

ORDINANCE NO. 286
AUTHORIZING PURCHASE AND UTILIZATION
OF
ILLINOIS AND MICHIGAN CANAL LANDS
SITUATED
IN THE VILLAGE OF LEMONT, COOK COUNTY, ILLINOIS

WHEREAS, the City of Lemont is desirous of acquiring certain portions of the State-owned Illinois and Michigan Canal Lands situated in the Village of Lemont in Sections 14, 15, 19, 20, 21, 22 and 30, Township 37 North, Range 11 East of the Third Principal Meridian in Cook and DuPage Counties, Illinois; and

WHEREAS, the Department of Public Works and Buildings, pursuant to the provisions of the Act of July 21, 1965, relating to the development, sale and disposition of the Illinois and Michigan Canal lands and properties, is authorized to convey canal lands to a political subdivision of the State of Illinois, having a present or immediate future need for such lands for public recreation, parks, historic sites, drainage courses, roads, highways, or other projects of a public nature upon such terms as may be mutually agreed upon by the parties in interest; said transfer, sale or conveyance shall contain such conditions and stipulations as the Department may deem necessary to preserve the best interest of the people of the State of Illinois; and

WHEREAS, the Village of Lemont proposes to use all Illinois and Michigan Canal lands so conveyed for public recreation, park, historic sites, drainage courses, roads, highways, or other projects of a public nature within the time and for the purposes specified herein; therefore,

BE IT ORDAINED by the Council of the Village of Lemont, Cook County, Illinois:

Section 1. The Village of Lemont has compiled, drawn or otherwise presented in writing, a plan showing the several tracts of State-owned Illinois and Michigan Canal lands which are proposed for transfer, sale or conveyance by the State of Illinois to the Village of Lemont and setting forth thereon or therein the specific public use to be made of each such tract by the Village of Lemont upon and after any conveyance so made by the State of Illinois to the Village of Lemont, such

proposed plan has been approved by the Village President and Village Council of the Village of Lemont and other legally constituted local governmental or other agencies having any jurisdiction or interest in such matter and accepted by the Department of Public Works and Buildings as meeting the criteria of House Bill Number 1737 of the Seventy-fourth General Assembly of the State of Illinois, approved July 21, 1965. The plan referred to in this section is entitled "Illinois and Michigan Canal Acquisition Report" prepared by the Lemont Canal Acquisition Committee with the assistance of Joseph A. Schudt and Associates, dated June, 1969, which report was previously adopted by Ordinance Number 268 as passed by the Village Board of the Village of Lemont on July 28, 1969.

Section 2. The Village of Lemont shall pay the State of Illinois the sum of Three Hundred Thirty-three Thousand Seven Hundred Fifty and No/100 (\$333,750.00) Dollars for the several tracts of State-owned Illinois and Michigan Canal lands described herein; such payment shall be made upon delivery of instrument of conveyance executed by the State of Illinois, either in one lump sum in full or, at the option of the Village of Lemont, such payment shall be made over a twenty-year period in equal annual installments of Sixteen Thousand Six Hundred Eighty-seven and 50/100 (\$16,687.50) Dollars; the manner or method of payment being set forth in said instrument of conveyance executed by the State of Illinois. The Village of Lemont, however, if it elects to make payment over a twenty-year period, reserves the right to pay any installment prior to the due date and to pay part or all of the outstanding balance at any time during such twenty-year period.

Section 3. The State-owned Illinois and Michigan Canal lands to be conveyed to the Village of Lemont are described as follows:

Those tracts or parcels of Illinois and Michigan Canal land situated in Sections 14, 15, 19, 20, 21, 22 and 30, Township 37 North, Range 11 East of the Third Principal Meridian, in the Counties of Cook and DuPage, State of Illinois, and further described:

That part of the Illinois and Michigan Canal and its Reserves located in Sections 14, 15, 19, 20, 21, 22 and 30, Township 37 North, Range 11 East of the Third Principal Meridian, Cook and DuPage Counties, Illinois, extending Northeasterly from the Will-Cook County line being the West line of Section 30, Township 37 North, Range 11 East of the Third Principal Meridian, to the South line of the Calumet-Sag Channel in Section 14, Township 37 North, Range 11 East of the Third Principal Meridian, Cook and DuPage Counties, Illinois, except those portions conveyed to the United States of America by Quit Claim Deed, dated

April 15, 1957, under the provisions of Senate Bill No. 88, Seventieth General Assembly, approved March 21, 1957, being more particularly described as follows:

That part of the Illinois and Michigan Canal and its Ninety-Foot (90') Reserve Strips situated in the Southeast One-Quarter (SE $\frac{1}{4}$) of Fractional Section 15, Township 37 North, Range 11 East of the Third Principal Meridian, DuPage County, and the West One-Half (W $\frac{1}{2}$) of Fractional Section 14, Township 37 North, Range 11 East of the Third Principal Meridian, DuPage and Cook Counties, Illinois, more particularly described as follows:

All that part of said Canal and its Reserves extending Southwesterly from the North wall of the Calumet-Sag Channel to a line drawn Southeasterly at right angles to the South wall of the Chicago Sanitary and Ship Canal from a point 1316.4 feet Northeasterly of the intersection of said wall with the South line of the Northeast Quarter of said Section 14 as produced West, as measured along said wall.

And also, the Northerly 120 feet of said canal and its reserves extending Southwesterly from a line drawn Southeasterly at right angles to the South wall of the Chicago Sanitary and Ship Canal, from a point 1316.4 feet Northeasterly of the intersection of said wall with the South line of the Northeast Quarter of said Section 14 as produced West, measured along said wall, to a line drawn Southeasterly at right angles to the aforesaid South wall, from a point 66.39 feet Northeasterly of the intersection of said wall with the aforesaid South line as produced West, measured along said wall.

Section 4. The neglect or failure of the Village of Lemont to use said Illinois and Michigan Canal lands for the purposes set forth herein or the neglect or failure to comply with any other provision of this Ordinance, shall cause the affected portion, tract or parcel to revert to and revest in the State of Illinois upon written demand made relative thereto by the State of Illinois and filed with the Village of Lemont and Recorder of Deeds of Cook and DuPage Counties.

Section 5. The Village of Lemont shall hold the State of Illinois harmless from any and all injury claims or damage claims which may arise, result from or in consequence of the quitclaim, transfer and conveyance of the above-described parcels or interests therein.

