# *Village of Lemont*

PLANNING AND ZONING COMMISSION
May 6, 2026 – 6:30 PM
Village Hall - Village Board Room
418 Main Street, Lemont, IL 60439
AGENDA

I. CALL TO ORDER

- I.A Pledge of Allegiance
- I.B Verify Quorum
- I.C Approval of Minutes

II. CHAIRMAN'S COMMENTS

III. PUBLIC HEARINGS

- III.A Case 2023-07 JB Hunt (Major PUD Amendment)
- III.B Case 2026-02 Copper Ridge West

IV. ACTION ITEMS

- IV.A Grand Prairie Water Commission Intermediate Pump Station - 12550 Bell Road
- IV.B Final Plat of 225 Canal Street Consolidation

V. GENERAL DISCUSSION

VI. AUDIENCE PARTICIPATION

VII. ADJOURNMENT

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Approval of Minutes
DATE: May 6, 2026

**SUMMARY/BACKGROUND**

**ANALYSIS**

***Consistency with Village Policy***

**STAFF RECOMMENDATION**

**BOARD ACTION REQUESTED**

**ATTACHMENTS**
February 2026 Draft PZC Minutes
April 2026 Draft PZC Minutes

**Village of Lemont**
**Planning and Zoning Commission**
Regular Meeting of February 4, 2026

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, February 4, 2026, in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

## I. CALL TO ORDER

### A. Pledge of Allegiance

Chairman Pro Tem McGleam called the meeting to order at 6:30 p.m. He then led the Pledge of Allegiance.

### B. Verify Quorum

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

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

### C. Approval of Minutes

Commissioner O'Connor made a motion, seconded by Commissioner Shumrak to approve the minutes from the January 7, 2025, meeting with no changes. A roll call vote was taken:
*Ayes: O'Connor, Shumrak, Cunningham, Zolecki, McGleam*
*Nays: None*
*Motion passed*

## II. CHAIRMAN'S COMMENTS

Chairman Pro Tem McGleam stated that he is filling in for Chairman Studebaker this evening. He then asked for anyone who was planning on speaking this evening to please stand and raise his/her right hand. He then administered the oath.

## III. PUBLIC HEARINGS

### A. CASE 2025-19 – 1115 WARNER AVENUE VARIATIONS

Chairman Pro Tem McGleam called for a motion to open the public hearing.

Commissioner Cunningham made a motion, seconded by Commissioner Zolecki to open the public hearing for Case 2025-19. A roll call vote was taken:
*Ayes: Cunningham, Zolecki, O'Connor, Shumrak, McGleam*
*Nays: None*
*Motion passed*

Chairman Pro Tem McGleam requested that staff provide an overview.

**Staff Presentation**

Jamie Tate, Consulting Planner, said Lina Embroidery is represented by attorney Alexander Domanskis. They are the contract purchaser of the site and have applied for the variations related to a revised parking lot layout at 1115 Warner Avenue. The site is 0.3 acres with an existing building that is 5,000 square feet. The existing zoning is R-6 and is proposed to be rezoned to the B-1 Office Retail district. Lina Embroidery is an existing Lemont business that currently operates out of a leased space in the plaza that is just to the east of the subject property. They are looking to relocate to Warner Avenue to maintain their business in the Village of Lemont and also expand their business.

The property is currently owned by Lemont Township. It has operated as an office and community center over the years. Government offices are allowed in the R-6 zoning district, and in that R-6 zoning district they do not require any off-street parking. Different uses require different parking for the property. So informally over the years, they relied on on-street parking that can be found in front, down the street, and the adjacent plaza parking lot. While the adjacent plaza parking lot appears to be associated with the subject property, it is actually not their property. It is owned and maintained by the owner of the plaza that is just to the east. Everybody would use that parking, but it is technically not part of the property.

Mrs. Tate stated the Planning and Zoning Commission did review the proposed rezoning and the off-street parking variation. Per the code, based on the size of the building, they would be required to have 20 off-street parking spaces. Since there is no off-street parking on the private property, there was consideration to allow that business to locate in that building and operate without technical off-street parking. So at that meeting in September, the PZC recommended approval of the rezoning from R-6 to B-1 with the reduction of off-street parking, with the following conditions:

1. Any approval of that parking variation should be expressly tied to the proposed use, subject to review if future use generates a higher parking demand.
2. Secure a location to permanently park employees. Continue negotiations with plaza ownership or locate another surface parking lot in the vicinity to secure as much parking as possible.

The applicant has not been able to secure an agreement with the adjacent plaza. They have been exploring other options. Other considerations that were discussed at that meeting could be getting a contract or agreement with the plaza, or there is parking to the north with the multi-family. These did not come to fruition. There is an opportunity to have on-street parking that is behind the plaza, where there are no homes on that side. Following the PZC meeting, the applicant went to the Committee of the Whole (COW) in September and December. There was a desire to explore the opportunity for off-street parking on their actual property. The plan that was discussed at the COW is the plan in front of the Commission today. Due to the location and variations, it has to come back through this Commission.

Mrs. Tate said the eight parking stalls that they are proposing, are in the front yard between the building and Warner Avenue. The configuration places them straddling the front yard of the actual private property and the Village right-of-way, which would not be allowed in the UDO. Front yard setback regulations exist in the UDO to maintain a consistent streetscape, to allow pedestrian orientation, and to limit the visual dominance of parking along commercial corridors. The applicant has indicated that the business is low-intensity in nature. They have approximately six employees and limited customer interactions. A lot of their business is online through appointments. On the revised site plan, the internal pedestrian pathway is proposed to be behind the parking spaces rather than between the parking area and the building. The proposed pedestrian pathway does increase the possibility of vehicle and pedestrian conflicts. Sidewalk placement in front of the parking is generally intended to reinforce pedestrian safety and provide a more direct and visible entrance to the building.

There are several variations that would be required for this proposed plan. The first would be to allow the reduction in the required parking. It still requires 20 off-street parking stalls, and they are proposing to have eight stalls. There is a variation from the general landscape standards. The landscape code, when it comes to parking and parkways, states that there has to be a certain amount of trees and landscaping associated with those parking stalls and along a right-of-way. There would not be any location for any sort of landscaping with the proposed plan. In the commercial design guidelines, it states that for developments in this district, no more than 50% of the required off-street parking can be located between the front facade of the building and the primary abutting street. The parking that is being proposed is entirely in this area, so it would be a variance from the commercial design requirements. There are some engineering standards that are found in the UDO that have to do with curb and gutter, sidewalk width, and other improvements that would require variations because they are in the public right-of-way and on private property. It would be a variation from 17.26.

Mrs. Tate stated they did look at the standards for variations. The first standard is to verify that the proposal is in harmony with the general purpose and intent of the Unified Development Ordinance. The UDO is intended to promote health, safety, and welfare, to ensure adequate access and circulation, and to maintain neighborhood character. While the property historically operated without the onsite parking due to its governmental use, the current request proposes locating parking within the front yard and partially within the public right-of-way. The front yard setback and commercial design guidelines are intended to preserve a pedestrian-oriented-streetscape, and limit the visual prominence of parking that you find along public streets. Locating the parking between the building and Warner Avenue does raise consistency concerns with the objectives that you find in our UDO.

Second, is the plight of the owner is due to unique circumstances, and strict enforcement would result in practical difficulties. The property is an existing small lot, but it has been developed without onsite parking. Typically, these conditions are not found in the R-6 or B-1 zoning district. The practical difficulties cited by the applicant do relate to the physical constraints of the site and the inability to provide on-site parking without this encroachment that you find in the front yard and public right-of-way. Lastly, the variation will not alter the essential character of the locality and will not be a detriment to the adjacent property. Placing the parking in the front yard does increase vehicle-pedestrian conflicts. While the applicant has indicated that the proposed business is low intensity with limited employees, the long-term impact of the front yard parking does depend on future operations and any potential change that could come with the use ever leaving. Granting the requested variations may set a precedent for similar parking configurations with proximity to residential properties and may affect streetscape character and pedestrian comfort.

Mrs. Tate said the property was previously reviewed by the PZC with a positive recommendation to go to B-1, with that reduction of off-street parking. The current site request, with the parking that they are requesting in the front yard, does differ from the prior review. The revisions do introduce considerations related to street safe character, pedestrian orientation, and consistency with the UDO. If the Planning and Zoning Commission were to recommend approval and consider this new plan, it would move the hydrants in the front yard, the sidewalk, and removes all the green space as well. Staff has proposed several conditions as part of a recommendation.

It still keeps the same conditions that were proposed before. There is a condition to make sure that parking stalls, pavement, or site improvements get tied into a license agreement with the Village and the property owner, due to the fact that it straddles the public right-of-way and also private property. Expectations of repair and maintenance should be

included in that license agreement. There needs to be a clear pedestrian pathway from the proposed sidewalk to the front entrance. Parking spaces should be reviewed through the Village Engineer and the planning staff. Lastly, there should be some consideration given to relocating that pedestrian pathway. The pathway is not a safe way for pedestrians to travel. This would conclude staff's presentation.

Chairman Pro Tem McGleam asked if there were any questions for staff from the Commission.

Commissioner Shumrak asked why they are not seeing a plan for the sidewalk in front of the parking.

Mrs. Tate stated that through discussions at the COW, there were a lot of options shown. There was a sidewalk being shown going more towards the building. There was a lot of feedback and a lot of discussion at that meeting. This is the plan that came out of that discussion. When it goes to the Committee of the Whole, they have different standards that they look at. The Planning and Zoning Commission has a UDO that they have to consider.

Commissioner Shumrak said he would not allow his kids to ride their bikes that way.

Commissioner O'Connor asked who was responsible for moving the fire hydrants.

Mrs. Tate stated that it still needs to be negotiated through some sort of agreement. The applicant's attorney might be able to answer that question further.

Commissioner Cunningham asked if the Village Engineer had seen this plan or commented.

Mrs. Tate said he did go out to the site and tried to work to see what they could come up with. But it has not been engineered. It is a way to provide the on-site parking that may be needed.

Chairman Pro Tem McGleam stated it is a concept plan at this time. He asked if there were any further questions for staff from the Commission. None responded. He then asked the applicant to come up to give a presentation.

**Applicant Presentation**

Al Domanskis stated he was here on behalf of Lina Embroidery. This is truly a unique site, and he does not think it sets a precedent. He then introduced the people who were with him this evening. When they were here in September, he presented at that time, proceeding without any parking. There is plenty of parking on one side of the street behind the shopping center. This is a lot less intense of a use than the Township. At that time, he said they would come back in a year or two and see if it is working. It was approved, and it was stated that they need to make their best effort to come up with something for parking.

They had communicated with the shopping center. The shopping center came back with a proposal of $7,000 a year, with a 3% increase every year, with a ten-year max. They had asked if they could buy the parking right alongside where the parking is right now. They would not allow them to buy. They asked for an easement to be able to develop in the back and put parking in the back. Again, they would not allow it. The Township Supervisor has been working with the Village, Village Engineer, and Public Works. It was held up because the Village and the Township thought they would go on their own behalf to the shopping center to see if they could work something out. They were not able to do anything with the shopping center. The plans kept going back and forth, and at the last Committee of the Whole meeting, this plan was presented.

Mr. Domanskis said that due to the additional variation standards, they had to re-notice the public hearing. He did get one response from a neighbor, and he did not think any parking was required. They are okay with the Village's recommendation to accept this plan because they think the Village is going to require some sort of parking. They agree with the recommendations presented by staff.

Commissioner Zolecki stated, just for clarification, it was mentioned that in September, there was a discussion about the limited amount of off-street parking. The insinuation at that time was that something could be worked out with the shopping plaza, and that did not work out. So they did give their best efforts.

Mr. Domanskis said they did try. They went back multiple times, but they got turned down with absolutely everything.

Commissioner Zolecki stated he wanted to clarify that was the insinuation of the discussion about the best efforts and not necessarily recommending that they do what they are looking at today. This is a plan B that they arrived at which they are seeing today.

Mr. Domanskis said yes. When the contract was signed, the biggest issue was the parking. The Village and the Township both tried to intercede on their behalf, but the shopping center was not moving at all.

Commissioner Cunningham asked where the shopping center was allowing the parking with their proposal.

Mr. Domanskis showed on the overhead where the parking was located. They were limiting it to ten parking spaces for $7,000 a year, with a 3% increase each year, with a max of 10 years. Essentially, to him, it was extortion. That parking lot is not used at all.

Commissioner Zolecki stated that this plan is a significant cost with having to move the hydrants.

Mike Shackel, Lemont Township Supervisor, said in regard to the fire hydrant, he had talked with the Village and Public Works. Public Works did say they would move the fire hydrants. The sidewalk placement was a Village recommendation. Public Works thought that for snow removal, it would be better, and they would maximize the green space.

Commissioner Shumrak asked how many parking spaces they would be able to fit if they were parallel.

Mr. Domanskis stated three.

Chairman Pro Tem McGleam asked if there was any discussion about doing angle parking.

Mr. Domanskis said they did look at that. They also looked at putting a driveway in, but that would have meant less parking, and it would have ruined all the green space in the front.

Chairman Pro Tem McGleam asked if there were other places in Lemont where they had angled parking. He has seen it in other places, and where it was extended even into the right-of-way.

Mrs. Tate stated she has seen it in other communities, but she is not sure she has seen it here.

Chairman Pro Tem McGleam said he would like to see the existing sidewalk remain and do angle parking, even if it extends into the public right-of-way. Then you have a sidewalk in front of the cars, and where people can exit a car onto a sidewalk.

Mr. Shackel stated he was the one who met the Village Engineer out at the site. It was the Village's recommendation to park straight in as opposed to the angled parking.

Chairman Pro Tem McGleam said he thinks you have to have a sidewalk between the building and the stalls.

Mr. Shackel stated that putting another sidewalk on the front would be redundant in his opinion.

Chairman Pro Tem McGleam said if you have a sidewalk in front of the cars, you would not need one behind the cars.

Mrs. Tate stated there were a lot of different options. When they first showed the sidewalk, it was shown in front of the parking stalls and also behind. The redundancy was discussed as it does not make sense. They ended up deciding to put it behind. When the Board is considering these site plans, they do not necessarily know where the code standards are at that point, so they wanted feedback from this Commission and the public.

Commissioner Zolecki said, going back to his clarification from earlier about the meeting back in September, he appreciates all the talk and ideas. He feels they need to take a step back. They are talking about a business that has a very limited number of employees and even fewer customers coming in. There are on-street parking opportunities along the street, both directly in front and down the street. It was pointed out that they made their best efforts. You would hope that the adjacent property owner could be a little bit more amenable to 10 spaces that nobody is ever in for their business. Regardless, they do this all the time for businesses that have a very limited amount of use. They are going to go and put the burden of this cost on a business owner and destroy the fabric of the street. There is a laundry list of variations on how none of this meets the UDO. It would be destroying a portion of a residential area, dissecting pedestrian traffic along that way, and putting a sidewalk behind cars backing up. He asked why they needed any off-street parking for this business.

Chairman Pro Tem McGleam stated he agrees.

Mr. Domanskis said the problem is that they do more than is required because they have these UDO standards. They are willing to say that it is limited to this business. If there is

a problem, then they could come back. He would love it if they did not have to put in any parking, because it would save everyone money, and he does not believe it is necessary. The plan could be approved, and if they need it a year or two from now they do not have to come back for another hearing. This has been their second hearing since September. He is trying to get a place for his client to move into so they can expand their business.

Chairman Pro Tem McGleam said if you look down the east side of Warner which has the parking lot, nobody is going to park there. From a zoning standpoint, this plan is only netting five additional spaces.

Mr. Domanskis stated his client is currently so packed in at their current location. They would like to proceed one way or another because it has been five months now.

Chairman Pro Tem McGleam said they should hear from the neighbors if they are thinking of relying on the on-street parking. He asked if there was anyone in the audience who would like to speak in regard to this public hearing.

**Public Comment**

David Walwark stated he is a resident of Warner Avenue. He wants a business like Lina's to be next to their house. When he received the picture of the plan in the mail, he went and talked to the rest of his neighbors. He was able to talk to 16 households, including himself. He and his wife do not agree with the proposed parking lot. They walk this path to Pete's all the time. There is a lot of parking to the south because there are no houses there. Nobody parks along there. There is already a huge parking lot across the street from their house, and they do not want another one.

He asked his neighbors to sign a petition saying, "The Village of Lemont should provide a variance for zero parking spots at the old Township location." He then read all the names of everyone who signed it. They do not want the parking lot to be there, but they welcome Lina's to the area. There is so much parking here already. He did clarify with the neighbors that they understand people would be parking on the street, and they were all in agreement that it would be better than another parking lot. Everyone in the area has driveways and garages. Even the townhomes have parking in the back. It is not like they are lacking places to park. He told his neighbors that he would represent them this evening. They do not think there should be a parking lot here, but they think Lina's should be in that property.

Commissioner Shumrak said it is nice to hear that the neighbors are in support of this.

Daniel Flores stated he did not come to the meeting for this hearing, but he would like to give his opinion. He feels the neighbor who spoke is right. He has a small business, and he has been having some issues with code ordinances that do not make sense to him. He agrees that having a sidewalk go behind cars does not make sense. He thinks it could be an engineering flaw, and they should look at getting a better engineer who could provide different solutions. Apparently, at his home, there are ordinances that, according to Lemont, he is violating. He went to the city hall and asked prior to doing things. He was told he could do them, and now, all of a sudden, he is getting fines. What he is trying to say is that he feels that there should be more awareness about these ordinances.

Commissioner Zolecki asked if the applicant would fully support removing any off-site parking requirements.

Mr. Domanskis said absolutely, he does not think it is necessary. They just want the opportunity to see what happens. They are more than happy to look at the parking a year or two from now.

Chairman Pro Tem McGleam asked if there were any further comments or questions regarding 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 Cunningham to close the public hearing for Case #2025-19. A roll call vote was taken:
*Ayes: O'Connor, Cunningham, Shumrak, Zolecki, McGleam*
*Nays: None*
*Motion passed*

**Plan Commission Discussion**

Chairman Pro Tem McGleam said his concern is that there is an obvious expectation outside of the Commission that there be off-street parking provided. They had two Committee of the Whole meetings, and this is what they got back.

Commissioner Zolecki stated they also tasked them to do their best effort in trying to provide off-street parking.

Chairman Pro Tem McGleam said he is very comfortable with a recommendation that there be a variance for off-street parking.

Commissioner Zolecki stated they could put handicap parking in front of their business and have a depressed curb and a sign stating handicap parking.

Chairman Pro Tem McGleam said the responses from the neighbors were very compelling.

Commissioner Zolecki stated they were tasked with reviewing it and seeing if it aligns, and meets the UDO standards, and it does not align.

Chairman Pro Tem McGleam asked if there were any further comments. None responded. He then called for a motion for a recommendation.

**Plan Commission Recommendation**

Commissioner Zolecki made a motion, seconded by Commissioner O'Connor to recommend to the Mayor and Board of Trustees approval of Case #2025-19 – 1115 Warner Variation with the following condition:

1. The variation for off-street parking will be reduced to zero instead of 20.
2. Staff and the applicant will work together to satisfy any ADA parking requirements on the street with appropriate signage as deemed necessary.

A roll call vote was taken:
*Ayes: Zolecki, O'Connor, Cunningham, Shumrak, McGleam*
*Nays: None*
*Motion passed*

Commissioner Cunningham made a motion, seconded by Commissioner Shumrak to authorize the Chairman to approve the Findings of Fact for Case 2025-19 as prepared by staff. A roll call vote was taken:
*Ayes: Cunningham, Shumrak, O'Connor, Zolecki, McGleam*
*Nays: None*
*Motion passed*

## IV. ACTION ITEMS

None

## V. GENERAL DISCUSSION

None

## VI. AUDIENCE PARTICIPATION

Daniel Flores said, as he stated earlier, there are certain things he does not agree with regarding ordinances. He moved from the city because he wanted to live in a small Village. He is trying his best to fix up his house. He keeps getting fines for things that he does not understand. He understands that they have ordinances because they want to keep the houses looking nice. The past two years for him and his business have been horrible, and he is doing his best. He had to go to the police station to report the code enforcement officer for the way he threatened him and for his aggressive manner. All he did was ask him for his suggestion or knowledge on how to fix the issue. He was not able to provide an answer.

He tried to go to the Village and address the issue before it got bigger. He feels that it escalated things and made it worse instead of trying to fix it. It is the middle of winter, and some of the things he is not able to fix are due to the weather conditions. He cannot go on his roof at this time. He is not trying to fight the ordinances and understands that there needs to be regulations. He is trying to make sense of certain things because certain things from a common-sense perspective are not making sense to him. He has gone to the Committee of the Whole meetings and feels he was not treated appropriately. He left the big city for those reasons.

Mr. Flores stated another issue he has is the trees in front of the street that need maintenance, and nobody does anything about them. He understands that the trees are his responsibility, but if he cuts them down, then he gets fined. He currently has no water. There is a boot-looking box thing on his water valve, and to him, that is extortion and intimidation. He is still getting charged every month, but he has no water. The last time he was at a COW meeting, there was someone asking for TIF money for building a warehouse. This does not make sense to him. Some residents do not have water due to a hardship, yet there are companies asking for free handouts. These are just his opinions.

## VII. ADJOURNMENT

Chairman Pro Tem McGleam called for a motion to adjourn the meeting.

Commissioner Shumrak made a motion, seconded by Commissioner Zolecki to adjourn the meeting. A voice vote was taken:
*Ayes: All*
*Nays: None*
*Motion passed*

*Minutes prepared by Peggy Billig*

**Village of Lemont**
**Planning and Zoning Commission**
Regular Meeting of April 8, 2026

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, April 8, 2026, in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

## I. CALL TO ORDER

### A. Pledge of Allegiance

Chairman Studebaker called the meeting to order at 6:31 p.m. He then led the Pledge of Allegiance.

### B. Verify Quorum

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

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

## II. CHAIRMAN'S COMMENTS

Chairman Studebaker greeted the audience and asked anyone who was planning on speaking this evening to please stand and raise his/her right hand. He then administered the oath.

## III. PUBLIC HEARINGS

### A. CASE 2026-01 – 1010 STATE STREET REZONING AND PLANNED UNIT DEVELOPMENT

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

Commissioner O'Connor made a motion, seconded by Commissioner McGleam to open the public hearing for Case 2026-01. A roll call vote was taken:
*Ayes: O'Connor, McGleam, Cunningham, Shumrak, Zolecki, Studebaker*
*Nays: None*
*Motion passed*

Chairman Studebaker asked staff to provide an overview.

**Staff Presentation**

Jamie Tate, Consulting Planner, said the applicant, SB Real Estate Management, Inc., is requesting approval of rezoning from the Villages R-4A Infill & Preservation Single-Family Residential district to R-6, which is the Village's Multi-Family Residential district. They are also requesting approval of a Preliminary Planned Unit Development and a Preliminary Plat of Subdivision. It would allow the redevelopment of the property into a 16-unit multi-family development. The proposal consists of two eight-unit multi-family residential buildings with associated parking areas, a shared garage structure, internal circulation, landscaping, and other site improvements. The development is proposed at a density of 16 units per acre. The Plat of Subdivision would take the four parcels that exist now, and combine them into two separate lots, and each of the multi-family buildings will be on one of the zoning lots. The proposed buildings do meet the R-6 lot and dimensional standards. They are requesting a PUD because of the garage structure.

The property consists of several residential parcels, which were historically developed with single-family homes that have been demolished over time. There is one existing residence that is on the property today. The surrounding area includes a mix of single-family and multi-family residential uses. There are existing multi-family developments to the north and east. Along State Street, there are commercial zoning and non-commercial land uses that can be found. The applicant did present a concept plan to Village staff in May of 2025 through the Technical Review Committee. At that time, they did not have the shared garage structure. When they went through the concept plan, they were not going to even have a PUD. It was just going to be rezoned and meet all the underlying R-6 requirements. Now, with the garage structure, it triggered a different process because the code does not accommodate such a large garage structure.

Mrs. Tate stated the Future Land Use in the Comprehensive Plan has this as Infill Residential. Infill Residential in the plan applies to existing residential neighborhoods. It states that redevelopment is expected to be limited, generally consisting of new construction on vacant lots or redevelopment of older home sites without a significant increase in overall dwelling units. The Comprehensive Plan also emphasizes that redevelopment should be consistent with the established character of the surrounding neighborhoods. The proposal includes two eight-unit buildings, and each unit has two bedrooms. It does represent an increase in density, so it is not fully aligned with the Future Land Use of the Comprehensive Plan. It does increase the number of dwelling units that were expected in that district.

However, a Comprehensive Plan should be considered in its entirety, including broader housing goals that you find throughout the plan. It also states that continued population growth is desirable for Lemont's economic prosperity. A cohesive mix of housing types enhances social and economic vitality. The plan also encourages the Village to consider infill redevelopment at slightly higher densities when it is appropriate. The property is uniquely situated at an intersection of differentiating residential intensities with surrounding multi-family to the north and east. There are medium-density residential uses to the west. The property functions as a transitional area rather than a typical interior infill residential lot, especially with the State Street frontage. Again, taking a look at the Comprehensive Plan in a broader view, it does support housing diversity, population growth, and a balanced mix of residential uses.

Mrs. Tate said they also look at the rezoning analysis. The property is located within a mixed-use area in a mixed-density area along State Street. The surrounding pattern includes multi-family, commercial, and lower-density R-4A to the west. There is a cemetery to the south, which does reduce potential residential compatibility problems, such as noise and traffic or other impacts. The rezoning to R-6 represents an extension of the existing zoning in that area. Rather than introducing any sort of new land use, it sticks with the residential character that is already established in this area. Additionally, it is a transition point between higher intensity uses on State Street and lower density residential neighborhoods that you find to the west.

Staff will also take a look at the LaSalle standards whenever they are evaluating rezoning cases in the Village. The first factor takes a look at the compatibility of the existing uses. She already discussed the mix of existing uses. The second is the extent to which property values are diminished by the existing zoning restrictions. It is currently zoned R-4A, which does allow for detached single-family homes, which is a lower-density use. For the proposed lot sizes, you could have about eight units of detached single-family homes versus what they are requesting. For the third standard, the gain to the public in comparison to the hardship is that the proposed redevelopment would allow for the use of an underutilized site. The lot has been vacant for some time. It would contribute additional housing units to the Village, which is suitable for the subject property, for the purposes for which it is currently zoned.

Mrs. Tate stated that due to the size and configuration of the parcels, the property may not be ideally suited for redevelopment into detached single-family homes. It has limited access along Pfeiffer and direct access to State, which would introduce more conflicts with vehicular access. Given the restraints, the redevelopment of the property under a unified site plan might be more practical and appropriate versus than a detached single-family home. The property has not experienced much change over time. Lastly, the

Comprehensive Plan designates this property as infill, which emphasizes compatibility with the existing neighborhoods, but proposes rezoning in appropriate locations.

As far as traffic and circulation, they are proposing to access the property entirely from Pfeiffer Avenue. The proposed development includes internal circulation and parking areas that are designed to serve the residential development. There are a total of 32 parking stalls that are proposed. There are 16 stalls that are exterior and 16 stalls inside the garage space. The minimum required parking for multi-family in the Village is 1.5 parking spaces per unit. They are proposing to be parked greater than two parking spaces per unit. Fences, along with landscaping, are proposed on the perimeter of the property that would be along the west side of the property line. That will hopefully help with shielding vehicular headlights, and reduce any noise, and provide a buffer to the existing single-family homes.

Mrs. Tate said the proposed development consists of two multi-family buildings that are two stories in height. They are designed with a residential architectural character that reflects traditional building forms. It incorporates a combination of high-quality exterior materials, including face brick, limestone accents, cement board siding, and architectural shingles. They are showing first-floor patios and also second-floor balconies, providing private outdoor space for the tenants. The buildings feature pitched multi-gable roof lines, symmetrical window patterns, and reinforce the traditional residential aesthetic. There is a central entrance feature with enhanced detailing that serves as a focal point along the primary elevation facing State Street.

Planned Unit Developments within the code allow for flexibility from traditional standard zoning requirements. It also states that while adherence to the Comprehensive Plan is not mandatory, PUDs should remain in substantial compliance with overall land use policies and development objectives. The proposal is meeting all the R-6 requirements. The UDO, however, does not contemplate a large shared garage structure, which triggered the PUD process. The code states that one detached garage should be allowed per zoning lot in residential districts, and it cannot be greater than 660 square feet. So, for multi-family development, they do not have anything that allows for the longer shared garage that you find with the development.

Mrs. Tate stated they are requesting the garage to be a total of 2,260 square feet, so that would be a deviation in the code. The PUD section requires 10% of the site to be open space. The site plan that was provided by the applicant states 42% green space, but they are very specific in the UDO as to what qualifies for open space, so there needs to be some clarification. Lastly, they have not submitted a tree preservation plan or tree survey. These are all requirements of the PUD. The applicant has stated that there are

two existing trees on the property. They do show them on the engineering plans that they provided, but did not do an actual survey to say the condition or the size. According to the landscape plan, neither of the trees is proposed to be saved.

As far as the open space, the code does require 10% of open space. There are qualifiers that are stated in the code. It cannot be landscape strips, parking islands, or other non-functional green spaces. It is looking for more usable open space. In the UDO, there is a section that states you are allowed to reduce the amount of open space if you provide something that is usable. They have amended the code to state that if you know there is a dedicated open space next to the property, then you can have a reduction. If you are within a certain distance of a park, then you can have a reduction in open space. Or if you have passive or active recreational facilities such as pathways, benches, gazebos, or other creative approaches, then there is a reduction. She feels there is an opportunity to provide something that would help enhance the property. The concept plan that came through first did not have the parking that was between the two buildings, which provided more green space.

Mrs. Tate said that as far as the process, they did come through again for concept plan review on May 6, 2025. At that time, they were provided with comments from planning and then also from engineering. There is nothing with stormwater for this property submitted at this time. It would have to be something that is reviewed at final. The lot is under an acre, which she believes is what triggers the review. Lastly, as far as the fire comments, they stated that sprinklers need to be installed, and the dead-end fire apparatus road in excess of 150 feet in length shall be provided with an approved area for turnaround for fire apparatus.

In conclusion, the rezoning from R-6, while not consistent with the Comprehensive Plan, it does take into account other goals that you do find within the plan. The proposed development introduces a multi-family housing type that is not fully aligned with that designation. However, the surrounding land use pattern does have existing multi-family to the north and east, as well as non-residential uses along the State Street corridor. Rezoning could be appropriate given the site's configuration, size, and location. The requested PUD is driven primarily by the inclusion of the shared garage. While the design complies with the R-6 standards, the PUD process provides a framework to evaluate this unique site configuration, ensuring compatibility with the existing properties and surrounding land uses.

Mrs. Tate stated that key considerations regarding the functionality and quality of the open space should be determined. The addition of the garage should outweigh or work together with the open space that is triggered by the PUD process. The PZC should

determine whether or not this proposed development, with any appropriate conditions, represents that reasonable balance between the Comprehensive Plan and the development pattern that you find in the area. Based upon the review, staff provided several conditions if there is a recommendation for approval. She then read through those conditions which were provided in staff's report. One additional condition that was not listed would be to install a sidewalk along Pfeiffer. This would conclude staff's presentation.

Chairman Studebaker asked if there were any questions from the Commission for staff.

Commissioner McGleam asked what the setback requirement is for the garages from the west property line.

Mrs. Tate said garages are three feet from the property line. This one is a little unique because it is just outside of what a typical garage is. It does meet the setback requirement. They are showing fencing and landscaping. There are fences there already, so she does not know how that looks as far as setback, where the fence is setback from existing fences. The applicant can speak more on this.

Commissioner O'Connor asked if there were any requirements for the materials for the garage.

Mrs. Tate stated that they do not have any design standards when it comes to the garage.

Commissioner McGleam said he feels they should set design standards for this.

Commissioner Zolecki stated that it was mentioned that the original plan at the TRC meeting did not have the garage or the actual parking. He asked if TRC had seen these new plans.

Mrs. Tate said she rerouted them to engineering and the Fire Department. The Fire Department gave an update, but it was the same as before. Engineering was the same as well.

Commissioner Zolecki stated it is on the applicant to outline the open space requirement. It seems like there might be some misunderstanding about what that requirement actually is. The original plan, as was mentioned, seemed to perhaps meet that as defined by the UDO.

Mrs. Tate said it did meet it, and it did not have to meet it. When the original plan came through, it was not going to be a PUD.

Commissioner Zolecki stated it is on the applicant, but it seems difficult to see how the new plan could be met.

Mrs. Tate said the previous plan had the same number of parking stalls, but it was all surface. The applicant can explain why they decided to add the garage after.

Commissioner Zolecki stated it is very odd to submit a pretty major variation of the garages with zero information other than the concept site plan.

Commissioner Shumrak asked if this would be a rental or if they are for sale.

Mrs. Tate said they will be rentals.

Commissioner Cunningham asked if the garages are going to be part of the lease agreement for the units.

Mrs. Tate stated she does not have that information.

Commissioner O'Connor asked if the issue with the open space was that they do not know what percentage they have.

Mrs. Tate said that on the site plan, it states 42% green space. She is assuming that it is everything green or no pavement. The UDO is very specific about what can be considered open space. When she looks at it, she does not think it would necessarily meet 10%. There is an opportunity with the space between the two buildings to have some sort of amenity or have something that could further that percentage.

Chairman Studebaker asked if there had been a discussion about putting a stoplight on Pfeiffer.

Mrs. Tate stated she has not heard anything.

Commissioner Cunningham asked how many handicap parking spaces are needed.

Mrs. Tate said it is all regulated by the State, and she believes there is one stall for every 25 parking spaces.

Commissioner Cunningham stated there is a lot of conflicting information on the plans.

Chairman Studebaker asked if there were any further questions for staff from the Commission. None responded. He then asked the applicant to provide a presentation.

**Applicant Presentation**

Simon Batistich, architect on the project, said there was a redesign between the TRC and when they came in to submit. One was the addition of the garages, which is supposed to shield the parking from the neighbors to the west. The reason for the parking between the two buildings was out of the TRC meeting, the Fire Department and police both requested a turnaround. They had the engineer work on it so they could turn a fire truck around. As far as the number of handicap parking spaces, they would need two for the site.

As far as the open space, they would be happy to work with staff to do any of the amenities. There is a lot of green space on the property. As far as a sidewalk on Pfeiffer, they showed it closer to the building. Once you hit the west property line, there is no sidewalk, so they kept it close to the building. They are happy to work with staff to move it closer to Pfeiffer. The other question is about the two trees on the site. They are shown in the engineering. The large tree is in the southwest corner, right by the garage. It is an oak tree that is about 30 inches. There is a chance that it could be saved. They will have a tree survey done if requested. The only other tree on the property is an elm that is in front of the house. That one could be maintained.

Mr. Batistich stated that for the architecture of the garages, the intent is to match both buildings. As you can see from the landscape plan, even the trash enclosure is designed the same way. It all has the same masonry and detailing. They would have the same pitched roof on the garages and masonry around it on all four sides. This would conclude his presentation, and he is happy to answer any questions.

Chairman Studebaker asked if he would have stone, brick, and then hardy plank on the garage.

Mr. Batistich said he thinks that is too much on the garage. They intend to put some stone on the front between the garage doors up to a certain height. Then run up the brick the rest of the way. On the west side, which no one really sees, it would all be a solid masonry. As far as the setback on the garages, there was no reason to move the garage too close because nobody could maintain the landscaping. They thought it was important

to keep that landscape buffer all along the west property line. That is why they have eight and a half feet from the back of the garage to the property line.

Commissioner McGleam asked what material would be on the trash enclosure.

Mr. Batistich stated it is solid masonry brick to match the building.

Commissioner Zolecki said he understands the setback on the garage is eight and a half feet because of the landscaping. You can appreciate that it is being used to block the parking. For the residents to the west, that is a long mass of solid wall. That is one-half times the length of the building. He asked if there was any consideration to increasing the setback to more like 10 or 15 feet.

Mr. Batistich stated it would be difficult with the site plan itself, because of the east to west dimensions. They are trying to maintain the R-6 zoning. The garage, even though it is a long wall and there is no an offset, there is an offset vertically every few garages. It steps down a foot because the grade drops as you go.

Commissioner Zolecki said they would not know that because they cannot determine roof height from grading. He asked if they could break the mass up with three garages and open space in between.

Mr. Batistich stated they are open to that.

Commissioner McGleam asked who would guide that with the architect to come up with some agreement on the design.

Mrs. Tate said it would be her.

Commissioner McGleam stated they do not know the height of the soffit, the height of the ridge, or how high it is above the fence.

Commissioner Zolecki asked if they believe they could meet the 10% open space as defined by UDO.

Mr. Batistich said yes, and they are happy to work with staff on amenities added to the property. He is willing to split the garages into separate masses.

Commissioner Cunningham confirmed that there are 16 stalls for the garage.

Mr. Batistich agreed that there are 16 stalls.

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

**Public Comment**

Kevin Barron stated he has a very serious safety concern over this intersection and adding more parking. The school buses are having difficulty trying to get through on Pfeiffer because of all the cars parked all the way to the intersection, which they are not allowed to do. The buses have to wave cars through. He did an inventory of what he assumes is the Lemont Fire Department's fire truck. The length of a fire truck is about the same length as a 36 to 40-foot school bus. If they are going to take other creative approaches to this property, then they should consider limiting this to a 12-unit property. The southwest corner of that should be made a public lot where they could provide permit parking and collect revenue like they do when they ticket people on that property already.

There are already an extremely high number of people who do not obey stop signs in that intersection and block the residential parking because of the State Street Apartments. Within ten minutes this evening, he had videotaped 14 cars going through that intersection from every direction. Twelve of them did not stop at that intersection with a completely unobstructed view. He does not understand how they can fit another 16 units in here, even with the level of parking that they have. The apartment parking feeds onto Pfeiffer, along his house, and on Singer. He is not able to invite people to his house because there is no parking in front of his house at any time. If the Village is eager to make a profit off of tickets and citations, then they need to come out when it is 4/20 because all the apartments will have a lot of people parking there for 10 to 15 minutes to pick up drugs. It is what happened last year and the year before.

Mr. Barron said four families have moved into the neighborhood within three houses of him in each direction within the last five years that have kids. The kids in the area are playing in the street because it is a dead end that does not normally have traffic. People are rolling through these intersections, obnoxiously, constantly throughout the day. He does not understand the thought process behind a 16-unit building this close to this property already. They already struggle with parking as it is, and this will not make it any better.

Alexander Munson stated he is here to formally express his opposition to the proposed rezoning. As a resident of Warner Avenue and the parent of three young children, he has

serious concerns about the safety, traffic, and infrastructure impacts this proposal would have on the neighborhood. Pfeiffer Street already experiences significant congestion due to heavy street parking associated with the existing apartments on the opposite side of the street. Parking frequently extends down to Warner Avenue, with vehicles parked on both sides. Traffic is effectively reduced to a single lane between Singer and Warner. This creates unsafe conditions, particularly as drivers often speed through or fail to fully stop at the intersection of Pfeiffer and Warner. This is an ongoing safety hazard, and increasing residential density will only exacerbate these dangerous conditions.

He is also concerned about the broader impact on community resources. The Lemont school district is already operating at near capacity. For example, current third grade class sizes are around 24 students. Adding a significant number of new residential units will likely increase the enrollment pressure on an already strained system. Beyond these concerns, he believes Lemont would benefit more from increased commercial and business development rather than additional high-density housing. Expanding diverse business fronts would better support the community's long-term economic and social needs.

Mr. Munson said, given these concerns, he respectfully requests that the Commission provide clarification on the following two points. First, what measures would be taken to mitigate increased traffic, particularly along Pfeiffer Street and at the intersection of Warner Avenue? Second, has an impact study been conducted regarding traffic and school capacity? If so, can these findings be shared?

Alyssa Franz stated she is a resident of Singer Avenue. She is here tonight to express her concerns regarding the proposed rezoning of the open lots at the corner of State and Pfeiffer Streets. As a resident living within 250 feet of the proposed changes, she is deeply invested in the future development of this location. As an active member of the community, she is also invested in Lemont as a whole. She believes the rezoning could have major lasting impacts on the town. She would like to focus on two primary concerns tonight, traffic and safety, and the impact of the neighborhood volume. The current multi-unit apartments at State and Pfeiffer do not provide sufficient parking for residents, resulting in vehicles crowding along Singer and Pfeiffer daily.

Many drivers do not obey the parking laws, such as maintaining a minimum of 30 feet from a stop sign to allow approaching cars to pass through the intersection safely. Additionally, the stop sign is frequently ignored throughout the day, as she can see on her cameras all day long. When she is walking her kids to the park or taking her dog for a walk, she must take extra safety precautions to make sure that they are seen around the cars that are parked all the way up to the stop sign. Adding additional units will

inevitably increase traffic and heightened safety risks for the residents. While she understands that the plan includes some parking, she is concerned that it will not be sufficient for guests, multiple residents in one unit, or for those who may not get a garage spot.

Mrs. Franz said many community members have voiced concerns that the Lemont school district cannot accommodate additional students until a solid and timely solution is implemented. Schools in the district have already converted libraries into classrooms. With development projects already approved but not yet completed, there is going to be an influx of new families and children that they will not be able to accommodate. While she appreciates and understands the value in having rental unit options, she does not feel Lemont is in a position to continue growing at its current rates until the schools and other resources have made planning progress.

She suggests increased enforcement of parking regulations in the area, a potential traffic study, or a pause on rezoning until school capacity issues are addressed. She urges the Commission to ensure that residents' voices are heard and considered in the decision-making process. Transparent communication and public engagement are essential, and she hopes that they will keep them involved in these conversations as they continue. She acknowledges the Commission's efforts in this meeting tonight and would like to make it known that she is willing to collaborate as a member of the community moving forward.

Frank Roy stated that everyone has already addressed all the traffic concerns and the parking situation. They will be losing two spots for handicap and two buffer spots, so they are losing four spots out of the 32 already. Now you put 10 people in the garage who do not use it to park, but instead use it for storage. Now there will be 20 more cars parking on the streets. They will be eliminating four spots on Pfeiffer with the driveway entrance. All this will do is put more and more traffic on the side streets. A plow truck or fire truck cannot go down the street. He has had the police at his house multiple times for people blocking his driveway. He had someone park there at 11:00 p.m. on Saturday, and it was still there at 7:00 p.m. on Sunday. He was stuck in his driveway all day on Sunday. They tried to contact the person multiple times, and there was no response. They could only write one ticket for the 24 hours.

He is concerned about the stormwater and where the volume of water is going to go. He asked if the storm drains on Pfeiffer can handle it. They already have issues with flooding downtown, and now they are going to add all this water. There are multiple issues that he does not see being addressed here with this small area of property. If this gets approved, how are they going to handle the construction traffic for the site? There is not enough parking on that site for the machinery and the men to work. It is a big

concern, and the number of kids on that street is insane. He has been almost hit like nine times at that intersection trying to back out of his driveway. A snowplow truck had to turn around because it could not fit through the intersection. There is a huge parking issue that has not been discussed, and now this will add to it.

John Kaczamarczyk said he lives on Singer Avenue, and his backyard would be behind those garages. He is happy that they are going to do something with the land, but the water issue is insane. He has been flooded out for the last 30 years because of the grade and where all the water goes. What the other residents have stated about the stop sign has been going on forever. The stop sign might as well not even exist. Kids are playing in the street, and they just blow right through it. They call the cops, but nothing happens. He asked how much light the landscaping is going to get behind the garage and who will be taking care of it. Or is there going to be lighting behind the garages? If not, that will be a great place for bad stuff to happen. They are opening themselves up to a huge issue. They are also bringing in apartment people who do not own homes.

He stated they should bring the garages back, make that concrete, and fence it off. However, they need to figure out what to do with the water. The water cannot go up to State Street because water does not go uphill. It will be pumped out to Pfeiffer and down the street. As far as looking at the garages, it is better than looking at the rat house and the falling-down tree. To him, it is an improvement, but what they are saying about the parking is true. There are cars all the way up to the stop sign from the apartments. In the winter, it is way worse.

Mario Molo said he wanted to echo what his neighbors have been saying about the parking. He would suggest that they look at the parking conditions there on Pfeiffer and Singer. If they were to restrict any parking on Pfeiffer and make it a no-parking zone, that would be more understandable because you cannot get through. The cars park all the way to the stop signs. He has witnessed too many times where cars just roll past those stop signs. In addition, someone else mentioned, and he thinks it is a good idea that parking on Singer Avenue be for residents on Singer Avenue. There is an overlay of parking, which appears not from Singer Avenue residents. He thinks that would alleviate a lot of the parking concerns. Finally, as everyone is aware, when traffic backs up on State Street, people use Singer Avenue as a bypass. They need to address the traffic concerns before adding 16 units and all that additional traffic.

Rick Sniegowski stated he had lived on Pfeiffer previously for many years. He thought it would be remiss not to make a comment about the evolution of that particular area. He likes the development and everything about it, except where it is going. They are trying to put 10 pounds of stuff in a five-pound pail right there. They did a great job with how

they have configured the site, and he thinks it would be great somewhere else in town. He understands all the situations with the parking in that area. Unfortunately, for the person who owns this property, this is what was built around that property. As a Plan Commission, they would be remiss not to take a look at the surrounding area and the effects on it. He is not sure where all those cars come from. He is not sure if some of the homes on the south end of Singer are now apartment units, also. He just has a problem with the density that they are trying to do there because of the traffic. He asked if the garage spaces are going to be big enough to get a car in and out with enough space. He understands that it might meet the standards, but it may not meet reality.

Kevin Barron asked when Copper Ridge was developed, and how it was measured that the fire truck was able to go up the ramp to get into that subdivision.

Commissioner Zolecki said the Fire Department calculates that.

Mr. Barron stated he understands from other neighbors who live in that area they had a hard time getting a truck from Timberline up Copper Ridge's hill. If that is that big of a difficulty, he is concerned about them being able to get to his house with the cars that are parked on the street. They have not had enough police enforcement on this despite multiple neighbors reporting the issues. They need to have at least 30 feet painted on those curbs showing that it is not a spot where they are to park. They need to have more than just a flashing light or a stop sign at this intersection because he already saw someone get killed in his intersection, and he does not want to see it happen again.

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

Commissioner Shumrak made a motion, seconded by Commissioner Cunningham to close the public hearing for Case 2026-01. A roll call vote was taken:
*Ayes: Shumrak, Cunningham, McGleam, O'Connor, Zolecki, Studebaker*
*Nays: None*
*Motion passed*

**Plan Commission Discussion**

Commissioner Zolecki said this is an incomplete submittal. This is a PUD, and there is no traffic impact study submitted or a waiver. There was talk about shielding the vehicle headlights with a fence, but there is no information on the fence. They already talked through the lack of information about the garage. There was a very good point brought

up by a resident, that the long mask of a garage is a safety concern. He knows there is a request for photometrics, but again, they are asking for variations that kind of impact the design. He feels these are all things that they should see to have a proper discussion and vote. His second point is that he fully supports the concern over density and the lack of any kind of participation and validation through a traffic impact study.

Chairman Studebaker asked if anybody from the school district had provided comments.

Mrs. Tate stated the school districts have all been invited to all of the residential concept plans for a while now. They are in the process of doing a lot of planning, so they are not supporting any sort of additional dwelling units.

Commissioner Shumrak confirmed that eight residential units could be done by right.

Mrs. Tate said yes.

Commissioner Shumrak stated that, in theory, there could be more kids.

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**

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to recommend to the Mayor and Board of Trustees approval of Case 2026-01 - 1010 State Street with the following conditions:

1. The development shall comply with all applicable provisions of the Lemont Unified Development Ordinance, except as modified through the approved PUD.
2. The proposal will meet all expectations and requirements of Section 17.20 (Landscaping), including foundation and perimeter landscaping.
3. Open space areas shall be clearly identified and revised, as necessary, to demonstrate compliance with Section 17.08.030, including usability, accessibility, and connectivity between open space areas.
4. Submission and approval of a Tree Preservation Plan if the existing trees on the property are deemed quality and should be preserved.
5. The shared garage structure shall be subject to additional review and approval, including building elevations, materials, number and placement of doors, and overall design to ensure compatibility with the residential character of the development.

6. A photometric plan shall be submitted demonstrating compliance with Village lighting standards, with particular attention to minimizing impacts on adjacent residential properties.
7. All comments from Village staff, Village consultants, the Lemont Fire Protection District, and other reviewing agencies shall be addressed prior to issuance of permits.
8. Any additional conditions deemed appropriate following public hearing testimony.
9. Provide a public sidewalk along Pfeiffer.

A roll call vote was taken:
*Ayes: Cunningham, Studebaker*
*Nays: McGleam, Zolecki, O'Connor, Shumrak*
*Motion denied*

Commissioner McGleam made a motion, seconded by Commissioner Cunningham to authorize the Chairman to approve the Findings of Fact for Case #2026-01 as prepared by staff. A roll call vote was taken:
*Ayes: McGleam, Cunningham, O'Connor, Shumrak, Zolecki, Studebaker*
*Nays: None*
*Motion passed*

**B. CASE 2026-04 – DERBY ROAD REZONING**

Chairman Studebaker called for a motion to open Case 2026-04.

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to open the public hearing for Case #2026-04. A roll call vote was taken:
*Ayes: McGleam, Zolecki, Cunningham, O'Connor, Shumrak, Studebaker*
*Nays: None*
*Motion passed*

**Staff Presentation**

Jamie Tate, Consulting Planner, said the Village of Lemont is requesting rezoning of approximately 4.15 acres located at 12421 South Archer Avenue and 12490 Derby Road. The property is currently zoned R-1 Single-Family Residential, and they are requesting to rezone it to an Institutional district. The property is owned by the Village, and it was annexed in 2021 with a default R-1 designation. It was a classification that was appropriate at the time. Government facilities are allowed in R-1, but with the long-term strategy of the property and the construction that is happening, the Institutional district is a more appropriate zoning.

Since it has been annexed, the property has been developed with different municipal structures and infrastructure, including a water tower and a salt storage structure. It is

actively being used to support Public Works and utility operations. Additional improvements are planned for the site as well. The proposed rezoning will align the zoning of the property with its existing planned municipal use. It will also support essential services such as road maintenance, snow removal, and infrastructure operations.

Mrs. Tate stated that the proposed Institutional district is intended to accommodate civic uses, governmental uses, and public service uses. In the zoning code, it is what is appropriate for what the property is going to be used for. Existing and planned use of the property has been a municipal Public Works facility, and it is consistent with the intentions of that district. So rezoning will align the classification with the established use. The Future Land Use in the Comprehensive Plan does have it as Neighborhood Retail. The Comprehensive Plan and the Future Land Use generally do not support civic and governmental uses and public service uses. There is a lot of discussion in the plan about having property in the Future Land Use when it comes to public uses and supporting that, especially for the good of the public.

Staff did look at the standards for rezoning and the compatibility with the surrounding land use. The proposed rezoning is consistent with the existing use of the property and the future use. This property is located within a mixed-use area with commercial, residential, vacant land, and also the golf course across the street. Given the Village ownership, the existing improvements, and the intended municipal use, the property is not suitable for a single-family zoning district. It promotes the public health, safety, and welfare by allowing the continued development and operation of critical municipal services, including road maintenance, snow removal, and utility options. The rezoning brings it into compliance with the existing uses and is appropriate for this property. This would conclude staff's presentation.

Chairman Studebaker asked if there was anyone else from the Village who was going to speak in regard to the rezoning.

Mrs. Tate said it is just her and Mr. Berry. They really wanted to see Institutional zoning on this property. It makes more sense for the property.

Commissioner McGleam asked if there was an overall site plan that shows the next building that is proposed.

Mrs. Tate stated there has been discussion at the Committee of the Whole about what is planned for the property. It has not come through for the permit at this time. Having the Institutional zoning in place allows for more flexibility with the plan that will come forward.

Commissioner Shumrak asked if they are going to do anything else in the meantime, because when you drive by, it just looks awful.

Mrs. Tate said that with the planned improvements that they have, it will further develop.

Mr. Berry stated that it could be a condition. There has been interest from commercial brokers on that Archer Avenue frontage. There is a section of that site that they suggested could be saved for a potential commercial business.

Chairman Studebaker said it does make sense to put commercial there.

Commissioner McGleam asked if there were individual building permits for the water tower and the salt storage that included a site plan with landscaping, fencing or anything related to some site work.

Mr. Berry stated there was not. Staff is hopefully pushing them towards that with this rezoning.

Mrs. Tate said the Institutional district has more requirements when it comes to landscaping.

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

**Public Comment**

None responded.

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

Commissioner Shumrak made a motion, seconded by Commissioner McGleam to close the public hearing for Case 2026-04. A roll call vote was taken:
*Ayes: Shumrak, McGleam, Cunningham, O'Connor, Zolecki, Studebaker*
*Nays: None*
*Motion passed*

**Plan Commission Discussion**

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 McGleam made a motion, seconded by Commissioner O'Connor to recommend to the Mayor and Board of Trustees approval of Case 2026-04 – Derby Road rezoning with the following conditions:

1. A master plan needs to be created for the entire site that includes site development planning, landscaping, fencing, lighting, and any potential commercial development along Archer Avenue.

A roll call vote was taken:
*Ayes: McGleam, O'Connor, Cunningham, Shumrak, Zolecki, Studebaker*
*Nays: None*
*Motion passed*

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to authorize the Chairman to approve the Findings of Fact for Case #2026-04 as prepared by staff. A roll call vote was taken:
*Ayes: McGleam, Zolecki, Cunningham, O'Connor, Shumrak, Studebaker*
*Nays: None*
*Motion passed*

## IV. ACTION ITEMS

### A. CASE 2025-24 – LFPD STATION 1 FINAL PLANNED UNIT DEVELOPMENT

Chairman Studebaker asked for staff to provide an overview.

**Staff Presentation**

Mrs. Tate stated that the Lemont Fire Protection District, which is represented by FGM Architects, requested a Final Planned Unit Development approval. It is for the construction of Station One at the northeast corner of Walter Street and 127th Street. The Preliminary PUD was approved by the Village Board on March 9, 2026, establishing the overall site design conditions for final submittals. The Plan Commission's review of the Final PUD is to verify conformance with the Preliminary PUD. The proposed development includes the construction of a new fire station and associated site improvements on approximately 3.68 acres. The submittal also includes a Final Plat of Subdivision that would consolidate all four lots into one.

The Final PUD submittal included engineering, photometrics, landscaping, and architectural plans that are necessary for permitting and construction. Staff has found that they are in general conformance with the approved Preliminary PUD, subject to final engineering approval and a couple of conditions that are also included. It has been through site development review and is almost ready. They still have to obtain Cook County DOT sign-off, but the last review was received by them on April 2, 2026. It was stated that only a few comments are remaining. They already have MWRD, so it is just satisfying those few remaining Village engineer comments. This concludes staff's presentation.

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

**Plan Commission Recommendation**

Commissioner Zolecki made a motion, seconded by Commissioner Shumrak to recommend to the Mayor and Board of Trustees approval of Case 2025-24 – Lemont Fire Protection District Station 1, Final PUD with the following conditions:

1. Final Engineering Approval – All outstanding engineering comments must be addressed to the satisfaction of the Village Engineer and CCDOT prior to issuance of a site development permit.
2. Compliance with All Final Plan Reviews – Petitioner must incorporate all remaining consultant and staff review comments prior to permit issuance.

A roll call vote was taken:
*Ayes: Zolecki, Shumrak, Cunningham, McGleam, O'Connor, Studebaker*
*Nays: None*
*Motion passed*

## V. GENERAL DISCUSSION

Commissioner McGleam asked if the Grand Prairie Water District went to the Village Board.

Mr. Berry said it did go to a Committee of the Whole, but not before the Village Board. They did ask that Grand Prairie Water Commission return to the Planning and Zoning Commission because they made two changes to their submission. They have not resubmitted at this time.

Chairman Studebaker asked if they have stated that Lemont is able to tap in if our water runs out.

Mr. Berry stated he has not heard anything.

Commissioner Shumrak said he thought he heard that Lockport is joining in.

Mr. Berry stated he has not heard.

Commissioner Zolecki asked if there was anything about last month's case that was pulled.

Mr. Berry said they created a website and published an FAQ. They shared contact information, with their permission, with the HOA for Estates of Montefiori and the HOA for Equestrian. Staff has encouraged them to meet with them. He has heard they want to do an open community meeting.

Chairman Studebaker stated that it would be a huge issue with the schools.

Mrs. Tate said the schools are aware. Staff does not have a date as to when they are coming back.

Chairman Studebaker asked if they knew what the impact fees would be for that project.

Mr. Berry stated that impact fees are determined by the number of bedrooms and housing type. A detached single-family home is generally expected to create more children than an apartment, and the impact fees reflect that. They were treated as one and two-bedroom apartments. He believes the mix was 75%, one bedroom and 25% two bedrooms, so it was minimal. It was less than $6,000 to the grade school, about $2,500 to the high school. The Park District would get the most significant amount at $140,000. The impact fee calculation is very old, and it would be difficult to raise them.

Commissioner Zolecki said they have talked a lot about holistically from a planning perspective, the zoning up and down State Street. For a town and a street system, the age as it is, and the density along Singer and Pfeiffer, those concerns are real. He hopes the Committee of the Whole and the Board really take it to heart because it is a real problem. Density is not always good.

Chairman Studebaker stated that the group needs to band together and keep calling. The sight lines going through those intersections are very difficult.

Commissioner O'Connor asked what their opinions or feelings are on the proposed legislation limiting local jurisdictions, towns, or Villages on the zoning laws.

Mr. Berry said what he has seen is that the Southwest Conference of Mayors, DuPage Mayors and Managers, and all the councils of governments that represent local municipalities, are really active on this topic in opposition. There is a lot of attention being paid by the Council of Government speaking to the legislators, hopefully saying this is not something that suburban Chicagoland is interested in.

Richard Bruen, Village Attorney, stated their firm is watching this very closely.

Chairman Studebaker asked what it is exactly.

Mr. Berry said it would not allow municipalities to prohibit accessory dwelling units. It would require a certain amount of multi-family housing. The genesis may come from a good place. They hear that there is a housing shortage. The Governor has an idea that this will help bring more housing to the market. The municipalities are saying that is not the way to do it.

Commissioner Shumrak stated that some other states are limiting it to mass-transit areas. When they say there is a shortage of housing, there is a shortage of housing in places people want to live.

Mr. Berry said it would be better to put those resources into places like the south suburbs, where people are not looking to move anymore. Those are areas that were great places to live. Staff will make sure they update the Commission if they hear anything.

## VI. AUDIENCE PARTICIPATION

Mr. Sniegowski stated going back to the previous case he did not see a lighting study. The only lighting he saw was architectural lighting coming off the building. There was no lighting in the parking area at all, other than lighting cast from the building out. He is not sure if they were going to put lighting on the garage shining out to the parking lot. They did not provide a traffic study, a landscaping plan, or a list of materials for the garage.

Commissioner McGleam asked what the timeframe was between their revised submittal showing the garage itself and this hearing.

Mrs. Tate said they were at TRC in May of 2025. There was a long time in between submittals.

Mr. Sniegowski stated regarding the bill they were just talking about, if he read it correctly, it would also take the decision out of all home rule. Everything would be dictated by the State. His opinion is that it is just another way to try to buy some votes somewhere. It makes no sense otherwise. Other states have tried these types of things, and they get buildings put in places they really did not want them, and they have no means to get them out.

Kate said she is a parent of two kids in the school district, and she has two more that will enter in the next few years. She has seen the increased population growth in Lemont over the past few years. There have been several hundred units in the past couple of years. As a parent, she is concerned about the number of additional kids entering the school system. She knows there are a variety of reasons why the public school population is increasing, but it is a real concern. The school district has been very transparent about what is going on in the schools. In a year, she will have a fourth grader going to Central school that will not have a library because the library has been turned into a classroom. So reading was one of her favorite things in fourth and fifth grade. She does not believe a cart of books in school replaces full access to a library. She feels that all of the proposed apartments and the addition of Copper Ridge West are putting a strain on the current school system. There is no a plan in place for new schools. She thinks the current students are really going to suffer from the increased population growth. It is great that Lemont is growing and there are new restaurants, but she thinks they need to balance that as a whole with what is being done in the schools and making sure that the current community is not going to suffer or have a detrimental impact.

Commissioner McGleam asked if there is a Copper Ridge West proposed development.

Mrs. Tate stated yes.

Commissioner Shumrak asked if it is single-family or is it ranch duplexes.

Mr. Berry said it is intended to be both.

Trustee Stapleton stated that over the years, the growth has kind of slowed because between 1990 and 2000, they went from 7,000 to 13,000 people. In the next 10 years, they went up by 3,000. Then in the next 10 years, they went up by 2,000. He asked what the school district is doing and why they are not having a bond issue or something to build another building, or an addition. They can see what is coming, so why are they delaying?

Chairman Studebaker said they opened Central School when Glen Eagles came in. Hopefully, they are working on plans as well as weighing in on all these subdivisions that are coming their way.

Trustee Stapleton stated that after the recent tax reassessment, they should have a lot of money.

Mr. Sniegowski said the Glen Eagles development and homes were coming, whether it was in Lemont or Palos.

Commissioner Shumrak stated that the fertility rate in the country is going down everywhere. However, he feels like this town sees more families with four kids than anywhere else. None of his friends outside of Lemont have four kids. He is not sure if it is because the houses are bigger or people move here because of the schools.

## VII. ADJOURNMENT

Chairman Studebaker called for a motion to adjourn the meeting.

Commissioner McGleam made a motion, seconded by Commissioner Cunningham to adjourn the meeting. A voice vote was taken:
*Ayes: All*
*Nays: None*
*Motion passed*

*Minutes prepared by Peggy Billig*

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Case 2023-07 JB Hunt (Major PUD Amendment)
DATE: May 6, 2026

**SUMMARY/BACKGROUND**

**ANALYSIS**

***Consistency with Village Policy***

**STAFF RECOMMENDATION**

**BOARD ACTION REQUESTED**

**ATTACHMENTS**
Staff Report for PZC 2023-07 JB Hunt Major PUD Amendment wattach.pdf

**STAFF REPORT**
**TO**: Planning & Zoning Commission
**FROM**: Jamie Tate, AICP, Consulting Planner
**THRU**: Jason Berry, CEcD AICP, Community & Economic Development Director

**CASE NUMBER & NAME**
2023-07 JB Hunt

**APPLICANT/PROPERTY OWNER**
JB Hunt Transport, Inc.

**DATE**
May 6, 2026

**PROPERTY ADDRESS/LOCATION**
13275, 13335 & 13337 Main Street

**BRIEF SUMMARY OF REQUEST**

J.B. Hunt Transport, Inc. is requesting approval of a Major Planned Unit Development (PUD) Amendment for the approximately 35-acre freight transportation facility located at 13275, 13335, and 13337 Main Street, with primary access from Maley Road. The Preliminary PUD and Plat were approved by Ordinance O-39-23 on September 11, 2023, and the Final PUD was approved as O-22-24 on June 10, 2024. The site is currently under construction with active site development and building permits in place.

The request includes an addition to accommodate a truck wash bay on the northwest corner of the existing building. The addition will utilize materials consistent with the existing building, including masonry and metal siding. The proposal complies with applicable setback, bulk, and height requirements of the UDO. No changes to site access, circulation, or overall site layout are proposed.

While the use remains consistent with the approved freight transportation facility, the addition increases the non-residential floor area beyond the threshold for a minor amendment. Pursuant to Section 17.08.090 of the UDO, the request is therefore classified as a Major PUD Amendment and requires public review, a recommendation from the Planning & Zoning Commission, and approval by the Village Board.



Source: Cook County Oblique Aerials 3-9-2026

| ZONING | EXISTING LAND USE | SURROUNDING LAND USE | REQUESTED ACTIONS | SIZE OF PROPERTY |
|---|---|---|---|---|
| M-3, Heavy Manufacturing District | JB Hunt facility under construction | The subject property is surrounded by vacant industrial land and existing industrial land with truck and trailer parking. | Recommendation to approve the Major PUD Amendment | 35.02-acres |

**DEVELOPMENT UPDATE**

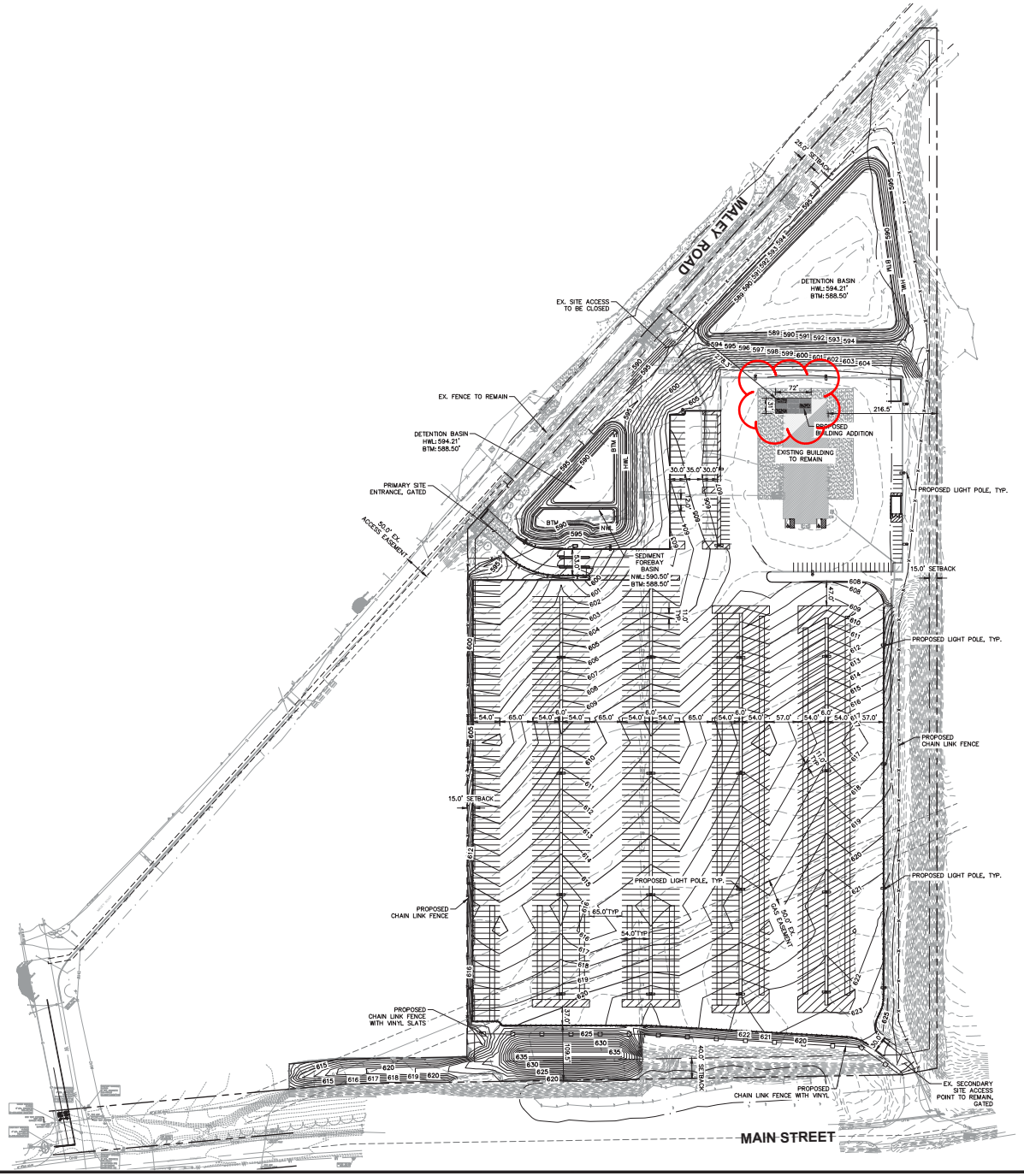
The J.B. Hunt transportation facility is currently under construction. Site improvements are actively progressing, including installation of drive aisles and parking areas, with site lighting largely in place. The development is being constructed in accordance with the previously approved Planned Unit Development (PUD) for a freight transportation facility.

The proposed amendment represents an operational enhancement to the development through the addition of a truck wash bay within an expanded building footprint. No prior PUD amendments have been identified for the subject property.

| **COMPATIBILITY** with the COMPREHENSIVE PLAN | **COMPATIBILITY** with the UNIFIED DEVELOPMENT ORDINANCE |
|---|---|
| The major amendment to the PUD is compatible with the Lemont 2030 Comprehensive Plan. | The proposed amendment complies with the procedures outlined in Section 17.08.090 of the Unified Development Ordinance for Major PUD Amendments. |

**ATTACHMENTS**

1. PUD Site Plan by Kimley Horn dated 10/27/2023 with Revision date of 6/17/2025
2. Elevation Plan by Harris Architects dated 9/25/2024
3. Elevation Rendering
4. Copies of the referenced ordinances are available upon request.




P.I.N. 22-14-300-042
22-14-300-043
22-14-300-044

OWNER:
705-A NORTH BLOOMINGTON STREET
LOWELL, AR 72745
TEL: (479) 659-8508
CONTACT: DEREK KENNEMER

## LEGEND

- PROPERTY LINE
- BUILDING SETBACK
- EXISTING EASEMENT
- XXX PROPOSED CONTOUR
- XXX EXISTING CONTOUR
- PROPOSED 8' CHAIN LINK FENCE
- PROPOSED 8' CHAIN LINK FENCE WITH VINYL SLATS

## SITE DATA

| | |
|---|---|
| SITE AREA: | 35.02 AC |
| PROPOSED IMPERVIOUS AREA: | 21.46 AC |
| MAX. LOT COVERAGE: | 70% |
| PROPOSED LOT COVERAGE: | 61% |
| EXISTING ZONING: | M-3 |
| PROPOSED ZONING: | M-3 |
| TOTAL EXISTING BUILDING SQUARE FOOTAGE: | 28,000 SF |
| EXISTING BUILDING FOOTPRINT SQUARE FOOTAGE: | 20,280 SF |
| TOTAL PROPOSED BUILDING SQUARE FOOTAGE: | 30,280 SF |
| PROPOSED BUILDING FOOTPRINT SQUARE FOOTAGE: | 22,480 SF |
| MAX. BUILDING HEIGHT: | 35' |
| EXISTING BUILDING HEIGHT: | +/-29' |
| MAX. FLOOR AREA RATIO: | 0.80 |
| PROPOSED FLOOR AREA RATIO: | 0.02 |
| PROPOSED TRAILER PARKING: | 624 SPACES |
| PROPOSED TRACTOR PARKING: | 41 SPACES |
| EXISTING PASSENGER VEHICLE PARKING TO REMAIN: | 47 SPACES |
| EXISTING ADA PARKING TO REMAIN: | 2 SPACES |

| No. | REVISIONS | DATE | BY |
|---|---|---|---|
| 1 | IFC SET | 06/17/25 | KCO |
| 2 | SITE GMP SET | 03/04/25 | KCO |
| 3 | WSCSWCD SUBMITTAL | 07/18/24 | ALG |
| 4 | CITY COMMENTS | 07/12/24 | KCO |
| 5 | VILLAGE SUBMITTAL | 06/04/24 | KCO |
| 6 | MWRD COMMENTS | 04/19/24 | TRE |
| 7 | MWRD COMMENTS | 03/27/24 | KCO |

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RALEIGH, NC 27601
PHONE: (919) 677-2000
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: KCO
DRAWN BY: TRW
CHECKED BY: TRE

J.B. HUNT

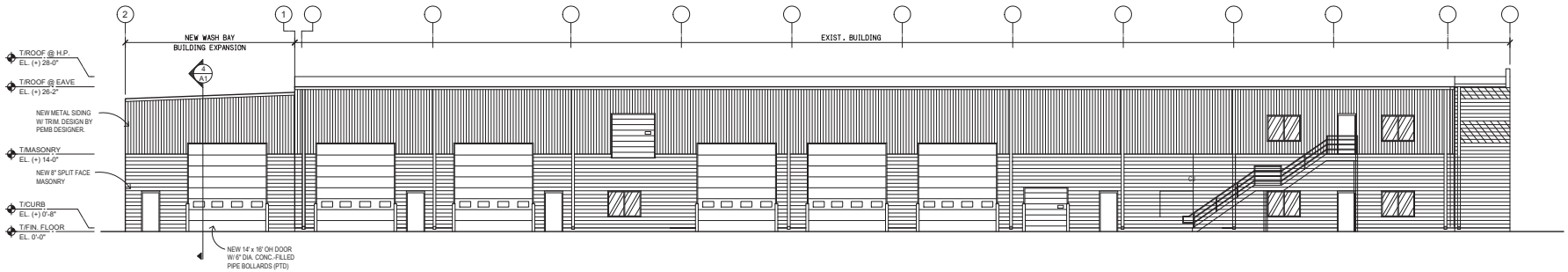
PUD FINAL PLAN

J.B. HUNT LEMONT DEVELOPMENT

13275, 13335, AND 13337 MAIN STREET
LEMONT, IL 60439

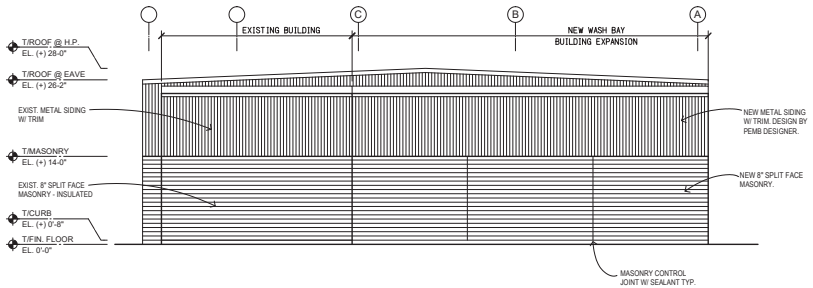
ORIGINAL ISSUE: 10/27/2023
KHA PROJECT NO. 268419000
SHEET NUMBER 1 OF 1

Drawing name: G:\CIVIL\JOBS\268419000_JB Hunt_ Lemont_IL\2_Design\CAD\Exhibits\Final PUD Site Plan with Waterbody.dwg | 0F 1 | Mar 15, 2026 5:15pm | by KayaOsullivan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



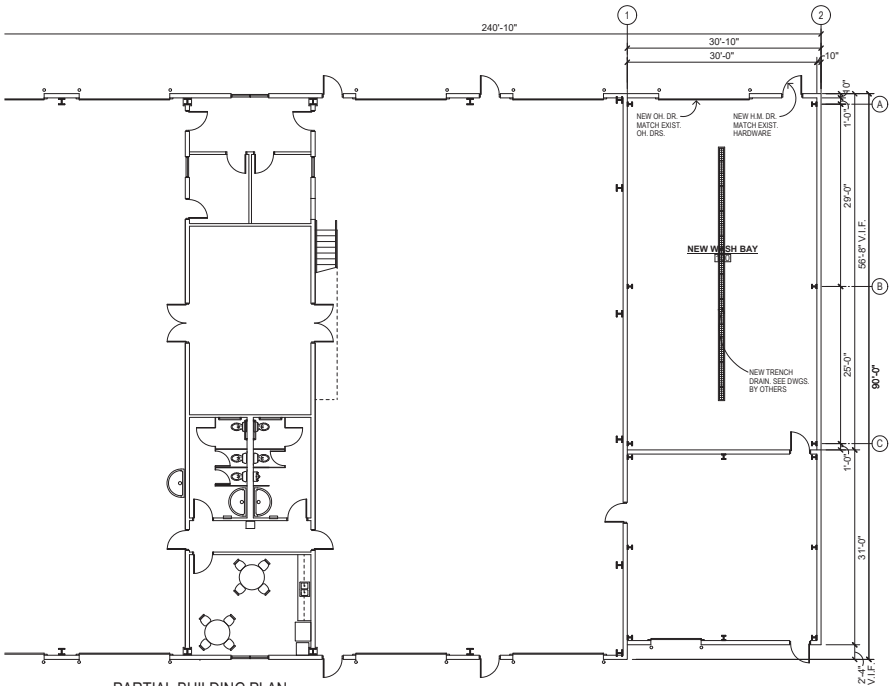

## WEST ELEVATION

SCALE: 1"=40'-0" (1/A1)



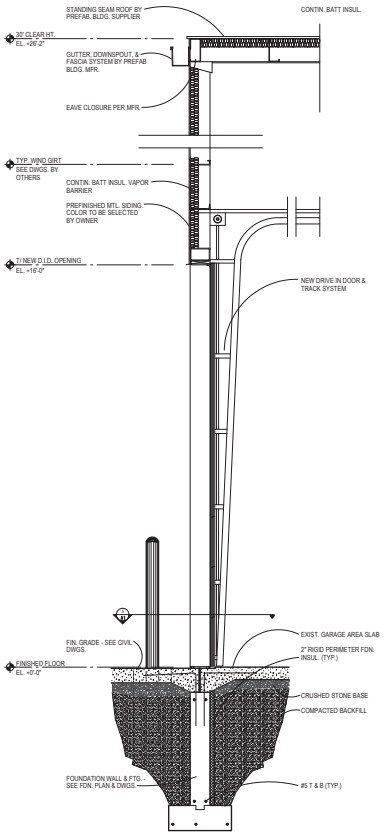

## SOUTH ELEVATION

SCALE: 1"=40'-0" (2/A1)



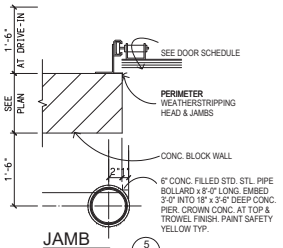

## PARTIAL BUILDING PLAN

SCALE: 1/8"=1'-0" (3/A1) PLAN NORTH




## WALL SECTION

SCALE: 3/8" = 1'-0" (4/A1)




## JAMB

SCALE: 1 1/2"=1'-0" (5/A1)

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1470 E. WOODFIELD RD. SUITE 505, SCHAUMBURG, ILLINOIS 60173 (847) 303-1105
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EXISTING BUILDING IMPROVEMENTS FOR:

JB HUNT

13275 MAIN STREET, LEMONT, ILLINOIS

ISSUED FOR PERMIT 09-25-2024

PROJECT NO. 224010
DRAWN BY: RRIII
DATABASE: 224010_BLDG.DB

SHEET NO. A1.0

1 OF * SHEETS



418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Case 2026-02 Copper Ridge West
DATE: May 6, 2026

**SUMMARY/BACKGROUND**

**ANALYSIS**

***Consistency with Village Policy***

**STAFF RECOMMENDATION**

**BOARD ACTION REQUESTED**

**ATTACHMENTS**
PZC Staff Memo, Analysis and Attachments Case 2026-02 CRW

**STAFF REPORT**
**TO**: Planning & Zoning Commission
**FROM**: Jamie Tate, AICP, Consulting Planner
**THRU**: Jason Berry, CEcD, AICP, Economic & Community Development Director

**CASE NUMBER & NAME**
2026-02 Copper Ridge West

**APPLICANT & CONTRACT PURCHASER**
Beechen & Dill Homes, Inc. and Teton Development, LLC.

**DATE:**
May 6, 2026

**PROPERTY ADDRESS/LOCATION**
16453 Alba Street

**BRIEF SUMMARY OF REQUEST**

The Petitioner, Beechen & Dill Homes and Teton Development LLC, has applied to rezone approximately 29 acres located east of I-355 and north of 127th Street from the R-1 Single-Family Detached Residential District to the R-5(A) Single-Family Detached and Attached Residential District and R-6 Multi-Family Attached Residential District. Concurrently, the applicant requests approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat of Subdivision, and associated zoning deviations for residential development.

The proposal consists of a total of eighty-two (82) dwelling units, including nineteen (19) single-family detached homes and sixty-three (63) townhome units. The development includes internal public streets, sidewalks, stormwater detention facilities, open space areas, a small park at the entrance, and associated landscaping and pedestrian connections. Access to the site is proposed via Alba Street, with planned sidewalk and potential pathway connections to adjacent open space and the Township trail network.

The proposed development results in an overall density of approximately 2.8 dwelling units per acre.



Source: Cook County GIS Oblique Aerials – 3/9/26

| EXISTING ZONING | EXISTING LAND USE | SURROUNDING ZONING & LAND USE | REQUESTED ACTIONS | SIZE OF PROPERTY |
|---|---|---|---|---|
| R-1, Detached Single-Family Residential District | Vacant undeveloped land with farmed portions | **North**: R-4 Detached Single-Family District (vacant lots) and Unincorporated Residential and M-1, Light Manufacturing District (J-Ave)<br>**South**: R-1 Detached Single-Family District and INT institutional District (Lemont Township)<br>**East**: Institutional INT District, R-6 Multi-Family District / Copper Ridge Subdivision and Village of Lemont & Township open space<br>**West**: R-1, Interstate 355 and vacant land | Rezoning to R-5A, Attached & Detached Single-Family Residential District and R-6, Multi-Family Residential District and Preliminary Planned Unit Development (PUD) | 29-Acres |

**PROPERTY HISTORY**

The subject property consists of approximately 29 acres located east of Interstate 355 and is characterized by a significant ravine and associated natural features to the north and east.

The property was annexed into the Village of Lemont on April 10, 2017 as part of the 102-acre Vistancia Subdivision and was zoned R-4 and R-5 at that time. The Vistancia Subdivision contemplated 281 residential units across the larger property, including areas now developed as Copper Ridge, the Village's approximately 30-acre open space parcel, and the subject property. The original plans also included a bridge crossing over the ravine to facilitate internal connectivity.

Following the rescission of the Vistancia approvals and lack of development on the subject property, the zoning reverted to R-1 Single-Family Detached Residential, and the property has remained undeveloped.

**ATTACHMENTS**

1. Staff Analysis
2. Site Photographs
3. Petition to Village Board & PZC for Zoning Approval
4. ALTA Survey/NSPS Land Title Survey
5. Illustrative Plan dated 4/16/26
6. Preliminary Site Plan – Overall by DEI dated 4/15/26
7. Preliminary PUD Plat by DEI dated 4/15/26
8. Preliminary Engineering Plan by DEI dated 4/15/26
9. AutoTurn Exhibit by DEI dated 2/6/26
10. Preliminary Landscape Plan by Gary R Weber dated 4/15/26
11. Long Term Monitoring & Maintenance Plan CRW 4/15/26
12. Open Space Exhibit dated 2/20/26
13. Path Exhibit dated 2/10/2026
14. Zoning Exhibit by DEI dated 4/15/26
15. Elevations & Signage
16. Coverage Exhibits
17. Traffic Study by KLOA dated 2/17/26
18. Village Review Letters
19. Applicant's Response to Comments (Combined)
20. Change.org Petition Responses dated 4/27/2026

**Attachment 1 - Staff Analysis – Copper Ridge West**

## CONSISTENCY WITH COMPREHENSIVE PLAN

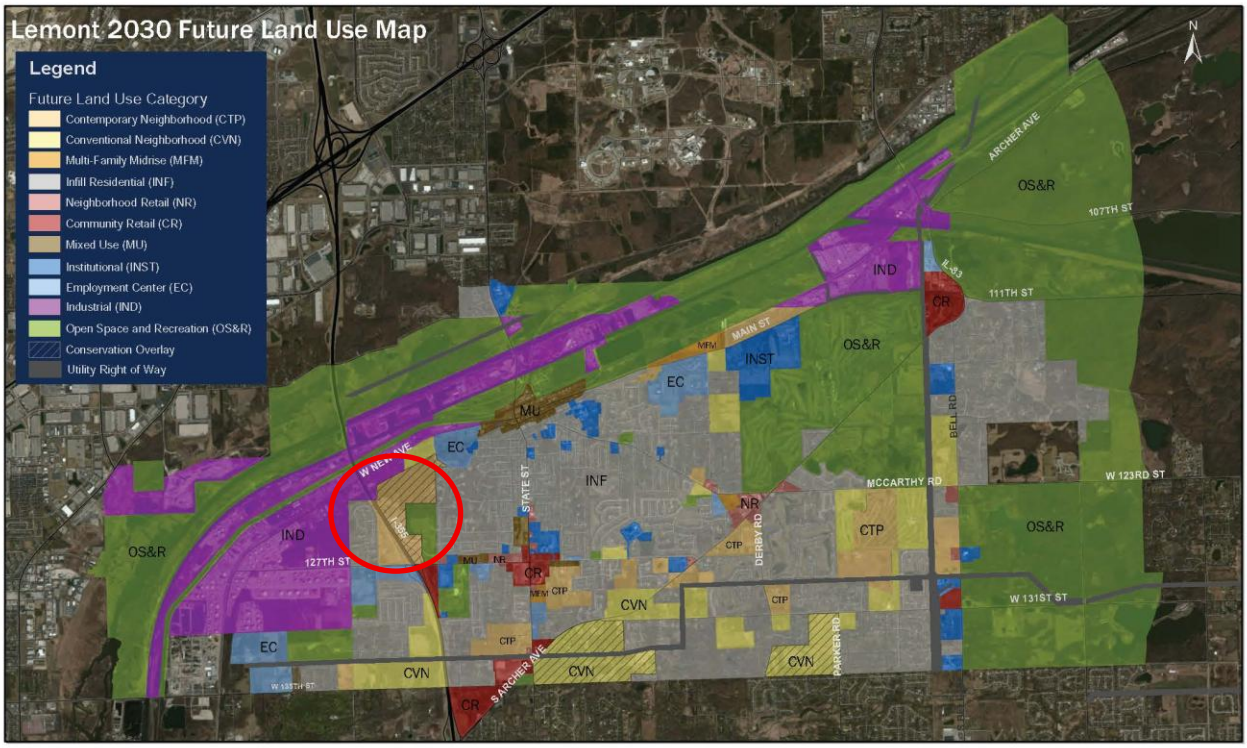


*Figure 1: Future land use map from Lemont 2030 plan and CR area circled in red.*

The overall Vision for Lemont within the Lemont 2030 Comprehensive Plan, adopted in 2014, is: In 2030, Lemont will be a community where people want to live or visit. It will be known for its thriving downtown, excellent schools, successful businesses and strong sense of community. Although new residents and businesses will grow the community, Lemont's quaint character will remain. Families who have lived in Lemont for the past 200 years will continue to choose Lemont as their hometown for future generations.

Within the Lemont 2030 Comprehensive Plan is the future land use map that anticipates and categorizes land within the Village limits and land that is adjacent to or near the Village limits. It depicts the desirable future land use of certain property while also considering the likelihood, market factors and other influences.

The subject property is designated **Contemporary Neighborhood with a Conservation Overlay** on the Future Land Use Map. The Contemporary Neighborhood designation anticipates residential development consisting primarily of single-family detached homes, with integrated single-family attached and multi-family housing types. These neighborhoods are intended to be walkable, with interconnected street networks, common open space areas,

and an overall density of approximately five (5) dwelling units per acre. The Conservation Overlay further encourages development patterns that preserve natural features by clustering development and maintaining a significant portion of the site as open space.

The proposed Preliminary Planned Unit Development (PUD) and rezoning to R-5A and R-6 would allow a mix of single-family and townhome units, which is generally consistent with the Contemporary Neighborhood designation. The proposed density of approximately 2.8 dwelling units per acre is below the anticipated density for this district.

The site layout reflects conservation design principles, with development clustered away from the ravine and natural features, and a significant portion of the site preserved as open space. Internal sidewalks and proposed path connections support the Comprehensive Plan's goals for walkability and connectivity.




While the proposal introduces a concentration of attached residential units that is greater than what currently exists in the immediate area, the placement of these units along the Interstate 355 corridor and internal to the provides a transition in land use intensity and may reduce potential compatibility impacts.

Also within the Comprehensive Plan are Guiding Principles, Recommendations, and Action Items that further describe Lemont's expectations for future development. Relevant goals and statements applicable to this request include:

- The social vibrancy and economic health of the community can be enhanced by a cohesive mix of housing types.
- Housing diversity allows residents to remain in the community through different life stages, including those seeking lower-maintenance housing options.
- Development should incorporate conservation design principles to preserve natural features and open space.

- New development should be designed to respect surrounding land uses and integrate into the existing community fabric through site design, architecture, and connectivity.

---

**REZONING ANALYSIS**

The subject property is currently zoned R-1 Single-Family Detached Residential within the Village of Lemont and is designated Contemporary Neighborhood with a Conservation Overlay in the Lemont 2030 Comprehensive Plan. The applicant proposes rezoning to the R-5A Single-Family Detached and Attached Residential District and R-6 Multi-Family Attached Residential District to permit a residential subdivision consisting of single-family homes and townhome units.

The surrounding land use pattern is predominantly residential and open space. To the east are existing residential developments, including Copper Ridge, as well as Village and Township open space. To the north are open space areas and natural features associated with a ravine. To the west and south are Interstate I-355 and associated right-of-way. The site has historically been planned for residential development as part of the larger Vistancia subdivision, although that development was not completed. The proposed R-5A and R-6 districts would introduce a mix of single-family and attached residential uses consistent with the Comprehensive Plan designation.

**Standards for Rezoning.** Illinois courts have used an established set of criteria when evaluating the validity of zoning changes. The criteria are known as the LaSalle factors serve as a useful guide to planners and appointed and elected officials who are contemplating zoning changes. It has been Village procedure to contemplate The LaSalle factors when considering a zoning change:

1. **The compatibility with the existing use and zoning of nearby property;**

   The subject property is currently vacant and zoned R-1 Single-Family Detached Residential. Surrounding properties include residential subdivisions, open space, and Interstate I-355. The proposed rezoning to R-5A and R-6 would introduce both single-family and townhome units, expanding the range of residential housing types in the immediate area.

   While attached residential units are not currently prevalent in the immediate vicinity, the overall development remains residential in character. The site design places townhome units internal to the development and along the Interstate corridor, while single-family homes are located toward the interior and adjacent to open space areas. This layout provides a transition in land use intensity and reduces potential compatibility impacts.

2. **The extent to which property values of the subject property are diminished by the existing zoning restrictions;**

The subject property has remained vacant under its current R-1 zoning classification following the termination of prior development approvals associated with the Vistancia subdivision. While R-1 zoning would permit single-family development, the site's configuration, environmental constraints, and adjacency to Interstate I-355 may limit the feasibility of a conventional subdivision layout.

The proposed rezoning to R-5A and R-6 would allow for a more flexible development approach utilizing the Planned Unit Development process, which allows for a development approach that responds to site constraints while providing a viable development pattern.

3. **The extent to which the proposed amendment promotes the public health, safety, and welfare of the Village;**

   The proposed development includes 82 dwelling units with internal roadways, sidewalks, stormwater management facilities, and open space areas. As stated in the applicant's petition, the site design incorporates conservation principles by preserving natural features and clustering development.

   Through the PUD process, the applicant is requesting multiple deviations from standard zoning and subdivision requirements. These deviations are generally intended to accommodate site constraints, preserve open space, and provide flexibility in design. The Commission may consider whether the proposed density, site configuration, and requested deviations appropriately balance development objectives with compatibility and design considerations.

4. **The relative gain to the public, as compared to the hardship imposed upon the applicant;**

   The Comprehensive Plan designates the property for residential development within the Contemporary Neighborhood district. The proposed rezoning would allow development of the site with a mix of housing types and preservation of open space.

   The Commission may consider whether the public benefit of this development, including housing diversity and utilization of a currently vacant property, outweighs any hardship imposed on the applicant under the existing zoning.

5. **The suitability of the subject property for the purposes for which it is presently zoned;**

   The property is currently zoned R-1 Single-Family Detached Residential, the Village's default annexation district. While the site could accommodate large-lot single-family development, its adjacency to Interstate I-355, irregular shape, and environmental features may limit its suitability for a conventional subdivision design.

   The proposed rezoning to R-5A and R-6 allows for a mix of housing types and a clustered development pattern that responds to these constraints while maintaining an overall residential character.

6. **The length of time that the subject property in question has been vacant, as presently zoned, considered in the context of development in the area where the property is located;**

   The subject property has remained undeveloped following the termination of the Vistancia subdivision approvals. In contrast, surrounding areas have developed as residential subdivisions and open space. The duration of vacancy may indicate that the current zoning has not resulted in development of the property.

7. **The community/public need for the proposed use.**

   The proposed development provides a mix of housing types, including townhomes and single-family homes, which may serve a broader range of residents. The Comprehensive Plan identifies the importance of housing diversity and accommodating different life stages within the community.

   The Commission may consider whether the proposed mix of housing types meets a community need and whether the subject property is an appropriate location for that mix.

8. **The thoroughness with which the municipality has planned and zoned its land use.**

   The Lemont 2030 Comprehensive Plan designates the subject property as Contemporary Neighborhood with a Conservation Overlay, which anticipates residential development with a mix of housing types and preservation of natural features. The proposed rezoning is generally consistent with this designation.

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## GENERAL ANALYSIS

### Traffic, Parking & Circulation

Access to the proposed Copper Ridge West development is provided via a single access point from Alba Street. Alba Street connects to 127th Street and serves as a local roadway providing access to surrounding residential developments and open space areas.

