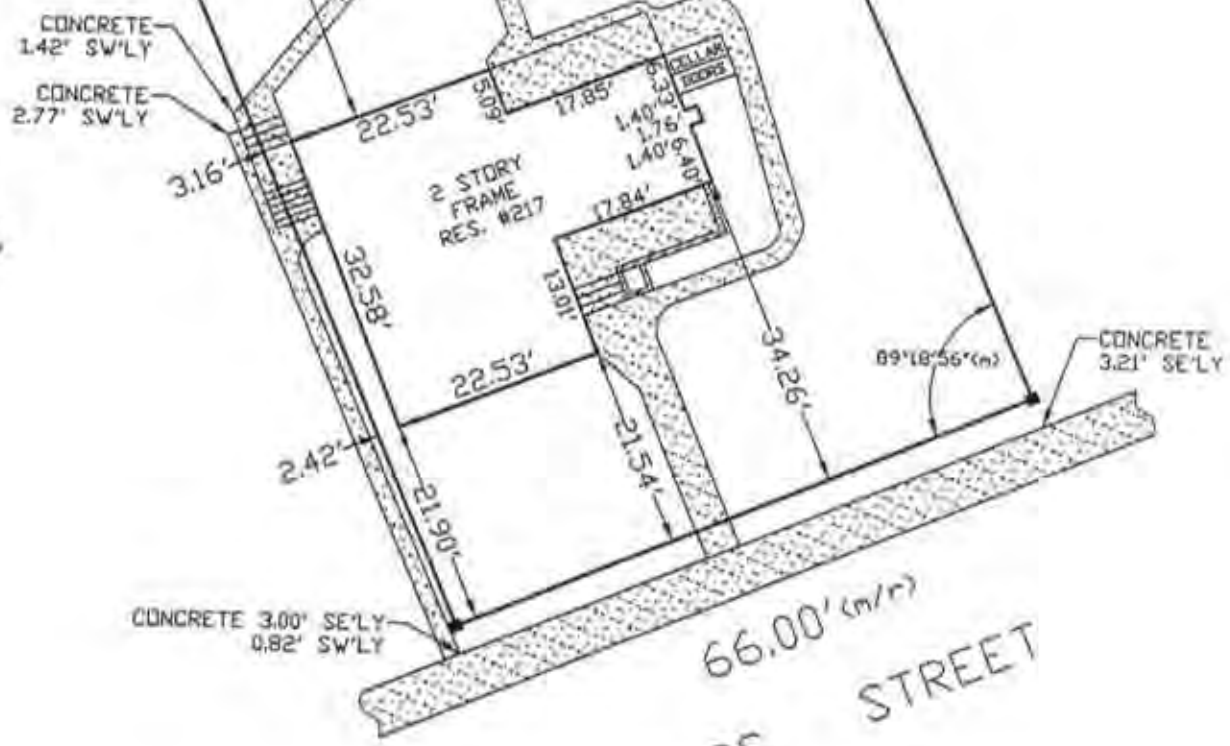
Illinois Prof. Design Firm No. 184-004973  
P.O. Box 810 Bolingbrook, IL 60440  
PH: 630-759-0205 FAX: 630-759-9291

## PLAT OF SURVEY

LOT ELEVEN (11) IN BLOCK EIGHT (8) IN THE VILLAGE OF LEMONT IN THE SOUTH FRACTIONAL HALF OF SECTION TWENTY (20),  
TOWNSHIP THIRTY SEVEN (37) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY,  
ILLINOIS.



132.00' (m/r)



State of Illinois }  
County of Will }SS

I, Michael G. Herwy, an Illinois Professional Land Surveyor, do hereby certify that "This professional service conforms to the current Illinois minimum standards for a boundary survey", and that the Plat hereon drawn is a correct representation of said survey.

Dated, this 11<sup>th</sup> day of DECEMBER, A.D., 2012,  
at Bolingbrook, Illinois.

FIELDWORK DATE: NOVEMBER 2, 2012

*Michael G. Herwy*  
\_\_\_\_\_  
Illinois Professional Land Surveyor No. 35-002900  
License Expires: November 30, 2014

CLIENT: WEND

JOB NO.: 72333-12

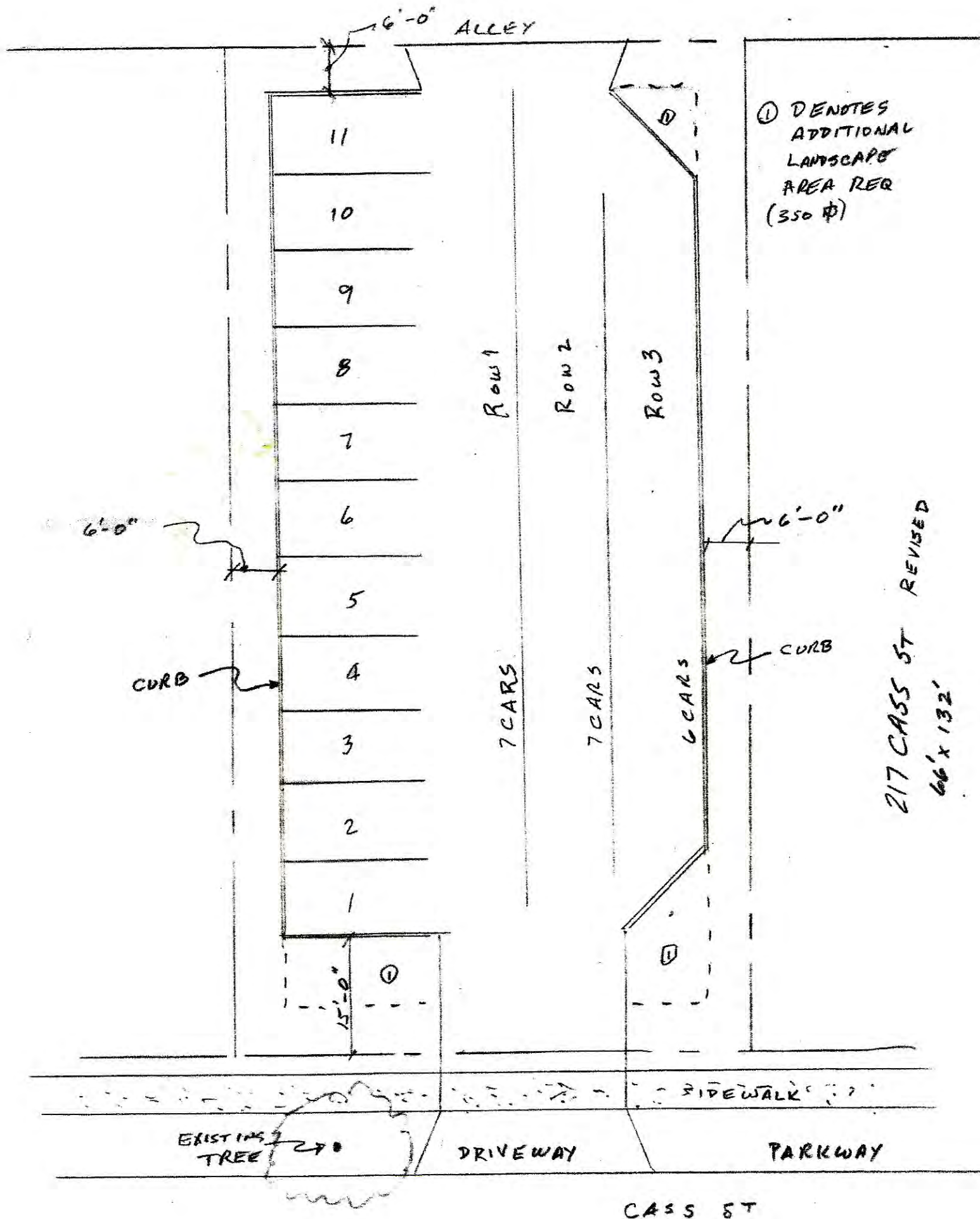
**LEGEND:**

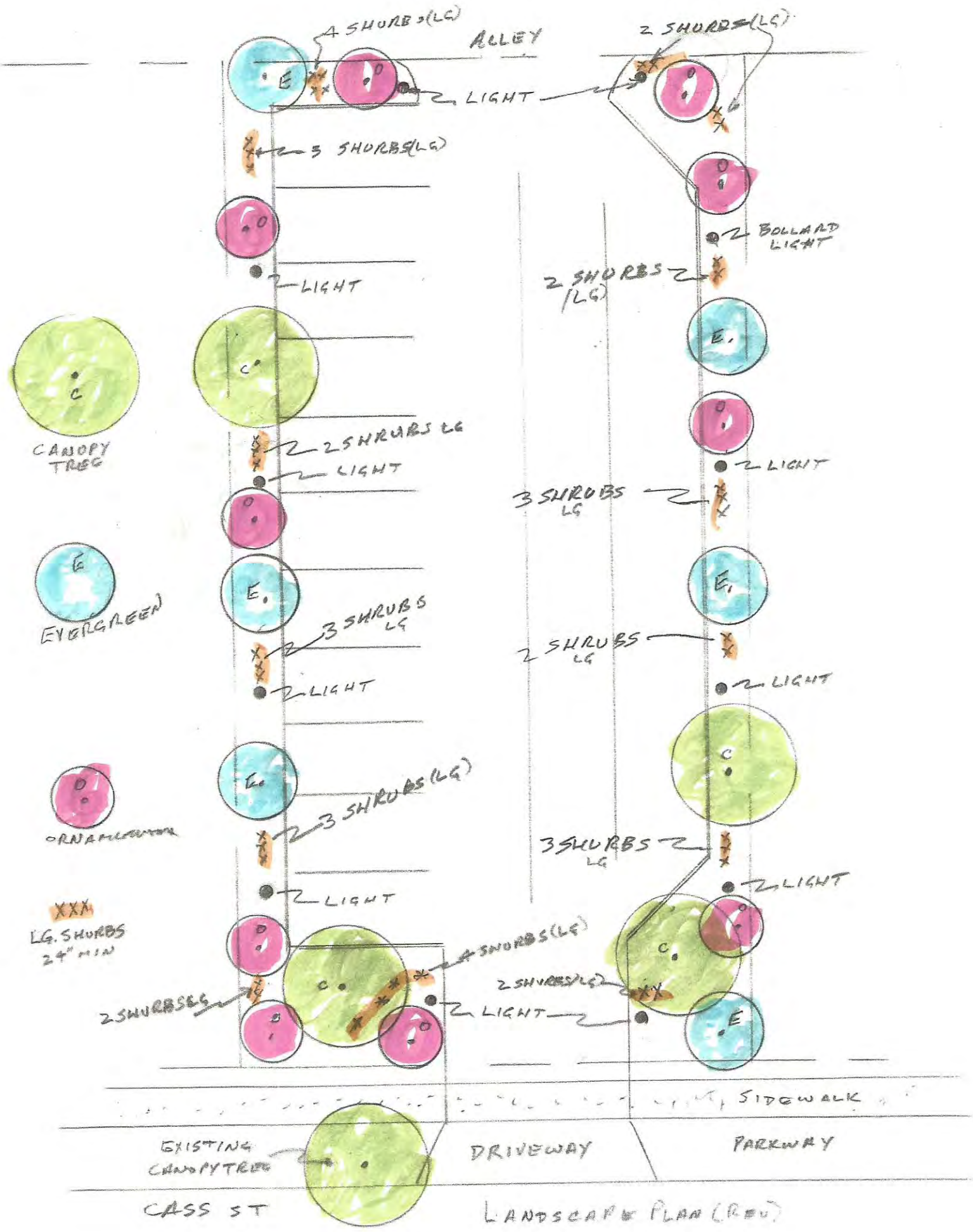
	ASPHALT		BRICK
	WALL		CONCRETE
	WOOD/ PVC		ENCLOSED COVERED
○ SET	● IRON PIPE	+	CROSS
⊙ IRON PIPE	■ REBAR/ROD	-	NOTCH
○ PK NAILS AS NOTCH	○ CHAIN LINK FENCE		
	— WOOD FENCE		
	— ALL OTHER FENCE TYPES		

**ABBREVIATIONS:**

A = ARC LENGTH	N'LY = NORTHERLY
R = RADIUS	S'LY = SOUTHERLY
CH = CHORD LENGTH	E'LY = EASTERLY
(r) = RECORD VALUE	W'LY = WESTERLY
(m) = MEASURED VALUE	TYP = TYPICAL
B.S.L. = BUILDING SETBACK LINE	
P.U.E. = PUBLIC UTILITY EASEMENT	
P.U.D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT	

**NOTES:**  
1. COMPARE THE LEGAL DESCRIPTION ON THIS PLAT WITH YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE. ALSO, COMPARE ALL FIELD MEASURED LOT CORNERS & BUILDING TIES WITH THIS PLAT BEFORE CONSTRUCTION AND REPORT ANY DIFFERENCE AT ONCE.  
2. BUILDING LINER AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO DEPICTED ON THE RECORDED SUBDIVISION PLAT. REFER TO YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE FOR ADDITIONAL ENCUMBRANCES.  
3. MEASURED LOT DIMENSIONS ARE SHOWN ONLY WHEN THEY DIFFER FROM RECORD DIMENSIONS BY 0.15 FEET OR MORE.  
4. CURVED LINES DENOTED WITH ARC LENGTHS UNLESS OTHERWISE NOTED. ALSO, ALL ARCS ARE TANGENT UNLESS OTHERWISE NOTED.









Village of Lemont  
*Planning & Economic Development Department*

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

TO: Committee of the Whole #056-13

FROM: Martha M. Glas, Village Planner

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

SUBJECT: Case 13-07 – Westway Coach School Bus Terminal

DATE: 14 August 2013

**SUMMARY**

Westway Coach Inc., a wholly owned subsidiary of Cook-Illinois and prospective lessee of the subject property, has requested a special use for a school bus terminal and repair facility in an M-3 zoning district. The subject property is located at 11295 Lemont Road. Staff and the Planning & Zoning Commission recommend approval with conditions.



**PROPOSAL INFORMATION**

Case No. 13-07  
Project Name School bus terminal and repair facility on 11295 Lemont Road

**General Information**

Applicant	Westway Coach, Inc.
Agent for Applicant	Anthony Benish
Status of Applicant	Prospective lessee of the subject property
Requested Actions:	Special use for school bus terminal and repair facility in M-3 zoning district
Purpose for Requests	To operate a school bus terminal and repair facility
Site Location	11295 Lemont Road, PIN 22-20-100-013
Existing Zoning	M-3; Heavy Manufacturing
Size	5.183 acres; Building is approximately 5,330 sq. ft.
Existing Land Use	Vacant, developed
Surrounding Land Use/Zoning	North: Truck and trailer leasing / M-3 South: Vacant, undeveloped / M-3 East: Vacant, undeveloped / M-3 West: Vacant, undeveloped / P-1 Cook County, public land district
Comprehensive Plan 2002	The Comprehensive Plan map designates this area open space (public or private)

**Special Information**

Lessee	Applicant is currently negotiating lease terms with the owner of the property.
Physical Characteristics	This site has been vacant for approximately 15 years. There is a vacant building with a concrete parking area that is enclosed by a wood plank fence.
Utilities	The site has no known potable well water and unknown septic capability. See email correspondence from Village Engineer.

**BACKGROUND**

Westway Coach, Inc., a wholly owned subsidiary of Cook-Illinois, is currently using a property on New Ave outside Village jurisdiction in Will County (near I-355 Bridge) for the parking of its school buses that service school districts in Downers Grove, Glen Ellyn and Hinsdale.

Cook-Illinois finds the subject site preferable to their current site along New Ave. because:

1. It is a shorter distance to Downers Grove, thus cutting approximately 4 miles in round trip per bus per day.
2. Buses going to Bolingbrook currently use 127th to get to the tollway; this site would make it worthwhile to avoid I-355.
3. None of their buses would need to go through downtown Lemont. Currently buses use Lemont Rd. to the stoplight at State/Illinois, and then go down New Ave.

The applicant stated that the facility on Lemont Rd. would be used to dispatch buses, do light repairs, maintain an office and store the buses in the evening. They anticipate approximately 90 to 100 buses on the site, leaving between 6:00 a.m. at the earliest and 5:00 p.m. at the latest. About half of the buses would return around 10:00 a.m., while the others remain out for the entire day. Drivers would park their cars on-site for the day while out on their bus routes.

The applicant stated that minor repairs and maintenance, such as tire changing, window and seat repairs, and cleaning would be done at the facility. Major repairs would be done at other facilities owned by the company. The Village Engineer stated that oil changes would require an oil separator in the septic system. The applicant stated at the PZC hearing that they do not plan on doing oil changes at this time due to the constraints of the septic system and floodplain but would comply with local and state code if they decided to add that activity at a later time. The Unified Development Ordinance does not specifically address school bus terminals as a use. The closest designations in the Ordinance are "freight transportation terminal" which is permitted use in M-3 and a "container storage yard" which is special use in M-3. Because a school bus terminal does not include freight movement or the movement of goods but does include storage of buses, it was determined that the more restrictive definition would apply which is to categorize the use as a container storage yard.

## **CASE HISTORY**

**PZC Public Hearing.** The Planning & Zoning Commission conducted a public hearing on the requested special use at its July 17, 2013 meeting. An attorney representing the applicant was present and spoke on behalf of the applicant. Many of the uncertainties identified in the original staff report such as fire and building code issues were addressed at the public hearing. The minutes of the hearing are attached for review. The PZC had additional concerns regarding the traffic impact along Lemont Road, particularly the adequacy of the southbound left turning lane, and recommended that the Village Engineer review and determine if IDOT approval is necessary.

After the case presentation and discussion, PZC voted 6-0 to recommend approval of the special use, with the following conditions:

1. The special use approval is limited to Westway Coach, its parent company, or another wholly owned subsidiary of its parent company Cook-Illinois; any new owner/operator would have to reapply for special use approval.
2. The special use is limited to the operation of a bus terminal. Any additional uses proposed on the property would be subject to a renewal of the special use permit approval.
3. The applicant provides landscaping on the west property line between the area of Lemont Road and the existing fence.

The applicant indicated that they were agreeable to the proposed conditions and would work with staff on the landscaping condition.

**Post PZC Hearing.** The Village Engineer did receive information regarding the well and septic on the site and found it to be suitable. He also requested comment from IDOT, but noted that IDOT rarely knows about a use change until an operational problem occurs. Staff utilized GIS and aerial imagery to measure the approximate distance of the left turning lane. It is roughly 300 feet in length, not including the gradual tapering of the lane. A standard 72 passenger school bus is on average 40 feet in length, indicating that the turning lane could accommodate 7.5 buses before impacting southbound traffic flow.

The owner of the property was provided the landscaping requirements outlined in the Unified Development Ordinance stating that M zoned lots require 1 plant unit per every 100 linear feet of frontage and is working with staff to develop an agreeable plan.

## **STANDARDS FOR SPECIAL USE**

UDO Section 17.04.150.C states that special use requests must be consistent with the following six standards to be recommended by the PZC for approval:

1. **Standard.** The special use is deemed necessary for the public convenience at that location.

**Analysis.** The proposed special use may have a positive impact on public convenience as the relocation of the bus terminal from its current location would eliminate the need for buses to travel along the western edge of downtown Lemont from Lemont Road to New Ave. From the current location, some buses travel along 127<sup>th</sup> Street to utilize I-355 and others continue west along New Ave. to go north on Lemont Road. The new location will have all buses entering and existing directly onto Lemont Road. Buses will exit to the north and return from the north, where there is an existing left turn lane into the site. Although the new traffic arrangement may have some positive impacts, the Fire Protection District expressed concern over the number of buses exiting and entering the site during rush hour. Staff utilized GIS and aerial imagery to measure the approximate distance of the left turning lane. It is roughly 300 feet in length, not including the gradual tapering of the lane. A standard 72 passenger school bus is on average 40 feet in length, indicating that the turning lane could accommodate 7.5 buses before impacting southbound traffic flow.

2. **Standard.** The special use is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected.

**Analysis.** The special use would allow for operation of a school bus terminal in a zoning district that is designed to accommodate relatively large, self-contained and isolated areas intended to be used for industrial activities having potentially moderate to high land use intensity. The applicant intends on using the site as it exists and does not anticipate the need for any site development. The lot has an existing paved area that will provide ample space for the parking of buses and cars.

The Village Engineer cautioned that the site is 100% floodplain. The applicants are aware of this and understand the development limitations. They are not adding any new development and are not required to provide a site plan at this time. Additionally, no on-site fueling is proposed at this time, eliminating the potential for public safety issues.