Section 6. The Village of Lemont shall assume full responsibility for any and all maintenance required with respect to the Canal Prism, waste gates, bridges, towpaths, roadways or other appurtenant structures or facilities in and along that portion of the Illinois and Michigan Canal described above.

Section 7. The Village of Lemont shall be responsible for the acceptance of all drainage (storm water runoff, ground seepage, building and highway drains, etc.) presently accepted by the Illinois and Michigan Canal in the above-described area.

Section 8. This conveyance is subject to the terms and conditions of existing leases which are identified and tabulated on EXHIBIT "A", which is attached to and made a part of the instrument of conveyance. Rental payments becoming due subsequent to the date of this instrument shall be collected by and paid to the Village of Lemont.

Section 9. The conveyance of the above-described parcels is subject to the right, title and interest of the United States of America, if any, in and to any of the subject parcels as a reversionary interest or otherwise under Congressional Acts of March 30, 1822, March 25, 1827, and July 1, 1947.

Section 10. This Ordinance shall be in full force and effect from and after the date of passage, approval and publication.

APPROVED this 9th day of NOVEMBER, A.D.

1970.

6 Ayes 0 NAYS



Village President

Attest:



Village Clerk

C O N V E Y A N C E

THE GRANTOR, STATE OF ILLINOIS, acting by and through its Department of Public Works and Buildings of Sangamon County, Illinois, pursuant to the provisions of House Bill 1737 of the Seventy-fourth General Assembly, approved July 21, 1965, (Laws 1965 P. 1899) for and in consideration of Three Hundred Thirty-three Thousand Seven Hundred Fifty and No/100 (\$333,750.00) Dollars, CONVEYS AND QUIT-CLAIMS to the VILLAGE OF LEMONT, a municipal corporation of Cook County, Illinois, Grantee, under the terms and conditions herein recited, the following-described tracts of Illinois and Michigan Canal Lands, to wit:

Those tracts or parcels of Illinois and Michigan Canal land situated in Sections 14, 15, 19, 20, 21, 22 and 30, Township 37 North, Range 11 East of the Third Principal Meridian, in the Counties of Cook and DuPage, State of Illinois, and further described:

That part of the Illinois and Michigan Canal and its Reserves located in Sections 14, 15, 19, 20, 21, 22, and 30, Township 37 North, Range 11 East of the Third Principal Meridian, Cook and DuPage Counties, Illinois, extending Northeasterly from the Will-Cook County line being the West line of Section 30, Township 37 North, Range 11 East of the Third Principal Meridian, to the South line of the Calumet-Sag Channel in Section 14, Township 37 North, Range 11 East of the Third Principal Meridian, Cook and DuPage Counties, Illinois, except those portions conveyed to the United States of America by Quit Claim Deed, dated April 15, 1957, under the provisions of Senate Bill No. 88, Seventieth General Assembly, approved March 21, 1957, being more particularly described as follows:

That part of the Illinois and Michigan Canal and its Ninety-Foot (90') Reserve Strips situated in the Southeast One-Quarter (SE $\frac{1}{4}$) of Fractional Section 15, Township 37 North, Range 11 East of the Third Principal Meridian, DuPage County and the West One-Half (W $\frac{1}{2}$) of Fractional Section 14, Township 37 North, Range 11 East of the Third Principal Meridian, DuPage and Cook Counties, Illinois, more particularly described as follows:

All that part of said Canal and its Reserves extending Southwesterly from the North Wall of the Calumet-Sag Channel to a line drawn Southeasterly at right angles to the South Wall of the Chicago Sanitary and Ship Canal from a point 1316.4 feet Northeasterly of the intersection of said wall with the South line of the Northeast Quarter of said Section 14 as produced West, as measured along said wall.

And also, the Northerly 120 feet of said canal and its reserves extending Southwesterly from a line drawn Southeasterly at right angles, to the South Wall of the Chicago Sanitary and Ship Canal, from a point 1316.4 feet Northeasterly of the intersection of said wall with the South line of the Northeast Quarter of said Section 14 as produced West, measured along said wall, to a line drawn Southeasterly at right angles to the aforesaid South Wall, from a point 66.39 feet Northeasterly of the intersection of said wall with the aforesaid South line as produced West, measured along said wall.

THIS CONVEYANCE is subject to the following terms and conditions:

1. The above-recited consideration of Three Hundred Thirty-three Thousand Seven Hundred Fifty and No/100 (\$333,750.00) Dollars, can be paid, at the election of the Village of Lemont, in one lump sum or in equal annual installments of Sixteen Thousand Six Hundred Eighty-seven and 50/100 (\$16,687.50) Dollars, over a twenty (20) year period, said annual payments shall be due and payable on each anniversary date of this conveyance. Any annual installment may be paid prior to the due date and any outstanding balance may be paid in full during said twenty (20) year period.

2. The neglect or failure of the Village of Lemont to use said Illinois and Michigan Canal lands for the purposes set forth herein or the neglect or failure to comply with any other provision of said Ordinance shall cause the affected portion, tract or parcel to revert to and re-vest in the State of Illinois, if after sixty (60) days written demand made relative thereto, by the State of Illinois, the Village of Lemont fails to correct said defect to be in compliance with the aforementioned Ordinance No. 286 of the Village of Lemont. Upon

failure of the Village of Lemont to correct said defect within said sixty (60) day period, the State of Illinois at any time thereafter will file a written notice of non-compliance with the Recorder of Deeds of Cook and DuPage Counties, and City Clerk of Lemont, Illinois, as provided in Section 4 of said Ordinance.

3. The public uses referred to in Paragraph 2 shall be in accordance with the "Illinois and Michigan Canal Acquisition Report" prepared by the Lemont Canal Acquisition Committee with the assistance of Joseph A. Schudt and Associates, dated June, 1969, as adopted by Ordinance Number 268 as passed by the Village Board of the Village of Lemont on July 28, 1969.

4. The Village of Lemont shall hold the State of Illinois harmless from any and all injury claims or damage claims which may arise, result from or in consequence of the quitclaim, transfer and conveyance of the above-described parcels or interests therein, as provided in Section 5 of the aforementioned Ordinance No. 286 of the Village of Lemont.

5. The Village of Lemont shall assume full responsibility for any and all maintenance required with respect to the Canal Prism, waste gates, bridges, towpaths, roadways or other appurtenant structures or facilities in and along that portion of the Illinois and Michigan Canal described above.