The applicant has submitted a Traffic Impact Study (TIS) evaluating the proposed development. Based on the submitted materials, Alba Street has sufficient capacity to accommodate traffic generated by the proposed 82-unit residential development, which is less dense than the previously approved Vistancia subdivision. While minor delays are projected for certain turning movements at the Timberline Drive and 127th Street intersection during peak periods, overall intersection operations remain acceptable and no roadway improvements are currently recommended. Final improvements, if any, will be determined through Village engineering review.

No additional access points are proposed due to site constraints, including Interstate I-355 to the west and significant natural features and open space areas to the north and east.

Internal circulation is provided through a network of public streets designed to serve both single-family and townhome units.

The development includes sidewalks throughout the internal street network to support pedestrian circulation. The applicant has also proposed potential pathway connections to adjacent open space and the existing Copper Ridge development, enhancing connectivity for pedestrians and cyclists.

Parking for the development will be accommodated through private driveways and garages for single-family homes, and a combination of garages and driveway parking for townhome units. Guest parking for the townhome component is proposed to be accommodated through on-street parking. While the internal roadways meet Village standards, the frequency of driveways along the townhome frontage may limit the availability of continuous curb space for guest parking, and the adequacy of guest parking warrants further consideration.

The applicant has indicated that improvements to Alba Street, including pavement widening and installation of curb and gutter, will be completed as part of the development. Sidewalks along Alba are not proposed with the improvements.

**Building Design and Architecture.**

The proposed development includes a mix of single-family detached homes and attached townhome units designed in a traditional residential style. The single-family homes feature a variety of model types and elevations, including front-facing gables, covered entryways, and a combination of siding and masonry materials. The single-family homes will meet the Village's residential dissimilarity standards outline in Section 17.22 of the UDO.

The townhome buildings are proposed as attached units with two-car garages and front-facing elevations oriented toward the internal street network. The buildings are two stories in height with varied rooflines, including gable elements and dormers, intended to reduce visual massing along the street frontage. All architecture elevations are provided in the Attachments.



Sienna A - Portofino A



Sorrento - Portofino Rear

Exterior materials include a combination of masonry and horizontal siding, which are permitted under Section 17.22 of the Unified Development Ordinance. The petitioner has indicated that the materials and color palettes will be coordinated across building types to provide a cohesive development appearance.

The submitted renderings indicate variation in building elevations and model types for both single-family homes and townhomes; however, the townhome units utilize repeating building forms with limited variation between structures. Rear elevations of the townhome buildings are more uniform in appearance, with fewer architectural details compared to the front façades. The Commission may wish to consider additional architectural variation or enhanced rear elevations for townhome units as part of the Final PUD review – especially for the units visible from any right-of-way.

Individual unit entrances are oriented toward internal streets and sidewalks, supporting pedestrian circulation throughout the development. Sidewalks and internal connections are provided to link residential units to open space areas and the broader trail system.

Overall, the proposed architecture reflects a traditional residential style consistent with recent developments in the Village. Final review of building elevations, material quality, and architectural variation will occur as part of the Final Planned Unit Development process.

**Planned Unit Developments (PUDs) & UDO Deviations.**

The background statement in Section 17.08.010 of the Unified Development Ordinance (UDO) for Planned Unit Developments (PUDs) states:

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

The UDO further states that while adherence to the Comprehensive Plan is not mandatory, PUDs should remain in substantial compliance with the Plan's densities, land use policies, and development objectives. Each PUD is to be evaluated on its own merits.

The proposed development is generally consistent with the Comprehensive Plan's Contemporary Neighborhood designation and Conservation Overlay, which support a mix of housing types and the preservation of natural features through clustered development. The PUD approach allows flexibility to accommodate the site's physical constraints, including the ravine, irregular site configuration, and adjacency to Interstate I-355.

The petitioner is requesting multiple zoning and subdivision deviations to facilitate the proposed development pattern. These deviations generally relate to lot standards, setbacks, building separation, and roadway design. Unlike conventional subdivision layouts, the petitioner indicates that the development is designed to cluster residential units and allocate

a significant portion of the site to open space, resulting in modifications to typical dimensional standards. The majority of deviations are associated with the townhome component and modified roadway standards, which reflect the clustered development pattern and restrained space for entry into the property.

The following zoning standards are proposed to be modified as part of the PUD (see Attachment 3 for Applicant's narrative of deviation requests):

| Code Section | UDO Requirement | Proposal |
|---|---|---|
| **§17.06.030 H. Lot Coverage** | The combined square footage of all accessory structures, driveways, sidewalks, to include the surface area of swimming pools and all types of pavers or paving brick, or other areas with an impervious surface shall not exceed 36 percent of the area of a required front or rear setback. | Deviation request to allow up to 40% coverage in front yard for single-family home lots to allow 3-car driveway, as demonstrated in attached coverage exhibits. |
| **§17.07.010 and Table 17-07-01 Lot & Dimensional Standards** | Minimum rear setback in R-6 District is 30-feet. | Allow covered rear patios or covered porch options for certain townhome units to encroach into 30-foot rear setback if necessary. |
| **§17.07.010 and Table 17-07-01 Lot & Dimensional Standards** | Minimum side yard setback in R-6 is 15-feet. | The request includes a reduction in side yard setbacks to 10-feet, then allowing 20-feet between buildings. |
| **§17.07.010 and Table 17-07-01 Lot & Dimensional Standards** | Minimum lot size is 10,000 SF in R-5A. | There are lots below 10,000 SF, with the smallest at 9,600 SF. The average lot size exceeds the minimum. |
| **§17.07.010 and Table 17-07-01 Lot & Dimensional Standards.** | Maximum lot coverage in R-6 is 65%. | Lot coverage for some lots in the R-6 district section are up to approximately 81% due to individual unit/lot platting. |
| **§17.08.030 I. Planned Unit Developments** | Planned Unit Developments (PUDs) adhere to the development standards contained in Article IV of the Unified Development Ordinance | Deviations from these standards are requested. |
| **§17.18 Land/Cash Contributions** | Pay cash contribution in lieu of land dedication for park district dedication. | Petitioner proposes to construct a neighborhood park near the entrance of the community anticipated to be owned/maintained by CRW HOA. Petitioner proposes to |

| | | |
|---|---|---|
| | | utilize the park land cash payment to fund the off-site path connection, subject to Lemont Park District and Township approval. |
| **§17.26.050** | Sidewalks are required along all roadways. | The request is not to install sidewalk along Alba Street due to internal path connections which provide pedestrian access to Timberline. Improvements to Alba are off-site and the petitioner is requesting relief from the sidewalk installation. |
| **§17.26.050 and Table 17-26-01 Streets, Alleys, Driveways and Right-of-Way** | Village street right-of-way is 66-feet wide. | The development is proposing a 60-foot right-of-way. The pavement width of 30-feet back of curb to back of curb will be maintained (UDO requires). |
| **§17.26.040 C. Streets, Alleys, Driveways and Right-of-Way** | Cul-de-sacs shall not be more than 300-lineal feet in length. | The proposed cul-de-sac is greater than 300-feet in length. |
| **§17.26.050 C. Streets, Alleys, Driveways and Right-of-Way** | Centerline offsets less than 200-feet are prohibited. | There is a 175-foot centerline offset in the proposal. |
| **§17.29.020 Design Standards for Naturalized Detention.** | Slopes of naturalized detention basins shall not exceed 5H:1V. | The detention is proposed to have 4:1 side slope. Petitioner is requesting back slopes and side slopes on the exterior of all detention basins having 3:1 allowing Petitioner to maximize open space, minimize tree removal and avoid wetland impacts. |
| **§17.29.020 Design Standards for Naturalized Detention.** | Detention pond depth should not exceed 4-feet. | The detention pond depth is proposed in excess of 4-feet with a bounce up to 6.8-feet. The UDO does not specify required bounce for naturalized detention areas, only 'dry' detention areas. The Petitioner anticipates naturalized detention basins which generally hold minimal water. |
| **Engineering Standards.** | The concrete for residential driveways must be at least 6" thick. | To allow concrete thickness of 5". |

The requested deviations are primarily intended to accommodate the conservation design approach and to allow for efficient site design while preserving natural features and open

space. The proposed development includes a mix of single-family and townhome units, internal public streets, and integrated open space areas, all of which differ from traditional subdivision layouts regulated by strict application of underlying zoning standards.

While the number and scope of requested deviations is notable, they may be considered consistent with the intent of the PUD process, which allows flexibility where strict compliance would not result in a superior development outcome. The Commission may consider whether the requested deviations, when viewed collectively, result in a development pattern that is consistent with the Comprehensive Plan, compatible with surrounding land uses, and appropriate for the subject property. The Commission may also consider whether certain deviations, particularly those related to building spacing and roadway design, warrant further refinement as part of the Final PUD review.

**Consistency with PUD Objectives.** UDO Section 17.08.010.C lists 11 different objectives to be achieved through planned unit developments. The applicant has provided a narrative to the applicable objectives within the submitted materials, see Attachment 3. The objectives in the UDO are below:

1. *To ensure that future growth and development which occurs is in accordance with the policies and goals of the Village.*

2. *To provide a more desirable living environment by preserving and integrating the natural environment and landscape features of the property into land development.*

3. *To stimulate creative approaches to the residential, commercial and industrial development of land.*

4. *To encourage and stimulate economic development with the Village.*

5. *To preserve or enhance natural features on the site.*

6. *To provide useable open space areas within a reasonable distance of all dwelling units.*

7. *To facilitate, in a cost-effective manner, the development and maintenance of adequate public services.*

8. *To encourage patterns of and uses that decrease trip lengths and increase the use of modes of transportation other than a private vehicle.*

9. *To reduce energy demand and consumption.*

10. *To encourage the introduction of related and complementary land uses.*

11. *To allow a clustering of residential uses on smaller lots to conserve or create open space.*

The proposal advances several PUD objectives. The development incorporates a mix of single-family detached homes and townhomes, which reflects a coordinated and unified site design and provides a range of housing types (Objectives 3 and 10). The clustering of residential units and overall site layout allow for the preservation of open space areas, with approximately 40 percent of the site identified as open space, including natural areas and stormwater facilities (Objective 11).

The proposal includes internal sidewalks, potential path connections to adjacent open space and the Township trail network, and a centrally located open space/park area, which may provide accessible recreational opportunities within walking distance of residential units (Objectives 6 and 8). The site design also responds to existing environmental features, including topography, wooded areas, and an adjacent ravine, which have influenced the placement of development and open space areas (Objectives 2 and 5).

The applicant also identifies economic and housing-related benefits, including the provision of additional housing options and potential contributions to the Village's tax base (Objective 4).

However, other objectives warrant careful consideration. While the applicant states the proposal is consistent with the Comprehensive Plan's Contemporary Neighborhood designation, the Commission may consider whether the proposed zoning configuration, density, and site design are fully aligned with the Village's long-term land use framework (Objective 1).

Additionally, while the development incorporates open space and conservation design elements, the extent to which natural features are preserved or enhanced will depend on final engineering, grading, landscaping, and tree preservation details (Objectives 2 and 5). The requested dimensional deviations and modified development standards may also be considered in evaluating whether the proposal achieves a development outcome that is superior to what could be achieved under conventional zoning (Objective 3).

The Commission should determine whether the flexibility afforded through the PUD process results in a development pattern that advances the overall planning goals and objectives of the Village.

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## STAFF & CONSULTANT REVIEWS

**Technical Review Committee (TRC).** The proposal was reviewed by the Technical Review Committee (TRC) on October 21, 2025. A comment letter dated October 24, 2025 is included in the attachments. Representatives from Village staff and consultants, the Lemont Fire Protection District, School Districts, Library District and Lemont Township provided preliminary feedback on the concept plan.

At the time of TRC review, the proposal consisted of approximately 169 residential units, including a mix of single-family homes, duplex units, and townhomes, at an overall density of approximately 3.75 dwelling units per acre. The concept plan contemplated a larger development area, including adjacent Village-owned property, and a more intensive development program than what is currently proposed.

Since the TRC review, the proposal has been substantially revised. The current application includes a total of 82 dwelling units, consisting of 19 single-family homes and 63 townhomes. The duplex product type has mostly been removed, and the overall density has been reduced. The development area has also been refined to focus on the approximately 29-acre subject property.

Key TRC comments included the need for a traffic impact study, evaluation of access and circulation—particularly the reliance on a single point of access via Alba Street—and consideration of overall unit count relative to site constraints. Additional comments addressed zoning strategy, required deviations, open space design and calculation, tree preservation, utility coordination, and compliance with applicable UDO standards.

The applicant has submitted revised plans and supporting documentation in response to TRC comments, including a Traffic Impact Study and updated site design materials. The extent to which the revised plans address all TRC comments is evaluated throughout this report.

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**Consulting Planner Review of 1st PZC Submittal.** The Consulting Planner has reviewed the Rezoning and Preliminary Planned Unit Development (PUD) application for Copper Ridge West. Upon determining the application to be complete, the public hearing was scheduled before the Planning & Zoning Commission. A detailed UDO review letter dated March 25, 2026 was provided to the applicant and is included in the attachments. The Petitioner has replied to the first Comment letter and provided updated plans that are included in this request. The following items were identified for considerations:

- **Open Space Compliance.** The applicant has provided revised open space figures; however, confirmation that the calculation meets the requirements of Section 17.08.030 of the UDO remains necessary. Enhancements to the open space, providing passive or non-passive amenities, could be considered through the PUD process.
- **Tree Survey and Preservation Plan.** While the applicant describes a conservation design approach, a complete tree survey and preservation plan consistent with UDO requirements has not been clearly provided.
- **Guest Parking Availability.** Guest parking is proposed to be accommodated through on-street parking. The frequency of driveways, particularly within the townhome areas, may limit the availability of continuous curb space, and the adequacy of guest parking warrants further consideration.
- **Townhome Rear Elevations.** The submitted materials indicate that rear elevations of the townhome buildings are more uniform and contain fewer architectural details

than front façades. The visibility of these rear elevations, particularly along Interstate 355, warrants further evaluation.

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**Engineering Comments.** The Village Engineer, HR Green, completed a preliminary engineering review of the proposed development. The applicant has provided responses to these comments, which are included in the attachments. The development will require permits and approvals from multiple outside agencies, and final engineering approval will be contingent upon coordination with these agencies, including but not limited to:

- Metropolitan Water Reclamation District (MWRD – full Watershed Management Ordinance review)
- Illinois Environmental Protection Agency (IEPA – NOI and NPDES permits)
- Illinois Department of Transportation (IDOT – work within or impacts to State facilities, if applicable)

**Roadway Design & Standards**

The proposed development includes internal public streets with modified right-of-way widths and roadway dimensions as part of the Planned Unit Development. The Village Engineer has indicated that clarification of roadway classification, cross-sections, and compliance with Village standards is required.

The applicant has proposed a reduced right-of-way width and modified pavement section, which will require approval through the PUD process. Additionally, the proposed entrance configuration and internal roadway design will require zoning and minimum standard deviations.

**Stormwater & Utilities**

Detailed review of stormwater management, including detention, conveyance, and overflow routing, will occur as part of the final engineering review process. Coordination with MWRD will be required for full compliance with Watershed Management Ordinance requirements.

Utility design, including water main, sanitary sewer, and storm sewer systems, will also require further review and approval at the final engineering stage.

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**Landscaping**. The Village Arborist reviewed the preliminary landscaping plans and the applicant has since responded. Key items remain:

- The submitted plans do not clearly demonstrate coordination between the tree survey and the proposed site layout, including identification of trees to be preserved, removed, or impacted.
- A complete tree preservation plan, including protection measures such as fencing and limits of disturbance, has not been clearly provided.

- The extent to which existing trees and natural features can be preserved given proposed grading, utilities, and lot layout remains unclear.
- While the applicant has addressed landscape installation details, the broader integration of tree preservation into the overall site design remains unresolved.

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**Fire District Comments.** The Lemont Fire Protection District reviewed the proposal and provided comments. Key items include requirements for fire apparatus access, turnaround areas, hydrant spacing, and installation of sprinkler systems in accordance with applicable codes and District standards.
The applicant has indicated that these requirements will be addressed as part of final engineering and building permit review.

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## CONCLUSIONS & RECOMMENDATIONS

The proposed rezoning and Preliminary Planned Unit Development (PUD) for Copper Ridge West requires the Planning & Zoning Commission to evaluate consistency with the Comprehensive Plan, the appropriateness of the requested zoning classifications, and the extent to which the proposed development meets the intent of the Planned Unit Development process.

The subject property is designated Contemporary Neighborhood with a Conservation Overlay in the Comprehensive Plan, which supports a mix of housing types and the preservation of natural features through clustered development. The proposed development generally aligns with this designation, incorporating a combination of single-family and townhome units and allocating a portion of the site to open space.

The proposal includes multiple zoning and subdivision deviations related to lot size, setbacks, building separation, and roadway design. While these modifications are intended to accommodate site constraints and the proposed development pattern, the number and scope of deviations are notable and warrant careful consideration.

Several site design elements remain areas of focus. These include the adequacy of guest parking, particularly within the townhome areas; the extent to which tree preservation is integrated into the site design; the design and width of the primary entrance and internal roadways; and the architectural treatment of townhome rear elevations, particularly in areas visible from Interstate 355.

Engineering, traffic, and utility details will continue to be refined as part of final design and agency review. The Commission may consider whether the proposed layout and design approach appropriately balance development objectives with the Village's standards and expectations.

The Commission must determine whether the proposed rezoning and PUD modifications, when considered collectively, result in a development pattern that is consistent with the Comprehensive Plan, compatible with surrounding land uses, and appropriate for the subject

property. If the PZC is to recommend approval of Case 2026-02 Copper Ridge West with rezoning and a Preliminary PUD/Plat, the following conditions may be considered:

1. Engineering Compliance. Final engineering plans shall demonstrate compliance with Village standards, or obtain approval of any deviations, including roadway width, right-of-way, and entrance design.
2. Guest Parking. The final plan shall address guest parking availability, including evaluation of on-street parking capacity and any necessary modifications to ensure adequate accommodation.
3. Architecture. Final building elevations shall be subject to review and approval, including enhancement of townhome rear elevations and overall architectural variation.
4. Open Space. Open space calculations shall be verified for compliance with Section 17.08.030, and proposed open space areas shall be designed as functional and usable amenities.
5. Tree Preservation & Landscaping. A complete Tree Survey, Tree Preservation Plan, and Landscape Plan shall be submitted and approved at Final PUD, including coordination with grading and utility plans and compliance with all UDO requirements.
6. Coordinate with and involve the Village Arborist during integral steps in the tree preservation process and including coordination with the Village Arborist during design and construction, and consideration of impacts to adjacent and off-site trees during utility installation.
7. Ownership & Maintenance. Final documentation shall be provided outlining ownership and long-term maintenance responsibilities for all common areas, roadways, and open space.
8. Agency Coordination. The applicant shall address all outstanding comments from Village staff, Village consultants, and outside agencies, including but not limited to Engineering, Fire Protection District, Arborist, and Traffic Consultant.
9. Additional Conditions. Any additional conditions deemed appropriate by the Planning & Zoning Commission following public hearing testimony.

**Attachment 2**

Site Photos



**Figure 1**: End of Alba Street at edge of subject property. Google Streetview.



**Figure 2:** View looking northwest at subject property. Gravel drive currently services property.

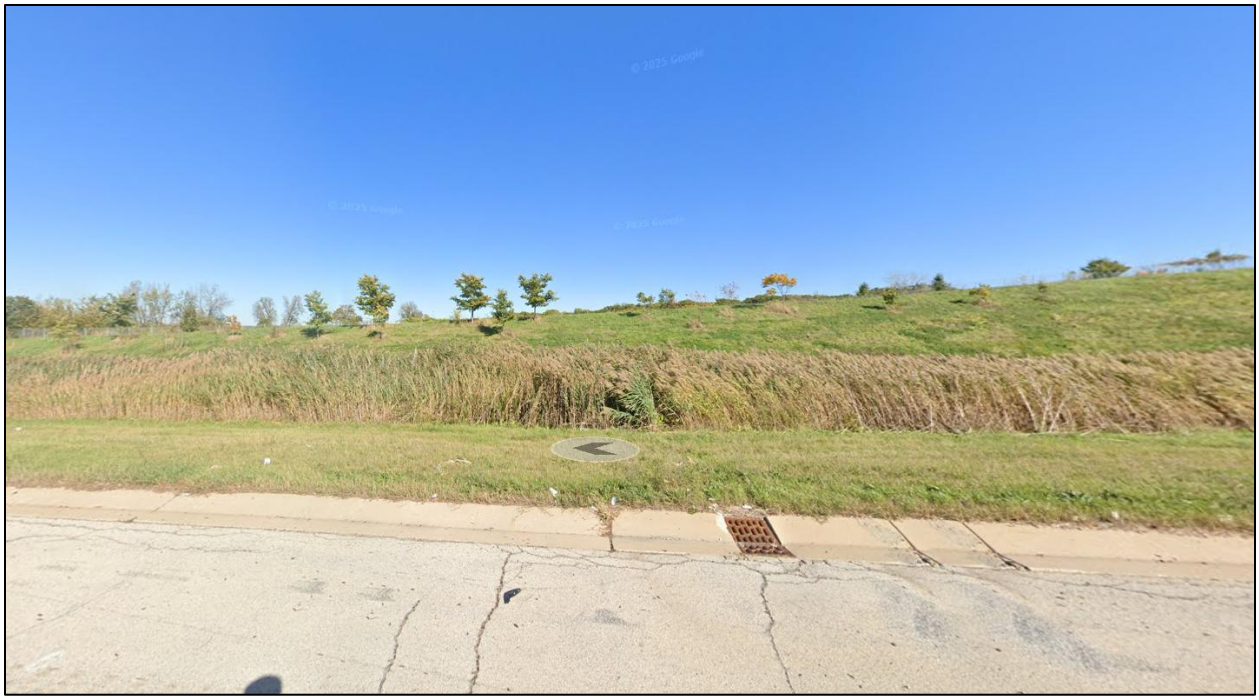


**Figure 3:** View of subject property looking east from I-355.




**Figure 4:** Subject property indicated by yellow star shown in reference to surrounding land use.



**Figure 5:** Subject property highlighted in Orange – Cook County Oblique Aerials.

Attachment 3

STATE OF ILLINOIS )
)
COUNTY OF COOK )
)
VILLAGE OF LEMONT )

**PETITION TO THE LEMONT VILLAGE BOARD**

**AND PLANNING AND ZONING COMMISSION FOR ZONING APPROVAL**

Teton Development LLC, an Illinois limited liability company (hereinafter "Petitioner" or "Teton"), respectfully petitions the Village of Lemont (hereinafter the "Village") to approve the preliminary planned unit development plan and plat of subdivision for the property legally described in **Exhibit A** (hereinafter the "Subject Property"); approve a rezoning of a portion of the Subject Property from (i) R-1 Single-Family Detached Residential District to (ii) R-5(A) Single-Family Detached and Attached Residential District (Single-Family Area) and R-6 Multi-Family Attached Residential District (Townhome Area) to allow both single-family detached homes and single-family attached homes (townhomes); approve zoning deviations as specified herein; confirm the prior termination of an Annexation Agreement between the Village of Lemont, Intrepid Investment Partners-Lion's Park, LLC and Pulte Home Company, dated April 10, 2017 which was rescinded by the Village pursuant to Ordinance 0-47-19 dated June 10, 2019; and approve a development agreement with Petitioner all pursuant to the appropriate provisions of the Village's Code.

**BACKGROUND INFORMATION**

1. The Petitioner, Teton Development LLC, an Illinois limited liability company, is the contract purchaser of the Subject Property.

2. Teton Development LLC is the land development subsidiary of Beechen & Dill Homes, Inc., which is a step-up homebuilding company capable of serving homeowners during all phases of life through distinct housing options.

3. Beechen & Dill Homes is a local, independently owned builder which brings decades of construction and development experience to each project. Beechen & Dill Homes has been building homes in the Chicagoland area since the 1970s and has built homes in Lemont, including the Enclave at Kettering Estates Subdivision, Willow Point Subdivision, Notting Hill Subdivision, Copper Ridge Subdivision and Marble Landing Subdivision.

4. The Subject Property consists of approximately twenty-nine (29) acres located within the Village's corporate boundary.

5. The Subject Property is immediately adjacent to a significant ravine and associated natural features to the north and east, which materially influenced the layout and conservation design of the proposed development.

6. The existing zoning and land uses surrounding the Subject Property are as follows:

a. North: Open Space and M-1 Light Manufacturing (New Avenue)

b. East: R-5A and R-4: Village & Lemont Township Open Space, Single Family Attached and Single Family Detached Residential (Copper Ridge)

c. South: R-1, Interstate I-355 and vacant land

d. West: R-1, Interstate I-355 and vacant land

7. The Subject Property comprises twenty-nine (29) acres of the one hundred and two (102)-acre property that was annexed to the Village on April 10, 2017 as part of the Vistancia Subdivision and was zoned R-4 and R-5 to accommodate a total of two hundred and eighty-one (281) homes consisting of both single-family detached homes and duplex homes with minimum lot sizes for single-family detached homes as small as 6,980 square feet.

8. Petitioner recently completed the nearby Copper Ridge Subdivision on a portion of the former Vistancia site, which consisted of nineteen (19) single-family detached homes and sixty (60) townhomes serving a variety of Lemont residents, including both step-up single-family buyers and active adults aged 55 and older. Sales prices averaged approximately $895,000 for the single-family homes and approximately $670,000 for the townhomes.

9. As part of Petitioner's prior Copper Ridge development, the Petitioner dedicated +/- thirty (30) acres of land to the Village, which remains open space.

10. Petitioner seeks approval of a new community to be known as "Copper Ridge West," consisting of eighty-two (82) homes, including nineteen (19) single-family detached homes and sixty-three (63) townhomes, designed as a consistent and complementary extension of the original Copper Ridge Subdivision. Collectively Copper Ridge and Copper Ridge West total one hundred and sixty-two (162) homes as opposed to the original Vistancia's two hundred and eighty-one (281) homes which represents a considerable reduction in overall density.

11. Copper Ridge West will offer distinct housing options including primary down ranch-townhomes, two-story townhomes as well as step-up single-family homes. The distinct

housing options will appeal to a wide array of home buyers. The traditional detached single-family homes will appeal to step up single-family homebuyers, and the townhomes will appeal to empty nesters who are looking to downsize, but not downgrade, and are seeking a low maintenance living environment (*e.g.*, homeowners' association being responsible for exterior maintenance, snow plowing, landscaping, and mowing). The complementary housing options envisioned will allow for a truly multi-generational community as contemplated by the Village's Comprehensive Plan.

12. According to 2022 census data, 42.2% of Lemont's current population is aged 50+, a 13% increase from 2000, evidencing the need for active adult housing options.

13. The median age of the Village's residents is 44.2, compared to the Illinois median age of 38.1 and Chicago-Joliet and Naperville metro area median age of 37.5.

14. Despite its aging population, the Village of Lemont's housing stock is predominantly two-story single-family detached homes more suitable for families.

15. Beechen & Dill Homes continues to see tremendous demand for both step up single-family homes as well as townhomes as evidenced by its past communities including Kettering, Willow Point, Notting Hill, Marble Landing as well as Copper Ridge which also appeal to a wide array of current and future Lemont residents.

16. To facilitate development of Copper Ridge West, the Petitioner seeks approval of a special use for a planned unit development, preliminary plan and plat of subdivision to develop the Subject Property. The PUD Plan is attached hereto and made a part hereof as **Exhibit B**.

## SUMMARY OF DEVELOPMENT

The proposed Copper Ridge West Subdivision will both build upon the already established residential character of the area and provide a new upscale housing opportunity in Lemont. As a result, Copper Ridge West will not diminish property values but instead will improve property values by improving the Subject Property with a harmonious and unified residential community. The average sale prices are projected to be approximately $900,000 for the single-family homes and approximately $670,000 for the townhomes. The townhomes will have a first floor primary option which will continue to be appealing to "empty nesters" and buyers seeking upscale finishes and modern floor plans.

The exterior architecture will appeal to buyers seeking thoughtful design and durable materials, including architectural shingles, masonry, engineered wood, and decorative accents.

These materials are selected for their aesthetic appeal, longevity, and low maintenance requirements.

The single-family homes will consist of traditional attractive architecture and will range from 2,600 – 3,500 square feet and be of similar character and quality to Copper Ridge. There will be both 2 and 3-car garage options. The townhomes will also consist of quality architecture and will range in size from 1,500 – 2,200 square feet meeting and exceeding all Village masonry requirements. The combination of masonry, decorative garage doors, covered entries along with variation in the roof lines will provide a timeless appeal. In fact, from I-355 the townhomes will provide a quality aesthetic into the Lemont community including architectural shingles, extensive masonry, large windows, deck/patio areas, and architectural detailing carried along all four sides. Most units will offer 1-story living with 1st floor primaries to provide the 55+ active adult with the opportunity to age in place in a home that meets their current needs. The middle units will offer additional square footage and a 2-story option.

The use of landscaping materials will also enhance the overall aesthetics of the site which will include naturalized plantings around the stormwater management open space areas as well as landscaping on each lot consisting of parkway trees, decorative trees, foundation plantings, and other landscape materials, substantially improving the aesthetics of the Subject Property. The Petitioner is also looking to provide additional landscaping along the west property line to buffer the Subject Property from I-355. Open space areas and stormwater management areas have been incorporated along the northern portion of the site to enhance conservation design, preserve mature trees and improve the existing conditions by diverting the current runoff from the Subject Property to the detention basin where it will be stored and released in a controlled manner compliant with all applicable Village and County requirements while also providing for the preservation of open space areas and a buffer to the north. Quality landscaping will transform the open space detention area into a passive relaxation area for the residents.

Proposed path connections to the Village's open space parcel and the Townships path network would provide meaningful recreational and social opportunities as well as activate the Village's open space parcel and provide benefit to all residents of the Township and Village. A homeowner's association park will be located at the entrance to the development to further enhance the appeal of this community, provide additional recreational opportunities and serve as a potential future connection point to the Lemont Township path network. The Petitioner has also designed

the site plan so only large single-family detached homes share a common property with the Lemont Township open space area with the townhomes being internal to the site and located along I-355 which will provide an excellent transition and buffer area from I-355 to the Village and Township open space. Additionally, over twelve acres (40% of the site) has been designed to incorporate open space areas, with an overall density of less than three (3) dwelling units per acre, significantly less than the Comprehensive Plan recommendation of five (5) dwelling units per acre and significantly less than the prior approved Vistancia Subdivision. This is in addition to the approximately thirty (30) acres of land previously dedicated to the Village by the Petitioner as part of the original Copper Ridge development.

Sidewalks will be constructed throughout the development to encourage pedestrian and bicycle usage and connection to the nearby path network. Access to Copper Ridge West will be provided by an access point from Alba Street which will create a serene atmosphere for its residents. The Petitioner will be making significant improvements to Alba Street to considerably enhance its current condition and improve overall life safety as identified on the preliminary engineering plans. The improvements include widening of the pavement surface, curb and gutter installation as well as a new final lift. At the entrance of the Subdivision will be an entrance monument constructed with complementary materials welcoming visitors to Copper Ridge West. Based upon the Institute of Traffic Engineers manuals and the professional traffic study submitted herewith as **Exhibit C**, Alba Street has sufficient capacity to serve Copper Ridge West which of note is significantly less dense than the prior proposed Vistancia Subdivision. The Petitioner has also reserved an access point to the Village's 30 acre parcel near the northeast quadrant of the Subject Property. Village sanitary sewer and potable water are available to the site in the requisite capacity to serve the development.

**CONSISTENCY WITH THE VILLAGE OF LEMONT COMPREHENSIVE PLAN**

It is essential to the public health, comfort, safety, convenience, and general welfare to develop a variety of housing types to accommodate the needs of the Village's current and future population and provide for a diverse housing stock. Providing a range of housing choices allows existing residents to remain in the community close to their kids and grandkids after they no longer wish to maintain and/or occupy a traditional two-story single-family home. Not only does Copper Ridge West satisfy this important objective, but it is also directly in conformance with the Village's

Comprehensive Plan which designates the Subject Property as Contemporary Neighborhood with a Conservation Overlay.

The Contemporary Neighborhood designation is intended to provide for a coordinated mix of housing types, including both single-family detached homes and attached homes such as townhomes, within a compact and cohesive neighborhood structure that emphasizes internal street connectivity, pedestrian accessibility, and meaningful integration of open space. The proposed Copper Ridge West development advances these objectives through its mixture of single-family detached homes and townhomes arranged along an interconnected internal street system with sidewalks and pedestrian path connections. The layout promotes walkability, enhances neighborhood cohesion, and integrates preserved open space areas into the overall subdivision design. The inclusion of significant preserved open space areas further aligns the development with the Conservation Overlay component of the designation.

In addition, the proposed overall density for Copper Ridge West of less than three (3) dwelling units per acre is significantly less than the five (5) dwelling units per acre contemplated under the Contemporary Neighborhood designation. Further, the proposed community exceeds minimum open space requirements, and the Petitioner has already dedicated approximately thirty (30) acres of open space to the Village for such future use as the Village may determine. The incorporation of sidewalk and path connections creates a walkable design and connects to the surrounding environment in a seamless manner consistent with the Comprehensive Plan's emphasis on connectivity. The conservation design element is further met through the incorporation of open space along the northern property line to preserve natural areas and mature trees, together with naturalized stormwater management areas and perimeter buffer areas. The proposed development represents an optimum use of the Subject Property by providing multiple segments of the housing market with an opportunity to reside in Lemont while also enhancing Lemont's real estate tax base, infusing Lemont's local economy with additional income, and improving its workforce in a manner consistent with the Village's land use vision. Together, the mixture of single-family detached homes and townhomes will create a social vibrancy within the community as intended by the Village's Comprehensive Plan. For these reasons, the proposed Planned Unit Development is consistent with the goals and policies of the Village of Lemont Comprehensive Plan, including conservation design, open space preservation, housing diversity, and connectivity.

**Connectivity and Integration with Adjacent Properties and Open Space**

The proposed Copper Ridge West development has been designed to incorporate pedestrian connectivity and access to adjacent open space consistent with the goals of the Village of Lemont Comprehensive Plan. Sidewalks will be constructed throughout the development to encourage pedestrian and bicycle circulation within the neighborhood and to propose connections to nearby open space and trail systems. Proposed path connections to the Village's open space parcel and the Lemont Township path network will provide meaningful recreational and social opportunities, activate the Village's open space parcel, and provide a benefit to both residents of Copper Ridge West and the broader Township and Village community. As shown on the submitted pathway exhibit ("**Exhibit D**"), the development includes a potential pedestrian path system that could connect to the existing Copper Ridge path system and to adjacent open space areas, allowing for future integration with the broader trail network as additional connections are established.

A homeowners' association park is planned near the entrance to the development, which will serve as a gateway feature into the community and provide a potential future connection point to the Lemont Township path network, subject to Township approval. The Petitioner has also reserved a potential access connection to the Village's approximately 30-acre open space parcel located near the northeast portion of the Subject Property to allow for future connectivity should the Village determine that such access is appropriate.

The Petitioner has evaluated the feasibility of providing additional street connections to adjacent properties. However, the Subject Property is bounded by Interstate I-355 to the west and by existing open space, drainage corridors, wooded areas, the adjacent ravine, and environmental features to the north and east, which limit the feasibility of extending public streets to adjacent properties. In addition, adjacent properties to the north and east consist primarily of open space and natural areas that are not currently served by public streets and are not planned for development requiring street connections. Given that the surrounding properties are primarily open space and not part of a larger interconnected street network, the proposed single access point from Alba Street is consistent with the existing development pattern in the immediate area and the site's physical constraints. Notwithstanding these site constraints, the internal street network has been designed to provide logical circulation and connectivity within the development, consistent with the intent of the Contemporary Neighborhood designation.

Accordingly, the development balances the Comprehensive Plan's connectivity goals with the environmental constraints and surrounding land uses by providing pedestrian connections, open space linkages, and a reserved future access connection, while avoiding unnecessary vehicular connections that would disrupt preserved open space areas and natural features.

**Conservation Design and Preservation of Natural Features**

In addition to the connectivity framework described above, the proposed Copper Ridge West development has been designed in accordance with the Conservation Design principles set forth in the Village of Lemont Comprehensive Plan. The site layout was directly informed by existing natural features on the Subject Property, including topography, drainage patterns, wooded areas, the adjacent ravine and open space areas located to the north and east. These natural features influenced the placement of roadways, lots, stormwater facilities, and open space areas in order to minimize impacts to environmentally sensitive areas and preserve the natural character of the site.

The Subject Property is designated as a Contemporary Neighborhood with a Conservation Overlay in the Village of Lemont Comprehensive Plan, and the proposed clustered development pattern and preservation of open space is consistent with the Conservation Overlay planning objectives, which encourage the preservation of natural features and open space while allowing compact residential development. This approach minimizes grading, reduces impacts to existing natural features, preserves mature trees and drainage areas where possible, and allows for the preservation of meaningful open space.

The stormwater detention areas are designed as naturalized features and integrated into the open space system so that they function not only as stormwater facilities but also as aesthetic and passive recreational amenities for residents, while also contributing to improved water quality. In addition, the site has been designed so that the single-family detached homes are located along the eastern portion of the site adjacent to open space areas, while the townhomes are located internal to the development and along the Interstate I-355 corridor. This layout provides an appropriate transition in intensity, preserves views of open space, and creates a buffer from Interstate I-355, while allowing the development to occur in a compact and efficient manner.

## VILLAGE PLANNED UNIT DEVELOPMENT OBJECTIVES

The proposed Copper Ridge West Subdivision also meets the Village's Planned Unit Development standards as follows:

*1. To ensure that future growth and development which occurs is in accordance with policies and goals of the Village.*

As stated above in specific detail, the proposed Copper Ridge West Subdivision is directly in line with the Village's 2030 Plan. Additionally, Copper Ridge West meets an important housing objective within the Village and is of significantly lesser density than anticipated by the Comprehensive Plan and the prior approved Vistancia Subdivision.

*2. To provide a more desirable living environment by preserving and integrating the natural environmental and landscape features of the property into land development.*

The proposed development will include open space areas and extensive landscape improvements to enhance the overall aesthetics of the area, as well as preserving and enhancing the landscape buffer areas along the northern portion of the Subject Property. The Petitioner will also preserve a buffer area and trees along the north property line and has dedicated +/- 30 acres of open space to the Village as well as proposed path connections and a future park site along the southern portion of the Subject Property. Lastly, the open space detention area will be improved with a seating area as well as native landscape plantings to create a passive recreation and relaxation area.

*3. To stimulate creative approaches to the residential commercial and industrial development of land.*

Consistent with the Village's 2030 Plan, the proposed Copper Ridge West Subdivision will provide for a creative land plan and a housing opportunity appealing to the segment of the Village's population 55 years of age and older along with families looking for step up housing options in the Village.

*4. To encourage and stimulate economic development with the Village.*

The Copper Ridge West Subdivision will provide multiple segments of the housing market with suitable housing, enhancing the Village's population base, strengthening its real estate tax base, and generating additional local spending. The proposed development represents an optimum use of the Subject Property by offering diverse housing opportunities that allow residents to remain in Lemont while further supporting the Village's tax base and local economy in a manner consistent with the Village's land use vision.

*5. To preserve or enhance natural features on the site.*

Copper Ridge West will enhance the natural features on the site by integrating natural features of the Subject Property into the development. The homes on the east side of Copper Ridge West will feature expansive vistas of the natural ravine to the east. Sidewalks will be designed such that interconnectivity to the neighborhood park and the Lemont Township open space to the south will create a natural respite and connection to all the natural areas surrounding Copper Ridge West. Petitioner has dedicated thirty (30) acres of land to the Village as well as constructing a community park. Additionally, extensive landscaping will improve the aesthetics of the Subject Property.

*6. To provide usable open space areas within a reasonable distance of all dwelling units.*

The Copper Ridge West Subdivision will include extensive open space areas, a community park, seating areas, and sidewalks as well as paths. Copper Ridge West will feature usable open space, potential interconnectivity to the existing Lemont Township as well as potential connection points to the Village's parcel. In fact, over 40% of the site will be open space consistent with principles of conservation design.

*7. To facilitate, in a cost-effective manner, the development and maintenance of adequate public services.*

In accordance with the Village's 2030 Plan, the Copper Ridge West Subdivision has been designed to maximize open space areas and create a conservation design. In addition, water and sewer are already available in sufficient capacity to serve this development. The Petitioner will be making improvements to Alba Street to enhance life/safety as well as providing potential path connections to benefit all residents of the Village.

*8. To encourage patterns of and uses that decrease trip lengths and increase the use of modes of transportation other than private vehicle.*

The proposed community will include public sidewalks internal to the site as well as a potential path connection to the Township path system and Village open space.

*9. To reduce energy demand and consumption.*

Each Beechen & Dill Home is certified through a third-party energy testing company. Performance testing is done in all homes, and Beechen & Dill Homes guarantees energy consumption savings resulting in lower utility bills. Beechen & Dill Homes are approximately

thirty-five percent (35%) more energy efficient than a code-built home and approximately seventy-seven percent (77%) more efficient than a typical existing home.

*10. To encourage the introduction of related and complementary land uses.*

The proposed Copper Ridge West Subdivision offers two complementary residential land uses that are consistent with and compatible with the surrounding residential communities, while also providing 1st-floor primary townhome options—an important housing opportunity in short supply within the Village. The development will provide much-needed housing options, will not compete with the surrounding single-family detached homes, and will increase property values in the vicinity.

*11. To allow a clustering of residential uses on smaller lots to conserve or create open space.*

Out of the +/- 29 acres, +/- 12 acres will consist of open space areas, stormwater areas, and a park site making up roughly 40% of the overall site. The overall density of the community is less than 3 homes per acre, which is a very low density and consistent with conservation design principles. The Petitioner has already dedicated thirty (30) acres to the Village along the east property line.

**SPECIAL USE STANDARDS**

**FOR PLANNED UNIT DEVELOPMENT**

*1. Is deemed necessary for the public convenience at that location; and*

Consistent with the Village's Comprehensive Plan, the special use will allow for additional housing options for the Village's population and offer low maintenance living options appealing to the 55+ age demographic as well as step-up single-family housing for families. The ideal use for this property is residential given the nature of the surrounding area.

*2 Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected; and*

The Copper Ridge West Subdivision has been designed with a low conservation design density of less than 3 homes per acre while also providing a compelling housing option serving both families and the active adult buyer need within the Village. The proposed community will then have a positive impact on the health, safety and welfare of the Village and its residents.

*3. Will not cause substantial injury to the value of other property in the neighborhood in which it is located; and*

The proposed Copper Ridge West community is a residential community consistent with the surrounding area and includes a density generally consistent with the surrounding area. Other than Copper Ridge, Copper Ridge West will also sell at a higher price per square foot than all the surrounding homes and will actually have a positive effect on property values in the area.

*4. Shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens; and*

The Copper Ridge West community consists of a low density of less than 3 homes per acre and includes extensive open space areas including a prior +/- 30 acre land dedication to the Village. Furthermore, Copper Ridge West is proposed with fewer homes than the prior Vistancia Subdivision plans, and the result will be significantly less demand on Village services as well as generation of less vehicular trips. Additionally, Petitioner is making significant improvements to Alba Street which will benefit the overall Village.

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

Copper Ridge West is consistent with the standards provided for in the Village's Unified Development Ordinances and includes a density of far less than what is anticipated by the Village's Comprehensive Plan.

*6. Meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.*

Copper Ridge West meets and exceeds the Village standards for planned unit developments, including, but not limited to, open space areas, site planning, architecture, and design of the homes.

**REZONING FROM R-1TO R-5(A) AND R-6**

The proposed zoning districts are consistent with the Village's Comprehensive Plan land use designation of Contemporary Neighborhood with a Conservation Overlay. The requested Rezoning a portion of the Subject Property from (i) R-1 and (ii) R-5(A) and R-6 meets the requirements for a rezoning under the Lemont Code and is appropriate based upon the following factors:

*1. The existing uses and zoning of nearby properties.*

The area to the east and north of the Subject Property consists of a ravine, wetlands, and open space. The property further to the east is used for residential purposes, including the original Copper Ridge Subdivision. The Petitioner's proposed use will build upon the established residential character of the area while improving the Subject Property with a low-density residential development, thereby supporting surrounding property values. The Subject Property was zoned R-4 and R-5 in conjunction with the prior approved Vistancia project, which contemplated a total of 281 homes. Said R-4 and R-5 zoning was later revoked and the Property is currently zoned R-1. Since annexation, the Subject Property has remained vacant and underutilized. With the exception of Copper Ridge, prior development proposals have not resulted in construction. The single-family homes along the east property line will be complementary to the adjacent open space areas, and the low-density nature of the proposed community will promote compatibility with the surrounding area.

*2. The extent to which property values are diminished by the particular zoning.*

The average sale prices are anticipated to be approximately $900,000 for the single family homes and in the high $600,000s for the townhomes, and are expected to exceed the price per square foot of the adjacent residential subdivisions, other than Copper Ridge, thereby supporting surrounding property values. The proposed Copper Ridge West Subdivision will promote compatibility between adjacent developments and will not compete with surrounding subdivisions that appeal to a different segment of the housing market. Copper Ridge West will improve the Subject Property by providing a much-needed improvement to a parcel that has remained largely unchanged and underutilized for a significant period of time. In addition, Petitioner's rezone to R-5(A) (single-family homes) R-6 (townhomes) will create consistency and security for the surrounding residential subdivisions, ensuring elimination of any future residential high density or low-quality use which may negatively affect the public health, comfort, moral, safety, and general welfare. The establishment of the Copper Ridge West Subdivision, among other things, secures a quiet residential district compatible with the surrounding area and improves property values.

*3. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public.*

Copper Ridge West will promote compatibility between adjacent developments by introducing a complementary residential development with an overall density of less than three (3) homes per acre. Copper Ridge West will improve the Subject Property and create consistency and

security for the adjacent residential subdivisions, ensuring elimination of any future high density use which may negatively affect public health, comfort, moral, safety and general welfare. Establishment of Copper Ridge West, among other things, secures a quiet residential district compatible with the surrounding area and improves property values. The neighboring properties are residential and open space areas, which is consistent with the Petitioner's requested use. The proposed Copper Ridge West Subdivision will improve the residential character of the area while also providing housing options in short supply. The price per square foot of the proposed Copper Ridge West Subdivision will exceed the adjacent subdivisions (other than Copper Ridge) and will not compete with the adjacent homes. Copper Ridge West will also improve upon the health, safety, and general welfare by providing for a residential development consistent with the surrounding area and avoiding any high-density uses on the Subject Property.

*4. The relative gain to the public as compared to the hardship imposed on the individual property owner.*

The Subject Property has been vacant for a number of years. The gain to the public will be enhancing the Village's housing stock consistent with the vision of the Comprehensive Plan, along with open space areas, potential path connections, public sidewalks, a park site, and significant improvements to Alba Street. The relative gain to the public is significant. As previously stated, Lemont has significant need for diversity in its housing stock.

*5. The suitability of the property for the zoned purpose.*

The Subject Property is well-suited to support the Petitioner's proposed R-5(A) and R-6 designation. Surrounded by open space areas and residential uses, the proposed development is compatible with the surrounding area and will promote uniformity and consistency. Ingress and egress to and from the proposed subdivision have already been established. Copper Ridge West will also provide excellent recreational and social opportunities for the Village residents.

*6. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property.*

While the majority of the property surrounding the Subject Property has been developed as residential or reserved as open space the Subject Property has remained vacant.

*7. The public need for the proposed use.*

As previously stated, the community need for a diverse housing stock is well documented by both the recent census data as well as the Village's 2030 Plan. In addition, by developing the

Subject Property with quality housing, Petitioner will enhance the overall area. Petitioner's development will provide variety for residents of Lemont and allow them to age in place without having to relocate to a surrounding area to accommodate their needs.

*8. The thoroughness with which the municipality has planned and zoned its land use.*

The proposed amendment is also in conformance with the Village's official plans and directly advances the objectives of the Village's 2030 Plan. Lemont established its 2030 Plan in 2014 with a view toward the future. Considerable care was taken to evaluate the needs of Lemont's residents and business owners. Petitioner's proposed development furthers the objectives and goals laid out in the Comprehensive Plan by specifically addressing the need to promote diversity, efficiency and harmony with the community at large.

**EXCEPTIONS FROM ARTICLE IV DEVELOPMENT STANDARDS (SECTION 17.08.030(I))**

Section 17.08.030(I) of the Unified Development Ordinance requires that Planned Unit Developments adhere to the development standards contained in Article IV unless exceptions are approved as part of the Planned Unit Development. The Petitioner is requesting approval of the following exceptions from the Article IV development standards as part of this Planned Unit Development.

**DEVIATION FROM THE CODE REGARDING PARK DISTRICT DEDICATION**

Petitioner proposes to construct a neighborhood park near the entrance of the community, which is anticipated to be owned and maintained by the Copper Ridge West homeowners' association. Code requires a developer to pay a cash contribution in lieu of land dedication based upon the table set forth in Section 17-18-03. In lieu of a cash contribution, Petitioner proposes to utilize the park land cash payment to fund the off-site path connection, subject to Village Park District and Township approval.

**DEVIATION TO REDUCE THE INTERNAL RIGHT-OF-WAY WIDTHS FROM 66' TO 60', WITH A PAVEMENT SECTION OF 30' INCLUDING BACK OF CURB**

Code requires a sixty-six (66) foot wide right-of-way to be installed for new developments. Petitioner proposes to dedicate right-of-way within Copper Ridge West of sixty (60) feet in lieu of sixty-six (66) feet and construct a thirty (30) foot wide pavement section including the back of curb. The purpose of the right-of-way requirement is to provide adequate space for installation of utilities and sidewalk. Petitioner's proposed plan meets both these stated goals by providing

sufficient space for utility installation and sidewalks. It is important to note, the pavement width of thirty (30) feet from back of curb to back of curb, as required by Code, will be complied with. This request is also consistent with the prior approved developments such as Copper Ridge, which also had a 60-foot right-of-way width.

**DEVIATION TO REDUCE THE INTERIOR SIDEYARD SETBACK FROM 15' TO 10' IN THE R-6 ZONING DISTRICT AND TO REDUCE BUILDING SEPARATION BETWEEN TOWNHOME STRUCTURES**

The Petitioner's request to reduce the interior side yards for the townhomes in the R-6 zoning district from fifteen (15) feet to ten (10) feet is consistent with the Village's 2030 Plan which favors efficient design. In addition, the ten (10) foot interior side yards were approved as part of the prior plans for the Subject Property and are also consistent with what was approved for the Glens of Connemara, Equestrian Meadows, Willow Point, Notting Hill, Copper Ridge, and the Estates of Montefiore projects. There will be a minimum of twenty (20) feet separation between townhome buildings. Accordingly, the Petitioner also requests approval of a reduction in the minimum building separation between townhome structures from thirty (30) feet to twenty (20) feet.

**DEVIATION TO PERMIT COVERED PORCH ENCROACHMENTS FOR TOWNHOME UNITS INTO REQUIRED REAR YARD SETBACKS**

The Petitioner proposes to offer covered porch options for certain townhome units. Pursuant to Section 17.07 of the Unified Development Ordinance, including Table 17-07-01, all portions of the principal structure, including attached accessory structures, are required to comply with the applicable yard setback requirements.

Due to the design of certain townhome units and the desire to provide functional outdoor living spaces consistent with market demand, strict compliance with the required rear yard setbacks would limit the ability to incorporate covered porches on all units. The Petitioner has evaluated alternative design approaches, including the potential use of adjacent open space areas; however, such alternatives are not feasible for all units due to site layout constraints and the location of internal lot lines.

Accordingly, the Petitioner requests a deviation, as part of this Planned Unit Development and as an exception from the Article IV development standards, to permit covered porch encroachments of up to 15 feet into the required rear yard setback for townhome units. The

proposed encroachments will be limited in scope, will not materially impact adjacent properties or open space areas, and will remain consistent with the overall design intent and character of the development.

**DEVIATION TO INCREASE FRONT YARD LOT COVERAGE FROM 36% TO 40% FOR SINGLE-FAMILY DETACHED LOTS**

Code limits front yard lot coverage to thirty-six percent (36%), which restricts the width and configuration of driveways within the front yard setback. Petitioner proposes to increase front yard lot coverage to up to forty percent (40%) for certain single-family detached lots within Copper Ridge West.

As demonstrated on the Single-Family Coverage Exhibit ("**Exhibit E**"), strict compliance with the thirty-six percent (36%) limitation results in a driveway configuration of approximately fourteen (14) feet in width, which does not provide adequate access to the third garage bay and limits its functional use. Petitioner's proposed driveway configuration, as illustrated on the Single-Family Coverage Variance Exhibit ("**Exhibit F**"), allows for reasonable vehicular access to all garage bays and requires an increase in front yard lot coverage to approximately forty percent (40%).

The requested deviation is limited to front yard lot coverage only, as the overall lot coverage for the single-family lots remains well below the maximum permitted under the Village's Code. In addition, the proposed single-family lots have a minimum lot width of eighty (80) feet, which exceeds the minimum requirement of seventy-five (75) feet in the R-5A zoning district.

This deviation will allow for improved home design, including functional three-car garage configurations and appropriately sized driveways, and is consistent with the overall quality and character of the development.

**DEVIATION TO PERMIT LOT COVERAGE IN EXCESS OF 65% FOR CERTAIN TOWNHOME LOTS**

Code limits lot coverage within the R-6 zoning district to sixty-five percent (65%) as set forth in Table 17-07-01. Petitioner proposes to permit lot coverage in excess of sixty-five percent (65%), up to approximately 81**%**, for certain individual townhome lots within Copper Ridge West.

As demonstrated on the Townhome Lot Coverage Exhibit ("**Exhibit G**"), a typical townhome building with the maximum deck and patio configurations offered by the Petitioner results in lot coverage of approximately sixty-four and forty-seven hundredths percent (64.47%),

which complies with the Code requirement. However, when lot coverage is calculated on a per-lot basis, as requested by the Village, certain individual lots may slightly exceed the sixty-five percent (65%) limitation due to the configuration of outdoor amenity spaces and the division of buildings into individual platted lots.

The requested deviation is limited in scope and applies only where necessary to accommodate typical deck and patio configurations and the allocation of building coverage across individual lots. The overall building coverage and site design remain consistent with the intent of the Village's Code and do not result in increased building mass or intensity beyond what is otherwise permitted.

This deviation will allow for consistent architectural design and amenity offerings across townhome units while maintaining compliance with the overall design intent and character of the development.

**DEVIATION TO ALLOW CENTERLINE RADIUS OF 175' IN LIEU OF 200'**

Petitioner requests a 175' foot centerline radius in order to achieve a more efficient design and preserve as much open space as possible. This deviation also allows for minimization of retaining walls and impacts to existing trees. A 175' centerline radius was also approved for Copper Ridge.

**DEVIATION TO ALLOW CUL DE SAC LENGTHS IN EXCESS OF 300'**

Due to the location of the Subject Property and primary access off of Alba Street, Petitioner requires approval of a cul de sac in excess of three hundred (300) feet in length as depicted on the preliminary engineering plans.

**DEVIATION TO ALLOW DETENTION POND DEPTHS IN EXCESS OF 4' WITH BOUNCE UP TO 6.8'**

Code does not specify required bounce for naturalized detention areas, only "dry" detention areas. The Petitioner anticipates naturalized detention basins which will generally hold minimal water and due to volume control requirements the bottom of the basins are technically one foot below where detention is calculated from. The Petitioner is requesting approval of total pond depths and bounce of up to 6.8' between pond bottom and the overflow weir. This request follows the previous approvals for Vistancia as well as Copper Ridge.

**DEVIATION FOR SIDE SLOPES IN THE DETENTION BASINS OF 4 TO 1**

Petitioner is requesting slide slopes of 4 to 1 in the detention basins. The detention basins will hold minimal water in the normal condition and do not present safety issues. This request follows the previous approvals for Vistancia and Copper Ridge.

**DEVIATION FOR BACKSLOPES AND SIDESLOPES OF 3 TO 1 IN ALL PONDS AND OPEN SPACE AREAS**

Petitioner is requesting back slopes and side slopes on the exterior of all detention basins as depicted on the preliminary engineering plans which anticipates the northern basin having of 3 to 1 which will allow the Petitioner to maximize open space, minimize tree removal and avoid wetland impacts. This request follows the previous approvals for Vistancia and Copper Ridge. The eastern located detention area will have 4 to 1 side slopes and backslopes.

**DEVIATION TO ALLOW DRIVEWAY CONCRETE THICKNESS OF 5 INCHES**

Petitioner seeks a deviation to allow driveway concrete thickness of five (5) inches in lieu of six (6) inches. The Village permits asphalt driveways of 2.5 inches. The Petitioner would prefer to install concrete which has an enhanced aesthetic value.

**DEVIATION TO NOT INSTALL SIDEWALK ALONG ALBA STREET**

Due to the proposed internal path connections which provide pedestrian access to Timberline and ample recreational options, the Petitioner is requesting to not be required to install any sidewalk along Alba Street which is off-site. The Petitioner is installing sidewalk on both sides of the street in all internal areas of the Subject Property.

**DEVIATION TO PERMIT MINIMUM LOT AREA OF LESS THAN 10,000 SQUARE FEET (9,600 REQUESTED) PER HOME IN THE R-5(A) ZONING DISTRICT.**

The single family homes will have a minimum lot width of eighty (80) feet and a minimum lot size of 9,600 square feet. All single-family homes will back up to open space and be strategically placed along the east property line. Overall, the entire Subject Property will be less than 3 homes per acre, will include open space areas, and conservation design principles. The average lot size will be 10,325 square feet.

**NOW, THEREFORE,** the Petitioner respectfully requests that the Village take necessary and appropriate action for the approval of a special use for a planned unit development, approval of the preliminary planned unit development plan and plat of subdivision; approval of a rezoning of the Subject Property from R-1 Single-Family Detached Residential District to R-5(A) Single-Family Detached and Attached Residential District and R-6 Multi-Family Attached Residential District to allow single-family detached homes and townhomes; approval of zoning deviations as specified herein; and approval of a development agreement and land donation agreement, all pursuant to the appropriate provisions of the Village's Code.

Petitioner:

Teton Development LLC,
an Illinois limited liability company

By: Vince Rosanova

Vincent M. Rosanova
Its Attorney

**EXHIBIT A**
**LEGAL DESCRIPTIONS**

**PARCEL ONE**

THAT PART OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION RUNNING THENCE EAST 9.275 CHAINS TO THE SOUTHEAST CORNER THEREOF; RUNNING THENCE NORTH ALONG THE EAST LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION, 16.10 CHAINS; RUNNING THENCE SOUTHWESTERLY TO THE WEST LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION AT A POINT DISTANT 10.90 CHAINS NORTH OF POINT OF BEGINNING; AND RUNNING THENCE SOUTH ON THE WEST LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION TO PLACE OF BEGINNING, (EXCEPT THAT PART THEREOF LYING SOUTHWESTERLY OF A LINE DESCRIBED AS BEGINNING AT A POINT IN THE WEST LINE OF THE WEST HALF OF THE EAST HALF OF SAID NORTHWEST QUARTER DISTANT NORTHERLY 233.03 FEET FROM THE SOUTHWEST CORNER OF SAID WEST HALF; THENCE SOUTHEASTERLY 272.02 FEET MORE OR LESS TO A POINT OF TERMINATION IN THE SOUTH LINE OF THE WEST HALF OF THE EAST HALF OF SAID NORTHWEST QUARTER, BEING 140.07 FEET EASTERLY FROM THE SOUTHWEST CORNER OF SAID WEST HALF AND ALSO 1084.23 FEET WESTERLY FROM THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER), ALL IN COOK COUNTY, ILLINOIS.

**PARCEL TWO**

THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF A LINE DESCRIBED AS BEGINNING AT A POINT IN THE NORTH LINE OF SAID SOUTHWEST QUARTER DISTANCE WESTERLY 1084.23 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTHEASTERLY 2106.13 FEET MORE OR LESS TO A POINT OF TERMINATION IN THE EAST LINE OF SAID SOUTHWEST QUARTER DISTANT SOUTHERLY 1804.23 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER, ALL IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM, THE FOLLOWING:

THAT PART OF THE EAST HALF OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 30; THENCE SOUTH 88 DEGREES 39 MINUTES 53 SECONDS WEST, ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 30, A DISTANCE OF 1223.86 FEET TO THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 30; THENCE NORTH 01 DEGREES 23 MINUTES 02 SECONDS WEST, ALONG SAID WEST LINE 233.03 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREES 23 MINUTES 02 SECONDS WEST, ALONG SAID WEST LINE 203.21 FEET; THENCE SOUTH 38 DEGREES 01 MINUTES 35 SECONDS EAST, 1128.70 FEET; THENCE SOUTH 45 DEGREES 55 MINUTES 10 SECONDS WEST, 220.34 FEET; THENCE NORTH 32 DEGREES 22 MINUTES 35 SECONDS WEST, 721.74 FEET TO SAID NORTH LINE; THENCE CONTINUING NORTH 32 DEGREES 22 MINUTES 35 SECONDS WEST, 271.98 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALSO EXCEPTING THEREFROM, THE FOLLOWING:

THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 30; THENCE SOUTH 88 DEGREES 45 MINUTES 45 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER 66.00 FEET; THENCE NORTH 01 DEGREES 16 MINUTES 09 SECONDS WEST, 954.64 FEET; THENCE NORTH 32 DEGREES 22 MINUTES 35 SECONDS WEST 1260.23 FEET; THENCE SOUTH 37 DEGREES 27 MINUTES 12 SECONDS EAST 1214.61 FEET TO THE EAST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 01 DEGREES 16 MINUTES 09 SECONDS EAST, ALONG SAID EAST LINE 1053.34 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

Attachment 4

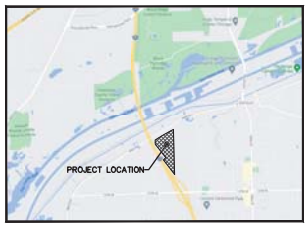
# ALTA/NSPS LAND TITLE SURVEY

OF

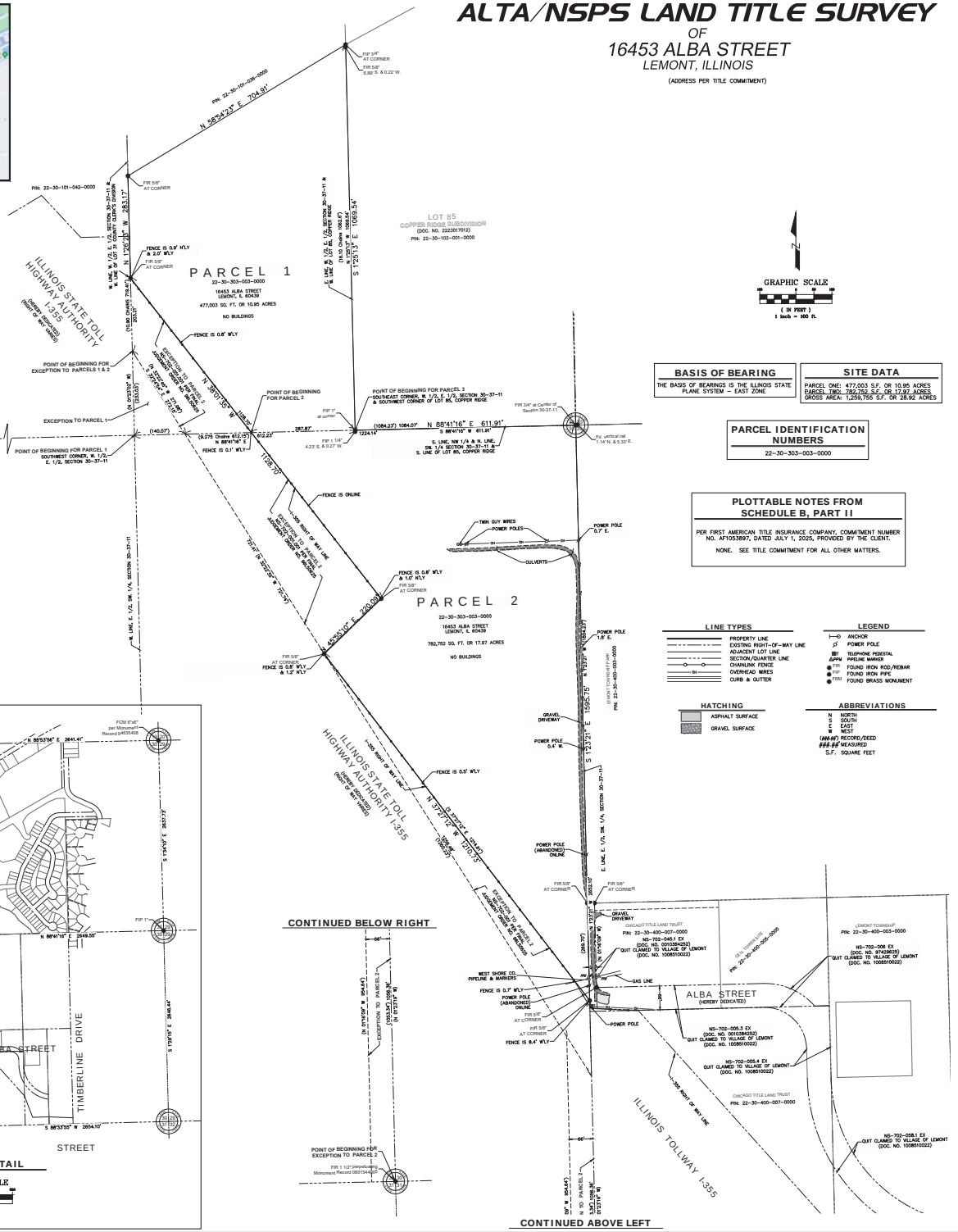
## 16453 ALBA STREET

LEMONT, ILLINOIS

(ADDRESS PER TITLE COMMITMENT)




LOCATION MAP
NOT TO SCALE


PARCEL 1
22-30-303-003-0000
16453 ALBA STREET
LEMONT, IL 60439
477,003 SQ. FT. OR 10.95 ACRES
NO BUILDINGS
PARCEL 2
22-30-303-003-0000
16453 ALBA STREET
LEMONT, IL 60439
782,752 SQ. FT. OR 17.97 ACRES
NO BUILDINGS
LOT 85
COPPER RIDGE SUBDIVISION
(DOC. NO. 2223017012)
PIN: 22-30-102-001-0000
PIN: 22-30-101-026-0000
N 58°54'23" E 704.91'
S 1°25'13" E 1065.54'
N 1°26'38" W 283.17'
N 1°27'35" W 1128.70'
N 45°25'10" E 220.00'
S 1°23'21" E 1595.75'
N 88°41'16" E 611.91'
N 88°39'55" E 1223.88'
ILLINOIS STATE TOLL HIGHWAY AUTHORITY I-355
(SURVEY ATTACHED) (POINT NOT MARKED)
TIMBERLINE DRIVE
ALBA STREET
(HEREBY DEDICATED)
CHICAGO TITLE LAND TRUST
PIN: 22-30-400-007-0000
QUIT CLAIMED TO VILLAGE OF LEMONT
(DOC. NO. 0010384252)
(DOC. NO. 1008510022)
LEMONT TOWNSHIP
PIN: 22-30-400-003-0000
NS-702-006 EX
(DOC. NO. 97430825)
QUIT CLAIMED TO VILLAGE OF LEMONT
(DOC. NO. 1008510022)
NS-702-005.3 EX
(DOC. NO. 0010384252)
QUIT CLAIMED TO VILLAGE OF LEMONT
(DOC. NO. 1008510022)
NS-702-005.4 EX
QUIT CLAIMED TO VILLAGE OF LEMONT
(DOC. NO. 1008510022)
NS-702-008.1 EX
QUIT CLAIMED TO VILLAGE OF LEMONT
(DOC. NO. 1008510022)
PIN: 22-30-400-007-0000
PIN: 22-30-400-006-0000
PIN: 22-30-400-005-0000
WEST SHORE CO. PIPELINE & MARKERS
GAS LINE
POWER POLE
POWER POLE (ABANDONED) ONLINE
GRAVEL DRIVEWAY
TWIN GUY WIRES
POWER POLES
CULVERTS
FENCE IS ONLINE
FENCE IS 0.6' W'LY
FENCE IS 0.7' W'LY
FENCE IS 0.1' W'LY
FENCE IS 0.5' W'LY
FENCE IS 8.4' W'LY
EXCEPTION TO PARCEL 2
EXCEPTION TO PARCEL 1
EXCEPTION TO PARCELS 1 & 2
POINT OF BEGINNING FOR PARCEL 1
POINT OF BEGINNING FOR PARCEL 2
POINT OF BEGINNING FOR PARCEL 3
POINT OF BEGINNING FOR EXCEPTION TO PARCELS 1 & 2
POINT OF COMMENCEMENT FOR EXCEPTION TO PARCEL 2
POINT OF BEGINNING FOR EXCEPTION TO PARCELS 2
SOUTHEAST CORNER, N. 1/2, E. 1/2, SECTION 30-37-11
SOUTHEAST CORNER OF LOT 85, COPPER RIDGE
S. LINE, NW 1/4 & N. LINE, SW 1/4 SECTION 30-37-11 &
S. LINE OF LOT 85, COPPER RIDGE
N. LINE, E. 1/2, SW. 1/4 SECTION 30-37-11
E. LINE, E. 1/2, SW. 1/4 SECTION 30-37-11
W. LINE, W. 1/2, E. 1/2, SECTION 30-37-11
E. LINE, E. 1/2, SW. 1/4 SECTION 30-37-11
(16.10 Chains 1062.6')
N. LINE, W. 1/2, E. 1/2, SECTION 30-37-11 &
N. LINE OF LOT 1 IN COPPER RIDGE SUBDIVISION
(10.10 Chains 666.6')
PIN: 22-30-101-042-0000
PIN: 22-30-400-006-0000
PIN: 22-30-400-005-0000
FIR 3/4" AT CORNER
FIR 5/8" 0.89' S. & 0.22' W.
FIR 5/8" AT CORNER
FIR 1" at corner
FIR 3/4" at Corner of Section 30-37-11
FIR 1 1/4" 4.23' S. & 0.23' W.
Fd. vertical rail 1.14' N. & 0.53' E.
Fd. cross on limestone monument per Monument Record 1306010112
FIR 3/4"
FIR 5/8" perpetuating Monument Record 1306010112
FIR 1 1/2" perpetuating Monument Record 0801544005
FCM 6"x6" per Monument Record 0425408
RBM per Monument Record 1312629024
1224.14' (N 88°39'55" E 1223.88')
(1084.23') 1084.07'
(1084.23') 1084.07'
(140.07')
(8.275 Chains 612.15')
612.23'
287.87'
1224.14'
1226.37'
616.33'
2450.74'
610.04'
2641.44'
1224.14'
2649.55'
1221.91'
2443.98'
2654.10'
2647.47'
2647.47'
2647.47

Attachment 5




## SITE DATA

| LAND USE | UNITS | AREA | % OF SITE |
|---|---|---|---|
| SINGLE FAMILY (80'W x 120'D) | 19 | 6.3 | 21.8% |
| FRONT-LOADED TOWNHOMES | 63 | 10.4 | 36.0% |
| DETENTION / OPEN SPACE / BUFFER | - | 12.2 | 42.2% |
| TOTAL | 82 | 28.9 AC | 100.0% |

R.O.W. LENGTH = 2,728 L.F.

# ILLUSTRATIVE PLAN
## LEMONT, ILLINOIS

02/10/2026

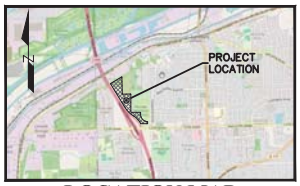
GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

L:\Projects\BH2507\Acad\BH2507_C01_IL.dwg

Attachment 6

L:\Projects\2025\25-0017\Engineering\DWG\Preliminary\25-0017 PE.dwg Plot Date:4/15/2026 5:32:43 PM By:nmeske

# PRELIMINARY SITE PLAN - OVERALL
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS




**LOCATION MAP**
NOT TO SCALE

GRAPHIC SCALE
( IN FEET )
1 inch = 100 ft.

## SITE DATA
GROSS AREA: 1,259,755 S.F. OR 28.92 ACRES

## BASIS OF BEARING
THE BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE SYSTEM – EAST ZONE

## PARCEL IDENTIFICATION NUMBERS
22-30-303-003-0000

### SITE AREA DATA - UNIT COUNTS AND ACREAGE

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| R.O.W. DEDICATION TO VILLAGE (DEVELOPED): | 175,530 SQ. FT. OR 4.03 ACRES |
| R.O.W. DEDICATION TO VILLAGE (FUTURE): | 1,683 SQ. FT. OR 0.04 ACRES |
| SINGLE FAMILY LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| OUT LOT A (OPEN SPACE & STORM WATER): | 119,628 SQ. FT. OR 2.75 ACRES |
| OUT LOT A (UNDEVELOPED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOT B (OPEN SPACE): | 68,577 SQ. FT. OR 1.57 ACRES |
| OUT LOT C (OPEN SPACE): | 8,111 SQ. FT. OR 0.19 ACRES |
| OUT LOT D (OPEN SPACE & STORM WATER): | 68,576 SQ. FT. OR 1.57 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |




## R-5A ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-5A |
| SINGLE-FAMILY LOTS: | 19 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## SUMMARY TABLE OF R-5A LOT SIZES

| | | |
|---|---|---|
| 1 | 10,104 | 0.23 |
| 2 | 9,600 | 0.22 |
| 3 | 9,600 | 0.22 |
| 4 | 9,600 | 0.22 |
| 5 | 9,600 | 0.22 |
| 6 | 9,600 | 0.22 |
| 7 | 9,600 | 0.22 |
| 8 | 9,600 | 0.22 |
| 9 | 9,600 | 0.22 |
| 10 | 9,600 | 0.22 |
| 11 | 9,600 | 0.22 |
| 12 | 10,635 | 0.24 |
| 13 | 11,795 | 0.27 |
| 14 | 11,317 | 0.26 |
| 15 | 11,317 | 0.26 |
| 16 | 10,107 | 0.23 |
| 17 | 12,116 | 0.28 |
| 18 | 10,528 | 0.24 |
| 19 | 12,272 | 0.28 |
| TOTALS | 196,191 | 4.50 |

## SUMMARY TABLE OF R-6 LOT SIZES (INDIVIDUAL)

| | | |
|---|---|---|
| 20 | 6,733 | 0.15 |
| 21 | 4,303 | 0.10 |
| 22 | 3,880 | 0.09 |
| 23 | 6,928 | 0.16 |
| 24 | 7,839 | 0.18 |
| 25 | 3,616 | 0.08 |
| 26 | 3,388 | 0.08 |
| 27 | 6,200 | 0.14 |
| 28 | 6,050 | 0.14 |
| 29 | 3,393 | 0.08 |
| 30 | 3,393 | 0.08 |
| 31 | 6,073 | 0.14 |
| 32 | 6,073 | 0.14 |
| 33 | 3,393 | 0.08 |
| 34 | 3,393 | 0.08 |
| 35 | 6,073 | 0.14 |
| 36 | 6,073 | 0.14 |
| 37 | 3,393 | 0.08 |
| 38 | 3,393 | 0.08 |
| 39 | 6,073 | 0.14 |
| 40 | 6,073 | 0.14 |
| 41 | 3,393 | 0.08 |
| 42 | 3,393 | 0.08 |
| 43 | 6,170 | 0.14 |
| 44 | 9,106 | 0.21 |
| 45 | 3,393 | 0.08 |
| 46 | 3,392 | 0.08 |
| 47 | 9,226 | 0.21 |
| 48 | 11,501 | 0.26 |
| 49 | 4,575 | 0.11 |
| 50 | 3,977 | 0.09 |
| 51 | 6,241 | 0.14 |
| 52 | 6,140 | 0.14 |
| 53 | 3,416 | 0.08 |
| 54 | 3,416 | 0.08 |
| 55 | 6,175 | 0.14 |
| 56 | 6,256 | 0.14 |
| 57 | 8,938 | 0.21 |
| 58 | 10,418 | 0.24 |
| 59 | 3,903 | 0.09 |
| 60 | 3,745 | 0.09 |
| 61 | 9,757 | 0.22 |
| 62 | 8,750 | 0.20 |
| 63 | 4,955 | 0.11 |
| 64 | 11,749 | 0.27 |
| 65 | 6,900 | 0.16 |
| 66 | 3,393 | 0.08 |
| 67 | 3,393 | 0.08 |
| 68 | 6,073 | 0.14 |
| 69 | 6,074 | 0.14 |
| 70 | 3,393 | 0.08 |
| 71 | 3,393 | 0.08 |
| 72 | 6,073 | 0.14 |
| 73 | 6,074 | 0.14 |
| 74 | 3,393 | 0.08 |
| 75 | 3,393 | 0.08 |
| 76 | 6,074 | 0.14 |
| 77 | 6,074 | 0.14 |
| 78 | 3,393 | 0.08 |
| 79 | 3,393 | 0.08 |
| 80 | 6,073 | 0.14 |
| 81 | 6,112 | 0.14 |
| 82 | 6,132 | 0.14 |
| TOTALS | 346,521 | 7.96 |

## R-6 ZONING REQUIREMENTS

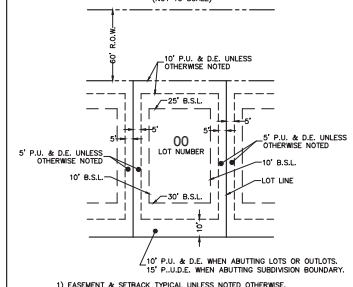
| | |
|---|---|
| ZONING: | R-6 |
| MULTI-FAMILY UNITS: | 63 |
| MULTI-FAMILY LOTS: | 14 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

## SUMMARY TABLE FOR R-6 LOT SIZES (PER BLDG.)

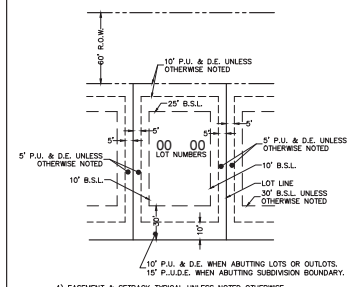
| BLDG. | LOTS | SIZE (SQ. FT.) | SIZE (ACRE) |
|---|---|---|---|
| 1 | 20-23 | 21,845 | 0.50 |
| 2 | 24-27 | 21,043 | 0.48 |
| 3 | 28-31 | 18,909 | 0.43 |
| 4 | 32-35 | 18,932 | 0.43 |
| 5 | 36-39 | 18,932 | 0.43 |
| 6 | 40-43 | 19,029 | 0.43 |
| 7 | 44-47 | 25,117 | 0.58 |
| 8 | 48-51 | 26,294 | 0.60 |
| 9 | 52-55 | 19,146 | 0.44 |
| 10 | 56-57 | 15,194 | 0.35 |
| 11 | 58-61 | 27,824 | 0.64 |
| 12 | 62-64 | 25,454 | 0.58 |
| 13 | 65-68 | 19,759 | 0.45 |
| 14 | 69-72 | 18,933 | 0.43 |
| 15 | 73-76 | 18,933 | 0.43 |
| 16 | 77-80 | 18,933 | 0.43 |
| 17 | 81-82 | 12,244 | 0.28 |
| TOTALS | 63 LOTS | 346,521 | 7.96 |

TYPICAL SINGLE FAMILY LOT DETAIL
(NOT TO SCALE)




1) EASEMENT & SETBACK TYPICAL UNLESS NOTED OTHERWISE.
2) SIDE YARD EASEMENTS SHALL BE INCREASED TO 7.5' WHERE WET UTILITIES ARE PROPOSED.

TYPICAL MULTI-FAMILY LOT DETAIL
(NOT TO SCALE)




1) EASEMENT & SETBACK TYPICAL UNLESS NOTED OTHERWISE.
2) SIDE YARD EASEMENTS SHALL BE INCREASED TO 7.5' WHERE WET UTILITIES ARE PROPOSED.

**LOT DETAILS**

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOISICALL.COM

1 OF 3

| PROJECT INFORMATION | |
|---|---|
| Project No.: | 25-0017 |
| Scale: | 1" = 100' |
| Date: | 02-20-2026 |
| Design By: | SDS |
| Drawn By: | NSM |
| Checked By: | SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
IL PROF. LIC. NO.: 184-003740

PRELIMINARY SITE PLAN
FOR
COPPER RIDGE WEST
LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

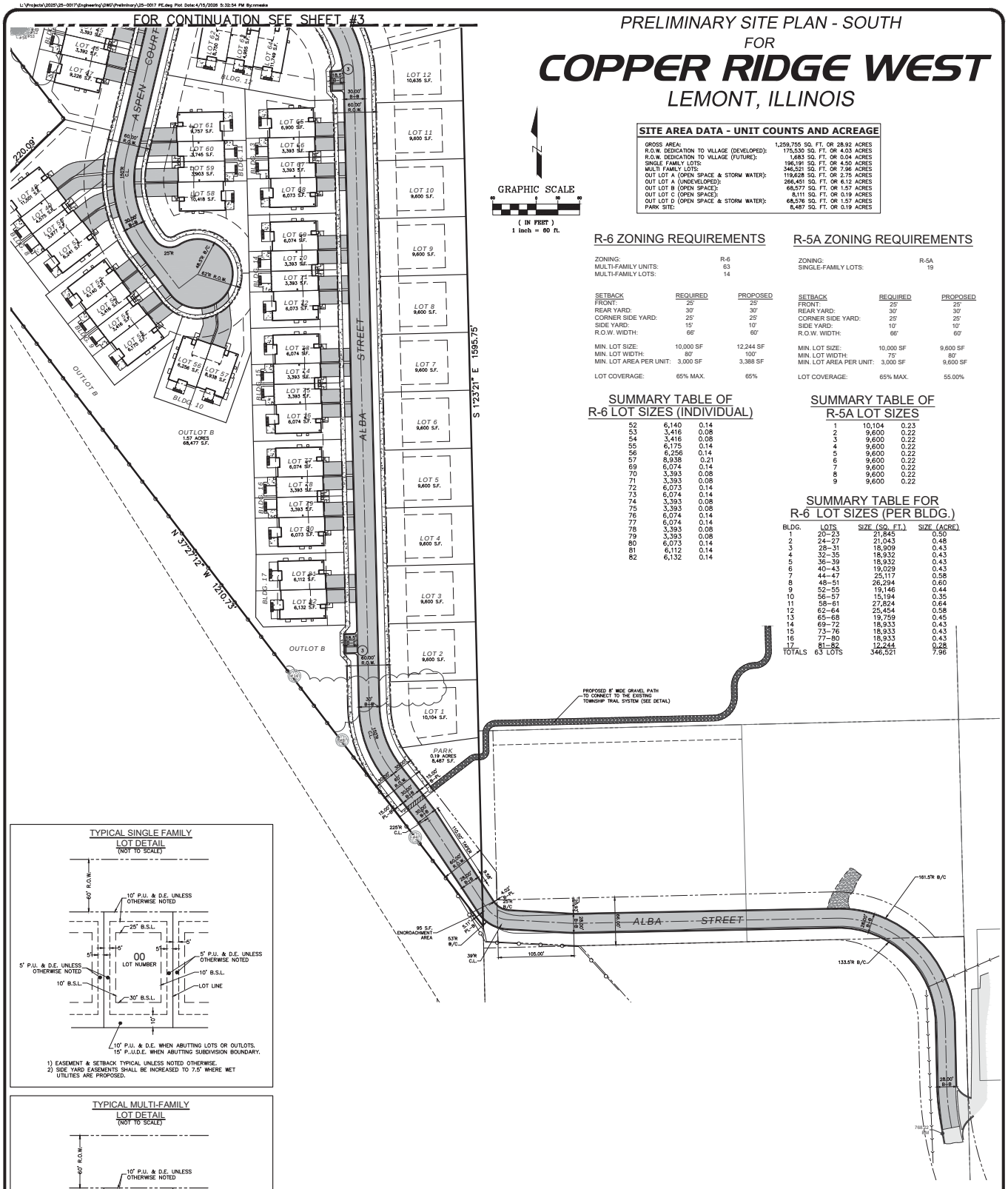
REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

L:\Projects\2025\25-0017\Engineering\DWG\Preliminary\25-0017 PE.dwg Plot Date:4/15/2026 5:32:54 PM By:nmeske

FOR CONTINUATION SEE SHEET #3

# PRELIMINARY SITE PLAN - SOUTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS




### SITE AREA DATA - UNIT COUNTS AND ACREAGE

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| R.O.W. DEDICATION TO VILLAGE (DEVELOPED): | 175,530 SQ. FT. OR 4.03 ACRES |
| R.O.W. DEDICATION TO VILLAGE (FUTURE): | 1,683 SQ. FT. OR 0.04 ACRES |
| SINGLE FAMILY LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| OUT LOT A (OPEN SPACE & STORM WATER): | 119,628 SQ. FT. OR 2.75 ACRES |
| OUT LOT A (UNDEVELOPED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOT B (OPEN SPACE): | 68,577 SQ. FT. OR 1.57 ACRES |
| OUT LOT C (OPEN SPACE): | 8,111 SQ. FT. OR 0.19 ACRES |
| OUT LOT D (OPEN SPACE & STORM WATER): | 68,576 SQ. FT. OR 1.57 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |

### R-6 ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-6 |
| MULTI-FAMILY UNITS: | 63 |
| MULTI-FAMILY LOTS: | 14 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

### R-5A ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-5A |
| SINGLE-FAMILY LOTS: | 19 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

### SUMMARY TABLE OF R-6 LOT SIZES (INDIVIDUAL)

| | | |
|---|---|---|
| 52 | 6,140 | 0.14 |
| 53 | 3,416 | 0.08 |
| 54 | 3,416 | 0.08 |
| 55 | 6,175 | 0.14 |
| 56 | 6,256 | 0.14 |
| 57 | 8,938 | 0.21 |
| 69 | 6,074 | 0.14 |
| 70 | 3,393 | 0.08 |
| 71 | 3,393 | 0.08 |
| 72 | 6,073 | 0.14 |
| 73 | 6,074 | 0.14 |
| 74 | 3,393 | 0.08 |
| 75 | 3,393 | 0.08 |
| 76 | 6,074 | 0.14 |
| 77 | 6,074 | 0.14 |
| 78 | 3,393 | 0.08 |
| 79 | 3,393 | 0.08 |
| 80 | 6,073 | 0.14 |
| 81 | 6,112 | 0.14 |
| 82 | 6,132 | 0.14 |

### SUMMARY TABLE OF R-5A LOT SIZES

| | | |
|---|---|---|
| 1 | 10,104 | 0.23 |
| 2 | 9,600 | 0.22 |
| 3 | 9,600 | 0.22 |
| 4 | 9,600 | 0.22 |
| 5 | 9,600 | 0.22 |
| 6 | 9,600 | 0.22 |
| 7 | 9,600 | 0.22 |
| 8 | 9,600 | 0.22 |
| 9 | 9,600 | 0.22 |

### SUMMARY TABLE FOR R-6 LOT SIZES (PER BLDG.)

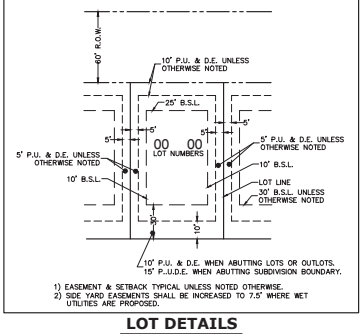
| BLDG. | LOTS | SIZE (SQ. FT.) | SIZE (ACRE) |
|---|---|---|---|
| 1 | 20-23 | 21,845 | 0.50 |
| 2 | 24-27 | 21,043 | 0.48 |
| 3 | 28-31 | 18,909 | 0.43 |
| 4 | 32-35 | 18,932 | 0.43 |
| 5 | 36-39 | 18,932 | 0.43 |
| 6 | 40-43 | 19,029 | 0.43 |
| 7 | 44-47 | 25,117 | 0.58 |
| 8 | 48-51 | 26,294 | 0.60 |
| 9 | 52-55 | 19,146 | 0.44 |
| 10 | 56-57 | 15,194 | 0.35 |
| 11 | 58-61 | 27,824 | 0.64 |
| 12 | 62-64 | 25,454 | 0.58 |
| 13 | 65-68 | 19,759 | 0.45 |
| 14 | 69-72 | 18,933 | 0.43 |
| 15 | 73-76 | 18,933 | 0.43 |
| 16 | 77-80 | 18,933 | 0.43 |
| 17 | 81-82 | 12,244 | 0.28 |
| TOTALS | 63 LOTS | 346,521 | 7.96 |

### TYPICAL SINGLE FAMILY LOT DETAIL
(NOT TO SCALE)




1) EASEMENT & SETBACK TYPICAL UNLESS NOTED OTHERWISE.
2) SIDE YARD EASEMENTS SHALL BE INCREASED TO 7.5' WHERE WET UTILITIES ARE PROPOSED.

### TYPICAL MULTI-FAMILY LOT DETAIL
(NOT TO SCALE)

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**LOT DETAILS**

Call Before You Dig
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CALL 1-800-892-0123 or 811
AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

2 OF 3

| PROJECT INFORMATION |
|---|
| Project No.: 25-0017 |
| Scale: 1" = 60' |
| Date: 02-20-2026 |
| Design By: SDS |
| Drawn By: NSM |
| Checked By: SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
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FAX: (708) 326-4962
IL PROF. LIC. NO.: 184-003740

PRELIMINARY P.U.D.
FOR
COPPER RIDGE WEST
LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-14-26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY SITE PLAN – SOUTH

L:\Projects\2025\25-0017\Engineering\DWG\Preliminary\25-0017 PE.dwg Plot Date:4/15/2026 5:33:05 PM By:nmeske

# PRELIMINARY SITE PLAN - NORTH
FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS

**SITE AREA DATA - UNIT COUNTS AND ACREAGE**

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| R.O.W. DEDICATION TO VILLAGE (DEVELOPED): | 175,530 SQ. FT. OR 4.03 ACRES |
| R.O.W. DEDICATION TO VILLAGE (FUTURE): | 1,683 SQ. FT. OR 0.04 ACRES |
| SINGLE FAMILY LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| OUT LOT A (OPEN SPACE & STORM WATER): | 119,628 SQ. FT. OR 2.75 ACRES |
| OUT LOT A (UNDEVELOPED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOT B (OPEN SPACE): | 68,577 SQ. FT. OR 1.57 ACRES |
| OUT LOT C (OPEN SPACE): | 8,111 SQ. FT. OR 0.19 ACRES |
| OUT LOT D (OPEN SPACE & STORM WATER): | 68,576 SQ. FT. OR 1.57 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |

GRAPHIC SCALE
( IN FEET )
1 inch = 60 ft.

