Village of Lemont

VILLAGE BOARD COMMITTEE OF THE WHOLE MEETING
July 25, 2022 – 6:30 PM
Village Hall - Village Board Room
418 Main Street, Lemont, IL 60439
AGENDA

I. Call to Order

II. Roll Call

III. Discussion Items

III.A Discussion of Case 2022-03 Bluff Road Fuel Station

IV. Unfinished Business

V. New Business
- *Gaming Establishments*
- *Hillview Vacation Request*

VI. Audience Participation

VII. Executive Session Discussion Under Chapter 5 ILCS 120

VIII. Adjourn

418 Main Street | Lemont, IL 60439

TO: Village Board Committee of the Whole Meeting
FROM: Jamie Tate, Community Development
THROUGH: Jason Berry, CEcD, AICP, Economic & Community Development Director
SUBJECT: Discussion of Case 2022-03 Bluff Road Fuel Station
DATE: July 25, 2022

SUMMARY/BACKGROUND

Paramvir Singh, represented by attorney Alexander R. Domanskis, is requesting annexation into the Village of Lemont with rezoning of 9 parcels totaling 2.77-acres to B-3, Arterial Commercial District and 2 variations to allow for a fuel station and convenience store on the northwest corner of Bluff and Lemont Roads. The vacant subject property is currently unincorporated DuPage County and zoned residential.

The proposed fuel station has 14 vehicular gasoline fueling positions, a 3,689 square-foot convenience store and 25 vehicle parking stalls. Stormwater detention is shown in the southwest corner of the site and a fence/wall will be provided along the property border for screening. The full access is on Bluff Road and a right-in/right-out is on Lemont Road. A traffic study has been completed indicating a traffic signal study is warranted for the intersection of Lemont Road and Bluff Road, even without the proposed development. A traffic signal at this intersection would be required as a part of the proposed development, allowing for safer vehicular turns plus pedestrian and bicycle crossing. A 10-foot multi-use path is provided on the perimeter of the fuel station on Bluff Road with a connection into the site and parking for bicycles.

Due to the multiple jurisdictions involved in the proposal (including DuPage County and DuPage County DOT, Cook County DOTH, Village of Woodridge, IDOT, and other State and Federal agencies) and the many steps needed to confirm if development is possible, the applicant is seeking annexation and entitlement from the Village of Lemont before continuing to invest in the studies and reports required to verify feasibility.

ANALYSIS

Comprehensive Plan

The Lemont 2030 Comprehensive Plan's future land use is Infill Residential (INF) for the subject property. While the proposal is in conflict with the anticipated future land use, there are other goals and objectives in the plan that are achieved with the development of this corner, such as:

- Develop inviting gateways into Lemont
- Increase local shopping
- Increase connectivity of open space and recreational areas
- Provide a comprehensive network of safe and convenient intersections, bicycle facilities and pedestrian facilities
- Maintain high standards for retail commercial buildings
- Maintaining our community character depends largely on ensuring that new development respects existing community character in architecture and site design.

Full analysis can be found in the attachments within the PZC memo. Although the applicant has submitted sample elevations that are very similar to their other Lemont Lucky Trip gas station on Archer Avenue, they are open to working with staff, consultants, commissioners and Village Board to provide more appropriate, upgraded and cohesive architecture for the Bluff Road location.

The 2 variation requests are as follows:

- To allow for a fence or wall greater than 6-feet in height, if desired by the neighboring properties. In the Unified Development Ordinance (UDO) fences in the B-3 zoning district are a maximum of 6-feet. While the applicant is not sure how tall or they type of the barrier yet, they would like the option to be greater than 6-feet if so desired.
- To provide a fee-in-lieu of the sidewalk along Lemont Road rather than constructing it with this development. The UDO requires sidewalks to be installed in all residential and commercial developments.

The requested variations were found to adequately meet the Standards for Variations.

Planning & Zoning Commission (PZC)
A public hearing was held at the regularly scheduled PZC meeting on July 6, 2022. Following the staff and applicant's presentations to the Commission, finely detailed in the PZC minutes in the attachments, several members from the public spoke in regard to the proposed fuel station. In summary, their concerns were:

- Aquifer couple feet below the ground
- Garbage
- Noise pollution
- Flooding
- Trucks and accidents at intersection of Bluff and Lemont Roads
- Endangered species
- Depth of soil borings
- Fuel spills
- Fracturing the bedrock
- Light pollution
- Noise from trucks accelerating and stopping at new stoplight
- Destroying natural habitat of many animals
- Dangers of driving down the Lemont Road hill in ice and snow
- Rezoning to B-3 next to residential
- Wetlands
- Subject property was illegally filled
- Unappealing architecture
- Traffic
- Ongoing groundwater testing

The full [draft] minutes from the public hearing are in the attachments and the recorded video from the July 6th PZC meeting can be found here: Agendas and Minutes Center | Village of Lemont, IL. The applicant has also provided a response to the objections discussed at the public hearing provided in the attachments.

Following public comment, the hearing was closed and the PZC voted (1-4) to recommend

approval Case 2022-03 Bluff Road Fuel Station, so the motion failed. The proposed staff conditions were the following:

1. Address all comments from staff and consultant letters.
2. The building design should incorporate residential-scaled design features such as a hipped roof on both the building and canopy to blend in with the adjacent neighborhood more cohesively. As a gateway, the design could incorporate Lemont limestone, as found on the Village entryway sign south of this development.
3. The sound wall or fence height shall be no greater than 8-feet but specifically determined during the public process.
4. The rezoning to B-3 is solely granted to the applicant for the proposed fuel station as generally depicted in the Preliminary Site Plan. If the development does not commence due to other jurisdictional reviews, approval or any other reason, the zoning will default to R-1, Single-Family Residential District.
5. The Final Plat of Consolidation will not be recorded until building design, fence height and any other outstanding comments are addressed.
6. Provide a sign package to address site circulation.
7. All signs will meet the UDO.

Consistency with Village Policy
Lemont 2030 Comprehensive Plan

STAFF RECOMMENDATION
Staff recommends discussion of the proposed item.

BOARD ACTION REQUESTED
Discussion of the proposed item.

ATTACHMENTS
Draft Planning & Zoning Commission (PZC) Minutes from July 6, 2022
PZC Meeting Staff Memo, Analysis and Attachments
Applicant Response to Objections from Public Hearing dated July 20, 2022
LEAC Bergmark letter to PZC dated July 6, 2022
ACS Zalewski response to LEAC dated July 20, 2022
FPD DuPage Co letter June 24, 2022
Public Comment letters

Village of Lemont
Planning and Zoning Commission
Regular Meeting of July 6, 2022

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, July 6, 2022, in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

I. CALL TO ORDER

Chairman Studebaker called the meeting to order at 6:34 p.m. He then led the Pledge of Allegiance.

B. Verify Quorum

Upon roll call the following were:
Present: Carmody, McGleam, O'Connor, Pawlak, Studebaker
Absent: Cunningham and Zolecki

Economic and Community Development Director Jason Berry, Consulting Planner Jamie Tate, and Village Trustee Ron Stapleton were also present.

II. CHAIRMAN'S COMMENTS

Chairman Studebaker greeted the audience and explained how the meeting this evening will proceed. He then asked if anyone was planning on speaking this evening in regards to the public hearings to please stand and raise his/her right hand. He then administered the oath.

III. PUBLIC HEARINGS

A. CASE 2022-03 BLUFF ROAD FUEL CENTER

Chairman Studebaker called for a motion to open the public hearing.

Commissioner O'Connor made a motion, seconded by Commissioner Carmody to open the public hearing for Case 2022-03. A roll call vote was taken:
Ayes: O'Connor, Carmody, McGleam, Pawlak, Studebaker
Nays: None
Motion passed

Staff Presentation

Jamie Tate, Consulting Planner, said the public hearing is for annexation, rezoning to B-3, and two variations. The purpose of the annexation is for a fuel station and convenience store on the northwest corner of Bluff and Lemont Road. The site is 2.77 acres and is zoned unincorporated DuPage County Residential. It is surrounded by a mix of zoning and land uses. The proposed fuel station will have 14 gasoline fuel pumps. The convenience store is 3,689 square feet and there will be 25 vehicle parking stalls. Stormwater detention is proposed in the southwest corner of the property. There is a full access proposed on Bluff Road and a just enter only off of Bluff Road too. There is a right-in/right-out off of Lemont Road. A traffic signal will have to be installed at the intersection of Bluff Road and Lemont Road for this to move forward. Multiple jurisdictions are involved in this approval from different municipalities so there are a lot of reviews and steps in this development.

The surrounding land uses have unincorporated residential to the north and west. The Hindu Temple is northeast and is located in Lemont. Also to the east, is M-3 Heavy Manufacturing District which has truck and trailer storage. To the south is P-1 which is an unincorporated Cook County Forest Preserve District. The subject property is vacant and zoned residential. In 2001, a Gas City fuel station with 14 gas pumps on 7 islands was proposed at the same location and was proposed to be on 1.7 acres. After several hearings and meetings, Gas City decided to withdraw its application and the project never moved forward. Over the years, the property has become a dumping ground and has wetlands in the southwest corner with some of the property located in a flood plain. There is a lift station on the property that services everyone to the north. Water and sewer are available to the site and power lines exist on the site as well. The swale on Lemont Road that exists will also remain.

Mrs. Tate stated this proposal was scheduled to be heard at the Planning and Zoning Commission in May 2022 but the application was withdrawn at the time. The applicants have revised their plan by removing the truck diesel pumps and revised the access. The Comprehensive Plan designates the site as Infill Residential. The Future Land Use of residential was most likely given to the site because residential surrounds it. The property has sat vacant for over 50 years and is at an intersection of a four-lane highway and two-lane roads. The lots are all nonconforming. If there was residential development there then the lots would have to be consolidated and a subdivision created.

The applicant's project summary states a demand for fuel stations in the Lemont area and the opportunity to keep tax revenue in the Village. While the demand does exist, a fuel station at this location must be vetted assuring site design, architecture, traffic, and site circulation as appropriate. Fuel stations are found adjacent to neighborhoods and residential areas typically with a significant buffer and separation. Removing the diesel

pumps has allowed for more separation and space to enhance landscaping and enlarge the buffer.

There are other goals and objectives in the Comprehensive Plan that they do look at. There are developing inviting gateways into Lemont and there is an opportunity to upgrade the building elevations, signage, and landscaping to have that inviting gateway into the Village. There is the goal to increase local shopping and increase connectivity of open spaces and recreational areas. Creating safe connections to regional trails is an important part of the Lemont Active Transportation Plan and the Comprehensive Plan. There are many trails in the area and the additional pathway that they are going to provide along Lemont Road is safer for bicycles that use the trails across the street. Lastly, maintaining the community character and high standard for design for retail and commercial buildings

Mrs. Tate said the applicant has completed a traffic study and the Village's Traffic Consultant has reviewed the study and provided feedback. The biggest issue is the traffic signal is warranted at the location. There are several jurisdictions involved that include DuPage County Division of Transportation (DOT), Cook County Division of Transportation, IDOT, and the Village of Lemont. A preliminary landscape plan was submitted and there are no trees to be preserved on site. All the landscaping would have to meet UDO requirements.

Being a corner lot, the building has two street-facing elevations both east and south. The renderings they submitted are four-sided architecture, with a red brick face and contrasting brick or stone accents. They have a split-face concrete knee wall. The building is similar to their other existing fuel station which is found at Archer Avenue and 135th Street. With this location being located so close to residential, staff is requesting more neighborhood elements. They could incorporate architectural features such as shingled hipped roofs, dormer elements, smaller-scale fenestration, a defined entryway, and materials such as limestone.

Mrs. Tate stated the applicant is requesting two variations. The applicant is proposing the option to put in something of a sound wall system or a privacy fence greater than six feet. The applicant is very open to discussing with adjacent properties and neighbors as to what would be most preferred. Sidewalks must be installed in all residential and commercial subdivisions or developments. The applicant is requesting to not install a sidewalk along Lemont Road and instead pay a fee-in-lieu. Staff did look at the standards for the variations which are listed in staff's packet. The fence variation is to protect the privacy of the adjacent properties and attempt to protect the character of the residential neighborhood. The sidewalk, there is a drainage swale that will remain and it

creates a difficulty when placing a sidewalk in the area. There are no other sidewalks in the vicinity and the applicant is proposing fee-in-lieu.

Staff did also look at the standards for rezoning. The purpose of the B-3 District is intended to accommodate a wide range of retail, service, and commercial uses where patrons arrive by vehicle rather than other modes of transportation. B-3 zoning is typically found on heavily trafficked corners or along minor and major arterial streets. B-1 zoning is more of a neighborhood commercial district allowing less intense commercial uses. Due to the vehicular nature of the area, it is more appropriate for a B-3 use directed towards a more automobile use than a neighborhood use. The proposed path along Bluff Road will allow any nearby residents to access the store by walking or biking.

Mrs. Tate said the surrounding land uses are a mix of land uses. It is typical to find a nonresidential use on heavily trafficked corners and adjacent to residential properties. The property has sat vacant for many years even when residential has occurred around it. The rezoning could be compatible with the location if the appropriate provisions are considered with site design, enhanced buffering, safe vehicle circulation, and noise and light pollution reductions. The proposal will improve the intersection of Bluff and Lemont Road with a traffic signal.

