

THE CITY OF LAKE FOREST
CITY COUNCIL AGENDA

****Tuesday, February 21, 2017 at 6:30 pm**

City Hall Council Chambers

Honorable Mayor, Donald Schoenheider

Catherine Waldeck, Alderman First Ward

Prudence R. Beidler, Alderman First Ward

George Pandaleon, Alderman Second Ward

Timothy Newman, Alderman Second Ward

Stanford Tack, Alderman Third Ward

Jack Reisenberg, Alderman Third Ward

Michelle Moreno, Alderman Fourth Ward

Raymond Buschmann, Alderman Fourth Ward

CALL TO ORDER AND ROLL CALL

PLEDGE OF ALLEGIANCE

REPORTS OF CITY OFFICERS

1. COMMENTS BY MAYOR

A. 2017-2018 Board & Commission Appointments

ELAWA FARM COMMISSION

NAME OF MEMBER	APPOINT/REAPPOINT	WARD
BARRY HOLLINGSWORTH	APPOINT AS CHAIR	2

A copy of the volunteer profile sheet can be found beginning on **page 17**.

COUNCIL ACTION: Approve the Mayors Appointment

B. Consideration of Various Items Relating to Rail Service and Pedestrian Safety within the City of Lake Forest.

PRESENTED BY: *Robert Kiely, City Manager*

Norman Carlson, President of Metra Board

Donald Orseno, Executive Director of Metra

James Messmore, Senior VP, Hanson Professional Services

PURPOSE AND ACTION REQUESTED: The City Council is being asked to consider a Resolution (beginning on **page 18**) and action items relating to projects impacting rail service and pedestrian safety on the Union Pacific North Line (east side) and Milwaukee-District North Line (west side) which have been previously discussed and under consideration by the community for a number of years.

BACKGROUND/DISCUSSION: The City is served by three rail lines running north-south through the community. The Union Pacific North Line (UP) runs through east Lake Forest and is

operated by Metra for commuter rail service. The Union Pacific Freight Line runs parallel to Rt. 41. The Milwaukee-District North Line (MDN) runs through west Lake Forest and is owned by Metra which services Metra, Amtrak and Union Pacific freight.

Since April, 2007 when the City in cooperation with Metra and other Lake County communities and employers instituted the "Sunrise Express" reverse commuter rail service, it has embarked on a number of commuter rail-related initiatives to better serve the Community and Lake County. These initiatives included:

- Realizing express commuter service between Lake Forest and Chicago.
- Realizing southbound service on the MD-N line between the hours of 4:44 and 7:59pm M-F.
- Convincing Amtrak to provide service to Lake County by stopping at the Telegraph Rd. Station.
- Obtaining approval and funding for the construction of a pedestrian underpass at the Telegraph Rd. Station

1. Express Commuter Service:

For years the real estate community has been reporting that many "potential home sales" have been lost to other southern north shore communities (ie: Wilmette, Winnetka) because of the lengthy commute from Lake Forest to Chicago (60min.) The Mayor has asked Metra to explore the possibility of an express train from/to Lake Forest to/from Chicago during the morning and afternoon rush hours. Metra officials have indicated that the concept of express service to key stations is something that they are currently exploring on all of their commuter lines.

2. MD-N Afternoon Southbound Service Gap:

The businesses in Conway Office Park as well as neighboring communities have expressed concern that there is not a southbound train on the MD-N line that stops at the Telegraph Rd. Station between the hours of 4:44 and 7:59pm. Obviously this is problematic for employees who live in Chicago and commute to their place of employment in Lake Forest or surrounding areas. Some of the businesses have taken to busing employees to the Deerfield station so they can take a train home during these hours. Discussion on filling this gap in service has come up in conversations regarding the third main rail on the MD-N line.

3. Amtrak Stop in Lake County/Lake Forest

In 2010, the City approved a Memorandum of Understanding ("MOU") with Metra, Amtrak, IDOT, WisDOT and Canadian Pacific Railroad agreeing to cooperate in improving pedestrian safety and establishing an Amtrak stop at the Telegraph Rd. Station. Over the past 6+ years, the City has received state and federal funds to design a pedestrian underpass as well as document support for an Amtrak stop in Lake County. Currently there is no Amtrak service in Lake County. Support for such a stop is very broad-based including from state and federal legislators, many Lake County communities, and area-businesses, Lake Forest Hospital, Great Lake Naval Base, Mitchell Airfield and Milwaukee County. Very recently, WisDot and IDOT have gone on record supporting the Amtrak stop subject to certain conditions being met. Their commitment is critical in that they fund the Amtrak Hiawatha Service between Milwaukee and Chicago (WisDOT 80%, IDOT 20%).

4. Pedestrian Underpass:

In March, 2012 the City hired HDR Engineers to undertake preliminary design of a pedestrian underpass just south of the Telegraph Rd. Station. The design required a "Jack-and-Bore-" construction technique due to restrictions placed on the project by

Metra to not close either of the tracks during construction. The preliminary cost estimates for the tunnel project were \$13 million. In January, 2015 the City engaged Hanson Professional Associates to undertake a peer review and identify any options available for reducing the price of the project. They reported that the only practical method for reducing the cost of the project was to switch to a “bridge” construction method which would save approximately \$2.5 million but require that each track be systematically taken out of service over a long weekend. Hanson has completed its preliminary engineering plans for the new approach which have been reviewed and accepted by Metra engineers. Before directing Hanson to proceed with preparing construction drawings, the City has asked Metra for some type of written confirmation that they will work with the City to permit the periodical closing of the track to accommodate the new construction technique. If approved, the City will request a proposal from Hanson to prepare construction documents. The cost of this work can be charged off against the remaining state grant funding (\$694,689).

PROJECT REVIEW/RECOMMENDATIONS:

Reviewed	Date	Comments
City Council	3/7/16	Approval of contract with Hanson for train bridge concept study.
City Council	4/20/15	Authorize funding for Phase II final engineering to HDR for underpass project.
City Council	10/20/14	Discussion of various items relating to West Train Station Pedestrian Underpass project.
City Council	7/16/12	Review Preliminary design options for underpass project and approval of a resolution supporting an Amtrak Hiawatha Station stop in Lake Forest.
City Council	3/5/12	Award Phase I contract to HDR Engineering for Pedestrian Underpass project.
City Council	1/19/10	Approve recommendation supporting an Amtrak stop in Lake Forest.

DISCUSSION ITEMS:

1. Presentation by Metra officials on the following matters;
 - a. Metra Priorities for 2017 and beyond.
 - b. Metra update on express service to LF.
 - c. Metra’s position on new “bridge-design” pedestrian underpass concept and willingness to temporarily close one rail line to accommodate construction.
 - d. Metra position on WisDOT and IDOT’s conditions for an Amtrak stop as set forth in its respective letters dated January 18 and January 23, 2017.

- e. Metra's position on the proposed third main rail line recommended in the Amtrak Hiawatha Service EA report as set forth in its letter dated January 12, 2017, and its implications on the MD-N line afternoon schedule gap.

COUNCIL ACTION: If determined to be appropriate by the City Council, approve the following actions.

1. Authorize the Mayor and City Manager to execute an MOU or similar agreement with Metra to permit the City to proceed with final engineering of the pedestrian underpass utilizing the bridge technique which will necessitate the periodic closing of Metra's tracks near the Telegraph Rd. Station.
2. Approve the attached Resolution regarding commuter service in the City and the design alternatives proposed in the Chicago-Milwaukee Intercity Passenger Rail Corridor draft EA released October 6, 2016.

2. COMMENTS BY CITY MANAGER

3. COMMENTS BY COUNCIL MEMBERS

4. OPPORTUNITY FOR CITIZENS TO ADDRESS THE CITY COUNCIL ON NON-AGENDA ITEMS

5. ITEMS FOR OMNIBUS VOTE CONSIDERATION

1. Approval of the February 6, 2017 City Council Meeting Minutes

A copy of the minutes can be found on **page 31**.

COUNCIL ACTION: Approval of the Minutes

2. Approval of the February 13, 2017 Special City Council Workshop Meeting Minutes

A copy of the minutes can be found on **page 36**.

COUNCIL ACTION: Approval of the Minutes

3. Consideration of an Ordinance Amending Section 159.047 of the City Code, as Recommended by the Plan Commission. (Final Approval)

STAFF CONTACT: Catherine Czerniak,
Director of Community Development - 847-810-3504

PURPOSE AND ACTION REQUESTED: On February 6, 2017, the City Council approved first reading of an ordinance amending Section 159.047, "Planned Developments". The matter is now before the City Council for final consideration as part of the Omnibus Agenda.

BACKGROUND: In January, 2015, the City Council approved an Ordinance adopting an updated City Code. Since that time, various Boards and Commissions, City staff and the City Attorney's office continue to review the Code and, as determined to be appropriate, recommend amendments to 1) reflect current practices and policies, and 2) to provide clarification, general clean-up of language and reorganization where appropriate.

The Section of the Code dealing with Planned Developments; developments that involve multiple parcels, unified development, shared amenities and common space, was considered by the Plan Commission at a public hearing in January. The provisions of this Section were recently used to support the redevelopment of the City's former Municipal Services site and will be the tool that will ultimately be used to authorize final approval of the overall McKinley Road redevelopment project.

The proposed amendments to 159.047 include various minor edits, corrections and updates that reflect current practices. The key changes are highlighted below:

- The purpose is expanded to include current community goals.
- Language was added to clarify that "apartment planned developments" include various types of multi-family units, not just rental units.
- Language was added to reflect goals supporting and enhancing the City's business districts.
- The O-1, Office District, is added to the districts in which multi-family planned developments may be located.
- Modifications to reflect that the B-2 district was, several years ago, divided into four separate commercial districts, B-1 through B – 4.

No public testimony was presented on the proposed changes. The Commission voted 6 to 0 to recommend approval of the amendments to the City Council.

Section 159.047, with the proposed revisions, is included in the Council packet beginning on **page 38**. Since first reading, the City Attorney has made some further edits which are reflected in highlighted text. A clean copy of the Section is also provided for convenience.

COUNCIL ACTION: Grant final approval of an Ordinance Amending Section 159.047 of the City Code, as Recommended by the Plan Commission.

4. Approval of the purchase of semi-ruggedized computers for fire department use as budgeted in FY2017

STAFF CONTACT: *Joseph Gabanski, Assistant Director IT Division (847-810-3591)*

PURPOSE AND ACTION REQUESTED: Staff requests approval of the replacement of 14 ruggedized laptops used by the Fire Department. This replacement project evaluated alternatives to the fully ruggedized Panasonic Toughbooks with less expensive mobile computers designed to operate reliably in the harsh environments of the City's fire engines and ambulances.

BACKGROUND/DISCUSSION: The City has 14 fully ruggedized laptops recommended for replacement in FY2017 based on a 6 year replacement cycle. These computers are considered end of life (EOL) as they no longer have a warranty and most are starting to report reduced performance when performing common tasks. All computers of this proposed replacement are 6 years old. The City's total current inventory of fully ruggedized computers consists of 36 Panasonic Toughbooks.

PROJECT REVIEW/RECOMMENDATIONS:

Reviewed	Date	Comments
Fire Department Field Testing	11/2016 - 01/2017	Three vendors participated
Proposals Received	01/2017 – 02/2017	Including best and final pricing

To evaluate less costly alternatives to a fully ruggedized laptop/tablet, the City's Fire Department, with the support of the IT Division, field tested two other manufacturers' laptops that are determined to be, "semi-ruggedized," along with a scaled down Toughbook. These tablets are certified to work in extreme temperature fluctuations of more than 50 degrees Fahrenheit in one hour, can operate in high humidity, tolerate spills/rain, and are sealed to protect against vibration. The difference between these models and a fully ruggedized computer is that although they meet some standards for ruggedization, they do not meet all, like being fully waterproof or corrosion proof. These semi-ruggedized computers are not recommended to work outside in the elements but are conducive to operate in a fire engine or ambulance.

The Fire Department does not recommend a standard laptop or tablet for these environments, as they would regularly be exposed to conditions that require a more durable product. Some area fire departments experimented with standard tablets/laptops in their vehicles to save money. Their result was that standard production machines failed sooner than their previous ruggedized models, and were not suitable to be mounted in vehicles. The vehicle mounted tablets are routinely exposed to excessive vibration and extreme temperature changes. Any cost savings realized by buying standard tablets/laptops, would be negated by equipment failure and more frequent replacement costs.

BUDGET/FISCAL IMPACT: Staff received the following pricing for this project:

Vendor	Total Amount
Dell (Latitude 7202)	\$38,674
Heartland (Getac F110)	\$56,028
CDS (Panasonic Toughbook)	\$64,834
Heartland (Getac A140)	\$66,811

Staff recommends purchasing the Dell Latitude 7202 semi-ruggedized tablets. The Dell tablet offers similar hardware configuration of the other vendors' proposals such as Gorilla Glass display with reduced reflectivity and glove-capable multi-touch display. The device model has been independently tested to meet certain harsh environmental conditions. Fire and IT testing of the devices have met all application testing criteria in mapping and Computer

Aided Dispatch (CAD) information. Public safety customer reference checks have been acceptable. Additionally the Dell proposal is the lowest proposed cost and includes vehicle mounting costs by Dell's authorized installation contractor, MPC Communications. The City standardized all desktops and laptops with Dell products 16 years ago. The standardizations help staff to efficiently deploy, troubleshoot, and maintain the systems. Dell provides the City with government contract pricing based on the Midwestern Higher Education Compact (MHEC) contract pricing, contract MHEC-07012015, to which the City is authorized to participate.

Costs are budgeted as follows:

FY2017 Funding Source	Amount Budgeted	Amount Requested	Budgeted? Y/N
Emergency Telephone Fund 205-7672-421-6610	\$86,400	\$40,608	Y

COUNCIL ACTION: If determined to be appropriate by the City Council, approve the purchase of fourteen (14) semi-ruggedized laptops from Dell for \$30,484, mounting by Dell's installation sub-contractor, MPC Communications, in the amount of \$8,190, and a five percent (5%) cabling contingency for a total amount not to exceed \$40,608.

5. Consideration of a Recommendation from the Zoning Board of Appeals in Support of a Special Use Permit Approving the Relocation of an Existing Special Use, the Lake Forest/Lake Bluff Historical Society. (First Reading, and if Desired by the City Council, Final Approval)

*STAFF CONTACT: Catherine Czerniak,
Director of Community Development (810-3504)*

The following recommendation from the Zoning Board of Appeals is presented to the City Council for consideration as part of the Omnibus Agenda.

On January 23, 2017, the Zoning Board of Appeals held a public hearing to consider a request to recognize a longtime, existing Special Use, the Lake Forest/Lake Bluff Historical Society, and to authorize its operation at a new location, in existing buildings, on the southwest corner of Deerpath and Washington Road.

The Historical Society, a local not for profit organization, has served the community for decades. Originally a tenant at the Gorton Community Center, the Historical Society moved into the City owned building at 361 E. Westminster in 1998 and operated at that location until late 2016. In January, 2016, the Historical Society acquired contiguous properties addressed as 509 Deerpath and 630 Washington Road which together were previously the location of the Church of Christ Scientist.

The Historical Society is a low-key, generally passive use. In its prior location, 361 E. Westminster, the Historical Society was immediately adjacent to single family homes and proved to be a compatible use. The Historical Society will occupy both of the existing buildings at the new site. The offices for the Historical Society's administrative staff will be

located in the smaller structure which was originally a single family home and then used as a Sunday school by the Church. The larger structure, the former Church, will be used for exhibition space, lectures and special programs.

Additional background information on this petition is included in the Council packet beginning on **page 50**. An Ordinance approving a Special Use Permit to authorize the location of the Historical Society at the new site, subject to conditions as recommended by the Zoning Board of Appeals, is also included in the packet.

COUNCIL ACTION: If determined to be appropriate by the City Council, waive first reading and grant final approval of an Ordinance granting a Special Use Permit for the Lake Forest/Lake Bluff Historical Society as recommended by the Zoning Board of Appeals.

6. Consideration of Ordinances Approving Recommendations from the Building Review Board. (First Reading and if Desired by the City Council, Final Approval)

*STAFF CONTACT: Catherine Czerniak,
Director of Community Development (810-3504)*

The following recommendations from the Building Review Board are presented to the City Council for consideration as part of the Omnibus Agenda.

158 N. Western Avenue - The Building Review Board recommended approval of the demolition of the existing single family residence and garage and approval of a replacement residence, detached garage and landscape plan. A neighbor stated support for the project but noted concerns about drainage and impacts to existing trees. The Board confirmed that the City Engineer will review the drainage plan, prior to the issuance of building permits, to assure that the project will not create drainage issues on neighboring properties. In addition, the Board noted that if existing trees are impacted by the project, replacement trees will be required in accordance with the City Code. (Board vote: 6-0, approved)

980 Walden Lane - The Building Review Board recommended approval of a replacement residence, attached garage and site plan. An earlier residence on this site was demolished several years ago. Several neighbors raised questions about the massing, design and compatibility of the proposed house with the streetscape and overall neighborhood. The design of the house was refined in response to the input received and the house was shifted back on the lot, further away from the streetscape, to allow it to fit more quietly into the streetscape and provide space for landscaping. (Board vote: 5-0, approved)

207 E. Westminster - The Building Review Board recommended approval of signs for a third floor tenant. No public testimony was presented on this matter. (Board vote: 7-0, approved)

The Ordinances approving the petitions as recommended by the Building Review Board, with key exhibits attached, are included in the Council packet beginning on **page 64**. The Ordinances, complete with all exhibits, are available for review in the Community Development Department.

COUNCIL ACTION: If determined to be appropriate by the City Council, waive first reading and grant final approval of the Ordinances approving the petitions in accordance with the Building Review Board's recommendations.

7. Consideration of an Ordinance Approving a Recommendation from the Historic Preservation Commission. (First Reading and if Desired by the City Council, Final Approval)

*STAFF CONTACT: Catherine Czerniak,
Director of Community Development (810-3504)*

The following recommendation from the Historic Preservation Commission is presented to the City Council for consideration as part of the Omnibus Agenda.

470 College Road - The Historic Preservation Commission recommended approval of a garage addition, front façade modifications, window replacement, various alterations and a building scale variance. Letters in support of the project were submitted by the Lake Forest Preservation Foundation and a neighboring property owner. Public testimony was presented by a resident expressing concern about some of the design elements. The final plans reflect some refinements to achieve greater consistency with the architectural design of the existing residence. (Commission vote: 6 - 0, approved)

The ordinance approving the petition with conditions of approval as recommended by the Historic Preservation Commission, with key exhibits attached, is included in the Council's packet beginning on **page 92**. The Ordinance with complete exhibits is available for review in the Community Development Department.

COUNCIL ACTION: If determined to be appropriate by the City Council, waive first reading and grant final approval of the Ordinance approving the petition in accordance with the Historic Preservation Commission's recommendation.

8. Authorization to Issue Reimbursement for City Work Costs Related to Clean-up of the City's Former Municipal Services Site.

*STAFF CONTACT: Catherine J. Czerniak,
Director of Community Development (810-3504)*

PURPOSE AND ACTION REQUESTED: City Council action is requested to authorize the City Manager to reimburse Focus Development for costs incurred in the performance of Deferred and Unforeseen City Work at the former Municipal Services site.

BACKGROUND/DISCUSSION: In February, 2015, the City Council directed that the environmental cleanup of the former Municipal Services site get underway. The cleanup work included testing and investigation, demolition of all of the above ground structures, removal of all known underground slabs, foundations and tanks, hauling and proper disposal of impacted soils, removal of utilities and preparation and filing of the necessary reports in order to obtain a letter of No Further Remediation. A No Further Remediation Letter was received by the City in September, 2016.

Consistent with the terms of the sale of the City's former Municipal Service Site, and as detailed in the Redevelopment Agreement, the City is required to reimburse Focus Development for costs related to Deferred City Work and Unforeseen City Work. Deferred City Work includes removal of monitoring wells and portions of water and sewer lines left on

the site after the completion of the City's clean-up work because removal could more efficiently be handled as part of the developer's site preparation work. The Unforeseen City Work relates to any unknown underground structures discovered during excavation for the new buildings and underground garages. The following work was necessary to address Deferred and Unforeseen City Work and was completed between October 1st and November, 20th, 2016, by contractors engaged by Focus Development. The work and associated costs are summarized below.

Deferred/Unforeseen City Work	Contractor	Cost of Work
Removal of three City installed monitoring wells	Apex Companies	\$2,250
Removal of four underground storage tanks and contaminated soil and water from the site.	Apex Companies	\$10,172.50
Removal of unforeseen foundations and slabs.	RW Collins Co.	\$19,754.50
	Grace Analytical Labs	\$2,465.00
	John Keno and Co.	\$7,164.00

The above direct contractors' costs were reviewed by the City's consultant, JHA and found to be reasonable based on the scope of work. Review of requests for reimbursement for additional City Work is underway and once the review and verification is completed, additional requests for reimbursement will be presented to the City Council for consideration.

BUDGET/FISCAL IMPACT: The cost of the site cleanup is reimbursable through funds generated by the TIF District.

Authorization to issue reimbursement as detailed below is requested.

FY2017 Funding Source	Amount Budgeted	Reimbursement to Focus Development Authorized	Budgeted Y/N
Laurel and Western TIF Fund #322-2501-499-77-05	\$1,548,469	\$41,806	Yes

COUNCIL ACTION: Authorize the City Manager to issue reimbursement to Focus Development for direct costs related to Deferred and Unforeseen City Work completed to date in the amount of \$41,806 consistent with the Redevelopment Agreement.

9. Award of Bid for the Replacement of an Administrative Vehicle for the Fire Department Included in the FY2018 Capital Equipment Budget

STAFF CONTACT: Michael Thomas, Director of Public Works (810-3540)

PURPOSE AND ACTION REQUESTED: Staff is requesting City Council award a bid for the replacement of an administrative vehicle for the Fire Department as proposed in the F.Y. 2018

capital equipment budget. Staff is recommending purchasing the replacement vehicle via the Suburban Purchasing Cooperative administered by the Northwest Municipal Conference. The City has utilized the Cooperative in the past with purchases of police cars and an ambulance. With an order cut-off date of March 1, 2017, staff is requesting City Council approval to avoid a price increase and to be able to receive the vehicle in early FY '18.

BACKGROUND/DISCUSSION: Unit # 202 is a 2008 Chevrolet Tahoe that has accrued approximately 140,000 miles. This vehicle responds to various types of calls: Fire alarms, ambulance calls, structure fires, and water and technical rescues. The vehicle has also been used on many occasions as a shelter for residents who evacuate their home due to a structure fire. When the vehicle is used as "Incident Command" and depending upon the scale of the incident, there are typically two to four people in the vehicle monitoring multiple radio frequencies. The vehicle carries a full set of turnout gear, rescue rope, a breathing apparatus (SCBA), a mobile CAD computer, cold weather gear, extra uniforms, incident command boards, incident command vests, 15 lb. fire extinguisher, portable radios, maps, various hazmat and reference books, a medical bag with first aid, IV supplies, and an AED. With the entire cargo area filled with gear, additional equipment is stored the back seat. Finally, this vehicle at times is needed to tow the Department's ATV or the MABAS boat. The MABAS boat responds to multiple box cards and has been deployed as far north as Lake Como, Wisconsin and as far south as Des Plaines.

PROJECT REVIEW/RECOMMENDATIONS:

Reviewed	Date	Comments
Public Works Committee	December 5, 2016	Reviewed & Approved
Finance Committee	November 14, 2016	Reviewed with Capital Plan

BUDGET/FISCAL IMPACT: By the time the replacement unit arrives, the current Tahoe will have accrued close to 150,000 miles. The current Tahoe's lower outer door frames are rusted through and the rocker panels, fenders, and quarter panels are all beginning to rust. Mechanically, emission control work is needed and the motor mounts, engine oil cooler lines, and transmission cooler lines all need to be replaced.

Currie Motors provided a trade-in value of \$5,500. This amount will be deducted from the purchase price of \$38,768. The City has purchased vehicles from the Suburban Purchasing Cooperative's low bidder Currie Motors in the past and has not had any problems with the dealership nor the delivered vehicles. All warranty work will be completed by the Chevy Exchange on Rte. 41.

FY2018 Funding Source	Amount Budget	Amount Requested	Budgeted? Y/N
Capital Fund	\$35,000	\$33,268	Y

COUNCIL ACTION: Award of bid for a replacement Fire Department administrative vehicle to Currie Motors in the net amount of \$33,268.

**10. Award of Bid for the Replacement of a Sewer Cleaning & Vacuum Machine
Included in the F.Y. 2018 Capital Equipment Budget**

STAFF CONTACT: *Michael Thomas, Director of Public Works (810-3540)*

PURPOSE AND ACTION REQUESTED: Staff is requesting City Council authorization to purchase a replacement sewer cleaning and vacuum machine included in the F.Y. 2018 capital equipment budget.

BACKGROUND/DISCUSSION: The Water & Sewer Section has only one sewer cleaning / vacuum machine that it uses daily in the spring, summer, and fall to clean the City's 5,812 catch basins (street drains). Water & Sewer's goal is to clean each basin every three years. This machine, along with the City's street sweeper, is one of two pieces of equipment that prevent City streets from flooding during heavy rainfall events. Additionally, the machine assists with the rodding of approximately 264 miles of storm and 149 miles of sanitary sewers on an as needed basis. The machine is also used frequently to excavate around utilities for water main, storm sewer, sanitary sewer, gas light, and cable fault repairs. Finally, it is responsible for cleaning roadway water valve boxes as needed, removes stump grindings for Forestry, and cleans numerous City-owned garage floor drains.

PROJECT REVIEW/RECOMMENDATIONS:

Reviewed	Date	Comments
Public Works Committee	December 5, 2016	Reviewed & Approved
Finance Committee	November 14, 2016	Reviewed with Capital Plan

BUDGET/FISCAL IMPACT: The City's 1997 sewer cleaning and vacuum machine has exceeded its serviceable life. Major repairs were made to the unit in 2007. These repairs included significant welding and re-coating of the debris tank, updating the boom controls, and replacing the overhead vacuum tube. With its age and the nature of work it performs, it is no longer cost effective to make similar repairs. Currently its steering gear and rear suspension need to be re-built. Hydraulic hoses throughout the machine need to be replaced and parts for the auxiliary engine (that is no longer manufactured) are extremely difficult to locate. Due to its age and wear, the cleaning portion of this truck loses pressure intermittently. Finally, the debris tank has rotted through in several locations, leaking material out onto the street immediately after it is collected.

Staff is recommending purchasing a Vactor 2112, similar to the current machine. Vactor is by far the largest producer of vacuum machines and has been doing so for over forty-five years. Vactors are made in Streator, Illinois so parts and service are very accessible. A majority of Chicagoland municipalities use Vactor machines for their storm and sanitary sewer maintenance activities. By the time the replacement machine is put into service, the City's existing unit will have been utilized for over twenty years. Most municipalities replace their vacuum machines between ten and fifteen years.

Similar to the National IPA, staff is requesting approval to purchase the replacement truck through the National Joint Powers Alliance's vendor, Standard Equipment. NJPA is a public agency that was statutorily created to provide purchasing assistance to only governmental, education, and non-profit agencies. NJPA purchases are included in the City's purchasing

directive under section 9.0-F, government joint purchases. All items offered through NJPA are competitively bid nationally and are sold through specific local vendors.

Standard Equipment provided a trade-in value of \$17,500. This amount will be deducted from the purchase price of \$456,827. If approved by City Council, the replacement Vactor will be ordered and received in mid-summer, in time to perform daily cleaning of the City's storm and sanitary sewer system.