3. **Standard.** The special use will not cause substantial injury to the value of other property in the neighborhood in which it is located.

**Analysis.** Currently, the surrounding properties are zoned M-3 and are either a similar industrial use or currently vacant and undeveloped. A container storage yard on the subject site would not be incompatible with the nearby existing land uses and would likely not have a substantial impact on the property values of the surrounding industrial properties. However, the property is also highly visible to many nonresidential properties in the larger area. To prevent negative impacts to neighboring properties and the thoroughfare, the applicant was requested to submit a landscaping plan for review that demonstrates compliance with the landscaping requirements for properties in M zoning districts. Staff is currently working with the applicant on finding an agreeable option.

4. **Standard.** The special use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens.

**Analysis.** As long as the school bus terminal and repair facility is operated in a manner consistent with the requirements of the Village Engineer, Fire Protection District, and other relevant regulating agencies there is no reason to expect that the use will create any demands on Village service.

5. **Standard.** The special use is consistent with standards enumerated elsewhere in this ordinance for the specific use, including planned unit developments.

**Analysis.** The UDO does not contain any additional standards for a container storage yard in the M-3 zoning district. The applicant was asked provide additional landscaping between the existing fence and Lemont Road which would be consistent with landscaping requirements for M zoned lots.

6. **Standard.** The special use meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.

**Analysis.** Not applicable.

## GENERAL ANALYSIS

**Consistency with the Comprehensive Plan.** The proposed special use is not consistent with the Comprehensive Plan future land use designation for this area, but neither is the property's current zoning or the area's existing land uses. The M-3 zoning district is "designed to accommodate relatively large, self-contained and isolated areas intended to be used for industrial activities having potentially moderate to high land use intensity"

(UDO Section 17.05.010.C). The existing land uses in the area are generally all consistent with the description of the M-3 zoning district but are limited in providing visual appeal.

**Health and Safety.** The applicant stated at the public hearing that there will be no keeping of any large quantities of combustible liquids in the building for cleaning or repair of vehicles. Repairs would be limited to things such as window cleaning and repairing of bus seats. The applicant does not intend on having on-site fuel storage or performing oil changes on site at this time. The applicant stated that should the need arise in the future, they will comply with local and state codes.

The Fire District had concerns pertaining to an underground storage tank on the site. The applicant did submit a report indicating that the tank was removed. Other concerns were related to building occupancy and the Fire District stated that owner of the building is working with the District on getting those items resolved. The applicant indicated at the public hearing that they are aware of the occupancy issues and will work to comply with the applicable codes.

The Village Engineer had concerns regarding the septic system and the availability of potable water. Since the public hearing, the applicant has submitted documentation showing the location of the septic system and availability of water, both of which were found to be acceptable to the Village Engineer.

**Aesthetic and Environmental.** No negative environmental impacts are expected from the storage of school buses and vehicles in the M-3 zoning district. No on-site fuel storage is proposed and there will be no storage of large combustible materials on-site.

Aesthetically, the proposed outdoor storage is not dissimilar to the surrounding existing land uses, which includes a truck storage facility immediately to the north. However, the existing land uses / sites have been in place for many years and are not up to current Village standards for industrial special use approvals. The property is located in a highly visible area that serves as a gateway into the Village and the I&M Canal National Heritage Corridor; therefore consideration has been taken to increase the aesthetic appeal of the site. A condition of the special use would require the applicant to provide landscaping along the western border between Lemont Road and the existing fence. The general landscape standards outlined in the Uniform Development Ordinance would provide a more appealing landscaped frontage.

**Engineering Comments.** The Village Engineer cautioned that the property is 100% floodplain. The applicant at the public hearing stated that they were aware of this and did not find it to be an impediment to leasing the site. No site development is proposed at this time but the applicant stated they are aware of the special regulations that would apply to floodplain sites. As previously noted, the Village Engineer's comments related to well and septic facilities have been addressed by the applicant.

**Fire District Comments.** The Fire Marshal cautioned that the previous owner had an underground fuel storage tank and that the Office of the State Fire Marshall (OSFM) requires that the tank be property removed or abandoned in place. The applicant did submit a report stating the tank was properly removed. The applicant is aware that any proposal to include fuel storage onsite would require a permit from OSFM and the District.

Other concerns of the Fire Marshal related to the number of proposed vehicles leaving the site during evening rush hour and the applicant explained that the buses do not all leave at the same time or come back at the same time and that they don't see this to be an issue.

## **CONCLUSIONS & RECOMMENDATIONS**

The proposed special use is not compatible with the Village's Comprehensive Plan which depicts the area as open space, however, it is not dissimilar to the existing surrounding land uses, particularly the property to the north which is operated as a truck leasing facility that also parks/stores trucks on site.

The special use permit, if approved with conditions, will limit the special use to the bus terminal, restrict transferability of the special use and provide some aesthetic appeal to the site in the form of landscaping along Lemont Road. Staff and the PZC recommend approval, with the conditions noted above.

## **ATTACHMENTS**

1. Application Materials
2. Photographs of subject property
3. DRAFT minutes, 07-13-13 PZC meeting
4. Letter from Lemont Fire Protection District dated July 2, 2013
5. Email correspondence from the Village Engineer dated July 1, 2013 & July 9, 2013

# Special Use Application Form

## APPLICANT INFORMATION

Anthony Benish

Applicant Name

Westway Coach, Inc.

Company/Organization

4845 W. 167th Street, Suite 300, Oak Forest, IL 60452

Applicant Address

708-560-9840 Fax: 708-560-2520

Telephone & Fax

tony@cookillinois.com

E-mail

### CHECK ONE OF THE FOLLOWING:

Applicant is the owner of the subject property and is the signer of this application.

Applicant is the current purchaser of the subject property negotiating lease for subject property.

Applicant is acting on behalf of the beneficiary of a trust.

Applicant is acting on behalf of the owner.

## PROPERTY INFORMATION

11295 Lemont Road, Lemont, Illinois

Address of Subject Property/Properties

22-20-100-013

Parcel Identification Number of Subject Property/Properties

5.183 acres

Size of Subject Property/Properties

## DESCRIPTION OF REQUEST

Special Use Permit for a School Bus Terminal and Repair Facility in the M-3 Zoning District.

Brief description of the proposed special use

## REQUIRED DOCUMENTS

See Form 501-A, *Special Use Application Checklist of Required Materials*, for items that must accompany this application.

## FOR OFFICE USE ONLY

Application received on: \_\_\_\_\_

By: \_\_\_\_\_

Application deemed complete on: \_\_\_\_\_

By: \_\_\_\_\_

Current Zoning: \_\_\_\_\_

Fee Amount Enclosed: \_\_\_\_\_

Escrow Amount Enclosed: \_\_\_\_\_



# Special Use Application Form

Village of Lemont

## APPLICATION FEE & ESCROW

Application Fee = \$500 for properties less than 10 acres, \$750 for properties 10 acres or larger  
Fee is non-refundable.

### Required Escrow = \$500

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the special use application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the special use review process, any unused portion of the escrow account will be refunded upon request.

## AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.

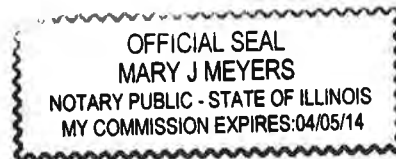
Anthony Benish 6-14-13  
Signature of Applicant Date  
Illinois Cook  
State County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that ANTHONY BENISH is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Mary J Meyers  
Notary Signature

Given under my hand and notary seal this 14<sup>th</sup> day of June A.D. 20 13.

My commission expires this 5<sup>th</sup> day of April A.D. 20 14.



# Special Use Application Checklist of Required Materials

## Materials Required at Submittal of Application

A complete application for a special use must include **all** of the following items. Any application that does not include all of the following items will not be considered complete. The Planning & Economic Development Department **will not** schedule a public hearing for any special use request until a complete application has been submitted.

- Application Form.** One original copy of the attached *Special Use Application Form*, signed by the applicant and notarized.
  - Application Fee.** A non-refundable fee of \$500 for properties less than 10 acres or \$750 for properties 10 acres or greater.
  - Escrow Account.** \$500 per application. Any unused portion may be refunded upon request after completion of the special use review process.
  - Proof of Ownership & Applicant Authorization.** One copy of a deed that documents the current ownership of the subject property. If the applicant is the owner, this is the only documentation necessary. If the applicant is not the owner, the following are required in addition to a copy of the deed:
    - If the applicant is the contract purchaser of the property, a copy of said contract must be attached.
    - If the applicant is acting on behalf of the beneficiary of a trust, a notarized letter from an authorized trust officer identifying the applicant as an authorized individual acting in behalf of the beneficiaries must be attached. The letter must also provide the name, address and percentage of interest of each beneficiary.
    - If the applicant is acting on behalf of the owner, a notarized letter of consent from the owner must be attached.
- If the property owner is a company, a disclosure of the principals of the company must be included in the application materials. For example, an LLC may submit a copy of the LLC Management Agreement.



**Submittal Packet.** 9 collated copies of a submittal packet for distribution at public meetings and one electronic copy for Village files. Additional copies of the submittal packet may be required after initial submission of the special use application. Planning & Economic Development Staff will advise if/when additional copies are needed.

Any plans and maps included in the submittal packet should contain the following: a north arrow or other indication of true north or map north; the date of map/plan preparation; the name of the person preparing the map/plan; and a scale, the scale may be expressed verbally (e.g. 1 inch equals 60 ft.) but other forms of scale are preferable (e.g. scale bar or ratio such as 1:24,000). All plats should be printed on at least 11"x17" sized paper.

The submittal packet shall include the following:

- **Project Summary.** A written overview of the proposed special use. This overview should include a quantitative summary that includes the following, as applicable:
  - Acreage and/or square footage of subject site
  - Square footage of commercial space
  - Proposed residential density (# dwelling units/gross site area)
  - Total square footage covered by structures
  - Total square footage covered by roads and other impervious surfaces
  - Total square footage of commonly owned and maintained open space
  - Number of off-street parking spaces
- **Legal Description.** A legal description of the subject property.
- **Plat of Survey.**
- **Special Use Criteria Worksheet.** The applicant must address the standards listed on the attached *Special Use Criteria Worksheet*.
- **Additional Plans or Documents as Required by the Planning & Economic Development Director.** Department staff will advise if any additional materials are necessary.

## **Statement of Use**

Westway Coach Inc. is seeking a special use permit to use the site for a Bus Terminal primarily for school buses to service the school districts to the north in Downers Grove, Glen Ellyn and Hinsdale. The facility will be used to dispatch buses, do light repairs, maintain an office and store the buses at night time.

It is anticipated that there will be approximately 90 to 100 buses used on this site. Typically the buses will leave between 6:00 a.m. at the earliest until approximately 8:30 a.m. Usually around half the buses will return before 10:00 a.m. and the other half will remain out the entire day. The buses returned to the site will leave again between 2:30 p.m. and 4:00 p.m. and all the buses will return between 3:00 p.m. and 5:00 p.m. During the day the drivers will leave their cars on the site.

Minor light repairs and maintenance, such as tire changing and window and seat repairs and cleaning will be done at the site. Major repairs will be done at other facilities owned by the Company.

The site is 5.183 acres and the building is approximately 5330 square feet.

# Special Use Criteria Worksheet

Unified Development Ordinance (UDO) Section 17.04.140.C establishes the criteria for approval of special use requests; no special use will be recommended by the Planning & Zoning Commission unless it meets the following criteria.

Please describe below how your variation request meets the criteria of UDO Section 17.04.140.C. Attach additional sheets if necessary.

## **UDO Section 17.04.140.C.1**

The special use is deemed necessary for the public convenience at that location:

Westway Coach, Inc. currently services school districts in Downers Grove, Glen Ellyn and Hinsdale. This location is ideally situated for that operation which would serve the public convenience that the school buses provide.

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## **UDO Section 17.04.140.C.2**

The special use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected:

The site and improvements are already built and fenced, and the location has few surrounding users. There should be no impact on public health, safety or welfare.  
All buses will exit to the north and return from the north where there is an existing left turn lane into the site.

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## **UDO Section 17.04.140.C.3**

The special use will not cause substantial injury to the value of other property in the neighborhood in which it is located:

This use is somewhat isolated and will be located in an industrial location which is fenced. It should have no impact on surrounding property values with the highway to the west, the canal and wetlands to the south and east, and a truck terminal to the north.

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**UDO Section 17.04.140.C.4**

The special use shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens:

The use should not create any more special or excessive demands on the Village than other ordinary industrial use would do.

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**UDO Section 17.04.140.C.5**

The special use is consistent with the standards enumerated elsewhere in the UDO for the specific use, including but not limited to, planned unit developments:

N/A

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**UDO Section 17.04.140.C.6**

The special use meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of the UDO:

N/A

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**Affidavit of Owner's Consent**

**DRAW ENTERPRISES**  
I, MANUFACTURING, LP, being the owner of record of property identified by  
permanent index number 22-20-100-013 and commonly known as  
11295 Lemont Road, Lemont hereby grant permission to Anthony Benish / Westway Coach, Inc.

to file a petition(s) for:  
Special use permit for a school bus terminal and repair facility in the M-3 zoning district

with the Village of Lemont for proposed action concerning the above-referenced property.

Dated this 26<sup>TH</sup> day of JUNE, 2013.  
BY: [Signature]  
FRANK WARD, SR

SUBSCRIBED AND SWORN TO BEFORE ME

This 26<sup>TH</sup> day of JUNE, 2013.

[Signature]  
Notary Public





12300 New Avenue, Lemont, Illinois 60439

June 25, 2013

Phone: (630) 243-1670 • Fax: (630) 243-1676

Martha M. Glass, Village Planner  
418 Main Street  
Village of Lemont  
Lemont, IL 60439

RE: Special Use Permit for School Bus Terminal, 11295 Lemont Rd

Dear Ms. Glass:

Westway Coach, Inc. is a wholly owned subsidiary of Cook-Illinois Corp. Cook-Illinois Corp. is a privately held parent company that owns and operates school buses in the Chicago land area. Cook-Illinois is owned by John Benish, Sr. and through various trusts, by his 5 children who are listed below:

John Benish, Jr.

Margaret (Benish) O'Sullivan

Katherine (Benish) Knoelke

Nell (Benish) Sikora

Anthony Benish

John Benish, Jr. is the president of Cook-Illinois Corp. and I serve as their General Counsel.

If you require any further information, please feel free to contact me directly.

Very Truly Yours,

A handwritten signature in black ink that reads "Anthony Benish". The signature is written in a cursive style.

Anthony Benish, Secretary  
Westway Coach, Inc.



# PLAT OF SURVEY

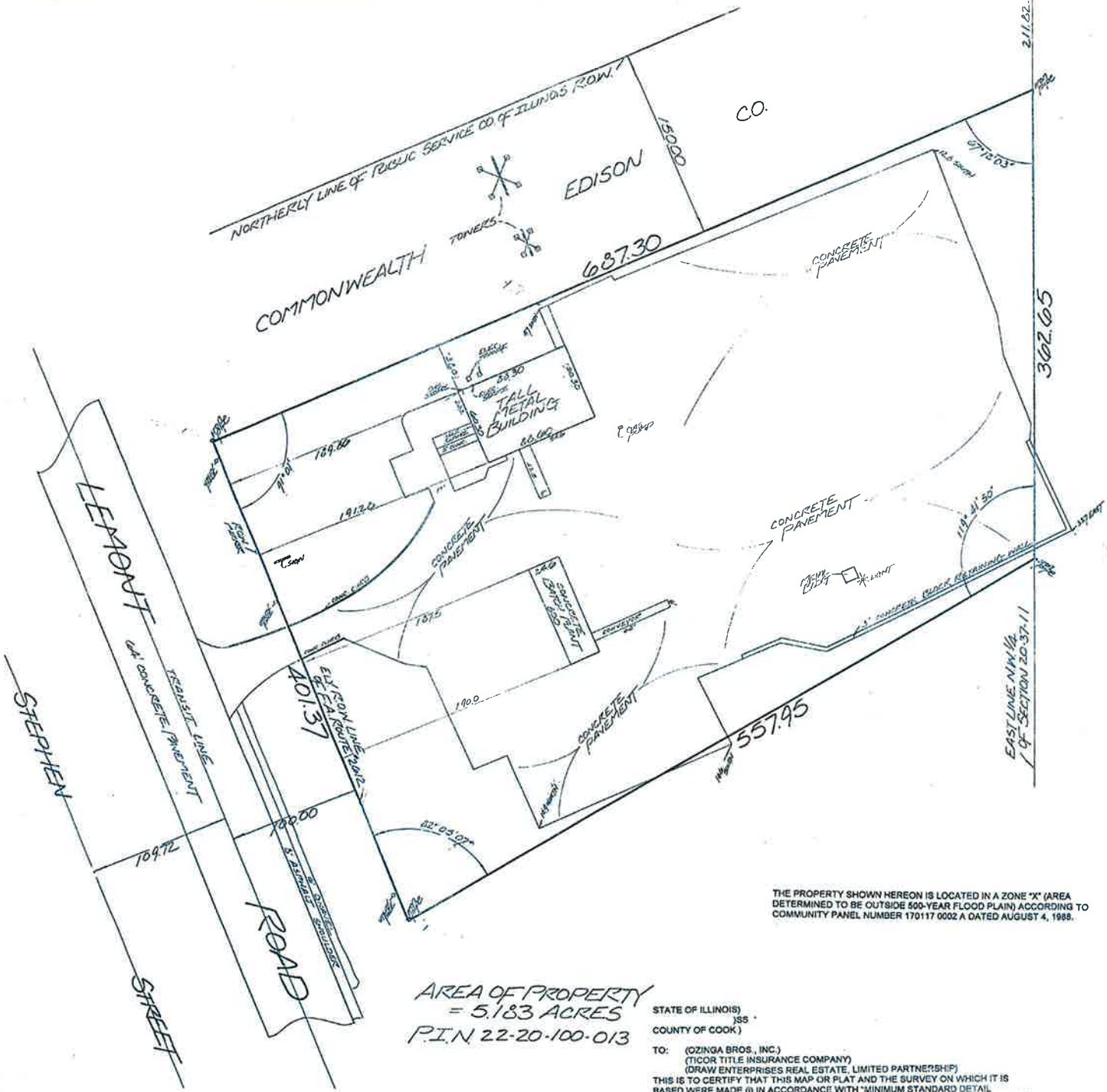
STONELAKE SURVEY CO., LTD.  
REGISTERED LAND SURVEYORS  
11659 S. MAYFIELD AVENUE  
WORTH ILLINOIS 60482  
PHONE: 708-388-1010

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE DRAWN FROM THE SOUTHWEST CORNER OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4 TO A POINT ON THE EAST LINE OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4, 754.43 FEET NORTH OF THE SOUTHEAST CORNER OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4 DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4; THENCE NORTHEASTERLY ALONG THE ABOVE MENTIONED LINE, 754.10 FEET TO THE CENTER LINE OF STEPHEN STREET; THENCE CONTINUING NORTHEASTERLY ALONG THE LAST MENTIONED LINE, 211.75 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF PROPOSED F.A.U.S. ROUTE NUMBER 2812, BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE LAST MENTIONED LINE, 557.05 FEET TO A POINT IN THE EAST LINE OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4, 754.43 FEET NORTH OF THE SOUTHEAST CORNER THEREOF; THENCE NORTH ALONG THE EAST LINE OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4, 382.85 FEET TO THE SOUTHERLY LINE OF THE PUBLIC SERVICE COMPANY RIGHT-OF-WAY; THENCE SOUTHWESTERLY ALONG THE SOUTHERLY LINE OF SAID RIGHT-OF-WAY, 687.30 FEET TO THE AFORESAID EASTERLY RIGHT-OF-WAY LINE OF F.A.U.S. ROUTE NUMBER 2812; THENCE SOUTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 91° 01' (MEASURED FROM NORTHEAST TO SOUTHEAST), A DISTANCE OF 401.37 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.



1 INCH = 50 FEET

NORTH LINE N.W. 1/4  
OF SECTION 20-37-11



THE PROPERTY SHOWN HEREON IS LOCATED IN A ZONE "X" (AREA DETERMINED TO BE OUTSIDE 400-YEAR FLOOD PLAIN) ACCORDING TO COMMUNITY PANEL NUMBER 170117 0002 A DATED AUGUST 4, 1988.