## R-6 ZONING REQUIREMENTS

ZONING: R-6
MULTI-FAMILY UNITS: 63
MULTI-FAMILY LOTS: 14

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

## R-5A ZONING REQUIREMENTS

ZONING: R-5A
SINGLE-FAMILY LOTS: 19

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## SUMMARY TABLE OF R-6 LOT SIZES (INDIVIDUAL)

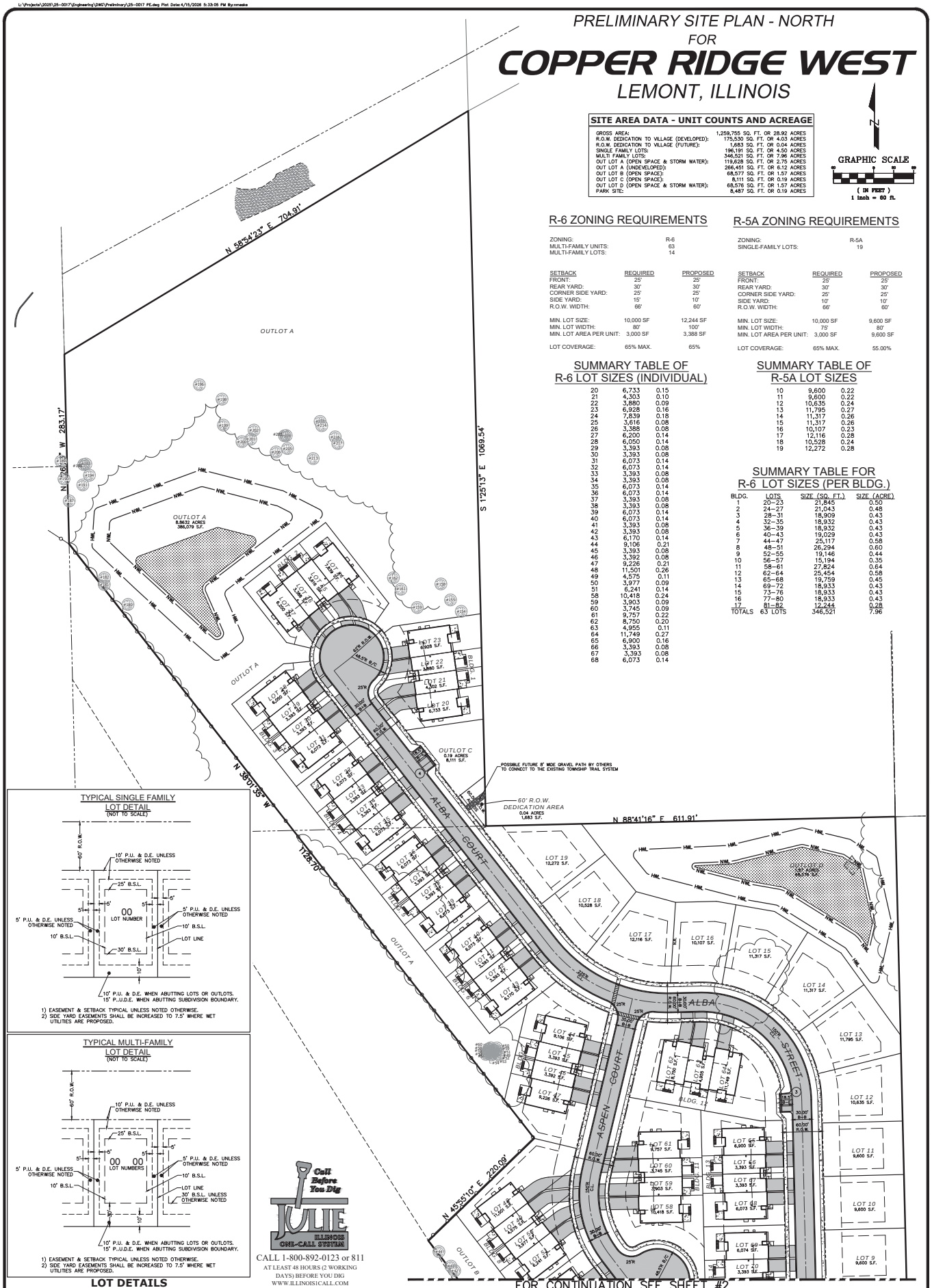
| | | |
|---|---|---|
| 20 | 6,733 | 0.15 |
| 21 | 4,303 | 0.10 |
| 22 | 3,880 | 0.09 |
| 23 | 6,928 | 0.16 |
| 24 | 7,839 | 0.18 |
| 25 | 3,616 | 0.08 |
| 26 | 3,388 | 0.08 |
| 27 | 6,200 | 0.14 |
| 28 | 6,050 | 0.14 |
| 29 | 3,393 | 0.08 |
| 30 | 3,393 | 0.08 |
| 31 | 6,073 | 0.14 |
| 32 | 6,073 | 0.14 |
| 33 | 3,393 | 0.08 |
| 34 | 3,393 | 0.08 |
| 35 | 6,073 | 0.14 |
| 36 | 6,073 | 0.14 |
| 37 | 3,393 | 0.08 |
| 38 | 3,393 | 0.08 |
| 39 | 6,073 | 0.14 |
| 40 | 6,073 | 0.14 |
| 41 | 3,393 | 0.08 |
| 42 | 3,393 | 0.08 |
| 43 | 6,170 | 0.14 |
| 44 | 9,106 | 0.21 |
| 45 | 3,393 | 0.08 |
| 46 | 3,392 | 0.08 |
| 47 | 9,226 | 0.21 |
| 48 | 11,501 | 0.26 |
| 49 | 4,575 | 0.11 |
| 50 | 3,977 | 0.09 |
| 51 | 6,241 | 0.14 |
| 58 | 10,418 | 0.24 |
| 59 | 3,903 | 0.09 |
| 60 | 3,745 | 0.09 |
| 61 | 9,757 | 0.22 |
| 62 | 8,750 | 0.20 |
| 63 | 4,955 | 0.11 |
| 64 | 11,749 | 0.27 |
| 65 | 6,900 | 0.16 |
| 66 | 3,393 | 0.08 |
| 67 | 3,393 | 0.08 |
| 68 | 6,073 | 0.14 |

## SUMMARY TABLE OF R-5A LOT SIZES

| | | |
|---|---|---|
| 10 | 9,600 | 0.22 |
| 11 | 9,600 | 0.22 |
| 12 | 10,635 | 0.24 |
| 13 | 11,795 | 0.27 |
| 14 | 11,317 | 0.26 |
| 15 | 11,317 | 0.26 |
| 16 | 10,107 | 0.23 |
| 17 | 12,116 | 0.28 |
| 18 | 10,528 | 0.24 |
| 19 | 12,272 | 0.28 |

## SUMMARY TABLE FOR R-6 LOT SIZES (PER BLDG.)

| BLDG. | LOTS | SIZE (SQ. FT.) | SIZE (ACRE) |
|---|---|---|---|
| 1 | 20–23 | 21,845 | 0.50 |
| 2 | 24–27 | 21,043 | 0.48 |
| 3 | 28–31 | 18,909 | 0.43 |
| 4 | 32–35 | 18,932 | 0.43 |
| 5 | 36–39 | 18,932 | 0.43 |
| 6 | 40–43 | 19,029 | 0.43 |
| 7 | 44–47 | 25,117 | 0.58 |
| 8 | 48–51 | 26,294 | 0.60 |
| 9 | 52–55 | 19,146 | 0.44 |
| 10 | 56–57 | 15,194 | 0.35 |
| 11 | 58–61 | 27,824 | 0.64 |
| 12 | 62–64 | 25,454 | 0.58 |
| 13 | 65–68 | 19,759 | 0.45 |
| 14 | 69–72 | 18,933 | 0.43 |
| 15 | 73–76 | 18,933 | 0.43 |
| 16 | 77–80 | 18,933 | 0.43 |
| 17 | 81–82 | 12,244 | 0.28 |
| TOTALS | 63 LOTS | 346,521 | 7.96 |




### TYPICAL SINGLE FAMILY LOT DETAIL
(NOT TO SCALE)




1) EASEMENT & SETBACK TYPICAL UNLESS NOTED OTHERWISE.
2) SIDE YARD EASEMENTS SHALL BE INCREASED TO 7.5' WHERE WET UTILITIES ARE PROPOSED.

### TYPICAL MULTI-FAMILY LOT DETAIL
(NOT TO SCALE)




1) EASEMENT & SETBACK TYPICAL UNLESS NOTED OTHERWISE.
2) SIDE YARD EASEMENTS SHALL BE INCREASED TO 7.5' WHERE WET UTILITIES ARE PROPOSED.

**LOT DETAILS**

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3 OF 3

| PROJECT INFORMATION | |
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| Scale: | 1" = 60' |
| Date: | 02-20-2026 |
| Design By: | SDS |
| Drawn By: | NSM |
| Checked By: | SDS |


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PRELIMINARY SITE PLAN
FOR
COPPER RIDGE WEST
LEMONT, ILLINOIS

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565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

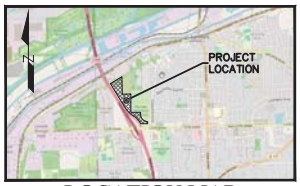
| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY SITE PLAN – NORTH

Attachment 7

L:\Projects\2025\25-0017\Engineering\DWG\Preliminary\25-0017 PE.dwg Plot Date: 4/15/2026 5:37:19 PM By: nmeske

# PRELIMINARY P.U.D. - OVERALL
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS




**LOCATION MAP**
NOT TO SCALE

GRAPHIC SCALE
( IN FEET )
1 inch = 100 ft.

**SITE DATA**
GROSS AREA: 1,259,755 S.F. OR 28.92 ACRES

**BASIS OF BEARING**
THE BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE SYSTEM – EAST ZONE

**PARCEL IDENTIFICATION NUMBERS**
22-30-303-003-0000

**SITE AREA DATA - UNIT COUNTS AND ACREAGE**

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| R.O.W. DEDICATION TO VILLAGE (DEVELOPED): | 175,530 SQ. FT. OR 4.03 ACRES |
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| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |




## R-5A ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-5A |
| SINGLE-FAMILY LOTS: | 19 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## SUMMARY TABLE OF R-5A LOT SIZES

| | | |
|---|---|---|
| 1 | 10,104 | 0.23 |
| 2 | 9,600 | 0.22 |
| 3 | 9,600 | 0.22 |
| 4 | 9,600 | 0.22 |
| 5 | 9,600 | 0.22 |
| 6 | 9,600 | 0.22 |
| 7 | 9,600 | 0.22 |
| 8 | 9,600 | 0.22 |
| 9 | 9,600 | 0.22 |
| 10 | 9,600 | 0.22 |
| 11 | 9,600 | 0.22 |
| 12 | 10,635 | 0.24 |
| 13 | 11,795 | 0.27 |
| 14 | 11,317 | 0.26 |
| 15 | 11,317 | 0.26 |
| 16 | 10,107 | 0.23 |
| 17 | 12,116 | 0.28 |
| 18 | 10,528 | 0.24 |
| 19 | 12,272 | 0.28 |
| TOTALS | 196,191 | 4.50 |

## R-6 ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-6 |
| MULTI-FAMILY UNITS: | 63 |
| MULTI-FAMILY LOTS: | 14 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

## SUMMARY TABLE FOR R-6 LOT SIZES (PER BLDG.)

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| 13 | 65–68 | 19,759 | 0.45 |
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| 15 | 73–76 | 18,933 | 0.43 |
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## SUMMARY TABLE OF R-6 LOT SIZES (INDIVIDUAL)

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| 26 | 3,388 | 0.08 |
| 27 | 6,200 | 0.14 |
| 28 | 6,050 | 0.14 |
| 29 | 3,393 | 0.08 |
| 30 | 3,393 | 0.08 |
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| 34 | 3,393 | 0.08 |
| 35 | 6,073 | 0.14 |
| 36 | 6,073 | 0.14 |
| 37 | 3,393 | 0.08 |
| 38 | 3,393 | 0.08 |
| 39 | 6,073 | 0.14 |
| 40 | 6,073 | 0.14 |
| 41 | 3,393 | 0.08 |
| 42 | 3,393 | 0.08 |
| 43 | 6,170 | 0.14 |
| 44 | 9,106 | 0.21 |
| 45 | 3,393 | 0.08 |
| 46 | 3,392 | 0.08 |
| 47 | 9,226 | 0.21 |
| 48 | 11,501 | 0.26 |
| 49 | 4,575 | 0.11 |
| 50 | 3,977 | 0.09 |
| 51 | 6,241 | 0.14 |
| 52 | 6,140 | 0.14 |
| 53 | 3,416 | 0.08 |
| 54 | 3,416 | 0.08 |
| 55 | 6,175 | 0.14 |
| 56 | 6,256 | 0.14 |
| 57 | 8,938 | 0.21 |
| 58 | 10,418 | 0.24 |
| 59 | 3,903 | 0.09 |
| 60 | 3,745 | 0.09 |
| 61 | 9,757 | 0.22 |
| 62 | 8,750 | 0.20 |
| 63 | 4,955 | 0.11 |
| 64 | 11,749 | 0.27 |
| 65 | 6,900 | 0.16 |
| 66 | 3,393 | 0.08 |
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| 68 | 6,073 | 0.14 |
| 69 | 6,074 | 0.14 |
| 70 | 3,393 | 0.08 |
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| 72 | 6,073 | 0.14 |
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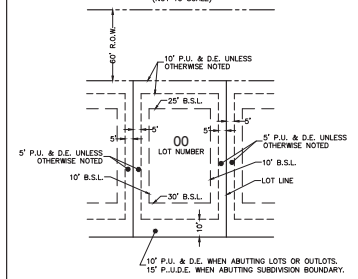
| 74 | 3,393 | 0.08 |
| 75 | 3,393 | 0.08 |
| 76 | 6,074 | 0.14 |
| 77 | 6,074 | 0.14 |
| 78 | 3,393 | 0.08 |
| 79 | 3,393 | 0.08 |
| 80 | 6,073 | 0.14 |
| 81 | 6,112 | 0.14 |
| 82 | 6,132 | 0.14 |
| TOTALS | 346,521 | 7.96 |

TYPICAL SINGLE FAMILY LOT DETAIL
(NOT TO SCALE)

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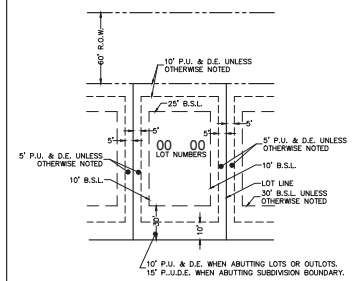


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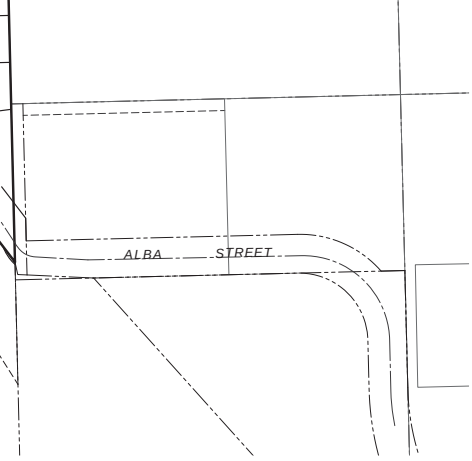


1 OF 3

| PROJECT INFORMATION | |
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| Project No.: | 25-0017 |
| Scale: | 1" = 100' |
| Date: | 02-20-2026 |
| Design By: | SDS |
| Drawn By: | NSM |
| Checked By: | SDS |


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IL PROF. LIC. NO.: 184-003740


PRELIMINARY P.U.D.
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COPPER RIDGE WEST
LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

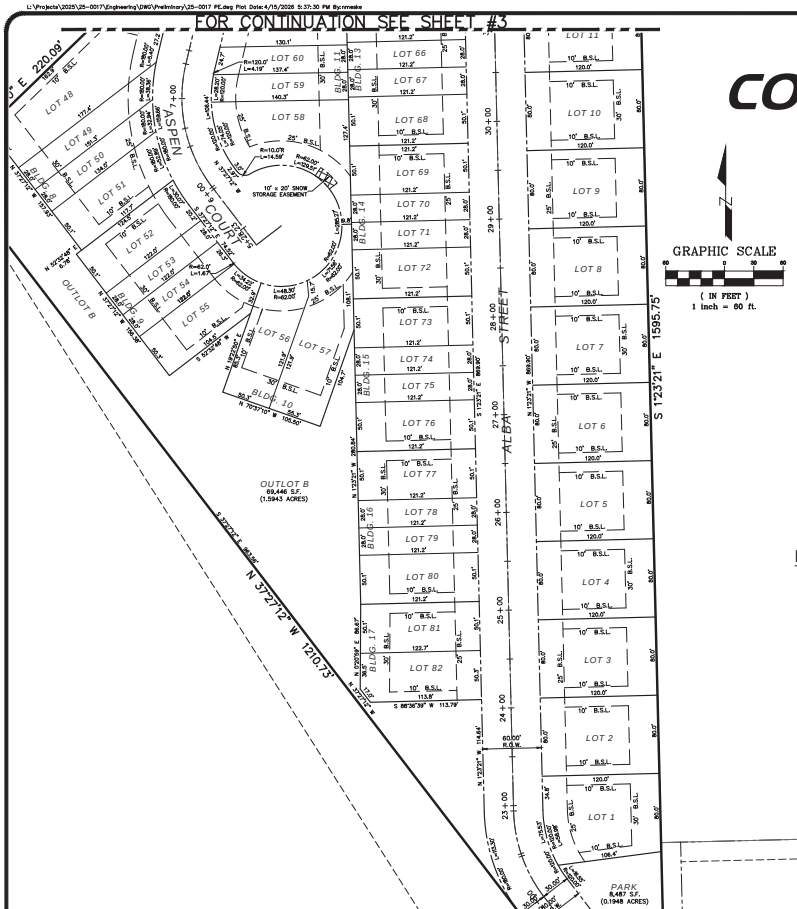
FOR CONTINUATION SEE SHEET #3

*PRELIMINARY P.U.D. - SOUTH*

*FOR*

# COPPER RIDGE WEST

*LEMONT, ILLINOIS*

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| | |
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| OUT LOT B (OPEN SPACE): | 68,577 SQ. FT. OR 1.57 ACRES |
| OUT LOT C (OPEN SPACE): | 8,111 SQ. FT. OR 0.19 ACRES |
| OUT LOT D (OPEN SPACE & STORM WATER): | 68,576 SQ. FT. OR 1.57 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |

## R-6 ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-6 |
| MULTI-FAMILY UNITS: | 63 |
| MULTI-FAMILY LOTS: | 14 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

## R-5A ZONING REQUIREMENTS

| | |
|---|---|
| ZONING: | R-5A |
| SINGLE-FAMILY LOTS: | 19 |

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## SUMMARY TABLE OF R-6 LOT SIZES (INDIVIDUAL)

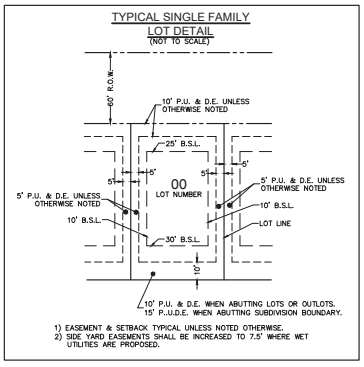
| | | |
|---|---|---|
| 52 | 6,140 | 0.14 |
| 53 | 3,416 | 0.08 |
| 54 | 3,416 | 0.08 |
| 55 | 6,175 | 0.14 |
| 56 | 6,256 | 0.14 |
| 57 | 8,936 | 0.21 |
| 69 | 6,074 | 0.14 |
| 70 | 3,393 | 0.08 |
| 71 | 3,393 | 0.08 |
| 72 | 6,073 | 0.14 |
| 73 | 6,074 | 0.14 |
| 74 | 3,393 | 0.08 |
| 75 | 3,393 | 0.08 |
| 76 | 6,074 | 0.14 |
| 77 | 6,074 | 0.14 |
| 78 | 3,393 | 0.08 |
| 79 | 3,393 | 0.08 |
| 80 | 6,073 | 0.14 |
| 81 | 6,112 | 0.14 |
| 82 | 6,132 | 0.14 |

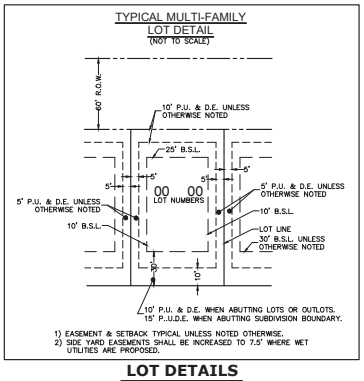
## SUMMARY TABLE OF R-5A LOT SIZES

| | | |
|---|---|---|
| 1 | 10,104 | 0.23 |
| 2 | 9,600 | 0.22 |
| 3 | 9,600 | 0.22 |
| 4 | 9,600 | 0.22 |
| 5 | 9,600 | 0.22 |
| 6 | 9,600 | 0.22 |
| 7 | 9,600 | 0.22 |
| 8 | 9,600 | 0.22 |
| 9 | 9,600 | 0.22 |

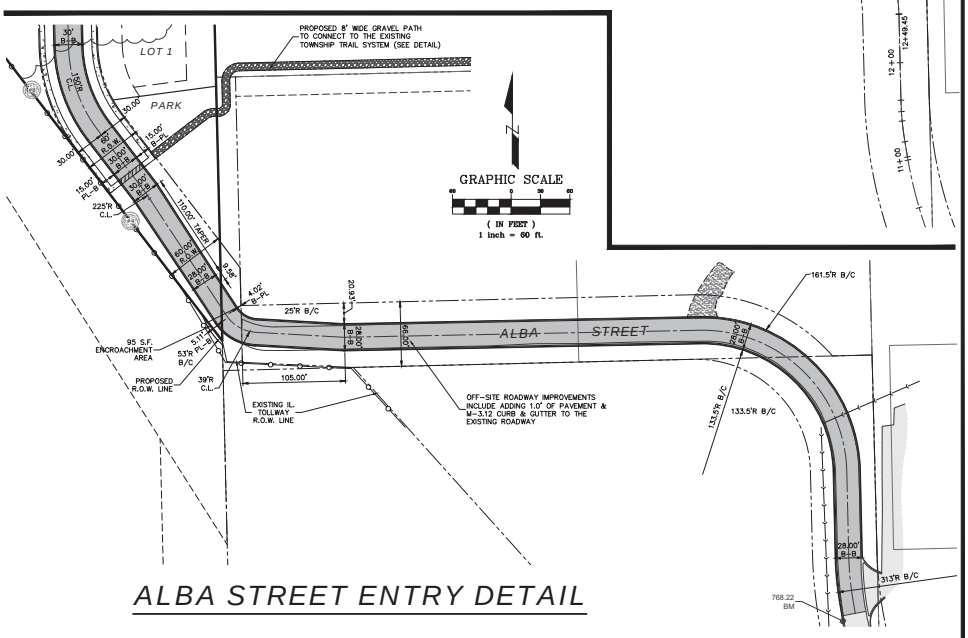
## SUMMARY TABLE FOR R-6 LOT SIZES (PER BLDG.)

| BLDG. | LOTS | SIZE (SQ. FT.) | SIZE (ACRE) |
|---|---|---|---|
| 1 | 20-23 | 21,845 | 0.50 |
| 2 | 24-27 | 21,043 | 0.48 |
| 3 | 28-31 | 18,909 | 0.43 |
| 4 | 32-35 | 18,932 | 0.43 |
| 5 | 36-39 | 18,932 | 0.43 |
| 6 | 40-43 | 19,029 | 0.43 |
| 7 | 44-47 | 25,117 | 0.58 |
| 8 | 48-51 | 26,294 | 0.60 |
| 9 | 52-55 | 19,146 | 0.44 |
| 10 | 56-57 | 15,194 | 0.35 |
| 11 | 58-61 | 27,824 | 0.64 |
| 12 | 62-64 | 25,454 | 0.58 |
| 13 | 65-68 | 19,759 | 0.45 |
| 14 | 69-72 | 18,933 | 0.43 |
| 15 | 73-76 | 18,933 | 0.43 |
| 16 | 77-80 | 18,933 | 0.43 |
| 17 | 81-82 | 12,244 | 0.28 |
| TOTALS | 63 LOTS | 346,521 | 7.96 |




**LOT DETAILS**




## *ALBA STREET ENTRY DETAIL*

| | | | | |
|---|---|---|---|---|
| 2 OF 3 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 60'<br>Date: 02-20-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | **DESIGNTEK ENGINEERING, INC.**<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY P.U.D.<br>FOR<br>COPPER RIDGE WEST<br>LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 |

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

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# PRELIMINARY P.U.D. - NORTH
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS

## SITE AREA DATA - UNIT COUNTS AND ACREAGE

| | | |
|---|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 | ACRES |
| R.O.W. DEDICATION TO VILLAGE (DEVELOPED): | 175,530 SQ. FT. OR 4.03 | ACRES |
| R.O.W. DEDICATION TO VILLAGE (FUTURE): | 1,683 SQ. FT. OR 0.04 | ACRES |
| SINGLE FAMILY LOTS: | 196,191 SQ. FT. OR 4.50 | ACRES |
| MULTI FAMILY LOTS: | 346,521 SQ. FT. OR 7.96 | ACRES |
| OUT LOT A (OPEN SPACE & STORM WATER): | 119,628 SQ. FT. OR 2.75 | ACRES |
| OUT LOT A (UNDEVELOPED): | 266,451 SQ. FT. OR 6.12 | ACRES |
| OUT LOT B (OPEN SPACE): | 68,577 SQ. FT. OR 1.57 | ACRES |
| OUT LOT C (OPEN SPACE): | 8,111 SQ. FT. OR 0.19 | ACRES |
| OUT LOT D (OPEN SPACE & STORM WATER): | 68,576 SQ. FT. OR 1.57 | ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 | ACRES |

GRAPHIC SCALE
0 30 60
( IN FEET )
1 inch = 60 ft.

## R-6 ZONING REQUIREMENTS

| | | |
|---|---|---|
| ZONING: | R-6 | |
| MULTI-FAMILY UNITS: | 63 | |
| MULTI-FAMILY LOTS: | 14 | |
| SETBACK | REQUIRED | PROPOSED |
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

## R-5A ZONING REQUIREMENTS

| | | |
|---|---|---|
| ZONING: | R-5A | |
| SINGLE-FAMILY LOTS: | 19 | |
| SETBACK | REQUIRED | PROPOSED |
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## SUMMARY TABLE OF R-6 LOT SIZES (INDIVIDUAL)

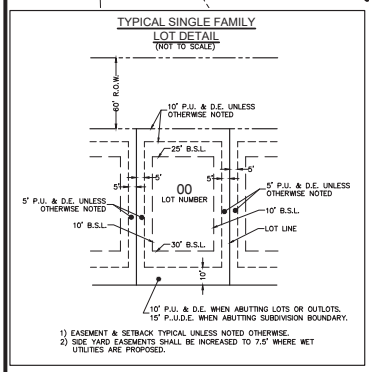
| | | |
|---|---|---|
| 20 | 6,733 | 0.15 |
| 21 | 4,303 | 0.10 |
| 22 | 3,880 | 0.09 |
| 23 | 6,928 | 0.16 |
| 24 | 7,839 | 0.18 |
| 25 | 3,616 | 0.08 |
| 26 | 3,388 | 0.08 |
| 27 | 6,200 | 0.14 |
| 28 | 6,050 | 0.14 |
| 29 | 3,393 | 0.08 |
| 30 | 3,393 | 0.08 |
| 31 | 6,073 | 0.14 |
| 32 | 6,073 | 0.14 |
| 33 | 3,393 | 0.08 |
| 34 | 3,393 | 0.08 |
| 35 | 6,073 | 0.14 |
| 36 | 6,073 | 0.14 |
| 37 | 3,393 | 0.08 |
| 38 | 3,393 | 0.08 |
| 39 | 6,073 | 0.14 |
| 40 | 6,073 | 0.14 |
| 41 | 3,393 | 0.08 |
| 42 | 3,393 | 0.08 |
| 43 | 6,170 | 0.14 |
| 44 | 9,106 | 0.21 |
| 45 | 3,393 | 0.08 |
| 46 | 3,392 | 0.08 |
| 47 | 9,226 | 0.21 |
| 48 | 11,501 | 0.26 |
| 49 | 4,575 | 0.11 |
| 50 | 3,977 | 0.09 |
| 51 | 6,241 | 0.14 |
| 58 | 10,418 | 0.24 |
| 59 | 3,903 | 0.09 |
| 60 | 3,745 | 0.09 |
| 61 | 9,757 | 0.22 |
| 62 | 8,750 | 0.20 |
| 63 | 4,955 | 0.11 |
| 64 | 11,749 | 0.27 |
| 65 | 6,900 | 0.16 |
| 66 | 3,393 | 0.08 |
| 67 | 3,393 | 0.08 |
| 68 | 6,073 | 0.14 |

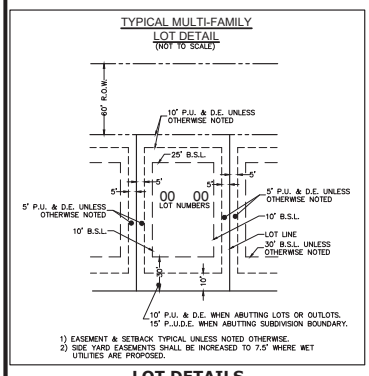
## SUMMARY TABLE OF R-5A LOT SIZES

| | | |
|---|---|---|
| 10 | 9,600 | 0.22 |
| 11 | 9,600 | 0.22 |
| 12 | 10,635 | 0.24 |
| 13 | 11,795 | 0.27 |
| 14 | 11,317 | 0.26 |
| 15 | 11,317 | 0.26 |
| 16 | 10,107 | 0.23 |
| 17 | 12,116 | 0.28 |
| 18 | 10,528 | 0.24 |
| 19 | 12,272 | 0.28 |

## SUMMARY TABLE FOR R-6 LOT SIZES (PER BLDG.)

| BLDG. | LOTS | SIZE (SQ. FT.) | SIZE (ACRE) |
|---|---|---|---|
| 1 | 20–23 | 21,845 | 0.50 |
| 2 | 24–27 | 21,043 | 0.48 |
| 3 | 28–31 | 18,909 | 0.43 |
| 4 | 32–35 | 18,932 | 0.43 |
| 5 | 36–39 | 18,932 | 0.43 |
| 6 | 40–43 | 19,029 | 0.43 |
| 7 | 44–47 | 25,117 | 0.58 |
| 8 | 48–51 | 26,294 | 0.60 |
| 9 | 52–55 | 19,146 | 0.44 |
| 10 | 56–57 | 15,194 | 0.35 |
| 11 | 58–61 | 27,824 | 0.64 |
| 12 | 62–64 | 25,454 | 0.58 |
| 13 | 65–68 | 19,759 | 0.45 |
| 14 | 69–72 | 18,933 | 0.43 |
| 15 | 73–76 | 18,933 | 0.43 |
| 16 | 77–80 | 18,933 | 0.43 |
| 17 | 81–82 | 12,244 | 0.28 |
| TOTALS | 63 LOTS | 346,521 | 7.96 |




**LOT DETAILS**




| | | | | | |
|---|---|---|---|---|---|
| 3 OF 3 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 60'<br>Date: 02-20-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY P.U.D.<br>FOR<br>COPPER RIDGE WEST<br>LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 | REVISIONS<br>NO. DATE DESCRIPTION BY<br>1 04-15-26 PER VILLAGE REVIEW SDS |

Attachment 8

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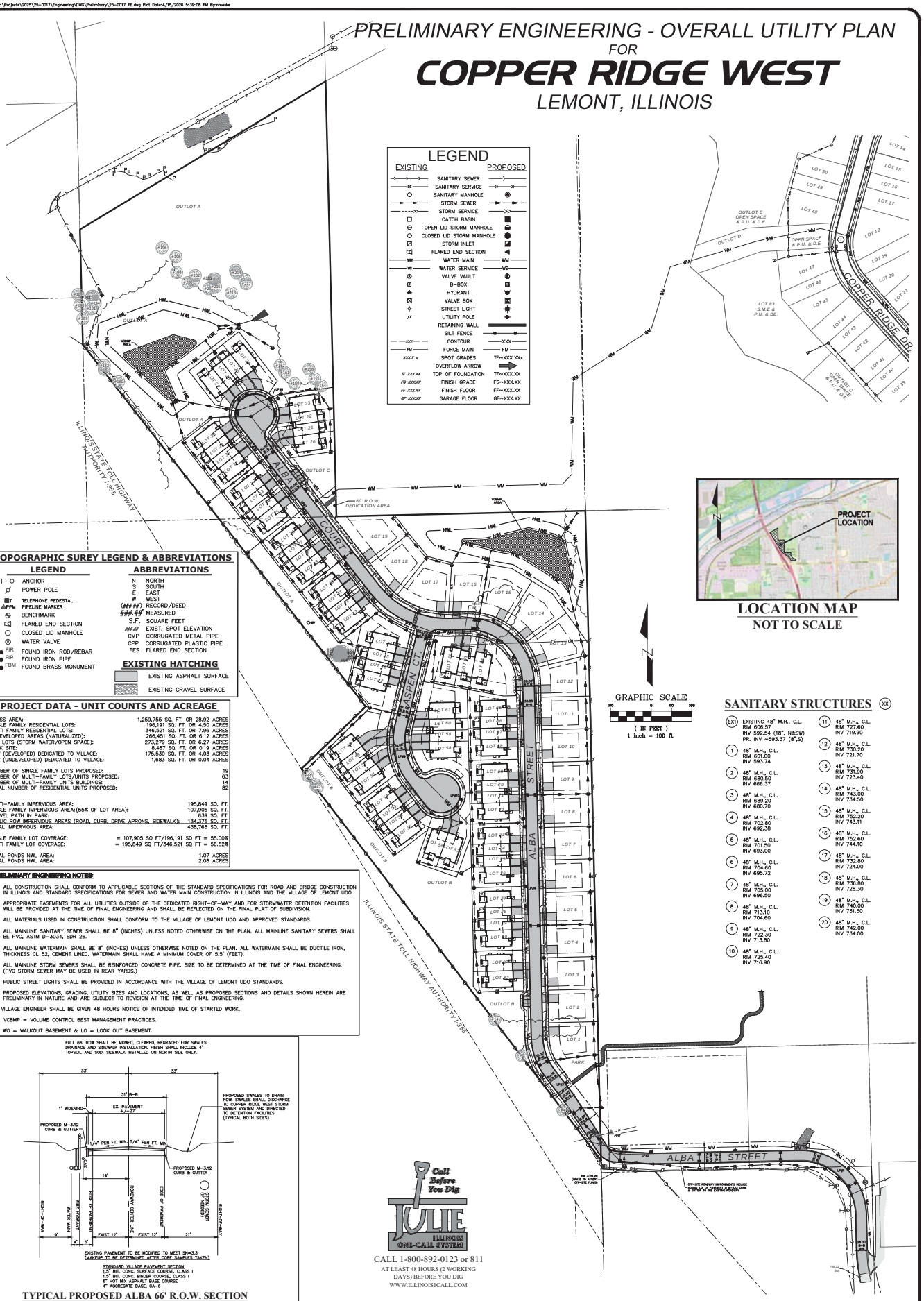
# PRELIMINARY ENGINEERING - OVERALL UTILITY PLAN
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS




## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | SANITARY SEWER | |
| | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
| WM | WATER MAIN | WM |
| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| | B-BOX | |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXXX.X | SPOT GRADES | TF=XXX.XXx |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF=XXX.XX |
| FG XXX.XX | FINISH GRADE | FG=XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF=XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF=XXX.XX |

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

| | |
|---|---|
| | ANCHOR |
| | POWER POLE |
| T<br>APM | TELEPHONE PEDESTAL<br>PIPELINE MARKER |
| | BENCHMARK |
| | FLARED END SECTION |
| | CLOSED LID MANHOLE |
| | WATER VALVE |
| FIR | FOUND IRON ROD/REBAR |
| FIP | FOUND IRON PIPE |
| FBM | FOUND BRASS MONUMENT |

### ABBREVIATIONS

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##') | RECORD/DEED |
| ###.##' | MEASURED |
| S.F. | SQUARE FEET |
| ###.## | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## PROJECT DATA - UNIT COUNTS AND ACREAGE

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| SINGLE FAMILY RESIDENTIAL LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY RESIDENTIAL LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| UNDEVELOPED AREAS (NATURALIZED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOTS (STORM WATER/OPEN SPACE): | 273,279 SQ. FT. OR 6.27 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |
| ROW (DEVELOPED) DEDICATED TO VILLAGE: | 175,530 SQ. FT. OR 4.03 ACRES |
| ROW (UNDEVELOPED) DEDICATED TO VILLAGE: | 1,683 SQ. FT. OR 0.04 ACRES |
| NUMBER OF SINGLE FAMILY LOTS PROPOSED: | 19 |
| NUMBER OF MULTI-FAMILY LOTS/UNITS PROPOSED: | 63 |
| NUMBER OF MULTI-FAMILY UNITS BUILDINGS: | 14 |
| TOTAL NUMBER OF RESIDENTIAL UNITS PROPOSED: | 82 |
| MULTI-FAMILY IMPERVIOUS AREA: | 195,849 SQ. FT. |
| SINGLE FAMILY IMPERVIOUS AREA:(55% OF LOT AREA): | 107,905 SQ. FT. |
| GRAVEL PATH IN PARK: | 639 SQ. FT. |
| PUBLIC ROW IMPERVIOUS AREAS (ROAD, CURB, DRIVE APRONS, SIDEWALK): | 134,375 SQ. FT. |
| TOTAL IMPERVIOUS AREA: | 438,768 SQ. FT. |
| SINGLE FAMILY LOT COVERAGE: | = 107,905 SQ FT/196,191 SQ FT = 55.00% |
| MULTI FAMILY LOT COVERAGE: | = 195,849 SQ FT/346,521 SQ FT = 56.52% |
| TOTAL PONDS NWL AREA: | 1.07 ACRES |
| TOTAL PONDS HWL AREA: | 2.08 ACRES |

## PRELIMINARY ENGINEERING NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
3. ALL MATERIALS USED IN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF LEMONT UDO AND APPROVED STANDARDS.
4. ALL MAINLINE SANITARY SEWER SHALL BE 8" (INCHES) UNLESS NOTED OTHERWISE ON THE PLAN. ALL MAINLINE SANITARY SEWERS SHALL BE PVC, ASTM D-3034, SDR 26.
5. ALL MAINLINE WATERMAIN SHALL BE 8" (INCHES) UNLESS OTHERWISE NOTED ON THE PLAN. ALL WATERMAIN SHALL BE DUCTILE IRON, THICKNESS CL 52, CEMENT LINED. WATERMAIN SHALL HAVE A MINIMUM COVER OF 5.5' (FEET).
6. ALL MAINLINE STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE. SIZE TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. (PVC STORM SEWER MAY BE USED IN REAR YARDS.)
7. PUBLIC STREET LIGHTS SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LEMONT UDO STANDARDS.
8. PROPOSED ELEVATIONS, GRADING, UTILITY SIZES AND LOCATIONS, AS WELL AS PROPOSED SECTIONS AND DETAILS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO REVISION AT THE TIME OF FINAL ENGINEERING.
9. VILLAGE ENGINEER SHALL BE GIVEN 48 HOURS NOTICE OF INTENDED TIME OF STARTED WORK.
10. VOBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.




**TYPICAL PROPOSED ALBA 66' R.O.W. SECTION**




**LOCATION MAP**
NOT TO SCALE

GRAPHIC SCALE
( IN FEET )
1 inch = 100 ft.

## SANITARY STRUCTURES (XX)

| | | | |
|---|---|---|---|
| EXT | EXISTING 48" M.H., C.L.<br>RIM 606.57<br>INV 592.54 (18", N&SW)<br>PR. INV =593.37 (8",S) | 11 | 48" M.H., C.L.<br>RIM 727.60<br>INV 719.90 |
| 1 | 48" M.H., C.L.<br>RIM 601.00<br>INV 593.74 | 12 | 48" M.H., C.L.<br>RIM 730.20<br>INV 721.70 |
| 2 | 48" M.H., C.L.<br>RIM 680.50<br>INV 666.37 | 13 | 48" M.H., C.L.<br>RIM 731.90<br>INV 723.40 |
| 3 | 48" M.H., C.L.<br>RIM 689.20<br>INV 680.70 | 14 | 48" M.H., C.L.<br>RIM 743.00<br>INV 734.50 |
| 4 | 48" M.H., C.L.<br>RIM 702.80<br>INV 692.38 | 15 | 48" M.H., C.L.<br>RIM 752.20<br>INV 743.11 |
| 5 | 48" M.H., C.L.<br>RIM 701.50<br>INV 693.00 | 16 | 48" M.H., C.L.<br>RIM 752.60<br>INV 744.10 |
| 6 | 48" M.H., C.L.<br>RIM 704.60<br>INV 695.72 | 17 | 48" M.H., C.L.<br>RIM 732.80<br>INV 724.00 |
| 7 | 48" M.H., C.L.<br>RIM 705.00<br>INV 696.50 | 18 | 48" M.H., C.L.<br>RIM 736.80<br>INV 728.30 |
| 8 | 48" M.H., C.L.<br>RIM 713.10<br>INV 704.60 | 19 | 48" M.H., C.L.<br>RIM 740.00<br>INV 731.50 |
| 9 | 48" M.H., C.L.<br>RIM 722.30<br>INV 713.80 | 20 | 48" M.H., C.L.<br>RIM 742.00<br>INV 734.00 |
| 10 | 48" M.H., C.L.<br>RIM 725.40<br>INV 716.90 | | |

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AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
WWW.ILLINOIS1CALL.COM

| | | | | |
|---|---|---|---|---|
| 1 OF 7 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 100'<br>Date: 02-20-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 |

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY ENGINEERING: OVERALL UTILITY PLAN

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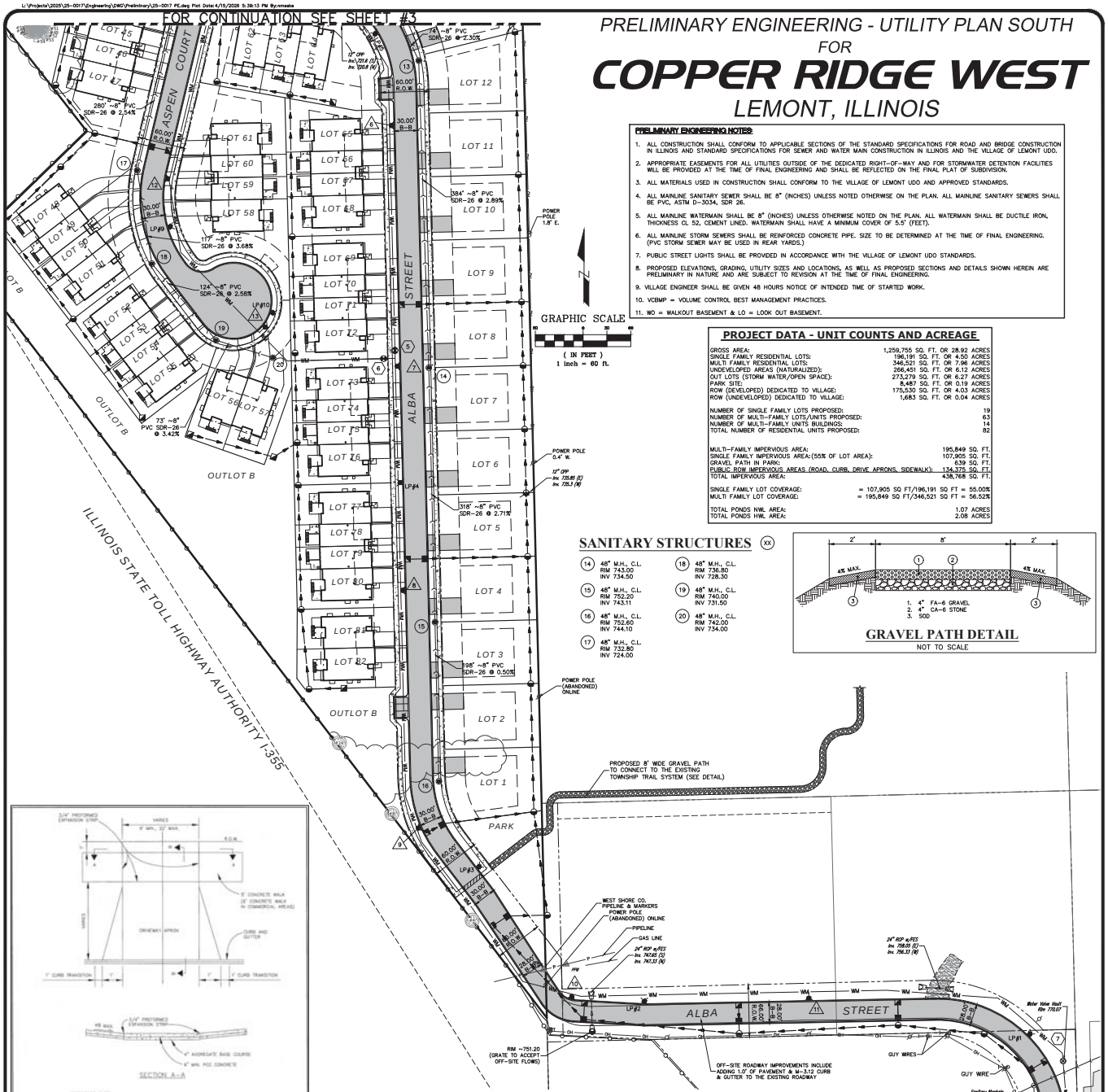
FOR CONTINUATION SEE SHEET #3

# PRELIMINARY ENGINEERING - UTILITY PLAN SOUTH
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS




## PRELIMINARY ENGINEERING NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
3. ALL MATERIALS USED IN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF LEMONT UDO AND APPROVED STANDARDS.
4. ALL MAINLINE SANITARY SEWER SHALL BE 8" (INCHES) UNLESS NOTED OTHERWISE ON THE PLAN. ALL MAINLINE SANITARY SEWERS SHALL BE PVC, ASTM D-3034, SDR 26.
5. ALL MAINLINE WATERMAIN SHALL BE 8" (INCHES) UNLESS OTHERWISE NOTED ON THE PLAN. ALL WATERMAIN SHALL BE DUCTILE IRON, THICKNESS CL 52, CEMENT LINED. WATERMAIN SHALL HAVE A MINIMUM COVER OF 5.5' (FEET).
6. ALL MAINLINE STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE. SIZE TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. (PVC STORM SEWER MAY BE USED IN REAR YARDS.)
7. PUBLIC STREET LIGHTS SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LEMONT UDO STANDARDS.
8. PROPOSED ELEVATIONS, GRADING, UTILITY SIZES AND LOCATIONS, AS WELL AS PROPOSED SECTIONS AND DETAILS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO REVISION AT THE TIME OF FINAL ENGINEERING.
9. VILLAGE ENGINEER SHALL BE GIVEN 48 HOURS NOTICE OF INTENDED TIME OF STARTED WORK.
10. VCBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.

## PROJECT DATA - UNIT COUNTS AND ACREAGE

| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| SINGLE FAMILY RESIDENTIAL LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY RESIDENTIAL LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| UNDEVELOPED AREAS (NATURALIZED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOTS (STORM WATER/OPEN SPACE): | 273,279 SQ. FT. OR 6.27 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |
| ROW (DEVELOPED) DEDICATED TO VILLAGE: | 175,530 SQ. FT. OR 4.03 ACRES |
| ROW (UNDEVELOPED) DEDICATED TO VILLAGE: | 1,683 SQ. FT. OR 0.04 ACRES |
| NUMBER OF SINGLE FAMILY LOTS PROPOSED: | 19 |
| NUMBER OF MULTI-FAMILY LOTS/UNITS PROPOSED: | 63 |
| NUMBER OF MULTI-FAMILY UNITS BUILDINGS: | 14 |
| TOTAL NUMBER OF RESIDENTIAL UNITS PROPOSED: | 82 |
| MULTI-FAMILY IMPERVIOUS AREA: | 195,849 SQ. FT. |
| SINGLE FAMILY IMPERVIOUS AREA:(55% OF LOT AREA): | 107,905 SQ. FT. |
| GRAVEL PATH IN PARK: | 639 SQ. FT. |
| PUBLIC ROW IMPERVIOUS AREAS (ROAD, CURB, DRIVE APRONS, SIDEWALK): | 134,375 SQ. FT. |
| TOTAL IMPERVIOUS AREA: | 438,768 SQ. FT. |
| SINGLE FAMILY LOT COVERAGE: | = 107,905 SQ FT/196,191 SQ FT = 55.00% |
| MULTI FAMILY LOT COVERAGE: | = 195,849 SQ FT/346,521 SQ FT = 56.52% |
| TOTAL PONDS NWL AREA: | 1.07 ACRES |
| TOTAL PONDS HWL AREA: | 2.08 ACRES |

## SANITARY STRUCTURES (XX)

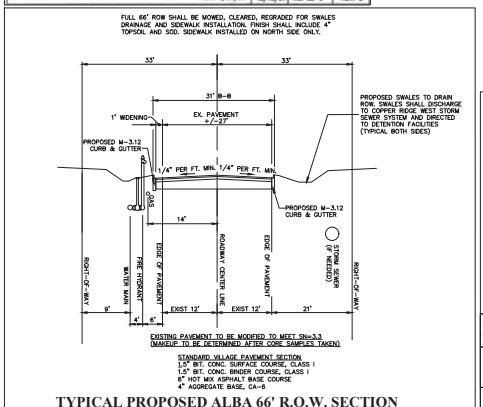
(14) 48" M.H., C.L. RIM 743.00 INV 734.50
(15) 48" M.H., C.L. RIM 752.20 INV 743.11
(16) 48" M.H., C.L. RIM 752.60 INV 744.10
(17) 48" M.H., C.L. RIM 732.80 INV 724.00
(18) 48" M.H., C.L. RIM 736.80 INV 728.30
(19) 48" M.H., C.L. RIM 740.00 INV 731.50
(20) 48" M.H., C.L. RIM 742.00 INV 734.00




1. 4" FA-6 GRAVEL
2. 4" CA-6 STONE
3. SOD

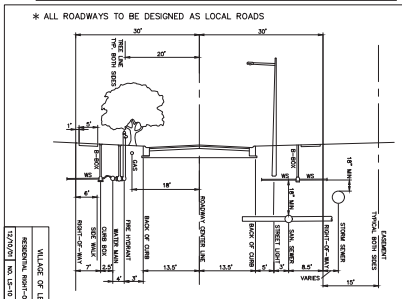
**GRAVEL PATH DETAIL**
NOT TO SCALE




**TYPICAL PROPOSED ALBA 66' R.O.W. SECTION**
NOT TO SCALE

* ALL ROADWAYS TO BE DESIGNED AS LOCAL ROADS




VILLAGE OF LEMONT
RESIDENTIAL RIGHT-OF-WAY
NO. LS-10 REV. 2

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

**LEGEND**

- ANCHOR
- POWER POLE
- TELEPHONE PEDESTAL
- PIPELINE MARKER
- BENCHMARK
- FLARED END SECTION
- CLOSED LID MANHOLE
- WATER VALVE
- FIR FOUND IRON ROD/REBAR
- FIP FOUND IRON PIPE
- FBM FOUND BRASS MONUMENT

**ABBREVIATIONS**

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##) | RECORD/DEED |
| ###.## | MEASURED |
| S.F. | SQUARE FEET |
| ###.## | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

**EXISTING HATCHING**

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | SANITARY SEWER | |
| SS | SANITARY SERVICE | SS |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
| WM | WATER MAIN | WM |
| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| | B-BOX | |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXX.X + | SPOT GRADES | TF-XXX.XX |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF-XXX.XX |
| FG XXX.XX | FINISH GRADE | FG-XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF-XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF-XXX.XX |

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| | |
|---|---|
| 2 OF 7 | |
| PROJECT INFORMATION | |
| Project No.: 25-0017 | |
| Scale: 1" = 60' | |
| Date: 02-20-2026 | |
| Design By: SDS | |
| Drawn By: NSM | |
| Checked By: SDS | |

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PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

**REVISIONS**

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

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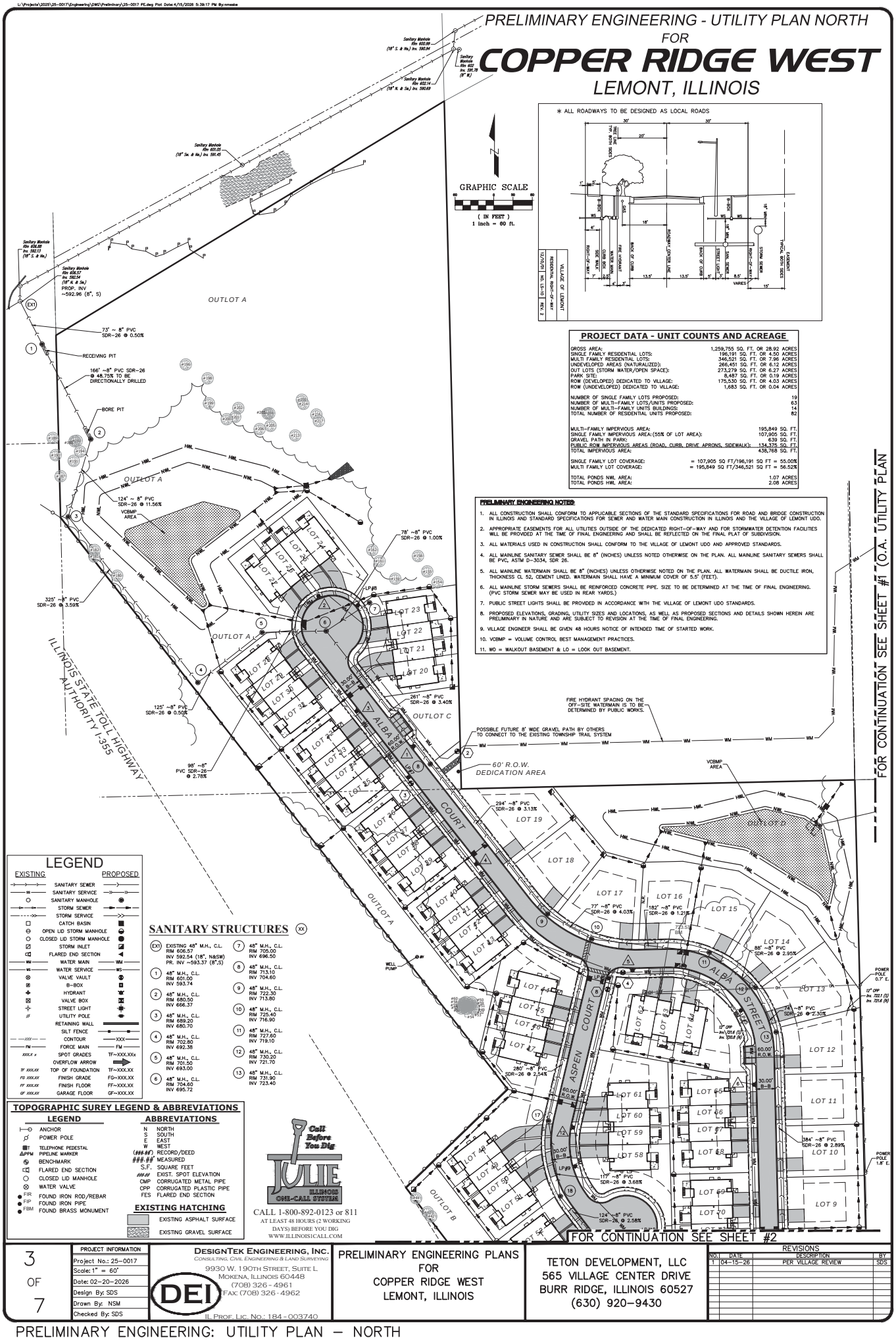
# PRELIMINARY ENGINEERING - UTILITY PLAN NORTH
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS

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| | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
| WM | WATER MAIN | WM |
| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| | B-BOX | |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXX.X x | SPOT GRADES | TF-XXX.XXx |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF-XXX.XX |
| FG XXX.XX | FINISH GRADE | FG-XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF-XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF-XXX.XX |

## SANITARY STRUCTURES (XX)

(EX) EXISTING 48" M.H., C.L.
RIM 606.57
INV 592.54 (18", N&SW)
PR. INV ~593.37 (8", S)

1 48" M.H., C.L.
RIM 601.00
INV 593.74

2 48" M.H., C.L.
RIM 680.50
INV 666.37

3 48" M.H., C.L.
RIM 689.20
INV 680.70

4 48" M.H., C.L.
RIM 702.80
INV 692.38

5 48" M.H., C.L.
RIM 701.50
INV 693.00

6 48" M.H., C.L.
RIM 704.60
INV 695.72

7 48" M.H., C.L.
RIM 705.00
INV 696.50

8 48" M.H., C.L.
RIM 713.10
INV 704.60

9 48" M.H., C.L.
RIM 722.30
INV 713.80

10 48" M.H., C.L.
RIM 725.40
INV 716.90

11 48" M.H., C.L.
RIM 727.60
INV 719.10

12 48" M.H., C.L.
RIM 730.20
INV 721.70

13 48" M.H., C.L.
RIM 731.90
INV 723.40

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

- ANCHOR
- POWER POLE
- TELEPHONE PEDESTAL
- PIPELINE MARKER
- BENCHMARK
- FLARED END SECTION
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- WATER VALVE
- FIR FOUND IRON ROD/REBAR
- FIP FOUND IRON PIPE
- FBM FOUND BRASS MONUMENT

### ABBREVIATIONS

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| (###.##') | RECORD/DEED |
| ###.##' | MEASURED |
| S.F. | SQUARE FEET |
| ###.## | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

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FOR CONTINUATION SEE SHEET #1 (O.A. UTILITY PLAN

FOR CONTINUATION SEE SHEET #2

3 OF 7

| PROJECT INFORMATION | |
|---|---|
| Project No.: | 25-0017 |
| Scale: | 1" = 60' |
| Date: | 02-20-2026 |
| Design By: | SDS |
| Drawn By: | NSM |
| Checked By: | SDS |

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| REVISIONS | | | |
|---|---|---|---|
| NO. | DATE | DESCRIPTION | BY |
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

PRELIMINARY ENGINEERING: UTILITY PLAN – NORTH

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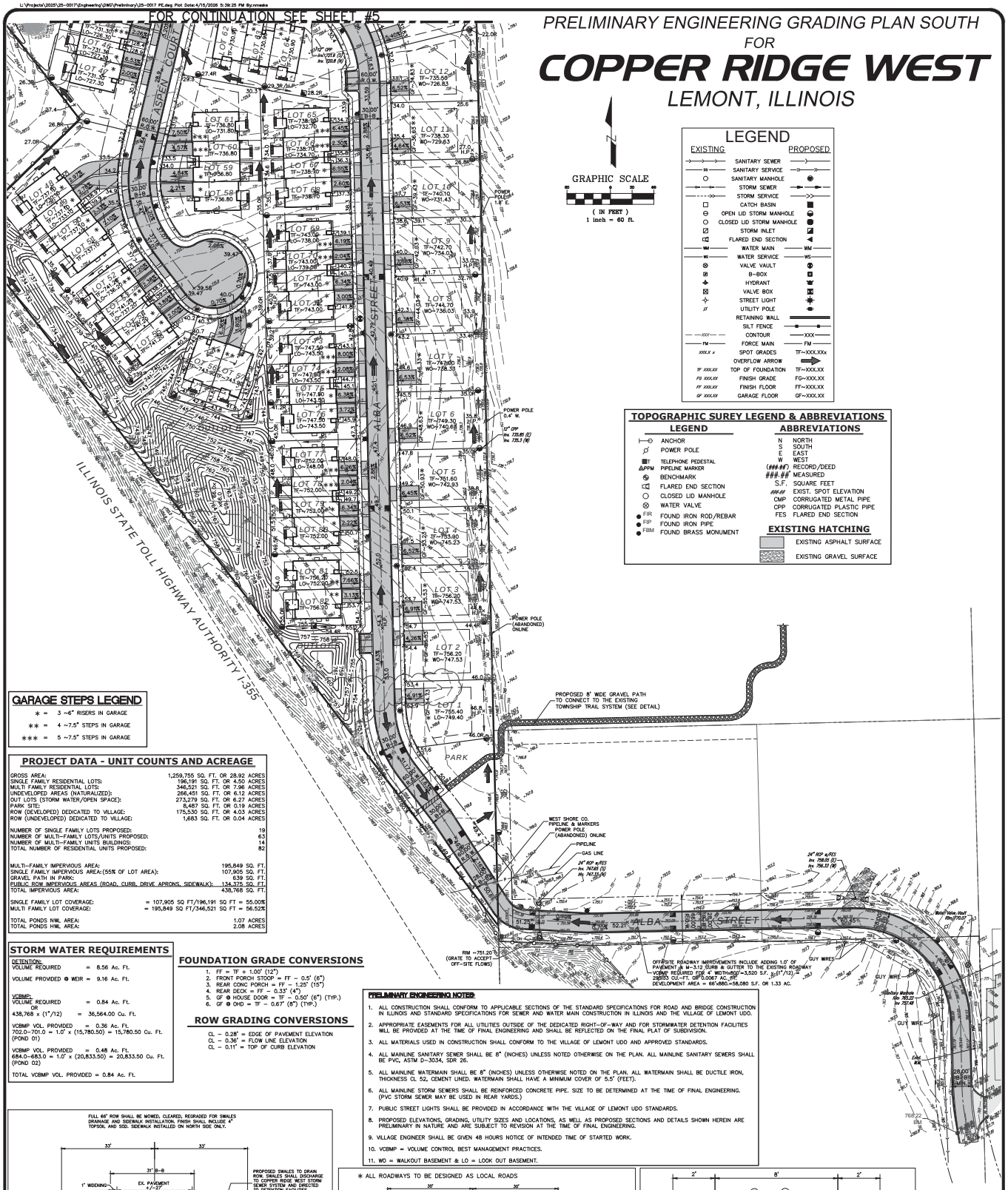
FOR CONTINUATION SEE SHEET #5

# PRELIMINARY ENGINEERING GRADING PLAN SOUTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS




GRAPHIC SCALE
( IN FEET )
1 inch = 60 ft.

## LEGEND

| EXISTING | | PROPOSED |
|---|---|---|
| | SANITARY SEWER | |
| | SANITARY SERVICE | |
| | SANITARY MANHOLE | |
| | STORM SEWER | |
| | STORM SERVICE | |
| | CATCH BASIN | |
| | OPEN LID STORM MANHOLE | |
| | CLOSED LID STORM MANHOLE | |
| | STORM INLET | |
| | FLARED END SECTION | |
| WM | WATER MAIN | WM |
| WS | WATER SERVICE | WS |
| | VALVE VAULT | |
| | B-BOX | |
| | HYDRANT | |
| | VALVE BOX | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | RETAINING WALL | |
| | SILT FENCE | |
| XXX | CONTOUR | XXX |
| FM | FORCE MAIN | FM |
| XXXX x | SPOT GRADES | TF~XXX.XXx |
| | OVERFLOW ARROW | |
| TF XXX.XX | TOP OF FOUNDATION | TF~XXX.XX |
| FG XXX.XX | FINISH GRADE | FG~XXX.XX |
| FF XXX.XX | FINISH FLOOR | FF~XXX.XX |
| GF XXX.XX | GARAGE FLOOR | GF~XXX.XX |

## TOPOGRAPHIC SUREY LEGEND & ABBREVIATIONS

### LEGEND

- ANCHOR
- POWER POLE
- TELEPHONE PEDESTAL
- PPM PIPELINE MARKER
- BENCHMARK
- FES FLARED END SECTION
- CMH CLOSED LID MANHOLE
- WV WATER VALVE
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### ABBREVIATIONS

| | |
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| (###.##) | RECORD/DEED |
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| S.F. | SQUARE FEET |
| #### | EXIST. SPOT ELEVATION |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| FES | FLARED END SECTION |

### EXISTING HATCHING

- EXISTING ASPHALT SURFACE
- EXISTING GRAVEL SURFACE

## GARAGE STEPS LEGEND

* = 3 ~6" RISERS IN GARAGE
** = 4 ~7.5" STEPS IN GARAGE
*** = 5 ~7.5" STEPS IN GARAGE

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## STORM WATER REQUIREMENTS

DETENTION:
VOLUME REQUIRED = 8.56 Ac. Ft.

VOLUME PROVIDED @ WEIR = 9.16 Ac. Ft.

VCBMP:
VOLUME REQUIRED = 0.84 Ac. Ft.
OR
438,768 x (1"/12) = 36,564.00 Cu. Ft.

VCBMP VOL. PROVIDED = 0.36 Ac. Ft.
702.0~701.0 = 1.0' x (15,780.50) = 15,780.50 Cu. Ft. (POND 01)

VCBMP VOL. PROVIDED = 0.48 Ac. Ft.
684.0~683.0 = 1.0' x (20,833.50) = 20,833.50 Cu. Ft. (POND 02)

TOTAL VCBMP VOL. PROVIDED = 0.84 Ac. Ft.

## FOUNDATION GRADE CONVERSIONS

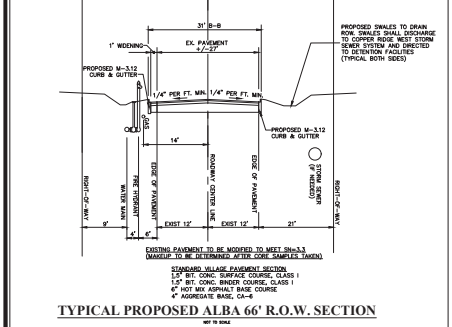
1. FF = TF + 1.00' (12")
2. FRONT PORCH STOOP = FF – 0.5' (6")
3. REAR CONC PORCH = FF – 1.25' (15")
4. REAR DECK = FF – 0.33' (4")
5. GF @ HOUSE DOOR = TF – 0.50' (6") (TYP.)
6. GF @ OHD = TF – 0.67' (8") (TYP.)

## ROW GRADING CONVERSIONS

CL – 0.28" = EDGE OF PAVEMENT ELEVATION
CL – 0.36" = FLOW LINE ELEVATION
CL – 0.11" = TOP OF CURB ELEVATION

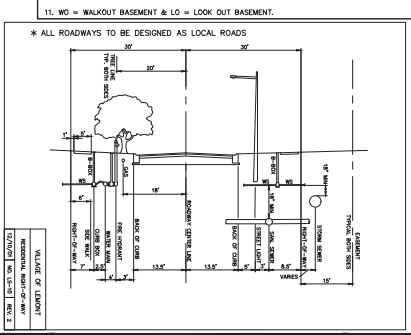
## PRELIMINARY ENGINEERING NOTES:

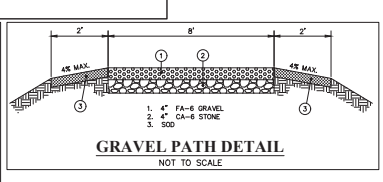
1. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND THE VILLAGE OF LEMONT UDO.
2. APPROPRIATE EASEMENTS FOR ALL UTILITIES OUTSIDE OF THE DEDICATED RIGHT-OF-WAY AND FOR STORMWATER DETENTION FACILITIES WILL BE PROVIDED AT THE TIME OF FINAL ENGINEERING AND SHALL BE REFLECTED ON THE FINAL PLAT OF SUBDIVISION.
3. ALL MATERIALS USED IN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF LEMONT UDO AND APPROVED STANDARDS.
4. ALL MAINLINE SANITARY SEWER SHALL BE 8" (INCHES) UNLESS NOTED OTHERWISE ON THE PLAN. ALL MAINLINE SANITARY SEWERS SHALL BE PVC, ASTM D-3034, SDR 26.
5. ALL MAINLINE WATERMAIN SHALL BE 8" (INCHES) UNLESS OTHERWISE NOTED ON THE PLAN. ALL WATERMAIN SHALL BE DUCTILE IRON, THICKNESS CL 52, CEMENT LINED. WATERMAIN SHALL HAVE A MINIMUM COVER OF 5.5' (FEET).
6. ALL MAINLINE STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE. SIZE TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. (PVC STORM SEWER MAY BE USED IN REAR YARDS.)
7. PUBLIC STREET LIGHTS SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LEMONT UDO STANDARDS.
8. PROPOSED ELEVATIONS, GRADING, UTILITY SIZES AND LOCATIONS, AS WELL AS PROPOSED SECTIONS AND DETAILS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO REVISION AT THE TIME OF FINAL ENGINEERING.
9. VILLAGE ENGINEER SHALL BE GIVEN 48 HOURS NOTICE OF INTENDED TIME OF STARTED WORK.
10. VCBMP = VOLUME CONTROL BEST MANAGEMENT PRACTICES.
11. WO = WALKOUT BASEMENT & LO = LOOK OUT BASEMENT.




**TYPICAL PROPOSED ALBA 66' R.O.W. SECTION**
NOT TO SCALE

* ALL ROADWAYS TO BE DESIGNED AS LOCAL ROADS




**GRAVEL PATH DETAIL**
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| | | | |
|---|---|---|---|
| 4 OF 7 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 60'<br>Date: 02-20-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS |

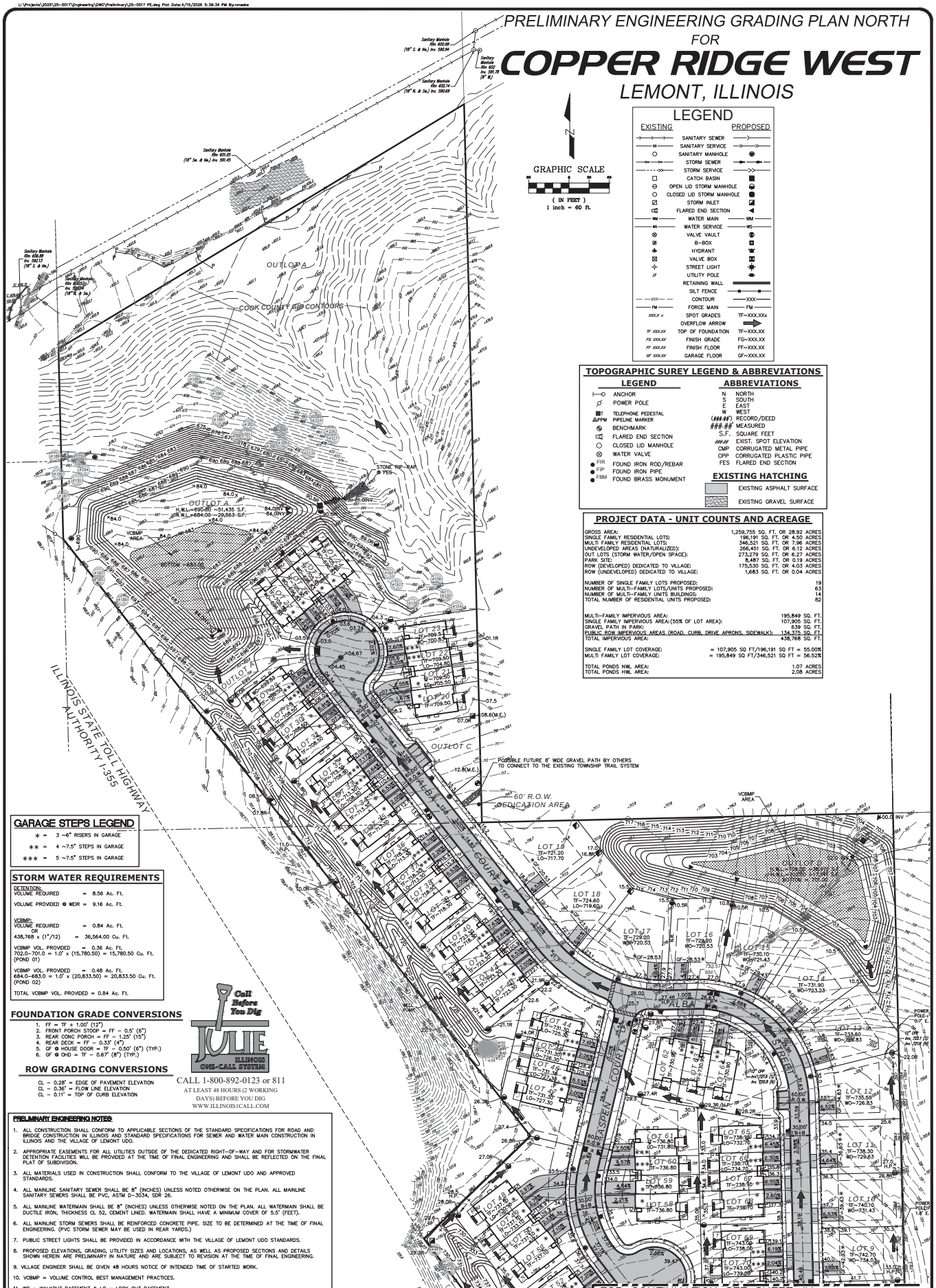
TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

L:\Projects\2025\25-0017\Engineering\DWG\Preliminary\25-0017 PE.dwg Plot Date: 4/15/2026 5:39:34 PM Bjornseke

# PRELIMINARY ENGINEERING GRADING PLAN NORTH
## FOR
# COPPER RIDGE WEST
## LEMONT, ILLINOIS




FOR CONTINUATION SEE SHEET #4

5 OF 7

| PROJECT INFORMATION | |
|---|---|
| Project No.: | 25-0017 |
| Scale: | 1" = 60' |
| Date: | 02-20-2026 |
| Design By: | SDS |
| Drawn By: | NSM |
| Checked By: | SDS |

DESIGNTEK ENGINEERING, INC.
CONSULTING CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
DEI
IL PROF. LIC. NO.: 184-003740

PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS

TETON DEVELOPMENT, LLC
565 VILLAGE CENTER DRIVE
BURR RIDGE, ILLINOIS 60527
(630) 920-9430

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| 1 | 04-15-26 | PER VILLAGE REVIEW | SDS |

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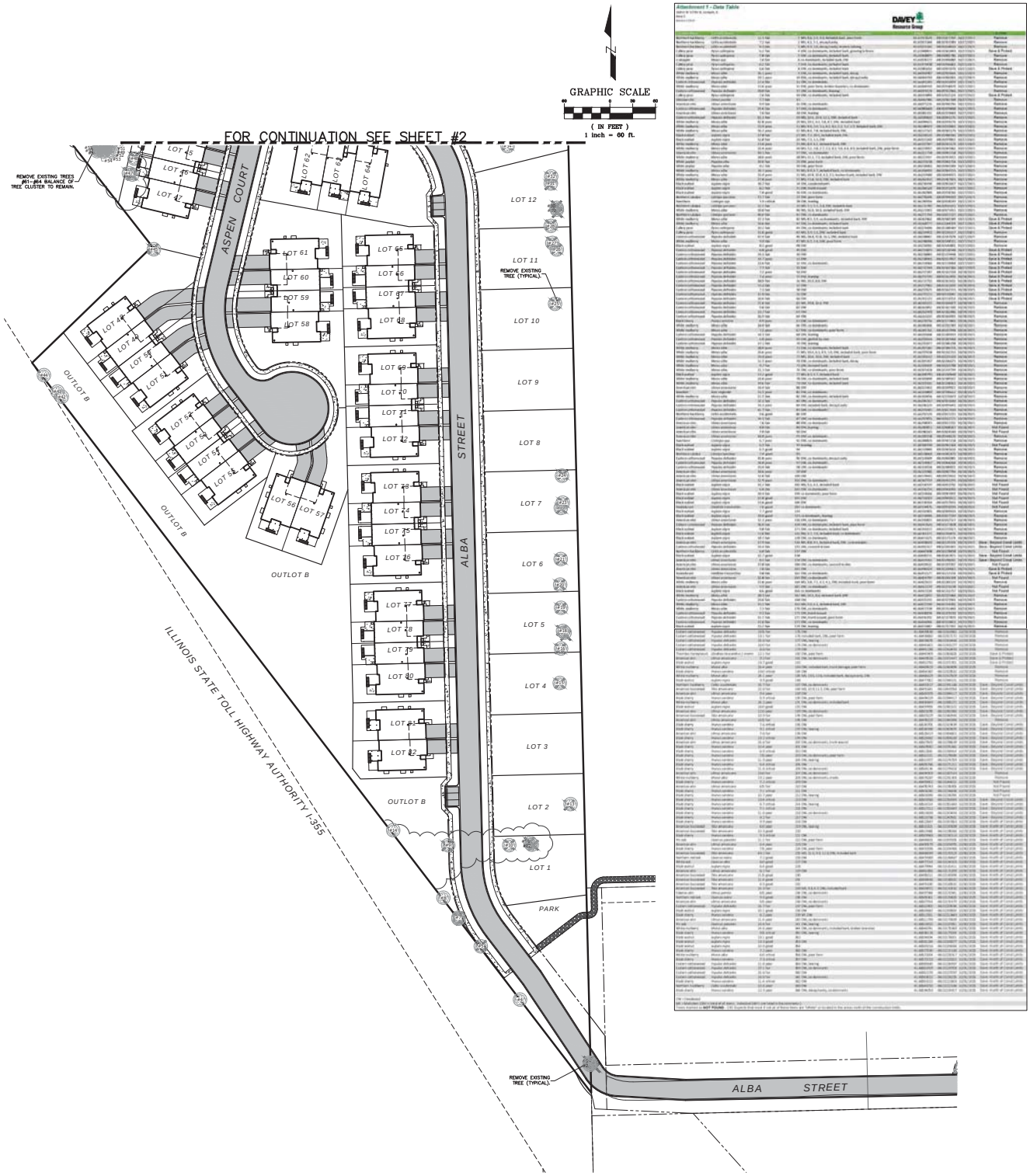
PRELIMINARY ENGINEERING TREE PLAN SOUTH

FOR

# COPPER RIDGE WEST

LEMONT, ILLINOIS

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| | | | | | |
|---|---|---|---|---|---|
| 6 OF 7 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 60'<br>Date: 02-20-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 | REVISIONS<br>NO.\| DATE \| DESCRIPTION \| BY<br>1 \| 04-15-26 \| PER VILLAGE REVIEW \| SDS |

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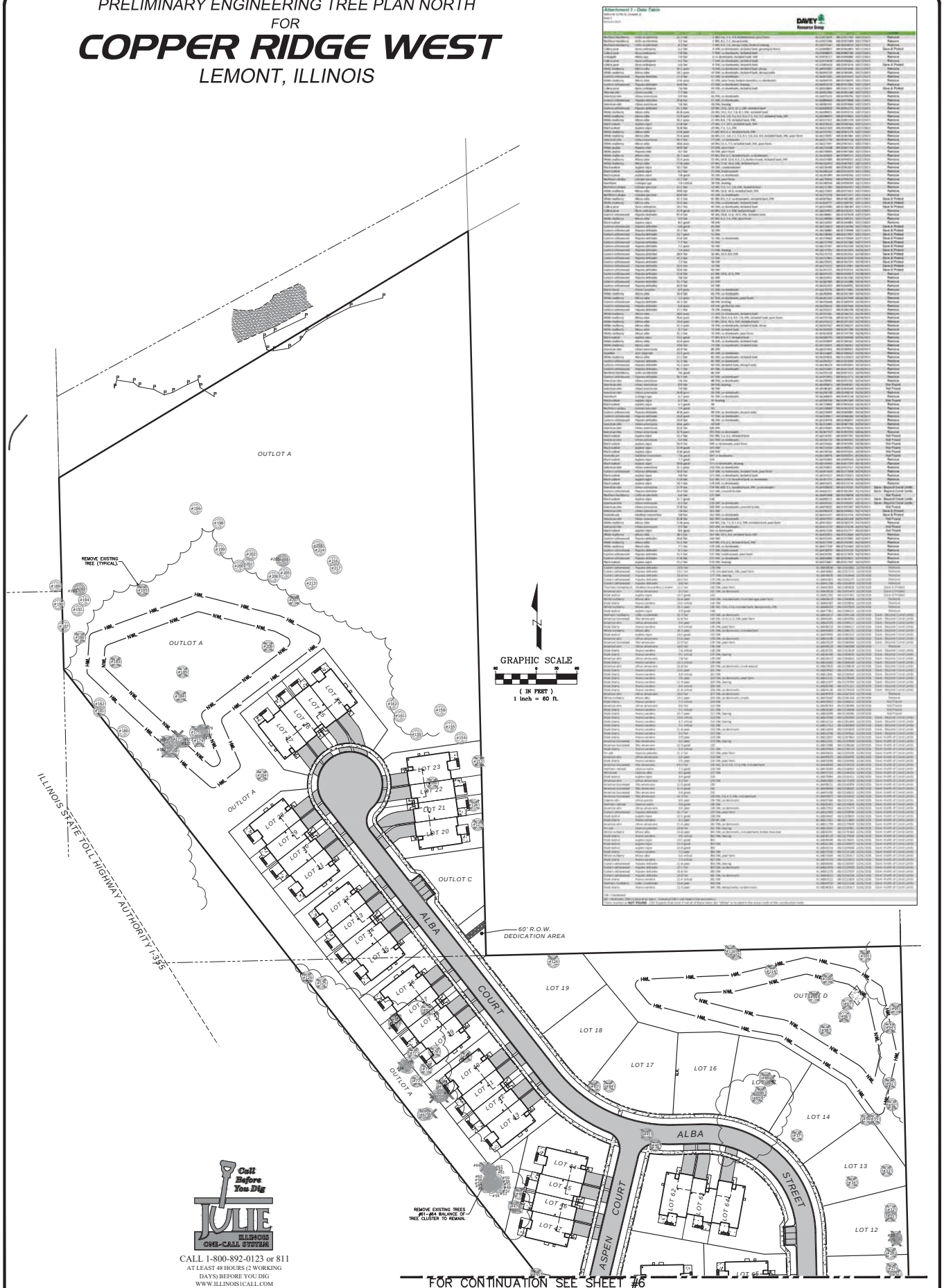
PRELIMINARY ENGINEERING TREE PLAN NORTH
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS

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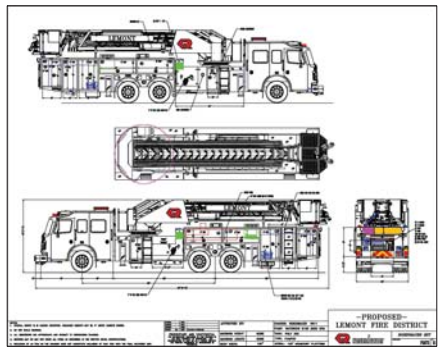
FOR CONTINUATION SEE SHEET #6

| | | | | | |
|---|---|---|---|---|---|
| 7 OF 7 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 60'<br>Date: 02-20-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | PRELIMINARY ENGINEERING PLANS FOR COPPER RIDGE WEST LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 | REVISIONS<br>NO. DATE DESCRIPTION BY<br>1 04-15-26 PER VILLAGE REVIEW SDS |

PRELIMINARY ENGINEERING: TREE PLAN NORTH

Attachment 9

# AUTOTURN EXHIBIT
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS




GRAPHIC SCALE
( IN FEET )
1 inch = 60 ft.

OUTLOT A
OUTLOT B 1.5943 Ac. 69,446 S.F.
OUTLOT C 1.8620 Ac. 81,111 S.F.
OUTLOT D 1.5748 Ac. 68,578 S.F.
PARK 0.1948 Ac. 8,487 S.F.
60' R.O.W. DEDICATION AREA 0.0386 Ac. 1,683 S.F.
95 S.F. ENCROACHMENT AREA
ILLINOIS STATE TOLL HIGHWAY AUTHORITY I-355
ALBA STREET (HEREBY DEDICATED)
PROPOSED 8' WIDE GRAVEL PATH TO CONNECT TO THE EXISTING TOWNSHIP TRAIL SYSTEM
GRAVEL DRIVEWAY
POWER POLE (ABANDONED) ONLINE
WEST SHORE CO. PIPELINE & MARKERS
POWER POLE (ABANDONED) ONLINE
PIPELINE
GAS LINE
GUY WIRES
WELL PUMP

| | | | |
|---|---|---|---|
| Sheet 1 OF 1 | DESIGNTEK ENGINEERING, INC. CIVIL ENGINEERING & LAND SURVEYING 9930 W. 190TH STREET, SUITE L MOKENA, ILLINOIS 60448 (708) 326-4961 FAX: (708) 326-4692 IL PROF. LIC. NO.: 184-003740 | AUTOTURN EXHIBIT FOR COPPER RIDGE WEST LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC (BEECHEN & DILL HOMES, INC.) 1536 128TH STREET LEMONT, ILLINOIS 60439 (630) 920-943 |

Project No.: 25-0017
Scale: 1" = 60'
Drawn By: SRG
Checked By: SRG

REVISIONS

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

AUTOTURN EXHIBIT

Attachment 10

# Preliminary Landscape Plan

# COPPER RIDGE

## Lemont, Illinois

April 15, 2026

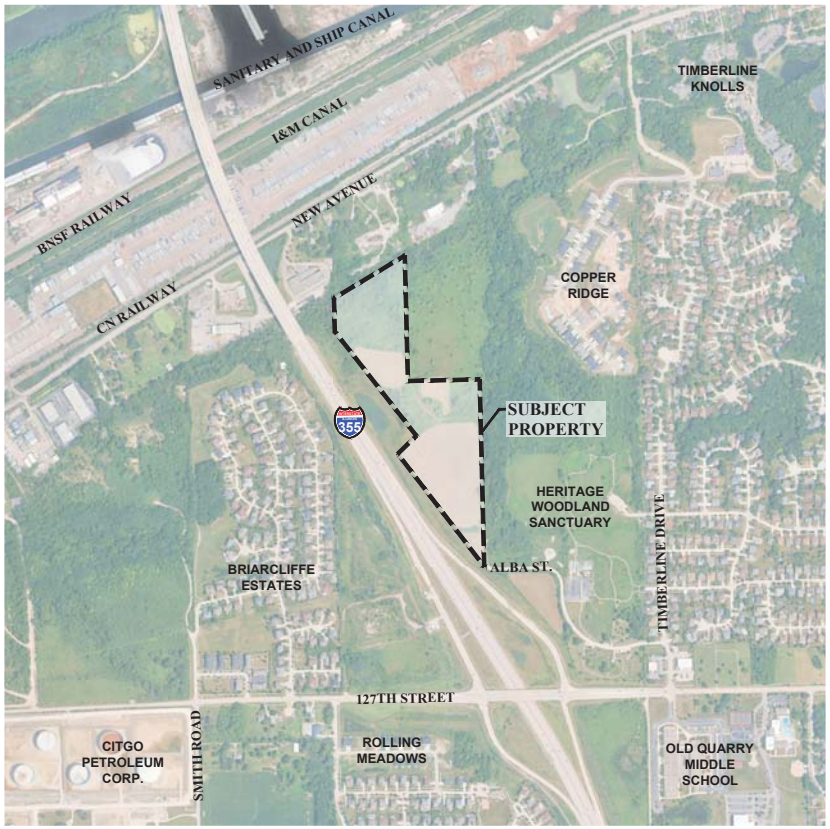
## CONSULTANTS:


LANDSCAPE ARCHITECT:

GARY R. WEBER ASSOCIATES, INC
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:

DESIGNTEK ENGINEERING, INC.
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448


LOCATION MAP

SCALE: 1"=500'

## INDEX OF PLAN SHEETS


| SHEET NO. | DESCRIPTION |
|---|---|
| L1.0 | COVER SHEET |
| L1.1 | OVERALL LANDSCAPE PLAN |
| L1.2 | LANDSCAPE PLAN |
| L1.3 | LANDSCAPE PLAN |
| L1.4 | LANDSCAPE PLAN |
| L1.5 | TYPICAL FOUNDATION LANDSCAPE PLANS |



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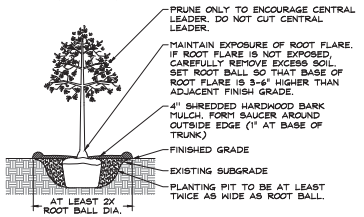
## REPRESENTATIVE PLANT LIST

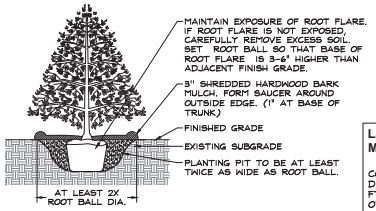
| Key | Botanical/Common Name | Size | Remarks |
|---|---|---|---|
| | **PARKWAY TREES** | | |
| | Acer x freemanii 'Marmo'<br>MARMO FREEMAN MAPLE | 3" Cal. | |
| | Celtis occidentalis<br>COMMON HACKBERRY | 3" Cal. | |
| | Gleditsia triacanthos var. inermis 'Skycole'<br>SKYLINE HONEYLOCUST | 3" Cal. | |
| | Quercus rubra<br>RED OAK | 3" Cal. | |
| | Tilia cordata 'Greenspire'<br>GREENSPIRE LITTLELEAF LINDEN | 3" Cal. | |
| | **CANOPY TREES** | | |
| | Acer x freemanii 'Jeffer's Red'<br>AUTUMN BLAZE MAPLE | 2 1/2" Cal. | |
| | Platanum x acerifolia 'Morton Circle'<br>EXCLAMATION! LONDON PLANETREE | 2 1/2" Cal. | |
| | Quercus bicolor<br>SWAMP WHITE OAK | 2 1/2" Cal. | |
| | Tilia americana 'Redmond'<br>REDMOND AMERICAN LINDEN | 2 1/2" Cal. | |
| | Ulmus davidiana var. japonica 'Morton'<br>ACCOLADE ELM | 2 1/2" Cal. | |
| | **ORNAMENTAL TREES** | | |
| | Amelanchier x grandiflora<br>APPLE SERVICEBERRY | 6' Ht. | Multi-Stem |
| | Betula nigra 'Cully'<br>HERITAGE RIVER BIRCH | 6' Ht. | Multi-Stem |
| | Carpinus caroliniana<br>AMERICAN HORNBEAM | 2" Cal. | Single Stem |
| | Cercis canadensis<br>EASTERN REDBUD | 6' Ht. | Multi-Stem |
| | Malus 'Prairifire'<br>PRAIRIFIRE CRABAPPLE | 6' Ht. | Multi-Stem |
| | **EVERGREEN TREES** | | |
| | Abies concolor<br>WHITE FIR | 8' Ht. | |
| | Picea abies<br>NORWAY SPRUCE | 8' Ht. | |
| | Picea glauca var. densata<br>BLACK HILLS SPRUCE | 8' Ht. | |
| | Picea omorika<br>SERBIAN SPRUCE | 8' Ht. | |
| | Pinus strobus<br>EASTERN WHITE PINE | 8' Ht. | |
| | **DECIDUOUS SHRUBS** | | |
| | Cornus sericea 'Bailey I'<br>BAILEY'S REDTWIG DOGWOOD | 36" Tall | 5' O.C. |
| | Hydrangea paniculata 'SMHPLGF'<br>LITTLE QUICK FIRE HYDRANGEA | 24" Tall | 3' O.C. |
| | Itea virginica 'Little Henry'<br>LITTLE HENRY VIRGINIA SWEETSPIRE | 24" Tall | 3' O.C. |
| | Physocarpus opulifolius 'Seward'<br>SUMMER WINE NINEBARK | 30" Tall | 4' O.C. |
| | Rhus aromatica 'Gro-low'<br>GRO-LOW SUMAC | 24" Wide | 4' O.C. |
| | Syringa meyeri 'Palibin'<br>DWARF KOREAN LILAC | 24" Tall | 4' O.C. |
| | Viburnum x juddii<br>JUDD VIBURNUM | 36" Tall | 4' O.C. |
| | Weigela florida 'Bramwell'<br>FINE WINE WEIGELA | 24" Tall | 3' O.C. |
| | **EVERGREEN SHRUBS** | | |
| | Buxus 'Glencoe'<br>CHICAGOLAND GREEN BOXWOOD | 24" Wide | 4' O.C. |
| | Taxus x media 'Densiformis'<br>DENSE YEW | 24" Wide | 4' O.C. |
| | Thuja occidentalis 'Woodwardii'<br>GLOBE ARBORVITAE | 24" Wide | 4' O.C. |
| | **PERENNIALS AND ORNAMENTAL GRASSES** | | |
| | Allium 'Summer Beauty'<br>SUMMER BEAUTY ONION | #1 | 18" O.C. |
| | Calamagrostis x acutiflora 'Karl Foerster'<br>FEATHER REED GRASS | #1 | 30" O.C. |
| | Echinacea 'CBG Cone 2'<br>PIXIE MEADOWBRITE CONEFLOWER | #1 | 18" O.C. |
| | Hemerocallis 'Happy Returns'<br>HAPPY RETURNS DAYLILY | #1 | 18" O.C. |
| | Nepeta racemosa 'Walker's Low'<br>WALKER'S LOW CATMINT | #1 | 18" O.C. |
| | Panicum virgatum 'Heavy Metal'<br>HEAVY METAL SWITCHGRASS | #1 | 24" O.C. |
| | Perovskia atriplicifolia<br>RUSSIAN SAGE | #1 | 24" O.C. |
| | Schizachyrium scoparium 'Twilight Zone'<br>TWILIGHT LITTLE BLUESTEM | #1 | 24" O.C. |
| | Sporobolus heterolepis<br>PRAIRIE DROPSEED | #1 | 24" O.C. |
| | **GROUNDCOVERS** | | |
| | Sedum kamtschaticum<br>RUSSIAN STONECROP | #SP4 | 12" O.C. |
| | Vinca minor 'Dart's Blue'<br>DART'S BLUE PERIWINKLE | #SP4 | 12" O.C. |

## PLANTING DETAILS

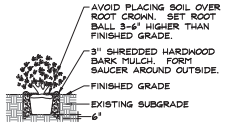
* ANY WIRE BASKETS SHALL COVER NO MORE THAN THE LOWER 1/3 OF THE ROOT BALL. ANY BASKETS THAT ARE HIGHER THAN THAT SHALL BE CUT DOWN TO THAT HEIGHT DURING PLANTING.