Below is a summary of the vacuum truck's budget:

FY2018 Funding Source	Amount Budgeted	Amount Requested	Budgeted? Y/N
Water Fund	\$440,000	\$439,327	Y

COUNCIL ACTION: Award of bid for the replacement of a sewer cleaning and vacuum machine to Standard Equipment in the amount of \$439,327.

11. Award of Bid for the Replacement of Track Loaders for the Parks & Forestry Sections Included in the F.Y. 2018 Capital Equipment Budget

STAFF CONTACT: *Michael Thomas, Director of Public Works (810-3540)*

PURPOSE AND ACTION REQUESTED: Staff is requesting City Council authorization to purchase replacement track loaders for the Parks & Forestry Sections included in the F.Y. 2018 capital equipment budget.

BACKGROUND/DISCUSSION: The Forestry Section uses various pieces of equipment each day to accomplish its tree planting, tree trimming, tree removal, and stump grinding assignments. For loading brush, logs, mulch, and new trees into truck beds, it uses a Toolcat with hydraulic forks and bucket on the front end. The unit also plays a primary role in clearing sidewalks and loading snow throughout the winter months. Additionally, the Parks Section uses a 1970s era Bombardier track v-plow machine to plow sidewalks and walking paths in the winter months. The proposed replacements for these two machines will accomplish all of these tasks, be utilized year-round, and will significantly increase the Sections' productivity in hard-to-reach and significantly wet areas.

PROJECT REVIEW/RECOMMENDATIONS:

Reviewed	Date	Comments
Public Works Committee	December 5, 2016	Reviewed & Approved
Finance Committee	November 14, 2016	Reviewed with Capital Plan

BUDGET/FISCAL IMPACT: The 2006 Bobcat Toolcat life-to-date maintenance costs including parts, labor, and outside services, have exceeded \$68,000. The entire unit has significant rust throughout its cab, under-carriage, hydraulic lines, dump body, and frame. The front lifting arms have been replaced three times and the most recent set of arms continuously requires repairs by Fleet Maintenance. The 1970's Bombardier is only operated in the winter months and acquiring replacement parts has become extremely challenging. The track's wheel bearings require repair on a regular basis and the unit overheats each time it is used. The unit has been

unreliable to work through a complete snow event as it starter and / or alternator require repair each time it is used.

Similar to the National IPA, staff is requesting approval to purchase the replacements units through the National Joint Powers Alliance's vendor, Atlas Bobcat. NJPA is a public agency that was statutorily created to provide purchasing assistance to only governmental, education, and non-profit agencies. NJPA purchases are included in the City's purchasing directive under section 9.0-F, government joint purchases. All items offered through NJPA are competitively bid nationally and are sold through specific local vendors.

Atlas Bobcat provided a total trade-in value for both units of \$12,000. This amount will be deducted from the purchase price of \$89,006. If approved by City Council, the replacement track loaders will be ordered and received in early May, 2017, in time to assist with the stump grinding, tree planting, and ground maintenance throughout the City.

Below is a summary of the track loaders' budget:

FY2018 Funding Source	Amount Budgeted	Amount Requested	Budgeted? Y/N
Parks Eqpt. Reserve Fund	\$77,000	\$77,006	Y

COUNCIL ACTION: Award of bid for replacement track loaders to Atlas Bobcat in the amount of \$77,006.

12. Award of Bid for a Replacement 16' Self-Propelled, 4WD Rotary Mower for the Parks Section Included in the F.Y. 2018 Capital Equipment Budget

STAFF CONTACT: *Michael Thomas, Director of Public Works (810-3540)*

PURPOSE AND ACTION REQUESTED: Staff is requesting City Council authorization to purchase a 16' self-propelled, 4WD rotary mower for the Parks Section included in the F.Y. 2018 capital equipment budget.

BACKGROUND/DISCUSSION: The Parks Section uses various types of mowers for the cutting of the City's parks and open space. These mowers are also used in the winter months to sweep snow off at the train station platforms, the West Park ice rink, and various City sidewalks. The current mowing operation includes a 2001 tractor and pull behind mowing deck. This new mower will replace both of these items and with its significant cutting speed, will reduce the mowing time by at least 50%.

PROJECT REVIEW/RECOMMENDATIONS:

Reviewed	Date	Comments
Public Works Committee	December 5, 2016	Reviewed & Approved
Finance Committee	November 14, 2016	Reviewed with Capital Plan

BUDGET/FISCAL IMPACT: The 2001 John Deere tractor life-to-date maintenance costs including parts, labor, and outside services, have exceeded \$65,000. The current unit's fuel system needs

to be completely overhauled and it continues to have starting issues throughout the mowing season. Additionally, the tractor's axle seals and radiator are in need of replacement.

Unlike the City's pick-up trucks and police vehicles, all other City equipment is sold territorial. In this case, Toro products are sold by Reinders, Inc. who represents the northern Illinois and southern Wisconsin area. The City has been purchasing Toro equipment through Reinders for over eighteen years. The City belongs to a national purchasing group entitled, "National IPA". National IPA is a cooperative purchasing organization serving only government agencies, public and private educational institutions, and non-profit organizations. National IPA purchases are included in the City's purchasing directive under section 9.0-F, government joint purchases. All items offered through National IPA are competitively bid nationally and are sold through specific local vendors.

Reinders, Inc. provided a trade-in value of \$14,400 for the existing tractor, mowing deck, and a 3-point hitch tree spade. This amount will be deducted from the purchase price of \$97,476. If approved by City Council, the replacement mower will be ordered and received in early May, 2017, in time for the heavy mowing season.

Below is a summary of the mower's budget:

FY2018 Funding Source	Amount Budgeted	Amount Requested	Budgeted? Y/N
Parks Eqpt. Reserve Fund	\$83,000	\$83,076	Y

COUNCIL ACTION: Award of bid for a Toro Groundsmaster 5910 to Reinders, Inc. in the amount of \$83,076.

COUNCIL ACTION: Approval of the twelve (12) Omnibus items as presented

6. ORDINANCES

7. ORDINANCES AFFECTING CODE AMENDMENTS
--

8. NEW BUSINESS

9. ADDITIONAL ITEMS FOR COUNCIL DISCUSSION

10. ADJOURNMENT

Office of the City Manager

February 15, 2017

The City of Lake Forest is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are

required to contact City Manager Robert R. Kiely, Jr., at (847) 234-2600 promptly to allow the City to make reasonable accommodations for those persons.



Barry Hollingsworth -**Title:****Home Address** 41 North Ave

Lake Forest, Illinois 60045

Email 1: barry@eloracpharma.com**Notes:****Ward:** Ward 2**Lake Forest Resident since(YYYY):** 2009**US Citizen:** Unknown**Spouse's Name:** Connie**Education:** NIU, BS 1988 DePaul University. MBA 2000 Licensed CPA CFA Adjunct Professor of Finance at DePaul University's Kellstadt Graduate School of Business**Business Name:**

Elorac, Inc

Business Phone:

847-362-8200

Company:**Work Phone:****Mobile Phone:** 630-797-0337**Home Phone:** 630-797-0337**Precient:****Date of Birth (Optional)** 02/01**Registered Voter:** Unknown**Children's Birth Years:** 2003 and 2007**Type of Business:**

Pharmaceuticals

Position:

CFO

Elawa Farm Commission: I Am Currently Applying For This Position**Other Positions:****Please list any regular commitments or travel that would interfere with your attendance at scheduled meetings:****Please list any current or previous community service activities, interests, directorships, etc. -- public or private. For each activity please indicate years served and positions held:**

Wildlife Discovery Center Advisory Board Friends of Lake Forest Parks and Recreation

Please list other activities, specialized skills, knowledge, or professional experience that would contribute to your effectiveness in the position(s) for which you are applying or expressing possible future interest:**Please state briefly why you are volunteering to serve The City of Lake Forest:**

I am volunteering to serve The City of Lake Forest because I want to continue to stay actively engaged in the dialogue and progress of this great community.

Please list any interests or activities that could lead to, or BE PERCEIVED as, a conflict of interest if you become a candidate or appointee.:**References (Optional):****App Ward Interview:****App Caucus Interview:**

RESOLUTION NO. 2017-__

RESOLUTION OF THE CITY OF LAKE FOREST REGARDING COMMUTER SERVICE IN THE CITY AND THE
DESIGN ALTERNATIVES PROPOSED IN THE CHICAGO-MILWAUKEE INTERCITY PASSENGER RAIL CORRIDOR
DRAFT ENVIRONMENTAL ASSESSMENT RELEASED OCTOBER 6, 2016

WHEREAS, The City of Lake Forest (the “City”) is a home rule municipality in accordance with the Constitution of the State of Illinois of 1970;

WHEREAS, the City has a strong historical bond with commuter rail service with scores of former and current residents, visitors and employees utilizing the Union Pacific North (“UP”) and Milwaukee District North (“MD-N”) lines respectively to access places of employment, cultural and educational events as well as other places of interest on the North Shore and in Chicago;

WHEREAS, the Wisconsin Department of Transportation (the “WisDOT”) and the Illinois Department of Transportation (the “IDOT”), in partnership with Amtrak, are proposing to increase passenger rail service between Chicago, Illinois and Milwaukee, Wisconsin on the existing Amtrak *Hiawatha Service* and construction of infrastructure improvements (the “Project”) to support the increase in frequencies;

WHEREAS, the City recognizes the importance of the *Hiawatha Service* to transportation in the northern Illinois and southeast Wisconsin region, and that additional train frequencies would expand travel options and address strong current and future demand;

WHEREAS, the Chicago-Milwaukee Intercity Passenger Rail Corridor Draft Environmental Assessment (the “EA”) was released October 6, 2016 and requires further environmental documentation by the U.S. Department of Transportation Federal Railroad Administration (which is the lead federal agency) for the Project prior to its consideration of a Finding of No Significant Impact (the “FONSI”), making the Project eligible for Federal funding;

WHEREAS, construction related to the Project is proposed along the rail line, commonly known as the Metra Milwaukee District North Line (MD-N), is within the corporate boundaries of the City;

WHEREAS, the Project includes six new proposed *Hiawatha Service* trips occurring during off-peak capacity times for Metra commuter rail services, and the additional Amtrak trains result in the need for the proposed system improvements within the MD-N right-of-way in the City attributed to the mitigation of the *Hiawatha Service* impacts on existing freight operations;

WHEREAS, the City and its residents have benefited over the years by having convenient access to Metra passenger rail service within the community, and supports efforts to enhance the rail system to increase scheduling flexibility, improve safety and reduce congestion in the area which does not result in an increase in freight operations and/or increased speed of freight trains through the community;

WHEREAS, the proposed system improvements in the Draft EA released October 6, 2016 will provide little benefit to the City and surrounding communities and existing commuter rail service as Amtrak service is not currently available in the City or the County of Lake;

WHEREAS, for the past five years the City and businesses located in Lake County have been meeting with representatives of WisDOT, IDOT, Amtrak and Metra to secure an Amtrak stop at the Lake Forest Telegraph Road Station, which would enhance passenger rail service in the region;

WHEREAS, the City has reviewed the draft EA with Metra, the Villages of Glenview, Northbrook, Deerfield and Bannockburn to explore opportunities for enhanced safety and rail service improvements along the MD-N Line, including adding southbound service during hours in the afternoon, reverse commuting options and rush hour express service to Lake Forest;

WHEREAS, the City, Metra and other communities had significant concerns relating to the proposed Project as detailed in the draft EA, including, but not limited to resulting environmental health and safety impacts of the proposed Project on the residents of the respective communities operational challenges to Metra, and the owner of the rail line in question;

WHEREAS, Metra has recently acknowledged that it favors a third main rail on the MD-N line from Rondout to Chicago in order to facilitate scheduling flexibility, congestion reduction and enhanced rail service, including addressing gaps in service, lack of express trains and flexibility in routing trains during system maintenance, (a copy of Metra's Position Paper is attached hereto);

WHEREAS, Metra favors the proposed universal crossover as well as Design Alternative 2, which would locate any holding trains south of Illinois Route 60, as signals, special trackwork and a control point would be difficult to access or service if located north of Illinois Route 60, and with these changes, is supportive of the Hiawatha Service project;

WHEREAS, Design Alternative 2 is seen by the City as a more acceptable option as it would locate idling locomotives away from the Academy Woods residential subdivision and adjacent to open space and municipally owned properties and provide Metra with the system flexibility it seeks;

WHEREAS, the City, in cooperation with the Villages of Bannockburn, Deerfield, Northbrook and Glenview formally requested further environmental documentation through an Environmental Impact Statement ("EIS") due to significant health, safety and environmental concerns arising from Rondout Alternative 1 and maintains its request if Rondout Alternative 2 is not deemed the preferred option in the Chicago-Milwaukee Intercity Passenger Rail Corridor Draft Environmental Assessment ("EA");

WHEREAS, it is the conclusion of the corporate authorities that, subject to the adoption of Rondout Alternative 2 as well as the modifications and stipulations as set forth below, that the proposed third main rail line to accommodate the expanded Hiawatha Service as proposed in the Project could be deemed reasonable and acceptable to the community;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of The City of Lake Forest, Lake County, Illinois as follows:

Section 1: The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

Section 2: That, for the reasons set forth herein, the Mayor and City Council of The City Of Lake Forest, Lake County, Illinois, do hereby reiterate their concerns about the findings and recommendations of the October 6, 2016 draft EA and strongly recommend that the following plan modifications and service improvements be adopted by WisDOT, IDOT, Metra, Amtrak and the Federal Railway Administration prior to issuance of the FONSI.

{00015216 2}

- A. The proposed plan be amended to incorporate Design Alternative 2 – Rondout Siding Extension which eliminates the control point north of Illinois Route 60 and connects to the proposed universal crossover.
- B. Metra or the appropriate agency shall install signage indicating that locomotives shall hold at a location approximately 1800 feet south of Illinois Route 60 and reasonably adjacent to a proposed maintenance access point.
- C. The plans shall reflect the universal crossover as well as the installation of aesthetically acceptable sound walls if deemed necessary under final design plans.
- D. Metra or its operating managers shall, to the extent possible, maintain freight traffic to the existing west line and utilize any new third main rail line for its commuter rail service.
- E. The majority of freight traffic shall continue to operate at the same speeds as in the past while traveling through the City of Lake Forest.
- F. All agencies shall use their best efforts to minimize the frequency and length of time freight trains idle on the MD-N line within the City limits.
- G. WisDOT, IDOT, Metra and Amtrak shall support the City's efforts to have Amtrak stop at the Lake Forest Telegraph Road Station.
- H. Metra shall restructure its MD-N Line schedule to enhance southbound service from Lake Forest (there currently is no service between 4:44 and 7:59pm M-F) once the universal crossover is installed and operational.
- I. Metra shall restructure its MD-N Line schedule to provide express services to Lake Forest during morning and afternoon rush hour once the universal crossover is installed and operational.

Section 3: The City hereby requests that a complete Environmental Impact Statement (EIS) be undertaken to fully and properly assess the noise, vibration and other related health and safety issues on adjacent residential properties so long as the recommended design option Rondout Alternative 1 is favored by the FRA and other rail agencies over Rondout Alternative 2 which effectively locates locomotive engines away from the residential properties.

Section 4: That the City Clerk be and is hereby authorized and directed to send certified copies of this Resolution to WisDOT, IDOT, Metra, Amtrak and the Federal Railway Administration.

Section 5: That the Mayor and City Manager are hereby directed to contact representatives of WisDOT, IDOT, Amtrak, Metra and Quandel Consultants, LLC to resume meeting with the City of Lake Forest and Villages of Glenview, Northbrook, Deerfield and Bannockburn to further discuss the alternative designs and infrastructure improvements that support the regional effort to enhance Metra's and Amtrak's passenger rail service.

Section 6: That this Resolution shall be in full effect from and after its passage and approval.

PASSED this _____ day of _____, 2017.

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED by me this ____ day of _____, 2017.

{00015216 2}

Donald P. Schoenheider, Mayor
The City of Lake Forest, Lake County, IL

ATTESTED and FILED in my office the
____ day of _____, 2017.

January 12, 2017

VIA EMAIL

Robert Kiely, City Manager, City of Lake Forest
Kent Street, Village Manager, Village of Deerfield
Maria Lasday, Village Manager, Village of Bannockburn
Richard Nahrstadt, Village Manager, Village of Northbrook
Don Owen, Acting Village Manager, Village of Glenview

Re: Benefits of Proposed Hiawatha Service Improvements to Metra and Communities

Thank you for meeting with us and for the opportunity to discuss the infrastructure investments proposed along the Hiawatha Milwaukee-Chicago Corridor. As we have discussed, there are significant benefits for Metra customers and the communities we serve.

Due to the system nature of railroad service, a congestion point or delays in service impacts the entire route, in this case, all communities between Chicago and Fox Lake. Thus capacity improvements in one place can improve performance on the entire line and the service to the people of all of those communities.

As you may know, Metra owns, operates and maintains the railroad track between Rondout and Chicago, while Canadian Pacific owns, operates and maintains the track between Rondout and Milwaukee. Amtrak operates the Hiawatha service as a contractor for WisDOT and IDOT. Both state transportation agencies seek to add three more roundtrip trains daily. The major issue is the constraints of a two-track railroad and the number of trains thereon.

In order to add these six passenger trains, a series of 10 infrastructure projects have been proposed to improve operating efficiency for all users along the line. Metra supports all but one of them and is seeking one change. Specifically, Metra does not support the Deerfield "holding track" and will only support extending the Rondout third-main track south of Illinois Route 60 to the proposed Lake Forest universal crossover. These decisions are in the interest of operating efficiency and have positive impacts on the communities, as well as the railroads.

If the number of trains is increased beyond these six passenger trains, additional capacity enhancements will be required. That is why Metra has now stated publically that three-main

tracks are needed between Chicago and Rondout to meet the desires for enhanced future service, including express train service.

We understand that several communities along the corridor have expressed concern about holding trains and wish to reiterate that neither Metra, Amtrak or Canadian Pacific have any intention of using the additional proposed capacity to routinely store or hold freight or passenger trains under normal operating conditions. Railroads are in the business of operating trains, not holding trains. Our goal has been and will continue to be to keep all trains moving throughout Rondout and the corridor as a whole.

There are several key reasons why Metra supports this project:

1. **The infrastructure investments will improve reliability and on-time performance of Metra's Milwaukee District North (MD-N) Line commuter service from Chicago to Fox Lake.** The MD-N's current configuration makes it the most difficult line for Metra to operate, with 95 freight and passenger trains each weekday, 17 miles of single track and three at-grade crossings with other rail lines. The single track segments of this line severely limit our current scheduling options on this line and often impede our ability to recover and resume normal operations when trains are delayed by maintenance activities, operational delays, severe weather or an unforeseen incident. With nearly 12,000 weekday customers, the MD-N Line had a 94.6 percent on-time performance rate in 2016, below our agency's goal of 95 percent. Adding capacity through additional track and enhancing efficiency with crossovers will significantly improve reliability and on-time performance along the line.
2. **The infrastructure investments are an important first step in Metra's long-term vision to create a three-track corridor on the MD-N Line between Chicago and Rondout.** While the draft Environmental Assessment refers to the proposed added capacity as "holding track", there are third-main tracks to add capacity to move trains, not hold trains. Metra's goal for these investments is to ultimately increase and improve commuter train service along the corridor if and when funding permits. With the population of Lake County alone expected to grow by more than 210,000 people or 31 percent between 2010 and 2040, we expect demand for commuter rail service along this corridor to grow significantly. Our goal is to be in the position to have a three-main track railroad from Chicago to Rondout and additional double track to Fox Lake that can provide improved commuter rail service to meet growing demand.
3. **The infrastructure investments and the additional capacity they provide is a step forward in terms of implementing reverse-commute service along the MD-N.** At present time, there is no outbound train north of Lake Forest before 8:00am. Conversely, in the afternoon, there is a three-hour gap in inbound (southbound) service between 4:45 and 7:40p.m. at Lake Forest for example. Because of the lack of capacity, we are only in a position to offer one-way service on the Fox Lake Branch during both morning and evening peak travel periods. Ultimately, this impacts our ability to attract and serve both

employees and employers in these communities who would benefit from access to a broader range of commuting options.

4. **The infrastructure investments will also benefit and improve mobility in the surrounding local communities.** The corridor as it exists today carries 95 total trains each weekday and has reached its operational capacity. As a result, vehicular traffic is often at a standstill at rail crossings along this line, waiting for freight trains to pass. The improved crossovers and other proposed investments will reduce this gridlock by helping to keep freight traffic moving. For example, in Northbrook, the proposed new track would extend from Metra's Tower A20 to just short of West Lake Avenue. This would provide enough track room for a freight train – even a lengthy one – to clear both Metra's mainline tracks, as well as Techny Road. This would alleviate the current problem of freight traffic blocking Techny, as well as the Northbrook depot and Shermer Road in downtown Northbrook. The proposed design for the Techny Road area provides for the simultaneous movement of two trains, whereas the present track configuration provides for only a single train movement. Similar traffic movement improvements are expected at additional locations throughout the service area.
5. **The infrastructure investments are expected to cost approximately \$150 million and would qualify for federal funds that Metra is not currently eligible to receive.** Like other transit agencies, Metra has huge funding needs unmet by our existing sources. By the RTA's estimate, we need \$11.7 billion over a 10-year period to achieve and maintain a state of good repair on our system, and, at best, we can expect about a fifth of that amount from traditional federal and state sources. Metra would be extremely pleased to benefit from the federal funding that is available for this project. Metra and its customers and communities will benefit, in a region that is becoming more economically co-dependent, from this bi-state collaboration.
6. **The infrastructure investments proposed as part of this project are in addition to and supplement Metra's own recent and planned investments in the Milwaukee North Line.** Last year, Metra built a new 1,500-foot siding at Libertyville. We are currently installing a new signal system along the line and plan to install new powered switches at Libertyville, Grayslake and Fox Lake as part of our positive train control (PTC) safety system implementation. In all, these investments are expected to cost Metra about \$17 million and are being funded by Metra's own resources.
7. **Increase in the number of freight trains.** Concern has been expressed that providing third-main tracks will result in more freight trains. This effectively is "a build it and they will come" thesis. It is well documented that the fluctuations in freight traffic are driven by fluctuations in economic activity, not by the given capacity of a given rail line.

Thank you for the opportunity to provide our perspective on the proposed infrastructure investments to the Hiawatha Milwaukee-Chicago Corridor. Metra remains committed to

working with WisDOT, IDOT, our fellow railroad stakeholders and local communities throughout the corridor to reach consensus on how to move this project forward.

We look forward to our continued collaboration and to the project's implementation.

Sincerely,



Don Orseno
Executive Director/CEO

cc: U.S. Senator Dick Durbin
U.S. Senator Tammy Duckworth
U.S. Congressman Brad Schneider
U.S. Congresswoman Jan Schakowsky
Randall S. Blankenhorn, Secretary, IDOT
David M. Simon, Chief, Railroads and Harbors Section, WisDOT
Kirk Dillard, Chairman, RTA
Charles Quandel, CEO, Quandel Consultants, LLC



Wisconsin Department of Transportation

www.wisconsindot.gov

Scott Walker
Governor

Dave Ross
Secretary

Office of the Secretary
4802 Sheboygan Avenue, Room 120B
P O Box 7910
Madison, WI 53707-7910

Telephone: 608-266-1113
FAX: 608-266-9912
E-mail: sec.exec@dot.wi.gov

January 18, 2017

The Honorable Anthony R. Coscia
Chairman of the Board
National Railroad Passenger Corporation, dba Amtrak
60 Massachusetts Avenue NE
Washington, DC 20002

The Honorable Charles W. "Wick" Moorman IV
President and Chief Executive Officer
National Railroad Passenger Corporation, dba Amtrak
60 Massachusetts Avenue NE
Washington, DC 20002

Dear Mr. Coscia and Mr. Moorman:

I write to express interest in the potential addition of a Hiawatha Service stop in the city of Lake Forest, Illinois. Adding Amtrak service in Lake Forest would provide transportation and economic benefits to Wisconsin and Illinois, as well as bring benefits to Amtrak.

I am requesting Amtrak develop a train schedule with the additional stop using Siemens Charger locomotives, and a ridership, revenue, and operating cost forecast based on that new schedule.

Recognizing that the Hiawatha line is an interstate passenger rail service with a strong performance record, several critical factors must be addressed before adding a stop at Lake Forest. These include:

- All Amtrak and Metra safety guidelines are met (Amtrak has stated the need for the underpass project at the Lake Forest station to be completed)
 - We understand that the Lake Forest has programmed funding for the preliminary engineering of a pedestrian underpass that would provide safety improvements at the station, and the city has indicated support for other interim safety improvements.
- Minimal impact to the 90-minute Hiawatha Service travel time
- No impact to the strong on-time performance of the Hiawatha Service
- Sufficient seating capacity for current and forecasted ridership
- Minimal negative impact to state operating support required for the Hiawatha Service
- Host railroads' approval of the stop (Metra, Canadian Pacific)
- No negative impact to current or future railroad capacity, or additional requirements from the railroads related to implementation of additional Hiawatha Service daily round-trips

If these conditions are met, and pending both states' review of the ridership, revenue, and operating cost forecast, the states may request a stop at Lake Forest for the Hiawatha Service.

As you know, the Hiawatha Service provides an invaluable link between Milwaukee and Chicago and communities along the route. This link could be enhanced by adding a stop in Lake Forest. Lake Forest is located in Lake County, Illinois, which is host to numerous job centers, universities, Great Lakes Naval Base, and hospitals providing well-paying jobs for Wisconsin and Illinois residents who may benefit from having additional connectivity via the Hiawatha Service. Adding this stop would enhance transportation options in the region by providing an alternative to congested highways and by offering improved access to the General Mitchell International Airport for Lake County residents. These benefits could result in increased ridership and revenue on the Hiawatha Service.

WisDOT and IDOT staff will be contacting your team in Chicago with the details of the forecast request. We appreciate your consideration of this request and look forward to continuing to work with you to improve the Hiawatha Service and multimodal transportation options in the region.

Sincerely,



Dave Ross
Secretary

cc: Honorable Brad Schneider, U.S. Representative, 10th District of Illinois
Randall S. Blankenhorn, Secretary, Illinois Department of Transportation
Beth McCluskey, Director, Office of Intermodal Project Implementation
Illinois Department of Transportation
Michael W. Franke, Senior Director, State Government Contracts, Amtrak
Don Schoenheider, Mayor, City of Lake Forest



Illinois Department of Transportation

Office of Intermodal Project Implementation / Bureau of Rail
69 West Washington Street / Chicago, Illinois 60602

January 23, 2016

The Honorable Anthony R. Coscia
Chairman of the Board
National Railroad Passenger Corporation, dba Amtrak
60 Massachusetts Avenue NE
Washington, DC 20002

The Honorable Charles W. "Wick" Moorman IV
President and Chief Executive Officer
National Railroad Passenger Corporation, dba Amtrak
60 Massachusetts Avenue NE
Washington, DC 20002

Dear Mr. Coscia and Mr. Moorman,

I am writing to express the Illinois Department of Transportation's interest in the potential addition of a Hiawatha Service stop in Lake Forest, Illinois, which could provide additional transportation and economic benefits to Wisconsin and Illinois.

As you know, the Hiawatha Service provides an invaluable link between Milwaukee and Chicago for local communities along the line. This link could be enhanced by adding a stop in Lake Forest. Lake Forest, located in Lake County, Illinois, is host to numerous job centers, universities, Great Lakes Naval Base, and hospitals; these provide well-paying jobs for Illinois and Wisconsin residents who may further benefit from additional connectivity via the Hiawatha Service. Adding this stop would enhance transportation options in the region by providing an alternative to congested highways and improved access to General Mitchell International Airport. These benefits could result in increased ridership and revenue on the Hiawatha Service.