AREA OF PROPERTY  
= 5.183 ACRES  
P.I.N. 22-20-100-013

STATE OF ILLINOIS )  
JSS )  
COUNTY OF COOK )

TO: (OZINGA BROS., INC.)  
(TICOR TITLE INSURANCE COMPANY)  
(DRAW ENTERPRISES REAL ESTATE, LIMITED PARTNERSHIP)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE (I) IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND ACSM IN 1992, AND INCLUDES ITEMS 1, 3, 7, 21, 6, 9, 10 OF TABLE A THEREOF, AND (II) PURSUANT TO THE ACCURACY STANDARDS (AS ADOPTED BY ALTA AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION OF AN URBAN SURVEY).

DATE: 07-17-99 BY: [Signature]  
STONELAKE SURVEY CO., LTD.  
IL REGISTERED LAND SURVEYOR #1702

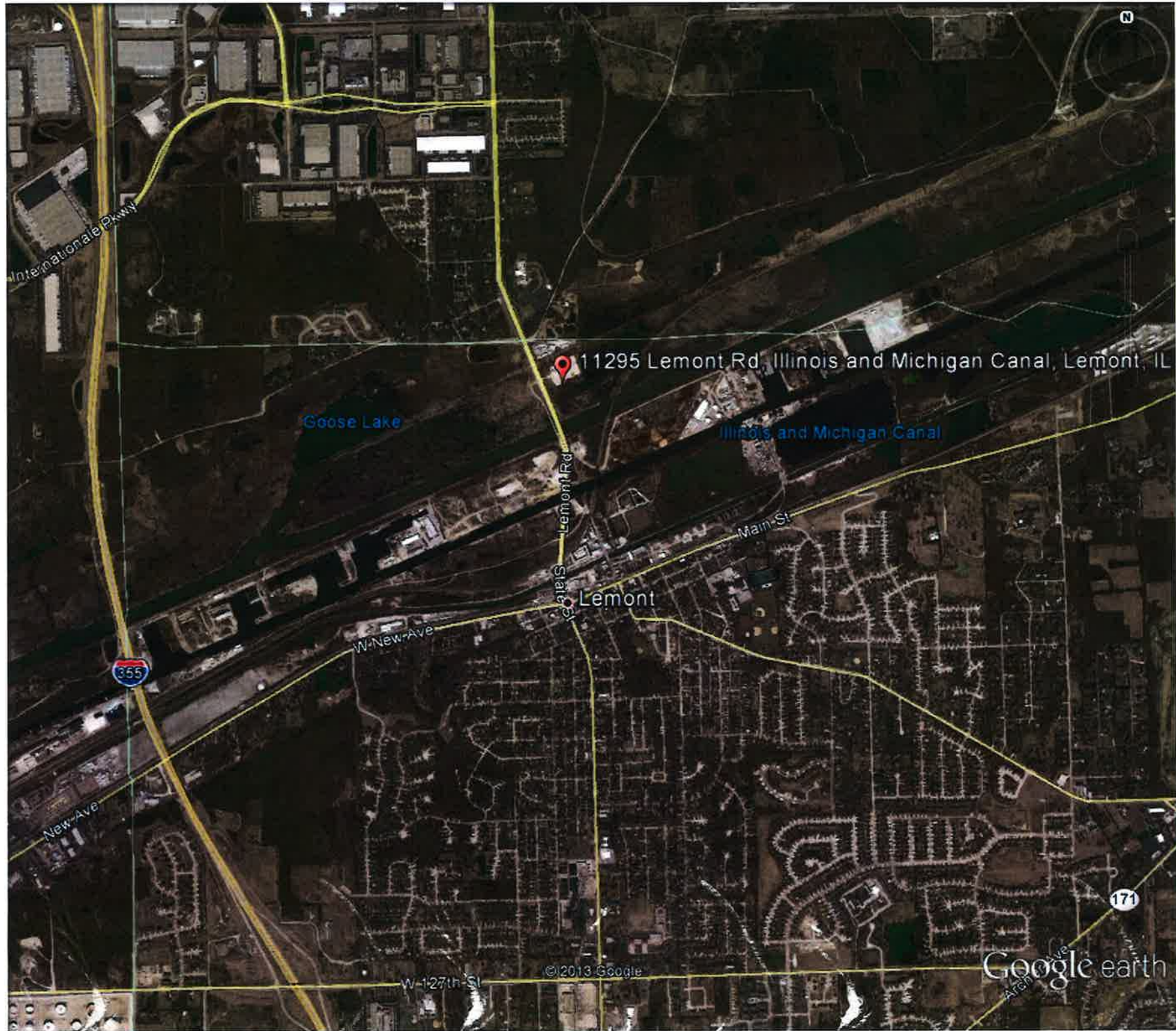
\*WORK DONE IN ACCORDANCE WITH TICOR INSURANCE COMPANY'S COMMITMENT NO. 2000 000409049 DATED NOVEMBER 5, 1997.



ADDRESS: 11295 LEMONT ROAD  
SURVEYED FOR: OZINGA BROTHER, INC.  
ORDERED BY: RICHARD VAN KALKER  
ORDER NO. 6847-2

BOOK: 342 PAGE 57  
NO MEASUREMENTS ARE TO BE ASSUMED BY SCALING

THAT PART OF THE NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$  OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE DRAWN FROM THE SOUTHWEST CORNER OF SAID NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$  TO A POINT ON THE EAST LINE OF SAID NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$ , 754.43 FEET NORTH OF THE SOUTHEAST CORNER OF SAID NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$  DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$ ; THENCE NORTHEASTERLY ALONG THE ABOVE MENTIONED LINE, 754.10 FEET TO THE CENTER LINE OF STEPHEN STREET; THENCE CONTINUING NORTHEASTERLY ALONG THE LAST MENTIONED LINE, 211.75 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF PROPOSED F.A.U.S. ROUTE NUMBER 2612, BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE LAST MENTIONED LINE, 557.95 FEET TO A POINT IN THE EAST LINE OF SAID NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$ , 754.43 FEET NORTH OF THE SOUTHEAST CORNER THEREOF, THENCE NORTH ALONG THE EAST LINE OF SAID NORTHEAST  $\frac{1}{4}$  OF THE NORTHWEST  $\frac{1}{4}$ , 362.65 FEET TO THE SOUTHERLY LINE OF THE PUBLIC SERVICE COMPANY RIGHT-OF-WAY; THENCE SOUTHWESTERLY ALONG THE SOUTHERLY LINE OF SAID RIGHT-OF-WAY, 687.30 FEET TO THE AFORESAID EASTERLY RIGHT-OF-WAY LINE OF F.A.U.S. ROUTE NUMBER 2612; THENCE SOUTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 91 DEGREES 01 MINUTES (MEASURED FROM NORTHEAST TO SOUTHEAST), A DISTANCE OF 401.37 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, LLINOIS.



11295 Lemont Rd, Illinois and Michigan Canal, Lemont, IL

Goose Lake

Illinois and Michigan Canal

Lemont Rd

Lemont

Main St

W New Ave

355

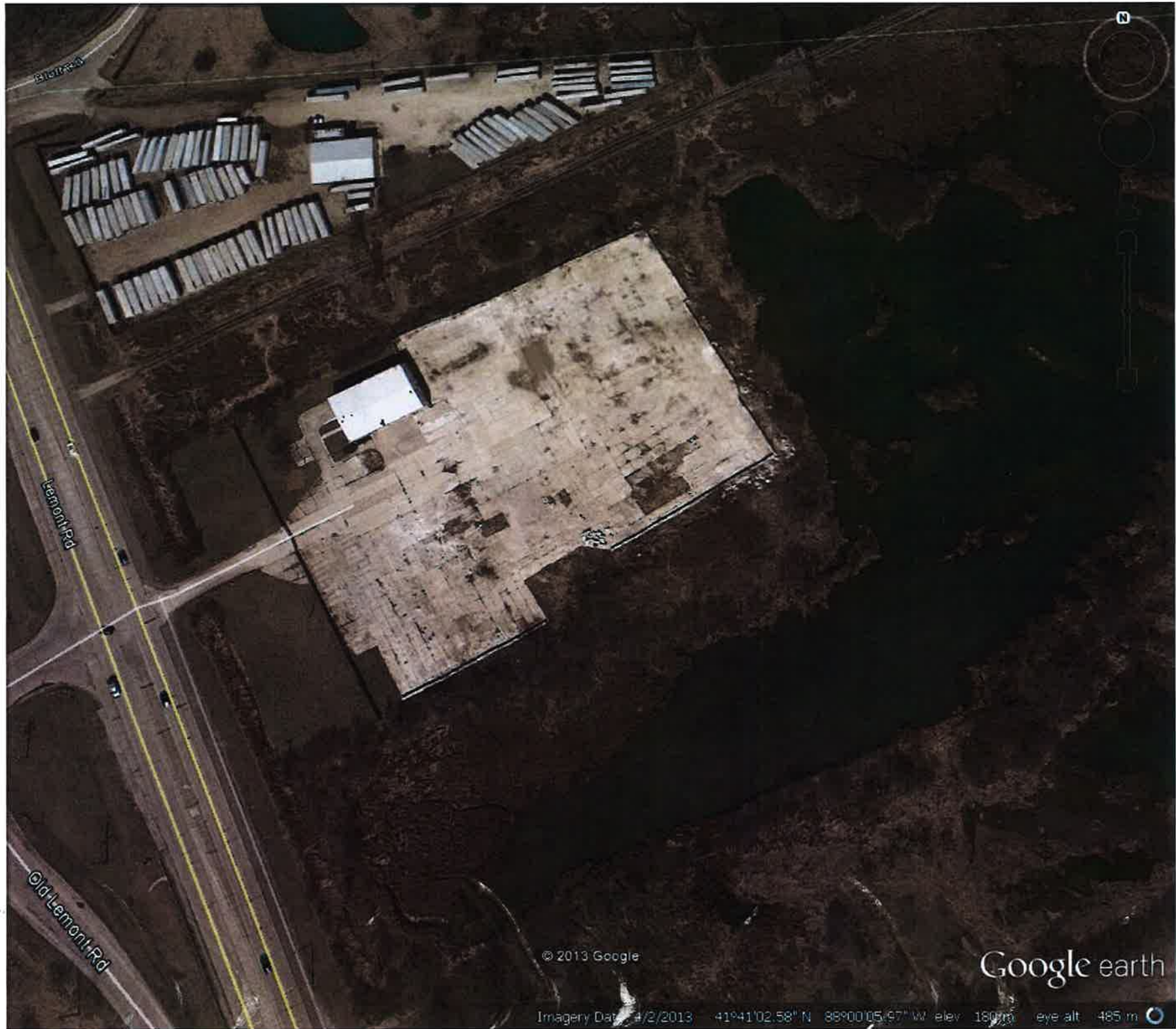
New Ave

171

© 2013 Google

Google earth

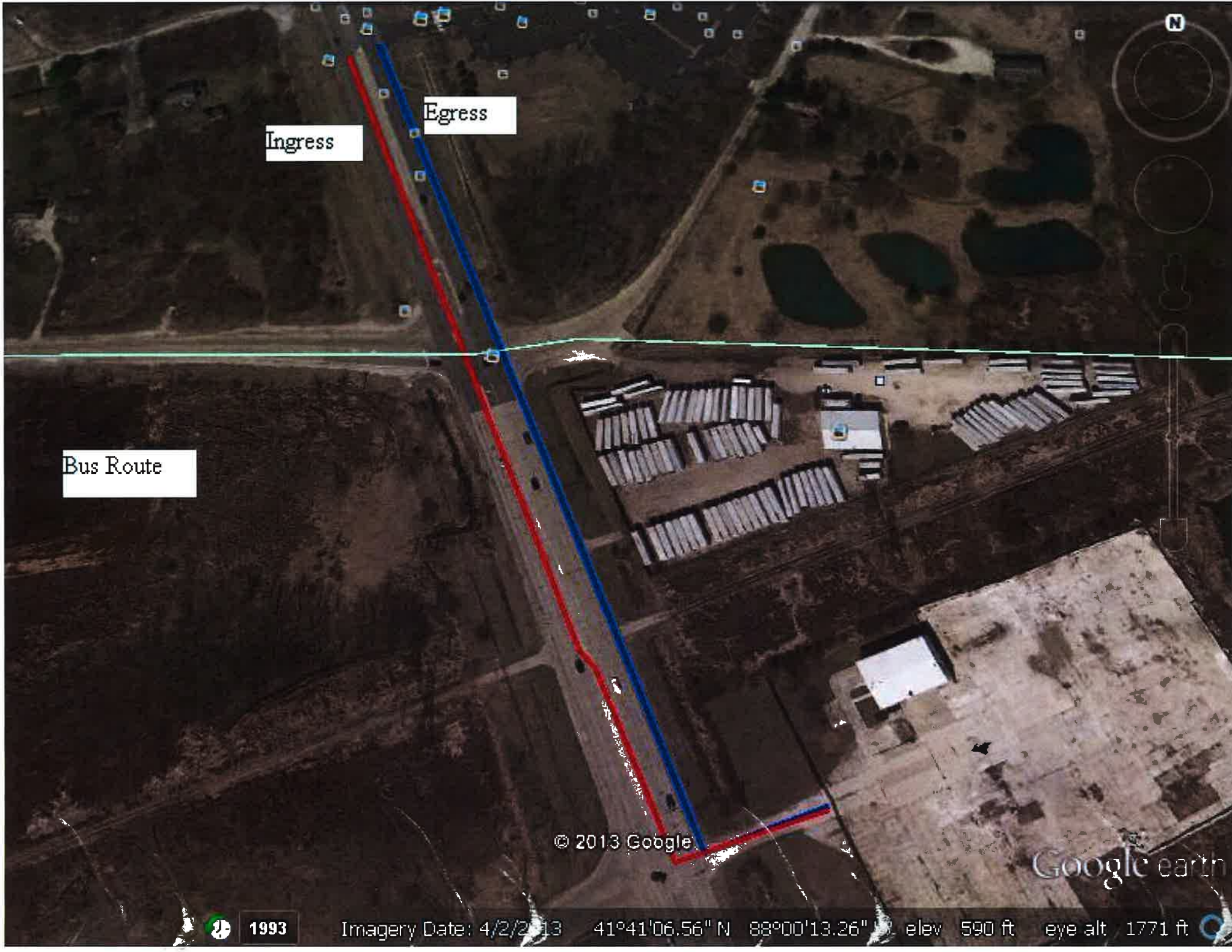
W 127th St



© 2013 Google

Google earth

Imagery Date: 4/2/2013 41°41'02.58" N 88°00'05.97" W elev: 180 m eye alt: 485 m



Ingress

Egress

Bus Route

© 2013 Google

Google earth



1993

Imagery Date: 4/2/2013

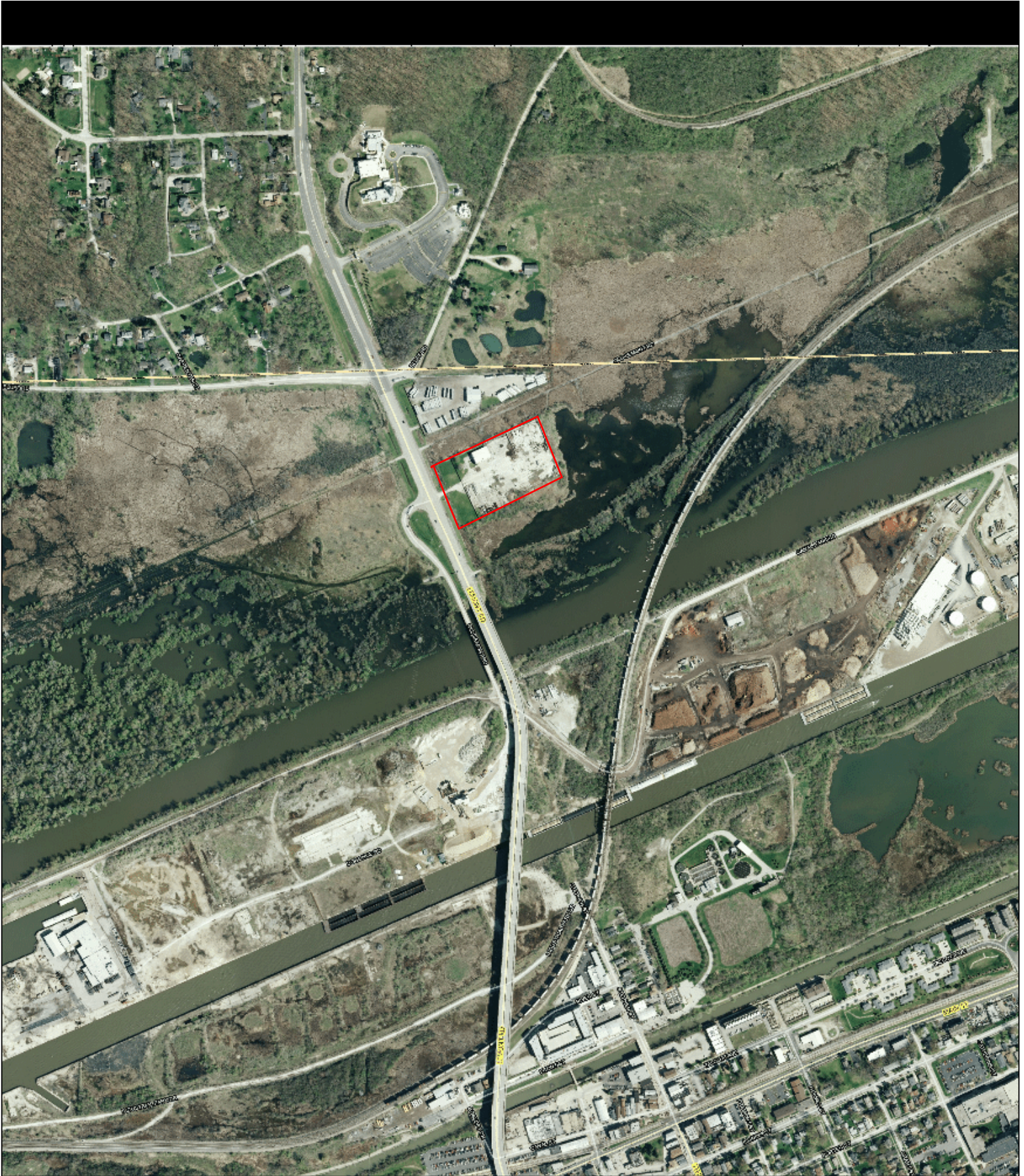
41°41'06.56" N 88°00'13.26" W

elev 590 ft

eye alt 1771 ft



SUP for school bus terminal

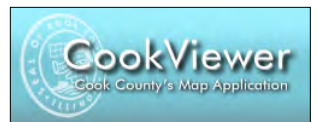


1:15000

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**Site Pictures**

Facing East, at the subject property



Facing North



Facing West, towards Lemont Road.





Facing South



Chairman Spinelli called for a motion for a recommendation.

Commissioner Sanderson made a motion, seconded by Commissioner Messer to recommend to the Mayor and Board of Trustees approval for Case 13-06 with the following conditions:

1. That landscaping shrubs shall be large shrubs at a minimum of 24 inches in height when planted.
2. The two required internal parking islands shall be relocated to one on each side (east and west) on the southern entrance of the parking lot.
3. Staff will seek input from the Lemont Police Department as to which direction the flow of traffic should enter and exit the parking lot and/or alleyway.

A roll call vote was taken:

*Ayes: McGleam, Kwasneski, Sanderson, Maher, Messer, Sullivan, Spinelli*

*Nays: None*

*Motion passed*

Commissioner Maher made a motion, seconded by Commissioner Kwasneski to authorize the Chairman to approve the Findings of Fact as prepared by staff. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

**B. CASE 13-07 – WESTWAY COACH, INC. AT LEMONT ROAD**

A public hearing for special use for a school bus terminal and repair facility.

Chairman Spinelli called for a motion to open Case 13-07.

Commissioner Kwasneski made a motion, seconded by Commissioner Maher to open the public hearing for Case 13-07. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

Ms. Glas stated the applicant is Westway Coach which is wholly owned subsidiary of Cook-Illinois. She said the applicant does currently operate this business on New Avenue and is looking to relocate to the Lemont Road site. She stated the Lemont Road site is zoned M-3. Ms. Glas said the development ordinance does not necessarily specify a school bus terminal clearly. It could either be identified as a freight transportation terminal or a container storage yard. She said a freight transportation terminal would require movement of product where as a container storage yard is stored

containers. She stated bus terminals fit somewhere in between there, so staff decided to go with the more restrictive approach. Ms. Glas said they went with the container storage yard because that would generate a special use whereas freight transportation would be a permitted use.