**DECIDUOUS TREES**
NOT TO SCALE




**EVERGREEN TREES**
NOT TO SCALE




**DECIDUOUS AND EVERGREEN SHRUBS**
NOT TO SCALE



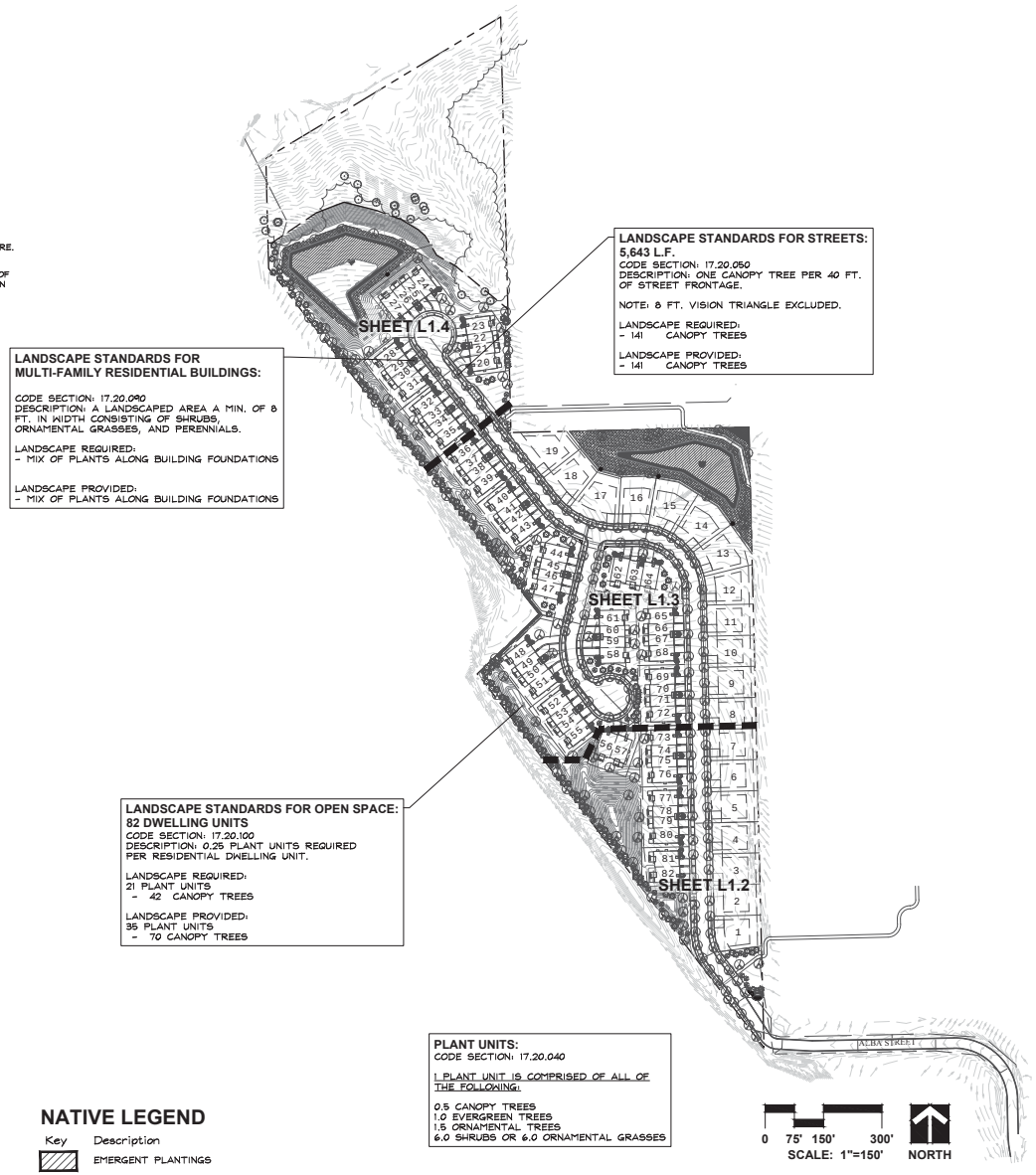

**PERENNIALS AND GROUNDCOVERS**
NOT TO SCALE

## GENERAL LANDSCAPE NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.
8. The Village Arborist shall be consulted during installation of material and may reject inappropriate materials.

## PARKWAY TREE NOTES

1. Parkway trees shall be installed in the spring or fall, but not before the construction of the dwelling and the completion of the public sidewalk. However, in no case shall parkway trees be planted later than two years after the commencement of construction of the development (i.e., issuance of the site development permit).
2. Parkway trees shall be installed at least 15 feet from any traffic sign.




**LANDSCAPE STANDARDS FOR MULTI-FAMILY RESIDENTIAL BUILDINGS:**

CODE SECTION: 17.20.090
DESCRIPTION: A LANDSCAPED AREA A MIN. OF 8 FT. IN WIDTH CONSISTING OF SHRUBS, ORNAMENTAL GRASSES, AND PERENNIALS.

LANDSCAPE REQUIRED:
- MIX OF PLANTS ALONG BUILDING FOUNDATIONS

LANDSCAPE PROVIDED:
- MIX OF PLANTS ALONG BUILDING FOUNDATIONS

**LANDSCAPE STANDARDS FOR STREETS:**
**5,643 L.F.**
CODE SECTION: 17.20.050
DESCRIPTION: ONE CANOPY TREE PER 40 FT. OF STREET FRONTAGE.

NOTE: 8 FT. VISION TRIANGLE EXCLUDED.

LANDSCAPE REQUIRED:
- 141 CANOPY TREES

LANDSCAPE PROVIDED:
- 141 CANOPY TREES

**LANDSCAPE STANDARDS FOR OPEN SPACE:**
**82 DWELLING UNITS**
CODE SECTION: 17.20.100
DESCRIPTION: 0.25 PLANT UNITS REQUIRED PER RESIDENTIAL DWELLING UNIT.

LANDSCAPE REQUIRED:
21 PLANT UNITS
- 42 CANOPY TREES

LANDSCAPE PROVIDED:
35 PLANT UNITS
- 70 CANOPY TREES

**PLANT UNITS:**
CODE SECTION: 17.20.040

1 PLANT UNIT IS COMPRISED OF ALL OF THE FOLLOWING:

0.5 CANOPY TREES
1.0 EVERGREEN TREES
1.5 ORNAMENTAL TREES
6.0 SHRUBS OR 6.0 ORNAMENTAL GRASSES

## NATIVE LEGEND

| Key | Description |
|---|---|
| | EMERGENT PLANTINGS |
| | WET MEADOW SEED MIX |
| | LOW PROFILE PRAIRIE SEED MIX |
| | PROTECTED NATIVE VEGETATION SIGN |


GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630.668.7197
www.grwainc.com


**CLIENT**
BEECHEN&DILL
365 VILLAGE CENTER DRIVE
BURR RIDGE, IL 60527

**CIVIL ENGINEER**
**DESIGNTEK ENGINEERING, INC**
9930 W. 190TH STREET
SUITE L
MOKENA, IL 60448

# COPPER RIDGE WEST
LEMONT, ILLINOIS
PRELIMINARY LANDSCAPE PLAN
## OVERALL LANDSCAPE PLAN

| REVISION | DATE |
|---|---|
| 1 | 2026.04.15 |

| | |
|---|---|
| DATE | 2026.02.20 |
| PROJECT NO. | BH2507 |
| DRAWN | SMR |
| CHECKED | MNW |
| SHEET NO. | L1.1 |

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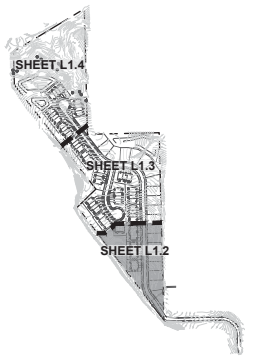
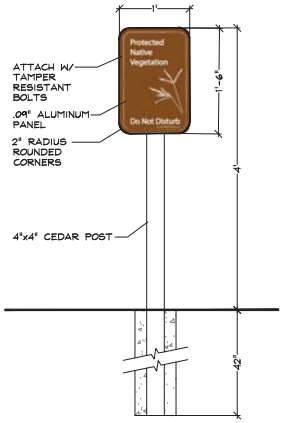



## KEY MAP

SIGN NOTES:

1. SIGN BACKGROUND COLOR: C=40, M=70, Y=100, K=28 SIGN FONT AND GRAPHIC COLOR: WHITE
2. FONT STYLE: MYRIAD PRO FONT SIZE: 116 PT.
3. SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
4. CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE PROTECTED NATIVE VEGETATION SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.




**PROTECTED NATIVE VEGETATION SIGN DETAIL**
NOT TO SCALE

### NATIVE SEED MIXTURES

**Temporary Cover Crop**

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishment of the native seeding area.

| Botanical Name | Common Name | lbs / AC |
|---|---|---|
| **Cover Crop** | | |
| *Avena sativa* | Seed Oats | 40.000 |

**Emergent Plant Seed and Plug Mixture**
Stormwater basin bottoms from NWL to 12" below NWL

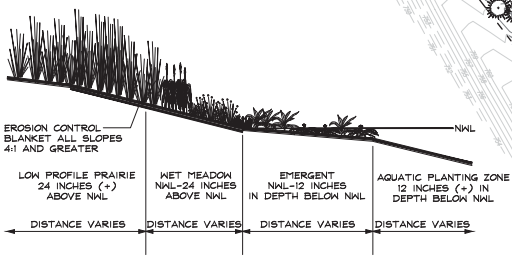
| Botanical Name | Common Name | lbs / AC | Plugs / AC. |
|---|---|---|---|
| *Acorus americanus* | Sweet Flag | 0.500 | 494 |
| *Alisma subcordatum* | Water Plantain | 1.250 | |
| *Carex stricta* | Tussock Sedge | 0.060 | |
| *Eleocharis obtusa* | Blunt Spike Rush | 0.250 | 494 |
| *Iris virginica shrevei* | Blue Flag | 0.500 | 988 |
| *Juncus effusus* | Common Rush | 0.500 | 494 |
| *Leersia oryzoides* | Rice Cut Grass | 1.250 | |
| *Pontederia cordata* | Pickerel Weed | 0.250 | 988 |
| *Sagittaria latifolia* | Common Arrowhead | 1.250 | 494 |
| *Scirpus fluviatilis* | River Bulrush | 0.500 | 988 |
| *Scirpus cyperinus* | Wool Grass | 0.250 | 494 |
| *Schoenoplectus tabernaemontani* | Softstem Bulrush | 0.500 | 988 |
| *Sparganium eurycarpum* | Bur Reed | 1.000 | 988 |
| | **Total Emergent Wetland Mix** | **8.060** | **7410** |

**Wet Meadow Seed Mixture**
Lower slopes of basin

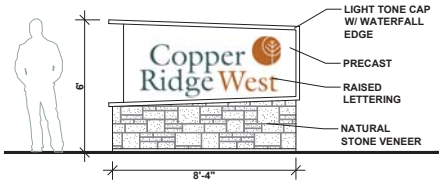
| Botanical Name | Common Name | lbs / AC |
|---|---|---|
| **Grasses / Sedges** | | |
| *Carex bebbii* | Bebbs Oval Sedge | 0.250 |
| *Carex bicknellii* | Bicknells Sedge | 0.125 |
| *Carex brevior* | Plains Oval Sedge | 0.250 |
| *Carex cristatella* | Crested Oval Sedge | 0.060 |
| *Carex comosa* | Bristly Sedge | 0.125 |
| *Carex hystericina* | Porcupine Sedge | 0.125 |
| *Carex molesta* | Field Oval Sedge | 0.250 |
| *Carex normalis* | Spreading Oval Sedge | 0.015 |
| *Carex scoparia* | Pointed Broom Sedge | 0.190 |
| *Carex stipata* | Common Fox Sedge | 0.060 |
| *Carex vulpinoidea* | Brown Fox Sedge | 0.250 |
| *Elymus virginicus* | Virginia Wild Rye | 3.000 |
| *Glyceria striata* | Fowl Manna Grass | 0.130 |
| *Juncus dudleyi* | Dudleys Rush | 0.020 |
| *Juncus torreyi* | Torreys Rush | 0.031 |
| *Panicum virgatum* | Switch Grass | 3.000 |
| *Scirpus atrovirens* | Dark Green Bulrush | 0.060 |
| *Scirpus cyperinus* | Wool Grass | 0.030 |
| | **Total Grasses / Sedges** | **7.971** |
| **Wildflowers/Broadleaves** | | |
| *Alisma subcordatum* | Common Water Plaintain | 0.250 |
| *Asclepias incarnata* | Swamp Milkweed | 0.125 |
| *Bidens cernua* | Nodding Bur Marigold | 0.190 |
| *Boltonia asteroids* | False Aster | 0.031 |
| *Eupatorium perfoliatum* | Common Boneset | 0.015 |
| *Euthamia grammifolia* | Grassleaved Goldenrod | 0.300 |
| *Helenium autumnale* | Sneezeweed | 0.063 |
| *Hibiscus laevis* | Halberd-leaved Rose Mallow | 0.380 |
| *Iris virginica shrevei* | Blue Flag Iris | 1.000 |
| *Lobelia siphilitica* | Great Blue Lobelia | 0.031 |
| *Mimulus ringens* | Monkey Flower | 0.031 |
| *Physostegia virginiana* | Obedient Plant | 0.031 |
| *Pycnanthemum virginianum* | Common Mountain Mint | 0.063 |
| *Solidago rigida* | Stiff Goldenrod | 0.125 |
| *Symphyotrichium novae-angliae* | New England Aster | 0.250 |
| *Vernonia fasciculata* | Common Ironweed | 0.380 |
| *Verbena hastata* | Blue Vervain | 0.380 |
| *Zizia aurea* | Golden Alexanders | 0.500 |
| | **Total Forbs** | **3.895** |
| | **Total Wet Meadow Seed Mix** | **11.866** |

**Low Profile Prairie with Flowers Seed Mix**
Upper basin slopes

| Botanical Name | Common Name | lbs / AC |
|---|---|---|
| **Grasses** | | |
| *Bouteloua curtipendula* | Side Oats Grama | 8.000 |
| *Panicum virgatum* | Prairie Switch Grass | 0.125 |
| *Elymus canadenesis* | Prairie Wild Rye | 1.000 |
| *Schizachyrium scoparium* | Little Bluestem | 6.000 |
| | **Total Grasses** | **15.125** |
| **Wildflowers/Broadleaves** | | |
| *Allium cernuum* | Nodding Wild Onion | 0.190 |
| *Amorpha canscens* | Lead Plant | 0.125 |
| *Asclepias tuberosa* | Butterflyweed | 0.500 |
| *Astragalus canadensis* | Canada Milk Vetch | 0.063 |
| *Coreopsis palmata* | Prairie Coreopsis | 0.025 |
| *Chamaecrista fasciculate* | Partridge pea | 0.188 |
| *Dalea purpurea* | Purple Prairie Clover | 0.560 |
| *Echinacea pallida* | Pale Purple Coneflower | 1.000 |
| *Echinacea purpurea* | Purple Coneflower | 0.500 |
| *Eryngium yuccifolium* | Rattlesnake Master | 0.125 |
| *Heliopsis helianthoides* | False Sunflower | 1.000 |
| *Lespedeza capitata* | Round-Headed Bush Clover | 0.125 |
| *Liatris aspera* | Rough Blazing Star | 0.250 |
| *Liatris pycnostachya* | Prairie Blazing Star | 0.188 |
| *Monarda fistulosa* | Prairie Bergamot | 0.063 |
| *Parthenium integrifolium* | Wild Quinine | 0.016 |
| *Penstemon digitalis* | Foxglove Beard Tongue | 0.125 |
| *Petalostemum candidum* | White Prairie Clover | 0.125 |
| *Petalostemum purpureum* | Purple Prairie Clover | 0.156 |
| *Potentilla arguta* | Prairie Cinquefoil | 0.031 |
| *Pycnanthemum tenuifolium* | Slender Mountain Mint | 0.031 |
| *Ratibida pinnata* | Yellow Coneflower | 0.125 |
| *Rudbeckia hirta* | Black-Eyed Susan | 0.500 |
| *Rudbeckia subtomentosa* | Sweet Black-Eyed Susan | 0.063 |
| *Rudbeckia triloba* | Brown-eyed Susan | 0.500 |
| *Solidago rigida* | Stiff Goldenrod | 0.250 |
| *Symphyotrichum laeve* | Smooth Blue Aster | 0.063 |
| *Symphyotrichum novae-angliae* | New England Aster | 0.250 |
| *Tradescantia ohiensis* | Common Spiderwort | 0.063 |
| *Verbena stricta* | Hoary Vervain | 0.125 |
| *Zizia aurea* | Golden Alexanders | 0.500 |
| | **Total Forbs** | **7.825** |
| | **Total Low Profile Prairie Seed Mix** | **22.950** |




**NATURALIZED STORMWATER BASIN SECTION**
NOT TO SCALE




**MONUMENT SIGN ELEVATION**
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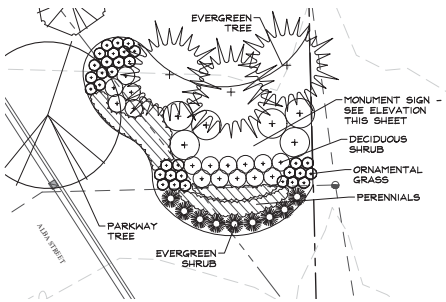


**MONUMENT LANDSCAPE PLAN**
SCALE: 1"=10'




0 20' 40' 80'
SCALE: 1"=40'
NORTH

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# COPPER RIDGE WEST
LEMONT, ILLINOIS
PRELIMINARY LANDSCAPE PLAN
## LANDSCAPE PLAN

| REVISION | DATE |
|---|---|
| 1 | 2026.04.15 |

| | |
|---|---|
| DATE | 2026.02.20 |
| PROJECT NO. | BH2507 |
| DRAWN | SMR |
| CHECKED | MNW |
| SHEET NO. | L1.2 |

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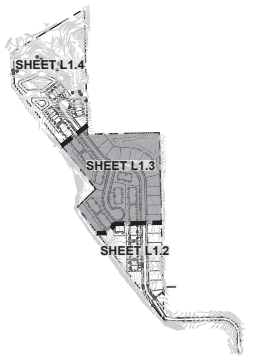
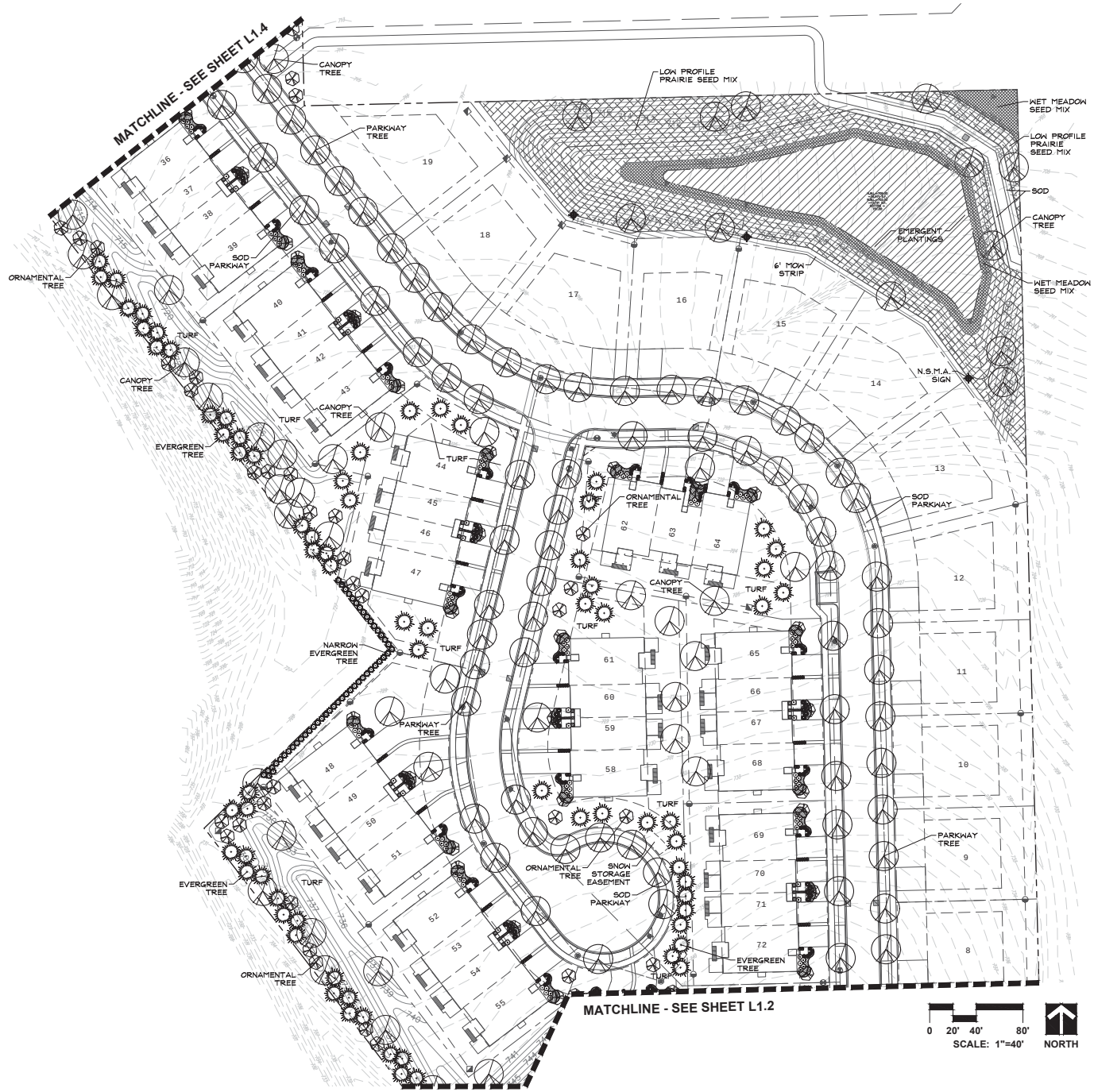



KEY MAP

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LEMONT, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

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| DRAWN | SMR |
| CHECKED | MNW |

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**L1.3**

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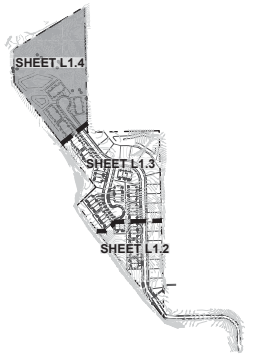


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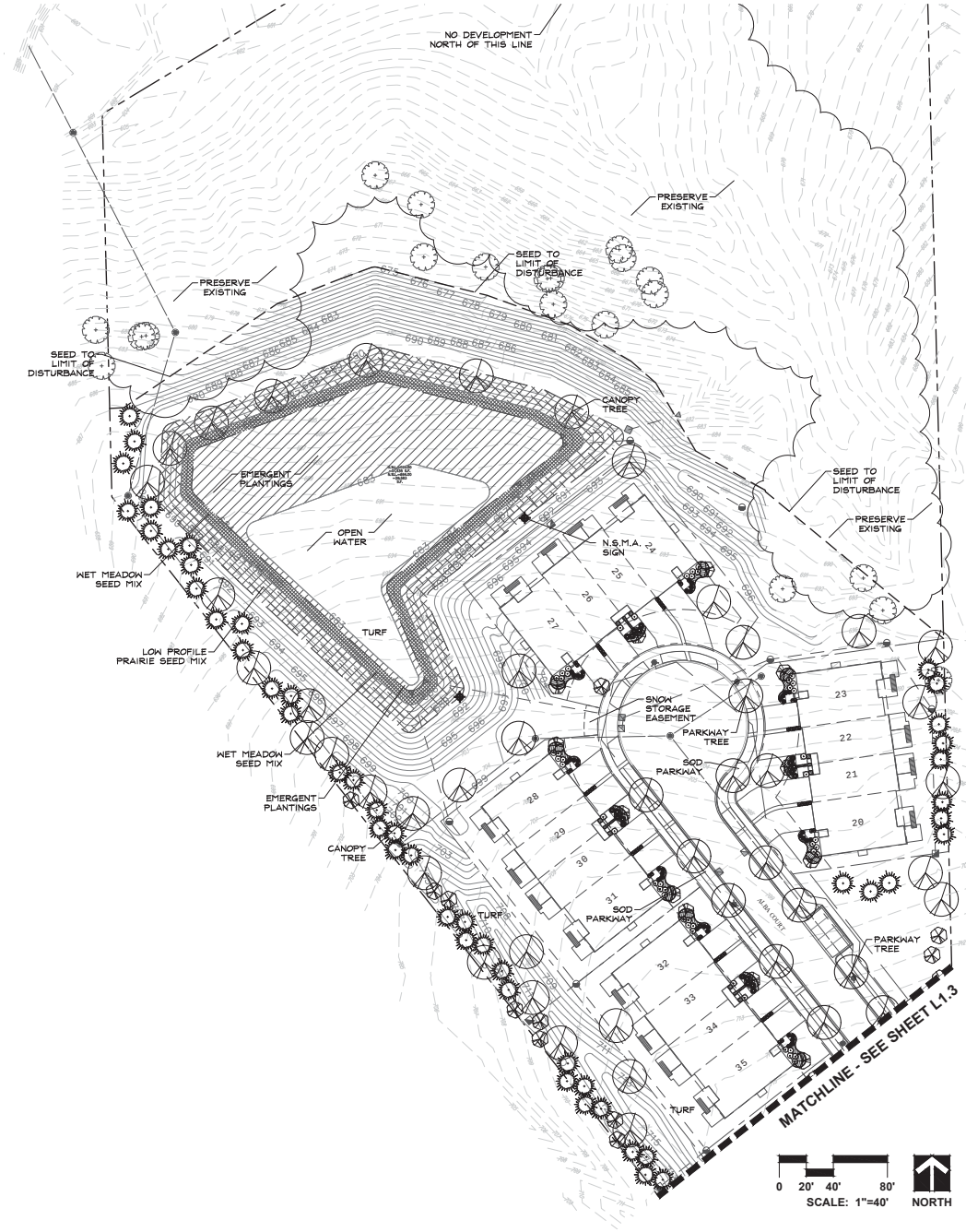


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# COPPER RIDGE WEST

LEMONT, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

## LANDSCAPE PLAN

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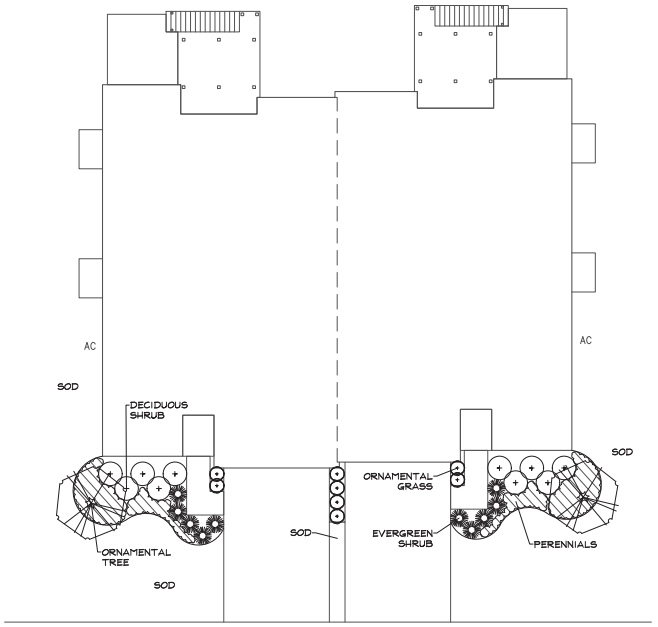
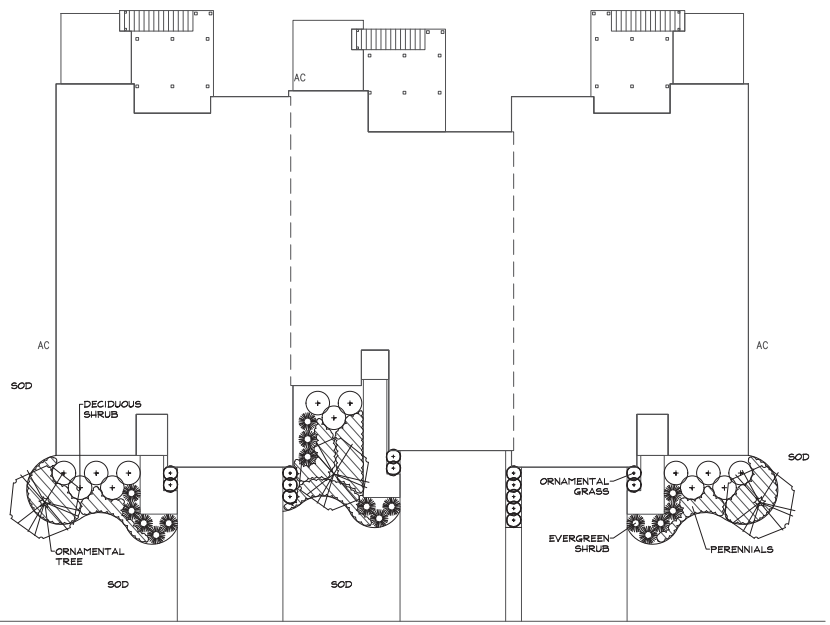



**TYPICAL 2 UNIT TOWNHOME FOUNDATION PLAN**
SCALE: 1"=10'

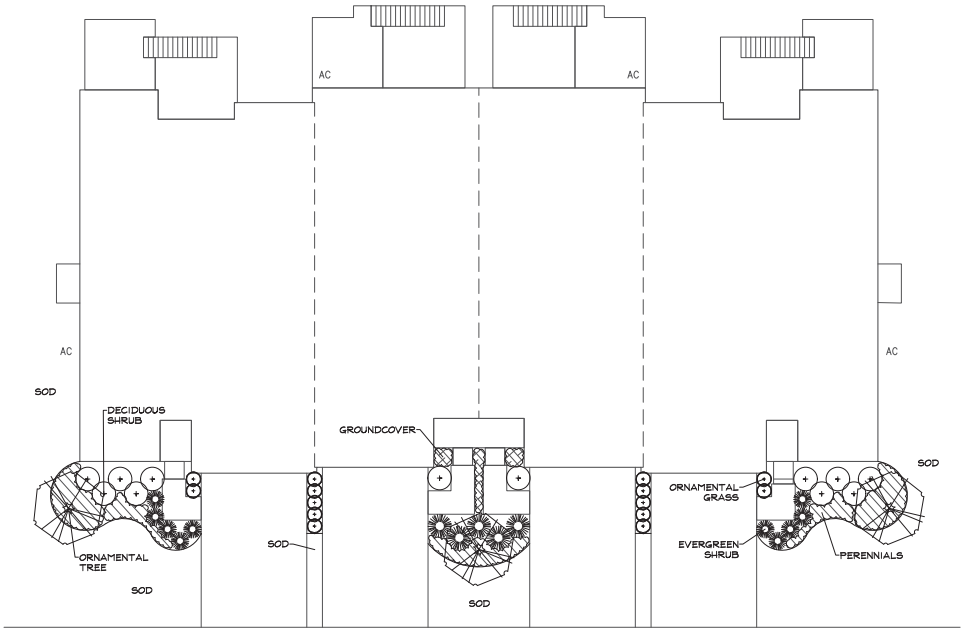
## REPRESENTATIVE FOUNDATION PLANT LIST

| Key | Botanical/Common Name | Size | Remarks |
|---|---|---|---|
| | **ORNAMENTAL TREES** | | |
| | Carpinus caroliniana<br>AMERICAN HORNBEAM | 2" Cal. | Single Stem |
| | Cornus kousa<br>KOUSA DOGWOOD | 6' Tall | Multi-Stem |
| | Magnolia stellata 'Royal Star'<br>ROYAL STAR MAGNOLIA | 6' Tall | Multi-Stem |
| | Malus sargentii<br>SARGENT CRABAPPLE | 6' Tall | Multi-Stem |
| | Hamamelis vernalis<br>VERNAL WITCHHAZEL | 6' Tall | Multi-Stem |
| | **DECIDUOUS SHRUBS** | | |
| | Clethra alnifolia 'Ruby Spice'<br>RUBY SPICE SUMMERSWEET | 30" Tall | 4' O.C. |
| | Cornus sericea 'Bailey'<br>BAILEY'S REDTWIG DOGWOOD | 36" Tall | 5' O.C. |
| | Hydrangea quercifolia 'Munchkin'<br>MUNCHKIN OAKLEAF HYDRANGEA | 24" Tall | 3' O.C. |
| | Itea virginica 'Sprich'<br>LITTLE HENRY VIRGINIA SWEETSPIRE | 24" Tall | 3' O.C. |
| | Syringa meyeri 'Palibin'<br>DWARF KOREAN LILAC | 24" Tall | 4' O.C. |
| | Viburnum dentatum 'Christam'<br>BLUE MUFFIN ARROWWOOD VIBURNUM | 30" Tall | 4' O.C. |
| | Weigela florida 'Bramwell'<br>FINE WINE WEIGELA | 24" Tall | 3' O.C. |
| | **EVERGREEN SHRUBS** | | |
| | Buxus 'Glencoe'<br>CHICAGOLAND GREEN BOXWOOD | 24" Wide | 4' O.C. |
| | Microbiota decussata<br>RUSSIAN ARBORVITAE | 24" Wide | 4' O.C. |
| | Thuja occidentalis 'Hoseaward'<br>GLOBE ARBORVITAE | 24" Wide | 4' O.C. |

| Key | Botanical/Common Name | Size | Remarks |
|---|---|---|---|
| | **ORNAMENTAL GRASSES** | | |
| | Andropogon gerardii 'Blackhawks'<br>BLACKHAWKS BIG BLUESTEM | #1 | 18" O.C. |
| | Panicum virgatum 'Northwind'<br>NORTHWIND SWITHGRASS | #1 | 30" O.C. |
| | Pennisetum alopecuroides 'Hamelin'<br>DWARF FOUNTAIN GRASS | #1 | 24" O.C. |
| | Sporobolus heterolepis<br>PRAIRIE DROPSEED | #1 | 24" O.C. |
| | **PERENNIALS** | | |
| | Allium 'Summer Beauty'<br>SUMMER BEAUTY ONION | #1 | 18" O.C. |
| | Calamintha nepeta ssp. nepeta<br>LESSER CALAMINT | #1 | 18" O.C. |
| | Hemerocallis 'Rosy Returns'<br>ROSY RETURNS DAYLILY | #1 | 18" O.C. |
| | Leucanthemum superbum 'Becky'<br>BEKCY SHASTA DAISY | #1 | 18" O.C. |
| | Salvia x sylvestris 'Mainacht'<br>MAY NIGHT WOOD SAGE | #1 | 18" O.C. |
| | **GROUNDCOVERS** | | |
| | Phlox subulata 'Emerald Pink'<br>EMERALD PINK CREEPING PHLOX | #SP4 | 12" O.C. |
| | Vinca minor 'Dart's Blue'<br>DART'S BLUE PERIWINKLE | #SP4 | 12" O.C. |




**TYPICAL 3 UNIT TOWNHOME FOUNDATION PLAN**
SCALE: 1"=10'




**TYPICAL 4 UNIT TOWNHOME FOUNDATION PLAN**
SCALE: 1"=10'

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# COPPER RIDGE WEST
LEMONT, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

## TYPICAL FOUNDATION LANDSCAPE PLANS

| REVISION | DATE |
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| 1 | 2026.04.15 |

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|---|---|
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| PROJECT NO. | BH2507 |
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| SHEET NO. | L1.5 |

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LANDSCAPE WORK PART 1 - GENERAL

1.1 DESCRIPTION OF WORK

The work shall consist of furnishing, transporting and installing all seeds, plants and other materials required for:

1. The establishment of trees, shrubs, perennial, annual and lawn areas as shown on Landscape Plan;
2. The provision of post-planting management as specified herein;
3. Any remedial operations necessary in conformance with the plans as specified in this document;
4. The design, furnishing and installation of a complete underground sprinkler system; and
5. Permits which may be required.

1.2 QUALITY ASSURANCE

A. Work shall conform to State of Illinois Horticultural Standards and local municipal requirements.

B. Quality Control Procedures:

1. Ship landscape materials with certificates of inspection as required by governmental authorities. Comply with governing regulations applicable to landscape materials.

2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material.

3. Analysis and Standards: Package standard products with manufacturers certified analysis.

C. Insect Control

1. For areas containing standing water less than 3-ft that persist for greater than 7 days, mosquito control may be necessary. Mosquito control should be limited to larvicides applications such as Natular or Vectolex FG, per the EPA and CDC guidance. Larvicide application should be provided by a qualified professional. Contract the North Shore Mosquito Abatement District for service.

1.3 SUBMITTALS

A. Planting Schedule

Submit three (3) copies of the proposed planting schedule showing dates for each type of planting

B. Maintenance Instruction - Landscape Work

Submit two (2) copies of typewritten instructions recommending procedures to be established by the Owner for the maintenance of landscape work for one full year. Submit prior to expiration of required maintenance periods.

Instructions shall include: watering, fertilizing, spraying, mulching and pruning for plant material and trimming groundcover. Instructions for watering, fertilizing and mowing grass areas shall be provided ten (10) days prior to request for inspection for final acceptance. Landscape Architect shall receive copies of all instructions when issued.

C. Submit two (2) copies of soil test of existing topsoil with recommendations for soil additive requirement to Landscape Architect for review and written approval.

D. Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Landscape Architect for review and written approval.

E. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or City upon request.

1.4 JOB CONDITIONS

A. Examine and evaluate grades, soils and water levels. Observe the conditions under which work is to be performed and notify Landscape Architect of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.

B. Utilities: Review underground utility location maps and plans; notify local utility location service; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.

C. Excavation: When conditions detrimental to plant growth are encountered such as rubble fill, adverse drainage conditions or obstructions, notify Landscape Architect before planting.

1.5 GUARANTEES

A. Guarantee seeded and sodded areas through the specified maintenance period and until final inspection.

B. Guarantee trees, shrubs, groundcover and perennials for a period of one year after date of acceptance against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others or unusual phenomena or incidents which are beyond Landscape Installer's control.

C. Native Planting Area Performance Criteria

1st Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species. At least 50% of the emergent species, if planted as plugs shall be alive and apparent.

2nd Full Growing Season: All areas with the exception of emergent zones shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.

3rd Full Growing Season: At least 75% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area. Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Dipsacus sylvestris (Common Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).

LANDSCAPE WORK PART 2 - PLANT MATERIALS

2.1 LAWN SOD

Provide strongly rooted sod, not less than two (2) years old and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant) and in strips not more than 18" wide x 4' long. Provide sod composed of a 5-way blend of Kentucky Bluegrass such as: Midnight, Allure, Viva, Washington, Liberty.

2.2 LAWN SEED MIXTURE

Grass Seed: Provide fresh, clean, new crop seed complying with the tolerance for purity and germination established by the Official Seed Analysts of North America. Provide seed of the grass species, proportions and maximum percentage of weed seed, as specified.

A. Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
50% Kentucky Bluegrass (98/85)
15% Cutter Perennial Ryegrass
10% Spartan Hard Fescue
10% Edge Perennial Ryegrass
10% Express Perennial Ryegrass
5% Pennlawn Creeping Red Fescue

B. Temporary Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
40% Kentucky Bluegrass (98/85)
40% Perennial Ryegrass
20% Annual Ryegrass

C. Highlands Fescue Seed Mixture - Mixture-7 lbs. / 1,000 sq. ft.
25% Discovery Hard Fescue
25% Tiffany Chewings Fescue
25% Florentine Creeping Red Fescue
25% Bighorn Sheeps Fescue

D. Detention Seed Mixture - 7 lbs. / 1000 sq. ft.
70% Kentucky 31 Tall Fescue
30% Perennial Ryegrass

2.3 NATIVE PLANTING MIXTURES

Provide fresh, clean, new crop of the species and proportions as specified. Native seed and live plant material shall be obtained from a reputable supplier (approved by Landscape Architect) that has collected from sources east of the Mississippi River within the same EPA Level III Ecoregion as the project site (Central Corn Belt Plains). Any material sourced from outside this ecoregion must be approved by the Landscape Architect prior to installation.

For each species, the amount of seed indicated on the specifications shall mean the total amount of pure live seed (PLS) per acre. Seed tags and PLS testing information shall be provided to the Landscape Architect prior to seeding.

It is the sole responsibility of the Native Landscape Contractor to provide approved seed that meets industry-standard PLS requirements.

2.4 GROUNDCOVERS, PERENNIALS AND ANNUALS

Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown or listed.

2.5 TREES AND SHRUBS

A. Name and Variety: Provide nursery grown plant material true to name and variety.

B. Quality: Provide trees, shrubs and other plants complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" and as further specified.

C. Deciduous Trees: Provide trees of height and caliper listed or shown and with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees except where special forms are shown or listed. Provide balled and burlapped (B&B) deciduous trees.

D. Deciduous Shrubs: Provide shrubs of the height shown or listed and with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) deciduous shrubs.

E. Coniferous Evergreen: Provide evergreens of the sizes shown or listed. Dimensions indicated are minimums except for spreading and semi-spreading type evergreens and height for other types. Provide quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown. Provide balled and burlapped (B&B) evergreen trees and containerized shrubs.

F. Inspection: All plants shall be subject to inspection and review at the place of growth or upon delivery and conformity to specification requirements as to quality, right of inspection and rejection upon delivery at the site or during the progress of the work for size and condition of balls or roots, diseases, insects and latent defects or injuries. Rejected plants shall be removed immediately from the site.

2.6 PLANTING SOIL MIXTURE

Provide planting soil mixture consisting of clean uncompacted topsoil (stockpiled at site) for all planting pits, perennial, annual and groundcover areas. Topsoil shall be conditioned based on any recommendations resulting from the soil test in 1.3.C.

2.7 EROSION CONTROL

A. Laun Seed Areas Erosion Control Blanket: North American Green D575, or equivalent approved equal.

B. Native Areas Erosion Control Blanket: North American Green S150, or equivalent approved equal.

C. Shoreline Areas: Erosion Control Blanket: North American Green SC150, or equivalent approved equal. To be installed per manufacturer's recommendations three feet above and below NWL.

D. Refer to latest Engineering & Erosion Control Plans for any areas to receive permanent or long-term blanket installation.

E. Hydroseed Mulch: Conweb 2000 wood fiber mulch with tackifier. Other mulches may be used subject to approval of Landscape Architect.

2.8 MULCH

Provide mulch consisting of premium shredded hardwood bark. Provide sample to Landscape Architect for approval prior to ordering materials.

LANDSCAPE WORK PART 3 - EXECUTION

3.1 PLANTING SCHEDULE

At least thirty (30) days prior to the beginning of work in each area, submit a planting schedule for approval by the Landscape Architect.

3.2 PLANTINGS

A. Sodding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site, do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments as needed; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Sodded areas shall receive an application of commercial fertilizer at the rate of 10 lbs. per 1,000 sq. ft. and shall have an analysis of 16-8-8.

4. Lay sod within 24 hours from time of stripping.

5. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent grass.

6. Water sod thoroughly with a fine spray immediately after planting.

B. Seeding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site. Do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Seeded lawn areas shall receive an application of commercial fertilizer at the rate of 5 lbs. per 1,000 sq. ft. and shall be 6-24-24. Fertilizer shall be uniformly spread and mixed into the soil to a depth of 1" inches.

4. Do not use wet seed or seed which is moldy or otherwise damaged in transit or storage.

5. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds five (5) miles per hour. Distribute seed evenly over entire area by sowing equal quantity in two directions at right angles to each other.

6. Sow not less than specified rate.

7. Rake lawn seed lightly into top 1" of soil, roll lightly and water with a fine spray.

8. After the seeding operation is completed, spray a wood fiber mulch (Conweb 2000 with tackifier or approved equal) over the entire grassed area at the rate of 2,000 lbs. per acre. Use a mechanical spray unit to insure uniform coverage. Exercise care to protect buildings, automobiles and people during the application of the mulch.

9. DO NOT MOW HIGHLANDS FESCUE SEED MIXTURE.

C. Seeding Native Areas

1. The period for planting prairie seed shall be from April 1 to May 15 or November 1 to just before the first frost. Seeding outside of these timeframes must be approved by the landscape architect. Native seed planted outside of specified timeframes must have at least 60 days of growth prior to frost. Dormant seeding in winter is possible if soil conditions allow.

2. The General Contractor and Native Landscape Contractor shall be responsible for performing all work necessary to achieve and maintain an acceptable seedbed prior to seeding. All areas must be properly prepared before seeding begins. Equipment having low unit pressure ground contact shall be utilized within the planting areas.

3. If present, compacted soils shall be disked or raked prior to seeding. Remedial measures for the access area may, at the direction of the Wetland Consultant, involve ripping from 12 to 18 inches of the soil horizon prior to disking.

4. Prior to seeding, planting areas shall have at least twelve inches of clean un-compacted topsoil. Clumps, clods, stones over 2" diameter, roots and other extraneous matter shall be removed and disposed of legally off-site.

5. Granular mycorrhizal inoculants shall be installed with the seed mix at a rate of 40lbs/ acre. Inoculant can be banded under seed, worked into seed or added into spray tanks. Native areas shall not receive fertilizer.

6. Contractor shall be solely responsible for the proper handling and storage of the seed according to the best seed handling and storage practices, including fungicide treatments and sterilization considerations. Owner shall make no compensation for damage to the seed because of improper storage, cleaning, threshing, or screening operations.

7. Except where site conditions preclude their use, seeding shall be performed using a Truax drill, Truax Trillion seeder, or comparable equipment designed specifically for installation of native seed. For areas where site conditions preclude the use of specialized equipment, seed may be installed through hand broadcasting and followed by light raking. Hand broadcast seed shall be spread at twice the specified rate. Other methods of seed installation may be used with prior approval from the Landscape Architect.

8. Prior to starting work, all seeding equipment shall be calibrated and adjusted to sow seeds at the proper seeding rate. In general, the optimum seeding depth is 0.25 inch below the soil surface. Areas where the seed has not been incorporated into the soil to the proper depths will not be accepted, and no compensation for materials or labor for the rejected work will be made by the Owner.

9. Seeding and soil tracking/firming shall not be done during periods of rain, severe drought, high winds, excessive moisture, frozen ground, or other conditions that preclude satisfactory results.

10. Wet mesic and emergent areas shall be planted, and seed allowed to germinate (if possible), prior to flooding with significant amounts of water. Any areas of significant permanent water located within the planting area will receive live plugs in lieu of seed.

11. After the seeding operation is completed, install erosion control blanket per manufacturer's specifications.

12. Emergent plugs shall be planted in natural groupings within designed areas containing saturated soils or shallow inundation. Plants within groupings shall be planted at 2 foot centers.

13. Emergent plugs shall not be planted less than the specified rate and shall be protected with goose exclosures surrounding all natural groupings of plugs.

E. Groundcover and Perennial Beds

Groundcover, perennials, and annuals shall be planted in continuous beds of planting soil mixture a minimum of 8" deep. Install per spacing indicated on plan.

F. Trees and Shrubs

1. Set balled and burlapped (B&B) stock plumb and in center of pit or trench with top of ball at an elevation that will keep the root flare exposed upon backfill and mulching. Remove burlap from top and sides of balls; retain on bottoms. When set, place additional topsoil backfill around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

2. Dish top of backfill to allow for mulching. Provide additional backfill berm around edge of excavations to form shallow basin to collect water.

3. Mulch pits, trenches and planted areas. Provide not less than 3" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Maintain exposed root flare at all times.

4. Prune only injured or dead branches from flowering trees, if any. Protect central leader of tree during shipping and pruning operations. Prune shrubs to retain natural character in accordance with standard horticultural practices.

5. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

6. The Contractor shall be wholly responsible for assuring that all trees are planted in a vertical and plumb position and remain so throughout the life of this contract and guarantee period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor; however, any bracing procedure(s) must be approved by the Owner prior to its installation.

3.3 INITIAL MAINTENANCE

A. Begin maintenance immediately after planting, continuing until final acceptance. A minimum of thirty (30) days.

B. Maintain planted and seeded areas by watering, rolling/regrading, replanting and implementing erosion control as required to establish vegetation free of eroded or bare areas.

C. Highlands Fescue and Native Planting areas are to be mowed only once per spring during the initial three year establishment period.

3.4 NATIVE LANDSCAPED AREAS
CONTINUED MONITORING & MAINTENANCE

A. Monitoring

The Owner shall notify the County upon completion of plantings. The Owner's Environmental Specialist shall inspect the plantings and provide the County with a copy of the planting locations, species, and quantities for verification by the County.

The Owner's Environmental Specialist shall inspect the plantings at least twice per year during the three-year term of the Establishment and Maintenance Cash Bond or Letter of Credit, to determine compliance with the minimum annual performance criteria (See 15C Guarantees.) A monitoring report will be provided to the County by January 31st following each inspection.

B. Maintenance:

First Season

With the exception of the emergent area, native seeding areas should be mowed to a height of 6" to control annual nonnative and invasive species early in the growing season. Mowing, including weed whipping, should be conducted during prior to weed seed production. Mowing height and timing may need to be adjusted per target species. Small quantities of undesirable plant species, shall be controlled by hand pulling prior to the development and maturity of the plant. Hand removal shall include the removal of all above-ground and below-ground stems, roots and flower masses prior to development of seeds. Herbicide should be applied as necessary by a trained and licensed operator that is competent in the identification of native and nonnative herbaceous plants. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Second Season

Control of undesirable plant species during the second growing season shall consist primarily of precise herbicide application. Mowing and weed whipping shall be conducted as needed during the early growing season and as needed to a height of 6 to 8 inches to prevent annual weeds from producing seed. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Third, Fourth, and Fifth Years:

Seasonal mowing and herbicide will continue as above but should be reduced over time. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary. At the completion of the third growing season (dependent on fuel availability; dominance of graminoid species; and favorable weather conditions), fire may be introduced to the planted areas as a management tool.

State and local permits shall be required prior to controlled burning. Burning shall be conducted by trained professionals experienced in managing smoke in urban environments. Prior to a controlled burn, surrounding property owners as well as local fire and police departments shall be notified. A burn plan detailing preferred wind direction and speed, location of fire breaks, and necessary personnel and equipment shall be prepared and utilized in planning and burn implementation.

The initial burn shall be dependent on fuel availability which is directly related to the quantity and quality of grasses contained within the plant matrix. Timing of the burn shall be determined based on results of the annual monitoring indicating species composition of the management area and other analysis of management goals. Generally, burns shall be scheduled from spring to fall on a rotational basis. Burn frequency shall also be dependent on the species composition within the management area. Generally, a new prairie restoration area shall be burned annually for two years after the second or third growing season after planting and then every 2-3 years thereafter, burning 50-75% of the area.

C. Long Term Wetland and Prairie Management/Maintenance

A final compliance report and Long-Term Operation and Maintenance Plan shall be submitted by the Developer/Owner's Environmental Specialist no less than 60 days prior to the expiration of any landscape Cash Bond or Letter of Credit posted for the native areas. Final acceptance and release shall be determined by the County/City/USACE upon inspection of the site to verify compliance.

The Long-Term Operation and Maintenance Plan shall be written to include guidelines and schedules for burning, mowing, application of herbicide, debris/litter removal and inspection schedule for storm structures and sediment removal.

3.5 CLEAN UP AND PROTECTION

A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.

B. Protect landscape work and materials from damage due to landscape operations, operations by other trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed by Landscape Architect.

3.6 INSPECTION AND ACCEPTANCE

A. The Landscape Architect reserves the right to inspect seeds, plants, trees and shrubs either at place of growth or at site before planting for compliance with requirements for name, variety, size, quantity, quality and mix proportion.

B. Supply written affidavit certifying composition of seed mixtures and integrity of plant materials with respect to species, variety and source.

C. Notify the Landscape Architect within five (5) days after completing initial and/or supplemental plantings in each area.

D. When the landscape work is completed, including maintenance, the Landscape Architect will, upon request, make a final inspection to determine acceptability. After final acceptance, the Owner will be responsible for maintenance.

LANDSCAPE WORK PART 4 - IRRIGATION SYSTEM

4.1 DESCRIPTION OF WORK

This subcontractor shall design, furnish and install a complete underground lawn and planted area sprinkler system as shown on the plans and including all necessary underground sleeves, fully automatic control systems, water pump, water meter, backflow preventer if required per code, and electrical wiring for system. Design shall be in accordance with good engineering practice. Provide separate zones for lawn and shrub beds as well as quick couplers as indicated on plan.

4.2 QUALITY ASSURANCE

A. All materials shall be new, first class, especially designed for intended use.

B. All work shall be installed with best workmanship in accordance with best practice of the trade, in accordance with all local codes, ordinances, rules and regulations, in accordance with approved design shop drawings and in accordance with the system manufacturer's recommendations.

C. Special provisions shall be made to adequately and properly protect the system from damage due to weather and frost conditions.

4.3 DESIGN

A. Submit for approval four (4) prints and one (1) reproducible of all required design and layout shop drawings.

B. Drawings shall indicate locations and types of all sprinkler heads, coverage area of each head, length, location and size of pipe runs, depth of pipe installation, underground sleeves under sidewalks and paved areas, controls, timers, water meter, complete wiring diagram, etc.

C. Provide detailed specification sheets of all material proposed to be used.

D. Approval of the shop drawings will be for size and arrangement of the members and connections only and shall in no way remove the responsibility for the design, detailing and fabrication from this subcontractor.

E. Electrical power wiring to location of controller will be by electrical contractor. Connection of system to power supply is by lawn sprinkler contractor.

4.4 SUBMITTALS

Lawn sprinkler contractor shall submit the following for review and approval:

A. Design drawings as described above.

B. Record set drawings, reproducible of "as-builts" shall be submitted at completion of project.

C. Operation and maintenance manuals - three (3) sets.

4.5 BID

Subcontractors shall include with their bid quotation information identifying the manufacturer of the proposed sprinkler equipment.

4.6 GUARANTEE

Furnish written manufacturers and subcontractor's one (1) year unconditional guarantee against defects in material and workmanship from date of final acceptance of project by the Owner.

GARY R. WEBER ASSOCIATES, INC.
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DESIGNTEK ENGINEERING, INC
9930 W. 190TH STREET
SUITE L
MOKENA, IL 60448

# COPPER RIDGE WEST
LEMONT, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

# LANDSCAPE SPECIFICATIONS

| REVISION | DATE |
|---|---|
| 1 | 2026.04.15 |

| | |
|---|---|
| DATE | 2026.02.20 |
| PROJECT NO. | BH2507 |
| DRAWN | SMR |
| CHECKED | MNW |
| SHEET NO. | L1.6 |

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Attachment 11

# LONG-TERM MONITORING AND MAINTENANCE PLAN
# COPPER RIDGE WEST
# LEMONT, IL

**04/15/2026**

**Prepared by:**

**Gary R. Weber Associates, Inc.**
**402 W. Liberty Drive**
**Wheaton, Illinois 60187**
**(630) 668-7197**

## LONG TERM MAINTENANCE PLAN

**INTRODUCTION**:

Open space areas within the property into two major categories; 1) Traditional Landscape Areas, 2) Naturalized Stormwater and Native Landscape Areas. A general Maintenance Schedule has been prepared for each of these areas as guidance for the owner. It is recommended to have the open space areas evaluated by a third-party professional to ensure that maintenance standards are upheld per the approved landscape plan and that maintenance costs are managed through an annual contracting and bidding process. All work shall be completed by a qualified professional.

The owner, tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping required by this ordinance or preserved under the provisions of this ordinance in good condition so as to present a healthy, neat, and orderly appearance. Specifically:

1. All plant growth in landscaped areas shall be controlled by pruning, trimming, or other suitable methods so that plant materials do not interfere with public utilities, restrict pedestrian or vehicular access, or otherwise constitute a traffic hazard; and
2. All planted areas shall be maintained in a relatively weed-free condition and clear of undergrowth; and
3. All trees, shrubs, ground covers, and other plant materials must be replaced if they die or become unhealthy because of accidents, drainage problems, disease, or other causes.

**PART 1 – TRADITIONAL LANDSCAPE AREAS**

The Traditional Landscape Areas shall be maintained by the installer until approved by the landscape architect, after which the Traditional Landscape Areas shall be maintained by the Owner. Basic maintenance is required in order to preserve the aesthetic value on a long-term basis. The table below outlines recommended annual maintenance activities. The maintenance standards for these activities are defined in Part 3 below.

**Table 1. Recommended Annual Maintenance for Traditional Landscape Areas**

| TASK - VISITS | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | Notes |
|---|---|---|---|---|---|---|---|---|---|
| **1.1 SPRING / FALL CLEAN-UP** | | | | | | | | | |
| RAKING | X | X | | | | | X | X | Spring Cleanup be completed no later than 45 days from the start of contract. Fall Cleanup to be completed by the end of the contract. |
| DEBRIS REMOVAL | X | X | | | | | X | X | |
| MULCH CULTIVATION | X | X | | | | | X | X | |
| PLANT MONITORING | X | X | | | | | X | X | |
| **1.2 LAWN MAINTENANCE** | | | | | | | | | |
| MOWING | X | X | X | X | X | X | X | X | All turf to be cut on weekly basis or as |
| TRIMMING | X | X | X | X | X | X | X | X | |
| EDGING | X | X | | | | X | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CLEAN-UP | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | necessary. Edging twice/year. |
| **1.3 LAWN CARE** | | | | | | | | | |
| FERTILIZATION | **X** | **X** | | | | **X** | | | Turf to be reviewed by a qualified professional in late spring to determine if further treatments are necessary. |
| CRABGRASS CONTROL | **X** | | | | | | | | |
| BROADLEAF WEED CONTROL | **X** | **X** | | | | | | | |

| **TASK - VISITS** | **APR** | **MAY** | **JUN** | **JUL** | **AUG** | **SEP** | **OCT** | **NOV** | Notes |
|---|---|---|---|---|---|---|---|---|---|
| **1.4 SHRUB MAINTENANCE** | | | | | | | | | |
| PRUNING AND TRIMMING | | | **X** | | **X** | | | | Methods and timing of trimming shall conform to standard horticultural practices. |
| FERTILIZATION | **X** | | | | | | | | |
| BED MAINTENANCE | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | |
| **1.5 TREE MAINTENANCE** | | | | | | | | | |
| PRUNING | | | **X** | | **X** | | | | Methods and timing of trimming shall conform to standard horticultural practices. |
| FERTILIZATION | **X** | | | | | | | | |
| TREE RING MAINTENANCE | **X** | **X** | | | | **X** | | | |
| **1.6 GROUND COVER AND PERENNIAL FLOWER MAINTENANCE** | | | | | | | | | |
| PRUNING AND TRIMMING | | | **X** | | **X** | | | | Groundcover trimmed twice per season. Perennials trimmed/removed in fall. |
| FERTILIZATION | **X** | | | | | | | | |
| BED MAINTENANCE | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | |

**PART 2 – NATURALIZED STORMWATER AND NATIVE LANDSCAPE AREAS**

The Naturalized Stormwater and Native Landscape Areas consist of constructed stormwater basins and naturalized buffer areas as shown on the Landscape Plan. Short-term maintenance performed by the initial landscape contractor includes all work outlined in plan specifications to install and establish the native areas. Performance standards included in the Plan should be achieved prior to turn-over. The Owner shall be responsible for the contracting maintenance of the Naturalized Areas in perpetuity once performance standards are met. Basic maintenance is required in order to preserve the aesthetic value and function of the naturalized areas on a long-term basis. The table below outlines recommended annual maintenance activities which may be applicable to the site. The maintenance standards are defined in Part 2 and 3 below.

**Table 2. Recommended Annual Maintenance for Naturalized Stormwater and Native Landscape Areas**

| Task | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | Notes |
|---|---|---|---|---|---|---|---|---|---|

| **2.1 General Maintenance / Clean Up** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SITE ASSESSMENT | **X** | | | | | | **X** | | Site is assessed in spring/fall to determine any changes or repairs needed. |
| DEBRIS REMOVAL | **X** | **X** | | | | | | **X** | Removal of windblown debris. |
| INLET/OUTLET CLEANING | **X** | | **X** | | **X** | | | **X** | Removal of accumulated sediments in structures. |

| Task | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | Notes |
|---|---|---|---|---|---|---|---|---|---|
| **2.2 Vegetation Maintenance** | | | | | | | | | |
| WEED CONTROL | | **X** | | | | **X** | | | Spot spray as necessary. |
| NATIVE OVERSEEDING | | | | | | | | | As necessary with dormant seeding preferred |
| SIDE SLOPE MOWING | | **X** | | | | | | | Side slopes should be mown mid-May |
| CATTAIL TREATMENT AND REMOVAL | | | | | **X** | **X** | | **X** | Can be removed in winter during ice-over |
| ALGAE TREATMENT AND REMOVAL | | | | | | | | | As necessary |
| PRESCRIBED BURNS | **X** | **X** | | | | | **X** | **X** | |

**PART 3 - Long Term Management Requirements**

**3.1** Undesirable plant species will be controlled (as necessary) by mowing (including weed whipping), hand pulling, and/or spot herbicide application. Undesirable plant species consist of non-native, invasive species.

As the planted areas mature, required supplemental management will be significantly reduced. The plant communities will stabilize and be effectively managed through seasonal management.

- Mechanical Control: Mowing to prevent seed set of undesirable species and spot herbicide application are recommended when and where applicable. The timing and height of the mow depends on the species being controlled but typically is between 6-12 inches high. Contractor will use a rotary or flail mower to chop the cut material into fine pieces that will not smother

native plants. Hand pulling or digging of these species and woody undesirables can provide control if there are fewer than 100 plants.

- Chemical Control: Herbicides will be limited to specific problem areas with a dominance of plant species that do not respond well to prescribed burning and/or mechanical control measures. Herbicides shall be selectively applied by Illinois Department of Agriculture licensed operators or applicators. Only species for which mechanical controls are not appropriate should receive treatment with herbicides. Insecticides and Fungicides are not to be used.

- Overseeding is recommended to improve vegetative coverage by native species as necessary and increase coverage of particular species (i.e. increase flowers/forbs). Any area greater than 0.25 square-meter in size devoid of vegetation should be overseeded. Rake the soil to loosen and remove debris to ensure seed-to-soil contact. In emergent areas, re-planting should occur if half the emergent zone does not establish or survive.

**3.2** Site assessments shall occur annually (or as needed) to document the success of the native communities.

**3.3** The Native Basins shall meet the following approved performance standards for the life of the development."

1. A minimum of 75% of the planted species in the low-profile prairie and wet meadow, planting zones shall be alive and apparent. The emergent planting zone shall contain at least 50% coverage by native species.
2. There shall be no significant areas (greater than one square meter) on side slopes which are devoid of vegetation. The basin side slopes shall not contain significant rills or gullies and the basin shoreline shall not be severely cut as a result of erosion.
3. No more than 25% of any specific plant community shall be dominated by the following non-native or weedy species: Reed Canary Grass (*Phalaris arundinacea*), White Sweet Clover (*Melilotus alba*), Kentucky Blue Grass (*Poa pratensis*), Purple Loosestrife (*Lythrum salicaria*), Sandbar Willow (*Salix interior*), Common Reed (*Phragmites, Australis)*, Thistle sp (*Cirsium*), or Teasel (*Dipsaucus sp*.)
4. Typha sp. will be managed to no greater that 50% of the emergent area.

**PART 4 - Maintenance Standards**

Algae Treatment / Removal: Algae shall be chemically treated or raked by a qualified professional.

Bed Maintenance: Dead or injured limbs shall be removed from shrubs and trees as necessary. Debris shall be removed from beds and disposed of offsite.

Cattail Removal: Cattails will be left to stand until complete die-off is observed. At that time, cattails can be cut and removed from the site. This task is typically performed during the winter in ice over conditions in order to prevent damage to the side slopes.

Cattail Treatment: Cattails shall be treated with an aquatic safe version of glyophosphate herbicide (such as Rodeo™) towards the end of the growing season (August or September) so that the herbicide will translocate into the roots and effectively prevents regrowth.

Clean Up (Traditional): Clippings shall be removed from all paved surfaces. Debris shall be collected and disposed of offsite.

Debris Removal: The removal and legal disposal of wind-blown refuse from the open spaces.

Edging: Turf areas adjacent to walks, driveways and curbing will be mechanically edged monthly in a uniform manner. Shrub beds and tree rings shall be neatly and uniformly edged twice per year.

Fertilization: Fertilizer program shall be reviewed and adjusted annually to match site needs. Flags shall be posted throughout community following each application and removed as directed by the product label.

Inlet/Outlet Cleaning: Refuse, lawn clippings, and sediment carried by stormwater runoff shall be removed from the flared end sections associated with inlet and outlet storm structures.

Mowing (Native): Common Areas should be mowed at a height of 6" in mid-May to control annual weeds. Mowing height and frequency may be seasonally adjusted depending upon weather conditions in order to control annual weeds.

Mowing (Traditional): Turf shall be mowed weekly to a height of 3" from April through November, or as needed. No more than 1/3 of the grass blade is to be removed per cutting. Mowing height may be seasonally adjusted depending upon weather conditions in order to reduce stress and promote healthy turf. Mowing patterns shall be altered on a weekly basis wherever possible.

Plant Monitoring: All traditional landscape plantings shall be evaluated twice per year to determine if any plants are dead or in poor health. The Homeowner's Association shall be notified of any recommended action with the estimated costs of the work.

Prescribed Burn: A prescribed burn shall be completed by an Illinois Prescribed Burn Manager. A program shall be submitted to the Homeowner's Association for approval prior to any action. No prescribed burn shall be competed within close proximity of a residence.

Pruning (Perennials, Grasses, & Groundcovers): Grasses shall be trimmed back in early spring. Groundcover shall be trimmed twice per year to maintain a neat appearance. All pruning debris shall be disposed of offsite.

Pruning (Shrubs): Shrubs shall be shaped and thinned to allow for its natural form and habit. Shrubs will be pruned two times per year so as not to interfere with flowering.

Pruning (Trees): All shade and ornamental trees shall be pruned or evaluated for pruning at least once per year. Light pruning and the removal of deadwood can be done during the latter part of the growing season. If more extensive pruning is necessary, winter pruning is preferred. The purpose is to maintain proper form, remove dead wood and to promote overall tree health. Pruning shall conform to standard horticultural practices and be done in such a way as to not interfere with blooming of ornamental trees.

Trees over 6” in DBH will not be pruned other than removal of low branches hazardous to pedestrian traffic or any sucker growth that may occur.

Side Slope Mowing: The side slopes of the basin are planted with a native seed mix. The side slopes should be mowed at a height of 6” in mid-May to control annual weeds. Mowing height and frequency may be seasonally adjusted depending upon weather conditions in order to control annual weeds and promote the establishment of native vegetation.

Site Assessment: A site assessment consists of an on-site inspection to evaluate the condition of the vegetation, inlets, outlets, and any erosion problems. The assessment includes a brief report outlining the overall basin condition and any necessary actions (i.e. gully repair, over seeding, etc.) that may be outside of the standard maintenance program.

Tree Ring, Edging, and Mulch Maintenance: All tree rings containing soil or mulch shall be cultivated and edged three (3) times per year to maintain a fresh appearance. Mulch shall be added as necessary and kept 3” form tree trunks and shall not be mounded. Tree rings shall be kept weed and free through hand weeding and/or spot spraying. A granular pre-emergent herbicide may be used to aid in weed control. Any tree suckers or seedlings should also be removed from tree rings.

Weed Control: Annual weeds and perennial weeds can be spot sprayed as necessary as determined by annual site assessment.

**Part 5 - Prohibited Activities**

This section outlines various activities restricted or prohibited within areas of naturalized landscaping except as needed to achieve and maintain a naturalized landscape consistent with the approved plan as directed by a natural landscape maintenance specialist.

- Dumping of yard waste or debris
- Replacement of approved vegetation with non-approved materials or non-native vegetation
- Construction or placement of structures including but not limited sheds, signs, playgrounds, patios, etc
- Mowing other than for meeting specific management goals
- Removal or destruction of trees or plants, draining, plowing, removal of topsoil, or other materials

Attachment 12




## LEGEND

| Key | Area | Description |
|---|---|---|
| | 16.5 AC. | DEVELOPED AREA |
| | 12.4 AC. | OPEN SPACE |

0 100' 200' 400'
SCALE: 1"=200'
NORTH

# OPEN SPACE EXHIBIT

COPPER RIDGE WEST
LEMONT, ILLINOIS

04/15/2026

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

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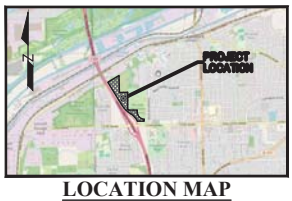
# OPEN SPACE EXHIBIT
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS




LOCATION MAP
NOT TO SCALE

GRAPHIC SCALE
( IN FEET )
1 inch = 100 ft.

**SITE DATA**
GROSS AREA: 1,259,755 S.F. OR 28.92 ACRES

**BASIS OF BEARING**
THE BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE SYSTEM - EAST ZONE

**PARCEL IDENTIFICATION NUMBERS**
22-30-303-003-0000

## SITE AREA DATA - UNIT COUNTS AND ACREAGE

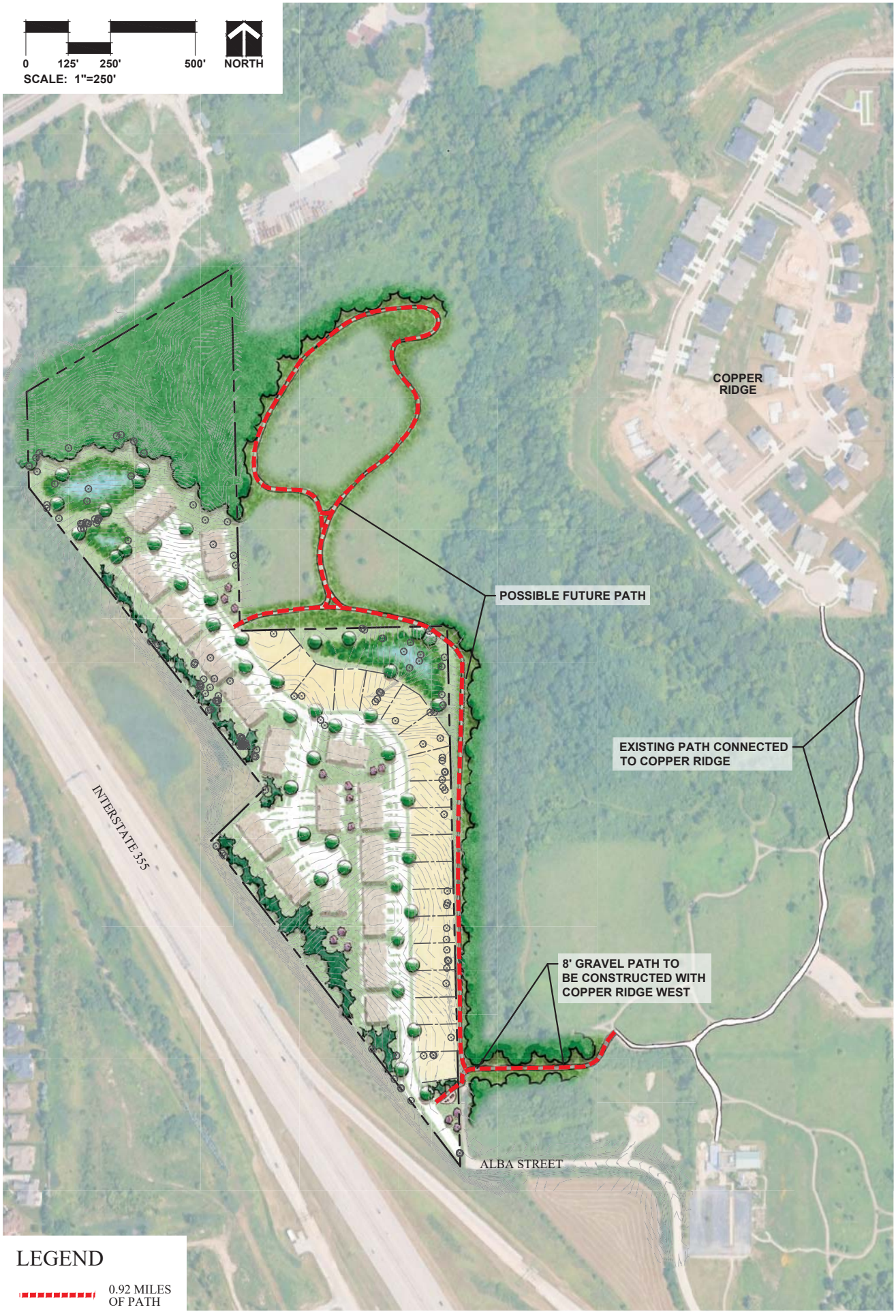
| | |
|---|---|
| GROSS AREA: | 1,259,755 SQ. FT. OR 28.92 ACRES |
| R.O.W. DEDICATION TO VILLAGE (DEVELOPED): | 175,530 SQ. FT. OR 4.03 ACRES |
| R.O.W. DEDICATION TO VILLAGE (FUTURE): | 1,683 SQ. FT. OR 0.04 ACRES |
| SINGLE FAMILY LOTS: | 196,191 SQ. FT. OR 4.50 ACRES |
| MULTI FAMILY LOTS: | 346,521 SQ. FT. OR 7.96 ACRES |
| OUT LOT A (OPEN SPACE & STORM WATER): | 119,628 SQ. FT. OR 2.75 ACRES |
| OUT LOT A (UNDEVELOPED): | 266,451 SQ. FT. OR 6.12 ACRES |
| OUT LOT B (OPEN SPACE): | 68,577 SQ. FT. OR 1.57 ACRES |
| OUT LOT C (OPEN SPACE): | 8,111 SQ. FT. OR 0.19 ACRES |
| OUT LOT D (OPEN SPACE & STORM WATER): | 68,576 SQ. FT. OR 1.57 ACRES |
| PARK SITE: | 8,487 SQ. FT. OR 0.19 ACRES |
| REQUIRED OPEN SPACE (15%): | 4.34 ACRES |
| GROSS OPEN SPACE PROVIDED: | 12.43 ACRES (42.98%) |




| | | | | | |
|---|---|---|---|---|---|
| 1 OF 1 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 100'<br>Date: 04-15-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | OPEN SPACE EXHIBIT<br>FOR<br>COPPER RIDGE WEST<br>LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 | REVISIONS<br>NO. DATE DESCRIPTION BY |

OPEN SPACE EXHIBIT

Attachment 13




# PATH EXHIBIT
## LEMONT, ILLINOIS

04/15/2026

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
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Attachment 14

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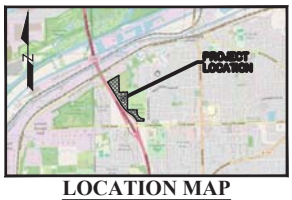
# ZONING EXHIBIT
FOR
# COPPER RIDGE WEST
LEMONT, ILLINOIS




LOCATION MAP
NOT TO SCALE

GRAPHIC SCALE
( IN FEET )
1 inch = 100 ft.

**ZONING: R-I EXISTING**

**ZONING: PROPOSED: R5-A**

**ZONING: PROPOSED: R-6**

**ZONING: R-I EXISTING**

ALBA COURT
ASPEN COURT
ALBA STREET
ALBA STREET

| | | | | | |
|---|---|---|---|---|---|
| 1 OF 1 | PROJECT INFORMATION<br>Project No.: 25-0017<br>Scale: 1" = 100'<br>Date: 04-15-2026<br>Design By: SDS<br>Drawn By: NSM<br>Checked By: SDS | DESIGNTEK ENGINEERING, INC.<br>CONSULTING, CIVIL ENGINEERING & LAND SURVEYING<br>9930 W. 190TH STREET, SUITE L<br>MOKENA, ILLINOIS 60448<br>(708) 326-4961<br>FAX: (708) 326-4962<br>IL PROF. LIC. NO.: 184-003740 | ZONING EXHIBIT<br>FOR<br>COPPER RIDGE WEST<br>LEMONT, ILLINOIS | TETON DEVELOPMENT, LLC<br>565 VILLAGE CENTER DRIVE<br>BURR RIDGE, ILLINOIS 60527<br>(630) 920-9430 | REVISIONS<br>NO. DATE DESCRIPTION BY |

ZONING EXHIBIT

Attachment 15

# Single Family Renderings



Telluride



Breckenridge



Saybrook A



Saybrook B



Riverton



Brighton



Cascade

# Townhome Renderings



Sienna A - Portofino A



Sienna B - Portofino B



Sorrento A - Portofino A



Sorrento B - Portofino B

# Exterior Renderings



Sienna - Portofino Rear



Sorrento - Portofino Rear



Sorrento - Portofino Rear

# PreConstruction




## BILLBOARDS

(8'x4'), and made of digitally printed vinyl over alumapanel installed on treated wood posts

**1**




**2**




**3**

(16'x8'), and made of digitally printed vinyl over alumapanel installed on treated wood posts

SINGLE FAMILY & TOWNHOMES
STARTING AT $XXX

BEECHEN&DILL HOMES

Copper Ridge West

WWW.BEECHENDILL.COM

# Construction

4

## BILLBOARDS

(8’x4’), and made of digitally printed vinyl over alumapanel installed on treated wood posts

**PRESELLING BEFORE CONSTRUCTION**

Copper Ridge West







**X SINGLE FAMILY & X TOWNHOME HOMESITES FROM THE $XXX’S**





BEECHEN&DILL HOMES

312-804-1312

WWW.BUILDWITHBD.COM

**PRESELLING BEFORE CONSTRUCTION**

Copper Ridge West







**X SINGLE FAMILY & X TOWNHOME HOMESITES FROM THE $XXX’S**





BEECHEN&DILL HOMES

312-804-1312

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# Construction

## 5 Individual Lot Signs

(18”x24”) digitally printed vinyl on corrogated plastic blanks

Copper Ridge West

**AVAILABLE**

**UNIT #51**

**11234 S. Copper Dr.**

**312-804-1312**

BEECHEN&DILL HOMES

**www.buildwithbd.com**



## 6 Model Home Sign

(2’x3’) on digitally printed vinyl cover alumpanel installed on treated wood posts outside of model home

**FRONT**

Copper Ridge West

**MODEL HOURS**

WED - SAT 10-5

SUN 12 - 3

312-804-1312

**BACK**

**Thank You for Visiting!**

BEECHEN&DILL HOMES

# Construction



















Attachment 16

# MULTI-FAMILY: LOTS #73-76
# LOT COVERAGE EXHIBIT

**LOT COVERAGE BUILDING #15 (LOT 73):**

| | |
|---|---|
| LOT #73 AREA: | 6,074 S.F. |
| FOUNDATION: | 2,444 S.F. |
| PORCH (FRONT): | 37 S.F. |
| SIDEWALK, STOOP & STEPS (FRONT): | 48 S.F |
| WOOD DECK & STEPS (REAR): | 248 S.F. |
| CONCRETE PATIO (REAR): | 138 S.F. |
| DRIVEWAY: | 455 S.F. |
| TOTAL IMPERVIOUS AREA LOT #73: | 3,370 S.F. |
| LOT COVERAGE: | 3,370/6,074 = 55.48% |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = 578 S.F. |
| DRIVEWAY APRON AREA IN R.O.W.: | 180 S.F. |

**LOT COVERAGE BUILDING #15 (LOT 74):**

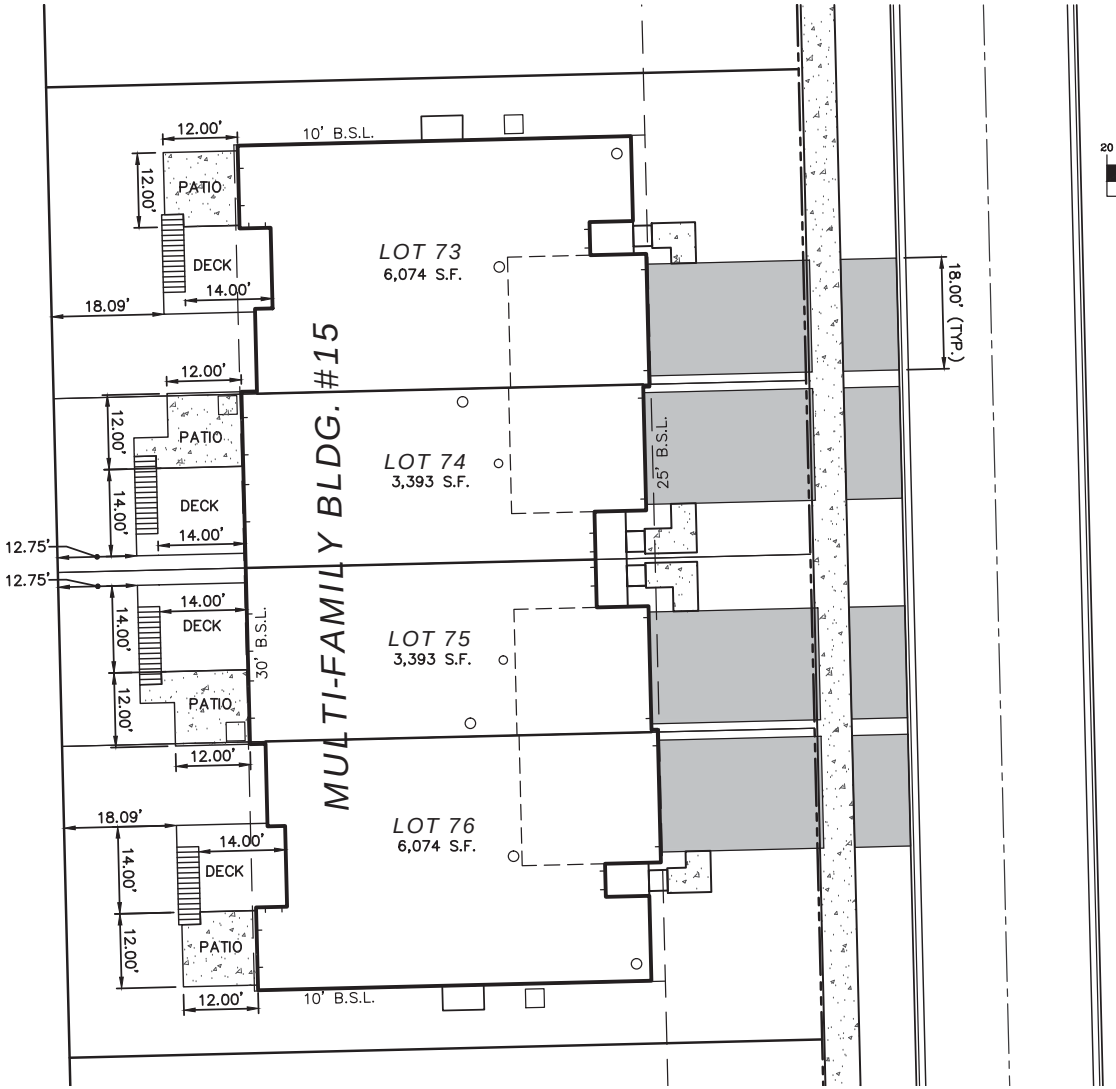
| | |
|---|---|
| LOT #74 AREA: | 3,393 S.F. |
| FOUNDATION: | 1,747 S.F. |
| PORCH (FRONT): | 38 S.F. |
| SIDEWALK, STOOP & STEPS (FRONT): | 59 S.F |
| WOOD DECK & STEPS (REAR): | 252 S.F. |
| CONCRETE PATIO (REAR): | 164 S.F. |
| DRIVEWAY: | 473 S.F. |
| TOTAL IMPERVIOUS AREA LOT #74: | 2,733 S.F. |
| LOT COVERAGE: | 2,733/3,393 = 80.55% |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = −528 S.F. |
| DRIVEWAY APRON AREA IN R.O.W.: | 180 S.F. |

**LOT COVERAGE BUILDING #15 (LOT 75):**

| | |
|---|---|
| LOT #75 AREA: | 3,393 S.F. |
| FOUNDATION: | 1,747 S.F. |
| PORCH (FRONT): | 39 S.F. |
| SIDEWALK, STOOP & STEPS (FRONT): | 59 S.F |
| WOOD DECK & STEPS (REAR): | 252 S.F. |
| CONCRETE PATIO (REAR): | 164 S.F. |
| DRIVEWAY: | 473 S.F. |
| TOTAL IMPERVIOUS AREA LOT #75: | 2,734 S.F. |
| LOT COVERAGE: | 2,734/3,393 = 80.58% |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = −529 S.F. |
| DRIVEWAY APRON AREA IN R.O.W.: | 180 S.F. |

**LOT COVERAGE BUILDING #15 (LOT 76):**

| | |
|---|---|
| LOT #76 AREA: | 6,074 S.F. |
| FOUNDATION: | 2,444 S.F. |
| PORCH (FRONT): | 37 S.F. |
| SIDEWALK, STOOP & STEPS (FRONT): | 48 S.F |
| WOOD DECK & STEPS (REAR): | 248 S.F. |
| CONCRETE PATIO (REAR): | 138 S.F. |
| DRIVEWAY: | 455 S.F. |
| TOTAL IMPERVIOUS AREA LOT #76: | 3,370 S.F. |
| LOT COVERAGE: | 3,370/6,074 = 55.48% |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = 578 S.F. |
| DRIVEWAY APRON AREA IN R.O.W.: | 180 S.F. |




GRAPHIC SCALE

20 0 10 20

( IN FEET )

1 inch = 20 ft.


DESIGNTEK ENGINEERING, INC.
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MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
IL PROF. LIC. NO: 184-003740


REVISION

TYPICAL MULTI-FAMILY LOT
COPPER RIDGE WEST
LEMONT, ILLINOIS

DETAILED GRADING PLAN

| DRAWN | CHECKED | PROJECT NO. |
|---|---|---|
| NSM | SDS | 25-0017 |
| DATE: 04-15-26 | | SHEET 1 |
| SCALE: 1" = 20' | | OF 1 |


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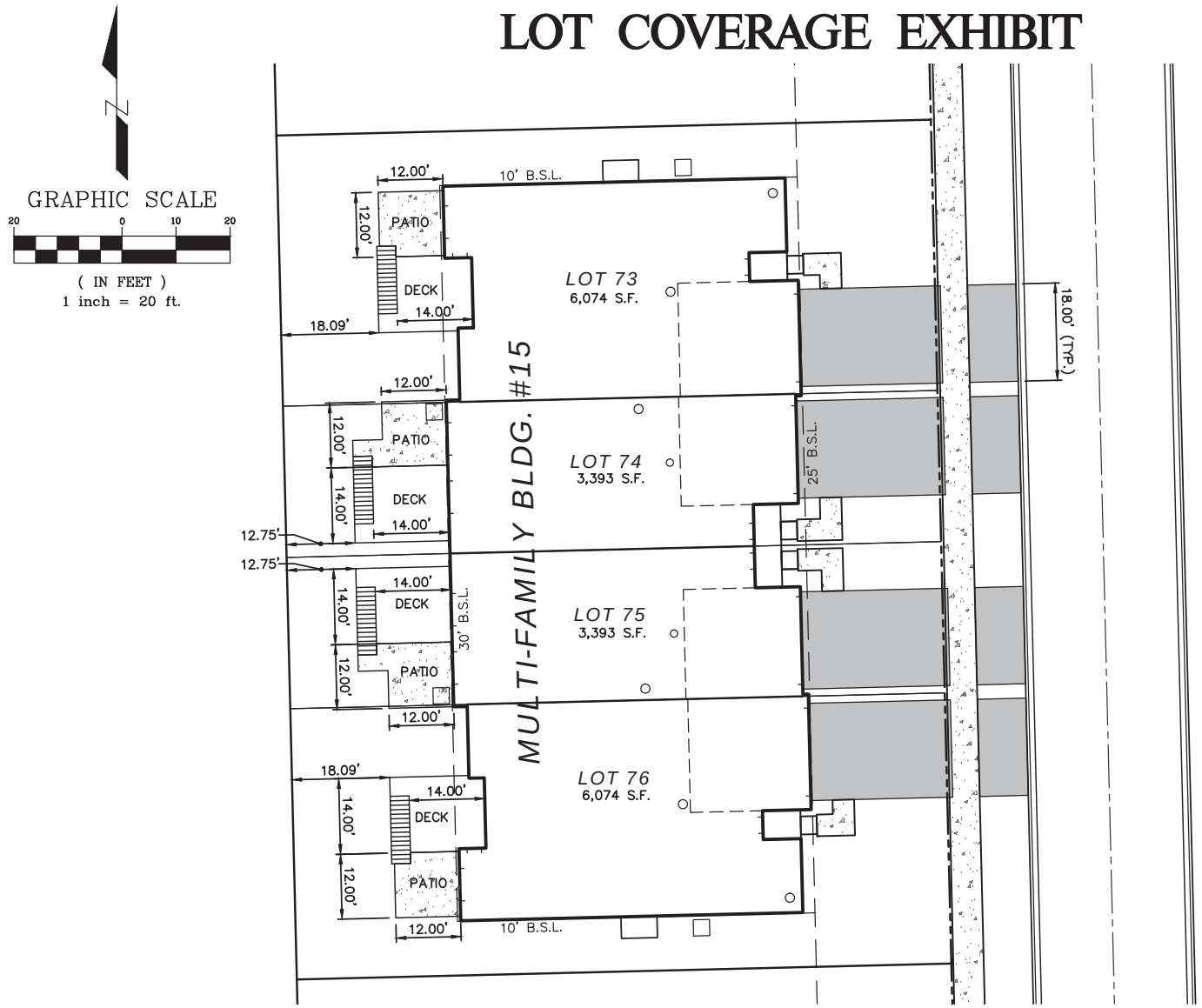
# MULTI-FAMILY: BLDG. #15
# LOT COVERAGE EXHIBIT




## R-6 ZONING

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 15' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 12,244 SF |
| MIN. LOT WIDTH: | 80' | 100' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 3,388 SF |
| LOT COVERAGE: | 65% MAX. | 65% |

## LOT COVERAGE

| | | |
|---|---|---|
| GROSS LOT AREA: | 18,933 | S.F. |
| FOUNDATION: | 8,382 | S.F. |
| COVERED PORCHES (FRONT): | 151 | S.F. |
| SIDEWALKS, STOOPS & STEPS (FRONT): | 214 | S.F. |
| CONCRETE PATIOS (REAR): | 604 | S.F. |
| WOOD DECKS & STEPS (REAR): | 1,000 | S.F. |
| DRIVEWAYS: | 1,856 | S.F. |
| GROSS TOTAL IMPERVIOUS AREA: | 12,207 | S.F. |
| GROSS LOT COVERAGE: | 12,207 / 18,933 = 64.47% | |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = 99 | S.F. |
| PROPOSED BUILDING COVERAGE: | 8,533 / 18,933 = 45.07% | |
| TOTAL DRIVEWAY IN R.O.W.: | 720 | S.F. |
| WALK IN R.O.W.: | 781 | S.F. |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FAX: (708) 326-4962
IL PROF. LIC. NO: 184-003740


REVISION

TYPICAL MULTI-FAMILY LOT
COPPER RIDGE WEST
LEMONT, ILLINOIS

DETAILED GRADING PLAN

| DRAWN | CHECKED | PROJECT NO. |
|---|---|---|
| NSM | SDS | 25-0017 |
| DATE: 04-15-26 | | SHEET 1 |
| SCALE: 1" = 20' | | OF 1 |


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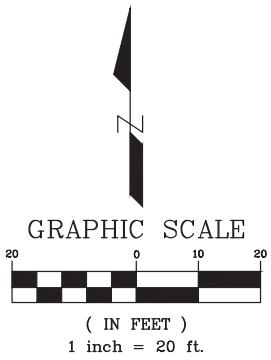
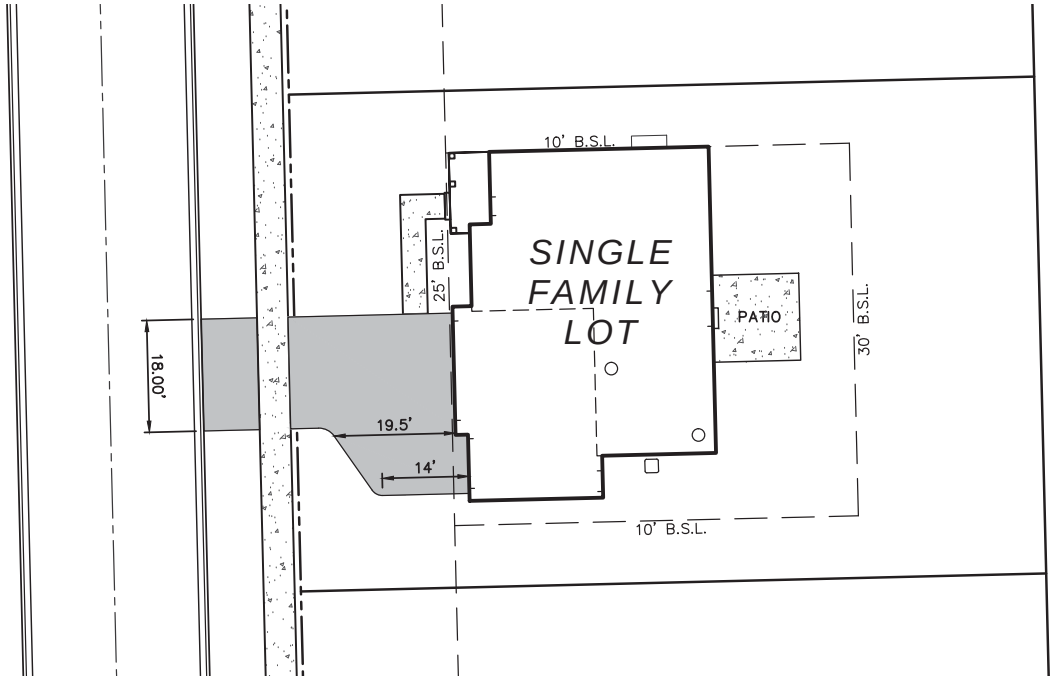
# SINGLE-FAMILY: OPTION
# LOT COVERAGE EXHIBIT




## R-5A ZONING

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## LOT COVERAGE

| | |
|---|---|
| GROSS LOT AREA: | 9,600 S.F. |
| FOUNDATION: | 2,085 S.F. |
| COVERED PORCH (FRONT): | 80 S.F. |
| SIDEWALK & STEPS (FRONT): | 93 S.F. |
| CONCRETE PATIO & STOOP (REAR): | 196 S.F. |
| DRIVEWAY: | 664 S.F. |
| GROSS TOTAL IMPERVIOUS AREA: | 3,118 S.F. |
| GROSS LOT COVERAGE: | 3,118 S.F./9,600 = 32.48% |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = 3,122 S.F. |
| PROPOSED BUILDING COVERAGE: | 2,165 / 9,600 = 22.55% |
| TOTAL DRIVEWAY IN R.O.W.: | 180 S.F. |
| WALK IN R.O.W.: | 80 S.F. |

FRONT YARD COVERAGE (FRONT SETBACK TO PROP. LINE):

| | |
|---|---|
| GROSS FRONT YARD AREA: | 2,000 S.F. |
| SIDEWALK AREA: | 91 S.F. |
| DRIVEWAY AREA: | 629 S.F. |
| TOTAL IMPERVIOUS AREA: | 720 S.F. |
| GROSS COVERAGE PERCENTAGE: | 36.00% |
| ALLOWABLE COVERAGE: | 36.00% |

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FAX: (708) 326-4962
IL PROF. LIC. NO: 184-003740

REVISION

TYPICAL SINGLE-FAMILY LOT
COPPER RIDGE WEST
LEMONT, ILLINOIS

DETAILED GRADING PLAN

| DRAWN | CHECKED | PROJECT NO. |
|---|---|---|
| NSM | SDS | 25-0017 |
| DATE: 04-15-26 | | SHEET 1 |
| SCALE: 1" = 20' | | OF 1 |

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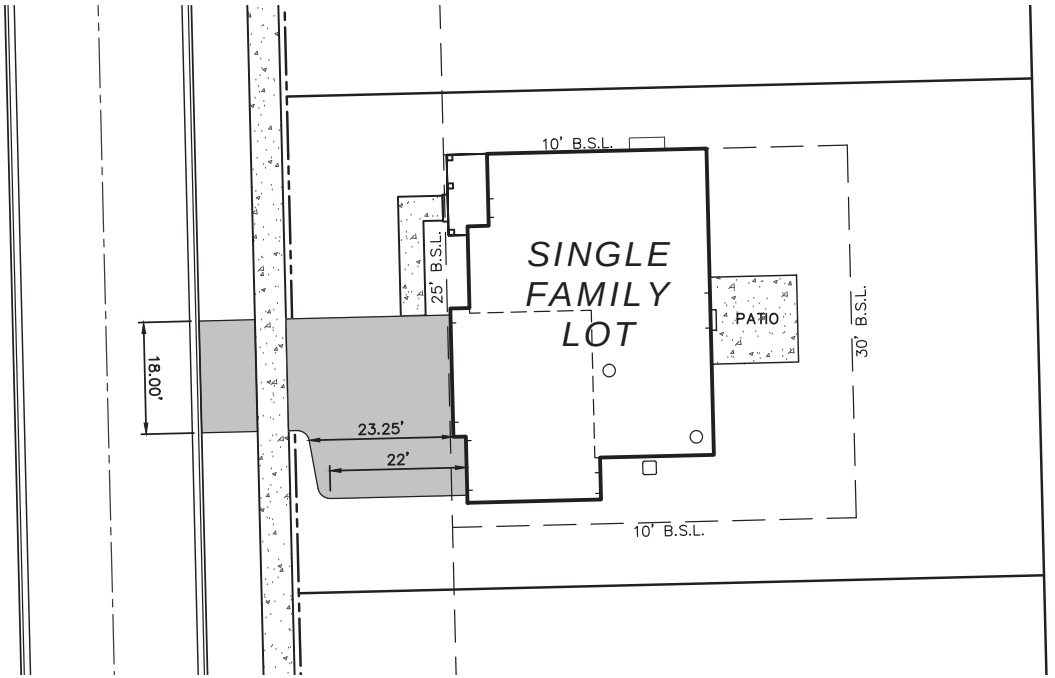
# SINGLE-FAMILY: VARIANCE OPTION
# LOT COVERAGE EXHIBIT

GRAPHIC SCALE
20 0 10 20
( IN FEET )
1 inch = 20 ft.