In conclusion, while the zoning designation of B-3 does conflict with the Future Land Use of Infill Residential there are many other Comprehensive Plan goals and objectives that are achieved within the proposal. Removing the diesel pumps and eliminating truck traffic on the site allowed for a larger buffer for the adjacent neighbors and reduced the noise, diesel emissions, and circulation conflicts. The right-in/right-out encourages traffic to utilize the anticipated new traffic signal on the corner. The installation of a 10-foot pathway along Bluff Road allows for safer bicycle and pedestrian travel with improved Lemont Road crossing. Staff is recommending approval with conditions that are listed in staff's report.

Chairman Studebaker asked if any of the Commissioners had any questions for staff.

Commissioner Carmody asked what trail system connection was staff referencing.

Mrs. Tate stated there are several trails in the area. There is the 355 Trail located down Bluff Road.

Mr. Berry said there is also the opportunity to go up Bluff and connect to Waterfall Glen. There is coordination with DuPage County Forest Preserve District to make the trails

more formal. There might not be an immediate connection but it is used by cyclists and it provides the opportunity to create a more formal safe connection.

Commissioner McGleam clarified the items that are before the Commission. One is the rezoning to B-3 Arterial Commercial District and two variations. He asked if any environmental issues are before them this evening.

Mrs. Tate confirmed that they are only here for the rezoning and variations. The UDO does not address any environmental issues. The zoning code only looks at standards for rezoning and variations.

Commissioner O'Connor asked about the annexation.

Mrs. Tate stated the annexation is handled by the Village Board but it is part of the development.

Commissioner McGleam said in the packet there is a reference to a wetland. He asked if there was a wetland delineation plan.

Mrs. Tate stated the Village's Engineer has looked at everything the applicant has submitted and at this point he stated that it would be up to all the other jurisdictions that take care of it.

Commissioner McGleam asked if the wetland was under the jurisdiction of the Army Core of Engineers.

Mrs. Tate said she does not believe it is but the applicant's engineer might be able to answer that further.

Commissioner O'Connor asked if this application was approved would it be coming back before them for any other approvals in the future.

Mrs. Tate stated she does not believe so. If the plans change then they would have to come back.

Chairman Studebaker asked if the applicant can come up to make a presentation.

Applicant Presentation

Al Domanskis, the attorney for the applicant, said the applicant was to appear before the Commission at the May 4, 2022 meeting and certified letters were sent then and again for this meeting tonight. The letters were sent to all owners within 250 feet and it included a letter from him of explanation along with his contact information if anyone had comments or questions. He only received one inquiry at the time of the first mailing. The inquiry was from someone who had a vacant lot along Lemont Road who thought the rezoning was for his lot. He informed him it was not and told him that he would be receiving another notice. He has not heard from him since.

At the May 4th meeting he met with several residents that live north and west in unincorporated DuPage County. He did hand out about 10 of his business cards. The questions that were raised were about traffic, impact on their property, and wetlands on the property. He offered to meet further, email information, and discuss by phone to address any concerns. No residents have contacted him after that time. He did receive a letter today from the Village's Environmental Advisory Commission expressing concerns about possible wetland contamination across Bluff Road which he will address. One of the questions that were raised was if this is under the jurisdiction of the Army Core of Engineers (ACOE). Every plan goes through ACOE approval but the map from the Village's Environmental Advisory Commission shows the wetlands are on the south side of Bluff Road and do not cover this particular property.

Mr. Domanskis stated several residents did submit public comments that are in support of the application. The Village staff report does recommend approval with conditions and they agree with the conditions. They will continue to address all comments from staff and consultant letters. If they are granted preliminary approval by the Village, they welcome comments on how to make the building design aesthetically pleasing. For the fence height, if they did not raise the variation at this time they would be limited to six feet. When they were initially coming before the Commission they were looking at truck traffic coming in and they thought it might be appropriate to have a sound wall. They would like to have the approval to go up to eight feet so they could have further discussions in terms of what is appropriate along with other buffering. They agree that if this development does not commence then the property will revert to R-1. They do not have any plans other than the gas station there.

They have submitted statements on the standards for rezoning and the variances. Their first request is for the annexation of this unincorporated DuPage County parcel into Lemont. He does not have any doubt that it would be better for the property to be in Lemont so Lemont would have control over what gets developed on it. The property has a lift station on it from Illinois American that can provide water and sewer without annexing into Lemont and can be obtained from Woodridge. Lemont had the opportunity

in the late 1980s to early 1990s to annex all the way to Interstate 55 and instead Woodridge and Darien took advantage of it. The applicants own the gas station at 135th and Archer which was annexed into Lemont recently and have made a fine addition to Lemont.

Mr. Domanskis said if approvals are granted the issue becomes how to develop the property. The Comprehensive Plan shows the property as future residential. Some residents believe the property should also be developed as residential. He has represented several housing developers and he does not see any of them having an interest in this property for residential development. Nobody has sought to develop this property ever. Part of the property is located in a flood plain and is also a wetland. It is not a jurisdictional wetland but is a result of the dumping that has taken place on the property. He asked if Bill Zalewski from Advantage Consulting Engineers could come up and explain how he would describe the property.

Mr. Zalewski stated he coordinated a couple of soil borings on the property to verify where the bedrock was on the property and in the investigation they found that the property had been filled with landscape debris, concrete, and other refuse on the property.

Mr. Domanskis asked if Mr. Zalewski felt with what was on the property did he feel it was developable.

Mr. Zalewski said it is developable if you remove it all. You would have to remove it down to the bedrock. Good material would be brought in to provide a substantial base for the construction.

Mr. Domanskis asked if he reviewed this with the applicants.

Mr. Zalewski stated he did and they had agreed to it.

Mr. Domanskis said if not residential then what would you develop on this parcel. It is too small for industrial development, it is not a neighborhood center that people can walk to, so it seems to fall best to the B-3 zoning for an isolated use. It is a corner lot on a well-traveled Lemont Road. In the staff report, it is stated that it is ordinary to find non-residential zoning or land use on heavily trafficked corners even when adjacent to residential properties. Usually what separates them is some kind of buffering that they are providing. They do see a demand for a service station at this corner. A service station with a convenience store is probably the only development that could work on this site with a future that will continue for many years. It can and will generate sales tax and property tax for the Village. The property is located in DuPage County so it will provide

a lower sales tax for Lemont residents traveling along Lemont Road for the purchase of gas. He asked Mr. Zalewski to come up and go over the plans he has put together.

Mr. Zalewski stated he is a civil engineer and has been working for over 35 years in site development. They specialize in grading and designing tough sites with a lot of constraints. This site is a lot of fill based on the soil borings that they did. There are some wetlands on the site. DuPage County has jurisdiction over the site so they will be working with them and ACOE. The ACOE is currently backed up and it's been about 6 months since they requested them to come out on site. There is a flood plain on the property and it is manageable. They are going to consolidate the volume on site and put it into the detention facility. The detention will be on the west side of the property. They have met with DuPage DOT and they requested that they not have access from northbound Lemont Road which they have complied with. They asked us for a warrant study for the traffic signal. The current volumes are already at the levels to warrant a traffic signal. Using the information that they have from the owners and from the constraints on the site they were able to put this plan together. When the fuel is delivered they allow access from the northeast corner going southbound. They would exit from the western driveway they provided to Bluff Road and utilize the traffic signal.

Mr. Domanskis asked if the plans have been provided to the Illinois Department of Natural Resources.

Mr. Zalewski said the wetland specialist has submitted their plan to the IDNR and their concern was that they have a water quality storm management system which they do. So they have no further comments.

Mr. Domanskis asked over the next 18 months will he be going through environmental reviews with the different agencies.

Mr. Zalewski stated it will be with the ACOE and DuPage County.

Commissioner McGleam asked if they will need a permit for the wetland delineation mitigation and for the stormwater management.

Mr. Zalewski said they will have to work with DuPage County and their environmental department regarding the wetlands. They have a runoff rate that they will have to meet for maintaining all the detention for the impervious area. They will have to maintain the existing runoff and there will not be an adverse effect with the water runoff. They are the low point to the surrounding properties and are receiving water from upstream. There is a large swale along Lemont Road that is about 10 feet across and a couple of feet deep.

Commissioner McGleam clarified that they have to manage any water that is coming to the site and any additional water that doesn't permeate into the soil from the development.

Mr. Zalewski stated yes.

Commissioner Pawlak asked if there was any filtration device for the runoff water.

Mr. Zalewski said with all gas stations they install what is called a stormceptor. As they release the water at a controlled rate through the stormceptor which separates pollutants and contaminants before they are discharged downstream. Also, with the detention basins, they are planning on having a wetland bottom which helps get any contaminants out of it.

Mr. Domanskis stated when he talked with residents on May 4th and with the Environmental Advisory Commission, questions were raised about possible environmental contamination in regards to fuel runoff. He asked Paramvir Singh and Shamir Manhani to come up. He asked them how fuel tanks are designed now compared to years ago and asked if they can talk about the certification they received in regards to safety.

Mr. Manhani said there are certification classes on environmental that they have to take as part of the EPA. Any facility that has underground storage tanks have to take a class. They are compliant with the States of Illinois, Indiana, Wisconsin, and Iowa. He has been involved in the business since 1997. During that time they have not had any environmental citations.

Mr. Domanskis asked if he can talk about the fuel tanks.

Mr. Manhani stated the fuel tanks have changed a lot over the years. The tanks are double-walled interstitial fuel tanks. This means that there are two walls and the space between the walls is interstitial. If the tank leaks it will go to the interstitial part, an alarm will sound, and then the tanks are shut off. It will shut off everything at the gas station. The fuel pumps are also double-walled. The pumps also have sensors in them and they will shut off the whole system.

Mr. Domanskis asked if they can talk about what happened at the station in Dyer back in April when it shut down.

Mr. Manhani said the pumps shut down and they were looking at the reports to try and find the leak. They could not find the leak so they had to open up every pump one by one. Every pump has a containment right underneath it. There was one filter that had a pinhole leak that dripped fuel, about 10 ounces, in the containment and it shut down the whole system.

Mr. Domanskis asked if there is a containment tub for every fuel pump.

Mr. Manhani stated yes for every fuel pump and where the fuel is delivered. The EPA requires that they have it and then the states have their own requirements.

Mr. Singh said there are cheaper fuel tanks and metal lines. They choose to do fiberglass because it is safe and more efficient. He then talked about additional safety features on the equipment.

Mr. Domanskis asked if they are prepared to develop this project with good architecture and site design as requested under Lemont's Comprehensive Plan.

Mr. Singh stated they built a very beautiful store on Archer Avenue. There is a need for the gas station here and they would welcome any input on the design.

Commissioner McGleam asked with all the safety precautions and testing who permits the tanks and pumps.

Mr. Manhani said there are two agencies involved. One checks the weights and measures and the other is the Fire Marshall from the State.

Mr. Domanskis stated there are two variation requests. One is for no sidewalk along Lemont Road. It would be a sidewalk to nowhere but they are willing to put up the same amount in lieu so if anything does go up a sidewalk can be put in. The next issue is what impact the gas station would have on traffic circulation and impact on surrounding properties. So he will have Mr. Doron come up and speak about the traffic study.

Tim Doron, Fish Transportation Group, Inc., said he has been out to the site many times. He does not live here but he does his best to collect data and work with the staff and the consultants. From a traffic perspective, it is an excellent place for a gas station. Gas stations draw about 60% to 70% of their customers off the existing street. Bluff Road is a collector road that carries about 2,000 cars a day and Lemont Road is a minor arterial that carries about 18,000 to 19,000 cars a day. They counted the traffic and the turning movements during the morning and evening rush hours and submit that to the Village.

The Village's consultant feels the intersection meets traffic signal warrants based on Federal guidelines. The next step would be to take the study and submit it to DuPage County DOT and IDOT. If they feel it meets the warrants for a signal then they go to a signal design before it is constructed and turned on. They also looked at crash data for the past five years. There have been 20 accidents that were reported and four that dealt with personal injuries.

Mr. Domanskis stated they went to DuPage County DOT and they said they will not review this unless they had preliminary approval from the Village of Lemont. This is why they have not done a warrant study. All the consultants have stated that even without this development the signal is still needed.

Mr. Doron said there are huge turning movements in the morning and in the evening from the traffic coming from the west going eastbound and turning right onto Lemont Road. There are 232 vehicles per hour in the evening. It is really hard to make a left turn off of Bluff Road onto Lemont Road. The site is designed so fuel trucks can come in and then go around the back so they don't interfere with customers. They did look at the ques on Bluff Road and they sometimes go back to 300 feet or more, but the driveway access is further back than that.

Mr. Domanskis asked if he felt the signalization will be an improvement.

Mr. Doron stated it would improve. If you look at the standards currently that intersection is very poor.

Mr. Domanskis said when he spoke with the residents they had expressed concern with the downhill slope from the north on Lemont Road, especially during the winter. He asked if he could speak regarding to the road and slope.