Ms. Glas said the applicant worked with the former Director for the Village, so she unfortunately did not have a lot of the background when preparing this. She stated since the staff report was written, staff has received a lot of feedback regarding some of the issues addressed in the staff report. She said she will go through those issues and the response they have received.

The first was a letter from the Fire Protection District dated July 2<sup>nd</sup>. Ms. Glas said it stated they require a fire alarm system, rapid entry system, and a sprinkler system for the building. Since the staff report, the Fire Protection District did meet with a representative of the owner. She said the owner is aware of the requirements and is currently getting cost estimates. She stated the owner is aware that they need to comply with what the Fire Protection District is asking. Ms. Glas said another issue they were concerned about was an underground storage tank on that property. She stated they had no record of removal or abandonment. Since the writing of the staff report the applicant did supply a report indicating that the tank was removed in February of 2001. Ms. Glas said the Fire Protection District was concerned about the extent of motor vehicle repairs. She stated the applicant replied that it would be minor things like fixing broken windows, lights and seats. If oil changes are permitted, then the applicant would like to do that. She said the applicant would comply with all regulations. Ms. Glas stated the applicant had stated no large quantities of combustible liquids would be stored on the site, which was another concern of the Fire Protection.

Ms. Glas said the Fire Protection cautioned about fuel storage on site. The applicant had stated that no fuel storage is proposed currently at this time. However, if they did propose it at a later date they would comply with all regulations. She stated lastly, the Fire Protection was concerned with 90 to 100 drivers leaving the facility during the evening rush hour. She said the applicant had responded by saying 50% of the buses will return about 10 a.m. and then leave again at 3:30 p.m. Most of the buses return to the property at 4:30 p.m. Ms. Glas stated the buses would be leaving the site to the north and turn into the lot using the dedicated turning lane. She said the idea would be not all 90 to 100 buses are leaving at one time.

Ms. Glas stated another issue they had with the application was there was a lack of a site plan and landscaping plan. She said the applicant had replied stating a plat of survey was submitted showing the existing conditions, there is no site development proposed for this parcel. She stated it does have a paved parking area, it is fenced and it would be used as is. The site is 5.1 acres and just over one acre is proposed for bus storage and employee parking.

Ms. Glas said in terms of the outstanding items, there was no reply to what the Village Engineer was asking. She stated he said he had a lack of information regarding the well and septic on the property. She said he requested information on the water and proof of

portable water. Also, he wanted some kind of proof from the Cook County Health Department stating the location of the septic system and the holding tank capacity. Ms. Glas stated they applicant has not written in response to that, however they do understand it will effect the occupancy requirements for the building. She said they can not do anything with the property until they get that resolved.

Ms. Glas stated based on the updated information that staff received today, they are recommending approval of the special use with some conditions. In the staff report they were reluctant to go one way or another due to the lack of information, but they feel like there is a comfortable amount of data to support the use. She stated in terms of conditions, staff would require that the special use be limited to the applicant and not transferrable. She said any additional uses proposed on the property would be subject to a renewal of the special use permit approval. Ms. Glas said lastly, that the applicant provide landscaping in the area of Lemont Road and the existing fence. She stated there is some shrubbery and rough landscaping but staff feels that can be enhanced a little bit. Ms. Glas asked if the Commission had any questions.

Commissioner Kwasneski asked if Lemont Road was controlled by IDOT and will there be any involvement or co-ordination with them. He also asked how was the applicant or IDOT going to handle the stacking of buses in that left turn lane and will that left turn lane have to be adjusted. Lastly, will there be any idea or consideration of a stop and go light at that location.

Mrs. Jones said as to IDOTs involvement the Village Engineer typically sends things on for IDOT review and comment. She stated they are not adding or changing any curb cuts, so she is not sure if he did not send it because of that. She said she understands what he is saying. Mrs. Jones said in regards to adding a light, the addition of the buses could warrant a full stop light at that intersection. She stated the Village has tried to get one before. Now with I-355 being built a lot traffic has been diverted off of Lemont Road and there isn't enough traffic to warrant it.

Chairman Spinelli stated he has the same concerns as Commissioner Kwasneski. He said he has seen past cases, not specific to Lemont, where applicants come in and use existing curb cuts. He stated the State has made them make modifications because they are changing the use of the property. Chairman Spinelli said he does not know when this access was approved and what the traffic counts were at that time IDOT approved it. He stated the Village Engineer or the applicant should reach out to IDOT and get comment from them. He said they might require additional stacking for that southbound left turn.

Commissioner McGleam said a traffic study would identify the need for a stop light. He asked would that be a requirement of the Village.

Chairman Spinelli stated IDOT would usually require it since it is their jurisdiction. He said when the applicant or the Village submits it to IDOT, they will then make a list of what is required if anything.

Commissioner Maher asked if it should have gone to IDOT before it came before this Commission.

Mrs. Jones said typically what she sees going to IDOT for review or approval are new curb cuts or changing or adding ingress/egress. She stated she has not come across anything like this where it is a new tenant with a different kind of use adjacent to an IDOT right-of-way.

Commissioner Maher asked if it was a new curb cut, would it go to IDOT before it came before the Commission or Village Board.

Mrs. Jones stated it would be part of the review process. She said she can not say whether they would get something back from IDOT before it came before the Plan Commission.

Commissioner Messer said his concern is there is already a lot of traffic that exits old Lemont Road northbound. He stated it is mostly commercial traffic that lumbers northbound up Lemont Road and closes the right hand lane. He said now we have another large vehicle heading northbound and both lanes are blocked. He stated these are large vehicles that take awhile to reach the speed limit that is posted and are trying to get up a very large hill. Commissioner Messer said he feels IDOT should have looked at this before it came before the Commission.

Commissioner Sanderson stated he feels there should be a condition stating that IDOT should be made aware of the change of use. He said no matter what is said by IDOT, it does not change what this Commission is set out to do. He stated whether IDOT made them change the road or not, it is not going to change what he would want to see with this.

Chairman Spinelli asked if the applicant would like to make a presentation.

George Maurides, Attorney, 33 North La Salle Street, Chicago, stated he had three people with him this evening. First is Tony Benish, whose family owns Cook-Illinois school bus company. He stated it is a family owned business and if they are ever short a driver sometimes you will see Tony out driving a bus. He said the school bus business is highly regulated because they have precious cargo. Frank Macina, who is a project manager for the owner of the property and Matt Carmody, attorney for the owner of the property are also present.

Mr. Maurides stated he looked at this file back in 2012 and he said that is when he started talking with Matt Carmody. He said if you look at the zoning code for M-3 there are 18 different uses and 13 are permitted. He stated it did not say school bus terminals. Mr. Maurides said there are several freight companies looking for places to go, so Mr. Carmody could rent to someone else tomorrow as long as they get occupancy for it. He said his client's credit and term of lease was more attractive for them. He stated he ran

into Jim Brown, the Village's previous Economic Development Director, and informed him that he will be coming into town to find out what the zoning was for the site. He said in late May he finally came and talked with Mr. Brown in regards to the site. Mr. Maurides said he is very familiar with this type of work and has dealt with IDOT on several occasions. He stated he wanted to talk with the Community Development Director because you can kind of get a feeling if this is going to be something the town will welcome. He said his job was to persuade Mr. Brown into putting him in one of the permitted uses. Mr. Maurides stated he was not surprised when Mr. Brown recommended that he apply for the special use and put them in as a storage container use. He said they had talked about a lot of things that day and they went through the special use application. He stated they had talked about a site plan and he asked if there was a landscape requirement for already developed property. Mr. Maurides said he asked if they would have to put in parking lot islands with landscaping and if a traffic study was needed. He stated he asked him everything because he always comes prepared. He said there is a line item in the application where if staff asks for more then they have to give it to them. He stated even though Mr. Brown was making them get a special use permit he feels Mr. Brown's opinion was a bus terminal is less intense then a lot of the permitted uses.

Mr. Maurides stated this site was a concrete plant with trucks going in and out all day long. He said the owner has owned the property for 16 to 17 years and is trying to make some use out of it. He said he has never in all of his years gone back to IDOT to introduce a new use on a site. Mr. Maurides stated if he wanted to change curb cuts or minimize or consolidate then he understands he would have to go to them. He said he has never had a situation like this where the use is changing and he would have to go to IDOT. He stated he did ask Mr. Brown if he wanted a traffic study. He said Mr. Brown asked which direction the buses were going and after finding out they were going north he did not want one.

Mr. Maurides said they also talked about the landscaping issue. He stated if he was applying for a site development permit then he would be required to comply with the landscaping code. He said the reason why this site was attractive for them was because they can use it "as is". Mr. Maurides stated for the owner of the property, if they don't use it then there are 13 other permitted uses allowed on the property.

Mr. Maurides stated he also talked with Mr. Brown regarding occupancy issues versus special use issues. He said the building code issues with the water, sewer, etc. are typical building code issue that you have to do in order to get an occupancy permit. He stated if they don't get a special use approval then it doesn't really matter if they can satisfy all the occupancy issues. Mr. Maurides said he received two business cards for when they were almost ready they could get the property inspected to find out all the occupancy issues. He stated after that on June 22<sup>nd</sup> he sent the submittal package, and all Jim wanted was a survey, an aerial photograph and a overlay showing how the busses will be entering and exiting. Mr. Maurides said Ms. Glas had contacted him when she received his packet on June 24<sup>th</sup>. He stated he was having a hard time getting an appointment with Mr. Brown because that is when Mrs. Jones had left. He said he

then started working with Ms. Glas on getting the public notices. He stated it wasn't until last week that he had received comments from staff. Mr. Maurides said most of the issues were with the occupancy permit and not the special use permit. He stated whether they have a portable water there or not is not reflective for the special use issue. He said he had that understanding that even if he received the special use, his client would not be able to occupy the site. He stated it is their job to get the special use permit and the owner's job to get the occupancy permit. Mr. Maurides stated when they received the list from staff, the owner of the property started working on the things that were on the list. He said he didn't think he would get that list until after this meeting because it wasn't relevant.

Mr. Maurides said in regards to stacking on a street the size of Lemont Road, an additional 90 buses a day is not going to warrant a count. He stated he does not see it being enough to warrant a stop light being put there.

Mr. Maurides stated in regards to the issue of lacking a site plan. He said the site is about 5.1 acres which is about 225,000 square feet. He said the building is 5,000 square feet and they would need 60,000 square feet for the parking of buses and employee cars. He stated he knows they would be able to accommodate all the buses there and he went through those calculations with Mr. Brown. Mr. Maurides said the only thing different would be how they would stripe the parking lot. He said there is plenty of room and he had discussed this with staff today. He stated if you look at the criteria with the extra space out there they just want to make sure that they don't put a bus terminal out there with a freight terminal or something else. Mr. Maurides said they are fine with that because they are only in the school bus business. He stated also their lease states they could only have a school bus company there.

Mr. Maurides said the condition that the special use permit be limited to the applicant and non-transferable is not a problem with one issue. He stated they have a family of companies and Cook-Illinois is the parent company. He said so as long as it is one of the companies under the umbrella, there won't be any issues.

Mrs. Jones stated they had done something similar with Timberline Knolls, where it was non-transferable outside their companies but can be transferable within. She said staff does not have an issue with that.

Mr. Maurides then showed a view of the site on the overhead. He stated they basically have no neighbors except one to the north. He said the site is almost all paved and has been like that forever. He stated they don't plan on changing anything and they are only parking buses on it. Mr. Maurides showed where the turning lane started on the overhead. He said he did not measure the length of the turning lane, but feels they would be able to stack five to six buses. He stated the buses go out and half come back over a two hour period. Some of the drivers keep their buses with them during the day. Mr. Maurides said because the different school districts have different end times and activities after school, 90 buses would be coming back in during a two hour period. He stated usually all the buses are back by latest 4:30 p.m. or 5 p.m.

Mr. Maurides said he drove down to the site today and was able to cross all lanes and head south on Lemont Road. He said there are gaps made by traffic lights. He stated when you are talking about a bus every minute or two, it is really not a significant event. He stated if there was a concrete plant there or truck terminal then he would not be surprised if someone had asked him for a traffic report. Mr. Maurides said he was not surprised that he didn't ask for one because he feels it is not a super intense use as far as traffic is concerned.

Mr. Maurides stated the reason for the special use permit is so you don't impact your neighbors. He said he is having a hard time figuring out how they were going to impact their neighbors.

Mr. Maurides stated that is the history on how they got here. He apologized that if when they read the staff report they thought they weren't providing what they wanted. He said he provided what he was asked to give them and understands why he wasn't asked to give anymore. Mr. Maurides stated he hopes they will look at their special use and recommend them to the Village Board.

Chairman Spinelli asked if the turning lane does become an issue can it be written into the special use that they require them to contact IDOT for lengthening the turning lane.

Mr. Maurides pointed out where the turning lane starts.

Mrs. Jones said it is a decent size turning lane. She stated they could verify the turning lane and compare it to the average length of a school bus to see how many can stack up there. She said she does feel the applicant has a point in that their special use is a less intense traffic generator than some of the permitted uses in that zoning district.

Chairman Spinelli said he does agree, however back when that place was built for small commercial use the turning lanes might only have been 100 feet. He stated with the speed limit being 45 mph then it would not meet today's standards.

Mrs. Jones said it is something that he could direct staff to do before it gets present to the Village Board.

Chairman Spinelli stated he wants to make sure the turning lane taper and storage meets the current standards since the use is changing. He said for the applicant, the Village Engineer did state the property is 100% in a flood plain. He asked did their surveyor do any studies to determine in a flooding condition what the depth of the water is on the property.

Mr. Maurides stated he asked the owners that five times. He said he had asked the owner if he gets five feet of water there do they care. He stated the owner said no. If there is a problem then they would call their drivers in to take the buses out.



Commissioner Messer said it was mentioned that you might do light oil changes. He stated his concern is if you don't want to negatively impact your neighbor and your property floods there are these hazardous materials on-site.

Mr. Maurides stated in the Village Code there is a requirement that if there are combustibles or oil type materials stored on a site that is in a flood plain they have to be stored in a water tight device and it might have to possibly float. He said as far as changing oil there they would like to have it there. However, he feels they are going to require they have a catch basin and they have a septic system. He stated it is very unlikely they are going to have it installed. Mr. Maurides said if they want to have it there then they will have to comply with all their codes.

Mrs. Jones said there is a whole chapter in regards to flood plains.

Mr. Maurides stated he did have a copy of it.

Commissioner Maher asked what their expectation was five years from now. Commissioner Maher said his concern is that down the road there can be 250 to 300 buses there.

Mr. Maurides said they would like 500 buses there, but one of the limiting factors is transportation or gasoline costs. He stated just like the asphalt business they can only go so far around due to trucking costs. He said they can not operate here and service buses in Arlington Heights.

Anthony Benish, applicant, 5734 Lyman Avenue, Downers Grove, stated they have a lease for five years which is longer than their contracts. He said they are hoping to continue that same amount of work.

Commissioner Maher asked if they have had more buses in the past.

Mr. Benish said they have just started in this area.

Commissioner Kwasneski asked if they had any intention for putting a bid into a school where the buses have to come out of the facility and head south on Lemont Road.

Mr. Maurides said he can not answer that because he does not know the geographical configuration of school districts. He stated he can not say they would never do that. He said they got this site to service what they have. He stated they could end up doing the schools here in town. Mr. Maurides said if they started developing problems where buses had to make a left turn out of the property then they might have to hire an off-duty police officer to direct traffic. He stated in all the years he has worked for Mr. Benish they have never had that problem, but he can't say it will never happen. Mr. Maurides said the company also has to deal with the safety of the drivers.

Mr. Benish said it does not make any sense with that intersection to risk the driver's safety. He stated this is why they like the site so much, all they have to do is turn right. He said there are plenty of other ways to get to that direction rather than turning left out of there.

Chairman Spinelli asked what their actual parent name is.

Mr. Benish said it was Cook-Illinois Corporation.

Chairman Spinelli asked if all the other companies were bus companies or transportation type companies.

Mr. Benish said yes.

Trustee Stapleton asked where do the buses fill up for gas currently.

Mr. Maurides stated they fill up at the site they have right now.

Mr. Benish stated they operate with bio-diesel and understand fueling there would be a problem. He said we know we are going to have to fuel off-site.

Mr. Maurides said they have a facility that does major repairs. He stated it is very conceivable that they might change a headlight or a seat. He said they were not planning on doing oil changes here but it was brought up by the fire department which was reasonable.

Trustee Stapleton asked if it would be more cost effective if you had a tank there on site.

Mr. Maurides said yes it would, however, if they want a tank there they have to apply for a tank with the Fire Marshall and meet Village Code. He stated he doesn't feel they are going to prohibit them from doing it. He said when you get a special use permit it states you will comply with all codes. Mr. Maurides said they are not asking for any variations. He stated it is not just Village codes there are also State codes.

Chairman Spinelli said in the staff report there were three conditions. He stated one was the special use was limited to the current applicant. He said which should read Cook-Illinois and its parent companies. Another was additional landscaping along the west property line. He asked what the condition about site modifications was.

Ms. Glas said if they proposed any additional use outside of a bus terminal then they will be required to renew their current special use so they can address other impacts. She stated there are other permitted uses and they are not using the whole site so the staff wants to protect themselves.

Mr. Maurides stated regarding the landscaping issue, currently there is a big hedge row. He said what he understands is staff wants them to put a row of bushes along there.

Mrs. Jones said since this is the gateway to the Village of Lemont, our past precedence have been as new industrial uses come in, they are requiring them to clean and spruce up the place.

Chairman Spinelli stated the property line is about mid-point of the drive-way. He said staff is looking for some enhancement on the property on each side of the driveway. He stated they can work with staff and they will work with you to compliment the existing landscaping that is out there.

Mr. Maurides stated he just does not want to leave the room and then be asked to put in lots and lots of landscaping.

Chairman Spinelli said he can work with staff and get it clarified before it gets presented to the Village Board.

Chairman Spinelli asked if there were any more questions.

Commissioner McGleam stated the Village Engineer raised a lot of questions that they had talked about. He asked how we are addressing these issues.

Mr. Maurides stated as far as water and septic they have to satisfy that before they can get their occupancy permit.

Commissioner McGleam asked if they were agreeing they will be dealt with during occupancy permit and not making them a special condition. He also asked how they are handling the issue with IDOT.

Chairman Spinelli said it would be a recommendation for the Village Engineer to do a quick analysis and make a determination if he feels that adequate stacking and turning protection is provided.

Chairman Spinelli asked if there were any more questions. None responded. He then called for a motion to close the public hearing.

Commissioner Maher made a motion, seconded by Commissioner Kwasneski to close the public hearing for Case 13-07. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

Chairman Spinelli then called for a motion for recommendation.

Commissioner McGleam made a motion, seconded by Commissioner Sullivan to recommend to the Mayor and Board of Trustees approval of Case 13-07 with the following recommendations that were made by staff:

1. The special use permit is limited to the applicant, Cook-Illinois and it's parent companies, and not transferrable.
2. Any additional uses proposed on the property would be subject to a renewal of the special use permit approval.
3. The applicant provides landscaping on the west property line between the area of Lemont Road and the existing fence.

In addition to the conditions made by staff, the Plan Commission has requested that:

4. The Village Engineer reviews the traffic impact and determines if IDOT needs to be contacted.

A roll call vote was taken:

*Ayes: Ayes: McGleam, Kwasneski, Sanderson, Maher, Messer, Sullivan, Spinelli*

*Nays: None*

*Motion passed*

Commissioner Maher made a motion, seconded by Commissioner Sanderson to authorize the Chairman to approve the Findings of Fact as prepared by staff. A voice vote was taken:

*Ayes: All*

*Nays: None*

*Motion passed*

#### **IV. GENERAL DISCUSSION**

##### **A. Staffing Update**

Mrs. Jones formally introduced Ms. Glas as the new Village Planner.

Discussion continued in regards to taking down public notice signs and fee for taking them down.

#### **V. ADJOURNMENT**

Chairman Spinelli called for a motion to adjourn the meeting.