## R-5A ZONING

| SETBACK | REQUIRED | PROPOSED |
|---|---|---|
| FRONT: | 25' | 25' |
| REAR YARD: | 30' | 30' |
| CORNER SIDE YARD: | 25' | 25' |
| SIDE YARD: | 10' | 10' |
| R.O.W. WIDTH: | 66' | 60' |
| MIN. LOT SIZE: | 10,000 SF | 9,600 SF |
| MIN. LOT WIDTH: | 75' | 80' |
| MIN. LOT AREA PER UNIT: | 3,000 SF | 9,600 SF |
| LOT COVERAGE: | 65% MAX. | 55.00% |

## LOT COVERAGE

| | |
|---|---|
| GROSS LOT AREA: | 9,600 S.F. |
| FOUNDATION: | 2,085 S.F. |
| COVERED PORCH (FRONT): | 80 S.F. |
| SIDEWALK & STEPS (FRONT): | 93 S.F. |
| CONCRETE PATIO & STOOP (REAR): | 196 S.F. |
| DRIVEWAY: | 729 S.F. |
| GROSS TOTAL IMPERVIOUS AREA: | 3,183 S.F. |
| GROSS LOT COVERAGE: | 3,183 S.F./9,600 = 33.16% |
| ADDITIONAL ALLOWABLE IMPERVIOUS (65% MAX.): | = 3,057 S.F. |
| PROPOSED BUILDING COVERAGE: | 2,165 / 9,600 = 22.55% |
| TOTAL DRIVEWAY IN R.O.W.: | 180 S.F. |
| WALK IN R.O.W.: | 80 S.F. |

FRONT YARD COVERAGE (FRONT SETBACK TO PROP. LINE):

| | |
|---|---|
| GROSS FRONT YARD AREA: | 2,000 S.F. |
| SIDEWALK AREA: | 91 S.F. |
| DRIVEWAY AREA: | 695 S.F. |
| TOTAL IMPERVIOUS AREA: | 786 S.F. |
| GROSS COVERAGE PERCENTAGE: | 39.30% |
| ALLOWABLE COVERAGE: | 36.00% |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(708) 326-4961
FAX: (708) 326-4962
IL PROF. LIC. NO: 184-003740


REVISION

TYPICAL SINGLE-FAMILY LOT
COPPER RIDGE WEST
LEMONT, ILLINOIS

DETAILED GRADING PLAN

| DRAWN | CHECKED | PROJECT NO. |
|---|---|---|
| NSM | SDS | 25-0017 |
| DATE: 04-15-26 | | SHEET 1 |
| SCALE: 1" = 20' | | OF 1 |


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Attachment 17

# Traffic Impact Study
# Proposed Residential Development
## Lemont, Illinois




Prepared For:

## Beechen & Dill Homes

Kenig, Lindgren, O'Hara, Aboona, Inc.

February 17, 2026

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Lemont, Illinois. The site, which is currently vacant, is located on the east side of I-355 north of 127th Street. As proposed, the development is to contain 19 single-family units and 63 townhome units for a total of 82 units. Access will be provided via the extension of Alba Street, which is under stop sign control at its "T' intersection with Timberline Drive, into the development.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development.

**Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

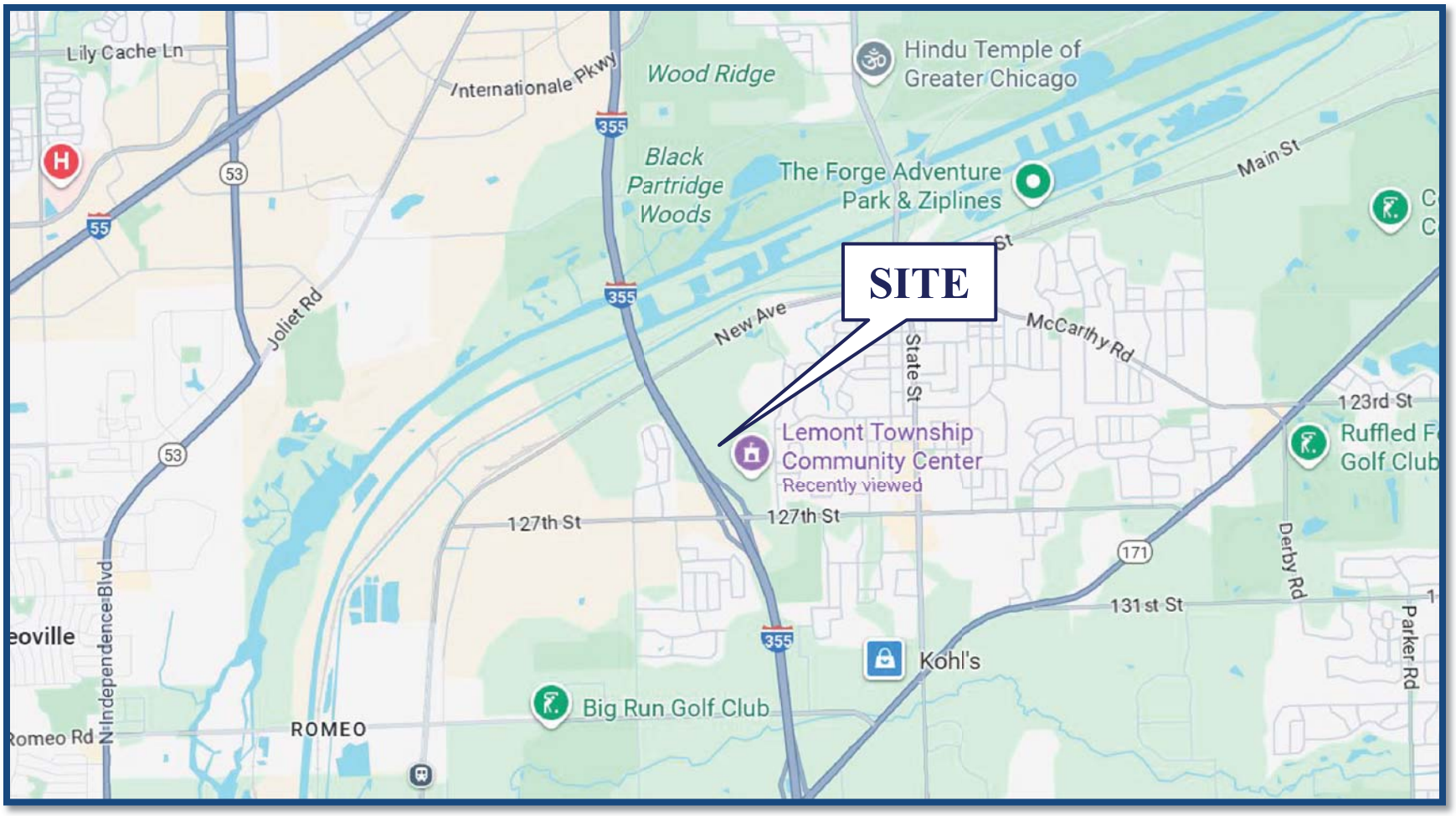
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development-generated traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to the adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2031 No- Build Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes and ambient traffic growth.

3. Year 2031 Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.




**Site Location** **Figure 1**




**Aerial View of Site** **Figure 2**

# 2. Existing Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

## Site Location

The site, which is currently vacant, is located on the east side of I-355 north of 127th Street in Lemont, Illinois. The site is bounded by I-355 to the west, Lemont Water Department and Wheel 2 Wheel LLC to the north, and Lemont Township Heritage Woodland Sanctuary Park to the east. Additionally, Lemont Township Community Center is located to the southeast of the site. Residential uses in the vicinity of the site are located to the east of Timberline Drive and south of New Avenue.

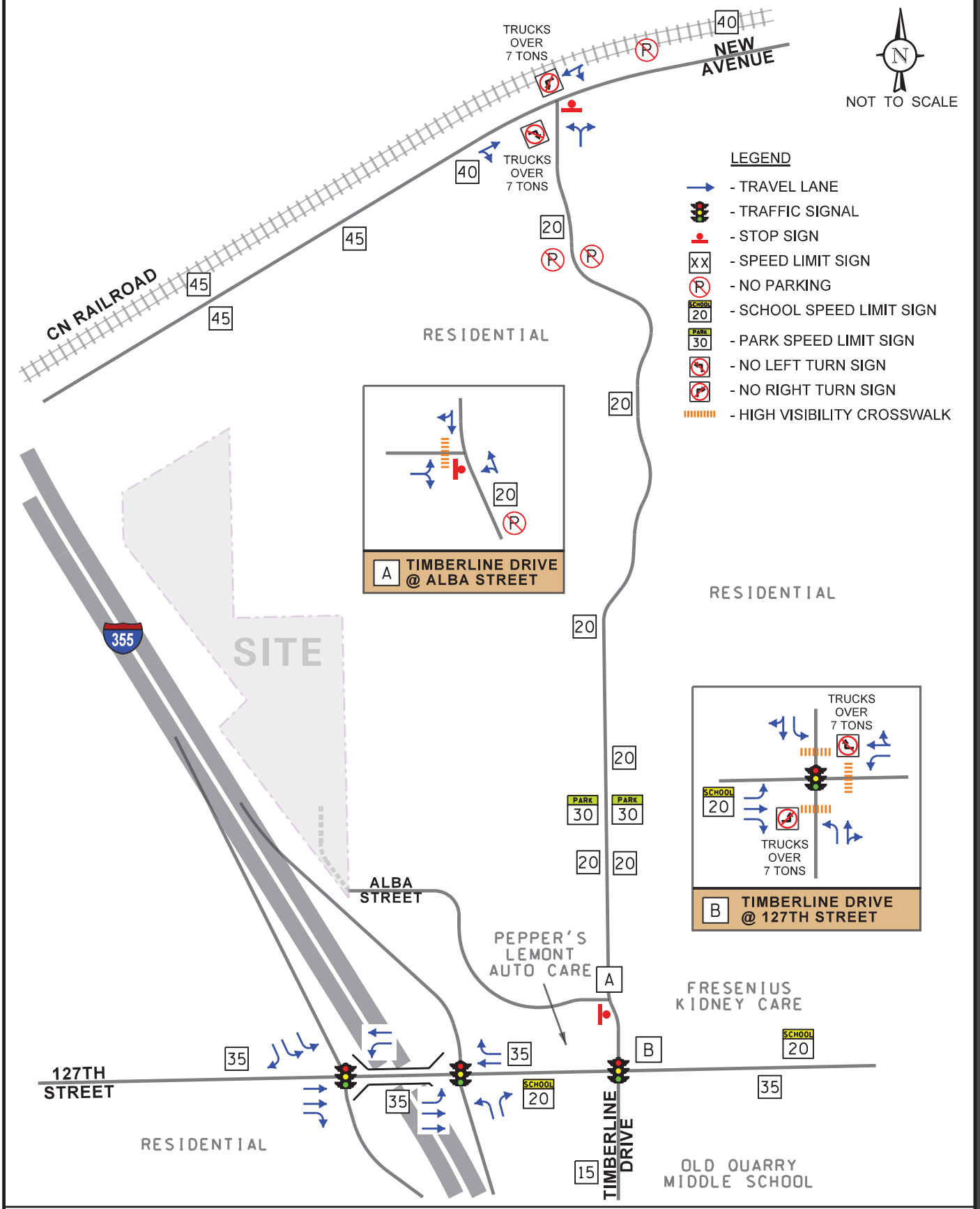
## Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

*127th Street* is an east-west major collector roadway that provides one travel lane in each direction. At its signalized intersection with Timberline Drive, 127th Street provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. High visibility crosswalks and pedestrian signals are provided on the north, south, and east legs of this intersection. 127th Street includes an on-ramp and off-ramp connection to I-355 located approximately 0.3 miles west of Timberline Drive. 127th Street is under the jurisdiction of the Village of Lemont, carries an Annual Average Daily Traffic (AADT) volume of 5,500 vehicles (Illinois Department of Transportation [IDOT] 2022), and a posted speed limit of 35 miles per hour.

*Timberline Drive* is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with 127th Street, Timberline Drive provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. At its unsignalized intersections with Alba Street and New Avenue, Timberline Drive does not provide any exclusive turn lanes. Timberline Drive is under the jurisdiction of the Village of Lemont and has a posted speed limit of 20 miles per hour.

*New Avenue* is an east-west minor arterial roadway that provides one travel lane in each direction. At its unsignalized intersection with Timberline Drive, New Avenue does not provide any exclusive turn lane. New Avenue is under the jurisdiction of IDOT. In the vicinity of the site, New Avenue carries an AADT volume of 6,050 vehicles (IDOT 2020) and has a posted speed limit of 40 miles per hour.




Residential Development Lemont, Illinois

Existing Roadway Characteristics

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-316 Figure: 3

*Alba Street* is an east-west local roadway that extends west from Timberline Drive and serves the Lemont Township Community Center and the Lemont Township Heritage Woodland Sanctuary Park providing one travel lane in each direction. At its unsignalized intersection with Timberline Drive, Alba Street provides a shared left-turn/right-turn lane and a high visibility crosswalk on the west leg. Alba Street is under the jurisdiction of the Village of Lemont.

## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the following intersections:

- Timberline Drive with 127th Street
- Timberline Drive with Alba Street
- Timberline Drive with New Avenue

The counts were conducted on Tuesday, November 4, 2025 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the weekday morning peak hour generally occurs between 7:00 A.M. and 8:00 A.M. and the weekday evening peak hour generally occurs between 4:00 P.M. to 5:00 P.M. **Figure 4** illustrates the existing traffic volumes. Copies of the traffic count sheets are included in the Appendix.

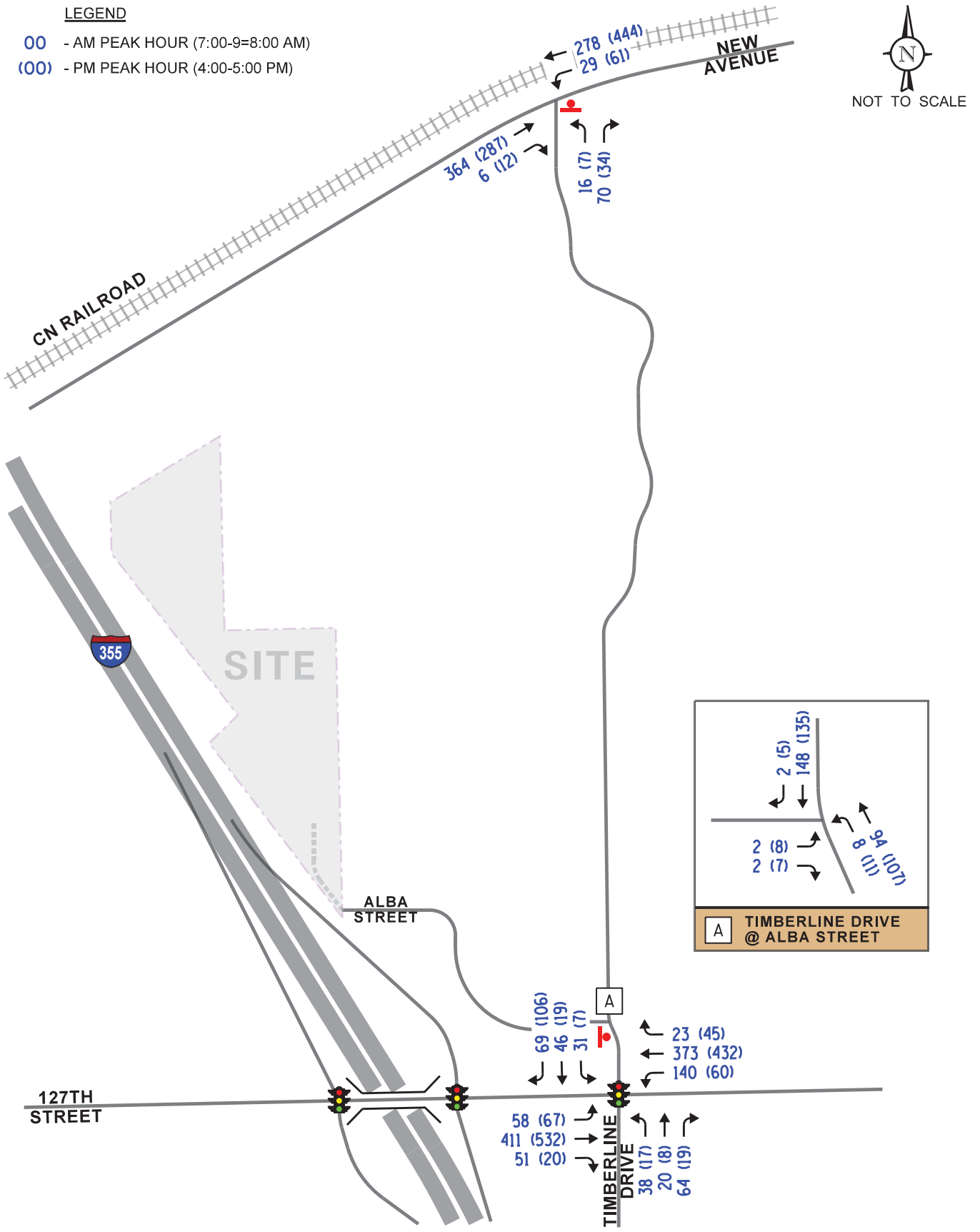
It should be noted that the Old Quarry Middle School is served by the south leg of the intersection of 127th Street with Timberline Drive. According to the school website, the arrival period begins at 7:20 A.M. and dismissal begins at 2:30 P.M. As such, the weekday morning peak hour overlaps with the school arrival period.

It should be noted that supplemental counts were conducted from 2:00 P.M. to 4:00 P.M. to determine the traffic volumes during the school dismissal period. The results of these counts indicated that the traffic volumes at the intersection of 127th Street with Timberline Drive were approximately 16 percent lower than the volumes during the weekday evening peak hour. As such, the weekday evening peak period was utilized to provide a worst-case analysis.

## Crash Data Summary

KLOA, Inc. obtained crash data[1] for the most recent available five years (2020 to 2024) for the intersections within the study area. A review of the crash data showed that all three intersections experienced an average of less than one crash per year. Further, no fatalities were observed during the study period.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).




Residential Development Lemont, Illinois

Existing Traffic Volumes

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Job No: 25-316 Figure: 4

# 3. Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the peak hours and determine the directions from which the proposed traffic will approach and depart the site.

## Proposed Site and Development Plan

As proposed, the development will consist of approximately 82 units including 19 single-family units and 63 townhome units. Access to the development will be provided via the extension of Alba Street north into the development. Similar to the existing cross section of Alba Street, the extension will provide one travel lane in each direction.

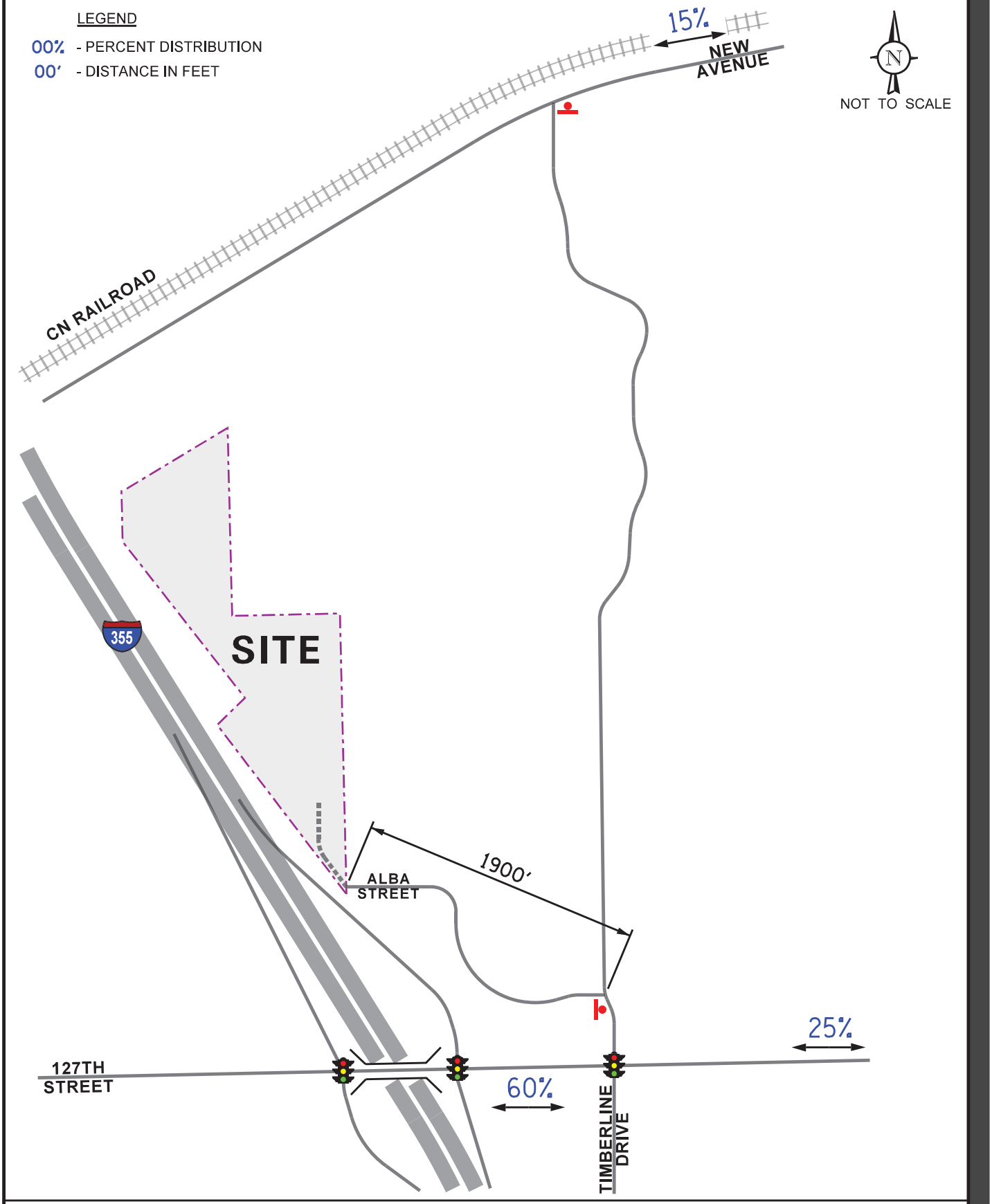
A site plan illustrating the proposed development is included in the Appendix.

## Directional Distribution

The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes and the location of the access drives to the site. **Figure 5** shows the established directional distribution for the site in addition to the distances, measured in feet, between the study area intersections and proposed access drives.

## Peak Hour Traffic Volumes

The volume of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). It should be noted that although the 63 townhome units are targeted for active adults, in order to provide a conservative analysis, the "Single-Family Attached Housing" (Land-Use Code 215) rate was used for the townhome units. The "Single-Family Detached Housing" (Land-Use Code 210) rate was used for the 19 single-family units. **Table 1** summarizes the trips projected to be generated by the proposed development during the weekday morning and weekday evening peak hours as well as on a daily basis. A copy of the ITE trip generation sheet is included in the Appendix.




Residential Development Lemont, Illinois

Directional Distribution

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Job No: 25-316 Figure: 5

Table 1
ESTIMATED PEAK HOUR TRIP GENERATION

| ITE Land-Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Trips | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| 210 | Single-Family Detached Housing – 19 Units | 5 | 13 | 18 | 13 | 8 | 21 | 210 | 210 | 420 |
| 215 | Single-Family Attached Housing – 63 Units | 5 | 17 | 22 | 16 | 12 | 28 | 208 | 208 | 416 |
| | **Total New Trips** | **10** | **30** | **40** | **29** | **20** | **49** | **418** | **418** | **836** |

# 4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed development.

## Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment for the proposed development.

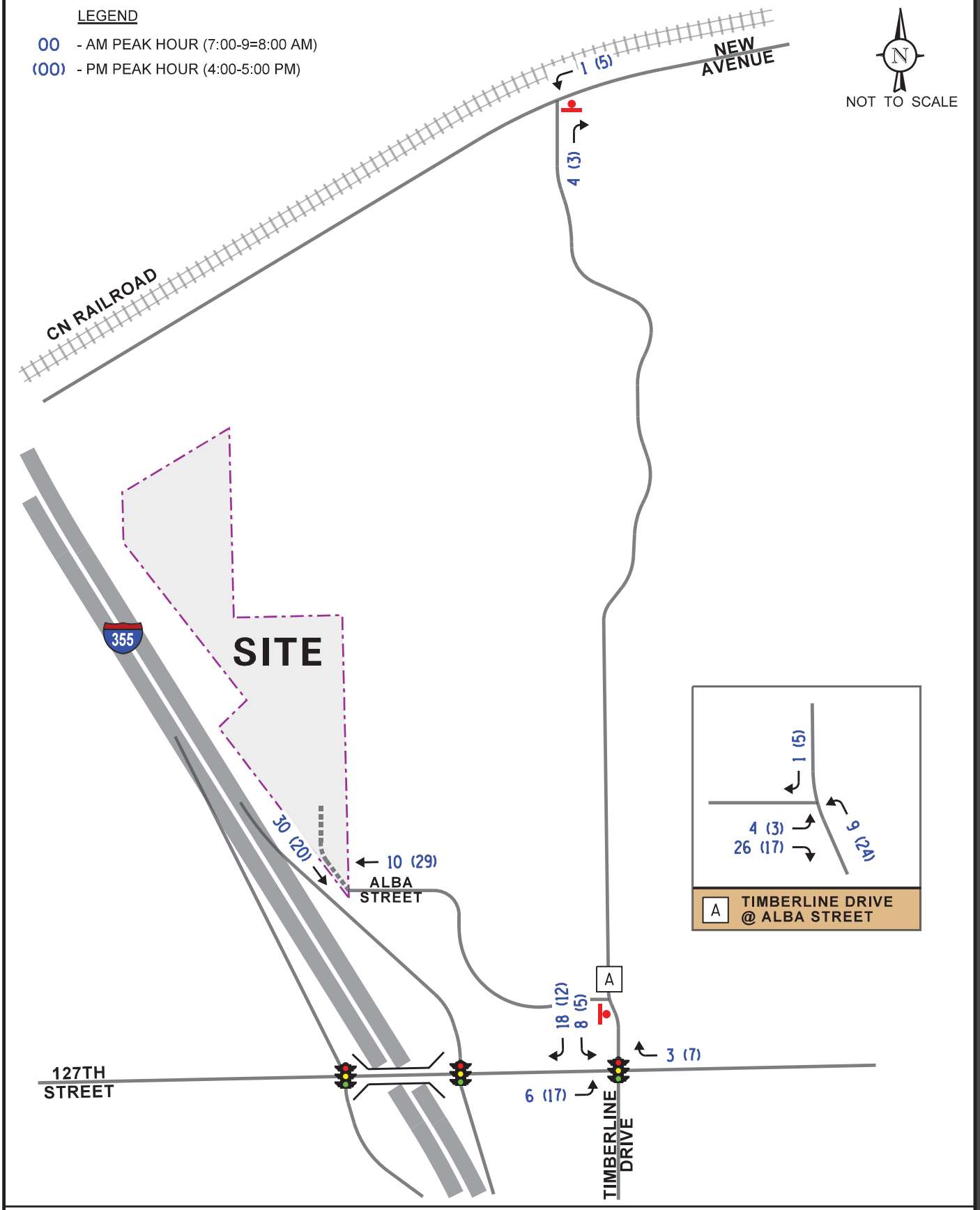
## Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a compound annual growth rate of approximately 0.92 percent per year. As such, traffic volumes were increased by six percent to represent Year 2031 (buildout plus five years) conditions.

A copy of the CMAP projections letter is included in the Appendix. **Figure 7** illustrates the Year 2031 no-build traffic volumes.

## Year 2031 Total Projected Traffic Volumes

The new development-generated traffic (Figures 6) was added to the Year 2031 no-build traffic volumes (Figure 7) to determine the Year 2031 total projected traffic volumes as illustrated in **Figure 8.**




Residential Development Lemont, Illinois

Site-Generated Traffic Volumes

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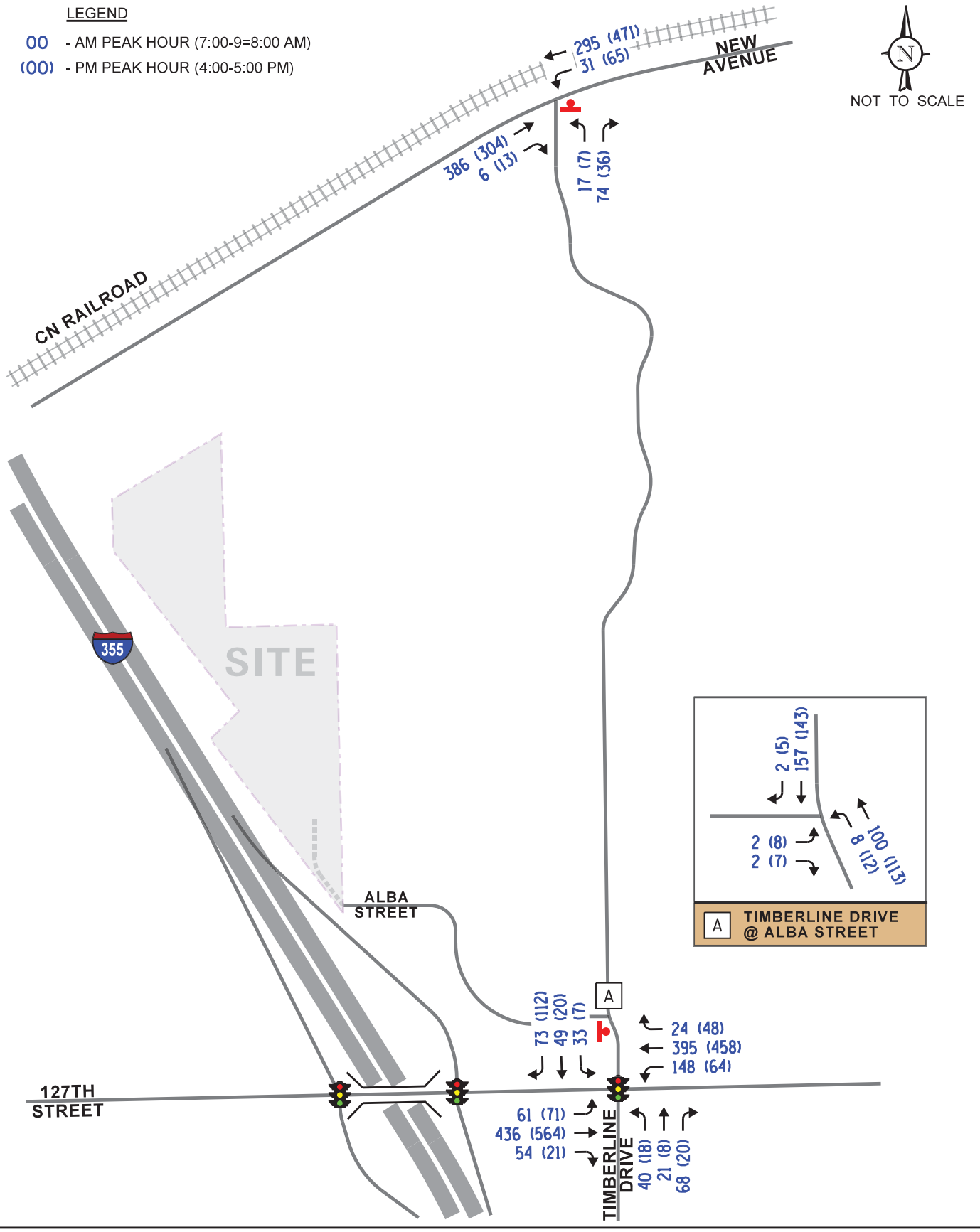
Job No: 25-316 Figure: 6




Residential Development Lemont, Illinois

Year 2031 No-Build Traffic Volumes

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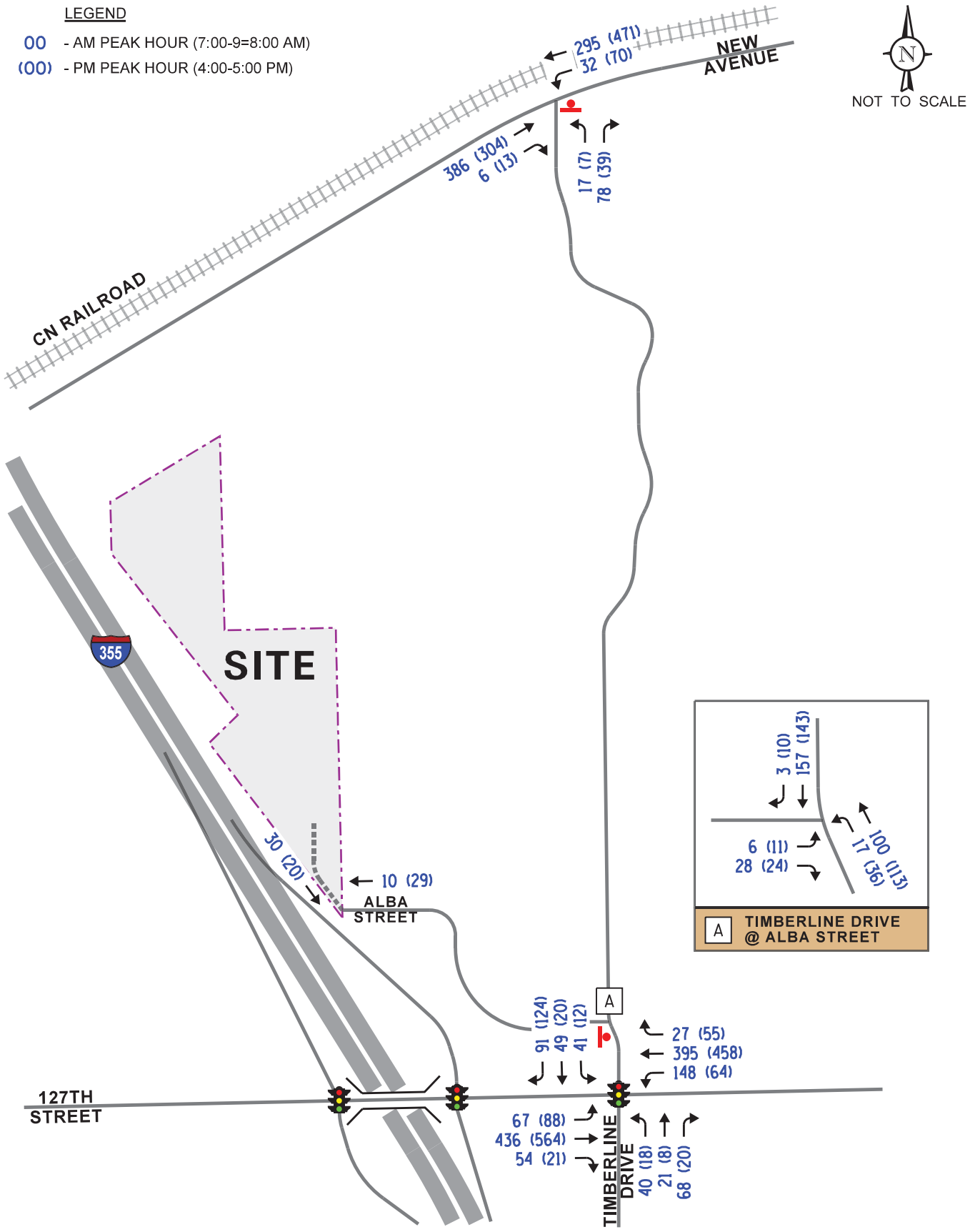
Job No: 25-316 Figure: 7




Residential Development
Lemont, Illinois

Year 2031 Total Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-316 Figure: 8

# 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2031 no-build, and Year 2031 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersection was accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analysis for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (including the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service (LOS), which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 2** through **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – TIMBERLINE DRIVE WITH 127TH STREET – SIGNALIZED

| | Peak Hour | Eastbound | | | Westbound | | Northbound | | Southbound | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | T | R | L | T/R | L | T/R | L | T/R | |
| Existing Conditions | Weekday Morning | A 4.3 | B 16.2 | A 1.3 | A 5.0 | B 10.6 | D 53.3 | B 19.9 | D 43.2 | C 30.3 | B 15.4 |
| | | B – 13.4 | | | A – 9.1 | | C – 30.3 | | C – 33.0 | | |
| | Weekday Evening | A 2.5 | A 7.9 | A 0.1 | A 2.6 | A 7.6 | D 44.5 | C 23.4 | D 40.3 | B 19.2 | A 9.2 |
| | | A – 7.1 | | | A – 7.1 | | C – 31.7 | | C – 20.3 | | |
| No-Build Conditions | Weekday Morning | A 4.7 | B 18.0 | A 1.5 | A 5.6 | B 11.4 | D 54.7 | B 19.2 | D 43.2 | C 31.4 | B 16.4 |
| | | B – 14.9 | | | A – 9.9 | | C – 30.2 | | C – 33.9 | | |
| | Weekday Evening | A 2.6 | A 8.3 | A 0.0 | A 2.7 | A 8.0 | D 45.2 | C 22.8 | D 40.1 | B 19.1 | A 9.5 |
| | | A – 7.4 | | | A – 7.4 | | C – 31.7 | | C – 20.1 | | |
| Projected Conditions | Weekday Morning | A 5.0 | B 18.6 | A 1.6 | A 5.9 | B 12.0 | E 61.5 | B 18.5 | D 44.3 | C 30.3 | B 17.2 |
| | | B – 15.3 | | | B – 10.5 | | C – 31.8 | | C – 33.5 | | |
| | Weekday Evening | A 2.8 | A 8.4 | A 0.0 | A 2.7 | A 8.3 | D 46.1 | C 22.7 | D 41.1 | B 18.8 | A 9.7 |
| | | A – 7.4 | | | A – 7.6 | | C – 32.0 | | C – 20.6 | | |

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 3
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Timberline Drive with New Avenue[1]** | | | | |
| • Northbound Approach | B | 12.7 | B | 12.5 |
| • Westbound Left Turn | A | 8.2 | A | 8.2 |
| **Timberline Drive with Alba Street[1]** | | | | |
| • Eastbound Approach | B | 10.2 | A | 9.7 |
| • Northbound Left Turn | A | 7.7 | A | 7.5 |

LOS = Level of Service
Delay is measured in seconds.
1 – One-way stop control

Table 4
CAPACITY ANALYSIS RESULTS – YEAR 2031 NO-BUILD CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Timberline Drive with New Avenue[1]** | | | | |
| • Northbound Approach | B | 13.2 | B | 12.9 |
| • Westbound Left Turn | A | 8.3 | A | 8.3 |
| **Timberline Drive with Alba Street[1]** | | | | |
| • Eastbound Approach | B | 10.4 | A | 9.7 |
| • Northbound Left Turn | A | 7.7 | A | 7.5 |

LOS = Level of Service
Delay is measured in seconds.
1 – One-way stop control

Table 5
CAPACITY ANALYSIS RESULTS
YEAR 2031 PROJECTED CONDITIONS – UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Timberline Drive with New Avenue[1]** | | | | |
| • Northbound Approach | B | 13.2 | B | 12.9 |
| • Westbound Left Turn | A | 8.3 | A | 8.3 |
| **Timberline Drive with Alba Street[1]** | | | | |
| • Eastbound Approach | B | 10.3 | A | 9.8 |
| • Northbound Left Turn | A | 7.8 | A | 7.6 |

LOS = Level of Service
Delay is measured in seconds.
1 – One-way stop control

## Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

### *Timberline Drive with 127th Street*

The results of the capacity analyses indicate the following:

- This intersection currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour.
- The eastbound and westbound approaches and movements currently operate at LOS B or better during both peak hours.
- The northbound and southbound approaches currently operate at LOS C during both peak hours.
- The northbound and southbound left-turn movements currently operate at LOS D during both peak hours. This is a result of the movements operating under a permitted phase only.

Under Year 2031 no-build conditions, this intersection and the critical movements are projected to continue to operate at existing level of service during the peak hours.

Under Year 2031 total projected conditions, this intersection is projected to continue to operate at existing levels of service during both peak hours. The critical movements are projected to continue to operate at existing level of service except for the northbound left-turn movement during the weekday morning peak hour which is projected to operate at LOS E. Like existing conditions, this is a result of the northbound and southbound left-turn movements operating under a permitted phase only. Further, the southbound 95th percentile queues are not projected to extend to Alba Street. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements are required.

### *Timberline Drive with New Avenue*

The results of the capacity analyses indicate that the northbound approach currently operates at LOS B during both peak hours and the westbound left-turn movement currently operates at LOS A during both peak hours. Under Year 2031 no-build and total projected conditions, the northbound approach and westbound left-turn movement are projected to continue to operate at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements are required.

*Timberline Drive with Alba Street*

The results of the capacity analyses indicate that the eastbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. The northbound left-turn movement currently operates at LOS A during both peak hours. Under Year 2031 no-build conditions, the eastbound approach and northbound left-turn are projected to continue operating at existing levels of service.

Under Year 2031 total projected conditions, the eastbound approach is projected to operate at LOS B during both peak hours. The northbound left-turn movements is projected to continue to operate at the existing LOS A during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements are required.

## Alba Street Extension

As previously mentioned, access to the site will be provided via the extension of Alba Street north into the site. As discussed previously, the proposed development is estimated to generate approximately 90 to 100 cars during the peak hours which averages approximately one trip every 35 to 40 seconds. This low frequency of two-way traffic can be adequately accommodated by the proposed extension. The roadway extension between its current location to the first internal intersection is proposed to be 27 feet wide, which will be sufficient in ensuring adequate access is available at all times.

The proposed single point of access to serve the 82 residential homes is consistent with similar developments within the community and is adequate to accommodate the anticipated traffic volumes. For example, the Copper Ridge residential development operates with a single access point serving approximately 79 homes without operational concerns. Based on the projected traffic generation and the low frequency of peak hour trips, one access drive is sufficient to safely and efficiently serve the development. In addition, Beechen & Dill Homes will be making improvements to the existing Alba Street corridor, including widening of the pavement section, installation of curb and gutter, and repaving. These enhancements will improve the overall condition and functionality of Alba Street while providing safe and reliable access to the proposed development.

# 6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The site will be developed with 82 units containing 19 single-family units and 63 townhome units.

- The roadway system has sufficient capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

- Access to the residential development will be provided via the extension of Alba Street north into the development.

- The proposed 27-foot-wide roadway extension of Alba Street between its existing terminus to the first internal intersection will be sufficient in ensuring adequate access to the site.

# Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: New+Avenue+with+Timberline TMC
Site Code:
Start Date: 11/04/2025


# Turning Movement Data

| Start Time | New Ave Eastbound | | | | | New Ave Westbound | | | | | Timberline Dr Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 102 | 3 | 0 | 105 | 0 | 6 | 59 | 0 | 65 | 0 | 4 | 19 | 0 | 23 | 193 |
| 7:15 AM | 0 | 95 | 1 | 0 | 96 | 0 | 8 | 74 | 0 | 82 | 0 | 2 | 18 | 0 | 20 | 198 |
| 7:30 AM | 0 | 87 | 1 | 0 | 88 | 0 | 10 | 84 | 0 | 94 | 0 | 6 | 21 | 0 | 27 | 209 |
| 7:45 AM | 0 | 80 | 1 | 0 | 81 | 0 | 5 | 61 | 0 | 66 | 0 | 4 | 12 | 0 | 16 | 163 |
| Hourly Total | 0 | 364 | 6 | 0 | 370 | 0 | 29 | 278 | 0 | 307 | 0 | 16 | 70 | 0 | 86 | 763 |
| 8:00 AM | 0 | 62 | 5 | 0 | 67 | 0 | 7 | 65 | 0 | 72 | 0 | 1 | 7 | 0 | 8 | 147 |
| 8:15 AM | 0 | 73 | 1 | 0 | 74 | 0 | 10 | 65 | 0 | 75 | 0 | 2 | 15 | 0 | 17 | 166 |
| 8:30 AM | 0 | 52 | 3 | 0 | 55 | 0 | 7 | 42 | 0 | 49 | 0 | 1 | 4 | 0 | 5 | 109 |
| 8:45 AM | 0 | 58 | 5 | 0 | 63 | 0 | 6 | 61 | 0 | 67 | 0 | 4 | 9 | 0 | 13 | 143 |
| Hourly Total | 0 | 245 | 14 | 0 | 259 | 0 | 30 | 233 | 0 | 263 | 0 | 8 | 35 | 0 | 43 | 565 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 87 | 1 | 0 | 88 | 0 | 12 | 137 | 0 | 149 | 0 | 2 | 11 | 0 | 13 | 250 |
| 4:15 PM | 0 | 81 | 3 | 0 | 84 | 0 | 16 | 93 | 0 | 109 | 0 | 1 | 6 | 0 | 7 | 200 |
| 4:30 PM | 0 | 63 | 6 | 0 | 69 | 0 | 20 | 114 | 0 | 134 | 0 | 3 | 11 | 0 | 14 | 217 |
| 4:45 PM | 0 | 56 | 2 | 0 | 58 | 0 | 13 | 100 | 0 | 113 | 0 | 1 | 6 | 0 | 7 | 178 |
| Hourly Total | 0 | 287 | 12 | 0 | 299 | 0 | 61 | 444 | 0 | 505 | 0 | 7 | 34 | 0 | 41 | 845 |
| 5:00 PM | 0 | 65 | 3 | 0 | 68 | 0 | 20 | 88 | 0 | 108 | 0 | 2 | 8 | 0 | 10 | 186 |
| 5:15 PM | 0 | 65 | 2 | 0 | 67 | 0 | 11 | 113 | 0 | 124 | 0 | 1 | 17 | 0 | 18 | 209 |
| 5:30 PM | 0 | 60 | 2 | 0 | 62 | 0 | 27 | 94 | 0 | 121 | 0 | 2 | 14 | 0 | 16 | 199 |
| 5:45 PM | 0 | 55 | 3 | 0 | 58 | 0 | 11 | 61 | 0 | 72 | 0 | 1 | 10 | 0 | 11 | 141 |
| Hourly Total | 0 | 245 | 10 | 0 | 255 | 0 | 69 | 356 | 0 | 425 | 0 | 6 | 49 | 0 | 55 | 735 |
| Grand Total | 0 | 1141 | 42 | 0 | 1183 | 0 | 189 | 1311 | 0 | 1500 | 0 | 37 | 188 | 0 | 225 | 2908 |
| Approach % | 0.0 | 96.4 | 3.6 | - | - | 0.0 | 12.6 | 87.4 | - | - | 0.0 | 16.4 | 83.6 | - | - | - |
| Total % | 0.0 | 39.2 | 1.4 | - | 40.7 | 0.0 | 6.5 | 45.1 | - | 51.6 | 0.0 | 1.3 | 6.5 | - | 7.7 | - |
| Lights | 0 | 1006 | 40 | - | 1046 | 0 | 180 | 1179 | - | 1359 | 0 | 35 | 185 | - | 220 | 2625 |
| % Lights | - | 88.2 | 95.2 | - | 88.4 | - | 95.2 | 89.9 | - | 90.6 | - | 94.6 | 98.4 | - | 97.8 | 90.3 |
| Buses | 0 | 2 | 1 | - | 3 | 0 | 4 | 0 | - | 4 | 0 | 0 | 2 | - | 2 | 9 |
| % Buses | - | 0.2 | 2.4 | - | 0.3 | - | 2.1 | 0.0 | - | 0.3 | - | 0.0 | 1.1 | - | 0.9 | 0.3 |
| Single-Unit Trucks | 0 | 24 | 1 | - | 25 | 0 | 2 | 24 | - | 26 | 0 | 1 | 1 | - | 2 | 53 |
| % Single-Unit Trucks | - | 2.1 | 2.4 | - | 2.1 | - | 1.1 | 1.8 | - | 1.7 | - | 2.7 | 0.5 | - | 0.9 | 1.8 |
| Articulated Trucks | 0 | 109 | 0 | - | 109 | 0 | 1 | 108 | - | 109 | 0 | 0 | 0 | - | 0 | 218 |
| % Articulated Trucks | - | 9.6 | 0.0 | - | 9.2 | - | 0.5 | 8.2 | - | 7.3 | - | 0.0 | 0.0 | - | 0.0 | 7.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 1 | 0 | - | 1 | 3 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 1.1 | 0.0 | - | 0.1 | - | 2.7 | 0.0 | - | 0.4 | 0.1 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Rosemont, Illinois, United States 60018
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Count Name: New+Avenue+with+Timberline
TMC
Site Code:
Start Date: 11/04/2025


# Turning Movement Peak Hour Data (7:00 AM)

| Start Time | New Ave Eastbound | | | | | New Ave Westbound | | | | | Timberline Dr Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 102 | 3 | 0 | 105 | 0 | 6 | 59 | 0 | 65 | 0 | 4 | 19 | 0 | 23 | 193 |
| 7:15 AM | 0 | 95 | 1 | 0 | 96 | 0 | 8 | 74 | 0 | 82 | 0 | 2 | 18 | 0 | 20 | 198 |
| 7:30 AM | 0 | 87 | 1 | 0 | 88 | 0 | 10 | 84 | 0 | 94 | 0 | 6 | 21 | 0 | 27 | 209 |
| 7:45 AM | 0 | 80 | 1 | 0 | 81 | 0 | 5 | 61 | 0 | 66 | 0 | 4 | 12 | 0 | 16 | 163 |
| Total | 0 | 364 | 6 | 0 | 370 | 0 | 29 | 278 | 0 | 307 | 0 | 16 | 70 | 0 | 86 | 763 |
| Approach % | 0.0 | 98.4 | 1.6 | - | - | 0.0 | 9.4 | 90.6 | - | - | 0.0 | 18.6 | 81.4 | - | - | - |
| Total % | 0.0 | 47.7 | 0.8 | - | 48.5 | 0.0 | 3.8 | 36.4 | - | 40.2 | 0.0 | 2.1 | 9.2 | - | 11.3 | - |
| PHF | 0.000 | 0.892 | 0.500 | - | 0.881 | 0.000 | 0.725 | 0.827 | - | 0.816 | 0.000 | 0.667 | 0.833 | - | 0.796 | 0.913 |
| Lights | 0 | 314 | 5 | - | 319 | 0 | 28 | 236 | - | 264 | 0 | 15 | 70 | - | 85 | 668 |
| % Lights | - | 86.3 | 83.3 | - | 86.2 | - | 96.6 | 84.9 | - | 86.0 | - | 93.8 | 100.0 | - | 98.8 | 87.5 |
| Buses | 0 | 0 | 1 | - | 1 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 2 |
| % Buses | - | 0.0 | 16.7 | - | 0.3 | - | 3.4 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Single-Unit Trucks | 0 | 7 | 0 | - | 7 | 0 | 0 | 7 | - | 7 | 0 | 1 | 0 | - | 1 | 15 |
| % Single-Unit Trucks | - | 1.9 | 0.0 | - | 1.9 | - | 0.0 | 2.5 | - | 2.3 | - | 6.3 | 0.0 | - | 1.2 | 2.0 |
| Articulated Trucks | 0 | 43 | 0 | - | 43 | 0 | 0 | 35 | - | 35 | 0 | 0 | 0 | - | 0 | 78 |
| % Articulated Trucks | - | 11.8 | 0.0 | - | 11.6 | - | 0.0 | 12.6 | - | 11.4 | - | 0.0 | 0.0 | - | 0.0 | 10.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: New+Avenue+with+Timberline
TMC
Site Code:
Start Date: 11/04/2025


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | New Ave Eastbound | | | | | New Ave Westbound | | | | | Timberline Dr Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 87 | 1 | 0 | 88 | 0 | 12 | 137 | 0 | 149 | 0 | 2 | 11 | 0 | 13 | 250 |
| 4:15 PM | 0 | 81 | 3 | 0 | 84 | 0 | 16 | 93 | 0 | 109 | 0 | 1 | 6 | 0 | 7 | 200 |
| 4:30 PM | 0 | 63 | 6 | 0 | 69 | 0 | 20 | 114 | 0 | 134 | 0 | 3 | 11 | 0 | 14 | 217 |
| 4:45 PM | 0 | 56 | 2 | 0 | 58 | 0 | 13 | 100 | 0 | 113 | 0 | 1 | 6 | 0 | 7 | 178 |
| Total | 0 | 287 | 12 | 0 | 299 | 0 | 61 | 444 | 0 | 505 | 0 | 7 | 34 | 0 | 41 | 845 |
| Approach % | 0.0 | 96.0 | 4.0 | - | - | 0.0 | 12.1 | 87.9 | - | - | 0.0 | 17.1 | 82.9 | - | - | - |
| Total % | 0.0 | 34.0 | 1.4 | - | 35.4 | 0.0 | 7.2 | 52.5 | - | 59.8 | 0.0 | 0.8 | 4.0 | - | 4.9 | - |
| PHF | 0.000 | 0.825 | 0.500 | - | 0.849 | 0.000 | 0.763 | 0.810 | - | 0.847 | 0.000 | 0.583 | 0.773 | - | 0.732 | 0.845 |
| Lights | 0 | 262 | 12 | - | 274 | 0 | 59 | 422 | - | 481 | 0 | 7 | 32 | - | 39 | 794 |
| % Lights | - | 91.3 | 100.0 | - | 91.6 | - | 96.7 | 95.0 | - | 95.2 | - | 100.0 | 94.1 | - | 95.1 | 94.0 |
| Buses | 0 | 1 | 0 | - | 1 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | - | 1 | 3 |
| % Buses | - | 0.3 | 0.0 | - | 0.3 | - | 1.6 | 0.0 | - | 0.2 | - | 0.0 | 2.9 | - | 2.4 | 0.4 |
| Single-Unit Trucks | 0 | 4 | 0 | - | 4 | 0 | 1 | 6 | - | 7 | 0 | 0 | 1 | - | 1 | 12 |
| % Single-Unit Trucks | - | 1.4 | 0.0 | - | 1.3 | - | 1.6 | 1.4 | - | 1.4 | - | 0.0 | 2.9 | - | 2.4 | 1.4 |
| Articulated Trucks | 0 | 20 | 0 | - | 20 | 0 | 0 | 16 | - | 16 | 0 | 0 | 0 | - | 0 | 36 |
| % Articulated Trucks | - | 7.0 | 0.0 | - | 6.7 | - | 0.0 | 3.6 | - | 3.2 | - | 0.0 | 0.0 | - | 0.0 | 4.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Timberland Rd And Alba ST
Morning
Site Code:
Start Date: 11/04/2025


# Turning Movement Data

| Start Time | Alba St Eastbound | | | | | Timberline Rd Northbound | | | | | Timberline Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 13 | 0 | 15 | 0 | 35 | 1 | 1 | 36 | 52 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 39 | 0 | 39 | 0 | 60 | 1 | 1 | 61 | 101 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 20 | 1 | 23 | 0 | 26 | 0 | 0 | 26 | 50 |
| 7:45 AM | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 22 | 0 | 25 | 0 | 27 | 0 | 0 | 27 | 53 |
| Hourly Total | 0 | 2 | 2 | 1 | 4 | 0 | 8 | 94 | 1 | 102 | 0 | 148 | 2 | 2 | 150 | 256 |
| 8:00 AM | 0 | 2 | 1 | 1 | 3 | 0 | 1 | 9 | 0 | 10 | 0 | 30 | 1 | 0 | 31 | 44 |
| 8:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 15 | 0 | 18 | 0 | 24 | 3 | 0 | 27 | 46 |
| 8:30 AM | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 25 | 0 | 26 | 0 | 23 | 3 | 0 | 26 | 54 |
| 8:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 18 | 0 | 21 | 0 | 16 | 2 | 0 | 18 | 42 |
| Hourly Total | 0 | 6 | 3 | 1 | 9 | 0 | 8 | 67 | 0 | 75 | 0 | 93 | 9 | 0 | 102 | 186 |
| Grand Total | 0 | 8 | 5 | 2 | 13 | 0 | 16 | 161 | 1 | 177 | 0 | 241 | 11 | 2 | 252 | 442 |
| Approach % | 0.0 | 61.5 | 38.5 | - | - | 0.0 | 9.0 | 91.0 | - | - | 0.0 | 95.6 | 4.4 | - | - | - |
| Total % | 0.0 | 1.8 | 1.1 | - | 2.9 | 0.0 | 3.6 | 36.4 | - | 40.0 | 0.0 | 54.5 | 2.5 | - | 57.0 | - |
| Lights | 0 | 8 | 5 | - | 13 | 0 | 15 | 159 | - | 174 | 0 | 232 | 11 | - | 243 | 430 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 93.8 | 98.8 | - | 98.3 | - | 96.3 | 100.0 | - | 96.4 | 97.3 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | - | 4 | 4 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 1.7 | 0.0 | - | 1.6 | 0.9 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 2 | - | 3 | 0 | 2 | 0 | - | 2 | 5 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 6.3 | 1.2 | - | 1.7 | - | 0.8 | 0.0 | - | 0.8 | 1.1 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.4 | 0.0 | - | 0.4 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.8 | 0.0 | - | 0.8 | 0.5 |
| Pedestrians | - | - | - | 2 | - | - | - | - | 1 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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Count Name: Timberland Rd And Alba ST
Morning
Site Code:
Start Date: 11/04/2025


# Turning Movement Peak Hour Data (7:00 AM)

| Start Time | Alba St Eastbound | | | | | Timberline Rd Northbound | | | | | Timberline Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 13 | 0 | 15 | 0 | 35 | 1 | 1 | 36 | 52 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 39 | 0 | 39 | 0 | 60 | 1 | 1 | 61 | 101 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 20 | 1 | 23 | 0 | 26 | 0 | 0 | 26 | 50 |
| 7:45 AM | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 22 | 0 | 25 | 0 | 27 | 0 | 0 | 27 | 53 |
| Total | 0 | 2 | 2 | 1 | 4 | 0 | 8 | 94 | 1 | 102 | 0 | 148 | 2 | 2 | 150 | 256 |
| Approach % | 0.0 | 50.0 | 50.0 | - | - | 0.0 | 7.8 | 92.2 | - | - | 0.0 | 98.7 | 1.3 | - | - | - |
| Total % | 0.0 | 0.8 | 0.8 | - | 1.6 | 0.0 | 3.1 | 36.7 | - | 39.8 | 0.0 | 57.8 | 0.8 | - | 58.6 | - |
| PHF | 0.000 | 0.500 | 0.500 | - | 1.000 | 0.000 | 0.667 | 0.603 | - | 0.654 | 0.000 | 0.617 | 0.500 | - | 0.615 | 0.634 |
| Lights | 0 | 2 | 2 | - | 4 | 0 | 8 | 92 | - | 100 | 0 | 141 | 2 | - | 143 | 247 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 97.9 | - | 98.0 | - | 95.3 | 100.0 | - | 95.3 | 96.5 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | - | 4 | 4 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 2.7 | 0.0 | - | 2.7 | 1.6 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | - | 2 | 0 | 1 | 0 | - | 1 | 3 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 2.1 | - | 2.0 | - | 0.7 | 0.0 | - | 0.7 | 1.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 1.4 | 0.0 | - | 1.3 | 0.8 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 1 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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Count Name: Timberline Rd and Alba St TMC
Site Code:
Start Date: 11/05/2025


# Turning Movement Data

| Start Time | Alba St Eastbound | | | | | Timberline Rd Northbound | | | | | Timberline Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 28 | 0 | 31 | 0 | 32 | 3 | 0 | 35 | 68 |
| 4:15 PM | 0 | 3 | 1 | 0 | 4 | 0 | 3 | 31 | 0 | 34 | 0 | 37 | 1 | 0 | 38 | 76 |
| 4:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 15 | 0 | 18 | 0 | 34 | 1 | 0 | 35 | 56 |
| 4:45 PM | 0 | 4 | 2 | 0 | 6 | 0 | 2 | 33 | 0 | 35 | 0 | 32 | 0 | 0 | 32 | 73 |
| Hourly Total | 0 | 8 | 7 | 0 | 15 | 0 | 11 | 107 | 0 | 118 | 0 | 135 | 5 | 0 | 140 | 273 |
| 5:00 PM | 0 | 1 | 5 | 0 | 6 | 0 | 1 | 29 | 0 | 30 | 0 | 30 | 0 | 1 | 30 | 66 |
| 5:15 PM | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 23 | 0 | 24 | 0 | 39 | 0 | 1 | 39 | 68 |
| 5:30 PM | 0 | 1 | 4 | 0 | 5 | 0 | 2 | 24 | 0 | 26 | 0 | 36 | 0 | 0 | 36 | 67 |
| 5:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 31 | 0 | 32 | 0 | 20 | 0 | 0 | 20 | 53 |
| Hourly Total | 0 | 3 | 14 | 0 | 17 | 0 | 5 | 107 | 0 | 112 | 0 | 125 | 0 | 2 | 125 | 254 |
| Grand Total | 0 | 11 | 21 | 0 | 32 | 0 | 16 | 214 | 0 | 230 | 0 | 260 | 5 | 2 | 265 | 527 |
| Approach % | 0.0 | 34.4 | 65.6 | - | - | 0.0 | 7.0 | 93.0 | - | - | 0.0 | 98.1 | 1.9 | - | - | - |
| Total % | 0.0 | 2.1 | 4.0 | - | 6.1 | 0.0 | 3.0 | 40.6 | - | 43.6 | 0.0 | 49.3 | 0.9 | - | 50.3 | - |
| Lights | 0 | 11 | 21 | - | 32 | 0 | 16 | 211 | - | 227 | 0 | 256 | 5 | - | 261 | 520 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 98.6 | - | 98.7 | - | 98.5 | 100.0 | - | 98.5 | 98.7 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 0 | - | 1 | 2 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | - | 0.4 | - | 0.4 | 0.0 | - | 0.4 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 0 | - | 1 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | - | 0.4 | - | 0.4 | 0.0 | - | 0.4 | 0.4 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 2 | 0 | - | 2 | 3 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | - | 0.4 | - | 0.8 | 0.0 | - | 0.8 | 0.6 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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Count Name: Timberline Rd and Alba St TMC
Site Code:
Start Date: 11/05/2025


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Alba St Eastbound | | | | | Timberline Rd Northbound | | | | | Timberline Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 28 | 0 | 31 | 0 | 32 | 3 | 0 | 35 | 68 |
| 4:15 PM | 0 | 3 | 1 | 0 | 4 | 0 | 3 | 31 | 0 | 34 | 0 | 37 | 1 | 0 | 38 | 76 |
| 4:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 15 | 0 | 18 | 0 | 34 | 1 | 0 | 35 | 56 |
| 4:45 PM | 0 | 4 | 2 | 0 | 6 | 0 | 2 | 33 | 0 | 35 | 0 | 32 | 0 | 0 | 32 | 73 |
| Total | 0 | 8 | 7 | 0 | 15 | 0 | 11 | 107 | 0 | 118 | 0 | 135 | 5 | 0 | 140 | 273 |
| Approach % | 0.0 | 53.3 | 46.7 | - | - | 0.0 | 9.3 | 90.7 | - | - | 0.0 | 96.4 | 3.6 | - | - | - |
| Total % | 0.0 | 2.9 | 2.6 | - | 5.5 | 0.0 | 4.0 | 39.2 | - | 43.2 | 0.0 | 49.5 | 1.8 | - | 51.3 | - |
| PHF | 0.000 | 0.500 | 0.875 | - | 0.625 | 0.000 | 0.917 | 0.811 | - | 0.843 | 0.000 | 0.912 | 0.417 | - | 0.921 | 0.898 |
| Lights | 0 | 8 | 7 | - | 15 | 0 | 11 | 106 | - | 117 | 0 | 133 | 5 | - | 138 | 270 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 99.1 | - | 99.2 | - | 98.5 | 100.0 | - | 98.6 | 98.9 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.9 | - | 0.8 | - | 0.0 | 0.0 | - | 0.0 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.7 | 0.0 | - | 0.7 | 0.4 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.7 | 0.0 | - | 0.7 | 0.4 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: w+127th+st+with+timberline+dr
TMC
Site Code:
Start Date: 11/04/2025


# Turning Movement Data

| Start Time | 127th St Eastbound | | | | | | 127th St Westbound | | | | | | Timberline Dr Northbound | | | | | | Timberline Dr Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 10 | 82 | 16 | 0 | 108 | 0 | 48 | 101 | 2 | 7 | 151 | 0 | 1 | 1 | 5 | 0 | 7 | 0 | 5 | 6 | 19 | 0 | 30 | 296 |
| 7:15 AM | 0 | 13 | 102 | 30 | 0 | 145 | 0 | 77 | 93 | 4 | 5 | 174 | 0 | 30 | 17 | 49 | 1 | 96 | 0 | 3 | 39 | 16 | 0 | 58 | 473 |
| 7:30 AM | 0 | 19 | 114 | 3 | 0 | 136 | 0 | 11 | 85 | 9 | 0 | 105 | 0 | 5 | 2 | 9 | 0 | 16 | 0 | 12 | 0 | 16 | 0 | 28 | 285 |
| 7:45 AM | 0 | 16 | 113 | 2 | 0 | 131 | 0 | 4 | 94 | 8 | 1 | 106 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 11 | 1 | 18 | 0 | 30 | 270 |
| Hourly Total | 0 | 58 | 411 | 51 | 0 | 520 | 0 | 140 | 373 | 23 | 13 | 536 | 0 | 38 | 20 | 64 | 1 | 122 | 0 | 31 | 46 | 69 | 0 | 146 | 1324 |
| 8:00 AM | 0 | 4 | 91 | 0 | 0 | 95 | 0 | 5 | 70 | 9 | 3 | 84 | 0 | 1 | 1 | 4 | 0 | 6 | 0 | 11 | 1 | 13 | 0 | 25 | 210 |
| 8:15 AM | 0 | 14 | 109 | 2 | 0 | 125 | 0 | 2 | 83 | 8 | 0 | 93 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 20 | 0 | 28 | 251 |
| 8:30 AM | 0 | 11 | 112 | 1 | 0 | 124 | 0 | 1 | 90 | 16 | 1 | 107 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 10 | 0 | 17 | 0 | 27 | 262 |
| 8:45 AM | 1 | 10 | 97 | 2 | 0 | 110 | 0 | 4 | 88 | 7 | 0 | 99 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 7 | 1 | 6 | 0 | 14 | 226 |
| Hourly Total | 1 | 39 | 409 | 5 | 0 | 454 | 0 | 12 | 331 | 40 | 4 | 383 | 0 | 5 | 4 | 9 | 0 | 18 | 0 | 36 | 2 | 56 | 0 | 94 | 949 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 14 | 145 | 5 | 0 | 164 | 0 | 9 | 115 | 9 | 1 | 133 | 0 | 7 | 0 | 3 | 0 | 10 | 0 | 8 | 4 | 23 | 0 | 35 | 342 |
| 4:15 PM | 0 | 16 | 130 | 1 | 0 | 147 | 0 | 6 | 96 | 13 | 0 | 115 | 0 | 5 | 4 | 10 | 0 | 19 | 0 | 15 | 2 | 20 | 0 | 37 | 318 |
| 4:30 PM | 0 | 21 | 130 | 6 | 0 | 157 | 0 | 10 | 118 | 13 | 3 | 141 | 0 | 4 | 1 | 3 | 0 | 8 | 0 | 13 | 4 | 25 | 0 | 42 | 348 |
| 4:45 PM | 0 | 16 | 127 | 8 | 0 | 151 | 0 | 35 | 103 | 10 | 2 | 148 | 0 | 1 | 3 | 3 | 0 | 7 | 0 | 6 | 4 | 17 | 0 | 27 | 333 |
| Hourly Total | 0 | 67 | 532 | 20 | 0 | 619 | 0 | 60 | 432 | 45 | 6 | 537 | 0 | 17 | 8 | 19 | 0 | 44 | 0 | 42 | 14 | 85 | 0 | 141 | 1341 |
| 5:00 PM | 0 | 17 | 104 | 6 | 0 | 127 | 0 | 20 | 95 | 15 | 3 | 130 | 0 | 10 | 3 | 34 | 0 | 47 | 0 | 10 | 0 | 15 | 0 | 25 | 329 |
| 5:15 PM | 0 | 24 | 119 | 4 | 0 | 147 | 0 | 14 | 118 | 14 | 1 | 146 | 0 | 5 | 1 | 10 | 0 | 16 | 0 | 12 | 3 | 27 | 0 | 42 | 351 |
| 5:30 PM | 0 | 26 | 120 | 3 | 0 | 149 | 0 | 11 | 73 | 8 | 1 | 92 | 0 | 4 | 1 | 10 | 0 | 15 | 0 | 11 | 0 | 27 | 0 | 38 | 294 |
| 5:45 PM | 0 | 19 | 102 | 4 | 0 | 125 | 0 | 10 | 77 | 5 | 0 | 92 | 0 | 1 | 1 | 13 | 0 | 15 | 0 | 8 | 1 | 12 | 0 | 21 | 253 |
| Hourly Total | 0 | 86 | 445 | 17 | 0 | 548 | 0 | 55 | 363 | 42 | 5 | 460 | 0 | 20 | 6 | 67 | 0 | 93 | 0 | 41 | 4 | 81 | 0 | 126 | 1227 |
| Grand Total | 1 | 250 | 1797 | 93 | 0 | 2141 | 0 | 267 | 1499 | 150 | 28 | 1916 | 0 | 80 | 38 | 159 | 1 | 277 | 0 | 150 | 66 | 291 | 0 | 507 | 4841 |
| Approach % | 0.0 | 11.7 | 83.9 | 4.3 | - | - | 0.0 | 13.9 | 78.2 | 7.8 | - | - | 0.0 | 28.9 | 13.7 | 57.4 | - | - | 0.0 | 29.6 | 13.0 | 57.4 | - | - | - |
| Total % | 0.0 | 5.2 | 37.1 | 1.9 | - | 44.2 | 0.0 | 5.5 | 31.0 | 3.1 | - | 39.6 | 0.0 | 1.7 | 0.8 | 3.3 | - | 5.7 | 0.0 | 3.1 | 1.4 | 6.0 | - | 10.5 | - |
| Lights | 1 | 245 | 1719 | 88 | - | 2053 | 0 | 246 | 1440 | 149 | - | 1835 | 0 | 78 | 38 | 137 | - | 253 | 0 | 149 | 64 | 277 | - | 490 | 4631 |
| % Lights | 100.0 | 98.0 | 95.7 | 94.6 | - | 95.9 | - | 92.1 | 96.1 | 99.3 | - | 95.8 | - | 97.5 | 100.0 | 86.2 | - | 91.3 | - | 99.3 | 97.0 | 95.2 | - | 96.6 | 95.7 |
| Buses | 0 | 0 | 12 | 4 | - | 16 | 0 | 21 | 7 | 1 | - | 29 | 0 | 0 | 0 | 22 | - | 22 | 0 | 0 | 2 | 3 | - | 5 | 72 |
| % Buses | 0.0 | 0.0 | 0.7 | 4.3 | - | 0.7 | - | 7.9 | 0.5 | 0.7 | - | 1.5 | - | 0.0 | 0.0 | 13.8 | - | 7.9 | - | 0.0 | 3.0 | 1.0 | - | 1.0 | 1.5 |
| Single-Unit Trucks | 0 | 4 | 36 | 1 | - | 41 | 0 | 0 | 26 | 0 | - | 26 | 0 | 2 | 0 | 0 | - | 2 | 0 | 1 | 0 | 8 | - | 9 | 78 |
| % Single-Unit Trucks | 0.0 | 1.6 | 2.0 | 1.1 | - | 1.9 | - | 0.0 | 1.7 | 0.0 | - | 1.4 | - | 2.5 | 0.0 | 0.0 | - | 0.7 | - | 0.7 | 0.0 | 2.7 | - | 1.8 | 1.6 |
| Articulated Trucks | 0 | 1 | 30 | 0 | - | 31 | 0 | 0 | 26 | 0 | - | 26 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 2 | - | 2 | 59 |
| % Articulated Trucks | 0.0 | 0.4 | 1.7 | 0.0 | - | 1.4 | - | 0.0 | 1.7 | 0.0 | - | 1.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.7 | - | 0.4 | 1.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.3 | - | 0.2 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 28 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: w+127th+st+with+timberline+dr
TMC
Site Code:
Start Date: 11/04/2025


# Turning Movement Peak Hour Data (7:00 AM)

| Start Time | 127th St Eastbound | | | | | | 127th St Westbound | | | | | | Timberline Dr Northbound | | | | | | Timberline Dr Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:00 AM | 0 | 10 | 82 | 16 | 0 | 108 | 0 | 48 | 101 | 2 | 7 | 151 | 0 | 1 | 1 | 5 | 0 | 7 | 0 | 5 | 6 | 19 | 0 | 30 | 296 |
| 7:15 AM | 0 | 13 | 102 | 30 | 0 | 145 | 0 | 77 | 93 | 4 | 5 | 174 | 0 | 30 | 17 | 49 | 1 | 96 | 0 | 3 | 39 | 16 | 0 | 58 | 473 |
| 7:30 AM | 0 | 19 | 114 | 3 | 0 | 136 | 0 | 11 | 85 | 9 | 0 | 105 | 0 | 5 | 2 | 9 | 0 | 16 | 0 | 12 | 0 | 16 | 0 | 28 | 285 |
| 7:45 AM | 0 | 16 | 113 | 2 | 0 | 131 | 0 | 4 | 94 | 8 | 1 | 106 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 11 | 1 | 18 | 0 | 30 | 270 |
| Total | 0 | 58 | 411 | 51 | 0 | 520 | 0 | 140 | 373 | 23 | 13 | 536 | 0 | 38 | 20 | 64 | 1 | 122 | 0 | 31 | 46 | 69 | 0 | 146 | 1324 |
| Approach % | 0.0 | 11.2 | 79.0 | 9.8 | - | - | 0.0 | 26.1 | 69.6 | 4.3 | - | - | 0.0 | 31.1 | 16.4 | 52.5 | - | - | 0.0 | 21.2 | 31.5 | 47.3 | - | - | - |
| Total % | 0.0 | 4.4 | 31.0 | 3.9 | - | 39.3 | 0.0 | 10.6 | 28.2 | 1.7 | - | 40.5 | 0.0 | 2.9 | 1.5 | 4.8 | - | 9.2 | 0.0 | 2.3 | 3.5 | 5.2 | - | 11.0 | - |
| PHF | 0.000 | 0.763 | 0.901 | 0.425 | - | 0.897 | 0.000 | 0.455 | 0.923 | 0.639 | - | 0.770 | 0.000 | 0.317 | 0.294 | 0.327 | - | 0.318 | 0.000 | 0.646 | 0.295 | 0.908 | - | 0.629 | 0.700 |
| Lights | 0 | 56 | 373 | 48 | - | 477 | 0 | 120 | 355 | 23 | - | 498 | 0 | 38 | 20 | 44 | - | 102 | 0 | 31 | 44 | 65 | - | 140 | 1217 |
| % Lights | - | 96.6 | 90.8 | 94.1 | - | 91.7 | - | 85.7 | 95.2 | 100.0 | - | 92.9 | - | 100.0 | 100.0 | 68.8 | - | 83.6 | - | 100.0 | 95.7 | 94.2 | - | 95.9 | 91.9 |
| Buses | 0 | 0 | 2 | 3 | - | 5 | 0 | 20 | 1 | 0 | - | 21 | 0 | 0 | 0 | 20 | - | 20 | 0 | 0 | 2 | 2 | - | 4 | 50 |
| % Buses | - | 0.0 | 0.5 | 5.9 | - | 1.0 | - | 14.3 | 0.3 | 0.0 | - | 3.9 | - | 0.0 | 0.0 | 31.3 | - | 16.4 | - | 0.0 | 4.3 | 2.9 | - | 2.7 | 3.8 |
| Single-Unit Trucks | 0 | 2 | 21 | 0 | - | 23 | 0 | 0 | 11 | 0 | - | 11 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 35 |
| % Single-Unit Trucks | - | 3.4 | 5.1 | 0.0 | - | 4.4 | - | 0.0 | 2.9 | 0.0 | - | 2.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 1.4 | - | 0.7 | 2.6 |
| Articulated Trucks | 0 | 0 | 15 | 0 | - | 15 | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 21 |
| % Articulated Trucks | - | 0.0 | 3.6 | 0.0 | - | 2.9 | - | 0.0 | 1.6 | 0.0 | - | 1.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 1.4 | - | 0.7 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 13 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: w+127th+st+with+timberline+dr
TMC
Site Code:
Start Date: 11/04/2025


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | 127th St Eastbound | | | | | | 127th St Westbound | | | | | | Timberline Dr Northbound | | | | | | Timberline Dr Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 4:00 PM | 0 | 14 | 145 | 5 | 0 | 164 | 0 | 9 | 115 | 9 | 1 | 133 | 0 | 7 | 0 | 3 | 0 | 10 | 0 | 8 | 4 | 23 | 0 | 35 | 342 |
| 4:15 PM | 0 | 16 | 130 | 1 | 0 | 147 | 0 | 6 | 96 | 13 | 0 | 115 | 0 | 5 | 4 | 10 | 0 | 19 | 0 | 15 | 2 | 20 | 0 | 37 | 318 |
| 4:30 PM | 0 | 21 | 130 | 6 | 0 | 157 | 0 | 10 | 118 | 13 | 3 | 141 | 0 | 4 | 1 | 3 | 0 | 8 | 0 | 13 | 4 | 25 | 0 | 42 | 348 |
| 4:45 PM | 0 | 16 | 127 | 8 | 0 | 151 | 0 | 35 | 103 | 10 | 2 | 148 | 0 | 1 | 3 | 3 | 0 | 7 | 0 | 6 | 4 | 17 | 0 | 27 | 333 |
| Total | 0 | 67 | 532 | 20 | 0 | 619 | 0 | 60 | 432 | 45 | 6 | 537 | 0 | 17 | 8 | 19 | 0 | 44 | 0 | 42 | 14 | 85 | 0 | 141 | 1341 |
| Approach % | 0.0 | 10.8 | 85.9 | 3.2 | - | - | 0.0 | 11.2 | 80.4 | 8.4 | - | - | 0.0 | 38.6 | 18.2 | 43.2 | - | - | 0.0 | 29.8 | 9.9 | 60.3 | - | - | - |
| Total % | 0.0 | 5.0 | 39.7 | 1.5 | - | 46.2 | 0.0 | 4.5 | 32.2 | 3.4 | - | 40.0 | 0.0 | 1.3 | 0.6 | 1.4 | - | 3.3 | 0.0 | 3.1 | 1.0 | 6.3 | - | 10.5 | - |
| PHF | 0.000 | 0.798 | 0.917 | 0.625 | - | 0.944 | 0.000 | 0.429 | 0.915 | 0.865 | - | 0.907 | 0.000 | 0.607 | 0.500 | 0.475 | - | 0.579 | 0.000 | 0.700 | 0.875 | 0.850 | - | 0.839 | 0.963 |
| Lights | 0 | 65 | 523 | 18 | - | 606 | 0 | 59 | 426 | 44 | - | 529 | 0 | 16 | 8 | 17 | - | 41 | 0 | 42 | 14 | 80 | - | 136 | 1312 |
| % Lights | - | 97.0 | 98.3 | 90.0 | - | 97.9 | - | 98.3 | 98.6 | 97.8 | - | 98.5 | - | 94.1 | 100.0 | 89.5 | - | 93.2 | - | 100.0 | 100.0 | 94.1 | - | 96.5 | 97.8 |
| Buses | 0 | 0 | 4 | 1 | - | 5 | 0 | 1 | 2 | 1 | - | 4 | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | 1 | - | 1 | 12 |
| % Buses | - | 0.0 | 0.8 | 5.0 | - | 0.8 | - | 1.7 | 0.5 | 2.2 | - | 0.7 | - | 0.0 | 0.0 | 10.5 | - | 4.5 | - | 0.0 | 0.0 | 1.2 | - | 0.7 | 0.9 |
| Single-Unit Trucks | 0 | 1 | 1 | 1 | - | 3 | 0 | 0 | 3 | 0 | - | 3 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 4 | - | 4 | 11 |
| % Single-Unit Trucks | - | 1.5 | 0.2 | 5.0 | - | 0.5 | - | 0.0 | 0.7 | 0.0 | - | 0.6 | - | 5.9 | 0.0 | 0.0 | - | 2.3 | - | 0.0 | 0.0 | 4.7 | - | 2.8 | 0.8 |
| Articulated Trucks | 0 | 1 | 4 | 0 | - | 5 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | 1.5 | 0.8 | 0.0 | - | 0.8 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 6 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: 127th st and timberline Dr
Site Code:
Start Date: 11/04/2025


# Turning Movement Data

| Start Time | 127th st Eastbound | | | | | | 127th st Westbound | | | | | | Timberline Dr Northbound | | | | | | Timberline Dr Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 2:00 PM | 0 | 8 | 66 | 3 | 0 | 77 | 0 | 31 | 92 | 7 | 0 | 130 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 10 | 1 | 10 | 0 | 21 | 232 |
| 2:15 PM | 0 | 11 | 80 | 3 | 0 | 94 | 0 | 33 | 78 | 9 | 0 | 120 | 0 | 1 | 1 | 8 | 0 | 10 | 0 | 12 | 6 | 12 | 0 | 30 | 254 |
| 2:30 PM | 0 | 15 | 98 | 2 | 0 | 115 | 0 | 5 | 88 | 18 | 18 | 111 | 0 | 11 | 9 | 58 | 0 | 78 | 0 | 3 | 3 | 23 | 0 | 29 | 333 |
| 2:45 PM | 0 | 11 | 99 | 1 | 0 | 111 | 0 | 2 | 109 | 7 | 0 | 118 | 0 | 12 | 3 | 8 | 0 | 23 | 0 | 11 | 2 | 11 | 0 | 24 | 276 |
| Hourly Total | 0 | 45 | 343 | 9 | 0 | 397 | 0 | 71 | 367 | 41 | 18 | 479 | 0 | 25 | 13 | 77 | 0 | 115 | 0 | 36 | 12 | 56 | 0 | 104 | 1095 |
| 3:00 PM | 0 | 13 | 96 | 1 | 0 | 110 | 0 | 1 | 91 | 6 | 0 | 98 | 0 | 9 | 0 | 7 | 0 | 16 | 0 | 9 | 0 | 23 | 0 | 32 | 256 |
| 3:15 PM | 0 | 10 | 111 | 1 | 0 | 122 | 0 | 0 | 105 | 5 | 0 | 110 | 0 | 2 | 2 | 6 | 0 | 10 | 0 | 11 | 1 | 12 | 0 | 24 | 266 |
| 3:30 PM | 0 | 14 | 109 | 3 | 0 | 126 | 0 | 3 | 120 | 9 | 5 | 132 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 4 | 0 | 18 | 0 | 22 | 286 |
| 3:45 PM | 0 | 17 | 121 | 4 | 0 | 142 | 0 | 8 | 102 | 13 | 0 | 123 | 1 | 5 | 0 | 7 | 0 | 13 | 0 | 13 | 1 | 21 | 0 | 35 | 313 |
| Hourly Total | 0 | 54 | 437 | 9 | 0 | 500 | 0 | 12 | 418 | 33 | 5 | 463 | 1 | 17 | 2 | 25 | 0 | 45 | 0 | 37 | 2 | 74 | 0 | 113 | 1121 |
| Grand Total | 0 | 99 | 780 | 18 | 0 | 897 | 0 | 83 | 785 | 74 | 23 | 942 | 1 | 42 | 15 | 102 | 0 | 160 | 0 | 73 | 14 | 130 | 0 | 217 | 2216 |
| Approach % | 0.0 | 11.0 | 87.0 | 2.0 | - | - | 0.0 | 8.8 | 83.3 | 7.9 | - | - | 0.6 | 26.3 | 9.4 | 63.8 | - | - | 0.0 | 33.6 | 6.5 | 59.9 | - | - | - |
| Total % | 0.0 | 4.5 | 35.2 | 0.8 | - | 40.5 | 0.0 | 3.7 | 35.4 | 3.3 | - | 42.5 | 0.0 | 1.9 | 0.7 | 4.6 | - | 7.2 | 0.0 | 3.3 | 0.6 | 5.9 | - | 9.8 | - |
| Lights | 0 | 98 | 756 | 18 | - | 872 | 0 | 59 | 756 | 63 | - | 878 | 1 | 40 | 14 | 78 | - | 133 | 0 | 70 | 13 | 128 | - | 211 | 2094 |
| % Lights | - | 99.0 | 96.9 | 100.0 | - | 97.2 | - | 71.1 | 96.3 | 85.1 | - | 93.2 | 100.0 | 95.2 | 93.3 | 76.5 | - | 83.1 | - | 95.9 | 92.9 | 98.5 | - | 97.2 | 94.5 |
| Buses | 0 | 0 | 7 | 0 | - | 7 | 0 | 24 | 5 | 0 | - | 29 | 0 | 2 | 1 | 24 | - | 27 | 0 | 1 | 1 | 0 | - | 2 | 65 |
| % Buses | - | 0.0 | 0.9 | 0.0 | - | 0.8 | - | 28.9 | 0.6 | 0.0 | - | 3.1 | 0.0 | 4.8 | 6.7 | 23.5 | - | 16.9 | - | 1.4 | 7.1 | 0.0 | - | 0.9 | 2.9 |
| Single-Unit Trucks | 0 | 1 | 11 | 0 | - | 12 | 0 | 0 | 17 | 1 | - | 18 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 2 | - | 3 | 33 |
| % Single-Unit Trucks | - | 1.0 | 1.4 | 0.0 | - | 1.3 | - | 0.0 | 2.2 | 1.4 | - | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 1.4 | 0.0 | 1.5 | - | 1.4 | 1.5 |
| Articulated Trucks | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 7 | 0 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 14 |
| % Articulated Trucks | - | 0.0 | 0.8 | 0.0 | - | 0.7 | - | 0.0 | 0.9 | 0.0 | - | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 1.4 | 0.0 | 0.0 | - | 0.5 | 0.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 10 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 10 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 13.5 | - | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 23 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: 127th st and timberline Dr
Site Code:
Start Date: 11/04/2025


# Turning Movement Peak Hour Data (2:30 PM)

| Start Time | 127th st Eastbound | | | | | | 127th st Westbound | | | | | | Timberline Dr Northbound | | | | | | Timberline Dr Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 2:30 PM | 0 | 15 | 98 | 2 | 0 | 115 | 0 | 5 | 88 | 18 | 18 | 111 | 0 | 11 | 9 | 58 | 0 | 78 | 0 | 3 | 3 | 23 | 0 | 29 | 333 |
| 2:45 PM | 0 | 11 | 99 | 1 | 0 | 111 | 0 | 2 | 109 | 7 | 0 | 118 | 0 | 12 | 3 | 8 | 0 | 23 | 0 | 11 | 2 | 11 | 0 | 24 | 276 |
| 3:00 PM | 0 | 13 | 96 | 1 | 0 | 110 | 0 | 1 | 91 | 6 | 0 | 98 | 0 | 9 | 0 | 7 | 0 | 16 | 0 | 9 | 0 | 23 | 0 | 32 | 256 |
| 3:15 PM | 0 | 10 | 111 | 1 | 0 | 122 | 0 | 0 | 105 | 5 | 0 | 110 | 0 | 2 | 2 | 6 | 0 | 10 | 0 | 11 | 1 | 12 | 0 | 24 | 266 |
| Total | 0 | 49 | 404 | 5 | 0 | 458 | 0 | 8 | 393 | 36 | 18 | 437 | 0 | 34 | 14 | 79 | 0 | 127 | 0 | 34 | 6 | 69 | 0 | 109 | 1131 |
| Approach % | 0.0 | 10.7 | 88.2 | 1.1 | - | - | 0.0 | 1.8 | 89.9 | 8.2 | - | - | 0.0 | 26.8 | 11.0 | 62.2 | - | - | 0.0 | 31.2 | 5.5 | 63.3 | - | - | - |
| Total % | 0.0 | 4.3 | 35.7 | 0.4 | - | 40.5 | 0.0 | 0.7 | 34.7 | 3.2 | - | 38.6 | 0.0 | 3.0 | 1.2 | 7.0 | - | 11.2 | 0.0 | 3.0 | 0.5 | 6.1 | - | 9.6 | - |
| PHF | 0.000 | 0.817 | 0.910 | 0.625 | - | 0.939 | 0.000 | 0.400 | 0.901 | 0.500 | - | 0.926 | 0.000 | 0.708 | 0.389 | 0.341 | - | 0.407 | 0.000 | 0.773 | 0.500 | 0.750 | - | 0.852 | 0.849 |
| Lights | 0 | 49 | 391 | 5 | - | 445 | 0 | 7 | 371 | 26 | - | 404 | 0 | 32 | 13 | 57 | - | 102 | 0 | 33 | 5 | 67 | - | 105 | 1056 |
| % Lights | - | 100.0 | 96.8 | 100.0 | - | 97.2 | - | 87.5 | 94.4 | 72.2 | - | 92.4 | - | 94.1 | 92.9 | 72.2 | - | 80.3 | - | 97.1 | 83.3 | 97.1 | - | 96.3 | 93.4 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 1 | 5 | 0 | - | 6 | 0 | 2 | 1 | 22 | - | 25 | 0 | 1 | 1 | 0 | - | 2 | 39 |
| % Buses | - | 0.0 | 1.5 | 0.0 | - | 1.3 | - | 12.5 | 1.3 | 0.0 | - | 1.4 | - | 5.9 | 7.1 | 27.8 | - | 19.7 | - | 2.9 | 16.7 | 0.0 | - | 1.8 | 3.4 |
| Single-Unit Trucks | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 12 | 0 | - | 12 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 2 | - | 2 | 20 |
| % Single-Unit Trucks | - | 0.0 | 1.5 | 0.0 | - | 1.3 | - | 0.0 | 3.1 | 0.0 | - | 2.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 2.9 | - | 1.8 | 1.8 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Articulated Trucks | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 1.3 | 0.0 | - | 1.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 10 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 10 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 27.8 | - | 2.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.9 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 18 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

# Site Plan




## SITE DATA

| LAND USE | UNITS | AREA | % OF SITE |
|---|---|---|---|
| SINGLE FAMILY (80'W x 120'D) | 19 | 6.3 | 21.8% |
| FRONT-LOADED TOWNHOMES | 63 | 10.4 | 36.0% |
| DETENTION / OPEN SPACE / BUFFER | - | 12.2 | 42.2% |
| TOTAL | 82 | 28.9 AC | 100.0% |

R.O.W. LENGTH = 2,728 L.F.