Mr. Doron stated there are the standards that he spoke of that will determine if the signal is warranted. The design and location of the signal at the intersection will be in accordance with a standard of distance. When you come around the curve there is a long distance before you have to stop. Everything will have to be approved by the DuPage County DOT.

Mr. Domanskis asked if he can explain how traffic signals differ now.

Mr. Doron said in the old days the traffic signals would change every 60 to 90 seconds. They went to the underground plates that would detect a car and then change the signal.

Now it is done by cameras at the intersection so it will not change unless there is a car that pulls up on Bluff Road.

Mr. Domanskis stated he will now have Doug Shannon come up and speak.

Doug Shannon, Landscape Architect, said for the site they did a tree survey. They found 87 trees that were large enough to be included in the survey and 16 of them were of good enough quality to not need any kind of remediation. Overall, about 2/3 of the tree species on the site are of poor quality. They prepared a landscape plan to meet the UDO requirements for the transition yard, parkway tree requirements, and side landscape requirements.

Mr. Domanskis said currently they are showing a fence off of the property line. He asked if the fence is located off the property line how would maintenance be taken care of on the resident side.

Mr. Shannon stated in the landscape plan they made sure there is a wide enough space outside the plantings for the owner to access and maintain the site without having to enter any of the neighboring properties. They are asking for a variance on the height to improve the sound barrier and also provide the proposed landscape for the transition yard on the resident's side of the fence.

Commissioner McGleam asked if they know what kind of posts or panels the sound wall will be.

Mr. Shannon said the minimum requirement for this type of development would be a board-on-board cedar wooden fence. They could increase the height of that fence or use a more robust material to help increase sound protection. A wood fence would be more for a screening application but there would be some type of noise abatement from it. To achieve a higher degree of sound abatement you would have to use a more robust material.

Mr. Domanskis stated they were originally talking about a sound wall but now the trucks are out they are not sure what the Village or local residents want them to do.

Commissioner McGleam asked if they could speak about what the landscaping will look like at the transition wall.

Mr. Doron said the transition yard they are proposing begins at the far north corner of the site and is continuous along the northern and western property edges. There is one gap in

the fence to allow for maintenance access. They have not selected the individual species since it is preliminary. The transition yards would include shade trees, evergreen trees, ornamental trees, deciduous shrubs, and evergreen shrubs.

Mr. Domanskis asked if Mr. Zalewski could talk about the photometric plan.

Mr. Zalewski stated they had an outside consultant prepare the photometric plan and the idea is that you do not illuminate the sky. The light would go straight down and no light is allowed to leave the site.

Mr. Domanskis said this would conclude his presentation. He and his team are available for any questions.

Chairman Studebaker asked if there was anyone in the audience that had questions or comments. Based on the number of residents attending they will have to limit questions or comments to three minutes.

Public Comment

Thomas Feehan asked if they did get a petition from all the residents in the Riverview subdivision opposing the gas station will that stop it.

Chairman Studebaker stated if they have a petition they could submit it to the Village and it would be taken into consideration.

Mr. Feehan said if the Commission is representing the people then why would this go through. If it is for Lemont then it should be put in at Lemont and 127th Street. It is a beautiful lot with no residents around it that would be affected. Nobody has mentioned the aquifer that is a couple of feet below the ground. He feels this will decrease the property values to the residents around there. If you look at the gas station up the street you will see nothing but garbage around there.

Gary Ostrander, 19W645 Dystrup, stated their concern now and when the previous gas station tried to come in, is the aquifer. You can't put the tanks underground because of the aquifer. He asked what will happen to the trucks as they are coming down the hill. The trucks are already screeching their brakes and they have a hard enough time getting up the hill without a light there. This is a bad corner and the gas station does not belong here.

Thomas Ballard, 19W609 Dystrup, said he is also the Emergency Manager. The traffic study that they did was from 2016 to 2020 and does not take into account the last two years. The right-in/right-out is on a hill. He asked what is going to happen when someone stops on the hill to turn in and a semi is right behind them. It will be a traffic nightmare if you put a light at Bluff Road. He asked what will happen to all the traffic coming out of Old Lemont Road. There have been three accidents there within four days just recently. The Hindu Temple has multiple events each year. He usually will shut the right lane on Lemont Road. They can get about 3,000 to 5,000 people. They are at a bottom of a hill and there is always flooding anytime that it rains. The Des Plaines River almost came up to Bluff Road last year. The IDNR has to be involved in this with all the animals around. He gave the Commission pictures showing that there is a wetland.

Christopher Holy, 12S614 Knoebel Drive, stated he works for the Illinois Environmental Protection Agency, but he is here representing himself. He feels this is not a good location. He has lived here for 25 years and he has seen trucks slide down that hill. The property also has to be reviewed by the IDNR because right down the road there are monarch butterflies which is an endangered species. He would like to see the soil borings as to how many they did and at what depth. He knows there were issues with dumping and mostly there was CCD debris in there. He is concerned about the lower and upper aquifer. Everyone out there is on well water and there is a concern that could be impacted. He asked if they would be providing yearly testing on the water. Trucks can spill when they are delivering fuel. He asked what are the tanks going into. If they are going into the bedrock they could fracture it. He is also concerned about light pollution.

Danuse Uselova, 19W661 Hillcrest Lane, said this is already a noisy area and if you put traffic lights there the trucks will have to stop and accelerate. She asked if they were planning on putting any sound barrier up the hill. The Post Office doesn't even deliver the mail on Lemont Road. People are moving to Lemont because it is a unique area. This gas station will destroy the natural habitat of many animals.

Curtis Mizener, 19W720 Dystrup, stated he has been doing engineering design for 40 years and have worked for three municipalities. He was also on the Advisory Board for I355. He feels they need Forest Preserve people working for them and not developers. In the Village he worked for, he never saw a residential district get changed to B-3. Sometimes the residents in the area can give you more information than the studies. Lemont should focus on nice development and having a gas station in your central business district. He feels it is ridiculous that they are looking to put this gas station outside of town and in a different county.

Matt Stelton, 12S675 Knoebel, said he was a truck driver for six months and can understand the danger of driving down that hill. Being a school bus driver for Lemont he can attest to how dangerous it is driving down the hill on the ice. He feels it is unconstitutional that a different County and a different township can change the zoning when the residents are unrepresented by the Zoning Commission. He is concerned that the gas station can also increase crime.

Jordan MacAras, 12S646 Lemont Road, stated he understands that the applicant wants to expand their business. Truck drivers are going to hate having to slow down for the light and will lose money having to get up that hill from zero. Instead of a gas station let's produce something here. He is into regenerative micro-farming and aquaponics. You can use the environment and create more rain gardens and turn it into a better wetland. There are different ways to make money other than gas. We need to start thinking about growing conservation and regenerating the soil and water. To save money on fuel, can they drop the speed limit down to 35 mph and then go up to 50 mph further down Lemont Road.

Gabrielle Gardner, 12S636 Lemont Road, said in the winter the cars slide down the hill and the traffic goes back down Lemont Road. If you put a stop light there then cars will not be able to get enough speed to get up that hill. If someone is going slowly up that hill then the cars behind it won't be able to get up the hill. All of the residents around there are on well water and things can get into the water. She would like them to do a study on the wildlife in the area. Their driveway is also off Lemont Road and sometimes they have to go all the way down and come back around because the cars are going too fast. She does not feel it is feasible to put a gas station here and believes it should go elsewhere in Lemont.

Jeanette Daubaras, 13490 Derby Road, stated this property is zoned R-1 and has been for many years and you don't put a B-3 Zoning in a residential neighborhood. This Commission should be representing the people in Lemont and not just the Village. The people who live here were here first and they are first in right. This is what zoning and planning is all about.

Nicole Kling, 19W781 Dystrup, said she has lived in the area for many years. Several species call this place home. There are deer, birds, turtles, and beavers that will be displaced from the construction. There is already an issue with litter along Bluff Road and the addition of a gas station can increase this issue. It was stated that this gas station could be the entranceway into Lemont, but wouldn't you rather have a lush green area.

Bill Lott, 19W364 Bluff Road, stated this gas station will be next door to him. Army Core of Engineers came in years ago and put that pumping station in and diverted the water to his house. When the river fills up the water does not go anywhere. He couldn't cut his grass for a whole month. When the water does disperse it is beautiful there with all the wildlife. When he is coming into Lemont he would rather see lush land rather than a gas station.

Sarah Terhorst, 17210 Bluff Road, said one of her favorite things to do coming home from work every day is seeing beautiful Lemont. She originally came from the south side of Chicago and moved here about four years ago. It is very important to her to make sure Lemont stays beautiful. There are so many open areas besides this piece of property to put this gas station. She agrees with all the other points everyone has brought up.

Brian Reinke, 12 Ridge Road, stated he has been on the Lemont Environmental Advisory Commission for over 25 years. He wrote a letter to the Commission which he will read this evening. There are two points in the letter that he wanted to bring up. The first point is that the property is located directly adjacent to a well-established wetland. There is a concern that the proposed gas station could propose a threat to the ongoing health of that vital ecosystem. According to the Illinois Federal Energy Action Report, from October 2020 through September 2021, there have been 424 confirmed releases at 6,451 active UST facilities in a one year period. A spill is defined as a release of 25 gallons of petroleum, or a release of less than 25 gallons that creates a sheen on the water. The sources of the release include tank, piping dispenser, submersible, and "Unknown". The "Unknown" accounts for 71% of reported spills. Secondly, he would like to highlight the detrimental effects on wetland areas and local groundwater. One gallon of oil can contaminate a million gallons of water. A single pint of oil released into a lake or wetland can cover one acre of surface water. Potential damage sustained from even minor releases of petrochemicals could take years to remediate and cost vast resources. They ask the Planning and Zoning Commission to deny the approval of this proposal.

Daniel Watts, 19W665 Dystrup, said he was an architect. He feels the landscape architecture they are proposing is just basic and garbage. The reason he moved here was that they are surrounded by forest preserves but the applicant does not show that in his pictures. This site was originally wetlands and it was illegally filled in a while back. DuPage County wanted it to stay wetlands and they were supposed to bring it back better. There are several deer, wild turkeys and he even saw an eagle. The problem with the water is that the culvert is too small. There is no infrastructure that is deep enough to protect it from the water. The run-off is going to be worse and back things up even worse and affect the wetlands. He does not want to see a concrete fence or the garbage that this development will bring.

Vera Gardner, 12S636 Lemont Road, stated she had to call DuPage County a couple of weeks ago to pick up a wild turkey. She asked why doesn't Lemont have a gas station in the middle of Lemont. She asked if the Commission was getting paid off or if Lemont was getting money from the big union petroleum companies.

Scott Christopherson said he and his family have always lived in Lemont. He asked why there wasn't a gas station in town. He doesn't understand why they would want to put one here and screw up wetlands and traffic.

Pat Bitterman, 19W730 Bluff Road, stated she does not believe that 232 cars go by her house per hour. She has pictures from when she worked for the Township of how flooded Bluff Road can get. She had gone to the Township President at that time stating they were having issues with flooding since they put in a 58 gated community along Bluff Road and she was told that she will get a one-time fix. They came out but never fixed it. Now they have to wait for the water to disperse before they can mow their lawn. She is concerned about her water becoming contaminated and how trucks are going to be able to make it up the hill. She asked how big are the tanks and how will they get them into the ground.

Thomas Ballard said when there is a one to two-inch rain the water really comes down that hill, floods his yard, and then goes down to Bluff Road. He has had about 3 cars in his backyard. Flooding is the biggest issue and the wetland.

Gabrielle Gardner stated they are in unincorporated Lemont but they shop in Lemont. Their kids go to Lemont and they care about Lemont. They should have a say even though they are not in Lemont.

Christopher Holy said he would suggest that if this does get approved to make sure there is enough financial insurance. He has worked for Citgo and has seen every issue that can happen with petroleum. If they are going to put this there make sure there is some type of clay there to help keep it from being absorbed into the ground. He would like some kind of provision that they can have their groundwater tested if they suspect impact. Illinois American Water tried to get them to go on to their water system which they chose not to. He feels they deserve better.

Tom Feehan asked how do they find out what meeting will be next.

Chairman Studebaker said they can go on to the Lemont website to see when it will come before the Village Board.

Gary Ostrander stated how many people come to Lemont to drive down Bluff Road. It is not the same road on the west side, but there is no other road like it.

Doreen Stelton, 12S675 Knoebel, said she moved here in 1956 and had a business for 50 years. She invites her friends to Lemont to come and have lunch. She even puts a picture of Lemont on her Christmas cards. She founded the Riverside HOA and was president for many years. They have fought to keep the other gas station out and the quarry out. It is nice to come into Lemont and have nice people to greet you. She does not like to think about having a big glaring building and screeching noises at 3 a.m.

Commissioner Carmody asked if having a traffic light at that intersection is something that is being looked at currently or if this development triggers the light.

Mr. Berry stated it would be this development.

Chairman Studebaker asked if there were any further questions or comments from the audience. None responded. He then called for a motion to close the public hearing.

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to close the public hearing for Case 2022-03. A roll call vote was taken:
Ayes: Carmody, McGleam, O'Connor, Pawlak, Studebaker
Nays: None
Motion passed

Plan Commission Discussion

Chairman Studebaker explained to the audience that the motion for a recommendation is always made in the affirmative.