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

*Ayes: All*

*Nays: None*

*Motion passed*



**LEMONT FIRE PROTECTION DISTRICT**



**BUREAU OF FIRE PREVENTION**

15900 New Avenue  
Lemont, IL 60439  
Business: (630) 257-0191  
Fax: (630) 257-5318  
[lemontfire.com](http://lemontfire.com)

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July 2, 2013

Martha M. Glas  
Lemont Village Planner  
418 Main Street  
Lemont, IL 60439

Re: Land Use Application for Westway Coach, 11295 Lemont Road

1. Local ordinance requires buildings over 1000 sq. ft. to have an automatic and manual fire alarm system and directly connected to the communication center of the Lemont Fire Protection District
2. Local ordinance requires this building install Knox box brand key vault/ rapid entry system.
3. Local ordinance requires buildings over 3000 sq. ft. to be equipped with an automatic sprinkler system.
4. Define minor vehicle repairs – do they intend to do any oil changes? Any large quantities of combustible liquids being house inside building for cleaning or repair of vehicles?
5. Will they be installing any type of fuel storage for their vehicles? Permits to install required by Office of the State Fire Marshal and our Department.
6. Previous tenant had underground fuel storage tank, OSFM requires that the tank be properly removed or abandoned in place. We have nothing on record that this was done. Permits to remediate are required by OSFM and our Department.
7. Concern over 90-100 drivers leaving this facility during evening rush hour.

If you have questions feel free to contact our Department.

Sincerely,

Joe Rymkey  
Fire Inspector

## Martha Glas

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**From:** Jim Cainkar  
**Sent:** Tuesday, July 09, 2013 1:57 PM  
**To:** Martha Glas  
**Cc:** jstein@tresslerllp.com; Charity Jones  
**Subject:** RE: July 11th meeting

Martha:

Case 2013-07

Can I please get more information from the applicant about the site prior to the Hearing Date?

- 1) Location of any water well, and proof of water potability.
- 2) Location of any septic system or holding tank, and capacity. A copy of the any Cook County Health Department permit(s) would be ideal.

The Village Plumbing Inspector should also be asked to do an Illinois Plumbing Code review of any of the above results.

Please let me know. This information is critical, since the intended use provided for is a significant change in utility demand.

Thank you,  
James L. Cainkar, P.E., P.L.S.  
Acting Village Engineer

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**From:** Martha Glas  
**Sent:** Tuesday, July 02, 2013 3:22 PM  
**To:** Jim Cainkar  
**Subject:** July 11th meeting

Jim,

Pam just came in asking if we could set up a meeting on July 11th for review of Timberline Knolls and that you suggested 11:00. Would you be available at noon that day? We have 2 concepts plans to discuss for the TRC and one is regarding a historic property so I want to make sure we have enough time for both reviews without making anyone wait.

Let me know your thoughts

Martha

Martha M. Glas | Village Planner  
LEED Green Associate  
Village of Lemont | Lemont, IL | 60439  
[mglas@lemont.il.us](mailto:mglas@lemont.il.us) | 630 257-1595  
<http://www.lemont.il.us/>

## Martha Glas

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**From:** Jim Cainkar  
**Sent:** Monday, July 01, 2013 1:12 PM  
**To:** Martha Glas  
**Subject:** RE: Special use permit review

Hi Martha:

When is the hearing? There are many issues here.

- 1) No potable well water.
- 2) Unknown Septic capability.
- 3) 100% Flood Plain.
- 4) Bus "repairs" require an oil separator into the Septic System (no holding tanks allowed).

Please advise.

Thank you,  
James L. Cainkar, P.E., P.L.S.  
Acting Village Engineer

FNA File No. 13227

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**From:** Martha Glas  
**Sent:** Friday, June 28, 2013 9:22 AM  
**To:** Chuck Stewart; Jeff Stein; Jim Cainkar; John Rutkowski  
**Cc:** George Schafer  
**Subject:** Special use permit review

The Village has received an application requiring zoning action. Please review the attached packet and provide comments at your earliest convenience.

Zoning Case: 2013-07  
Applicant: Westway Coach, Inc., wholly owned subsidiary of Cook-Illinois, as prospective lessee  
Purpose: Special use permit to operate a school bus terminal and repair facility  
Location: 11295 Lemont Road  
PIN: 22-20-100-013

Thank you,

Martha M. Glas | Village Planner  
LEED Green Associate  
Village of Lemont | Lemont, IL | 60439  
[mglas@lemont.il.us](mailto:mglas@lemont.il.us) | 630 257-1595  
<http://www.lemont.il.us/>



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 #057-13

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

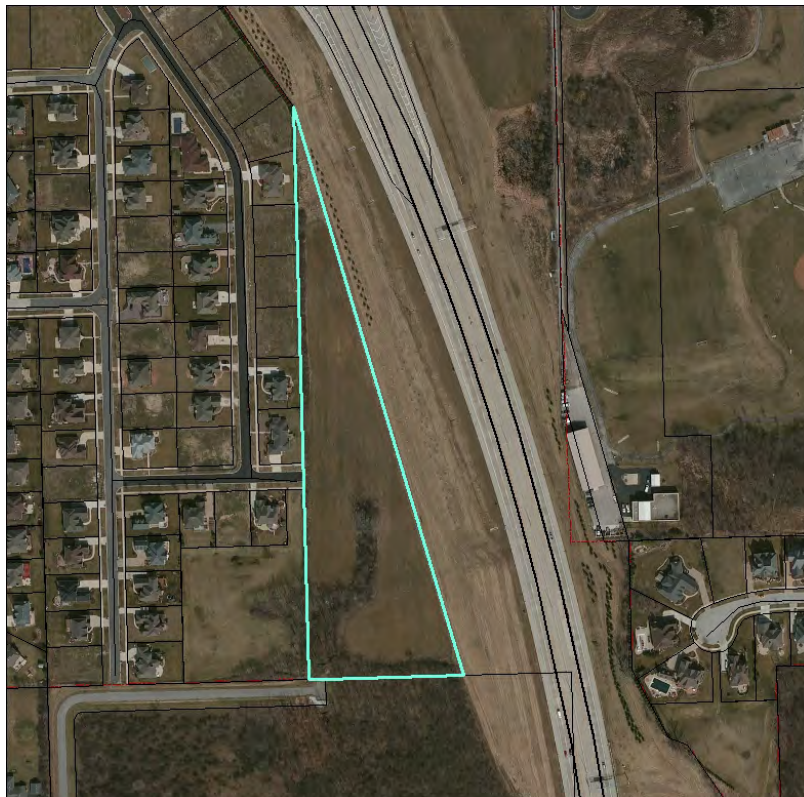
SUBJECT: Birch Path Concept Plan Review

DATE: August 14, 2013

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**SUMMARY**

Mike Ford, of Tempo Development Inc., has requested preliminary Committee feedback on a proposed 20 unit single-family subdivision. The proposed subdivision would be located east of Mayfair Estates and west of I-355, as shown below. Because the proposal deviates substantially from current Village standards, staff directed the applicant to seek input at the COW prior to investing in the necessary professional plans required for a formal zoning application. The subject property is unincorporated; if the applicant moves forward, the application will, at a minimum, include annexation, rezoning, and planned unit development approval.





## BACKGROUND

**TRC.** On July 11, the applicant presented a concept plan for Birch Path subdivision to the Technical Review Committee (TRC). At that time, the applicant presented a plan including 24 lots ranging in size from 4,806 sf to 8,694 sf. The plan also included an approximately 42,000 sf outlot at the north end of the property whose purpose was undefined and a 43,400 sf stormwater detention outlot near the south end of the property. Staff informed the applicant that none of the proposed lots met Village standards for size and that smallest single-family lot sizes approved to date were those included as part of the Kettering development (7,500 sf). Staff advised the applicant to reduce the number of lots and to propose a plan for the northerly outlot, as the Village would have no interest in accepting such an outlot. The full TRC minutes are attached for reference and the applicant has provided a copy of the originally submitted plan (labeled "1<sup>st</sup> Plan").

**Staff & Trustee Meeting.** On July 22, the Planning & Economic Development Director and Trustee Stapleton met with the applicant to review a revised site plan (which the applicant has included as "2<sup>nd</sup> Plan"). The applicant had eliminated three lots from the original. The lot sizes in the revised plan ranged from 4,792 sf to 8,795 sf, with the exception of two lots; the applicant had made the former northerly outlot a part of these two lots, resulting in lot sizes in excess of 40,000 sf. Staff and Trustee Stapleton informed the applicant that although the revised plan was an improvement, further revisions were needed to eliminate more lots and bring lot sizes closer to compliance with Village standards. Additionally, staff and Trustee Stapleton informed the applicant that incorporating the northerly outlot into two private lots was not an acceptable approach.

## GENERAL ANALYSIS

**Consistency with the Comprehensive Plan.** The Comprehensive Plan designates this area as low density residential, 0-2 dwelling units per acre. The applicant's concept plan represents a density of 3.63 dwelling units per acre. By comparison, the density of the adjacent Mayfair Estates subdivision is 1.96 dwelling units per acre.

**Landscaping.** The applicant contends that one of the key benefits of this proposed development is the landscaping that would be installed on Tollway right of way and would serve as a visual and auditory buffer from the Tollway for existing and future residents. While staff concurs that the proposed landscaping would be attractive and provide some visual screening, staff cannot say at this time whether the proposed screening is sufficient to provide a noise buffer. Staff has sent the proposed landscape plan to the Village Arborist for review and comment.

**Other Standards & Issues.** The proposed concept plan is not to scale, so staff is unable to confirm some necessary elements (e.g. street pavement width). Some of the lots, particularly around the south end of the site, appear to be too narrow at the front property line to meet the minimum required separation between driveways. Regardless of whether the required minimum separation can be met, the applicant should nonetheless increase the widths of these lots to improve streetscape aesthetics.

Additionally, staff would recommend that design standards be required for the homes within this development to ensure compatibility with the surrounding neighborhood.

## **CONCLUSIONS & RECOMMENDATIONS**

The applicant is seeking further direction from the COW to determine whether a small lot single-family subdivision would be considered at this location, and under what conditions such a development might be acceptable. Staff recommends that, consistent with UDO Section 17.08.040, any deviations from Village standards only be granted in direct response to tangible community benefits from the proposed development, such as exceptional landscaping or outstanding architecture/design.

## **ATTACHMENTS**

1. Applicant materials
2. July 11, 2013 TRC minutes

# Tempo Development, Inc.

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7087512070  
ford.johnmike@gmail.com

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## Concerns brought up at community meeting at village of Lemont

### Birch Path

#### R-4 Zoning

#### Issues

12,500 sq ft lot size  
90ft lot width  
Front yard set back 25ft  
Side yard 12ft  
Rear yard 30ft  
65% lot coverage  
66ft rite of way  
Fire hydrants  
Flag lots

#### Issues Addressed

Average lot 6,720 sq ft  
Conformed as much as possible  
Front yard set back 15ft  
We meet side yard lot width  
We meet rear yard  
We meet lot coverage  
We meet rite of way – Fire District  
We will meet 300ft separation – Fire District  
We eliminated flag lots

Reduced site by 3 lots:  
Lot 12, 21, and 24 omitted

### Changes made after review meeting on 7/22/13:

1. Removed one more lot from site
2. Reduced rear yards of lots previously 20 and 21, now lots 19 and 20

### Benefits to village:

1. Landscaping is a benefit to the village. It will create a very unique setting and have the appearance of living on the edge of a forest. This will benefit Birch Path and the other subdivisions adjacent.
2. Lack of thru traffic will create a very safe environment for children.

Proximity to I-355 is the main reason for a smaller lot subdivision, but amenities will make it a very desirable location for home owners. These amenities will also benefit Mayfair and Rolling Meadows subdivisions.

## Criteria for PUD

1. **More environmentally sensitive? Yes!** With the extensive landscaping and natural plantings in the detention area, the site will be very environmentally sensitive.
2. **Economically viable? Yes!** With the pricing of the homes it will encourage younger families to become residents. Will also attract older residents looking to downsize into a 1 story floor plan home. Will blend in very well with existing subdivisions. I have spoken with the homeowners themselves.
3. **Aesthetically pleasing? Yes!** With the extensive landscaping, consisting of the birch lined entry, the evergreens, birch, and other species of plants as a backdrop, along with the natural detention plantings and the streetscape, residents will think they are living on the edge of a forest. The site will become a very mature setting in 5 to 10 years.

## Comparison

### Birch Path

6.5 Acres  
20 Single Family Homes  
3 Units per Acre

### Briarcliff Estates Townhomes

5+ Acres  
34 Townhomes  
6 Units per Acre



# BERZU ALEJA BIRCH PATH CONCEPT PLAN

PROJECT PIN  
22-31-200-067

*2nd Plan*

LEGAL DESCRIPTION

THAT PART OF THE EAST HALF OF THE WEST HALF OF THE  
NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH,  
RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED  
AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF  
SAID EAST HALF; THENCE SOUTH 88 DEGREES 21 MINUTES 42  
SECONDS WEST, ALONG THE SOUTH LINE OF SAID EAST HALF,  
271.47 FEET TO A POINT OF BEGINNING; THENCE NORTH 16  
DEGREES 31 MINUTES 47 SECONDS WEST 1504.19 FEET TO THE  
WEST LINE OF SAID EAST HALF; THENCE SOUTH 1 DEGREE 31  
MINUTES 54 SECONDS EAST, ALONG SAID WEST LINE, 1454.25  
FEET TO THE SOUTH LINE OF SAID EAST HALF; THENCE NORTH  
88 DEGREES 21 MINUTES 42 SECONDS EAST, ALONG SAID  
SOUTH LINE, 389.42 FEET TO THE POINT OF BEGINNING, IN  
COOK COUNTY, ILLINOIS.

PROPOSED LOT AREAS	
LOT #	AREA (SQ. FT.)
1	4,065
2	4,035
3	4,002
4	3,960
5	4,002
6	3,944
7	4,118
8	4,002
9	4,002
10	3,932
11	3,902
12	3,872
13	3,842
14	3,812
15	3,782
16	3,752
17	3,722
18	3,692
19	3,662
20	3,632
21	3,602
22	3,572
23	3,542
24	3,512
25	3,482
26	3,452
27	3,422
28	3,392
29	3,362
30	3,332
31	3,302
32	3,272
33	3,242
34	3,212
35	3,182
36	3,152
37	3,122
38	3,092
39	3,062
40	3,032
41	3,002
42	2,972
43	2,942
44	2,912
45	2,882
46	2,852
47	2,822
48	2,792
49	2,762
50	2,732
OUTLET A	1,122
OUTLET B	42,432
TOTAL AREA	6.5 ACRES

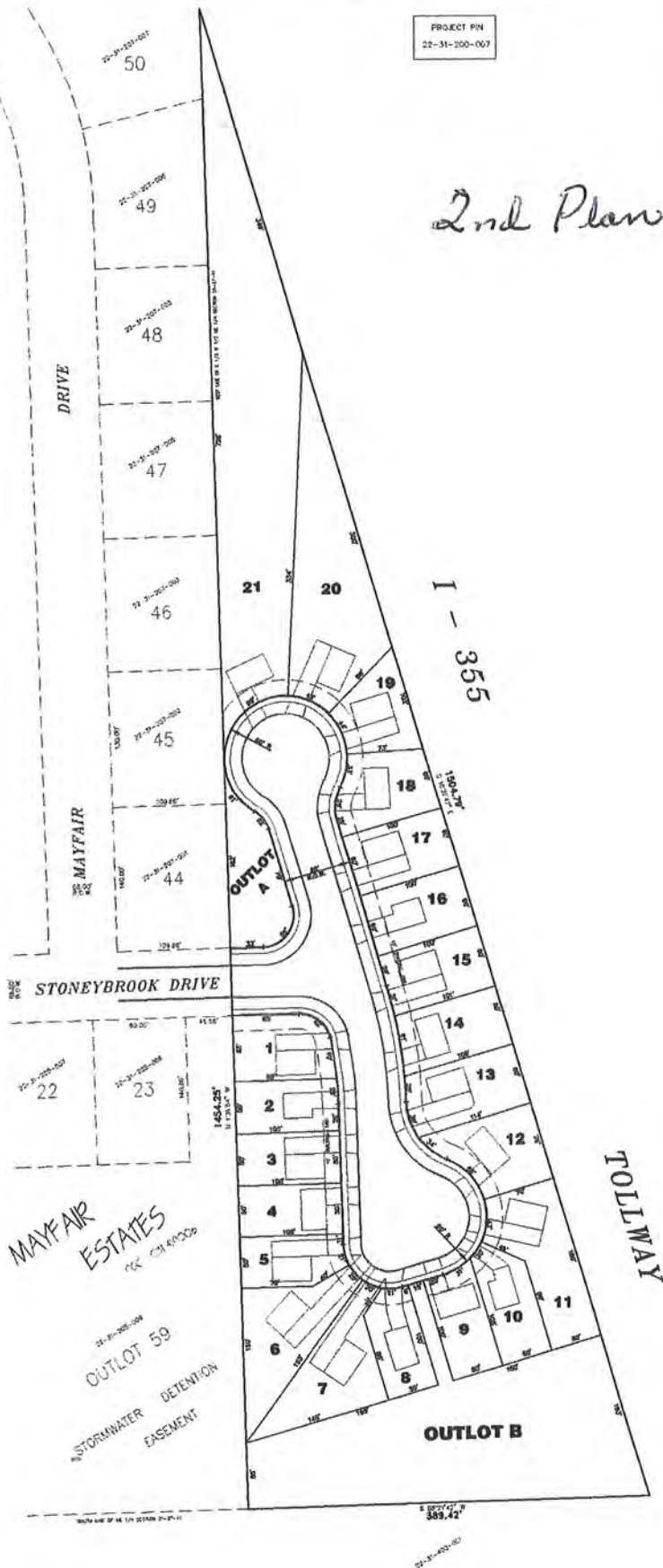


PREPARED FOR:  
TEMPO DEVELOPMENT, INC.

PREPARED BY:  
**LANDMARK**

ILLINOIS  
1820 WEST 103RD STREET  
PALOS HILLS, ILLINOIS 60465-1620  
Phone (708) 599-3737

PROJECT No. 13-04-061-RES-CONC3  
DATED: 7/19/13



MAYFAIR  
ESTATES  
CC 0140526

22-31-200-108  
OUTLET 59  
STORMWATER DETENTION  
EASEMENT

SOUTH LINE OF 1/4 SECTION 21-31-11  
389.42'

22-31-200-067

# BERZU ALEJA BIRCH PATH CONCEPT PLAN

PROJECT PIN  
22-31-200-007

*3rd Plan*

LEGAL DESCRIPTION

THAT PART OF THE EAST HALF OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID EAST HALF; THENCE SOUTH 88 DEGREES 21 MINUTES 42 SECONDS WEST, ALONG THE SOUTH LINE OF SAID EAST HALF, 271.47 FEET TO A POINT OF BEGINNING; THENCE NORTH 18 DEGREES 31 MINUTES 47 SECONDS WEST 1504.79 FEET TO THE WEST LINE OF SAID EAST HALF; THENCE SOUTH 1 DEGREE 31 MINUTES 54 SECONDS EAST, ALONG SAID WEST LINE, 1404.55 FEET TO THE SOUTH LINE OF SAID EAST HALF; THENCE NORTH 08 DEGREES 21 MINUTES 42 SECONDS EAST, ALONG SAID SOUTH LINE, 308.42 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PROPOSED LOT AREAS	
LOT #	AREA (SQ. FT.)
1	5,005
2	4,503
3	4,503
4	3,000
5	4,503
6	2,142
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PREPARED FOR:  
TEMPO DEVELOPMENT, INC.

