

AGENDA
COMMITTEE OF THE WHOLE MEETING
Village Hall – Community Room
Monday, July 13, 2015
Immediately following Regular Village Board Meeting

Reasonable accommodations / auxiliary aids will be provided to enable persons with disabilities to effectively participate in any public meetings of the Board. Please contact the Village Administrative Office (847.883.8600) 48 hours in advance if you need special accommodations to attend .

The Committee of the Whole will not proceed past 10:30 p.m. unless there is a consensus of the majority of the Trustees to do so. Citizens wishing to address the Board on agenda items may speak when the agenda item is open, prior to Board discussion.

CALL TO ORDER

1.0 ROLL CALL

2.0 APPROVAL OF MINUTES

- 2.1 Acceptance of the June 22, 2015 Committee of the Whole Meeting Minutes

3.0 ITEMS OF GENERAL BUSINESS

3.1 Planning, Zoning and Land Use

- 3.11 Continued discussion of a Preliminary Development Plan related to a Planned Unit Development (PUD) for a proposed townhome community (Pulte Homes)
- 3.12 Consideration and discussion of the Southern Sector of the Annexation Feasibility Study (Village of Lincolnshire)
- 3.13 Continued Preliminary Evaluation of proposed annexation of 19.71 acres, Rezoning from the R1 to R4 Single-Family Residential District, and Special Use for a Planned Unit Development (PUD) for a proposed 46-unit townhome development at 14600 Riverside Road (KZF Stack, LLC)

3.2 Finance and Administration

- 3.21 Consideration and Discussion of a Letter of Support Regarding Illinois Route 53/120 Project
- 3.22 Consideration and Discussion of Approval of Certain Closed Session Minutes and Authorizing the Village Clerk to Make Certain Meeting Minutes Available for Public Inspection Second Review 2015 and Authorizing the Destruction of Certain Audio Recordings of Closed Session Minutes (Village of Lincolnshire)

3.3 Public Works

- 3.31 Approval of Membership in the HGAC Buy Joint Purchasing Co-op (Village of Lincolnshire)
- 3.32 Consideration and Discussion of Lincolnshire 10-Year Capital Plan and 5-Year Financial Forecast (Village of Lincolnshire)

3.4 Public Safety

3.5 Parks and Recreation

3.6 Judiciary and Personnel

4.0 **UNFINISHED BUSINESS**

4.11 Analysis of Residential Lighting Ordinances

5.0 **NEW BUSINESS**

6.0 **EXECUTIVE SESSION**

7.0 **ADJOURNMENT**



**MINUTES
COMMITTEE OF THE WHOLE MEETING
Monday, June 22, 2015**

Present:

Mayor Brandt	Trustee Feldman
Trustee Grujanac	Trustee Hancock
Trustee McDonough	Trustee Servi
Trustee McAllister	Village Clerk Mastandrea
Village Attorney Simon	Village Manager Burke
Chief of Police Kinsey	Treasurer/Finance Director Peterson
Public Works Director Woodbury	Community & Economic Development Director McNellis
Village Planner Robles	

ROLL CALL

Temporary Chair McDonough called the meeting to order at 7:25 p.m. and Village Clerk Mastandrea called the Roll.

2.0 APPROVAL OF MINUTES

2.1 Acceptance of the June 8, 2015 Committee of the Whole Minutes

The minutes of the June 8, 2015 Committee of the Whole Meeting were approved as submitted.

3.0 ITEMS OF GENERAL BUSINESS

3.1 Planning, Zoning and Land Use

3.11 Continued Discussion of a Preliminary Development Plan Related to a Planned Unit Development (PUD) for a Proposed Townhome Community (Pulte Homes)

Village Planner Robles stated the proposed townhome development plan by Pulte Homes was last discussed at the May 26, 2015 Committee of the Whole Meeting. Village Planner Robles stated no action was taken at the May meeting to provide time for Pulte Homes to respond to Board comments and concerns. Village Planner Robles noted the concerns to be addressed from the May 26, 2015 meeting are site layout, uniformity, open space, density, student generation for each school district, allocation of students in each school district, and school bus service. The requested student generation and school busing service detail has not been provided and will be discussed at a later date pending the outcome of the discussion at the current Committee of the Whole meeting.

Mr. Mark Mastrorocco, representing Pulte Homes provided a presentation and revised land plan which addressed density, design and land plan concerns raised by the Village Board at the May 26, 2015 Committee of the Whole meeting.

Mr. Chuck Hanlon, Land Planner for the proposed project provided a presentation detailing changes made to the original plan as a result of comments from the Village Board at the May 26, 2015 Committee of the Whole meeting.

Trustee Feldman asked about the setbacks of each townhome from the interior street. Mr. Hanlon noted from the curb line, along the driveway, to the townhome would typically be 22' to 23'.

Trustee McDonough stated based upon the plan provided; it appears that certain property lines intersect with setbacks. Mr. Hanlon noted the property lines are intersecting with the building setback not the yard setback. Trustee McDonough asked how close the buildings would be to the fence along Milwaukee Ave. Mr. Hanlon noted the buildings could have their own fence within the 100' building setback of the Milwaukee Avenue property line. A discussion regarding fencing along Milwaukee Avenue followed.

Trustee McDonough asked if the number of buildings changed from the initial plan. Mr. Hanlon noted the plan decreased by one building and several buildings saw a decrease in number of units within the buildings.

Trustee Grujanac asked for clarification regarding the school district boundary line. Mr. Hanlon presented the plan showing the allocation of buildings per school district. Mr. Mastrorocco noted some of the buildings are bisected by the school district line, and once Pulte gets approval to move forward they will approach the school districts to discuss the buildings impacted. Trustee Feldman asked if Stevenson High School was contacted. Mr. Mastrorocco noted Stevenson High School has been informed regarding the proposed project.

Trustee Grujanac noted her concern was if the school districts are split the community becomes split. Trustee Grujanac also stated concern with regard to the amount of buses going through the proposed subdivision. A brief conversation followed regarding the schools, the amount of children predicted for the proposed site, experience with other sites with a split school district.

Trustee Servi suggested making the proposed project a 55 and over community in order to resolve the issues with school district boundaries or impact. Mr. Mastrorocco noted Pulte feels the target market is not only retired but for non-married households and corporate executives.

Trustee McDonough noted his opinion was the proposed project was still too dense. Trustee Servi agreed with Trustee McDonough regarding

density. Mr. Mastrorocco noted with the unit count reduction the building count is actually reduced by two buildings.

Trustee Servi asked if there was any guest parking. Mr. Hanlon noted the streets allow for parallel parking on one side and the driveways serving the proposed parking can also accommodate parking.

Trustee Servi noted he would like to see more amenities and asked if Pulte considered adding a club house. Mr. Mastrorocco noted typically a club house is done in a bigger community and involves higher association fees and noted one of the amenities planned for the proposed development is the gated community concept which provides a sense of security.

A brief discussion followed regarding access to the trail and community open space. Mr. Mastrorocco noted Pulte believes the location of the proposed project will meet the needs for community since there are businesses and places to meet in close proximity.

Trustee Feldman noted the school issue is a concern and stated she would like the aesthetics of the building to be more diverse. Mr. Mastrorocco noted Pulte has worked closely with the Architectural Review Board to come up with approved designs for the buildings. Village Planner Robles noted this project is more diverse than any other multi-family project in the Village.

Further discussion took place regarding concern with the split in school districts throughout the proposed development. Pulte representatives noted they do not believe there will be many school aged children moving into the proposed project but would like to discuss this further with the schools involved.

Trustee McDonough recommended moving this to the July 13, 2015 Regular Village Board meeting for further discussion and possible vote. Trustee Grujanac recommended bringing this back to the next Committee of the Whole meeting for further discussion since Board members are absent from the meeting.

Mr. Mastrorocco noted Pulte would inform staff their desire regarding whether or not they would prefer to be on the agenda for the Regular Village Board or Committee of the Whole meeting on July 13, 2015.

3.2 Finance and Administration

3.3 Public Works

3.31 Consideration and Discussion Regarding IDOT Resolution Regarding Construction on State Highways (Village of Lincolnshire)

Village Manager Burke provided a summary of the proposed IDOT

Resolution granting permission to do work under state highways/roadways.

There was a consensus of the Board to place this item on the Consent Agenda for approval at the next Regular Village Board Meeting.

3.4 Public Safety

3.41 Consideration and Discussion of an Amendment to Section 3-3-2-6 of Title 3-3, Liquor Control, for the Creation and Issuance of a Class “P” Liquor License for Regal Cinema (Regal Cinema)

Chief of Police Kinsey provided a summary of the request by Regal Cinema for the creation and issuance of a Class “P” liquor license.

There was a consensus of the Board to place this item on the Consent Agenda for approval at the next Regular Village Board Meeting.

3.5 Parks and Recreation

3.6 Judiciary and Personnel

4.0 UNFINISHED BUSINESS

Trustee Feldman asked for an update regarding lights at night. Village Manager Burke noted staff has done research regarding the request and will bring this back for discussion at an upcoming Committee of the Whole Meeting.

Trustee McDonough noted some feedback is due staff from the Board regarding the Branding project. Village Manager Burke noted he is planning to discuss next steps with Mayor Brandt in the near future.

5.0 NEW BUSINESS

6.0 EXECUTIVE SESSION

7.0 ADJOURNMENT

Trustee Grujanac moved and Trustee Feldman seconded the motion to adjourn. Upon a voice vote, the motion was approved unanimously and Temporary Chair McDonough declared the meeting adjourned at 8:50 p.m.

Respectfully submitted,

VILLAGE OF LINCOLNSHIRE

Barbara Mastandrea
Village Clerk

**REQUEST FOR BOARD ACTION
Committee of the Whole
July 13, 2015**

Subject:	Camberley Club – Pulte Townhome PUD Proposal
Action Requested:	Continued Discussion of a Preliminary Development Plan Related to a Planned Unit Development (PUD) for a Proposed Townhome Community (Camberley Club – Pulte Homes)
Petitioner:	Pulte Homes
Originated By/Contact:	Stephen Robles, Village Planner Department of Community & Economic Development
Referred To:	Village Board, Architectural Review Board

Background:

- At the May 26th Committee of the Whole (COW) meeting, the Board held initial public hearings on the petitioner's requests to amend the existing Special Use and Annexation Agreement for the development of Lot 2 of Sedgebrook for a proposed townhome Planned Unit Development (PUD). After discussion, the item was continued so the petitioner could address Board comments and concerns.
- The Petitioner returned to the June 22nd COW meeting and presented a revised preliminary development plan. The item was continued a second time to address the following additional concerns and permit absent Trustees an opportunity to comment on changes made since the May 26, 2015 meeting:
 1. Resolve the split of individual units along the School District 102 and 103 boundary line.
 2. Review school bus service logistics for three school districts within the development.
 3. Explore further reductions in density and building totals.
 4. Explore further opportunities for increased open space/gathering space.

Prior to any further Village Board consideration of Zoning entitlements for the proposed Pulte PUD, the petitioner seeks Board consideration of a revised concept site plan and proposed density reduction.

Project Summary:

- **Item 1, Elementary District Boundary:**

The revised site development plan redistributes townhome buildings/units to eliminate D102 and D103 boundary line conflicts (see attached packet). Each unit is now clearly sited within the respective elementary school district boundary, with the following unit distribution:

Lincolnshire-Prairie View School District 103:	48 units
Aptakisic-Tripp Community Consolidated School District 102:	40 units
- **Item 2; School Bus Service:**

The Board's concerns over the quantity and frequency of bus service from the three school districts (D102, D103 and D125) have not been further addressed in Pulte's presentation packet. The Petitioner states they will address during their presentation Monday night.
- **Item 3, Density:**

Density is further reduced to 88 total units (4.38 units per acre), a 13.7% reduction from the initial 102 unit proposal. The number of townhome buildings has been reduced from an

initial 28 buildings to 23. The following table illustrates the reduction in density since initial submittal:

Meeting Date	Total Units	Density (units/acre)
September 22, 2014 COW (preliminary evaluation)	102	5.08
May 26 COW	101	5.03
June 22 COW	96	4.78
Current Board meeting	88	4.38

- Item 4, Increased Open/Gathering Space:**
The reduction and redistribution of townhome units creates larger internal open spaces from the June 22nd development plan. Three large open park spaces are provided (Items 3, 8, and 9 of the attached site plan), which can further serve as open gathering spaces for the development.
- Anticipated Student Population:**
At the May 26th discussion, the Board requested anticipated student generation based on the proposed unit totals at that time. The June 22nd meeting focused on revised site layout and density reduction prior to finalizing student generation analysis. The Petitioner provided the attached projected student yield report, prepared by Strategy Planning Associates, which indicates the 88-unit development would yield the following students:

School District	Student Yield	Number of Units	Total Students
D102	0.133/unit	40	6 (5.3)
D103	0.133/unit	48	7 (6.37)
D125	0.110/unit	88	10 (9.68)
Total			23

Recommendation:

Village Board review and comment on the proposed conceptual site layout and density reduction prior to further consideration of Special Use Amendment, Annexation Agreement Amendment and Preliminary Development Plan.

Reports and Documents Attached:

- Petitioner Presentation Packet.
- Staff Memorandum to the June 22, 2015 Committee of the Whole.

Meeting History	
Village Board Preliminary Evaluation (COW):	September 22, 2014
Continued Village Board Preliminary Evaluation (COW):	November 10, 2014
ARB Preliminary Design Review:	February 17, 2015
Architectural Review Board (ARB):	March 17, 2015
Committee of the Whole (Public Hearing opened and continued)	May 11, 2015
Committee of the Whole (Continued Public Hearing):	May 26, 2015
Committee of the Whole (Continued Public Hearing):	June 22, 2015
Current Committee of the Whole (Continued Public Hearing):	July 13, 2015



July 8, 2015

Via Email

Mayor Brandt and the Board of Trustees
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069-3035

Re: **Revised Site Plan:**
Camberley Club
An upscale, private, gated, townhome community
Located on the east side of Milwaukee Avenue, south of Riverside Road
Lincolnshire, IL

Dear Mayor Brandt and the Board of Trustees,

On behalf of Pulte Homes, contract purchaser for the Property, I am pleased to present our revised site plan for Camberley Club, an upscale, private, gated-townhome community in the Village of Lincolnshire.

Based on collaboration with Village Staff and the continued guidance and input provided by the Village Board in the workshop session on June 22nd, we have made a number of revisions to the proposed plan. In our opinion, of all past plans and concepts, the attached plan is most representative of the character of development expected in the Village of Lincolnshire. Please note the following items in your further review of the proposed plan:

- **Further Reduction in Density** – Based on comments from the Village Board, our plan has undergone a reduction in density with respect to both units, 88 (102-88 = 14 unit reduction or 13.7%) and buildings, (28-23 = 5 building reduction or 17.9%). Please note the two most recent reductions in density have required Pulte Homes to go back to the Seller and renegotiate the purchase price of the property.
- **Responsiveness to School District Boundary** – Although the placement of the school district boundary is beyond our control, revisions to the plan have done their best to minimize the impacts of the district boundary in regards to building placement. We have eliminated all instances of the district boundary line intersecting buildings ensuring that all school children within any given building will be assigned to the same school district.
- **Curvilinear Design** – The proposed plan maintains the enhancements previously presented and in addition introduces sweeping curves to the road parallel to Milwaukee Avenue. This improvement eliminates the last remaining example of a long, linear layout and symmetry in the neighborhood.
- **Loosening of the Plan** – Reduction of units allows for increased side yard setbacks between buildings. In addition this further reduction allows for a greater open space contribution to the park along Milwaukee Avenue and southern Park resulting in a substantial, centrally located park system, easily accessible to all units within the plan.



Also, please note the following additional important points for Camberley Club:

- Meeting the Demographic Consumer Needs in the Village - the site locational attributes, the focused design of the community and of the product are all an excellent fit in meeting the housing and lifestyle needs of 3 prevalent demographic groups in the Village of Lincolnshire: empty nesters, non married households and corporate executives working nearby. As the Lincolnshire community has aged, and as Lincolnshire has emerged as a regional office/corporate center, the Village demographic has shifted more into these groups.
- Positive Financial Impact for the School Districts – this development generates a very high EAV per student.

We are confident that the site plan attached provides the Village with a new, very attractive and high-quality development that establishes a new level for attached residential neighborhoods in the Village. Please see the attached exhibits summarizing a more comprehensive list of enhancements. We look forward to presenting the Site Plan to the Committee of the Whole Meeting on July 13th. Please call if we can be of any assistance.

Sincerely,



Mark Mastrorocco
Director of Land Acquisition
Pulte Homes – Illinois Division
Telephone: (847) 230-5281
Email: mark.mastrorocco@pulte.com

Camberley Club Site Plan

Density Comparison in D103

	D103 School Children	Units	Acres	Density
Camberley Club*	7	48	11.57	4.15 du/ac
Beaconsfield	12	56	9.73	5.76 du/ac
Sutton Place*	14	80	10.05	7.96 du/ac
Heritage Creek	12	80	11.21	7.14 du/ac

* Development is split by district boundary line. Density represented is for portion of the development in D103.

Camberley Club - 88 Units

- 1 Redesign road to introduce a more organic entry sequence overlooking park, terminating on front facades in the distance.
- 2 Organic/curvilinear road network compatible with the Village character.
- 3 Introduce more curvilinear entry park geometry and utilize more naturalized landscape plantings and pathways.
- 4 Redistribute plan to eliminate all conflicts with school district boundary line.
- 5 Remove one full building (-4 units) and redistribute units along Sedgebrook. Increase sideyard setbacks to loosen the layout.
- 6 Replace two-3 unit buildings with one-4 unit building. Results in a net decrease of individual units (-2) and total buildings (-1).
- 7 Replace three-3 unit buildings with two-4 unit buildings. Results in a net decrease of individual units (-1) and total buildings (-1).
- 8 Enlarge park through removal of adjacent building.
- 9 Enlarge Milwaukee Avenue Park through removal and redistribution of units. (See bullet 5)

Plan Comparison

	Original Plan	Current Plan
Total Units	102	88
Percent Reduction		13.7%
Total Buildings	28	23
Percent Reduction		17.9%



July 6, 2015

Mark Mastrorocco
Pulte Group
1901 N. Roselle Road, Suite 1000
Schaumburg, IL 60195



RE: Projected student yield from Camberly Club Development in Lincolnshire, Illinois,

Dear Mr. Mastrorocco:

Pulte Homes is processing plans for a 88 unit residential townhome community in Lincolnshire, Illinois named Camberly Club. Strategy Planning Associates, Inc. was requested to estimate the student yield from Camberly Club. This submittal is a reduction in density from the initial submittal of 102 units.

School Age Generation

Lincolnshire School District 103 provided an update of the actual student yield from the 4 townhome programs in their district. The projected student yield is 0.133 elementary students per unit, up slightly from the previous rate of 0.127 elementary students per unit. The proposed 48 units in the district would result in a yield of 6.37 elementary students or one student per 7.55 units. Assuming a projected average price of about \$570,000 results in a market value of \$4.30 million per projected student.

The 40 units in School District 102, using the 0.133 multiplier would result in a student yield of 5.3 students.

Using actual student counts from townhome programs in the high school district results in a 0.110 student multiplier or 9.68 high school students, or one high school student per 9.09 units.

As more information analysis is required, please advise.

Sincerely,
STRATEGY PLANNING ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Steven J. Hovany".

Steven J. Hovany, AICP
President
(847) 882-7166

**REQUEST FOR BOARD ACTION
Committee of the Whole
June 22, 2015**

Subject:	Camberley Club – Pulte Townhome PUD Proposal
Action Requested:	Continued Discussion of a Preliminary Development Plan Related to a Planned Unit Development (PUD) for a Proposed Townhome Community (Camberley Club – Pulte Homes)
Petitioner:	Pulte Homes
Originated By/Contact:	Stephen Robles, Village Planner Department of Community & Economic Development
Referred To:	Village Board, Architectural Review Board

Background:

- At the May 26th Committee of the Whole meeting, the Board held public hearings on the petitioner's requests to amend existing Special Use and Annexation Agreement for the development of Lot 2 within Sedgebrook, and consideration of an ARB recommendation of Preliminary Development Plans for a proposed townhome planned unit development (PUD).
- At the close of the discussion of this development, consideration of this item was continued to allow the petitioner to address the following Board comments/concerns:
 1. Site layout was described as too symmetrical and did not appear natural.
 2. Stagger buildings to avoid uniform row of townhomes.
 3. Open spaces were described as too open and not natural.
 4. Pulte was advised to analyze how much density can be decreased and still remain marketable/reduce density.
 5. Provide anticipated student generation for each School District and how students will be allocated based on the District boundary lines.
 6. School bus service between all School Districts was also questioned.

Prior to any further Village Board consideration of amendments to the existing Sedgebrook Special Use and Annexation Agreement and new Special Use for a PUD, the petitioner seeks Board consideration on a revised concept site plan and density reduction.

Project Summary:**• Items 1 – 3, Site/Building Layout:**

In response to the Board's input from the May 26th COW meeting, the petitioner revised the site layout (see attached packet). Similar to the prior site design, the revised perimeter streets and building layouts are influenced by the lot shape. However, the turning radius of the street network has increased introducing a more organic layout. Select buildings have been repositioned to follow the new road curvature. Reduction in total units (see Item 4 below) and building distribution creates expanded open space opportunities from the previous plan.

Staff discussed concerns with the petitioner regarding internal streets parallel to Milwaukee Avenue and Riverside Road remaining linear and opportunities to change building orientation along the street curvature and add landscaped medians to break up the linear corridor. The petitioner is exploring these opportunities, which may result in further revisions to be presented at Monday night's meeting.

- **Item 4, Density:**

Density is reduced to 95 total units (4.73 units per acre), a 6.86% reduction from the initial 102 unit proposal (5.08 units per acre). Approximately 50 units will be located in Lincolnshire-Prairie View School District 103, down from 56 units of the prior site plan.

- **Item 5 & 6, School District Impacts:**

The Board requested anticipated student generation and further detail on school busing service based on the School District boundaries. Information has not been provided at this time as the petitioner seeks the Board's determination on the site layout and density prior to conducting such analysis.

Recommendation:

Village Board review and comment on the proposed conceptual site layout and density reduction prior to further consideration of Special Use Amendment, Annexation Agreement Amendment and Preliminary Development Plan.

Reports and Documents Attached:

- Petitioner Presentation Packet.
- Location Map, prepared by Staff.
- Staff Memorandum to the May 26, 2015 Committee of the Whole.

Meeting History	
Village Board Preliminary Evaluation (COW):	September 22, 2014
Continued Village Board Preliminary Evaluation (COW):	November 10, 2014
ARB Preliminary Design Review:	February 17, 2015
Architectural Review Board (ARB):	March 17, 2015
Committee of the Whole (Public Hearing opened and continued)	May 11, 2015
Committee of the Whole (Continued Public Hearing):	May 26, 2015
Current Committee of the Whole (Continued Public Hearing):	June 22, 2015

**REQUEST FOR BOARD ACTION
Committee of the Whole
July 13, 2015**

Subject:	Annexation Feasibility Study (Partial) – Area 6
Action Requested:	Consideration and discussion of a (partial) Annexation Feasibility Study for the Southern Sector (Area 6)
Originated By/Contact:	Stephen Robles, Village Planner Department of Community & Economic Development
Advisory Board Review:	Village Board

Background:

- At the end of last year, Staff introduced an initial framework for an Annexation Feasibility Study (Study) to identify the suitability of targeted land for annexation. The framework included 6 Focus Areas for Staff to conduct a full analysis for Board consideration.
- Staff continues to prepare the overall Study; however, the need for a partial Study is accelerated by the KZF/Stack Realty request for annexation of 19.71 acres along the north side of Riverside Road, immediately east of the Rivershire residential community, to develop a townhome community. The proposed annexation is for land in Area 6 of the Study.

Executive Summary: *The following is an executive summary of the attached “Area 6 Study”. Please see the attached Study for a complete analysis of this focus area:*

- **Area 6: 10 parcels, 76.38 total acres (3,327,320.98 sq. ft.)**
Area 6 is an assemblage of 10 parcels along the west bank of the Des Plaines River, at the southern portion of Milwaukee Avenue. Approximately 64% of the Area is owned by one owner, Mr. Gus Boznos, including the Par-King Miniature golf center and Boznos homestead. Two parcels at the terminus of Riverside Road (formerly known as the “Klek” parcel) are the subject of a pending application for annexation into the Village. Two parcels south of Par-King (including the former Cubby Bear restaurant) make up the remainder of this Area.

- **Potential revenues from annexed territories**

The potential revenues to be generated from this Area 6 are based on the current use of the parcels, as follows:

Real Estate Transfer Tax:	\$8,710.66
Property Tax (annual):	\$23,180.56
Sales Tax & Home-Rule Sales Tax (annual):	\$47,000.00
Entertainment Tax (annual):	\$200.00
<u>Liquor License (annual)</u>	<u>\$2,500.00</u>
TOTAL:	\$81,591.22

- **Impacts of annexed territories on Village services (infrastructure, utilities, public safety)**

Utilities: The former Cubby Bear North restaurant is the only parcel with an out-of-Village water service and sanitary sewer utility connections. Village water and sanitary sewer utilities are located east and north of this Area, facilitating future connections to Village utilities upon redevelopment of these parcels.

Infrastructure: Riverside Road is the only roadway within this Area that would become the Village’s sole responsibility upon annexation into Lincolnshire. Responsibility for this road is currently split between the Village and Vernon Township. Riverside Road is a remnant Lake County road, inconsistent with Village roadway standards. Future development proposals of parcels abutting Riverside Road would result in reconstruction to Village regulations required by Village Code.

Public Safety: This Area is serviced by the Lake County Sheriff’s Department. Annexation of this Area into Lincolnshire would shift police services to the Village. Based on current conditions in the Area, Lincolnshire Police Chief Kinsey confirmed adding service to this Area would not be an increased burden. Fire Protection services are provided by Lincolnshire-Riverwoods Fire Protection District and would remain upon annexation into Lincolnshire.

- **Zoning advantages and disadvantages to annexation**

Advantages	Disadvantages
Control over development pressures	Riverside road maintenance
Control over current and future land use	
Avoid annexation agreement abuses	
Increase tax base	
Minimal elementary school impact	
Intersection realignment for CityPark	

- **Compliance of annexed land to Village standards**

Every parcel within the Area contains a form of non-conformity with Village Codes. The recommended approach is to allow the current structures and/or uses of the parcels to remain in their current status and achieve compliance through future redevelopment of specific parcels. This practice is currently employed for the small residential cluster at the northeast corner of Aptakistic Road and Barclay Boulevard (also known as “GK Lane/Raabe Ct), following annexation into Lincolnshire in 1996 and remains to date. Staff monitoring and enforcement of property maintenance violations, such as tall grass, trash, etc., would occur.

- **Method for annexation**

The Area has been divided into 3 Sectors in order to illustrate the recommended action of annexation:

Sector 1 (19.74 acres): The recommended action is to wait until an application for annexation and associated development proposal is submitted to the Village.

Sector 2 (15.52 acres): The recommended action is to seek annexation in conjunction with the annexation of Sector 1 (above). Alternately, annexation of Sector 2 could defer until a separate application for annexation of this Sector is submitted to the Village.

Sector 3 (41.08 acres): Per Section 7-1-3 of ILCS, territory of 60 acres or less may be annexed by involuntary means (i.e., without consent of property owners) if it is wholly bounded by 1) one or more municipalities (Lincolnshire and Buffalo Grove) and 2) one or more municipalities and a forest preserve district or park district (Lake County Forest

Preserve)¹. The recommended action is to seek expeditious involuntary annexation of this Sector in order to secure Village control over this desirable land to implement Lincolnshire's vision for long-term growth.

Recommendation:

Begin involuntary annexation process for Sector 3 of Area 6 for Village Board consideration.

Attachments:

- Annexation Feasibility Study | Area 6, prepared by Staff.
- Village of Lincolnshire and Buffalo Grove Boundary and Planning Agreement Map.

Meeting History	
Preliminary Evaluation by Village Board (COW):	December 8, 2014
Current Board Discussion (COW):	July 13, 2014

¹ Several other configurations identified per 65 ILCS 5/7-1-13 are not relevant to the Village.
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AREA 6

10 Parcels
76.38 acres (3,327,320.98 sq. ft.)

Assessment of current land conditions

Area 6 is comprised of ten individual parcels located along the western banks of the Des Plaines River, initiating from the southern end of the Marriott resort golf course and extending south of the current Lincolnshire municipal boundaries along Milwaukee Avenue (see attached Annexation Map | Area 6 for study limits). The current conditions of the ten parcels that make up this Area 6 are described in this Section.

Parcel A: 14600 W Riverside Rd

PIN: 1523300018

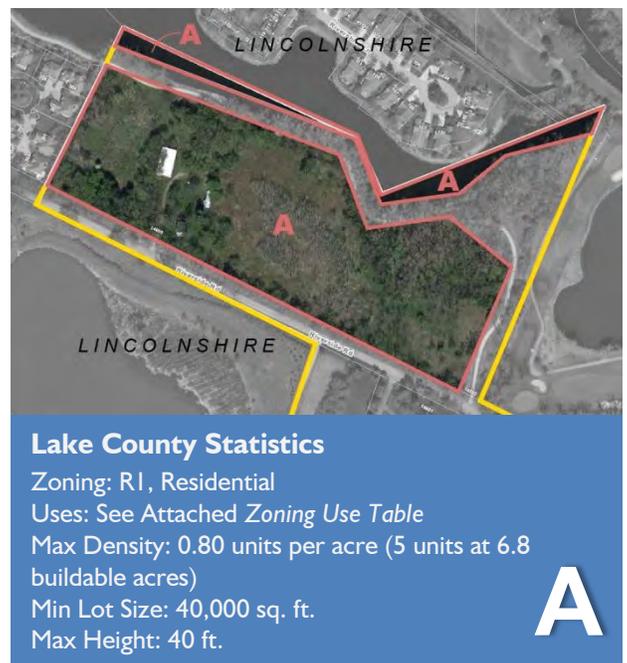
Lot Area: 15.01 AC (653,835.6 sq. ft.)

Taxpayer: Delaware Place Bank

The parcel is split and disconnected by Parcel B of this study. The northern disconnected fragment of Parcel A is located within the existing stormwater detention pond of the adjacent Rivershire residential community. The southern segment of the parcel contains remnants of its former farmstead, including three individual residential dwellings in various states of abandonment and various detached accessory structures, clustered at the northwest portion of the parcel. Historical woodland features are primarily located in two clusters on the northeastern and western portions of the area. Additional tree growth

is noted within interior portions and at the northwestern end due to long term abandonment of the site. Although a substantial area of the parcel is located within the Des Plaines River floodway, prior action by past ownership in filling the area has resulted in a 2004 FEMA Letter of Map Revision (LOMR) confirming portions of the site had been previously elevated out of the floodway. Lake County Stormwater Management Commission (LCSMC) has confirmed the 2004 LOMR has not been incorporated into their current flood maps and affirmed the developable acreage of the parcel is 6.8 acres. Frontage and accessibility is provided via Riverside Road, an overlooked, Vernon Township roadway.

This parcel is the subject of a current zoning application seeking annexation of the property into Lincolnshire and a Planned Unit Development (PUD) approval to develop a 48-unit townhome community.



Parcel B: 14592 W Riverside Rd

PIN: 1523300019

Lot Area: 4.73 AC (206,038.8 sq. ft.)

Taxpayer: Delaware Place Bank

The Des Plaines River Trail traverses through this Parcel B, with no other structures or improvements. Apart from the trail, the parcel is covered with woodlands. The southern portion of the Marriott golf course abuts the parcel to the east. There is no vehicular access to the site.

This parcel is the subject of a current zoning application seeking annexation of the property into Lincolnshire and a Planned Unit Development (PUD) approval to develop a 48-unit townhome community.



Lake County Statistics

Zoning: Open Space

Uses: See Attached Zoning Use Table

Max Density: N/A

Min Lot Size: 200,000 sq. ft.

Max Height: 35 ft.

B

Parcel C: 14601 W Riverside Rd

PIN: 1523300024

Lot Area: 2.44 AC (106,286.4 sq. ft.)

Taxpayer: Gus Boznos

Parcel C is one of three parcels comprising the Boznos Homestead, with the principal residence structure and vehicle access located on this parcel. Access is provided from Riverside Road, which is a remnant Lake County roadway that does not comply with Village roadway standards. The slender parcel extends east to the Des Plaines River. Apart from the single-family residence, the entire parcel is located within the Des Plaines River floodway.



Lake County Statistics

Zoning: R1, Residential

Uses: See Attached Zoning Use Table

Max Density: 0.80 units per acre (1 unit at 0.78 buildable acres)

Min Lot Size: 40,000 sq. ft.

Max Height: 40 ft.

C

Parcel D: 14625 W Riverside Rd

PIN: 1523300026

Lot Area: 11.4 AC (497,465.9 sq. ft.)

Taxpayer: Gus. Boznos

This parcel comprises the largest portion of the Boznos Homestead, historically used for a variety of agricultural activities (based upon review of historical aerial photographs). Three detached accessory structures are located on this parcel, two are substantial in size, reflective of the agricultural nature of this parcel. The western portion of the property contains frontage along Riverside Road; however, access is provided by the driveway through Parcel C to the north. The Village's Des Plaines River Trail connection abuts the west boundary of the parcel. The Des Plaines River bounds the parcel to the east, with the exception of the northern detached accessory building, the entire parcel is within the Des Plaines River floodway.



Lake County Statistics

Zoning: R1, Residential

Uses: See Attached *Zoning Use Table*

Max Density: 0.80 units per acre (1 unit at 0.904 buildable acres)

Min Lot Size: 40,000 sq. ft.

Max Height: 40 ft.

D

Parcel E: 21955 N IL Route 21

PIN: 1526100043

Lot Area: 0.88 AC (38,520.26 sq. ft.)

Taxpayer: George Boznos

The third, and final, parcel of the Boznos Homestead is located at the southern end of Parcel D. Sporadic tree plantings and a gravel drive which connects from Parcels C, D, and F are the only improvements on the property. As the Des Plaines River abuts the parcel to the east, the entire area is located in the floodway.



Lake County Statistics

Zoning: R1, Residential

Uses: See Attached *Zoning Use Table*

Max Density: 0.80 units per acre (entire Parcel in floodway)

Min Lot Size: 40,000 sq. ft.

Max Height: 40 ft.

E

Parcel F: 21711 N IL Route 21

PIN: 1526100051

Lot Area: 33.8 AC (1,472,950.49 sq. ft.)

Taxpayer: Gus Boznos

Parcel F is most commonly known as the Par-King miniature golf attraction, which is clustered at the western end of the property, fronting Milwaukee Avenue. The majority of this 33.8 acre area has remained undeveloped. Distinctively, the parcel is divided into two parts by a 66-foot wide gap of land owned by Lake County Forest Preserves, with the northern portion abutting the eastern side of Parcel E. Despite this gap, an existing gravel driveway from Parcel E (north) extends into the Forest Preserves parcel to provide access from Parcels C, D, and E to this Parcel F. An existing cellular monopole tower (cell tower), associated equipment, and service/access drive is located at the parcel's southern boundary, permitted under Lake County jurisdiction. Although the parcel does not directly abut the Des Plaines River to the east, the eastern portion of the parcel is located within the floodway and the western area located in the 100-year and 500-year floodplain.



Lake County Statistics

Zoning: Recreational Commercial
 Uses: See Attached *Zoning Use Table*
 Max Density: N/A
 Min Lot Size: 20,000 sq. ft.
 Max Height: 35 ft.

F

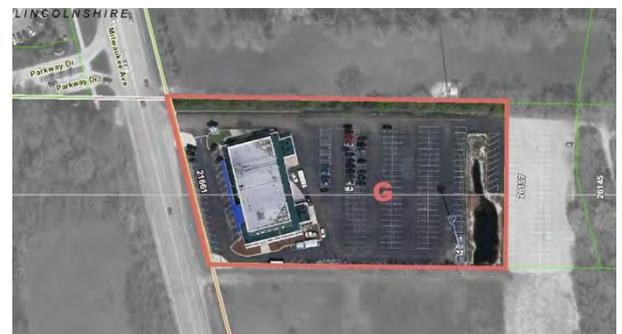
Parcel G: 21661 N IL Route 21

PIN: 1526100032

Lot Area: 3.17 AC (138,211.35 sq. ft.)

Taxpayer: Standard Bank and Trust Company

This parcel contains an existing restaurant/bar and off-street surface parking lot, formerly occupied by Cubby Bear North. An existing cellular monopole tower (cell tower) is located in the southeast portion of the property, within the existing parking lot, permitted under Lake County jurisdiction. The eastern portion of the site is located within the Des Plaines River floodway, with the central portion within the 100-year floodplain, and the west within the 500-year floodplain.



Lake County Statistics

Zoning: General Commercial
 Uses: See Attached *Zoning Use Table*
 Max Density: N/A
 Min Lot Size: 10,000 sq. ft.
 Max Height: 35 ft.

G

Parcel H: 26157 N IL Route 21

PIN: 1526100038

Lot Area: 0.8 AC (34,906.19 sq. ft.)

Taxpayer: Standard Bank and Trust Company

The principal use of this parcel is a surface parking lot constructed 10 years ago for additional parking for the adjoining restaurant and bar (formerly Cubby Bear North). This parcel also serves as the continuation point of the Des Plaines River Trail interrupted by Parcels C, D, E, and F (owned by Gus Boznos). Although not adjacent to the Des Plaines River, the parcel is entirely within the floodway.



Lake County Statistics

Zoning: Open Space

Uses: See Attached Zoning Use Table

Max Density: N/A

Min Lot Size: 200,000 sq. ft.

Max Height: 35 ft.

H

Parcel I: 21615 N IL Route 21

PIN: 1526100044

Lot Area: 3.85 AC (167,706 sq. ft.)

Taxpayer: Standard Bank and Trust Company

The parcel is currently vacant land and contains a nominal tree stand along the eastern property line. Review of historical aerial photographs indicates the eastern portion of the property served as equipment and vehicle storage for the former excavation operation on the adjacent property to the south. The western third of the parcel is located within the 100-year floodplain, with the remainder of the parcel within the Des Plaines River floodway.



Lake County Statistics

Zoning: General Commercial

Uses: See Attached Zoning Use Table

Max Density: N/A

Min Lot Size: 10,000 sq. ft.

Max Height: 35 ft.

I

Parcel J: 21579 N IL Route 21

PIN: 1526100046

Lot Area: 0.26 AC (11,399.65 sq. ft.)

Taxpayer: Standard Bank and Trust Company

Lake County Zoning: Estate Residential

This parcel appears to be a remnant piece of land, measuring approximately 17 feet in width, containing only an existing tree stand. Due to its slender shape, there are no structural improvements on the parcel. Lake County’s “Estate Residential” zoning is based on the residential land use of the adjacent parcel to the south. As with Parcel I, the western third of the parcel is located within the 100-year floodplain, with the remainder of the parcel within the Des Plaines River floodway.



Lake County Statistics

Zoning: Estate Residential

Uses: See Attached *Zoning Use Table*

Max Density: 0.45 units per acre

Min Lot Size: 80,000 sq. ft.

Max Height: 40 ft.

J

Potential revenues from current uses

The potential revenues to be generated from the current uses in Area 6, if annexed, are minimal. Of the ten parcels within this Area, Parcel F is the only currently active commercial use, housing the Par King miniature golf venue (open during the summer season). Parcels G and H are improved with a restaurant building and associated off-street parking lot, vacated by the former Cubby Bear North restaurant. This financial analysis is an estimation limited only to the current occupying uses. Following is a summary of those potential revenues (please refer to the attached table for complete details):

Real Estate Transfer Tax:.....	\$8,710.66
Property Tax (annual):	\$23,180.56
Sales Tax & Home-Rule Sales Tax (annual):...	\$47,000.00
Entertainment Tax (annual):.....	\$200.00
<u>Liquor License (annual)</u>	<u>\$2,500.00</u>
TOTAL:	\$81,591.22

Note - As there is only one single-family residential use within Area 6, there will not be any impact to the Village’s Motor Fuel Tax (MFT) allocation.

Impacts of annexed territories on Village services (infrastructure, utilities, public safety)

Infrastructure

Annexation of this Area would fully locate Riverside Road within the jurisdiction of Lincolnshire. Currently, the Village performs annual snow and ice removal along the entire length of Riverside Road, pursuant to an agreement with Vernon Township. Therefore, annual snow and ice removal costs would remain unchanged. However, the annual maintenance for the entirety of Riverside Road would become the Village's sole responsibility. Lincolnshire Public Works spends approximately \$9,000 annually in maintenance for only that portion of road within the Village boundary, while Vernon Township maintains the remainder (excluding snow and ice removal). Currently, Riverside Road is a remnant Lake County road, inconsistent with Village roadway standards. However, any future development proposals of Lot 2 of Sedgebrook Continuing Care Retirement Community (not included in this study) and Parcels A and B would require the reconstruction of Riverside Road to Village regulations per Village Code. The Village Code requirement for such road improvements to Village roadway standards applies for that portion of public street abutting the property seeking development. As applied, a gap in road reconstruction would be created for 320 linear feet of roadway fronting the Sedgebrook Campus. The Village has the opportunity to address such gap with any application for annexation of Parcels A and B into the Village and condition any annexation with the reconstruction of the remaining section of Riverwoods Road.