Commission O'Connor asked if there were any additional conditions that any of the Commissioners wanted to add.

None responded.

Chairman Studebaker asked if there was any further discussion from the Commission. None responded. He then called for a motion for a recommendation.

Plan Commission Recommendation

Commissioner O'Connor made a motion, seconded by Commissioner Pawlak to recommend to the Mayor and Board of Trustees approval of Case 2022-03 Bluff Road Fuel Center with the following conditions:
1. Address all comments from staff and consultant letters.
2. The building design should incorporate residential-scaled design features such as a hipped roof on both the building and canopy to blend in with the adjacent neighborhood more cohesively. As a gateway, the design could incorporate Lemont limestone, as found on the Village entryway sign south of this development.
3. The sound wall or fence height shall be no greater than 8 feet but specifically determined during the public process.
4. The rezoning to B-3 is solely granted to the applicant for the proposed fuel station as generally depicted in the Preliminary Site Plan. If the development does not commence due to other jurisdictional reviews, approval or any other reason, the zoning will default to R-1, Single-Family Residential District.
5. The Final Plat of Consolidation will not be recorded until building design, fence height, and any other outstanding comments are addressed.
6. Provide a sign package to address site circulation.
7. All signs will meet the UDO.
A roll call vote was taken:
Ayes: Pawlak
Nays: O'Connor, Carmody, McGleam, Studebaker
Motion failed

Commissioner Carmody made a motion, seconded by Commissioner McGleam to authorize the Chairman to approve the Findings of Fact for Case 2022-03 as prepared by staff. A voice vote was taken:
Ayes: Carmody, McGleam, O'Connor, Pawlak, Studebaker
Nays: None
Motion passed

B. CASE 2022-06 - GAS N WASH

Chairman Studebaker called for a motion to reopen the public hearing.

Commissioner McGleam made a motion, seconded by Commissioner Pawlak to reopen the public hearing for Case 2022-06. A roll call vote was taken:
Ayes: McGleam, Pawlak, Carmody, O'Connor, Studebaker
Nays: None
Motion passed

Staff Presentation

Jamie Tate said this is a continuation from a special meeting on June 22, 2022. This is a redevelopment of Route 83 and Main Street with a fuel station, car wash, convenience store, and a multi-tenant retail center. It currently has B-3 Zoning and the Commission did vote on the Preliminary Plat at the last meeting. The special use is for three drive-throughs. There is one on Lot 2 and two on Lot 1 that are associated with the convenience store with one being a Dunkin Donuts already. At the last meeting, there was a lot of discussion regarding the variations. The applicant did come up and ask if they could revise their application and provide more information for those variations. There was not much discussion on the drive-throughs.

The applicant has reduced the height on four of the signs but they still need the variations. The tenant sign on Main Street is going to meet the code, but there is still a variation request for the four monument signs. The applicant is requesting 3 monument signs on Lot 2 which is the Gas N Wash. The code allows only one monument sign per zoning lot. The code allows the monument sign area to be 64 square feet. The car wash and the Main Street multi-tenant sign are now going to meet the 64 square feet. That did eliminate two variation requests, but the other three monument signs are greater than the 64 square feet. The changeable copy request was eliminated. The code allows for one gas canopy sign per right-of-way frontage. They did eliminate the Dunkin Donuts on the canopy so it reduced it from four to three. The other two signs are on each side of the canopy.

Mrs. Tate stated the Gas N Wash convenience store is requesting to be greater on their wall signage. The code allows up to 216 square feet and they would like 242.6 square feet. At the last meeting, it was 291.9 square feet so they have reduced the amount but it still needs a variation. The car wash and the multi-tenant will meet the wall signage. For the EMCs, they removed the EMC from the multi-tenant sign on Main Street. The only remaining is for the gas prices. The EMC variation is just for the numbers for the gas prices. The code allows the prices to be at 15 inches and they are proposing to be at 16 inches. The applicant states that it is industry standard that it is 16 inches. If this is correct then they might need to make a change to the code.

In summary, they have eliminated some of the variation requests from 24 sign variations to 16 sign variations. They have reduced some of the intensity of the requests. There has been no change in the architecture. At the last meeting, she stated the use of red is branding without using signage. When you look at the elevations it is not what you see from the street. From the street, the canopy is like an extension of the architecture from

the building. She showed different canopies and signage from other Gas N Wash stations that were built in other communities.

Chairman Studebaker asked on the monument sign on Route 83 what is the height being requested and what is allowed by code. He does not see an issue with the elevation there.

Mrs. Tate said the code allows 8 feet in height and the applicant is proposing 13 feet.

Chairman Studebaker stated the canopy is huge. He asked why can't they have a canopy like they have in Shorewood. It looks a lot nicer and blends in well. He then asked if any of the Commissioners had any further questions for staff. None responded. He then asked the applicant to come up and make a presentation.

Applicant Presentation

Troy Paionk, BlueStone Group, said at the last meeting he attended via zoom. Staff did a great job summarizing the changes they have made. He is going to cover the retail lot which is Lot 2 and then Chris Kalischefski will cover Lot 1 for the Gas N Wash. For the monument sign, there are five signs in total. Lot 1 they are not requesting a variance for the signs but there are two monument signs for the retail. One is on Lot 1 and the other is on Lot 2. They are technically having an off-premise sign on Lot 2 and they are providing an easement to cover that. They do not have any frontage on Main Street so that is why they are requesting for it to be on Lot 2.

For the hardship, this is a corner lot development but it is not your typical corner lot. Southbound on Route 83 there might be good visibility, but you still have northbound which carries a lot of traffic as well. If you are headed northbound doing 45 mph, which is about 66 feet per second, and you happen to be in the outside lane, that signage is important so you can make a decision and get in the proper lane. You need advanced notification with these signs.

Mr. Paionk stated there are two monument signs for Lot 2. On the one sign, they reduced the height of the sign by a foot and a half and kept the same square footage which is 96 feet, but they reduced the height of the base. The other sign is now code compliant because they reduced the height and square footage and removed the EMC. For the wall signage, they removed the rear wall signage and now they comply with the code. With all of their requests, they had six variance requests for Lot 1 and they eliminated four and reduced one. They are still looking for the 13-foot tall sign along Route 83 and 96 square feet on that same sign. They do believe that based on the speed limit and the complexity of the roadway you have to be able to identify the signs. Whether a sign is warranted at

this corridor he suggested looking at the billboards that are out there. One of the billboards is coming down but there is still a pretty large billboard out there. These signs are smaller compared to the billboard but they do believe they are necessary for a successful operation of the site.

Chris Kalischefski, WT Group, said they are hoping that the presentation will show why they are asking for these signs. They are looking for the three monument signs because the corner is at a very unique angle. The State requires for gas stations that the pricing be shown on the site. The additional sign is for the additional business. They have an 8,000 square foot building which is much larger than what was previously here. They have three businesses to market on the site, the fueling business, and the car wash. They could have subdivided the site and then they wouldn't have the one additional variance.

He showed on the overhead which signs were removed and which ones were lowered in height. The gas station pricing letters are an industry standard of 16 inches. The 15 inches is when they were manually changed. The overall sign height was 13.1 feet and now it is 11.4 feet. A visual reaction time is 10 seconds and the visual reaction distance is 661 feet.

Chairman Studebaker stated someone at the intersection heading north is going to see their facility. He understands that the distance he is quoting is for someone to see the sign. However, as soon as you come around the corner you will see the car wash. He understands what they are trying to do but he does not believe the height increase is necessary. People will be stopped at that light and he feels that this will be a very popular facility.

Mr. Kalischefski said people seeing the price of the gas is key to getting them there. So the height of the sign and the letters are important. They are not trying to put a huge sign on the road. It is only because of the grade change.

Commissioner McGleam stated he thought at the last meeting it was established that there is minimal grade change from the roadway to the site on the north end.

Mr. Kalischefski said because of the curve and the 661-foot distance they feel the height of the sign is appropriate. The car wash sign as mentioned was reduced in size and is 63.89 so it meets the code. The EMC was reduced to be 21 square feet so that was reduced also.

Commissioner McGleam asked for the car wash sign, if there was a grade change in the roadway.

Mr. Kalischefski stated there is and it is five feet. For the canopy, because of the acute geometry, he asked that three signs on the canopy would be approved. They did reduce the number from four to three. They are way below the square footage allowed for the canopy signs. They are allowed 961 square feet for signage and they have reduced their number down to 631 square feet. The monument sign on Archer, there is a difference in the roadway elevation of five feet. The car wash sign is 10.4 feet and the multi-tenant sign is 11.4 feet but you are seeing 5.4 for the car wash sign. They have the same situation on Main Street where there is a five-foot drop. The original variation was for 13 feet.

Commissioner O'Connor asked where the sign is supposed to go and if the grade was going to change with development.

Mr. Kalischefski said on Main Street it might be a little higher, but the final grade for the base of the sign will be five feet. With signs themselves, you are typically within a few feet of the roadway. They are about 70 to 75 feet for the one sign and over 50 feet for the other sign. On the canopy, because of the uniqueness of the site, they still want the three sides for the sign.

Commissioner McGleam asked if they are asking for a variance on the canopy signage.

Mr. Kalischefski stated they are just for the number of signs. The code allows one sign per road frontage. He feels they should be allowed two because the back of the canopy faces Main Street and the front is Archer. Staff's interpretation is one sign and they are requesting three signs.

Chairman Studebaker asked if there was any consideration given to a different type of canopy.

Mr. Kalischefski said the type of canopy that was done in Shorewood is very high maintenance. It adds additional weight not only to the canopy itself but all the way down into the foundations. With the sloped roof, it collects snow on there.

Chairman Studebaker asked why did they do this type of canopy at this site.

Mr. Kalischefski stated it was more of a modern look for the younger customer base that they were trying to attract to the site. They feel that the red canopy is indeed more in terms of the marketing of Gas N Wash. That canopy in Shorewood you can slap any petroleum brand on it and that is what they are trying to get away from.

Commissioner McGleam said the color is going to be a big issue for him. He understands the concern about putting a sloped roof on the canopy.

Chairman Studebaker asked why was it put up then in Shorewood.

Mr. Kalischefski stated he did not work on that project but he thinks it was a requirement by the community. For building signage, they are a little over because of the third tenant. If they were considered a multi-tenant building then they would not be asking for the variance. For the car wash, they are in total conformance. The only additional thing he is struggling with that he does not know how to meet the requirements is that they are not allowing the EMC on Main Street, but the State requirements require that they post the price. He would hate to have a manual price changing sign. The site has challenges not only in a horizontal plane but also in a vertical plane. The acuteness of the site is a challenge along with the drop in elevations. The allowable amount by code to be covered for an impervious surface is 80% and they are only at 64%.

Commissioner McGleam said there are two other monument signs for the commercial building. He asked if they are requesting any variances for those.

Mr. Paionk stated there are two variance requests for one monument sign on Lot 2. The one sign along Main Street is within code compliance. The other sign, the variance requests are for height and square footage. They reduced the height from 15 feet to 13.5 feet and they are asking for 96 square feet. The sign is located on the south end of Route 83.

Commissioner McGleam asked if the Gas N Wash sign was going to be 10.4 feet, but the tenant sign that is just north is going to be 13.6 feet. He asked why wouldn't they be the same height.

Mr. Paionk said there are six different tenant panels on there. They reduced their base height so they are trying to get the tenant coverage.

Commissioner McGleam stated if they are having concerns at 10.4 feet then they are going to have issues with 13.6 feet. He asked what flexibility they have on the color of the canopies.

Mr. Kalischefski said they are pretty strong on keeping the color. It is important for marketing and is part of the brand.

Chairman Studebaker stated even if they didn't see the Shorewood location he would still be questioning the color. This is the gateway to the community.

Commissioner McGleam said there is the Gas N Wash sign which is above the fascia of the canopy. An option is they maintain that in the brand color and the remainder of the canopy is a color that they would find more acceptable.

Mr. Kalischefski stated what they need is for the Commission to vote on all these items tonight. If it is made part of the vote then it is. A Gas N Wash compared to any other retail petroleum site far exceeds per square footage costs. Some things would be canopy columns encased in masonry and stone, they have the "T" shaped canopy, and they have full masonry buildings. The landscape for a Gas N Wash is the highest compared to any of his other retail petroleum clients.

Chairman Studebaker asked if there were any further questions for the applicant from the Commission. None responded. He then asked if there was anyone in the audience that wanted to speak in regards to this public hearing.

Public Comment

Jonathan Pesavento, 12820 Main Street, said that the standards that were set for Lemont should be adhered to. If these special requests or variances tonight are imperative to the development of this property, then it should be clear that this "very unique site" with "huge issues and challenges" should strongly be reconsidered for the Gas N Wash development. Fifty percent of his windows are within 150 feet of this property line where there are diesel fueling stations and petroleum stations. There are engineer controls, administrative controls, and when you can't mitigate all risks you have PPE. There is no reason why he should have to put on a full-face respirator to not exceed the threshold set by OSHA standards for benzene exposure. His well is within 150 feet of the property line of this development. The safety of the health and welfare for himself, his family, and his neighbors are his utmost concern.