PREPARED BY:  
**LANDMARK**  
COMMERCIAL REAL ESTATE  
800

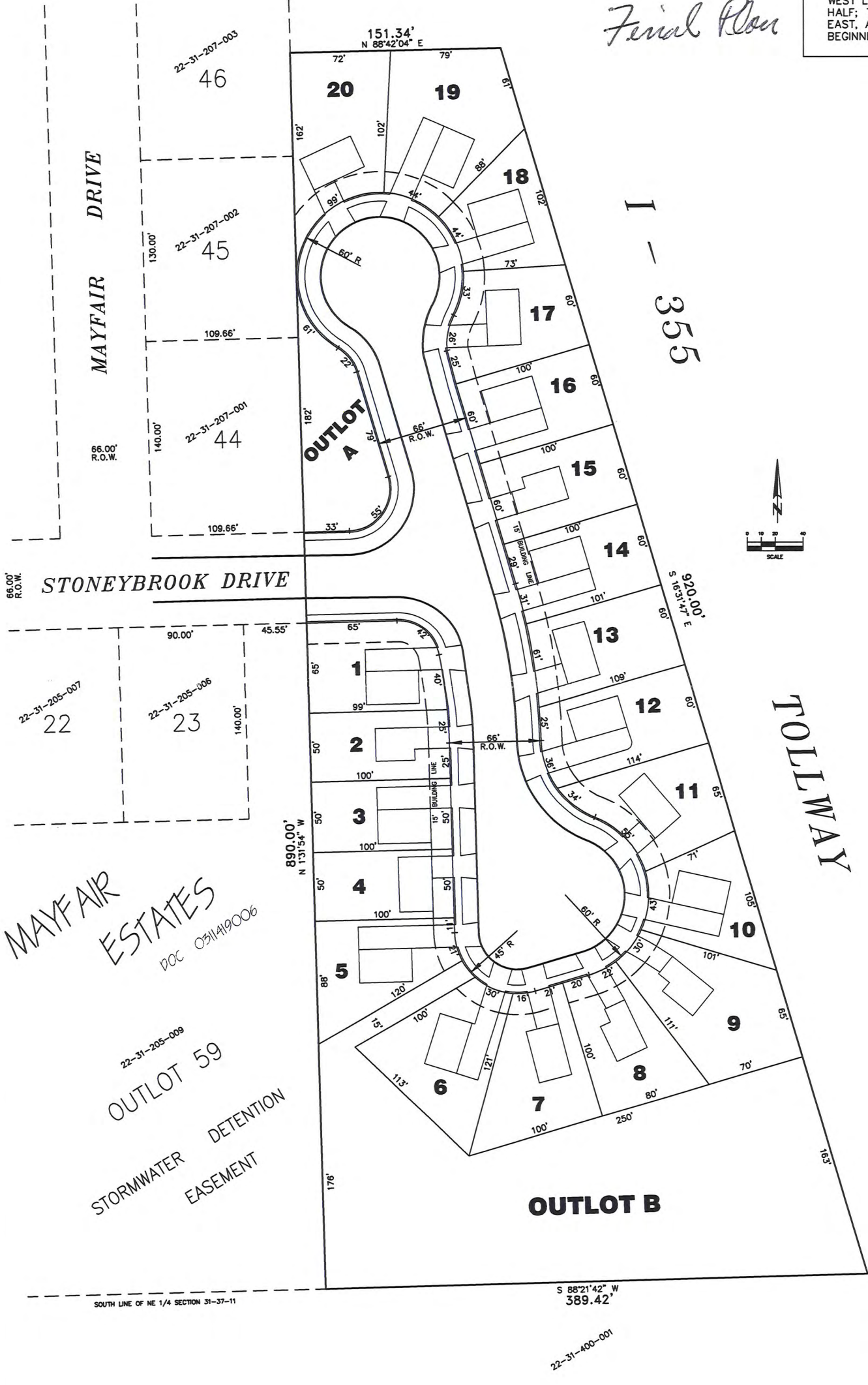
# v BERZU ALEJA BIRCH PATH CONCEPT PLAN

PROJECT PIN  
22-31-200-007

LEGAL DESCRIPTION

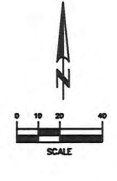
THAT PART OF THE EAST HALF OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID EAST HALF; THENCE SOUTH 88 DEGREES 21 MINUTES 42 SECONDS WEST, ALONG THE SOUTH LINE OF SAID EAST HALF, 271.47 FEET TO A POINT OF BEGINNING; THENCE NORTH 16 DEGREES 31 MINUTES 47 SECONDS WEST 920.00 FEET; THENCE SOUTH 88 DEGREES 42 MINUTES 4 SECONDS WEST 42.04 FEET TO THE WEST LINE OF SAID EAST HALF; THENCE SOUTH 1 DEGREE 31 MINUTES 54 SECONDS EAST, ALONG SAID WEST LINE, 890.00 FEET TO THE SOUTH LINE OF SAID EAST HALF; THENCE NORTH 88 DEGREES 21 MINUTES 42 SECONDS EAST, ALONG SAID SOUTH LINE, 389.42 FEET TO THE POINT OF BEGINNING; IN COOK COUNTY, ILLINOIS.

Final Plan



PROPOSED LOT AREAS  
(more or less)

LOT #	AREA (SQ. FT.)
1	6,055
2	5,003
3	5,000
4	5,000
5	6,132
6	7,143
7	6,927
8	6,154
9	8,514
10	5,654
11	6,212
12	6,873
13	6,270
14	6,011
15	6,000
16	6,000
17	6,281
18	5,289
19	9,030
20	7,734
OUTLOT A	7,128
OUTLOT B	50,394
TOTAL AREA	5.5 ACRES



MAYFAIR  
ESTATES  
DOC 091149006

22-31-205-009  
OUTLOT 59  
STORMWATER DETENTION  
EASEMENT

PREPARED FOR:  
TEMPO DEVELOPMENT, INC.

PREPARED BY:  
**LANDMARK**  
ENGINEERING LLC  
DESIGN FIRM REGISTRATION NO. 184-005577  
7808 WEST 103RD STREET  
PALOS HILLS, ILLINOIS 60465-1529  
Phone (708) 599-3737  
PROJECT No. 13-04-061-RES-CONC5  
DATED: 7/31/13





**PLANT SCHEDULE**

CANOPY TREES	BOTANICAL NAME / COMMON NAME	CONDITION	SIZE	QTY
ACE AUS	ACER RUBRUM 'AUTUMN BLAZE' / AUTUMN BLAZE RED MAPLE	B & B	3" CAL	17
QUE RUB	QUERCUS RUBRA / RED OAK	B & B	2.5" CAL	30
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	3" CAL	17
EVERGREEN TREES	BOTANICAL NAME / COMMON NAME	CONDITION	SIZE	QTY
PIN NIG	PINUS NIGRA / AUSTRIAN BLACK PINE	B & B	6" - 8" HT.	39
UNDERSTORY TREES	BOTANICAL NAME / COMMON NAME	CONDITION	SIZE	QTY
BET RV	BETULA NIGRA / RIVER BIRCH	B & B	6" - 8" HT.	33
DECIDUOUS SHRUBS	BOTANICAL NAME / COMMON NAME	CONDITION	SIZE	QTY
ARD ARS	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA' / BRILLIANT RED CHOKEBERRYRED CHOKEBERRY	B & B	36" HT.	52
COR RES	CORNUS SERICEA / RED TWIG DOGWOOD	B & B	36" HT.	34
HAM VIR	HAMAMELUS VIRGINIANA / COMMON WITCH HAZEL	B & B	36" HT.	34
SYR VUL	SYRINGA VULGARIS / COMMON LILAC	B & B	36" HT.	44
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	38

**SEEDING SCHEDULE**

LOW-PROFILE PRAIRIE SEED MIX	43,055 SF
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**LANDSCAPE NOTES:**

- PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITY.
- ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DETERMINED DEFECTS OR INJURY DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DEFLECTED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
- ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
- ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND ROOT PREPARATION, PLANTING, STAKING AND GUYNING, WINDPROOFING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
- ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
- THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OBTAIN PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY DIRECTING PILING AROUND SUCH MATERIALS AT A DISTANCE OF 6.5' FROM THE TRUNK.
- ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
- ANY AREAS TO BE LOAMED AND SEEDING WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1" 2" OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THAN 1" SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR, REPLACE AND UTILITY, TAPPING, GUYNING, ETC. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
- SOIL AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z62.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
- REFER TO PLAN OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- REFER TO ARCHITECTURAL PLANS FOR BUILDING SIZES AND FOOTPRINTS.
- REFER TO ENGINEERING PLANS FOR DETENTION CALCULATIONS, UTILITY LOCATIONS, TOPOGRAPHIC INFORMATION AND THE LIKE.
- ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DUE TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE LANDSCAPE ARCHITECT.
- ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDED BARK MATERIAL TO A MINIMUM OF 2" DEPTH.
- ALL BEDS SHALL BE EDGED, HAVE WEED PREVENTION APPLIED AT THE RECOMMENDED RATE.
- ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE SOIL AS A GRADUALLY COVER, UNLESS OTHERWISE NOTED.
- ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOIL UNLESS OTHERWISE NOTED.
- THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
- CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
- ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY FOOT MATERIAL OR WORKMANSHIP.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNDESIRABLE SOIL CONDITIONS.
- ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND TIES REMOVED.
- ALL BEDS TO BE BORNED 12" TO 24" ABOVE GRADE AND MEET DRAINAGE REQUIREMENTS.
- LAWN AND BED AREAS SHALL BE PHOTO-COLLEDED, RAKED OF CLUMPS AND DEBRIS.

SHEET	<h2 style="margin: 0;">Landscape Plan</h2> <h3 style="margin: 0;">Berzu Aleja - Birch Path</h3> <h3 style="margin: 0;">Lemont, Illinois</h3>	
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**BERŽU ALEJA**  
**Birch Path**





12901

12901











**Applicant:** Tempo Development, Inc. Mike Ford, 11921 S. Hobart St, Palos Park, IL  
**Parcel:** 22-31-200-007, unincorporated  
**Address:** 16244 127<sup>th</sup> St

**Present:** Mike Ford, Ron Stapleton, George Schafer, Mark LaChappell, John Rutkowski,  
Charity Jones, Martha Glas

---

Within the framework of a PUD normal zoning standards may be modified. The resulting flexibility is intended to encourage a development that is more environmentally sensitive, economically viable, and aesthetically pleasing than might otherwise be possible under strict adherence to the underlying zoning district's standards.

**Applicant:**

Some of the homeowners were spoken to (~10) - those living along Mayfair didn't have issues and stated they preferred SF over townhomes. The homes would range from 1,800 - 2,000 sq ft. and the price range would be in the range of \$200,000 - \$300,000 Garages proposed in the back and only some in the front division Developer and would also be the general contractor

If that cul-de-sac is a concern one of the lots could be eliminated to accommodate emergency vehicles in addition to cars parked on the street.

**Staff:**

Zero of the proposed lots meet minimum lot standards. Reduce the number of lots to help reduce the number of variances needed. Outlot A will need road access. From previous work with the Park District they generally do not want to take outlots such as this as a park.

The proposed lot sizes would be a departure for the village. In a recent subdivision (Kettering) the smallest approved lots were 9,000 sq ft. – Village Board hasn't ever approved lots of this small size

VB would likely not support townhouse development in this area due to the location and proximity to single family development

Parking on the street would be an issue; reduction to the number of lots would ease road constraints

Detailed landscaping plan would be key to showing how noise would be mitigated due to the proximity to I-355.

For a PUD, preliminary engineering would be required

**Fire District:** – curb and gutter and sidewalk -additional fire hydrants will be needed. The roadway is narrowed as you get in the subdivision which would have to be addressed

**New Steps:**

Village Board  
Agenda Memorandum

Item #

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to: Mayor & Village Board

from: James L. Cainkar, P.E., P.L.S.  
Acting Village Engineer

subject: First Street Widening and Resurfacing

date: August 13, 2013

**BACKGROUND/HISTORY**

The improvements to First Street, Schultz Street to McCarthy Road, are to be bid on August 20, 2013. Included in this work is also the paving of First Street, from Berkley Lane north to the existing curb and gutter on First Street, including removal of the gate. First Street, between Schultz Street and McCarthy Road would be widened and resurfaced to 20-foot width, primarily on the west side of the existing pavement, with 2-foot wide stone shoulders each side. The existing ComEd poles require relocation in order to widen the road.

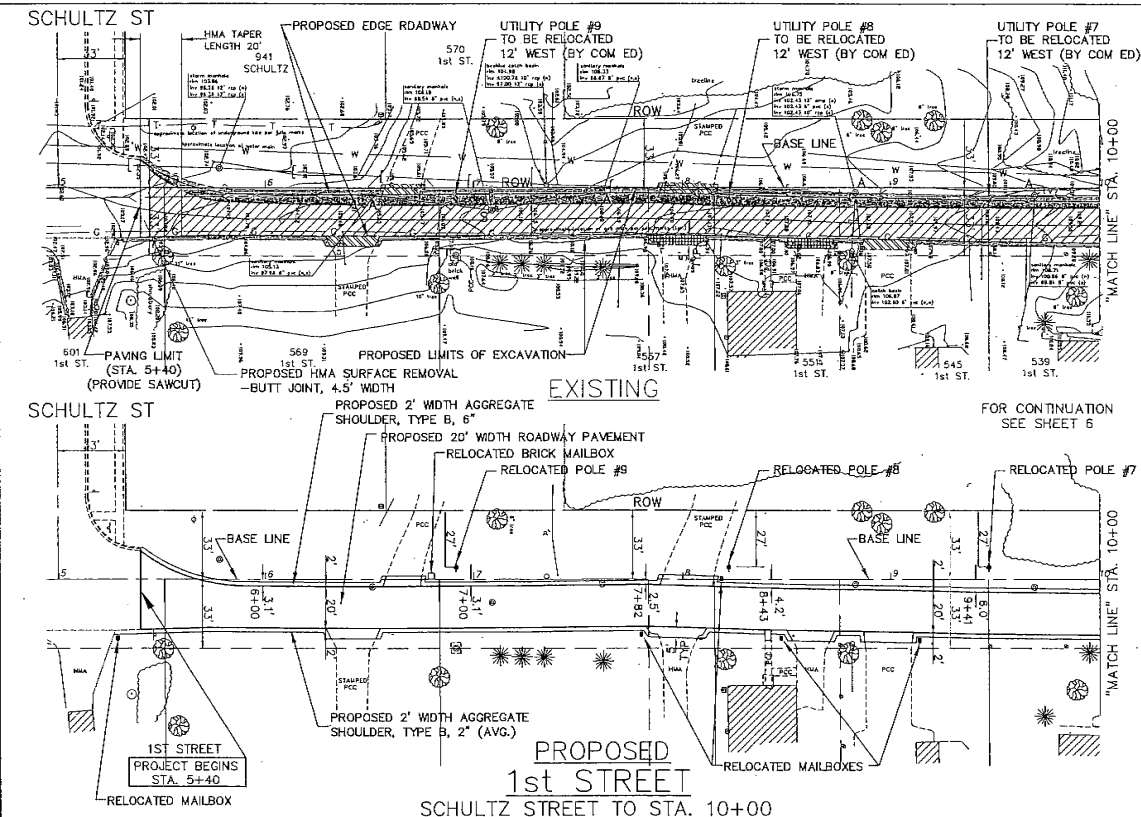
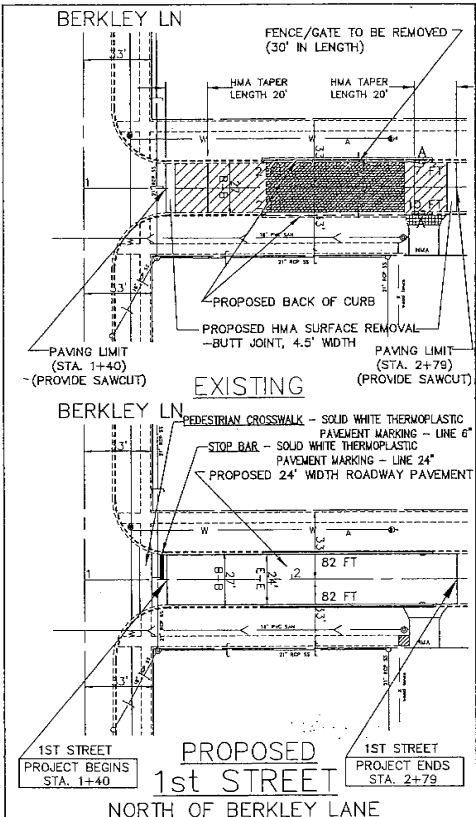
Current estimate of project cost is as follows:

Com Ed	\$135,600.00
AT&T	To Be Determined (Estimate \$15,000.00)
ComCast	To Be Determined (Estimate \$10,000.00)
Construction	\$148,127.00 (Includes Pavement Work at Berkley Lane)
Engineering*	\$ 30,000.00 (*Also includes soil borings, IEPA testing and material testing)
Total	\$388,727.00 (Estimate)

The low bid will be presented for contract award at the August 26, 2013 Village Board Meeting.

**ATTACHMENTS**

- Plan Sheets of the Improvement



**LEGEND**

**1st STREET - SCHULTZ STREET TO STA. 10+00**

--- DENOTES EXISTING HOT-MIX ASPHALT SURFACE & AGGREGATE BASE TO REMAIN AND LEVING BRIDER (MACHINE METHOD), NSA 3/4 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX D', NSD, 1-1/2 INCH

--- DENOTES EARTH EXCAVATION WITH HOT-MIX ASPHALT BASE COURSE MIXING 8 INCH WIDTH VARIES 0 FEET TO 5.8 FEET (WEST SIDE) AND HOT-MIX ASPHALT BASE COURSE MIXING 8 INCH STA. 1+15 TO STA. 16+21 (EAST SIDE), WITH VARIES 0 FEET TO 3.4 FEET AND LEVING BRIDER (MACHINE METHOD), NSA 3/4 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX D', NSD, 1-1/2 INCH

--- DENOTES CLASS B PATCHES, TYPE B-W, 8 INCH - AS DIRECTED AT LOCATIONS DIRECTED BY THE ENGINEER

--- DENOTES DRIVEWAY PAVEMENT REMOVAL AND INCIDENTAL HOT-MIX ASPHALT SURFACING, (FOR DRIVEWAYS) 3 INCH (5' WIDTH) (SEE TYPICAL HOT-MIX ASPHALT DRIVEWAY DETAIL ON SHEET 4)

--- DENOTES CONCRETE DRIVEWAY PAVEMENT REMOVAL (TO A 7 INCH DEPTH) AND PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH (5' WIDTH)

--- DENOTES EARTH EXCAVATION AND AGGREGATE SHOULDER, TYPE B 6 INCH THICKNESS (2' WIDTH) - WEST SIDE OR AGGREGATE SHOULDER, TYPE B 6 INCH THICKNESS (2' WIDTH) - EAST SIDE

"A" DENOTES EXISTING VALVE VAULTS, CATCH BASINS AND MANHOLES TO BE ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS CLEAN AND GROUT AS NECESSARY. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)

"S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPEC'N) (SEE SHEET 2 FOR DETAIL)

GRAPHIC SCALE  
0 30 60 90  
IN FEET

FOR HMA SURFACE REMOVAL - BUTT JOINT, 4.5' WIDTH DETAIL SEE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION BUTT JOINT AND HMA TAPER DETAILS, 8024

ALL SAW CUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

FOR TYPICAL CROSS SECTION OF NEW PAVEMENT WORK SEE SHEET 4

**IMPORTANT!**

ALL SITE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZES PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

**LEGEND**

**1st STREET - NORTH OF BERKLEY LANE**

--- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX D', NSD, 3 INCH

--- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

--- DENOTES BRICK PAVEMENT REMOVAL AND SUBBASE GRANULAR MATERIAL, TYPE B, 4 INCH, CA-6 AND HOT-MIX ASPHALT BASE COURSE, 8 INCH (IN 2 LIFTS) AND HOT-MIX ASPHALT SURFACE COURSE, MIX D', NSD, 3 INCH

--- DENOTES EARTH EXCAVATION AND SUBBASE GRANULAR MATERIAL, TYPE B, 4 INCH, CA-6 AND HOT-MIX ASPHALT BASE COURSE, 8 INCH (IN 2 LIFTS) AND HOT-MIX ASPHALT SURFACE COURSE, MIX D', NSD, 3 INCH

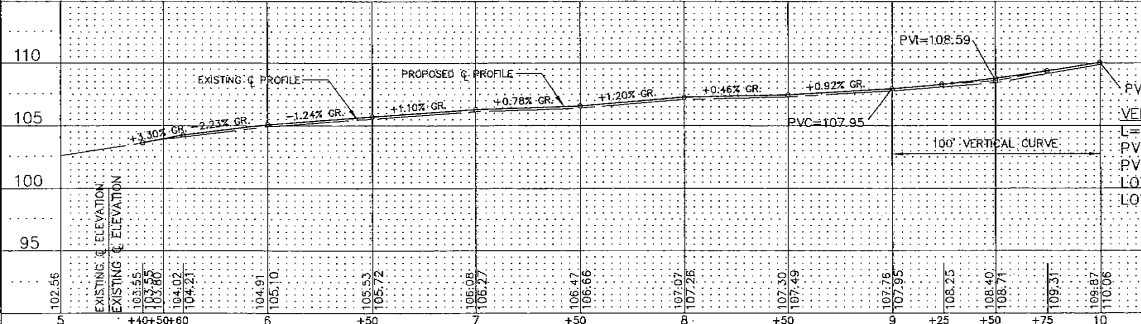
--- DENOTES DRIVEWAY PAVEMENT REMOVAL AND INCIDENTAL HOT-MIX ASPHALT SURFACING, (FOR DRIVEWAYS) 3 INCH, (5' WIDTH)

--- DENOTES PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

--- DENOTES COMBINATION CURB AND GUTTER REMOVAL

--- DENOTES COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4-12

"A" DENOTES EXISTING INLETS TO BE ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS CLEAN AND GROUT AS NECESSARY. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)



**REVISIONS**

NO.	BY	DATE	DESCRIPTION

**PLAN & PROFILE:**

1st STREET - NORTH OF BERKLEY LANE

1st STREET - SCHULTZ STREET TO STA. 10+00



Village Board  
Agenda Memorandum

Item #

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to: Mayor & Village Board

from: James L. Cainkar, P.E., P.L.S.  
Acting Village Engineer

subject: Canal Street Improvements  
Lemont Street to Stephen Street

date: August 13, 2013

**BACKGROUND/HISTORY**

On August 20, 2013, bids will be received for the repaving of Canal Street, from Lemont Street (including the full intersection and up to the CN Railroad) to Stephen Street. The scope of work includes complete removal and replacement of the curb and gutter, and all of the paver brick, and subsequent resurfacing of the street. In general, the curbs will be raised a few inches in height in order to provide an ADA Pedestrian Access Route of less than 2% cross slope, minimum 4-foot width. The current brick pavers generally do not comply with ADA requirements. The existing stone planter features will remain as is.