Utilities

Village water service is limited to an out-of-Village service connection to the former Cubby Bear North restaurant (Parcels G and H). Existing development areas north (Rivershire residential community) and west (Sedgebrook Campus, Lincolnshire Commons, and City Park) of this Area allow the ability for Village water service to be extended to the remainder of the parcels. However, such utility extensions/connections would not be encouraged until future redevelopment occurs.

An existing sanitary sewer utility line extends from the east side of Parcel A (initiated further north from the Lincolnshire Marriott resort) and extends through the Area to Parcel G (former Cubby Bear North). The former Cubby Bear North restaurant is the only parcel with an existing sanitary collector connection to the Village's sanitary sewer. Additional sanitary sewer utility connections would not be encouraged until future redevelopment occurs.

Public Safety

This Area is not serviced by the Lincolnshire Police Department; rather the Lake County Sheriff's Department is responsible for police response. Annexation of this Area into Lincolnshire would shift police services to the Village. Based on current conditions of the Area, Lincolnshire Police Chief Kinsey confirms response to this Area would not represent an increased burden.

Fire Protection services to the entire area are provided by Lincolnshire-Riverwoods Fire Protection District and would remain upon annexation into Lincolnshire.

Zoning advantages and disadvantages to annexation

Advantages:

Development Pressure Control: Large-scale development opportunities of available land within Lincolnshire are becoming sparse due to the low supply of undeveloped land within Village boundaries. As a result, development pressures will be experienced on the adjacent unincorporated lands within Lake County. Some of the parcels within Area 6 are attractively sized and located to generate interest from adjacent communities and could spark annexation competition to acquire the most attractive parcels first. The Village's proactive annexation of this Area, would allow the Village to acquire these parcels for the long-term benefit of Lincolnshire.

Some of the parcels within Area 6 are attractively sized and located to generate interest from adjacent communities and could spark annexation competition to acquire the most attractive parcels first. The Village's proactive annexation of this Area, would allow the Village to acquire these parcels for the long-term benefit of Lincolnshire.

Land Use: Should this Area remain in Lake County, permitted land uses will continue to be regulated by the Unified Development Ordinance (UDO) of Lake County. Uses permitted by the UDO for parcels in this Area may not be desirable in Lincolnshire, such as wind energy towers, animal racetrack, adult entertainment establishment, etc. (see attached *Zoning Use Table* for complete list of uses). Similarly, development regulations would also continue to be regulated pursuant to Lake County's UDO, which could result in developments uncharacteristic of Lincolnshire adjacent to the Village's borders. The proactive annexation of this Area into Lincolnshire would provide the opportunity to establish appropriate zoning designations and future land use policies to achieve the Village's long-term vision for this Area.

Avoid Annexation Agreement Pitfalls related to specific developments: Annexation agreements have become the rule, rather than the exception with today's annexation requests. Although the annexation process provides the Village Board of Trustees ultimate authority to determine the suitability of annexation, the accompanying annexation agreements have become a zoning tool of developers to seek any form of relief from Village Codes that can result in a set of codes specific for that development, rather than complying with Village Codes. Preemptive annexing of these parcels would eliminate the ability for annexation agreements and would require development to comply with all Village Codes.

Increased Tax Base: Facilitating future development of Area 6 would generate an increase in the overall tax base of the community. Future commercial development would provide the opportunity to generate additional sales tax revenues for Lincolnshire. Residential development would generate additional real estate tax funds for the various taxing districts servicing the Village (schools, library, fire protection, etc.), but the impact of additional students would be dependent on the housing type. Collection of utility billing for Village water and sanitary service would also increase based upon redevelopment of this Area.

Minimal Elementary School Impact: Apart from Parcels A and B of this Study Area, north of

Development Pressure Control
Land Use
Avoid Annexation Agreement Pitfalls
Increased Tax Base
Minimal Elementary School Impact
Major Intersection Realignment

Riverside Road, the remainder of the parcels are located within Aptakasic-Tripp Community Consolidated School District 102 (D102). Therefore, any future residential development of these parcels that generates additional school-age children would not have an impact on Lincolnshire-Prairie View School District 103 (D103). The entirety of this Area is located within Adlai E. Stevenson High School District 125 (D125), which would gain school-age children with residential developments. The impact of additional students on D125 would be dependent on the housing type.

Major Intersection Realignment: Future development of Parcel F (Par King miniature golf venue), immediately east of the CityPark retail center, would provide the opportunity to create a full signalized intersection at the southern end of CityPark and Parcel F. Currently, the southern entrance to CityPark is limited to right in/out access, where a full signalized intersection would improve access in/out of CityPark.

Disadvantages:

Riverside Road Maintenance

Riverside Road Maintenance: Annexation of this Area would fully locate Riverside Road within the jurisdiction of Lincolnshire. As result, the maintenance of Riverside Road would be a Village responsibility. However, maintenance costs would not be increased since the condition of the Vernon Township portion of Riverside Road is improved compared to the Village's portion, and the Village currently performs snow and ice removal for the entire length of this roadway. Additionally, reconstruction of 10.7% of the existing roadway would be required.

Compliance of annexed land to Village standards

Every parcel within the Area contains a form of non-conformity with Village Codes. If annexed, Staff recommends continuing the Village's practice of allowing the existing structures and/or uses of the parcels to remain in their current condition and achieve compliance through future redevelopment of specific parcels. Staff monitoring and enforcement of property maintenance violations, such as tall grass, trash, etc., would occur to ensure all properties are maintained to minimum Village standards. This practice is currently employed for the small residential cluster at the northeast corner of Aptakasic Road and Barclay Boulevard (also known as "GK Lane/Raabe Ct), following annexation into Lincolnshire in 1996 and remains to date.

Following is a parcel-specific summary of recommended approach to compliance for this Area:

Parcels A and B: The long-standing vacant condition of these parcels has not resulted in any significant impact or detriment to Lincolnshire. Efforts to attain compliance would be best accomplished through any future redevelopment of the parcels.

Parcels C - E: Efforts to bring the Boznos Homestead into compliance with Village standards would not be practical, as these parcels have historically served as a homestead and have not resulted in any significant impact or detriment to Lincolnshire. Efforts to attain compliance would

be best accomplished through any future redevelopment of the parcels.

Parcel F: The Par King miniature golf facility opened in 1977 and has provided family-oriented entertainment to the area since. Although the parcel may be attractive for future redevelopment based on its location and visibility, there is minimal impact in allowing the current miniature golf use to remain in operation until no longer viable. Continued operation would provide an entertainment offering not available in the area and would have little impact on any future redevelopment ventures.

Parcels G and H: The current vacancy of the property creates difficulty in achieving compliancy. However, upon annexation into the Village of Lincolnshire, the Village would have the ability to achieve compliancy with Village regulations upon new occupancy and/or redevelopment of the parcels. Until such occupancy occurs, the Village would have the ability to regularly monitor and enforce property maintenance violations. This approach is a typical process in Lincolnshire for improved properties not occupied.

Parcels I and J: Neither parcel contains any site improvements; therefore there are no compliancy matters to address. As with vacant sites within the Village, Staff would monitor and enforce any property maintenance violations, such as tall grass, trash, etc.

Method for annexation, per Illinois Compiled Statutes (ILCS)

As outlined in Article 7 of the Illinois Municipal Code, 65 ILCS 5/7-1-1, et seq., there are two methods for the Village to initiate the annexation of property:

1. Involuntary Annexation of Surrounded or Nearly Surrounded Territory Under 60 Acres:

Also referred to as “annexation by force”, this method authorizes a municipality to annex territory, which can include multiple parcels, of 60 acres or less without the consent of the property owners. The territory to be annexed must be wholly bounded by:

- One or more municipalities;
- One or more municipalities and a creek, river or lake;
- One or more municipalities and property owned by the State, except State highway right-of-way;
- One or more municipalities and a forest preserve district or park district¹;
- Several other listed configurations not relevant to the Village.

¹ Since Lake County has a population greater than 600,000, it is not possible to extend over forest preserve property to obtain contiguity even though forest preserve property may form a boundary for determining whether territory is surrounded.

The parcels that comprise this Area 6 were previously uninterrupted and exceeded the 60 acre threshold for involuntary annexation. Therefore, voluntary annexation was the only method available to Lincolnshire if it sought annexation of this Area. However, the Lake County Forest Preserve District recently acquired a portion of land from Mr. Gus Boznos to close the last missing segment of the Des Plaines River Trail and divided Parcel F (see inset). This acquisition by the Lake County Forest Preserve District split Area 6 into two segments, with each segment falling under the 60 acre threshold and created the ability for a contiguous municipality to involuntary annex this Area.



Involuntary annexation is approved by ordinance by the Mayor and Village Board of Trustee following notice published once in a newspaper of general circulation within the Village not less than ten days before the annexation ordinance's approval. Notice must also be sent to all taxpayers of land to be annexed at least 15 days prior to adoption of the annexation ordinance. Written notice must also be sent to the corporate authorities of Lake County not less than ten days prior to the adoption of the ordinance.

When notice has been provided in accordance with the statute, no other municipality may commence annexation proceedings for the subject territory for 60 days from the date of the notice.

2. Annexation Requiring Court Action:

The second method for Village-initiated annexation is with court supervision when property owner consent to the annexation is not obtained for any territory subject to annexation. The Village is required to file a petition with the Lake County Circuit Court Clerk along with an ordinance seeking to annex the territory. Land exceeding ten acres may not be included in the petition for annexing property without the consent of the property owner, unless the tract is subdivided into lots or blocks or is bounded on at least three sides by lands subdivided into lots or blocks. Since the various segments that make up Area 6 are larger than 10 acres, this option is not applicable for this Area.



Based on the geography of Area 6, the Area has been divided into 3 Sectors in order to illustrate the recommended action for annexation of each Sector. The recommended options for the annexation of this Area are based on Illinois Municipal Code and Staff's assessment.

Sector 1

Sector 1 contains Parcels A & B and totals 19.74 acres. Given its geographical location, there's limited risk for annexation of this Sector by an adjacent municipality, since the entire Area 6 would need to be annexed by an adjacent municipality in order to include this Sector. The only maintenance costs that could be incurred in all of Area 6 are associated with

Riverside Road in this Sector. Given the limited (or no) risk of outside annexation and the desire to limit additional maintenance costs, the recommended action is to await annexation until an application for annexation and associated development proposal is submitted to the Village.

Sector 2

Sector 2 contains the parcels that comprise the "Boznos Homestead" (Parcels C-E) and totals 15.52 acres. Per Section 7-1-3 of ILCS, this Sector meets the criteria for annexation by involuntary means (i.e., without consent of property owners). However, the gap established by the recently-acquired Lake County Forest Preserve parcel creates a boundary from any risk of involuntary annexation from an adjacent municipality. As a result, the recommended action is to seek annexation in conjunction with the annexation of Sector 1 (above).

Sector 3

Sector 3 contains the unincorporated lands south of the gap created by land recently bought by the Lake County Forest Preserve and totals 41.08 acres. Per Section 7-1-3 of ILCS, territory of 60 acres or less may be annexed by involuntary means (i.e., without consent of property owners) if it is wholly bounded by 1) one or more municipalities (Lincolnshire and Buffalo Grove) and 2) one or more municipalities and a forest preserve district or park district (gap created by Lake County Forest Preserve parcel)².

As a result, Sector 3 is ripe for involuntary annexation by either Lincolnshire or Buffalo Grove. Given the exposure to another community's possible annexation actions, the recommended

² Several other configurations are identified per 65 ILCS 5/7-1-13 not relevant to the Village.

action is to seek expeditious involuntary annexation of this Sector in order to secure this desirable land into Lincolnshire for its long term growth and vision. Sector 3 is subject to the *Buffalo Grove & Lincolnshire Boundary & Planning Agreement* (“*Boundary Agreement*”), which allocates this area to the Village of Lincolnshire. While the Boundary Agreement provides certain assurances this Sector is earmarked to Lincolnshire, the only method to truly ensure such action is for annexation at this time.

Attachments

- Annexation Map | Area 6
- Lake County Zoning Use Table
- Buffalo Grove & Lincolnshire Boundary & Planning Agreement Map

AREA 6



Parcel A: 14600 W Riverside Rd (PIN: 1523300018)
Lot Area: 15.01 AC (653,835.6 sq. ft.)
Lake County Zoning: R-1, Residential

Parcel B: 14592 W Riverside Rd (PIN: 1523300019)
Lot Area: 4.73 AC (206,038.8 sq. ft.)
Lake County Zoning: Open Space

Parcel C: 14601 W Riverside Rd (PIN: 1523300024)
Lot Area: 2.44 AC (106,286.4 sq. ft.)
Lake County Zoning: R-1, Residential

Parcel D: 14625 W Riverside Rd (PIN: 1523300026)
Lot Area: 11.4 AC (497,465.9 sq. ft.)
Lake County Zoning: R-1, Residential

Parcel E: 21955 N IL Route 21 (PIN: 1526100043)
Lot Area: 0.88 AC (38,520.26 sq. ft.)
Lake County Zoning: R-1, Residential

Parcel F: 21711 N IL Route 21 (PIN: 1526100051)
Lot Area: 33.8 AC (1,472,950.49 sq. ft.)
Lake County Zoning: Recreational Commercial

Parcel G: 21661 N IL Route 21 (PIN: 1526100032)
Lot Area: 3.17 AC (138,211.35 sq. ft.)
Lake County Zoning: General Commercial

Parcel H: 26157 N IL Route 21 (PIN: 1526100038)
Lot Area: 0.8 AC (34,906.19 sq. ft.)
Lake County Zoning: Open Space

Parcel I: 21615 N IL Route 21 (PIN: 1526100044)
Lot Area: 3.85 AC (167,706 sq. ft.)
Lake County Zoning: General Commercial

Parcel J: 21579 N IL Route 21 (PIN: 1526100046)
Lot Area: 0.26 AC (11,399.65 sq. ft.)
Lake County Zoning: Estate Residential

Zoning Use Table (Cont'd)

Use Category (See § 151.270 for Description)	Use Types	Residential											Nonresidential						Use Standard	CUP Decision	
		AG	RE	E	RI	R2	R3	R4	R4a	R5	R6	RR	GO	LC	RC	GC	LI	II			OS
	Government use (10,000 sq. ft. or less of assembly space)	P	C	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	§ 151.112(W)	ZBA
	Government use (more than 10,000 sq. ft. of assembly space)	P	C	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	§ 151.112(W)	Co Bd
	Community service not otherwise classified			C	C	C	C	C	C	C	C	C	C	C	P	P	P	P	C		ZBA
Day care (see § 151.270(D)(4))		P		C	C	C	C	C	C	C	C	C	P	P	P	P	P			§ 151.112(P)	ZBA
Group living (see § 151.270(D)(5))									C	P	P	P								§ 151.112(X)	
Hospital (see § 151.270(D)(6))													P		P	P	P	P			
Parks and open space (see § 151.270(D)(7))	Noncommercial park, public open land, community park, or nature preserve	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
	Golf course	P	P	P	P	P	P	P	P	P	P	P	P		P				P	§ 151.112(T)	
	Cemetery, mausoleum	C	C	C	C	C	C	C	C	C	C	C							C	§ 151.112(K)	ZBA
	Parks and open space not otherwise classified	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Religious institutions (see § 151.270(D)(8))	Religious institutions (10,000 sq. ft. or less of assembly space)	P	C	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P		§ 151.112(PP)	ZBA
	Religious institutions (more than 10,000 sq. ft. of assembly space)	P	C	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P		§ 151.112(PP)	Co Bd
School (see § 151.270(D)(9))		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P					
School, private (see § 151.270(D) (10))		C	C	C	C	C	C	C	C	C	C	C	P	P	P	P	P				ZBA

Zoning Use Table (Cont'd)

Use Category (See § 151.270 for Description)	Use Types	Residential											Nonresidential						Use Standard	CUP Decision	
		AG	RE	E	RI	R2	R3	R4	R4a	R5	R6	RR	GO	LC	RC	GC	LI	II			OS
Utility, major (see § 151.270(D) (11))	Electrical generation plants (all, public or private)																C	C		§ 151.112(R) § 151.112(TT)	Co Bd
Wind energy facilities	Building-mounted	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		Co Bd
	Tower-mounted	C ³	P	P	P	P	P	P		§ 151.113(N)	ZBA										
Entertainment event, major (see § 151.270(E)(1))															C					§ 151.112(Q)	Co Bd
Industrial sales and service (see § 151.270(F)(1))	Bus parking															C	P	P		§ 151.112(Y)	ZBA
	Commercial service-oriented industrial sales and service not otherwise classified															C	P	P		§ 151.112(Y)	ZBA
	Contractor's equipment sales or storage (indoor)															P	P	P		§ 151.112(Y)	ZBA
	Contractor's equipment sales or storage (outdoor)															C	P	P		§ 151.112(Y)	ZBA
	Feed and grain sales	P														P	P	P		§ 151.112(Y)	
	General industrial sales and service not otherwise classified																P	P		§ 151.112(Y)	
	Junk yard																	P		§ 151.112(Z) § 151.112(Y)	
	Landscape contractor's storage yard	C														C	P	P		§ 151.112(BB) § 151.112(Y)	ZBA
	Petroleum or chemical refining/production																C	C		§ 151.112(KK)	Co Bd
Truck/trailer parking																C	P	P	§ 151.112(Y)	ZBA	

Zoning Use Table (Cont'd)

Use Category (See § 151.270 for Description)	Use Types	Residential											Nonresidential						Use Standard	CUP Decision	
		AG	RE	E	RI	R2	R3	R4	R4a	R5	R6	RR	GO	LC	RC	GC	LI	II			OS
Office (see § 151.270(S)(2))	Offices for non-retail nurseries	C	C	C									P	P	P	P	P	P	C	§ 151.112(JJ)	ZBA
	Offices not otherwise classified												P	P	P	P	P	P			
Parking, commercial (see § 151.270(E)(3))															P	P	P	P		§ 151.112(N)	
Recreation and entertainment, outdoor (see § 151.270(E)(4))	Amusement park														C	C			P	§ 151.112(E)	Co Bd
	Camps	C										C	C		P				P	§ 151.112(J)	Co Bd
	Golf driving range														P	P	P	P		§ 151.112(U)	
	Marina														P						
	Model airplane club	C													C				C	§ 151.112(II)	Co Bd
	Racetrack, animal														C					§ 151.112(LL)	Co Bd
	Racetrack, motor vehicle/ moto-cross/BMX/go-cart														C					§ 151.112(MM)	Co Bd
	Shooting range (outdoor)	C													C				C	§ 151.112(RR)	Co Bd
	Outdoor recreation and entertainment not otherwise classified	C													P	P	P	P	C		Co Bd
Retail sales and service (see § 151.270(E)(5))	Adult entertainment establishment															P	P	P		§ 151.112(A)	
	Antique sales												C	P	P	P	P	P			ZBA
	Art gallery												C	P	P	P	P	P			ZBA
	Bicycle shop												C	P	P	P	P	P			ZBA

Zoning Use Table (Cont'd)

Use Category (See § 151.270 for Description)	Use Types	Residential											Nonresidential						Use Standard	CUP Decision				
		AG	RE	E	RI	R2	R3	R4	R4a	R5	R6	RR	GO	LC	RC	GC	LI	II			OS			
	Boat sales/rental/ storage/ service														P	C	P	P						ZBA
	Casino/commercial watercraft														C				C	§ 151.112(L)				Co Bd
	Consumer vehicle sales/rental (e.g., cars, pickup trucks, SUVs, motorcycles) (outdoor)															C	P	P		§ 151.112(N)				ZBA
	Consumer vehicle sales/rental (e.g., cars, pickup trucks, SUVs, motorcycles) (indoor)															P	P	P						
	Crematorium															P	P	P		§ 151.112(O)				
	Drive-in theater														C					§ 151.112(Q)				Co Bd
	Furniture repair, cleaning or refinishing																P	P						
	Garden center															P	P	P						
	Gift shop												C	P	P	P	P	P						ZBA
	Greenhouse/nursery, retail	C														P	P	P		§ 151.112(V)				ZBA
	Health club												C	P	P	P	P	P						ZBA
	Hotels and motels												P	C	P	P	P	P						ZBA
	Ice cream shop												P	P	P	P	P	P						
	Kennels, animal shelter/obedience school (without outdoor runs)	P														P	P	P		§ 151.112(AA)				
	Kennels, animal shelter/obedience school (with outdoor runs)	C														C	C	C		§ 151.112(AA)				ZBA
	Lumber and building material sales															P	P	P						
	Medical cannabis dispensary															P	P	P		§ 151.112(FF)				

Zoning Use Table (Cont'd)

Use Category (See § 151.270 for Description)	Use Types	Residential											Nonresidential						Use Standard	CUP Decision			
		AG	RE	E	R1	R2	R3	R4	R4a	R5	R6	RR	GO	LC	RC	GC	LI	II			OS		
	Office equipment and supplies												P	P	C	P	P	P					ZBA
	Photocopy, blueprint services												P	P	C	P	P	P					ZBA
	Recreational vehicle sales														P	C	P	P			§ 151.112(N)		ZBA
	Restaurant or coffee shop												P	P	P	P	P	P					
	Recreational vehicle park														C						§ 151.112(NN)		Co Bd
	Sporting goods store												C	P	P	P	P	P					ZBA
	Veterinary clinic	P													P	P	P	P					
	General retail sales and service not otherwise classified												C	C	P	P	P	P					ZBA
	Neighborhood-oriented retail sales and service not otherwise classified												C ⁴	P	C ⁴	P	P	P					ZBA
	Recreational-oriented retail sales and service not otherwise classified												C	C	P	P	P	P					ZBA
Self-service storage (see § 151.270(E)(6))																C	P	P					ZBA
Vehicle repair (see § 151.270(E)(7))																C	P	P			§ 151.112(UU)		ZBA
Vehicle service, limited (see § 151.270(E)(8))														P	C	P	P				§ 151.112(QQ)		ZBA
Manufacturing and production (see § 151.270(F)(2))	Asphalt, concrete or redi-mix plant																C	C			§ 151.112(G)		Co Bd
	Boat construction																P	P			§ 151.112(Y)		
	Manufacturing and production not otherwise classified																P	P			§ 151.112(Y)		

Zoning Use Table (Cont'd)

Use Category (See § 151.270 for Description)	Use Types	Residential											Nonresidential						Use Standard	CUP Decision	
		AG	RE	E	RI	R2	R3	R4	R4a	R5	R6	RR	GO	LC	RC	GC	LI	II			OS
	Agricultural education ⁴ (accessory use to a principal agricultural use on sites of 200,000 sq. ft.)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
	Agriculture uses not otherwise classified (on sites of 200,000 sq. ft. or more)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Aviation and surface transportation facility (see § 151.270I(G)(2))	Airport	C											C		C	C	C	C	C	§ 151.112(D)	Co Bd
	Bus terminal															C	P	P			Co Bd
	Heliport	C											C		C	C	C	C	C	§ 151.112(D)	ZBA
Floodplain/wetland development/fill		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	§ 151.148(A) § 151.148(B)	
Mining (see § 151.2470(G)(3))	Mining and resource extraction	C															C	C		§ 151.112(GG)	Co Bd
Telecommunication facilities (see § 151.270(G)(4))		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	§ 151.112(SS)	
Wildlife rehabilitation	Principal use	C																	C		Co Bd
	Accessory residential use	C	C	C	C	C	C	C		C	C	C								§ 151.113(M)	Co Bd

¹ Such dwelling types shall be permitted only within conservation residential development.

² Such dwelling types shall be permitted only within conservation residential development in the R-4 Zoning District, and within conservation and conventional residential development in the R-5 and R-6 Zoning Districts.

³ However, tower-mounted wind energy facilities on residentially used or zoned parcels shall be permitted by right up to the height of: a) 45 feet on parcels less than 40,000 square feet, b) 75 feet on parcels 40,000 to 200,000 square feet, and c) 100 feet on parcels greater than 200,000 square feet.

⁴ Such uses shall be allowed by right as accessory uses.

⁵ Agricultural education⁵ (accessory use to a principal agricultural use on sites of 200,000 sq. ft.)

⁶ Commentary: The inclusion of commercial activities may result in this use being considered an event of public interest and becoming subject to temporary use or conditional use provisions of this chapter.

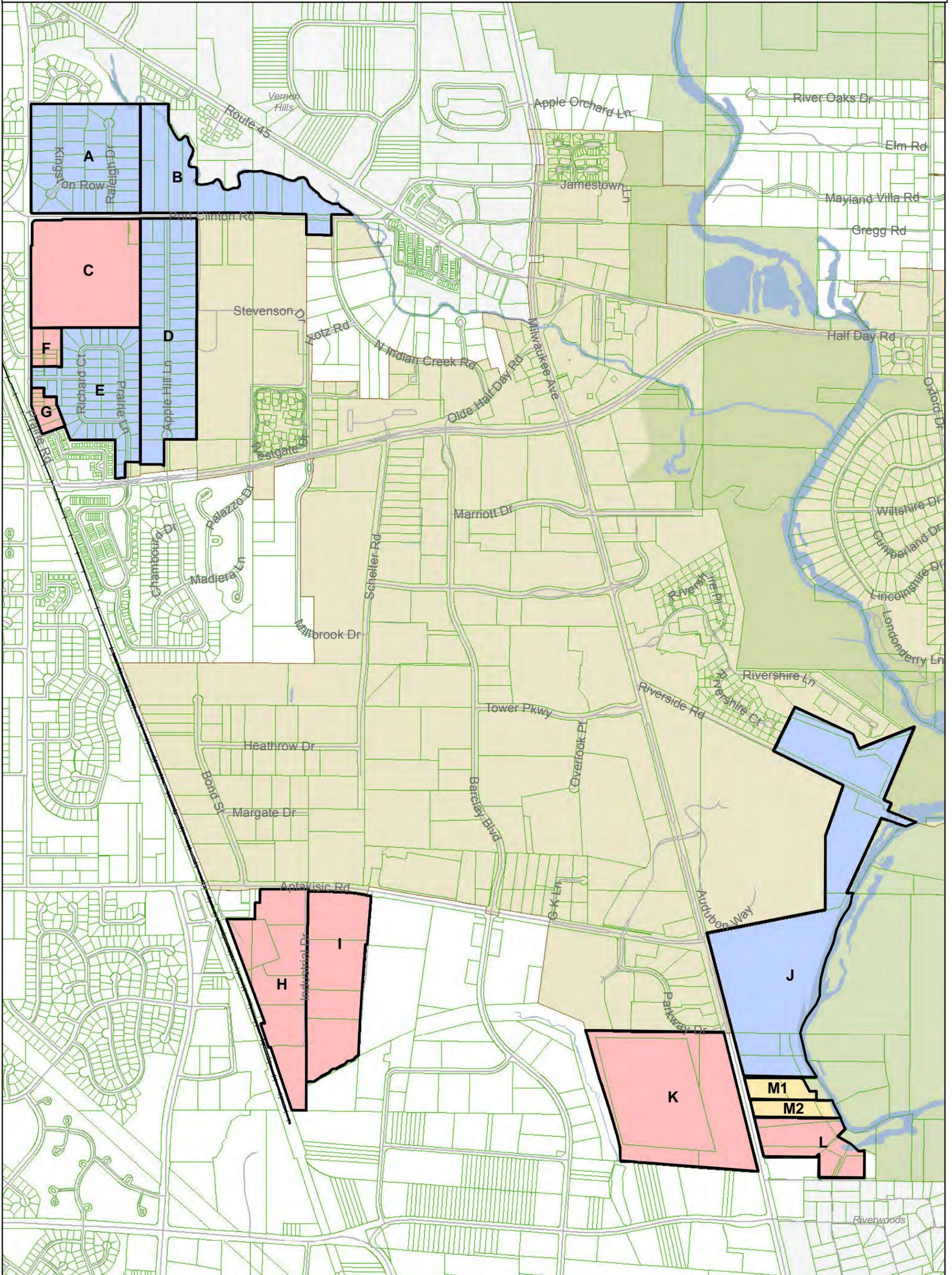
**Buffalo Grove and Lincolnshire
Boundary and Planning Agreement**

Proposed owner

- Flex Parcels
- Village of Buffalo Grove
- Village of Lincolnshire

- Parcel boundary
- Street
- Lincolnshire

1 inch = 1,083 feet



**REQUEST FOR BOARD ACTION
Committee of the Whole
July 13, 2015**

Subject:	Riverside Road Townhome - PUD Proposal
Action Requested:	CONTINUED Preliminary Evaluation of a proposed Annexation of 19.71 acres, Rezoning from the R1 to R4 Single-Family residential Zoning District, and Special Use for a Planned Unit Development (PUD) for a proposed 46-unit townhome development located at 14600 Riverside Road
Petitioner:	KZF Stack, LLC
Originated By/Contact:	Stephen Robles, Village Planner Department of Community & Economic Development
Advisory Board Review:	Village Board, Architectural Review Board

Background:

- At the May 26th Committee of the Whole, the Board continued their evaluation of a request to annex a 19.71 acre parcel located along the north side of Riverside Road, immediately east of the Rivershire residential community, to develop a (then) 52-unit townhome community.
- At the May 26th meeting, the Board requested the following items be addressed prior to further evaluation:
 1. Explore further opportunities to incorporate natural amenities/features into the development (Woodcreek Courts was cited as an example).
 2. Explore further reductions in density.
 3. Provide comparison of proposed townhome development to Meadow Ridge.
 4. Increase recreational opportunities, such as a common/central open space (due to the site's isolation).
 5. Create greater separation from units/buildings (Units 44 & 45 specifically noted as being too close).
 6. Provide preliminary student population projections.
 7. Provide additional options of conceptual site layouts.
 8. Provide analysis of annexation impacts (by Village Staff).

Preliminary Evaluation Summary:

Following is a summary of the developer's responses to the Board requests noted above:

- **Item 1 – Increase Natural Amenities:** The Petitioner's response is a revised plan introducing artificial bridges at both vehicular entrances and extended walking path to an overlook area at the southeast detention pond (see attached presentation packet). The bridges may enhance the entry to the development, but do not provide a natural amenity benefitting the subdivision/residents. Further review and inclusion of sufficient natural amenities is required during the formal PUD review process.
- **Item 2 – Density:** The Petitioner revised the conceptual site layout to further decrease dwelling unit count and density as follows (density reduction results from replacing a previously proposed 4-unit building with a duplex unit):

Meeting	Number of Units	Developable Land Area (acres)	Density (units/acre)
April 22 nd Preliminary Evaluation	52	6.8	7.6
May 26 th Preliminary Evaluation	48	6.8	7.05
Current Preliminary Evaluation	46	6.8	6.76

- Item 3 – Comparison to Petitioner’s Meadow Ridge Development:** The Petitioner presents the units in this proposal are similar to their Meadow Ridge townhome development in Northbrook. Staff toured Meadow Ridge on June 1st and observed the development was well executed. Despite its symmetrical layout (see attached Meadow Ridge plan), the use of landscaped medians and internal pond/stream system were key elements in creating openness and view corridors within the development. These elements minimized the appearance of density in Meadow Ridge and Staff encourages similar use with the Lincolnshire proposal, during the formal PUD review process. Such elements would also address concerns in Item 1 (above).
- Item 4 – Increase Recreational Opportunities/Common Open Space:** The attached presentation packet depicts a slightly enlarged central open/gathering space and now includes a gazebo structure. Further enhancement of recreational opportunities and common open space is required during the formal PUD review process.
- Item 5 – Unit/Building Separation:** The Board noted areas where adjacent buildings were clustered together with limited separation (Units 44 and 45 of the prior plan was specifically noted). The previous 4-unit building (Units 41-44) has been replaced with a duplex unit, increasing the separation. There remain other buildings where similar increased separation could be achieved. Analysis of additional opportunities is required during the formal PUD review process
- Item 6 – Preliminary Student Projections:** Meadow Ridge (Northbrook) townhome development currently has the following student population:

Meadow Ridge (125 Units)		
School District	Number of Students	Ratio
High School D225 (Glenbrook North)	6	0.048
High School D203 (New Trier)	0	0.0
Elementary School D29 (Sunset Ridge)	0	0.0
Elementary School D30 (Northbrook/Glenview)	2	0.016
	Total Ratio	0.064

Applying this ratio to this 46-unit request would result in a total student population of 3 (K-12 students).

- Item 7 – Conceptual Plans:** Staff conveyed the Board’s expressed preference to considering multiple site plan options. The attached plan is the single version provided by the Petitioner.
- Item 8 –Annexation Impacts:** As further described in the Partial Annexation Study - Area 6, presented under Item 3.12 of the July 13th COW Agenda, annexation of this 19.71 acre

subject site has no impact on the timing of Village action for the annexation of adjacent unincorporated parcels.

Zoning Process – Should this request be referred, the zoning process would be as follows:

1. Development Review Team (Staff) review of Preliminary Development Plans.
2. Architectural Review Board consideration of Preliminary Development Plans.
3. Public Hearing at the Committee of the Whole for the following:
 - a. Annexation of land into the Village, which may also include an Annexation Agreement.
 - b. Rezoning from R1 Single-Family District to R4 Single-Family Attached District.
 - c. Special Use for a Planned Unit Development (PUD) for the subject parcel.

Recommendation:

Preliminary Evaluation feedback from the Village Board and a determination whether or not to refer is requested. Should the request be referred, staff recommends there be further design enhancement prior to ARB review of Preliminary Development Plans and further analysis of land use and school impact considerations prior to a Public Hearing with the Village Board.

Reports and Documents Attached:

- Revised Presentation Packet, prepared by KZF Stack LLC, received July 2, 2015.
- Location Map, prepared by Staff

Meeting History	
Village Board Evaluation (COW):	April 13, 2015
Village Board Evaluation (COW):	May 26, 2015
Current Village Board Evaluation (COW):	July 13, 2015

July 2, 2015

1400 Techny Road
Northbrook, IL 60062

www.kzfdev.com
www.stackre.com

VIA ELECTRONIC MAIL

Ms. Elizabeth Brandt, Mayor
Village Board of Trustees
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

RE: 14600 Riverside Road, Lincolnshire, IL (the "Property")

Dear Ms. Mayor and Village Trustees:

KZF-Stack is pleased to submit this revised proposal for the development of the 14600 Riverside Road in Lincolnshire.

In response to staff suggestions and to your collective commentary from the May 26, 2015 meeting, we have accounted for the following in this revised submittal:

1. Natural Amenities & Features – To better highlight the site's natural beauty, we've added several features to the Property. First, we've introduced faux bridge features at both entrances from Riverside Road. Second, we've expanded our walking trail network to include access to a scenic Lake Overlook area near the East pond. Finally, we've improved our trail access to a larger and more centralized gazebo gathering area with additional landscape screening opportunities.
2. Density – We've eliminated one of the four-unit buildings and replaced it with a duplex building, which reduces our unit count to 46. This represents an 11.5% reduction in density since our original 52-unit submittal.
3. Buildings – We've revised our building exteriors by incorporating stone features on the front elevations. We believe this diversification of materials is consistent with the traditional Nantucket cottage architectural theme of the project. We feel this style will be complimentary with the Village's architectural standards.
4. Student Population – To better understand the potential implications for school-age children, we examined Meadow Ridge, an empty-nester targeted development by KZF. Of the 125 units currently completed and occupied at Meadow Ridge, there are six students attending Glenbrook North High School in Northbrook. This equates to less than 5% of the units at Meadow Ridge having high school students. If 5% of the units at our proposed Riverside Road development had high school students, this would equate to only 2.3 students. Please note that we've submitted a FOIA request for the student counts in the Northbrook middle schools but to date we've yet to receive a response. We will forward this information to staff once we receive it.

Thank you for your time in reviewing this revised proposal. We look forward to discussing the development with you further on July 13, 2015.

Sincerely,



Jeff Rothbart

July 7, 2015

1400 Techny Road
Northbrook, IL 60062

www.kzfdev.com
www.stackre.com

VIA ELECTRONIC MAIL

Ms. Elizabeth Brandt, Mayor
Village Board of Trustees
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

RE: 14600 Riverside Road, Lincolnshire, IL (the "Property")

Dear Ms. Mayor and Village Trustees:

At the time of our July 2nd submittal, we had yet to receive the FOIA response containing the elementary and middle school student counts for Royal Ridge and Meadow Ridge. There are four school districts (two K-8 districts as well as Glenbrook North and New Trier) which serve these two developments. Per the FOIA requests, the student populations are:

School District	Royal Ridge	Meadow Ridge
District 29 (K-8)	1	0
District 30 (K-8)	0	2
District 225 (GBN 9-12)	0	6
District 203 (New Trier 9-12)	0	0
Total Students	1	8
Number of Units	151	125
Percent of Units w/ Students	0.66%	6.40%

Utilizing the 6.40% ratio from Meadow Ridge and the proposed 46 units, the proposed development would yield 2.94 K-12 students.

Thank you for your time in reviewing this revised proposal. We look forward to discussing the development with you further on July 13, 2015.

Sincerely,



Jeff Rothbart



D E E D FRONT ELEVATION



C_C FRONT ELEVATION



-  Village Boundary
-  Zoning Districts
-  Building
-  Water Feature
-  Parcel
-  Subject Location



REQUEST FOR BOARD ACTION

Subject: Request for Village of Lincolnshire Support Regarding Illinois Route 53/120 Project

Action Requested: Consideration and Discussion of Sending Letter of Support Regarding Illinois Route 53/120 Project

Originated By/Contact: Aaron Lawlor, Lake County Board President

Referred To: Mayor and Village Board of Trustees

Summary / Background:

On June 22, 2015, Lake County Board President Aaron Lawlor, emailed all Lake County Mayor's urging them to sign onto a letter of support encouraging the Tollway to continue to advance the progress of the Illinois Route 53/120 project. Mayor Brandt requested this item be placed on the July 13, 2015 agenda for consideration and discussion by the full Village Board.

Attached to this cover sheet are various documents related to the request for support by Lake County. Documents include background information on the Route 52/120 Project, letter from Vernon Hills' Mayor Byrne urging members of the Lake County Municipal League to submit letters of support, and a response letter from the LCML indicating concerns about taking a position to support the project at this time.

Village Board direction regarding whether or not to participate in supporting the Illinois Route 53/120 project is requested.

Budgetary Impact: n/a

Recommendation:

Consideration and discussion regarding directing staff to prepare and issuing letter of support regarding Illinois Route 53/120 Project

Reports and Documents Attached:

- June 22, 2015 Email from Lake County Board President, Aaron Lawlor
- Illinois Route 53/120 Project Overview
- Illinois Route 53/120 Feasibility Analysis – March 2015
- Letter of Support to Lake County Municipal League – Mayor Roger L. Byrne, Vernon Hills
- June 19, 2015 Letter from Lake County Municipal League responding to Mayor Byrne's letter.

Meeting History	
Village Board Meeting	July 13, 2015

Brad Burke

To: Brad Burke
Subject: FW: Draft Lake County Leaders' Letter of Support for the IL Route 53 Extension

Begin forwarded message:

From: "Lawlor, Aaron L." <ALawlor@lakecountyil.gov>
Date: June 22, 2015 at 10:34:58 AM CDT
To: "Lawlor, Aaron L." <ALawlor@lakecountyil.gov>
Subject: Draft Lake County Leaders' Letter of Support for the IL Route 53 Extension

Dear Mayors,

I'm in the process of calling each of you to update you on the Route 53 project. As you know, there are several new appointees to the Tollway Board. I am asking each Lake County mayor to sign the draft letter of support below which encourages the Tollway to build on the great progress we have made together and continue to advance the project.

Please let me know if you are willing to sign the letter. You can reach me on my cell at 847-971-0454.

Sincerely,
Aaron

Lake County Leaders' Letter of Support for the IL Route 53 Extension

June, 2015

Dear Chairman Schillerstrom and Tollway Board Directors,

As Lake County leaders, we want to collectively congratulate you Chairman Schillerstrom and new directors on your appointments. We look forward to working with you on advancing the important work that has been done on the IL Route 53 project.

This project has been stalled for decades due to lack of consensus, but over the last several years much progress has been achieved thanks to the strong support from the Illinois Tollway, CMAP, Lake County elected officials, as well as committed citizens from the business and environmental communities.

Now, we are asking for the Tollway Board's continued support with the next engineering and environmental studies required to keep this project moving forward.

As you know, in 2012, the Blue Ribbon Advisory Council reached consensus on a plan that strikes a balance between improving mobility and access, while minimizing negative environmental and long-term impacts from development. The Resolution and Summary Report recommends a 21st century urban highway – a modern boulevard with a small footprint to protect the natural environment and preserve the character of Lake County. The route is envisioned as a four-lane, tolled parkway that will address specific needs for congestion relief and provide greater connectivity.