6. The Village of Lemont shall be responsible for the acceptance of all drainage (storm water runoff, ground seepage, building and highway drains, etc.) presently accepted by the Illinois and Michigan Canal in the above-described area.

7. This conveyance is subject to the terms and conditions of existing leases which are identified and tabulated on EXHIBIT "A" which is attached to and made a part of this instrument. Rental payments becoming due subsequent to the date of this instrument shall be collected by and paid to the Village of Lemont.

8. The conveyance of the above-described parcels is subject to the right, title and interest of the United States of America, if any, in and to any of the subject parcels as a reversionary interest or otherwise under Congressional Acts of March 30, 1822, March 25, 1827, and July 1, 1947.

DATED this 2ND day of DECEMBER, A.D., 1970, at Springfield, Sangamon County, Illinois.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
BY William F. Cellini
Director

STATE OF ILLINOIS
COUNTY OF SANGAMON } SS

I, ROBERT G. CLEM, a Notary Public in and for said County and State aforesaid, Do hereby certify that William F. Cellini, Director, Department of Public Works and Buildings, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that he signed, sealed and delivered the said instrument, as his free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

Given under my hand and notarial seal, this 2ND day of DECEMBER, A.D., 1970.

Robert G. Clem
Notary Public

APPROVED:
[Signature]
Governor - State of Illinois

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

William F. Cellini

FRANK J. SPENCER
DIRECTORFRANK J. SPENCER
DIRECTOR

DIVISION OF WATERWAYS

201 W. MONROE ST.
SPRINGFIELD 62703
AREA CODE 317
325-8143JOHN C. GUILLOU
CHIEF WATERWAY ENGINEER

February 27, 1969

IN YOUR REPLY PLEASE
REFER TO FILEMr. John J. Kujawa
Village President
Lemont, Illinois 60439

Dear Mr. Kujawa:

In accordance with our telephone conversation of February 26, 1969, we are forwarding herewith a copy of House Bill 1737 relating to disposition of the Illinois and Michigan Canal. This legislation can also be found in Illinois Revised Statutes 1967, Chapter 19, Sections 37.11 - 37.24.

As I stated, the State of Illinois is now in a position to consider sale of Canal lands in Lemont to the City for projects of public nature. In this regard, we will require the submission of an acceptable plan for public use of the area, approved by the Mayor and City Council, through proper ordinance or resolution, as well as approved by any other legally constituted agency with jurisdiction. Upon presentation of an acceptable local area public use plan, conveyance may be made and such conveyance will be guided by the following concepts:

- A. Property to be conveyed for public purposes only, where no direct income is to be derived from the property, may be sold to the City for 50 per cent of the fair cash market value based on highest and best use. The City must provide an acceptable local plan setting forth the proposed public uses.
- B. Property to be conveyed for public purposes, but which may produce revenue on an interim basis, may be sold to the City for 75 per cent of the fair cash market value based on highest and best use. The City must provide an acceptable local plan setting forth the proposed public uses.

February 27, 1969

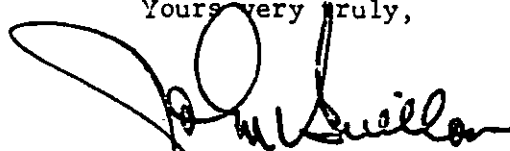
- C. All sales will be made subject to the unexpired term of leases existing at time of sale and any easements required or granted to a public utility. Properties with existing leases may be sold to the City only for 75 per cent of the fair cash market value for highest and best use unless the City elects to purchase, for nonrevenue purposes, for 50 per cent of the fair cash market value for highest and best use at the expiration or termination of current or renewed lease, provided the City shall notify this office of such election at time of filing said Canal area public use plan with the State of Illinois.
- D. All conveyances will be made subject to the possible Federal reverter for nonpublic use of Canal lands.
- E. In the event that the land conveyed to the City ceases to be used in accordance with an acceptable local plan setting forth the proposed public uses, the land shall immediately revert to and become vested in the State of Illinois without any demand or notice whatsoever.

It is recommended that Lemont secure the services of an engineer in order to develop the required local area use plan. Such plan should include, but is not limited to, information regarding specific public uses, time schedule, parcel descriptions, method of financing, picture plan, etc.

This office has no objection to the use of a 72 inch R.C.P. in lieu of three 36 inch R.C.P.'s through the reach of the Canal which you presently propose filling (Holmes Street to School House Gully Creek) and your engineer, Joseph A. Schudt and Associates, was so advised on November 26, 1968.

After you have had an opportunity to review this matter, we would be pleased to meet with you for further discussion.

Yours very truly,



John C. Guillou
Chief Waterway Engineer

JCG:RGC:cz
Enclosure

cc: James D. Hall

Permitted I&M Canal Uses

And

The I&M Canal Conveyance

Within the context of the I&M Canal Conveyance of December 21, 1970, there are several terms and conditions that reflect upon permitted uses of the canal.

The following terms and conditions are stipulated in the conveyance:

1. Reference is made to the provisions of HB 1737 as approved July 21, 1965.
2. Compliance must be according to the Village of Lemont Ordinance No. 286, November 9, 1970. (See Appendix G.)
3. The public use must be in accordance with the Illinois and Michigan Canal Acquisition Report prepared by the Lemont Canal Acquisition Committee dated June 1969.
4. The conveyance is subject to the right title and interest of the United States of America, if any, in and to any of the subject parcels as a reversionary interest or otherwise under Congressional Acts of March 30, 1822, March 2, 1827, and July 1, 1947.

1. HB 1737, July 21, 1965 was a Bill authorizing the sale of canal lands by the State of Illinois. The Bill required that a comprehensive survey be made describing the most feasible use of canal lands according to the various characteristics of definable segments. The Bill also required that an estimate be made of the fair value of each definable section. This survey was made by Real Estate Research Corporation. (See Appendix C.)

Section 14 (d) of HB 1737 states:

This Act shall be literally construed to the end that lands, water and property of the Illinois and Michigan Canal shall be used and developed, leased, sold or disposed of for the fullest benefit of the people of Illinois.

2. Lemont Village Ordinance No. 286, November 9, 1970 authorized the purchase of the I&M Canal under the terms and conditions of the conveyance. The Ordinance states:

Whereas, the Village proposes to use all Illinois and Michigan Canal lands so conveyed for public recreation, parks, historical sites, drainage courses, roads, highways, or other

projects of public nature within the time and for the purposes specified herein, therefore.