The existing paver bricks and concrete curbs have shown unusual deterioration. The new paver bricks will have a "premier" finish, which is a higher grade, more dense brick surface for a heavier trafficed installation. The paver brick pattern will match existing.

The cost of the project is as follows:

Construction Cost	\$212,462.80
Engineering Cost (15%)	<u>\$ 35,537.20</u>
Total Estimated Construction Cost	\$245,000.00

The project would be funded by the TIF fund and construction completed sometime between Labor Day and Halloween Hoedown. Businesses would be fully accessible at all times, except when the pavers are replaced in front of the businesses. Parking issues will be studied in more detail prior to the Preconstruction Meeting. The low bid will be presented for award at the August 26, 2013 Village Board Meeting.

**ATTACHMENTS**

- Plan Sheet of the Improvement



Village Board  
Agenda Memorandum

Item #

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to: Mayor & Village Board

from: James L. Cainkar, P.E., P.L.S.  
Acting Village Engineer

subject: Glens of Connemara Completion

date: August 13, 2013

**BACKGROUND/HISTORY**

The Glens of Connemara Subdivision consists of 140 lots, of which 65 lots are still vacant. Predominate residential building has been on the north and west sides of the Subdivision. In 2012, the Village installed sidewalks throughout the Subdivision to provide connectivity. It has been seven (7) years since the streets were installed, and a decision is requested as to whether the surface course should be installed at this time or not. The snow plows have been inadvertently causing damage to the front of the gutter, due to the fact that there are numerous bends in some of the streets, and the street level is 1-1/2" below gutter elevation.

Attached is an estimate of cost of the remaining Subdivision work. The street paving work would cost approximately \$200,000.00, and could still be installed this October. Direction is needed on this issue.

**ATTACHMENTS**

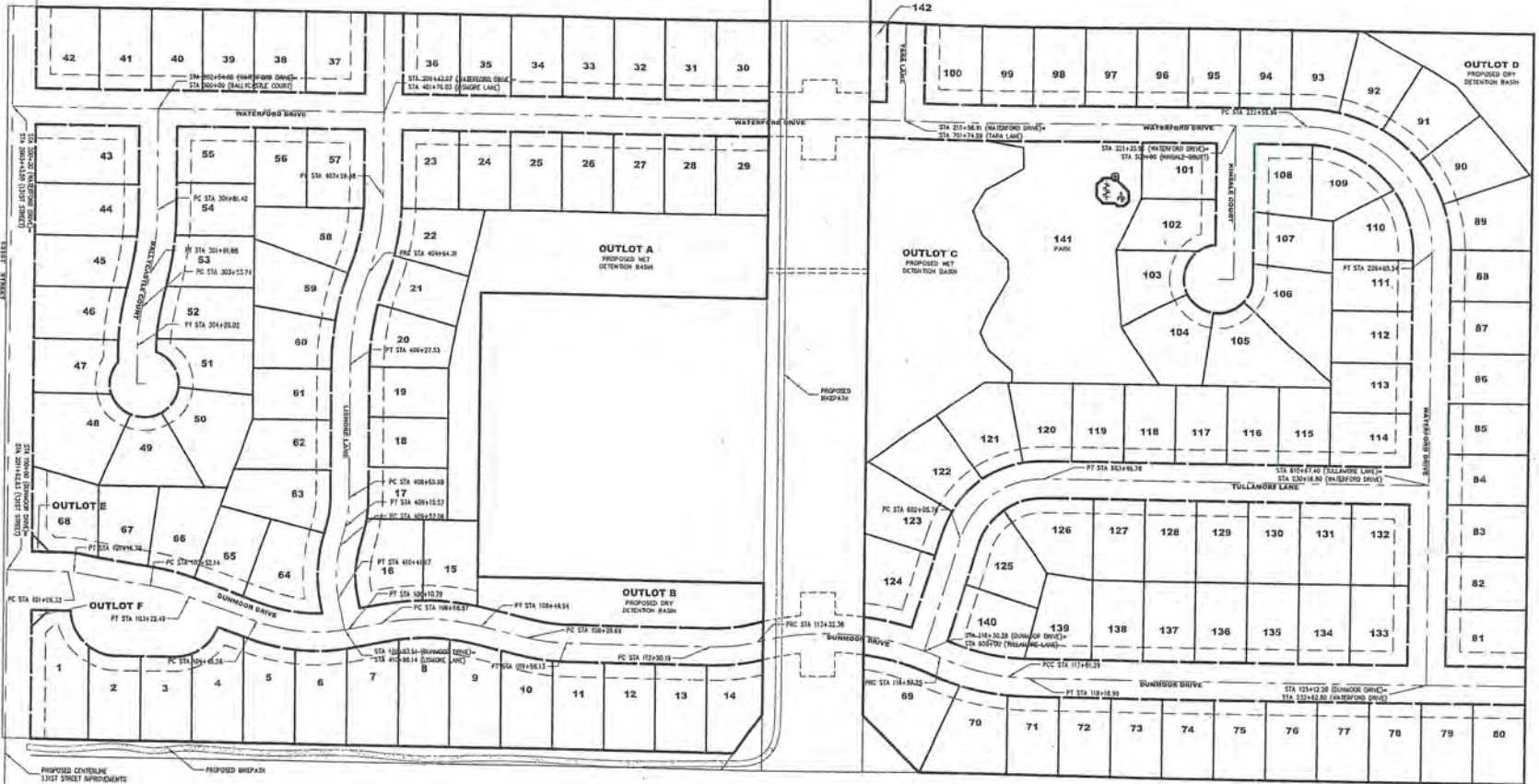
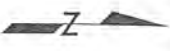
- Estimate of Cost to Complete Remaining Work
- Subdivision Lot Map

## GLENS OF CONNEMARA SUBDIVISION

List of Remaining Work  
Updated: August 1, 2013

Incomplete Work	Estimated Cost to Complete
1 Hot-Mix Asphalt Surface Course, 1-1/2" with Shotcrete & Patching 26,384 SQ YD @ \$7.50 SQ YD	\$ 197,880.00
2 Bike Path (includes \$30,000 License Fee) 3,200 SQ YD @ \$60.00 SQ YD plus \$30,000.00	\$ 222,000.00
3 Touch-Up, Fertilize & Overseed - Basin B 17,000 SQ YD @ \$1.00 SQ YD	\$ 17,000.00
4 Touch-Up, Fertilize & Overseed - Basin A 3,800 SQ YD @ \$1.00 SQ YD	\$ 3,800.00
5 Street Lighting Repairs (On-going)	\$ 5,000.00
6 Extend Tara Lane to West Lot Line	\$ 10,000.00
7 Record Drawings	\$ 10,000.00
8 Provide TV Tapes and Cleaning of Sanitary Sewer & Storm Sewers (10,140 Feet Sanitary Sewer plus 18,065 Feet Storm Sewer)	\$ 30,000.00
9 Sanitary Sewer Repair - 12942 Waterford	<u>\$ 10,000.00</u>
<b>Sub-Total, Items 1 through 9.....</b>	<b>\$ 505,680.00</b>
<b><u>Other Incomplete Work: (Lot-by-lot basis)</u></b>	
10 Parkway Trees (65 Lots) 150 EACH @ \$375.00 EACH	\$ 56,250.00
11 Concrete Sidewalks (with 2-Inch Subbase) 30,000 SQ FT @ \$5.50 SQ FT	<u>\$ 165,000.00</u>
<b>Sub-Total, Items 10 and 11.....</b>	<b>\$ 221,250.00</b>
<p>Items # 3 Monitor growth of existing turf into 2014, to determine if existing seeding is being properly &amp; 4 re-established by mowing, fertilizing, and supplemental overseeding, in lieu of sodding.</p> <p>Items 11 To be completed on a "lot-by-lot" basis, as part of Building Permit process. &amp; 12</p>	
Current LOC Amount = \$776,309.35	
Required Maintenance Period Balance (10% x \$3,601,675.53) =	<b>\$ 360,167.55</b>





CDR REVIEW LETTER DATED 07-16-04, CDL 7-08-24-04, AND CDR2 REVIEW LETTER DATED 7-08-24-04, THIS SHEET.  
 MEETING WITH JACO ON MARCH 9, 2005, AND LEFT STATION ADJUSTED.  
 CDR2 REVIEW LETTERS DATED MAY 3 AND MAY 10, 2005, REVIEW LETTER DATED JUNE 15, 2005, THIS SHEET.  
 RAMFORD, MURPHY AND TELY REVIEW LETTER DATED 05-10-05, THIS SHEET.  
 JACO REVIEW LETTER DATED DECEMBER 8, 2005, THIS SHEET.  
 RELEASE OF LEADWORK LETTER DATED 01-03-06, MEETING WITH AMCO ON JANUARY 10, 2006, THIS SHEET.  
 RELEASE OF LEADWORK FAX DATED APRIL 10, 2006, 3 SHEETS.  
 RELEASE OF LEADWORK FAX DATED APRIL 27, 2006, 07S.  
 RAMFORD, MURPHY AND TELY REVIEW LETTER DATED 05-10-05, THIS SHEET.  
 RAMFORD, MURPHY AND TELY REVIEW LETTER DATED 05-10-05, THIS SHEET.  
 RELEASE REVIEW LETTER DATED JUNE 7, 2007, 1 SHEET.

**SINGLE FAMILY LOT SUMMARY**

#	AREA SQFT	#	AREA SQFT	#	AREA SQFT	#	AREA SQFT	#	AREA SQFT	#	AREA SQFT	#	AREA SQFT
1	11,901	27	11,901	43	18,723	59	16,787	75	12,510	91	12,773	107	22,000
2	13,749	28	13,904	44	16,169	60	12,509	76	12,510	92	12,773	108	12,000
3	13,269	29	12,559	45	15,395	61	15,131	77	12,510	93	12,600	109	14,000
4	14,610	30	12,510	46	13,734	62	12,872	78	12,510	94	12,510	110	12,000
5	15,788	31	12,510	47	13,767	63	15,965	79	12,510	95	12,610	111	12,000
6	15,030	32	12,510	48	11,659	64	16,832	80	16,746	96	12,510	112	14,000
7	16,224	33	12,510	49	15,294	65	17,486	81	15,078	97	12,510	113	14,000
8	17,210	34	12,510	50	15,030	66	12,423	82	14,490	98	12,510	114	12,000
9	16,460	35	12,030	51	15,030	67	12,423	83	14,490	99	12,510	115	12,000
10	14,471	36	12,794	52	14,645	68	12,457	84	12,400	100	12,600	116	12,000
11	13,854	37	12,457	53	13,043	69	12,465	85	14,180	101	12,600	117	12,000
12	12,953	38	12,873	54	12,501	70	12,713	86	12,435	102	12,600	118	12,000
13	13,953	39	12,849	55	12,700	71	12,742	87	12,652	103	12,600	119	14,200
14	12,465	40	12,864	56	12,000	72	12,759	88	12,510	104	12,600	120	14,000
15	13,529	41	14,311	57	13,595	73	12,796	89	12,517	105	12,600	121	14,000
16	16,316	42	14,763	58	15,151	74	12,824	90	14,117	106	12,600	122	16,000
17	12,542	43	12,964	59	15,350	75	12,802	91	14,000	107	12,600	123	14,200
18	12,311	39	12,953	60	13,634	76	12,830	92	13,407	108	12,600	124	14,200
19	12,311	40	12,940	61	12,522	77	12,510	93	12,473	109	12,600	125	14,200
20	12,353	41	12,986	62	13,698	78	12,510	94	12,460	110	12,600	126	12,371
21	12,379	42	12,850	63	13,076	79	12,510	95	12,449	111	12,600	127	12,371

**DEVELOPMENT SUMMARY**

MINIMUM LOT SIZE = 12,500 SF (0.287 AC)  
 MAXIMUM LOT SIZE = 21,499 SF (0.498 AC)  
 AVERAGE LOT SIZE = 13,941 SF (0.317 AC)

LOT 141 (PARK) = 99,777 SF (0.291 AC)  
 LOT 142 (LIFT STATION) = 4,210 SF (0.097 AC)  
 OUTLET A (DETENTION) = 31,423 SF (0.723 AC)  
 OUTLET B (DETENTION) = 311,125 SF (2.551 AC)  
 OUTLET C (DETENTION) = 94,112 SF (2.161 AC)  
 OUTLET D (DETENTION) = 37,545 SF (0.862 AC)  
 OUTLET E (SURFACE SIZING) = 450 SF (0.010 AC)  
 OUTLET F (DETENTION SIZING) = 450 SF (0.010 AC)

R.S.W. REDIGATION = 527,842 SF (15.102 AC)

TOTAL = 2,983,295 SF (68.625 AC)

TOTAL NUMBER OF DWELLING UNITS=140  
 DWELLING UNITS PER ACRE = 2.02 (DET)

EACH BUILDING SHALL BE CONSTRUCTED ON AN INDIVIDUAL LOT OF RECORD AS SHOWN ON THE FINAL PLAN.



- NOTES:
1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, ETC., AS SHOWN ON THE PLANS HAVE BEEN OBTAINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. HOWEVER, THE OWNER AND OWNER DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK.
  2. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCY WITH THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.
  3. ALL DIMENSIONS ARE TO BACK OF CURB OR LOT CORNER, UNLESS OTHERWISE NOTED.
  4. FOR ACCURATE BOUNDARY INFORMATION, SEE FINAL SUBDIVISION PLAN.
  5. ALL PROPOSED STRIPS SHALL BE 4" HIGH WIDE YELLOW PAINT.
  6. ALL PROPOSED CURBS SHOWN HEREON IS 4.1/2" MOUNTABLE CURB AND GUTTER, UNLESS OTHERWISE NOTED.

**THE GLENS OF CONNEMARA**  
 13137 STREET WEST OF BELL ROAD  
 LEMONT, IL

**MASTER GEOMETRIC PLAN**

DRAWN BY: AAR      CHECKED BY: MDC  
 SCALE: 1"=100'      DATE: 09-01-04  
 JOB NUMBER:      SHEET: 10 OF 11



Village Board  
Agenda Memorandum

Item #

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to: Mayor & Village Board

from: James L. Cainkar, P.E., P.L.S.  
Acting Village Engineer

subject: Illinois Street Improvements

date: August 13, 2013

**BACKGROUND/HISTORY**

The Illinois Street improvement project consists of the removal and replacement of the curb and gutter, and pavement resurfacing on Illinois Street, from Main Street to State Street. The project currently has seventy percent (70%) Federal funding through the Southwest Council of Mayors.

The project has unique issues that need Board discussion. The major issues are:

1. ADA Compliance;
2. Potential Jurisdictional Transfer;
3. Sidewalk and roadway structural issues – north side of Illinois Street, from Lemont Street to New Avenue; and
4. Escalating project cost due to ADA issues and contaminated soil disposal.

ADA Compliance

In November of 2012, a walk-through of the project was performed with FHWA personnel (Meeting Minutes attached). A potential ADA compliant route was proposed in order to avoid the intersection of Lemont Street and Illinois Street, and the south side of Illinois Street, from Fremont Street to Holmes Street. FHWA personnel reaffirmed that there is no allowable variance for Title 2 ADA compliance and that the Attorney General's Office would need to sign off on any proposed alternate ADA route. It has been nine (9) months since this request was made, with continual follow up requests on our part, without any positive response from the Attorney General's Office.

We do not know, at this time, when and if the proposed ADA routing plan will be approved by the Attorney General's Office. The lack of this decision has pushed potential construction to 2015.

Potential construction issues involve the reconstruction of certain intersections to provide less than five percent (5%) cross slope in the crosswalk areas, and the potential for “bump out” curb construction to move the crosswalks into the lesser slope areas of the parking lane. We generally try to avoid bump outs since they interfere with snow plowing and make the turning radius less manageable.

Jurisdictional Transfer  
Sidewalk and Roadway Structural Issues

IDOT has offered the Village \$409,600.00 to take over maintenance and jurisdiction of Illinois Street, from New Avenue to Main Street. This would include the concrete roadway section that is adjacent to the Centennial Building Parking Garage, and the vaulted sidewalk on the north side of Illinois, across from St. Patrick’s Church. Both of these areas have the potential for costly pavement/sidewalk failure, should the Village take over maintenance and jurisdiction.

Escalating Project Cost due to ADA Issue and Contaminated Soil Disposal

IDOT has completed their soil testing report (PSI) and determined that all sewer spoils and other matter hauled from Illinois Street must be hauled to a special landfill. Estimated cost for this work is \$275,000.00.

Estimated cost for ADA compliance issues (ramps, bump outs, etc.) is \$200,000.00.

Project construction cost is estimated at \$1,628,365.00, with the Village local share of \$488,509.50 (30%). The Village will need to request additional Federal funding from its current level of \$825,000.00 up to \$1,140,000.00, from the SCM.

Design Engineering and Construction Engineering costs are estimated to be \$380,000.00, with the Village local share of \$114,000.00 (30%).

The total Village share is estimated to be in the range of \$600,000.00. This does not include any utility burial work.

If the Village proceeds with the project, a decision related to acceptance of the jurisdictional transfer needs to be made.

**ATTACHMENTS**

- FHWA Field Coordination Meeting Minutes
- Estimate of project cost

**VILLAGE OF LEMONT  
ILLINOIS STREET REHABILITATION  
SECTION 11-00049-00-RS  
FHWA FIELD COORDINATION MEETING MINUTES OF  
MEETING HELD ON  
NOVEMBER 28, 2012 AT 10:00 am**

<b>Attendees</b>	<b>Affiliation</b>
Mr. Dennis Bachman, P.E.	FHWA
Ms. Traci Baker	FHWA (Civil Rights Specialist)
Mr. Chris Byars, P.E.	FHWA
Mr. Kevin Stallworth, P.E.	IDOT – Bureau of Local Roads
Mr. Ben Wehmeier	Administrator, Village of Lemont
Mr. Ralph Pukula	Public Works Dir., Village of Lemont
Mr. James L. Cainkar, P.E., P.L.S.	Acting Village Engineer - Lemont

A meeting was held between the above listed participants with the intention of establishing an acceptable ADA Accessibility Plan for the Illinois Street Rehabilitation project.

Attendees gathered at the Village of Lemont Village Hall and noticed the absence of Ms. Vicki Simpson of the Attorney General Office. Ms. Traci Baker of FHWA contacted Ms. Simpson via phone and found out that Ms. Simpson was inadvertently not contacted about the date and time of the meeting. Ms. Simpson and Ms. Baker agreed that the determinations/recommendations made by Ms. Baker and the attendees would satisfy the requirements of the Attorney General's Office. At 10:05 am, the participants left the field office and walked the project site.

The first point of discussion was at the north side east-west crosswalk crossing at Fremont Street and Illinois Street. Mr. Bachman placed the "smart" level transversely across the crosswalk and noted a reading of 13.6%. Mr. Baker informed Mr. Cainkar that Public Right-of-Way Access Advisory Committee (PROWAC) regulations allow no more than a 5% cross slope in the 4-foot width portion of the crosswalk that is to be the Pedestrian Access Route (PAR) with the goal of providing a less than 2% cross slope wherever feasible. Mr. Cainkar acknowledged that the north portion of the intersection would be rebuilt to achieve this standard and that this situation is likely to occur on a project wide basis.