Additionally, the Finance Committee worked for many months on a fiscally responsible and appropriate funding mix. The recommendations include a significant local revenue share – more than any other regional Tollway project. Additionally, it recommends an Environmental Restoration and Stewardship Fund that would provide financial support for the protection and enhancement of the natural resources, including agricultural lands and water bodies, within two miles of the roadway. The fund will also support efforts to protect and restore approximately 750 acres of land, and remediate ecological health issues that may arise within the corridor.

The Land Use Committee is continuing its collaborative planning efforts with the corridor communities to develop a broad land use strategy for the entire corridor.

As you are aware, CMAP's GO TO 2040 Regional Comprehensive Plan ranked this project the highest among all priority projects in its effect on region wide congestion. Not only will the new road provide significant congestion relief for Lake County and the region, reducing travel time up to 30% for some trips, it will also unlock economic development by connecting Lake County to employment centers in Schaumburg, O'Hare International Airport, and downtown Chicago. It will also serve as a catalyst for economic development, opening up tremendous opportunities for new office, industrial, residential and retail.

This letter is intended to reaffirm our commitment to advancing IL Route 53. As the Tollway Board renews its discussion on this issue, we ask for consideration and continued support.



ILLINOIS ROUTE 53/120 Project Overview

The Illinois Route 53/120 Project is proposed to be a 21st century urban highway – **a modern boulevard with a small footprint to protect the natural environment and preserve the character of Lake County.** It is envisioned as a multi-modal, sustainable and innovative transportation system that will address specific needs for congestion relief and provide greater connectivity.



BACKGROUND

An Illinois Route 53 northern extension has been considered since the 1960s. However, due to the lack of consensus among various interests, the project has not yet come to fruition. The Illinois Tollway established the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) in 2011 to develop regional consensus on whether the Tollway should move forward with the project. The BRAC outlined its work and findings in the June 7, 2012 Resolution and Summary Report, which concluded that there is consensus for the Tollway to move forward with the project and provided the scope, configuration and design elements of the new roadway. The report also suggested potential methods for financing the project. The BRAC identified necessary next steps for the project, which serve as the basis for this current phase of work.

The current proposal includes the following improvements:

Extension of Illinois Route 53 – four lanes at 45 mph

- From Lake Cook Road to just south of Illinois Route 120

Upgrade of existing Illinois Route 120 (west end) – four lanes

- From U.S. Route 12 to west terminus of Illinois Route 120 Bypass

Illinois Route 120 Bypass – four lanes at 45 mph

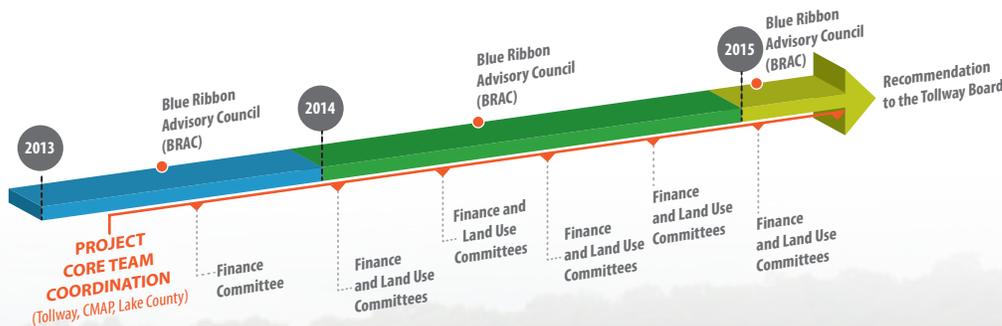
- From east of Wilson Road to east of U.S. Route 45

Upgrade of existing Illinois Route 120 (east end) – four lanes

- From east terminus of Illinois Route 120 Bypass to the Tri-State Tollway (I-94)

Current Phase of Work

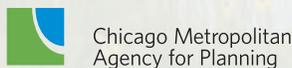
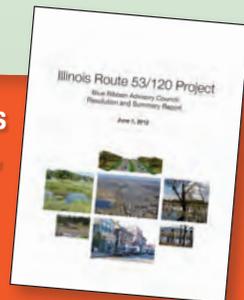
The current phase of this project builds on the recommendations and framework outlined by the Blue Ribbon Advisory Council (BRAC). The Illinois Tollway, the Chicago Metropolitan Agency for Planning (CMAP) and Lake County will partner on a combined, two-pronged effort to examine the feasibility of the project with respect to financing and land use. To facilitate this effort, new Finance and Land Use Committees will help provide a recommendation to the Illinois Tollway Board of Directors as to whether the Tollway should continue to move forward with the project.



To determine the feasibility, the analysis will focus on five key study areas: design, environmental, financing, operations and regulatory. CMAP's Land Use Plan will feed into the design, environmental and financing aspects of the analysis. The outcome of this effort will help to answer the overarching questions "Is the project feasible?" and "Should the Tollway build the project?"

The BRAC defined a set of guiding principles to ensure the outcomes are clearly defined and the project fulfills its goals. The most important of these principles is to use innovative and environmentally beneficial design solutions to strike a balance between improving mobility and access while minimizing negative environmental and long-term developmental impacts.

To view the BRAC's recommendations, as captured in the **June 2012 Resolution and Summary**, please go to the "Construction/Planning" section of www.illinoistollway.com click on "Community Outreach", then click on "Illinois Route 53/120."



Potential Illinois Route 53/120 Project



DRAFT

As of February 2013, subject to change.

Illinois Route 53/120

Feasibility Analysis | March 2015

Finance Committee
Final Report and Recommendations

Updated April 15, 2015

Final Voting Record

The official voting record of the Finance Committee's decision to approve the Final Report and Recommendations is below. Votes were cast in-person at the Finance Committee's final meeting on March 12, 2015

Vote	Name/ Representing	Vote	Name/ Representing
Yes	Aaron Lawlor, Lake County	Yes	Dave Brown, Village of Vernon Hills
Yes	Jeffrey Braiman, Village of Buffalo Grove	Yes	Burnell Russell, Village of Volo
Yes	Michael Ellis, Village of Grayslake	Yes	Frank Bart, Village of Wauconda
Yes	Stephen Park, Village of Gurnee	Yes	Wayne Motley, City of Waukegan
Yes	Linda Soto, Village of Hainesville	Yes	John Yonan, Cook County Department of Transportation and Highways
No	Joseph Mancino, Village of Hawthorn Woods	Yes	Charles Witherington-Perkins, Village of Arlington Heights
Yes	Mike Talbett, Village of Kildeer	Yes	Jim Heisler, McHenry County
Yes	Tom Poynton, Village of Lake Zurich	Yes	David Stolman, BRAC Founding Co-Chair
Yes	Matt Dabrowski, Village of Lakemoor	Yes	Brad Leibov, Liberty Prairie Foundation
Yes	Terry Weppler, Village of Libertyville	Yes	Michael Stevens, Lake County Partners
Yes	Steve Lentz, Village of Mundelein	Yes	Marty Buehler, Lake County Transportation Alliance
No	George Monaco, Village of Round Lake		

George Ranney, Co-Chair, BRAC – Recuse

Angie Underwood, Village of Long Grove – Abstain

Linda Lucassen, Village of Round Lake Park – Abstain

A motion was made by Aaron Lawlor, Lake County and seconded by David Stolman, BRAC Founding Co-Chair to finalize and adopt the final report as drafted and to submit the report for the Tollway Board's consideration.

Team Acknowledgements

The Illinois Tollway worked in partnership with the Chicago Metropolitan Agency for Planning (CMAP) and the Lake County Division of Transportation in implementing the work of the Finance Committee. In addition to Tollway consultants TranSystems, Christopher B. Burke Engineering, and Parsons Brinckerhoff, others also assisted in the Committee's work, including Public Financial Management, AECOM, and CDM Smith.

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Volume 2

Appendix A – Finance Committee Meetings

Appendix B – Lake County Tolling and Motor Fuel Tax Working Group

Appendix C – Value Capture Working Group

Appendix D – Environmental Restoration and Stewardship Fund Working Group

Appendix E – User Survey Report

The proposed Illinois Route 53/120 project offers the opportunity to dramatically improve mobility for people and businesses and to grow the economies of Lake County communities and the entire region. The Chicago Metropolitan Agency for Planning (CMAP) in the GO TO 2040 Regional Comprehensive Plan ranked this project the highest among all priority projects in its effect on region wide congestion. However, for several decades, it has been impossible to create broad consensus behind the project because of different perceptions about whether the benefits of an Illinois Route 53/120 project would be outweighed by the negative impacts to local communities and to the unique natural resources of the area. For the first time, thanks to the pivotal work of the Blue Ribbon Advisory Council (BRAC), there is now broad consensus about the parameters under which this project could proceed and have the support of a wide spectrum of people and organizations that care about Lake County's future. This strategic project is closer than it ever has been to being implemented.

The next phase of moving this project forward has been proceeding through the work of two committees – the Finance Committee and the Land Use Committee. The Finance Committee was formed and tasked to determine the project's financial feasibility and to develop a recommendation to the Illinois Tollway Board concerning how the project could be funded.

Based on the Tollway's Feasibility Analysis, the project is estimated to cost between \$2.3 billion to \$2.65 billion. The revenues from the road itself are expected to support \$250 million to \$330 million in bonding capacity to support the cost of the road (all dollar values expressed in year 2020 dollars).

Understanding the realities of existing funding sources, the Finance Committee recognizes that a successful financial plan for the Illinois Route 53/120 project must rely on a variety of funding sources, including new revenue streams. Consequently, the Finance Committee supports and recommends the following funding tools for the project:

Value Capture:

This method involves the creation of a new and innovative funding mechanism (the Sustainable Transportation Fund) that would collect 25 percent of the increase in real estate tax revenue from parcels of land close to the road developed for non-residential purposes upon the project's adoption in an official Tollway capital plan. The revenue would be directed to the Environmental Restoration and Stewardship Fund that is an integral part of the BRAC's recommendation for the project.

(\$81 million - \$108 million, 2020 dollars in net present value)

County Motor Fuel Tax:

Lake County should be added to the group of Illinois counties that already have a state administered four cents per gallon county option fuel tax. Lake County would commit 50 percent of revenues from this funding source to the Illinois Route 53/120 project, while the other 50 percent would be committed to other transportation priorities in Lake County with the highest priority being the U.S. Route 41 corridor as identified in the Lake County Consensus Plan.

(\$34 million - \$45 million, 2020 dollars in bonding capacity)

Innovative Tolling Strategies:

Indexing and congestion pricing of tolls are strategies recommended for the proposed road as a pilot for eventual implementation along the entire Tollway system. Also, restructuring tolls along I-94 in Lake County is recommended in order to raise revenues for the project, to improve tolling equity, and to mitigate and minimize diversion onto local roads.

(\$380 million - \$510 million, 2020 dollars in bonding capacity)

State Commitments:

The Committee recommends that the project be delineated as a priority in future state capital bills and that the Illinois Department of Transportation (IDOT) complete all future needed land acquisition and ensure that land already acquired by IDOT be dedicated to the project in recognition of the project's benefit to the state's economy.

Tollway System Commitments:

The Committee recommends that the project be identified as the Tollway's next top priority for new projects beyond the Tollway's current *Move Illinois* Program, and that the Tollway should evaluate system revenues needed to both fully fund this project and maintain a financially sustainable Tollway system.

In total, along with the base tolls from the road itself, the recommended funding options are estimated to generate between \$745 million to \$993 million to fund the project (2020 dollars). This leaves a funding gap of \$1.36 billion to \$1.91 billion to be addressed through system toll revenues.

The recommendations made by the Finance Committee come after the investment of a tremendous amount of time and energy by its diverse members which reflects the broad consensus that the BRAC was able to generate. The Finance Committee believes this report will continue to build momentum for the project. Yet, many challenges remain. The Finance Committee believes leaders of not only Lake County, but also the membership from the BRAC, Illinois Department of Transportation, and the Illinois Tollway will need to continue to focus on this project so that it stays at the forefront of legislative and political discussions. This Committee concludes its work recognizing that additional analysis and work beyond that of this Committee will bring greater definition to how these funding concepts could be feasibly enabled and

effectively implemented. Further, the Committee encourages the Tollway to recognize the need for completion of the Corridor Land Use Plan and a Phase One Engineering and Environmental analysis to more comprehensively examine issues of roadway alignment, access points, design, project impacts and mitigation prior to initiating construction.

Section 1.0 Background and Introduction

An Illinois Route 53 northern extension has been considered since the 1960s. However, due to the lack of consensus among various interests, the project has not yet come to fruition. In 2011, the Illinois Tollway (“Tollway”) initiated a unique planning process and created a Blue Ribbon Advisory Council (BRAC) to establish a program for a road that would lead to consensus on whether the Tollway should move forward with the project. In a remarkably cooperative and creative process, the BRAC successfully developed that framework which led to the adoption of the June 2012 *Resolution and Summary Report* (BRAC Report). The BRAC recommendations lay out a blueprint for the extension to be a 21st Century “modern boulevard” with design and environmental requirements that will protect the natural environment while preserving the character of Lake County. This represented a significant shift in how the County and State envision meeting Lake County’s transportation needs. Next steps outlined by the BRAC included the development of a corridor land use plan as well as a detailed financial plan in coordination with local governments. As a result, a Land Use Committee (led by the Chicago Metropolitan Agency for Planning, “CMAP”) and a Finance Committee (led by the Tollway) were formed.

Section 2.0 Finance Committee Process

In October 2013, the Illinois Route 53/120 Finance Committee was formed and tasked to determine the project’s financial feasibility and to develop a recommendation to the Tollway Board concerning how the project could be funded. The committee was composed of county and local elected officials as well as representatives of local stakeholders (Table 1). The Finance Committee builds from the final recommendations of the BRAC as captured in the BRAC Report, recognizing its call for “an innovative funding plan for an innovative road.” Technical analysis and research required by the Finance Committee to help inform decision making were conducted through the Tollway’s Illinois Route 53/120 Feasibility Analysis consultants.

As part of the Tollway’s Feasibility Analysis, a concept level cost refinement was provided to the Finance Committee to confirm the major project elements and the total project cost. Also, the Tollway developed new toll revenue forecasts and bonding capacity estimates so the Committee could identify the project funding gap that needed to be addressed. These findings formed the basis for establishing three working groups to efficiently focus on topics that warranted more in-depth analysis and discussion. These working groups were: Lake County Tolling and Motor Fuel Tax, Value Capture, and Environmental Restoration and Stewardship Fund. In total, the Finance Committee and its working groups convened in over 20 meetings to evaluate a broad spectrum of funding options to better define how options might function, and to develop a viable package of funding recommendations for the Tollway Board’s consideration. Details of each of the Committee and working group meetings can be found in Appendices A-D.

To ensure an open, transparent and inclusive process, meetings of the Finance Committee and its working groups were all conducted in accordance with the Open Meetings Act and a time for public comment was made at the end of each meeting. The public was made aware of all meetings in advance, and minutes and presentations were made available on the Tollway's website.

Table 1: Finance Committee Membership

Representing	Name	Alternate	Working Group Member
Co-Chair	Chris Meister *		
Co-Chair	Doug Whitley *		
Lake County	Aaron Lawlor		T,V,E
Co-Chair, BRAC Metropolis Strategies	George Ranney	Jim LaBelle	E
Village of Arlington Heights	Tom Hayes	Charles Witherington-Perkins	V
Village of Buffalo Grove	Jeffrey Braiman	Jeffrey Berman	V
Village of Grayslake	Michael Ellis		V
Village of Gurnee	Stephen Park		T
Village of Hainesville	Linda Soto	Al Maiden	
Village of Hawthorn Woods	Joseph Mancino		V
Village of Kildeer	Mike Talbett		E
Village of Lake Zurich	Tom Poynton		V
Village of Lakemoor	Todd Weihofen	Matt Dabrowski	
Village of Libertyville	Terry Weppler	Heather Rowe	V
Village of Long Grove	Angie Underwood	Joseph Barry / David Lothspeich	E
Village of Mundelein	Steve Lentz	Dawn Abernathy	V
Village of Palatine	Jim Schwantz		
Village of Round Lake	George Monaco	Dan MacGillis	T
Village of Round Lake Park	Linda Lucassen		
Village of Vernon Hills	Roger Byrne	Dave Brown	E
Village of Volo	Burnell Russell	Eric Tison	T
Village of Wauconda	Frank Bart	Doug Maxeiner	
City of Rolling Meadows	Tom Rooney	Barry Krumstock	
City of Waukegan	Wayne Motley	Noelle Kischer-Lepper	V
Cook County Department of Transportation and Highways	John Yonan	Jennifer Killen / Mike Streitmatter	T
McHenry County	Jim Heisler		T
BRAC Founding Co-Chair	David Stolman		T
Liberty Prairie Foundation	Brad Leibov		E
Lake County Partners	Michael Stevens		V
Lake County Transportation Alliance	Marty Buehler	Suzanne Zupec	T
Illinois Department of Transportation	Erica Borggren *	Tony Small *	T
Federal Highway Administration	Robin Helmerichs *	Mike Hine *	T

T = Lake County Tolling and Motor Fuel Tax Working Group

V = Value Capture Working Group

E = Environmental Stewardship Fund Working Group

* = Non-Voting Member

Section 3.0 Project History: *A brief look back at how we got here*

The need for an improved transportation system in Lake County has been part of transportation planning efforts for northeastern Illinois dating back to 1962, when regional plans first identified the “Lake-Will Expressway” as a north-south circumferential interstate route. The north section of this route from Lake Cook Road to Interstate 94 has more recently come to be known as the Illinois Route 53/120 project in Lake County. These planning efforts stalled in the past due to funding challenges and lack of consensus. However, with continuing development in Lake County, and in particular central Lake County, as well as overall growth in the northeast Illinois region, traffic congestion continues to worsen. That has compelled local and regional leaders to concentrate even more on the extension of Illinois Route 53 into Lake County combined with the improvement of traffic capacity along the east-west Illinois Route 120 corridor.

The key elements of these planning efforts are summarized below:

Late 1960s

Construction of Illinois Route 53 up to Dundee Road.

1970 to 1990

Two environmental studies of the north extension initiated but discontinued. The Illinois Department of Transportation (IDOT) begin purchasing property for the proposed route. Approximately 65 percent of the needed right-of-way is currently owned by the State of Illinois.

Late 1980s

Construction of Illinois Route 53 from Dundee Road to Lake Cook Road.

1998 to 2001

A Draft Environmental Impact Statement (DEIS) was prepared as a joint effort by IDOT and the Tollway, referred to as the Lake County Transportation Improvement Project (LCTIP). The LCTIP completed a county-wide needs assessment, with two final alternatives emerging (Illinois 83/U.S. Route 45/U.S. Route 12 and Illinois Route 53 highway extension). The DEIS was presented at a Public Hearing in 2001, but the project did not advance further due to a lack of consensus.

2006

Lake County officials establish the Route 120 Corridor Planning Council (CPC), which developed the Illinois Route 120 Unified Vision Plan which included a four-lane boulevard as the preferred design. The plan recognized the possibility of the Illinois Route 53 extension moving forward and recommended an access controlled roadway along the Illinois Route 120 corridor, if that occurred.

2009

With increasing travel demand and congestion, and with concern that congestion was at or approaching economically damaging levels, Lake County included an advisory referendum in April asking if voters would support the extension of Illinois Route 53 to central Lake County. Nearly 76 percent of the voters supported that advisory referendum.

2010

The Chicago Metropolitan Agency for Planning (CMAP) identified the Illinois Route 5 extension and Illinois Route 120 improvements as a priority transportation project in the GO TO 2040 Comprehensive Regional Plan.

2011

The Tollway created the BRAC to establish a program for a road that would lead to broad consensus on whether the Tollway should move forward with the project. The BRAC issued their *Resolution and Summary Report* in June 2012, which laid out a blueprint for a 21st Century “modern boulevard” with design and environmental requirements that will enable the road to meet the County’s transportation needs while protecting the natural environment and preserving the community character of Lake County. Next steps outlined by the BRAC included the development of a corridor land use plan as well as a detailed financial plan in coordination with local governments.

2013

Building on the recommendations in the *BRAC Resolution and Summary Report*, the Tollway and CMAP initiated a project Feasibility Analysis and Corridor Land Use Plan, respectively.

2013-14

To provide guidance to the Tollway and CMAP in their efforts, a Finance Committee and a Land Use Committee were formed to provide a recommendation to the Illinois Tollway Board of Directors as to whether the Tollway should continue to move forward with the project.

While challenges remain, the combination of an unprecedented degree of collaboration and creative thinking about the nature of the road system has brought the vision of the Illinois Route 53/120 project closer to realization than ever before.

Section 4.0 Need for Project: *Why it is important to work together*

Since the transportation planning efforts for an Illinois Route 53/120 project began in the 1960s, the population in Lake County has almost doubled, and it is projected to increase an additional 30 percent by the year 2040 (Table 2). Employment within Lake County has also experienced a similar increase over the years and is projected to increase an additional 28 percent by the year 2040 (Table 3).

Table 2: Lake County Population Statistics

Year	Population ¹	% Increase
1970	383,000	--
1990	516,000	35%
2010	703,000	36%
2040	914,000	30%

¹ Source: 1970-2010 US Census Bureau Data; CMAP GO TO 2040 (updated 2014). Rounded to nearest 1,000.

Table 3: Lake County Employment Statistics

Year	Employment ¹	% Increase
1970	116,000	--
1990	229,000	97%
2010	315,000	38%
2040	402,000	28%

¹ Source: 1970-2010 US Census Bureau Data; CMAP GO TO 2040 (updated 2014). Rounded to nearest 1,000.

As a result of this growth, travel demand in Lake County has also increased, well outpacing transportation improvements in Lake County. Traffic congestion in Lake County has become significant in many locations, particularly in the central part of the County. Congestion is no more evident than at the southern border of Lake County where about 100,000 vehicles each week day use existing Illinois Route 53.

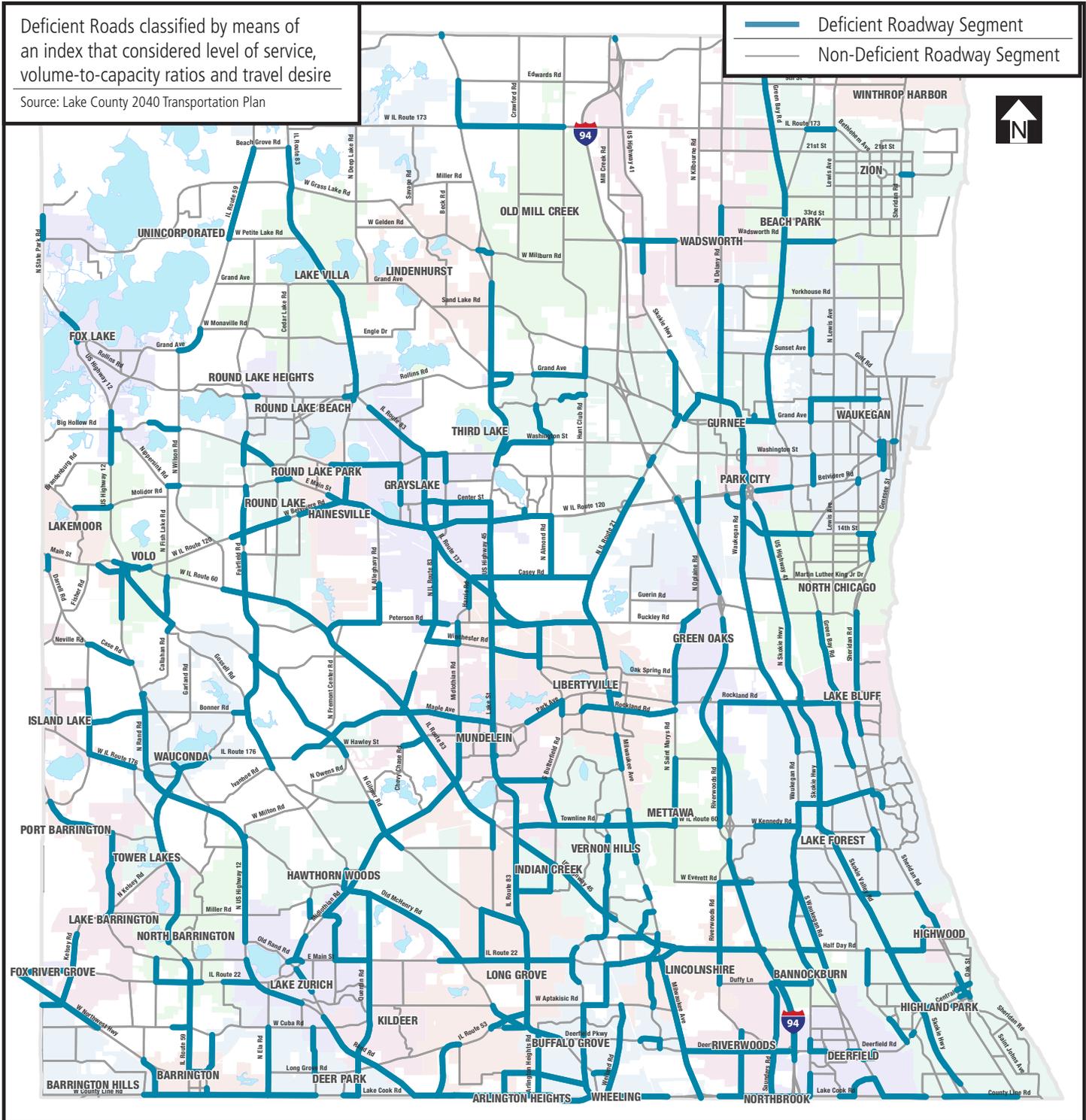
Recognizing the need to alleviate congestion in this part of the region, CMAP included the Illinois Route 53/120 project in the GO TO 2040 Plan as one of five new Priority Capital Projects. The GO TO 2040 Plan indicates that of all the capital projects considered, the Illinois Route 53/120 project would have the highest congestion reduction benefits and the largest economic impacts in the region.

Lake County government has also placed great emphasis on the Illinois Route 53/120 project. Two of the primary goals of the Lake County Board's Strategic Plan of 2013 were enhancing economic opportunities along with reducing congestion and improving transportation¹. Lake County's 2040 Transportation Plan, adopted by its Board in June 2014, includes the Illinois Route 53/120 project as part of the baseline of improvements, in line with GO TO 2040. As shown in Figure 1, if the Illinois Route 53/120 project is not completed by 2040, nearly half of the major roadways in the county will be deficient, indicating a strong need for additional north-south capacity, and additional capacity along east-west corridors such as Illinois Route 120.



¹ From Lake County website <https://prezi.com/fnn1eoomcr3w/lake-county-strategic-plan-progress-report/>

**Figure 1: Lake County Traffic Congestion
Deficient Roads in 2040 if Illinois Route 53/120 is Not Completed
Based on Lake County 2040 Transportation Plan Model**



Section 5.0 A New Look at Project Benefits

5.1 Market Demand

Given the unique nature of the BRAC recommendation which calls for a smaller capacity (four lane) and lower speed (45 miles per hour) tolled facility, many questioned the willingness of travelers to pay tolls to use the new road as well as the project's ability to effectively achieve its congestion relief and mobility goals. As a result, an early task in the Tollway's Feasibility Analysis was to conduct a user survey to gain feedback from potential users of the proposed roadway and to thereby establish an objective market assessment. Unlike public opinion polls where the objective of the survey is to assess a population's attitudes and beliefs, the user survey was a stated preference survey which assessed a consumer's preference when faced with constraints and trade-offs. In this case, the constraints and trade-offs were cost (tolls to use the road) and time (achieved travel time savings). The user survey yielded nearly 9,000 completed surveys which provided an indication of the travelers' willingness to pay tolls and propensity to use the Illinois Route 53/120 Project (Appendix E).

The results of the survey were integrated into CMAP's Pricing Model², validated to ensure replication of existing traffic count information in Lake County, to estimate future traffic and potential toll revenue for the proposed roadway. Based on this new analysis, travel demand models estimate that the 2040 maximum traffic volume is 62,000 vehicles a day, when assumed as a four lane, access controlled facility, with a 45 miles per hour (mph) speed limit, tolled at 20 cents per mile for passenger cars. In other words, the survey results and forecast models indicate that travelers are indeed willing to pay to use the new road even if configured as a four-lane, 45 mph roadway as proposed by the BRAC. The proven demand for this road results in congestion relief and travel time savings as discussed below.

...the survey results and forecast models indicate that travelers are indeed willing to pay to use the new road even if configured as a four-lane, 45 mph roadway...

² Activity-Based Model for Highway Pricing Studies at CMAP², prepared by PB Americas for the Chicago Metropolitan Agency for Planning, October 2011.

5.2 Congestion Relief

The project is expected to provide improved accessibility for central Lake County and improved mobility throughout the corridor. CMAP's GO TO 2040 Regional Comprehensive Plan ranked this project the highest among all priority projects in its effect on region wide congestion, reducing congested vehicle hours of travel by 64,000 hours daily on a regional basis. The project also has a significant benefit to local roads by reducing the number of congested vehicle hours in the corridor by 40,000 in 2040. Efforts through the Feasibility Analysis confirm extensive congestion relief on local road throughout Lake County.

5.3 Travel Time Savings

With regard to travel time savings, the Feasibility Analysis estimated future travel times for a sampling of origin-destination pairs. As seen in Table 4, under a future no-build scenario, travel times are expected to continue to climb due to continued population and employment growth. But in the scenarios where the Illinois Route 53/120 project is built, travel time reductions of up to 30 percent for some trips are realized. For example, in 2040, a trip from Grayslake to Schaumburg will drop from 98 minutes to 68 minutes due to the road, a savings of 31 percent.

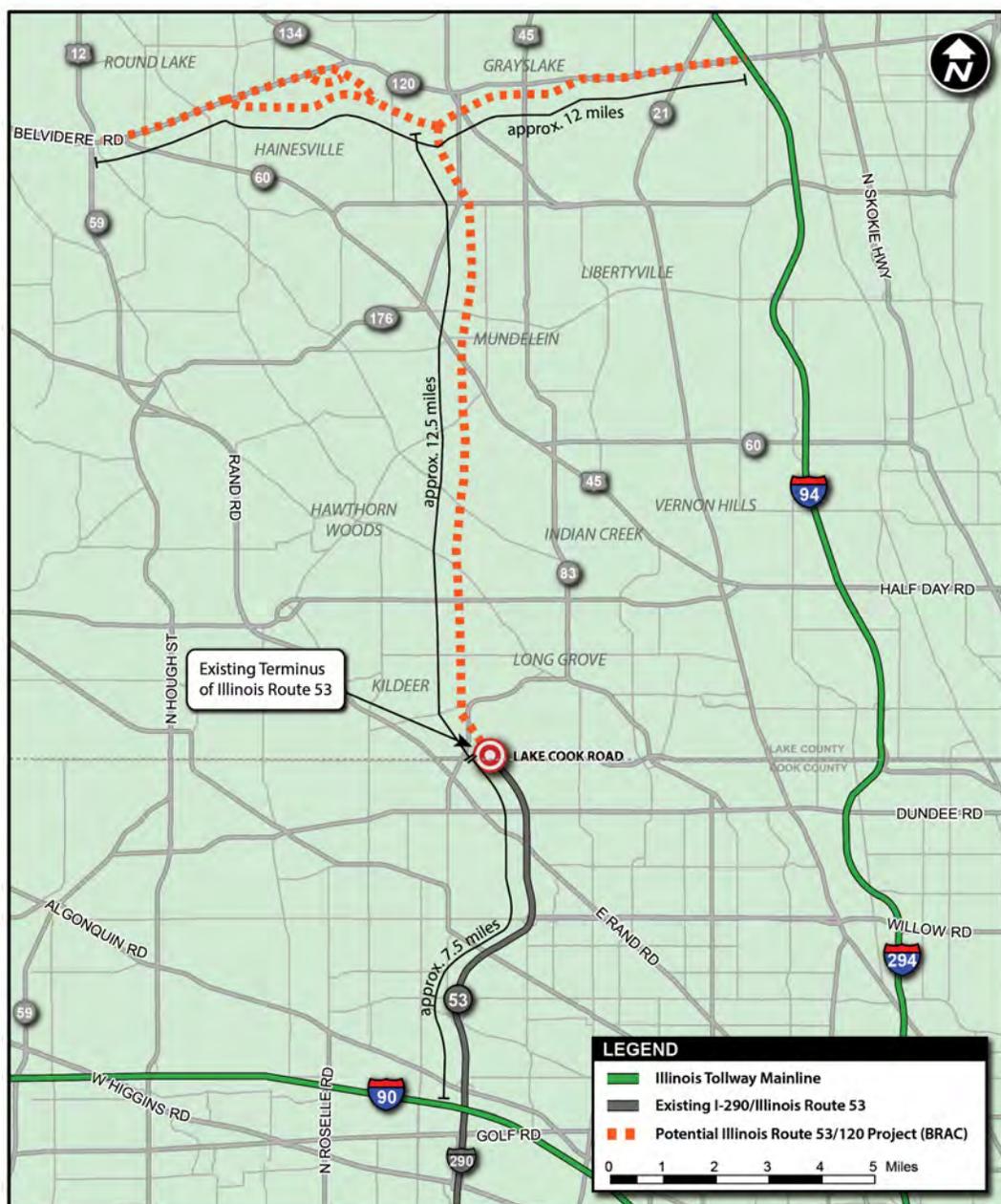
Table 4: Examples of Travel Time Savings

Trip (Origin to Destination)	2040 No Build (minutes)	2040 IL Route 53/120 Project (minutes)	Percent Reduction
Grayslake to Schaumburg	98	68	31%
Hainesville to Schaumburg	89	62	30%
Waukegan to Arlington Heights	98	76	22%
Mundelein to Schaumburg	84	61	27%
Volo to Arlington Heights	86	68	21%

Section 6.0 Assessing Project Scope and Cost

For the purposes of cost estimation, the Feasibility Analysis assumed the scope of the project as that recommended by the BRAC (Figure 2). The project scope would include a new access controlled “modern boulevard” extending northward from the current terminus of Illinois Route 53 at Lake Cook Road through central Lake County to Illinois Route 120 extending from approximately U.S. Route 12 on the west to Interstate 94 on the east including a new bypass from Wilson Road to Almond Road, for a total project distance of approximately 25 miles.

Figure 2: Project Location Map
Based on the BRAC Resolution and Summary Report



The Feasibility Analysis developed new planning-level cost estimates by taking a clean-slate, bottom-up approach, basing cost estimates on quantities, refinement of assumptions, and eliminating some uncertainties that were inherent to earlier estimates (Table 5).

Table 5: Illinois Route 53/120 Feasibility Analysis Cost Estimate

Category		Low	High
1	Roadway	\$ 631	\$ 655
2	Structures	\$ 261	\$ 362
3	Traffic Management and Tolling	\$ 51	\$ 74
4	Drainage	\$ 148	\$ 173
5	Environmental Mitigation	\$ 115	\$ 131
6	Contingency (30%)	\$ 362	\$ 418
7	Right-of-Way	\$ 225	\$ 227
8	Engineering	\$ 410	\$ 463
9	Utility Relocations	\$ 66	\$ 66
10	Environmental Restoration and Stewardship Fund	\$ 81	\$ 81
TOTAL		\$ 2,350	\$ 2,650

- All values in million dollars (2020)
- Costs assume 5% annual escalation

The current project cost estimate ranges from \$2.35 billion to \$2.65 billion. These costs represent the project's total capital costs, including unique design features as well as environmental elements and protections as recommended by the BRAC. The Finance Committee viewed the implementation of the BRAC recommendations, which are above and beyond current regulatory requirements, as critical to maintaining consensus on the project. These elements are estimated to cost \$325 million to \$400 million and are accounted for in the general cost categories in Table 5 along with the Environmental Restoration and Stewardship Fund. All cost estimates assume the mid-point of construction in 2020 dollars using an escalation rate of five percent annually. Also, a 30 percent contingency was used based on industry best practice³.

The current project cost estimate ranges from \$2.35 billion to \$2.65 billion.

The cost estimates were developed giving careful consideration for all the elements needed to achieve the intent of the BRAC recommendations. As a result, the cost estimates were largely shaped by the following BRAC recommendations:

³ AASHTO's Practical Guide to Cost Estimating, 1st Edition, 2013

6.1 *BRAC Design Standards*

The BRAC recommended design standards are intended to avoid or minimize negative environmental impacts, and promote environmental enhancements and sustainable practices in response to the unique project setting. A foundational element of the BRAC's design recommendations was that the road be a four-lane, 45 mph, limited access tolled facility. Additional BRAC design standards that shaped the scope of the project include:

- Enhance the experience of road users and buffer the local communities by depressing the roadway below natural grade where feasible, and adding berms and landscaping.
- Improve the connectivity of the regional bicycle and pedestrian trail networks by creating connections within the project corridor, provide connectivity between conservation lands, and prevent fragmentation of communities.
- Provide accommodations for transit, with the possibility for bus rapid transit in the future.

6.2 *BRAC Environmental Performance Standards*

The BRAC provided a list of environmental performance standards with the goal of preserving, protecting and/or enhancing this unique environmental landscape, and minimizing impacts to adjacent properties. Additional environmental performance standards recommended in the BRAC Report include:

- Utilize stormwater management techniques that protect the water quality of local streams and water bodies by reducing stormwater runoff volume from the project site in innovative ways.
- Protect open space to reconnect fragmented ecosystems and prevent further fragmentation.
- Mitigate unavoidable wetland impacts at a ratio of at least 5:1.
- Minimize traffic noise by utilizing depressed roadways and berms where practical and feasible, and otherwise meeting the recommended noise abatement standards.

6.3 **BRAC Proposed Environmental Restoration and Stewardship Fund**

Given the number of unique and threatened ecological resources in Lake County, the proposed Environmental Restoration and Stewardship Fund (ERSF) will provide financial support for the protection and enhancement of the natural resources, including agricultural lands and water bodies, within two miles of the Illinois Route 53/120 roadway. The ERSF will also support efforts to improve the ecological health within the corridor through:

- Protection and restoration of at least 750 acres of land
- Long-term stewardship of the current and newly protected lands and other natural resources, including agricultural lands and water bodies
- Innovative investments intended to remediate ecological health issues that may arise within the corridor
- Monitoring and study to inform governance and funding priorities

These guiding principles were established based on the frame work for the ERSF developed by the BRAC. The Finance Committee work also established funding and governance recommendations for the ERSF that are included in Appendix D. The cost of the ERSF was identified by the BRA as \$81 million.

Section 7.0 Establishing the Project Funding Gap

Through the efforts of the Feasibility Analysis, travel demand models estimated that in 2040 the maximum traffic volume of 62,000 vehicles per day would use the road when configured as proposed by the BRAC. Using these models, forecasts were also developed to calculate the toll revenue generated by the road itself, which could be bonded against to fund the construction of the project. Assuming that the road would open in its entirety in 2023 and using standard industry assumptions for interest and inflation rates, the bonding capacity for the Illinois Route 53/120 project is estimated to range between \$250 million to \$330 million (25-year bond term, 2 to 1.5 times debt coverage respectively). A 25-year bond term and 2 times debt coverage represent standard Tollway policy. The total project cost estimate ranges from \$2.35 billion to \$2.65 billion (in 2020 dollars). With a projected bonding capacity between \$250 million and \$330 million, the project is left with a significant funding gap.

With a projected bonding capacity between \$250 million and \$330 million, the project is left with a significant funding gap

The Finance Committee was tasked with developing a recommendation for how the funding gap could be closed.

The Finance Committee was tasked with developing a recommendation for how the funding gap could be closed. The following sections summarize the options, research and analysis that were considered by the Committee and its working groups.

Section 8.0 Finance Committee: *Funding Options and Findings*

8.1 *First Understanding the Landscape: Financial Realities*

At the federal level, available funding for the Illinois Route 53/120 project is limited. While the U.S. Department of Transportation has allocated funding through its annual discretionary grant program, Transportation Investment Generating Economic Recovery (TIGER), the funding of the program has been unpredictable, generally limited and highly competitive. In 2014, the entire program only contained \$500 million in funding for transportation projects nationwide, for all modes.

At the state level, funding is also limited. The most recent state led capital program, *Illinois Jobs Now!* is near completion and the timing of a new capital program is currently unknown. Also, the Tollway's current capital program, *Move Illinois*, is fully committed to projects through 2026. Only a small portion of the overall program, \$100 million, is attributed to future planning studies including Illinois Route 53/120.

Lake County has made transportation infrastructure improvements a priority all around the county. The 2006 Transportation Summit developed a list of projects that comprised the Lake County State Highway Consensus Plan ("One Voice, One Transportation Future" Consensus Plan). Leadership throughout the county developed this consensus list to assist in coordination with IDOT and to determine which projects or studies can be completed by the County on IDOT's behalf. However, the County does not have the existing resources or ability to participate in funding Illinois Route 53/120 without jeopardizing plans to maintain roads and bridges that meet the goals of the Transportation Summit.