The Ordinance then refers to the meeting of the canal use criteria presented in the Illinois and Michigan Canal Acquisition Report prepared by the Lemont Canal Acquisition Committee with the assistance of Joseph A. Schudt and Associates, dated June 1969. This report was previously adopted by the Lemont Village Board on July 28, 1969 (Ordinance No. 268.)

3. The conveyance, in itself, requires that public use of the canal lands must be according to the "Illinois and Michigan Canal Acquisition Report of June 1969." This report was a requirement by the State of Illinois as part of the negotiation for a property conveyance. The land use plan in this acquisition report was based upon the Real Estate Research Corporation's survey made through the requirement of HB 1737, July 21, 1965.

4. The conveyance contract (paragraph 8) also states that the conveyance is subject to:

The right, title and interest of the United States of America, if any, in and to any of the subject parcels as a reversionary interest or otherwise under Congressional Acts of March 30, 1822, March 2, 1827, and July 1, 1947.

The Federal Act of March 30, 1822, (referred to above) has been abandoned except for specific implied legal concerns which are of little or no importance in the determination of our Lemont I&M Canal's permitted uses. (Appendix A-31,32).

The Federal Act of March 2, 1827 granted land title to the State of Illinois for alternate sections of land, five sections per mile for the full extent of the 101 mile reach of the I&M Canal. The State chose the odd numbered sections. This Federal Act is also of no significant concern in the determination of Lemont's I&M Canal uses. (Appendix A-33).

The Federal Act of July 1, 1947, HB 1628, does have reference to use of canal lands. The Act states:

that for the purpose of enabling the State of Illinois to use the lands now occupied by the Illinois and Michigan Canal for highway, park, recreational, or any other public purposes, there is hereby relinquished to the State of Illinois all such right, title and interest, if any, as the United States of America may have in any part of the land comprising the right-of-way of the Illinois and Michigan Canal as the same was routed and constructed through the public lands of the United States of America in the Counties of Cook, Will, Du Page and LaSalle...

There is also a reversionary clause which states:

on condition, however, that if any of the lands with respect to which any right, title, or interest is hereby relinquished by the United States of America to the State of Illinois shall ever cease to be occupied and used for highway, park, recreational or any other public purposes then, and in that event, all such right, title, and interest, if any, in or to the lands which have ceased to be so occupied and used shall thereupon revert to the United States of America. (Appendix A-43.)

Such reversionary interests as stated above have been passed down from the United States Government to the State of Illinois and down to the Village of Lemont through the conveyance of I&M Canal property. The interpretation of such interests are vague and not clearly defined. This is best expressed by Walter A. Howe in his Documentary History of the Illinois and Michigan Canal (see Appendix A-9).

In the discussion and arguments relative to the status of titles to canal lands, there are various inferences that the United States has some reversionary interest in the fee in the canal lands or part thereof. Such reversionary interest, if any, has neither been asserted nor denied by the United States. So far as known this interest, if any, has not been specifically defined nor the particular parts, if any, of the canal lands to which it might apply, specifically determined.

The State of Illinois has included this questionable reversionary interest in the Lemont I&M Canal land conveyance. With some speculation, we could consider the probability that it might be too subjective to ever become a serious legal concern. However, it remains as an agreement in the land conveyance and must be given consideration.

1. I&M Canal Acquisition Report and Proposed Land Uses

The most specific canal land uses as approved by the Village of Lemont and accepted by the State of Illinois are stated in the I&M Canal Acquisition Report. The land uses as stated in this report are reprinted on the following pages. (Plats are not available and are of little value in the review of this report.) The Acquisition Report was adopted by Ordinance No. 268 by the Lemont Village Board of Trustees on July 28, 1969.

2. The Lease or Resale of Canal Lands

The conveyance of the canal lands to the Village of Lemont does not, within the conveyance, make any definite reference to the permitted lease or resale of canal lands by the Village of Lemont. However, the conveyance requires that the Village comply with Village Ordinance No. 286. It is within Ordinance No. 286 that the Village has agreed to purchase I&M Canal Lands under Option "B" whereby the Village would pay 75% of the fair cash value of the canal lands and be enabled to receive lease revenue from canal lands.

Paragraph 7 of the conveyance provides that all State I&M Canal leases would be transferred to the Village of Lemont as of the date of the land conveyance. This provision implies that leasing of canal property is a permitted use.

Public Law 98-398-August 24, 1984 (S-746) Section 114 provides for and regulates leasing of canal lands. Public Law 98-398 is a Federal Act to establish the I&M Canal National Heritage Corridor. This Act (once again) relinquishes to the State of Illinois title to I&M Canal lands as previously approved by Federal Act of July 1, 1947 (61 Stat. 237). Section 114(a) of Public Law 98-398-August 24, 1984 provides for the leasing of I&M Canal lands by both the State of Illinois and "or any successor or assign".

(1) Such real property may be leased for utility or transmission purposes (or may be transferred or leased for park, recreation, or other public purposes consistent with the plan) if the revenue from such lease or transfer is used for park or recreational purposes within the corridor.

(2) The State, or its successors or assigns may continue to lease for any purpose any portion of the real property described in subsection (a) which was leased on or before February 9, 1984, so long as the revenue for such lease is used for park or recreational purposes within the corridor. Any private person occupying any portion of the real property described in subsection (a) may continue to occupy such real property with the written permission of the State (or of any successor or assign of the State in the case of any property

ILLINOIS AND MICHIGAN CANAL ACQUISITION
REPORT

PREPARED FOR PRESIDENT AND BOARD OF TRUSTEES OF THE
VILLAGE OF LEMONT

Prepared by Lemont Canal Acquisition Committee,
Robert Gorski, Chairman

MAY 1969

Report prepared by:

Joseph A. Schudt & Associates
3920 West 216th Street
Matteson, Illinois

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JOSEPH A. SCHUDT & ASSOCIATES*Civil Engineers - Surveyors - Land Planners*

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MATTESON, ILLINOIS 60443

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LAND DEVELOPMENT, PHYSICAL
FINANCIAL ANALYSESDRAINAGE STUDIES
SUBDIVISION DESIGN
LAND SURVEYSMUNICIPAL IMPROVEMENTS
SEWERS-WATER-PAVING
UTILITY RATE STUDIESJOSEPH A. SCHUDT
GEORGE C. RANNEY
JOSEPH SCHUDT, JR.
MICHAEL ENICH
ANDRE J. BALLESTRA

June 23, 1969

President and Board of Trustees
Village of Lemont
Lemont, Illinois

Gentlemen:

Pursuant to your instructions, the Lemont Canal Acquisition Committee has prepared the following report concerning the feasibility of and costs involved in the purchase of the Illinois-Michigan Canal by the Village of Lemont from the State of Illinois. Said purchase to include the canal reach from intersection with the Sag Channel to the Cook-Will County line.