Bruce Campbell, 11015 Bell Road, said one thing he brought up at the last meeting was the distance of the fuel tanks to his well. They are 256 feet from the diesel tanks to his well and by law you have to be 300 feet or further away. He has not heard anything regarding this tonight besides signage. He is concerned about the environmental impact and asked if there was a study done. There are double-walled tanks so there won't be leakage, but there is still runoff. Just a little bit of oil could affect a lot. He is concerned that what if it goes into the drainage system or the ground. His elevation is higher than theirs. He has a 100-foot well that is directly across from there and it is right across from

the drain pipe that they showed going under the street. He does not believe he can stop this but he will have water tests done during the project and later. He has lived in Lemont for a very long time and lives on the last acre of his grandmother's farm. He hates to see this change. He asked what the hours of operations are going to be and will trucks be idling in the parking lot.

Mr. Kalischefski stated they are properly zoned. The Illinois State Fire Marshall has the strictest requirements next to the county. There are six times that they are going to be at the site to make sure everything is appropriate. In regards to the distance to the wells, they will look into that and make sure they are at appropriate distances. Stage two vapor recovery used to be a big thing but that is no longer a requirement. For the diesel emissions, there is a product called DEF that is required to be sprayed into the diesel exhaust which makes it cleaner. Variances are allowed in so many ordinances because there are unique conditions. No building code can address every situation. This is why there are Findings of Fact where you have to show the uniqueness or the hardship and he feels they have met all those requirements.

Chairman Studebaker asked if anyone else wanted to speak in regard to this public hearing. None responded. He then called for a motion to close the public hearing.

Commissioner O'Connor made a motion, seconded by Commissioner Carmody to close the public hearing for Case 2022-06. A roll call vote was taken:
Ayes: O'Connor, Carmody, Pawlak, McGleam, Studebaker
Nays: None
Motion passed

Plan Commission Recommendation for the Special Use for 3 Drive-Throughs

Commissioner O'Connor made a motion, seconded by Commissioner Pawlak to recommend to the Mayor and Board of Trustees approval of Case 2022-06 Special Use for three drive-throughs in a B-3 District. A roll call vote was taken:
Ayes: O'Connor, Pawlak, Carmody, McGleam, Studebaker
Nays: None
Motion passed

Plan Commission Discussion Regarding Variances

Commissioner McGleam asked staff if for the recommendation they should be using the spreadsheet or the matrix that is in staff's report.

Mr. Berry said in staff's report there is an Archer/Main Revised Sign Evaluation.

Commissioner McGleam asked for the monument signs is the Commission okay with a sign that is 3.4 feet taller than what the code allows.

Mr. Berry stated overall it is also one monument sign per zoning lot and this lot has four monument signs.

Commissioner Carmody asked if they were going to go through each one individually for height.

Commissioner McGleam said on the south end of the property it makes sense, but he would say no to the north side where there is a minimal grade change. He appreciates for a multi-tenant building if you have never been there to be able to see a sign, but it doesn't need to be huge. He asked how the Commissioners felt about the square foot area.

All the Commissioners agreed with the variance for the monument sign area.

Commissioner McGleam stated for the canopy he is not necessarily opposed to signs on the endcaps and they are meeting all the other signage for the canopy. He suggests they put in a recommendation for the aesthetics.

Commissioner O'Connor asked if the building signage meets the UDO for retail.

Mrs. Tate said yes for the car wash and the multi-tenant building.

Commissioner McGleam stated the square footage proposed seems to be 30% to 40% more than what is allowed.

Mr. Kalischefski said it is about 28 square feet.

Commissioner McGleam stated he does not have an issue with the EMC on Main Street. It seems like the issue we have is with the canopy.

Mr. Berry said to keep in mind there are multiple canopies.

Commissioner McGleam asked the Commissioners what they were looking for in a canopy. He had proposed that they can keep a portion of the red but the rest of the canopy be a neutral color. He asked if they want a sloped roof. Keep in mind these are

premanufactured products so to deviate from that you would have to look at a lot of things.

Mr. Berry stated when looking at the different Gas N Wash each community did it in different ways.

Chairman Studebaker asked if there were any further comments from the Commission. None responded. He then called for a motion for a recommendation.

Plan Commission Recommendation for Variances

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to recommend to the Mayor and Board of Trustees approval of Case 2022-06 – sign variances with the following conditions:
1. To include all staff recommendations.
2. Verification of distance allowed between underground storage tanks and a private well.
3. The canopy design should include architectural features at the top edge of the canopy fascia and neutral colors should be used. The applicant can determine how they can incorporate their branding into those requirements.
4. The Commission is in support of all sign variations with the exception of the two monument signs at the north end of Route 83, one for the Gas N Wash and one for the tenant, which should meet the UDO requirements for 8-foot height.

A roll call vote was taken:
Ayes: McGleam, O'Connor, Carmody, Pawlak, Studebaker
Nays: None
Motion passed

Commissioner Carmody made a motion, seconded by Commissioner O'Connor to authorize the Chairman to approve the Findings of Fact for Case 2022-06 as prepared by staff. A voice vote was taken:
Ayes: Carmody, O'Connor, Pawlak, McGleam, Studebaker
Nays: None
Motion passed

IV. ACTION ITEMS

None

V. GENERAL DISCUSSION

None

VI. AUDIENCE PARTICIPATION

None

VII. ADJOURNMENT

Chairman Studebaker called for a motion to adjourn the meeting.

Commissioner Carmody made a motion, seconded by Commissioner O'Connor to adjourn the meeting. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

Minutes prepared by Peggy Halper

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Case 2022-03 Bluff Road Fuel Center
DATE: July 6, 2022

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION

BOARD ACTION REQUESTED

ATTACHMENTS

Staff Report for PZC 2022-03 Bluff Road Fuel Center
Attachment 1 and 2 - Staff Analysis and Photos Bluff Road Fuel Center
Attachment 3 - Preliminary Site Engineering and Sign Plan
Attachment 4 - Applicant Project Summary
Attachment 5 - Annexation and Rezoning Application
Attachment 6 - Variation Application and Criteria
Attachment 7 - ALTA survey
Attachment 8 - Boundary and Topographic survey
Attachment 9 - AutoTurn Exhibit
Attachment 10 - Preliminary Landscape Plan
Attachment 11 - Tree Survey and Inventory Plan
Attachment 12 - Photometric Plan
Attachment 13 - Plat of Consolidation
Attachment 14 - Traffic Impact Study
Attachment 15 - TRC Comments
Attachment 16 - Staff Comments and Responses

BOODELL & DOMANSKIS, LLC

One North Franklin Street, Suite 1200, Chicago, Illinois 60606

Alexander R. Domanskis
Office: 312-540-1075
eFax: 312-300-5543
domanskis@boodlaw.com

July 20, 2022

Lemont Village Board
Village of Lemont
418 Main Street
Lemont, IL 60439

Re: Case Number 2022-03- Lemont and Bluff Road Fuel Station annexation and rezoning

Dear Mayor and Members of the Village Board:

I am following up with regard to your consideration of the annexation, rezoning and variation application of Param Singh as his attorney for the northwest corner of Lemont Road and Bluff Road consisting of 2.77 acres(Property"). The issue before you is whether or not to annex and whether to allow a gas/convenience store where no development has ever taken place. We request your favorable consideration of our application based upon the extensive materials we have submitted including the record before the Lemont's Planning and Zoning Commission.

Please note that the application is for preliminary approval. If preliminarily approved, development remains subject to extensive further plan and engineering review by the Village of Lemont, Cook County, DuPage County, Illinois Department of Natural Resources, Army Corp of Engineers and others.

The Lemont Village Staff recommended approval with conditions. Param Singh confirmed and continues to confirm acceptance of the Village Staff's conditions. The Planning and Zoning Committee voted 4 to 1 to recommend denial of the application.

At the Lemont Planning and Zoning Commission meeting of July 6, 2022, public comment against the application were made by residents of unincorporated DuPage County living to the north and west of the Property along with 1 Lemont resident and the presentation of a letter by the Lemont Environmental Advisory Commission by another Lemont resident. The Planning and Zoning Commission did not have the public comments from Lemont residents that were previously submitted and inadvertently omitted from the materials submitted to the Planning and Zoning Commission. Those comments were in favor of the proposal for the Property and have now been added to the record.

Although our plans and our presentation before the Lemont Planning and Zoning Commission addressed the resident concerns, I would like to set forth further what matters were raised and our responses.

OBJECTIONS TO THE APPLICATION AND RESPONSES

Objection: There should be no development on this Property. Development here will disturb our way of life. There are animals living and going through this Property. If there is development, it should be residential.

Response:

1. The Property is not public property that should never be developed. This is private property where an owner or purchaser can develop property subject to all governmental approvals. Each of the objectors either built on their property or bought an already built home. The same objections to the building of their homes could have been made for the homes on their property.
2. The Property is an isolated corner that only has a property line with 3 large residential lots with homes set back from the Property. There is a substantial proposed buffer including landscaping and a possible fence to screen from the proposed gas station on the Property.
3. The proposed gas station is not a destination gas station. It is a convenience center which will service existing traffic on Lemont and Bluff Roads. The proposed landscape buffer and screening fence meet Lemont's code requirements and will help mitigate noise and provide high quality landscape material facing the neighboring properties.
4. The proposed gas station would be located on Lemont Road and Bluff Road which are already busy thoroughfares with Lemont Road actually having substantially less traffic than it had before the completion of Interstate 355 and the opening of the intersection at Interstate 355 and 127th Street. Having this isolated gas station here should have minimal or no impact on the residents to the north and west.

5. The Property has never been developed for residential use as it is not suitable on the busy corner of Lemont Road and Bluff Road for a residence or residences to be built there. No one has ever sought to build a residence or residences on this corner.
6. Development of this Property will not prevent wildlife from co-existing on the other properties in the Riverview Subdivision that borders on the north and west. The Woodridge Forest Preserve is located less than 1,500 feet from this parcel and will continue to support the wildlife that passes through the residential area. Additionally, for this Property, part of the approval process requires coordination with the Illinois Department of Natural Resources (IDNR). The IDNR has issued a set of recommendations that the owner will implement to ensure no adverse impact to protected species.

Objection: Show us the qualifications of your consultants.

Response: Additional information about the consultants is attached. Each is highly qualified to make sure that development of the Property is done appropriately consistent with governmental and engineering requirements.

Objection: Our homes are on well and septic, and this development will affect our water source.

Response: Safeguards are included in the design of the fuel dispensing system and the storm water detention basin.

Objection: The Lemont Environmental Advisory Commission objected on the grounds of possible water source contamination.

Response: This objection is separately addressed with a letter from William Zalewski of Advantage Consulting Engineers of Lemont.

Objection: The Property is a wetland and cannot be developed.

Response: A small portion of the property contains a low quality isolated wetland. Development within areas like this is regulated by DuPage County. All proposed work will comply with County regulations.

Objection: There is inadequate drainage and flooding in the Riverview Subdivision including occasional flooding of Bluff Road.

Response:

1. With this Property being the lowest point from the north and the west in the Riverview Subdivision, this Property receives drainage off of other properties rather than generating drainage problems onto other properties.
2. Development of the Property will have no impact either positive or negative on any of the Riverview Subdivision properties which do not border it. Bluff Road flooding will not be impacted one way or another by development of this Property.

3. With regard to the 3 neighboring properties, the only possible issue is whether development would back up drainage rather than allowing it to continue to flow over the Property and off of neighboring properties. In this regard, any buffering or fencing would be done so that drainage would continue its natural flow off of the neighboring properties. I have been involved with a development in Homer Glen where a fence was built with the bottom open to allow continued drainage. The same can be done here.
4. The large culvert along the east of the Property will remain, and a detention area is proposed as well. The culvert controls the flow of water. If the neighbors have drainage issues they will most likely continue to have issues, as they are upstream with their water passing through the Property. As the properties are upstream, development of the Property, which is lower, will not increase the problem for the upstream properties. The DuPage County Storm Water Ordinance will be followed to maintain or lower the storm water flows.
5. All drainage aspects/design will be addressed and required to be approved by DuPage County with final engineering plans.

Objection: This development will cause light pollution.

Response: Modern standards and Village of Lemont requirements address this so that light remains on site downwards. A photometric plan in part of our submittals addresses this.

Objection: Rather than a gas station here, a gas station should be put in the Lemont central business district.

Response: Param Singh is the contract purchaser of this Property because customers of his existing Lemont gas station at 135th and Archer have often commented that you should put a gas station on Lemont Road north of Lemont. We have stated in our submittals about the lack of gas stations along the Lemont Road corridor and that this is an appropriate site for such a gas station. Gas station sites are usually located along busier road corridors such as the present location rather than in central business districts. Param Singh did not seek out and is not aware of a comparable site for sale for a gas station in the Lemont central business district.

There is not enough traffic in the downtown area to support a gas station. Several concerned citizens commented that there were two (2) gas stations that closed. The Lemont Road Bridge has diverted the traffic around the downtown area.