Recognizing that existing funding is limited at federal, state and local levels, the BRAC emphasized that a successful financial plan for the Illinois Route 53/120 project must rely on a variety of funding sources, including new revenue streams, in order to bring this project to fruition.

A successful financial plan for the Illinois Route 53/120 project must rely on a variety of funding sources, including new revenue streams.

8.2 *A Good Starting Point for Discussion: BRAC Proposed Funding Options*

The wide range of funding and financing options for the Illinois Route 53/120 project that the BRAC Report initially developed served as a solid starting point for the Finance Committee's study and discussions. These options included various tolling strategies, new county and local revenue streams and financing strategies

With regard to tolling, among other concepts, the BRAC Report included congestion pricing on Illinois Route 53/120 and the rest of the Tollway system to manage travel demand. The report stated that other tolls in Lake County could be considered, though they should be equitable and uniform.

Several potential new county and local funding sources were also included in the BRAC Report. Two potential forms of value capture were suggested by the BRAC: Tax Increment Financing (TIF) and Special Service Areas (SSA). In addition, a county sales tax and a county motor fuel tax (similar to those in DuPage and McHenry Counties) were suggested as potential funding sources.

Potential state contributions mentioned in the BRAC Report include land acquisition for the right-of-way and upgrades to the non-tolled portions of Illinois Route 120. The BRAC Report also recommended the pursuit of federal funds, with the caveat that federal involvement would likely eliminate the possibility of expediting the project. This in turn would negatively impact the construction costs and delay toll revenue generation. Several other options for the Illinois Tollway system were also identified, like longer term borrowing lower cost borrowing and systemwide toll measures, including indexing of tolls.

The BRAC Report did not reach a final funding recommendation for the Illinois Route 53/120 project. However, at the start of the Feasibility Analysis, the BRAC urged the Finance Committee to use the BRAC Report as the foundation for determining how to finance the project in a financially viable, fiscally sustainable, and equitable manner. This included developing a financing strategy, evaluating commitments to financing options, examining any legislative/regulatory hurdles, and developing a recommendation for the Tollway Board.

8.3 Digging into Details: Finance Committee Working Groups

In order to delve into greater detail on these ideas and issues, the Finance Committee formed working groups around concepts that were emerging as the most promising for the Committee to eventually include in its recommendations. The following sections document the analyses presented to and weighed by the working groups that form the foundation of the Finance Committee’s final recommendations in Section 9

8.3.1 Tolling Options along Illinois Route 53/120

Tolling options considered for the Illinois Route 53/120 project corridor included congestion pricing and indexing. These options were suggested by the BRAC as additional revenue sources beyond the base toll of 20 cents per mile. The working group also considered a higher base toll rate to determine how to maximize the revenue available for the project. These results are summarized in Table 6.

Table 6: Tolling Options Considered for Illinois Route 53/120

Item No.	Option	Bonding Capacity
B 5	Congestion Pricing	\$99 - \$128
B 6	Indexing	\$79 - \$102
B 6A*	Congestion Pricing Combined with Indexing	\$128 - \$165
6B	Toll Rate/Maximize Revenue (\$0.35/mile)	\$79 - \$102

B Original concepts from the BRAC

* **Working group supported this item**

- All values in million dollars (2020)
- Range based on 25-year bond term and debt coverage ranging from 2 to 1.5 times

From this list, there was support for Item 6A, a combination of congestion pricing and indexing on the new roadway, and discussion of a pilot program for the Tollway. If deemed successful, this combination strategy could be implemented on other parts of the Tollway system. The working group dismissed further consideration of a higher base toll rate of 35 cents per mile as it was believed to be excessive.

8.3.2 Tolling Strategies along I-94 in Lake County

The working group acknowledged that toll rates along I-94 in Lake County are much lower than portions of I-94 in Cook County. It was also acknowledged that a strategy of restructuring tolls along I-94 in Lake County could help close free movements that currently permit trucks to avoid the Waukegan Toll Plaza by using alternative local routes and U.S. Route 41, which is already overburdened. The working group considered many options for new tolling strategies along I-94. These are summarized in Table 7.

Table 7: Tolling Strategies Considered Along I-94 in Lake County

Item No.	Option	Bonding Capacity
B 12	New toll at Illinois Route 132	\$70 - \$90
B 13A	New toll at Illinois Route 132 and increase toll at Waukegan Plaza	\$224 - \$288
B 13B	New toll at Illinois Route 132, increase toll at Waukegan Plaza and toll at state line	\$252 - \$324
14	New mainline toll plaza near Lake Cook Road	\$366 - \$472
15*	<i>New mainline toll plaza near Lake Cook Road combined with revisions at Waukegan Plaza and other locations</i>	<i>\$350 - \$450</i>
16	New tolls at Illinois Route 132, 21 and 120	\$224 - \$288
17	New tolls at Illinois Route 132, 21 and 120 combined with tolling all existing untolled ramps	\$328 - \$422

B Original concepts from the BRAC

* ***Working group supported this item***

- All values in million dollars (2020)
- Range based on 25-year bond term and debt coverage ranging from 2 to 1.5 times
- Item 13B requires legislative action and approval

From the potential I-94 tolling options, the working group members supported Item 15. This item yields the highest amount of bonding capacity and provides for more toll equity along I-94 in Lake County. Should a mainline concept prove to be not feasible, the group supported Item 17 as an alternate strategy.

Options that included tolling at the state line were not supported due to the costly federal requirements associated with introducing tolls along an existing untolled, federally funded facility.

8.3.3 Combined Effect of Tolling Strategies for Illinois Route 53/120 and for I-94

Given that there is a segment of drivers for which Illinois Route 53/120 and I-94 are both viable alternatives, the combined effect of Item 6A along Illinois Route 53/120 and Item 15 along I-94 are not additive. The Feasibility Analysis examined these strategies in combination to more accurately understand the overall revenue impact. The estimated incremental bonding capacity for combining these options is \$380 million to \$510 million.

8.3.4 Financing Options

Two financing options were considered - longer term borrowing and lower cost borrowing (leveraging Federal TIFIA loans) - to help maximize bonding capacity. The estimated incremental bonding capacities for each of these strategies are shown in Table 8.

There was little support for either of these two options. Not only would the Toll Highway Act need to be amended to permit the Tollway to bond beyond 25 years, but extending the bonding period out to 35 years would negatively affect the Tollway's bond rating and increase the Tollway's borrowing rate. Lower cost borrowing rates were assumed to be similar to that of FHWA's TIFIA loan program. TIFIA was ultimately not recommended as it would federalize the entire project and impede the Tollway's aggressive project implementation schedule, posing cost risks not accounted for in the project cost estimate. However, the working group noted that TIFIA could be considered for stand alone off-system pieces of the Illinois Route 53/120 project to be led by another agency.

Table 8: Other Considered Financing Strategies

Item No.	Option	Bonding Capacity
B 10	Longer Term Borrowing	\$45 - \$56 (35 years)
B 11	Lower Cost Borrowing	\$45 - \$70

- B** Original concepts from the BRAC
- All values in million dollars (2020)
 - Range based on 25-year bond term and debt coverage ranging from 2 to 1.5 times

8.3.5 Lake County Motor Fuel Tax

Four collar counties in northeast Illinois currently levy a local motor fuel tax: Cook, DuPage, Kane and McHenry Counties. However, Lake County does not levy such a tax. Seeing an opportunity to build on a strategy used in neighboring counties, the working group considered a four cents per gallon fuel tax as well as an indexed tax and a percentage based tax (Table 9).

Table 9: Lake County Motor Fuel Tax Strategies Considered

Item No.	Option	Bonding Capacity
B 4*	Flat Fuel Tax (\$0.04/gallon)	\$67 - \$89
4A	Indexed Fuel Tax (<i>\$0.04/gallon indexed at 2.25% annually</i>)	\$101 - \$135
4B	Percentage Fuel Tax (<i>1% Excise Tax on Fuel Revenue¹</i>)	\$93 - \$125

¹ Assumes \$3.70/gallon fuel cost (2013), inflated annually at 2.25

- B** Original concept from the BRAC
- * **Working group supported this item**
 - All values in million dollars (2020)
 - Range based on 20-year bond term and debt coverage ranging from 2 to 1.5 times

The working group ultimately supported the flat motor fuel tax option and proposed that half of the revenue generated be used to fund the Illinois Route 53/120 project, while the other half would fund countywide priority road projects with the highest priority being the U.S. Route 41 corridor as identified in the Lake County Consensus Plan. Based on that revenue, the bonding capacity for the Illinois Route 53/120 project is estimated to be \$34 million to \$45 million, assuming a 20-year bonding term with the range based on debt coverage ratios of 2 times and 1.5 times, respectively.

8.3.6 Value Capture

While the BRAC considered two forms of value capture (TIF and SSA), the Finance Committee working group's focus on value capture migrated away from either of these forms due to the uniqueness of what is intended for the Illinois Route 53/120 project. The subsequent funding mechanism considered was named by the working group as the Sustainable Transportation Fund (STF).

The working group established that the STF fund would generate revenues based on 25 percent of the increased revenue from the growth in property value of new, non-residential properties within a one mile radius of the corridor and a two-mile radius at interchanges to the Illinois Route 53/120 project. The remaining 75 percent of the increased revenue generated would flow to the underlying tax districts. As a means of garnering the needed support for this concept, the working group believed it was important to tie these revenues back to the Environmental Restoration and Stewardship Fund (Section 6.3), which would protect and enhance natural resources within two miles of the roadway. Further, it was also noted that the Environmental Restoration and Stewardship Fund needed a funding source other than toll revenues, as statutory restrictions limit the use of toll revenues.

New legislation will be needed to establish this funding tool. The main topics that must be addressed in new legislation would include the formation of a multi-jurisdictional funding mechanism, definition of its governance structure, pledging these funds to the Environmental Restoration and Stewardship Fund, and building off the success of other statutes to define a funding mechanism that is effective.

Updated revenue estimates for the STF were developed by CMAP based on guidance from the working group to restrict the fund to just 25 percent of property tax revenue from new, non-residential development within the one to two-mile radius of the corridor. For this scenario, preliminary studies by CMAP resulted in a net present value range of \$81 million to \$108 million, with the range based on an equalized assessed value (EAV) increase of 2 to 3 percent.

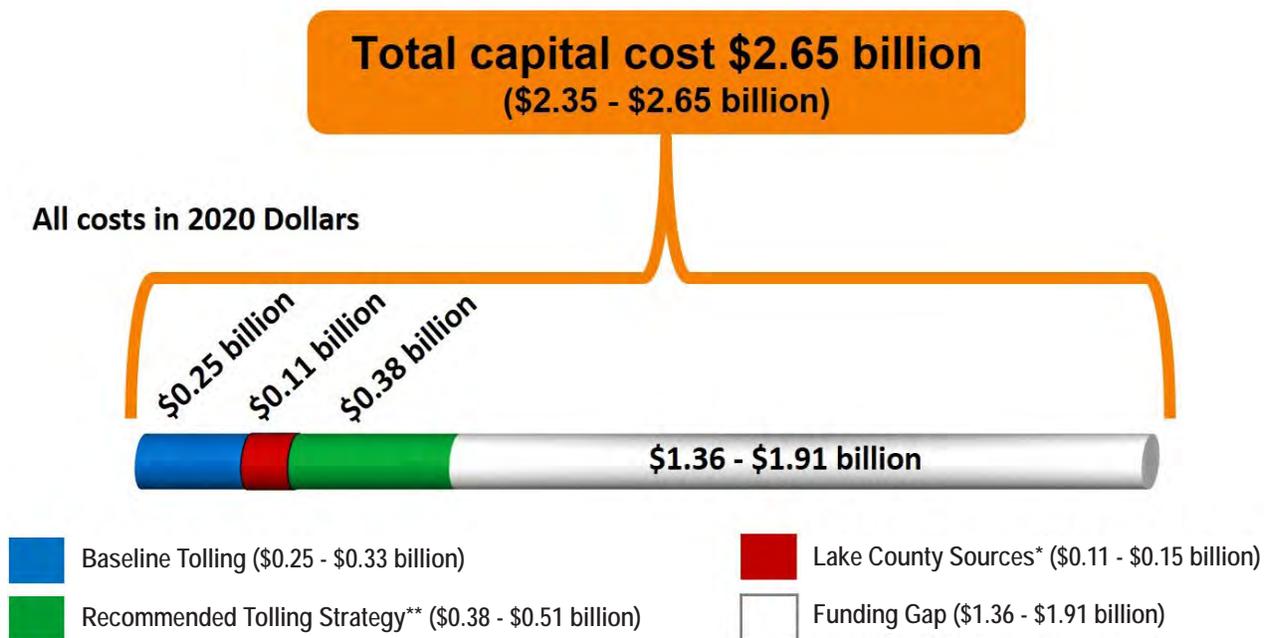
8.4 *Compilation of Working Group Findings*

The Finance Committee combined the recommendations of each of the working groups into the set of funding mechanisms listed below. The estimates of funding to be generated from each are based on conservative assumptions.

- \$250 million to \$330 million of bonding capacity from the base tolling of 20 cents per mile
- \$380 million to \$510 million of bonding capacity for the recommended tolling strategy of adding congestion pricing and indexing to the Illinois Route 53/120 corridor in combination with a new mainline toll plaza near Lake Cook Road on I-94 and revisions at the Waukegan Plaza and other locations
- \$34 million to \$45 million of bonding capacity from 50 percent of the revenue expected from a new Lake County Motor Fuel Tax
- \$81 million to \$108 million (net present value) for the Environmental Restoration and Stewardship Fund funded through the Sustainable Transportation Fund (the value capture mechanism).

Summing these funding components together leads to a total amount of \$745 million to \$993 million based on the ranges presented in Figure 3. This amount of funding is a significant advancement toward creating a viable funding plan for the project. While the funding gap that remains is estimated to range between \$1.36 billion and \$1.91 billion, the Finance Committee has offered a viable funding plan that provides a substantial down payment towards the construction of the Illinois Route 53/120 project.

Figure 3: Project Funding Gap



* Lake County sources include motor fuel tax and sustainable transportation fund

** Recommended tolling strategy includes I-94 mainline tolling combined with indexing and congestion pricing for Illinois Route 53/120

Section 9.0 Final Recommendations

Recognizing the potential negative impacts to local communities a new large scale road in central Lake County and given the vast number of ecological resources in the proposed corridor, the Finance Committee strongly affirms that adherence to the intent of the BRAC recommendations is integral to maintaining local consensus on the Illinois Route 53/120 project. Correspondingly, the Finance Committee strongly recommends that the Tollway Board address the critical and integral need for progress and consensus on the Corridor Land Use Plan currently under development. The Committee recommends that the Tollway advance the project with the commitment to innovate and devise creative solutions to achieve the BRAC's recommendations and guiding principles as represented in the June 2012 BRAC Report. The Committee further urges the Tollway to consider integrating these ideas as best practices in future Tollway projects. After a series of more than twenty Committee and working group meetings, the following represents the key elements of the Finance Committee's final recommendations.

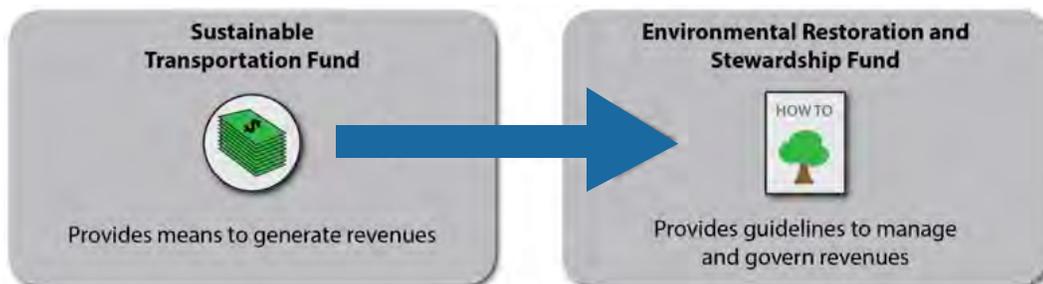
9.1 Innovative local contribution

The Finance Committee acknowledges the Tollway's Cost Share Policy and its requirement for a local contribution for all new projects. The Committee also recognizes the Tollway's expectation for local contributions to fund local requests related to Tollway projects. With these considerations in mind, the Committee supports the following local funding options as developed by the Finance Committee working groups:

a. Stewardship Fund and Value Capture

Given the number of unique and threatened ecological resources in Lake County, the BRAC recommended the establishment of an Environmental Restoration and Stewardship Fund (ERSF). Establishment of this fund is an essential element of honoring the BRAC's key recommendations and its guiding principles, and the Committee believes the ERSF should be managed independently of the Tollway. The Finance Committee, through its working group, has developed an initial framework that outlined the purpose, financing and governance of the ERSF (**Attachment A**). The Committee recommends that further development of the structure and operation of the ERSF be carried out with the involvement and input of county and local environmental, municipal and elected leaders.

To finance the ERS , the Committee recommends the creation of a new and innovative funding mechanism dubbed the "Sustainable Transportation Fund." The STF, upon the project's adoption in an official Tollway capital plan, would leverage a portion of the increase in adjacent, new non-residential land values, and would be fully committed to funding the protection and restoration of environmental features within the STF district via the Environmental Restoration and Stewardship Fund.



b. County Fuel Tax

In 1989, the State did not provide Lake County the ability to collect a four cents per gallon local option fuel tax which was offered to most other collar counties including: DuPage, McHenry and Kane. Historically, this revenue has provided a steady funding source to address congestion relief at the local level. As such, Lake County is left with few options to generate local funding toward the local share for the Illinois Route 53/120 project. Consequently, the Finance Committee recommends “Lake County” be added to the State’s current four cents per gallon county option fuel tax statute. Lake County would commit 50 percent of revenues from this funding source to the Illinois Route 53/120 project, while the other 50 percent would be committed to other transportation priorities in Lake County with the highest priority being the U.S. Route 41 corridor as identified in the Lake County Co - sensus Plan.

9.2 Local support for innovative tolling strategies

To support the cost of constructing the road, the Finance Committee affirm the BRAC proposal for tolls along Illinois Route 53/120 set at a rate consistent with the national average for new tolled facilities, assumed to be 20 cents per mile for passenger vehicles. The Committee further supports indexing and congestion pricing of tolls along the proposed road as a pilot for eventual implementation along the entire Tollway system. Additionally, the Committee supports consideration of a strategy to restructure tolls along I-94 in Lake County in order to raise revenues for the project, to improve tolling equity, and to mitigate and minimize diversion onto local roads, always assuming safety as a priority. Restructuring of tolls along I-94 in Lake County may include concepts such as introducing a new mainline toll and/or introducing tolls at existing interchanges that are currently not tolled.

9.3 *State contribution is essential*

Recognizing that Illinois Route 53/120 is a regionally significant major capital project prioritized within the CMAP GO TO 2040 Comprehensive Regional Plan, the Finance Committee believes and has asserted by resolution that a significant contribution by the State is appropriate and essential to complete this long-overdue project (**Attachment B**). The Committee recommends that the Illinois Department of Transportation (IDOT) complete all future needed land acquisition and dedicate land already acquired to the project. The Committee further recommends that state funding for the project should be included in IDOT's subsequent multi-year plans and be delineated as a priority in future state capital bills.

9.4 *Seek federal funding*

In the same manner as the Elgin-O'Hare Western Access project, local partners will actively and aggressively seek federal funding for the project through federal programs such as the Congestion Mitigation and Air Quality (CMAQ) grant program.

9.5 *Allocation of funding*

Two new and specific revenue sources identified in this report include the creation of a new Sustainable Transportation Fund and a four cents per gallon local option fuel tax.

As stated in this report, the Sustainable Transportation Fund (STF) generates revenue through the taxes generated by increased property values of new commercial properties in the identified corridor area (new and existing residential properties as well as existing commercial are excluded from the STF). Decisions on funding allocation will be made by local municipal leaders and stakeholders who will be supported by a technical advisory committee to assist in providing professional expertise necessary to meet the goals of the STF.

Lake County will be responsible for allocation of the fuel tax revenue in the manner identified in this report. Fifty percent of the fuel tax revenue will be used for the Illinois Route 53/120 project for the term of the bonds. Following that period, all 100 percent of the fuel tax revenue will be used to fund transportation priorities in Lake County identified in their long-term plan and the "One Voice, One Transportation Future" Consensus Plan (or its successor document) which was developed and approved by state legislators, mayors, county board members and other leaders.

Other decisions on funding allocation may be necessary in order to leverage and maximize potential federal dollars to fund off-system improvements and to comply with statutory restrictions related to use of toll and other revenues. The Tollway and Lake County will take the lead on such necessary allocations in a collaborative and inclusive manner so that local municipalities and other stakeholders are aware of the rationale and benefits of those decisions.

9.6 A financially sustainable Tollway system

The Finance Committee believes the remaining project funding gap should be addressed through system toll revenues and that the Illinois Route 53/120 project be identified as the Tollway's next top priority for new projects beyond the Tollway's current commitments in the *Move Illinois* Program. The Finance Committee supports the Tollway in evaluating system revenues needed to both fully fund this project and maintain a financially sustainable system.

9.7 Legislative action required

The Finance Committee recognizes that legislative action will be needed to enable the creation of the proposed Sustainable Transportation Fund, to establish the Environmental Restoration and Stewardship Fund by statute and to authorize the four cents per gallon county option fuel tax by amending the County Motor Fuel Tax Law (55 ILCS 5/5-1035.1). As it relates to the STF, the new legislation would need to ensure existing TIF districts within the corridor would not be impacted and include a provision to terminate the STF once meeting the obligations of the ESRF. The Finance Committee further recognizes that such efforts will require an organized and broad coalition with support from the Tollway and other partners. The Finance Committee recommends and supports leaders from Lake County, municipalities, councils of government, economic development, labor and environmental groups work together to lead the effort to draft legislation, and garnering the support needed for its ultimate adoption. Lake County will work with this broad group of stakeholders to facilitate and coordinate this important effort.

9.8 Continued stakeholder commitment and involvement required

Upon completion of the Finance Committee's final recommendation, continued discussion and coordination among agency partners and stakeholders is still needed as it relates to the Corridor Land Use Plan, development of new legislation and project financing. If the project is then able to move forward, the next phase of planning will involve comprehensive environmental analysis and detailed design work by the Tollway. It is essential that the Tollway seek continued community and stakeholder involvement in that phase, and the Tollway has communicated their commitment to do so to the Committee.

The Finance Committee asserts that it has answered the BRAC’s call for an innovative financial plan for the project. The Committee’s support of a new and creative funding source – the Sustainable Transportation Fund, a county fuel tax, indexing and congestion pricing of tolls and a re-structuring of existing tolls along I-94 in Lake County, represents a robust step forward by local and county leaders that demonstrates strong consensus around and commitment to the project. This package of options is projected to generate between \$495 million to \$663 million toward the project. When added with the revenues resulting from the base tolls along Illinois Route 53/120, the total projected contributions to the project sum up to \$745 million to \$993 million (see Table 10).

Table 10: Funding Recommendations

Funding Options	Projected Contributions to Project
I-94 Toll Restructuring + Illinois Route 53/120 Indexing and Congestion Pricing	\$380 million - \$510 million (bonding capacity)
Sustainable Transportation Fund	\$81 million - \$108 million (net present value)
Lake County Option Fuel Tax	\$34 million - \$45 million (bonding capacity)
SUBTOTAL	\$495 million - \$663 million
Base Tolls from Illinois Route 53/120	\$250 million - \$330 million
TOTAL	\$745 million - \$993 million

- All costs in 2020 dollars

While the final report marks the completion of the Illinois Route 53/120 Finance Committee, the Committee stresses the importance of continued engagement and coordination with local stakeholders by the Tollway on detailed design matters and the Corridor Land Use Plan as both are critical to maintaining continued consensus on the overall project.

Attachment A

Environmental Restoration and Stewardship Fund Guiding Principles

Environmental Restoration and Stewardship Fund

Purpose:

The Environmental Restoration and Stewardship Fund will provide financial support for the protection and enhancement of the natural resources, including agricultural lands and water bodies, within two miles of the Illinois Route 53/120 roadway. The fund will support efforts to improve the ecological health within the corridor through:

- Protection and restoration of at least 750 acres of land
- Long-term stewardship of the current and newly protected lands and other natural resources, including agricultural lands and water bodies
- Innovative investments intended to remediate ecological health issues that may arise within the corridor
- Monitoring and study to inform governance and funding priorities

Governance Recommendations

- The governance of the fund shall be conducted in a transparent and financially accountable manner that inspires a high level of confidence among key stakeholders and the public.
- The governance system for the fund shall be composed of an independent steering committee of Lake County environmental, municipal and elected leaders and also a technical advisory committee that will advise the steering committee. The steering committee will determine funding priorities, make specific funding decisions and evaluate the performance of the fund administrator.
- The steering committee shall be established concurrent with the Tollway Board's advancement of the project.
- Comprehensive, baseline environmental data on pre-construction conditions in the roadway corridor is necessary for the technical advisory committee to develop criteria standards and funding priority recommendations.

- The fund administrator, under the direction of the steering committee, shall establish an open and competitive project selection process, protocols for field work evaluation and monitoring, reporting mechanisms and opportunities for public engagement. The administrator shall not be allowed to bid on projects funded by the fund.
- The fund administrator shall be a third-party organization with professional and fiduciary expertise in fund administration, conservation field work evaluation, and reporting.

Funding Recommendations

- The Environmental Restoration and Stewardship Fund is an essential and integral component of the roadway project and shall be funded as part of the overall project budget.
- Contributions to the Fund may include a combination of Tollway revenue, value capture, motor fuel tax, or other revenues. Statutory requirements which may impede the use of such revenues for the express purposes of the Fund will need to be considered and addressed.
- The Tollway and Lake County have discretion in how Tollway and local contributions are allocated to the Environmental Restoration and Stewardship Fund.
- While the Environmental Restoration and Stewardship Fund may generally be funded incrementally over time, the commitment to protect and restore at least 750 acres will likely require a mechanism for generating a significant amount of funds upfront or the ability for the Fund to finance large capital expenses over time.

Attachment B

Illinois Route 53/120 Finance Committee State Funding Resolution

Illinois Route 53/120 Finance Committee

November 13, 2014 Meeting – Motion No. 1

“Whereas, the Lake County Illinois Route 53/120 Project was designated by the Chicago Metropolitan Agency for Planning (CMAP) as one of the top five high priority essential transportation projects for Northeastern Illinois;

Whereas, CMAP’s designation of the Lake County Illinois Route 53/120 Project was the catalyst for the Illinois State Toll Highway Authority (Tollway) to create the Illinois Route 53/120 Blue Ribbon Advisory Committee (BRAC);

Whereas, the work of the BRAC established the foundation for the creation and work of the Lake County Illinois Route 53/120 Finance Committee; and

Whereas, significant State funding contribution has been an essential “but for” component of the overall financing package for essential major Tollway expansion projects such as the I-355 extension, the Elgin-O’Hare Western Access/Bypass and the I-294/I-57 Interchange;

Therefore, be it resolved by the Route 53/120 Finance Committee that significant funding by the State of Illinois for the purpose of completing all land acquisition and financing related roadway improvements is appropriate and essential to complete this long-overdue project. State funding for the project should be included in the Illinois Department of Transportation's subsequent five year plans and be delineated as a priority in future capital bills.”

The above resolution was adopted by the Illinois Route 53/120 Finance Committee on November 13, 2014 by a voice vote. The motion was made by Marty Buehler of Lake County Transportation Alliance with a second from Michael Ellis of Grayslake. There were two abstentions—Joseph Mancino of Hawthorn Woods and George Monaco of Round Lake—and one recusal—George Ranney, BRAC Co-Chair.

Village of



290 Evergreen Drive · Vernon Hills, IL 60061-2999 · 847-367-3700

June 12, 2015

Joe Mancino
President
Lake County Municipal League
1937 North Municipal Way
Round Lake Beach, IL 60073

Re: Support Illinois Route 53/120

Dear Mayor Mancino,

The Illinois Route 53/120 Blue Ribbon Advisory Council was established to assist in the planning and potential building of the Illinois Route 53/120 project in Lake County. The Council has performed significant work over the past three (3) years which has resulted in a series of recommendations that present the most realistic approach to achieving the goal of having Illinois Route 53/120 constructed.

The Council's plans and recommendations will help ensure that, in addition to relieving congestion, the Illinois Route 53/120 project will integrate and preserve open space and natural areas, increase access to transit, promote effective development, and enhance economic development.

With the momentum building from the Council's work, I ask that each member of the Lake County Municipal League reaffirm their support for the Illinois Route 53/120 project through the adoption of a supporting resolution. This action will again send a clear signal to State officials that reflect the conscious choices of each community's residents and elected officials throughout Lake County and the singular message that Illinois Route 53/120 is a priority and should be constructed.

I ask that this letter be distributed to the Lake County Municipal League member communities for consideration.

Please contact me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Roger L. Byrne". The signature is written in a cursive, flowing style.

Roger L. Byrne
Village President

cc: Mandi Florip, Executive Director of Lake County Municipal League
Vernon Hills Board of Trustees
John Kalmar, Village Manager



Lake County Municipal League

1937 North Municipal Way • Round Lake Beach, Illinois 60073
Phone: 847/270-3126 • Fax: 847/546-2064 • e-mail: info@lakecountyleague.org

June 19, 2015

Mayor Roger Byrne
Village of Vernon Hills
290 Evergreen Drive
Vernon Hills, IL 60061-2999

Re: Your request

Dear Mayor Byrne,

Thank you for your letter dated June 12, 2015 sent to the Lake County Municipal League, regarding the Rt. 53/120 Tollway Study. Your opinion is important to the League.

The Lake County Municipal League is dedicated to furthering excellence in municipal government and to advocate on issues that are of importance to its municipal members. At our most recent board meeting, the board of directors discussed your request at length. With the current discussions on Land Use associated with Rt. 53/120 being conducted by the Tollway, CMAP and municipal stakeholders, the board has concerns in taking a position of support on the potential project at this early stage. The board has elected to further review the progress of the ad-hoc Land Use Committee studies and carefully measure a position, as it relates to all members of the League, prior to taking any action, such as the one you have requested.

With the ad-hoc committee work scheduled to be wrapped up this summer, the League anticipates it will communicate a position at upcoming membership meetings.

Thank you again for your continued support of the League and its efforts on behalf of all municipalities.

Warmest personal regards,

Joseph Mancino
President, Lake County Municipal League
Mayor, Village of Hawthorn Woods

RECEIVED

JUN 22 2015

Village of Vernon Hills

Cc: Vernon Hills Board of Trustees
John Kalmar, Vernon Hills Village Manager
Lake County Municipal League Board of Directors



REQUEST FOR BOARD ACTION
Committee of the Whole Meeting
July 13, 2015

Subject: Approval of Membership in the HGAC Buy Joint Purchasing Co-op (Village of Lincolnshire)

Action Requested: Consideration and Discussion of the Village entering into an Agreement with HCAG Buy for Joint Purchasing and Direct Placement on the July 27, 2015 Consent Agenda for Approval (Village of Lincolnshire)

Originated By/Contact: Bradford H. Woodbury, Public Works Director

Referred To: Mayor and Village Board

Summary:

Village Staff recommends Village Board approval of a membership in the HCAG Buy Joint Purchasing Co-op. Entering into this Co-op allows Village to participate in intergovernmental purchasing which satisfies competitive bidding requirements.

HGAC Buy allows participating governmental agencies to reduce cost of purchased equipment by leveraging the power of the multi-agency combined membership through cooperative efforts. The HGAC Buy Board posts all public notices to solicit bids and awards all contracts satisfying the formal competitive bidding process.

The Village has the potential to save time and money by not having to prepare unique bid proposals for items already bid by HGAC Buy. There are several different types of Public Works related items available through HGAC Buy including municipal cars and trucks, fleet services equipment, portable pumps, trailers, mowers, playground equipment.

There is no cost to the Village to participate and no obligation or minimum purchase requirement to participate. All of the fees are passed on to the contractors supplying the products. To join, the Village must approve HGAC’s model interlocal contract.

Recommendation: Staff requests the Village Board approve membership in the HGAC Buy Joint Purchasing Co-op and direct placement of the required interlocal contract on the July 27, 2015 agenda for approval.

Reports and Documents Attached:

- HGAC Buy Interlocal Contract
- List of Illinois Governmental Participants

Meeting History	
Initial Referral to Village Board (COW):	July 13, 2015



**INTERLOCAL CONTRACT
FOR COOPERATIVE PURCHASING**

ILC
No.: _____
Permanent Number assigned by H-GAC

THIS INTERLOCAL CONTRACT (“Contract”), made and entered into pursuant to the Texas Interlocal Cooperation Act, Chapter 791, Texas Government Code (the “Act”), by and between the Houston-Galveston Area Council, hereinafter referred to as “H-GAC,” having its principal place of business at 3555 Timmons Lane, Suite 120, Houston, Texas 77027, and * _____, a local government, a state agency, or a non-profit corporation created and operated to provide one or more governmental functions and services, hereinafter referred to as “End User,” having its principal place of business at * _____

WITNESSETH

WHEREAS, H-GAC is a regional planning commission and political subdivision of the State of Texas operating under Chapter 391, Texas Local Government Code; and

WHEREAS, pursuant to the Act, H-GAC is authorized to contract with eligible entities to perform governmental functions and services, including the purchase of goods and services; and

WHEREAS, in reliance on such authority, H-GAC has instituted a cooperative purchasing program under which it contracts with eligible entities under the Act; and

WHEREAS, End User has represented that it is an eligible entity under the Act, that its governing body has authorized this Contract on * _____ (Date), and that it desires to contract with H-GAC on the terms set forth below;

NOW, THEREFORE, H-GAC and the End User do hereby agree as follows:

ARTICLE 1: LEGAL AUTHORITY

The End User represents and warrants to H-GAC that (1) it is eligible to contract with H-GAC under the Act because it is one of the following: a local government, as defined in the Act (a county, a municipality, a special district, or other political subdivision of the State of Texas or any other state), or a combination of two or more of those entities, a state agency (an agency of the State of Texas as defined in Section 771.002 of the Texas Government Code, or a similar agency of another state), or a non-profit corporation created and operated to provide one or more governmental functions and services, and (2) it possesses adequate legal authority to enter into this Contract.

ARTICLE 2: APPLICABLE LAWS

H-GAC and the End User agree to conduct all activities under this Contract in accordance with all applicable rules, regulations, and ordinances and laws in effect or promulgated during the term of this Contract.

ARTICLE 3: WHOLE AGREEMENT

This Contract and any attachments, as provided herein, constitute the complete contract between the parties hereto, and supersede any and all oral and written agreements between the parties relating to matters herein.

ARTICLE 4: PERFORMANCE PERIOD

The period of this Contract shall be for the balance of the fiscal year of the End User, which began * _____ and ends * _____. This Contract shall thereafter automatically be renewed annually for each succeeding fiscal year, provided that such renewal shall not have the effect of extending the period in which the End User may make any payment due an H-GAC contractor beyond the fiscal year in which such obligation was incurred under this Contract.

ARTICLE 5: SCOPE OF SERVICES

The End User appoints H-GAC its true and lawful purchasing agent for the purchase of certain products and services through the H-GAC Cooperative Purchasing Program. End User will access the Program through HGACBuy.com and by submission of any duly executed purchase order, in the form prescribed by H-GAC to a contractor having a valid contract with H-GAC. All purchases hereunder shall be in accordance with specifications and contract terms and pricing established by H-GAC. Ownership (title) to products purchased through H-GAC shall transfer directly from the contractor to the End User.

(over)

ARTICLE 6: PAYMENTS

H-GAC will confirm each order and issue notice to contractor to proceed. Upon delivery of goods or services purchased, and presentation of a properly documented invoice, the End User shall promptly, and in any case within thirty (30) days, pay H-GAC's contractor the full amount of the invoice. All payments for goods or services will be made from current revenues available to the paying party. In no event shall H-GAC have any financial liability to the End User for any goods or services End User procures from an H-GAC contractor.

ARTICLE 7: CHANGES AND AMENDMENTS

This Contract may be amended only by a written amendment executed by both parties, except that any alterations, additions, or deletions to the terms of this Contract which are required by changes in Federal and State law or regulations are automatically incorporated into this Contract without written amendment hereto and shall become effective on the date designated by such law or regulation.

H-GAC reserves the right to make changes in the scope of products and services offered through the H-GAC Cooperative Purchasing Program to be performed hereunder.

ARTICLE 8: TERMINATION PROCEDURES

H-GAC or the End User may cancel this Contract at any time upon thirty (30) days written notice by certified mail to the other party to this Contract. The obligations of the End User, including its obligation to pay H-GAC's contractor for all costs incurred under this Contract prior to such notice shall survive such cancellation, as well as any other obligation incurred under this Contract, until performed or discharged by the End User.

ARTICLE 9: SEVERABILITY

All parties agree that should any provision of this Contract be determined to be invalid or unenforceable, such determination shall not affect any other term of this Contract, which shall continue in full force and effect.

ARTICLE 10: FORCE MAJEURE

To the extent that either party to this Contract shall be wholly or partially prevented from the performance within the term specified of any obligation or duty placed on such party by reason of or through strikes, stoppage of labor, riot, fire, flood, acts of war, insurrection, accident, order of any court, act of God, or specific cause reasonably beyond the party's control and not attributable to its neglect or nonfeasance, in such event, the time for the performance of such obligation or duty shall be suspended until such disability to perform is removed; provided, however, force majeure shall not excuse an obligation solely to pay funds. Determination of force majeure shall rest solely with H-GAC.

ARTICLE 11: VENUE

Disputes between procuring party and Vendor are to be resolved in accord with the law and venue rules of the State of purchase.

THIS INSTRUMENT HAS BEEN EXECUTED IN TWO ORIGINALS BY THE PARTIES HERETO AS FOLLOWS:

*

Name of End User (local government, agency, or non-profit corporation)

*

Mailing Address

*

City State ZIP Code

*By: _____
Signature of chief elected or appointed official

*

Typed Name & Title of Signatory Date

Houston-Galveston Area Council
3555 Timmons Lane, Suite 120, Houston, TX 77027

By: _____
Executive Director

Attest: _____
Manager

Date: _____

**Denotes required fields*

*Request for Information

To expedite service, please complete the following blanks relevant to your agency's administrative/elective personnel and return the completed for to **H-GAC, Cooperative Purchasing Program,**
P.O. Box 22777, Houston, TX 77227-2777.

Name of End User Agency: _____ County Name: _____
(Municipality/County/District/etc.)