We would like to express our appreciation to the State of Illinois Department of Public Works and Buildings, Division of Waterways, for allowing us to use Volumes 1, 2 and 3 of the Appraisal of the Illinois and Michigan Canal prepared by the Real Estate Research Corporation in 1966.

Respectfully submitted,

Robert W Gorski

Robert Gorski, Chairman

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AUTHORIZATION

On the 10th day of March, 1969, the Lemont Canal Acquisition Committee was created by action of the President and Board of Trustees of the Village of Lemont with the following members:

Robert Gorski, Chairman
Joseph Houdek
Glenn McAdam, Sr.
Eli Lubick
E. O. Bossert
Joseph Wohead

The President of the Village also directed the Village Engineer, Joseph A. Schudt, Jr., and Joseph A. Schudt & Associates to act as technical secretary and engineering consultant to the Committee. The Committee thus created was charged with the following tasks:

- 1) Investigate House Bill 1737 relating to the Illinois & Michigan Canal to determine whether purchase of part of the canal through Lemont would be appropriate with good planning for future expansion of the Village.
- 2) Determine the specific areas that the Village should purchase.
- 3) Determine specific land uses for that part of the canal to be purchased by the Village.
- 4) Determine costs involved in the acquisition.
- 5) Investigate and arrive at methods of financing of the project.

At the initial committee meeting, Robert Gorski was chosen Chairman

SCOPE

In order to carry out the assignment given by the Village of Lemont and to accomplish the specific objectives requested by the Village, the Committee quickly realized that to arrive at appropriate land uses of the canal property, it would be necessary to not only study the canal right-of-way itself, but also adjacent property and to determine appropriate uses for the area between the Chicago and Joliet Road and the Chicago Sanitary and Ship Canal. In making these determinations, the Committee did not take into account existing ownerships of the areas, whether private owners or municipal organizations.

The following Plate I indicates the specific reach of the canal that was studied by the Committee for acquisition and also indicates the study areas used by the Committee to determine land uses.

HISTORY OF THE ILLINOIS AND MICHIGAN CANAL

We feel that for a proper understanding of the present use and disposition of the canal property, the history of the Illinois and Michigan Canal would be helpful.

We are, therefore, including the following historical note regarding the canal. This history, we have taken from Volume 1 of the Real Estate Research Corporation Report on the I and M canal property.

HISTORY OF THE ILLINOIS-MICHIGAN CANAL

Much of the history of the state of Illinois revolves about the Illinois-Michigan Canal. It is doubtful whether any one canal in the Midwest has influenced the history and development of an area as much as the Illinois-Michigan Canal has done for Illinois. This canal is actually the predecessor of the much bigger Chicago Sanitary and Ship Canal and its connecting link, the Calumet Sag Channel, which are now an important part of the nation's inland waterway system.

The need for a canal to link Lake Michigan with the Illinois watershed was first observed by the French explorers, Joliet and Marquette, in 1673, when they portaged their canoes across the narrow strips of land separating the Chicago River, when flowing eastward to Lake Michigan, and the Des Plaines River to the west.

As early as 1794 long-range plans were begun toward establishing the Illinois waterway link with the lake. Treaties with the Indians cleared the route, and the pattern of development further unfolded in 1803 with the Louisiana Purchase from France, giving the Illinois River gateway more value in relation to the area south and west of it.

On August 25, 1816 the first practical step toward the accomplishment of the Illinois-Michigan Canal was completed by the extinction of the Indian title to a strip of land along the route of a proposed waterway. In February 1823, the General Assembly of Illinois appointed a board of commissioners to determine the most available route for a canal, and to estimate its cost of construction. However, no accurate survey was completed until 1824. Five routes and estimates were made, but all followed the same general course from the south branch of the Chicago River across the Des Plaines Valley and downstream to the Illinois River. The estimated cost varied for the different routes from \$639, 542.78 to \$716,110.71.

The canal line was first located upon the ground substantially in its present location in the year 1836. The location as built does not follow the route of the Post-Paul map of 1824, nor the route of the Thompson map of 1829. The relation of the canal as located in 1836 to the previous surveys passes through numerous land sections that would not be affected by either the Post-Paul or the Thompson routes. It may further be noted that the canal was not located or constructed through the public lands of the United States, but was located and constructed after title to some, if not all, of the lands involved had passed from the United States, either by grant to the state, as in the odd numbered sections and the school sections, or to private purchasers in the even numbered sections other than school sections.

On January 9, 1836, the General Assembly enacted legislation providing for construction of the canal. The act provided that in constructing the canal, 90 feet of land on either side of the main channel was to be reserved for future enlargement of its capacity. The Commissioners were empowered to enter upon and to use any lands, etc., necessary for construction of the canal. The Commission soon became cognizant of the fact that earlier estimates were much too low. James M. Buckland's estimate of \$1,107,440.43 as the cost of a lake-fed canal was now found to be entirely too low for the construction of a canal of such dimensions. Therefore, the Commission determined, on the advice of its chief engineer, William Gooding, to adopt the plan of a lake fed canal 60 feet wide at the water level, 36 feet wide at the bottom, and having a minimum depth of six feet of water. The work was then laid out in three divisions, known as the Summit Division, the Middle Division, and the Western Division. These were subdivided into sections of varying length. The Commissioners, on June 6, 1836, contracted for the construction of a portion of the Summit Division. The intention had been to contract for the entire division, but because of the abnormally high prices of labor, provisions and supplies, the bids were almost uniformly above the estimates of the engineers, and on some of the sections the discrepancy between the estimates and the bids was so great that the Commission refused to accept them.

Labor's wages ranged from \$20 to \$30 per month and board. Food at Chicago ranged as follows: pork was selling at about \$20 to \$30 a barrel; flour from \$9 to \$12 a barrel; salt from \$12 to \$15 a barrel; and oats and potatoes at 75 cents a bushel.