I am seeking confirmation that Amtrak is amenable to the concept of a stop in Lake Forest, and requesting Amtrak to develop a revised train schedule with a stop in Lake Forest based on the use of Siemens Charger locomotives and a ridership, revenue, and operating forecast. Additionally, IDOT hopes to work collaboratively with Amtrak and all other stakeholders to ensure that all necessary safety enhancements are made at the station.

All stakeholders involved in this project are committed to enhancing safety along the line and in the communities that are served. We understand that the City of Lake Forest has programmed funding for the preliminary engineering of a pedestrian underpass that would provide safety improvements at the station. IDOT will be working with the City of Lake Forest and Metra as they redesign and engineer the pedestrian underpass to minimize the capital costs of construction. We'll support stakeholder efforts to secure construction funding.

Critical factors to the success of the Hiawatha Service that must be considered prior to adding a stop at Lake Forest include:

- All Amtrak and Metra safety guidelines are met (Amtrak has stated the need for the underpass project at Lake Forest station to be completed)
- Minimal impact to the 90-minute Hiawatha Service travel time
- No impact to the strong on-time performance of the Hiawatha Service
- Ensuring sufficient seating capacity for current and forecasted ridership
- Minimal negative impact to state Amtrak subsidies
- Host railroads' approval of the stop (Metra, Canadian Pacific)
- No negative impact to railroad capacity, which could lead to additional requirements by the railroads if increasing passenger train frequencies

If these conditions are met, and pending both states' review of the Amtrak ridership, revenue, and operating cost forecast, Illinois and Wisconsin may request a stop at Lake Forest for the Hiawatha Service.

IDOT and WisDOT staff will be contacting your team in Chicago with the details of the forecast request. We appreciate your consideration of this request and look forward to continuing to work with you to improve the Hiawatha Service and multimodal transportation options in the region.

Sincerely,



Beth McCluskey
Director, Office of Intermodal Project Implementation
Illinois Department of Transportation

Cc: Honorable Brad Schneider
U.S. Representative, 10th District of Illinois
1432 Longworth House Office Building
Washington, DC 20515

Dave Ross
Secretary, Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 120B
P O Box 7910
Madison, WI 53707

Michael W. Franke
Senior Director, State Government Contracts, Amtrak
500 W. Jackson Blvd., 2nd Floor
Chicago, IL 60661

Don Schoenheider
Mayor, City of Lake Forest
1605 Tallgrass Lane
Lake Forest, IL 60045

Rondout Siding (3rd Track) Alternatives



The City of Lake Forest
CITY COUNCIL
Proceedings of the Monday, February 6, 2017
City Council Meeting - City Council Chambers, 6:30 p.m.

CALL TO ORDER AND ROLL CALL: Honorable Mayor Schoenheider called the meeting to order at 6:35 pm, and City Clerk Margaret Boyer called the roll of Council members.

Present: Honorable Mayor Schoenheider, Alderman Waldeck, Alderman Beidler, Alderman Pandaleon, Alderman Newman, Alderman Reisenberg, Alderman Moreno and Alderman Buschmann.

Absent: Alderman Tack.

Also present were: Robert Kiely Jr., City Manager; Catherine Czerniak, Director of Community Development, Elizabeth Holleb, Finance Director; Victor Filippini, City Attorney; Susan Banks, Communications Manager; Michael Thomas, Director of Public Works; Karl Walldorf, Chief of Police; Pete Siebert, Acting Fire Chief; Mike Strong, Assistant to the City Manager along with other members of City Staff.

There were approximately 75 persons present in the Council Chamber.

CALL TO ORDER AND ROLL CALL 6:30 pm

PLEDGE OF ALLEGIANCE was recited by all those present in the Chamber.

REPORTS OF CITY OFFICERS

COMMENTS BY MAYOR

A. Announcement of the Sixth Recipient of The Lawrence R. Temple Distinguished Public Service Award

-Deborah Stride Saran

Mayor Schoenheider announced the 2017 recipient of The Lawrence R. Temple Distinguished Public Service Award, Deborah Stride Saran. He gave a brief background of the award, and introduced the Chairman of the Award Committee, James Cowhey.

Chairman Cowhey read the Award, thanked Ms. Saran for her outstanding service to the City, and thanked the members of the Temple Award Committee. Mayor Schoenheider expressed his personal thanks to Ms. Saran and invited her to say a few words. Photographs were taken and Ms. Saran received a standing ovation by the audience recognizing her volunteer commitment and philanthropic service to The City of Lake Forest.

B. 2017-2018 Board & Commission Appointments

PARKS & RECREATION BOARD

NAME OF MEMBER	APPOINT/REAPPOINT	WARD
Melanie Walsh	Appoint to fulfill term of Scott Herman	1

COUNCIL ACTION: Approve the Mayors Appointment

Alderman Newman made a motion to approve the Mayors Appointment, seconded by Alderman Waldeck. Motion carried unanimously by voice vote.

C. Approval of a Resolution of Appreciation for Retiring Member of Board & Commission as follows:

BOARD, COMMISSION OR COMMITTEE	NAME OF MEMBER(S)
PARKS & RECREATION BOARD	Scott Herman

COUNCIL ACTION: Approval of Resolution

Alderman Pandaleon made a motion to approve the Resolution of Appreciation, seconded by Alderman Buschmann. Motion carried unanimously by voice vote.

COMMENTS BY CITY MANAGER

**A. Annual Community Goals and Priorities
-Robert Kiely Jr., City Manager**

City Manager Robert Kiely outlined the Community Goals and Priority Goals of The City of Lake Forest for 2017.

- a) Community Goals
 - i. Clarity of Expectations
 - ii. Filtering the Noise
 - iii. Deliberate Mindfulness
 - iv. Financial Acumen
- b) Priority goals
 - i. Community Marketing Campaign
 - ii. North Western Avenue Streetscape Improvements
 - iii. Deerpath Golf Course Improvements
 - iv. Commuter Rail Service
 - v. Parks Master Plans

The City Council held discussion on the State of Illinois budget and timetable and how it would potentially affect the City's budget, with particular attention drawn to Public Safety Pensions. The City's Core and Elective Services were also discussed.

**B. Update on McCormick Ravine Project
-Chuck Myers, Superintendent of Parks & Forestry
-John Sentell, President of Open Lands
-Ryan London, Preservation Programs Director, Open Lands**

Mr. Kiely introduced Chuck Myers, Superintendent of Parks & Forestry and John Sentell, President of Lake Forest Open Lands Association, who gave an update, presentation and a drone's view of the McCormick Ravine Project.

**C. Update on New Developments and Construction Activity in the City of Lake Forest
- Catherine Czerniak, Director of Community Development**

Mr. Kiely introduced Catherine Czerniak, Director of Community Development, who gave an update of new developments and construction activity in Lake Forest. The City Council had discussion on the large amount of commercial and private real estate investment in the community.

COMMENTS BY COUNCIL MEMBERS

FINANCE COMMITTEE

1. Approval of The City of Lake Forest Investment Policy

Finance Director Elizabeth Holleb reviewed the current policy (adopted in 2004) and the proposed policy that reflects changes in State Statute and current best practices. The City Council had discussion on the topic.

Mayor Schoenheider asked if there was anyone from the public who wanted to comment on the topic. Seeing none. He asked for a motion.

COUNCIL ACTION: Approval of the Investment Policy

Alderman Pandaleon made a motion to approve the Investment Policy, seconded by Alderman Beidler. The following voted "Aye": Aldermen Waldeck, Beidler, Pandaleon, Newman, Reisenberg, Moreno and Buschmann. The following voted "Nay": None. 7- Ayes, 0 Nays, motion carried

MARKETING COMMITTEE

1. Update of the City's Marketing Campaign

-Prue Beidler, Chairman

Alderman Beidler presented an update of the Marketing Campaign underway and unveiled the marketing campaign theme of "Welcome Home". The City Council offered suggestions and Mayor Schoenheider thanked Alderman Beidler and the Committee for their work.

OPPORTUNITY FOR CITIZENS TO ADDRESS THE CITY COUNCIL ON NON-AGENDA ITEMS

ITEMS FOR OMNIBUS VOTE CONSIDERATION

- 1. Approval of the January 17, 2017 City Council Meeting Minutes**
- 2. Approval of Check Register for Period December 23, 2016- January 27, 2017**
- 3. Approval of Huntington Bank as an Authorized Depository**
- 4. Approval of Employee Leasing Agreement with GovTempsUSA for the Purpose of Filling the Fire Marshal Position**
- 5. Consideration of an Ordinance Amending Chapter 159.042 of the City Code, as Recommended by the Zoning Board of Appeals. (Final Approval)**
- 6. Consideration of an Ordinance Approving a Recommendation from the Zoning Board of Appeals. (First Reading, and if Desired by the City Council, Final Approval)**
- 7. Approval of a payment of \$18,153.60 to GeWalt Hamilton & Associates, Inc. in accordance with the revised Local Agency Agreement received from IDOT.**
- 8. Approval of an Illinois Department of Transportation Resolution Appropriating \$1,300,000 in Motor Fuel Tax (MFT) Funds to be used for the 2017 Street Resurfacing Program (\$900,000), North Western Avenue Streetscape Project (\$327,000), and the 2017 Long Line Pavement Striping Project (\$73,000)**

COUNCIL ACTION: Approval of the eight (8) Omnibus items as presented

Mayor Schoenheider asked members of the Council if they would like to remove any item or take it separately. The City Council had discussion on item #4. Mayor Schoenheider asked for a motion to approve the eight Omnibus items as presented.

Alderman Waldeck made a motion to eight Omnibus items as presented, seconded by Alderman Moreno. The following voted "Aye": Aldermen Waldeck, Beidler, Pandaleon, Newman, Reisenberg, Moreno and Buschmann. The following voted "Nay": None. 7- Ayes, 0 Nays, motion carried

Information such as Purpose and Action Requested, Background/ Discussion, Budget/ Fiscal Impact, Recommended Action and a Staff Contact as it relates to the Omnibus items can be found on the agenda.

ORDINANCES AFFECTING CODE AMENDMENTS

1. Consideration of an Ordinance Amending Chapter 159.047 of the City Code, as Recommended by the Plan Commission (First Reading)

Catherine Czerniak, Director of Community Development presented a recommendation from the Plan Commission titled "Planned Developments" and its background. In January, 2015, the City Council approved an Ordinance adopting an updated City Code. Since that time, various Boards and Commissions, City staff and the City Attorney's office continue to review each chapter of the Code and recommend revisions to:

- 1) reflect current practices and policies, and
- 2) to provide clarification, general clean-up of language and reorganization where appropriate.

The Section of the Code dealing with Planned Developments; developments that involve multiple parcels, unified development, shared amenities and common space, was considered by the Plan Commission at a public hearing in January. The provisions of this Section were recently used to support the redevelopment of the City's former Municipal Services site and will be the tool that will ultimately be used to authorize final approval of the overall McKinley Road redevelopment project.

The proposed amendments to 159.047 include various minor edits, corrections and updates that reflect current practices. The key changes are highlighted below:

- The purpose is expanded to include current community goals.
- Language was added to clarify that "apartment planned developments" include various types of multi-family units, not just rental units.
- Language was added to reflect goals supporting and enhancing the City's business districts.
- The O-1, Office District, is added to the districts in which multi-family planned developments may be located.
- Modifications to reflect that the B-2 district was, several years ago, divided into four separate commercial districts, B-1 through B – 4.

No public testimony was presented on the proposed changes. The Commission voted 6 to 0 to recommend approval of the amendments to the City Council.

Mayor Schoenheider asked if there was anyone from the public who wanted to comment on the topic. Seeing none. He asked for a motion.

COUNCIL ACTION: Grant first reading of an Ordinance Amending Chapter 159.047 of the City Code as Recommended by the Plan Commission.

Alderman Reisenberg made a motion to grant first reading of an Ordinance Amending Chapter 159.047 of the City Code as Recommended by the Plan Commission, seconded by Alderman Waldeck. Motion carried unanimously by voice vote.

NEW BUSINESS

ADDITIONAL ITEMS FOR COUNCIL DISCUSSION
--

ADJOURNMENT

There being no further business. Alderman Buschmann made a motion to adjourn, seconded by Alderman Waldeck. Motion carried unanimously by voice vote at 8:38 p.m.

Respectfully Submitted

A video of the City Council meeting is available for viewing at the Lake Forest Library and on file in the Clerk's office at City Hall. You can also view it on the website by visiting www.cityoflakeforest.com. Click on I Want To, then click on View, then choose Archived Meetings Videos.

The City of Lake Forest
SPECIAL CITY COUNCIL WORKSHOP
Proceedings of the Monday, February 13, 2017
Special City Council Workshop Meeting – Gorton Community Center, 400 Illinois Road 7:00 pm

CALL TO ORDER AND ROLL CALL: Honorable Mayor Schoenheider called the meeting to order at 7:01pm, and City Clerk Margaret Boyer called the roll of Council members.

Present: Honorable Mayor Schoenheider, Alderman Waldeck, Alderman Beidler, Alderman Pandaleon, Alderman Newman, Alderman Tack, Alderman Moreno and Alderman Buschmann.

Absent: Alderman Reisenberg.

Also present were: Robert Kiely, City Manager; Victor Filippini, City Attorney; Catherine Czerniak, Director of Community Development; Elizabeth Holleb, Finance Director; Susan Banks, Communications Manager; Michael Thomas, Director of Public Works; Dan Martin, Superintendent; Mike Strong, Assistant to the City Manager, Jim Lockefefer, Public Works Analyst and Octavius Hayes, Management Intern.

There were approximately 50 people in the audience.

CALL TO ORDER AND ROLL CALL

7:00 pm

Mayor Schoenheider thanked all the residents for coming to the workshop.

1. Discussion on Septic and Sanitary Sewer Systems in Lake Forest

City Manager Robert Kiely welcomed all to the meeting and presented the agenda for the workshop: Presentation, Council discussion, Public Comment and Council direction. He then reported on why the City requires sanitary vs. septic systems, what circumstances would trigger connection to the sanitary sewer system and annual monitoring and maintenance requirements. Lastly, Mr. Kiely presented the financing options.

Victor Filippini, City Attorney, reviewed the current City Code, current County Code and State Law. There was an exchange of public comment with the City Council. City Manager Kiely then reported on instances involving new construction, demolition, failure of current system, major repairs, cross connection to storm sewer, and failure to monitor and maintain the system. Additional City Council discussion and public comment took place. City Manager Kiely then reported on the construction options, individual parcels and one consolidated project. Finance Director Elizabeth Holleb reviewed financing options that the City has used in the past: payments made at the time of development/construction, paying over time via an SSA (Special Service Area), loan and paying later on a case by case basis. There was a lengthy amount of public comment and City Council discussion.

Mayor Schoenheider called for an adjournment due to the late hour, City Manager Robert Kiely reported the next steps is to have staff research and report back to residents with additional numbers and interest rates. Staff will continue to track triggers and maintenance and monitoring. Mayor Schoenheider on behalf of the City Council thanked all in attendance.

2. Adjournment

There being no further discussion. Alderman Beidler made a motion to adjourn, seconded by Alderman Newman. Motion carried unanimously by voice vote at 9:42 p.m.

Respectfully Submitted

A handout of current City code, current County code and State law were made available to the public.

THE CITY OF LAKE FOREST

ORDINANCE NO. 2017 - ____

**AN ORDINANCE AMENDING SECTION 159.047 – “PLANNED DEVELOPMENTS”
OF THE CITY CODE**

WHEREAS, The City of Lake Forest is a home rule, special charter municipal corporation; and

WHEREAS, from time to time it is appropriate to review, clarify, update and modify the City Code of Lake Forest (the “**City Code**”) to assure that it appropriately reflects current practices and trends, is clear, and addresses new issues that may arise; and

WHEREAS, at the direction of the City Council, the Plan Commission reviewed Section 159.047 of the City Code; and

WHEREAS, the Plan Commission conducted a public hearing on the proposed amendments to Section 159.047 on January 11, 2017 and, after deliberation, forwarded a recommendation to the City Council in support of amendments to said Section; and

WHEREAS, except for the expansion of planned multi-family developments to the O-1 District, all of the recommended changes to Section 159.047 are for the purpose of clarifying and refining the terms of Section 159.047 and therefore do not change but more clearly articulate the legislative intent of the City’s current planned development regulations and therefore are reflective of existing zoning laws in Lake Forest; and

WHEREAS, the Mayor and City Council, having considered the recommendation of the Plan Commission, has determined that adopting this Ordinance and amending Section 159.047 of the City Code relating to the planned developments as hereinafter set forth, will be in the best interests of the City and its residents;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL
OF THE CITY OF LAKE FOREST, COUNTY OF LAKE, STATE OF ILLINOIS, AS
FOLLOWS:

SECTION ONE: **Recitals.** The foregoing recitals are hereby adopted by
this reference as the findings of the City Council and are hereby incorporated into this
Section as if fully set forth.

SECTION TWO: **Amendment to Section 159.047.** Section 159.047,
entitled "Planned Developments," of the City Code is hereby amended in part and shall
hereafter be and read as reflected in Exhibit A, which is attached hereto and made a part
hereof.

SECTION THREE: **Effective Date.** This ordinance shall be in full force and
effect upon its passage, approval, and publication in pamphlet form in the manner
provided by law.

Passed this ____ day of ____, 2017

AYES:

NAYS:

ABSENT:

ABSTAIN:

Approved this ____ day of ____, 2017

Mayor

ATTEST:

City Clerk

Exhibit A

Amended Section 159.047

Blackline amendments as proposed by the Plan Commission -
additional edits by City Attorney reflected as highlighted text

§ 159.047 PLANNED DEVELOPMENTS.

(A) *Purpose.*

(1) The regulations contained in this section are established to achieve or otherwise promote one or more of the following amenities or objectives in a new development: 1) encourage imaginative design; 2) and to preservation of natural features such as floodplains, woodlands, wetlands, bluffs and ravines; ~~and, also,~~ 3) to provide open space; 4) for landscaped berms and buffers; 5) area, recreational facilities; 6) or stormwater retention facilities; 7) diverse housing types and housing types that are available only in limited supplies in the community; 8) housing that supports alternative modes of transportation through proximity to train stations, bicycle and pedestrian paths and similar facilities; 9) development that supports and brings vitality to the business districts; and 10) housing near community institutions or 11) such other amenities as the City Council may determine will serve the purposes of this Section and be in the public interest. The standards contained in this section and Section 159.048 are intended to provide a development alternative to the zoning standards applicable to the underlying zoning for the property. To be eligible for approval, proposed developments must, ~~comply with all the provisions of this section, be in the public interest, be compatible with the character of the city and be in accord with the Comprehensive Plan of the city.~~ A planned development shall be reviewed and evaluated for compliance with the statement of purpose and shall only be approved if, in the determination of the City Council, based on consideration of the findings and recommendation of the Plan Commission: 1) serve the purposes the proposed development meets the purposes stated in this ~~paragraph~~ division (A); 2) comply with all applicable requirements of this Section 159.047, including and the standards stated in the appropriate section of paragraph (A)(2), below; 3) be in the public interest; 4) be compatible with the character of the city; and 5) be in accord with the principles set forth in the Comprehensive Plan of the city.

(2) Additionally, each of the individual types of planned ~~regulations~~ developments was created for the following purposes:

(a) *Planned preservation subdivision development.* The planned preservation subdivision provisions, as further set forth in § 159.048, permit creation of developments which preserve and protect architecturally significant homes and estates, and significant parts of the landscape heritage of the city or significant natural resources including, but not limited to, woodlands, prairies, wetlands, flood plains, and environmentally sensitive or significant open space, through the dedication or establishment of common open space and the use of innovative subdivision design techniques for single-family dwellings in residential districts; Notwithstanding anything in this section or section 159.048 to the contrary, the City Council may approve a planned preservation subdivision design that deviates from the generally applicable development standards of Chapters 156 and 159 of the city code (including, but not limited to, standards pertaining to the size, shape, and number of lots; density; setbacks; and building areas) if the City Council determines that such design will serve one or more of the purposes described in this paragraph.

(b) *Planned ~~apartment~~ multi-family development.* The planned ~~apartment~~ multi-family development provisions are established to provide a safe and desirable

living environment characterized by a unified building and site development plan, to preserve natural features of the site, ~~and to provide adequate open space for~~ passive recreation and other outdoor living purposes and to offer diverse housing within walking distance of restaurants, stores and services; ~~and~~

(c) *Planned business development.* The planned business development provisions are established to provide opportunities to strengthen the economic viability and ~~to~~ enhance the aesthetic qualities of the ~~Central Business District~~ business districts through the promotion of larger scale (rather than parcel by parcel) developments of a unified design, which may include shared parking and other amenities. Such developments are intended to provide economic benefit to the community, property owners, and businesses, which benefits may be achieved by various means including by encouraging investment in the community and to providing goods and services to support the overall welfare of the community. ~~increase the total value of business property for the benefit of the owner and the community.~~

(B) *Design standards.* The design standards and definitions set forth in §§ 156.002 and 156.070 through ~~156.079~~ 156.080 of the subdivision regulations shall be applicable to all planned residential developments, unless otherwise approved by the City Council.

(C) *Planned ~~apartment~~ Multi-Family development.*

(1) *Permissible zones.* A planned ~~Apartment~~ Multi-Family Development shall be permitted only in the GR-4, GR-3, GR-2 and GR-1 General Residence Districts and in the O-1, Office District.

(2) *Site standards - General. Planned multi-family developments shall:*

(a) ~~A planned apartment development shall be p~~Be permitted on zoning lots the minimum size of which are in accordance with the provisions of each district.

(b) ~~A planned apartment development shall b~~Be served by public water supply and be connected to the public sanitary sewer system.

(c) ~~The site for any planned apartment development shall h~~Have adequate public street frontage to construct the necessary road or roads needed to ~~se~~reserve such development.

(3) *Development standards - Specific.*

(a) Except as otherwise provided herein, the maximum number of dwelling units permitted shall be determined by dividing the net development area by the minimum lot area per dwelling unit required by the district or districts in which the development is located. Net development area shall be determined by subtracting from the gross development area the area set aside for nonresidential uses and the area devoted to public or private streets or roads. The area of land set aside for common open space or recreational use and off-street parking may be included in determining the number of dwelling units permitted.

(b) The land area covered by the main building or buildings shall not exceed 30% of the net development area.

(c) Along the periphery, ~~of the planned apartment development,~~ yards shall be provided as required by the regulations of the district in which such development is located; provided, however, that such requirement might be modified on a showing by the applicant of a more workable or compatible arrangement.

(d) The spacing between principal buildings shall be at least equivalent to such spacing as would be required between buildings similarly developed under the terms of this chapter on separate zoning lots.

(e) Upon recommendation of the Plan Commission and approval by the City Council the lot area provided for each dwelling unit may be reduced to 2,650 square feet in the GR-2 District.

(f) Upon recommendation of the Plan Commission and approval by the City Council the lot area provided for each dwelling unit may be reduced to 1,700 square feet in the GR-1 District if underground parking is provided for at least 75% of all parking on the site.

(4) *Open space regulations and maintenance.* In planned ~~apartment~~multi-family developments, where ownership rests with those who reside within the development, the developers shall prepare and file with the City, for review by the City Attorney, Plan Commission, as companion documents with the proposed planned apartment development plan, documents establishing a homeowner's association composed of all future owners of the development with the responsibility of continuously regulating ~~the~~and maintaining all open space and other common elements of the development.

(5) *Required plans, plats and procedures.*

(a) Any applicant for a planned ~~apartment~~multi-family development under these regulations shall file with the ~~Plan Commission~~Community Development Department, an application, including the following information:

1. A statement describing the general character or the intended development together with such pertinent information as may be necessary to determine ~~that whether~~ the contemplated development conforms to the requirements of this section and the general and specific standards established herein;

2. A site plan indicating the arrangement and tentative location of buildings, uses permitted, land to be preserved as permanent common open space, parking and loading spaces and other special features of the development plan;

3. A draft of the proposed protective covenants whereby the owner proposes to regulate land use and otherwise protect the development;

4. A draft of any proposed incorporation agreement and a draft of any bylaws or easement declaration concerning maintenance of open space and other common facilities;

5. Architectural elevation and perspective drawings of all proposed structures and improvements;

6. A development schedule indicating:

a. The approximate date when construction of the project can be expected to begin;

b. The stages in which the project will be built and the approximate dates when construction of each stage can be expected to begin;

c. The anticipated rate of development;

d. The approximate dates when development of each of the stages will be completed; and

e. The area and location of common open space that will be provided at each stage.

7. A landscaping plan including a comprehensive drainage plan;

8. A statement of proposed financing and financial assurance acceptable to the ~~Plan Commission and~~ City Council, in consultation with the City Attorney guaranteeing that once any stage of a development is started it will be completed; and

9. A tentative plat of subdivision prepared in accordance with all provisions of Chapter 156 of this city code.

(ba) The planned ~~apartment~~multi-family development shall be examined and evaluated by the Plan Commission in terms of the statement of purpose contained herein, and may be recommended for approval only after a determination has been made that the proposed development does in fact serve such purpose.

(eb) No planned ~~apartment~~multi-family development shall be recommended by the Plan Commission for approval by the City Council unless such complies with all of the other standards provided in Chapter 156 of this city code unless a variance is specifically recommended.

(D) *Planned business development.*

(1) *Permissible zones.* A planned business development shall be permitted only in the B-1, Neighborhood Business District; B-2, Community Business District, B-3, Traditional Business District; or B-4, Preservation Business District.

(2) *Site standards.* A planned business development shall be permitted only on zoning lots of 40,000 square feet or more.

(3) *Development standards.*

(a) In a planned business development, the total gross floor area shall not exceed three times the area of the zoning lot on which the planned business development is located.

(b) In a planned business development, the bulk requirements of the B-2 District applicable zoning district may be modified in accordance with a comprehensive site development plan.

(c) In a planned business development, if 75% or more of all on site off-street parking is located underground or in a basement substantially screened from view from the outside, the total gross floor area specified in division (D)(~~13~~)(a) above, may be increased by 15%.

(d) In a planned business development, if a 20-foot setback is provided along one or more streets on which the planned business development fronts, the total gross floor area specified in division (D)(~~13~~)(a) above, may be increased by 5% for each such street setback.

(e) In a planned business development, multiple-family dwellings may be permitted with a minimum zoning lot area per dwelling unit of 2,000 square feet.

Additionally, the gross floor area devoted to dwelling units shall not exceed the gross floor area devoted to business uses.

(4) *Required plans, plats and procedures.*

(a) Any applicant for a planned business development under these regulations shall file with the Plan Commission an application, including the following information:

1. A statement describing the general character of the intended development together with such pertinent information as may be necessary to determine ~~that~~whether the contemplated development conforms to the requirements of this section and the general and specific standards established herein;

2. A site plan indicating the arrangement and tentative location of buildings, uses permitted, open space and landscaped areas, pedestrian walkway areas, parking and loading spaces and facilities, and other special features of the development plan;
3. Architectural elevations and perspective drawings of all proposed structures and improvements;
4. A development schedule indicating:
 - a. The approximate date when construction of the project can be expected to begin;
 - b. The stages, if any, in which the project will be built and the approximate dates when construction of each stage can be expected to begin;
 - c. The anticipated rate of development; and
 - d. The approximate dates when development of each of the stages will be completed.
5. A landscape plan including a comprehensive drainage plan;
6. A statement of proposed financing and financial assurances acceptable to the ~~Plan Commission~~ and City Council in consultation with the City Attorney guaranteeing that once any stage of a development is started it will be completed; and
7. A tentative plat of subdivision prepared in accordance with all provisions of Chapter 156.
 - (ba) The planned business development shall be examined and evaluated by the Plan Commission in terms of the statement of purpose contained herein, and the Plan Commission may recommend such planned business development for approval by the City Council only after a determination has been made that the proposed development does in fact serve such purpose.
 - (eb) No planned business development shall be recommended by the Plan Commission for approval by the City Council unless such complies with all of the standards provided in Chapter 156 of the city code unless a variance is specifically recommended.
 - (E) Overriding Authority. Notwithstanding any deviation from the provisions otherwise set forth in this Section, Section 159.048, or other applicable provisions of this Chapter 159 or Chapter 156 of the City Code, the City Council may approve any planned development regardless of type that will, in the Council's legislative judgment, promote the public health, safety, or welfare of the City and its residents.