Objection: Traffic objections appeared to be directed at the installment of a traffic light. Statements were made that there have been a number of recent accidents in and around the Lemont Road/Bluff Road intersection including one person who stated that her daughter was injured in an accident with a semi-truck. Cars and trucks speed down the hill on Lemont Road from the north. Further statements were made that traffic on Bluff Road does not back up as far back as estimated by our traffic consultant and that the traffic consultant's measurements were done during the pandemic. In addition, statements were made about winter conditions going up

and down the hill on Lemont Road including how much more difficult it will be if cars and trucks have to stop at a traffic light at Bluff Road.

Response:

1. Both our traffic consultant and Lemont's traffic consultant recommend that even without a gas station opening on this Property a traffic light is warranted at the intersection of Lemont Road and Bluff Road. A traffic signal here would be a regional improvement. The proposed gas station would provide a source for funding with a special service area gas tax that funding would otherwise be a substantial tax burden on surrounding taxpayers.
2. The fact of the vehicle accidents including personal injuries suffered here suggest that a traffic signal would be appropriate.
3. The presence of a traffic signal should reduce speeding.
4. With the development of a gas station on this Property and a traffic signal there would be other roadway improvements that should assist with traffic and accident issues that will continue and probably get worse absent a traffic signal.
5. Our traffic consultant did do traffic counts at this intersection on both Lemont Road and Bluff Road during the pandemic. The traffic consultant adjusted and explained the adjustment based upon the pandemic. If traffic counts were lower than what they would be outside of the pandemic and those traffic counts suggest a traffic signal, then higher traffic counts during non-pandemic times suggest even more the need for a traffic signal here.
6. Signalization with resulting more controlled traffic should provide for safer driving here including in winter conditions. Our traffic consultant also testified that modern signalization would be designed to respond to actual traffic rather than be set with unchangeable required traffic stops regardless of the actual traffic on Lemont and Bluff Roads.
7. The statements about the hill on Lemont Road made it sound as if this was a hill in the middle of the Rocky Mountains that the fact of a traffic light would mean that cars and trucks would not be able to go from a traffic stop at Lemont and Bluff Roads to climb the hill. Here is the information about the Lemont Road hill which was designed by DuPage County Department of Transportation.

Starting from the Center of Bluff & Lemont Road:

a. From the center point north 220 feet the slope is 0.45% basically flat
b. From this point north 100 feet the slope is 2%
c. From this point north 100 feet the slope is 3%
d. From this point north 95 feet the slope is 4.2% - this is approximately the north property line extended
e. From the north property line extended 140 feet north to the center of the Temple driveway the slope is 5.3%

f. From the center of the Temple driveway 740 feet north to the center of 109th Street the slope is 6.9%
g. From the center of 109th Street north 510 feet the slope starts flattening to 5%

From the center of Bluff to 500 feet north of 109th Street the elevation difference is 94+/- feet over 1905+/- feet – overall this is a 4.9% slope.

This is not an insurmountable hill, and the fact of a traffic light should actually reduce those speeding on it, and should not result in an increase in traffic accidents.

We remain prepared to address any questions. We have and will work with the Village of Lemont to make this an excellent gas/convenience store to benefit Lemont and its residents. We request your preliminary approval, so we can proceed with plans which will meet all requirements of the Village of Lemont and the many other governmental entities that will have to review and approve plans before the gas/convenience store can be constructed. Thank you for your consideration.

Very truly yours,

Alexander R. Domanskis

Attorney for Applicant Param Singh

Enclosures

ADVANTAGE
CONSULTING ENGINEERS

William Zalewski, PE
Partner
Mr. Zalewski received his Bachelor of Science degree in Structural Engineering from the University of Illinois at Chicago in 1982. With extensive leadership and project management experience over the last 3 decades, Mr. Zalewski has been the lead Professional Engineer on numerous large-scale projects in the private and public sectors. He has a particularly distinctive background in both residential land development, retail, trucking and municipal public works consulting.

Mr. Zalewski recently started Advantage Consulting Engineers with his long-time engineering partner, Thakor Patel, which he shares the responsibilities of running the daily operations and oversees all of the firm activities.

Advantage Consulting Engineers, LLC
September, 2016 to Current
Partner

Oversees the day-to-day operations of the firm including project administration, personnel, client deliverables and engineering design capabilities. Charged with enhancing the firm's diversification of expertise and client base, Mr. Zalewski continues to actively represent numerous residential and commercial developers, builders and design/build firms.

VantagePoint Engineering
September, 2014 to March 2016
President / Chief Operating Officer

Oversaw the daily operations of the firm including project administration, personnel, client deliverables and engineering design capabilities. He developed the firm's diversification with his expertise and client base. Mr. Zalewski represented numerous residential and commercial developers, builders, design/build firms and interacted with many governmental agencies regarding Municipal, County and State funded projects.

SPACECO
February, 2010 to September, 2014
Vice President—Director of Residential Division

Hired to oversee and assist in diversifying the company's civil engineering services. Successful in adding several national and local homebuilders as clients. Designed numerous residential, commercial and industrial development projects. Directly managed group of design engineers and technicians in the execution engineering projects ranging from small in-fill sites of less than 1-acre to large site development parcels over 200 acres.

Jacob and Hefner Associates
1997 to February, 2010
Partner / Vice President

One of six (6) Partners overseeing 130 employees in five (5) offices. Involved in managing company operations including budgets, short-term and long-term objectives. Oversaw the Residential Division staff of 12 engineers in the development of many large and medium-sized residential developments. Represented clients before municipalities and other government agencies.

AREAS OF EXPERTISE

- ✓ Sanitary and storm sewer collection systems
- ✓ Water distribution systems
- ✓ Subdivision land planning and entitlement
- ✓ Green Infrastructure
- ✓ Earthwork grading design
- ✓ Construction management
- ✓ Solving Drainage related issues
- ✓ Coordination of team of professional on many developments

REPRESENTATIVE PROJECTS

- Village of Glenview 72" & 48" Storm Sewer Trunk Line routing & design
- Sable Ridge Subdivision, 400-acre development in Joliet, IL
- Bedford Park, IL--Initial Water System Study to deliver Lake Michigan Water to Homer Glen/Bolingbrook Area.
- IL 59/IL 64 Improvement Plans—West Chicago, IL
- LifeStorage Centers—several locations throughout NE Illinois
- Village of Crestwood Master Concept & Green Infrastructure Plan for Caesar Park & Standard Bank Stadium
- City of Joliet, IL 10 miles of sanitary sewer and water main extensions throughout the west side of the City.
- Midlothian Turnpike Bicycle Path and Sidewalk plan—Village of Crestwood
- Raintree Village (330-acre master planned community) for Lennar in Yorkville, IL
- Tall Oaks (200-acre residential development) for Wyndham Deerpoint in Elgin, IL
- Autumn Crest (160-acre mixed use development) for Montalbano Homes in Joliet, IL
- Johnson Woods (60-acre residential development) for Wyndham Deerpoint in Batavia, IL
- Topaz Ranchero (110-acre single family development) for Key West in Hesperia, CA
- Chapel Crossing at The Glen (80-acre residential redevelopment) for Kimball-Hill in Glenview, Illinois
- Glen Club at The Glen – assisted with layout and drainage of Golf Course
- Fisher Farm (24-acre high-density residential development) for Airhart Construction in Winfield, IL
- Yorkwood Estates (Land Planning for 360 acres) for Wyndham Deerpoint in Yorkville, IL
- The Bartlett Reserve (20 acres residential subdivision) for R.A. Faganel in Bartlett, IL
- Bridgeview Place residential subdivision for Lennar Homes in Bridgeview, Illinois
- Orland Park Crossings in Orland Park, Illinois for Lennar Homes
- 135th Street Storm Sewer, Bicycle Path & Sidewalk project—Crestwood, Illinois
- Klein Creek Golf Course Community – Winfield
- Prairie Commons – Batavia
- Ginger Woods – Aurora
- RWE Management – Over 100 Animal Hospital site throughout Chicago
- Coventry Woods – Batavia
- Solve drainage issues for numerous for Homeowners; Residential Developers; Retail; Commercial.
- Lucky Brothers Gas Station, Lemont – 19-foot high retaining walls to establish building pad.
- Deady Residence, St. John IN – 21-foot high retaining walls to create pad of swimming pool
- MI Homes, Schaumburg – 10-foot high meandering retaining wall to support Townhome Buildings
- Numerous small retaining wall projects for Homeowners; Residential Developers; Retail; Commercial.

Timothy J. Doron
Senior Traffic Consultant

Education

Master of Public Administration
Roosevelt University

Bachelor of Arts
Loyola University

Certifications

Lambda Alpha International Land Economics Society; Past Board of Directors

Glenview Plan Commission, Chairman (1992-2000)

Glenview Naval Air Station Redevelopment Commission, Chairman (1994-2000)

Near South Planning Board Development Review Committee (2017-Current)

Village of Glenview Board of Trustees (2021-present)

Timothy J. Doron

Tim Doron is an experienced professional transportation consultant serving the needs of private and public sector clients for over 25 years. Mr. Doron draws his expertise from years of study, public service as Chairman of the Glenview Plan Commission, detailed analyses of transportation projects, listening to client's needs, and recommending workable solutions. Traffic analyses have become much more technical using modelling and also a total mobility approach emphasizing both vehicular and non-vehicular modes of transportation. Accordingly, and perhaps most important, is the ability to present and explain complex traffic engineering to public bodies and audiences in clear and understandable language. Mr. Doron has specialized in this during his years of service and will continue to manage projects in this manner. His approach will provide thorough and cost-efficient services for our clients.

Representative Experience

PRIVATE SECTOR TRAFFIC AND PARKING STUDIES

The following represents a sample of studies in which Mr. Doron completed and served as Project Manager.

The River District Master Plan, Chicago Avenue to Grand Avenue, and Halsted Street to the Chicago River

Client -Tribune Real Estate Holdings in conjunction with Solomon Cordwell Buenz
Traffic Study for a 30-acre 8 million square foot mixed use master development containing 4.2 million square feet of office, 170,000 square feet of retail, and 4,100 residential units. Key components of the traffic analysis included accommodating the planned North Branch Transit Way which will bisect the site, new possible signalized intersections along Halsted Street, Grand Avenue, and Chicago Avenue, prioritizing non-motorized access to the site and the transit way, Major network changes were made to include the recommended changing of Ohio Street (local) to two-way and potential signalizing of three additional Ohio Street intersections. Planning level illustrations were developed for a possible cross section of Halsted Street from Chicago Avenue to Erie Street which includes new bike lanes and pedestrian ways. Presented to Neighbors of River West and City of Chicago Plan Commission. Plan approved by the City in 2018.

Spoke Residential and commercial Development, 733 N. Carpenter Street, Chicago, Illinois

Clients – Security Properties, Bond Companies
Traffic, access, and circulation study for 363 residential dwelling units and a grocer. Presented to Neighbors of River West and City of Chicago Plan Commission.

Timothy J. Doron
Senior Traffic Consultant

The Avenir, 730 N. Milwaukee Avenue, Chicago, Illinois
Client – Tandem Properties
Traffic and parking study for a 23-story building with 226 residential dwelling units and 40,000 square feet of office. Presented at City of Chicago Plan Commission.

Ogden Commons, 2700 W. Ogden Avenue, Chicago, Illinois
Client The Habitat Company
Traffic and parking study for a mixed use to 350 low and market priced residential units and 120,000 square feet of medical office supporting Sinai Hospital located across the street.
The study included analysis of the adjacent street network and changing the flow of adjacent local streets from an exclusive one-way southbound approach. Presented at Chicago Plan Commission and approved.

Cresco Labs, Buffalo Grove Illinois, and Naperville, Illinois
Traffic and parking evaluation for recreational use cannibas stores roughly 8,000 square feet each. Presented at the Village of Buffalo Grove Planning and Zoning.

Bennet Day School, Grand Avenue and Morgan Street, Chicago, Illinois
Traffic and Operations Study for a new school that included reversal of a one-way street during pick up and drop off. This required closed communications with the neighbors and Alderman Burnett regarding network operations, signage, and traffic control personnel.

DHK Development 748 N. Aberdeen Street, Chicago, Illinois
Traffic study for 190 residential dwelling units.

TRANSPORTATION AND COMPREHENSIVE PLANNING

Orland Park 2040 Transportation Plan, Orland Park, IL
Mr. Doron served as Project Manager responsible for the creation, analysis, client coordination, and plan development of the Village's first master transportation plan. The plan began with a village-wide analysis of existing and future transportation system conditions and concluded with over 150 prioritized improvement recommendations and associated cost estimates. Recommendations encompassed specific guidelines to be applied to Orland Park's entire transportation network of streets, pedestrian paths, bike trails, and on street facilities. It serves as an addendum to the Village's comprehensive plan and is used to prioritize mobility improvements, guide transportation policy decision-making, and educate residents.

University of Illinois at Chicago, Chicago, IL
Mr. Doron served as the transportation project manager as part of the consultant team that assisted the University in development of its 2010 Campus Master Plan. His responsibility

Timothy J. Doron
Senior Traffic Consultant

was to develop a unified transportation network linking campus pedestrian ways with city bike facilities, bus routes, transit stations, and parking. He has also been involved on continued campus planning, assisting CMAP on technical components of its development of a campus master transportation plan.