# ILLUSTRATIVE PLAN
## LEMONT, ILLINOIS

02/10/2026

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

# ITE Trip Generation Sheets

# Single-Family Detached Housing
# (210)

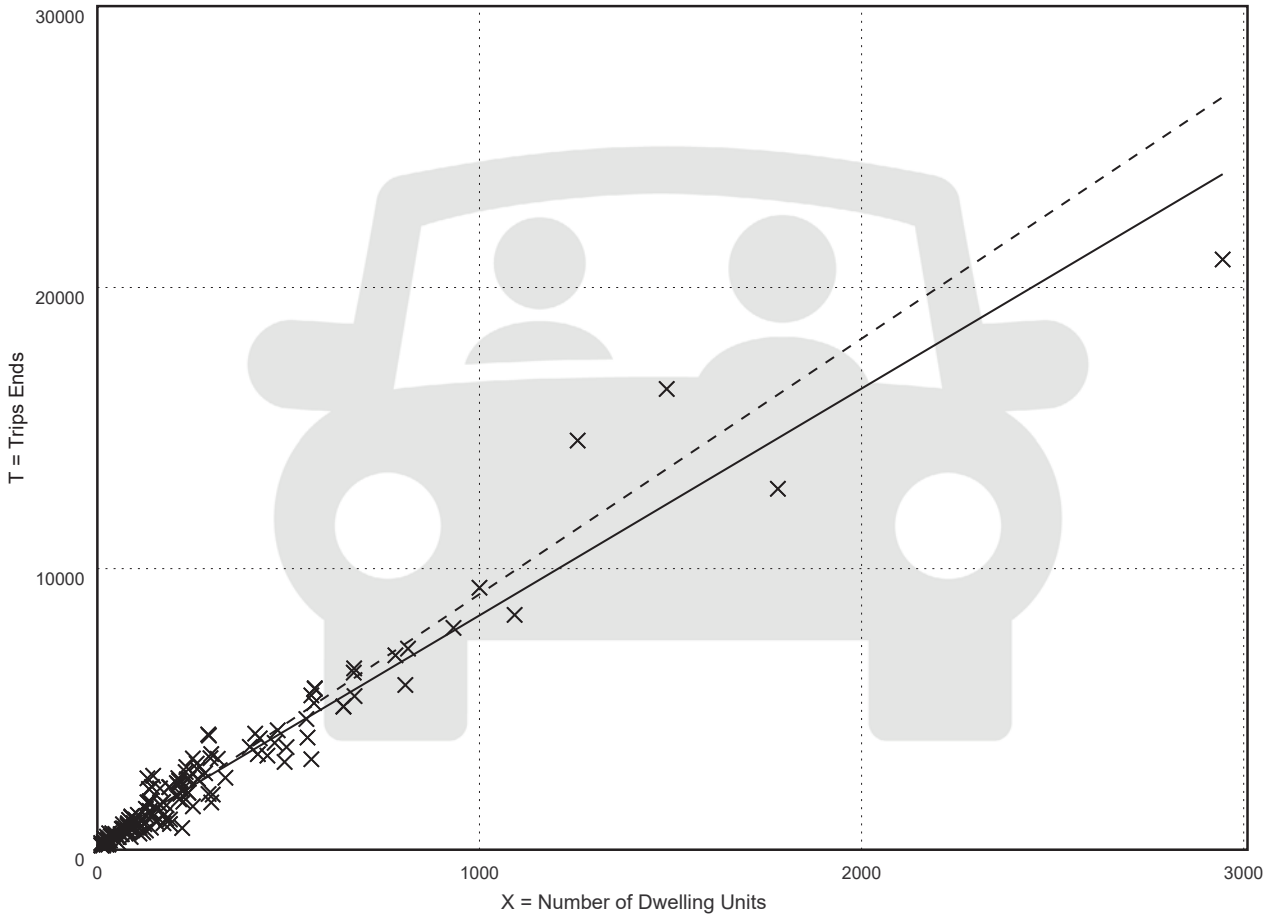
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.09 | 3.47 - 23.80 | 2.29 |

## Data Plot and Equation




**Fitted Curve Equation: T = 8.07(X) + 265.45**

**$R^2$= 0.94**

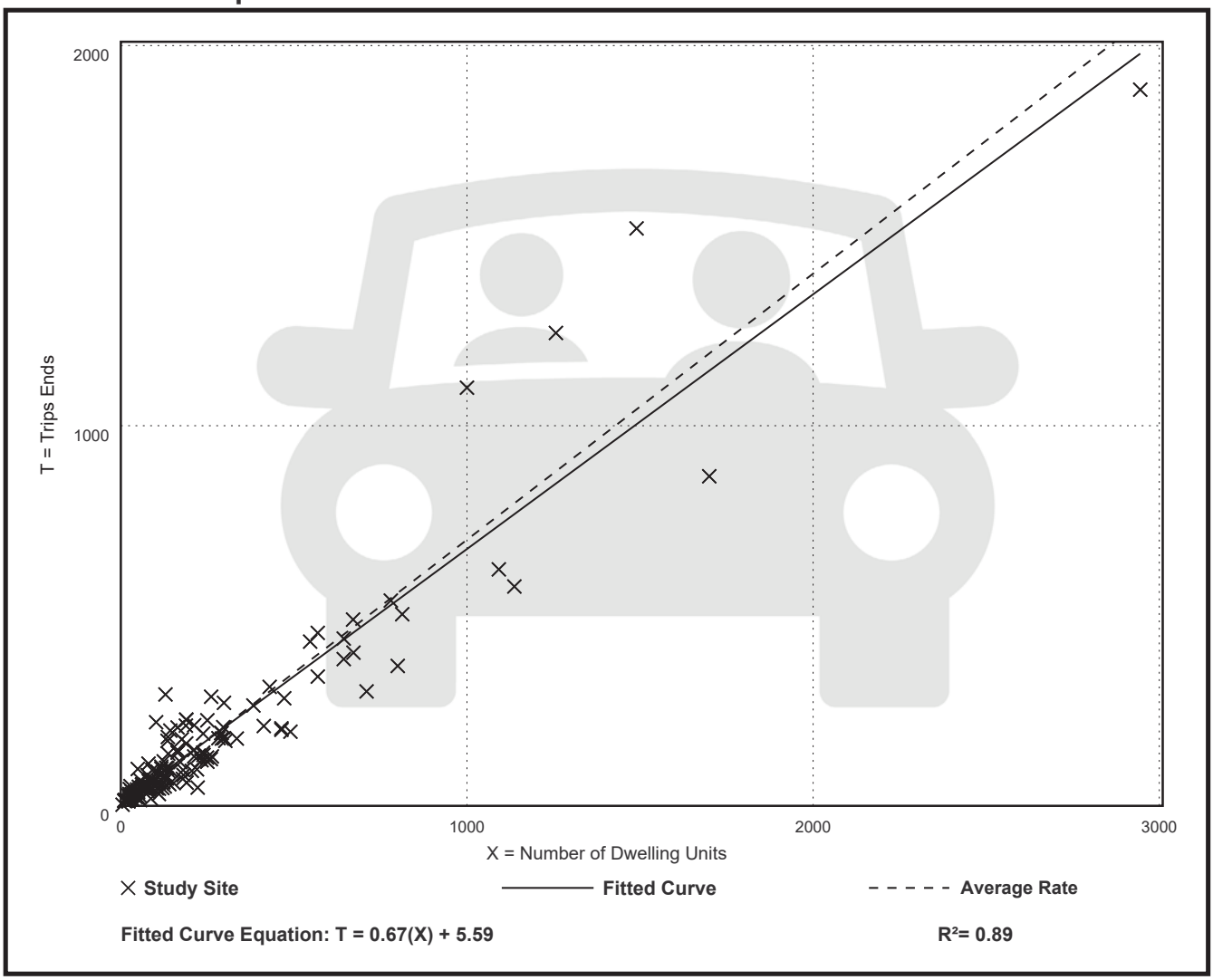
# Single-Family Detached Housing
# (210)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 153 |
| Avg. Num. of Dwelling Units: | 239 |
| Directional Distribution: | 27% entering, 73% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.70 | 0.22 - 2.27 | 0.26 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.67(X) + 5.59**

**$R^2$= 0.89**

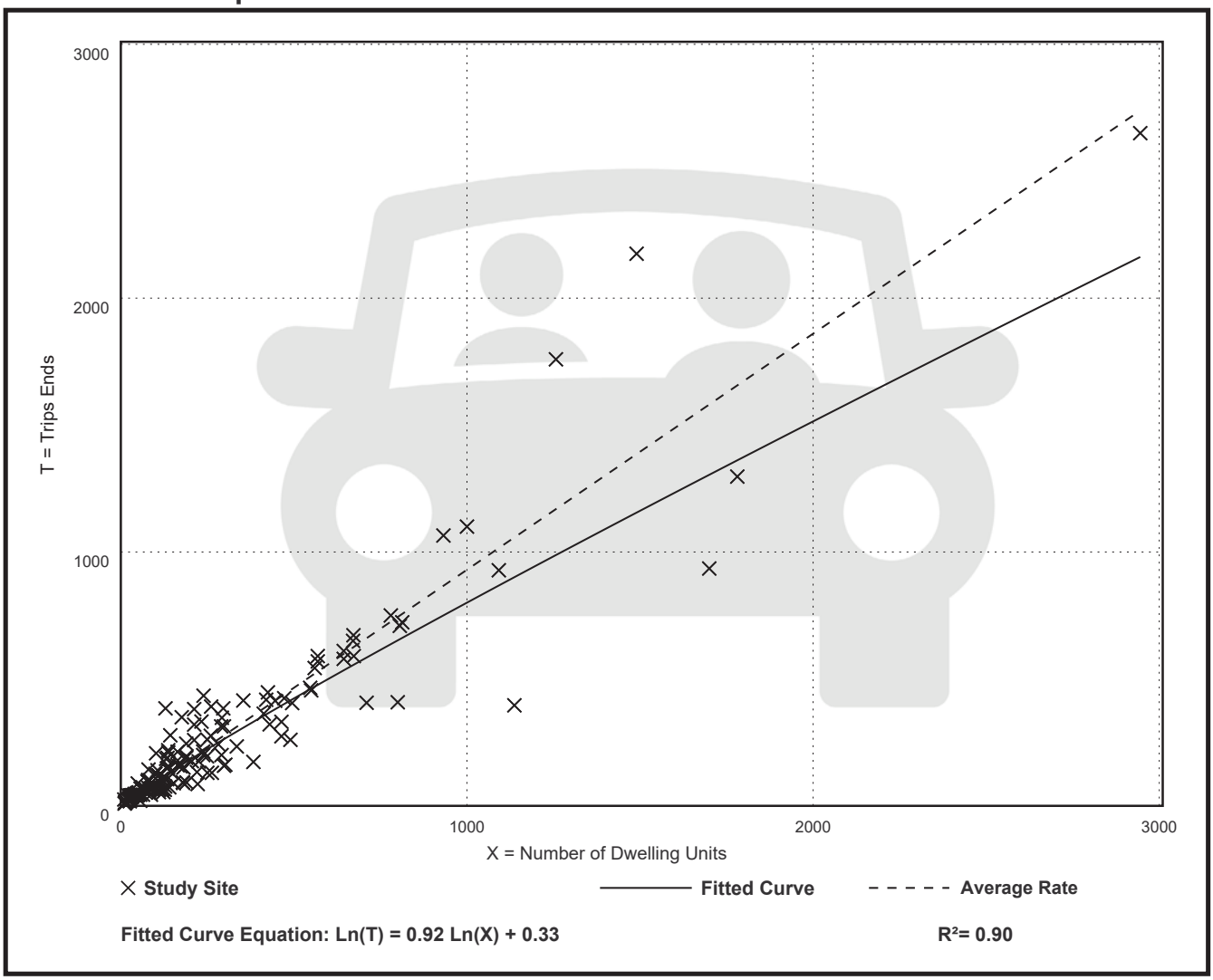
# Single-Family Detached Housing
# (210)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 166 |
| Avg. Num. of Dwelling Units: | 266 |
| Directional Distribution: | 62% entering, 38% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.93 | 0.35 - 2.98 | 0.33 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.33**

**$R^2$= 0.90**

# Single-Family Attached Housing
# (215)

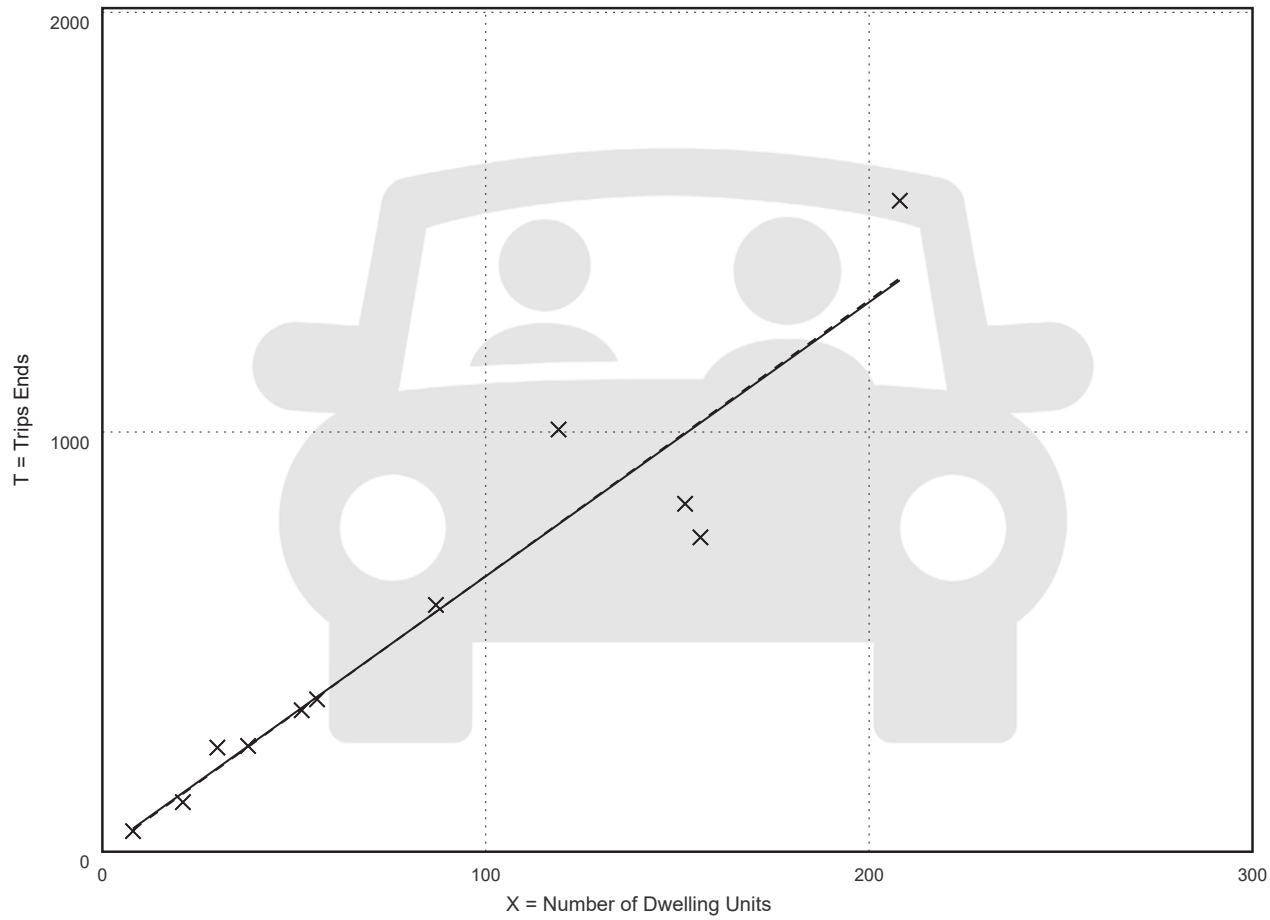
**Vehicle Trip Ends vs: Dwelling Units**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 6.57 | 4.80 - 8.45 | 1.28 |

## Data Plot and Equation




**Fitted Curve Equation: T = 6.53(X) + 3.25**

**$R^2$= 0.91**

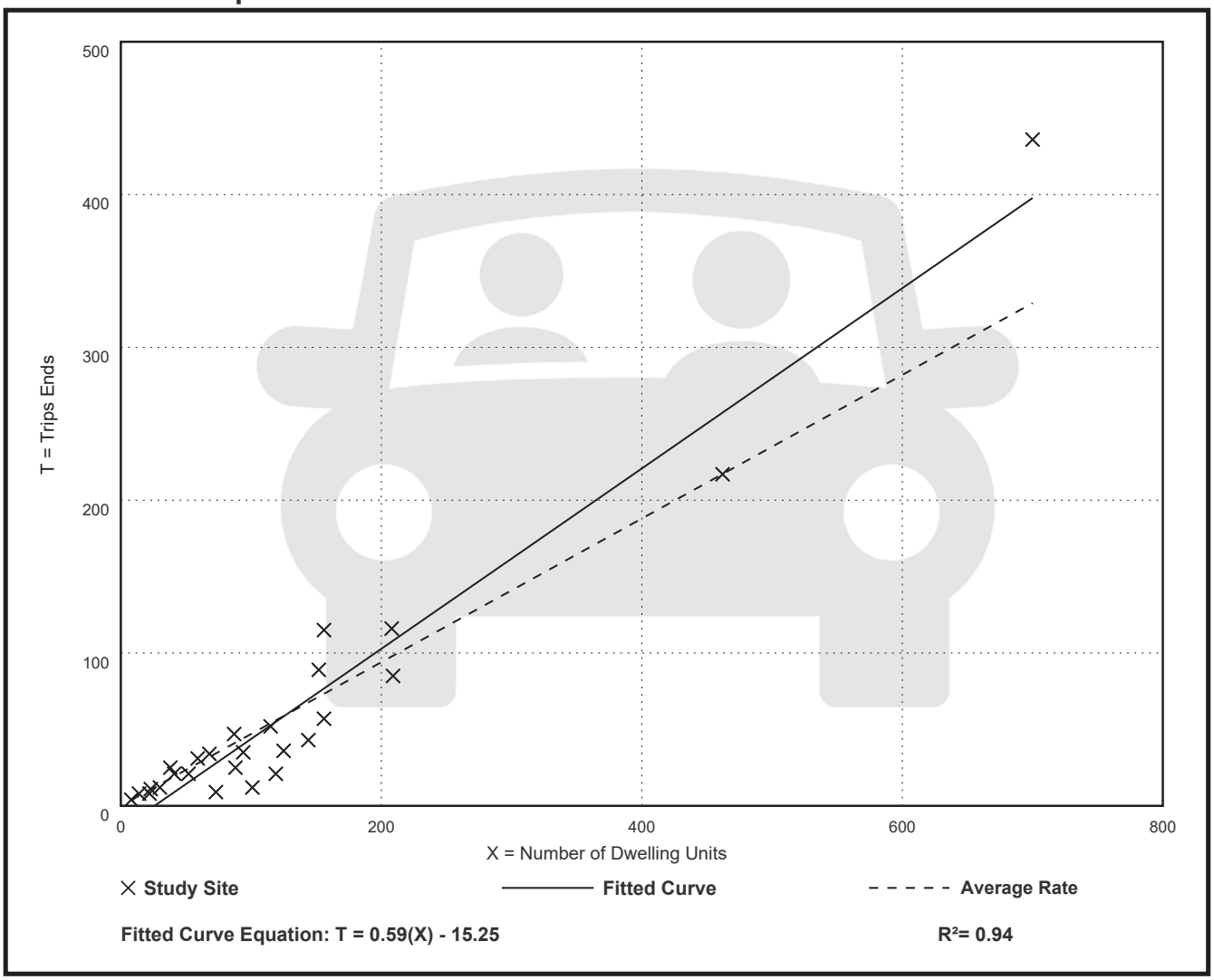
# Single-Family Attached Housing
# (215)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 26 |
| Avg. Num. of Dwelling Units: | 129 |
| Directional Distribution: | 25% entering, 75% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.47 | 0.12 - 0.74 | 0.16 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.59(X) - 15.25**

**$R^2$= 0.94**

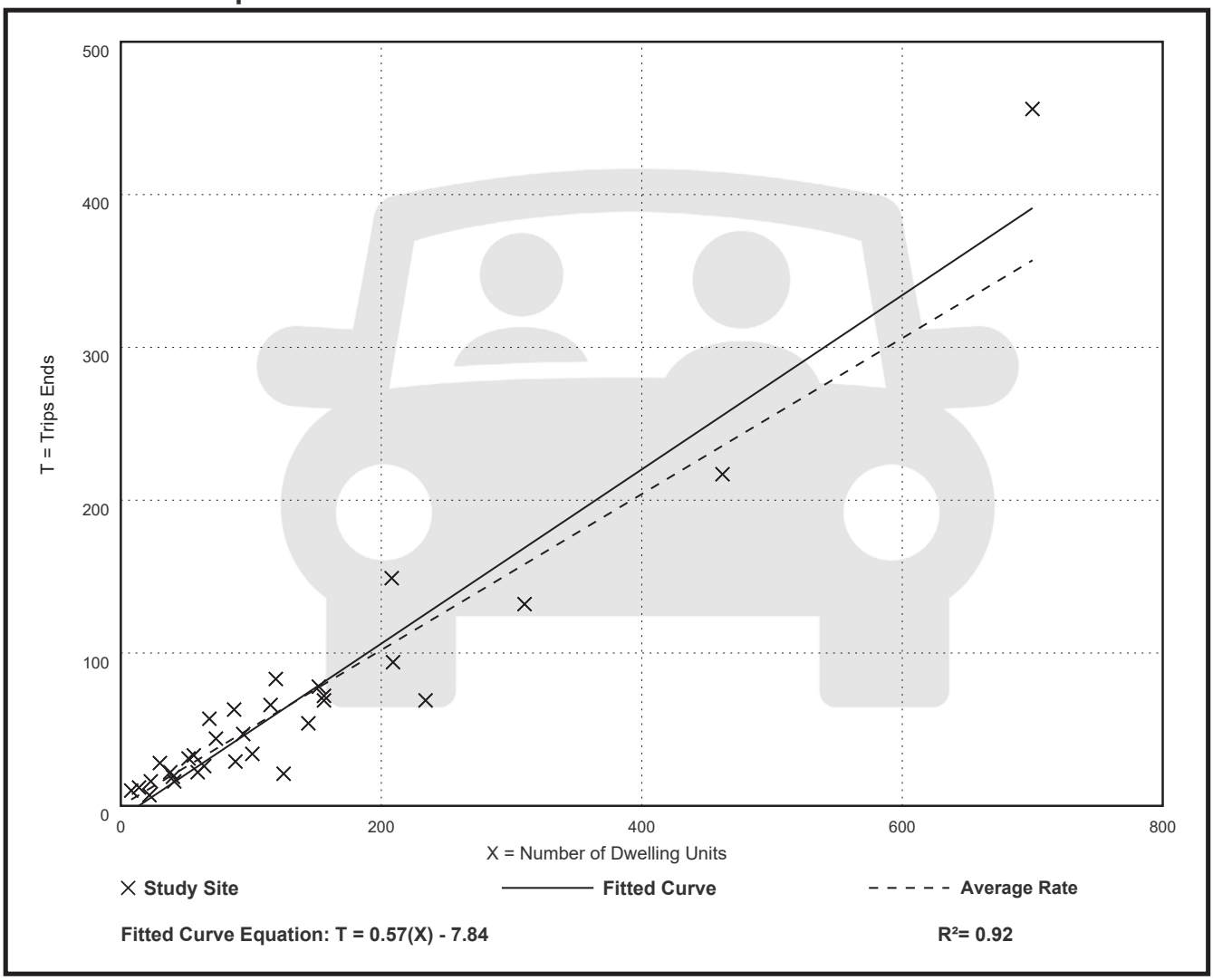
# Single-Family Attached Housing
# (215)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 31 |
| Avg. Num. of Dwelling Units: | 131 |
| Directional Distribution: | 57% entering, 43% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.51 | 0.17 - 1.25 | 0.16 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.57(X) - 7.84**

**$R^2$= 0.92**

# CMAP 2050 Projections Letter

# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

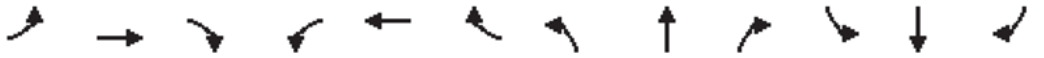
| Signalized Intersections | | |
|---|---|---|
| **Level of Service** | **Interpretation** | **Average Control Delay (seconds per vehicle)** |
| A | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping. | ≤10 |
| B | Good progression, with more vehicles stopping than for Level of Service A. | > 10 - 20 |
| C | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | > 20 - 35 |
| D | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable. | > 35 - 55 |
| E | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent. | > 55 - 80 |
| F | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. | > 80 |

| Unsignalized Intersections | |
|---|---|
| **Level of Service** | **Average Total Delay (sec/veh)** |
| A | 0 - 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

Source: *Highway Capacity Manual*, 7th Edition.

# Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 58 | 411 | 51 | 140 | 373 | 23 | 38 | 20 | 64 | 31 | 46 | 69 |
| Future Volume (vph) | 58 | 411 | 51 | 140 | 373 | 23 | 38 | 20 | 64 | 31 | 46 | 69 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 120 | 150 | | 0 | 0 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 185 | | | 160 | | | 25 | | | 120 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.991 | | | 0.886 | | | 0.910 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1835 | 1524 | 1583 | 1798 | 0 | 1805 | 1363 | 0 | 1805 | 1662 | 0 |
| Flt Permitted | 0.437 | | | 0.324 | | | 0.498 | | | 0.664 | | |
| Satd. Flow (perm) | 806 | 1835 | 1524 | 540 | 1798 | 0 | 946 | 1363 | 0 | 1262 | 1662 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 4 | | | 91 | | | 82 | |
| Link Speed (mph) | | 35 | | | 35 | | | 20 | | | 20 | |
| Link Distance (ft) | | 1283 | | | 1705 | | | 714 | | | 417 | |
| Travel Time (s) | | 25.0 | | | 33.2 | | | 24.3 | | | 14.2 | |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| Heavy Vehicles (%) | 3% | 9% | 6% | 14% | 5% | 0% | 0% | 0% | 31% | 0% | 4% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 83 | 587 | 73 | 200 | 566 | 0 | 54 | 120 | 0 | 44 | 165 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 15.0 | 3.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | 21.0 | 6.5 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 14.0 | 36.0 | 36.0 | 24.0 | 46.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 14.0% | 36.0% | 36.0% | 24.0% | 46.0% | | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.5 | 4.5 | 4.5 | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 6.0 | 3.5 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Act Effct Green (s) | 68.9 | 59.7 | 59.7 | 78.4 | 67.5 | | 12.1 | 12.1 | | 12.1 | 12.1 | |
| Actuated g/C Ratio | 0.69 | 0.60 | 0.60 | 0.78 | 0.68 | | 0.12 | 0.12 | | 0.12 | 0.12 | |
| v/c Ratio | 0.13 | 0.54 | 0.08 | 0.36 | 0.47 | | 0.47 | 0.49 | | 0.29 | 0.60 | |
| Control Delay (s/veh) | 4.3 | 16.2 | 1.3 | 5.0 | 10.6 | | 53.3 | 19.9 | | 43.2 | 30.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 4.3 | 16.2 | 1.3 | 5.0 | 10.6 | | 53.3 | 19.9 | | 43.2 | 30.3 | |
| LOS | A | B | A | A | B | | D | B | | D | C | |
| Approach Delay (s/veh) | | 13.4 | | | 9.1 | | | 30.3 | | | 33.0 | |
| Approach LOS | | B | | | A | | | C | | | C | |
| Queue Length 50th (ft) | 9 | 217 | 0 | 27 | 164 | | 33 | 17 | | 26 | 52 | |
| Queue Length 95th (ft) | 20 | 292 | 0 | 46 | 207 | | 52 | 39 | | 43 | 72 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 1203 | | | 1625 | | | 634 | | | 337 | |
| Turn Bay Length (ft) | 120 | | 120 | 150 | | | | | | 125 | | |
| Base Capacity (vph) | 684 | 1095 | 953 | 637 | 1215 | | 321 | 523 | | 429 | 619 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 0.54 | 0.08 | 0.31 | 0.47 | | 0.17 | 0.23 | | 0.10 | 0.27 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.60 | | | |
| Intersection Signal Delay (s/veh): 15.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 50.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: Timberline Drive & 127th Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 364 | 6 | 29 | 278 | 16 | 70 |
| Future Vol, veh/h | 364 | 6 | 29 | 278 | 16 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 14 | 17 | 3 | 15 | 6 | 0 |
| Mvmt Flow | 400 | 7 | 32 | 305 | 18 | 77 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 407 | 0 | 773 | 403 |
| Stage 1 | - | - | - | - | 403 | - |
| Stage 2 | - | - | - | - | 369 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.46 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.554 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1147 | - | 362 | 652 |
| Stage 1 | - | - | - | - | 666 | - |
| Stage 2 | - | - | - | - | 690 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1147 | - | 350 | 652 |
| Mov Cap-2 Maneuver | - | - | - | - | 350 | - |
| Stage 1 | - | - | - | - | 666 | - |
| Stage 2 | - | - | - | - | 667 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.78 | 12.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 561 | - | - | 170 | - |
| HCM Lane V/C Ratio | 0.168 | - | - | 0.028 | - |
| HCM Ctrl Dly (s/v) | 12.7 | - | - | 8.2 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 8 | 94 | 148 | 2 |
| Future Vol, veh/h | 2 | 2 | 8 | 94 | 148 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 3 | 3 | 13 | 149 | 235 | 3 |

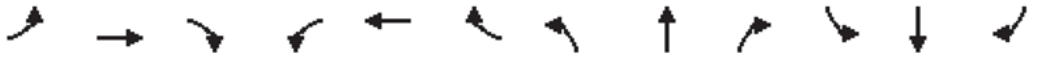
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 411 | 237 | 238 | 0 | - | 0 |
| Stage 1 | 237 | - | - | - | - | - |
| Stage 2 | 175 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 615 | 807 | 1341 | - | - | - |
| Stage 1 | 807 | - | - | - | - | - |
| Stage 2 | 878 | - | - | - | - | - |
| Platoon blocked, % | 0 | | | - | - | - |
| Mov Cap-1 Maneuver | 609 | 807 | 1341 | - | - | - |
| Mov Cap-2 Maneuver | 609 | - | - | - | - | - |
| Stage 1 | 799 | - | - | - | - | - |
| Stage 2 | 878 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.23 | 0.6 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 141 | - | 694 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.009 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

# Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

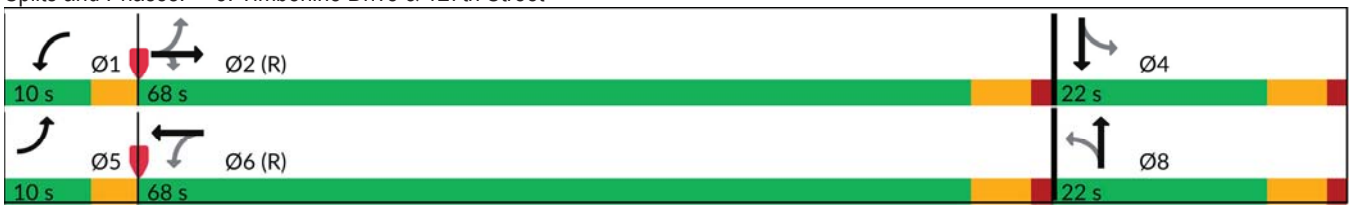


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 532 | 20 | 60 | 432 | 45 | 17 | 8 | 19 | 7 | 19 | 106 |
| Future Volume (vph) | 67 | 532 | 20 | 60 | 432 | 45 | 17 | 8 | 19 | 7 | 19 | 106 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 120 | 150 | | 0 | 0 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 185 | | | 160 | | | 25 | | | 120 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.986 | | | 0.893 | | | 0.873 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1961 | 1468 | 1770 | 1853 | 0 | 1703 | 1573 | 0 | 1805 | 1579 | 0 |
| Flt Permitted | 0.443 | | | 0.409 | | | 0.600 | | | 0.739 | | |
| Satd. Flow (perm) | 817 | 1961 | 1468 | 762 | 1853 | 0 | 1075 | 1573 | 0 | 1404 | 1579 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 71 | | 10 | | | 20 | | | 110 | |
| Link Speed (mph) | | 35 | | | 35 | | | 20 | | | 20 | |
| Link Distance (ft) | | 1283 | | | 1705 | | | 714 | | | 397 | |
| Travel Time (s) | | 25.0 | | | 33.2 | | | 24.3 | | | 13.5 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 3% | 2% | 10% | 2% | 1% | 2% | 6% | 0% | 11% | 0% | 0% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 70 | 554 | 21 | 63 | 497 | 0 | 18 | 28 | 0 | 7 | 130 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 15.0 | 3.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | 21.0 | 6.5 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 10.0 | 68.0 | 68.0 | 10.0 | 68.0 | | 22.0 | 22.0 | | 22.0 | 22.0 | |
| Total Split (%) | 10.0% | 68.0% | 68.0% | 10.0% | 68.0% | | 22.0% | 22.0% | | 22.0% | 22.0% | |
| Yellow Time (s) | 3.5 | 4.5 | 4.5 | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 6.0 | 3.5 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Act Effct Green (s) | 78.3 | 70.6 | 70.6 | 78.1 | 70.5 | | 9.5 | 9.5 | | 9.5 | 9.5 | |
| Actuated g/C Ratio | 0.78 | 0.71 | 0.71 | 0.78 | 0.71 | | 0.10 | 0.10 | | 0.10 | 0.10 | |
| v/c Ratio | 0.10 | 0.40 | 0.02 | 0.10 | 0.38 | | 0.18 | 0.17 | | 0.05 | 0.52 | |
| Control Delay (s/veh) | 2.5 | 7.9 | 0.1 | 2.6 | 7.6 | | 44.5 | 23.4 | | 40.3 | 19.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 2.5 | 7.9 | 0.1 | 2.6 | 7.6 | | 44.5 | 23.4 | | 40.3 | 19.2 | |
| LOS | A | A | A | A | A | | D | C | | D | B | |
| Approach Delay (s/veh) | | 7.1 | | | 7.1 | | | 31.7 | | | 20.3 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | 6 | 129 | 0 | 5 | 110 | | 12 | 5 | | 4 | 12 | |
| Queue Length 95th (ft) | 18 | 236 | 0 | 16 | 207 | | 33 | 30 | | 17 | 65 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 1203 | | | 1625 | | | 634 | | | 317 | |
| Turn Bay Length (ft) | 120 | | 120 | 150 | | | | | | 125 | | |
| Base Capacity (vph) | 703 | 1383 | 1056 | 663 | 1308 | | 172 | 268 | | 224 | 345 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.40 | 0.02 | 0.10 | 0.38 | | 0.10 | 0.10 | | 0.03 | 0.38 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 9.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: Timberline Drive & 127th Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 287 | 12 | 61 | 444 | 7 | 34 |
| Future Vol, veh/h | 287 | 12 | 61 | 444 | 7 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 9 | 0 | 3 | 5 | 0 | 6 |
| Mvmt Flow | 338 | 14 | 72 | 522 | 8 | 40 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 352 | 0 | 1011 | 345 |
| Stage 1 | - | - | - | - | 345 | - |
| Stage 2 | - | - | - | - | 666 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.4 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.5 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 1201 | - | 268 | 689 |
| Stage 1 | - | - | - | - | 722 | - |
| Stage 2 | - | - | - | - | 515 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1201 | - | 245 | 689 |
| Mov Cap-2 Maneuver | - | - | - | - | 245 | - |
| Stage 1 | - | - | - | - | 722 | - |
| Stage 2 | - | - | - | - | 471 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.99 | 12.53 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 527 | - | - | 217 | - |
| HCM Lane V/C Ratio | 0.092 | - | - | 0.06 | - |
| HCM Ctrl Dly (s/v) | 12.5 | - | - | 8.2 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 7 | 11 | 107 | 135 | 5 |
| Future Vol, veh/h | 8 | 7 | 11 | 107 | 135 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 9 | 8 | 12 | 119 | 150 | 6 |

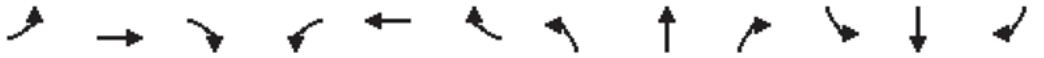
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 296 | 153 | 156 | 0 | - | 0 |
| Stage 1 | 153 | - | - | - | - | - |
| Stage 2 | 143 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 722 | 899 | 1437 | - | - | - |
| Stage 1 | 880 | - | - | - | - | - |
| Stage 2 | 908 | - | - | - | - | - |
| Platoon blocked, % | 0 | | | - | - | - |
| Mov Cap-1 Maneuver | 715 | 899 | 1437 | - | - | - |
| Mov Cap-2 Maneuver | 715 | - | - | - | - | - |
| Stage 1 | 872 | - | - | - | - | - |
| Stage 2 | 908 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.65 | 0.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 168 | - | 790 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.021 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

# Capacity Analysis Summary Sheets

## Year 2031 No-Build Weekday Morning Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 61 | 436 | 54 | 148 | 395 | 24 | 40 | 21 | 68 | 33 | 49 | 73 |
| Future Volume (vph) | 61 | 436 | 54 | 148 | 395 | 24 | 40 | 21 | 68 | 33 | 49 | 73 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 120 | 150 | | 0 | 0 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 185 | | | 160 | | | 25 | | | 120 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.991 | | | 0.885 | | | 0.910 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1835 | 1524 | 1583 | 1798 | 0 | 1805 | 1360 | 0 | 1805 | 1662 | 0 |
| Flt Permitted | 0.416 | | | 0.295 | | | 0.475 | | | 0.642 | | |
| Satd. Flow (perm) | 767 | 1835 | 1524 | 492 | 1798 | 0 | 902 | 1360 | 0 | 1220 | 1662 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 4 | | | 97 | | | 81 | |
| Link Speed (mph) | | 35 | | | 35 | | | 20 | | | 20 | |
| Link Distance (ft) | | 1283 | | | 1705 | | | 714 | | | 417 | |
| Travel Time (s) | | 25.0 | | | 33.2 | | | 24.3 | | | 14.2 | |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| Heavy Vehicles (%) | 3% | 9% | 6% | 14% | 5% | 0% | 0% | 0% | 31% | 0% | 4% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 87 | 623 | 77 | 211 | 598 | 0 | 57 | 127 | 0 | 47 | 174 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 15.0 | 3.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | 21.0 | 6.5 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 14.0 | 36.0 | 36.0 | 24.0 | 46.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 14.0% | 36.0% | 36.0% | 24.0% | 46.0% | | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.5 | 4.5 | 4.5 | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 6.0 | 3.5 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Act Effct Green (s) | 67.8 | 58.6 | 58.6 | 77.9 | 67.0 | | 12.6 | 12.6 | | 12.6 | 12.6 | |
| Actuated g/C Ratio | 0.68 | 0.59 | 0.59 | 0.78 | 0.67 | | 0.13 | 0.13 | | 0.13 | 0.13 | |
| v/c Ratio | 0.15 | 0.58 | 0.08 | 0.40 | 0.50 | | 0.50 | 0.50 | | 0.31 | 0.62 | |
| Control Delay (s/veh) | 4.7 | 18.0 | 1.5 | 5.6 | 11.4 | | 54.7 | 19.2 | | 43.2 | 31.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 4.7 | 18.0 | 1.5 | 5.6 | 11.4 | | 54.7 | 19.2 | | 43.2 | 31.4 | |
| LOS | A | B | A | A | B | | D | B | | D | C | |
| Approach Delay (s/veh) | | 14.9 | | | 9.9 | | | 30.2 | | | 33.9 | |
| Approach LOS | | B | | | A | | | C | | | C | |
| Queue Length 50th (ft) | 10 | 246 | 0 | 30 | 182 | | 35 | 17 | | 28 | 58 | |
| Queue Length 95th (ft) | 21 | 325 | 2 | 50 | 226 | | 54 | 39 | | 46 | 78 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 1203 | | | 1625 | | | 634 | | | 337 | |
| Turn Bay Length (ft) | 120 | | 120 | 150 | | | | | | 125 | | |
| Base Capacity (vph) | 651 | 1075 | 938 | 606 | 1205 | | 306 | 526 | | 414 | 618 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.13 | 0.58 | 0.08 | 0.35 | 0.50 | | 0.19 | 0.24 | | 0.11 | 0.28 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.62 | | | |
| Intersection Signal Delay (s/veh): 16.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 62.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: Timberline Drive & 127th Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 386 | 6 | 31 | 295 | 17 | 74 |
| Future Vol, veh/h | 386 | 6 | 31 | 295 | 17 | 74 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 14 | 17 | 3 | 15 | 6 | 0 |
| Mvmt Flow | 424 | 7 | 34 | 324 | 19 | 81 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 431 | 0 | 820 | 427 |
| Stage 1 | - | - | - | - | 427 | - |
| Stage 2 | - | - | - | - | 392 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.46 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.554 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1123 | - | 339 | 632 |
| Stage 1 | - | - | - | - | 649 | - |
| Stage 2 | - | - | - | - | 674 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1123 | - | 327 | 632 |
| Mov Cap-2 Maneuver | - | - | - | - | 327 | - |
| Stage 1 | - | - | - | - | 649 | - |
| Stage 2 | - | - | - | - | 649 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.79 | 13.22 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 538 | - | - | 171 | - |
| HCM Lane V/C Ratio | 0.186 | - | - | 0.03 | - |
| HCM Ctrl Dly (s/v) | 13.2 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 8 | 100 | 157 | 2 |
| Future Vol, veh/h | 2 | 2 | 8 | 100 | 157 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 3 | 3 | 13 | 159 | 249 | 3 |

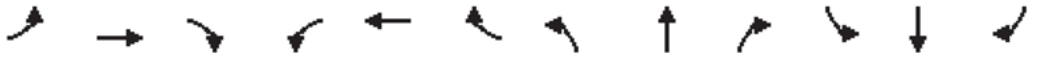
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 435 | 251 | 252 | 0 | - | 0 |
| Stage 1 | 251 | - | - | - | - | - |
| Stage 2 | 184 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 595 | 793 | 1325 | - | - | - |
| Stage 1 | 796 | - | - | - | - | - |
| Stage 2 | 869 | - | - | - | - | - |
| Platoon blocked, % | 0 | | | - | - | - |
| Mov Cap-1 Maneuver | 589 | 793 | 1325 | - | - | - |
| Mov Cap-2 Maneuver | 589 | - | - | - | - | - |
| Stage 1 | 787 | - | - | - | - | - |
| Stage 2 | 869 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.38 | 0.57 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 133 | - | 676 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.009 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | 10.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

# Capacity Analysis Summary Sheets

## Year 2031 No-Build Weekday Evening Peak Hour

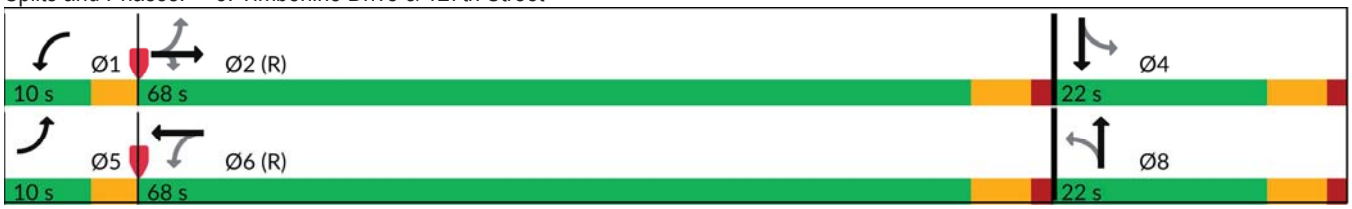


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 71 | 564 | 21 | 64 | 458 | 48 | 18 | 8 | 20 | 7 | 20 | 112 |
| Future Volume (vph) | 71 | 564 | 21 | 64 | 458 | 48 | 18 | 8 | 20 | 7 | 20 | 112 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 120 | 150 | | 0 | 0 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 185 | | | 160 | | | 25 | | | 120 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.986 | | | 0.891 | | | 0.873 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1961 | 1468 | 1770 | 1853 | 0 | 1703 | 1568 | 0 | 1805 | 1578 | 0 |
| Flt Permitted | 0.423 | | | 0.388 | | | 0.564 | | | 0.738 | | |
| Satd. Flow (perm) | 780 | 1961 | 1468 | 723 | 1853 | 0 | 1011 | 1568 | 0 | 1402 | 1578 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 71 | | 10 | | | 21 | | | 117 | |
| Link Speed (mph) | | 35 | | | 35 | | | 20 | | | 20 | |
| Link Distance (ft) | | 1283 | | | 1705 | | | 714 | | | 397 | |
| Travel Time (s) | | 25.0 | | | 33.2 | | | 24.3 | | | 13.5 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 3% | 2% | 10% | 2% | 1% | 2% | 6% | 0% | 11% | 0% | 0% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 74 | 588 | 22 | 67 | 527 | 0 | 19 | 29 | 0 | 7 | 138 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 15.0 | 3.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | 21.0 | 6.5 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 10.0 | 68.0 | 68.0 | 10.0 | 68.0 | | 22.0 | 22.0 | | 22.0 | 22.0 | |
| Total Split (%) | 10.0% | 68.0% | 68.0% | 10.0% | 68.0% | | 22.0% | 22.0% | | 22.0% | 22.0% | |
| Yellow Time (s) | 3.5 | 4.5 | 4.5 | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 6.0 | 3.5 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Act Effct Green (s) | 78.2 | 70.4 | 70.4 | 78.0 | 70.3 | | 9.6 | 9.6 | | 9.6 | 9.6 | |
| Actuated g/C Ratio | 0.78 | 0.70 | 0.70 | 0.78 | 0.70 | | 0.10 | 0.10 | | 0.10 | 0.10 | |
| v/c Ratio | 0.11 | 0.43 | 0.02 | 0.11 | 0.40 | | 0.20 | 0.17 | | 0.05 | 0.54 | |
| Control Delay (s/veh) | 2.6 | 8.3 | 0.0 | 2.7 | 8.0 | | 45.2 | 22.8 | | 40.1 | 19.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 2.6 | 8.3 | 0.0 | 2.7 | 8.0 | | 45.2 | 22.8 | | 40.1 | 19.1 | |
| LOS | A | A | A | A | A | | D | C | | D | B | |
| Approach Delay (s/veh) | | 7.4 | | | 7.4 | | | 31.7 | | | 20.1 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | 6 | 141 | 0 | 6 | 120 | | 12 | 5 | | 4 | 13 | |
| Queue Length 95th (ft) | 19 | 259 | 0 | 18 | 227 | | 35 | 31 | | 17 | 67 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 1203 | | | 1625 | | | 634 | | | 317 | |
| Turn Bay Length (ft) | 120 | | 120 | 150 | | | | | | 125 | | |
| Base Capacity (vph) | 676 | 1380 | 1054 | 634 | 1305 | | 161 | 268 | | 224 | 350 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.11 | 0.43 | 0.02 | 0.11 | 0.40 | | 0.12 | 0.11 | | 0.03 | 0.39 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.54 | | | |
| Intersection Signal Delay (s/veh): 9.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 60.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: Timberline Drive & 127th Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 304 | 13 | 65 | 471 | 7 | 36 |
| Future Vol, veh/h | 304 | 13 | 65 | 471 | 7 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 9 | 0 | 3 | 5 | 0 | 6 |
| Mvmt Flow | 358 | 15 | 76 | 554 | 8 | 42 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 373 | 0 | 1072 | 365 |
| Stage 1 | - | - | - | - | 365 | - |
| Stage 2 | - | - | - | - | 707 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.4 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.5 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 1180 | - | 246 | 671 |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 492 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1180 | - | 223 | 671 |
| Mov Cap-2 Maneuver | - | - | - | - | 223 | - |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 446 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1 | 12.91 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 506 | - | - | 218 | - |
| HCM Lane V/C Ratio | 0.1 | - | - | 0.065 | - |
| HCM Ctrl Dly (s/v) | 12.9 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 7 | 12 | 113 | 143 | 5 |
| Future Vol, veh/h | 8 | 7 | 12 | 113 | 143 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 9 | 8 | 13 | 126 | 159 | 6 |

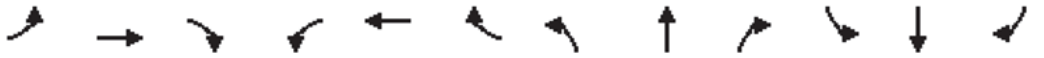
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 314 | 162 | 164 | 0 | - | 0 |
| Stage 1 | 162 | - | - | - | - | - |
| Stage 2 | 152 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 704 | 888 | 1426 | - | - | - |
| Stage 1 | 872 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |
| Platoon blocked, % | 0 | | | - | - | - |
| Mov Cap-1 Maneuver | 697 | 888 | 1426 | - | - | - |
| Mov Cap-2 Maneuver | 697 | - | - | - | - | - |
| Stage 1 | 863 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.75 | 0.72 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 173 | - | 775 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | 0.022 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

# Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Morning Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 436 | 54 | 148 | 395 | 27 | 40 | 21 | 68 | 41 | 49 | 91 |
| Future Volume (vph) | 67 | 436 | 54 | 148 | 395 | 27 | 40 | 21 | 68 | 41 | 49 | 91 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 120 | 150 | | 0 | 0 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 185 | | | 160 | | | 25 | | | 120 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.990 | | | 0.885 | | | 0.902 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1835 | 1524 | 1583 | 1797 | 0 | 1805 | 1360 | 0 | 1805 | 1648 | 0 |
| Flt Permitted | 0.407 | | | 0.291 | | | 0.400 | | | 0.645 | | |
| Satd. Flow (perm) | 751 | 1835 | 1524 | 485 | 1797 | 0 | 760 | 1360 | 0 | 1226 | 1648 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 109 | | 4 | | | 97 | | | 101 | |
| Link Speed (mph) | | 35 | | | 35 | | | 20 | | | 20 | |
| Link Distance (ft) | | 1283 | | | 1705 | | | 714 | | | 417 | |
| Travel Time (s) | | 25.0 | | | 33.2 | | | 24.3 | | | 14.2 | |
| Peak Hour Factor | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| Heavy Vehicles (%) | 3% | 9% | 6% | 14% | 5% | 0% | 0% | 0% | 31% | 0% | 4% | 4% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 96 | 623 | 77 | 211 | 603 | 0 | 57 | 127 | 0 | 59 | 200 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 15.0 | 3.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | 21.0 | 6.5 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 14.0 | 36.0 | 36.0 | 24.0 | 46.0 | | 40.0 | 40.0 | | 40.0 | 40.0 | |
| Total Split (%) | 14.0% | 36.0% | 36.0% | 24.0% | 46.0% | | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.5 | 4.5 | 4.5 | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 6.0 | 3.5 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Act Effct Green (s) | 67.5 | 58.1 | 58.1 | 77.3 | 66.3 | | 13.2 | 13.2 | | 13.2 | 13.2 | |
| Actuated g/C Ratio | 0.68 | 0.58 | 0.58 | 0.77 | 0.66 | | 0.13 | 0.13 | | 0.13 | 0.13 | |
| v/c Ratio | 0.17 | 0.58 | 0.08 | 0.41 | 0.51 | | 0.58 | 0.48 | | 0.37 | 0.66 | |
| Control Delay (s/veh) | 5.0 | 18.6 | 1.6 | 5.9 | 12.0 | | 61.5 | 18.5 | | 44.3 | 30.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 5.0 | 18.6 | 1.6 | 5.9 | 12.0 | | 61.5 | 18.5 | | 44.3 | 30.3 | |
| LOS | A | B | A | A | B | | E | B | | D | C | |
| Approach Delay (s/veh) | | 15.3 | | | 10.5 | | | 31.8 | | | 33.5 | |
| Approach LOS | | B | | | B | | | C | | | C | |
| Queue Length 50th (ft) | 12 | 250 | 0 | 31 | 188 | | 35 | 17 | | 35 | 61 | |
| Queue Length 95th (ft) | 24 | 333 | 2 | 53 | 239 | | 54 | 38 | | 53 | 80 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 1203 | | | 1625 | | | 634 | | | 337 | |
| Turn Bay Length (ft) | 120 | | 120 | 150 | | | | | | 125 | | |
| Base Capacity (vph) | 638 | 1065 | 930 | 600 | 1192 | | 258 | 526 | | 416 | 626 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.58 | 0.08 | 0.35 | 0.51 | | 0.22 | 0.24 | | 0.14 | 0.32 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.66 | | | |
| Intersection Signal Delay (s/veh): 17.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 63.2% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: Timberline Drive & 127th Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 386 | 6 | 32 | 295 | 17 | 78 |
| Future Vol, veh/h | 386 | 6 | 32 | 295 | 17 | 78 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 14 | 17 | 3 | 15 | 6 | 0 |
| Mvmt Flow | 424 | 7 | 35 | 324 | 19 | 86 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 431 | 0 | 822 | 427 |
| Stage 1 | - | - | - | - | 427 | - |
| Stage 2 | - | - | - | - | 395 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.46 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.554 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1123 | - | 338 | 632 |
| Stage 1 | - | - | - | - | 649 | - |
| Stage 2 | - | - | - | - | 672 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1123 | - | 325 | 632 |
| Mov Cap-2 Maneuver | - | - | - | - | 325 | - |
| Stage 1 | - | - | - | - | 649 | - |
| Stage 2 | - | - | - | - | 647 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.81 | 13.25 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 541 | - | - | 176 | - |
| HCM Lane V/C Ratio | 0.193 | - | - | 0.031 | - |
| HCM Ctrl Dly (s/v) | 13.2 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 28 | 17 | 100 | 157 | 3 |
| Future Vol, veh/h | 6 | 28 | 17 | 100 | 157 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 10 | 44 | 27 | 159 | 249 | 5 |

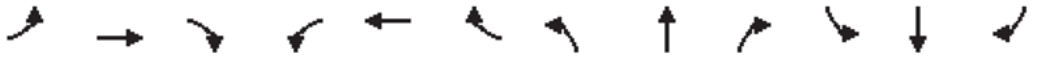
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 464 | 252 | 254 | 0 | - | 0 |
| Stage 1 | 252 | - | - | - | - | - |
| Stage 2 | 213 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 572 | 792 | 1323 | - | - | - |
| Stage 1 | 795 | - | - | - | - | - |
| Stage 2 | 843 | - | - | - | - | - |
| Platoon blocked, % | 0 | | | - | - | - |
| Mov Cap-1 Maneuver | 559 | 792 | 1323 | - | - | - |
| Mov Cap-2 Maneuver | 559 | - | - | - | - | - |
| Stage 1 | 777 | - | - | - | - | - |
| Stage 2 | 843 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.26 | 1.13 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 262 | - | 738 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | 0.073 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

# Capacity Analysis Summary Sheets

## Year 2031 Total Projected Weekday Evening Peak Hour

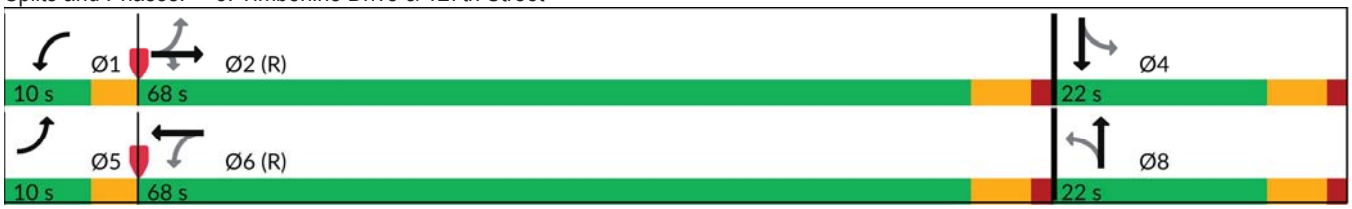


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 88 | 564 | 21 | 64 | 458 | 55 | 18 | 8 | 20 | 12 | 20 | 124 |
| Future Volume (vph) | 88 | 564 | 21 | 64 | 458 | 55 | 18 | 8 | 20 | 12 | 20 | 124 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 120 | 150 | | 0 | 0 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 185 | | | 160 | | | 25 | | | 120 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.984 | | | 0.891 | | | 0.871 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1961 | 1468 | 1770 | 1849 | 0 | 1703 | 1568 | 0 | 1805 | 1574 | 0 |
| Flt Permitted | 0.417 | | | 0.389 | | | 0.511 | | | 0.738 | | |
| Satd. Flow (perm) | 769 | 1961 | 1468 | 725 | 1849 | 0 | 916 | 1568 | 0 | 1402 | 1574 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 71 | | 11 | | | 21 | | | 129 | |
| Link Speed (mph) | | 35 | | | 35 | | | 20 | | | 20 | |
| Link Distance (ft) | | 1283 | | | 1705 | | | 714 | | | 397 | |
| Travel Time (s) | | 25.0 | | | 33.2 | | | 24.3 | | | 13.5 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 3% | 2% | 10% | 2% | 1% | 2% | 6% | 0% | 11% | 0% | 0% | 6% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 92 | 588 | 22 | 67 | 534 | 0 | 19 | 29 | 0 | 13 | 150 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 15.0 | 3.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | 21.0 | 6.5 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 10.0 | 68.0 | 68.0 | 10.0 | 68.0 | | 22.0 | 22.0 | | 22.0 | 22.0 | |
| Total Split (%) | 10.0% | 68.0% | 68.0% | 10.0% | 68.0% | | 22.0% | 22.0% | | 22.0% | 22.0% | |
| Yellow Time (s) | 3.5 | 4.5 | 4.5 | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 6.0 | 3.5 | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | | | |
| Recall Mode | None | C-Min | C-Min | None | C-Min | | None | None | | None | None | |
| Act Effct Green (s) | 78.2 | 70.3 | 70.3 | 77.7 | 70.0 | | 9.7 | 9.7 | | 9.7 | 9.7 | |
| Actuated g/C Ratio | 0.78 | 0.70 | 0.70 | 0.78 | 0.70 | | 0.10 | 0.10 | | 0.10 | 0.10 | |
| v/c Ratio | 0.14 | 0.43 | 0.02 | 0.11 | 0.41 | | 0.21 | 0.17 | | 0.10 | 0.56 | |
| Control Delay (s/veh) | 2.8 | 8.4 | 0.0 | 2.7 | 8.3 | | 46.1 | 22.7 | | 41.1 | 18.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | 2.8 | 8.4 | 0.0 | 2.7 | 8.3 | | 46.1 | 22.7 | | 41.1 | 18.8 | |
| LOS | A | A | A | A | A | | D | C | | D | B | |
| Approach Delay (s/veh) | | 7.4 | | | 7.6 | | | 32.0 | | | 20.6 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | 8 | 141 | 0 | 6 | 124 | | 12 | 5 | | 8 | 13 | |
| Queue Length 95th (ft) | 23 | 262 | 0 | 18 | 236 | | 35 | 31 | | 25 | 69 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 1203 | | | 1625 | | | 634 | | | 317 | |
| Turn Bay Length (ft) | 120 | | 120 | 150 | | | | | | 125 | | |
| Base Capacity (vph) | 669 | 1378 | 1052 | 634 | 1297 | | 146 | 268 | | 224 | 360 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.43 | 0.02 | 0.11 | 0.41 | | 0.13 | 0.11 | | 0.06 | 0.42 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.56 | | | |
| Intersection Signal Delay (s/veh): 9.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 60.6% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: Timberline Drive & 127th Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 304 | 13 | 70 | 471 | 7 | 39 |
| Future Vol, veh/h | 304 | 13 | 70 | 471 | 7 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 9 | 0 | 3 | 5 | 0 | 6 |
| Mvmt Flow | 358 | 15 | 82 | 554 | 8 | 46 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 373 | 0 | 1084 | 365 |
| Stage 1 | - | - | - | - | 365 | - |
| Stage 2 | - | - | - | - | 719 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.4 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.5 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 1180 | - | 242 | 671 |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 486 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1180 | - | 218 | 671 |
| Mov Cap-2 Maneuver | - | - | - | - | 218 | - |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 437 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.07 | 12.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 510 | - | - | 233 | - |
| HCM Lane V/C Ratio | 0.106 | - | - | 0.07 | - |
| HCM Ctrl Dly (s/v) | 12.9 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 24 | 36 | 113 | 143 | 10 |
| Future Vol, veh/h | 11 | 24 | 36 | 113 | 143 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 12 | 27 | 40 | 126 | 159 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 370 | 164 | 170 | 0 | - | 0 |
| Stage 1 | 164 | - | - | - | - | - |
| Stage 2 | 206 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 652 | 885 | 1420 | - | - | - |
| Stage 1 | 870 | - | - | - | - | - |
| Stage 2 | 849 | - | - | - | - | - |
| Platoon blocked, % | 0 | | | - | - | - |
| Mov Cap-1 Maneuver | 632 | 885 | 1420 | - | - | - |
| Mov Cap-2 Maneuver | 632 | - | - | - | - | - |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 849 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.82 | 1.84 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 435 | - | 786 | - | - |
| HCM Lane V/C Ratio | 0.028 | - | 0.049 | - | - |
| HCM Ctrl Dly (s/v) | 7.6 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

Attachment 18

# LEMONT FIRE DISTRICT

**INTEGRITY – HONOR - DEDICATION**

15900 New Avenue, Lemont IL 60439

(630) 257-2376

www.lemontfire.com


March 24, 2026

Copper Ridge West
PZC Comments

Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. International Fire Code 2021, Section 503.2.5

- Auto turn exhibit, approved.

An approved automatic sprinkler system shall be installed throughout this occupancy. This system shall be designed and installed in accordance with N.F.P.A. Standard #13, 2019 Edition. A complete set of sprinkler shop/working drawings, and the appropriate equipment specification sheets, shall be submitted to the Village of Lemont for review and approval prior to installation in accordance with the International Fire Code, 2021 Edition (Section 903).

- An approved NFPA 13D/13R sprinkler system shall be permitted in accordance with subsection 903.3.1.3. Automatic sprinkler systems shall be installed in all new multiple family dwellings including townhomes. Lemont Fire Protection District Ordinance 17-05, 903.2.1.1.

Hydrants along Streets: Hydrants shall be located at street intersections with intermediate hydrants provided so that the space between hydrants shall not exceed three hundred (300) feet. This distance shall be measured along an approved fire lane, access route, street, or similar apparatus route. Lemont Fire Protection District Ordinance 17-05, 507.5.

Hydrants shall include a six (6) inch barrel, two (2) two and one-half (2-1/2) inch and one (1) five (5) inch outlets. The large steamer port on the hydrant is to be equipped with a five (5) inch “storz” fitting with a cover/cap. This cover/cap shall be connected to the hydrant with a 0.125” vinyl coated aircraft cable. Lemont Fire Protection District Ordinance 17-05, 507.5.

Sincerely,

J Murray

Jennifer Murray
Fire Marshal
jmurray@lemontfire.com

Urban Forest Management, Inc.

March 19, 2026

Ms. Jamie Tate, AICP
Village Planner
Village of Lemont
418 Main Street
Lemont, IL 60439

***RE: Preliminary Plan Review Comments***
***Copper Ridge West***
***Lemont, IL***

Dear Ms. Tate,

As requested, Urban Forest Management, Inc. has completed a review of the proposed Copper Ridge West subdivision. The following comments summarize this review:

1. UFM is in receipt of the following:
   - Preliminary Landscape Plan prepared by Gary R. Weber Associates (dated 2/20/2026)
   - Illustrative Site Plan prepared by Gary R. Weber Associates (dated 2/10/2026)
   - Preliminary Engineering and Overall Utility Plan prepared by DesignTek (dated2/20/2026)
   - Preliminary PUD – Overall Plan prepared by DesignTek (dated 2/20/2026)

2. Landscape Plan Comments:
   A. The proposed plant schedule meets the plant unit requirements for the perimeters and detention areas and the proposed species are appropriate to the site.

   B. The Landscape Plan should indicate where designated snow removal/snow storage areas will be located to protect the landscaping from snow removal activities and excess salt exposure.

   C. The Landscape Plan Planting Details (Sheet L1.1) shall include a note saying any wire baskets shall cover no more than the lower 1/3 of the root ball, and any baskets that are higher than that shall be cut down to that height during planting.

   D. All plantings and installations shall conform to the current ANSI Z60.1 American Standard for Nursery Stock and ANSI A300 Standards and best management practices. All tree work is to be performed in accordance with current ANSI A300 and Z133 standards and current best management practices.

   E. A long-term maintenance plan for the installed landscape should be prepared and submitted for review and approval and include the Lemont Code of Ordinance 17.20.120 A. Maintenance items 1, 2 and 3 language:

> **17.20.120. - MAINTENANCE OF REQUIRED LANDSCAPING.**
> A. *Maintenance.* The owner, tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping required by this ordinance or preserved under the provisions of this ordinance in good condition so as to present a healthy, neat, and orderly appearance. Specifically:

1. All plant growth in landscaped areas shall be controlled by pruning, trimming, or other suitable methods so that plant materials do not interfere with public utilities, restrict pedestrian or vehicular access, or otherwise constitute a traffic hazard; and
2. All planted areas shall be maintained in a relatively weed-free condition and clear of undergrowth; and
3. All trees, shrubs, ground covers, and other plant materials must be replaced if they die or become unhealthy because of accidents, drainage problems, disease, or other causes.

The long-term maintenance plan should also include details such as a proposed periodic inspection schedule, how weeds or other invasives will be addressed (herbicide control – method of application, spot treatments, mechanical removal, hand pulling), monitoring for pests and managing and addressing these issues in a timely manner, guidelines for any fertilizer applications, etc.

3. Tree Preservation Comments:

A. The critical root zones (CRZ) shall to be added to the plans drawn 1' radius for every 1" of tree trunk diameter (ex. For a 20" DBH tree, the CRZ should be shown 20' in all directions). For trees to be considered preserved, critical root zone impact must be less than 20%. Tree preservation efforts should concentrate on trees in fair or better condition.

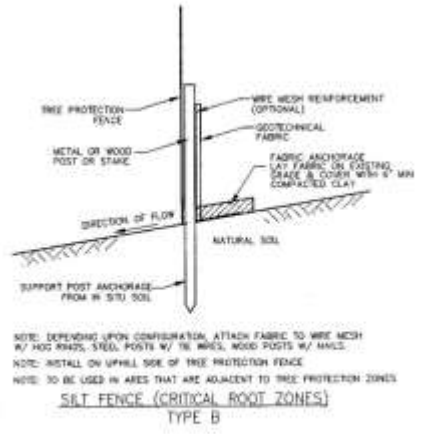
B. After identifying critical root zones, tree protection fencing shall be placed to maximize the amount of critical root zone preserved. Trees along the areas being graded should be reviewed to determine if grading should be tightened up, and what trees can reasonably be preserved.

C. Where appropriate, silt fencing shall be sandwiched together with the tree protection fencing to protect the roots from siltation and construction damage, and the grading should be tightened up to minimize root zone impact.

D. Where possible tree protection fencing shall be contiguous to create an "envelope" to minimize the possibility of root zone impact or intrusion into preservation areas. No materials are to be stored in the tree preservation area, no construction access should take place in the tree preservation area unless prior approval is granted by the Village, no parking shall take place in tree preservation areas.

E. Any root pruning shall take place only to the depth of adjacent excavation, and no deeper.

F. Any silt fencing that crosses root zones of trees to be preserved shall be shown on the plan as the "Type B" silt fencing installation method, along with any additional necessary root zone protection (i.e. filter fabric and 6" of either washed gravel or a mulch layer, or 6" of mulch covered by a heavy equipment mat such as Alturna mat or approved equal) required to protect tree roots that extend beyond the silt fencing into the impacted area, for the duration of the impact. The Type B silt fencing detail should be added to the Tree preservation plan face.




G. The tree preservation schedule currently recommends preserving some Callery pears along the entry and in Outlot B. This should be revised to remove any Callery pears, and treat stumps with an appropriate herbicide to prevent re-sprouting, as they are an invasive species.

Please call with any questions.

Sincerely,
URBAN FOREST MANAGEMENT, INC.

Kirsten L. Stewart
President
ISA Certified Arborist #IL-4277A
ISA Tree Risk Assessment Qualified (TRAQ) exp. 10/16/2028
SAF Certified Forester #2136

Beechen & Dill Homes, Inc.
Matt Dill
565 Village Center Drive
Burr Ridge, IL 60527

March 25, 2026

RE: Copper Ridge West Rezoning & Preliminary Planned Unit Development (PUD) / Preliminary Plat of Subdivision – UDO Review 1

Dear Mr. Matt Dill:

The Village of Lemont has received the application for rezoning to the R-5A Detached & Attached Residential District and R-6 Multi-Family Residential District, along with a Preliminary Planned Unit Development (PUD) and Preliminary Plat of Subdivision for approximately 28.9-acre property located at 16453 Alba Street. There are a total of 82 homes (19 detached single-family homes and 63 townhomes).

The Village's Unified Development Ordinance (UDO) can be found here and there are references to this code in the letter below:
https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR

The following comments are based on the current submittal and prior Concept Plan and Technical Review Committee (TRC) discussions. A written response to these comments shall be provided with the next submittal.

**COMPREHENSIVE PLAN**

1. The future land use in the Lemont 2030 Comprehensive Plan designates this area as **Contemporary Neighborhood (CTP**) with Conservation Overlay (No response is needed, but statement for reference and foundation for applicable analysis):
    a. Neighborhoods in the **CTP** district are characterized by mostly single-family detached homes, with some single-family attached homes and MF homes incorporated throughout the district. Private open spaces will be smaller than those found in the conventional neighborhood district, but more developments will feature common open space in their designs. All neighborhoods in this district will have a walkable design with streets that connect in a logical manner throughout the neighborhood and in seamless transitions to adjacent neighborhoods. They are designed to safely accommodate walking and bicycling. With an average gross density of 5 dwelling units per acre

throughout this district, many residents in Contemporary Neighborhoods will likely live within walkable and bike-able distances of commercial and recreational areas.

b. The **Conservation Design Overlay** is characterized by residential development that permanently sets aside land to protect natural features on site. The remaining land is then developed in a compact fashion. This results in developments that yield the same or more lots than would be allowed if developed with typical subdivision design, but occupying less than the total development area. Typically, conservation developments protect 40%-50% of the available land onsite. Conservation design is most important on land that includes environmentally sensitive features such as floodplains, significant stands of trees, highly permeable soils and wetlands. Many conservation developments also are low impact developments that protect the natural water cycle of the landscape and reduce negative impacts of storm water runoff through implementation of green infrastructure such as bioswales, rain gardens, naturalized detention, etc.

2. The proposed density is 2.84 units/acre.
3. The Comprehensive Plan emphasizes a connected street network and integration with adjacent development. The proposed subdivision functions as a self-contained development with limited external connectivity. The applicant shall clarify the feasibility of any future street or pedestrian connections to adjacent properties or open space areas and identify any planned or potential connections, including those shown on the Pathway Exhibit.
4. The applicant has provided a narrative describing consistency with the Comprehensive Plan and PUD objectives. However, the submittal does not clearly address conservation design principles, including how natural features on the site informed the layout, the extent of meaningful preservation, and whether development has been clustered to minimize impacts. Additional information is needed to demonstrate how the proposal aligns with conservation design objectives.

**GENERAL COMMENTS**

5. The applicant has provided a narrative addressing access and circulation, including the use of a single point of entry from Alba Street. While this information is noted, the adequacy of the proposed access configuration has not yet been fully demonstrated. A traffic study has been submitted and is currently under review, and its findings will be critical in determining whether the proposed number of units and site design can be appropriately supported by a single access point. Additional modifications may be necessary based on that review.
6. Provide a revised rezoning exhibit clearly delineating the boundaries of the proposed R-5A and R-6 zoning districts. All portions of the subject property, including outlots, shall be assigned to a zoning district.

7. Consider removing the duplex on Lot 56 & 57. The rear yards of 73, 74 and 75 open to the side yard of #57 creating a more enclosed feel for these rear yards. Most of the rear yards abut open space (except 58-61 and 65-68, but these have rear yard setback amounts between the lots).
8. Front yard lot coverage for the townhome units is greater than 36% for some units due to platting. It should be clear in the PUD and HOA declarations that driveways can be constructed according to approved plans and not enlarged in the future.
9. Verify the front yard lot coverage is at 36% or below for the detached single-family lots so an appropriate driveway can fit. A 3-car garage may not be accommodated on all lots based on the UDO's maximum lot coverage requirements.
10. Clarify if covered patios/enclosed porches will be offered in any of the townhome models and if setback encroachments need to be requested. All portions of attached accessory structure to the home/townhome must meet all principal building setbacks.
11. Verify if enlarged patios/decks can be accommodated in the rear yards for the townhomes with lot coverage maximums and with design engineering. If yes/no, the ability or non-ability to enlarge the patios or decks should be clarified in the HOA declarations.
    Provide clarification and plan for visitor parking, including whether on-street parking will be permitted on both sides of the street.

**ARCHITECTURE**

12. All chimneys must be constructed of brick or stone.
13. As the single-family homes are built, they must meet the Village's design variety outlined in Section 17.22.020. This will limit the quantity of single-story detached homes: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIVDEST_CH17.22REDEST_17.22.020SIMIDEVARECO
14. Saybrook A and Saybrook B do not meet the dissimilarity standards and cannot be next to one another or 2 homes away, per the Village dissimilarity standards.
15. Provide renderings of the rear elevations for the townhomes.
16. Lot 1 should be considered a "key lot" with an enhanced south facing façade. Suggestions include at least or more than 3 windows on the street facing facade and a first story brick wrap. The PZC and Village Board may have more input throughout the PUD process.

**PLANNED UNIT DEVELOPMENT**

17. The proposed park site is identified as approximately 0.20 acres. While smaller open space areas may be appropriate in certain contexts, additional information shall be provided regarding the design, function, and programming of this space to demonstrate that it will serve as a meaningful and usable amenity for residents of the development. Provide any correspondence with the Lemont Park District regarding this proposed park.

18. While the Open Space Exhibit identifies approximately 12.9 acres of open space, the plans do not clearly distinguish between qualifying open space and areas that are not permitted to be counted toward the open space requirement. The applicant shall revise the Open Space Exhibit and provide calculations clearly identifying qualifying open space in accordance with Section 17.08.D. Areas that are not permitted to be counted toward required open space include, but are not limited to:
    a. Stormwater detention/retention areas;
    b. Perimeter buffer areas; and
    c. Irregular or residual spaces.
19. According to Table 17-08-01, the proposal requires 15% of open space. Demonstrate compliance with the required open space using the definition of qualifying open space as provided in the UDO.
20. The submitted Pathway Exhibit identifies a network of existing, proposed, and future pedestrian connections. The inclusion of pathway systems may support consideration of a reduction in required open space in accordance with Section 17.08.E; however, the plans do not clearly identify which segments are to be constructed as part of this development. The applicant shall clearly identify all proposed pedestrian and pathway improvements to be constructed with the development and demonstrate how such facilities function as a cohesive and accessible amenity for residents.
21. Section 17.08.030(I) requires that Planned Unit Developments (PUDs) adhere to the development standards contained in Article IV of the Unified Development Ordinance. The proposed development includes deviations from these standards and therefore requires approval of an exception from Section 17.08.030(I).

**LOT AND DIMENSIONAL STANDARDS**

22. The application includes a request to reduce the minimum setback from 15-feet to 10-feet in the R-6 zoning district. There will be approximately 20-feet separation between townhome buildings instead of the minimum in R-6 of 30-feet. This is an exception request.
23. The plans demonstrate a minimum lot size of 9,600 square-feet in R-5A when the minimum lot size is 10,000 square-feet. It is noted the average lot size is 10,325 square-feet. This is an exception request.
24. The application includes a reduction in the minimum lot size and minimum lot area per unit for the R-6 district. The proposed lot configuration divides each townhome building into individual lots per unit, which differs from how dimensional standards are typically applied to multi-family buildings. The applicant shall provide lot area calculations for each townhome building as a whole and demonstrate how the proposed development complies with, or deviates from, Table 17-07-01.

25. Lot coverage shall be calculated and provided both on a per-lot basis and for each individual townhome building footprint. Any deviations from the requirements of Table 17-07-01 shall be identified and requested as an exception.

**LANDSCAPING**

26. A tree survey has been provided within the engineering plans; however, the submitted landscape plans do not demonstrate coordination with the tree inventory. The landscape plans do not clearly identify existing trees to be preserved, removed, or impacted by development. The plans shall be revised to incorporate the tree survey and clearly indicate preservation, removal, and protection measures in accordance with Section 17.20.
27. **Standard Comment**: Parkway trees shall be installed in the spring or fall, but not before the construction of the dwelling and the completion of the public sidewalk. However, in no case shall parkway trees be planted later than two years after the commencement of construction of the development (i.e., issuance of the site development permit).
28. Verify parkway trees are at least 15' from any traffic sign.
29. Verify the landscape seeding will be Class 1A seeding mixture. Parkways shall be sod. Clarify the turf mixture – define turf and seed on the plan.
30. The Village Arborist shall be consulted during installation of material and may reject inappropriate materials. See Section 17.20.040 General Landscape Standards for all reasons plants may be accepted, modified or rejected: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIVDEST_CH17.20LATRPR_17.20.040GELAST
31. All trees and shrubs shall be mulched with a minimum of three-inch depth of shredded bark, wood chips, or other organic mulch. All perennial, annual, or groundcover beds shall be mulched with a minimum of a two-inch depth of shredded bark, wood chips, or other organic mulch. Page L1.1 shows 2" for shrubs, please adjust.

**Other Comments – Streets, Sidewalks, and Other**

32. Section 17.26.050 and Table 17-26-01. The UDO requires a 66-foot right-of-way and the development is proposing 60-foot wide ROW, this is an exception request in the PUD.
33. Section 17.26.040 C. Cul-de-sacs shall not be more than 300-lineal feet – the cul-de-sac is in excess. This is an exception request.
34. Section 17.26.050 C. Centerline offsets less than 200-feet are prohibited and the development is requesting 175-feet. This is an exception request.
35. Exception request to allow detention pond depth in excess of 4-feet with bounce up to 6.8-feet.
36. Exception request to allow side slope on detention basin of 4:1.
37. Exception to allow concrete driveway thickness of 5-inches rather than 6-inches.

38. Indicate the location for snow piles and storage.
39. Street signs and traffic signs shall match existing Village street signs and comply with Village standards.
40. Provide mailbox detail. See LS-91 in Appendix G of the UDO. If proposing a universal mailbox, provide the location and proper landscaping screening. It is recommended the developer/applicant contact the US Post office early in the development process.

*The purpose of this review is to make certain its general compliance with Village ordinances and standard practices regarding site development, landscaping and design. This review is only for general conformance with the design criteria established by the Village and is subject to both the completeness of the information submitted by the developer's professional staff and also the actual ability of the plan to perform in accordance with its intent. Actual field conditions may vary and additional items may arise which are not readily apparent based on this submittal. The developer's design professionals are responsible for performing and checking all design computations, dimensions, and details relating to design, construction, compliance with all applicable codes and regulations, and obtaining all permits. Additionally, other bodies of government may have jurisdiction over various aspects of this development. The developer should be advised that additional measures may be required based on actual field conditions and formal approvals of the other agencies.*

A written response must be provided to all comments with the next submittal. Please contact me with any questions.

Sincerely,

Jamie Tate, AICP
Consulting Planner
630.640.5860
jtate@lemont.il.us

# SUBMITTAL REVIEW COMMENTS FORM

| | |
|---|---|
| Project Name: | Copper Ridge West at 1536 128th Street, Lemont, IL 60439 |
| Village Permit No.: | |
| HRG Project No.: | 2503306 |
| Milestone: | 1st Review |
| Consultant: | HR Green, Inc. |
| Documents reviewed: | - Environmental Site Assessment (572 pages) prepared by Construction & Geotechnical Material Testing, Inc dated 2/19/2026 Open Space Exhibit for Copper Ridge West (1 Sheet) prepared by Gary R. Weber Associates, Inc (GRWA) dated 2/20/2026 Path Exhibit for Copper Ridge West (1 Sheet) prepared by Gary R. Weber Associates, Inc. (GRWA) dated 2/10/2026. Preliminary PUD Plat (3 Sheets) prepared by DesignTek Engineering, Inc (DEI) dated 2/20/2026 Preliminary Stormwater Management Report & Report (21 pages) prepared by DesignTek Engineering, Inc (DEI) dated 2/18/2026 Site Plan for Copper Ridge West (1 Sheet) prepared by Gary R. Weber Associates, Inc (GRWA) dated 2/10/2026 Zoning Exhibit for Copper Ridge West (4 Sheets) prepared by DesignTek Engineering, Inc (DEI) dated 2/19/2026 Preliminary Engineering - Overall Utility Plan for Copper Ridge West (7 Sheets) prepared by DesignTek Engineering, Inc. (DEI) dated 2/20/2026 ALTA/NSPS Land Title Survey (1 Sheet) prepared by DesignTek Engineering, Inc. (DEI) dated 8/27/2025 Deed (3 pages) prepared by Cook County Recorder of Deeds dated 8/8/2011. Legal Descriptions - Zoning (3 pages) prepared by unknown dated unknown. Traffic Impact Study for Proposed Residential Development (79 pages) prepared by Kenig, Lindgan, O'Hara, Aboona, Inc (KLOA) dated 2/17/2026. |
| Reference Documents | - Planned Unit Development (PUD) Preliminary Plan/Plat Information & Application Packet (15 pages) prepared by Matt Dill of Beechen & Dill Homes, Inc dated 2/5/2026 Rezoning Information & Application Packet (12 pages) prepared by Matt Dill of Beechen & Dill Homes, Inc dated 2/5/2026 Autoturn Exhibit for Copper Ridge West (1 Sheet) prepared by DesignTek Engineering, Inc. (DEI) dated 2/6/2026 HOA CCRs Example (46 pages) prepared by Rosanova & Whitaker, Ltd dated 11/04/022 Owner's Authorization Letter (1 page) prepared by Attorney of Beechen & Dill Homes, Inc dated 2/13/2026 Preliminary Landscape Plan (6 Sheets) prepared by DesignTek Engineering, Inc (DEI) dated 2/6/2026 Response to Standard Petition (102 pages) prepared by Teton Development LLC dated unknown. Submittal Transmittal Letter (2 pages) prepared by RW Attorneys dated 2/23/2026 Title Commitment (13 pages) prepared by First American Title dated 7/1/2025 |
| Date of Review | **3/12/2026** |
| Note: | |
| Date of Response | |

HRGreen

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▷ **HRGREEN.COM**

HR Green's reviews are to determine compliance with Municipal Subdivision Ordinance, Zoning Ordinance and State Statute in a manner consistent with that degree of care and skill ordinarily exercised by engineers and surveyors currently practicing under similar circumstances. HR Green's review did not include an examination of submitted documents as to their overall style or presentation, field verification of existing conditions, elevations, grades and topography as shown on the plans, and verification of the submittal or the issuance of permits from any other governmental regulatory agency. HR Green disclaims responsibility for any errors or omissions. The developer, their engineer and their surveyor are not relieved of any responsibility for the correctness of the existing field conditions and design of public or private improvements because of our review, or subsequent approval of the plat, plans or specifications by the municipality.

| NO. | DWG NO./ SPEC NO./ SECTION NO., ETC. | Reviewed By: | COMMENTS | RESPONSE BY: | ACTION REQ'D | RESPONSES | CURRENT STATUS (OPEN/ CLOSED) |
|---|---|---|---|---|---|---|---|
| 1 | **AutoTurn Exhibit** | **KES** | **Provide a turn into this lane/cul-de-sac from the northbound travel lane. Also, Indicate if there is any overhang of the fire truck that would be entering the sidewalk area when making the turn, a color legend would provide further clarification.** | **DEI** | | Added. However, this movement is less restrictive than the one previously shown and therefore the movement works without hinderance. | **OPEN** |
| 2 | **AutoTurn Exhibit** | **KES** | **Clarify if the gravel driveway along the east lots is a driveway or a gravel pathway. If pathway then would there be a barricade to indicate that this would be a Mult-trail for the development.** | **DEI** | | The existing gravel driveway will be removed with the improvements on the site. It was left on for reference on the preliminary plans. It is now noted to be removed. | **OPEN** |
| 3 | **Open Space Exhibit / Site Plan** | **KES** | **Indicate the width of the proposed future path. Also, it appears that the construction of this path is outside of the property. Indicate if there will be a temporary construction easement for the proposed work.** | **GRWA** | | The path to the township path on the south end of the project shall be 8' crushed gravel path. The path on the north and east sides are shown as possible paths to access village owned property an dwill not be built with this subdivision. | **OPEN** |
| 4 | **Path Exhibit / Site Plan/ Preliminary Engineering Plans** | **KES** | **Indicate the proposed path width and material per Section 17.26.130.A of the UDO.** | **GRWA** | | Detail added. | **OPEN** |
| 5 | **Site Plan** | **KES** | **Indicate if the existing driveway will remain open to the existing forest/open area. If not, indicate what would become of this access.** | **GRWA** | | Driveway to be removed, note added. | **OPEN** |
| 6 | **Preliminary PUD Plat** | **KES** | **Indicate the street type within paratheses for Alba Street, Aspen Court and Alba Court.** | **DEI** | | All roadways are considered local roadways. Alba Street leading into this property was constructed to local road standards, and those standards are being continued through the site. | **OPEN** |
| 7 | **Preliminary PUD Plat** | **KES** | **Revise the return radii of 30 feet per Table 17-26-01 of the UDO for residential collector street at the intersection of Alba Street and Aspen Court.** | **DEI** | | Designation noted is for Collector Roadways. | **OPEN** |
| 8 | **Preliminary PUD Plat** | **KES** | **Indicate if there is an snow storage easement area within the two proposed cul-de-sac. If yes, indicate per Section 17.25.020.E of the UDO** | **DEI** | | Added | **OPEN** |
| 9 | **Preliminary PUD Plat** | **KES** | **Revise the radius to 30 feet per Table 17-26-01 of the UDO for residential collector at the curb of Lot 21.** | **DEI** | | Designation noted is for Collector Roadways. | **OPEN** |
| 10 | **Preliminary PUD Plat** | **KES** | **Revise the width of the front and back easement from 10 feet to the minimum of 15 feet per Section 17.25.020.B of the UDO.** | **DEI** | | Fronts and Rears will be proposed at 10', wider easements will be added as needed to contain drainage and/or utilities. | **OPEN** |
| 11 | **Preliminary PUD Plat** | **KES** | **Revise the width of the side yard easements from 5 feet to 7.5 feet to meet the minimum of 15 feet per Section 17.25.020.B of the UDO.** | **DEI** | | Historically 5' easements are provided in sideyards without wet utilities and 7.5' easements are shown when wet utilities are being proposed in the sideyard. | **OPEN** |

RESPONSES FOR ACTION REQ'D
A: AGREE FULLY WILL COMPLY.
B: AGREE PARTLY WITH, AS NOTED EXCEPTIONS.
C: DISAGREE FULLY. REASONS ARE NOTED.
D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.
E: QUESTION ONLY. ANSWER THE QUESTION.