§ 159.047 PLANNED DEVELOPMENTS.

(A) *Purpose.*

(1) The regulations contained in this section are established to achieve or otherwise promote one or more of the following amenities or objectives in a new development: 1) imaginative design; 2) preservation of natural features such as floodplains, woodlands, wetlands, bluffs and ravines; 3) open space; 4) landscaped berms and buffers; 5) recreational facilities; 6) stormwater retention facilities; 7) diverse housing types and housing types that are available only in limited supplies in the community; 8) housing that supports alternative modes of transportation through proximity to train stations, bicycle and pedestrian paths and similar facilities; 9) development that supports and brings vitality to the business districts; and 10) housing near community institutions or 11) such other amenities as the City Council may determine will serve the purposes of this Section and be in the public interest. The standards contained in this section and Section 159.048 are intended to provide a development alternative to the zoning standards applicable to the underlying zoning for the property. To be eligible for approval, proposed developments must, in the determination of the City Council based on consideration of the findings and recommendation of the Plan Commission: 1) serve the purposes stated in this paragraph (A); 2) comply with all applicable requirements of this Section 159.047, including the standards stated in the appropriate section of paragraph (A)(2), below; 3) be in the public interest; 4) be compatible with the character of the city; and 5) be in accord with the principles set forth in the Comprehensive Plan of the city.

(2) Additionally, each of the individual types of planned developments was created for the following purposes:

(a) *Planned preservation subdivision development.* The planned preservation subdivision provisions, as further set forth in § 159.048, permit creation of developments which preserve and protect architecturally significant homes and estates, significant parts of the landscape heritage of the city or significant natural resources including, but not limited to, woodlands, prairies, wetlands, flood plains, and environmentally sensitive or significant open space, through the dedication or establishment of common open space and the use of innovative subdivision design techniques for single-family dwellings in residential districts. Notwithstanding anything in this section or section 159.048 to the contrary, the City Council may approve a planned preservation subdivision design that deviates from the generally applicable development standards of Chapters 156 and 159 of the city code (including, but not limited to, standards pertaining to the size, shape, and number of lots; density; setbacks; and building areas) if the City Council determines that such design will serve one or more of the purposes described in this paragraph.

(b) *Planned multi-family development.* The planned multi-family development provisions are established to provide a safe and desirable living environment characterized by a unified building and site development plan, to preserve natural features of the site, to provide adequate open space for passive recreation and other outdoor living purposes and to offer diverse housing within walking distance of restaurants, stores and services.

(c) *Planned business development.* The planned business development provisions are established to provide opportunities to strengthen the economic viability and

enhance the aesthetic qualities of the business districts through the promotion of larger scale (rather than parcel by parcel) developments of a unified design, which may include shared parking and other amenities. Such developments are intended to provide economic benefit to the community, property owners, and businesses, which benefits may be achieved by various means including by encouraging investment in the community and providing goods and services to support the overall welfare of the community.

(B) *Design standards.* The design standards and definitions set forth in §§ 156.002 and 156.070 through 156.080 of the subdivision regulations shall be applicable to all planned residential developments, unless otherwise approved by the City Council.

(C) *Planned Multi-Family development.*

(1) *Permissible zones.* A planned Multi-Family Development shall be permitted only in the GR-4, GR-3, GR-2 and GR-1 General Residence Districts and in the O-1, Office District.

(2) *Site standards - General.* *Planned multi-family developments shall:*

(a) Be permitted on zoning lots the minimum size of which are in accordance with the provisions of each district.

(b) Be served by public water supply and be connected to the public sanitary sewer system.

(c) Have adequate public street frontage to construct the necessary road or roads needed to serve such development.

(3) *Development standards – Specific.*

(a) Except as otherwise provided herein, the maximum number of dwelling units permitted shall be determined by dividing the net development area by the minimum lot area per dwelling unit required by the district or districts in which the development is located. Net development area shall be determined by subtracting from the gross development area the area set aside for nonresidential uses and the area devoted to public or private streets or roads. The area of land set aside for common open space or recreational use and off-street parking may be included in determining the number of dwelling units permitted.

(b) The land area covered by the main building or buildings shall not exceed 30% of the net development area.

(c) Along the periphery, yards shall be provided as required by the regulations of the district in which such development is located; provided, however, that such requirement might be modified on a showing by the applicant of a more workable or compatible arrangement.

(d) The spacing between principal buildings shall be at least equivalent to such spacing as would be required between buildings similarly developed under the terms of this chapter on separate zoning lots.

(e) Upon recommendation of the Plan Commission and approval by the City Council the lot area provided for each dwelling unit may be reduced to 2,650 square feet in the GR-2 District.

(f) Upon recommendation of the Plan Commission and approval by the City Council the lot area provided for each dwelling unit may be reduced to 1,700 square feet in the GR-1 District if underground parking is provided for at least 75% of all parking on the site.

(4) *Open space regulations and maintenance.* In planned multi-family developments, where ownership rests with those who reside within the development, the developers shall prepare and file with the City, for review by the City Attorney, documents establishing a homeowner's association composed of all future owners of the development with the responsibility of continuously regulating and maintaining all open space and other common elements of the development.

(5) *Required plans, plats and procedures.*

(a) Any applicant for a planned multi-family development under these regulations shall file with the Community Development Department, an application including the following information:

1. A statement describing the general character or the intended development together with such pertinent information as may be necessary to determine whether the contemplated development conforms to the requirements of this section and the general and specific standards established herein;

2. A site plan indicating the arrangement and tentative location of buildings, uses permitted, land to be preserved as permanent common open space, parking and loading spaces and other special features of the development plan;

3. A draft of the proposed protective covenants whereby the owner proposes to regulate land use and otherwise protect the development;

4. A draft of any proposed incorporation agreement and a draft of any bylaws or easement declaration concerning maintenance of open space and other common facilities;

5. Architectural elevation and perspective drawings of all proposed structures and improvements;

6. A development schedule indicating:

a. The approximate date when construction of the project can be expected to begin;

b. The stages in which the project will be built and the approximate dates when construction of each stage can be expected to begin;

c. The anticipated rate of development;

d. The approximate dates when development of each of the stages will be completed; and

e. The area and location of common open space that will be provided at each stage.

7. A landscaping plan including a comprehensive drainage plan;

8. A statement of proposed financing and financial assurance acceptable to the City Council, in consultation with the City Attorney guaranteeing that once any stage of a development is started it will be completed; and

9. A tentative plat of subdivision prepared in accordance with all provisions of Chapter 156 of this city code.

(a) The planned multi-family development shall be examined and evaluated by the Plan Commission in terms of the statement of purpose contained herein, and may be recommended for approval only after a determination has been made that the proposed development does in fact serve such purpose.

(b) No planned multi-family development shall be recommended by the Plan Commission for approval by the City Council unless such complies with all of the other standards provided in Chapter 156 of this city code unless a variance is specifically recommended.

(D) *Planned business development.*

(1) *Permissible zones.* A planned business development shall be permitted only in the B-1, Neighborhood Business District; B-2, Community Business District, B-3, Traditional Business District; or B-4, Preservation Business District.

(2) *Site standards.* A planned business development shall be permitted only on zoning lots of 40,000 square feet or more.

(3) *Development standards.*

(a) In a planned business development, the total gross floor area shall not exceed three times the area of the zoning lot on which the planned business development is located.

(b) In a planned business development, the bulk requirements of the applicable zoning district may be modified in accordance with a comprehensive site development plan.

(c) In a planned business development, if 75% or more of all on site off-street parking is located underground or in a basement substantially screened from view from the outside, the total gross floor area specified in division (D)(3)(a) above, may be increased by 15%.

(d) In a planned business development, if a 20-foot setback is provided along one or more streets on which the planned business development fronts, the total gross floor area specified in division (D)(3)(a) above, may be increased by 5% for each such street setback.

(e) In a planned business development, multiple-family dwellings may be permitted with a minimum zoning lot area per dwelling unit of 2,000 square feet. Additionally, the gross floor area devoted to dwelling units shall not exceed the gross floor area devoted to business uses.

(4) *Required plans, plats and procedures.*

(a) Any applicant for a planned business development under these regulations shall file with the Plan Commission an application, including the following information:

1. A statement describing the general character of the intended development together with such pertinent information as may be necessary to determine whether the contemplated development conforms to the requirements of this section and the general and specific standards established herein;

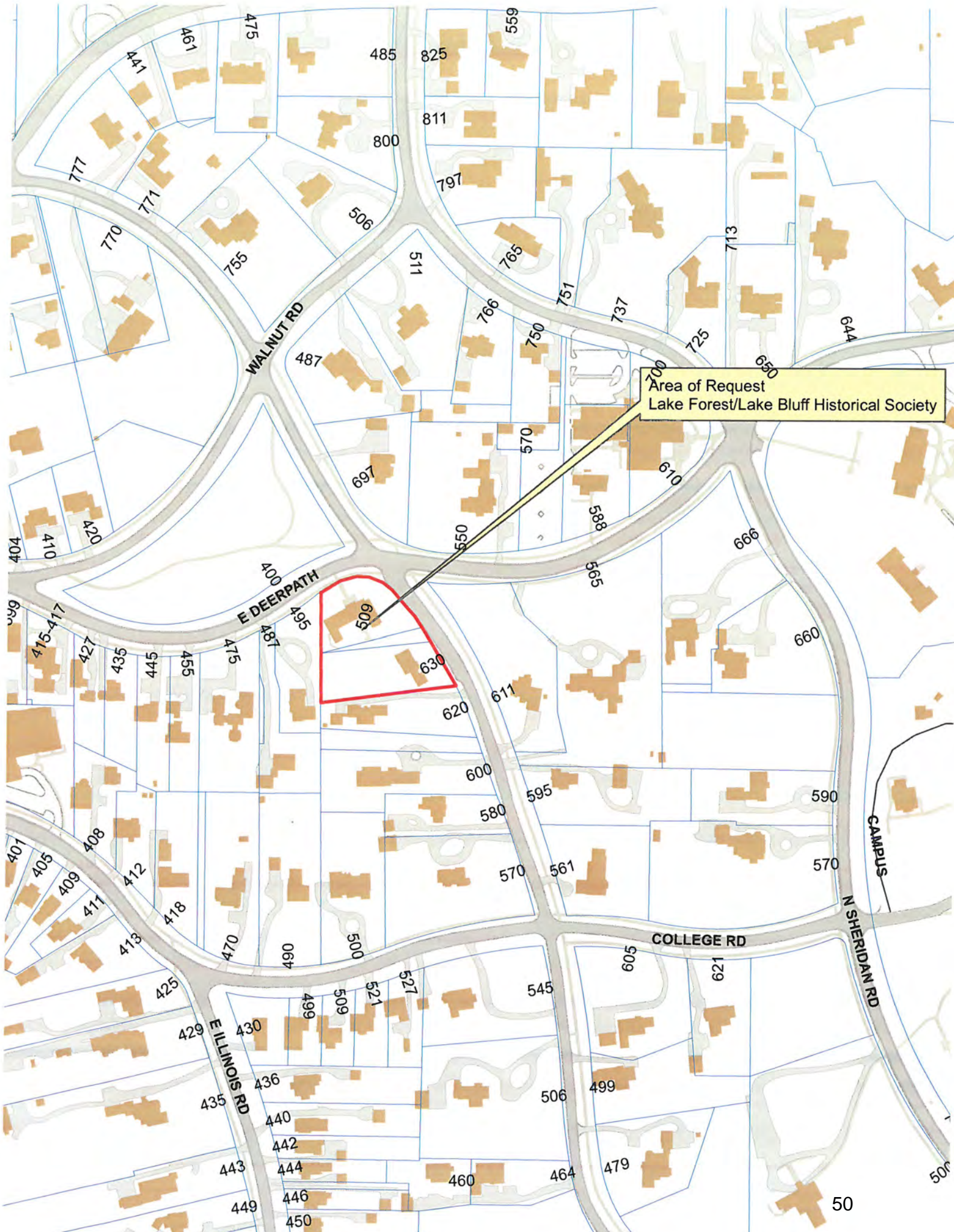
2. A site plan indicating the arrangement and tentative location of buildings, uses permitted, open space and landscaped areas, pedestrian walkway areas, parking and loading spaces and facilities, and other special features of the development plan;

3. Architectural elevations and perspective drawings of all proposed structures and improvements;

4. A development schedule indicating:

a. The approximate date when construction of the project can be expected to begin;

- b. The stages, if any, in which the project will be built and the approximate dates when construction of each stage can be expected to begin;
 - c. The anticipated rate of development; and
 - d. The approximate dates when development of each of the stages will be completed.
- 5. A landscape plan including a comprehensive drainage plan;
- 6. A statement of proposed financing and financial assurances acceptable to the City Council in consultation with the City Attorney guaranteeing that once any stage of a development is started it will be completed; and
- 7. A tentative plat of subdivision prepared in accordance with all provisions of Chapter 156.
 - (a) The planned business development shall be examined and evaluated by the Plan Commission in terms of the statement of purpose contained herein, and the Plan Commission may recommend such planned business development for approval by the City Council only after a determination has been made that the proposed development does in fact serve such purpose.
 - (b) No planned business development shall be recommended by the Plan Commission for approval by the City Council unless such complies with all of the standards provided in Chapter 156 of the city code unless a variance is specifically recommended.
 - (E) Overriding Authority. Notwithstanding any deviation from the provisions otherwise set forth in this Section, Section 159.048, or other applicable provisions of this Chapter 159 or Chapter 156 of the City Code, the City Council may approve any planned development regardless of type that will, in the Council's legislative judgment, promote the public health, safety, or welfare of the City and its residents.



Area of Request
Lake Forest/Lake Bluff Historical Society

WASHINGTON RD

WALNUT RD

N SHERIDAN RD

E DEERPATH

Area of Request
Lake Forest/Lake Bluff Historical Society

WASHINGTON RD

COLLEGE RD

E ILLINOIS

THE CITY OF LAKE FOREST

ORDINANCE NO. 2017-_____

AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR AN EXISTING SPECIAL USE, THE LAKE FOREST/LAKE BLUFF HISTORICAL SOCIETY, AT A NEW LOCATION

WHEREAS, the Lake Forest/Lake Bluff Historical Society (the "**Historical Society**") is the owner of that the certain real property commonly known as 509 Deerpath and 630 Washington Road in Lake Forest, Illinois and legally described in **Exhibit A**, (the "**Property**") attached hereto; and

WHEREAS, the Historical Society was established in the community prior to the adoption of the provision in the City Code requiring a Special Use Permit (the "**SUP**") for community institutional uses in residential districts and;

WHEREAS, in 2016, the Historical Society acquired property zoned R-3, Single Family Residence District, located on the southwest corner of Deerpath and Washington Road to serve as its long term home; and

WHEREAS, it is in the community's best interest for the Historical Society to remain viable over the long term and to remain in a central location that offers opportunities for interaction with other community institutions located in the area including, but not limited to; Lake Forest College, public and private elementary schools and churches; and

WHEREAS, the Historical Society is a passive use that has proven in the past to be compatible with surrounding residential uses; and

WHEREAS, the Historical Society has filed a petition in accordance with the regulations of Section 159.045, Special Uses, of the Lake Forest Zoning Code (the "**Petition**") requesting approval of an SUP to authorize its location and operation

within the R-3, Single Family Residential District, generally consistent with the Site Plan, (the "**Plan**") which is attached hereto and made a part here of as **Exhibit B**, and, as part of its Petition, was required to present the request to the Zoning Board of Appeals ("**ZBA**") for its evaluation and recommendation; and

WHEREAS, the ZBA did conduct a properly noticed public hearing on the Petition on January 23, 2017 and, after having fully heard and having considered the evidence and testimony by all those who wished to testify and after deliberating, voted 5 to 0 to recommend approval of the SUP to the City Council subject to the terms and conditions of approval hereinafter set forth and made the following findings:

1. The location of the Lake Forest/Lake Bluff Historical Society in the R-3 zoning district, in existing buildings located on the southwest corner of Deerpath and Westminster, is generally consistent with the character of other uses in the area; single family residences, a Church, Triangle Park and Lake Forest College Campus. The proposed use is low-key, passive and non-disruptive.
2. The proposed use will not endanger public health, safety, morals, comfort or the general welfare of residents in the immediate area or the larger community. The proposed use provides an educational amenity for community use and benefit.
3. The site will primarily be used in the daytime and early evening. No late night or overnight activity will occur.
4. The existing building, hardscape, driveway and landscaping will generally remain unchanged although some enhancement may occur over time. The existing residential character of the site will be retained.
5. The conditions of approval assure that the use will remain low impact.
6. The Historical Society at the proposed location will not impede normal and orderly development of the surrounding area. The surrounding area is already developed and may over time experience some infill, redevelopment and investment.
7. Public services are available to this site. No additional City services will be needed to serve the proposed use.

8. Adequate public streets exist in the vicinity. No significant increase in traffic will result from the proposed use.

WHEREAS, the City Council (i) concurs with the findings of the ZBA, (ii) finds that the uses and facilities as authorized herein will satisfy the requirements of Section 159.045 of the Zoning Code, and (iii) subject to the terms and conditions herein set forth, finds and determines that it is in the best interests of the City, its residents, and the character and stability of the neighborhood to approve the Petition and the SUP as set forth in the Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY MAYOR AND THE CITY COUNCIL OF THE CITY OF LAKE FOREST, ILLINOIS, as follows:

SECTION ONE. **Recitals:** The foregoing recitals are incorporated into this Ordinance as if fully set forth.

SECTION TWO. **Approval of Special Use Permit:** Pursuant to Section 159.045 of the Zoning Code and subject to the limitations set forth in the City Code and the conditions set forth in Section Three of this Ordinance, the City Council hereby approves the Petition authorizing the location and operation of the Historical Society as depicted in **Exhibit B** hereof.

SECTION THREE: **Conditions on Approval.** The approval granted pursuant to Section Two of this Ordinance shall be, and is hereby, conditioned upon and limited by the following conditions the violation of any of which shall, in the discretion of the Mayor and City Council, render void the approvals granted by this Ordinance:

- A. Programs. Up to 12 programs or events that are large enough to require off-site parking are permitted on the site per calendar year. All events shall conclude no later than 10 p.m.
- B. Daily Parking. Parking for activities and events at the site shall be accommodated in the on site parking lot, in the parking bay pullout adjacent

to the property on Washington Road, or in the public parking lots near the train station.

- C. Overflow Parking. Overflow parking for daytime events and activities at the First Presbyterian Church shall be permitted in the parking lot on the site up to five times each calendar year.
- D. Buses. No bus parking or standing is permitted on the site or on the adjacent streets. Buses are permitted to unload or load from Washington Road.
- E. No Authorization of Work. This Ordinance does not authorize commencement of any work on the Property. Except as otherwise specifically provided in writing in advance by the City, no work of any kind shall be commenced on the Property pursuant to the approvals granted in this Ordinance except only after all permits, approvals, and other authorizations for such work have been properly applied for, paid for, and granted in accordance with applicable law.
- F. Compliance with Laws. Chapters 150, regarding building and construction and 159, regarding zoning, of the City Code, and all other applicable ordinances and regulations of the City shall continue to apply to the Property, and the development and use of the Property shall be required to comply with all laws and regulations of all other federal, state, and local governments and agencies having jurisdiction.
- G. Fees and Costs. The Owners shall be responsible for paying all applicable fees relating to the granting of the approvals set forth herein in accordance with the City Code. In addition, the Owners shall reimburse the City for all of its costs (including without limitation engineering, planning, and legal expenses) incurred in connection with the review, consideration, approval, implementation, or enforcement of this Ordinance. Any amount not paid within 30 days after delivery of a demand in writing for such payment shall, along with interest and the costs of collection, become a lien upon the Property, and the City shall have the right to foreclose such lien in the name of the City as in the case of foreclosure of liens against real estate.

SECTION FOUR: Amendment to Ordinance. Any amendments to the terms, conditions, or provisions of this Ordinance that may be requested after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in Section 159.045 of the Zoning Code, or by an amendment to the SUP itself in the manner provided in the Zoning Code and by applicable law. Except as expressly provided herein, nothing in this Ordinance amends or otherwise modifies the terms and conditions of the SUP.

SECTION FIVE: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law; provided, however, that this Ordinance shall, in the discretion of the City Council, be of no force or effect if Owner has not (i) executed and (ii) thereafter filed with the City Clerk, within 60 days following the passage of this Ordinance, the unconditional agreement and consent, in the form attached hereto as **Exhibit C** and by this reference made a part hereof, to accept and abide by each and all of the terms, conditions, and limitations set forth herein. The City Clerk is hereby directed to record this Ordinance and such agreement and consent with the Recorder of Deeds of Lake County.

PASSED THIS ____ DAY OF _____, 2017.

AYES:

NAYS:

ABSENT:

ABSTAIN:

APPROVED THIS ____ DAY OF _____, 2017.

MAYOR

ATTEST:

Deputy City Clerk

EXISTING SITE PLAN – NO CHANGES PROPOSED



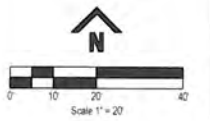
NOTE: FOR ADDITIONAL STANDARD SYMBOLS AND ABBREVIATIONS USED THROUGHOUT THESE PLANS
SEE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD 000001-03

engineers | surveyors

Bleck Engineering Company, Inc.
1375 North Western Avenue
Lake Forest, Illinois 60045
T 847.295.5200 F 847.295.7081
www.bleckeng.com

Lake Forest
Lake Bluff
Historical Society

Lake Forest, IL



BENCHMARK:
ARROW NUT ON FIRE HYDRANT AT
NORTHEAST PROPERTY CORNER
ELEVATION = 705.10

[illegible]

PROFESSIONAL SEAL

Michael G. Bleck, PE

License No. 062 048883 Expires 11/30/15 June 12, 2015

LF/LB Historical Society
361 E. Westminster
Lake Forest, Illinois 60045

70-891	Project No.
MB	Drawn By
MGB	Checked By

Drawing No.

11

Drawing Name

EXISTING CONDITIONS

UNDERGROUND UTILITIES ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, FIELD OBSERVATIONS, AND CITY RECORDS, THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.



ZONING BOARD OF APPEALS' REPORT AND RECOMMENDATION

TO:	Honorable Mayor Schoenheider and members of the City Council
DATE:	January 23, 2017
FROM:	Chairman Pickus and members of the Zoning Board of Appeals
SUBJECT:	Relocation of Existing Special Use – Lake Forest/Lake Bluff Historical Society

PROPERTY OWNER

Lake Forest/ Lake Bluff
Historical Society

PROPERTY LOCATION

509 Deerpath
630 Washington Road
Southwest corner of Deerpath
and Washington Roads

ZONING DISTRICT

R-3, Single Family Residence
District

Representatives: Janice Hack, Executive Director
Peter Witmer, architect

Summary of Request

Consideration of a request to recognize a longtime, existing Special Use, the Lake Forest/Lake Bluff Historical Society, and to authorize its operation at a new location, in existing buildings, at 509 Deerpath and 630 Washington Road.

Background

The Historical Society, a local not for profit organization, has served the community for decades. Originally, a tenant in the Gorton Community Center, the Historical Society moved into the City owned building at 361 E. Westminster in 1998 and operated at that location until late in 2016.

In January, 2016, the Historical Society acquired the property addressed as 509 Deerpath and 630 Washington Road which for many decades was the location of the Church of Christ Scientist. The congregation of the Church dwindled over the years and the Church property was offered for sale. Various potential buyers explored redevelopment of the property. However, with the sale of the property to the Historical Society, the existing buildings and character, and the community use of the property will be preserved.

Description of Use

The proposed use is a low-key, generally passive use. In its prior location at 361 E. Westminster, the Historical Society was immediately adjacent to single family homes to the east, across the street from single family homes to the north, adjacent to the Library to the south and adjacent to residential condominiums and office buildings to the west. Through the years, the City never received complaints about activity, noise, lights, parking or traffic from neighboring property owners or nearby residents.

The Historical Society proposes to operate in the two existing buildings with the 630 Washington Road structure, which was originally a single family home and then used as a Sunday school by the Church, serving as offices for administrative staff. The 630 building will be used for small meetings of the Board

and staff and for storage of files, records and artifacts. The 509 Deerpath structure, the former Church, will be used for exhibition space, lectures and special programs. Activities anticipated on the site are outlined below.

- Regular daily activities involve three to four staff members on site along with some combination of volunteers, interns and people doing research. Parking for regular daily activities can fully be accommodated on site in the existing lot which offers approximately 15 parking spaces.
- Small scale educational programs may occur on the site up to several times per week, during the day, in the evenings and on weekends. Parking for these events can be fully accommodated on the site in combination with on street parking immediately adjacent to the property, in the existing parking pullout bay on Washington Road.
- Local school children visit the Historical Society during the school day on occasion throughout the year. The children are transported to the Historical Society by school bus. School buses would not remain on the site after dropping the children off, but instead, would be directed to stage in the public parking lot, south of Deerpath, until the program is over.
- Up to 12 times per year, the Historical Society holds larger community events in the evenings or on weekends. During these events, off-site parking would be directed to the public parking lots near the train station. If necessary, a shuttle service would be provided to transport people from the parking lots to the Historical Society.
- Exhibitions, both permanent and rotating, will be on display at the site and the Historical Society will be open to the public for viewing of the exhibits during specified hours. Parking for visitors viewing the exhibits will be accommodated on site, in the parking bay immediately adjacent to the property on Washington Road, or in the public parking lots near the train station.

No parking for any events or activities would occur on the adjacent residential streets with the exception of parking in the pullout bay on Washington Road, immediately adjacent to the site, as described above.

Included in the Special Use Permit request is a proposal to allow the First Presbyterian Church to use the parking lot for overflow parking for specific daytime activities, no more than five times per year.

Public Notice

Public notice of this petition was provided by the petitioner and by the City in accordance with applicable requirements. The required notice was published in the local newspaper. The agenda for this meeting was posted at five public locations and was posted on the City's website. As of the date of this writing, no comments on the petition were received by staff.

The Historical Society invited neighbors to informal presentations prior to the Board's public hearing to provide the opportunity for neighbors to talk with staff and the Board of the Historical Society. Historical Society representatives will report on discussions with the neighbors at the meeting. In addition to offering presentations to the neighbors, the Historical Society reached out to individual neighbors since acquiring the property.

Recommendation

The Historical Society has been located adjacent to residential uses for many years. It is a passive, low-key use that offers educational programs, research resources and opportunities, and historical exhibits which are of value to the community. The Board voted 5 to 0 to recommend approval of the Special Use Permit to the City Council. The Board's findings and recommended conditions of approval are detailed in the Ordinance that is included in the Council's packet and presented for Council approval.

About the Organization

The mission of the Lake Forest-Lake Bluff Historical Society is to inspire an awareness of history and an appreciation of its relevance through delivering engaging exhibitions, publications, and public programs for adults and children; collecting and preserving local heritage and culture; and supporting historical research. The organization was founded in 1972 and focuses on Lake Forest and Lake Bluff and how the local communities have been affected by larger national and regional trends and events.