The work of constructing the canal was formally begun with imposing ceremonies and a great celebration at Canal Port on the Chicago River, July 4, 1836. In October of the same year the Commission let the contracts for 12 sections on the Western Division, including the steamboat basin at LaSalle. Because of the escalating costs, the Illinois-Michigan Committee proposed that a shallow cut plan be adopted on the Summit Level and that the canal should terminate at Lake Joliet, additional navigation being provided from that point by means of locks and dams in the Des Moines River. This created so much dissension that a special engineer from New York was engaged to re-examine the route of the canal and to give the General Assembly an expert opinion on the relative feasibility. Benjamin Wright, the special engineer, reporting in October 1837, strongly supported the plan adopted by the Commissioners and urgently recommended the completion of work based on that plan.

During the course of construction of the canal, much financial unrest prevailed in the country, and Illinois in particular. Nevertheless, by Autumn 1837 work on the canal had assumed the proportions which the Commissioners had anticipated several months earlier. Although the sudden increase of transient population and consequent enlarged demand for materials and provisions in an undeveloped region added materially to the financial burdens of the contractors, the work was carried forward. By December 1838 the entire line of the canal was under contract except 23 miles of the Middle Division between Dresden and Marseilles. At the same time several sections of the Western Division were completed and others were far advanced.

Again, financial strife entered the picture. Lots in Chicago, Ottawa and LaSalle were sold and additional bonding was undertaken. In the early part of 1840 the financial position of the canal was such that the contractors held a meeting at Lockport and proposed to take \$1,000,000 of the authorized bonds at par and bear the discount at which they would have to be sold. This act of the contractors made it possible to continue the work for several months longer but with a somewhat diminished labor force. In 1841 the Illinois-Michigan Canal treasury was again drained of funds but the contractors continued their work and their active preparation for the following season with the apparent hope that the General Assembly would succeed in solving the financial problems to which it had addressed itself through the winter. The General Assembly could not meet its obligation, and again, financial strife plagued the construction of the canal. Financial difficulties continued until 1844 when the total canal debt was \$5,390,697.57. Offsetting this debt, the sum of 150,209.83 was redeemed and in the contingent fund, and \$393,034.91 of the securities were held against canal land. Net debt was \$4,847,452.83. At this point in time the canal was considered to be worth approximately \$5,000,000.

It was not until midyear of 1845 that agreeable financing could be arranged. At that time the country was slowly recovering from a period of industrial depression. Prices were relatively low. Food supplies were particularly cheap in the regions of the canal, where they were being produced in abundance. As a consequence, the trustees experienced no difficulty in finding contractors who would undertake the work of completing the canal at less than the estimated cost.

After the period of abandonment, with the consequent deterioration of some of the unfinished work, considerable time was consumed in general repairs and preparation for the resumption of the actual work of construction. In spite of the delays caused by floods and by an unusual amount of illness among the laborers, the work was completed and the canal was opened for navigation in April 1848.

For the next 23 years the efforts of the trustees were devoted to building the traffic of the canal and the payment of the canal debt. Expenditures for the work, before it passed into the hands of the trustees, amounted to \$5,039,248.04, of which \$1,674,637.23 was paid for the construction, and \$364,610.81 for contingent expenses. The trustees spent \$1,429,606.21 in completing the canal and constructing feeders to furnish the water supply, rendered necessary by the adoption of the shallow cut plan which raised the canal on the Summit Level 12 feet above the datum line of Lake Michigan. However, these sums did not represent the entire canal debt. The outstanding balance amounted to \$5,383,000. This debt was composed of interest-bearing canal script, non-interest-bearing canal script, 90-day circulating checks, balances due to contractors, damages awarded for injury sustained by the canal's crossing of private property, and accumulated interest. The canal experienced excellent usage, and by the close of April 1871, the entire debt had been liquidated except \$13,000 of the bonds which their holders had failed to present for payment. On April 30, the trustees rendered their final report and the trust was dissolved, at which time they turned over to the state a cash balance of \$95,742.41. In the main, the finances had been well managed during the continuance of the trust. In total, \$11,900,507.41 had passed through the hands of the trustees.

The expectation with which the work was undertaken---that the canal land and revenues would pay the cost of construction---had been well founded. However, because the lengthy period of construction and the need to acquire funds to defray expenses incidental to construction and the cost of management and maintenance, the total expenditures had increased far beyond the original bids.

The completion of the canal soon revolutionized the freight and passenger traffic on the Illinois River route. Until the opening of the canal, the bulk of the traffic had been via St. Louis. Now Midwest shippers suddenly found Chicago and the vast eastward route open to them. The canal was hailed as one of the greatest benefits that ever happened to Chicago. Freight rates and prices of commodities soon

felt the effect of the canal. Lumber prices dropped from \$60 to \$30 per thousand board feet with the arrival in Chicago of the first shipment from southern Illinois. Wheat rate prices dropped from eight cents to six cents per pound and finally leveled off at four cents. Prior to the opening of the canal, all traffic was handled in wagons pulled by horses and oxen.

During the first year of operation, the Illinois-Michigan Canal collected \$88,000 from tolls paid by 162 licensed boats using the waterway. Vessels laden with as much as 6,000 bushels of corn squeezed through the locks. Within a few years the traffic was already showing signs of having outgrown the canal. Barge traffic was so heavy that it was necessary to order boats restricted to those with drafts of not over four and one-half feet. Business continued to increase for over two decades; by 1871 the last of the canal debt was paid. The canal was still bearing a heavy volume of traffic as late as 1874 when 12,424,705 bushels of corn and wheat flowed to Chicago. However, as in all ventures, there is a period of birth, maturity and decline. The decline began about 1880 when the number of vessels dwindled to 133; by 1893 there were only 82. By 1900 traffic had dropped to 121,759 tons or about one-fifth of the peak volumes. Construction of the Chicago Sanitary and Ship Canal negated the use of the Illinois-Michigan Canal between Chicago and Joliet; this section of the canal was closed after 1900. The Chicago Sanitary and Ship Canal served a dual purpose by carrying barge traffic as well as solving Chicago's sewage problems. The route of the Chicago Sanitary and Ship Canal follows much the same line as the Illinois-Michigan Canal, linking the south branch of the Chicago River with the Des Plaines River just north of Joliet.

With completion of the Chicago Sanitary and Ship Canal, a drive began to improve the entire Illinois waterway system. Progress was slow, and work did not begin until 1919. The Illinois-Michigan Canal continued as a navigable waterway from Joliet to LaSalle until 1933 when the Illinois River work was completed. The

stringent limitations as to the size of barge traffic possible on the Illinois-Michigan Canal finally led to its demise. For all practical intents and purposes the Joliet-LaSalle segment of the canal has been abandoned since 1930.