Mr. Baker then strongly reiterated the fact that the design engineer should not design to the absolute maximum standards, i.e. 8.33 % for longitudinal slope and 2% for transverse slopes, but should design at a lesser grade to allow for construction errors. This parameter was strongly emphasized.

**Illinois Street Rehabilitation**  
**FHWA Field Coordination Meeting Minutes of November 28, 2012**

Participants then visited the southeast corner of Stephen Street and Illinois Street. At this location, a "bulb out" will be constructed to allow for an upper sidewalk to service the restaurant and a new lower sidewalk to service the PAR. Handrails will need to be provided to protect the users from the motoring public.

The next location visited was the existing stairway in front of the St. Matthew's Lutheran Church on the south side of Illinois Street, between Stephen Street and Lemont Street. The existing sidewalk ramp servicing the Church entrance is at over 36% grade. The roadway profile of Illinois Street is very flat. The only solution that could possibly work at this location is a 3-way switch back type ramp. Mr. Cainkar expressed concern that there may not be enough room between back of curb and Church entrance to accomplish this. This would be determined during project design and the Village would use the "maximum extent feasible" to make this location ADA compliant.

The next stop was at the southeast and southwest corners of Lemont Street and Illinois Street. At these locations, multiple steps exist which access an even higher grade opposite the steps onto private property. After much analysis, it was determined that an alternate PAR route needed to be found. Ideally the north side of Illinois Street, from Lemont Street to Stephen Street, would be the desirable route. However, at this location there is a narrow right-of-way including utility poles that block the route. Also, to the north of the right-of-way there is a retaining wall with a steep drop off (over 15 feet) to an area below. Thus obtaining additional right-of-way at this location is not a practical option.

After much further discussion and site investigation, it was agreed that the PAR would need to be as follows: Commencing at the southwest corner of Lemont Street and Illinois Street, proceed southerly and cross the public alley; then proceed another 40 feet to line up with the existing east side east-west sidewalk to cross over to the east side of Lemont Street. Then proceed southerly to Porter Street, then easterly on to the north side of Porter Street to Stephen Street, then north on the west side of Stephen Street to Illinois Street. The route would need comply with PROWAC guidelines, and to be signed accordingly as the PAR route.

Participants then revisited the site of the existing stairs and ramp in front of St. Matthew's Lutheran Church. Ms. Baker stated that this area needs to be made ADA compliant, since the distance on Porter Street (the proposed new PAR route), from Lemont Street to Stephen Street, is too far to expect a person to use and then double back to the Church entrance location. Mr. Cainkar again expressed concern that providing the "maximum extent feasible" construction effort may not produce a PROWAC compliant solution at this location.

## **Illinois Street Rehabilitation**

### **FHWA Field Coordination Meeting Minutes of November 28, 2012**

Participants then walked back easterly to the south side of Fremont Street and Illinois Street. Due to multiple steps at the southeast corner, it was agreed that the southwest corner would be made ADA compliant and that the PAR would need to be the westerly north-south crossing of Illinois Street. The entire north side sidewalks on Illinois Street, from Fremont Street to Holmes Street, would be removed and replaced to be ADA compliant, thus being the PAR between Fremont Street and Holmes Street. The easterly Illinois Street crossing, at Fremont Street, would not be striped as a pedestrian crossing.

Participants then proceeded to the intersection of Holmes Street and Illinois Street. At the southwest corner multiple steps exist at the intersection, including a fire hydrant. It was also noted that the homes on the south side of Illinois Street, from Fremont Street to Holmes Street, all have steps between the curb and sidewalk that are private entrances to their private residences. It was agreed that since the PAR would be located on the north side of Illinois Street, from Fremont Street to Holmes Street, that the steps could remain at the southwest corner of Holmes Street (similar to the southeast corner of Fremont Street), provided that a handrail is installed, if warranted.

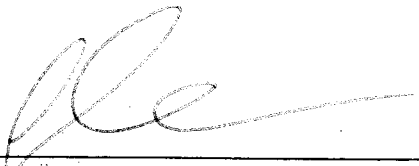
Participants then traveled to the Grant Street intersection. Due to multiple steps at the southeast corner and the relatively flat existing grade of Illinois Street, it was agreed that the PAR would need to be located on the north side of Illinois Street, from Holmes Street to Grant Street. A crosswalk would be established on the east side of the Grant Street intersection to cross Illinois Street and would be slightly angled to the west to avoid the existing hydrant and utility pole. A new and replacement sidewalk would also be constructed on the north side of Illinois Street, between Grant Street and Julia Street, to become the PAR between these streets.

Participants next visited the intersection of Julia Street and Illinois Streets. No problems were foreseen at this intersection.

At this time Mr. Cainkar, looking one (1) block easterly, stated there are steps at the southeast corner of Catherine Street and Illinois Street, with the existing isolated section of sidewalk extending only about 100 feet east of that location, with a dead end. The Village was informed by Ms Baker that as long as new sidewalks are not constructed along the south side of Illinois Street, between Julia Street and Catherine Street that the steps at the southeast corner of Catherine Street and Illinois Street would not need to be made ADA compliant.

**Illinois Street Rehabilitation**  
**FHWA Field Coordination Meeting Minutes of November 28, 2012**

Participants then ended the meeting by returning to the field office at the Village Hall at approximately 11:45 am. The Village was instructed by Ms. Baker to carefully and thoroughly document all efforts made to establish the PAR route on Illinois Street.

By:   
James L. Cainkar, P.E., P.L.S.



**ESTIMATE OF COST**

Date: 4/3/2012  
 Revised: 1/9/2013  
 8/13/2013

PROJECT NO : 10041

OWNER: Village of Lemont  
 PROJECT DESCRIPTION: Illinois Street Rehabilitation  
 State Street to Main Street

Item No	Description	Unit	Quantity	Unit Price	Amount
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	309	\$ 20.00	\$ 6,180.00
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	6	\$ 400.00	\$ 2,400.00
40600300	AGGREGATE (PRIME COAT)	TON	2	\$ 40.00	\$ 80.00
40600625	LEVELING BINDER (MACHINE METHOD), N50, 1"	TON	764	\$ 100.00	\$ 76,400.00
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	768	\$ 13.00	\$ 9,984.00
	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	13648	\$ 3.50	\$ 47,768.00
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"	TON	1528	\$ 90.00	\$ 137,520.00
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	20	\$ 200.00	\$ 4,000.00
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	235	\$ 55.00	\$ 12,925.00
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	8500	\$ 6.00	\$ 51,000.00
42400800	DETECTABLE WARNINGS	SQ FT	112	\$ 42.00	\$ 4,704.00
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	235	\$ 12.00	\$ 2,820.00
44000600	SIDEWALK REMOVAL	SQ FT	6300	\$ 2.00	\$ 12,600.00
44001700	COMBINATION CURB AND GUTTER REMOVAL	FOOT	6752	\$ 7.00	\$ 47,264.00
	COMBINATION CURB AND GUTTER, TYPE B-6.12	FOOT	6752	\$ 20.00	\$ 135,040.00
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	200	\$ 90.00	\$ 18,000.00
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	400	\$ 90.00	\$ 36,000.00
44201747	CLASS D PATCHES, TYPE IV, 8 INCH (FOR SEWER)	SQ YD	1100	\$ 90.00	\$ 99,000.00
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	13648	\$ 2.50	\$ 34,120.00
60250200	CATCH BASINS TO BE ADJUSTED	EACH	8	\$ 400.00	\$ 3,200.00
60255500	MANHOLES TO BE ADJUSTED	EACH	16	\$ 400.00	\$ 6,400.00
60260100	INLETS TO BE ADJUSTED	EACH	8	\$ 400.00	\$ 3,200.00
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	\$ 400.00	\$ 800.00
60266600	VALVE BOXES TO BE ADJUSTED	EACH	6	\$ 300.00	\$ 1,800.00
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	\$ 400.00	\$ 400.00
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	\$ 400.00	\$ 400.00
67100100	MOBILIZATION	L SUM	1	\$ 15,000.00	\$ 15,000.00
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$ 20,000.00	\$ 20,000.00
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	5	\$ 2,000.00	\$ 10,000.00
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1000	\$ 1.00	\$ 1,000.00
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100	\$ 5.00	\$ 500.00
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	15000	\$ 2.00	\$ 30,000.00
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	440	\$ 2.00	\$ 880.00
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	120	\$ 4.00	\$ 480.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	\$ 10,000.00	\$ 10,000.00
	STORM SEWER, RCCP, 12" (O-RING)	FOOT	600	\$ 60.00	\$ 36,000.00
	STORM SEWER, RCCP, 15" (O-RING)	FOOT	910	\$ 70.00	\$ 63,700.00
	STORM SEWER, RCCP, 18" (O-RING)	FOOT	360	\$ 80.00	\$ 28,800.00
	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1, CLOSED LID	EACH	10	\$ 3,000.00	\$ 30,000.00
	CATCH BASINS, TYPE C, TYPE 1, OPEN LID	EACH	20	\$ 1,500.00	\$ 30,000.00
	ROCK EXCAVATION	CU YD	100	\$ 250.00	\$ 25,000.00
	WATER SERVICE ADJUSTMENT	FOOT	500	\$ 60.00	\$ 30,000.00
	ADA RAMPS AND RETAINING WALLS	L SUM	1	\$ 200,000.00	\$ 200,000.00
	SELECT GRANULAR BACKFILL	CU YD	1700	\$ 40.00	\$ 68,000.00
	NON-SPECIAL WASTE DISPOSAL (PER IDOT)	CU YD	2,800	\$ 90.00	\$ 252,000.00
	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	\$ 20,000.00	\$ 20,000.00
	SOIL DISPOSAL ANALYSIS	EACH	2	\$ 1,500.00	\$ 3,000.00
	<b>TOTAL.....</b>				<b>\$ 1,628,365.00</b>

# Village Board

## Agenda Memorandum

Project # 5041

To: Mayor & Village Board

From: George J. Schafer, Village Administrator  
Ralph Pukula, Public Works Director

Subject: **Discussion of 2013 Bridge Repairs**

Date: August 13, 2013

### **BACKGROUND/HISTORY**

As part of the capital improvements designated in the FY 14 budget, the Village budgeted funds for repairs to the following bridges: Stephen Street over I&M Canal, Old Lemont over DesPlaines River, Ed Bossert Drive over I&M Canal and Derby Road over Pine Needles Drive. The engineers estimate (Crawford, Murphy & Tully) prior to bid was approximately \$241,000, and the Village budgeted this amount for FY 14 (Split between MFT (50%), Canal TIF (25%) and Downtown TIF (25%)). The Village received 4 bids and the low bidder presented a cost of \$460,166 to complete the work. Staff is presenting this issue at a workshop to discuss options for the project.

The first attachment shows the costs for the full scope of work. The second attachment outlines the consulting engineer's recommendation on reducing scope, while still completing the items most important to the structural integrity of the bridges.

### **PROS/CONS/ALTERNATIVES (IF APPLICABLE)**

The Village will have two options for the repair work.

1. Complete the full scope of work, but phase the work by breaking up over multiple fiscal years
2. Reduce the scope of work on all four bridges to bring down costs closer in line with budgeted figure. Utilizing this option, the Village would have to reject the bids formally and either negotiate with the contractor or re-bid the work.

### **ATTACHMENTS (IF APPLICABLE)**

1. Bid Unit Costs for the full scope of work
2. Cost estimate for reduced scope as recommended by consulting engineer

### **SPECIFIC VILLAGE BOARD ACTION REQUIRED**

Discussion

**Village of Lemont**  
**Bid Cost for Bridge Repairs / Per Bridge**  
**June 26, 2013**

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	LOW BID UNIT PRICE	COST
<b>Stephen Street over I&amp;M Canal (S.N. 016-0565)</b>					
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	2	\$536.85	\$1,073.70
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SY	17	\$26.20	\$445.40
50102400	CONCRETE REMOVAL	CU YD	3	\$2,050.00	\$6,150.00
50300255	CONCRETE SUPERSTRUCTURES	CU YD	3	\$1,200.00	\$3,600.00
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	350	\$3.45	\$1,207.50
52000110	PREFORMED JOINT STRIP SEAL	FOOT	50	\$360.00	\$18,000.00
58700300	CONCRETE SEALER	SQ.FT	12	\$35.00	\$420.00
59000200	EPOXY CRACK INJECTION	FOOT	77	\$52.00	\$4,004.00
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	98	\$18.50	\$1,813.00
X0326331	CLEANING AND PAINTING BEARINGS	EACH	7	\$810.00	\$5,670.00
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH <=5")	SQ.FT	36	\$123.00	\$4,428.00
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5")	SQ.FT	260	\$125.00	\$32,500.00
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ.FT	2	\$160.00	\$320.00
SP-6	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	0.25	\$65,000.00	\$16,250.00
Sub Total					<b>\$95,881.6</b>
<b>Old Lemont over DesPlaines River</b>					
28100109	STONE RIPRAP, CLASS A5	SQ YD	230	\$206.00	\$47,380.00
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	21	\$536.85	\$11,273.85
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SY	187	\$26.20	\$4,899.40
50102400	CONCRETE REMOVAL	CU YD	4.50	\$2,050.00	\$9,225.00
50300255	CONCRETE SUPERSTRUCTURES	CU YD	4.50	\$1,200.00	\$5,400.00
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	580	\$3.45	\$2,001.00
52000110	PREFORMED JOINT STRIP SEAL	FOOT	60	\$360.00	\$21,600.00
58700300	CONCRETE SEALER	SQ.FT	24	\$35.00	\$840.00
59000200	EPOXY CRACK INJECTION	FOOT	44	\$52.00	\$2,288.00
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	475	\$18.50	\$8,787.50
SP-2	BEARING RETAINERS	EACH	40	\$985.00	\$39,400.00
SP-3	BOLT GUARDRAIL TERMINAL TO PARAPET	L SUM	1	\$465.00	\$465.00
SP-5	REMOVAL CHANNEL DEBRIS (TIMBER LOGS)	L SUM	1	\$6,640.00	\$6,640.00
SP-6	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	0.25	\$65,000.00	\$16,250.00
Sub Total					<b>\$176,449.75</b>
<b>Ed Bossert Drive over I&amp;M Canal (S.N. 016-7356)</b>					
28100105	STONE RIPRAP, CLASS A3	SQ YD	10.0	\$436.00	\$4,360.00
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	1.50	\$536.85	\$805.28
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SY	13.50	\$26.20	\$353.70
50102400	CONCRETE REMOVAL	CU YD	2.70	\$2,050.00	\$5,535.00
50300255	CONCRETE SUPERSTRUCTURES	CU YD	2.70	\$1,200.00	\$3,240.00
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	600	\$3.45	\$2,070.00
52000110	PREFORMED JOINT STRIP SEAL	FOOT	36	\$360.00	\$12,960.00
58700300	CONCRETE SEALER	SQ.FT	9	\$35.00	\$315.00
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	81	\$18.50	\$1,498.50
X0326331	CLEANING AND PAINTING BEARINGS	EACH	7	\$810.00	\$5,670.00
Z0010600	CLEANING DRAINAGE SYSTEM	L SUM	1	\$750.00	\$750.00
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ.FT	6	\$160.00	\$960.00
SP-2	BEARING RETAINERS	EACH	14	\$985.00	\$13,790.00
SP-6	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	0.25	\$65,000.00	\$16,250.00
Sub Total					<b>\$68,557.48</b>
<b>Derby Road over Pine Needles Drive (S.N. 016-7357)</b>					
50102400	CONCRETE REMOVAL	CU YD	5.20	\$2,050.00	\$10,660.00
50300255	CONCRETE SUPERSTRUCTURES	CU YD	5.20	\$1,200.00	\$6,240.00
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	750	\$3.45	\$2,587.50
52000110	PREFORMED JOINT STRIP SEAL	FOOT	85	\$360.00	\$30,600.00
58700300	CONCRETE SEALER	SQ.FT	21	\$35.00	\$735.00
59000200	EPOXY CRACK INJECTION	FOOT	95	\$52.00	\$4,940.00
72000100	SIGN PANEL, TYPE 1	SQ.FT	18	\$27.50	\$495.00
72000200	SIGN PANEL, TYPE 2	SQ.FT	28	\$55.00	\$1,540.00
73000100	WOOD SIGN SUPPORT	EACH	33	\$27.50	\$907.50
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	52	\$18.50	\$962.00
X0326331	CLEANING AND PAINTING BEARINGS	EACH	14	\$810.00	\$11,340.00
Z0006710	BRIDGE DRAINAGE SYSTEM REPAIR	L SUM	1	\$14,900.00	\$14,900.00
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ.FT	10	\$160.00	\$1,600.00
SP-1	ANCHOR BOLT NUT	EACH	1	\$350.00	\$350.00
SP-2	BEARING RETAINERS	EACH	14	\$985.00	\$13,790.00
SP-4	ELASTOMERIC JOINT SEALANT	FOOT	46	\$30.00	\$1,380.00
SP-6	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	0.25	\$65,000.00	\$16,250.00
Sub Total					<b>\$119,277.00</b>

**TOTAL**

**\$460,165.83**

**Village of Lemont**  
**Revised Estimate for Bridge Repairs**  
**June 26, 2013**

PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT	BID QUANTITY	REVISED QUANTITY	LOW BID UNIT PRICE	TOTAL PRICE
<del>28100105</del>	<del>STONE RIPRAP, CLASS A3</del>	<del>SQ YD</del>	<del>10</del>	<del>0</del>	<del>\$436.00</del>	<del>\$0.00</del>
<del>28100109</del>	<del>STONE RIPRAP, CLASS A5</del>	<del>SQ YD</del>	<del>230</del>	<del>0</del>	<del>\$206.00</del>	<del>\$0.00</del>
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	24.5	24.5	\$536.85	\$13,152.83
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SY	217.5	217.5	\$26.20	\$5,698.50
50102400	CONCRETE REMOVAL	CU YD	15.4	15.4	\$2,050.00	\$31,570.00
50300255	CONCRETE SUPERSTRUCTURE	CU YD	15.4	15.4	\$1,200.00	\$18,480.00
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2280	2280	\$3.45	\$7,866.00
52000110	PREFORMED JOINT STRIP SEAL	FOOT	231	231	\$360.00	\$83,160.00
58700300	CONCRETE SEALER	SQ FT	66	66	\$35.00	\$2,310.00
59000200	EPOXY CRACK INJECTION	FOOT	216	216	\$52.00	\$11,232.00
72000100	SIGN PANEL, TYPE 1	SQ FT	18	18	\$27.50	\$495.00
72000200	SIGN PANEL, TYPE 2	SQ FT	28	28	\$55.00	\$1,540.00
73000100	WOOD SIGN SUPPORT	EACH	33	33	\$27.50	\$907.50
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	706	706	\$18.50	\$13,061.00
<del>X0326331</del>	<del>CLEANING AND PAINTING BEARINGS</del>	<del>EACH</del>	<del>28</del>	<del>0</del>	<del>\$810.00</del>	<del>\$0.00</del>
<del>Z0006710</del>	<del>BRIDGE DRAINAGE SYSTEM REPAIR</del>	<del>L SUM</del>	<del>1</del>	<del>0</del>	<del>\$14,900.00</del>	<del>\$0.00</del>
Z0010600	CLEANING DRAINAGE SYSTEM	L SUM	1	1	\$750.00	\$750.00
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH <=5")	SQ FT	36	36	\$123.00	\$4,428.00
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5")	SQ FT	260	260	\$125.00	\$32,500.00
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ FT	18	18	\$160.00	\$2,880.00
SP-1	ANCHOR BOLT NUT	EACH	1	1	\$350.00	\$350.00
<del>SP-2</del>	<del>BEARING RETAINERS</del>	<del>EACH</del>	<del>68</del>	<del>0</del>	<del>\$985.00</del>	<del>\$0.00</del>
SP-3	BOLT GUARDRAIL TERMINAL TO PARAPET	L SUM	1	1	\$465.00	\$465.00
SP-4	ELASTOMERIC JOINT SEALANT	FOOT	46	46	\$30.00	\$1,380.00
SP-5	REMOVAL CHANNEL DEBRIS (TIMBER LOGS)	L SUM	1	1	\$6,640.00	\$6,640.00
SP-6	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	\$65,000.00	\$65,000.00
<b>TOTAL BASED ON BID PRICES=</b>						<b>\$303,865.83</b>