The Historical Society was located in an old coach house on Westminster but due to the deterioration of the building, it was not conducive to the preservation of the museum collection. With the purchase of the former Church of Christ Scientist property, the Historical Society will be able to provide proper museum quality storage for the one-of-a-kind historical artifacts and provide space for staff and researchers to access the materials in a safe and meaningful way. By preserving the community's cultural heritage, the Historical Society plays a critical role in supporting one of the City of Lake Forest's key tenets- Tradition.

Historical Society Activities

The Lake Forest-Lake Bluff Historical Society collects and showcases the past to strengthen the community's distinct character. A shared history is what makes our community unique and we connect people to this special history through programs, exhibits and the museum collection.

For many years, the Historical Society has assisted and collaborated with the community in learning about, and celebrating, the local history. The organization's activities have been, and will continue to be, low key and passive. We have a long untarnished track record of being a quiet neighbor at our previous location. The Historical Society has plans for ongoing communication with neighbors and welcomes open dialogue. Many of the immediate proximity neighbors are long time members of the Historical Society.

A primary use of the two buildings will be the preservation of the cultural heritage of the community. The museum collection of 20,000+ artifacts is utilized as a research resource and it is employed by the museum to support its own award-winning interpretative programming. Local residents, businesses, organizations, institutions and others use our resources to discover facts about the house in which they live, research their ancestors or other local families, find information about the natural and built environment to understand changes over time, and learn about local businesses and events, both past and present. Research access to the

collection is free and is customized by the museum curator and personally adapted for each individual visitor.

Many records of the City of Lake Forest are preserved in the collection of the Lake Forest-Lake Bluff Historical Society. Among these are hundreds of plat maps, police and fire records and photographs, Rec Department records and photographs, assessment records, Ridge Farm Preventorium records, election records from 1863-1907, minutes and other records of the Lake Forest Association, City ordinances, and the City Charter. These provide valuable information not only about our past, but also for contemporary issues facing the community.

Another primary use of the building will be to host exhibitions. In the new museum, there will be both a permanent exhibit and a small space for rotating exhibits. Rotating exhibits (one or two a year) explore one topic in detail and offer opportunities for collaboration and community participation. Recent exhibits held at the Historical Society's previous building include *West Side Stories: The History of West Lake Forest* and *Hole in One: The Lore and Lure of Golf*.

Finally, the Historical Society holds programs that provide opportunities to explore, exchange and record stories about the community. These include lectures, seminars, oral history interviews, tours and school group visits. Some of these will continue to take place off-site as we highlight areas of the community, some of the programs will take place at the new facility.

Use of the Building and Site

The Lake Forest-Lake Bluff Historical Society continues the use of the buildings, as the church did for over 70 years, as a public building with regular and ongoing programs which take place during the day, evening and weekend.

Both existing buildings on the site will be utilized without exterior remodeling or expansion. The parking lot and landscaping will remain substantially unchanged and maintained.

The regular working hours will vary during the year but will typically fall within the parameters from 9 am to 5 pm Tuesday through Saturday and 1 pm to 5 pm on Sunday. The museum will be closed on Mondays and on major holidays.

Regular parking needs are minimal. On-site and street parking will accommodate regular day-to-day operations including parking for staff of 3-4, volunteers, interns, visitors and researchers. The existing parking lot accommodates approximately 15 cars and the existing designated recessed curb street parking accommodates 8 vehicles. Lighting of the parking lot will be residentially compatible and timed for the adequate safety of people walking between their car and the buildings.

Educational programs will take place up to several times a week. Educational programs vary from year to year and season. Depending on the program, they will take place during the day,

evening or weekend hours. Many of these programs will consist of small groups and will only require on-site parking.

Occasionally, there may be programs that require parking in addition to the on-site parking lot. As needed for occasional events (up to 12 times per year), additional options include: existing 8 curb-side spots on the west side of Washington Rd.; the public lot at the corner of Deerpath and McKinley; and, neighboring institutions if permitted by their special use permit.

Being good neighbors and to reduce street parking, the parking lot will be made available to the First Presbyterian Church for staff parking on Sunday mornings, Christmas and Easter services, semi-annual rummage sales and an occasional overflow funeral or special event (not to exceed 5 uses/year.)

The Historical Society will occasionally host local school groups as well. These visits will be during the school year on weekdays. School buses will be directed to drop off and pick up kids on Washington. Buses will be directed to park in the existing bus staging area in the City of Lake Forest North Shore Parking Lot.

The Historical Society provides essential community services that are widely used by residents and City staff. If future demands on the Historical Society change significantly, we will submit amended requests as appropriate.



Area of Request
158 N. Western Avenue

THE CITY OF LAKE FOREST

ORDINANCE NO. 2017- ____

AN ORDINANCE APPROVING ARCHITECTURAL AND SITE DESIGN FOR THE
PROPERTY LOCATED AT 158 N. WESTERN AVENUE

WHEREAS, Grace 90, LLC (Peter Brennan) ("**Owner**") is the owner of that certain real property commonly known as 158 N. Western Avenue, Lake Forest, Illinois and legally described in Exhibit A, attached hereto ("**Property**"); and

WHEREAS, the Property is located in the R-2, Single Family Residence Zoning District; and

WHEREAS, the Owner desires to demolish the existing structures and build a replacement residence, detached garage and make other site improvements ("**Improvements**") as depicted on the site plan and architectural drawings that are attached hereto as Group Exhibit B ("**Plans**"); and

WHEREAS, the Owner submitted an application ("**Application**") to permit the construction of the Improvements and was required to present the Plans to the Building Review Board ("**BRB**") for its evaluation and recommendation; and

WHEREAS, pursuant to notice duly published, the BRB reviewed and evaluated the Plans at a public hearing held on September 7, 2016; and

WHEREAS, the BRB, having fully heard and having considered the evidence and testimony by all those attending the public hearing who wished to testify, made the following findings:

1. the Property is located within the R-2, Single Family Residence District under the City Code,
2. Owner proposes to construct the Improvements as depicted on the plans,

3. the evidence presented indicates that the construction of the Improvements, if undertaken in conformity with the recommended conditions and the Plans, will meet the design standards and requirements of Section 150.147 of the City Code,

and recommended that the City Council approve the Application and the Plans, subject to the terms and conditions hereinafter set forth; and

WHEREAS, the Mayor and City Council, having considered Owner's Application to construct the Improvements on the Property, and the findings and recommendations of the BRB, have determined that it is in the best interests of the City and its residents to grant approval to the Application, subject to the terms and conditions hereinafter set forth;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LAKE FOREST, COUNTY OF LAKE, STATE OF ILLINOIS, as follows:

SECTION ONE: Recitals. The foregoing recitals are hereby incorporated into and made a part of this Ordinance as if fully set forth.

SECTION TWO: Approval of Application. Pursuant to Section 150.147 of the City Code, and subject to the limitations therein and the conditions set forth in Section Three of this Ordinance, the City Council does hereby grant approval of the Application to allow the construction of the Improvements on the Property, as more fully depicted on the Plans.

SECTION THREE: Conditions on Approval. The approval granted pursuant to Section Two of this Ordinance shall be, and is hereby, conditioned upon and limited by the following conditions, the violation of any of which shall, in the

discretion of the Mayor and City Council, render void the approvals granted by this Ordinance:

- A. No Authorization of Work. This Ordinance does not authorize commencement of any work on the Property. Except as otherwise specifically provided in writing in advance by the City, no work of any kind shall be commenced on the Property pursuant to the approvals granted in this Ordinance except only after all permits, approvals, and other authorizations for such work have been properly applied for, paid for, and granted in accordance with applicable law.
- B. Compliance with Laws. Chapters 150, regarding buildings and construction, 156, regarding subdivisions, and 159, regarding zoning, of the City Code, and all other applicable ordinances and regulations of the City shall continue to apply to the Property, and the development and use of the Property shall be in compliance with all laws and regulations of all other federal, state, and local governments and agencies having jurisdiction.
- C. Tree Preservation. The Owner will fully comply with Chapter 99 of the City Code, regarding trees, as it relates to the construction of the Improvements.
- D. Compliance with the Plans. The Improvements must be developed on the Property in substantial compliance with the Plans.
- E. Fees and Costs. The Owner shall be responsible for paying all applicable fees relating to the granting of the approvals set forth herein in accordance with the City Code. In addition, the Owner shall reimburse the City for all of its costs (including without limitation engineering, planning, and legal expenses) incurred in connection with the review, consideration, approval, implementation, or successful enforcement of this Ordinance. Any amount not paid within 30 days after delivery of a demand in writing for such payment shall, along with interest and the costs of collection, become a lien upon the Property, and the City shall have the right to foreclose such lien in the name of the City as in the case of foreclosure of liens against real estate.

- F. Other conditions. The improvements shall be substantially in conformance with the Board's deliberations as reflected on Exhibit C, Notice of Action – Board Recommendation, attached hereto.

SECTION FOUR: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law; provided, however, that this Ordinance shall, in the discretion of the City Council, be of no force or effect if the Owner has not (i) executed and (ii) thereafter filed with the City Clerk, within 60 days following the passage of this Ordinance, the unconditional agreement and consent, in the form attached hereto as Exhibit D and by this reference made a part hereof, to accept and abide by each and all of the terms, conditions, and limitations set forth herein.

PASSED THIS __ DAY OF _____, 2017.

AYES: ()

NAYS: ()

ABSENT: ()

ABSTAIN: ()

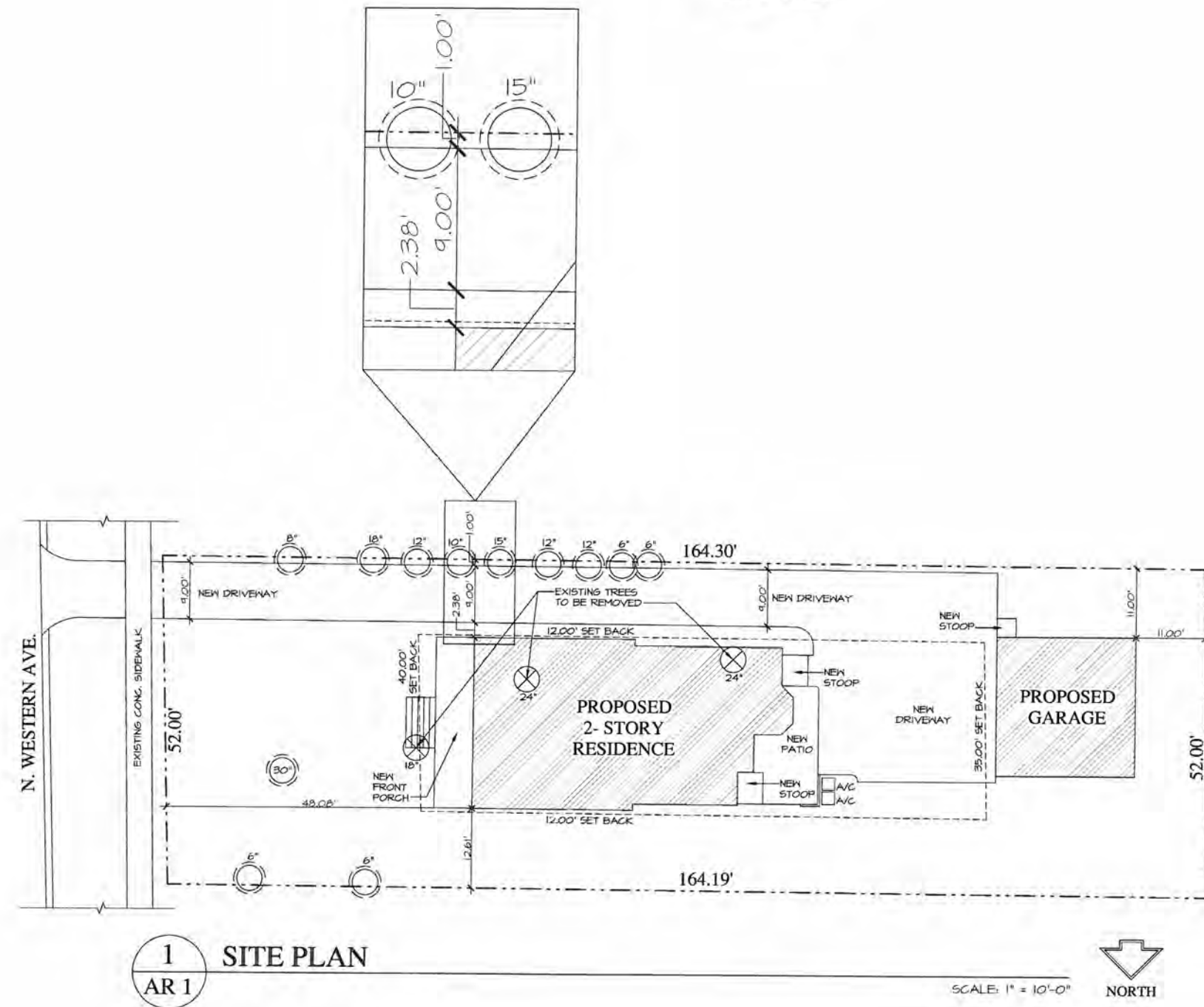
PASSED THIS __ DAY OF _____, 2017.

Mayor

ATTEST:

City Clerk

The Plans



NOTE: ALL SCALE DESIGNATIONS
ARE FOR SHEETS PRINTED ON
24" x 36" SIZE PAPER. (ARCH-D)

© CLIPSCOTT MAX VII

26575 COMMERCE DR.
SUITE 607
VOLO, IL 60073
MAIN: 847-457-2500
WWW.ASPECTDESIGNINC.COM
IL LICENSE # 184-004354

ASPECT DESIGN INC.
ARCHITECTS

PROJECT #	AD16126
DRAWN BY:	COM/NH/RL
158 NORTHWESTERN AVE.	
SITE PLAN	

AR 1

69
1 OF 13 TOTAL SHEETS

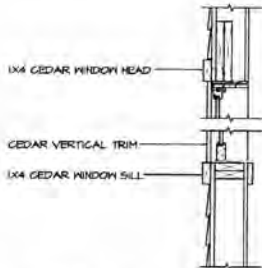
PROPOSED	07/13/2016
REVIEW	08/02/2016
REVIEW	08/29/2016
REVISED PER BRB	02/08/2017

NEW CONSTRUCTION
158 NORTH WESTERN AVE.
LAKE FOREST, ILLINOIS 60045

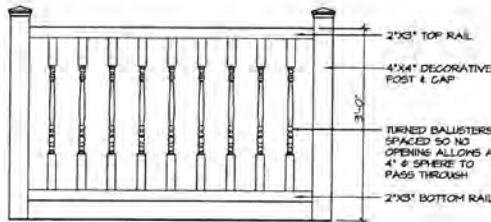
GROUP EXHIBIT B

The Plans

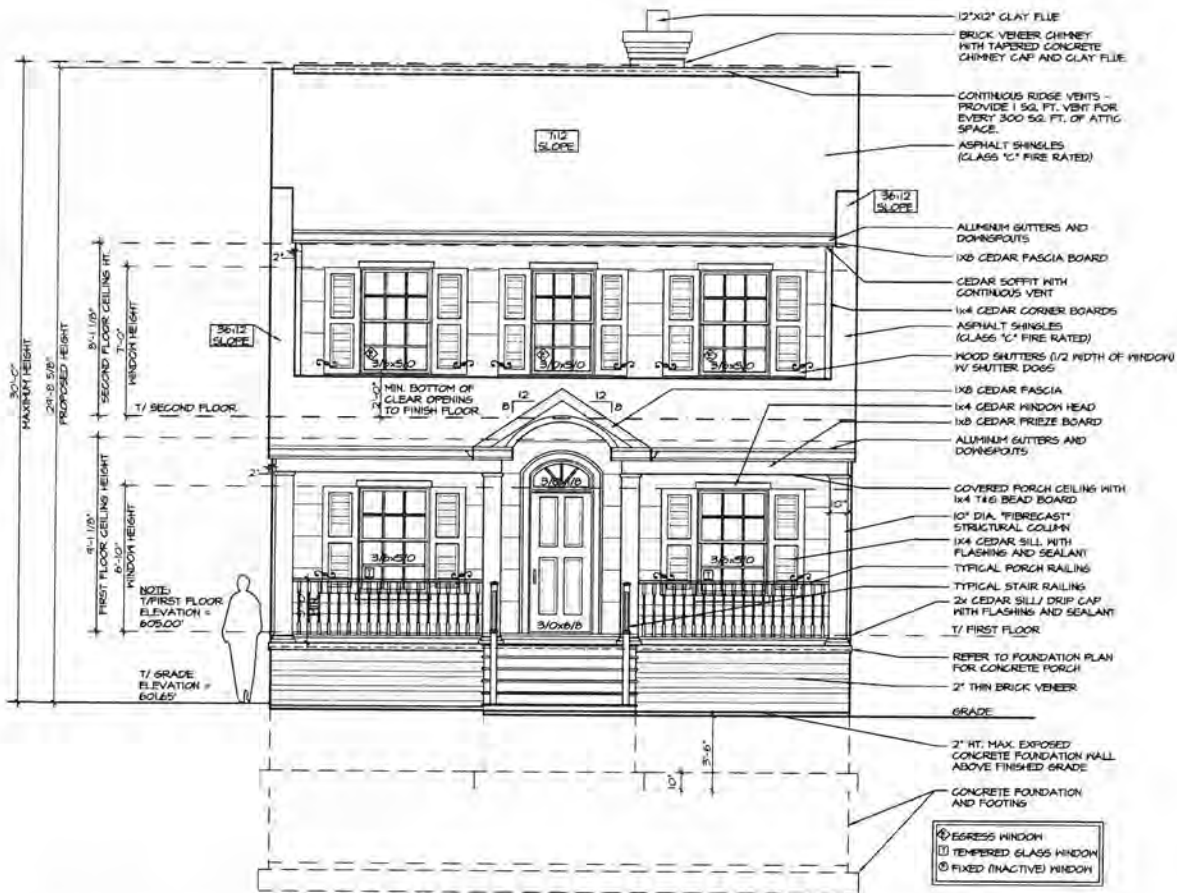
3 WINDOW DETAIL
AR 2 NOT TO SCALE



2 RAILING DETAIL
AR 2 SCALE: 3/4" = 1'-0"



1 FRONT ELEVATION
AR 2



(EAST)
SCALE: 1/4" = 1'-0"

NOTE: ALL SCALE DESIGNATIONS
ARE FOR SHEETS PRINTED ON
24" x 36" SIZE PAPER. (ARCH-D)

NEW CONSTRUCTION
158 NORTH WESTERN AVE.
LAKE FOREST, ILLINOIS 60045

PROPOSED

REVIEW

REVIEW

REVIEW PER DRB

07/13/2016

18/02/2016

08/29/2016

10/28/2017

74575 COMMERCE DR.
SUITE 607
VILLAGE, IL 60073
MAIN: 847-457-2500
WWW.ASPECTDESIGNINC.COM
IL LICENSE # 1410404

ASPECT DESIGN INC.

ARCHITECTS

PROJECT # AD16126

DRAWN BY: COM/NH/RL

158 NORTHWESTERN AVE.
FRONT ELEVATION

AR 2

2 OF 13 TOTAL SHEETS

The Plans



(WEST)

SCALE: $1/4" = 1'-0"$

26575 COMMERCE DR.
SUITE 607
VOLO, IL 60073
MAIN: 847-457-2500
WWW.ASPECTOFTHEIMC.COM
IL LICENSE # 104-004334

ASPECT DESIGN INC.
ARCHITECTS

PROJECT #	AD16126
DRAWN BY:	COM/NH/RL
158 NORTHWESTERN AVE REAR ELEVATION	

AR 3

3 OF 13 TOTAL SHEETS

NOTE: ALL SCALE DESIGNATIONS ARE FOR SHEETS PRINTED ON 24" x 36" SIZE PAPER. (ARCH-D)

519

The Plans



(NORTH)

SCALE: 1/4" = 1'-0"

☐ EGRESS WINDOW
☐ TEMPERED GLASS WINDOW
☐ FIXED (INACTIVE) WINDOW

NOTE: ALL SCALE DESIGNATIONS ARE FOR SHEETS PRINTED ON 24" x 36" SIZE PAPER. (ARCH-D)

© 1998 JOHN WILEY & SONS

PROPOSED	07/13/2016
REVIEW	08/02/2016
REVIEW	08/29/2016
REVISED PER BRB	02/08/2017

26575 COMMERCE DR.
SUITE 607
VOLO, IL 60073
MAIN: 647-457-2500

ASPECT DESIGN INC.

PROJECT #	AD10
DRAWN BY:	COM/NH/
158 NORTHWESTERN AV	
RIGHT ELEVATION	

AR 4
72
4 OF 13 TOTAL SHEET

NEW CONSTRUCTION
158 NORTH WESTERN AVE.
LAKE FOREST, ILLINOIS 60045

The Plans



(SOUTH)

SCALE: 1/4" = 1'-0"

© 1997 THE MITCHELL

PROPOSED	07/13/2016
REVIEW	08/02/2016
REVIEW	08/29/2016
REVISED PER BRB	02/06/2017

26575 COMMERCE DR.
SUITE 607
VOLO, IL 60073
MAIN: 847-457-2500
WWW.ASPECTDESIGNINC.COM
IL LICENSE # 184-074334

ASPECT DESIGN INC.
ARCHITECTS

PROJECT #	AD16126
DRAWN BY:	COM/NH/RL
158 NORTHWESTERN AVE. LEFT ELEVATION	

AR 5

73
5 OF 13 TOTAL SHEETS



GROUP EXHIBIT B

Plans



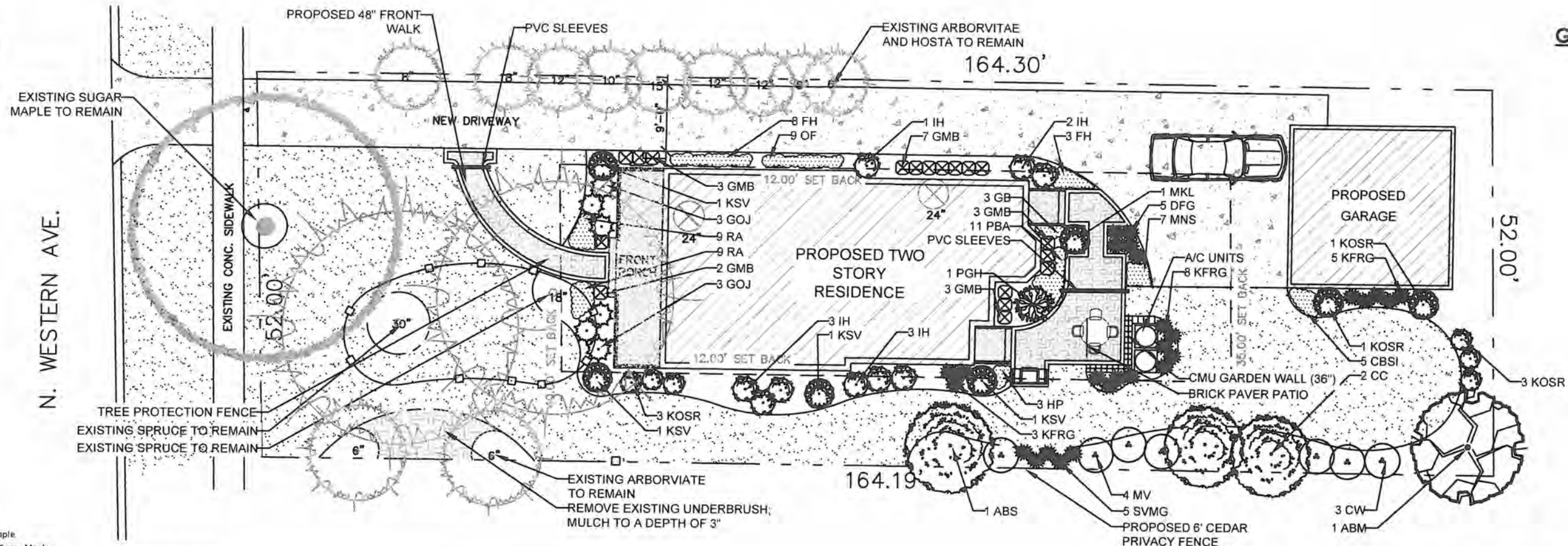
One Redw
Radin, W
ph 262.631
fx 262.639.9737

PROJECT



NEW CUSTO
RESIDENCE

158 N. Western Ave
Lake Forest, IL 60045



SHADE TREES (DECIDUOUS)
ABM Autumn Blaze Maple
GMSM Green Mountain Sugar Maple

ORNAMENTAL TREES (DECIDUOUS)
ABS Autumn Brilliance Serviceberry
CC Cornelian Cherry

EVERGREEN SHRUBS
GMB Green Mountain Boxwood
GOJ Grey Owl Juniper

DECIDUOUS SHRUBS
CW Common Witchhazel
IH Incrediball Hydrangea
PGH Pee Gee Hydrangea (Patio Tree)
DKOSR Double Pink Knock Out Rose
MKL Miss Kim Dwarf Lilac
KSV Fragrant Korean Spice Viburnum
MV Mohican Viburnum

ORNAMENTAL GRASSES
KFRG Karl Foerster Feather Reed Grass
SVMG Silver Variegated Maidengrass
DFG Dwarf Fountain Grass

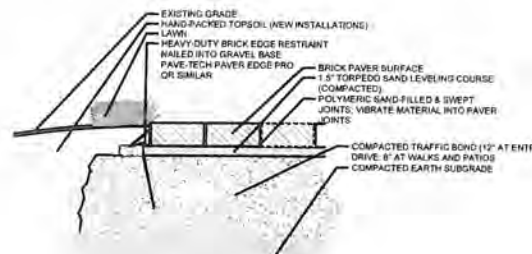
HERBACEOUS PERENNIALS
GB Goatsbeard
RA Rhineland Astilbe (Pink)
PBA Peach Blossom Astilbe
FH Frantee Hosta
CBSI Caesars' Brother Siberian Iris
OF Ostrich Fern
HP Hybrid Peony
MNS May Night Salvia

PLANT ABBREVIATION KEY

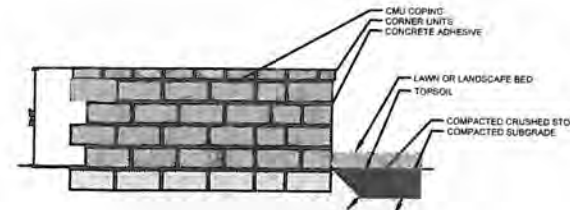
New Custom Residence
Lake Forest, IL

Building Perimeter Facing a Public Street:	36 LF	Provided
Two (2) Shrubs (min 36") per 10 LF	7.2 Shrubs	11 Shrubs
Two (2) Shade Trees (3.0") per 100 LF	1 Trees	4 Trees
*credit for one (1) protected shade trees		
Three (3) Understory Trees (3.0") per 100 LF	1 Trees	3 Trees
Three (3) Evergreen Trees (6-8' in Height) per 100 LF	1 Trees	0 Trees*
*credit for two (2) protected evergreen trees		

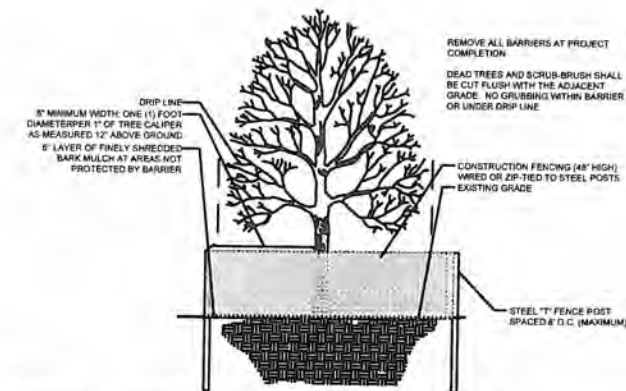
CODE COMPLIANCE



1 DETAIL BRICK PAVER INSTALLATION DETAIL
N.T.S. SECTION



2 DETAIL FREE-STANDING GARDEN WALL
N.T.S. ELEVATION



3 DETAIL TREE PROTECTION/PRESERVATION DETAIL
N.T.S. SECTION

HARDSCAPE DETAILS

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
7.27.16	ISSUE TO CLIENT
8.03.16	REV. PER CITY STAFF



These plans were prepared by
W. David Heller, ASLA
Registered Landscape Architect
#157-000558

Information contained herein is based on Survey
Information, Field Inspection, and believed to be accurate.