A portion of the canal from Chicago southwesterly to Summit has recently been utilized in connection with the Interstate 55 Expressway, and construction was within the canal's right-of-way. In addition, certain lands near Channahon are now being used as a state park.

LAND USE

Existing Canal Description

The Illinois and Michigan Canal as presently existing between the Sag Channel junction and the Cook-Will County Line, consists of the original approximately 60 foot-wide canal prism with a 90 foot reserve strip on either side. The canal prism is largely unfilled; in many cases, is silted to a depth of three to six feet, and is choked with growth and debris.

In several places, access roads to industrial plants and quarries have been constructed across the canal with culverts to allow the flow of water. The reserve strips on either side are largely unimproved with some existing leases for low value homes and a minor amount of industry.

United States Geological Survey geology maps of the study area indicates that the Illinois and Michigan Canal was constructed through the Niagaran series of dolomite formations which are generally exposed throughout the low area in Lemont. These dolomite formations are excellent aquifers and in fact, they provide the water bearing strata serving many of the City of Chicago suburban wells. Any use of the canal property, therefore, should take into account the presence of this exposed aquifer and in no way cause a possible threat of pollution of the aquifer.

PROPOSED LAND USES

Referring to Plates II and III, the Committee has segmented land usage of the canal and study area into the following specific categories of land use:

- 1) Heavy Industry
- 2) Light Industry
- 3) Municipal Buildings
- 4) Municipal Roads and Commercial Parking
- 5) Recreation, both active and passive
- 6) Storm Water Retention

With the exception of the canal areas, between roughly Holmes Street and Lockport Street, the Committee feels that the canal prism should remain as a storm water retention basin. As the Lemont Township area becomes more and more urban, the need for storm water retention automatically increased to control flooding, and we feel that since this canal prism is available, it should remain a public use as a storm water retention basin. As funds become available, the prism of the canal should be cleaned of trees and debris to permit increased storage capacity.

In order to describe and specifically locate the land uses recommended by the Committee for the study area, Plates II and III indicate the uses which the Committee feels are appropriate for the study area from the junction of the Sag Channel to the Will-Cook County line.

Referring to Plate II and starting at the Cal-Sag junction, the land is presently being used in part by North American Car Company as heavy industrial use.

The Committee feels that since this area is already used for heavy industry and is somewhat remote from the intense residential development, a heavy industrial park should be created utilizing the I & M canal reserve strips for access and parking.

Westerly of the heavy industrial park and for the moment, Southerly of the Illinois and Michigan Canal, the land is dotted with shallow quarries and is also immediately adjacent to a high school, a seminary, and the Village of Lemont itself with its massed residential use.

The Committee is, therefore, proposing that this area from the heavy industrial park complex to the existing commercial area within the Village of Lemont, be used as a light industrial park, primarily for research and warehousing facilities, also here utilizing the I & M canal reserve strip for roadway and access parking. The area from the I and M canal and to the Chicago Sanitary Ship Canal Easterly of the proposed industrial parking contains one large deep quarry and several shallow quarries presently in use as fishing grounds.

The Committee is recommending that this entire area from the Westerly line of the large quarry, commonly known as a "turning basin", to approximately the North American Car land utilization, be developed as a recreation area, containing both active and passive forms of recreation. This area has been designated on the Lemont Comprehensive Plan, prepared by Carl Gardner under 701 Planning Program, as a municipal park. The canal reserve strip would, of course, be used for park, access parking and park land itself.

From the West line of the "starting basin" to the East line of the existing Metropolitan Sanitary District Sewage Treatment Plant and Northerly of the Illinois and Michigan Canal, the Committee feels the land is ideally suited as light industrial park. The canal reserve strip would be used for roadway access and parking.

From approximately Holmes Street extended Westerly to Stephens Street, the Committee recommends the canal prism be filled after installing a storm water and the land be utilized for a municipal hall, police department, library complex.

Referring to Plate III, beginning at the right hand end, the reach of the canal from Stephens Street to State should be filled and used for a municipal arterial street connecting Stephen Street to State and for public parking to serve the commercial uses in downtown Lemont.

In common with most older Villages, parking within the downtown complex is extremely limited, and we feel that a public parking complex in this area should enhance the desirability of shopping within the downtown areas.

From State Street, Westerly to the West line of Section 20, the canal property encompasses almost all the property between the G.M. & O. Railroad and the Sante Fe Railroad. The Committee feels that within this area, the canal prism should remain open as a storm water retention basin and both reserve strips should be used for municipal public works building and material storage, specifically, a public works garage, meter repair shop and material storage, such as salt and cinders.

From the West line of Section 20, to the Will-Cook County line, the canal prism should again remain open as a storm water retention basin. The area between the canal and the G. M. & O. Railroad on the South is admirably suited for light industry use. The canal reserve strips, therefore, should be used for road access and public industrial site parking.

On Plate IV, we have illustrated the uses which could be constructed on the canal property from roughly Holmes Street to Joliet Street extended. The uses as previously mentioned are for a municipal building complex,

cluding police department and library and necessary parking thereto, two
all regional parks, public parking for downtown commercial area, improve-
nts to the Village arterial street system, a municipal garage and repair
cility, and material storage bins. The use of this area in a manner de-
ted on Plate IV would also provide an open landscaped mall within the
ntown commercial area of Lemont.

Referring to Plate V, we have indicated how the park area East of
ont could be developed, both as recreation area North of the I & M canal
a light industrial park South of the canal to the G.M. & O. Railroad and
Chicago Joliet Road. Such a light industrial park could have research
warehouse facilities commensurate with an active and passive recreation
adjacent.

We have attempted on Plate V to indicate how township-wide or Village-
park complex could be developed within the previously described area.
Development as depicted would include an active water recreational area
g existing "turning basin", a natural swimming area or public pool,
ding bathing house and parking facilities, improved fishing areas in
shallow quarries, baseball fields, tennis courts and on the Easterly end
sive recreation area suitable for picnicking, hiking, and nature study.

When completed, this complex would give Lemont a recreation facility,
r opinion, unmatched in Northern Illinois by any municipality of com-
le size. All of the proposed land uses along the canal, however, are
dent upon use of the canal reserve strips for access and public parking.