Advocate Illinois Masonic Medical Center, Chicago, IL
Mr. Doron served as the project manager for a transportation plan as part of the overall master plan for the new Center for Advanced Care, the urban hospital's new 156,000 square-foot building program. His responsibilities included numerous public and team meetings on campus circulation, completing a traffic impact study and signage plan, and coordinating with CDOT on all street vacations, conversions, and neighborhood improvements.

Village Center Master Development Plan, Hanover Park, IL
Mr. Doron served as the consultant team's project manager responsible for the transportation, infrastructure and environmental planning components in this plan which outlines a 100-acre TOD district around the Hanover Park Metra station. Transportation access is key to the economic success of the plan and is based on the extension of the Elgin-O'Hare Expressway as a boulevard section with controlled/signalized points of access to adjacent properties.

Dempster Street Station Area Plan, Skokie, IL
Mr. Doron served as project manager responsible for the circulation and parking analyses in this planning study that focused on the Dempster Street corridor around the CTA Yellow Line Dempster-Skokie station. Mr. Doron worked as part of a team of design experts. The resulting plan defined a new and enhanced pedestrian and traffic circulation system. Additionally, the study suggested parking improvements and land use and zoning recommendations and provided specific development options for key properties. This study also examined the impacts and opportunities of the elevation of the CTA tracks and station platform if the line is extended.

Main Street Feasibility Study, Bloomington-Normal, IL
Mr. Doron served as project consultant responsible for all analysis, outreach coordination and plan development for this study. The effort was designed to engage the public and key stakeholders to evaluate and reach consensus on future roadway improvements, mainly related to pedestrian and bicycle access, along a 9-mile corridor through Bloomington and Normal.

95TH Street Corridor Study, Oak Lawn, IL
Working for the Village of Oak Lawn and CMAP, Mr. Doron served as the project manager evaluating the transportation impacts of the four-mile State of Illinois controlled roadway. The roadway is a major arterial serving the south suburbs and identified as a Strategic Regional Arterial (SRA) by the state carrying over 36,000 vehicles per day. It serves as the primary commercial shopping district for the Village. Recommendations were made to make the

district more pedestrian friendly including on street parking, more clearly defining access to businesses, eliminating duplicative driveways, widening sidewalks, enhancing streetscape, improving traffic control, and implementing pedestrian countdown signals. As part of the effort, an off-corridor bike plan was designed that augmented the Villages existing plan.

Village of Niles Comprehensive Plan, IL
Mr. Doron served as part of a team of planning consultants crafting a new Comprehensive Plan for the Village of Niles, an inner suburban Chicago community. Mr. Doron evaluated the transportation needs as part of the plan which was heavily reliant on transit supportive measures and walkability. The process included significant stakeholder involvement to shape the plan. The resulting recommendations supported a new Arterial Bus Rapid Transit plan and included preliminary access and intersection modifications as part of a sub area section.

City of St. Charles Comprehensive Plan, IL
Mr. Doron served as part of a team of planning consultants creating a new Comprehensive Plan for the City that, among other issues, addressed overall circulation needs and improvements with a specific focus on new network links and access to river crossings. Special attention was given to freight circulation and impacts to the downtown as well as neighborhoods. The resulting recommendations supported future needs for new development as well and was part of a robust community public input process.

DOWNTOWN STUDIES

Central District Land Use + Urban Design Study, Highland Park, IL
Mr. Doron served on the consultant team as the parking specialist responsible for determining existing CBD parking rates and making recommendations on zoning amendments to support a transit and pedestrian-oriented city center. Overall, the study sought to identify optimal land use, urban design, and regulations to best position the community into the future. The City is currently working to implement several Code revisions outlined in the study.

CBD Study, Wilmette, IL
Wilmette Illinois is a major Chicago north shore community with a population of 27,000 persons. It has an active and vibrant CBD that includes a Metra commuter rail station. Mr. Doron served as the project consultant for transportation as part of a team in the completion of a comprehensive CBD plan. The resulting plan called for zoning changes, increased destinies in land uses, new parking garages, access control and roadway network circulation changes.

Downtown Master Plan, Evanston, IL
As part of a team of planners, economic consultants, and architects, Mr. Doron was the transportation project manager evaluating overall circulation improvements and redefining parking requirements in this large Chicago suburban community, population 74,000. The city

Timothy J. Doron
Senior Traffic Consultant

and is home to Northwestern University and its downtown streets experience large student/pedestrian usage. Efforts included a very comprehensive parking study that more clearly defined parking needs in the area and resulted in adjustments to City code. Other recommendations were related to safe and more efficient auto – pedestrian compatibility for new developments.

Downtown Master Plan, Western Springs, IL
Western Springs Illinois is a Chicago suburban community with a population of 13,000 persons. It has an active and vibrant CBD that includes a Metra commuter rail station. Mr. Doron served as the project manager for transportation as part of a team in the completion of a comprehensive CBD plan. The resulting plan called for roadway network changes, redesign of public parking lots, zoning changes, and increased destinies in land uses.

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE

Doug H. Shannon
Landscape Architect
402 W. Liberty Drive, Wheaton, IL 60187
dshannon@grwainc.com
www.grwainc.com

EDUCATION

Ball State University – (BLA) Bachelor of Landscape Architecture 2012

EXPERIENCE

GARY R. WEBER ASSOCIATES, INC.
WHEATON, ILLINOIS – LANDSCAPE ARCHITECT Oct. 2021 - Present

Responsible for preparation of concept, preliminary, and final landscape plans, details, specifications for residential, commercial, and industrial projects. Responsible for schedule and expectation coordination with clients and internal teams. Attend public meetings as requested to give expert testimony for our clients' projects.

HARRIS COUNTY ENGINEERING DEPARTMENT
HOUSTON, TEXAS – LANDSCAPE ARCHITECT Jan. 2015-Sept. 2021
– LANDSCAPE ARCHITECTURE INTERN Oct. 2012 – Jan. 2015

Responsible for design and project management of park and landscape projects for Harris County. Project responsibilities included preparation of landscape plans and details, specifications, bid documents, and construction support. Additional responsibilities included supervision and training of Landscape Architect Interns and coordinating with internal staff and supervisors on project budgets and timelines.

PROFESSIONAL REGISTRATION

Texas Registered Landscape Architect #3003 January 2015 - Present

JMM Management Group, LLC

presents

UST Operator Training

to

Paramvir Singh

for

Successfully completing Illinois UST Operator Training - Class A/B/C (4 Year certification) requirements for the State of Illinois

Training completed on: 8/24/2020
Expires on: 8/23/2024

JMM Management Group, LLC
Certificate of Training

JMM Management Group, LLC
2496 Technology Drive
Elgin, IL 60124
(847)888-0276
www.jmmglobal.com

Certificate #: 1727999

www.MyOperatorTraining.com

To: Lemont Planning and Zoning Commission

July 6, 2022

Dear Commissioners,

Pursuant to the mandate of the Lemont Environmental Advisory Commission (LEAC), this letter to the Lemont Planning and Zoning Commission is to record our concerns regarding the petition for a new gasoline filling station at the intersection of Bluff Road and Lemont Road.

We would like to bring to your attention two points.

First, the property under consideration is directly adjacent to a well-established wetland. This can be seen in the wetlands maps shown in Attachment A, which are copied from the National Wetlands Inventory of the U.S. Fish and Wildlife Service. We believe the proposed gas station provides an irredeemable threat to the ongoing health of that vital ecosystem.

To support our belief in the potential threat to the wetland, please refer to Attachment B. Attachment B is a copy of Illinois' Federal Energy Action Report for the period between October 2020 and September 2021. This document, created by the Office of the Illinois State Fire Marshall, lists the Environmental Releases from Underground Storage Tanks (UST"s) in Illinois for a one year period.

1. There were 424 confirmed releases at the 6,451 active UST facilities in a one-year period.
2. **A spill is defined as a release of 25 gallons of petroleum, or a release of less than 25 gallons that creates a sheen on water.**
3. The sources of the releases include Tank, Piping, Dispenser, Submersible and "Unknown".
4. While causes of the releases include Spills, Overfills, Physical/Mechanical Damage, Corrosion, and Installation Problem, "Unknown" accounts for 71% of reported spills.

We submit that, based on these actual release statistics in Illinois, the likelihood of a release at the proposed site over its life is significant.

Second, we would like to highlight the detrimental effects to both wetland areas and local groundwater from potential spills. One gallon of oil can contaminate a million gallons of water. A single pint of oil released into a lake or wetland can cover one acre of surface water and seriously damage aquatic habitat. In addition, gasoline, diesel, and fuel oil can all move very quickly through surface layers and into ground water.

Potential damage sustained from even minor releases of petrochemicals could take years to remediate and cost vast resources.

We strongly encourage the Planning and Zoning Commission to disapprove the application for rezoning that is required for this project to move forward.

Respectfully Submitted,

Glenn B. Bergmark

Pastor Glenn Bergmark

Chairman, LEAC

Appendix A (1 of 2)



Appendix A (2 of 2)



Appendix B

Federal Energy Act Report

October 1, 2020 thru September 30, 2021

(Public Record Posted Date: November 1, 2021)

General Information:

Total Number of Active UST Facilities: 6,451

Total Number of Active USTs: 18,396

Summary Information For On-Site Inspections:

Number of UST Facilities Inspected: 3,452

Percent Compliance (Technical Compliance Rate Measure): 36%

Note: *Facility and tank information is based on onsite inspections of all active federally regulated UST facilities and covers all federally regulated active tanks at those facilities. Active regulated Illinois UST facilities are inspected on a two year cycle. Onsite inspections measure compliance against Illinois UST requirements at 41 Illinois Administrative Code Parts 174, 175, 176 & 177 and federal UST regulations at 40 CFR Part 280.*

Summary Information For Releases:

Number of Confirmed UST Releases: 424

Sources and Causes of Enviornmental Releases from Underground Storage Tanks in Illinois

Source			Cause													
			Spill		Overfill		Phys/Mech Damage		Corrosion		Install Problem		Other		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Tank	269	63.4	0	0.00	19	4.48	4	0.94	92	21.70	0	0.00	0	0.00	154	36.32
Piping	55	13.0	0	0.00	0	0.00	2	0.47	3	0.71	0	0.00	1	0.24	49	11.56
Dispenser	1	0.2	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	0.24
Submersible (STP)	2	0.5	0	0.00	0	0.00	0	0.00	1	0.24	0	0.00	0	0.00	1	0.24
Delivery Problem	0	0.0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Unknown	97	22.9	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	97	22.88
Other	0	0.0	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Totals	424	100.0	0	0.00	19	4.48	6	1.41	96	22.65	0	0.00	1	0.24	302	71.24

(source of data: Illinois Environmental Protection Agency)

To view site specific information at the Office of the State Fire Marshal, please visit: http://webapps.sfm.illinois.gov/ustsearch/

To view the LUST Incident Tracking Database, please visit: http://epadata.epa.state.il.us/land/ust/Search.asp

ADVANTAGE
CONSULTING ENGINEERS

July 20, 2022

Pastor Glenn Bergmark
Chairman
Lemont Environmental Advisory Commission
Village of Lemont
418 Main Street
Lemont, IL 60439

Case Number 2022-03- Lemont and Bluff Road Fuel Station annexation and rezoning

Dear Pastor Bergmark:

I am writing to you as the Civil Engineer representing Param Singh, the applicant for the proposed development of a gas station/convenience store at the northwest corner of Lemont Road and Bluff Road ("Property"). I received a copy of your letter of July 6, 2022, to the Lemont Planning and Zoning Commission objecting to the proposed development.

I was not aware your Commission's review until hours prior to the Plan Commission meeting and would have welcomed the opportunity to review our plans with you and your Commission as the plans presented to Lemont to address your concerns. I will address those concerns in this letter. Further, If you would like to meet with me and members of our team further review, I welcome that opportunity.

All fuel installations today follow strict EPA guidelines. Today's fuel dispensing systems are designed to avoid fuel leakage, and to identify and leaks before they become a problem. Most of the tank failures are due to tanks which have corroded, the material used in today's system is designed to not corrode. The EPA understands the history of failures and have created standards for all new and upgraded systems to adhere to these guidelines to avoid releases into the environment.

These systems are designed to consistently monitored for leaks. Fuel storage and dispensing systems monitored for leaks everywhere and anywhere in the system using the latest technology. If any, of the many sensors within the fuel system comes into contact with liquid, an alarm will sound and the fuel system will automatically shut down the entire system, preventing any fuel to be dispensed until the detection system is reviewed, inspected, corrected and reset. Leaks/Spills are reported to the IEPA.

We acknowledge the existence of wetlands south of Bluff Road and as part of our Due Diligence we contacted the IDNR, made them aware of this development and we will follow their guidelines regarding our design. We understand a potential spill would damage aquatic habitat which is why the owners are implementing a sophisticated monitoring system.

A stormceptor is included as part of the storm water system to separate contaminates from discharging from the site storm water. Our design team understands the environmental concerns and we are using our experience and coordinating with governmental agencies to provide the best protection to the existing wetlands and the existing aquifer.

Description of some of the major fuel system components:

Liquid Sensors:

- ALL tanks are double-walled fiberglass tanks with liquid sensors between the inner and outer tanks.
- ALL piping is double walled with a liquid sensors monitoring the area around fuel dispensing pipes for any leaks within the tank top containment sump.
- All fuel dispensers in a gas station have dry containment beneath them with liquid sensors.
- All tank top fuel pumps are within a dry containment sumps with liquid sensors.