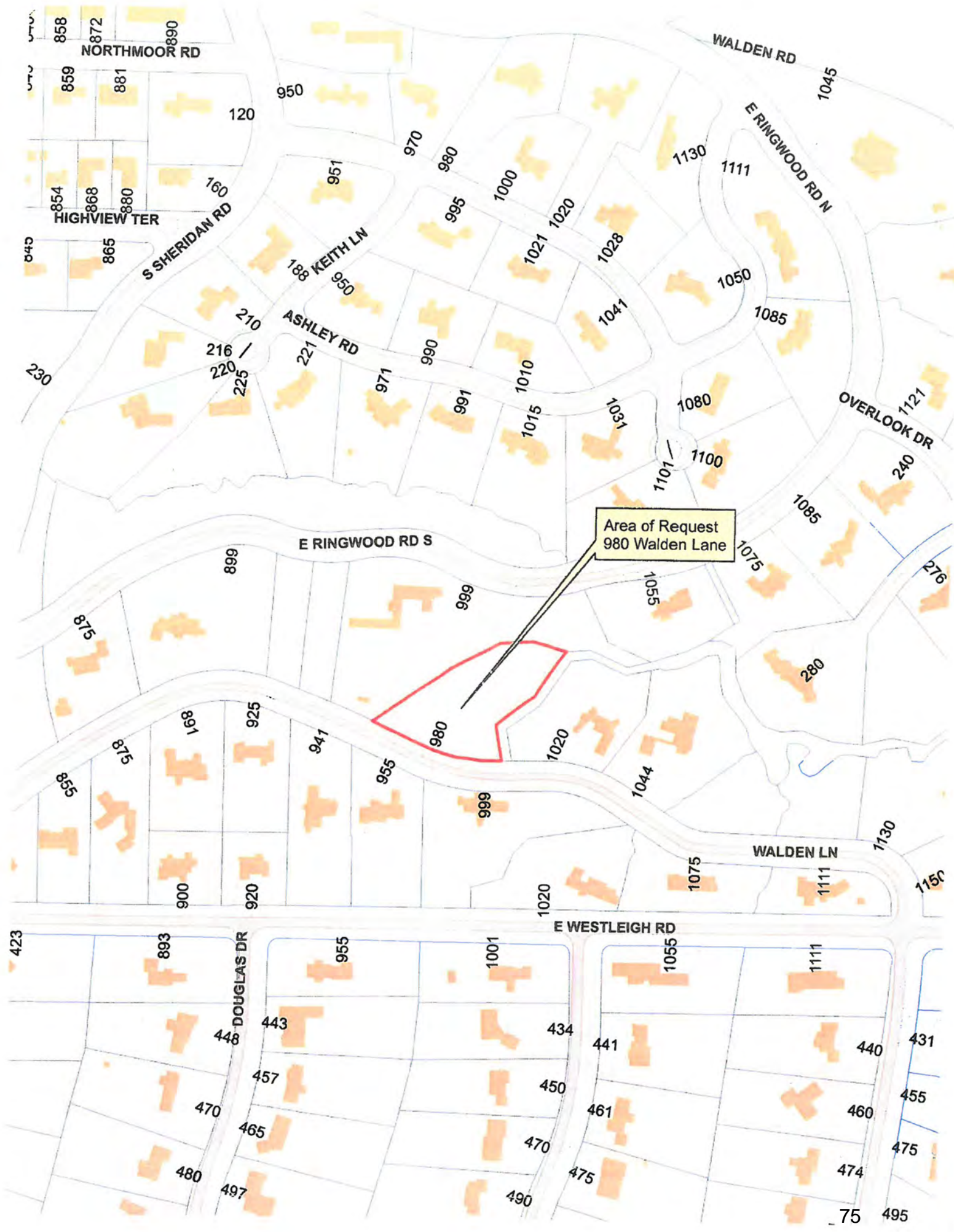
SHEET TITLE
LANDSCAPE PLA

PROJECT MANAGER V

PROJECT NUMBER 16-

DATE 8.03

SHEET NUMBER



THE CITY OF LAKE FOREST

ORDINANCE NO. 2017- ____

AN ORDINANCE APPROVING ARCHITECTURAL AND SITE DESIGN FOR THE
PROPERTY LOCATED AT 980 WALDEN LANE

WHEREAS, William Vance ("**Owner**") is the owner of that certain real property commonly known as 980 Walden Lane, Lake Forest, Illinois and legally described in Exhibit A, attached hereto ("**Property**"); and

WHEREAS, the Property is located in the R-3, Single Family Residence Zoning District; and

WHEREAS, the Property is the site of a previous demolition and is a vacant, buildable lot; and

WHEREAS, the Owner desires to build a new residence, attached garage and make other site improvements ("**Improvements**") as depicted on the site plan and architectural drawings that are attached hereto as Group Exhibit B ("**Plans**"); and

WHEREAS, the Owner submitted an application ("**Application**") to permit the construction of the Improvements and was required to present the Plans to the Building Review Board ("**BRB**") for its evaluation and recommendation; and

WHEREAS, pursuant to notice duly published, the BRB reviewed and evaluated the Plans at a public hearing held on August 8, 2016, October 5, 2016 and January 4, 2017; and

WHEREAS, the BRB, having fully heard and having considered the evidence and testimony by all those attending the public hearing who wished to testify, made the following findings:

1. the Property is located within the R-3, Single Family Residence District under the City Code,
2. Owner proposes to construct the Improvements as depicted on the plans,
3. the evidence presented indicates that the construction of the Improvements, if undertaken in conformity with the recommended conditions and the Plans, will meet the design standards and requirements of Section 150.147 of the City Code,

and recommended that the City Council approve the Application and the Plans, subject to the terms and conditions hereinafter set forth; and

WHEREAS, the Mayor and City Council, having considered Owner's Application to construct the Improvements on the Property, and the findings and recommendations of the BRB, have determined that it is in the best interests of the City and its residents to grant approval to the Application, subject to the terms and conditions hereinafter set forth;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LAKE FOREST, COUNTY OF LAKE, STATE OF ILLINOIS, as follows:

SECTION ONE: Recitals. The foregoing recitals are hereby incorporated into and made a part of this Ordinance as if fully set forth.

SECTION TWO: Approval of Application. Pursuant to Section 150.147 of the City Code, and subject to the limitations therein and the conditions set forth

in Section Three of this Ordinance, the City Council does hereby grant approval of the Application to allow the construction of the Improvements on the Property, as more fully depicted on the Plans.

SECTION THREE: Conditions on Approval. The approval granted pursuant to Section Two of this Ordinance shall be, and is hereby, conditioned upon and limited by the following conditions, the violation of any of which shall, in the discretion of the Mayor and City Council, render void the approvals granted by this Ordinance:

- A. No Authorization of Work. This Ordinance does not authorize commencement of any work on the Property. Except as otherwise specifically provided in writing in advance by the City, no work of any kind shall be commenced on the Property pursuant to the approvals granted in this Ordinance except only after all permits, approvals, and other authorizations for such work have been properly applied for, paid for, and granted in accordance with applicable law.
- B. Compliance with Laws. Chapters 150, regarding buildings and construction, 156, regarding subdivisions, and 159, regarding zoning, of the City Code, and all other applicable ordinances and regulations of the City shall continue to apply to the Property, and the development and use of the Property shall be in compliance with all laws and regulations of all other federal, state, and local governments and agencies having jurisdiction.
- C. Tree Preservation. The Owner will fully comply with Chapter 99 of the City Code, regarding trees, as it relates to the construction of the Improvements.
- D. Compliance with the Plans. The Improvements must be developed on the Property in substantial compliance with the Plans.
- E. Fees and Costs. The Owner shall be responsible for paying all applicable fees relating to the granting of the approvals

set forth herein in accordance with the City Code. In addition, the Owner shall reimburse the City for all of its costs (including without limitation engineering, planning, and legal expenses) incurred in connection with the review, consideration, approval, implementation, or successful enforcement of this Ordinance. Any amount not paid within 30 days after delivery of a demand in writing for such payment shall, along with interest and the costs of collection, become a lien upon the Property, and the City shall have the right to foreclose such lien in the name of the City as in the case of foreclosure of liens against real estate.

- F. Other conditions. The improvements shall be substantially in conformance with the Board's deliberations as reflected on Exhibit C, Notice of Action – Board Recommendation, attached hereto.

SECTION FOUR: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law; provided, however, that this Ordinance shall, in the discretion of the City Council, be of no force or effect if the Owner has not (i) executed and (ii) thereafter filed with the City Clerk, within 60 days following the passage of this Ordinance, the unconditional agreement and consent, in the form attached hereto as Exhibit D and by this reference made a part hereof, to accept and abide by each and all of the terms, conditions, and limitations set forth herein.

PASSED THIS __ DAY OF _____, 2017.

AYES: ()

NAYS: ()

ABSENT: ()

ABSTAIN: ()

PASSED THIS __ DAY OF _____, 2017.

Mayor

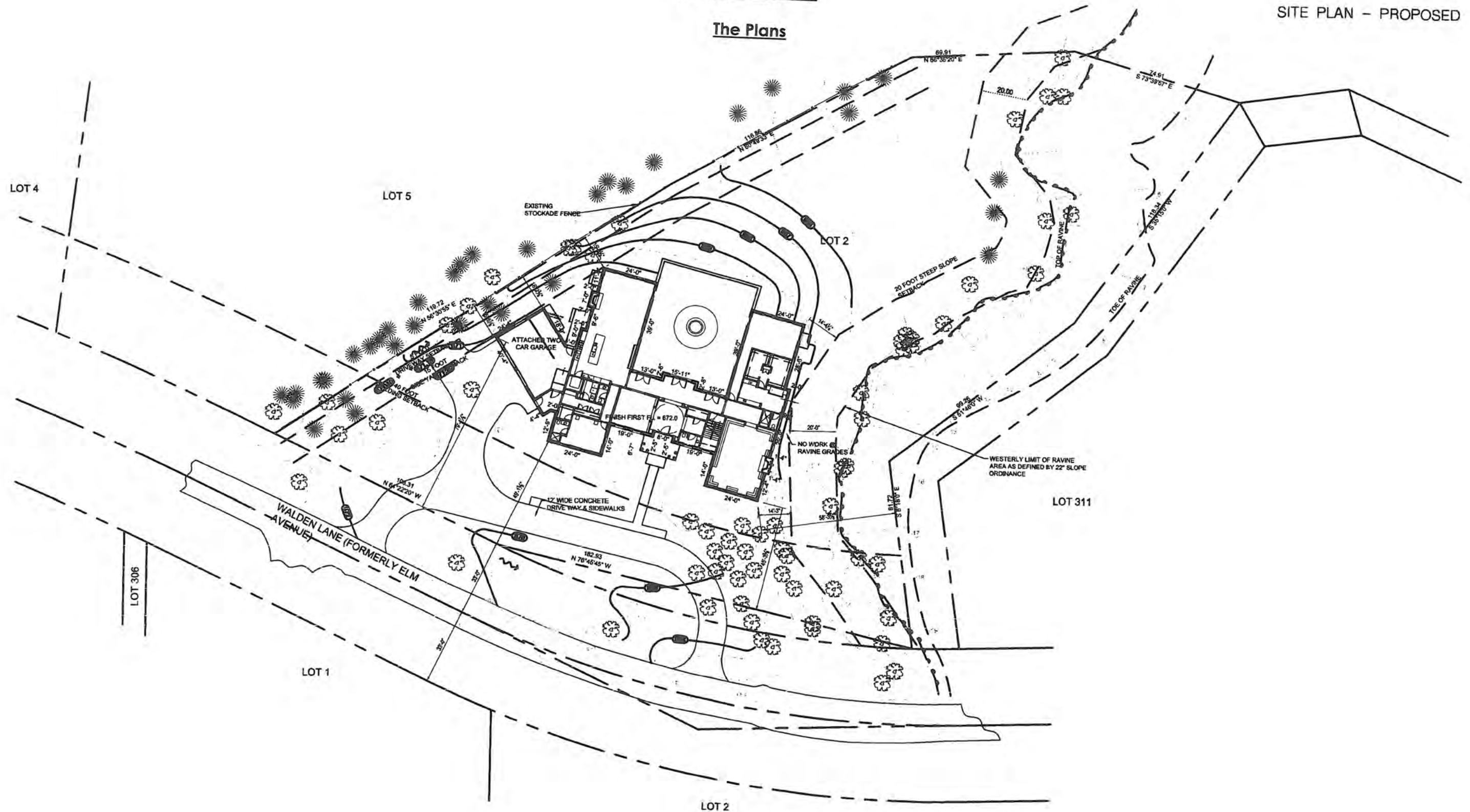
ATTEST:

City Clerk

GROUP EXHIBIT B

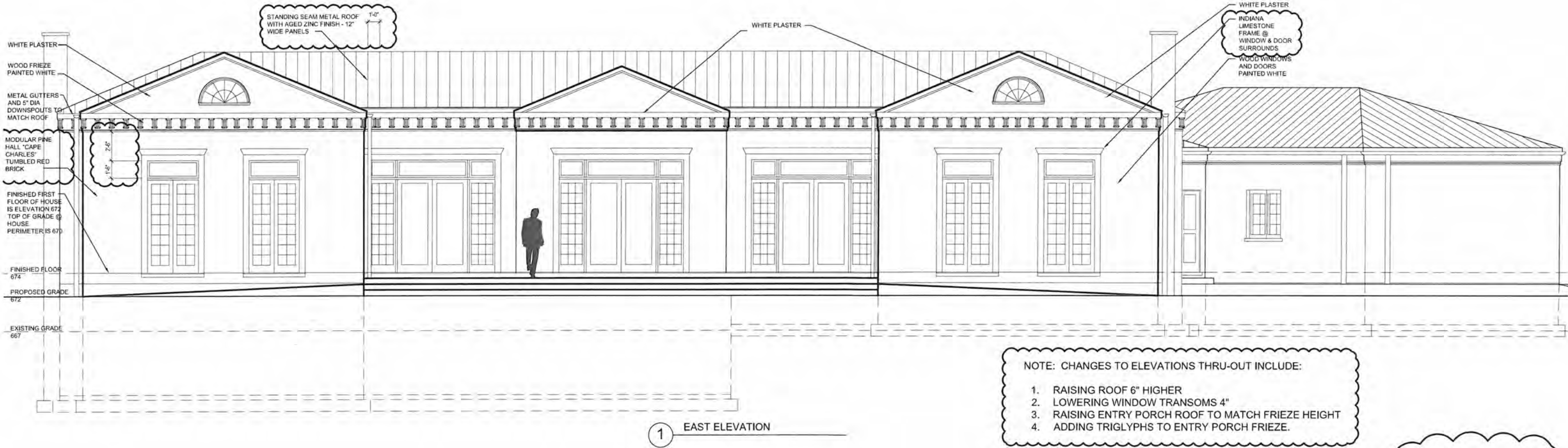
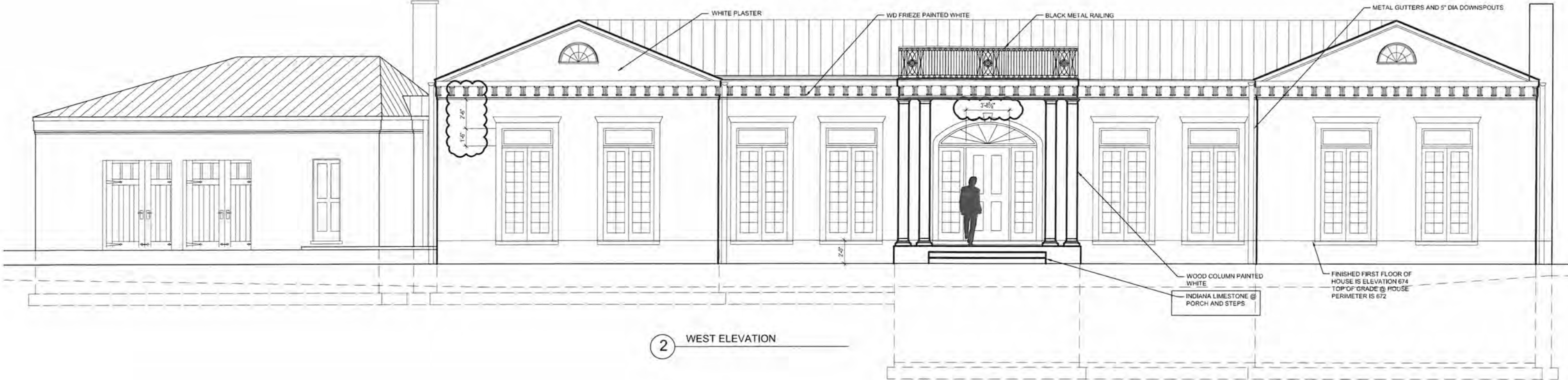
The Plans

SITE PLAN - PROPOSED



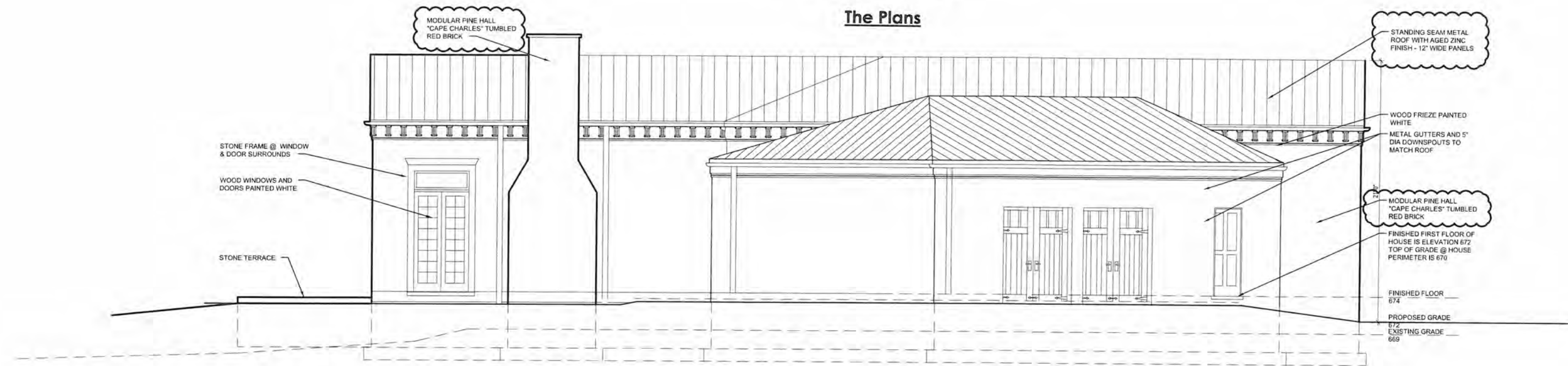
GROUP EXHIBIT B

The Plans

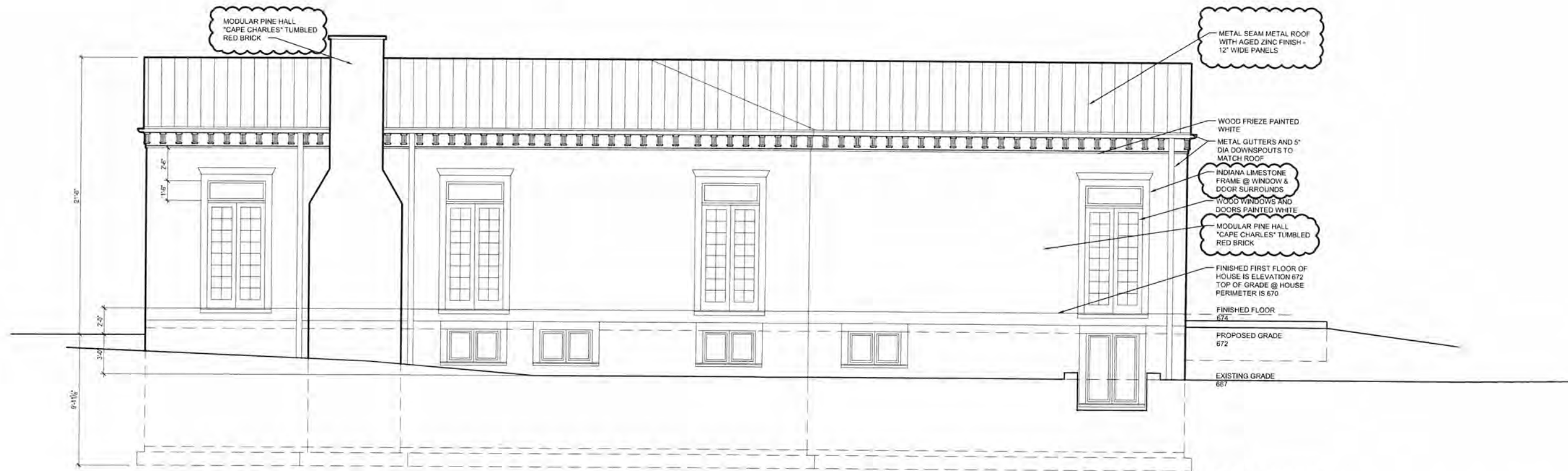


GROUP EXHIBIT B

The Plans



2 WEST ELEVATION



1 EAST ELEVATION

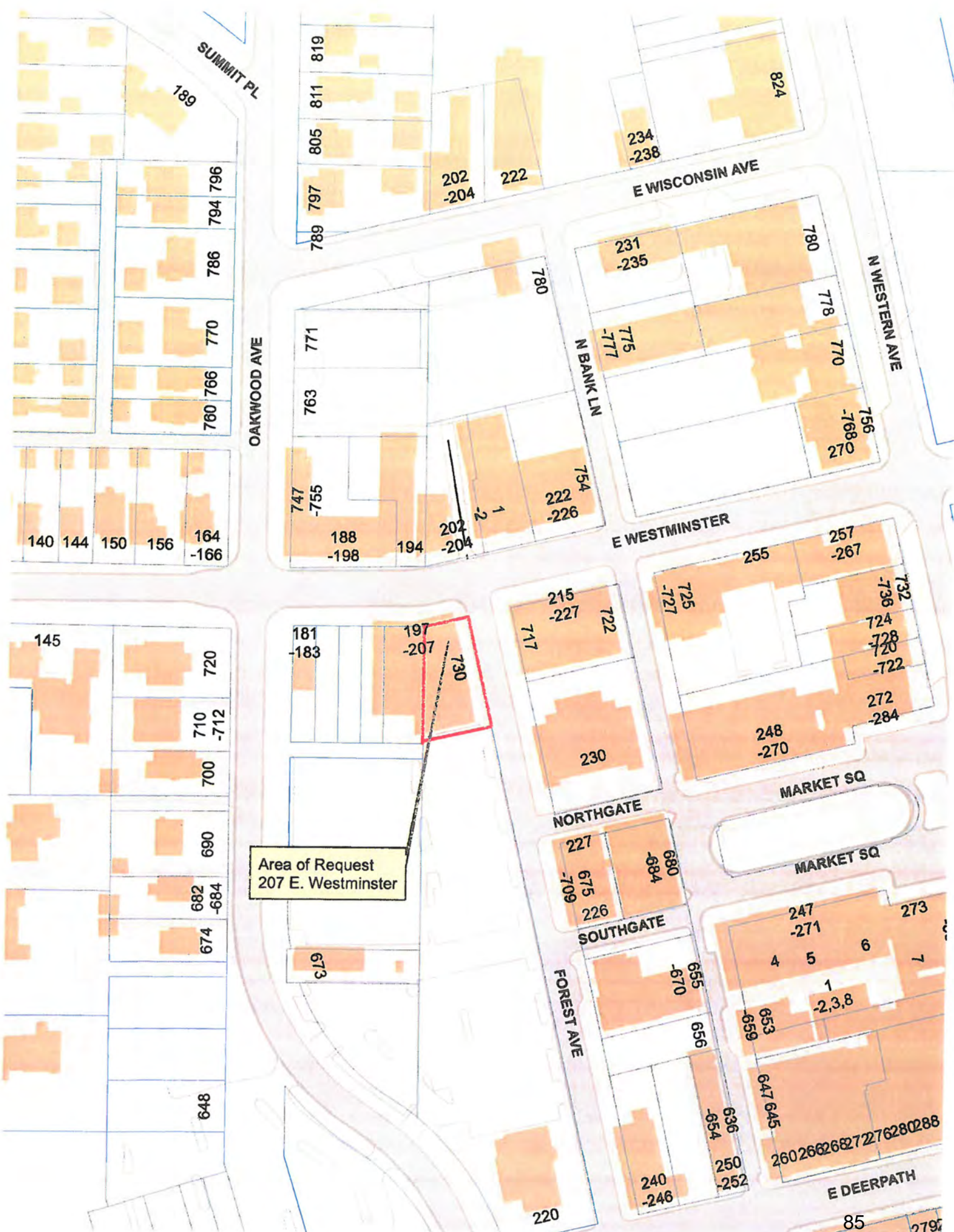
NOTE: CHANGES TO ELEVATIONS THRU-OUT INCLUDE:

1. RAISING ROOF 6" HIGHER
2. LOWERING WINDOW TRANSOMS 4"
3. RAISING ENTRY PORCH ROOF TO MATCH FRIEZE HEIGHT
4. ADDING TRIGLYPHS TO ENTRY PORCH FRIEZE.

REVISED- 01-17-17

1/8" = 1'-0"

24 JUNE 2016



Area of Request
207 E. Westminster

THE CITY OF LAKE FOREST

ORDINANCE NO. 2017- ____

AN ORDINANCE APPROVING SIGNAGE FOR A THIRD FLOOR TENANT, MORGAN STANLEY, AT 207 E. WESTMINSTER

WHEREAS, Wintrust Asset Management Company (William C. Marlatt, Kathryn G. Marlatt, and William K. Marlatt) ("**Owner**") is the owner of that certain real property commonly known as 207 E. Westminster, Lake Forest, Illinois and legally described in Exhibit A, attached hereto ("**Property**"); and

WHEREAS, the Property is located in the B-3, Traditional Business Zoning District; and

WHEREAS, the Owner desires to install a new signage ("**Improvements**") as depicted on the site plan and architectural drawings that are attached hereto as Group Exhibit B ("**Plans**"); and

WHEREAS, the Owner submitted an application ("**Application**") to permit the construction of the Improvements and was required to present the Plans to the Building Review Board ("**BRB**") for its evaluation and recommendation; and

WHEREAS, pursuant to notice duly published, the BRB reviewed and evaluated the Plans at a public hearing held on February 1, 2017; and

WHEREAS, the BRB, having fully heard and having considered the evidence and testimony by all those attending the public hearing who wished to testify, made the following findings:

1. the Property is located within the B-3, Traditional Business District under the City Code,
2. Owner proposes to construct the Improvements as depicted on the Plans,

4. the evidence presented indicates that the construction of the Improvements, if undertaken in conformity with the recommended conditions and the Plans, will meet the design standards and requirements of Section 150.147 of the City Code,

and recommended that the City Council approve the Application and the Plans, subject to the terms and conditions hereinafter set forth; and

WHEREAS, the Mayor and City Council, having considered the Owner's Application to construct the Improvements on the Property, and the findings and recommendations of the BRB, have determined that it is in the best interests of the City and its residents to grant approval to the Application, subject to the terms and conditions hereinafter set forth;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LAKE FOREST, COUNTY OF LAKE, STATE OF ILLINOIS, as follows:

SECTION ONE: Recitals. The foregoing recitals are hereby incorporated into and made a part of this Ordinance as if fully set forth.