Mailing Address: _____
(Street Address/P.O. Box) (City) (State) (ZIP Code)

Main Telephone Number: _____ FAX Number: _____

Physical Address: _____
(Street Address, if different from mailing address) (City) (State) (ZIP Code)

Web Site Address: _____

Official Contact: _____ Title: _____
(Point of Contact for HGACBuy Interlocal Contract) Ph No.: _____ - _____

Mailing Address: _____ Fx No. : _____ - _____
(Street Address/P.O. Box) E-Mail Address: _____

(City) (State) (ZIP Code)

Authorized Official: _____ Title: _____
(Mayor/City Manager/Executive Director etc.) Ph No.: _____ - _____

Mailing Address: _____ Fx No. : _____ - _____
(Street Address/O.O. Box) E-Mail Address: _____

(City) (State) (ZIP Code)

Official Contact: _____ Title: _____
(Purchasing Agent/Auditor etc.) Ph No.: _____ - _____

Mailing Address: _____ Fx No. : _____ - _____
(Street Address/O.O. Box) E-Mail Address: _____

(City) (State) (ZIP Code)

Official Contact: _____ Title: _____
(Public Works Director/Police Chief etc.) Ph No.: _____ - _____

Mailing Address: _____ Fx No. : _____ - _____
(Street Address/O.O. Box) E-Mail Address: _____

(City) (State) (ZIP Code)

Official Contact: _____ Title: _____
(EMS Director/Fire Chief etc.) Ph No.: _____ - _____

Mailing Address: _____ Fx No. : _____ - _____
(Street Address/O.O. Box) E-Mail Address: _____

(City) (State) (ZIP Code)

* denotes required fields

HGAC BUY - LIST OF GOVERNMENT ENTITIES IN ILLINOIS

Addison Fire Protection District (IL)	Addison
American Quality Schools (IL)	Chicago
Arlington Heights Park District (IL)	Arlington Heights
Aurora Township Road District (IL)	North Aurora
Barrington Countryside Fire Protection District (IL)	Lake Barrington
Buffalo Grove Park District (IL)	Buffalo Grove
Calumet Memorial Park District (IL)	Calumet City
Chaddock (IL)	Quincy
City of Berwyn (IL)	Berwyn
City of Bloomington (IL)	Bloomington
City of Crystal Lake (IL)	Crystal Lake
City of Decatur (IL)	Decatur
City of Des Plaines (IL)	Des Plaines
City of East Moline	East Moline
City of East Peoria (IL)	East Peoria
City of Fairbury (IL)	Fairbury
City of Geneva (IL)	Geneva
City of Highland Park (IL)	Highland Park
City of Lake Forest (IL)	Lake Forest
City of Marion (IL)	Marion
City of Marseilles (IL)	Marseilles
City of Monticello (IL)	Monticello
City of Mount Vernon (IL)	Mt. Vernon
City of Murphysboro (IL)	Murphysboro
City of Naperville (IL)	Naperville
City of O:Fallon (IL)	O:Fallon
City of Oak Forest (FL)	Oak Forest
City of Palos Heights (IL)	Palos Heights
City of Park City (IL)	Park City
City of St. Charles (IL)	St. Charles
City of Tuscola (IL)	Tuscola
City of Vernon Hills (IL)	Vernon Hills
City of Wheaton (IL)	Wheaton
Community Consolidated School District #64 (IL)	Park Ridge
Community High School District #117 (IL)	Lake Villa
County of Adams (IL)	Quincy
County of McHenry (IL)	Woodstock
County of Will (IL)	Joliet
Dundee Township (IL)	East Dundee
Dundee Township Park District (IL)	Carpentersville
DuPage County (IL)	Wheaton
Ford County (IL)	Paxton
Fremont Township (IL)	Mundelein
Homer Township Road District (IL)	Homer Glen
Housing Authority of the County of Lake (IL)	Grayslake
Huntley Park District (IL)	Huntley
Illinois Beach State Park (IL)	Zion
Illinois School District U-46 (IL)	Elgin
Lake County (IL)	Waukegan
Lake Forest School District #115 (IL)	Lake Forest
Lambs Farm (IL)	Libertyville
Lockport Township Park District (IL)	Lockport

Lombard School District 44 (IL)	Lombard
Manhattan Park District (IL)	Manhattan
Marseilles Elementary School District #150 (IL)	Marseilles
Oak Grove School District #68 (IL)	Green Oaks
Oak Lawn Park District (IL)	Oak Lawn
Orion Community Unit School District 223 (IL)	Orion
Pleasure Driveway and Park District of Peoria, Illinois (IL)	Peoria
Putnam County (IL)	Hennepin
Rides Mass Transit District (IL)	Harrisburg
Rockford Park District (IL)	Rockford
Rockford Public Schools District 205 (IL)	Rockford
Rolling Meadows Park District (IL)	Rolling meadows
Seneca High School District 160 (IL)	Seneca
Skokie Public Library (IL)	Skokie
Southern Illinois Airport Authority (IL)	Murphysboro
Springfield Metro Sanitary District (IL)	Springfield
St. Clair County (IL)	Belleville
St. Clair Township (IL)	Swansea
The Cara Program (IL)	Chicago
Tree Research & Education Endowment Fund (IL)	Naperville
Village of Arlington Heights (IL)	Arlington Heights
Village of Barrington (IL)	Barrington
Village of Crestwood (IL)	Crestwood
Village of Dolton (IL)	Dolton
Village of Elk Grove (IL)	Elk Grove
Village of Glendale Heights (IL)	Glendale Heights
Village of Gurnee (IL)	Gurnee
Village of Merrionette Park (IL)	Merrionette Park
Village of Metamora (IL)	Metamora
Village of Morton Grove (IL)	Morton Grove
Village of Mount Prospect (IL)	Mount Prospect
Village of Mundelein (IL)	Mundelein
Village of New Baden (IL)	New Baden
Village of Niles (IL)	Niles
Village of Northfield (IL)	Northfield
Village of Oak Brook (IL)	Oak Brook
Village of Palatine (IL)	Palatine
Village of Rantoul (IL)	Rantoul
Village of Skokie (IL)	Skokie
Village of South Elgin (IL)	South Elgin
Village of Streamwood (IL)	Streamwood
Village of Tolono (IL)	Tolono
Village of Villa Park (IL)	Villa Park
Village of Westmont (IL)	Westmont
West Chicago Fire Protection District (IL)	West Chicago
Westchester Park District (IL)	Westchester
Westmont Park District (IL)	Westmont
Winfield Park District (IL)	Winfield
Worth Township (IL)	Alsip

**REQUEST FOR BOARD ACTION
Committee of the Whole Meeting
July 13, 2015**

Subject: Update to Village of Lincolnshire 10-Year Capital Plan and 5-Year Financial Forecast

Action Requested: Consideration and Discussion of the 2016-2025 10-Year Capital Plan and 5-Year Financial Forecast (Village of Lincolnshire)

**Originated
By/Contact:** Bradford H. Woodbury, Public Works Director
Michael Peterson, Finance Director

Referred To: Mayor and Village Board

Summary:

In 2014, the Village Board adopted a 10-Year Capital Plan for Lincolnshire. This long-term program provides a comprehensive review of long-term capital and equipment needs, and the financial resources needed to support them. The 10-Year Capital Plan details expenditures for all Village owned facilities as well as major vehicles and equipment purchases. Throughout the year, Staff constantly evaluates reviews and revises the Village's 10-Year Capital Plan. A copy of the plan is included with the approved budget for reference to spending on projects in outlying years.

Attached is a copy of the 10-Year Capital Plan update. Staff has listed below significant changes to the approved 2015 Budget as well as prepared an estimated 2015 year end projection for each project line item. Lastly, staff has provided a summary review of planned projects for Fiscal Year 2016. Details regarding the 2016 projects will be included in the draft budget document to be distributed in October, and staff will be prepared to discuss with the Village Board as part of the budget approval process.

The following is a summary of 2015 approved expenses including 2015 year end projections:

Facilities Fund

Facilities Fund 2015 Approved Expenses - \$493,000

Facilities Fund 2015 Year End Projection - \$ 220,386

The main reason for the disparity in the year end projection and the approved expenses is due to the fact the Village spent only \$3,000.00 for roofing consulting work as opposed to \$280,000 for roofing replacements. This project has been re-evaluated and broken up into separate projects for inclusion in the budget in outlying years as shown in the 10-Year Capital Plan.

Significant Changes:

Acct# 51-25-80-2103 – Shake Roof Replacement Village Hall – This project will no proceed in Fiscal Year 2015. Staff's budget estimate of \$280,000 was significantly under budget. Unfortunately when Staff obtained the initial budget number, the firm preparing the estimate did not take into consideration Prevailing Wage.

New 2025 Projects:

Village Hall - HVAC A/C & Controller Replacement - \$130,000
Public Works Facility Overhead Door Replacement - \$30,000

Equipment Fund

Equipment Fund 2015 Approved Expenses - \$277,000
Equipment Fund 2015 Year End Projection - \$134,643

The main reason this line item is projected to come in \$142,357 under budget is due to the Village removing the purchase of a new 25-yard leaf machine in the amount of \$100,000. This item was removed because Village staff is currently evaluating outsourcing options for the leaf program that could be implemented as early as the 2016 leaf season.

Significant Changes:

The Toro 3505 D Riding Mower #707 was scheduled to be replaced in 2015. Staff re-evaluated this mower and concluded this item does not need to be replaced and will be moved to an outlying year in the 10-Year Capital Plan. Additionally, as stated above, the 25-yard leaf machines as well as all other leaf machines may ultimately be eliminated from the 10-Year Capital Plan should the Village pursue outsourcing this service.

New 2025 Projects:

Wheel Balancer - \$10,000
Wells Cargo Trailer #264 - \$15,000
Artic Cat Utility Cart #415 - \$18,500
Bobcat Utility Cart #417 - \$28,000
Beefco Slit Seeder #711 - \$20,000
Concrete Saw #731 - \$10,000

Furniture & Fixtures

This is a new account Staff added for the 2016 Budget and beyond which differentiates furniture from facilities and equipment.

New 2025 Projects:

Village Hall Window Treatments- \$20,000

Infrastructure - Storm Sewer Improvements

Infrastructure Storm Sewer Improvements 2015 Approved Expenses - \$337,000
Infrastructure Storm Sewer Improvements 2015 Year End Projection - \$ 151,544

The reason for the disparity in year-end projections and approved expenses is due to Staff removing the Robin Hood Storm Line Projects 51-21-84-5101 in the amount of \$150,000 and 51-21-84-5103 in the amount of \$35,000. In 2014, storm sewer system upgrades were implemented to address issues within the system in this area of the Village. After monitoring the system operation during the recent wet weather cycle, it is staff's belief that further work is not warranted at this time. Staff recently visited the site after over 1" of rain, and the area was dry. This project will be re-evaluated in 2020.

New 2025 Projects:

Lincolnshire Creek Phase I Engineering – Londonderry North - \$35,000

Infrastructure - Water Improvements

Infrastructure Water Improvements 2015 Approved Expenses - \$1,560,300

Infrastructure Water Improvements 2015 Year End Projection - \$1,534,530

Significant Changes: None. The water main replacement project has progressed smoothly in the current year, and the Water & Sewer improvement is expected to come in slightly under budget estimates.

New 2025 Projects:

Prairie Lane Water Main Loop – Construction - \$758,000

Infrastructure - Sanitary Improvements

Infrastructure Sanitary Improvements 2015 Approved Expenses - \$196,500

Infrastructure Sanitary Improvements 2015 Year End Projection - \$170,420

The difference in projected year end compared to budgeted amounts is a direct result of the Sanitary Inflow and Infiltration Study coming in \$26,080 under budget.

Significant Changes: None

New 2025 Projects: None

Infrastructure - Roadways

Infrastructure Roadways 2015 Approved Expenses - \$526,500

Infrastructure Roadways 2015 Year End Projection - \$637,000

Roadways is expected to come in \$110,500 over budget. This is primarily due to the major increase in the cost of concrete as explained at the May 23, 2015 Village Board meeting.

Significant Changes: None

New 2025 Projects:

Farrington Drive, Farrington Circle, Farrington Court Road Project - \$423,750

Infrastructure – Parks & Paths

Infrastructure Park & Paths 2015 Approved Expenses - \$999,000

Infrastructure Parks & Paths 2015 Year End Projection – \$550,614

Park & Paths is estimated to be \$446,386 under budget. This decrease is primarily due to the removal of the \$236,000 line item for the Corridor Enhancement Program-Entrance Signs and adding it to the 2017 budget. Additionally, engineer expenses related to the Pocket Park in the downtown area are the only expenditures for this project in the current fiscal year in the amount of \$17,500 out of a \$206,000 line item. This project will be proposed for carryover into Fiscal Year 2016 and hopefully will be constructed post the sale of the Village-owned parcels surrounding The Fresh Market.

Significant Changes:

Acct# 51-22-86-6401 – North Park Drainage Improvements (Construction) – Staff underestimated the anticipated cost of this project. Being that there is a large amount of

permitting and coordination between Lake County, Illinois Department of Natural Resources and Lake County Storm water Management, staff utilized \$15,000 in the current fiscal year to perform the engineering, permitting and coordination of this project. Additionally, staff added a line item in the amount of \$55,000 to the 2016 budget to address the cost of Phase III construction of this project.

New 2025 Projects:

North Park Foul Ball Netting Replacement - \$10,000

North Park Athletic Field – Lighting Upgrades - \$250,000

Vehicle Replacement

Vehicle Replacement 2015 Approved Expenses - \$373,050

Vehicle Replacement 2015 Year End Projection - \$ 279,200

The main reason for the disparity in the Year End Projection and the Approved budget is due to the replacement of Five Ton Truck #254 purchased at \$155,000 rather than the approved \$242,050 resulting in a savings of \$87,050.

Significant Changes: None

New 2025 Projects:

Community Service (Marked Car) #97 - \$35,000

Police Chief (Unmarked) #100 - \$30,000

Utility One-Ton Truck #236 - \$140,000

Miscellaneous Capital Fund

This is a new capital expenditure grouping Staff proposes adding for 2016 and beyond which will detail Miscellaneous Capital Projects that aren't completely defined by one of the other defined categories.

Miscellaneous Capital 2015 Approved Expenses - \$145,600

Miscellaneous Capital 2015 Year End Projection - \$ 126,560

New 2025 Projects: None

Guiding Principles

In 2014, Staff provided the Village Board with a set of guidelines or “Guiding Principles” used to assist with the creation of the capital budget. As a reminder, these Guiding Principles help establish levels of annual maintenance for the operating budgeting purposes, and reflect the levels of service desired by the Village Board. Data gathered as part of this program assists Public Works in identifying major projects to add to the 10-Year Capital Plan in future years.

Throughout the past year, Public Works utilized these Guiding Principles to prepare a Capital Program based on the criteria approved by the Village Board in 2014. A secondary benefit of the principles is they serve as measurable performance indicators, which will determine if the goals of the department are being met each year. Staff requests Village Board review of the attached Guiding Principles and provide input as needed. Following any input or direction from the Village Board, Staff will refine the information discussed and provide the Village Board with any required updates or recommendations as required.

Recommendation: Approval of the updates to the current 10-Year Capital Plan.

Reports and Documents Attached:

- 2016-2025 10-Year CIP
- Current Guiding Principles
- Five Year Finance Forecast Cover Memorandum and Related Exhibits

Meeting History	
Initial Referral to Village Board (COW):	July 13, 2015

Summary of Capital Funds

Fund	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10-Year Total
Facilities	\$493,000	\$708,000	\$321,000	\$348,000	\$217,000	\$265,000	\$230,000	\$100,000	\$125,000	\$225,000	\$160,000	\$3,192,000
Equipment	\$277,000	\$307,000	\$211,474	\$248,818	\$169,672	\$154,000	\$93,000	\$130,000	\$137,000	\$217,000	\$216,500	\$2,161,460
Furniture & Fixtures	\$0	\$50,000	\$25,000	\$0	\$12,000	\$22,000	\$0	\$0	\$12,000	\$0	\$20,000	\$141,000
Infrastructure-Storm Sewer	\$337,000	\$253,000	\$495,000	\$250,000	\$437,000	\$245,000	\$222,000	\$345,000	\$115,000	\$180,000	\$55,000	\$2,954,000
Infrastructure-Water	\$1,560,300	\$814,300	\$1,297,300	\$1,523,426	\$1,550,000	\$1,578,000	\$1,548,500	\$1,002,500	\$961,500	\$937,000	\$758,000	\$13,530,820
Infrastructure-Sanitary	\$196,500	\$277,500	\$234,500	\$241,500	\$249,500	\$256,500	\$264,500	\$594,500	\$363,000	\$288,500	\$297,000	\$3,263,500
Infrastructure-Roadways	\$526,500	\$674,500	\$980,850	\$678,500	\$1,487,750	\$706,500	\$864,120	\$985,780	\$1,171,990	\$605,500	\$611,500	\$9,293,490
Infrastructure-Parks & Paths	\$277,000	\$693,500	\$530,000	\$536,000	\$512,000	\$353,160	\$232,000	\$327,000	\$224,000	\$336,000	\$270,000	\$4,290,660
Vehicle Replacement	\$373,050	\$347,000	\$368,000	\$365,000	\$451,000	\$368,300	\$338,000	\$242,000	\$254,500	\$347,000	\$205,000	\$3,658,850
Misc. Capital	\$145,600	\$28,940	\$25,000	\$0	\$0	\$22,000	\$0	\$0	\$0	\$0	\$0	\$221,540
Total	\$4,185,950	\$4,153,740	\$4,488,124	\$4,191,244	\$5,085,922	\$3,970,460	\$3,792,120	\$3,726,780	\$3,363,990	\$3,136,000	\$2,593,000	\$42,687,330

Facilities Fund-Capital

Project Location	Acct. #	Project Name	Brief Description	Year End Projection	Fiscal Year 2015
PWF	07	07-01-80-2009	Facilities Improvement - W/S	Roof Replacement- East Side Reservoir	
PWF	07	07-01-80-2103	Facilities Improvement - W/S	Roof Replacement	\$85,740
PWF	07	07-01-80-2105	Facilities Improvement - PWF	Roof Replacement PW	
Village Hall	51	51-05-80-2102	Facilities Improvement - VH	Police Department Renovation	\$53,350
Village Hall	51	51-05-61-9040	Facilities Improvement - VH	Cont Srv- Painting Interior Garage VH	
PWF	51	51-25-61-9040b	Facilities Improvement - PWF	Cont Srv- Painting Interior PW Office	
Village Hall	51	51-25-61-9040c	Facilities Improvement - VH	Cont Srv- Painting Exterior Village Hall	
PWF	51	51-25-61-9040d	Facilities Improvement - PWF	Cont Srv- Painting Interior PW Garage	
PWF	51	51-25-61-9040e	Facilities Improvement - PWF	Cont Srv- Painting Exterior PWF	
PWF	51	51-25-61-9041	Facilities Improvement - PWF	Cont Srv- Painting Diesel Tank	
Village Hall	51	51-25-61-9042	Facilities Improvement - VH	Cont Srv- Interior Painting- VH	
PWF	51	51-25-61-9204	Facilities Improvement - PWF	Gas Storage Tank Flood Protection	\$22,152
Rivershire	51	51-25-61-9206	Facilities Improvement - Rivershire	Building Repairs - School District #103	\$27,604
PWF	51	51-25-61-9208	Facilities Improvement - PWF	Cont Srv- HVAC Assessment- PWF	
Village Hall	51	51-25-80-2103	Facilities Improvement - VH	Shake Roof Replacement	\$3,000
Village Hall	51	51-25-80-2112	Facilities Improvement - VH	Carpet Replace Village Hall	\$280,000
PWF	51	51-25-80-2206	Facilities Improvement - PWF	HVAC Improvements PWF	
PWF	51	51-25-80-2207	Facilities Improvement - PWF	Exterior Airline Installation- PWF	
PWF	51	51-25-80-2208	Facilities Improvement - PWF	Overhead Door Replacement	
Village Hall	51	51-25-80-2380	Facilities Improvement - VH	HVAC A/C & Controller Replacement- VH	
Village Hall	51	51-25-80-2382	Facilities Improvement - VH	HVAC Boiler Replacement- VH	
Village Hall	51	51-25-80-2437	Facilities Improvement - VH	Kitchen Area Refinish- VH	
Village Hall	51	51-25-80-2721	Facilities Improvement - VH	Security Improvements- VH	
PWF	51	51-25-80-4009	Facilities Improvement - PWF	Security System- PWF	
PWF	51	51-25-80-4011	Facilities Improvement - PWF	Ceiling Fans- PWF	\$14,040
PWF	51	51-25-80-4012	Facilities Improvement - PWF	Air Conditioning Unit Replacement	\$14,500
Village Hall	51	51-25-80-4016	Facilities Improvement - VH	Garage Door Opener Motors Replacement PD	
Village Hall	51	51-25-80-4018	Facilities Improvement - VH	Faucet & Flush Valves- Village Hall	
PWF	51	51-25-80-4020	Facilities Improvement - PWF	Garage Door Opener Motors Replace- PWF	
PWF	51	51-25-80-4026	Facilities Improvement - PWF	PWF Building Lighting Upgrades	
Village Hall	51	51-25-80-40xx	Facilities Improvement - VH	Handicap accessible upgrades	
Village Hall	51	51-25-80-40xx	Facilities Improvement - VH	Sundeck Enclosure w/mosquito screen & ceiling fan	
PWF	51	51-25-80-6010	Site Improvements - PWF	Site Improvements- PWF	
PWF	51	51-25-80-6015	Facilities Improvement - PWF	Public Works Parking Lot Resurface	
Grand Total				\$220,386	\$493,000

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$85,740	\$81,000
General Capital Fund	51	\$134,646	\$412,000
GRAND TOTAL		\$220,386	\$493,000

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
			\$75,000							\$75,000
										\$0
	\$225,000	\$275,000								\$500,000
										\$0
\$10,000			\$30,000			\$25,000				\$65,000
	\$20,000									\$20,000
	\$21,000									\$21,000
		\$50,000								\$50,000
			\$12,000							\$12,000
	\$10,000									\$10,000
	\$10,000									\$10,000
										\$0
\$10,000										\$10,000
		\$8,000								\$8,000
\$650,000										\$650,000
					\$55,000					\$55,000
			\$100,000							\$100,000
\$5,000										\$5,000
\$20,000								\$25,000	\$30,000	\$75,000
									\$130,000	\$130,000
							\$150,000			\$150,000
		\$15,000								\$15,000
					\$25,000					\$25,000
				\$30,000						\$30,000
										\$0
\$13,000										\$13,000
				\$20,000						\$20,000
	\$35,000									\$35,000
						\$50,000	\$50,000	\$50,000		\$150,000
						\$25,000				\$25,000
							\$75,000			\$75,000
					\$150,000					\$150,000
				\$215,000						\$215,000
\$708,000	\$321,000	\$348,000	\$217,000	\$265,000	\$230,000	\$100,000	\$125,000	\$225,000	\$160,000	\$2,699,000

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$225,000	\$275,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$575,000
\$708,000	\$96,000	\$73,000	\$142,000	\$265,000	\$230,000	\$100,000	\$125,000	\$225,000	\$160,000	\$2,124,000
\$708,000	\$321,000	\$348,000	\$217,000	\$265,000	\$230,000	\$100,000	\$125,000	\$225,000	\$160,000	\$2,699,000

Equipment Fund-Capital						
Replacement Schedule	Acct. #	Project Name	Brief Description	Equip #	Year End Projection	Fiscal Year 2015
07	07-01-80-7007	Small Equipment Replacement	Misc. Wheel Balancer			
51	51-05-80-3008	Police	Equip- Veh Retrofits		\$6,800	\$7,000
51	51-05-80-3009	Police	Equip- In Car Video		\$59,970	\$72,500
51	51-05-80-3010	Police	Equip- Radar Units		\$6,845	\$7,500
51	51-05-80-3011	Police	Equip- AED		\$0	\$0
51	51-05-80-3013	Police	Livescan Electronic Fingerprint System			
51	51-21-80-3261	Medium Equipment Replacement	Trailer (blue) # 261	261		
51	51-21-80-3262	Medium Equipment Replacement	Trailer (Wells Cargo) # 262	262		
51	51-21-80-3263	Medium Equipment Replacement	Trailer (Dynaweld) # 263	263		
51	51-21-80-3264	Medium Equipment Replacement	Trailer (Wells Cargo) # 264	264		
51	51-21-80-3265	Medium Equipment Replacement	Trailer (Conkhrite 4000) # 265	265		
51	51-21-80-3266	Medium Equipment Replacement	Trailer Emergency Response # 266	266	\$25,000	\$25,000
51	51-21-80-3316	Large Equipment Replacement	Tractor (Kubota mini-excavator) # 316	316		
51	51-21-80-3320	Large Equipment Replacement	Tractor JCB Highbred skidsteer # 320	320		
51	51-21-80-3325	Large Equipment Replacement	Fork Lift Nissan # 325	325		
51	51-21-80-3404	Large Equipment Replacement	Leaf Machine (25 Yard) # 404	404	\$0	\$100,000
51	51-21-80-3405	Large Equipment Replacement	Leaf Machine (14 Yard) # 405	405		
51	51-21-80-3406	Large Equipment Replacement	Leaf Machine (14 Yard) # 406	406		
51	51-21-80-3411	Medium Equipment Replacement	Utility Cart - New # 411	411		
51	51-21-80-3415	Medium Equipment Replacement	Utility Cart (Arctic Cat) # 415	415		
51	51-21-80-3417	Medium Equipment Replacement	Utility Cart (Bobcat) # 417	417		
51	51-21-80-3418	Medium Equipment Replacement	Utility Cart (Club Car) # 418	418		
51	51-21-80-3502	Large Equipment Replacement	Sewer Flusher # 502	502		
51	51-21-80-3509	Large Equipment Replacement	Mower w/ Conversion (Toro 7210) # 509	509		
51	51-21-80-3600	Large Equipment Replacement	Chipper # 600	600		
51	51-21-80-3700	Medium Equipment Replacement	Utility Cart (Kubota RTV 1100) # 700	700		
51	51-21-80-3701	Medium Equipment Replacement	Turf Maint. Topdresser (TURFCO 85460) # 701	701		
51	51-21-80-3703	Medium Equipment Replacement	Turf Maint. Riding Mower (Toro GM7200) # 703	703	\$22,000	\$20,000
51	51-21-80-3704	Large Equipment Replacement	Tractor (Kubota L5740) # 704	704		
51	51-21-80-3705	Medium Equipment Replacement	Misc. Portable Message Board (Ver-mac) # 705	705		
51	51-21-80-3706	Medium Equipment Replacement	Utility Cart (Workman MDX) # 706	706		
51	51-21-80-3707	Medium Equipment Replacement	Turf Maint. Riding Mower (Toro 3505D) # 707	707	\$0	\$30,000
51	51-21-80-3708	Medium Equipment Replacement	Turf Maint. Infield Machine (Toro Sandpro 540) # 708	708		
51	51-21-80-3709	Large Equipment Replacement	Tractor (Kubota Mini-loader) # 709	709		
51	51-21-80-3710	Medium Equipment Replacement	Turf Maint. Spreader (Lely L1250) # 710	710		
51	51-21-80-3711	Medium Equipment Replacement	Turf Maint. Slit Seeder (Befco) # 711	711	\$14,028	\$15,000
51	51-21-80-3712	Large Equipment Replacement	Turf Maint. Aerator (Wiedenmann) # 712	712		
51	51-21-80-3713	Medium Equipment Replacement	Turf Maint. Aerator (Ryan 544317) # 713	713		
51	51-21-80-3736	Small Equipment Replacement	Misc. Concrete Saw # 736	736		
51	51-21-80-3790	Large Equipment Replacement	Hydraulic Truck Lift # 790	790		
51	51-21-80-37jcb	Small Equipment Replacement	JCB Forklift Attachment	New		
51	51-21-80-37mes	Medium Equipment Replacement	Misc. Messag Board (new)	New		
51	51-21-80-37mpw	Small Equipment Replacement	Misc. Pressure Washer	1		
51	51-21-80-37tir	Small Equipment Replacement	Misc. Tire Changer			
51	51-22-80-3667	Small Equipment Replacement	Ryan Lawnaire Sod Cutter Replacement # 667	667		
51	51-22-80-3702	Medium Equipment Replacement	Pioneer Line Painter/Rider # 702	702		
51	51-22-80-3715	Medium Equipment New	Ice Rink Maintenance Equipment # 705	715		
51	51-22-80-37sn	Medium Equipment Replacement	Toro 7210 Snowplow Attachment	New		
51	51-25-80-3014	Village Hall	Equip- Workout Room			
GRAND TOTAL					\$134,643	\$277,000

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$0	\$0
General Capital Fund	51	\$134,643	\$277,000
GRAND TOTAL		\$134,643	\$277,000

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
									\$10,000	\$10,000
\$15,000	\$9,000	\$12,000	\$11,000	\$14,000						\$61,000
\$5,000										\$0
\$0	\$11,474	\$11,818	\$12,172							\$35,464
	\$28,000									\$28,000
			\$7,000							\$7,000
						\$20,000				\$20,000
							\$20,000			\$20,000
								\$15,000		\$15,000
\$10,000										\$10,000
										\$0
								\$77,000		\$77,000
						\$90,000				\$90,000
							\$15,000			\$15,000
				\$110,000					\$115,000	\$225,000
		\$70,000					\$92,000			\$162,000
			\$80,000					\$95,000		\$175,000
	\$20,000									\$20,000
	\$25,000								\$18,500	\$18,500
		\$12,000						\$15,000		\$27,000
\$170,000										\$170,000
		\$50,000								\$50,000
					\$40,000					\$40,000
					\$25,000					\$25,000
						\$20,000				\$20,000
										\$0
			\$46,000							\$46,000
		\$25,000								\$25,000
\$17,000							\$20,000			\$37,000
	\$30,000									\$30,000
		\$25,000								\$25,000
\$15,000	\$88,000									\$88,000
									\$20,000	\$20,000
		\$35,000								\$35,000
				\$15,000						\$15,000
									\$10,000	\$10,000
\$50,000										\$50,000
			\$8,000							\$8,000
					\$28,000					\$28,000
								\$10,000		\$10,000
							\$10,000			\$10,000
			\$5,500							\$5,500
				\$15,000						\$15,000
\$20,000										\$20,000
		\$8,000								\$8,000
\$5,000										\$5,000
\$307,000	\$211,474	\$248,818	\$169,672	\$154,000	\$93,000	\$130,000	\$137,000	\$217,000	\$216,500	\$1,884,464

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
\$307,000	\$211,474	\$248,818	\$169,672	\$154,000	\$93,000	\$130,000	\$137,000	\$217,000	\$206,500	\$1,874,464
\$307,000	\$211,474	\$248,818	\$169,672	\$154,000	\$93,000	\$130,000	\$137,000	\$217,000	\$216,500	\$1,884,464

Furniture & Fixtures

Project Location	Acct. #	Project Name	Brief Description	Year End Projection	Fiscal Year 2015
Village Hall	51-25-80-4019	Facilities Improvement - VH	Furniture Replacement- Village Hall		
PWF	51-25-80-4021	Facilities Improvement - PWF	Storage System (Rolling Shelves)		
PWF	51-25-80-4022	Facilities Improvement - PWF	Office Furniture PWF		
Village Hall	51-25-80-4023	Facilities Improvement - VH	Window Treatments		
Various	51-25-80-4024	Facilities Improvement - VH & PWF	Office Light Fixture Replacement		
Village Hall	51-25-80-4025	Facilities Improvement - VH	Furniture- Outside VH Replacement		
Grand Total				\$0	\$0

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$0	\$0
General Capital Fund	51	\$0	\$0
GRAND TOTAL		\$0	\$0

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
										\$0
				\$10,000						\$10,000
	\$15,000									\$15,000
	\$10,000			\$12,000			\$12,000			\$34,000
									\$20,000	\$20,000
\$50,000										\$50,000
			\$12,000							\$12,000
\$50,000	\$25,000	\$0	\$12,000	\$22,000	\$0	\$0	\$12,000	\$0	\$20,000	\$141,000

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$50,000	\$25,000	\$0	\$12,000	\$22,000	\$0	\$0	\$12,000	\$0	\$20,000	\$141,000
\$50,000	\$25,000	\$0	\$12,000	\$22,000	\$0	\$0	\$12,000	\$0	\$20,000	\$141,000

Infrastructure: Water Improvements-Capital

Project Location	Acct. #	Project Name	Brief Description	Year End Projection	Fiscal Year 2015
	07 07-01-61-4502	Water System Engineering	Prof Serv- Corrosion Survey Transmission Main 30"		
Various Locations	07 07-01-61-4503	Engineering	Prof Serv Eng- Water Alternative Wat Source & Dist Sys Analysis		
	07 07-01-61-9120	Water Station Improvement	Cont Serv- Reservoir Clean & Inspect Reservoir Cleaning and Inspections - Eastside and Westside		
	07 07-01-80-9900		Loan Payments	\$187,300	\$187,300
ESR	07 07-01-81-3001a	Water Facility Improvement	Generator Replacement		
WSR	07 07-01-81-3001b	Water Facility Improvement	Generator Replacement		
	07 07-01-81-5001	Water Meter Improvement	Automated Meter Reading System	\$173,000	\$173,000
	07 07-01-81-5008	Water System Engineering	Hydraulic Water Modeling (Software and Calibration)		
Westwood from Riverwoods To Fox Trail and M	07 07-01-81-5020	Water Infrastructure Improvement	Westwood/30 Riverwoods Watermain Replace Const.	\$1,100,000	\$ 1,125,000
Westwood from Riverwoods To Fox Trail and M	07 07-01-81-5021	Engineering	Westwood/30 Riverwoods Watermain Replace Const. Eng.	\$74,230	\$75,000
70 Jamestown Ln to 100 Village Green	07 07-01-81-5022	Water Infrastructure Improvement	Jamestown Loop Water Phase I,II,III & Construct		
Pembroke from Riverwoods to Astor	07 07-01-81-5023	Engineering	Pembroke Watermain Replace Design & Bid		
Pembroke from Riverwoods to Astor	07 07-01-81-b002	Engineering	Pembroke Watermain Replace Const. Eng.		
Pembroke from Riverwoods to Astor	07 07-01-81-b003	Water Infrastructure Improvement	Pembroke Watermain Replace Construction		
TBD	07 07-01-81-c001	Engineering	Inter-connection Water Design & Bid		
TBD	07 07-01-81-c002	Engineering	Inter-connection Water Const. Eng.		
TBD	07 07-01-81-c003	Water Infrastructure Improvement	Inter-connection Water Construction		
Westminster Way from ESR to Canterbury and	07 07-01-81-d001	Engineering	Westminster Watermain Replacet Design & Bid		
Westminster Way from ESR to Canterbury and	07 07-01-81-d002	Engineering	Westminster Watermain Replace Const. Eng.		
Westminster Way from ESR to Canterbury and	07 07-01-81-d003	Water Infrastructure Improvement	Westminster Watermain Replace Construction		
Canterbury, Regent, Kings Cross, Buckingham	07 07-01-81-e001	Engineering	Crosstown Watermain Design & Bid		
Canterbury, Regent, Kings Cross, Buckingham	07 07-01-81-e002	Engineering	Crosstown Watermain Const. Eng.		
Canterbury, Regent, Kings Cross, Buckingham	07 07-01-81-e003	Water Infrastructure Improvement	Crosstown Watermain Construction		
Riverwoods Road - Duffy Lane to Half Day Road	07 07-01-81-f001	Engineering	Riverwoods S. Watermain Replace Design & Bid		
Riverwoods Road - Duffy Lane to Half Day Road	07 07-01-81-g001	Water Infrastructure Improvement	Riverwoods S. Watermain Replace Construction		
Riverwoods Road - Duffy Lane to Half Day Road	07 07-01-81-g002	Engineering	Riverwoods S. Watermain Replace Const. Eng.		
Riverwoods Road - Half Day Road to Brampton	07 07-01-81-h001	Engineering	Riverwoods N. Watermain Replace - Design & Bid		
Riverwoods Road - Half Day Road to Brampton	07 07-01-81-xx01	Water Infrastructure Improvement	Riverwoods N Watermain Replace Construction		
Riverwoods Road - Half Day Road to Brampton	07 07-01-81-xx02	Engineering	Riverwoods N. Watermain Replace Constr. Eng.		
Rte. 21 from Olde Half Day Road to Marriott Dr	07 07-01-81-xx03	Water System Engineering	Rte. 21 Watermain Replacement Design & Bid		
Rte. 21 from Olde Half Day Road to Marriott Dr	07 07-01-81-xx04	Water Infrastructure Improvement	Rte. 21 Watermain Replace Const. Eng.		
Rte. 21 from Olde Half Day Road to Marriott Dr	07 07-01-81-xx05	Water Infrastructure Improvement	Rte. 21 Watermain Replace Construction		
ESR	07 07-01-81-xx06	Water Facility Improvement	Variable Speed Motor Drive - Replacement		
WSR	07 07-01-81-xx07	Water Facility Improvement	Variable Speed Motor Drive- New		
ESR	07 07-01-81-xx08	Water Facility Improvement	Variable Speed Motor Drive - Replacement		
Whitmore to Brampton and Northampton	07 07-01-81-xx09	Watermain System Engineering	Whitmore Watermain loop Design & Bid		
Whitmore to Brampton and Northampton	07 07-01-81-xx10	Engineering	Whitmore Watermain loop- Const. Eng.		
Whitmore to Brampton and Northampton	07 07-01-81-xx11	Water Infrastructure Improvement	Whitmore Watermain loop Construction		
N	07 07-01-81-xx12	Water Infrastructure Improvement	SCADA System Replacement		
Prairie from Brockman to Port Clinton	07 07-01-81-xx13	Engineering	Prairie Watermain loop Design & Bid		
Prairie from Brockman to Port Clinton	07 07-01-81-xx14	Water Infrastructure Improvement	Prairie Watermain loop - Construction		
Windsor to Suffield Square	07 07-01-81-xx15	Engineering	Windsor Watermain loop Design & Bid		
Windsor to Suffield Square	07 07-01-81-xx16	Engineering	Windsor Watermain loop - Const. Eng.		
Windsor to Suffield Square	07 07-01-81-xx17	Water Infrastructure Improvement	Windsor Watermain loop Construction		
Grand Total				\$1,534,530	\$1,560,300

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
	\$9,500			\$10,500			\$11,500			\$31,500
\$40,000										\$40,000
\$20,000					\$23,000					\$43,000
\$187,300	\$187,300	\$90,926							\$157,500	\$465,526
	\$130,000									\$130,000
\$360,000										\$360,000
			\$23,000					\$26,000		\$49,000
										\$0
										\$0
\$149,000										\$149,000
\$58,000										\$58,000
	\$80,000									\$80,000
	\$781,500									\$781,500
	\$50,000									\$50,000
		\$82,500								\$82,500
		\$436,000								\$436,000
	\$59,000									\$59,000
		\$90,000								\$90,000
		\$762,000								\$762,000
		\$62,000								\$62,000
			\$84,000							\$84,000
			\$1,380,000							\$1,380,000
			\$63,000							\$63,000
				\$1,416,000						\$1,416,000
				\$86,500						\$86,500
				\$65,000						\$65,000
					\$1,343,000					\$1,343,000
				\$90,000						\$90,000
				\$66,500						\$66,500
					\$93,000					\$93,000
					\$781,000					\$781,000
					\$26,000					\$26,000
					\$60,000					\$60,000
						\$28,000				\$28,000
					\$68,500					\$68,500
						\$90,000				\$90,000
						\$762,000				\$762,000
							\$260,000			\$260,000
							\$72,000			\$72,000
								\$758,000		\$758,000
							\$70,000			\$70,000
								\$90,000		\$90,000
								\$331,500		\$331,500
\$814,300	\$1,297,300	\$1,523,426	\$1,550,000	\$1,578,000	\$1,548,500	\$1,002,500	\$961,500	\$937,000	\$758,000	\$11,970,526

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$1,534,530	\$1,560,300
General Capital Fund	51	\$0	\$0
GRAND TOTAL		\$1,534,530	\$1,560,300

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$814,300	\$1,297,300	\$1,523,426	\$1,550,000	\$1,578,000	\$1,548,500	\$1,002,500	\$961,500	\$937,000	\$758,000	\$11,970,526
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$814,300	\$1,297,300	\$1,523,426	\$1,550,000	\$1,578,000	\$1,548,500	\$1,002,500	\$961,500	\$937,000	\$758,000	\$11,970,526

Infrastructure: Sanitary Sewer Improvements-Capital

Project Location	Acct. #	Project Name	Brief Description	Year End Projection	Fiscal Year 2015
Various	07 07-01-82-5010	Infrastructure - Sanitary Sewer	Miscellaneous Repairs	\$100,000	\$100,000
Various	07 07-01-82-5101	Sanitary Sewer Engineering	Engineering-Sanitary Sewer Rehabilitation	\$40,000	\$40,000
Various	07 07-01-82-5102	Infrastructure - Sanitary Sewer	Sanitary Sewer Lining Repairs		\$0
Various	07 07-01-82-5200	Sanitary Sewer Engineering	Sanitary Inflow & Infiltration Study	\$30,420	\$56,500
Milwaukee Avenue	07 07-01-82-xx01	Infrastructure Improvement	Sanitary Sewer Modifications - Milwaukee Ave.		
Old Mill C. Station	07 07-01-82-xx02	Lift Station Improvement	Pump Control System		
Northampton Station	07 07-01-82-xx03	Lift Station Improvement	Pump Control System		
Grand Total				\$170,420	\$196,500

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$170,420	\$196,500
General Capital Fund	51	\$0	\$0
GRAND TOTAL		\$170,420	\$196,500

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
\$120,500	\$124,000	\$127,500	\$132,000	\$135,500	\$140,000	\$144,000	\$148,000	\$152,000	\$156,500	\$1,380,000
\$27,500	\$28,500	\$29,500	\$30,500	\$31,500	\$32,500	\$33,500	\$34,500	\$35,500	\$36,500	\$320,000
\$79,500	\$82,000	\$84,500	\$87,000	\$89,500	\$92,000	\$95,000	\$98,000	\$101,000	\$104,000	\$912,500
\$50,000										\$50,000
						\$242,000				\$242,000
						\$80,000				\$80,000
							\$82,500			\$82,500
\$277,500	\$234,500	\$241,500	\$249,500	\$256,500	\$264,500	\$594,500	\$363,000	\$288,500	\$297,000	\$3,067,000

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$277,500	\$234,500	\$241,500	\$249,500	\$256,500	\$264,500	\$594,500	\$363,000	\$288,500	\$297,000	\$3,067,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$277,500	\$234,500	\$241,500	\$249,500	\$256,500	\$264,500	\$594,500	\$363,000	\$288,500	\$297,000	\$3,067,000