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|---|---|---|---|---|---|---|---|
| 12 | **Preliminary PUD Plat** | **KES** | **Revise the length of the cul-de-sacs to a minimum length of 300 feet per Section 17.26.040.C.1 of the UDO.** | **DEI** | | Variance will be requested. Length of cul-de-sacs per ordinance can not be met for this parcel. The entire roadway network is technically a cul-de-sac. | **OPEN** |
| 13 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide a general note: Village Engineer shall be given 48 hours notice of the intended time of started work.** | **DEI** | | Note added. These are preliminary drawings. Construction can not start until final drawings are submitted and approved. | **OPEN** |
| 14 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide a detail for the residential and commercial driveways.** | **DEI** | | Detail added for resdiential driveways. However, these are preliminary plans and construction will not take place off these plans. | **OPEN** |
| 15 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the proposed driveway locations for the single family lots.** | **DEI** | | All driveways are shown. | **OPEN** |
| 16 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide the dimensions for both traveling lanes within the development and to the connection of the street network per Table 17-26-01 of the UDO.** | **DEI** | | Dimensions are shown on the Preliminary Plat for the connection to Alba. Additional dimensions have been added to the plans showing pavement and ROW widths. | **OPEN** |
| 17 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the proposed sanitary service line material.** | **DEI** | | Callouts for sanitary lines are noted on the plans, length, pipe type and slope. | **OPEN** |
| 18 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Show the existing pavement connection location, ROW dimensions and pavement width for Alba Street.** | **DEI** | | Shown on the preliminary Plat in a window at a larger scale. Additional notes added to the Preliminary Engineeirng Plan | **OPEN** |
| 19 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the vertical and horizontal separation to the existing driveway culvert along Abla Street.** | **DEI** | | Detailed design of the storm system will be provided at time of Final Engineering plan preparation. | **OPEN** |
| 20 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Clarify as to why existing Alba Street is only 28 feet wide then taper out to 30 feet wide within the development. Per table 17-26-01 the minimum width for a residential collector street is 33 feet wide since the development is over 20 acres per Section 17.26.040.B of the UDO.** | **DEI** | | The construction of Alba Street was negotiated with Village staff and Bruce Hill during the due dilligence period. The design shown represents the preliminary agreements made during these talks. | **OPEN** |
| 21 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide the stationing along Alba Street, extension of Alba Street, Alba Court and Aspen Court.** | **DEI** | | Stationing has been added. | **OPEN** |
| 22 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the proposed street light locations. Also provide a photometric plan sheet and street light details per Section 17.26.140 of the UDO.** | **DEI** | | Light poles are shown. Details will be added to Final Engineering. Photometrics typically not required for subdivision plans when only street lights are proposed. | **OPEN** |
| 23 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide a demolition plan.** | **DEI** | | Demolition items will be provided as needed on the Final Engineering drawings. | **OPEN** |
| 24 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Revise the discrepancy between the preliminary engineering plan and the Preliminary PUD plat document for the existing or proposed pavement width for Abla Street within the Typical Proposed Alba 66' ROW Section.** | **DEI** | | The documents match. The detailed has been revised. Alba street will be improved such that curb will be added and total width will be 28' B-B. to match existing Alba Street. | **OPEN** |
| 25 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Existing Alba Street appears to be asphalt pavement; however, the Typical Proposed Alba 66' ROW Section is indicating asphalt concrete. Revise per Section 17.26.070 of the UDO.** | **DEI** | | Bituminous Concrete is asphalt pavement. | **OPEN** |
| 26 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Revise the watermain and storm sewer location within the Typical Proposed Alba 66' ROW Section as it does not match what is shown in the plan view.** | **DEI** | | The Alba Street cross section has been modified as needed to match the plan sheet. | **OPEN** |
| 27 | **Preliminary Engineering Plans & Tree Survey, Sheet 2** | **KES** | **Provide CPP in an abbreviation legend with the description.** | **DEI** | | CPP is Corregated Plastic Pipe" which only applies to existing storm onsite. This storm will all be removed as part of the final design drawings. The designation was added. | **OPEN** |
| 28 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide sanitary sewer, watermain, and storm sewer profiles with the necessary information and velocity.** | **DEI** | | These items will be included as part of the Final Engineering design and plans. | **OPEN** |
| 29 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide a utility crossing table.** | **DEI** | | These items will be included as part of the Final Engineering design and plans. | **OPEN** |
| 30 | **Preliminary Engineering Plans & Tree Survey, Sheet 1 and Sheet 2** | **KES** | **Indicate the existing sanitary sewer main line on sheet 2 of the plans along existing Alba Street.** | **DEI** | | The end of line sanitary manhole is shown on our plan. We have added a pipe with direction of flow from this manhole to the south. This project will not be connecting to this structure. | **OPEN** |
| 31 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide the Triangle and hexagon symbols legend to indicate the watermain structures and storm sewer structures information similar to the provided sanitary sewer legend.** | **DEI** | | The watermain and storm appurtances have been numbered on the Preliminary Engineering so they could be referenced if needed. Detailed utility design will be completed during Final Engineering. Sanitary rims and inverts are needed to show that the system can adequately service the property. Water layouts are shown to provide general routes, hydrant spacing, and valve locations to show conformance to the ordinane mainly for spacing requirements. Storm is shown but is approximate with detailed design to be completed in Final Engineering. | **OPEN** |
| 32 | **Preliminary Engineering Plans & Tree Survey, Sheet 2** | **KES** | **Provide the existing sanitary sewer manhole number along Alba Street on Sheet 2.** | **DEI** | | This structure is not number since it is existing and will not be incorporated into the proposed design. | **OPEN** |

RESPONSES FOR ACTION REQ'D
A: AGREE FULLY WILL COMPLY.
B: AGREE PARTLY WITH, AS NOTED EXCEPTIONS.
C: DISAGREE FULLY. REASONS ARE NOTED.
D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.
E: QUESTION ONLY. ANSWER THE QUESTION.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 33 | Preliminary Engineering Plans & Tree Survey, Sheet 2 and Sheet 3 | KES | Within the Residential ROW detail it appears that the line on the right side 18 inches above the proposed sanitary sewer is not labeled. Confirm that this is the water service line. If so, provide a call out label. | DEI | | This is a Village Detail. The line being refernced is the water service line. | OPEN |
| 34 | Preliminary Engineering Plans & Tree Survey, Sheet 1 and Sheet 3 | KES | Indicate if the proposed 8 inch sanitary sewer from the north of this development connecting to the existing manhole EX1 is public or private. Provide an easement and coordination with the neighboring property owner for acceptance of the easement. Provide correspondence for the Village's records. | DEI | | The entire sanitary sewer system will be public. Any easements needed will be obtained. The sanitary line as proposed runs on property owned by our client or on land currently owned by the Village of Lemont. Both parties would allow for easements to be created to provide sanitary service to the site. | OPEN |
| 35 | Preliminary Engineering Plans & Tree Survey, Sheet 3 | KES | Indicate the bore pit locations along with width and length for the north connection sanitary sewer main line. Also, New Avenue is an IDOT jurisdiction road and a permit will be required for the sanitary sewer connection. | DEI | | Bore pits hav been added. The sanitary sewer will be connected on pland owned by the Village of Lemont. No work is proposed in New Avenue ROW. | OPEN |
| 36 | Preliminary Engineering Plans & Tree Survey, Sheet 2 and Sheet 3 | KES | Indicate what VCBMP stands for within a abbreviation legend with the description. | DEI | | Volume Control Best Management Practices. | OPEN |
| 37 | Preliminary Engineering Plans & Tree Survey | KES | Provide a typical water and sanitary sewer service connection layout for the development. | DEI | | Services will be shown on Final Engineering | OPEN |
| 38 | Preliminary Engineering Plans & Tree Survey, Sheet 3 and Sheet 5 | KES | Revise the location of the label "For Continuation See Sheet #2" to the actual location match line and similar for "For Continuation See Sheet # 4". | DEI | | Revised | OPEN |
| 39 | Preliminary Engineering Plans & Tree Survey, Sheet 4 | KES | Indicate the 54.3 just west of Lot 3 is the a high point in the label. | DEI | | Revised/verified | OPEN |
| 40 | Preliminary Engineering Plans & Tree Survey, Sheet 4 and Sheet 5 | KES | Provide details on how the water will be flowing between and behind both the single family lots and townhomes. | DEI | | Overland Flow route swill be detailed as part of the Final Engineering Design | OPEN |
| 41 | Preliminary Engineering Plans & Tree Survey, Sheet 5 | KES | Clarify what LO and WO are within a abbreviation legend with descriptions. | DEI | | Wo = Walkout; LO = Lookout Information added to plan | OPEN |
| 42 | Preliminary Engineering Plans & Tree Survey, Sheet 5 | KES | Connect the proposed contours to the existing contours in all areas. Also, provide proposed contours in other areas of the proposed townhomes and single family lots to verify the TF, WO, and LO elevations. | DEI | | Ponds and Berms have been contoured. All lots will not be contoured at this time. Enough spot elevations are provided to determine drainage, pop-over elevations, etc. | OPEN |
| 43 | Traffic Study | KES | Within Section 4 a copy of CMAP projections letter is indicated that it is within the Appendix of the report. However, within the Appendix the letter was not provided. Revise. | KLOA | | KLOA to respond | OPEN |
| 44 | Traffic Study | KES | Revise the discrepance between this report and the preliminary engineering drawings regarding the proposed 27 foot wide roadway extension of Alba Street in Section 6 of the report. | KLOA | | KLOA to respond | OPEN |
| 45 | Preliminary Landscaping Plans | KES | Revise the left side of the monument sign to meet the minimum 4 feet from the property line per Section 17.11.090.A of the UDO. | GRWA | | GRWA to respond | OPEN |
| 46 | Preliminary Landscaping Plans | KES | Revise the number of parkway trees along the single family lots by showing the proposed locations of the driveways. | GRWA | | GRWA to respond | OPEN |
| 47 | Preliminary Landscaping Plans | KES | Revise the parkway trees locations for the snow storage easements for both proposed cul-de-sacs per Section 17.25.020.E. of the UDO. | GRWA | | GRWA to respond | OPEN |
| 48 | Preliminary Stormwater Management Report | DAK | Geotechnical report is required at final engineering. | DEI | | Understood. | OPEN |
| 49 | Preliminary Stormwater Management Report | DAK | Provide Cook County FIRM. Outline project area. | DEI | | Cook County GIS does not include FIRM layers. | OPEN |
| 50 | Preliminary Stormwater Management Report | DAK | Provide National Wetland Inventory (NWI)<br>Both ponds appear to discharge to an existing riverine located east of the property. Provide discussion in narrative if any adverse downstream effects. Provide a wetland survey at final engineering. Buffers may be required. | DEI | | A wetland delineation report is included in the submittal. | OPEN |
| 51 | Preliminary Stormwater Management Report | DAK | Provide IHPA consultation. | DEI | | This item is typically addressed after entitlement is completed. | OPEN |
| 52 | Preliminary Stormwater Management Report | DAK | Provide IDNR consultation. | DEI | | This item is typically addressed after entitlement is completed. | OPEN |
| 53 | Preliminary Stormwater Management Report | DAK | Provide Notice of Intent. | DEI | | This item is typically addressed after entitlement is completed. | OPEN |
| 54 | Preliminary Stormwater Management Report | DAK | Provide soils hydrologic group map in the stormwater report. | DEI | | Included | OPEN |

RESPONSES FOR ACTION REQ'D
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C: DISAGREE FULLY. REASONS ARE NOTED.
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E: QUESTION ONLY. ANSWER THE QUESTION.

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| 55 | **Preliminary Stormwater Management Report** | **DAK** | **Provide USGS topographic map.** | **DEI** | | Topography is included on our plan set. What is the purpose of the requested USGS Map | **OPEN** |
| 56 | **Preliminary Stormwater Management Report** | **DAK** | **Provide a copy of the FEMA FIRM panel with the project outlined in the stormwater report.** | **DEI** | | Included | **OPEN** |
| 57 | **Preliminary Stormwater Management Report** | **DAK** | **Provide an existing conditions drainage plan.<br>Provide existing calculations and identify on plan all outfalls from the project site with associated flows.** | **DEI** | | Existing Conditions are not necessary to determine zoning, site plan approvals or necessary for proposed detntioin basin sizing. Existing points of discharged are defined well due to the existing ravines. If existing conditions modelling is needed, it can be completed at the time of Final Design. | **OPEN** |
| 58 | **Preliminary Stormwater Management Report** | **DAK** | **On the proposed conditions drainage plan, identify on plan all outfalls from the project site with associated flows.<br>Provide a comparison table for existing vs proposed flows in the narrative and on the proposed drainage plan.** | **DEI** | | Proposed conditions include restricted flow rates. Therefore all discharges will be decreased in th eproposed condition. We would agree to provide the comparison if the Village feels it is warranted at the time of Final Design. | **OPEN** |
| 59 | **Preliminary Stormwater Management Report** | **DAK** | **Identify and dimension all dedications on the drainage plan.** | **DEI** | | By dedications are you refering to roadways? | **OPEN** |
| 60 | **Preliminary Stormwater Management Report** | **DAK** | **State City and County with the address provided in the summary.** | **DEI** | | Added | **OPEN** |
| 61 | **Preliminary Stormwater Management Report** | **DAK** | **Provide area quantities for the area not tributary to detention. Identify on the drainage plan with unique hatch for the native vegetation.** | **DEI** | | Areas added. Hatching and detailed exhibits will be finalized during final design as site plan could potential change at thi time. | **OPEN** |
| 62 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative discussion, provide separate tributary areas tributary to each volume control. State what is required and provided for each area.** | **DEI** | | Additiional language has been added to the summary. There are also charts/tables showing areas tributary and volumes provided. | **OPEN** |
| 63 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative, discuss the volume control BMP provided in the detention ponds per MWRD.** | **DEI** | | Provided | **OPEN** |
| 64 | **Preliminary Stormwater Management Report** | **DAK** | **Verify elevations for Pond 2 provided in the VCBMP of the narrative as this does not match elevations shown on VCBMP calculation shown on Pg 5.** | **DEI** | | Verified and corrected as needed | **OPEN** |
| 65 | **Preliminary Stormwater Management Report** | **DAK** | **Provide discussion on the required release in the detention portion of the narrative. Discuss the areas that will be undetained and how this will be accounted for in the detention portion of the narrative. Outline and call out the undetained area on the proposed preliminary drainage areas exhibit.** | **DEI** | | Summary updated. Limits of undteined area smay change as the Final Design is completed. Detailed Exhibits will be created and proivided at time of final design. | **OPEN** |
| 66 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative, provide discussion on the emergency overflows from the ponds and where flow directed. Show emergency outflow path until it reaches ROW. Provide any applicable calculations due to increase in flows. Provide emergency overflow weir calculations (not normal depth) size for the peak 100-yr inflow for the critical duration analysis required by MWRD.** | **DEI** | | All calculations will be provided at time of final Engineering Design. Weirs have been discussed in the summary of the report. No flows will increase so no additional narrative has been added. | **OPEN** |
| 67 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative, discuss what the storm event the storm sewer is designed for. If for the 10 yr event, discuss emergency overflow routes through the site.** | **DEI** | | All storm sewers an requested narratives will be provided at the time of Final Engineering Design. The narrative has been updated to outline the design parameters that will be used in this design. | **OPEN** |
| 68 | **Preliminary Stormwater Management Report** | **DAK** | **Provide a conclusion in the narrative. State what requirements will be met (example, Village of Lemont, MWRD, IDOT). Provide discussion as to whether there is or not any adverse downstream effects.** | **DEI** | | Provided | **OPEN** |
| 69 | **Preliminary Stormwater Management Report** | **DAK** | **Verify elevations in the Volume Control Calculations for Pond 1.** | **DEI** | | Verified | **OPEN** |
| 70 | **Preliminary Stormwater Management Report** | **DAK** | **Verify elevations in the Volume Control Calculations for Pond 2.** | **DEI** | | Verified | **OPEN** |
| 71 | **Preliminary Stormwater Management Report** | **DAK** | **Provide separate composite curve number calculations to each detention pond.** | **DEI** | | The plan is prleiminary. Final Design may adjust grading and therefore adjust tributary areas and then require CN calculations to be re-evaluated. The purpose of the current plan, report, and exhibits is to show that the area sremaining for stormwater controls are sufficient in size to meet the ordinance requirements. A composite CN was used for the preliminary storm water analysis. At time of Final Design, once final graidng is completed, a detailed breakdown of CN values per ond can be established. | **OPEN** |
| 72 | **Preliminary Stormwater Management Report** | **DAK** | **Provide two separate adjusted composite runoff curve number calculations for areas tributary to each detention pond.** | **DEI** | | The plan is prleiminary. Final Design may adjust grading and therefore adjust tributary areas and then require CN calculations to be re-evaluated. The purpose of the current plan, report, and exhibits is to show that the area sremaining for stormwater controls are sufficient in size to meet the ordinance requirements. A composite CN was used for the preliminary storm water analysis. At time of Final Design, once final graidng is completed, a detailed breakdown of CN values per ond can be established. | **OPEN** |
| 73 | **Preliminary Stormwater Management Report** | **DAK** | **Provide emergency overflow weir calculation for detention pond 1 (not normal depth).** | **DEI** | | Provided | **OPEN** |

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| 74 | **Preliminary Stormwater Management Report** | **DAK** | **Provide the peak inflow for the tributary area to the detention pond. Based on TR20 results, the provided flow appears to be for Pond 01 and inserted into the Pond 2 spreadsheet calculation. Verify and revise accordingly.** | **DEI** | | Provided | **OPEN** |
| 75 | **Preliminary Stormwater Management Report** | **DAK** | **Provide emergency overflow weir calculation for detention pond 2 (not normal depth).** | **DEI** | | Provided | **OPEN** |
| 76 | **Preliminary Stormwater Management Report** | **DAK** | **Include the critical duration analysis in TR20. Provide 18-hour storm.** | **DEI** | | The 18-hour storm has been added to the TR20 analysis. | **OPEN** |
| 77 | **Preliminary Stormwater Management Report** | **DAK** | **Provide label for each highlighted item in the TR20 results. For example, 100-yr HWL for Pond 1.** | **DEI** | | Additional highlights/notes have been added to the report where appropriate to help designate imprtant labels. | **OPEN** |
| 78 | **Preliminary Stormwater Management Report** | **DAK** | **Highlight and callout the peak inflows in the TR20 results for each detention pond that will be utilized for the emergency overflow weir calculations.** | **DEI** | | Data has been updated/hihghlighted/called out within the summary and stormwater report. | **OPEN** |
| 79 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide drainage plan at a legible scale. Provide all proposed grading elevations. Grading shall be legible.** | **DEI** | | The drainage exhibit is preliminary and intended to define the drainage areas currently propsed to each pond. These areas may change during Final Engineering Planb design. Therefore, additional information and data will be added to all necessary exhibits when the project moves forward to Final Design. | **OPEN** |
| 80 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Label all proposed contours.** | **DEI** | | Due to the exhibits scale, labeling all contours created an unlegible exhibit. We feel the labeled contours are enough to provide flow direction which is the goal of the exhibit. Additional contour labels have been added where possible. | **OPEN** |
| 81 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide existing contours on entire site and 50 feet beyond the site, at a minimum of one foot intervals.** | **DEI** | | DEI feel sth existing topography is adequate to design the site and evaluate drainage appropriately. Should an area oif concern arise during Final Design, additional topography wil be obtained at that time. | **OPEN** |
| 82 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide additional topo east of the proposed project site. It appears there may be offsite tributary flow. Verify and adjust emergency overflow calculations accordingly.** | **DEI** | | designTek feels that the limits of topography currently on the plans in conjunction with GIS contours accurately reflect drainage paterns. If it is determined additional topography is warrented to make informed descisions toward offsite tributary areas, additional topography can be obtained as the project progresses. Overland flow routes will be designed and evaluated at the time of Final ngineering Design. | **OPEN** |
| 83 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide a legend.** | **DEI** | | All features are noted on the plan. Additional detail, hatching, etc, can be proviided at time of Final Engineering and Design. | **OPEN** |
| 84 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide unique hatch for each surface type and indicate in legend.** | **DEI** | | Our report has been completed calculating all impervious areas. Detailed Exhinits can be provided during Final Design and Report preparation. | **OPEN** |
| 85 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide National Wetland Inventory (NWI)**<br>**Both ponds appear to discharge to an existing riverine located east of the property. Provide discussion in narrative if any adverse downstream effects.**<br>**Identify and label the existing riverine on this drainage plan.** | **DEI** | | A wetland delineation report is included in the submittal. | **OPEN** |
| 86 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Provide discussion in narrative and state whether there are any adverse downstream effects to I-355.** | **DEI** | | All storm water design are intended to meet the requirements of the Village of Lemonts storm water ordinances as well as the MWRDGC WMO. No discharges are directed toward the tollway and therefore no negative impacts wil occur. | **OPEN** |
| 87 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify this existing body of water and provide discussion in the narrative.** | **DEI** | | I am unclear as to the existing body of water you are referncing. | **OPEN** |
| 88 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Clearly and define the 60' ROW on the drainage plan. Provide dimensions.** | **DEI** | | I am unclear as to why the ROW is critical to a drainage exhibit and tributary area map. We have added the ROW. | **OPEN** |
| 89 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: The existing culvert shall be discussed in the narrative as to whether this will remain or be removed.** | **DEI** | | It has yet to be determined if the culvert will remain. This will be determined as part of Final Engineering Design and final storm water analysis. | **OPEN** |
| 90 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: This roadway appears to proposed part of this project and taken via storm sewer into the proposed pond. It will need to be included in the detention and volume control requirement calculations.** | **DEI** | | The increased impervious area can be inlcuded in the detntion requirement. However, the existing pavement would be considered bypass flows. The pavement will be widened by 1.0' and then curb and gutter will be added which adds 3.0' to the width. Therefore, we will include 4' wide by the overall length of pavement/improvements to the detntion requirement. The remainder of the improvemnets would be considered maintenance. Please confirm this approach is acceptable. | **OPEN** |

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| 91 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: It appears that this gravel path is proposed part of this project. It will need to be included in the detention and volume control requirement calculations. Undetained areas will need to be accounted for in the overall release from the site.** | **DEI** | | The gravel path from the parksite easterly to the existing path in the Township property will not be tributary to the detention facilities. This connection is being provided at the request of the Village and Township. Further discussion can take place regarding detntion necessary for this path. We are not opposed to including the volume required for the path for both detention and VCBMP if that is the desire of the Village, however, the actual runoff from the path will not get to the proposed detntion basins. Please also note that we have assummed 55% impervious for all single family lots, which is the same as was assummed forCopper Ridge. Typical lot cover was less than 40% in Copper Ridge. This means that VCBMP requirements ar efar exceeded in Copper Ridge which will also be the case here. | **OPEN** |
| 92 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: It appears portion of the site are undetained. This area is proposed to be disturbed and will need to be accounted for in the volume control and detention calculations. Provide a separate drainage area for this undetained portion.** | **DEI** | | Areas of the site that are not tributary to the detention facility (mainly the back sides of the detention berms and areas north of the northern detention basin along the bluff) will be itemized in accordance with the MWRDGC WMO requirements and exhibits will be included. This will occur at the time of Final Engineering design. All disturbed areas that do not drain to the stormwater facility will be planted with native prairie mixes that conform to the requirements of the WMO and will placed in the appropriate Schedule K to be restricted from further development. | **OPEN** |
| 93 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify which pond is Pond 1 and which is Pond 2 on the drainage plan. Labels shall correlate with calculations.** | **DEI** | | Ponds have been labeled on the drainage exhibit. | **OPEN** |
| 94 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Label the NWL, HWL, elevations for volume control, allowable vs proposed release, volume control and detention storage required and provided for each pond on the drainage plan.** | **DEI** | | The summary within the storm water report outlines the volume control required and provided and notes the bottom and HWL elevations. Additionally, required and provided detention volumes and release rates are noted. | **OPEN** |
| 95 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify on the drainage plan and provide discussion in narrative regarding the erosion control from the outfalls into and from and emergency overflow weirs from the detention ponds. Provide calculations.** | **DEI** | | Overland Flow routes and supporting calculations shall be completed during Final Engineeirng design and plan preparation. Erosion protection necessary to protect overland flow routes will be evaluated at that time. | **OPEN** |
| 96 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify emergency overflow from each pond with large arrow. Show the extents of the emergency overflow section.** | **DEI** | | Overland Flow arrows are included on the Preliminary Engineering plans. Detailed Design of the overland flow routes will occur during Final Engineering design an plan preparation. | **OPEN** |
| 97 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Verify with landscape plan that there are no proposed landscape items that will obstruct emergency overflow from each pond.** | **DEI** | | Overland Flow routes and supporting calculations shall be completed during Final Engineeirng design and plan preparation. Landscaping will be designed in acordance with engineering design at that time. | **OPEN** |

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# Residential Development
## PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

GFT Project # : 3/27/2026
Project Information : Residential Development - Alba St near I-355 Traffic Impact Study (Dated 2/17/26)
Agency: Village of Lemont, Illinois

| NO. | DWG NO./ SPEC NO./ SECTION NO., ETC. | Section/Page | REVIEWED BY (Name & Company) | COMMENTS | RESPONSES | CURRENT STATUS (Open/ Closed) |
|---|---|---|---|---|---|---|
| 1 | Traffic Impact Study | General | JRD - GFT | GFT generally agrees with the study except for the comments as noted below. | | |
| 2 | Traffic Impact Study | PDF-2 | JRD - GFT | Please revise your target year for traffic growth. It is unrealistic to build and have all units occupied in 2026. | | |
| 3 | Traffic Impact Study | PDF-16 | JRD - GFT | The traffic signal at Timberline/127th Ave goes to an unacceptable LOS E for the NB LT. IDOT BLRS notes LOS needs to be D. Improvements to the signal will be required. Recommend implementing protected/permitted phasing | | |
| 4 | Traffic Impact Study | | JRD-GFT | Adjustments to the parking areas on Alba for the park will be required. They are currently perpendicular, parking stall like design. As Alba will function more like as a residential street with this development, parking needs to be improved. We recommend adjusting to angle parking or widen the road for a parking lane (with 2 travel lanes) | | |
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File:

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File:

Attachment 19

# SUBMITTAL REVIEW COMMENTS FORM

| | |
|---|---|
| Project Name: | Copper Ridge West at 1536 128th Street, Lemont, IL 60439 |
| Village Permit No.: | |
| HRG Project No.: | 2503306 |
| Milestone: | 1st Review |
| Consultant: | HR Green, Inc. |
| Documents reviewed: | - Environmental Site Assessment (572 pages) prepared by Construction & Geotechnical Material Testing, Inc dated 2/19/2026 Open Space Exhibit for Copper Ridge West (1 Sheet) prepared by Gary R. Weber Associates, Inc (GRWA) dated 2/20/2026 Path Exhibit for Copper Ridge West (1 Sheet) prepared by Gary R. Weber Associates, Inc. (GRWA) dated 2/10/2026. Preliminary PUD Plat (3 Sheets) prepared by DesignTek Engineering, Inc (DEI) dated 2/20/2026 Preliminary Stormwater Management Report & Report (21 pages) prepared by DesignTek Engineering, Inc (DEI) dated 2/18/2026 Site Plan for Copper Ridge West (1 Sheet) prepared by Gary R. Weber Associates, Inc (GRWA) dated 2/10/2026 Zoning Exhibit for Copper Ridge West (4 Sheets) prepared by DesignTek Engineering, Inc (DEI) dated 2/19/2026 Preliminary Engineering - Overall Utility Plan for Copper Ridge West (7 Sheets) prepared by DesignTek Engineering, Inc. (DEI) dated 2/20/2026 ALTA/NSPS Land Title Survey (1 Sheet) prepared by DesignTek Engineering, Inc. (DEI) dated 8/27/2025 Deed (3 pages) prepared by Cook County Recorder of Deeds dated 8/8/2011. Legal Descriptions - Zoning (3 pages) prepared by unknown dated unknown. Traffic Impact Study for Proposed Residential Development (79 pages) prepared by Kenig, Lindgan, O'Hara, Aboona, Inc (KLOA) dated 2/17/2026. |
| Reference Documents | - Planned Unit Development (PUD) Preliminary Plan/Plat Information & Application Packet (15 pages) prepared by Matt Dill of Beechen & Dill Homes, Inc dated 2/5/2026 Rezoning Information & Application Packet (12 pages) prepared by Matt Dill of Beechen & Dill Homes, Inc dated 2/5/2026 Autoturn Exhibit for Copper Ridge West (1 Sheet) prepared by DesignTek Engineering, Inc. (DEI) dated 2/6/2026 HOA CCRs Example (46 pages) prepared by Rosanova & Whitaker, Ltd dated 11/04/022 Owner's Authorization Letter (1 page) prepared by Attorney of Beechen & Dill Homes, Inc dated 2/13/2026 Preliminary Landscape Plan (6 Sheets) prepared by DesignTek Engineering, Inc (DEI) dated 2/6/2026 Response to Standard Petition (102 pages) prepared by Teton Development LLC dated unknown. Submittal Transmittal Letter (2 pages) prepared by RW Attorneys dated 2/23/2026 Title Commitment (13 pages) prepared by First American Title dated 7/1/2025 |
| Date of Review | **3/12/2026** |
| Note: | |
| Date of Response | |

HRGreen

▷323 Alana Drive | New Lenox, IL 60451
**Main** 815.462.9324 **+ Fax** 815.462.9328

▷ **HRGREEN.COM**

HR Green's reviews are to determine compliance with Municipal Subdivision Ordinance, Zoning Ordinance and State Statute in a manner consistent with that degree of care and skill ordinarily exercised by engineers and surveyors currently practicing under similar circumstances. HR Green's review did not include an examination of submitted documents as to their overall style or presentation, field verification of existing conditions, elevations, grades and topography as shown on the plans, and verification of the submittal or the issuance of permits from any other governmental regulatory agency. HR Green disclaims responsibility for any errors or omissions. The developer, their engineer and their surveyor are not relieved of any responsibility for the correctness of the existing field conditions and design of public or private improvements because of our review, or subsequent approval of the plat, plans or specifications by the municipality.

| NO. | DWG NO./ SPEC NO./ SECTION NO., ETC. | Reviewed By: | COMMENTS | RESPONSE BY: | ACTION REQ'D | RESPONSES | CURRENT STATUS (OPEN/ CLOSED) |
|---|---|---|---|---|---|---|---|
| 1 | **AutoTurn Exhibit** | **KES** | **Provide a turn into this lane/cul-de-sac from the northbound travel lane. Also, Indicate if there is any overhang of the fire truck that would be entering the sidewalk area when making the turn, a color legend would provide further clarification.** | **DEI** | | Added. However, this movement is less restrictive than the one previously shown and therefore the movement works without hinderance. | **OPEN** |
| 2 | **AutoTurn Exhibit** | **KES** | **Clarify if the gravel driveway along the east lots is a driveway or a gravel pathway. If pathway then would there be a barricade to indicate that this would be a Mult-trail for the development.** | **DEI** | | The existing gravel driveway will be removed with the improvements on the site. It was left on for reference on the preliminary plans. It is now noted to be removed. | **OPEN** |
| 3 | **Open Space Exhibit / Site Plan** | **KES** | **Indicate the width of the proposed future path. Also, it appears that the construction of this path is outside of the property. Indicate if there will be a temporary construction easement for the proposed work.** | **GRWA** | | The path to the township path on the south end of the project shall be 8' crushed gravel path. The path on the north and east sides are shown as possible paths to access village owned property and will not be built with this subdivision. | **OPEN** |
| 4 | **Path Exhibit / Site Plan/ Preliminary Engineering Plans** | **KES** | **Indicate the proposed path width and material per Section 17.26.130.A of the UDO.** | **GRWA** | | Detail added. | **OPEN** |
| 5 | **Site Plan** | **KES** | **Indicate if the existing driveway will remain open to the existing forest/open area. If not, indicate what would become of this access.** | **GRWA** | | Driveway to be removed, note added. | **OPEN** |
| 6 | **Preliminary PUD Plat** | **KES** | **Indicate the street type within paratheses for Alba Street, Aspen Court and Alba Court.** | **DEI** | | All roadways are considered local roadways. Alba Street leading into this property was constructed to local road standards, and those standards are being continued through the site. | **OPEN** |
| 7 | **Preliminary PUD Plat** | **KES** | **Revise the return radii of 30 feet per Table 17-26-01 of the UDO for residential collector street at the intersection of Alba Street and Aspen Court.** | **DEI** | | Designation noted is for Collector Roadways. All roadways within this project are based on Local Roadway standards. | **OPEN** |
| 8 | **Preliminary PUD Plat** | **KES** | **Indicate if there is an snow storage easement area within the two proposed cul-de-sac. If yes, indicate per Section 17.25.020.E of the UDO** | **DEI** | | Snow Storage Easements have been added to the Prelim Plat. | **OPEN** |
| 9 | **Preliminary PUD Plat** | **KES** | **Revise the radius to 30 feet per Table 17-26-01 of the UDO for residential collector at the curb of Lot 21.** | **DEI** | | Designation noted is for Collector Roadways. All roadways within this project are based on Local Roadway standards. | **OPEN** |
| 10 | **Preliminary PUD Plat** | **KES** | **Revise the width of the front and back easement from 10 feet to the minimum of 15 feet per Section 17.25.020.B of the UDO.** | **DEI** | | Fronts will be proposed at 10'. Rears along subdivision property lines will be 15' and where rear yards about other rear yards or outlots, rear yard wasements shall be 10'. | **OPEN** |
| 11 | **Preliminary PUD Plat** | **KES** | **Revise the width of the side yard easements from 5 feet to 7.5 feet to meet the minimum of 15 feet per Section 17.25.020.B of the UDO.** | **DEI** | | 5' easements are provided in sideyards without wet utilities and 7.5' easements will be provided when wet utilities are being proposed in the sideyard. | **OPEN** |

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| 12 | **Preliminary PUD Plat** | **KES** | **Revise the length of the cul-de-sacs to a minimum length of 300 feet per Section 17.26.040.C.1 of the UDO.** | **DEI** | | Variance will be requested. Length of cul-de-sacs per ordinance can not be met for this parcel. The entire roadway network is technically a cul-de-sac. | **OPEN** |
| 13 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide a general note: Village Engineer shall be given 48 hours notice of the intended time of started work.** | **DEI** | | Note added. These are preliminary drawings. Construction can not start until final drawings are submitted and approved. | **OPEN** |
| 14 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide a detail for the residential and commercial driveways.** | **DEI** | | Detail added for resdiential driveways. However, these are preliminary plans and construction will not take place off these plans. | **OPEN** |
| 15 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the proposed driveway locations for the single family lots.** | **DEI** | | All driveways are shown. | **OPEN** |
| 16 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide the dimensions for both traveling lanes within the development and to the connection of the street network per Table 17-26-01 of the UDO.** | **DEI** | | Dimensions are shown on the Preliminary Plat for the connection to Alba. Additional dimensions have been added to the plans showing pavement and ROW widths. | **OPEN** |
| 17 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the proposed sanitary service line material.** | **DEI** | | **Callouts for sanitary lines are noted on the plans, length, pipe type and slope. Services will be added at time of Final Engineering** | **OPEN** |
| 18 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Show the existing pavement connection location, ROW dimensions and pavement width for Alba Street.** | **DEI** | | Shown on the preliminary Plat in a window at a larger scale. Additional notes added to the Preliminary Engineeirng Plan | **OPEN** |
| 19 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the vertical and horizontal separation to the existing driveway culvert along Abla Street.** | **DEI** | | **Detailed design of the storm system will be provided at time of Final Engineering plan preparation.** | **OPEN** |
| 20 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Clarify as to why existing Alba Street is only 28 feet wide then taper out to 30 feet wide within the development. Per table 17-26-01 the minimum width for a residential collector street is 33 feet wide since the development is over 20 acres per Section 17.26.040.B of the UDO.** | **DEI** | | **The construction of Alba Street was negotiated with Village staff and Bruce Hill during the due dilligence period. The design shown represents the preliminary agreements made during these talks. Currently this roadway is constrcuted to Local Roadway standards.** | **OPEN** |
| 21 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide the stationing along Alba Street, extension of Alba Street, Alba Court and Aspen Court.** | **DEI** | | Stationing has been added but only to the preliminary Plat at this time. Stationing will be part of all Final Design documents. | **OPEN** |
| 22 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Indicate the proposed street light locations. Also provide a photometric plan sheet and street light details per Section 17.26.140 of the UDO.** | **DEI** | | **Light poles are shown. Details will be added to Final Engineering. Photometrics typically not required for subdivision plans when only street lights are proposed.** | **OPEN** |
| 23 | **Preliminary Engineering Plans & Tree Survey, Sheet 1** | **KES** | **Provide a demolition plan.** | **DEI** | | **Demolition items will be provided as needed on the Final Engineering drawings.** | **OPEN** |
| 24 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Revise the discrepancy between the preliminary engineering plan and the Preliminary PUD plat document for the existing or proposed pavement width for Abla Street within the Typical Proposed Alba 66' ROW Section.** | **DEI** | | The documents match. The detail has been revised. Alba street will be improved and will include 28' of pavement to match existing conditions and M-3.12 curb and gutter will be addeed to each edge of raodway. | **OPEN** |
| 25 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Existing Alba Street appears to be asphalt pavement; however, the Typical Proposed Alba 66' ROW Section is indicating asphalt concrete. Revise per Section 17.26.070 of the UDO.** | **DEI** | | Bituminous Concrete is asphalt pavement. | **OPEN** |
| 26 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Revise the watermain and storm sewer location within the Typical Proposed Alba 66' ROW Section as it does not match what is shown in the plan view.** | **DEI** | | The Alba Street cross section has been modified as needed to match the plan sheet. | **OPEN** |
| 27 | **Preliminary Engineering Plans & Tree Survey, Sheet 2** | **KES** | **Provide CPP in an abbreviation legend with the description.** | **DEI** | | CPP is Corregated Plastic Pipe" which only applies to existing storm onsite. This storm will all be removed as part of the final design drawings. The designation was added. | **OPEN** |
| 28 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide sanitary sewer, watermain, and storm sewer profiles with the necessary information and velocity.** | **DEI** | | **These items will be included as part of the Final Engineering design and plans.** | **OPEN** |
| 29 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide a utility crossing table.** | **DEI** | | **These items will be included as part of the Final Engineering design and plans.** | **OPEN** |
| 30 | **Preliminary Engineering Plans & Tree Survey, Sheet 1 and Sheet 2** | **KES** | **Indicate the existing sanitary sewer main line on sheet 2 of the plans along existing Alba Street.** | **DEI** | | The end of line sanitary manhole is shown on our plan. We have added a pipe with direction of flow from this manhole to the south and from the NE. This project will not be connecting to this structure. | **OPEN** |
| 31 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide the Triangle and hexagon symbols legend to indicate the watermain structures and storm sewer structures information similar to the provided sanitary sewer legend.** | **DEI** | | The watermain and storm appurtances have been numbered on the Preliminary Engineering so they could be referenced if needed. Detailed utility design will be completed during Final Engineering. Sanitary rims and inverts are needed to show that the system can adequately service the property. Water layouts are shown to provide general routes, hydrant spacing, and valve locations to show conformance to the ordinane mainly for spacing requirements. Storm is shown but is approximate with detailed design to be completed in Final Engineering. | **OPEN** |
| 32 | **Preliminary Engineering Plans & Tree Survey, Sheet 2** | **KES** | **Provide the existing sanitary sewer manhole number along Alba Street on Sheet 2.** | **DEI** | | This structure is not number since it is existing and will not be incorporated into the proposed design. | **OPEN** |

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| 33 | **Preliminary Engineering Plans & Tree Survey, Sheet 2 and Sheet 3** | **KES** | **Within the Residential ROW detail it appears that the line on the right side 18 inches above the proposed sanitary sewer is not labeled. Confirm that this is the water service line. If so, provide a call out label.** | **DEI** | | This is a Village Detail. The line being refernced is the water service line. Notes have been added. | **OPEN** |
| 34 | **Preliminary Engineering Plans & Tree Survey, Sheet 1 and Sheet 3** | **KES** | **Indicate if the proposed 8 inch sanitary sewer from the north of this development connecting to the existing manhole EX1 is public or private. Provide an easement and coordination with the neighboring property owner for acceptance of the easement. Provide correspondence for the Village's records.** | **DEI** | | The entire sanitary sewer system will be public. Any easements needed will be obtained. The sanitary line as proposed runs on property owned by our client or on land currently owned by the Village of Lemont. Both parties would allow for easements to be created to provide sanitary service to the site. | **OPEN** |
| 35 | **Preliminary Engineering Plans & Tree Survey, Sheet 3** | **KES** | **Indicate the bore pit locations along with width and length for the north connection sanitary sewer main line. Also, New Avenue is an IDOT jurisdiction road and a permit will be required for the sanitary sewer connection.** | **DEI** | | Bore pits hav been added. The sanitary sewer will be connected on land owned by the Village of Lemont. No work is proposed in New Avenue ROW. | **OPEN** |
| 36 | **Preliminary Engineering Plans & Tree Survey, Sheet 2 and Sheet 3** | **KES** | **Indicate what VCBMP stands for within a abbreviation legend with the description.** | **DEI** | | Volume Control Best Management Practices. A note has been added to the plans. | **OPEN** |
| 37 | **Preliminary Engineering Plans & Tree Survey** | **KES** | **Provide a typical water and sanitary sewer service connection layout for the development.** | **DEI** | | **Services will be shown on Final Engineering** | **OPEN** |
| 38 | **Preliminary Engineering Plans & Tree Survey, Sheet 3 and Sheet 5** | **KES** | **Revise the location of the label "For Continuation See Sheet #2" to the actual location match line and similar for "For Continuation See Sheet # 4".** | **DEI** | | These are "For Continuation" limits, not "Matchlines". For Continuation allows for overlap from the previous page/sheet whereas Matchlines are intended to not include overlap. | **OPEN** |
| 39 | **Preliminary Engineering Plans & Tree Survey, Sheet 4** | **KES** | **Indicate the 54.3 just west of Lot 3 is the a high point in the label.** | **DEI** | | HP for high point has been added after the spot elevation. | **OPEN** |
| 40 | **Preliminary Engineering Plans & Tree Survey, Sheet 4 and Sheet 5** | **KES** | **Provide details on how the water will be flowing between and behind both the single family lots and townhomes.** | **DEI** | | **Overland Flow routes will be detailed as part of the Final Engineering Design** | **OPEN** |
| 41 | **Preliminary Engineering Plans & Tree Survey, Sheet 5** | **KES** | **Clarify what LO and WO are within a abbreviation legend with descriptions.** | **DEI** | | Wo = Walkout; LO = Lookout Information added to plan | **OPEN** |
| 42 | **Preliminary Engineering Plans & Tree Survey, Sheet 5** | **KES** | **Connect the proposed contours to the existing contours in all areas. Also, provide proposed contours in other areas of the proposed townhomes and single family lots to verify the TF, WO, and LO elevations.** | **DEI** | | **Ponds and Berms have been contoured. All lots will not be contoured at this time. Enough spot elevations are provided to determine drainage, pop-over elevations, etc.** | **OPEN** |
| 43 | **Traffic Study** | **KES** | **Within Section 4 a copy of CMAP projections letter is indicated that it is within the Appendix of the report. However, within the Appendix the letter was not provided. Revise.** | **KLOA** | | KLOA to respond | **OPEN** |
| 44 | **Traffic Study** | **KES** | **Revise the discrepance between this report and the preliminary engineering drawings regarding the proposed 27 foot wide roadway extension of Alba Street in Section 6 of the report.** | **KLOA** | | KLOA to respond | **OPEN** |
| 45 | **Preliminary Landscaping Plans** | **KES** | **Revise the left side of the monument sign to meet the minimum 4 feet from the property line per Section 17.11.090.A of the UDO.** | **GRWA** | | GRWA to respond | **OPEN** |
| 46 | **Preliminary Landscaping Plans** | **KES** | **Revise the number of parkway trees along the single family lots by showing the proposed locations of the driveways.** | **GRWA** | | GRWA to respond | **OPEN** |
| 47 | **Preliminary Landscaping Plans** | **KES** | **Revise the parkway trees locations for the snow storage easements for both proposed cul-de-sacs per Section 17.25.020.E. of the UDO.** | **GRWA** | | GRWA to respond | **OPEN** |
| 48 | **Preliminary Stormwater Management Report** | **DAK** | **Geotechnical report is required at final engineering.** | **DEI** | | Understood. | **OPEN** |
| 49 | **Preliminary Stormwater Management Report** | **DAK** | **Provide Cook County FIRM. Outline project area.** | **DEI** | | Cook County GIS does not include FIRM layers. FEMA FIRM Map has been provided. | **OPEN** |
| 50 | **Preliminary Stormwater Management Report** | **DAK** | **Provide National Wetland Inventory (NWI)<br>Both ponds appear to discharge to an existing riverine located east of the property. Provide discussion in narrative if any adverse downstream effects. Provide a wetland survey at final engineering. Buffers may be required.** | **DEI** | | A wetland delineation report is included in the submittal. | **OPEN** |
| 51 | **Preliminary Stormwater Management Report** | **DAK** | **Provide IHPA consultation.** | **DEI** | | This item is typically addressed after entitlement is completed. Copies will be provided upon submittal. | **OPEN** |
| 52 | **Preliminary Stormwater Management Report** | **DAK** | **Provide IDNR consultation.** | **DEI** | | This item is typically addressed after entitlement is completed. Copies will be provided upon submittal. | **OPEN** |
| 53 | **Preliminary Stormwater Management Report** | **DAK** | **Provide Notice of Intent.** | **DEI** | | This item is typically addressed after entitlement is completed. Copies will be provided upon submittal. | **OPEN** |
| 54 | **Preliminary Stormwater Management Report** | **DAK** | **Provide soils hydrologic group map in the stormwater report.** | **DEI** | | Included | **OPEN** |

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| 55 | **Preliminary Stormwater Management Report** | **DAK** | **Provide USGS topographic map.** | **DEI** | | Topography is included on our plan set. Hydrologic Maps (HA) have been included in the submittal. | **OPEN** |
| 56 | **Preliminary Stormwater Management Report** | **DAK** | **Provide a copy of the FEMA FIRM panel with the project outlined in the stormwater report.** | **DEI** | | Included | **OPEN** |
| 57 | **Preliminary Stormwater Management Report** | **DAK** | **Provide an existing conditions drainage plan.<br>Provide existing calculations and identify on plan all outfalls from the project site with associated flows.** | **DEI** | | **Existing Conditions are not necessary to determine zoning, site plan approvals or necessary for proposed detention basin sizing. Existing points of discharge are defined well due to the existing ravines. If existing conditions modelling is needed, it can be completed at the time of Final Design.** | **OPEN** |
| 58 | **Preliminary Stormwater Management Report** | **DAK** | **On the proposed conditions drainage plan, identify on plan all outfalls from the project site with associated flows.<br>Provide a comparison table for existing vs proposed flows in the narrative and on the proposed drainage plan.** | **DEI** | | **Proposed conditions include restricted flow rates. Therefore all discharges will be decreased in the proposed condition. We would agree to provide the comparison if the Village feels it is warranted at the time of Final Design.** | **OPEN** |
| 59 | **Preliminary Stormwater Management Report** | **DAK** | **Identify and dimension all dedications on the drainage plan.** | **DEI** | | By dedications are you refering to roadways? | **OPEN** |
| 60 | **Preliminary Stormwater Management Report** | **DAK** | **State City and County with the address provided in the summary.** | **DEI** | | Added | **OPEN** |
| 61 | **Preliminary Stormwater Management Report** | **DAK** | **Provide area quantities for the area not tributary to detention. Identify on the drainage plan with unique hatch for the native vegetation.** | **DEI** | | **Hatching and detailed exhibits will be finalized during final design as site plan could potential change at thi time.** | **OPEN** |
| 62 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative discussion, provide separate tributary areas tributary to each volume control. State what is required and provided for each area.** | **DEI** | | **Additiional language has been added to the summary. There are also charts/tables showing areas tributary and volumes provided. Additional Detail will be added at the time of Final Design** | **OPEN** |
| 63 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative, discuss the volume control BMP provided in the detention ponds per MWRD.** | **DEI** | | **Provided, additional detail wil be added at the time of Final Design** | **OPEN** |
| 64 | **Preliminary Stormwater Management Report** | **DAK** | **Verify elevations for Pond 2 provided in the VCBMP of the narrative as this does not match elevations shown on VCBMP calculation shown on Pg 5.** | **DEI** | | Verified and corrected as needed | **OPEN** |
| 65 | **Preliminary Stormwater Management Report** | **DAK** | **Provide discussion on the required release in the detention portion of the narrative. Discuss the areas that will be undetained and how this will be accounted for in the detention portion of the narrative. Outline and call out the undetained area on the proposed preliminary drainage areas exhibit.** | **DEI** | | **Summary updated. Limits of undetained areas may change as the Final Design is completed. Detailed Exhibits will be created and proivided at time of final design.** | **OPEN** |
| 66 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative, provide discussion on the emergency overflows from the ponds and where flow directed. Show emergency outflow path until it reaches ROW. Provide any applicable calculations due to increase in flows. Provide emergency overflow weir calculations (not normal depth) size for the peak 100-yr inflow for the critical duration analysis required by MWRD.** | **DEI** | | **All calculations will be provided at time of final Engineering Design. Weirs have been discussed in the summary of the report. No flows will increase so no additional narrative has been added.** | **OPEN** |
| 67 | **Preliminary Stormwater Management Report** | **DAK** | **In the narrative, discuss what the storm event the storm sewer is designed for. If for the 10 yr event, discuss emergency overflow routes through the site.** | **DEI** | | **All storm sewers an requested narratives will be provided at the time of Final Engineering Design. The narrative has been updated to outline the design parameters that will be used in this design.** | **OPEN** |
| 68 | **Preliminary Stormwater Management Report** | **DAK** | **Provide a conclusion in the narrative. State what requirements will be met (example, Village of Lemont, MWRD, IDOT). Provide discussion as to whether there is or not any adverse downstream effects.** | **DEI** | | **Additional Summary will be provided with Final Design** | **OPEN** |
| 69 | **Preliminary Stormwater Management Report** | **DAK** | **Verify elevations in the Volume Control Calculations for Pond 1.** | **DEI** | | Verified/Corrected | **OPEN** |
| 70 | **Preliminary Stormwater Management Report** | **DAK** | **Verify elevations in the Volume Control Calculations for Pond 2.** | **DEI** | | Verified/Corrected | **OPEN** |
| 71 | **Preliminary Stormwater Management Report** | **DAK** | **Provide separate composite curve number calculations to each detention pond.** | **DEI** | | **The plan is prleiminary. Final Design may adjust grading and therefore adjust tributary areas and then require CN calculations to be re-evaluated. The purpose of the current plan, report, and exhibits is to show that the area sremaining for stormwater controls are sufficient in size to meet the ordinance requirements. A composite CN was used for the preliminary storm water analysis. At time of Final Design, once final grading is completed, a detailed breakdown of CN values per pond will be established.** | **OPEN** |

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| 72 | Preliminary Stormwater Management Report | DAK | Provide two separate adjusted composite runoff curve number calculations for areas tributary to each detention pond. | DEI | | The plan is prleiminary. Final Design may adjust grading and therefore adjust tributary areas and then require CN calculations to be re-evaluated. The purpose of the current plan, report, and exhibits is to show that the area sremaining for stormwater controls are sufficient in size to meet the ordinance requirements. A composite CN was used for the preliminary storm water analysis. At time of Final Design, once final graidng is completed, a detailed breakdown of CN values per pond will be established. | OPEN |
| 73 | Preliminary Stormwater Management Report | DAK | Provide emergency overflow weir calculation for detention pond 1 (not normal depth). | DEI | | Agree with method, weirs shall be sized during Final Design | OPEN |
| 74 | Preliminary Stormwater Management Report | DAK | Provide the peak inflow for the tributary area to the detention pond. Based on TR20 results, the provided flow appears to be for Pond 01 and inserted into the Pond 2 spreadsheet calculation. Verify and revise accordingly. | DEI | | Agree with method, weirs shall be sized during Final Design | OPEN |
| 75 | Preliminary Stormwater Management Report | DAK | Provide emergency overflow weir calculation for detention pond 2 (not normal depth). | DEI | | Agree with method, weirs shall be sized during Final Design | OPEN |
| 76 | Preliminary Stormwater Management Report | DAK | Include the critical duration analysis in TR20. Provide 18-hour storm. | DEI | | The 18-hour storm will be added to the TR20 analysis. | OPEN |
| 77 | Preliminary Stormwater Management Report | DAK | Provide label for each highlighted item in the TR20 results. For example, 100-yr HWL for Pond 1. | DEI | | Additional highlights/notes will be added to the final report where appropriate to help designate important labels. | OPEN |
| 78 | Preliminary Stormwater Management Report | DAK | Highlight and callout the peak inflows in the TR20 results for each detention pond that will be utilized for the emergency overflow weir calculations. | DEI | | Data will be updated/highlighted/called out within the summary and final stormwater report. | OPEN |
| 79 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide drainage plan at a legible scale. Provide all proposed grading elevations. Grading shall be legible. | DEI | | The drainage exhibit is preliminary and intended to define the drainage areas currently propsed to each pond. These areas may change during Final Engineering Plan design. Therefore, additional information and data will be added to all necessary exhibits when the project moves forward to Final Design. | OPEN |
| 80 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Label all proposed contours. | DEI | | Due to the exhibits scale, labeling all contours created an unlegible exhibit. We feel the labeled contours are enough to provide flow direction which is the goal of the exhibit. Additional contour labels have been added where possible. | OPEN |
| 81 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide existing contours on entire site and 50 feet beyond the site, at a minimum of one foot intervals. | DEI | | DEI feel sth existing topography is adequate to design the site and evaluate drainage appropriately. Should an area oif concern arise during Final Design, additional topography wil be obtained at that time. | OPEN |
| 82 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide additional topo east of the proposed project site. It appears there may be offsite tributary flow. Verify and adjust emergency overflow calculations accordingly. | DEI | | DesignTek feels that the limits of topography currently on the plans in conjunction with GIS contours accurately reflect drainage paterns. If it is determined additional topography is warrented to make informed descisions toward offsite tributary areas, additional topography can be obtained as the project progresses. Overland flow routes will be designed and evaluated at the time of Final ngineering Design. | OPEN |
| 83 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide a legend. | DEI | | All features are noted on the plan. Additional detail, hatching, etc, can be proviided at time of Final Engineering and Design. | OPEN |
| 84 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide unique hatch for each surface type and indicate in legend. | DEI | | Our report has been completed calculating all impervious areas. Detailed Exhinits can be provided during Final Design and Report preparation. | OPEN |
| 85 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide National Wetland Inventory (NWI)<br>Both ponds appear to discharge to an existing riverine located east of the property. Provide discussion in narrative if any adverse downstream effects.<br>Identify and label the existing riverine on this drainage plan. | DEI | | A wetland delineation report is included in the submittal. | OPEN |
| 86 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Provide discussion in narrative and state whether there are any adverse downstream effects to I-355. | DEI | | All storm water design are intended to meet the requirements of the Village of Lemonts storm water ordinances as well as the MWRDGC WMO. No discharges are directed toward the tollway and therefore no negative impacts wil occur. | OPEN |
| 87 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Identify this existing body of water and provide discussion in the narrative. | DEI | | I am unclear as to the existing body of water you are referncing. | OPEN |
| 88 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: Clearly and define the 60' ROW on the drainage plan. Provide dimensions. | DEI | | The drainage exhibit will include additional items for the Final Design and Report. | OPEN |
| 89 | Preliminary Stormwater Management Report | DAK | Preliminary Drainage Areas Exhibit: The existing culvert shall be discussed in the narrative as to whether this will remain or be removed. | DEI | | It has yet to be determined if the culvert will remain. This will be determined as part of Final Engineering Design and final storm water analysis. The current design maintains the culvert. | OPEN |

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| 90 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: This roadway appears to proposed part of this project and taken via storm sewer into the proposed pond. It will need to be included in the detention and volume control requirement calculations.** | **DEI** | | The increased impervious area can be inlcuded in the VCBMP requirement. For detention, we will include the full ROW width by the length where improvements are ocurring both along the edge of pavement and regrading of the swales. The pavement will be widened by 1.0' and then curb and gutter will be added which adds 3.0' to the width. Therefore, we will include 4' wide by the overall length of pavement/improvements to the VCBMP requirement. The full ROW where improvements are occurrring will be added to the required detention. Please confirm this approach is acceptable. | **OPEN** |
| 91 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: It appears that this gravel path is proposed part of this project. It will need to be included in the detention and volume control requirement calculations. Undetained areas will need to be accounted for in the overall release from the site.** | **DEI** | | The gravel path from the parksite easterly to the existing path in the Township property will not be tributary to the detention facilities. This connection is being provided at the request of the Village and Township. Further discussion can take place regarding detntion necessary for this path. We are not opposed to including the volume required for the path for both detention and VCBMP if that is the desire of the Village, however, the actual runoff from the path will not get to the proposed detntion basins. Please also note that we have assummed 55% impervious for all single family lots, which is the same as was assummed for Copper Ridge. Typical lot cover was less than 40% in Copper Ridge. This means that VCBMP requirements were far exceeded in Copper Ridge which will also be the case here. | **OPEN** |
| 92 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: It appears portion of the site are undetained. This area is proposed to be disturbed and will need to be accounted for in the volume control and detention calculations. Provide a separate drainage area for this undetained portion.** | **DEI** | | **Areas of the site that are not tributary to the detention facility (mainly the back sides of the detention berms and areas north of the northern detention basin along the bluff) will be itemized in accordance with the MWRDGC WMO requirements and exhibits will be included. This will occur at the time of Final Engineering design. All disturbed areas that do not drain to the stormwater facility will be planted with native prairie mixes that conform to the requirements of the WMO and will placed in the appropriate Schedule K to be restricted from further development.** | **OPEN** |
| 93 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify which pond is Pond 1 and which is Pond 2 on the drainage plan. Labels shall correlate with calculations.** | **DEI** | | Ponds have been labeled on the drainage exhibit. | **OPEN** |
| 94 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Label the NWL, HWL, elevations for volume control, allowable vs proposed release, volume control and detention storage required and provided for each pond on the drainage plan.** | **DEI** | | The summary within the storm water report outlines the volume control required and provided and notes the bottom and HWL elevations. Additionally, required and provided detention volumes and release rates are noted. | **OPEN** |
| 95 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify on the drainage plan and provide discussion in narrative regarding the erosion control from the outfalls into and from and emergency overflow weirs from the detention ponds. Provide calculations.** | **DEI** | | **Overland Flow routes and supporting calculations shall be completed during Final Engineeirng design and plan preparation. Erosion protection necessary to protect overland flow routes will be evaluated at that time.** | **OPEN** |
| 96 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Identify emergency overflow from each pond with large arrow. Show the extents of the emergency overflow section.** | **DEI** | | **Overland Flow arrows are included on the Preliminary Engineering plans. Detailed Design of the overland flow routes will occur during Final Engineering design an plan preparation.** | **OPEN** |
| 97 | **Preliminary Stormwater Management Report** | **DAK** | **Preliminary Drainage Areas Exhibit: Verify with landscape plan that there are no proposed landscape items that will obstruct emergency overflow from each pond.** | **DEI** | | **Overland Flow routes and supporting calculations shall be completed during Final Engineeirng design and plan preparation. Landscaping will be designed in acordance with engineering design at that time.** | **OPEN** |
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RESPONSES FOR ACTION REQ'D
A: AGREE FULLY WILL COMPLY.
B: AGREE PARTLY WITH, AS NOTED EXCEPTIONS.
C: DISAGREE FULLY. REASONS ARE NOTED.
D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.
E: QUESTION ONLY. ANSWER THE QUESTION.

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E: QUESTION ONLY. ANSWER THE QUESTION.

# Residential Development

## PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

GFT Project # : 3/27/2026

Project Information : Residential Development - Alba St near I-355 Traffic Impact Study (Dated 2/17/26)

Agency: Village of Lemont, Illinois

| NO. | DWG NO./ SPEC NO./ SECTION NO., ETC. | Section/Page | REVIEWED BY (Name & Company) | COMMENTS | RESPONSES | CURRENT STATUS (Open/ Closed) |
|---|---|---|---|---|---|---|
| 1 | Traffic Impact Study | General | JRD - GFT | GFT generally agrees with the study except for the comments as noted below. | Noted | |
| 2 | Traffic Impact Study | PDF-2 | JRD - GFT | Please revise your target year for traffic growth. It is unrealistic to build and have all units occupied in 2026. | The use of Buildout was a typo. The traffic study analyzed Construction year plus 5 which will occur after the completion of the proposed developemnt. | |
| 3 | Traffic Impact Study | PDF-16 | JRD - GFT | The traffic signal at Timberline/127th Ave goes to an unacceptable LOS E for the NB LT. IDOT BLRS notes LOS needs to be D. Improvements to the signal will be required. Recommend implementing protected/permitted phasing. | The propsoed dvelopemnt will not be adding traffic to the movement. Delays to this moevment can be reduced by changing the cycle length to 90 seconds and repotomizing the signal timings. | |
| 4 | Traffic Impact Study | | JRD-GFT | Adjustments to the parking areas on Alba for the park will be required. They are currently perpendicular, parking stall like design. As Alba will function more like as a residential street with this development, parking needs to be improved. We recommend adjusting to angle parking or widen the road for a parking lane (with 2 travel lanes). | The design of the parking spaces at 90 degree is adequate and will be minimally impacted by the propsoed development. Modifying them to angle parking will result in the loss of parking spaces and will force the parked cars on the northside to have to make a U turn to exit. | |
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RESPONSES FOR ACTION REQ'D
A: AGREE FULLY WILL COMPLY.
B: AGREE PARTLY, EXCEPTIONS NOTED.
C: DISAGREE FULLY. REASONS NOTED.
D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.
E: QUESTION ONLY. ANSWER PROVIDED.



File:

# Residential Development
## PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

| | | |
|---|---|---|
| GFT Project # : | | 3/27/2026 |
| Project Information : | Residential Development - Alba St near I-355 | Traffic Impact Study (Dated 2/17/26) |
| Agency: | Village of Lemont, Illinois | |

| NO. | DWG NO./ SPEC NO./ SECTION NO., ETC. | Section/Page | REVIEWED BY (Name & Company) | COMMENTS | RESPONSES | CURRENT STATUS (Open/ Closed) |
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RESPONSES FOR ACTION REQ'D
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B: AGREE PARTLY, EXCEPTIONS NOTED.
C: DISAGREE FULLY. REASONS NOTED.
D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.
E: QUESTION ONLY. ANSWER PROVIDED.



File:

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

# COMMENT RESPONSE MEMORANDUM

TO: Jamie Tate
Consulting Planner
Village of Lemont

FROM: Megan Weiss
Gary R. Weber Associates, Inc.

SUBJECT: Copper Ridge West Review #1

PROJECT NO. BH2507

DATE: 04/15/2026

The following comment responses are provided in reference to the comments received from Urban Forest Management, Inc., dated 03/19/2026

## LANDSCAPE PLAN COMMENTS

**COMMENT 1:** The proposed plant schedule meets the plant unit requirements for perimeters and detention areas and the proposed species are appropriate to the site.
**COMMENT 1 RESPONSE: Noted.**

**COMMENT 2:** The Landscape Plan should indicate where designated snow removal/snow storage areas will be located to protect the landscaping from snow removal activities and excess salt exposure.
**COMMENT 2 RESPONSE: Snow removal/snow storage areas added to the landscape plan.**

**COMMENT 3:** The Landscape Plan Planting Details (Sheet L1.1) shall include a note saying any wire baskets shall cover no more than the lower 1/3 of the root ball, and any baskets that are higher than that shall be cut down to that height during planting.
**COMMENT 3 RESPONSE: Note added to the planting details on Sheet L1.1.**

**COMMENT 4:** All plantings and installations shall conform to the current ANSI Z60.1 American Standard for Nursery Stock and ANSI A300 Standards and best management practices. All tree work is to be performed in accordance with current ANSI A300 and Z133 standards and current best management practices.
**COMMENT 4 RESPONSE: Landscape Specifications sheet added to the landscape plan set (Sheet L1.6). This sheet has details on current ANSI Z60.1 American Standard for Nursery Stock and ANSI A300 Standards and best management practices.**



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TELEPHONE: 630-668-7197 FACSIMILE: 630-668-9693

**COMMENT 5:** A long-term maintenance plan for the installed landscape should be prepared and submitted for review and approval and include the Lemont Code of Ordinance 17.20.120 A. Maintenance items for 1, 2 and 3 language:

17.20.120. – MAINTENANCE OF REQUIRED LANDSCAPING.
A. Maintenance. The owner, tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping required by this ordinance or preserved under the provisions of this ordinance in good condition so as to present a healthy, neat, and orderly appearance. Specifically:

1. All plant growth in landscaped areas shall be controlled by pruning, trimming, or other suitable methods so that plant materials do not interfere with public utilities, restrict pedestrian or vehicular access, or otherwise constitute a traffic hazard; and
2. All planted areas shall be maintained in a relatively weed-free condition and clear of undergrowth; and
3. All trees, shrubs, ground covers, and other plant materials must be replaced if they die or become unhealthy because of accidents, drainage problems, disease, or other causes.

The long-term maintenance plan should also include details such as a proposed periodic inspection schedule, how weed or other invasives will be addressed, (herbicide control – method of application, spot treatments, mechanical removal, hand pulling), monitoring for pests and managing and addressing these issues in a timely manner, guidelines for any fertilizer applications, etc.

**COMMENT 5 RESPONSE: A long-term maintenance plan has been submitted and includes language for Lemont Code of Ordinance 17.20.120.A. Maintenance items 1,2 &3.**

The following comment responses are provided in reference to the comments received from the Village of Lemont, dated 03/25/2026

**LANDSCAPING**

**COMMENT 26:** A tree survey has been provided within the engineering plans; however, the submitted landscape plans do not demonstrate coordination with the tree inventory. The landscape plans do not clearly identify existing trees to be preserved, removed, or impact by development. The plans shall be revised to incorporate the tree survey and clearly indicate preservation, removal, and protection measures in accordance with Section 17.20.

**COMMENT 26 RESPONSE: Trees from the tree survey added to the landscape plan set. Trees to be preserved are shown on the landscape plan.**

**COMMENT 27:** Parkway trees shall be installed in the spring or fall, but not before the construction of the dwelling and the completion of the public sidewalk. However, in no case shall parkway trees be planted later than two years after the commencement of construction of the development (i.e., issuance of the site development permit).

**COMMENT 27 RESPONSE: Note added to Sheet L1.1.**

**COMMENT 28:** Verify parkway trees are at least 15' from any traffic sign.

**COMMENT 28 RESPONSE: Verified.**



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**COMMENT 29:** Verify the landscape seeding will be Class 1A seeding mixture. Parkways shall be sod. Clarify the turf mixture – define turf and seed on the plan.

**COMMENT 29 RESPONSE: Landscape Specifications sheet added to the landscape plan set (Sheet L1.6). This sheet has details on the standard seeding mixture. Parkways labeled for sod. Turf and seed delineation noted on the landscape plan set.**

**COMMENT 30:** The Village Arborist shall be consulted during installation of material and may reject inappropriate materials. See Section 17.20.040 General Landscape Standards for all reasons plants may be accepted, modified or rejected.

**COMMENT 30 RESPONSE: Note added to Sheet L1.1.**

**COMMENT 31:** All trees and shrubs shall be mulched with a minimum of three-inch depth of shredded bark, wood chips, or other organic mulch. All perennial, annual, or groundcover beds shall be mulched with a minimum of a two-inch depth of shredded bark, wood chips, or other organic mulch. Page L1.1 shows 2" for shrubs, please adjust.

**COMMENT 31 RESPONSE: The detail of Sheet L1.1 has been adjusted to address this issue.**

**OTHER COMMENTS – STREETS, SIDEWALKS, AND OTHER**

**COMMENT 38:** Indicate the location of snow piles and storage.

**COMMENT 38 RESPONSE: Shown on the landscape plan set.**

The following comment responses are provided in reference to the comments received from HRGreen, dated 03/12/2026

**COMMENT 3: Open Space Exhibit / Site Plan:** Indicate the width of the proposed future path. Also, it appears that the construction of this path is outside of the property. Indicate if there will be a temporary construction easement for the proposed work.

**COMMENT 3 RESPONSE: Width of path dimensioned.**

**COMMENT 4: Path Exhibit / Site Plan / Preliminary Engineering Plans:** Indicate the proposed path width and material per Section 17.26.130.A of the UDO.

**COMMENT 4 RESPONSE: Width of path dimensioned and material noted.**

**COMMENT 5: Site Plan:** Indicate if the existing driveway will remain open to the existing forest/open area. If not, indicate what would become of this access.

**COMMENT 5 RESPONSE: The driveway will remain open. Labeled.**

**COMMENT 45: Preliminary Landscape Plans:** Revise the left side of the monument sign to meet the minimum 4 feet from the property line per Section 17.11.090.A of the UDO.

**COMMENT 45 RESPONSE: Monument sign moved 4' from the property line.**



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**COMMENT 46: Preliminary Landscape Plans:** Revise the number of parkway trees along the single family lots by showing the proposed locations of the driveways.

**COMMENT 46 RESPONSE: Driveways added to the landscape plan set. Parkway tree locations adjusted.**

**COMMENT 47: Preliminary Landscape Plans:** Revise the parkway tree locations for the snow storage easements for both proposed cul-de-sacs per Section 17.25.020.E. of the UDO.

**COMMENT 47 RESPONSE: Driveways added to the landscape plan set. Parkway tree locations adjusted.**



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****PLEASE SEE PETITIONER'S RESPONSES TO STAFF COMMENTS BELOW. WHERE APPLICABLE, THE SUBMITTED MATERIALS, INCLUDING THE PETITION AND EXHIBITS, HAVE BEEN REVISED IN RESPONSE TO THESE COMMENTS.*****

Beechen & Dill Homes, Inc.
Matt Dill
565 Village Center Drive
Burr Ridge, IL 60527

March 25, 2026

RE: Copper Ridge West Rezoning & Preliminary Planned Unit Development (PUD) / Preliminary Plat of Subdivision – UDO Review 1

Dear Mr. Matt Dill:

The Village of Lemont has received the application for rezoning to the R-5A Detached & Attached Residential District and R-6 Multi-Family Residential District, along with a Preliminary Planned Unit Development (PUD) and Preliminary Plat of Subdivision for approximately 28.9-acre property located at 16453 Alba Street. There are a total of 82 homes (19 detached single-family homes and 63 townhomes).

The Village's Unified Development Ordinance (UDO) can be found here and there are references to this code in the letter below:
https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR

The following comments are based on the current submittal and prior Concept Plan and Technical Review Committee (TRC) discussions. A written response to these comments shall be provided with the next submittal.

**COMPREHENSIVE PLAN**

1. The future land use in the Lemont 2030 Comprehensive Plan designates this area as **Contemporary Neighborhood (CTP**) with Conservation Overlay (No response is needed, but statement for reference and foundation for applicable analysis):
    a. Neighborhoods in the **CTP** district are characterized by mostly single-family detached homes, with some single-family attached homes and MF homes incorporated throughout the district. Private open spaces will be smaller than those found in the conventional neighborhood district, but more developments will feature common open space in their

designs. All neighborhoods in this district will have a walkable design with streets that connect in a logical manner throughout the neighborhood and in seamless transitions to adjacent neighborhoods. They are designed to safely accommodate walking and bicycling. With an average gross density of 5 dwelling units per acre throughout this district, many residents in Contemporary Neighborhoods will likely live within walkable and bike-able distances of commercial and recreational areas.

**RESPONSE: Understood. The proposed subdivision includes single-family detached homes and single-family attached homes (townhomes), as recommended within the CTP district. Copper Ridge West has been designed to incorporate an overall density of less than 3 du/ac, a significantly lesser density than anticipated by the recommended 5 du/ac and approved Vistancia Subdivision. Additionally Copper Ridge West has been designed with sidewalks on both sides of the street to promote pedestrian activity along with proposed path connections to the township path network areas should the township approve such connections.**

b. The **Conservation Design Overlay** is characterized by residential development that permanently sets aside land to protect natural features on site. The remaining land is then developed in a compact fashion. This results in developments that yield the same or more lots than would be allowed if developed with typical subdivision design, but occupying less than the total development area. Typically, conservation developments protect 40%-50% of the available land onsite. Conservation design is most important on land that includes environmentally sensitive features such as floodplains, significant stands of trees, highly permeable soils and wetlands. Many conservation developments also are low impact developments that protect the natural water cycle of the landscape and reduce negative impacts of storm water runoff through implementation of green infrastructure such as bioswales, rain gardens, naturalized detention, etc.

**RESPONSE: Additional background on conservation design has been incorporated into the land use petition.**

2. The proposed density is 2.84 units/acre.

**RESPONSE: Correct. As currently proposed, Copper Ridge West will include 63 townhomes and 19 single-family homes on 28.9 acres.**

3. The Comprehensive Plan emphasizes a connected street network and integration with adjacent development. The proposed subdivision functions as a self-contained development with limited external connectivity. The applicant shall clarify the feasibility of any future street or pedestrian connections to adjacent properties or open space areas and identify any planned or potential connections, including those shown on the Pathway Exhibit.

**RESPONSE: The Petition has been updated to address connectivity and integration with adjacent properties and open space areas, including additional discussion of pedestrian connections, internal circulation, and site constraints impacting vehicular connectivity,**

**including the adjacent ravine, open space areas, and Interstate I-355. The revised plans and Pathway Exhibit identify proposed and potential pedestrian connections, as well as areas where future connections may occur, and reflect the limited feasibility of additional vehicular connections due to surrounding conditions.**

4. The applicant has provided a narrative describing consistency with the Comprehensive Plan and PUD objectives. However, the submittal does not clearly address conservation design principles, including how natural features on the site informed the layout, the extent of meaningful preservation, and whether development has been clustered to minimize impacts. Additional information is needed to demonstrate how the proposal aligns with conservation design objectives.

   **RESPONSE: The Petition has been updated to address conservation design, including additional detail regarding how the layout was informed by existing natural features, site topography, drainage patterns, wooded areas, the adjacent ravine, clustering of development, and integration of open space areas. The revised Petition also describes the preservation of over forty percent (40%) of the site as open space, consistent with the Conservation Overlay objectives.**

**GENERAL COMMENTS**

5. The applicant has provided a narrative addressing access and circulation, including the use of a single point of entry from Alba Street. While this information is noted, the adequacy of the proposed access configuration has not yet been fully demonstrated. A traffic study has been submitted and is currently under review, and its findings will be critical in determining whether the proposed number of units and site design can be appropriately supported by a single access point. Additional modifications may be necessary based on that review.

   **RESPONSE: Staff comments received separately regarding the Traffic Impact Study prepared by KLOA, dated February 17, 2026, indicate general agreement with the study and do not identify concerns with the proposed single access point to Copper Ridge West. KLOA has also responded to additional traffic-related comments. The proposed Copper Ridge West will function very similar to Copper Ridge which also has one access point. Beechen & Dill will also be improving the current condition of Alba Street which is a significant benefit.**

6. Provide a revised rezoning exhibit clearly delineating the boundaries of the proposed R-5A and R-6 zoning districts. All portions of the subject property, including outlots, shall be assigned to a zoning district.

   **RESPONSE: The Petitioner has revised the Rezoning Exhibit included in this submittal to clearly delineate the boundaries of the proposed R-5A and R-6 zoning districts, including assignment of all portions of the Subject Property. The open space and ROW areas are proposed to remain zoned R-1 subject to Village Staff concurrence.**

7. Consider removing the duplex on Lot 56 & 57. The rear yards of 73, 74 and 75 open to the side yard of #57 creating a more enclosed feel for these rear yards. Most of the rear yards abut open space (except 58-61 and 65-68, but these have rear yard setback amounts between the lots).
   **RESPONSE: The duplex lot is integral to the overall plan. The plans have been updated to add additional landscaping between the duplex lot and adjacent townhome and adjust the alignment of the duplex lot to improve the condition and create additional separation.**
8. Front yard lot coverage for the townhome units is greater than 36% for some units due to platting. It should be clear in the PUD and HOA declarations that driveways can be constructed according to approved plans and not enlarged in the future.
   **RESPONSE: The Petitioner will clarify in the PUD and HOA declarations that driveways shall be constructed in accordance with approved plans and shall not be expanded in the future in a manner that would result in noncompliance with applicable lot coverage requirements.**
9. Verify the front yard lot coverage is at 36% or below for the detached single-family lots so an appropriate driveway can fit. A 3-car garage may not be accommodated on all lots based on the UDO's maximum lot coverage requirements.
   **RESPONSE: As reflected in the revised Petition, the Petitioner is requesting a deviation as part of the Planned Unit Development of an increase to 40% front yard lot coverage for the single-family home lots in lieu of a maximum 36%. As further described in the Petition, a maximum 36% front yard lot coverage results in a driveway configuration of approximately fourteen (14) feet in width, which does not provide adequate access to the third garage bay and limits its functional use.**
10. Clarify if covered patios/enclosed porches will be offered in any of the townhome models and if setback encroachments need to be requested. All portions of attached accessory structure to the home/townhome must meet all principal building setbacks.
    **RESPONSE: The proposed development will include rear patios and covered porch options for certain townhome units. As reflected in the revised Petition, the Petitioner is requesting a deviation as part of the Planned Unit Development to permit limited covered porch encroachments into the required rear yard setbacks where necessary.**
11. Verify if enlarged patios/decks can be accommodated in the rear yards for the townhomes with lot coverage maximums and with design engineering. If yes/no, the ability or non-ability to enlarge the patios or decks should be clarified in the HOA declarations.
    **RESPONSE: The Petitioner will evaluate the feasibility of accommodating rear patios and decks in compliance with applicable lot coverage and engineering constraints. The PUD plans and homeowners' association documents will clarify whether such improvements may be expanded or limited to approved configurations.**

    Provide clarification and plan for visitor parking, including whether on-street parking will be permitted on both sides of the street.

**RESPONSE: On-street parking is anticipated to accommodate guest parking needs within the development as the pavement section has been designed to Village standards.**

**ARCHITECTURE**

12. All chimneys must be constructed of brick or stone. **Understood. The proposed homes will comply with the Village's masonry requirements.**
13. As the single-family homes are built, they must meet the Village's design variety outlined in Section 17.22.020. This will limit the quantity of single-story detached homes: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIVDEST_CH17.22REDEST_17.22.020SIMIDEVARECO **Understood. The proposed development will comply with the Village's design variety requirements set forth in Section 17.22.020.**
14. Saybrook A and Saybrook B do not meet the dissimilarity standards and cannot be next to one another or 2 homes away, per the Village dissimilarity standards.
    **RESPONSE: Understood, Beechen & Dill will ensure compliance with the Village's dissimilarity standards.**
15. Provide renderings of the rear elevations for the townhomes.
    **RESPONSE: Rear elevation renderings for the townhomes are included with this resubmittal.**
16. Lot 1 should be considered a "key lot" with an enhanced south facing façade. Suggestions include at least or more than 3 windows on the street facing facade and a first story brick wrap. The PZC and Village Board may have more input throughout the PUD process.
    **RESPONSE: The plans have been revised to enhance the Lot 1 street-facing façade consistent with staff's recommendations.**

**PLANNED UNIT DEVELOPMENT**

17. The proposed park site is identified as approximately 0.20 acres. While smaller open space areas may be appropriate in certain contexts, additional information shall be provided regarding the design, function, and programming of this space to demonstrate that it will serve as a meaningful and usable amenity for residents of the development. Provide any correspondence with the Lemont Park District regarding this proposed park.
    **RESPONSE: The proposed public park at the entrance to Copper Ridge West has been intentionally positioned for convenient access. This design approach mirrors the placement of the public park within Copper Ridge, where the park was located at the front of the development to minimize non-resident traffic circulating deeper into the neighborhood. The park is intended to function as a neighborhood amenity and gateway feature, providing passive recreational opportunities such as seating areas, open lawn space, and connections to the Lemont Township path network. The Petitioner is continuing discussions with the Lemont Park District regarding potential ownership and operation of the park and it appears that this will not be a Lemont Park District park site, but rather a homeowner's association park maintained**

**by the Copper Ridge West HOA. The Petitioner will keep staff informed of these discussions and will provide any correspondence with the Park District upon request.**

18. While the Open Space Exhibit identifies approximately 12.9 acres of open space, the plans do not clearly distinguish between qualifying open space and areas that are not permitted to be counted toward the open space requirement. The applicant shall revise the Open Space Exhibit and provide calculations clearly identifying qualifying open space in accordance with Section 17.08.D. Areas that are not permitted to be counted toward required open space include, but are not limited to:
    a. Stormwater detention/retention areas;
    b. Perimeter buffer areas; and
    c. Irregular or residual spaces.

    **RESPONSE: The Open Space Exhibit has been revised to distinguish qualifying open space in accordance with Section 17.08.D. Detailed calculations are included with the revised plans.**
19. According to Table 17-08-01, the proposal requires 15% of open space. Demonstrate compliance with the required open space using the definition of qualifying open space as provided in the UDO.
    **RESPONSE: The revised plans include calculations demonstrating compliance with the required open space in accordance with Table 17-08-01 using the definition of qualifying open space set forth in the Unified Development Ordinance**
20. The submitted Pathway Exhibit identifies a network of existing, proposed, and future pedestrian connections. The inclusion of pathway systems may support consideration of a reduction in required open space in accordance with Section 17.08.E; however, the plans do not clearly identify which segments are to be constructed as part of this development. The applicant shall clearly identify all proposed pedestrian and pathway improvements to be constructed with the development and demonstrate how such facilities function as a cohesive and accessible amenity for residents.
    **RESPONSE: The path connection exhibit is subject to Township approval. The Petitioner will not be constructing any of the off-site paths. The Petitioner will be constructing all on-site sidewalk.**
21. Section 17.08.030(I) requires that Planned Unit Developments (PUDs) adhere to the development standards contained in Article IV of the Unified Development Ordinance. The proposed development includes deviations from these standards and therefore requires approval of an exception from Section 17.08.030(I).
    **RESPONSE: The Petition includes the requested deviations from Article IV development standards and corresponding request for approval of exceptions pursuant to Section 17.08.030(I).**

**LOT AND DIMENSIONAL STANDARDS**

22. The application includes a request to reduce the minimum setback from 15-feet to 10-feet in the R-6 zoning district. There will be approximately 20-feet separation between townhome buildings instead of the minimum in R-6 of 30-feet. This is an exception request.
    **RESPONSE: The Petition has been updated to request a deviation to permit a reduction in the required interior side yard setback in the R-6 zoning district, which results in a minimum building separation of approximately twenty (20) feet between townhome buildings which mirrors the building separation in Copper Ridge.**
23. The plans demonstrate a minimum lot size of 9,600 square-feet in R-5A when the minimum lot size is 10,000 square-feet. It is noted the average lot size is 10,325 square-feet. This is an exception request.
    **RESPONSE: The requested deviation for minimum lot size in the R-5(A) district is included in the Petition. As noted therein, while certain lots are below 10,000 square feet, the average lot size exceeds the minimum requirement.**
24. The application includes a reduction in the minimum lot size and minimum lot area per unit for the R-6 district. The proposed lot configuration divides each townhome building into individual lots per unit, which differs from how dimensional standards are typically applied to multi-family buildings. The applicant shall provide lot area calculations for each townhome building as a whole and demonstrate how the proposed development complies with, or deviates from, Table 17-07-01.
    **RESPONSE: Lot area calculations for each townhome building are now provided with the revised plan set and will identify any deviations from Table 17-07-01 for approval as part of the Planned Unit Development.**
25. Lot coverage shall be calculated and provided both on a per-lot basis and for each individual townhome building footprint. Any deviations from the requirements of Table 17-07-01 shall be identified and requested as an exception.
    **RESPONSE: The Petitioner has provided lot coverage calculations for both individual townhome lots and each townhome building footprint as shown on the Townhome Lot Coverage Exhibits submitted herewith. Due to the allocation of building coverage across individual plated lots and the inclusion of typical deck and patio configurations, Petitioner has requested a deviation for lot coverage as part of this Planned Unit Development of up to approximately 81% in lieu of 65%.**

**LANDSCAPING**

26. A tree survey has been provided within the engineering plans; however, the submitted landscape plans do not demonstrate coordination with the tree inventory. The landscape plans do not clearly identify existing trees to be preserved, removed, or impacted by development. The plans shall be revised to incorporate the tree survey and clearly indicate preservation, removal, and protection measures in accordance with Section 17.20.

**RESPONSE: Landscape plans have been revised to incorporate clarification of the tree survey and identification of trees to be preserved, removed, or impacted by the development, including applicable protection measures, in accordance with Section 17.20.**

27. **Standard Comment**: Parkway trees shall be installed in the spring or fall, but not before the construction of the dwelling and the completion of the public sidewalk. However, in no case shall parkway trees be planted later than two years after the commencement of construction of the development (i.e., issuance of the site development permit).
    **RESPONSE: Understood.**
28. Verify parkway trees are at least 15' from any traffic sign.
    **RESPONSE: All parkway trees are located a minimum of fifteen (15) feet from any traffic sign.**
29. Verify the landscape seeding will be Class 1A seeding mixture. Parkways shall be sod. Clarify the turf mixture – define turf and seed on the plan.
    **RESPONSE: Understood. Class 1A seeding mixture will be used. Parkways will be sod. Turf mixture is now shown on revised Landscape Plans.**
30. The Village Arborist shall be consulted during installation of material and may reject inappropriate materials. See Section 17.20.040 General Landscape Standards for all reasons plants may be accepted, modified or rejected:
    https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIVDEST_CH17.20LATRPR_17.20.040GELAST
    **RESPONSE: Understood. The Petitioner will coordinate with the Village Arborist during installation in accordance with Section 17.20.040.**
31. All trees and shrubs shall be mulched with a minimum of three-inch depth of shredded bark, wood chips, or other organic mulch. All perennial, annual, or groundcover beds shall be mulched with a minimum of a two-inch depth of shredded bark, wood chips, or other organic mulch. Page L1.1 shows 2" for shrubs, please adjust.
    **RESPONSE: Understood. Landscape plans have been revised to comply with the required mulch depths set forth in Section 17.20.**

**Other Comments – Streets, Sidewalks, and Other**

32. Section 17.26.050 and Table 17-26-01. The UDO requires a 66-foot right-of-way and the development is proposing 60-foot wide ROW, this is an exception request in the PUD.
    **RESPONSE: The requested deviation for reduced right-of-way width is included in the Petition.**
33. Section 17.26.040 C. Cul-de-sacs shall not be more than 300-lineal feet – the cul-de-sac is in excess. This is an exception request.
    **RESPONSE: The requested deviation for cul-de-sac length is included in the Petition.**
34. Section 17.26.050 C. Centerline offsets less than 200-feet are prohibited and the development is requesting 175-feet. This is an exception request.

**RESPONSE: The requested deviation for reduced centerline offset is included in the Petition.**

35. Exception request to allow detention pond depth in excess of 4-feet with bounce up to 6.8-feet.
    **RESPONSE: The requested deviation for detention pond depth is included in the Petition.**
36. Exception request to allow side slope on detention basin of 4:1.
    **RESPONSE: The requested deviation for detention basin side slopes is included in the Petition.**
37. Exception to allow concrete driveway thickness of 5-inches rather than 6-inches.
    **RESPONSE: The requested deviation for driveway thickness is included in the Petition.**
38. Indicate the location for snow piles and storage.
    **RESPONSE: These areas are now shown on the Preliminary Plat.**
39. Street signs and traffic signs shall match existing Village street signs and comply with Village standards.
    **RESPONSE: The Petitioner confirms that all street and traffic signage will comply with applicable Village standards and match existing Village signage.**
40. Provide mailbox detail. See LS-91 in Appendix G of the UDO. If proposing a universal mailbox, provide the location and proper landscaping screening. It is recommended the developer/applicant contact the US Post office early in the development process.
    **RESPONSE: The Petitioner will provide mailbox details in accordance with Village standards and will coordinate with the U.S. Postal Service regarding mailbox location and configuration.**

*The purpose of this review is to make certain its general compliance with Village ordinances and standard practices regarding site development, landscaping and design. This review is only for general conformance with the design criteria established by the Village and is subject to both the completeness of the information submitted by the developer's professional staff and also the actual ability of the plan to perform in accordance with its intent. Actual field conditions may vary and additional items may arise which are not readily apparent based on this submittal. The developer's design professionals are responsible for performing and checking all design computations, dimensions, and details relating to design, construction, compliance with all applicable codes and regulations, and obtaining all permits. Additionally, other bodies of government may have jurisdiction over various aspects of this development. The developer should be advised that additional measures may be required based on actual field conditions and formal approvals of the other agencies.*

A written response must be provided to all comments with the next submittal. Please contact me with any questions.

Sincerely,

Jamie Tate, AICP
Consulting Planner
630.640.5860
jtate@lemont.il.us

Attachment 20

Rosanova & Whitaker

Rosanova & Whitaker, Ltd.
445 Jackson Avenue, Suite 200
Naperville, Illinois 60540
Phone: 630-355-4600
Fax: 630-352-3610
www.rw-attorneys.com

April 27, 2026

**VIA EMAIL**

Jamie Tate, AICP
Consulting Planner
Village of Lemont
418 Main Street, Lemont, IL 60439
p 630.257.1582 | f 630.257.1598
jtate@lemont.il.us | www.lemont.il.us

***RE: Proposed Copper Ridge West Development - Response to Change.org Objection Summary.***

Dear Mrs. Tate,

I am in receipt of a petition circulated on Change.org relative to the proposed Copper Ridge West development which is scheduled to be considered by the Plan Commission on May 6th. I plan to provide an overview at the upcoming Plan Commission meeting and address each of the concerns raised in this petition. As there are several misstatements in the petition, I would like to formally address each of those in this letter at this time. We respectfully request our responses are included with the Plan Commission packet when distributed to the Plan Commission.

**The Petition states that Beechen & Dill is repurchasing the 30 acres of land previously dedicated by Beechen & Dill to the Village.**

Beechen & Dill is not purchasing any portion of the Village's 30 acre parcel. Beechen & Dill is acquiring the 28 acres of farmed property adjacent to I-355 and has no plans to acquire any portion of the Village's parcel. I can certainly see how this misstatement could cause concern by anyone reading the petition, but it is very important to clarify that the statement is totally inaccurate.

**The Petition states that Beechen & Dill's new community would cause the loss of critical green spaces and displace wildlife.**

As mentioned above, Beechen & Dill is only developing the 28 acres adjacent to I-355 which is not critical natural green space. It is in fact farmland. The portion of the subject property along the northern portion of the site that contains woodlands will remain open space as evidenced by the site plan and Beechen & Dill is not seeking to acquire any portion of the Village's 30 acre open

space. Once again, I could see how a reader would be concerned if they read this and did not know the facts.

**The Petition states that Beechen & Dill is seeking a higher density and introducing high-density housing.**

In 2017, the property was already approved for residential uses which consists of higher density development on this property as part of the formerly anticipated Vistancia Subdivision. Additionally, the comprehensive plan anticipates a density of 5 homes per acre. Beechen and Dill is proposing single-family homes and townhomes with an overall density of less than three houses per acre, significantly less than the prior approvals and the comprehensive plan recommendation. Once again, the petition is misleading and does not mention the existing approvals or the Village's comprehensive plan and I could certainly see why these misstatements could scare people.

**The Petition includes a photo of what appears to be deforestation.**

Once again, the petition seeks to create a false impression. The subject property is actually farmland with a grove of trees along the north property line which will be an attractive naturalized detention area along with preservation of the woodlands along the northern portion of the site. The photo associated with the Petition appears to be in another part of the county.

Sincerely,

Vincent M. Rosanova

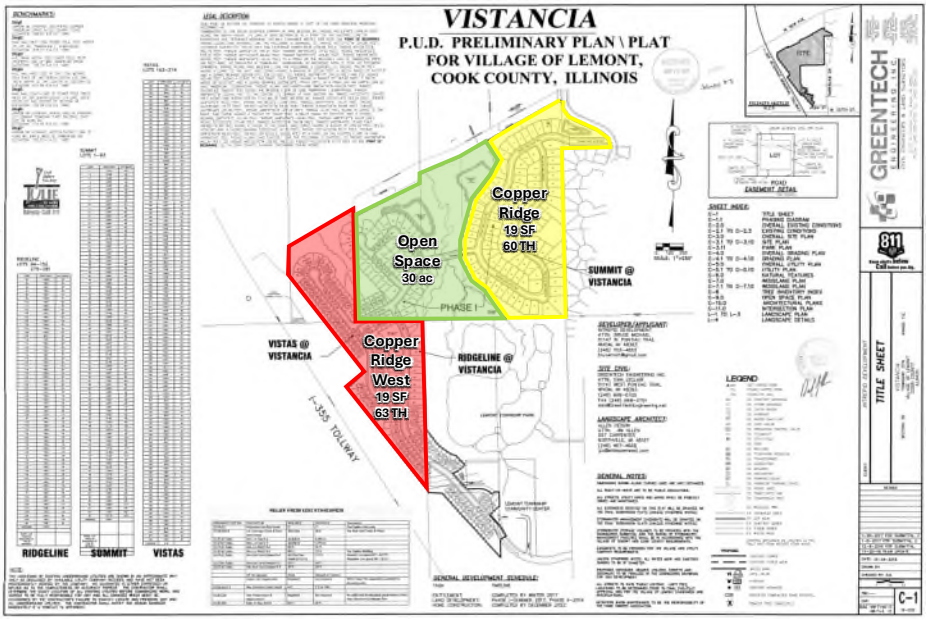
Vincent M. Rosanova

cc. Matt Dill – Beechen & Dill Homes, Inc.

Enclosures:

- Vistancia PUD
- Site Photos
- Site Plan
- Change.org Petition

# VISTANCIA PUD




# SITE PHOTOS



# SITE PLAN




**SITE DATA**

| LAND USE | UNITS | AREA | % OF SITE |
|---|---|---|---|
| SINGLE FAMILY (80'W x 120'D) | 19 | 6.3 | 21.8% |
| FRONT-LOADED TOWNHOMES | 63 | 10.4 | 36.0% |
| DETENTION / OPEN SPACE / BUFFER | - | 12.2 | 42.2% |
| TOTAL | 82 | 28.9 AC | 100.0% |

R.O.W. LENGTH = 2,728 L.F.

change.org

**Created April 17, 2026**




# The Issue

As a resident deeply concerned about our community's future, I am alarmed by the proposed plans to allow developers to repurchase the donated property from a deal put together a few years ago, only to then rezone it from R1 to R5 and R6. This area's transformation into multi-family residential units would mean the loss of critical natural green spaces that define our neighborhood and enhance our community's quality of life.
We also need to call to the end of any future development at the Copper Ridge subdivision. Copper Ridge has already displaced wildlife adjacent to the Lemont Township nature area.

The move to rezone these lands threatens to disrupt the delicate balance between development and preservation. Green spaces play a fundamental role in supporting local biodiversity, offering habitats for various species, and providing the community with essential recreational areas to unwind and rejuvenate. They are integral for our mental and physical wellness, a fact backed by research from environmental organizations worldwide that show increased green areas lead to healthier community living.

Allowing this rezoning undermines the promises made by our city to prioritize sustainable development and environmental conservation. If we continue to allow the encroachment of urban

sprawl into our green areas, we jeopardize not only the natural beauty of our hometown but also the future environmental health of our community and its residents.

Furthermore, the change from R1 to a higher density of R5 and R6 raises concerns about increased traffic, strain on local infrastructure, and a significant shift in community dynamics. The introduction of high-density housing can lead to congestion, noise pollution, and an overwhelming demand on already stretched local resources such as schools, parks, and emergency services.

Let us stand together to oppose this unsustainable development plan and urge our city officials to reject the rezoning proposal. Preserving our green spaces is crucial not only for current residents but for future generations who will inherit the environment we shape today.

Please sign this petition to protect our community's natural heritage and ensure a sustainable future for all.

Please try to attend the meeting, May 6th 6:30 pm  we need to flood the meeting with citizens

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jason Berry, Community Development
THROUGH:
SUBJECT: Grand Prairie Water Commission Intermediate Pump Station - 12550 Bell Road
DATE: May 6, 2026

**SUMMARY/BACKGROUND**
At its December 3, 2025, public hearing, the Planning & Zoning Commission considered the requested Special Use and Preliminary Planned Unit Development (PUD) for the Grand Prairie Water Commission (GPWC) facility. Following discussion and public comment, a motion to recommend approval failed on a 2–4 vote. As a result, the Planning & Zoning Commission formally recommended denial of the application.