VALUATION

In making a valuation of the worth of the present canal property, we have used the per square foot appraisals extracted from the Real Estate Research Corporation, Volume 3, report, based upon the following premises:

1) That the canal prism would be transferred to the Village of Lemont for a nominal sum, since the canal prism as it presently exists is completely unbuildable. It is our estimate that in order to use the canal prism to obtain financial return, the entire prism would have to be filled and a storm sewer installed to maintain drainage.

We estimate a cost of \$100 per lineal foot for this filling and storm drainage structure. In addition, we feel that the canal prism should remain open with cleaning as funds become available for use as a storm water retention basin; therefore, we would recommend that the Village not make active use of the prism and negotiate with the State of Illinois for purchase of the canal prism for \$1.00.

In our valuation of the canal reserve strips, we have extracted the per foot valuation indicated in the Real Estate Research Corporation appraisal. Due to the ground conditions (rock), the limited width of the property, and the limited access to the property, there is little use the reserve strips can be put to without extensive cost of construction and improvement.

The property in its present state is not buildable and until access roads are constructed to it, it will not become buildable.

In addition, the uses for which the Committee is recommending use will not provide financial return to anybody, either public or private, but will instead act as a benefit to the People of Lemont and the People of

nois as open space, access to open space and municipal facilities.

Table I indicates the area per square foot valuation and total valuation of the reaches of the canal as segmentized by the Real Estate Research Corporation and the total value of the canal as recommended by this committee.

TABLE I

I & M CANAL VALUATION *

<u>Location</u>	<u>Area (sq.ft.)</u>	<u>Unit Cost (Dollar)</u>	<u>Total</u>
Prism-total length			\$ 1.00
Big Junction to North American Car	190,000	\$ 0.35	66,500.00
American Car to E. of Stephen St.	2,646,000	.035	92,610.00
East of Stephen St., West line State St.	230,400	0.45	103,680.00
West line State St., to Cook County line	1,359,000	0.09	<u>122,310.00</u>
Total			\$ 385,101.00

Unit costs derived from Real Estate Research Corporation
Report and appraisal of Illinois & Michigan Canal property.

TABLE II

Lease Revenue -vs- Yearly Debt Service - Twenty Year Projection

<u>Year</u>	<u>Total Lease Revenue</u>	<u>Yearly Debt Service</u>	<u>Surplus or (deficit)</u>
1	\$ 9,500.00	\$ 14,450.00	(4,950.00)
2	10,165.00	"	(4,285.00)
3	10,876.00	"	(3,574.00)
4	11,637.00	"	(2,813.00)
5	12,451.00	"	(1,999.00)
6	13,322.00	"	(1,128.00)
7	14,254.00	"	(196.00)
8	14,966.00	"	516.00
9	15,714.00	"	1,264.00
10	14,966.00	"	516.00
11	14,254.00	"	(196.00)
12	13,322.00	"	(1,128.00)
13	12,451.00	"	(1,999.00)
14	11,637.00	"	(2,813.00)
15	10,876.00	"	(3,574.00)
16	10,165.00	"	(4,285.00)
17	9,500.00	"	(4,950.00)
18	9,300.00	"	(5,150.00)
19	9,100.00	"	(5,350.00)
20	9,000.00	"	(5,450.00)

Based upon House Bill 1737, we are recommending that the Village purchase 75 per cent of the total valuation shown in Table I and further that the Village purchase the canal over a 20 year basis paying to the State of Illinois 5 per cent of the total valuation per year. Based upon the above, yearly debt service is \$14,450.00.

REVENUES AND METHOD OF FINANCING

Currently, leases on canal property within the study area approximates 500.00 per year. Assuming a conservative increase in lease revenue for first nine years of the payment program and a subsequent decrease for second eleven years to reflect limiting lease period, we have projected Table II both lease revenues, yearly debt services, and a resulting surplus or deficit. The indicated deficit, in our opinion, could be made up either of three methods:

- 1) Payments from the Village of Lemont general fund.
- 2) Use of M.F.T. funds in the amount required as a purchase of right-of-way.
- 3) Federal grants available to municipal bodies for recreation purposes.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

The Committee after study of the area, the valuation and revenues derived feels that the opportunity to purchase the Illinois and Michigan Canal should be acted upon with all expediency. The avenues of expansion Village recreational facilities and possible industrial sites would be of immense benefit to the people of Lemont and Lemont Township. We cannot emphasize too strongly the benefits of the additional open space, both as a major recreational center and as a mall complex in the commercial area of the Village.

In addition the improvement to the arterial street system via a high speed connection between Stephens and State Street cannot be understated.

We feel that orderly development of the land on both sides of the Canal from Sag Channel to Will-Cook County line can only be accomplished if a coordinated agency is empowered to promote interest in this land as industrial acreage and to control the use and development to insure compatibility with surrounding properties and other uses within the study area. The Committee, therefore, makes the following recommendations to the President Board of Trustees:

1) Negotiation should immediately be pursued with the State of Illinois for purchase of the canal property from the intersection with the Sag Channel to the Cook-Will County Line.

2) That the valuation of the canal property should be no higher than \$385,101.00.

3) That the purchase price of the canal property be paid to the State of Illinois and based upon 75 per cent of the above total, paid to the State over a 20 year period.

4) Assuming successful negotiation with the State and purchase of the canal, that immediate steps be taken to improve the canal area from Holmes Street and State Street and that joint discussions be immediately started with the Lemont Park District leading towards acquisition of the recreational area.

5) That contact be made with the G.M. & O. Railroad and the owners of the property between the railroad and the Illinois and Michigan Canal, so that joint meetings may be held to formulate ways of attracting industrial clients, both to the proposed light industrial areas and the heavy industrial area.

6) Subject to approval by the Village Attorney and the State of Illinois, an ordinance be prepared, authorizing the Village to purchase the canal property.

COMMITTEE STATUS

The Canal Acquisition Committee feels that with this canal purchase and subsequent improvement of the reach through the downtown area of Lemont a revitalization of the whole commercial area within the Village could be accomplished.

This revitalization, of course, would require the complete cooperation of the Village of Lemont Board of Trustees, Chamber of Commerce, and all of the individual merchants within the community.

It is this Committee's further recommendation that the Village of Lemont retain this committee in its present form and membership, and direct it to expand the study of the commercial area of Lemont to arrive at a feasible plan for the commercial area upgrading, to including not only the grading of individual buildings, but the construction of additional parking lots, street lighting and upgrading of the street and sidewalk system.