Infrastructure: Roadways-Capital					Year End Projection	Fiscal Year 2015
Project Location	Acct. #	Project Name	Brief Description			
Various Locations	03	03-01-88-5009	MFT	MFT Funding	\$175,000	\$175,000
	51	51-21-88-5019	Pavement Engineering	IMS Data - Village Wide Survey (5 Years)		\$0
	51	51-21-88-4005	Roadway Signage	Street Name Sign / Post Replacement	\$7,500	\$7,500
Londonderry Lane	51	51-21-88-5015	Roadway Reconstruction	Londonderry Lane Reconstruction	\$33,000	\$27,500
Kensington, Victoria(s), Coventry , Coldstream	51	51-21-88-5009	Infrastructure	Road Resurfacing Project	\$421,500	\$316,500
Berkshire (KC to 22), Robinhood, Friar, Tuck, Sherwood (Berk to May)	51	51-21-88-5020	Infrastructure	Road Resurfacing Project		
	51	51-21-88-5021	Roadway Engineering	Phase 1 & 2 Engineering - Pembroke Project		
Pembroke (Rvrwds to Astor)	51	51-21-88-5022	Infrastructure	Road Reconstruction Project		
	51	51-21-88-5023	Roadway Engineering	Phase 3 Engineering - Pembroke Project		
Storybook Lane, Westminster Way (24') from Tri-state to Rte. 22)	51	51-21-88-5024	Infrastructure	Road Resurfacing Project		
Fox Trail, Bulb, Culdesac, Pheasant Row	51	51-21-88-5025	Roadway Engineering	Phase 1 & 2 Engineering - Fox Trail Project		
South Village Green	51	51-21-88-5026	Roadway Engineering	Phase 1 Engineering - Soil Investigation		
South Village Green	51	51-21-88-5027	Construction	Phase 2 and 3 - Construction		
Fox Trail, Bulb, Culdesac, Pheasant Row	51	51-21-88-5028	Infrastructure	Road Reconstruction Project		
	51	51-21-88-5029	Roadway Engineering	Phase 3 Engineering - Fox Trail Project		
Brampton E, Stafford, Brampton Courts, Abbey Road	51	51-21-88-5030	Infrastructure	Road Resurfacing Project		
	51	51-21-88-5031	Roadway Amenities	LED Streetlight Upgrades (1 of 3)		
	51	51-21-88-5032	Roadway Engineering	Phase 1 and 2, Barclay Projects 2022/2023		
Marriott E (26'), Oxford N of Lancaster	51	51-21-88-5033	Infrastructure	Road Resurfacing Project		
	51	51-21-88-5034	Roadway Amenities	LED Streetlight Upgrades (2 of 3)		
	51	51-21-88-5035	Roadway Amenities	Cul-De-Sac Enhancement Program (1 of 3)		
Barclay (40') (WT) (22 to Knights), Heathrow (36')	51	51-21-88-5036	Infrastructure	Road Resurfacing Project		
	51	51-21-88-5037	Roadway Engineering	Phase 3 Engineering - Barclay Project		
	51	51-21-88-5038	Roadway Amenities	LED Streetlight Upgrades (3 of 3)		
	51	51-21-88-5039	Roadway Amenities	Cul-De-Sac Enhancement Program (2 of 3)		
Barclay (40') (WT) (Aptak to Knights)	51	51-21-88-5040	Infrastructure	Road Resurfacing Project		
	51	51-21-88-5041	Roadway Engineering	Phase 3 Engineering - Barclay Project		
Rte. 21 OHD Rd to Marriott	51	51-21-88-5042	Roadway Amenities	Decorative Street Lighting (Part of Milwaukee Reconstruction)		
	51	51-21-88-5043	Roadway Amenities	Cul-De-Sac Enhancement Program (3 of 3)		
Farrinton Dr, CL, CT	51	51-21-88-5044	Infrastructure	Road Resurfacing Project		
Oakwood, Cedar, Hickory, Elmwood	51	51-21-88-5045	Infrastructure	Road Resurfacing Project		
Grand Total					\$637,000	\$526,500

Fiscal Year	1	2	3	4	5	6	7	8	9	10	10 Year Total
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		
\$175,000	\$180,250	\$180,250	\$180,250	\$180,250	\$185,658	\$185,658	\$185,658	\$185,658	\$185,658	\$185,658	\$1,824,290
\$0	\$32,700	\$0	\$0	\$0	\$0	\$43,400	\$0	\$0	\$0	\$0	\$76,100
\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$75,000
											\$0
											\$0
\$402,000											\$402,000
\$90,000											\$90,000
	\$675,400										\$675,400
	\$85,000										\$85,000
		\$315,250									\$315,250
		\$75,500									\$75,500
		\$25,000									\$25,000
		\$75,000									\$75,000
			\$1,225,000								\$1,225,000
			\$75,000								\$75,000
				\$304,342							\$304,342
				\$59,000							\$59,000
				\$150,000							\$150,000
					\$595,942						\$595,942
					\$60,500						\$60,500
					\$14,520						\$14,520
						\$595,342					\$595,342
						\$77,000					\$77,000
						\$62,000					\$62,000
						\$14,880					\$14,880
							\$677,342				\$677,342
							\$85,000				\$85,000
							\$201,250				\$201,250
							\$15,240				\$15,240
								\$412,342			\$412,342
									\$423,750		\$423,750
Grand Total	\$674,500	\$980,850	\$678,500	\$1,487,750	\$706,500	\$864,120	\$985,780	\$1,171,990	\$605,500		
	\$611,500	\$8,766,990									

Motor Fuel Tax Fund	03	\$175,000	\$175,000	\$175,000	\$180,250	\$180,250	\$180,250	\$185,658	\$185,658	\$185,658	\$185,658	\$185,658
Water and Sewer Fund	07	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Capital Fund	51	\$462,000	\$351,500	\$498,250	\$1,307,500	\$520,842	\$678,462	\$800,122	\$986,332	\$419,842		
GRAND TOTAL		\$637,000	\$526,500	\$674,500	\$980,850	\$678,500	\$1,487,750	\$706,500	\$864,120	\$985,780	\$1,171,990	\$605,500
				\$611,500	\$8,766,990							

Infrastructure: Parks & Paths-Capital

Project Location	Acct. #	Project Name	Brief Description	Year End Projection	Fiscal Year 2015	
Various	51	51-22-61-9088	Park Site Improvement	Tree Bank- Forestry	\$50,000	\$50,000
Various	51	51-22-80-5023	Grant Corridor Project	Corridor Enhancement Program-Rt 22 Medians	\$250,000	\$288,000
Balzer Park	51	51-22-86-1101	Park Amenity Improvement	Balzer Tennis Court Resurface		
Balzer Park	51	51-22-86-1102	Park Amenity Improvement	Balzer Basketball Court Resurface		
Bicentennial Park	51	51-22-86-1201	Park Amenity Improvement	Bicentennial Playground Upgrades		
North Park	51	51-22-86-1401	Park Amenity Improvement	North Park - Baseball Foul Ball Netting	\$78,550	\$80,000
North Park	51	51-22-86-1402	Park Amenity Improvement	North Park Tennis Court Resurface		
North Park	51	51-22-86-1403	Park Amenity Improvement	North Park Playground Upgrades		
Olde Mill Park	51	51-22-86-1503	Park Amenity Improvement	Olde Mill Playground Upgrades		
Spring Lake Park	51	51-22-86-1701	Park Amenity Replacement	Spring Lake Park - Water Toy Replacement	\$14,853	\$15,000
Spring Lake Park	51	51-22-86-1702	Park Amenity Improvement	Spring Lake Basketball Court Resurface		
Spring Lake Park	51	51-22-86-1703	Park Amenity Improvement	Spring Lake Playground Upgrades		
Spring Lake Park	51	51-22-86-1704	Park Amenity Improvement	Spring Lake Park Tennis Court Resurface		
Whytegate Park	51	51-22-86-1801	Park Amenity Improvement	Whytegate Tennis Fence/Court Repairs	\$31,578	\$25,000
Whytegate Park	51	51-22-86-1802	Park Amenity Improvement	Whytegate Basketball Court Resurface		
Whytegate Park	51	51-22-86-1803	Park Amenity Improvement	Whytegate Tennis Court Resurface		
Whytegate Park	51	51-22-86-1805	Park Amenity Improvement	Whytegate Park Playground Upgrades		
Downtown Area	51	51-22-86-1901	Land & Improvements	Pocket Park (Const & Eng)	\$17,500	\$206,000
North Park	51	51-22-86-2401	Park Site Improvement	North Park Lean-To Construction		
North Park	51	51-22-86-2402	Park Site Improvement	Cont Srv- Painting Exterior North Park		
North Park	51	51-22-86-2403	Park Site Improvement	Roof Replacement- North Park		
North Park	51	51-22-86-2404	Park Site Improvement	HVAC Replacements- North Park		
Spring Lake	51	51-22-86-2701	Park Site Improvement	Spring Lake Park HVAC Upgrades (Replace Heater, Add A/C)		
Spring Lake	51	51-22-86-2702	Park Site Improvement	Pavillion - Floors (Bathrooms) Spring Lake		
Spring Lake	51	51-22-86-2703	Park Site Improvement	Cont Srv- Painting Exterior Spring Lake		
North Park	51	51-22-86-4401	Park Site Improvement	North Park Electrical Upgrades	\$10,000	\$10,000
North Park	51	51-22-86-4402	Park Site Improvement	North Park Athletic Field Lighting Upgrades		
Rivershire Park	51	51-22-86-4601	Park Site Improvement	Rivershire Fence Replacement		
Rivershire Park	51	51-22-86-4602	Park Site Improvement	Rivershire Electronic Gate		
Rivershire Park	51	51-22-86-4603	Facilities Improvement	Garage Door Opener Motors Replace- Rivershire		
Spring Lake Park	51	51-22-86-4701	Park Amenity Replacement	Spring Lake Park Tennis Court - Fence Fabric		
Spring Lake Park	51	51-22-86-4702	Park Site Improvement	Spring Lake Parking Lot Light Replacement		
Whytegate Park	51	51-22-86-4801	Park Site Improvement	Whytegate Park Fence Relocation-Clearing		
Various	51	51-22-86-4902	Land & Improvements	Jamestown Lane Pedestrian Signal		
Various	51	51-22-86-5024	Grant Corridor Project	Corridor Enhancement Program-Entrance Signs	\$25,000	\$236,000
Various	51	51-22-86-5025	Path System Improvement	Bike Path Extension - Port Clinton (Stevenson to Rte. 4	\$30,000	\$30,000
North Park	51	51-22-86-5401	Park Site Improvement	North Park Granite Path Resurfacing		
Various	51	51-22-86-5902	Path System Improvement	Bike Path Extension - Milwaukee Ave. (Riverside to Rte. 22)		
Various	51	51-22-86-5903	Path System Improvement	Bike Path Extension - Milwaukee Ave. (Route 22 to Aptakistic)		
Various	51	51-22-86-5904	Path System Improvement	Bike Path Extension - Whitmore to Daniel Wright School		
Various	51	51-22-86-5905	Path System Improvement	Natural Area Boardwalk Replacements		
Balzer Park	51	51-22-86-6101	Park Amenity Improvement	Balzer Tennis Court Fence Replacement		
Balzer Park	51	51-22-86-6102	Park Site Improvement	Balzer Parking Lot Resurface		
Memorial Park	51	51-22-86-6301	Park Site Improvement	Memorial Park Drainage Improvement	\$12,000	\$12,000
North Park	51	51-22-86-6401	Park Site Improvement	North Park Drainage Culvert Replacement (Engineering	\$13,183	\$15,000
North Park	51	51-22-86-6402	Park Site Improvement	North Park Parking Lot Resurface		
North Park	51	51-22-86-6403	Park Site Improvement	North Park Parking Lot - Seal Coat		
North Park	51	51-22-86-6404	Park Site Improvement	North Park Drainage Culvert Replacement (Construction)		
North Park	51	51-22-86-6405	Path System Improvement	North Park - Bridge Refurbishment		
North Park	51	51-22-86-6406	Park Site Improvement	North Park Hardscape Repairs		
Olde Mill Park	51	51-22-86-6501	Park Site Improvement	Olde Mill Parking Lot Resurface		
Rivershire Park	51	51-22-86-6601	Park Site Improvement	Rivershire Parking Lot Resurface		
Rivershire Park	51	51-22-86-6602	Path System Improvement	Rivershire Park Bridge Refurbishing		
Spring Lake Park	51	51-22-86-6701	Park Site Improvement	Spring Lake Lannon Stone Repair	\$9,000	\$20,000
Spring Lake Park	51	51-22-86-6702	Park Site Improvement	Spring Lake Parking Lot Resurface		
Whytegate Park	51	51-22-86-6801	Park Site Improvement	Whytegate Park Historic Fence Repairs		
Whytegate Park	51	51-22-86-6802	Park Site Improvement	Whytegate Parking Lot Resurface		
Various	51	51-22-86-9902	Infrastructure Improvement	Rt. 22 Pedestrian Bridge Improvements		
Various	51	51-22-86-9903	Park Signage Replacement	Parks Entrance Sign Replacements		
Various	51	51-22-86-9904	Park Signage Replacement	Parks Sign/Post Replacements		
Village Hall	51	51-22-86-9905	Park Signage Replacement	Village Kiosk Replacement- VH		
Spring Lake	51	51-25-86-2700	Facilities Improvement	Door Replacements- SLP	\$8,950	\$12,000
Grand Total					\$550,614	\$999,000

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$0	\$0
General Capital Fund	51	\$550,614	\$999,000
GRAND TOTAL		\$550,614	\$999,000

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
\$50,000	\$50,000	\$50,000	\$50,000	\$50,000						\$250,000
	\$203,000	\$203,000								\$406,000
						\$50,000				\$50,000
					\$7,000					\$7,000
						\$55,000				\$55,000
			\$10,000						\$10,000	\$20,000
		\$15,000					\$26,000			\$41,000
			\$60,000							\$60,000
							\$75,000			\$75,000
							\$24,000			\$24,000
\$8,000						\$10,000				\$18,000
							\$80,000			\$80,000
						\$12,000				\$12,000
										\$0
\$7,000							\$10,000			\$17,000
				\$25,000						\$25,000
						\$65,000				\$65,000
\$188,500	by mrp									\$188,500
	\$20,000									\$20,000
	\$15,000									\$15,000
						\$80,000				\$80,000
							\$35,000			\$35,000
							\$15,000			\$15,000
				\$5,000						\$5,000
			\$15,000							\$15,000
\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$100,000
									\$250,000	\$250,000
					\$35,000					\$35,000
						\$20,000				\$20,000
						\$6,000				\$6,000
\$10,000										\$10,000
	\$40,000									\$40,000
								\$90,000		\$90,000
\$70,000										\$70,000
\$250,000										\$250,000
										\$0
	\$10,000									\$10,000
					\$200,000					\$200,000
			\$350,000							\$350,000
		\$75,000								\$75,000
						\$35,000	\$37,000	\$30,000	\$30,000	\$132,000
\$50,000										\$50,000
						\$18,000				\$18,000
										\$0
										\$0
			\$150,000							\$150,000
			\$12,000							\$12,000
\$50,000										\$50,000
				\$17,000						\$17,000
							\$25,000			\$25,000
	\$17,000									\$17,000
						\$160,000				\$160,000
				\$14,160						\$14,160
										\$0
								\$55,000		\$55,000
		\$25,000								\$25,000
					\$14,000					\$14,000
		\$90,000								\$90,000
								\$20,000		\$20,000
			\$15,000						\$15,000	\$30,000
	\$50,000									\$50,000
										\$0
\$693,500	\$530,000	\$536,000	\$512,000	\$353,160	\$232,000	\$327,000	\$224,000	\$336,000	\$270,000	\$4,013,660

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$693,500	\$530,000	\$536,000	\$512,000	\$353,160	\$232,000	\$327,000	\$224,000	\$336,000	\$270,000	\$4,013,660
\$693,500	\$530,000	\$536,000	\$512,000	\$353,160	\$232,000	\$327,000	\$224,000	\$336,000	\$270,000	\$4,013,660

Vehicle Replacement-Capital						Year End	Fiscal Year
Project Location	Acct. #	Project Name	Vehicle	Brief Description	Fleet #	Projection	2015
				Community & Econ. Dev.			
	51	51-08-80-7063	Vehicle Replacement	2013 Ford Explorer	Inspection Vehicle	63	
NA	51	51-08-80-7086	Vehicle Replacement	Ford Crown Victoria	Inspection/Pool Vehicle	86	
				Police			
	51	51-05-80-7001	Police Squads	Veh- Police			53000
	51	51-05-80-7085	Vehicle Replacement	2007 Ford Crown Victoria	veh- Police Deputy Chief- unmarked (# 885)		\$ 26,200 see above
	51	51-05-80-7097	Vehicle Rehabilitation	2009 Ford Expedition	veh- Police Com Svc- Marked (# 9797)		\$ 28,000 see above
	51	51-05-80-7098	Vehicle Rehabilitation	2011 Ford Expedition	veh- Police (# 98)	98	
	51	51-05-80-7099	Vehicle Rehabilitation	2009 Ford Crown Victoria	veh- Police (# 99)	99	\$ - \$ -
	51	51-05-80-7100	Vehicle Replacement	2013 Ford PI SUV	veh- Police Chief- unmarked (# 100)	100	
	51	51-05-80-7101	Vehicle Replacement	2013 Ford PI Sedan	veh- Police (# 101)	101	
	51	51-05-80-7102	Vehicle Replacement	2013 Ford PI Sedan	veh- Police (# 102)	102	
	51	51-05-80-7103	Vehicle Rehabilitation	2013 Ford PI Sedan	veh- Police (# 103)	103	
	51	51-05-80-7104	Vehicle Rehabilitation	2013 Chevrolet Impala	veh- Police Traffic- unmarked (# 104)	104	
	51	51-05-80-7105	Vehicle Rehabilitation	2014 Ford PI Utility	veh- Police (# 105)	105	
	51	51-05-80-7106	Vehicle Rehabilitation	2014 Ford PI Utility	veh- Police (# 106)	106	
	51	51-05-80-7107	Vehicle Rehabilitation	2014 Ford PI Utility	veh- Police (# 107)	107	
	51	51-05-80-7108	Vehicle Rehabilitation		veh- Police (# 108)	108	
	51	51-05-80-7109	Vehicle Rehabilitation		veh- Police (# 109)	109	
				Water/ Sewer Improvements			
	07	07-01-80-7236	Vehicle Replacement	2005 GMC Sierra K3500	Veh- 1 Ton Truck (#236)	236	\$70,000 \$78,000
	07	07-01-80-7237	Vehicle Replacement	2007 GMC Sierra C3500	Veh- 1 Ton Truck (#237)	237	
	07	07-01-80-7241	Vehicle Replacement	2007 Chevy Silverado K3500	Veh- 1 Ton Truck (#241)	241	
	07	07-01-80-7242	Vehicle Replacement	2008 GMC Sierra K3500	Veh- 1 Ton Truck (#242)	242	
	07	07-01-80-7251	Vehicle Replacement	2001 IHC 4700LP	Veh- 2 Ton Truck (#251)	251	
	07	07-01-80-7301	Heavy Equipment Replacement	2000 John Deere	Utility Backhoe (# 301)	301	
				Public Works- Streets			
	51	51-21-80-7089	Vehicle Replacement	2008 Chevy Tahoe	Inspection/Pool Vehicle	89	
	51	51-21-80-7093	Vehicle Replacement	2009 Ford Crown Victoria	Inspection/Pool Vehicle	93	
	51	51-21-80-7096	Vehicle Replacement	2008 Ford Crown Victoria	Inspection/Pool Vehicle	96	
	51	51-21-80-7230	Vehicle Replacement	2005 GMC Sierra K3500	One Ton Flatbed	230	
	51	51-21-80-7231	Vehicle Replacement	2014 Ford F-350	One Ton Flatbed (231)	231	
	51	51-21-80-7232	Vehicle Replacement	2009 Ford F350	One Ton Dump (#232)	232	\$ 3,025
	51	51-21-80-7240	Vehicle Replacement	2007 GMC Sierra K3500	One Ton Pickup (240)	240	
	51	51-21-80-7243	Vehicle Replacement	2002 Chevy Silverado K2500	One Ton Pick up	243	
	51	51-21-80-7244	Vehicle Replacement	2008 GMC Sierra K3500	One Ton Pickup (#244)	244	
	51	51-21-80-7245	Vehicle Replacement	2014 Ford F550	One Ton Dump Truck	245	
	51	51-21-80-7246	Vehicle Replacement	2012 Ford SD F550	One Ton Dump (246)	246	
	51	51-21-80-7247	Vehicle Replacement	2013 Ford SD F350	One Ton Pick-up (247)	247	
	51	51-21-80-7249	Vehicle Replacement	2006 GMC Sierra K3500	One Ton Dump Truck	249	
	51	51-21-80-7250	Heavy Equipment Replacement	2008 GMC 7500	Street Sweeper (Elgin)	250	
	51	51-21-80-7252	Vehicle Replacement	2009 IHC 7400	Five Ton Dump Truck (252)	252	
	51	51-21-80-7254	Vehicle Replacement	2005 GMC 8500	Five Ton (#254)*	254	\$155,000 \$242,050
	51	51-21-80-7303	Heavy Equipment Replacement	1997 John Deere	Front End Loader	303	
	51	51-21-80-7730	Vehicle Replacement	2001 Ford F550	One Ton Bucket Lift Truck	730	

Grand Total	\$282,225	\$373,050
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Motor Fuel Tax Fund 03	\$0	\$0
Water and Sewer Fund 07	\$70,000	\$78,000
General Capital Fund 51	\$212,225	\$295,050
GRAND TOTAL	\$282,225	\$373,050

Fiscal Year	1	2	3	4	5	6	7	8	9	10	10 Year Total
2016	2017	2018	2019	2020	2021	2022	2023	2024	2025		Total
											\$0
											\$0
											\$0
						\$ 27,000					\$27,000
				\$ 34,000						\$ 35,000	\$69,000
	\$ 32,000										\$67,000
\$ 32,000					\$ 34,000						\$66,000
			\$ 28,000							\$ 30,000	\$58,000
\$ 27,000				\$ 28,500					\$ 30,000		\$85,500
	\$ 26,000				\$ 27,000					\$ 28,000	\$81,000
\$ 26,000				\$ 27,000					\$ 28,000		\$81,000
			\$ 24,000				\$ 25,500				\$49,500
		\$ 28,000				\$ 29,000					\$57,000
		\$ 28,000				\$ 29,000					\$57,000
		\$ 28,000				\$ 29,000					\$57,000
				\$ 28,800							\$28,800
			\$ 28,000				\$ 29,000				\$57,000
									\$140,000		\$140,000
	\$80,000										\$80,000
\$70,000								\$140,000			\$210,000
			\$80,000								\$80,000
			\$180,000								\$180,000
	\$150,000										\$150,000
											\$0
											\$0
											\$0
				\$100,000							\$100,000
							\$110,000				\$110,000
			\$111,000								\$111,000
	\$80,000										\$80,000
\$90,000											\$90,000
		\$81,000									\$81,000
							\$121,000				\$121,000
						\$120,000					\$120,000
							\$90,000				\$90,000
\$102,000											\$102,000
											\$0
					\$250,000						\$250,000
											\$0
		\$200,000									\$200,000
				\$150,000							\$150,000

\$347,000	\$368,000	\$365,000	\$41,000	\$368,300	\$338,000	\$242,000	\$254,500	\$347,000
\$205,000	\$3,285,800							
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$70,000	\$230,000	\$0	\$260,000	\$0	\$0	\$0	\$140,000	\$140,000
\$277,000	\$138,000	\$365,000	\$11,000	\$368,300	\$338,000	\$242,000	\$254,500	\$347,000
\$347,000	\$368,000	\$365,000	\$41,000	\$368,300	\$338,000	\$242,000	\$254,500	\$347,000
\$205,000	\$3,285,800							

Miscellaneous Capital Fund

Replacement Schedule	Acct. #	Project Name	Brief Description	Year End Projection	Fiscal Year 2015
51	51-05-80-3xxx	Police	E-Citation Printers/ Software		\$6,500
51	51-02-80-9000		Capital Assets- Misc	\$0	\$0
51	51-08-80-9001		Misc- Bldg Permit Software	\$46,930	\$42,400
51	51-08-80-9003		Project Carryover TIF	\$0	\$0
51	51-12-61-4003		Prof Serv - Single Audit	\$0	\$1,870
51	51-12-61-4030		Prof Serv - Appraisal Services	\$3,175	\$25,000
51	51-21-80-5015		Infra- North Village Green	\$0	\$5,000
51	51-12-80-9007		CA Misc- Outlook Exch. Serv.	\$0	\$0
51	51-12-80-9010		CA Misc- Financial Software	\$63,625	\$52,000
51	51-21-80-9002		Misc- Project Retainage	\$12,830	\$12,830
GRAND TOTAL				\$126,560	\$145,600

Motor Fuel Tax Fund	03	\$0	\$0
Water and Sewer Fund	07	\$0	\$0
General Capital Fund	51	\$126,560	\$145,600
GRAND TOTAL		\$126,560	\$145,600

Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	10 Year Total
\$22,000	\$15,000									\$37,000
\$0				\$10,000						\$10,000
\$0	\$10,000			\$12,000						\$22,000
\$0										\$0
\$1,940										\$1,940
\$0										\$0
\$5,000										\$5,000
\$0										\$0
\$0										\$0
\$0										\$0
\$0										\$0
GRAND TOTAL										\$75,940

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$28,940	\$25,000	\$0	\$0	\$22,000	\$0	\$0	\$0	\$0	\$0	\$75,940
GRAND TOTAL										\$75,940



GUIDING PRINCIPLES

The Village of Lincolnshire 10-Year Capital Improvement Plan is based on several guiding principles. Simply put, these guiding principles should serve as the foundation of the contents of this document and the day-to-day decisions made by local officials throughout the planning horizon. This document should be utilized as a tool to assist Staff in the preparation of the short and long term capital goals.

ROADWAYS

Rating Criteria:

A scientific survey of all roads within the community will be performed every 5 years. The approximate cost of this survey is \$25,000.

Roadways within the Village of Lincolnshire Roads that reflect a surface rating of fair or worse, based on the information obtained during the 2012 IMS Roadway survey will be added to the 10 Year Capital Plan.

Roads that reflect an overall rating of less than 70, based on the information obtained during the 2012 IMS Roadway survey will be added to the 10 Year Capital Plan.

Roads that reflect 50% or more of required curb and gutter replacement and/or 10% or more of surface area patching will be added to the 10 Year Capital Plan.

Preservation methods utilized:

Crack sealing – preservation method utilized on roadways in commercial area that show cracking, but not to the extent that requires resurfacing

Surface & Full-Depth Patching – preservation method utilized on roadways throughout the Village that show pavement failures, but not to the extent that requires resurfacing

Minor Resurfacing – preservation method utilized on roadways throughout the Village that show surface wear only, but are structurally sound and do not show signs of base or sub-base failure.

Full-Depth Resurfacing – The reconstruction method of full-depth reconstruction will be utilized on roadways throughout the Village that reflect substantial base and sub-base failure in over 35% of the roadway area, as defined in the independent assessment.

Full Road Reconstruction – This reconstruction method will be utilized on roadways throughout the Village that reflect substantial base and sub-base failure in over 40% of the roadway area, and also requires significant curb & gutter, and/or utility improvements within the roadway limits.

VEHICLES

Staff maintains a comprehensive list of all Village vehicles and equipment, their purchase date, specifications, expected service life, etc. This document will be utilized annually as the main tool for determining when specific vehicles and/or equipment will be added to the capital program. However, for the purposes of general guidance, the following parameters are established.

Large Equipment:

The large equipment includes items such as 12 yard, 5 yard, 2&3 yard dump trucks, loader, backhoe, etc. This equipment is on our replacement schedule of approximately 8 to 15 years or 11,000 hours, based on need. Staff will evaluate this equipment annually as part of the regular maintenance program. The equipment will further be evaluated after 5- 7 years and the appropriate equipment will be added to the 10 year capital plan based on this criteria and equipment.

Medium Equipment:

The medium equipment includes items such as the jet rodder, chipper, mini excavator, equipment trailers etc. This equipment is on a replacement schedule of approximately 10 years to 15 years or 8,000 hours, based on need. Staff will evaluate this equipment annually as part of the regular maintenance program. The equipment will further be evaluated after 5- 7 years and the appropriate equipment will be added to the 10 year capital plan based on this criteria and equipment.

Small Equipment:

The small equipment includes items such as walk behind, riding mowers, forklift, floor scrubber, etc. This equipment is on a replacement schedule of approximately 4 years to 15 years, or 10,000 hours based on need. Staff will evaluate this equipment annually as part of the regular maintenance program. The equipment will further be evaluated after 5- 7 years and the appropriate equipment will be added to the 10 year capital plan based on this criteria and equipment.

WATER SYSTEM

Water Main Replacement and Distribution System Looping:

1. Replace failing water main with a history of at least three documented main breaks resulting from corrosion within 1000 feet of pipe.
2. Install new or replace existing water mains with larger diameter mains throughout the Village where applicable. Water mains shall be identified by the Village water model analysis and will improve flow rates, system pressure, eliminate dead end water supply and improve pressures during periods of peak water demands (fire flows, warm weather, etc.).
3. Replace 4" water mains with larger diameter mains to improve system performance during water main breaks and new main construction. These mains shall be prioritized during review of the Village water model analysis and engineering recommendations.

Operation and Maintenance:

1. Replace up to five defective hydrants identified in the hydrant flushing program annually.
2. Replace three water valves annually to improve system performance during water main breaks or water main construction.
3. Perform a corrosion protection survey and evaluation of the thirty inch transmission main every three years. (Engineering Recommendation)
4. Update the Village hydraulic water model every five years in accordance with industry standards. (Engineering Recommendation)

Water Storage:

1. Clean and inspect the concrete water storage reservoirs every five years.
2. Perform necessary repairs identified during the cleaning and tank inspections. Repairs shall be performed in accordance with professional recommendations and industry standards.

Water Supply:

1. Perform a water model study of the Village flow requirements and evaluate the feasibility of an emergency water interconnection.

SANITARY SYSTEM**Operation and Maintenance:**

1. Clean, televise and inspect 5 miles of sanitary main annually. This will provide a full evaluation of the sanitary infrastructure every 10 years.

Sanitary Sewer Rehabilitation:

1. Rehabilitate approximately 4,000 feet of sanitary main annually to extend the life of the utility and prevent future sewer replacement projects. Two thousand feet of sewer main is initially planned in 2015 in order to synchronize the televising and repair process.

Rehabilitation shall include excavation and replacement of pipe identified from televising to restore pipe integrity and utilization of Trenchless technologies. The most effective technologies shall be utilized for rehabilitation which may include installation of cured-in-place piping (CIPP) and pressure grouting of pipe joints, service connections or sewer structures.

STORMWATER SYSTEM

The following guiding principles provide a framework for developing and maintaining and improving the Villages storm sewer system:

Provide Regular Maintenance and inspection of 10% of existing storm sewers within the Village limits which includes cleaning and televising to help incorporate future utility repairs into the road resurfacing project.

Storm Sewer Replacement and Maintenance:

1. Televising and Inspecting 3,000 –4,000 linear feet of Storm Sewers annually in conjunction with future road replacement projects.
2. Rehabilitate approximately 1,000 ft. of the storm sewer system annually to extend the useful lives of “fair” condition storm sewers in order to save money on future sewer replacement projects while also coordinating with future road improvement programs.

Operations and Maintenance:

1. Clean and inspect approximately 100-130 (10%) catch basins annually within the Village for a period of 10 years. Upon completion, annually recommend improvements to be placed into the in the storm sewer re-lining program.

Private Property Programs:

1. Implement annual storm water Best Management Practices (BMPs) to improve local private property drainage issues. The Storm water BMP program would allow the Village to assist residents in improving minor drainage and flooding problems by implementing relatively cost solutions.

Drainage Improvements:

Implement key storm sewer improvements that will minimize the depth, duration and extent of street flooding as much as practical, provided the Village’s budgetary constraints.

Phase Drainage improvements for installation with road and water main improvements.

Implement alternatives to storm sewer installation that would reduce the cost of drainage improvements. These alternatives may include storm water detention and/or small-scale distributed BMP’s that would reduce the amount of runoff.

Additional Storm Sewer System Goals:

Additionally, the following is a list of goals which will be implemented in order to provide a more functional and efficient storm sewer system:

Establish and recognize areas of infrastructure that need improvement.

Establish a prioritization system of upgrading deficient infrastructure.

Program long term needs into existing Capital Improvement Plan.

Detect and eliminate unauthorized discharges to the storm system.

Detect and control Construction Site Runoff. Enforce a program to address discharges of post-construction storm water runoff from new development and redevelopment areas.

Develop strategies to enhance water quality and create a quality living environment

Develop “public education and outreach” including distributing educational materials and performing outreach to inform citizens about the impacts polluted storm water can have on water quality.

Maintain the integrity of ecosystem health, green infrastructure measures and low impact development should be pursued on these parcels. Green infrastructure measures include such things as permeable pavers, filter strips, bio swales, depressed landscape islands, rainwater harvesting, etc.

Promote “good housekeeping” for Public Works operations. This includes training municipal staff on pollution prevention measures and techniques, such as regular street sweeping, reduction in the use of pesticides and street salt, and frequent catch-basin cleaning.

FACILITIES

Village buildings will be evaluated annually for maintenance and repair needs and items found needing attention will be added to the appropriate budget line item.

Facility uses will be considered in planning all capital improvements.

Roofs will be evaluated every 10 years for maintenance and repair needs, and recommendations will be appropriated in future years.

Mechanical systems will be evaluated every 5 years, and recommendations will be appropriated in future years.

Exteriors of buildings will be painted every 20 years.

Interiors of buildings will be painted every 20 years.

PARKS AND PATHS

The following guiding principles provide a framework for developing and enhancing Lincolnshire’s parks and paths system:

Parks:

Annually inspect all of the Village parks with the Park Board. Upon inspections, gather input for future Amenities.

Inspect and evaluate all existing Playground equipment annually with a goal of making all needed immediate repairs and scheduling future playground replacement plans.

Inspect and repair all existing hardscape in Village parks annually.

Affirm the community’s commitment to responsible land use and stewardship of the natural environment.

Manage Village owned lands within existing parks.

Develop a tree care plan to ensure that the investments made in planting parkways trees is balanced with a plan for long-term care of trees. This is particularly important as it relates to controlling pest infestations such as the Emerald Ash Borer that has eliminated entire tree canopies in some communities.

Develop and adopt a Park and Paths Plan that will guide the development and enhancement of the Village's parks and trails and ensures the elements are continually assessed, maintained, and upgraded to sustain Lincolnshire's image as an attractive small town and walkable community.

Ensure that parks within the Village are accessible and provide balanced recreation opportunities for all residents of all ages.

Protect and preserve open spaces, natural areas, and other elements of "green infrastructure", while also protecting critical environmental areas, and enhancing natural beauty.

Prohibit the removal of mature, healthy trees on a development site wherever possible, and require replacement of trees to achieve equivalent canopy cover.

Paths:

Inspect all Village bike paths annually. Upon completion of inspections, recommend improvements as needed.

Inspect all Village bike path signs annually. Upon completion of inspections, recommend improvements as needed.

Develop and maintain a safe, efficient, and comprehensive trail system that meets the human and social service needs of our most important resource...our residents.

Develop a high quality, interconnected trail system that create walkable, interconnected neighborhoods while providing recreation and transportation as a means to link parks and open space together.

Develop priorities for a system of parks and trails within the Village including location, development, and connectivity.

Identify a possible need for additional study on alternative trail uses.

Provide and maintain directional and way finding signs to community facilities and local places of interest including the downtown area.

Recognize the potential to partner with other agencies, including local schools, Lake County Forest Preserve District and IDOT to ultimately identify opportunities and achieve greater efficiency.

**REQUEST FOR BOARD ACTION
COMMITTEE OF THE WHOLE MEETING
July 13, 2015**

Subject: Five-Year Financial Forecast

Action Requested: None – Consideration of Five-Year Financial Forecast

Originated By/Contact: Michael Peterson, Finance Director

Referred To: Village Board

Summary / Background:

As part of the update to the Lincolnshire 10-Year Capital Plan, staff also worked to update financial projections for revenues and expenditures over the coming five-year period. The intent of the projections are to align expenditures in the 10-Year Capital Plan with anticipated revenues and expenditures to determine the fund balance status of each fund over a five year period. The Five-Year Financial Forecast was developed for the following funds:

- General Fund
- Water & Sewer Fund
- Motor Fuel Tax Fund

The financial forecast of revenues and expenditures is based upon a general assumption of a 3% increase in each expense line item and a 2% increase in revenues year over year. All departments were asked to review projections and make changes to specific line items if there were known conditions that would make the particular line item expense differ from the assumptions. For example, if Public Works staff knew a multi-year contract for Landscaping Service was not going to increase at 3% year over year, the actual increases per the existing contract were incorporated into the Financial Forecast document. In terms of compensation expenses, as a service driven industry, payroll comprises a significant portion of the Village's operating costs, and the forecast for wages was based upon a year over year increase in salaries of 3% throughout the Five-Year Financial Forecast.

The projected impact to each fund, based upon the Five-Year Financial Forecast, is summarized in the charts on the following pages. In most instances, there are multiple sheets with charts for each fund. The following summarizes the charts presented for Village Board consideration.

In each chart the colored lines reflect the following:

- Red** - Annual Operating Expenditures
- Green** - Beginning Fund Balance
- Blue** - Fund Balance Target as a % of Operating Expenses.
- Orange** - Fund Balance Needed to Meet Village's Formal Fund Balance Policy as a % of Operating Expenses

The important trend line to consider is the green Beginning Fund Balance line. This line reflects the available/unobligated fund balance in each respective fund and shows the impact on available fund balance over time due to the impact of BOTH operating expenditures and capital expenditures in each fund.

The following highlights trends and areas for consideration in each fund based upon the Financial Forecast charts attached to this memorandum:

Motor Fuel Tax Fund – Annual Operating Expense vs Fund Balance

- Single Motor Fuel Tax (MFT) chart compares January 1 Fund Balance (Green Line) to 25% Target Fund Balance (Blue Line).
- Annual MFT revenues are typically \$175,000.
- Beginning in Fiscal Year 2011, Village budgeted expenditures did not utilize all MFT revenues received. This resulted in a trend of increasing MFT Fund balance.
- In 2011, the State of Illinois provided municipalities with additional MFT payments as a result of the Illinois “Jobs Now” and “2014 Capital” bills. These payments resulted in the Village receiving the approximate equivalent of 2 additional months of MFT reimbursements totaling approximately \$90,000. The additional funds received are to be used to promote job creation and improve transportation infrastructure.
- The increased MFT revenue resulted in growth in the available balance in the MFT Fund.
- Staff plans to develop a program to incorporate a more aggressive approach to the Village’s annual resurfacing projects to use available resources. The expenditure has not been scheduled at this time.
- As of January 1, 2015, Cash on Hand exceeded the 25% Target Fund Balance by more than \$153,000.

Water & Sewer Fund – Annual Operating Expense vs Fund Balance

- This chart compared the January 1 Fund Balance (Green Line) to Fiscal Year Expenses (Red Line), and the 20% Target Fund Balance (Fund Balance as Blue Line).
- Beginning with Fiscal Year 2015, the General Fund transfer to the Water/Sewer Fund is based annually on the actual dollars necessary to maintain the Target Fund Balance at 20% effective on January 1 of the following Fiscal Year.

Water & Sewer Fund – Revenues to Expenses

- This Chart compares Annual Operating Revenue to Operating Expenses and Capital Outlay.
- Historically, Water & Sewer Fund operating revenues covered annual operating expenses in Fiscal Years 2011 to 2014. However, beginning in Fiscal Year 2015, the Water & Sewer Operating Fund begins to operate at a loss. Part of the reason for this effect is the result of incorporating regular recurring operating expenses associated with maintaining the water & sewer system as part of the annual operating expenses of the fund rather than treating maintenance activities as a capital expenditure.
- Between 2011 and 2014, the Village pursued minimal infrastructure repairs and capital improvements to the water and sewer system. With the adoption of the 10-Year Capital Plan in 2014, a more complete and aggressive plan for capital improvements to maintain the water and sewer system is planned for the period of 2015 to 2020.

- This aggressive approach to funding needed infrastructure improvements is reflected in the fact that beginning with Fiscal Year 2015, all Water & Sewer Fund capital improvements are funded via a transfer from the General Fund.
- The graph highlights an increased attention to needed capital projects for the water system beginning in Fiscal Year 2015 and continuing for the next several years. These projects, outlined in the CIP, are planned to address immediate water main replacement needs; system pressure issues and replacement of undersized mains at various locations.