Tanks:

- ALL tanks are corrosion resistant (fiberglass or coated steel).
- All tanks are double walled.

Pipes & Pumps:

- All pressurized fuel pumps and lines are monitored for pressure. The computer system continuously tests the line pressure. If at any time there is a loss in pressure the system will shut down until the failure is identified and corrected.

I reviewed Appendix B and I have not had the time the quantify these numbers. I assume the total number of USTs are in Illinois, this is 18,396, the number of confirmed releases are 424, or 2.3%. Comparing the confirmed releases to the total number of releases: there were no spills; 19 Overfills (0.10%); 6 Damaged Pipe/Tanks (0.03%); 92 Corroded Tanks (0.5%) – *obviously these are most likely older tanks;* 0 Install problems; and 303 unknown/other failures (1.36%) – *no description of these failures.*

Agreed that any release is a concern and everything should be done to avoid this situation and with today's regulations and monitoring the percentage of releases are very small relative to the number of USTs currently being monitored.

If you should have any questions regarding our responses please do not hesitate to contact our office at 630-520-2467

Very Truly Yours,

Advantage Consulting Engineers



William J. Zalewski, P. E.
Partner

Forest Preserve District
of DuPage County

35580 Naperville Road
P.O. Box 5000
Wheaton, IL 60189

630.933.7200
Fax 630.933.7204
TTY 800.526.0857
dupageforest.org

Via email: jberry@lemont.il.us

June 24, 2022

Scott Studebaker, Chairman
Planning and Zoning Commission
Village of Lemont
418 Main Street
Lemont, IL 6043

Re: Public Hearing - Property located at the Northwest corner of Bluff Road and Lemont Road
PINs: 10-17-308-014, -015, -016,- 028, -029, -030, -031,- 032, -033
Petitioner: Paramvir Singh

Dear Mr. Studebaker,

The Forest Preserve District of DuPage County recently received a Notice of Public Hearing regarding Paramvir Singh's petition for annexation, re-zoning, and two variances as it relates to a proposed Fuel Station and Convenience Store at the aforementioned property. We appreciate receiving timely notification of such requests that may have an impact on Forest Preserve District property and thank you for the opportunity to comment.

District Staff have reviewed the information provided by Attorney Alexander Domanski and we do not have any comments. Please call me at (630) 933-7235 if you have any questions.

Sincerely,

Kevin Stough
Manager of Land Preservation

cc: Dan Zinnen, Director of Resource Management and Development

Public Comment

To

Village of Lemont

418 Main St

Lemont, IL 60439

Ronald Fara

1240 135th court

Lemont, IL 60439

I have been visiting QuickRun Lemont since the first day they opened. I have been so happy with their customer experience the owner Paramvir Singh and his employees have been so nice to help me accommodate my needs since I have disabilities. The Gas Station is always clean, the employees are very helpful and respectful, and I really enjoy having a local store that deliver such a high standard. I have recommended this gas station to many of my friends because of the great customer experience.

There is a need for a gas station on Lemont Rd and Bluff road because the convenience of accessing Highway 55. The gas stations in the area are not up to date. Quickrun would provide a great service to that area and a new facility.

Ronald Fara



[redacted]

From: **Alexa Demauro** demauroalexa@gmail.com
Subject: **gas station**
Date: **May 3, 2022 at 2:30:06 PM**
To: **singhiowa@gmail.com**

I believe a gas station planned @ intersection of Lemont Road / Bluff Road is good for the following reasons.

1) To keep tax dollars in Lemont instead of Lemont residents going 1 mile north to contribute tax dollars to Darien for a much needed product of gasoline.
2) It would make the intersection safer by having much needed up to date lighting in the intersection preventing potential accidents in the intersection that have occurred multiple times over the years.
3) Keep service gas station industry jobs in Lemont to potential local residents as part time or full time during these difficult times facing our residents.
4) It would not create traffic disruptions due to limited residential units in the immediate area and due to the planned location usage I believe would be used by people going to and from (2) local expressways and coming to and from home .

19 year Lemont resident

Joe DeMauro

Village of Lemont

My name is Michael Omalley

The Quickrun gas station located on 13604 S Archer Ave is a business that is courteous with kind customer service. They provide good food and beverages choices. Quickrun has the most friendliest staff.

If another new Quickrun gas station were to be developed on Lemont Road and Bluff Road the village would benefit because there is no local gas station around unless you go to Darien, IL gas station. It would be a convenience to the village of Lemont.

20 years resident of Lemont

My email is momalley479@Gmail.com

Village of Lemont

My name is Peter Pawlikowski

I like coming to the Quickrun store because it is located in great convenient area. The store is kept clean. Everything is well stocked. Employees are very friendly. They have a great selection on items for sale.

Having a another Quickrun on Lemont Rd and Bluff road would be extremely beneficial to the village of Lemont because of the extra Tax revenue it will generate, it will truly be a Local establishment serving the locals, it would be the only gas station in that area where there is no gas stations nearby for miles.

My email is Polishpete30@gmail.com

Village of Lemont

My name is Kenneth Jozsa

The Shell gas station on Archer Ave and 135th is a nice clean location. Nice people work here that treat you well. They got a huge selection of items for sale in including the Dunkin Donuts restaurant.

If another new Quickrun gas station came on Bluff Road it will be beneficial for north side of town because there is no gas station in downtown Lemont. People can get coffee in the morning and people coming to the Downtown could pick up a snack or a refreshment. Since I ride my bicycle on trails nearby the cyclist could pick up a Gatorade and have a area to rest for a while.

4 years resident in Lemont, IL

[redacted]

Village of Lemont

My name is Ahmed Nofal. Quickrun gas station on Archer Ave is a well organized store. All the employess are very friendly. They have a wide variety of items for sale at their store. Another QuickRun gas station location on Lemont Rd and Bluff road would be beneficial for the Lemont area because the store would be located locally in Lemont. The new store would be closer to the residents of Lemont. The local residents would experience a completely different positive shopping experience as I have.

My email address is anofal1406@gmail.com

To the Village of Lemont for Public Comment

1. My name is: Justin Vance

2. Please comment on why you come/shop at **THIS** QuickRun on 13604 S Archer Ave:

Terrific staff/owner, selection and by far location. There were scant choices for gas prior

3. Please comment on why a **NEW** QuickRun gas station on Lemont Road and Bluff road would be good:

As a Ups driver, there are few options for fuel southof downtown Lemont. A station by the bridge and a light would be EXTREMELY useful.

My email: Justinvee1985@Gmail

From: Ruta Sula rutasula@gmail.com
Sent: Tuesday, May 17, 2022 11:51 AM
To: Jamie Tate JTate@lemont.il.us
Subject: [External Sender] gas station
Hi,
I am a resident at Oak Bluff Estates and would like to see the gas station constructed at the Lemont and
Bluff Roads intersection. It would be an asset to Lemont in many ways.
Respectfully,

Ruta Sula
Sent from my iPhone

Please see below for the DuPage County regulations regarding Gas Stations:

15-81.C Public Health Protection Standards

15-81.C.1 Temporary or permanent storage in the Flood Plain of the following are prohibited unless elevated or Floodproofed to one foot above the Base Flood Elevation:

15-81.C.1.a. Items susceptible to Flood damage; or

15-81.C.1.b. Unsecured buoyant materials or materials that may cause off-site damage including bulky materials, flammable liquids, chemicals, explosives, pollutants, or other hazardous materials

Gas stations are allowed in the SFHA as long as the tanks are floodproofed (double walled and weighted to not be buoyant) or elevated.

7/06/22lemzonmet

MEETING SUMMARY: The zoning board of Lemont Illinois, in the county of Cook, will consider a zoning change from residential to business, in the location (northwest corner of bluff & Lemont Rd.), in the 100 year old unincorporated, residential RIVERVIEW neighborhood, within DuPage county, in which none of the residents are represented by the officials deciding zoning.

The zoning consideration is stated to bring about a Shell gas and food facility, much like that as the facilities on ARCHER& McARTHY, ARCHER & 135TH, LEMONT & I55, JOLIET RD. & INTERNATIONAL.

SUMMARY OF OBJECTIONS:

1. THIS ZONING CHANGE IS UNCONSTITUTIONAL.

2. REVENUE COLLECTED FROM THIS CHANGE WILL ENHANCE OTHERS THAN RESIDENTS.

2.ANY BUISINESS WILL BRING ABOUT DECREASED TRAFFIC SAFETY, INJURY AND FATALITIES.

3. WHO WILL POLICE, INVESTIGATE AND PROSECUTE THE INCREASING CRIME, AT THE LOCATION, THAT WILL MOST ENDANGER THE SURROUNDING RESIDENTS.

4 THE ENVIRONMENTAL HAZZARDS OF BUILDING A GAS STATION AND OR ANY BUSINESS ON BEDROCK WETLAND WITHIN THE FLOOD ZONE OF THE DesPlains RIVER.

1. ZONING CHANGE

Around May of 1995, at the same location, residents fought and eventualy won the battle against a Lemont zoning alteration, intending to build a conveiniance-gas station along with sewer and water, at this same location.

Though the sewer and water was eventualy put into the neighborhood, the location for the station, (then as now) was considered an environmental violation for past ILLEGAL DUMPING. We were PROMISED by DuPage county, that no buisiness development would EVER occur, while a cleanup would proceed, of which never occured to my recollection.

I state, how can the zoning board of another county, regulate the zoning in another unrepresented unincorporated vicinity? This seems the arbitrarial, unconstitutional regulation, that the founders of this nation stated their discontent for, in the Declaration of Independance.

2. POTENTIAL REVENUE

So who will recieve this tax revenue from this potential business, and how will this benefit the surounding residents, to off set the devaluation of their property?

If Lemont gets or needs this revenue, to pay the massive increasing expense of their services to cover the high density developments, presently adding hundreds of homes to the town, there are multiple locations within Lemont, on 127 street, State st., or New ave., to build gas stations!

A sign was installed stating " This gas station will bring jobs to Lemont!".

So only Lemont residents will be hired at this facility?

Discrimination?

Why Shell? What's the influence?

There are already Shell stations, two on Archer and one already on Lemont road, also International & Joliet Rd.

3. TRAFFIC SAFETY

First consideration is the FACT that Bluff rd. is not designated for trucks. Furthermore, imagine cars and tanker trucks pulling in and out the facility on, perhaps late nights, with conditions of snow, rain or ice, at the necessary stop light intalled, though useless, while cars barrelling down the steep hill struggle and fail to stop!

4.CRIME

What a perfect location for a hold up.

What township will be responsible for the policing and the prosecution of crimes? Who's house will stray bullets fly into?

5. ENVIRONMENT

This location, being a wetland and flood plain near homes, septic and well water, would be a serious disaster, were a submerged petroleum tank to leak, or a fuelinig truck purged in an accident, spilling petroleum into aquifers and the river basin, all while shutting down traffic for hours, or perhaps days, on a main transportation artery, LEMONT ROAD!

Stop this insane idea for ever.

Put a house or a park at this location.

Matt Stelton

Lemont Village Board,

This letter is being sent as a petition in favor of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed Dr Paul Sel

Date 4/13/22

Address: 1420 OAK Bl LN
Lemont

Lemont Village Board,

This letter is being sent as a petition in favor of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed Nieta O. Sule

Date 7-14-2022

Address: 1420 Oak Bluff Ln
Lemont, IL 60439

Lemont Village Board,

This letter is being sent as a petition in <u>favor</u> of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed Emily Hintzinger

Date 7-15-2022

Address:

1407 Sycamore Ct.
Lemont, IL 60439

Lemont Village Board,

This letter is being sent as a petition in <u>favor</u> of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed Jeff Huntzinger

Date 7-15-22

Address: 1407 Sycamore CT
Lemont, IL, 60439

Lemont Village Board,

This letter is being sent as a petition in <u>favor</u> of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed Helena Stopka

Date 07-15-22

Address: 1507 Linden Cir.
Lemont IL. 60439

Lemont Village Board,

This letter is being sent as a petition in <u>favor</u> of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed John Stopka

Date 07-15-22

Address: 1507 Linden Cir.
Lemont IL. 60439

Lemont Village Board,

This letter is being sent as a petition in favor of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed _____

Date 7-15-2022

Address: 1512 Linden Cir.

Lemont Village Board,

This letter is being sent as a petition in favor of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed _____

Date 7-15-2022

Address: 1516 Linden Cir.

Lemont Village Board,

This letter is being sent as a petition in <u>favor</u> of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed _____

Date 7-15-2022

Address: 1519 Lindan Cir.

Lemont Village Board,

This letter is being sent as a petition in favor of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed Joseph Miller

Date 07/15/22

Address: 1532 Linden Circle

Lemont Village Board,

This letter is being sent as a petition in favor of the annexation and zoning proposal for a gas station/convenience store on the northwest corner of Lemont Road and Bluff Road.

As a resident of the Oak Bluff Estates subdivision, I am interested in this project and would appreciate your approval.

Respectfully,

Signed _____

Date 07/15/2022

Address: 1528 Linden Circle