SECTION TWO: Approval of Application. Pursuant to Section 150.147 of the City Code, and subject to the limitations therein and the conditions set forth in Section Three of this Ordinance, the City Council does hereby grant approval of the Application to allow the construction of the Improvements on the Property, as more fully depicted on the Plans.

SECTION THREE: Conditions on Approval. The approval granted pursuant to Section Two of this Ordinance shall be, and is hereby, conditioned upon and limited by the following conditions, the violation of any of which shall, in the

discretion of the Mayor and City Council, render void the approvals granted by this Ordinance:

- A. No Authorization of Work. This Ordinance does not authorize commencement of any work on the Property. Except as otherwise specifically provided in writing in advance by the City, no work of any kind shall be commenced on the Property pursuant to the approvals granted in this Ordinance except only after all permits, approvals, and other authorizations for such work have been properly applied for, paid for, and granted in accordance with applicable law.
- B. Compliance with Laws. Chapters 150, regarding buildings and construction, 156, regarding subdivisions, and 159, regarding zoning, of the City Code, and all other applicable ordinances and regulations of the City shall continue to apply to the Property, and the development and use of the Property shall be in compliance with all laws and regulations of all other federal, state, and local governments and agencies having jurisdiction.
- C. Compliance with the Plans. The Improvements must be developed on the Property in substantial compliance with the Plans.
- D. Fees and Costs. The Owner shall be responsible for paying all applicable fees relating to the granting of the approvals set forth herein in accordance with the City Code. In addition, the Owner shall reimburse the City for all of its costs (including without limitation engineering, planning, and legal expenses) incurred in connection with the review, consideration, approval, implementation, or successful enforcement of this Ordinance. Any amount not paid within 30 days after delivery of a demand in writing for such payment shall, along with interest and the costs of collection, become a lien upon the Property, and the City shall have the right to foreclose such lien in the name of the City as in the case of foreclosure of liens against real estate.
- E. Other conditions. The improvements shall be substantially in conformance with the Board's deliberations as reflected on Exhibit C, Notice of Action, attached hereto.

SECTION FOUR: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law; provided, however, that this Ordinance shall, in the discretion of the City Council, be of no force or effect if Owner has not (i) executed and (ii) thereafter filed with the City Clerk, within 60 days following the passage of this Ordinance, the unconditional agreement and consent, in the form attached hereto as Exhibit D and by this reference made a part hereof, to accept and abide by each and all of the terms, conditions, and limitations set forth herein.

PASSED THIS __ DAY OF _____, 2017.

AYES: ()

NAYS: ()

ABSENT: ()

ABSTAIN: ()

PASSED THIS __ DAY OF _____, 2017.

Mayor

ATTEST:

City Clerk

Signs of Success

247 Merrick Road, Suite 101
Lynbrook, NY 11563
T: 516 823-9000
F: 516 823-1023
www.signs-of-success.com

REVISIONS

Description

CLIENT ACCEPTANCE

Drawings must be signed, dated and ret
Signs of Success to commence fabricatio

Approved By

Date

This custom design is the exclusive property o
Signs of Success. All rights to its use are reserv



The Plans

CLIENT
MORGAN STANLEY

JOB NUMBER
15-1017

JOB NAME E Westminster Ave
Lake Forest, IL

PROJECT MANAGER
Thomas Lipski

DRAWN BY
Philip Light

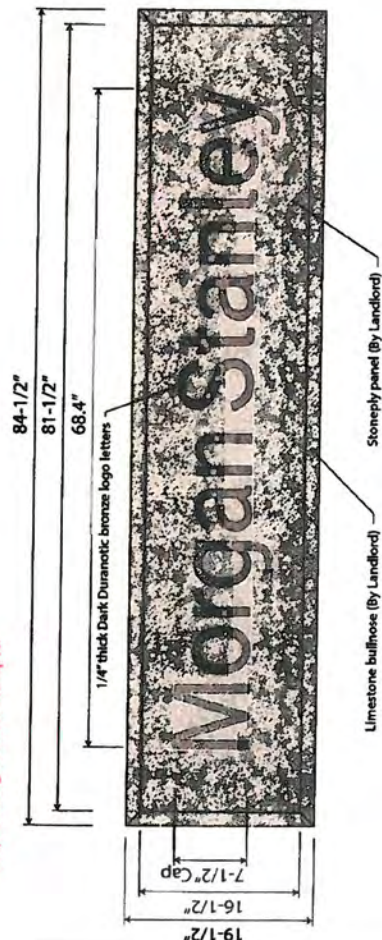
SCALE
As Noted

DATE
19 December 2016

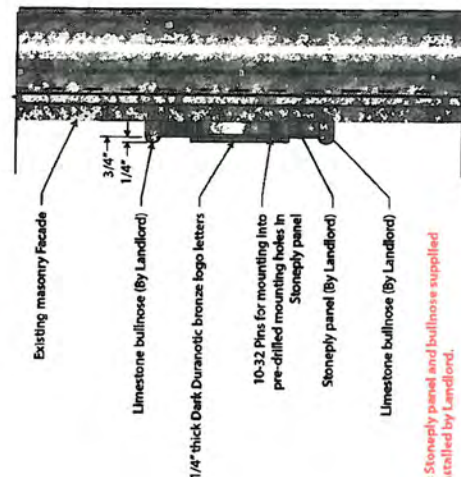
PAGE
4 of 4



Proposed North Elevation
Proposed Sign Area is 4.8 sq. ft.



Exterior Corporate ID Pin Mounted Sign - Sign Location #2



Typical Sign Section - NTS

NOTE: Stonemasonry panel and bullnose supplied and installed by Landlord.

Signs of Success

247 Merrick Road, Suite 101
Lynbrook, NY 11563
T: 516 823-9000
F: 516 823-1023
www.signs-of-success.com

REVISIONS
Description

The Plans

CLIENT ACCEPTANCE
Drawings must be signed, dated and re-
Signs of Success to commence fabrication

Approved By _____
Date _____

This custom design is the exclusive property
Signs of Success. All rights to its use are reserved.



CLIENT
MORGAN STANLEY

JOB NUMBER
15-1017

JOB NAME E Westminster Ave
Lake Forest, IL

PROJECT MANAGER
Thomas Lipddi

DRAWN BY
Philip Light

SCALE
As Noted

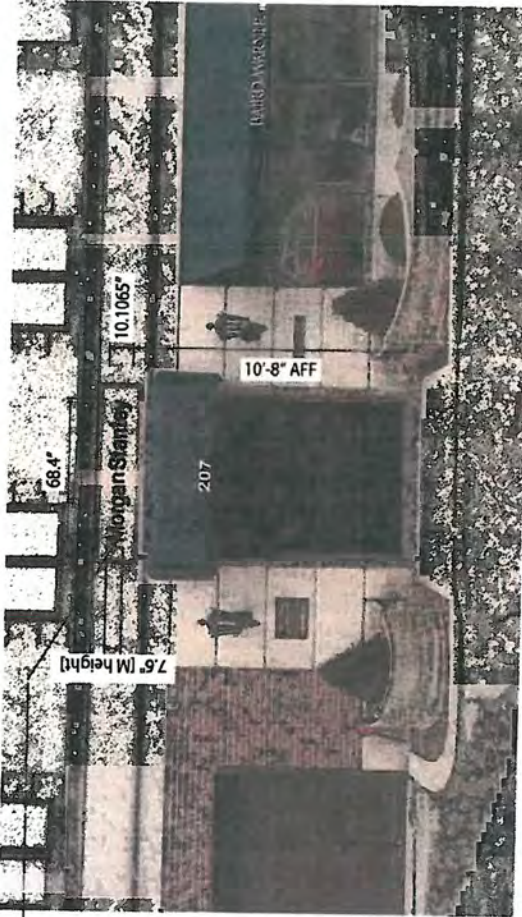
DATE
19 December 2016

PAGE
3 of 4



Proposed South Elevation

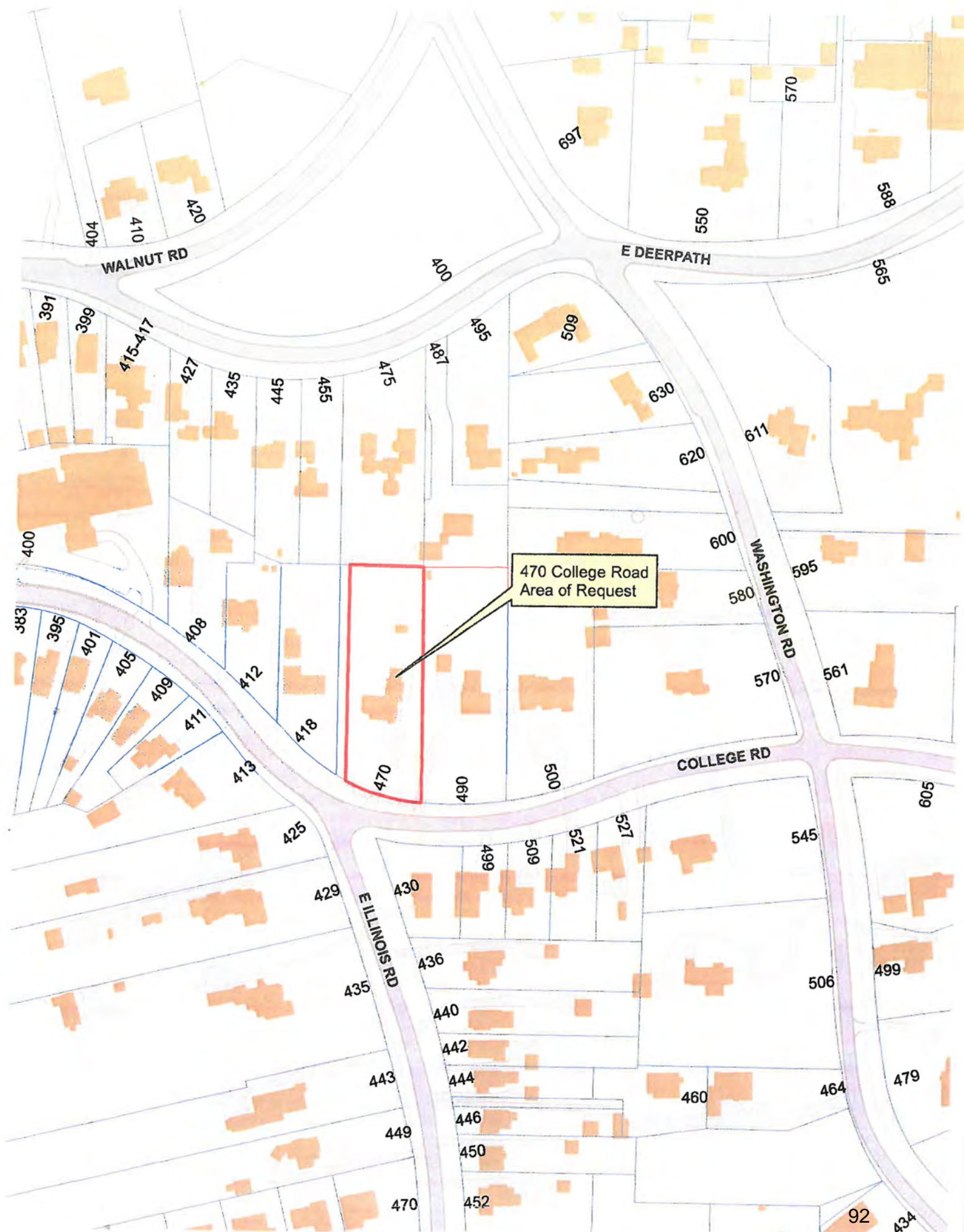
1/4" thick Dark Duralonite bronze
logo letters pin mounted to
storey panel. Center sign above
entry doors



Enlarged South Elevation

NOTE: Storey panel and bullnose by Landford

Exterior Corporate ID Pin Mounted Sign - Sign Location #1



470 College Road
Area of Request

THE CITY OF LAKE FOREST

ORDINANCE NO. 2017-__

AN ORDINANCE GRANTING A FLOOR AREA EXCEPTION FOR
THE PROPERTY LOCATED AT 470 COLLEGE ROAD

WHEREAS, Doug and Stacey Marquis ("**Owners**") are the owners of that certain real property commonly known as 470 College Road, Lake Forest, Illinois and legally described in Exhibit A, attached hereto ("**Property**"); and

WHEREAS, the Property has been designated as a Local Landmark or included in a Local Historic District pursuant to Chapter 155 of the City Code; and

WHEREAS, the Property is located in the R-3, Single Family Residence Zoning District; and

WHEREAS, the Owners desire to construct various improvements, including a garage addition and alterations to the front facade ("**Improvements**") as depicted on the site plan and architectural drawings that are attached hereto as Group Exhibit B ("**Plans**"); and

WHEREAS, in order to construct the Improvements, Section 155.07 of the City Code requires the Owner to obtain a Certificate of Appropriateness ("**CoA**") from the Historic Preservation Commission ("**HPC**");

WHEREAS, the Improvements as depicted on the Plans would exceed the maximum floor area allowances set forth in Section 150.148(D), which apply to new construction on, or additions and alterations to existing construction on, residential property; and

WHEREAS, pursuant to notice duly published, the HPC reviewed and evaluated the Plans at a public hearing held on June 22, 2016 and July 27, 2016; and

WHEREAS, the HPC, having fully heard and having considered the evidence and testimony by all those attending the public hearing who wished to testify, made the following findings:

1. the Property is located within the R-3 District under the City Code,

2. Owners propose to construct the Improvements as depicted on the Plans,
3. as depicted on the Plans, the Improvements exceed the maximum floor area allowances set forth in Section 150.148(D) of the City Code,
4. the Improvements are consistent with the design standards in Section 150.147 of the City Code,
5. the Property is located in a local historic district or is designated as a Local Landmark and the Improvements are consistent with the standards in the Historic Preservation Ordinance, and approval of the Improvements as depicted on the Plans would further the purpose of the Historic Preservation Ordinance,
6. the HPC has determined that the Plans qualify for a CoA under the standards set forth in Section 155.08 of the City Code;
7. the location, massing and architectural detailing of the Improvements will mitigate the appearance of excessive height and mass of the structures and as a result, the proposed development of the Improvements as set forth on the Plans is in keeping with the streetscape and overall neighborhood,
8. the Improvements are sited in a manner that minimizes the appearance of mass from the streetscape due to vegetation. In addition, the proposed Improvements will not have a significant negative impact on the light to and views from neighboring homes.
9. the height and mass of the Improvements will generally be compatible with the height and mass of structures on adjacent lots, buildings on the street and on adjacent streets, and other residences and garages in the same subdivision,
10. the evidence presented indicates that the construction of the Improvements, if undertaken in conformity with this Ordinance, the recommended conditions, and the Plans, will meet the standards and requirements of Sections 150.147 and 150.148 of the City Code,

and recommended that the City Council approve the Application and the Plans and grant an exception to the maximum allowable floor area consistent with the Plans, subject to the terms and conditions hereinafter set forth; and

WHEREAS, the Mayor and City Council, having considered Owners' request for exceptions to the maximum floor area requirements set forth in Section 150.148 of the City Code and the findings and recommendations of the HPC, have determined that it is in the best interests of the City and its residents to grant such exceptions, subject to the terms and conditions hereinafter set forth; and

WHEREAS, the Mayor and City Council further determine in the exercise of the City's home rule powers that it is in the best interests of the City and its residents to grant Owners' request for exceptions to the otherwise applicable maximum floor area requirements, subject to the terms and conditions hereinafter set forth;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LAKE FOREST, COUNTY OF LAKE, STATE OF ILLINOIS, as follows:

SECTION ONE: Recitals. The foregoing recitals are hereby incorporated into and made a part of this Ordinance as if fully set forth.

SECTION TWO: Maximum Floor Area Exception Granted. Pursuant to Section 155.08 of the City Code, and subject to the limitations therein and the conditions set forth in Section Three of this Ordinance, the City Council does hereby grant an exception to the maximum floor area requirements set forth in Section 150.148(D) of the City Code, as more fully depicted on the Plans, by allowing the Improvements which together with other structures on the Property will have a maximum square footage not to exceed 5,741 square feet, 11% over the allowable square footage.

SECTION THREE: Conditions on Approval. The approval granted pursuant to Section Two of this Ordinance shall be, and is hereby, conditioned upon and limited by the following conditions, the violation of any of which shall, in the discretion of the Mayor and City Council, render void the approvals granted by this Ordinance:

- A. **No Authorization of Work.** This Ordinance does not authorize commencement of any work on the Property. Except as otherwise specifically provided in writing in advance by the City, no work of any kind shall be commenced on the Property pursuant to the approvals

granted in this Ordinance except only after all permits, approvals, and other authorizations for such work have been properly applied for, paid for, and granted in accordance with applicable law.

- B. Compliance with Laws. Chapters 150, regarding building, 156, regarding subdivisions, 159, regarding zoning, and 155, regarding historic preservation, of the City Code, and all other applicable ordinances and regulations of the City shall continue to apply to the Property, and the development and use of the Property shall be in compliance with all laws and regulations of all other federal, state, and local governments and agencies having jurisdiction.
- C. Tree Preservation. The Owner will fully comply with Chapter 99 of the City Code, regarding trees, as it relates to the construction of the Improvements.
- D. Compliance with the Plans. The Improvements must be developed on the Property in substantial compliance with the Plans.
- E. Fees and Costs. The Owners shall be responsible for paying all applicable fees relating to the granting of the approvals set forth herein in accordance with the City Code. In addition, the Owners shall reimburse the City for all of its costs (including without limitation engineering, planning, and legal expenses) incurred in connection with the review, consideration, approval, implementation, or successful enforcement of this Ordinance. Any amount not paid within 30 days after delivery of a demand in writing for such payment shall, along with interest and the costs of collection, become a lien upon the Property, and the City shall have the right to foreclose such lien in the name of the City as in the case of foreclosure of liens against real estate.
- F. Other Conditions. The improvements shall be substantially in conformance with the Commission's deliberations as reflected on Exhibit C, Certification of Appropriateness, attached hereto.

SECTION FOUR: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law; provided, however, that this Ordinance shall, in the discretion of the City Council, be of no force or effect if Owner have not (i) executed and (ii) thereafter filed with the City Clerk, within 60 days following the passage of this Ordinance, the unconditional agreement and consent, in the form attached hereto as Exhibit D and by this reference made a part hereof, to accept and abide by each and all of the terms, conditions, and limitations set forth herein. The City Clerk is hereby directed to record this Ordinance and such agreement and consent with the Recorder of Deeds of Lake County.

PASSED THIS __ DAY OF _____, 2017.

AYES: ()

NAYS: ()

ABSENT: ()

ABSTAIN: ()

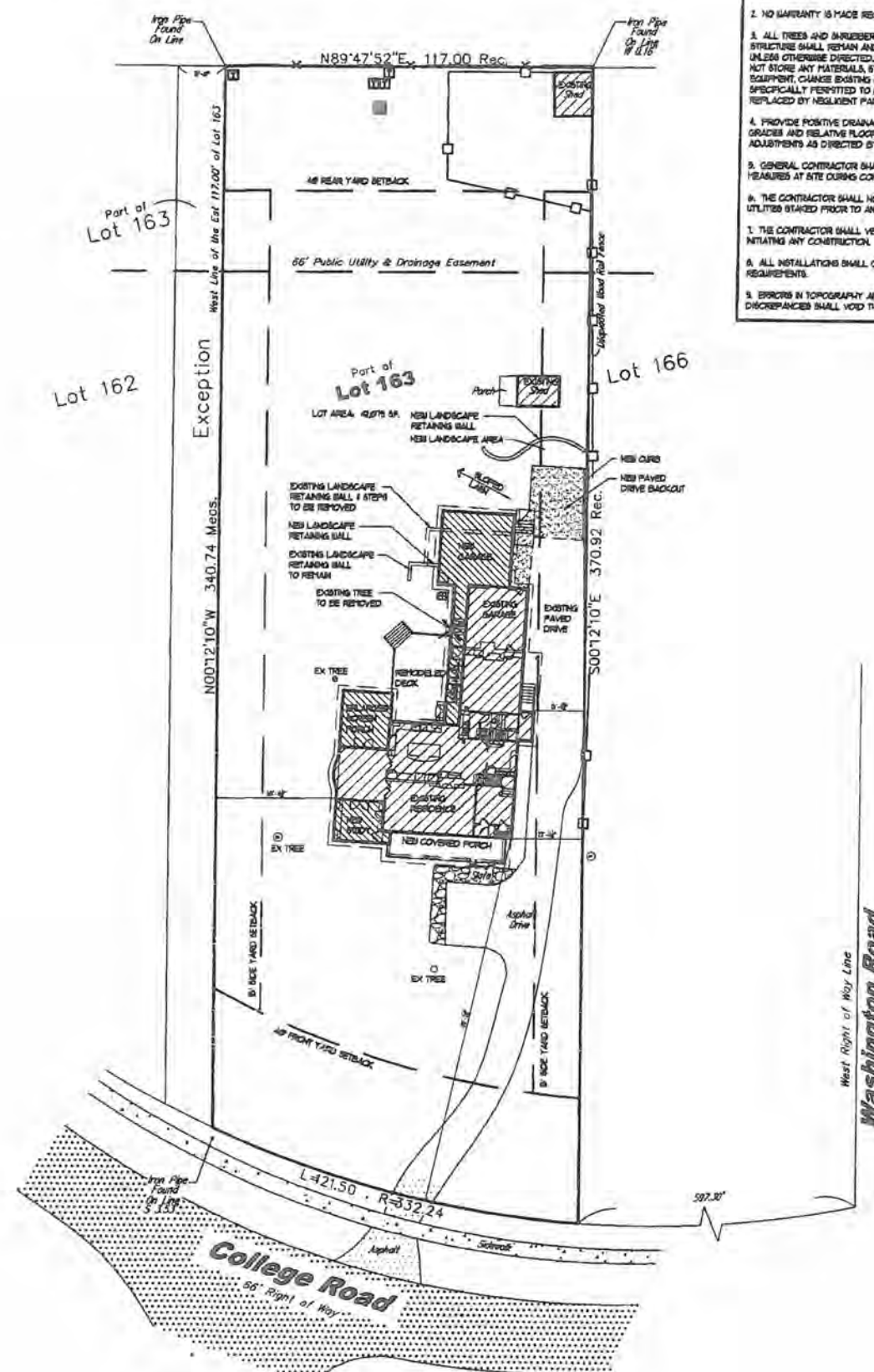
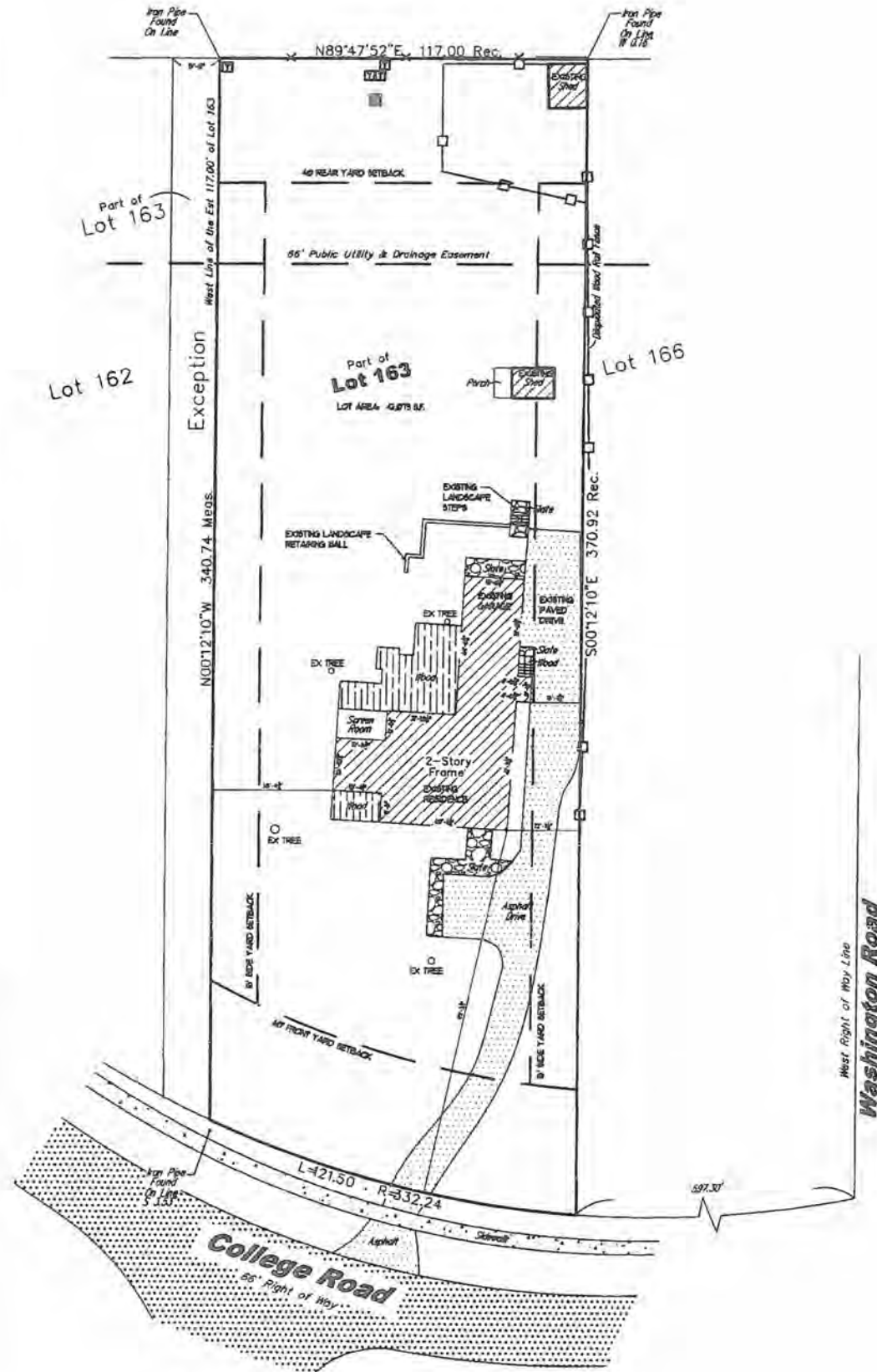
PASSED THIS __ DAY OF _____, 2017.