Water & Sewer Fund – General Fund Transfer to Water & Sewer Funds

- The last of the Water & Sewer Fund charts reflects transfers from the General Fund to the Water & Sewer Fund.
- For Fiscal Years 2011& 2012, the actual transfers were based on Water & Sewer Fund budgeted expenditures. However, in those years, the actual Water & Sewer Fund expenditures were actually well below budgeted amounts and the Fund Balance in the Water & Sewer Fund increased.
- For Fiscal Years 2013 & 2014, the actual amount of the transfer to the Water & Sewer Fund was based upon year-end estimates. This was done with the goal of allowing the Water & Sewer Fund to “break even” rather than transfer more money than needed from the General Fund.
- For Fiscal Year 2015, the anticipated transfers are based on year-end estimates; and the goal is to reduce the Water/Sewer Fund balance to the 20% Target level.
- Given the forecasted trend indicating a steep decline in available fund balance in the Water Fund, consideration may need to be given to rate changes to increase Water Fund revenues and the impact/need of transfers from the General Fund to maintain the targeted 20% fund balance.

General Fund

The final set of charts reflects the status of the General Fund. As noted above, the General Fund currently subsidizes the capital needs of the Water & Sewer Fund.

General Fund - Annual Operating Expenses vs Fund Balance

- This chart compares January 1 Fund Balance (FB) to Fiscal Year Expenses. The chart also reflects how General Fund FB changes over time in relationship to the Village’s formal Fund Balance Policy of maintaining 75% of annual operating expenses in reserve and the Board’s Target of maintaining 100% of Operating Expenses in reserve as Fund Balance.
- The peak in Fund Balance in January 2016 is related to certain expenditures in the current year not being made. Nearly \$1 million in General Capital projects budgeted are not expected to be completed by end of this year.
- The General Fund Balance for FY2016 through FY2019 is forecasted to exceed the 100% FB Target.
- However, by FY2020, the General Fund begins to fall below the 100% Target FB but still remain above the formal FB Policy of maintaining a FB of 75% of annual operations. This decline can be largely attributed to the required transfer to the Water & Sewer Fund.

General Fund – Fund Balance vs Target 100%

- Fund Balance levels are forecasts to exceed the 100% FB Target through FY2019.
- In 2019, General Fund Balance begins to fall below the 100% Target but is able to stay above the 75% Fund Balance required by Village Board policy.
- Next chart illuminates why the Fund Balance in the General Fund reflects a steep decline in coming years.

General Fund – Revenues with Operating & Capital Expenses

- The chart reflects General Fund annual total revenue (Green Line) being sufficient to cover the combined General Fund Operating (Red Bar) and planned Capital expenditures (Purple Bar).
- The 5-Year Financial Forecast indicates General Fund revenues are sufficient to cover annual operational needs as well as capital expenses identified in the 10-Year Capital Plan and continue to maintain a Fund Balance meeting the Village Board's 100% Target.
- Transfers from the General Fund to the Water & Sewer Fund to meet operational expenses and needed capital project expenses contribute wholly to the decline in the balance of reserves in the General Fund.

Items for Consideration

The trend in the Beginning Fund Balance line mirrors closely the planned expenditures found in the CIP. Given this plan, in Fiscal Year 2019, the General Fund available fund balance is expected to fall below the Village Board's target of maintaining 100% of operating expenses in reserve. At that time, General Fund reserves will still be above the Village's policy of maintaining reserves above 75% of annual operating expenses. However, given the needs of the Village's capital plan and the annual transfer from the General Fund to the Water & Sewer Fund, available fund balance is likely to fall to near the 75% threshold in 2020.

Based upon the Five-Year Financial Forecast, the Village is in good standing to fund both operations and capital at the levels projected in the near term. The Five-Year Financial Projections indicate the Village is not facing a critical issue in terms of funding operating and capital needs for the General Fund.

However, given the trend identified it will be important to keep an eye on the Village's actual financial performance for any deviations from this trend. While there are no immediate or critical financial needs to address, staff continues to explore options to address anticipated impacts in the outlying years. Some of the impact on declining fund balance may be absorbed by reducing operating expenditures and/or adjusting the timing of execution of planned capital expenditures in both the General Fund and Water & Sewer Fund. However, delaying capital projects and cutting expenses will not address this future challenge over the long-term.

Potential actions the Board may need to consider to address the forecasted decline in fund balanced over the long term include:

- Explore new revenue options or seek ways to increase existing revenue.
- Consider impact of General Fund subsidy of Water & Sewer Fund operations and capital needs via changes in water and sewer rates or other utility fees to reduce the

amount of subsidy.

- Explore possible loans or other long-term financing options to address capital expense needs for both the General Fund and Water & Sewer Impact Fund.

Staff will be available at Monday night's meeting to respond to questions from the Village Board on the Five-Year Financial Forecast.

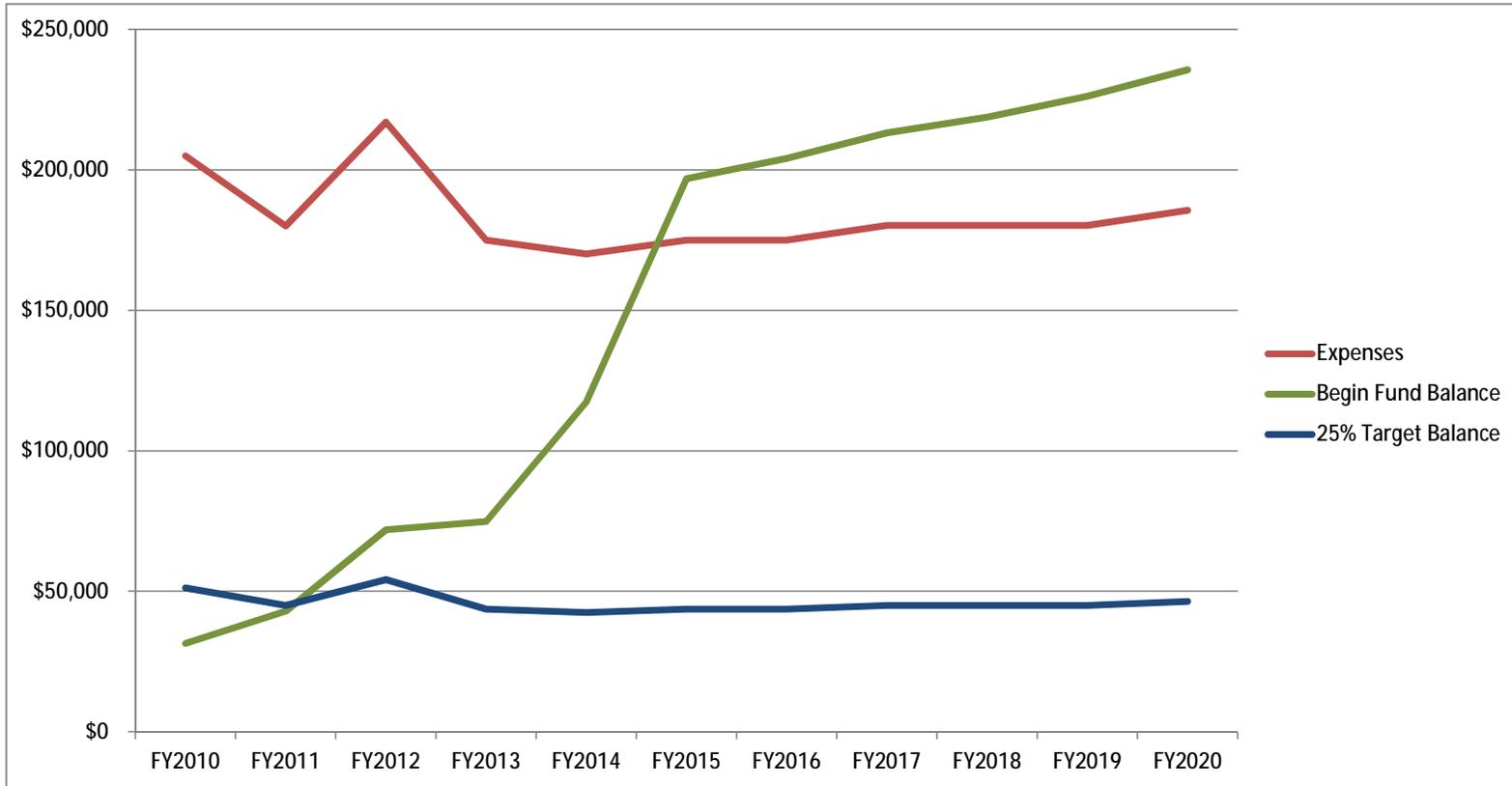
Recommendation: Village Board consideration of the 5-Year Financial Forecast and provide feedback to staff.

Reports and Documents Attached: None

Meeting History	
Referral to Village Board (COW):	7/13/2015

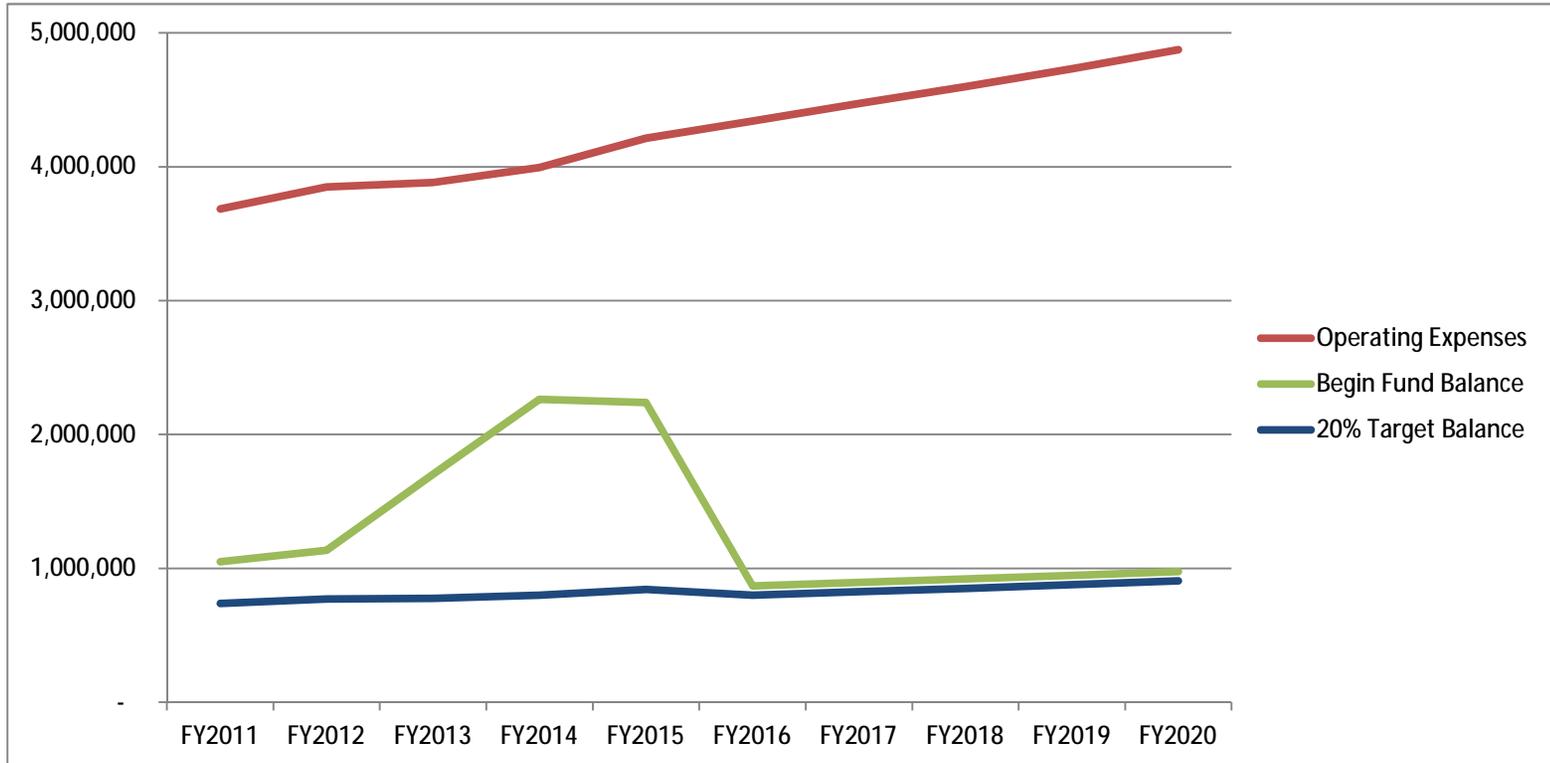
MFT FUND

ANNUAL OPERATING EXPENSES VS FUND BALANCE



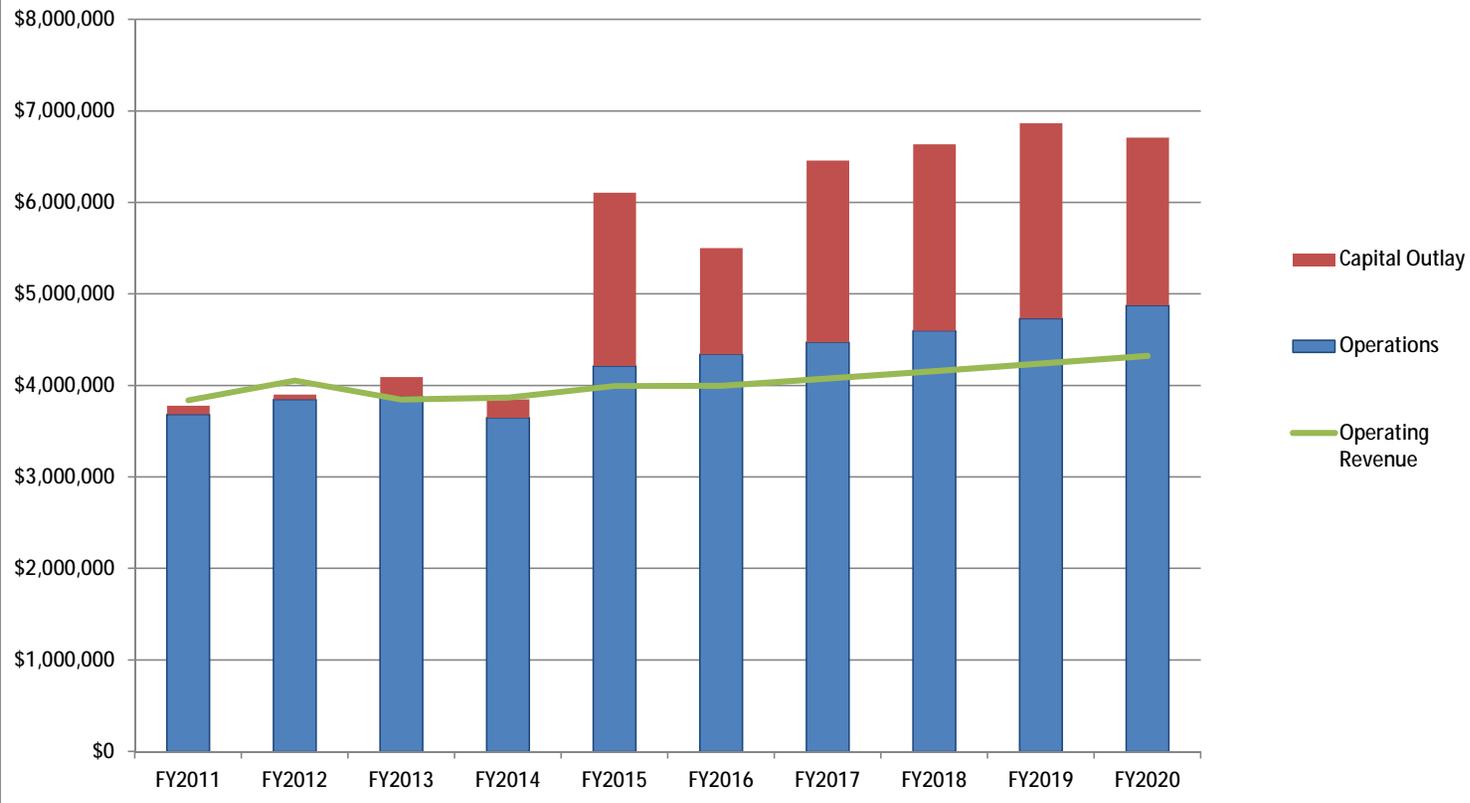
Fiscal Year	Expenses	Begin Fund Balance	25% Target Balance	Over / (Under)
FY2010	\$205,000	\$31,399	\$51,250	(\$19,851)
FY2011	\$180,000	\$42,968	\$45,000	(\$2,032)
FY2012	\$217,000	\$71,948	\$54,250	\$17,698
FY2013	\$175,000	\$74,884	\$43,750	\$31,134
FY2014	\$170,049	\$117,481	\$42,512	\$74,969
FY2015	\$175,000	\$196,935	\$43,750	\$153,185
FY2016	\$175,000	\$204,135	\$43,750	\$160,385
FY2017	\$180,250	\$213,159	\$45,063	\$168,097
FY2018	\$180,250	\$218,775	\$45,063	\$173,713
FY2019	\$180,250	\$226,252	\$45,063	\$181,190
FY2020	\$185,658	\$235,609	\$46,415	\$189,194

WATER & SEWER FUND ANNUAL OPERATING EXPENSES VS FUND BALANCE



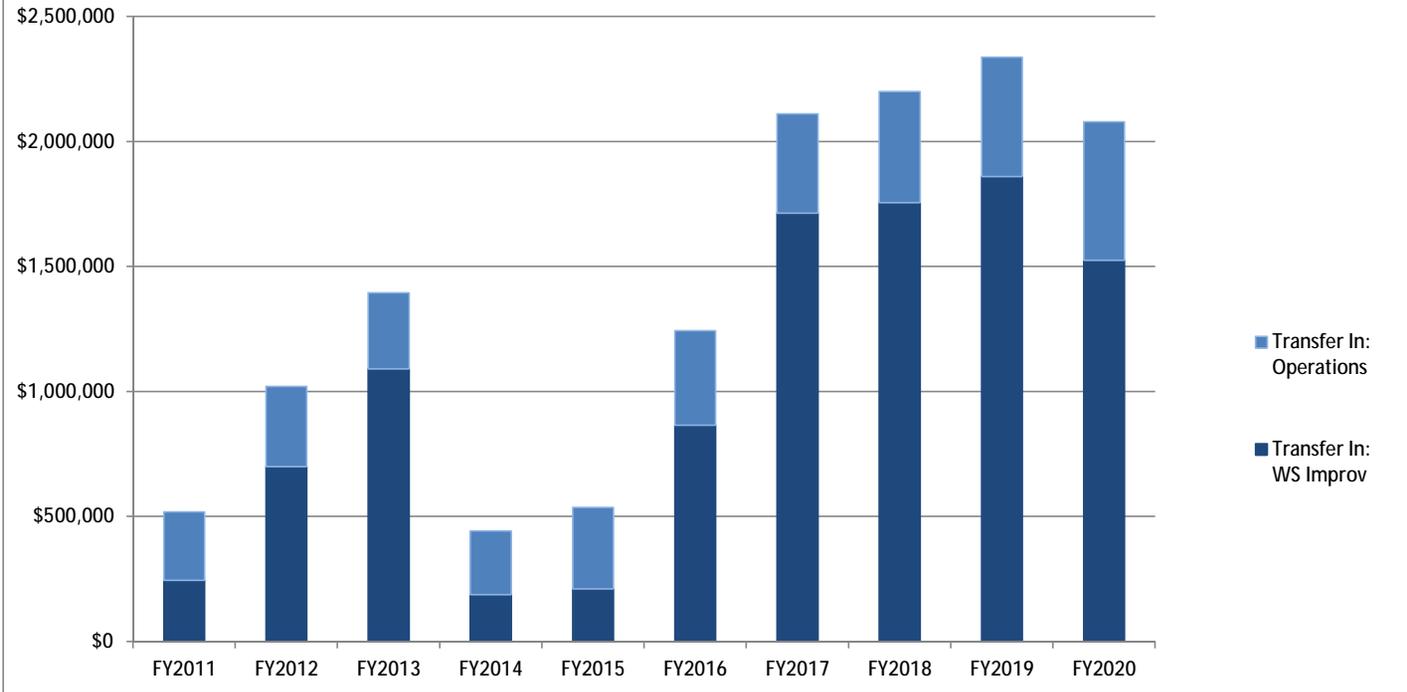
Fiscal Year	Operating Expenses	Begin Fund Balance	20% Target Balance
FY2011	3,685,429	1,049,886	737,086
FY2012	3,848,174	1,134,494	769,635
FY2013	3,882,045	1,704,160	776,409
FY2014	3,994,618	2,261,714	798,924
FY2015	4,213,922	2,239,565	842,784
FY2016	4,341,085	868,217	868,217
FY2017	4,472,766	894,553	894,553
FY2018	4,597,795	919,559	919,559
FY2019	4,732,043	946,408	946,409
FY2020	4,875,242	975,048	975,048

WATER & SEWER FUND REVENUE TO EXPENSES



Fiscal Year	Operating Revenue	Operations	Capital Outlay
FY2011	3,839,738	3,685,429	95,604
FY2012	4,052,808	3,848,174	52,803
FY2013	3,844,673	3,882,045	211,347
FY2014	3,867,138	3,648,395	202,098
FY2015	3,994,830	4,213,922	1,892,190
FY2016	3,994,830	4,341,085	1,161,800
FY2017	4,074,727	4,472,766	1,986,800
FY2018	4,156,221	4,597,795	2,039,926
FY2019	4,239,346	4,732,043	2,134,500
FY2020	4,324,132	4,875,242	1,834,500

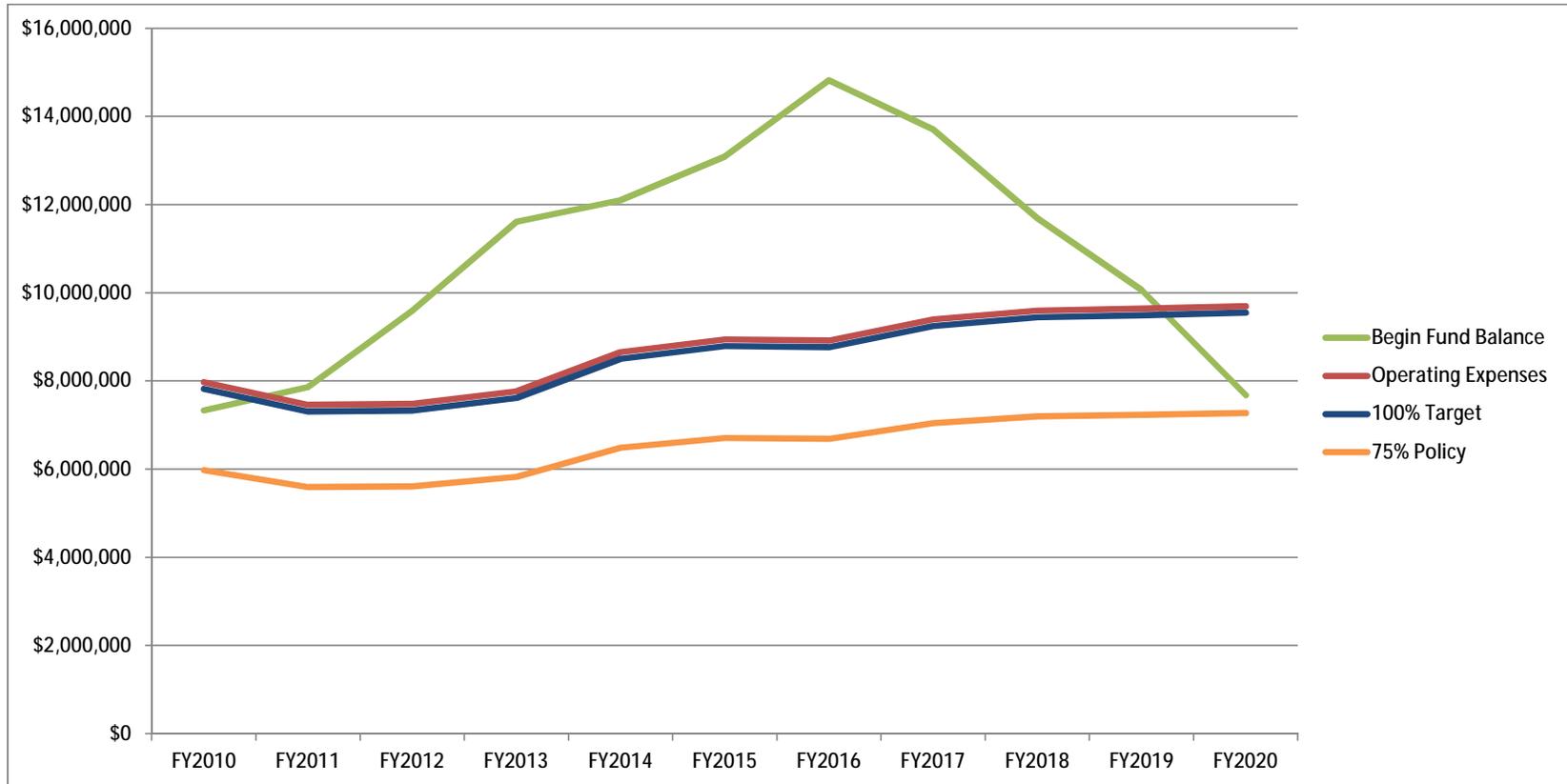
TRANSFERS General Fund to Water & Sewer Funds



Fiscal Year	Transfer In: Operations	Transfer In: WS Improv	Total
FY2011	274,265	245,000	519,265
FY2012	321,277	700,000	1,021,277
FY2013	304,354	1,090,400	1,394,754
FY2014	255,220	187,300	442,520
FY2015	325,427	210,837	536,264
FY2016	378,312	865,619	1,243,931
FY2017	396,897	1,713,774	2,110,671
FY2018	443,986	1,756,214	2,200,200
FY2019	477,831	1,860,613	2,338,444
FY2020	554,337	1,525,500	2,079,837
			<u>13,887,163</u>

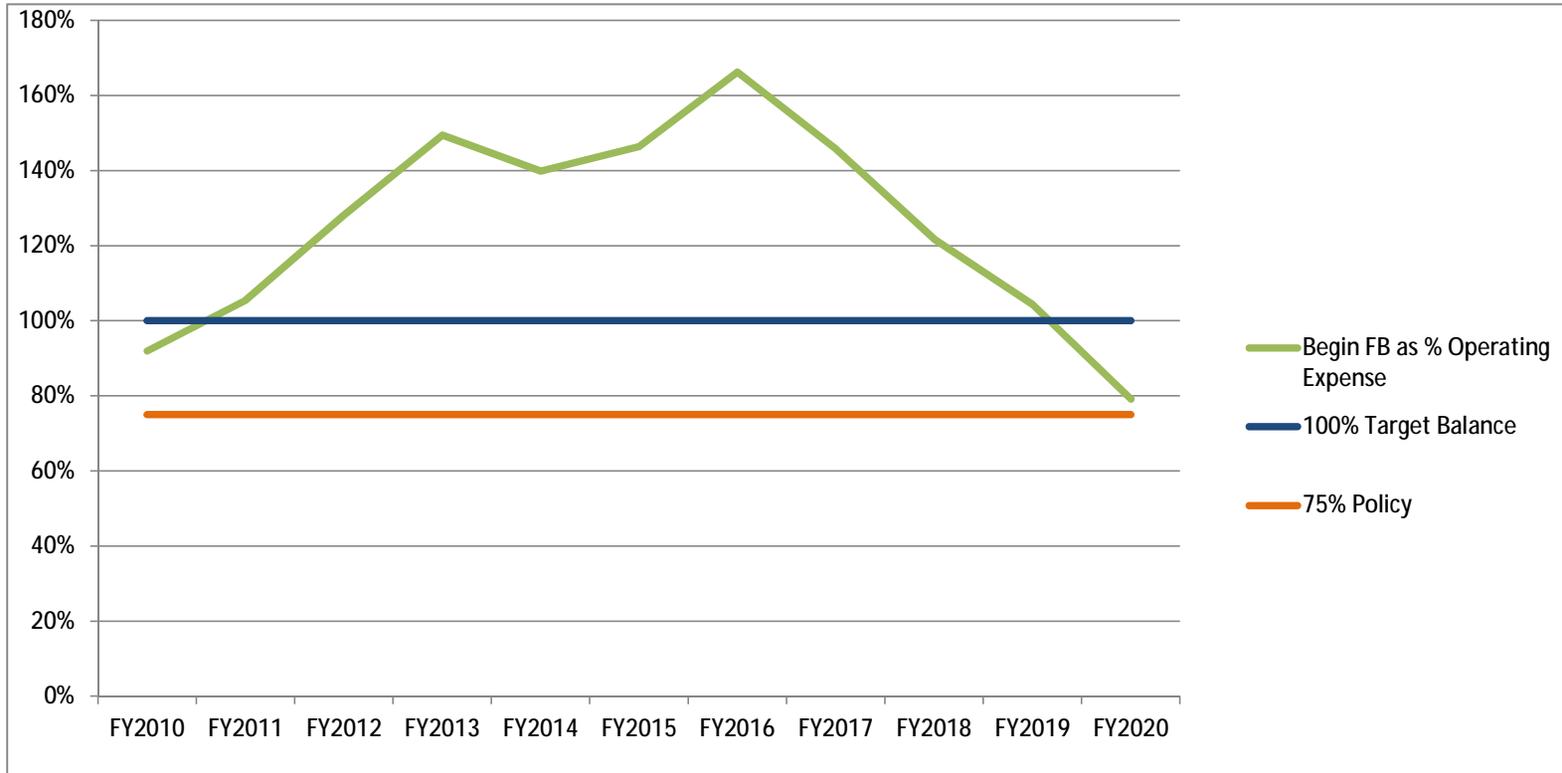
General Fund Transfers to Subsidize W/S	\$13,887,163
UB Customers	2,448
Subsidy Per Customer	\$5,673
Average Per Year Subsidy Per Customer	\$567
Average Per Month Subsidy Per Customer	\$47.27

GENERAL FUND ANNUAL OPERATING EXPENSES VS FUND BALANCE



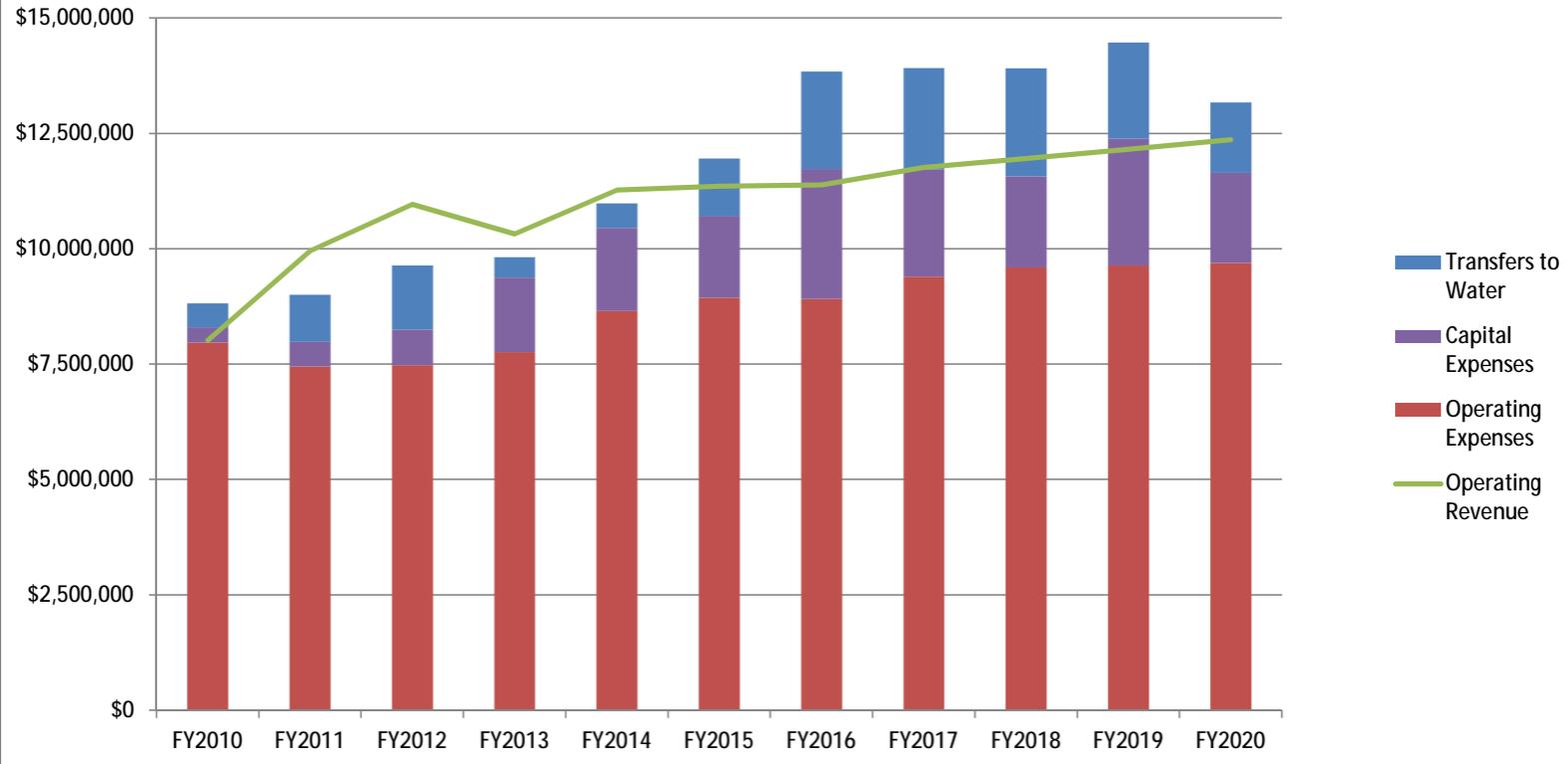
Fiscal Year	Operating Expenses	Increase (decrease) Expenses	Begin Fund Balance	100% Target	75% Policy
FY2010	7,973,066		7,332,889	7,973,066	\$5,979,800
FY2011	7,455,545	-6.5%	7,861,442	7,455,545	\$5,591,659
FY2012	7,479,223	0.3%	9,590,075	7,479,223	\$5,609,417
FY2013	7,766,812	3.8%	11,612,467	7,766,812	\$5,825,109
FY2014	8,653,397	11.4%	12,103,725	8,653,397	\$6,490,048
FY2015	8,942,706	3.3%	13,092,806	8,942,706	\$6,707,030
FY2016	8,915,312	-0.3%	14,821,857	8,915,312	\$6,686,484
FY2017	9,397,287	5.4%	13,704,624	9,397,287	\$7,047,965
FY2018	9,599,321	2.1%	11,691,508	9,599,321	\$7,199,490
FY2019	9,641,094	0.4%	10,064,468	9,641,094	\$7,230,821
FY2020	9,697,702	0.6%	7,681,689	9,697,702	\$7,273,276

GENERAL FUND FUND BALANCE VS TARGET



Fiscal Year	Begin FB as % Operating Expense	100% Target Balance	75% Policy
FY2010	92.0%	100.0%	75.0%
FY2011	105.4%	100.0%	75.0%
FY2012	128.2%	100.0%	75.0%
FY2013	149.5%	100.0%	75.0%
FY2014	139.9%	100.0%	75.0%
FY2015	146.4%	100.0%	75.0%
FY2016	166.3%	100.0%	75.0%
FY2017	145.8%	100.0%	75.0%
FY2018	121.8%	100.0%	75.0%
FY2019	104.4%	100.0%	75.0%
FY2020	79.2%	100.0%	75.0%

GENERAL FUND REVENUES WITH OPERATING & CAPITAL EXPENSES



Fiscal Year	Operating Revenue	Operating Expenses	Capital Expenses	Transfers to Water	Revenues Over (under) Expenses
FY2010	8,018,402	7,973,066	328,056	519,265	(801,985)
FY2011	9,957,264	7,455,545	529,025	1,021,277	951,417
FY2012	10,967,558	7,479,223	767,215	1,394,754	1,326,366
FY2013	10,326,210	7,766,812	1,610,505	442,520	506,373
FY2014	11,273,842	8,653,397	1,799,153	536,264	285,028
FY2015	11,358,253	8,942,706	1,772,232	1,243,931	(600,616)
FY2016	11,386,950	8,915,312	2,816,940	2,110,671	(2,455,973)
FY2017	11,765,916	9,397,287	2,321,074	2,200,200	(2,152,645)
FY2018	11,961,598	9,599,321	1,971,068	2,338,444	(1,947,234)
FY2019	12,161,981	9,641,094	2,747,172	2,079,837	(2,306,122)
FY2020	12,367,144	9,697,702	1,950,302	1,525,500	(806,360)

**REQUEST FOR BOARD ACTION
Committee of the Whole
July 13, 2015**

Subject:	Outdoor Residential Lighting
Action Requested:	Analysis of Residential Lighting Ordinances
Petitioner:	Village of Lincolnshire
Originated By/Contact:	Tonya Zozulya, Economic Development Coordinator Department of Community & Economic Development
Advisory Board Review:	Zoning Board

Background:

- At the June 8, 2015, meeting, a Village Trustee requested Staff research the Bannockburn Lighting Ordinance, review past research on residential lighting and return with staff findings and analysis.
- Most recently, Staff conducted similar research in 2008 at the Board's direction. At that time, the Board declined a code amendment, determining it best to allow property owners to resolve these types of issues. Staff found common problems/concerns involved bulb wattage levels and visible bulbs in light fixtures. In at least two previous Board discussions since the late 1990's, these concerns and the Board's decision not to regulate residential lighting have been consistent.
- Lincolnshire's only current lighting requirement in Residential Districts (see attached) limits light intensity for non-residential uses (e.g., churches, parks, Swim Club, Tennis Club) to 0.5 foot candles at the property line.

Staff Research:**Bannockburn:**

Bannockburn's Lighting Code (attached), enacted in 2004 and revised in 2005, is extensive in its coverage, as well as technical specifications. A summary of requirements is as follows:

- Light intensity must not exceed 0.5 foot-candles at property lines (technical specifications regarding how to utilize a light meter are included).
- Requires measurement of light cut-offs at specific angles, and regulates based on a cutoff, no cutoff or partial cutoff.
- Lights are not permitted in "buffer yards" (setbacks) unless immediately adjacent to a driveway or on a pedestrian walkway.
- Flickering or flashing lights are prohibited.
- Permitted residential lighting types include: floodlights, landscape lighting or coach lights.
- Floodlights are regulated based on the distance of the lightspread from its source, a cap on the amount of time a motion sensor floodlight can remain on (5 minutes), shielding requirements, etc.
- Landscape lighting must prevent glare, be directed based upon the opacity of landscaping, maintain spacing requirements and be off between Midnight and 7 A.M.
- Coach lights have mounting height requirements, must consist of textured or frosted glass, and have time limitations overall and for motion-sensors.

Additional Community Regulations:

Staff surveyed the residential lighting requirements of four additional surrounding communities: Deerfield, Lake Forest, Highland Park and Winnetka, and found the following:

- Deerfield does not have any residential lighting code requirements.
- Winnetka has vague requirements in their Property Maintenance Code which prohibits glare toward any private house (the light limit is not defined).
- Lake Forest has guidelines for exterior residential lighting (see attached). The City requires permits for exterior building lighting. A summary of requirements is as follows:
 - Light intensity must not exceed 0.5 foot-candles at property lines.
 - Requires all light fixtures be incandescent and have a matte, non-reflective interior wall and lockable mechanism.
 - All lights, except for security and entrance door, must be set on timers that go off by 11 P.M.
 - Limits the location (away from property lines).
 - Number of lights in front of the house may not exceed 10.
 - Security lighting must be activated by the alarm system or a "panic" button.
- Highland Park regulates residential lighting provisions by Code. A summary of requirements is as follows:
 - Light intensity must not exceed 0.5 foot-candles at property lines.
 - Light bulbs must be shielded and aimed inside the property line.
 - The maximum light pole height is 7.5' and the maximum light fixture height is 20.'
 - Motion-activated lights can be activated only by movement on the subject property.
 - High and low pressure sodium and mercury vapor lights are prohibited.

Staff Analysis:

- Review of the above-referenced codes indicates the following common areas of regulation in the above communities: (1) Maximum light level at the property line, (2) Light shielding (to prevent direct visibility of the light source), (3) Location requirements, and (4) Light direction.
- Staff contacted Bannockburn, Lake Forest, and Highland Park staff with follow-up questions regarding enforcement and availability of light measuring tools. Highland Park and Bannockburn indicated they enforce their lighting regulations only by complaint or through the Architectural Review Commission. Bannockburn does not have a light meter to measure light readings (despite maintaining detailed specifications). Most communities have their police departments review complaints as lights are visible after-hours only. Bannockburn staff noted some local communities (e.g., Gurnee) hire outside consultants with specialized light measuring tools under certain circumstances. Lake Forest did not respond to staff's follow-up inquiry.
- Based on discussions with fellow professionals in the above-referenced communities, Staff finds enforcement of lighting regulations can be problematic. It requires the involvement of police personnel who witness the light concern and follow-up and enforcement from other departments to measure the technical aspects of the Code.