ATTEST:

Mayor

City Clerk

The Plans



SITE NOTES

1. SURVEY INFORMATION SHOWN HEREIN IS TAKEN FROM PLAT OF SURVEY PREPARED BY (LAND SURVEYING SERVICES, INC. 514 N. COLFAX STREET, PALATKA, IL 60067, PHONE: (847) 939-1189, DATED 10-24-16) PROJECT NO. 160000000.
2. NO WARRANTY IS MADE REGARDING THE ACCURACY OF THE SURVEY.
3. ALL TREES AND SHRUBBERY OUTSIDE OF 10' (TEN) PERIMETER OF THE BUILDING STRUCTURE SHALL REMAIN AND SHALL BE PROTECTED FROM DAMAGE AT ALL TIMES, UNLESS OTHERWISE DIRECTED. WITHIN THE CROWN LINE OF ANY TREES TO REMAIN DO NOT STORE ANY MATERIALS, STOCKPILE SOIL, PARK OR DRIVE VEHICLES OR EQUIPMENT. CHANGE EXISTING GRADE, WATER LEVEL OR DRAINAGE PATTERNS, UNLESS SPECIFICALLY PERMITTED TO DO SO BY THE ARCHITECT. DAMAGED TREES SHALL BE REPLACED BY NEGLIGENT PARTY WITH STOCK OF EQUAL SIZE AND VALUE.
4. PROVIDE POSITIVE DRAINAGE AWAY FROM STRUCTURE IN ALL DIRECTIONS. VERIFY GRADES AND RELATIVE FLOOR LEVELS IN FIELD PRIOR TO EXCAVATION AND MAKE ADJUSTMENTS AS DIRECTED BY ARCHITECT TO ENSURE PROPER DRAINAGE.
5. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING EROSION CONTROL MEASURES AT SITE DURING CONSTRUCTION AS REQUIRED BY LOCAL AUTHORITIES.
6. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND HAVE ALL EXISTING UTILITIES STAKED PRIOR TO ANY CONSTRUCTION.
7. THE CONTRACTOR SHALL VERIFY ALL EXISTING FIELD CONDITIONS PRIOR TO INITIATING ANY CONSTRUCTION.
8. ALL INSTALLATIONS SHALL CONFORM TO THE APPROPRIATE REGULATORY AGENCY REQUIREMENTS.
9. ERRORS IN TOPOGRAPHY AND/OR FAILURE TO NOTIFY ARCHITECT OF DISCREPANCIES SHALL VOID THIS DESIGN.

THE GOEBELER COMPANY
631 E. PARK AVENUE
LIBERTYVILLE, IL 60048
PH (847) 604-3300

PRELIMINARY

SHEET

DATE

ADDITIONS AND ALTERATIONS TO THE

DOUG & STACEY MARQUIS RESIDENCE

410 COLLEGE ROAD

LAKE FOREST, ILLINOIS 60045

COMMENTS: NONE

PROJECT NO. 1610

7-8-16

AS-

OF

McCormack + Etten / Architects, LLP

400 Broad Street

Lake Geneva, WI 53147

Ph (262) 248-8391

contact@mccormacketten.com

www.mccormacketten.com

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The Plans

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PH (847) 604-3300

PRELIMIN

SHEET
A-4

DATE
7-8-16

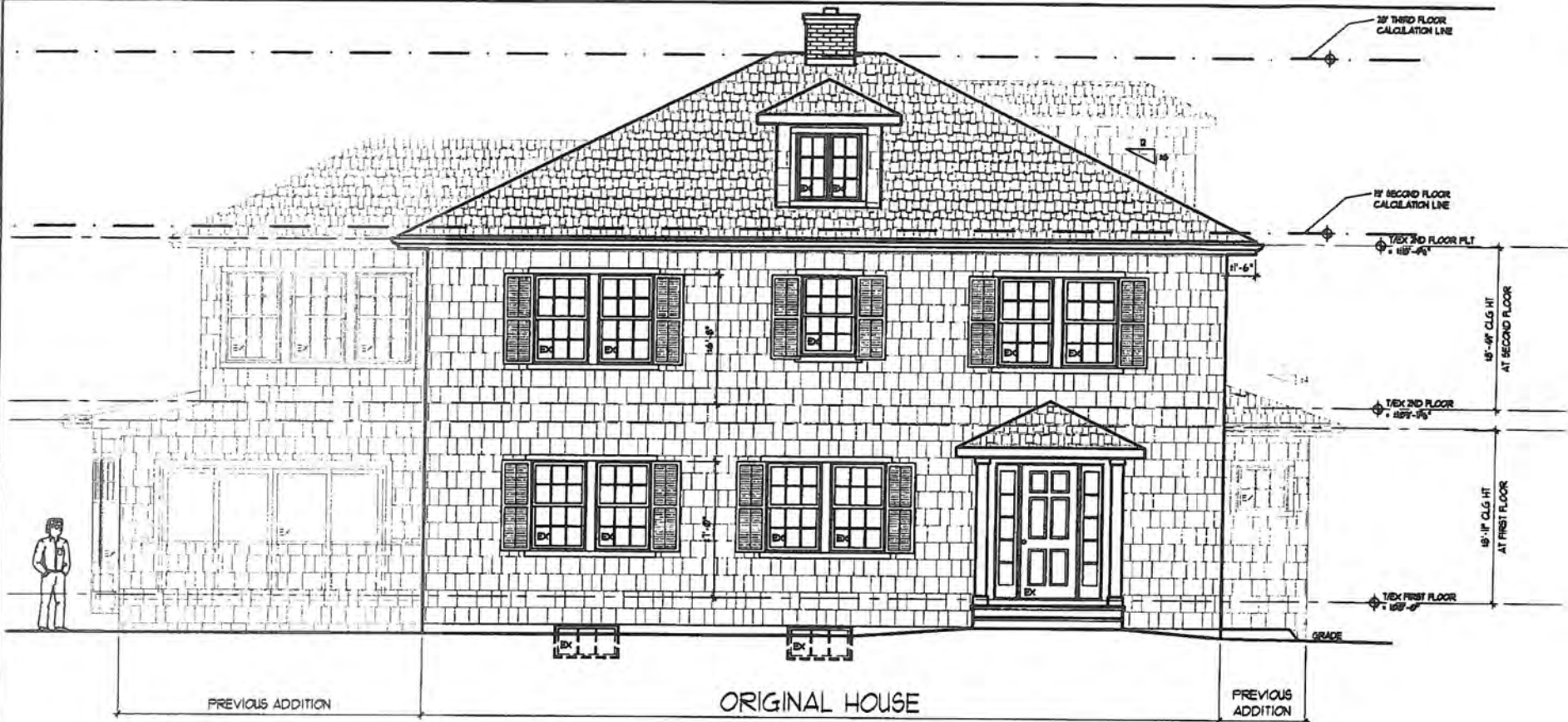
PROJECT NO.
1610

ADDITIONS AND ALTERATIONS TO THE
DOUG & STACEY MARQUIS RESIDENCE
410 COLLEGE ROAD
LAKE FOREST, ILLINOIS 60045

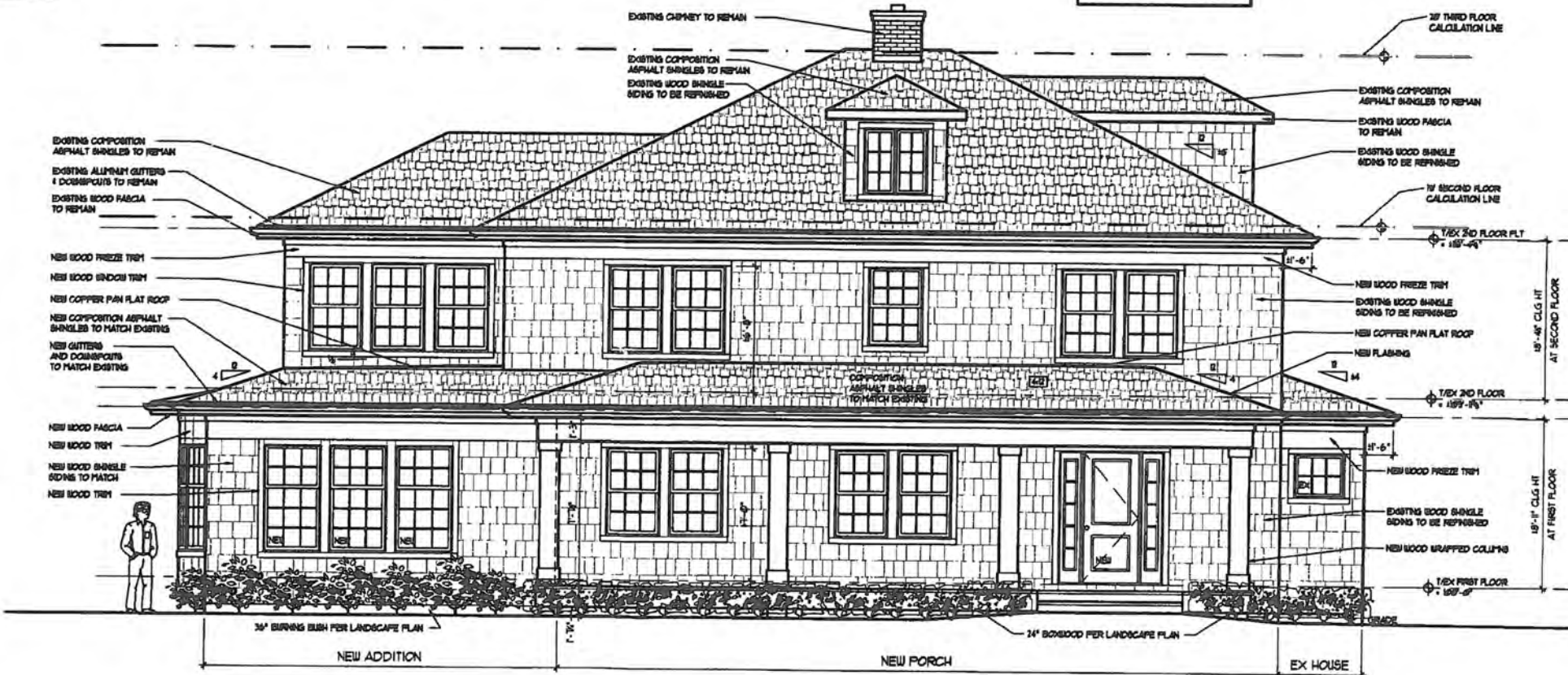
COMMENTS: NONE

McCormack + Eitten / Architects LLP
400 Broad Street
Lake Geneva, WI 53147
Ph (262) 248-8392
contact@mccormackeitten.com www.mccormackeitten.com

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EXISTING STREET (SOUTH) ELEVATION
SCALE: 1/4" = 1'-0"



PROPOSED STREET (SOUTH) ELEVATION
SCALE: 1/4" = 1'-0"

The Plans

EAST ELEVATION - EXISTING/PROPOSED

THE GOEBELER COMPANY
631 E. PARK AVENUE
LIBERTYVILLE, IL 60048
PH (847) 604-9300

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A = 4

OF

DATE

7-8-16

PROJECT NO.

1610

ADDITIONS AND ALTERATIONS TO THE
DOUG & STACEY MARQUIS RESIDENCE

470 COLLEGE ROAD
LAKE FOREST, ILLINOIS 60045

COMMENTS: NONE

McCormack + Eitten / Architects LLP

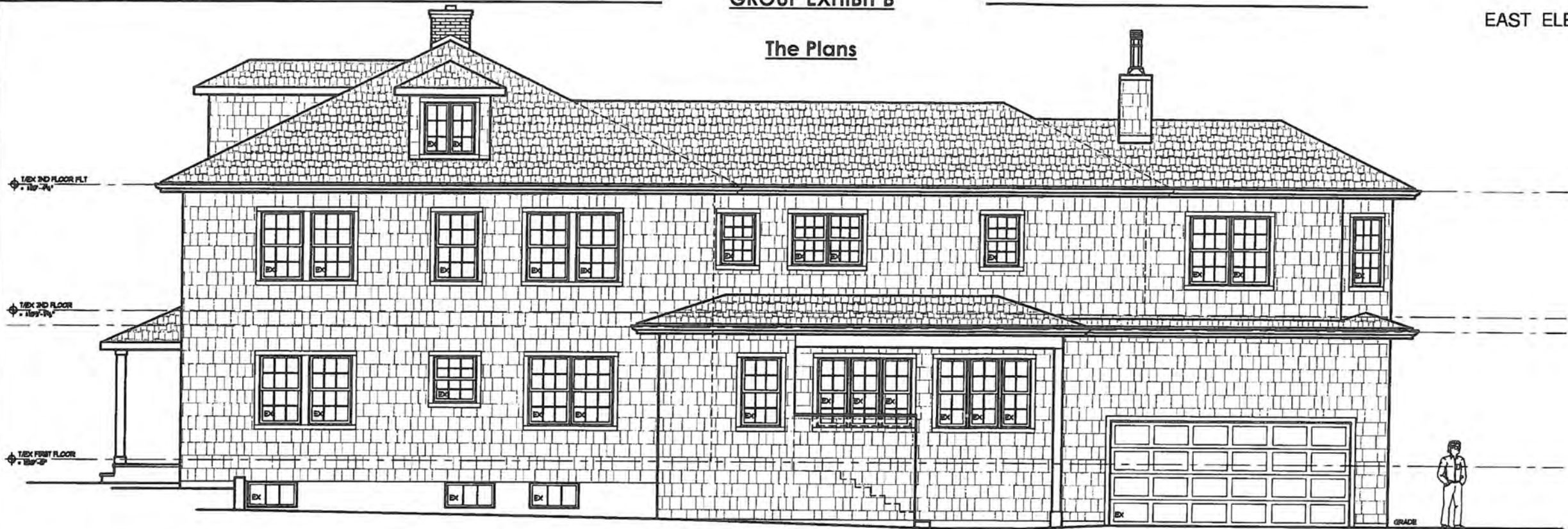
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Lake Geneva, WI 53147

Ph (262) 248-8391

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EXISTING EAST ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"

The Plans

REAR ELEVATION - EXISTING/PROPOSED

THE GOEBELER COMPANY
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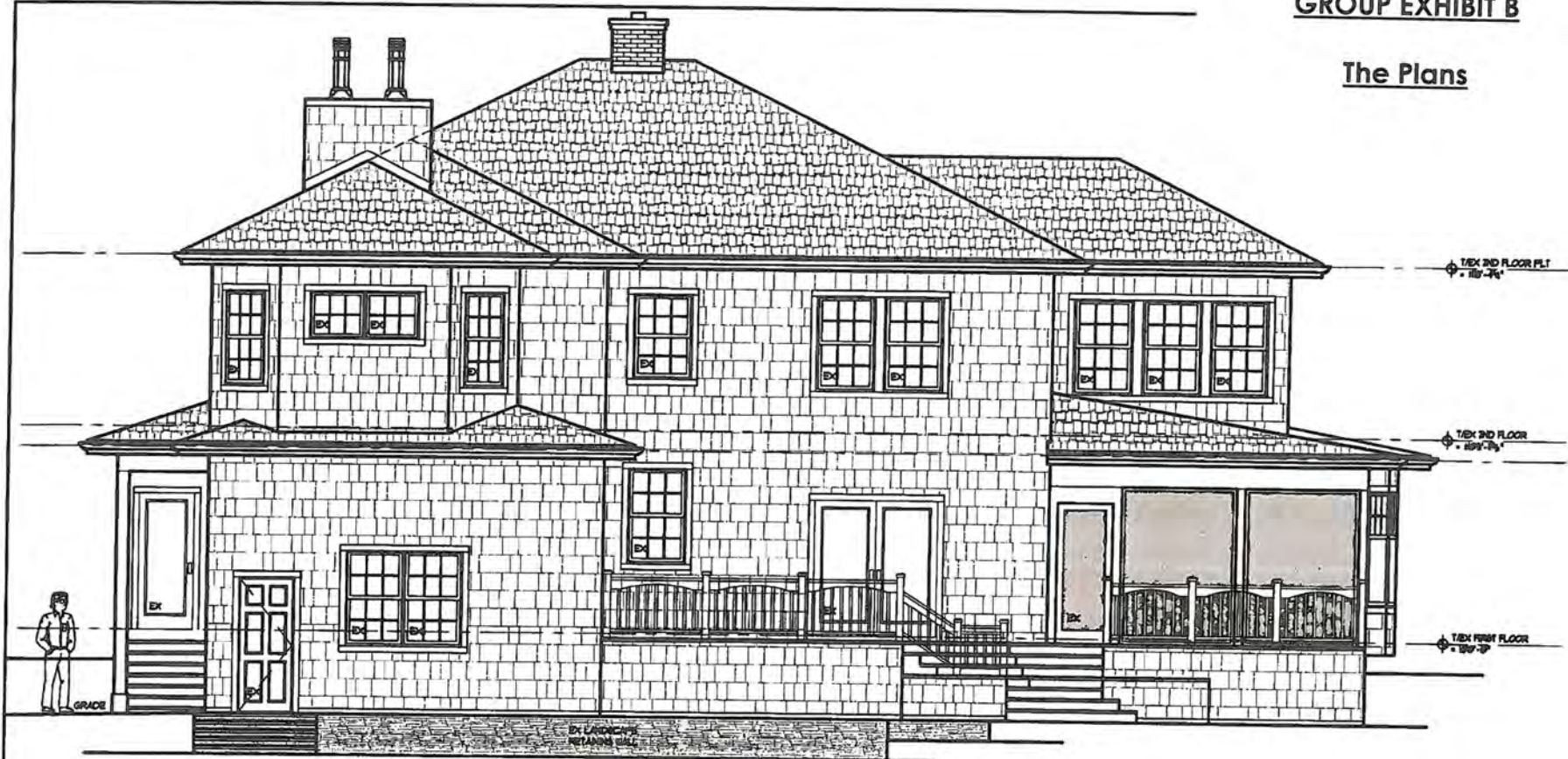
PRELIM	SHEET	DATE	PROJECT NO.
	A-1	7-8-16	1610

ADDITIONS AND ALTERATIONS TO THE
DOUG & STACEY MARQUIS RESIDENCE
470 COLLEGE ROAD
LAKE FOREST, ILLINOIS 60045
COMMENTS: NONE

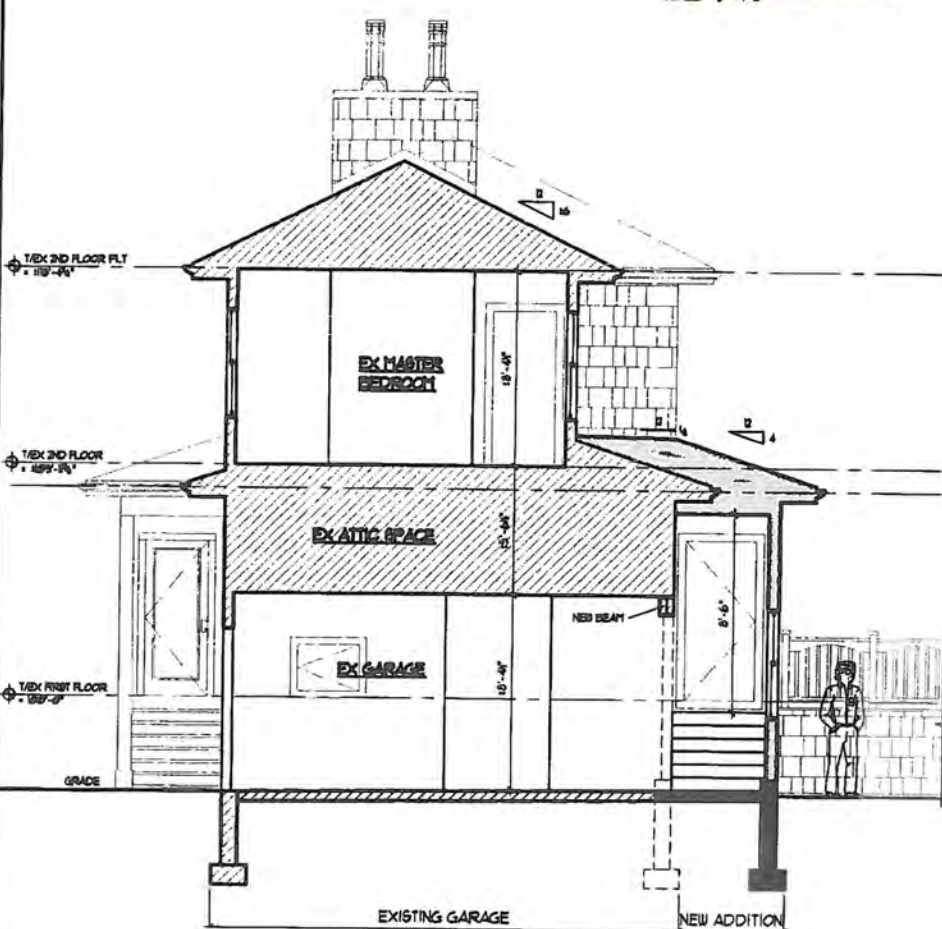
McCormack + Etten / Architects LLP
400 Broad Street
Lake Geneva, WI 53147
Ph (262) 248-8301
contact@mccormacketten.com www.mccormacketten.com



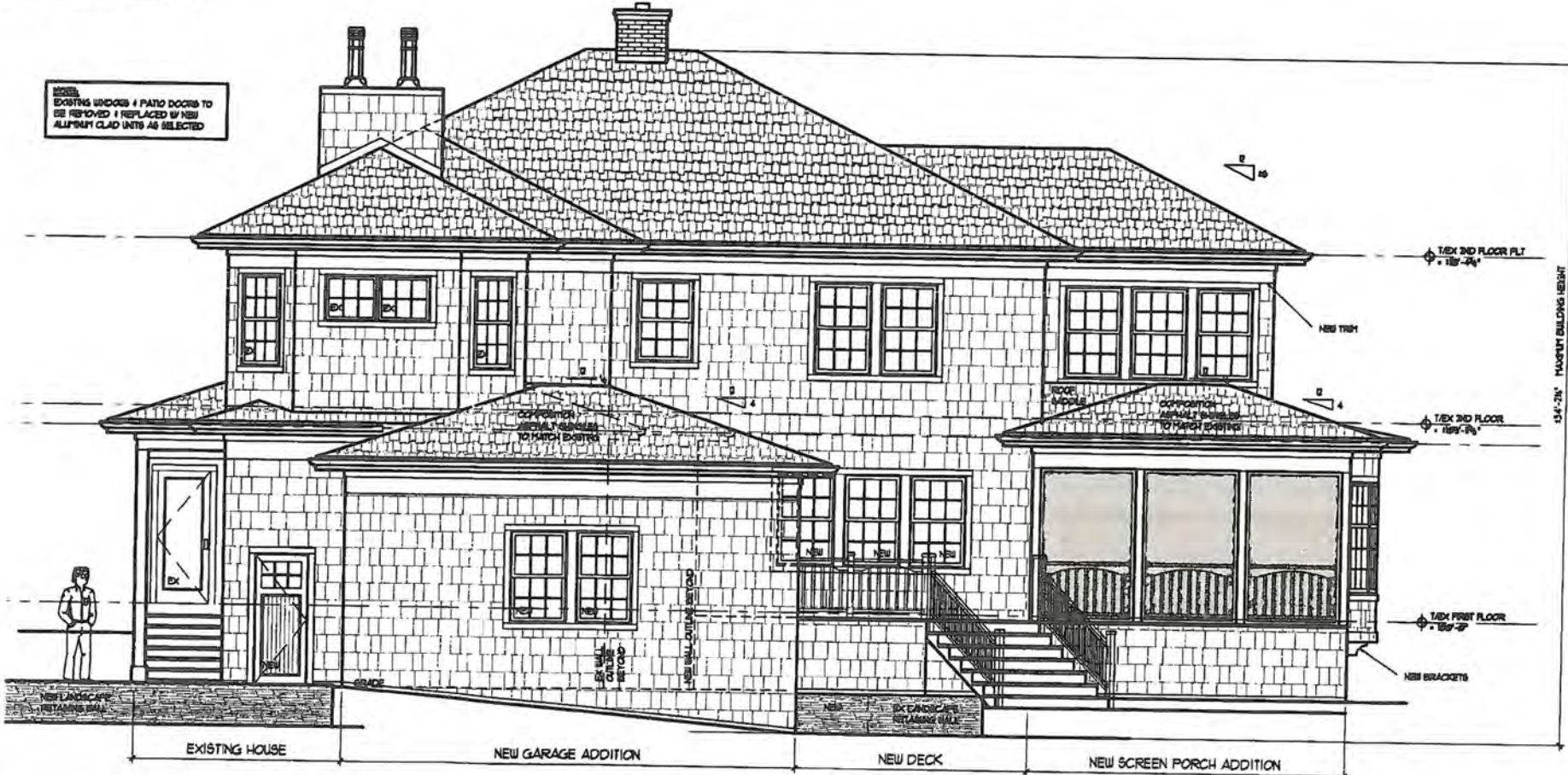
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EXISTING NORTH ELEVATION
SCALE: 1/4" = 1'-0"



NEW BUILDING SECTION THRU EX GARAGE
SCALE: 1/4" = 1'-0"



PROPOSED NORTH ELEVATION
SCALE: 1/4" = 1'-0"

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7-8-16

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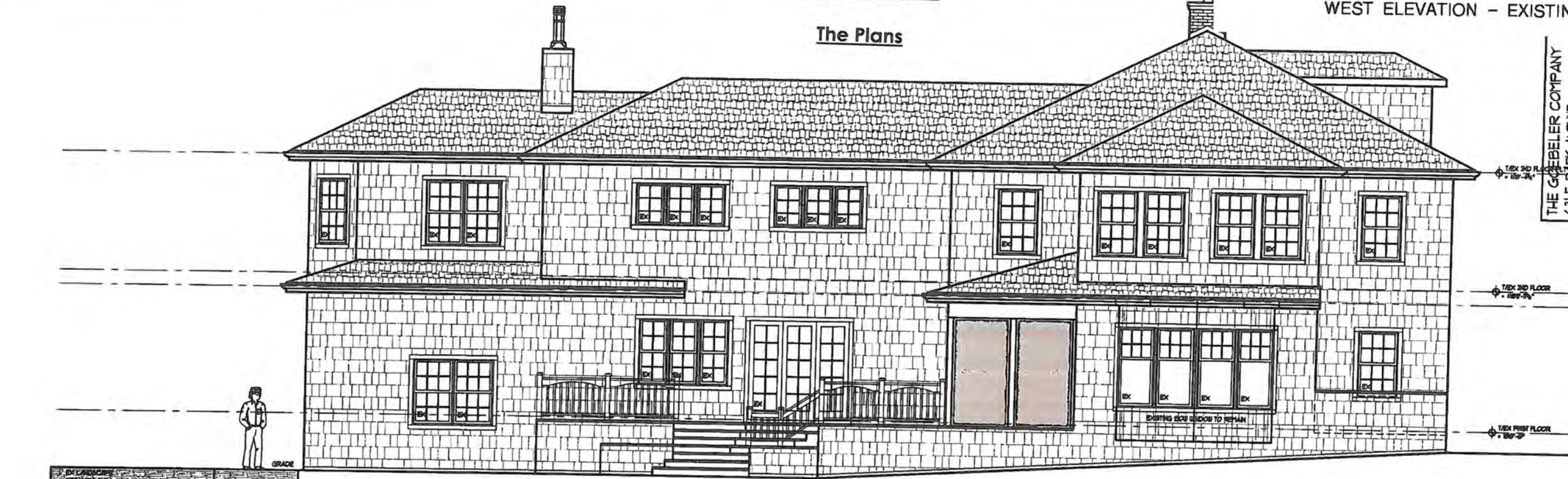
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ADDITIONS AND ALTERATIONS TO THE
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COMMENTS: NONE

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EXISTING WEST ELEVATION
SCALE 1/4" = 1'-0"

NOTE:
EXISTING WINDOWS & PATIO DOORS TO
BE REMOVED & REPLACED BY NEW
ALUMINUM CLAD UNITS AS SELECTED



PROPOSED WEST ELEVATION
SCALE 1/4" = 1'-0"