- Staff’s research also shows codes such as Bannockburn are designed primarily to address the legal aspects of any potential problem that may arise, rather than a set of regulations or guidelines for residents to use. The technical nature of the Code language makes it all but impossible for a resident to know whether or not they or their neighbor are in compliance.
- Staff would caution against the adoption of strict overarching regulations, given a small number and scope of complaints received. In addition, residential areas in the Village are not currently overly lit in the absence of street lights. Exterior lighting on private properties is an essential safety/security component. Bannockburn states their regulations are designed to “preserve and enhance the “dark at night” character of the Village” in keeping with principles of the dark sky movement (darksky.org). This is a different concept than protecting against a neighbor with an especially bright light which may create a nuisance.

Staff Recommendations:

Staff recommends we continue to monitor lighting concerns and revisit regulations should lighting trends change and present significant problems.

If the Board determines Lincolnshire’s residential lighting code should be further expanded now, staff recommends regulation be limited to requiring light fixtures be shielded so the light source is not visible off-site, and points downward. The Board could also consider extending the current 0.5 foot candle light intensity limit to all properties (residential and non-residential) in all residential zones.

This code revision would be considered at the Zoning Board and presented to the Village Board for final determination.

Reports and Documents Attached:

- Current Lincolnshire Code Outdoor Lighting regulations.
- Bannockburn, Highland Park and Lake Forest outdoor residential lighting requirements.
- 2008 staff memorandum to the Village Board regarding residential lighting research.

Meeting History	
Current Village Board Evaluation (COW):	July 13, 2015

6-3-15: OUTDOOR LIGHTING:

- A. Application: These regulations shall govern the design and operation of all outdoor luminaires in all nonresidential zoning districts and by all non-residential uses in all residential zoning districts. However, to promote safety in the ordinary and intended use of rights-of-way these regulations shall not apply to any luminaires owned and operated by a State or local highway authority for the purpose of illuminating the right-of-way.
- B. Light Intensity: Any permitted outdoor luminaire shall be so designed, arranged and operated so as to mitigate the amount of light and glare being cast onto any adjacent property or street. No outdoor luminaire, regardless of the zoning lot onto or from which it causes illumination, shall produce an intensity in excess of one-half (0.5) footcandles, as measured at the property line at a height of 60 inches above grade in a plane at any angle of inclination.
- C. Installed Luminaire Height: The installed height of any luminaire used for outdoor lighting on any zoning lot shall not exceed 25 feet from the established grade. (Ord. 08-3049-32, eff. 08/11/08)

(3) Grounding. The antenna and its support structure shall be grounded to a grounding rod or such other appropriate safety device as may be approved by the Building Commissioner.

(4) Other Standards. The antenna support structure shall satisfy such other design and construction standards as are required in the Building Code and other applicable ordinances, codes, or regulations to ensure safe construction and maintenance of the antenna and antenna support structure.

(d) Setback from Street. No amateur radio facility shall be erected or maintained closer to any street than the wall of the principal building to which it is accessory that is nearest to such street.

(e) Setbacks from Adjacent Buildings. No amateur radio facility shall be located nearer than one-half the height of the antenna and support structure to any habitable building on any adjacent property, or in any required side yard.

(f) Certificate of Zoning Compliance Required. No amateur radio facility shall be constructed, erected, or altered in any manner unless a Certificate of Zoning Compliance evidencing the compliance of the proposed antenna and antenna support structure with the provisions of this Code shall have first been issued in accordance with Section 11-401 of this Code.

(g) Governmental Antennas. The foregoing regulations shall not apply to amateur radio facilities owned or maintained by the Village, or to amateur radio facilities owned or maintained by other governmental bodies to the extent authorized by a special use permit.

* **10.** Exterior and Outdoor Lighting. The purpose of this Paragraph 9-101D10 is to provide regulations that preserve and enhance the “dark at night” character of the Village. Any permitted accessory lighting fixtures shall be designed, arranged, and operated so as to prevent glare and direct rays of light from being cast onto any adjacent public or private property or street and so as not to produce excessive sky-reflected glare. It is the intent of this Paragraph to provide standards for appropriate lighting practices and systems that will (i) enable individuals to view essential detail to permit them to undertake their activities at night; (ii) facilitate safety and security of persons and property; and (iii) curtail the degradation of the nighttime visual environment.

(a) General Exterior Lighting Regulations Applicable in All Zoning Districts.

- (i) Light Measurement. For purposes of this Paragraph, illumination on any lot shall be measured by holding a light meter both parallel (directed upward) and perpendicular (directed toward the light source) to the ground at a height of three feet above ground level on any point along the lot line. In addition, the “IESNA Guide for Photometric Measurement of Parking Areas,” prepared by the Illuminating Engineering Society of North America, shall govern the measurement of lighting in parking areas. The measurement of light output for any light source shall be based on the manufacturer’s specifications of the light source, and it shall be the Owner’s obligation to maintain such manufacturer’s specifications for purposes of demonstrating compliance with these regulations.

- (ii) Property Line Illumination. No lot shall maintain or operate exterior lighting of such arrangement, intensity, or location that will permit the totality of light from such lot to exceed the following levels of illumination:
 - A. At a lot line between non-residential lots, the maximum illumination shall be 1.0 foot-candles.
 - B. At a lot line between a non-residential lot that abuts a residential lot, the maximum illumination shall be 0.5 foot-candles.
 - C. At a lot line between residential lots, the maximum illumination shall be 0.5 foot-candles.

- (iii) Maximum Illumination of the Light Source. Except for public street lights, all exterior lighting shall meet the following applicable standards:
 - A. No Cutoff. When a light source has no cutoff or its cutoff produces an angle of cutoff that is greater than or equal to 75°, as depicted in Appendix 9-101D10-App. 1 to this Code, the maximum permitted light output per luminaire and the maximum permitted luminaire height shall be as follows:

<u>Use/District</u>	<u>Maximum Light Output (in lumens)</u>	<u>Maximum Height</u>
Residential	700	10 feet
Non-residential	1400	15 feet

- B. Full Cutoff. When a light source has a cutoff that produces an angle of cutoff that is less than or equal to 30°, as depicted in Appendix 9-101D10-App. 2 to this Code, the maximum permitted light output per luminaire and the maximum permitted luminaire height shall be as follows:

<u>Use/District</u>	<u>Maximum Light Output (in lumens)</u>	<u>Maximum Height</u>
Residential	1400	20 feet
Non-residential	2800	25 feet

- C. Partial Cutoff. When a light source has a cutoff that produces an angle of cutoff that is greater than 30° but less than 75°, as depicted in Appendix 9-101D10-App. 3 to this Code, the maximum permitted light output per luminaire and the maximum permitted luminaire height shall be as follows:

<u>Use/District</u>	<u>Maximum Light Output (in lumens)</u>	<u>Maximum Height</u>
Residential	1050	15 feet
Non-residential	1900	25 feet

- (iv) No flickering or flashing lights shall be permitted.
- (v) Light sources and luminaries shall not be located within required bufferyard areas except (A) on pedestrian walkways or (B) immediately adjacent to the edge of the driveway that serves as the primary access to a lot.
- (vi) As a condition of receiving approval of any application subject to architectural review, an applicant shall be required to eliminate any nonconforming lighting unless a variation is granted to maintain such nonconforming lighting.

- (b) Exterior Lighting Regulations Applicable in the Residential Districts. In addition to the general lighting restrictions set forth in Paragraph 9-101D10(a) above, the following restrictions shall apply to all exterior lighting on any lot in a Residential District:

- (i) Floodlights. Floodlights are any light fixture or light source (including without limitation incandescent, metal

halide, sodium, or mercury vapor sources) that may incorporate a reflector or a refractor to concentrate the light output into a directed beam in a particular direction. Floodlights shall include but are not limited to security lighting, monument lighting, or other lighting commonly referred to as "dusk-to-dawn" lighting. Floodlights shall be permitted, subject to the following restrictions:

- A. If a floodlight is used as landscape lighting, the regulations contained in Paragraph 9-101D10(b)(ii) shall apply.
- B. No floodlight shall have a light source visible from beyond the property line.
- C. All floodlights shall be shielded so as to prevent glare.
- D. Floodlights may not be directed upward, but must be directed toward a building, structure, or site surface; provided, however, that no floodlight may be directed toward a vertical surface less than five feet from the light source, nor may such lighting be of such number, intensity, or arrangement so as to result in illuminating the entire façade of any building or structure (it being the intent of this provision that such lighting be employed merely to accent architectural elements of such façade).
- E. No floodlight shall be illuminated between 12:00 a.m. and 7:00 a.m. unless it is activated by a motion sensor that is triggered by activity within the lot or security alarm that is operational for no longer than five minutes per activation.

(ii) Landscape Lighting. Landscape lighting is lighting located within or directed toward a tree, shrub, or other landscaped surface, including without limitation floodlights, pedestal lights, and other exterior lights that are not coach lights. Landscape lighting shall be permitted, subject to the following restrictions:

- A. No landscape lighting shall have a light source visible from beyond the property line.
- B. All landscape lighting shall be shielded so as to prevent glare.

- C. If landscape lighting is directed toward a tree, shrub, bush, or any other natural feature that is not 100 percent opaque, the landscape lighting shall not be directed toward any neighboring property or public right-of-way, but instead must be directed toward the interior of the owner's property, the ground, or both the interior of the property and the ground.
 - D. Individual lights used for landscape lighting purposes must be appropriately spaced with at least ten feet between each individual light (it being the intent of this provision that such lighting be minimal in nature and be employed merely to accent landscaping elements).
 - E. No landscape lighting shall be illuminated between 12:00 a.m. and 7:00 a.m.
- (iii) Coach Lights. Coach lights are decorative lighting fixtures mounted on a structure, including without limitation a pole or wall. Coach lights shall be permitted, subject to the following restrictions:
- A. A coach light fixture shall not be mounted at a height exceeding eight feet, which height shall be measured from the top of the coach light fixture to grade, or if the coach light fixture is mounted on a structure adjacent to, or is mounted on, a deck or porch, the height shall be measured from the top of the coach light fixture to the deck or porch floor, or if the coach light fixture is mounted for a second floor balcony, the height shall be measured from the top of the coach light fixture to the floor of the balcony.
 - B. Coach lights shall be (i) surrounded on all sides by a textured glass or frosted glass light fixture or (ii) each bulb used in a coach light fixture shall be frosted so as to diffuse glare.
 - C. With the exception of coach lighting located immediately adjacent to the edge of the driveway that serves as the primary access to a lot, no coach lighting shall be illuminated between 12:00 a.m. and 7:00 a.m. unless it is activated by a motion sensor that is triggered by activity within a lot or security alarm that is operational for no longer than five minutes per activation.

- (iv) Governmental Lighting. Exterior lighting erected by the Village on any lot in a Residential District or any other zoning district shall not be subject to the provisions of this Section 9-101D10.

11. Uses Subject to Special Restrictions. When the district regulations of this Code require compliance with any procedures or standards with respect to a specific use, such use shall not be established as an accessory use except in compliance with those procedures and standards.

12. Tree Houses. Tree houses shall be authorized only in the residential districts of the Village in accordance with the following regulations:

(a) Except as otherwise provided in Subparagraph 9-101D12(b), a tree house shall be permitted as an accessory structure on any zoning lot, provided that each of the following conditions are satisfied:

- (i) The tree house has a total floor area not exceeding fifty (50) square feet;
- (ii) The floor-to-ceiling height of the tree house shall not exceed six feet;
- (iii) The maximum building height of the tree house does not exceed 25 feet above grade;
- (iv) The tree house complies with the applicable rear and side yard setbacks for accessory structures (except for the limitation on maximum building height); and
- (v) The tree house satisfies all of the requirements of Subparagraph 9-101D12(c).

No building permit or certificate of zoning compliance shall be required for any tree house that complies with each of the foregoing conditions, and such tree houses shall not be included in the calculation of maximum gross floor area allowable for such zoning lot.

(b) Any tree house that either:

- (i) has a total floor area exceeding 50 square feet,
- (ii) has a floor to ceiling height exceeding six feet,
- (iii) has a height extending more than 25 feet above grade,
- (iv) does not comply with the applicable rear and side yard setbacks for accessory structures, or

580 Mc. - 920 Mc.	Citizens Radio	20.0 Millivolts
920 Mc. - 30,000 Mc.	UHF Television Various	150 Millivolts

(1) For the purpose of determining the level of radiated electromagnetic interference, standard field strength measuring techniques shall be employed. The maximum value of the tabulation shall be considered as having exceeded if, at any frequency in the section of the spectrum being measured, the measured field strength exceeds the maximum value tabulated for this spectrum section.

(2) For purposes of determining the level of electromagnetic interference transmitted or conducted by power or telephone lines, a suitable, tunable, peak reading, radio frequency voltmeter shall be used. This instrument shall, by means of appropriate isolation coupling, be alternately connected from line to line and from line to ground during the measurement. The maximum value of the tabulation shall be considered as having been exceeded if, at any frequency in the section of the spectrum being measured, the measured peak voltage exceeds the maximum value tabulated for this spectrum section.

Sec. 150.605 Lighting.

(A) No use in any zoning district shall be operated so as to produce direct sky-reflected glare or direct illumination across the adjacent property line from a visible source of illumination in violation of the following:

		Maximum Foot-Candle Level at Property Line	Average Foot Candles	Foot-Candle Average / Minimum Uniformity Ratio	Minimum Foot Candles for Parking	Minimum Foot Candles for Walkways	Light Source Shielding Requirements	Maximum Light Pole Height from Grade	Maximum Exterior Fixture Height on Principal Structures	Maximum Exterior Fixture Height on Accessory Structures	Maximum Fixture Height in Trees
Low Density (Single Family) Residential Districts	All Lighting	0.5 foot candles within front yard setback. 0.25 foot candles behind front yard setback.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	>890 lumens per fixture fully shielded when viewed from property line(1)(7)	7'6"	20'	18'	Maximum building height allowed (2)
High Density (Multi-Family) Residential Districts	Parking Lots	0.5 foot candles within front yard setback. 0.25 foot candles behind front yard setback.	Not to Exceed 1.5	4:1	0.2 foot candles	Not Applicable	Full cutoff (5)	16'	Not Applicable	15'	Not Allowed
	All Other Lighting		Not Applicable	4:1 for walkways only	Not Applicable	0.6 foot candles	>1800 lumens per fixture partially shielded. >3000 lumens per fixture fully shielded (1)(7). At individual units on upper levels >890 lumens per fixture fully shielded	14'	Not Applicable	15'	Maximum building height allowed (2)
Commercial, Industrial, Public Activity and Health Care Districts	Parking Lots	0.25 foot candles if adjacent residential 1.0 all other times(6)	Not to Exceed 1.5	4:1	0.2 foot candles	Not Applicable	Full cutoff (5)	22' in B3 & I zone. 16' other zones	Not Applicable	15'	Not Allowed
	All Other Lighting		I.E.S. Standards Shall Apply	I.E.S. Standards Shall Apply	Not Applicable	0.6 foot candles	>1800 lumens per fixture partially shielded. >3000 lumens per fixture fully shielded (1)	14'	Not Applicable	15'	Maximum building height allowed(2)

The Following Standards Supersede Those Listed above only for the Specific Use Noted

		Maximum Foot-Candle Level at Property Line	Average Foot Candles	Foot-Candle Average / Minimum Uniformity Ratio	Minimum Foot Candles for Parking	Minimum Foot Candles for Walkways	Light Source Shielding Requirements	Maximum Light Pole Height from Grade	Maximum Exterior Fixture Height / Accessory Structure	Maximum Fixture Height in Trees
Outdoor Recreation Uses	All Lighting	0.25 foot candles if adjacent residential 1.0 all other times	I.E.S. Standards Shall Apply	I.E.S. Standards Shall Apply	Not Applicable	0.6 foot candles	See footnote 4	I.E.S. Standards Shall Apply	15'	Not Allowed
Gasoline &/or Diesel Fuel Stations	Parking Areas and Approach	0.25 foot candles if adjacent to residential. All other times 2.0	Not to exceed 15	4:1	0.2 foot candles	Not Applicable	Full cutoff (5)	22'	15'	Not Allowed
	Pump Area		Not to exceed 30	3:1	Not Applicable	Not Applicable	Full cutoff (5)	22'	15'	
	All Other Lighting	at property line and 1.0 at 15 feet beyond property line(6)	I.E.S. Standards Shall Apply	4:1 for walkways only	Not Applicable	0.6 foot candles	>1800 lumens per fixture partially shielded. >3000 lumens per fixture fully shielded (1)	14'	15'	

The Following Standards Supersede Those Listed above only for the Specific Use Noted

		Maximum Foot-Candle Level at Property Line	Average Foot Candles	Foot-Candle Average / Minimum Uniformity Ratio	Minimum Foot Candles for Parking	Minimum Foot Candles for Walkways	Light Source Shielding Requirements	Maximum Light Pole Height from Grade	Maximum Exterior Fixture Height / Accessory Structure	Maximum Fixture Height in Trees
Motor Vehicle Sales	Front Row Feature Stands	0.25 foot candles if adjacent to residential. All other times 2.0 at property line and 1.0 at 15 feet beyond property line(6)	Not to exceed 50	Average/ Minimum Ratio Not Applicable Maximum to Minimum Uniformity Ratio 5:1	Not Applicable	Not Applicable	Full cutoff (3)(5)	22'	15'	Not Allowed
	General Sales Area		Not to exceed 30	Average/ Minimum Ratio Not Applicable Maximum to Minimum Uniformity Ratio 10:1	Not Applicable	Not Applicable	Full cutoff (5)			
	Within 100 feet of adjacent residential		Not to exceed 7	Average/ Minimum Ratio Not Applicable Maximum to Minimum Uniformity Ratio 12:1	.2 foot candles	.6 foot candles	Full cutoff (5)			

The Following Standards Supersede Those Listed above only for the Specific Use Noted										
		Maximum Foot-Candle Level at Property Line	Average Foot Candles	Foot-Candle Average / Minimum Uniformity Ratio	Minimum Foot Candles for Parking	Minimum Foot Candles for Walkways	Light Source Shielding Requirements	Maximum Light Pole Height from Grade	Maximum Exterior Fixture Height / Accessory Structure	Maximum Fixture Height in Trees
Religious and Educational Institutions in Single Family Residential Districts	Parking Lots	0.25 foot candles if adjacent to residential	Not to Exceed 1.5	4:1	0.2 foot candles	Not Applicable	Full cutoff (5)	16'	15'	Not Allowed
	All Other Lighting	1.0 all other times (6)	I.E.S. Standards Shall Apply	I.E.S. Standards Shall Apply	Not Applicable	0.6 foot candles	>1800 lumens per fixture partially shielded. >3000 lumens per fixture fully shielded (1)	14'	15'	Maximum building height allowed (2)

Footnotes:

- (1) Incandescent lamp - 890 lumens = 60 watts, 1800 lumens = 100 watts, 3000 lumens = 150 watts, halogen lamp - 890 lumens = 52 watts, 1800 lumens = 90 watts, 3000 lumens = 150 watts, compact fluorescent lamp - 890 lumens = 13 watts, 1800 lumens = 26 watts, 3000 lumens = 42 watts, HID lamp - 890 lumens = N/A, 1800 lumens = N/A, 3000 lumens = 39 watts
- (2) Fixtures shall be aimed directly downward and shall not to exceed 2.0 maximum foot candles measured 6 feet above ground immediately below lighting fixture.
- (3) Secondary flood lights may be added to front row poles provided mounting height

does not exceed 14 feet and aiming angle does not exceed 35 degrees (measured vertically from nadir).

- (4) Fixtures must be aimed toward interior of the property.
- (5) Written documentation must be submitted in addition to the other requirements of this section that demonstrates that the location, type, and aiming of all light fixtures will focus light on the playing fields and minimize glare and visibility from adjoining properties.
- (6) Fixtures located within 20 feet of a residential property line shall be directed toward the interior of the property and fully shielded from view of the adjacent residential property.
- (7) Where a driveway serving as ingress and/or egress bisects the property line, illumination levels at the property line shall not exceed 3 foot candles.
- (8) All flood or spot directional lights regardless of wattage shall be shielded to prevent glare from being visible at the property line.
- (9) I.E.S. standards will apply when items such as definitions, standards, measurement protocol and methodology are not addressed in this Code.

(B) Additional Requirements in single-family districts. The following requirements and provisions shall be applicable in all single-family residential districts:

1. Lighting levels at exterior building walls shall not exceed 40 foot candles at any one point and no more than 15% of foot candle readings, taken at 20-foot intervals along an exterior building wall shall exceed 5 foot candles.
2. A motion controlled fixture shall only be setoff by movement occurring on the property on which such a fixture is located. Motion occurring from off of the property on which a motion controlled fixture is located shall not cause that motion controlled fixture to illuminate.

(C) Additional Requirements in all zoning districts. The following requirements and provisions shall be applicable in all zoning districts, except that they shall not apply to streetlights or to any lighting located within a public right-of-way:

1. Use or installation of high and low pressure sodium lights or mercury vapor lights is prohibited.
2. All lighting, except for emergency and security lighting, shall not exceed seven average foot candles within 100 feet of adjacent residential land except for 24-hour gasoline service stations.
3. Exterior lights that blink or shine with an intermittent phase are prohibited; provided, however, outdoor holiday decorations are exempt from these requirements for a period of forty-five (45) days before and fifteen (15) days after the holiday for which such outdoor holiday decorations are installed.
4. Light poles in a parking lot shall be protected from vehicles by curbed landscape islands or elevated concrete pedestals.
5. Light levels shall be measured in the horizontal plane, at ground level unless I.E.S. standards dictate otherwise.
6. Lighting of outdoor recreational uses shall cease at midnight.
7. The installation of all exterior lights and fixtures operating on 120 volts or greater AC shall require a permit prior to installation. Each application for such exterior lights shall include a photometric plan demonstrating compliance with the requirements of Article VI (Performance Standards) of this chapter and shall include the following:
 - (a) All property lines, building locations, dimensions of paved areas, and location of all curbs relative to the proposed exterior light(s) and fixture(s).
 - (b) Proposed exterior light and fixture location(s)
 - (c) Details and height specifications of all proposed exterior lights and fixtures
 - (d) Photometric data at all property lines and within all parking lots at a spacing

of not greater than ten feet (10') measured at the ground. When possible, photometric data shall extend 15' beyond the property line. Photometric data shall be generated by a recognized computer program and shall include calculation of maximum foot candles, minimum foot candles, average foot candles, and average to minimum uniformity ratio.

- (e) Photometric data shall be calculated by using maintained light levels as calculated by I.E.S. standards.
- (f) Plans at a scale of not less than one inch to fifty feet (1":50').
- (g) Details of all proposed light poles and associated foundations.
- (h) Other information as required.

8. Any abandoned, non-functional exterior light or fixture, as well as all associated hardware including, without limitation, poles, bases, and wiring shall be immediately removed.

(D) Specific Authorized Variations by the Zoning Board of Appeals. Notwithstanding any other provision of this Chapter, the Zoning Board of Appeals shall have the right to grant or deny a variance for the following specific purposes, but only with respect to single-family residential land uses, and only pursuant to the procedures set forth in Section 150.605(G):

- a. To permit legal non-conforming uses, homeowners associations, community based services, recreational clubs, and similar facilities to be subject to the lighting requirements set forth in this Section 150.605 for high density residential districts.
- b. To allow an increase in maximum lighting levels and uniformity standards when needed for security purposes provided that no greater impact on the surrounding property is found. Variations may be granted in average foot candles or maximum lumens if related to an increase in foot candles.
- c. To increase the maximum light pole height from grade, provided that such an increased height provides a better alternative to meet operational requirements and does not increase the impact on surrounding property.

(E) Specific Authorized Variations by the Design Review Commission. Notwithstanding any other provision of this Chapter, the Design Review Commission shall have the right to grant or deny a variance for the following specific purposes, but only with respect to non-single-family residential land uses, and only pursuant to the procedures set forth in Section 150.605(G):

- a. To permit legal non-conforming uses, homeowners associations, community based services, recreational clubs, and similar facilities to be subject to the lighting requirements set forth in this Section 150.605 for high density residential districts.

- b. To allow an increase in maximum lighting levels and uniformity standards when needed for security purposes provided that no greater impact on the surrounding property is found. Variations may be granted in average foot candles or maximum lumens if related to an increase in foot candles.
- c. To increase the maximum light pole height from grade, provided that such an increased height provides a better alternative to meet operational requirements and does not increase the impact on surrounding property.

(F) Variations Authorized by the City Council. The City Council shall have the right to either (a) grant any variance to this Section 150.605 or (b) authorize the Zoning Board of Appeals or the Design Review Commission, as the case may be, to consider and recommend to the City Council any variance to this Section 150.605; provided that the granting of any such variance shall be in accordance with the procedures and standards set forth in Section 150.605(G).

(G) Procedures and Standards for Variations.

1. Application. If a variation is requested pursuant to Sections 150.605(D), (E), or (F), upon submittal of a completed application for such variation, the Director of Community Development shall refer the application and all other relevant documents to the Zoning Board of Appeals, the Design Review Commission, or the City Council, as the case may be, for consideration and decision in accordance with this Section 150.605(G). The application shall include sketches, drawings, or photographs of the Lot on which the proposed variation is requested; sketches, drawings, or photographs of the proposed exterior light or fixture; sketches, drawings, or photographs of the proposed location of the proposed exterior light or fixture on the Lot on which the proposed variation is requested; and a written petition explaining (i) in what manner the proposed exterior light or fixture varies from the provisions of this Section 150.605, and (ii) why a variation is requested.
2. Notice. Notice of a public meeting concerning a variation to be considered by the Zoning Board of Appeals or the City Council shall be provided in accordance with Section 150.1203 of this Code. Notice of a public meeting concerning a variation to be considered by the Design Review Commission shall be provided in accordance with Subsection 176.045(D) of this Code.
3. Meeting. The Zoning Board of Appeals, the Design Review Commission, or the City Council, as the case may be, shall consider the variation application at a public meeting commenced within 90 days after the completed application for variation is submitted to the Director of Community Development.
4. Standards. No variation from the requirements of this Section 150.605 shall be granted unless the Zoning Board of Appeals, the Design Review Commission, or the City Council, as the case may be, determines that (i) the requested variance is appropriate due to a particular hardship or special unique circumstance, and (ii) the requested variance will not defeat the fundamental purposes and intent of this Section 150.605, and (iii) the requested variation will not be detrimental

to the public welfare or injurious to property in the vicinity of the Lot for which a variance is granted.

(H) APPEALS.

1. NOTWITHSTANDING ANY OTHER PROVISION OF THIS CHAPTER, APPEALS FROM ANY DECISION UNDER THIS SECTION 150.605 SHALL BE PERMITTED ONLY PURSUANT TO THE PROCEDURES CONTAINED IN THIS SECTION 150.605(H).
2. Appeals from any decision of the Zoning Board of Appeals or Design Review Commission, as the case may be, granting or denying a variance pursuant to this Section 150.605 may be taken by the applicant or any other Person adversely affected by any such decision within 30 days after the decision. If no appeal is filed within 30 days after a decision by the Zoning Board of Appeals or Design Review Commission, as the case may be, such decision shall be final. All such appeals shall be taken to the City Council by filing a written notice of appeal with the Director of Community Development within five days following receipt or notice of the decision from which the appeal is taken. The City Council shall review the relevant variation application and any other reliable and relevant evidence, documents, or information, and may receive and consider new evidence. Within 45 days after receipt of the written notice of appeal of the decision from which the appeal is taken, the City Council shall render its written decision at a regularly scheduled meeting. The action taken by the City Council shall be final.

(I) Continuation of Legal Nonconforming Exterior Lights and Fixtures.

1. Authority to Continue. Any nonconforming exterior light or fixture may be continued so long as it otherwise remains lawful, and shall be maintained in good condition, subject to the regulations contained in this Subsection 150.605(I).

2. Ordinary Repair and Maintenance. Normal maintenance and incidental repair or replacement may be performed on any nonconforming exterior light or fixture; provided, however, that any repair or replacement shall, whenever possible, eliminate or reduce any nonconformity in the element being repaired or replaced; and, provided further that this Subsection 150.605(I) shall not be deemed to authorize any violation of this Section 150.605. Maintenance shall include the replacing, repairing, or repainting of any portion of an exterior light or fixture, including, without limitation, the renewing of any part that has been made unusable by ordinary wear and tear, weather, or accident. The replacing or repairing of an exterior light or fixture that has been damaged to an extent exceeding 50 percent of the appraised replacement cost (as determined by the Director of Community Development) shall be considered maintenance only when the exterior light or fixture conforms to all of the applicable provisions of this Article and when the damage has been caused by an act of God or violent accident.

3. Alteration; Enlargement; Moving. No nonconforming exterior light or fixture shall be:

- (a) changed or altered in any manner that would increase the degree of its

nonconformity;

(b) enlarged or expanded;

(c) structurally altered to prolong its useful life;

(d) moved in whole or in part to any other location where it would remain nonconforming; or

(e) changed to another nonconforming exterior light or fixture.

4. Change of Exterior Light or Fixture. A nonconforming exterior light or fixture that has been changed to eliminate its nonconformity, or any element of its nonconformity, shall not thereafter be changed to restore such nonconformity or nonconforming element.

5. Damage or Destruction. Any nonconforming exterior light or fixture damaged or destroyed, by any means, to an extent of 50 percent or more of its replacement cost new shall not be restored but shall be removed or brought into conformity with the provisions of this Article.

6. Termination by Abandonment. Any nonconforming exterior light or fixture, the use of which is discontinued for a period of 90 days, regardless of any intent to resume or not to abandon such use, shall be deemed to be abandoned and shall not be reestablished or resumed. Every such nonconforming sign or fixture shall be immediately removed or brought into conformity with the provisions of this Section.

(J) COMPLIANCE OR REMOVAL.

Any nonconforming exterior light or fixture that loses its status as a legal nonconforming exterior light or fixture pursuant to this Section 150.605 shall be brought immediately into compliance with the provisions of this Section, or shall be immediately removed.

(K) VIOLATIONS.

1. It shall be unlawful and a violation of this Article for any Person to maintain any prohibited exterior light or fixture, to perform or order the performance of any act prohibited by this Section 150.605, or to fail to perform any act that is required by the provisions of this Article.
2. Any exterior light or fixture erected, altered, or maintained in violation of any of the clauses or provisions of this Section 150.605, or in violation of any of the laws or ordinances of the City or the State of Illinois, or both, are declared to be a public nuisance and subject to treatment and abatement of the nuisance. Any exterior light or fixture erected, altered, or maintained contrary to law shall be abated as a common nuisance by the Director of Community Development.

(Section 150.605 amended in its entirety by Ord. 53-05, J. 31, p. 173-181, passed 8/22/05)



Residential Lighting Guidelines

The following guidelines for exterior residential lighting were approved by the Building Review Board on September 22, 1999. Previous to that, the guidelines were last updated in 1981.

To ensure efficient processing of permits for exterior lighting, all lighting plans should include at least the following information.

1. A detailed plan showing the location of all existing and proposed exterior lighting fixtures. The total number of exterior lighting fixtures on the site should be stated on the plan.
2. The direction and aiming of each lamp should be shown on the plan with an arrow and if necessary, a written description.
3. An illustration of each type of fixture should be provided and should be keyed to the plan to ensure easy identification of the fixture proposed for each location.
4. The type of lighting shall be stated on all plans.
5. Zoning setback lines shall be shown on all lighting plans.
6. The lighting plan shall include a statement verifying "not to exceed" light levels at all property lines.

Guidelines

Plans meeting the following guidelines can be approved through an expedited, staff only, review process. Lighting plans that do not meet the following guidelines may require review and approval by the Building Review Board. A Building Review Board application may be obtained at the Community Development Department.

1. The proposed lighting fixture shall be a cylinder, cone or other similar recessed type lamp fixture with a matte, non-reflective interior wall.
2. The proposed fixture shall be the type that can be adjusted and locked into position as reflected on the approved lighting plan.
3. The direction of all light sources shall be aimed inside the property line setbacks.
4. Light fixtures shall not be located within the side yard setbacks or within the rear yard setbacks or 20 feet of the rear property line, whichever is less.



5. At all property lines, the level of light shall not exceed 0.5 foot-candles.
6. All lights on the property shall be incandescent.
7. The total number of exterior lamps located in front of the house (defined as including the front facade of the main house and extending outward to the front property line) shall be 10 lamps or less.
8. No lights shall be mounted in trees or on poles as down lighting.
9. All lighting, except security and entrance door lighting, shall be controlled by timers and shall be set to go off no later than 11 p.m.
10. Security lighting shall be controlled and activated by the security alarm system or a "panic button."

Procedures After Installation

1. An inspection of all lighting approved by the Building Review Board or by the Community Development Department staff shall occur after the City is notified by the homeowner or contractor that the installation is complete. The electrical contractor shall make all adjustments required as a result of the inspection within ten calendar days of the inspection date. A final inspection report and a copy of the final approved plans shall be kept on file in the Community Development Department.
2. A master list of all security lighting shall be maintained in the office of the Director of Building and Zoning and an annual inspection of all security lighting installations shall be conducted by the Director of Building and Zoning or his authorized representative between the months of October and February for compliance with the original plans and approvals.
3. If it is determined that any lighting reviewed and approved by the Building Review Board or by the staff has been altered and not in compliance with the approved plan, the Department of Community Development shall notify the current owner of the property and request immediate correction of the violations. Failure to make the corrections needed to bring the lighting into compliance with the approved plan may result in fines and penalties as required by law.

For more information, please contact the Community Development Department at 847-810-3520.

Village of

Lincolnshire

Memorandum

To: Mayor and Board of Trustees

Date: May 22, 2008

From: Tonya Zozulya, AICP, Planner
Department of Community Development

Subject: **EXTERIOR RESIDENTIAL & COMMERCIAL LIGHTING STANDARDS**

As the Village Board may recall, Staff recently received a lighting-related concern from a Lancaster Lane resident, regarding light fixtures installed on a neighboring (but not immediately adjacent) residential property. (This specific concern, on a specific property, appears to be generally resolved after the neighbors replaced the light bulbs with lower wattage models, as requested by Staff.)

In response to these concerns, the Board directed Staff to conduct background research regarding the potential for specific residential lighting regulations on private properties in the Village, in order to determine if residential lighting regulations are appropriate for Lincolnshire.

RESIDENTIAL LIGHTING STANDARDS:

Residential Lighting Survey

In March 2008, Staff conducted a residential lighting survey through the Northwest Municipal Conference (NWMC). Our survey was distributed to the NWMC's fifty members, represented by northwest suburban communities in the Chicago area. The survey included a number of specific questions, including whether municipalities have a residential lighting ordinance; when they review and approve proposed exterior lighting plans; whether they conduct regular inspections to ensure lighting compliance; what the penalties for violations are; and whether they offer on-going education on the lighting regulations for their residents. As part of that survey, we also requested a copy of their residential lighting ordinance for our review.

As illustrated in the attached survey response summary chart, seventeen (17) communities responded to our survey. Five (5) of them indicated that they have a residential lighting ordinance in effect (Barrington, Glencoe, Northbrook, Park Ridge, and Schaumburg), with the remainder of municipalities (Arlington Heights, Buffalo Grove, Carpentersville, Deerfield, Hanover Park, Hawthorn Woods, Hoffman Estates, Morton Grove, Northfield, Prospect Heights, Streamwood, and Vernon Hills) stating that they currently do not have a residential lighting ordinance in their communities.

In reviewing the five (5) ordinances, Staff observed that they focus primarily on 1) regulating light intensity (with light bulbs not to exceed a certain level of

wattage); 2) glare, as measured in foot candles at a certain distance above the established grade at the property line (e.g., 0.1-0.2 foot candles in Park Ridge and 0.5 foot candles in Barrington and Northbrook) and 3) requirements for cut-off and downward-pointing light fixtures and shields at a certain angle. Some communities, such as Barrington, indicated that they utilize light meters to measure light levels.

Based on the responses, it was determined that all five (5) communities with a lighting ordinance enforce it on a complaint basis only and do not conduct regular lighting inspections on residential properties. These communities have a standard system of penalties for non-compliance, with monetary fines ranging from \$10 to \$750 per occurrence, after other methods of achieving compliance have been exhausted. In addition, all of them stated that they do not offer any type of ongoing education to raise awareness about lighting regulations and minimize violations on private residential properties.

Seven (7) of the seventeen (17) responding communities (including those without a residential lighting ordinance) indicated that they review and approve exterior lighting plans at the building permit stage. However, it should be noted that those reviews are generally conducted only for commercial properties.

Village of Homer Glen's Outdoor Lighting Ordinance

In addition to conducting the residential lighting survey described above, Staff reviewed the Village of Homer Glen's Outdoor Lighting Ordinance that was adopted in 2007. This award-winning ordinance is recognized as one of the most advanced lighting ordinances in Illinois. Drafted in consultation with the International Dark-Sky Association, it addresses various zoning districts, including residential and commercial properties. The ordinance regulates the amount of light that a residence or a business can generate; requires shielding and beam-angle control; encourages motion-activated sensors; and makes provisions for non-conforming and exempt light uses (exempt categories include swimming pools, fountains, holiday and other temporary events).

Staff Comments

The responses, which we received from local communities, provide a solid cross-section of the type of residential lighting requirements and enforcement mechanisms that our neighboring municipalities (some of which have characteristics and philosophy similar to Lincolnshire's) have in place.

In addition, while we commend the Village of Homer Glen for their lighting ordinance, which would undeniably serve as a best practice model for Lincolnshire in drafting regulations, should the Board choose to do so, we believe that it is too detailed and comprehensive in scope to be appropriate for replication in Lincolnshire, in its entirety, at this time. Additionally, Staff believes that

because Homer Glen is considered a much more rural community in nature than Lincolnshire, it may warrant more restrictions to preserve its rural character. Further, in Staff's view, more detailed regulations may require significant additional Staff time and resources for their enforcement, as well as expense on the part of homeowners.

If residential lighting regulations were adopted, Staff would not propose to make random checks on private property for lighting requirements, nor would we propose any type of primary enforcement effort. Should the Board determine that moving forward with standards for residential lighting are warranted, we would propose that, similar to other communities, we enforce this code on a complaint basis. If a complaint were to occur, it would likely require an inspection during the Community Development Department's off-hours, therefore, we may request assistance from the Village's Police personnel, who are on regular duty during nighttime hours. Finally, we would note that we do currently have a hand-held light meter, to perform general inspections. A more accurate, calibrated version would cost a few thousand dollars, however, we believe that our current light meter would be able to handle general compliance issues.

COMMERCIAL LIGHTING STANDARDS:

In addition to considering residential lighting standards, Staff would propose codifying the industry standards (established by the Illuminating Engineering Society of North America (IESNA)), that we already utilize as a basis for reviewing lighting plans for commercial properties. As we already utilize these standards, it would be appropriate to consider codifying these requirements at the same time as we codify residential requirements. Additionally, Staff believes that the "glare" requirements, contained in the Office/Industrial section of the Village Code (please see attached Section 6-8-4-7), that already prohibit illumination in excess of 0.5 footcandles at the property line in those zoning districts, should be clarified and extended to all districts, commercial and residential.

STAFF RECOMMENDATIONS:

In Staff's opinion, limited residential lighting standards could be beneficial for the Village. Although we have had only 3 or 4 complaints regarding this topic in the past 10 years, there is the potential that today's larger estate-like home designs, will bring with them additional lighting to "show-off" homes creating more concerns in the future than we have had in the past. If the Board wishes to move forward with a code amendment, we would propose starting small, with the basics being covered at this time, and an opportunity to expand in the future, once we determine the affects of a code amendment on the built environment.

If the Board chooses to refer lighting code requirements, Staff would recommend that the following main areas be considered for Code text amendments, regarding residential and commercial lighting in the Village:

- 1. Focus on brightness, light cut off, and angle of a light fixture in residential districts.**
- 2. Clarify and extend the Office/Industrial Zoning District illumination requirements (Section 6-8-4-7 of the Village Code) for properties abutting residential areas to all residential and commercial properties, regardless of adjacent land use.**
- 3. Add new Code definitions, related to lighting, such as “glare,” “footcandle,” “light level” and others, as necessary.**
- 4. Codify applicable IESNA illumination guidelines for commercial districts.**
- 5. Limit the height of a luminaire in commercial zoning districts to 25’ from the established grade.**

**REQUESTED
ACTION:**

Should the Village Board determine that residential and commercial lighting standards are appropriate, Staff would request that the Board refer this matter to the Zoning Board for a Public Hearing to review appropriate code language to be inserted into the Zoning Code.

Staff will be available at Tuesday night’s meeting to discuss this request. Should you have any questions prior to that time, please feel free to contact me or Village Engineer Hughes.

- ATTACHMENTS:**
1. Northwest Municipal Conference Residential Lighting Survey Response Summary.
 2. Section 6-8-4-7, Glare, of the Village of Lincolnshire’s Code, pertaining to illumination requirements for the Office/Industrial Zoning District abutting residential districts.
 3. Excerpts from the 2007 Village of Homer Glen’s Outdoor Lighting Ordinance.