Village Trustees discussed the GPWC proposal at the February 16, 2026, Committee of the Whole meeting. Discussion included acknowledgment of the PZC's recommendation of denial, identification of revised plans submitted after the PZC meeting (including lighting and landscaping updates), and ongoing concerns related to the scale and visibility of the proposed structures, as well as potential impacts to infrastructure, bike paths, and future utilities. At the conclusion of the discussion, the Committee of the Whole directed that the item be returned to the Planning & Zoning Commission for further review.

At the February 23, 2026, Village Board meeting, the Board formally approved a motion to return the GPWC Special Use and PUD to the Planning & Zoning Commission. This action was taken due to revised lighting, landscaping, and design materials submitted after the PZC public hearing, which had not been reviewed by the Commission prior to its recommendation. Accordingly, the item is being reconsidered by the Planning & Zoning Commission to allow evaluation of the revised plans and any potential impact on the Commission's prior Findings of Fact.

**ANALYSIS**
The updated materials submitted by the applicant address select design-related elements of the proposal, specifically lighting height and landscape screening.

The revised lighting plan reduces pole heights from 30 feet to 20 feet, consistent with residential zoning standards, thereby eliminating the previously requested lighting height deviation. The landscape plan incorporates additional screening around the outdoor storage area, along the Sun Hill subdivision perimeter, and along Bell Road, consistent with recommendations from the Village Arborist.

***Consistency with Village Policy***

**STAFF RECOMMENDATION**
Review the materials.

**BOARD ACTION REQUESTED**
discuss the item.

**ATTACHMENTS**
February 16, 2026 Committee of the Whole Memo - Grand Prairie Water Commission
January 29, 2026 Grand Prairie Water Commission Memo
January 30, 206 Grand Prairie Water Commission Revised Plans

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 2025-25 Grand Prairie Water Commission (GPWC) Planned Unit Development
DATE: February 16, 2026

**SUMMARY/BACKGROUND**

The Grand Prairie Water Commission (GPWC) has applied for approval of a Special Use for Utilities and a Preliminary Planned Unit Development (PUD) for construction of an intermediate water pumping station and elevated water storage facility at 12550 Bell Road.

GPWC is implementing its regional plan to receive Lake Michigan water from the City of Chicago and distribute it to its Charter Members, including Joliet, Crest Hill, Channahon, Minooka, Romeoville, and Shorewood. The Lemont location was selected by GPWC as it is near the approximate midpoint of the transmission main between Chicago and its member communities. At this time, there are no plans for the Village of Lemont to access the GPWC water system.

The subject property is approximately 15 acres and is zoned R-1, Single-Family Residential District. The property is bordered by the Sun Hill Subdivision to the north, ComEd power lines and Gleneagles to the west, the former Mid-Iron Golf Club in Palos Park to the south, and a rural farm residence and Forest Preserve property to the east.

The proposal includes construction of an initial 130-foot elevated water storage tank, a masonry pumping station building, emergency generator, secured utility yard, and associated site improvements.The maximum permitted height in the R-1 district is 37-feet.

While the current construction phase proposes installation of one elevated water storage tank, the Preliminary PUD plan contemplates the ability to construct up to three elevated tanks on the site over time as system demand increases, as well as expansion of the pump station building.

In addition to Special Use approval, the PUD application includes requests for deviations from height limitations and various development standards, including but not limited to:

- §17.06.030, §17.07.010 and Table 17-07-01: Allow water storage tanks to be 130 feet in height.
- §17.06.120: Allow outdoor storage and operations in a residential zoning district.
- §17.08.010: Allow exceptions to Development Standards within a PUD.
- §17.11 (Signs): Allow a wall sign on the water tank up to 875 square feet in area.
- §17.20.130: Allow PUD approval without a Tree Survey or Preservation Plan.
- §17.26.020 and §17.26.110: Allow pavement and drive aisles without required curb and gutter.
- §17.26.110(D) and §17.26.130(D): Allow development without sidewalks and associated

pedestrian or bike paths within the right-of-way.

**ANALYSIS**

Comprehensive Plan

The Lemont 2030 Comprehensive Plan designates the subject property as Contemporary Neighborhood (CTP). The CTP designation anticipates residential development characterized by neighborhood-scale design and compatibility with surrounding residential areas. The proposed utility facility is not consistent with the residential character, density, or design principles outlined for the CTP designation. Additional Comprehensive Plan analysis is provided in the PZC Staff Memo included in the Attachments.

Planning & Zoning Commission (PZC)

On December 3, 2025, the Planning & Zoning Commission conducted a public hearing on the requested Special Use and Preliminary Planned Unit Development for the proposed GPWC facility.

Staff presented an overview of the project, including the proposed 130-foot elevated storage tank (where 37 feet is permitted in the R-1 District), outdoor equipment areas, fencing, lighting, and requested deviations. Staff also reviewed the Comprehensive Plan designation and associated future land use considerations.

The applicant presented details regarding the regional necessity of the facility, hydraulic requirements dictating its location, and the overall 2030 project timeline. The applicant also addressed site design, lighting, security, and landscaping considerations.

Commission discussion included:

- Consistency with the Comprehensive Plan designation of Contemporary Neighborhood;
- Whether the proposal satisfied the Special Use standards under §17.04.140;
- Whether the PUD request met the objectives of §17.08.010;
- The magnitude of the requested height deviation;
- Impacts on adjacent residential properties;
- Questions regarding jurisdiction and applicability of local zoning.

The Commission also inquired whether alternative configurations had been explored, including multiple smaller facilities to reduce overall tank height. The applicant indicated that alternative locations were evaluated; however, much of the surrounding area consists of Forest Preserve property and was not available for acquisition.

Public comment was received from residents of the Sun Hill subdivision expressing concerns regarding compatibility with surrounding residential development, visual impact of the elevated tanks, potential property value impacts, and the absence of direct benefit to Lemont.

Following further discussion, a motion was made to recommend approval with staff conditions. That motion failed on a roll call vote of 2-4.

The Commission subsequently directed staff to prepare the Findings of Fact, determining that:

1. The proposal is in conflict with the Contemporary Neighborhood future land use designation;

2. The requested Special Use does not sufficiently meet the standards set forth in §17.04.140; and
3. The Planned Unit Development request does not sufficiently meet the objectives of §17.08.010.

Based on those findings, the Planning & Zoning Commission recommended denial of the requested Special Use and Preliminary Planned Unit Development. The full PZC minutes are in the Attachments and the recorded meeting can be found here: Agendas and Minutes Center | Village of Lemont, IL (December 3, 2025 Planning & Zoning Commission Meeting)

Updated Plans Submitted After PZC Review
Subsequent to the December 3, 2025 PZC meeting, the applicant submitted revised lighting and landscaping plans.

The revised lighting plan reduces pole heights from 30 feet to 20 feet, consistent with residential zoning standards. As a result, the previously requested lighting height deviation has been eliminated.

The updated landscape plan incorporates additional screening around the outdoor storage area, along the Sun Hill subdivision perimeter, and along Bell Road, as recommended by the Village Arborist.

These revised plans were not reviewed by the Planning & Zoning Commission prior to issuance of its recommendation. The applicant's memo outlining these updates is included in the Attachments.

***Consistency with Village Policy***
Lemont 2030 Comprehensive Plan

**STAFF RECOMMENDATION**
Discussion of the item.

**BOARD ACTION REQUESTED**
A motion to discuss the item.

**ATTACHMENTS**
MEMO to COW from Applicant dated 1.29.2026
PZC Staff Memo, Analysis and Attachments for Case 2025-25 GPWC
GPWC-PUD Revised Engineering Plans after PZC
PZC Minutes from December 2025 Meeting for GPWC
12 GPWC-PUD Application 10-15-2025 Exhibit J Plans
16 GPWC-PUD Application 10-15-2025 Exhibit N Elevations
04 GPWC-PUD Application 10-15-2025 Exhibit B Summary.pdf
10 GPWC-PUD Application 10-15-2025 Exhibit H Survey.pdf
Colored Renderings

# MEMO

GRAND PRAIRIE
WATER COMMISSION

**TO:** George Schafer, Village Administrator, Village of Lemont
Jamie Tate, Consulting Planner, Village of Lemont

**CC:** Mayor Egofske and Board of Trustees, Village of Lemont

**FROM:** Allison M.W. Swisher, Program Director, Grand Prairie Water Commission

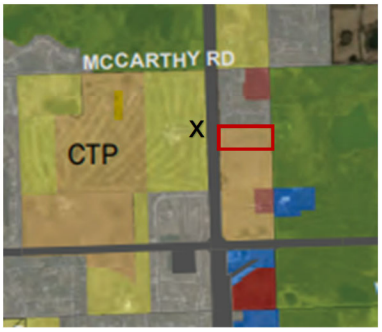
**DATE:** January 29, 2026

**RE:** Case 2025-25 – Grand Prairie Water Commission (GPWC)
Pumping and Water Storage Facility, 12550 Bell Road

The Grand Prairie Water Commission ("GPWC" or "Commission") was pleased to have the opportunity to present information regarding its planned development of the property at 12550 Bell Road in the Village of Lemont ("Property" or "Site") at the Lemont Planning and Zoning Commission meeting on December 3, 2025. During the course of the presentation to the Planning and Zoning Commission regarding this Preliminary PUD and Special Use request, the questions and concerns listed in bold below were raised by Planning and Zoning Commission members, Village staff and the public. In this letter, the Commission provides the following information in response to those questions and concerns about the Commission's development of the Property.

**The Lemont 2030 Comprehensive Plan's future land use map designates the Property as Contemporary Neighborhood (CTP), which conflicts with the proposed pumping station and water storage facility.**

A variety of factors make it unlikely that this Property would develop as Contemporary Neighborhood uses on its own, without being combined with another parcel. These factors include approximately one-third (five acres) of the Property is covered by delineated wetlands, poor drainage characteristics, and lack of a reliable stormwater outlet to promote better drainage. Because the property immediately to the south is in another municipality, there are limited opportunities for combination of the Property with other land for development for residential use.




In addition, as noted on page 2 of the Village staff report to the Planning and Zoning Commission, it is often necessary for municipal and utility facilities to be located in residential or other non-commercial areas of a municipality. An example of this that is of particular relevance here is that the Village of Lemont has entered into an Annexation Agreement with the developer of the Gleneagles development (just west of the Property) that provides for the developer to donate Outlot K of that subdivision to the Village for construction of a Village water tower. The 2030 Comprehensive Plan excerpt to the right shows the Commission Property highlighted in red and designated as CTP (peach color). It also shows Outlot K, which

is located immediately to the west of the Commission Property, on the west side of the Commonwealth Edison right-of-way, marked with a black X on the map to the right. Outlot K is in an area designated Conventional Neighborhood (yellow color), which is another residential category.

Another nearby example of necessary non-residential uses in residential areas is the property at 12940 Bell Road, on which the Fire Protection District's Fire Station #2 resides in the "Contemporary Neighborhood" area, along with a mobile antenna tower.

**Does the Commission need zoning approval from the Village of Lemont?**

No. However, as explained in correspondence with the Village over the last several years, as well as in the application materials submitted, the Commission is interested in being a good neighbor within the Village of Lemont and prefers to work collaboratively with the Village on this project. To this end, the Commission has been willing to share its development plans with the Village through the zoning process while not conceding that the Village's Unified Development Ordinance can impose any governmental authority over its development of the Property. The Commission's position on this issue has remained consistent in the application as well as in correspondence from the Commission Chair to the Village. See enclosed letter dated July 30, 2024.

The Commission is a regional water commission that is authorized by the State of Illinois to perform its regional objective of obtaining a common source of water supply and waterworks system for its member municipalities. Regional Water Commissions Act, 65 ILCS 5/11-135.5-1 *et seq*. As a regional water commission, GPWC has powers to implement construction of its water system and to locate the source of water supply and waterworks system in or outside any of its member municipalities. *See, e.g.,* 65 ILCS 5/11-135.5-15(a), (e), (f).

The Commission also has broad authority to acquire property in order to exercise its powers. 65 ILCS 5/11-135.5-40(a), (b). The breadth of its powers is also shown by the fact that the General Assembly has granted it the ability to construct, maintain, alter and extend its water mains as a proper use of highways. To use such highways, the Commission must give the applicable highway authority 60 days' notice prior to commencement of construction and comply with ordinances for protection of public and private property. 65 ILCS 5/11-135.5-40(d).

Long-standing case law in Illinois establishes that when a regional body is providing a regional service and serving a regional purpose, it is not subject to regulation by a single municipality. For example:

- *City of Des Plaines v. Metropolitan Sanitary District of Greater Chicago*, 48 Ill. 2d 11, 268 N.E.2d 428 (1971), held that the District's plan to construct a water reclamation plant within the City was not subject to City zoning restrictions because it would frustrate the purpose of the Chicago Sanitary District Act under which the District was authorized to operate.
- *City of Evanston v. Regional Transportation Authority*, 202 Ill. App. 3d 265, 559 N.E.2d 899 (1990), held that application of the City's zoning ordinance to the RTA and Pace Suburban Bus was not within the City's home rule power because denial of a special use

permit for a Pace bus garage on property within the City would frustrate the statutory purpose of the regional agency.

- *Village of Swansea v. County of St. Clair,* 45 Ill. App. 3d 184, 359 N.E.2d 866 (1977), held that application of the Village's zoning ordinance to the County dog pound was improper, because denial of zoning relief would frustrate the purpose of the Animal Control Act, which authorized the County to operate the dog pound.

Therefore, the Village of Lemont cannot deny zoning approval to the Commission's development of the Property in accordance with the Commission's statutory and regional purpose and mission.

**Why was this specific site chosen?**

Waterworks systems rely on hydraulic pressure in order to operate. The hydraulic analysis of a system of the size of the GPWC's is complex, but modeling shows that the facilities proposed for the Property are needed within a 2.75-mile corridor in this part of the transmission main route. Potential available sites within that corridor larger than 5 acres were limited due to the extensive holdings of the Forest Preserves of Cook County in this area (the Cook County Forest Preserve District Act provides no power for the District to sell its real estate), presence of wetlands and water bodies and various radio and telecommunications towers in the area which would impede construction of a water standpipe nearby. Remaining sites along the corridor are already developed, planned for development, or not large enough. Where possible, the design team tries to identify a "brownfield" or previously developed site for redevelopment but in this instance none was available. As explained in Exhibit B to the application, IEPA regulatory requirements for the water system would not be met if the site moved outside of the 2.75-mile corridor in the Lemont area. This Property had an owner willing to sell, which was very important to the Commission members (so that eminent domain was not necessary), and the purchase of this Property was discussed with Village officials in 2022, two years prior to the purchase. Based on those meetings, the GPWC proceeded with the purchase of this property with the understanding that an agreement with the Village could be reached.

**It was suggested that the Commission's facilities could be designed to make them look like a farm with barn and silos. Is this an option?**

As explained in the Application, the Commission did consider this option. In light of the scale of the Commission's improvements on the Property, they will not appear to be realistic farm structures and will attract undesirable attention and potentially curious visitors. The Commission's desire is to create a design in neutral colors and a natural wetlands and greenspace habitat around the facilities, so as to create a natural, open space type of atmosphere for the neighborhood. The Commission considers the design submitted in the zoning application to be a functional and appropriately neutral design.

**The standpipes are very tall and will draw a lot of attention to the area. Why do they have to be 120 feet tall? Are there other technologies available that would negate the need for the pumping station and standpipes at this location?**

The Commission's waterworks system relies on a combination of pumping and gravity to deliver water from Chicago to the Commission members. The 2.75-mile corridor that was identified for

these facilities is the high point in the Commission's waterworks system as the water moves from Chicago to the Commission members. A standpipe is required at this location in order to provide the system hydraulic requirements to serve the member communities. The standpipe needs to be this tall in order to maintain water system pressure downstream; the elevations at each point in the system establish an operating range, which dictates the height of the tank. Also, if the flow of water out of Chicago were to stop, the pump station needs time to wind down the pumps and motors to avoid damage, and the water in the standpipe is necessary to do this.

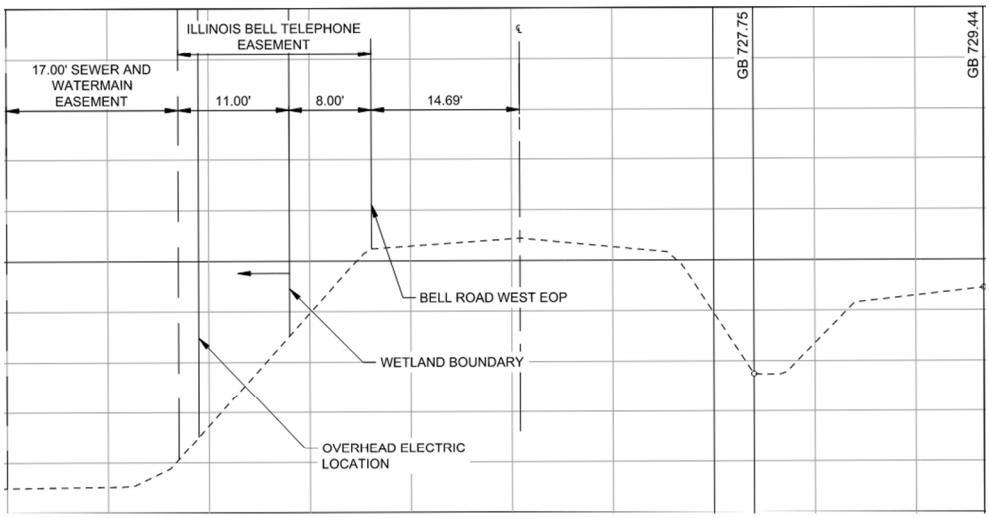
In addition to water storage and maintaining water system pressures, the system design also must consider surge pressures, which can damage transmission mains. Surge pressures are caused by a sudden rush of water in the transmission main due to unexpected events. A standpipe is needed in order to absorb these pressures and prevent damage to the system.

There are no other technologies currently available to provide these benefits. In addition, multiple smaller pump stations and smaller tanks cannot perform the same function.

Please note that this tank does not provide water storage capacity for any of the member communities. Each Commission member is required to have the ability to store two-days' average day water demand within its own local municipal water system, so that water is available if shutdown and maintenance of the transmission main, pumping station, and/or standpipe is required.

**Why does the site plan not include a sidewalk along the west side of Bell Road in front of the Property? Is there space for an easement for a future bike path?**

Currently, there is no sidewalk along Bell Road from its northern terminus at Main Street to West Beaver Lake Road, located over 3 miles to the south. The lack of sidewalk appears to be due to the lack of dedicated right-of-way and the inclusion of ditches for drainage (instead of underground sewers and curb and gutter) along the road in the rural roadway cross-section. The cross-section detail below shows the west edge of the Bell Road pavement (EOP) sloping downward to the wetland areas on the Property. The eastern boundary of the existing wetland on the Property extends into this sloped area. The detail also shows there are existing overhead electric lines and the telephone company easement in this sloped area between the road pavement and the site. These existing conditions make sidewalks along the west side of Bell Road impractical so long as Bell Road remains a rural cross-section design. The Commission has volunteered to dedicate a strip of land across the frontage of the Property as part of the right-of-way for Bell Road at this location. Dedication of right-of-way is important for any future improvements to the road and drainage that may make sidewalks more practical. The Commission is also willing to install a sidewalk on Bell Road at a future date if the road is reconstructed to an urban cross-section with curb and gutter.




In addition, based on a request from the Village, the location of the planned fenceline on the west side of the Property has been moved away from the property line to the east and the Commission is willing to work with the Village on mutually acceptable terms for an easement agreement to allow a future multi-use pathway along the west side of the Property.

**Why are the light poles 30 feet tall instead of 20 feet tall?**

Outside lighting for the Property was originally designed to include a standard 30-foot mounting height based on the height of the pump station building (approximately 36 feet). Based on comments from the Village, the design team has reevaluated the exterior lighting and determined that lighting can be mounted on 20-foot tall light poles and provide the same lighting coverage. The Commission no longer requests an exception from the Unified Development Ordinance as the 20-foot mounting height will comply with the Ordinance. Revised lighting plans (Sheets E-101 and E-102 with latest revision date of 01/28/2026) reflecting this change are included with this memorandum and replace the first two plan sheets in Exhibit K to the Commission's zoning application.

**Why has no tree survey been conducted?**

The Tree Preservation Plan is required by Section 17.20.130 on Tree Preservation in the Lemont Unified Development Ordinance. Subsection A describes the intent of the tree preservation requirements, which is to require "All reasonable efforts . . . in the site design . . . to preserve existing trees, especially mature trees, specimen trees, tree groves or tree lines." The Property has been used as a farm for crops for many years, resulting in essentially no trees on the Property. Trees along the south side of the Property were removed years ago by the Village of Lemont in connection with the installation of water and sewer mains located along the south side of the Property. Some trees are located along the north line of the Property within heavy areas of shrubbery, all of which are primarily on the lots to the north. None of those trees will be affected by the proposed Site layout. Also, as noted in the Application, there is one "scrub" tree along the frontage of Bell Road in the area that is anticipated to be dedicated as right-of-way and will likely be removed during construction. Seven new trees will be planted along the Bell Road

frontage as required by the Unified Development Ordinance. Therefore, the intent of Section 17.20.130 has been satisfied without the need for a tree survey or preservation plan.

**The requests by the Village arborist were not fully accounted for. Can additional landscaping identified by the arborist be added?**

The proposed landscaping plan was prepared by a landscape architect based on requirements of the Unified Development Code with an understanding of the planned operations and maintenance by the Commission. The Commission is committed to protecting and enhancing the existing wetlands on-site, which provide water quality benefits and wildlife habitat value. Based on comments from the Village Arborist, additional vegetative screening and planting beds along Bell Road will be added. Revised landscaping plans reflecting this change are included with this memorandum (New Sheet L-001 and revised sheet LP101 with latest revision date of 01/28/2026) and replace the first plan sheets in Exhibit L to the Commission's zoning application.

**What is going to be stored on the outdoor storage areas? Can additional screening be provided for the outdoor storage areas?**

Concrete pads for materials necessary for Commission operations (such as large diameter valves and piping which have to be premanufactured and are not "on the shelf" items) will be provided on the west side (behind) the building and over one-eighth of a mile off Bell Road. Materials of this type need to be stored on this Property in case emergency water system repairs are needed. This Property is located near the midpoint of the 30-mile regional transmission main and is the only facility owned by the Commission along that route, so some material storage is essential. The Commission will not own and operate excavators or dump trucks, and there will not be dirt or gravel stored on the Property.

In addition, the building and landscaping provide screening from Bell Road (600' away), the landscaping around the detention pond and the treeline at the north lot line (340' away) screen the area from the north, the detention area landscaping and the ComEd power line corridor (400' away) screen the area to the west. The ability to add landscaping screening on the south side is limited by the presence of the Village of Lemont's utility easement and water and sewer lines. However, the minimum side yards and setbacks are met and the parcel to the south (which is in Palos Park) is undeveloped. Even with these challenges and the existing screening, the Commission will supplement its original plan with additional screening. Revised landscaping plans reflecting this change are included with this memorandum (New Sheet L-001 and revised sheet LP101 with latest revision date of 01/28/2026) and replace the first plan sheets in Exhibit L to the Commission's zoning application.

**What does the outdoor mechanical equipment consist of? Can additional screening be provided for the outdoor mechanical equipment?**

Mechanical equipment consists of enclosed generators, a pair of power transformers, and enclosed switchgear. These are partially tucked behind the building and are over 700' from Bell Road. Pumping stations require a robust electrical system and emergency backup power, so these facilities are critical for the operation of the pump station and standpipe, and the same distances and screening mentioned above applies to these units. Based on comments from the

Village Arborist, additional vegetative screening will be added. Revised landscaping plans reflecting this change are included with this memorandum (New Sheet L-001 and revised sheet LP101 with latest revision date of 01/28/2026) and replace the first plan sheets in Exhibit L to the Commission's zoning application.

**Why is there not curb and gutter on the access drive?**

Curb and gutter is not ideal for drainage on this site because it will not allow water to run off and be absorbed. Sheet flow of water runoff across grassy areas is a best management practice that encourages infiltration and slows stormwater runoff instead of concentrating it in a gutter or pipe. The proposed access drive design was discussed with the Village Engineer at a meeting on August 21, 2025 and the design submitted is consistent with the approach recommended by the Village Engineer to meet the ordinance requirements for road design while still allowing for stormwater runoff and ground infiltration. The Commission has proposed concrete pavement in combination with the proposed design to avoid the breaking apart and disintegrating (known as "raveling" that can occur with asphalt if unconfined by curb and gutter.

**Are wheel stops provided at parking spaces?**

While not included in prior versions of the plans, wheel stops have been added to the site plan for each parking space in response to the Village's request to provide them. A revised Overall Site Plan (revised sheet CS103 with latest revision date of 01/28/26) is included with this memorandum and replaces sheet CS103 in Exhibit I to the Commission's zoning application.

**What will the signage look like on the standpipes?**

The standpipes will only have the GPWC logo. No other branding and no information about off-premises businesses will be allowed.

**Will there be any impact to nearby wells that neighborhoods close by utilize?**

No. Excavations will be approximately 20 feet deep and will have no impact on the water table or any nearby wells.

**Is Lemont getting any benefit from this site? Is there a possibility of Lemont purchasing water from GPWC in the future?**

Before the Grand Prairie Water Commission was formed, the Village of Lemont participated in a variety of meetings and workshops with other municipalities who were considering membership in the Commission, during which time many of the key governing principles for the Commission were developed. The Village of Lemont had the opportunity to be an original member of the Commission and the Village decided against formally joining the Commission.

After the Commission was established, the Commission and its member municipalities entered into a water supply agreement for the provision of water by the Commission to the members. That agreement included an allowance of up to four million gallons of water per day, which was reserved for the Village of Lemont for a limited period of time. This provided the Village of Lemont with an opportunity to be the only non-member community to receive water from the Commission, but negotiations regarding the Property and the Commission's construction were

unsuccessful and therefore this allowance is not currently available to the Village and would have to be unanimously reauthorized by each of the members.

Also, prior to Commission formation, the Commission members had offered to donate part of the Property to the Village for its municipal purposes, but again, an agreement could not be reached.

The Commission provided a draft Intergovernmental Agreement ("IGA") to the Village dated August 19, 2025, addressing a variety of concerns raised by the Village. To date, the Village has provided no written response to the Commission. Benefits to Lemont in the draft IGA include the following, which are in excess of the requirements of local ordinances for protection of public and private property:

- The Commission will restore any Lemont streets and public rights of way to their condition prior to Commission construction within the Village.
- The Commission will use its best efforts to coordinate its construction within the Village with construction by the Village.
- The Commission will coordinate with Lemont in connection with Lemont's plans to construct and install a new bicycle path on the south side of 131st Street from Bell Road to Derby Road. If the bicycle path is completed prior to the Commission's construction, the Commission will restore the bicycle path to its condition prior to Commission construction.
- The Commission will coordinate with the Lemont Park District and other entities involved (including the Cook County Department of Traffic and Highways) in construction of Derby Farms Park by the Lemont Park District, regarding locations for utilities and traffic signal requirements of the County.
- The Commission will discuss with Lemont the design, location and timing of construction of the transmission main along 135th Street between Smith Road and Archer Avenue and on Bell Road between 131st Street and the south property line of the Property and Lemont's proposed 12-inch diameter water main proposed for this area.
- The Commission will coordinate with Lemont regarding five locations where Lemont's existing utilities are deeply buried and will be located below the Commission's water main. The Commission will pay the incremental costs Lemont incurs if it needs to repair or maintain that existing Lemont utility.
- The Commission agrees not to sell potable water at retail to unincorporated areas within Lemont's statutory planning area within Cook County, without Lemont's approval.

**Conclusion and Next Steps**

In an effort to be a good neighbor, the Commission has worked diligently with the Village to address the Village's concerns about the proposed plan for the Property. Over the past several years, the Commission and its members and the design team have worked with Lemont in connection with other issues pertaining to coordination of the Commission's construction within the Village. In addition, the Commission has worked with Lemont to mitigate potential impacts on Village utilities and other construction projects by the Village and the Lemont Park District.

But the Commission does face a very real deadline – that its member communities will not be able to meet the water needs of their water customers in the year 2030. The Commission system

is currently under construction. In December 2025, the second and third construction contracts were awarded based on competitive bids for a combined total of approximately $30 million under budget. The Commission's first bond issue ($51,200,000) closed in November 2025, and a construction loan from the U.S. Environmental Protection Agency (in excess of $600 million) is expected to close in the first quarter or early in the second quarter of 2026. Thirteen additional construction contracts are planned for competitive bidding and award in 2026 for a total value of $650 million.

The Commission has already delayed the solicitation of competitive bidding for the construction of the Commission's facilities on the Property from January 2026 to March 2026. At this point in time, the Commission anticipates completion of final design plans for the facilities to be constructed on the Property in February 2026 and will be ready to proceed to competitive bidding in March 2026. Further delay in competitive bidding for this construction will cause construction costs and other costs associated with the project to increase. Accordingly, the Commission requests the Village's prompt action to complete the approval of its application.

Enclosures

GRAND PRAIRIE
WATER COMMISSION

July 30, 2024

*By First Class Mail and Electronic Mail* (jegofske@lemont.il.us)
Mayor John Egofske
Village of Lemont
418 Main Street
Lemont, IL 60439-3788

Re: Grand Prairie Water Commission Intermediate Pump Station – 12550 Bell Road

Dear Mayor Egofske:

I am pleased to be writing to you in my capacity as the Chair of the Grand Prairie Water Commission. The Commission was established on June 28, 2024 by intergovernmental agreement between and among its six Charter Members, which are the six municipalities listed at the top of this letter. The Commission is a regional water commission established pursuant to the Regional Water Commissions Act, 65 ILCS 5/11-135.5-1 *et seq.*, and includes territory in the Counties of Will, Grundy and Kendall.

As you know, the Commission is implementing its plan for receiving Lake Michigan water from the City of Chicago and is developing a waterworks system to deliver water from the southwest side of the City of Chicago to the region that includes the Charter Members. We refer to this program as the Alternative Water Source Program ("Program"). The Program will provide water to over 300,000 people by 2030. The Commission has entered into an Intergovernmental Agreement for Program Management with the City of Joliet, pursuant to which Joliet will serve as Program Manager for the Program.

An essential part of delivering water to the population of the Charter Members is having water storage and pumping facilities along the route of the Commission system, which allows the waterworks system to maintain the necessary water pressure for delivery of the water and to comply with the requirements of the Illinois Environmental Protection Agency. Water pressure control is determined through hydraulic analysis performed by the design engineers, which includes an evaluation of the relative elevation of the parts of the water system, including its storage and pumping facilities.

The Commission has purchased the property at 12550 Bell Road in the Village of Lemont ("Bell Road Property") for the purpose of constructing and operating water storage and pumping facilities. The Bell Road Property meets the hydraulic standards for operation of the storage and pumping facilities as part of the Commission waterworks system. A summary of the analysis that resulted in the selection of the Bell Road Property for these facilities is attached; this information was previously provided to Lemont staff in February 2024.

The Commission is interested in being a good neighbor within the Village of Lemont. It is my understanding that during 2024, members of the Program Team have communicated with various Lemont staff and counsel for the Village of Lemont in connection with the development of the Bell Road Property. The most recent written communications include a memorandum dated May 17, 2024 from Program counsel Barbara Adams (on behalf of the GPWC attorneys group) to Village Attorney Michael Stillman; an email dated June 5, 2024 from Program co-manager Theresa O'Grady to Lemont Consulting Planner Jamie Tate; and an email dated June 18, 2024 from Program Director Allison Swisher to Village Administrator George Schafer. Copies of these items are enclosed for your information.

To date there has been no substantive response to these communications. Proceeding with the design and construction of the Bell Road Property as a part of the Commission waterworks system is fundamental to obtaining delivery of Lake Michigan water to serve the customers of the Charter Members by 2030. Our design of the facilities to be located on the Bell Road Property is now reaching the sixty percent (60%) stage. We are proceeding toward final design completion and anticipate public bidding of this project to construction contractors in 2025.

Our preference is to work collaboratively with the Village on this project. To this end, the Commission intends to submit an application for zoning relief by August 12, 2024. The Commission is willing to share its development plans with the Village through the zoning process. However, please understand that the Commission is a regional water commission that is authorized by the State of Illinois to perform its regional objective of obtaining a common source of water supply and constructing and operating a waterworks system for its member municipalities, and it is not required to obtain local zoning approval. To establish a collaborative process with the Village, we will be sharing our plans with the Village promptly and would appreciate the opportunity to work cooperatively with you.

I welcome the opportunity to speak with you further about this project. You can reach me at cdebold@shorewoodil.gov or (815) 553-2318. The Commission's Program Director, Allison Swisher, is also available to meet with Village staff.

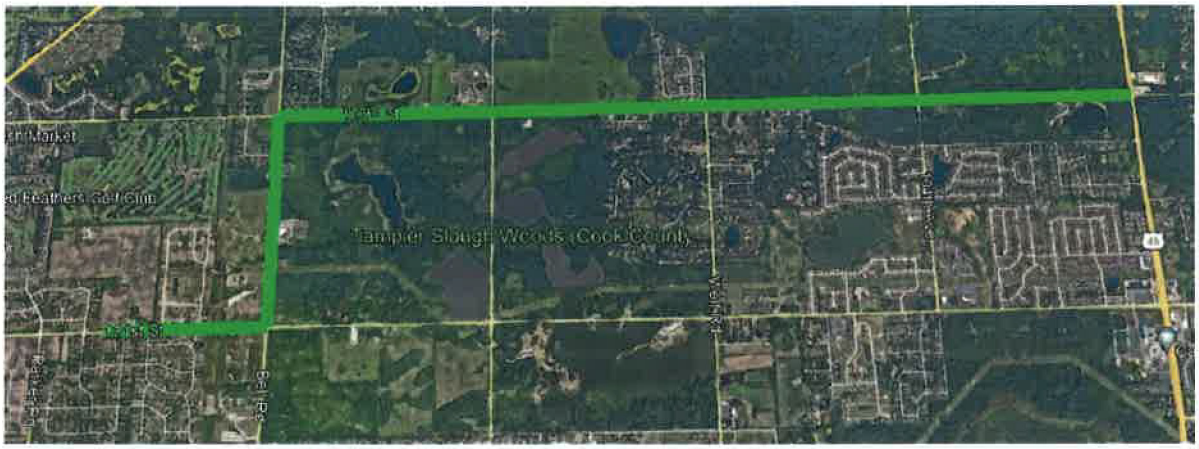
Very truly yours,

Clarence "CC" DeBold
Chair, Grand Prairie Water Commission
Mayor, Village of Shorewood

Enclosures
cc: George Schafer, Village Administrator
Michael Stillman, Village Attorney
Board of Commissioners
Allison Swisher, Program Director
Barbara A. Adams, Program Legal Counsel
Hugh O'Hara, SGS

**SUMMARY OF HYDRAULIC ANALYSIS – 12550 Bell Road, Lemont, Illinois**

The hydraulic design of the Commission waterworks system is based on constructing initial facilities to meet the 2050 Maximum Day Demands of the Members and, at a later time, expanding the system through the addition of pumping facilities to meet the higher Maximum Day Demands of the Members at their estimated community buildout. Design criteria such as minimum and maximum pressures (which are important to enable the water to travel through the pipe to its final users) within the system were used to identify the pipeline sizing, locations of facilities and pumping requirements for the Commission waterworks system in 2050 and at buildout. The hydraulic analysis has determined that the initial Commission System be constructed with a water storage tank and pump station facility in the Lemont area along either 123rd Street, Bell Road or 135th Street between Route 45 and east of Parker Road (see map below). Together, the water storage tank and pump station at this facility will increase the water pressure to allow the water to maintain the required minimum pressures as it travels a distance of approximately 20 additional miles to the next facility. If there is not a facility constructed in this area, the water cannot be supplied to the Members at the minimum pressures required by IEPA.




Parcels in this area are primarily owned by the Forest Preserve District of Cook County (FPDCC). Based on initial discussions with FPDCC, construction on these parcels would not be allowed due to the presence of environmentally sensitive areas. The remaining parcels are either already developed, do not have sufficient size based on the presence of wetlands and water bodies, or are properties that the Village has advised it would rather see developed for other uses. The proposed parcel is the most viable option based on location, available acreage and future land use consistent with the Village's planning objectives for the area. Location of these facilities in a member community such as Romeoville would result in waterworks system pressures below the minimum requirements of IEPA.

May 17, 2024

To: Michael Stillman, Village Attorney, Village of Lemont

From: Barbara A. Adams (Donahue & Rose, P.C.) on behalf of the GPWC Attorneys Group

Subject: GPWC and Village of Lemont – Issues Pertaining to Bell Road Property and Proposed Memorandum of Understanding

On behalf of the Village of Lemont ("Lemont") you have conveyed several questions pertaining to the Grand Prairie Water Commission ("GPWC") development of the property at 12550 Bell Road in Lemont ("Bell Road Property") and proposals for modification to the terms of the draft Memorandum of Understanding between GPWC and Lemont (last draft was Joliet Draft dated 4/11/2024). After consultation with the GPWC members and attorneys, here are the responses:

## 1. Questions from Lemont[1]

Question: In connection with the application for zoning and subdivision for the Bell Road Property, will the GPWC team agree to meet with the neighbors located in two nearby subdivisions: the new Gleneagles subdivision to the west and the existing Sun Hill subdivision immediately to the north of the Bell Road Property?

Response: Yes. Please provide names of the appropriate contacts for both subdivisions along with their contact information so that meetings can be scheduled.

Question: Lemont feels that the placement of the GPWC facilities on the western portion of the Bell Road Property is okay, but would like to take another look at this issue and the possibility of placing the GPWC facilities on the eastern portion of the Property.

Response: GPWC has designed its facilities on the western portion of the Bell Road Property at the direction of Village Administrator George Schafer that this was Lemont's preference. The design is now at the sixty percent stage and there would be a cost to redesign. However, we are willing to meet with Lemont to discuss alternative layouts for the Property that could address the needs of both parties. Please provide some meeting times for such a meeting.

Question: When would GPWC convey a proposed portion of the Bell Road Property to Lemont?

Response: There are two alternatives: (1) conveyance of a platted lot to Lemont after final subdivision approval. GPWC understands that stormwater drainage for the Bell Road Property will need to be complete and approved by Lemont before final subdivision approval will be granted; or (2) conveyance of a portion of the Property described by a metes and bounds legal description instead of a platted lot. In the latter circumstance, this could be done much earlier; in that circumstance, GPWC would have no responsibility for stormwater drainage on the portion of the Property conveyed to Lemont.

Question: What would happen to the portion of the Bell Road Property owned by GPWC if GPWC were dissolved? Lemont does not want that Property to be untended in such a situation and proposes that that part of the Property would be conveyed to Lemont upon dissolution.

Response: Distribution of assets in the event of dissolution will be subject to the requirements of any outstanding bonds and other debt of the GPWC. The GPWC portion of the Bell Road Property will be subject to the same requirements as will be applicable to distribution of any other GPWC assets, which is addressed in the Intergovernmental Agreement establishing the GPWC.

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[1] Note: The questions are the best available paraphrase of notes of the discussion to try to convey the gist of the question.

## 2. Lemont Proposals to Modify the Draft MOU

Proposal 1: Lemont proposes that the MOU contain language agreeing that neither GPWC nor its member municipalities will provide potable water at retail to unincorporated properties located in Cook County within Lemont's planning area (1.5 miles). [MOU, Proposed new Sections 1.I and 7.G]

Response: This issue was fully discussed with the mayors for the member municipalities and it was agreed by them that GPWC's Member Municipalities are not willing to put such a limitation on the GPWC or its member municipalities. This is much more restrictive than the limitations that the Member Municipalities are placing on each other in the GPWC formation documents. It is important to note that if the GPWC wanted to directly provide water at retail to any customers, unanimous approval of the Board of Commissioners (all six Commissioners, one from each Member) will be required as well as consent from the Village Boards and City Councils of each of the Members. In addition, if a valve and tee is not placed in the 66-inch transmission main at the time of initial construction, taps on that main will not be allowed in the future as it would require taking the transmission main out of service. Thus, the likelihood that GPWC will provide retail water service to areas of unincorporated Cook County is extremely low.

Proposals 2, 3 and 4: Lemont proposes that GPWC use "best efforts" to coordinate with Lemont in connection with: [MOU, Proposed new provisions in Section 5]

A. the location of GPWC facilities and equipment along 135th Street and obtaining easements for the GPWC Transmission Main along 135th Street and notify Lemont if GPWC is obtaining an easement from an owner along 135th Street;
B. the construction of GPWC facilities and equipment along 131st Street and Lemont's construction of a new bicycle path on 131st Street from Derby Road to Bell Road; and
C. locating the GPWC Transmission Main under Lemont utilities in order to prevent future maintenance issues for Lemont.

Response: In response to these three proposals, GPWC proposes a new Section 5 to the MOU, as follows:

> Coordination of Construction: GPWC will use best efforts to coordinate with Lemont where practical in connection with construction projects to be performed by Lemont (or its contractors) within the Village of Lemont during construction of the GPWC Water Facilities and Transmission Main. Lemont acknowledges and agrees that control of and jurisdiction over roads and rights-of-way within and adjacent to the Village of Lemont may be held by third-parties which are not under the control of GPWC or Lemont. However, GPWC agrees to use best efforts to coordinate with Lemont where practical in connection with the location of GPWC Water Facilities and Transmission Main within the Village of Lemont.

## 3. GPWC Documents

Please note that the GPWC formation documents will be issued for approval by the six member municipalities before the end of May for approval in June. If the GPWC and Lemont reach an understanding on these issues by May 28, a reservation of the water capacity option for Lemont can be established that will be contingent on (1) a commitment by Lemont to approve the modified MOU at its June 10 Village Board meeting (we would plan to put this before the GPWC Board of Commissioners after GPWC formation), and (2) Lemont entering into a development agreement with the GPWC no later than November 30, 2024 reflecting the terms of the modified MOU and assuring necessary development approvals for the GPWC portion of the Bell Road Property.

**From:** Theresa O'Grady <togrady@cmtengr.com>
**Sent:** Wednesday, June 5, 2024 12:58 PM
**To:** Jamie Tate
**Cc:** Swisher, Allison; George Schafer; Bruce Hill; Jason Berry; Barbara Adams; Mike Stillman
**Subject:** RE: Grand Prairie Water Commission Bell Road Property - TRC Meeting Follow-up
**Attachments:** 40124_03_c-101_Conceptual Site Plan 6-5-24.pdf

Jamie,

Thank you for your follow-up email after the TRC meeting. The team has reviewed the comments provided in the comment review letter and Lemont Fire District letter, as well as some separate suggestions from the Village that moving the commission facilities away from the west end of the property would be preferred. The team has also looked further at existing site conditions as well as the water commission's future operations and planned use of the property. That has resulted in the attached site plan. We plan to prepare our application based on this plan and have targeted making our submission to you during the first half of July so this can be included on the August 7, 2024 Planning and Zoning Commission meeting.

As we make our preparations, we also want to build in a date in our work plan to meet with owners in the two nearby subdivisions that have been mentioned by several individuals on behalf of the Village. I believe those are the Sun Hill subdivision immediately north of the property and the new Gleneagles subdivision to the west of the property. We would appreciate it if you would provide contact information for both groups/homeowners' associations as soon as possible so we can make arrangements with them directly.

Thanks for your assistance. We look forward to working with you.

Theresa
**THERESA O'GRADY | Crawford, Murphy & Tilly** | w 630.987.7028 | m 630.346.2024
*Vice President*

**From:** Jamie Tate <JTate@lemont.il.us>
**Sent:** Tuesday, April 9, 2024 10:45 PM
**To:** Theresa O'Grady <togrady@cmtengr.com>
**Cc:** Swisher, Allison <aswisher@joliet.gov>; George Schafer <gschafer@lemont.il.us>; Bruce Hill <bruce.hill@hrgreen.com>; Jason Berry <JBerry@lemont.il.us>
**Subject:** RE: Grand Prairie Water Commission Bell Road Property - TRC Meeting Follow-up

*External Message* This e-mail was received from outside of CMT. Please use caution with links and attachments from unknown senders. Unexpected emails

Hi Theresa,

Thank you for following up and here is the email that I hope covers all that we promised. I've attached the TRC comment review letter and separately the letter from the Lemont Fire District. Here is a link to the Preliminary PUD application and info:

637225471386370000 (lemont.il.us)

Have a look at it and let me know if you have any questions. We do not require all the paper copies anymore (just usually some for certain reviewers). Mainly everything in digital format and once you are closer to submittal I can clarify how many paper copies. I have also attached the deadline spreadsheet for the PZC meetings. If I have forgotten anything I was supposed to send, please reach out and let me know. Please forward on to anyone that I have missed.

Thank you,
Jamie

*Jamie Tate, AICP*
Consulting Planner

VILLAGE OF LEMONT

Village of Lemont | 418 Main Street | Lemont, IL 60439
p 630.257.1582 | f 630.257.1598
jtate@lemont.il.us | www.lemont.il.us

**From:** Theresa O'Grady <togrady@cmtengr.com>
**Sent:** Tuesday, April 9, 2024 8:40 PM
**To:** Jamie Tate <JTate@lemont.il.us>
**Cc:** Swisher, Allison <aswisher@joliet.gov>; George Schafer <gschafer@lemont.il.us>; Bruce Hill <bruce.hill@hrgreen.com>
**Subject:** [External Sender] Grand Prairie Water Commission Bell Road Property - TRC Meeting Follow-up

Jamie

When we met last week, you noted that you would be sending a letter with all of the requirements and timing ahead of the Preliminary PUD public hearing. When do you think this letter can be provided? We were trying to piece together a schedule with the Program Team and the letter would be helpful in compiling a schedule.

Thanks,
Theresa

**THERESA O'GRADY** | Vice President

CMT

**Crawford, Murphy & Tilly | Engineers & Consultants**
550 North Commons Drive, Suite 116 | Aurora, IL 60504
w 630.907.7028 | m 630.336.2028 | f 630.820.0350 | togrady@cmtengr.com

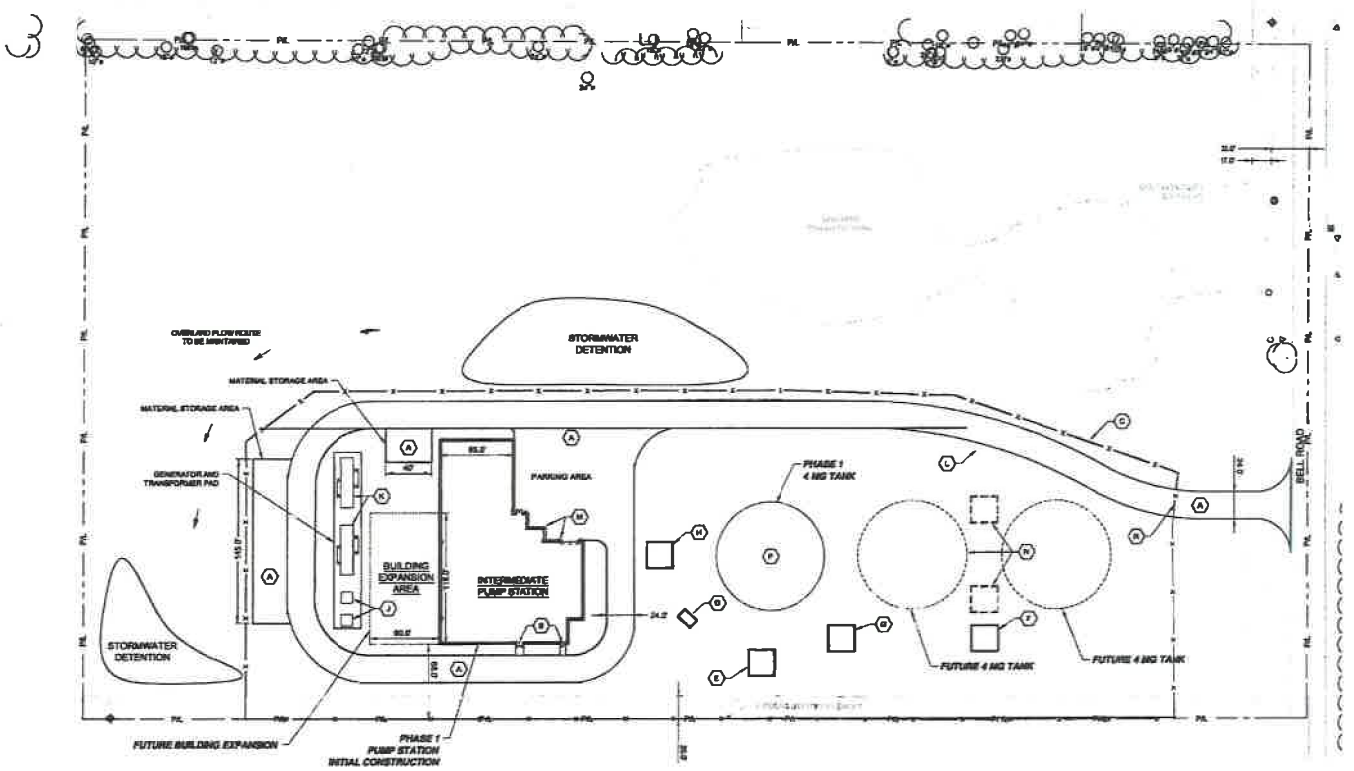
*Centered in Value*

## GENERAL SHEET NOTES

1. SECURITY GATES AND FENCING SHALL BE RATED K8 OR BETTER.
2. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL PROVIDE FULL-DEPTH SAWCUT AT ALL REMOVAL LIMITS TO PROVIDE A CLEAN, NEAT EDGE TO EXISTING PAVEMENT, CURB & GUTTER, SIDEWALKS, ETC. THEY WILL REMAIN.
4. STRIP 4" OF TOPSOIL AND STOCKPILE FOR REUSE PRIOR TO MASS GRADING.

## SHEET KEYNOTES

A. PAVEMENT
B. DOOR STOOP - SEE ARCHITECTURAL DETAILS
C. 8' SECURITY FENCE
D. CHEM FEED VAULT - SEE STRUCTURAL DETAILS
E. METER VAULT - SEE STRUCTURAL DETAILS
F. VALVE VAULT #1 - SEE STRUCTURAL DETAILS
G. VALVE VAULT #2 - SEE STRUCTURAL DETAILS
H. VALVE VAULT #3 - SEE STRUCTURAL DETAILS
I. <NOT USED>
J. ELECTRICAL TRANSFORMER/SWITCH GEAR
K. DIESEL BACKUP GENERATOR - SEE ELECTRICAL SITE PLAN
L. LIGHT POLE AND FOUNDATION - SEE ELECTRICAL SITE PLAN
M. 6" STEEL CONCRETE FILLED PIPE BOLLARD (TYP)
N. FUTURE VAULTS AND VALVE VAULTS
O. <NOT USED>
P. 4 MG STANDPIPE #1
Q. 8A.12 CONCRETE CURB AND GUTTER
R. EL20HD SECURITY GATE

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GRAND PRAIRIE WATER COMMISSION

Stantec

CMT

City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File name: 403x30_C-101_PHASING | AS Dwn. | AS Dsgn. | SS Chkd. | SCALES YYYY.MM.DD |
|---|---|---|---|---|

CONCEPTUAL SITE PLAN

| Project No. | Scale |
|---|---|
| 173440124 | 1" = 50' |
| Revision Sheet of | Drawing No. C-101 |

**From:** Swisher, Allison <aswisher@joliet.gov>
**Sent:** Tuesday, June 18, 2024 11:57 AM
**To:** 'George Schafer'
**Cc:** Barbara Adams; 'Hugh O'Hara'; mstillman@ancelglink.com
**Subject:** RE: GPWC Intermediate Pump Station Plans
**Attachments:** GPWC-Response to Questions and Proposals from Village of Lemont 5-17-2024.pdf; RE: Grand Prairie Water Commission Bell Road Property - TRC Meeting Follow-up

George –

Over the next two weeks the member communities will be approving the commission formation documents. Channahon and Crest Hill approved the documents last night and they are on the Joliet City Council agenda for approval tonight. It is anticipated the commission will officially be formed as of June 28th. Upon commission formation, Shorewood Village President CC Debold will be the Chair of the Board of Commissioners for the Grand Prairie Water Commission.

In response to additional questions from the Village Barb Adams sent the attached memo to Mike Stillman on May 17th. One of the questions was regarding site layout. Theresa O'Grady sent the attached email to Jamie Tate on June 5th. We have not yet received a response and would like Lemont's feedback on the revised layout for the site. As noted in the memo, we are willing to meet with Lemont to discuss the layout.

Allison

rethink water JOLIET
RETHINKWATERJOLIET.ORG

Allison M.W. Swisher, P.E.
Department of Public Utilities
D 815.724.4222 • C 815.953.8352
aswisher@joliet.gov • www.joliet.gov/utilities
City of Joliet
150 W. Jefferson Street
Joliet, IL 60432
T 815.724.4220 • F 815.723.7770

**From:** George Schafer <gschafer@lemont.il.us>
**Sent:** Friday, June 14, 2024 8:55 AM
**To:** Swisher, Allison <aswisher@joliet.gov>
**Cc:** 'Barb Adams (badams@drlawpc.com)' <badams@drlawpc.com>; 'Hugh O'Hara' <hugh.ohara@wcgl.org>; mstillman@ancelglink.com
**Subject:** RE: GPWC Intermediate Pump Station Plans

Allison -

Circling back on this email.

We are trying to figure out the best way to respond to this given the ambiguous limbo period the consortium was in, or still is in. I understand my Mayor met with Mayor D'Arcy to see, among other things, if he was aware of this email going out or if he approved of its content, intent, tone or direction. He did not get anything from his meeting confirming this.

Regardless, its our understanding that the time of your email the commission hadn't been formed yet. Can you confirm if the commission has been formed officially since? That information will help move this forward.

Also, changing Mike's new email address onto the chain – he has switched law firms – I believe Barb has been in contact with Mike since his change but if not please pass along his new info

*George J. Schafer*
Village Administrator

VILLAGE OF LEMONT

Village of Lemont | 418 Main Street | Lemont, IL 60439
p 630.257.1590 | f 630.243.0958
gschafer@lemont.il.us | www.lemont.il.us

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**From:** Swisher, Allison <aswisher@joliet.gov>
**Sent:** Monday, May 6, 2024 3:36 PM
**To:** George Schafer <gschafer@lemont.il.us>
**Cc:** 'Barb Adams (badams@drlawpc.com)' <badams@drlawpc.com>; 'Hugh O'Hara' <hugh.ohara@wcgl.org>; Mike Stillman <stillman@knightnicastro.com>
**Subject:** [External Sender] GPWC Intermediate Pump Station Plans

George-

I understand that Hugh O'Hara spoke with Mayor Egofske last Monday, April 29, regarding the Grand Prairie Water Commission (GPWC) and Lemont to see if there was a way to work out mutually agreeable terms regarding the GPWC's intermediate pump station and storage tank to be located in Lemont on Bell Road, which will be for the Commission's provision of Lake Michigan water service to the region, including Channahon, Crest Hill, Joliet, Minooka, Romeville, and Shorewood. Hugh advises that Mayor Egofske stated that based on conversations with the Lemont Village Board, Lemont is no longer interested in the GPWC intermediate pump station and equipment being located in the Village of Lemont or in preserving an option to purchase water from the GPWC in the future as a wholesale customer. Hugh also reported that Mayor Egofske indicated that he believed the GPWC had the option to place these facilities in the Village of Romeoville. As you know from previous written materials that I provided to you by email on February 9, 2024, the GPWC does not have this option due to engineering constraints and requirements for the delivery of water from Chicago to the six municipal members. Hugh reported that Mayor Egofske stated his opinion that having these facilities in Lemont would do nothing for the Village. Hugh advised that Mayor Egofske also mentioned that he thought, based on looking at various water rates, that the Village would not be likely to ever choose the GPWC as their water provider.

This matter has been reviewed with the Mayors and Managers of the future GPWC member communities, and they have confirmed that it is GPWC's intention to move forward with the intermediate pump station and storage tank project at the Bell Road site in Lemont, based on engineering and hydraulic constraints and requirements for regional water

delivery. The GPWC intends to close on the purchase of the Bell Road property and apply for Lemont approvals in the coming months.

If my understanding of Mayor Egofske's statements to Hugh as described above do not represent Lemont's position on this matter, please let me know no later than Friday, May 17. The future GPWC members are moving forward with finalizing the documents for the formation of the GPWC and the water supply required. Based on our understanding as described in this email, this means the GPWC will not hold any water capacity in reserve for the Village of Lemont and GPWC will use the entire Bell Road property for GPWC functions. Also, please be aware that if Lemont wishes to purchase water from the GPWC in the future, approval for such an agreement will require both (1) unanimous approval of all members of the Board of Commissioners and (2) approval by the governing body (Village Board or City Council) of each of the Member municipalities.

Thank you for your attention to this matter.

Allison

rethink water JOLIET
RETHINKWATERJOLIET.ORG

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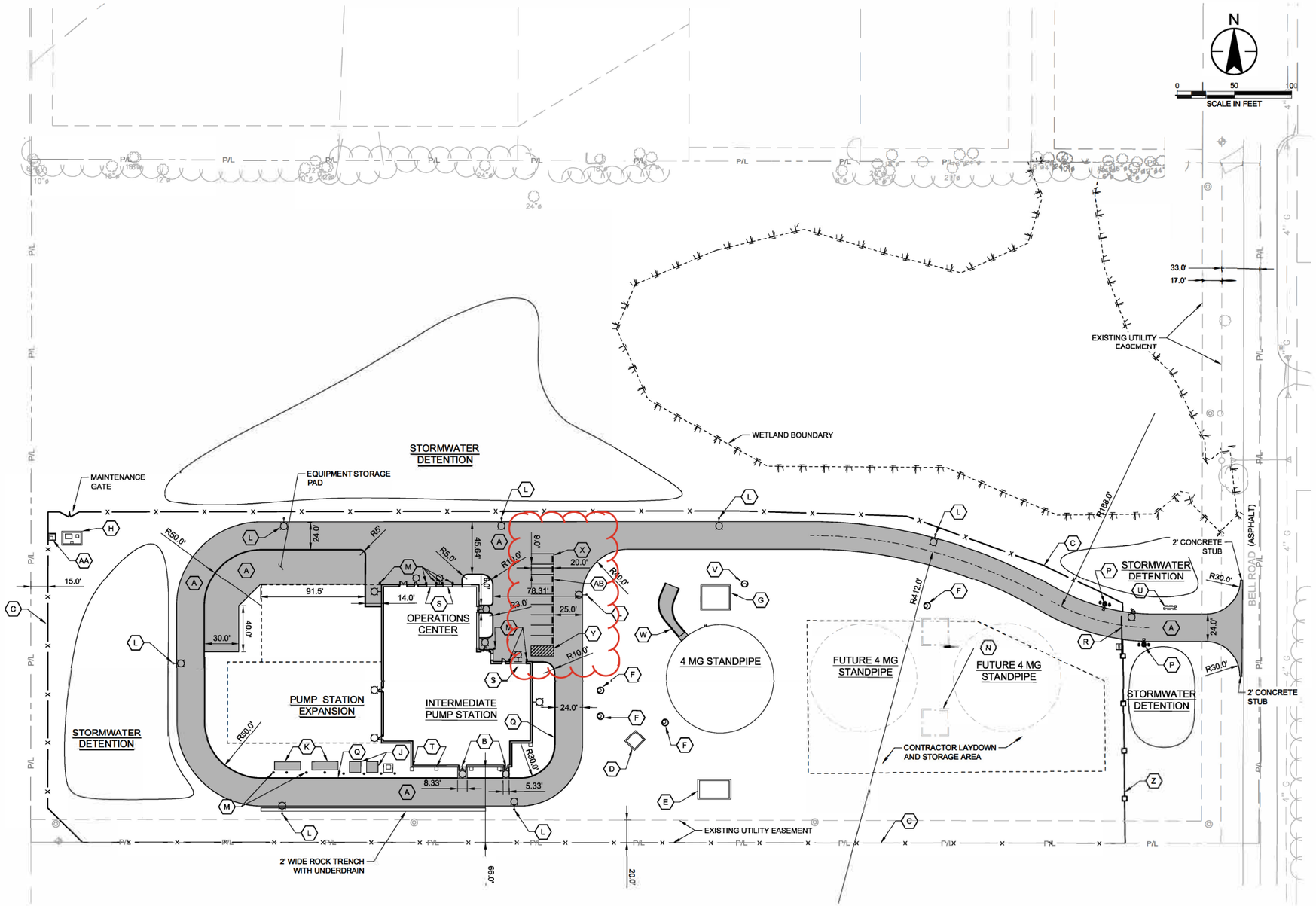


## GENERAL SHEET NOTES

1. SECURITY GATES AND FENCING SHALL BE RATED K8 OR BETTER
2. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL PROVIDE FULL-DEPTH SAWCUT AT ALL REMOVAL LIMITS TO PROVIDE A CLEAN, NEAT EDGE TO EXISTING PAVEMENT, CURB & GUTTER, SIDEWALKS, ETC. THAT WILL REMAIN.
4. STRIP TOPSOIL (SEE GDR FOR ADDITIONAL INFORMATION) AND STOCKPILE FOR REUSE PRIOR TO MASS GRADING.

## SHEET KEYNOTES

A. HEAVY DUTY CONCRETE PAVING - 6" CONCRETE ON 6" OF CA-6 AGG BASE, SEE DETAILS C-901 AND C-902
B. DOOR STOOP - SEE DETAIL 5 SHEET S-502
C. 8' BLACK VINYL COATED CHAIN LINK SECURITY FENCE, SEE DETAIL C-101
D. CHEM FEED VAULT, SEE SHEETS D-403 AND S-403
E. METER VAULT, SEE SHEETS D-401 AND S-401
F. 66" VALVE MANHOLE, SEE DETAIL C-506
G. VALVE VAULT #1, SEE SHEETS D-402 AND S-402
H. EMERGENCY INTERCONNECT METER VAULT, SEE PROCESS SHEETS
I. <NOT USED>
J. ELECTRICAL TRANSFORMERS/SWITCH GEAR, SEE SHEET E-101
K. DIESEL BACKUP GENERATOR, SEE SHEET E-101
L. LIGHT POLE AND FOUNDATION, SEE SHEETS E-101 AND E-102 (TYP)
M. 6" STEEL CONCRETE FILLED GUARD POST, SEE DETAIL C-114
N. FUTURE VALVE VAULTS (BY OTHERS)
O. <NOT USED>
P. VEHICULAR GATE PEDESTAL, SEE DETAIL C-931
Q. MONOLITHIC CONCRETE CURB, TYPE 2, SEE DETAIL C-128
R. 26' SLIDING SECURITY GATE WITH CARD READER, SEE DETAILS
S. ROLL-UP DOOR, SEE ARCH PLANS
T. CONCRETE SPLASH PADS AT EXTERNAL DOWNSPOUTS (TYP)
U. MONUMENT SIGN
V. 24" VALVE MANHOLE, SEE DETAIL C-932
W. STANDPIPE CONCRETE SPLASH PAD, SEE SHEET CG401
X. 9' X 20' PARKING STALL STRIPING; 4" YELLOW LINES
Y. ADA PARKING SPACE, SEE DETAIL C-953
Z. 8' WROUGHT IRON SECURITY FENCE
AA. EMERGENCY INTERCONNECT VALVE VAULT, SEE PROCESS SHEETS
AB. PRECAST WHEEL STOP (TYP), SEE DETAIL C-116

EXHIBIT I

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GRAND PRAIRIE WATER COMMISSION

Stantec
CMT Crawford, Murphy & Tilly

City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

File Name: 40124_03_CS101 | MZ Dwn. | MZ Dsgn. | SR Chkd. | 2026.01.28 YYYY.MM.DD

OVERALL SITE PLAN

Project No. 173440124 | Scale 1" = 50'
Revision | Sheet of | Drawing No. **CS103**

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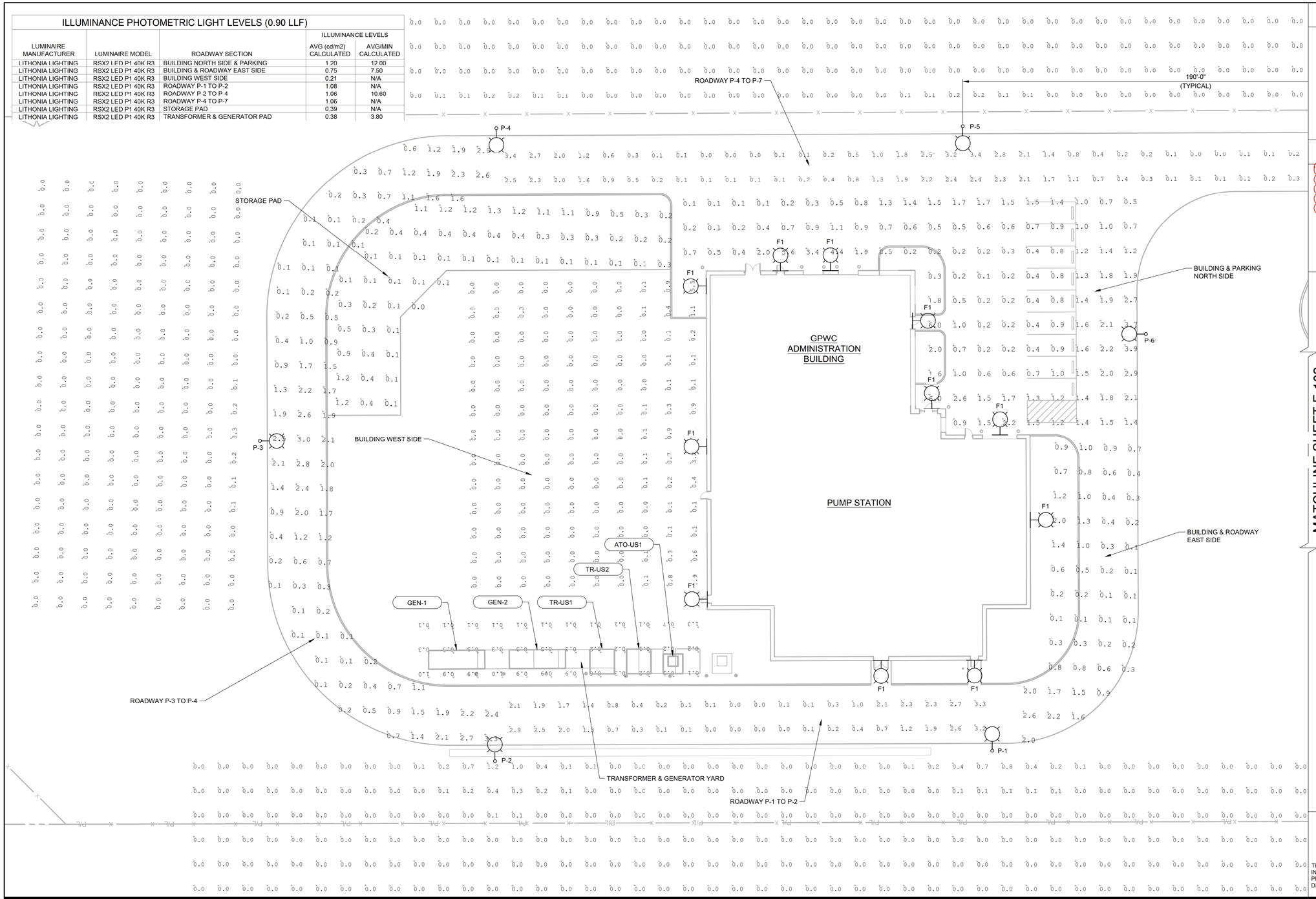
ORIGINAL SHEET - ANSI D

## ILLUMINANCE PHOTOMETRIC LIGHT LEVELS (0.90 LLF)

| LUMINAIRE MANUFACTURER | LUMINAIRE MODEL | ROADWAY SECTION | ILLUMINANCE LEVELS AVG (cd/m2) CALCULATED | AVG/MIN CALCULATED |
|---|---|---|---|---|
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | BUILDING NORTH SIDE & PARKING | 1.20 | 12.00 |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | BUILDING & ROADWAY EAST SIDE | 0.75 | 7.50 |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | BUILDING WEST SIDE | 0.21 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-1 TO P-2 | 1.08 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-2 TO P-4 | 1.06 | 10.60 |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-4 TO P-7 | 1.06 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | STORAGE PAD | 0.39 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | TRANSFORMER & GENERATOR PAD | 0.38 | 3.80 |




## GENERAL SHEET NOTES

1. CALCULATIONS WERE DONE WITH AGI32 SOFTWARE FOR LIGHTING DESIGN. REFER TO AGI32 CALCULATION SHEETS FOR LUMINAIRE INFORMATION AND FULL CALCULATION INFORMATION.
2. CALCULATIONS WERE DONE WITH A 0.9 (LLF) LIGHT LOSS FACTOR.
3. REFER TO LUMINAIRE DATASHEETS FOR COMPLETE LUMINAIRE INFORMATION.
4. ALL POLE MOUNTED LIGHTS SHALL HAVE A HOUSE SIDE SHIELD EXCEPT FOR LIGHT POLE P-6.

## LEGEND

P-1 — LIGHT POLE, 20FT MOUNTING HEIGHT, 6-INCH MAST ARM, LED LUMINAIRE (4000K / 10,000 LUMENS / TYPE 3)
MANUFACTURER: LITHONIA LIGHTING
MODEL: RSX2 LED P1 40K R3

F1 — BUILDING MOUNTED LIGHT, 10FT OR 12FT MOUNTING HEIGHT, LED LUMINAIRE (4000K / 2,000 LUMENS)
MANUFACTURER: LITHONIA LIGHTING
MODEL: WEDGE1 LED P2 40K VF

MATCHLINE SHEET E-102

EXHIBIT K

N

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SCALE IN FEET

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City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File Name: 40124_03_PHOTOMETRIC CALCS | CPT Dwn. | CPT Dsgn. | Chkd. | 2026.01.28 YYYY.MM.DD |
|---|---|---|---|---|

SITE PLAN PHOTOMETRIC EXHIBIT - I

| Project No. | Scale |
|---|---|
| 173440124 | 1" = 20' |

Revision | Sheet of | Drawing No. **E-101**

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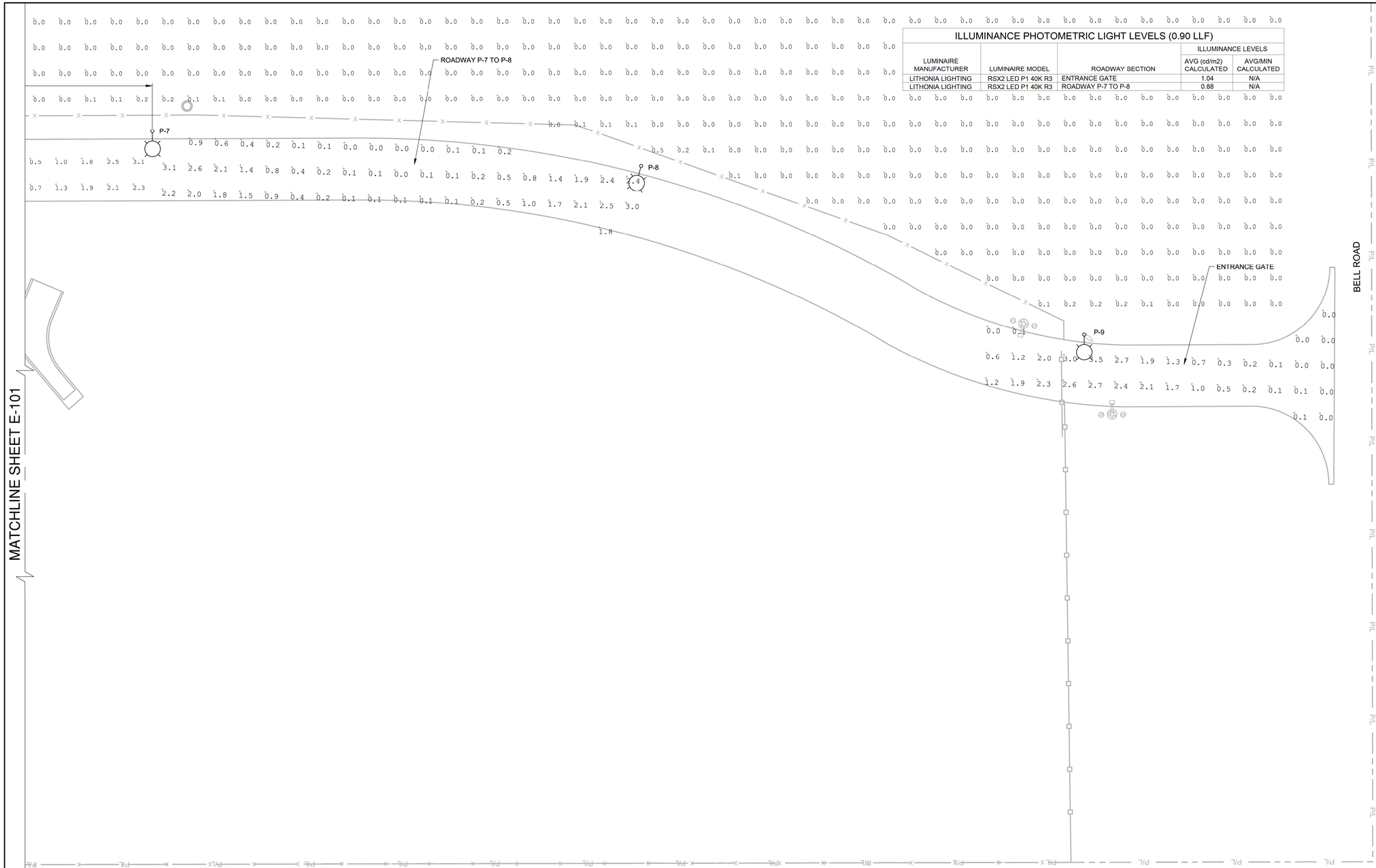
ORIGINAL SHEET - ANSI D




ILLUMINANCE PHOTOMETRIC LIGHT LEVELS (0.90 LLF)

| LUMINAIRE MANUFACTURER | LUMINAIRE MODEL | ROADWAY SECTION | ILLUMINANCE LEVELS | |
|---|---|---|---|---|
| | | | AVG (cd/m2) CALCULATED | AVG/MIN CALCULATED |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ENTRANCE GATE | 1.04 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-7 TO P-8 | 0.88 | N/A |

## GENERAL SHEET NOTES

1. CALCULATIONS WERE DONE WITH AGI32 SOFTWARE FOR LIGHTING DESIGN. REFER TO AGI32 CALCULATION SHEETS FOR LUMINAIRE INFORMATION AND FULL CALCULATION INFORMATION.
2. CALCULATIONS WERE DONE WITH A 0.9 (LLF) LIGHT LOSS FACTOR.
3. REFER TO LUMINAIRE DATASHEETS FOR COMPLETE LUMINAIRE INFORMATION.
4. ALL POLE MOUNTED LIGHTS SHALL HAVE A HOUSE SIDE SHIELD EXCEPT FOR LIGHT POLE P-6.

## LEGEND

P-1 — LIGHT POLE, 20FT MOUNTING HEIGHT, 6-INCH MAST ARM, LED LUMINAIRE (4000K / 10,000 LUMENS / TYPE 3)
MANUFACTURER: LITHONIA LIGHTING
MODEL: RSX2 LED P1 40K R3

F1 — BUILDING MOUNTED LIGHT, 10FT OR 12FT MOUNTING HEIGHT, LED LUMINAIRE (4000K / 2,000 LUMENS)
MANUFACTURER: LITHONIA LIGHTING
MODEL: WEDGE1 LED P2 40K VF

EXHIBIT K

N

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SCALE IN FEET

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**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File Name: 40124_03_PHOTOMETRIC CALCS | Dwn. | Dsgn. | Chkd. | YYYY.MM.DD |
|---|---|---|---|---|
| | CPT | CPT | AB | 2026.01.28 |

SITE PLAN PHOTOMETRIC EXHIBIT - II

| Project No. | Scale |
|---|---|
| 173440124 | 1" = 20' |

Revision | Sheet of | Drawing No. **E-102**

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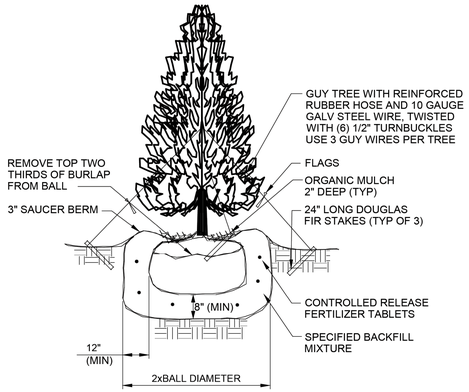
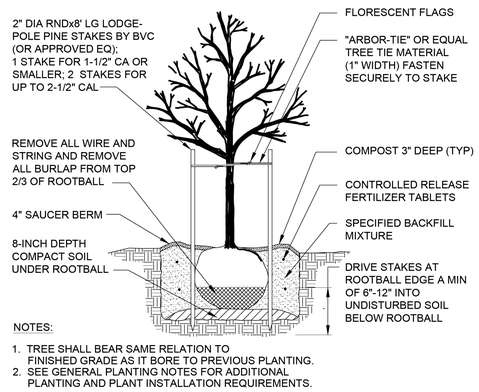


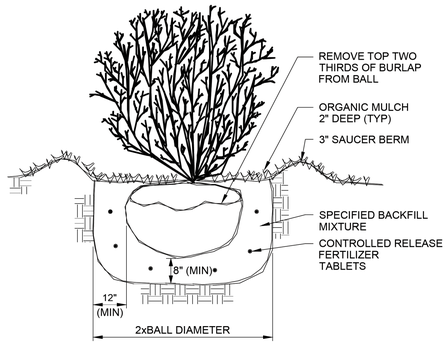

L-101 CONIFER PLANTING
REV 010119




NOTES:

1. TREE SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS PLANTING.
2. SEE GENERAL PLANTING NOTES FOR ADDITIONAL PLANTING AND PLANT INSTALLATION REQUIREMENTS.

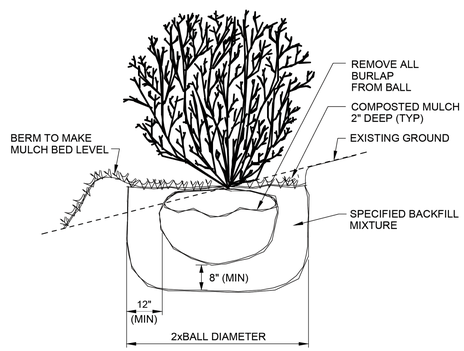
L-107 DECIDUOUS TREE PLANTING DETAIL
REV 010119



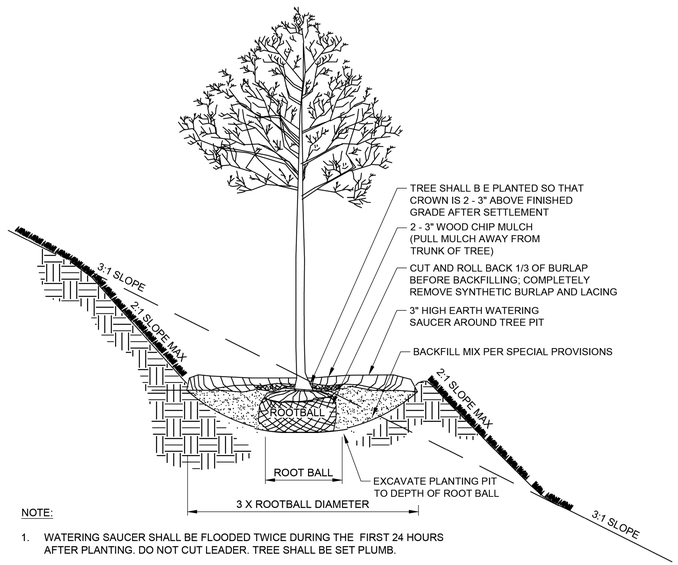

NOTE:

1. SHRUB SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS PLANTING.

L-110 SHRUB PLANTING
REV 010119



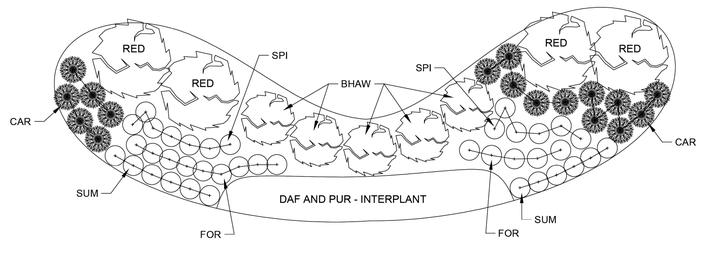

L-111 SHRUB PLANTING ON SLOPE
REV 010119




NOTE:

1. WATERING SAUCER SHALL BE FLOODED TWICE DURING THE FIRST 24 HOURS AFTER PLANTING. DO NOT CUT LEADER. TREE SHALL BE SET PLUMB.

L-901 TREE PLANTING IN A SLOPE
NO SCALE




PLANT LIST - PLANTING BED, NORTHEAST CORNER

| NAME - BOTANICAL/COMMON | TYPE | ORIGIN | KEY | QTY |
|---|---|---|---|---|
| REDBUD/CERCIS CANADENSIS | SM. TREE | NATIVE | RED | 4 |
| BLACKHAW VIBURNUM/VIBURNUM PRUNIFOLIUM | LARGE SHRUB | NATIVE | BHAW | 5 |
| CAROLINA ALLSPICE/CALYCANTHUS FLORIDUS | MED. SHRUB | NATIVE | CAR | 17 |
| FRAGRANT SUMAC/GRO-LOW SUMAC | MED. SHRUB | NATIVE | SUM | 12 |
| BIRCHLEAVED SPIREA/SPIREA BETULIFOLIA | SM. SHRUB | NATIVE | SPI | 13 |
| FORSYTHIA/FORSYTHIA X-INTERMEDIA (SP.) | SM. SHRUB | NON-NATIVE | FOR | 14 |
| PURPLE CONEFLOWER/ECHINACEA PURPUREA | PERENNIAL FLWR. | NATIVE | PUR | 200 |
| DAFFODILS/NARCISSUS, SP. | PERENNIAL FLWR. | NON-NATIVE | DAF | 200 |

L-902 PLANTING BED DETAIL
1" = 10'

N

0 10 20
SCALE IN FEET

EXHIBIT L

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| Revision | By | Appd | YYYY.MM.DD |
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**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File Name: 40124_03_L-001 | MH | MZ | SR | 2026.01.28 |
|---|---|---|---|---|
| | Dwn. | Dsgn. | Chkd. | YYYY.MM.DD |

LANDSCAPING STANDARD DETAILS - I

| Project No. | Scale |
|---|---|
| 173440124 | NO SCALE |
| Revision Sheet of | Drawing No. L-001 |

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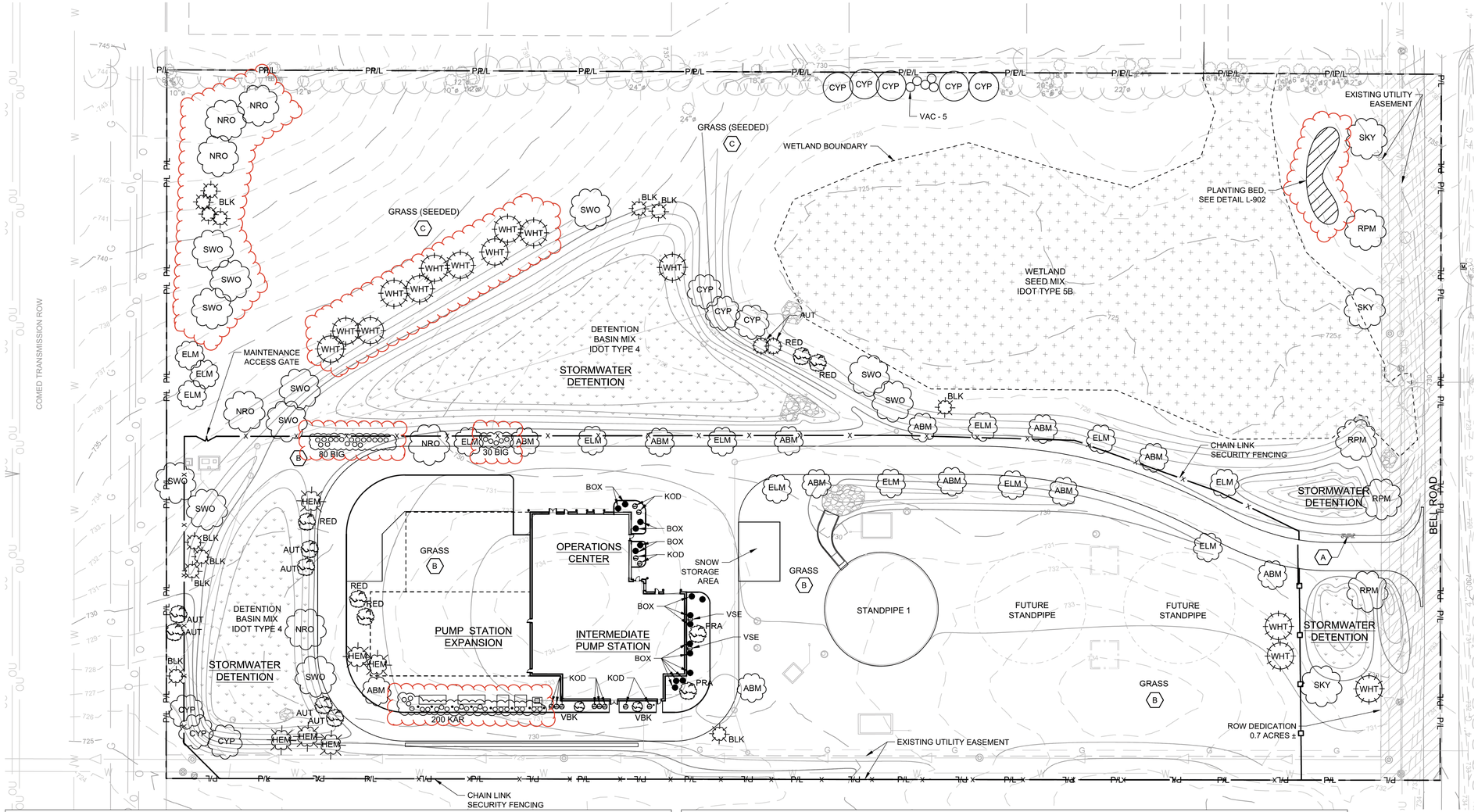
ORIGINAL SHEET - ANSI D




## GENERAL SHEET NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING LOCATIONS OF ALL EXISTING SITE UTILITIES AND YARD PIPING PRIOR TO COMMENCING LANDSCAPE WORK.
2. ALL PLANTS SHALL BE PLACED IN THE APPROXIMATE LOCATION SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IF THERE IS A CONFLICT WITH PLANT LOCATIONS AND EXISTING FACILITIES INCLUDING UNDERGROUND UTILITIES AND PIPING AND THE LANDSCAPE ARCHITECT SHALL APPROVE THE RELOCATION OF PLANT MATERIALS. ALL TREES AND SHRUBS SHALL BE A MINIMUM OF 3-FEET HORIZONTAL SEPARATION FROM ALL UTILITIES.
3. NO SUBSTITUTIONS OF SPECIFIED PLANT MATERIALS SHALL BE ALLOWED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. WIRE BASKETS ON TREES/SHRUBS/PLANTS SHALL COVER NO MORE THAN THE BOTTOM $\frac{1}{3}$ OF THE ROOT BALL AND SHALL BE CUT BACK TO THAT LIMIT PRIOR TO PLANTING.
5. ALL PLANTINGS AND INSTALLATIONS SHALL CONFORM TO THE CURRENT ANSI Z60.1 AMERICAN STANDARD FOR NURSERY STOCK AND ANSI A300 STANDARDS AND BEST MANAGEMENT PRACTICES
6. ALL TREE WORK SHALL BE IN ACCORDANCE WITH ANSI A300 AND Z133 STANDARDS AND CURRENT BEST MANAGEMENT PRACTICES.
7. ALL TREES AND SHRUB AREAS SHALL BE MULCHED WITH 4" DEPTH OF 1 $\frac{1}{2}$" WASHED RIVER ROCK UNLESS OTHERWISE SHOWN ON CONTRACT DRAWINGS OR DIRECTED BY THE LANDSCAPE ARCHITECT.
8. ALL AREAS SHALL BE TREATED WITH A PRE-EMERGENT HERBICIDE 2 WEEKS PRIOR TO PLANTING TREES, SHRUBS, AND GROUNDCOVER. SEE SPECIFICATIONS.
9. LANDSCAPE WEED BARRIER FABRIC SHALL BE INSTALLED IN ALL PLANTING BEDS PRIOR TO PLACEMENT OF SPECIFIED MULCH. THE CONTRACTOR SHALL SUBMIT SAMPLES AND SPECIFICATIONS OF THE WEED BARRIER FABRIC FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

## SHEET KEYNOTES

A. MONUMENT SIGN
B. GRASS AREA TO RECEIVE IDOT TYPE 1 OR TYPE 1A LAWN MIXTURE
C. AREA TO RECEIVE IDOT TYPE 3 NORTHERN ILLINOIS SLOPE MIXTURE

## LEGEND

- LARGE TREE
- EVERGREEN TREE
- SMALL TREE
- DECIDUOUS SHRUB
- EVERGREEN SHRUB
- WETLAND SEED MIX
- DETENTION BASIN SEED MIX

### PLANT LIST

| NAME - BOTANICAL/COMMON | SIZE & COND | TYPE | NATIVE - ADAPTED | KEY | QTY |
|---|---|---|---|---|---|
| ACER RUBRUM 'RED POINTE'/RED POINTE MAPLE | 2.5" B&B | TREE | NATIVE | RPM | 4 |
| ACER X FREEMANIL 'JEFFERSRED'/AUTUMN BLAZE MAPLE | 2.5" B&B | TREE | NATIVE | ABM | 13 |
| GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'/SKYLINE HONEYLOCUST | 3" B&B | TREE | NATIVE | SKY | 3 |
| QUERCUS BICOLOR/SWAMP WHITE OAK | 2.5" B&B | TREE | NATIVE | SWO | 11 |
| QUERCUS RUBRA/NORTHERN RED OAK | 2.5" B&B | TREE | NATIVE | NRO | 6 |
| TAXODIUM DISTICHUM/BALD CYPRESS | 2.5" B&B | TREE | NATIVE | CYP | 11 |
| ULMUS, sp / FRONTIER ELM, or VANGUARD ELM | 2.5" B&B | TREE | NON-NATIVE ADAPTED | ELM | 13 |
| AMELANCHIER X GRANDIFLORA/AUTUMN BRILLIANCE SERVICEBERRY | MT, 6' B&B | ORN. TREE | NATIVE | AUT | 8 |
| CERCIS CANADENSIS/EASTERN REDBUD | 6' B&B | ORN. TREE | NATIVE | RED | 9 |
| MALUS 'PRAIRIFIRE'/PRAIRIFIRE CRABAPPLE | 2.5" B&B | ORN. TREE | NON-NATIVE ADAPTED | PRA | 4 |
| DIERVILLA 'KODIAC ORANGE' | #4, 24" | SHRUB | NATIVE | KOD | 12 |
| BUXUS KOREANA "GREEN GEM"/GREEN GEM BOXWOOD | #4, 24" | SHRUB | NON-NATIVE ADAPTED | BOX | 16 |
| VIBURNUM PLICATUM TOMENTOSUM 'STEADY EDDY' | #3, 24" | SHRUB | NATIVE | VSE | 2 |
| VIBURNUM PRUNIFOLIUM/BLACKHAWK VIB. | #4, 24" | SHRUB | NATIVE | VBK | 7 |

### PLANT LIST

| NAME - BOTANICAL/COMMON | SIZE & COND | TYPE | NATIVE - ADAPTED | KEY | QTY |
|---|---|---|---|---|---|
| VIBURNUM TRILOBUM 'COMPACTUM' / COMPACT AMER. CRANBERRYBUSH | #4, 24" | SHRUB | NATIVE | VAC | 5 |
| PICEA GLAUCA DENSATA/BLACK HILLS SPRUCE | 8' B&B | EVERGR TREE | NATIVE | BLK | 12 |
| PINUS STROBUS / EASTERN WHITE PINE | 8' B&B | EVERGR TREE | NATIVE | WHT | 14 |
| TSUGA CANADENSIS/EASTERN HEMLOCK | 2.5" B&B | EVERGR TREE | NATIVE | HEM | 6 |
| CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'/FEATJER REED GRASS | 1 GAL POT | ORN. GRASS | NON-NATIVE | KAR | 200 |
| ANDROPOGAN GERARDII/BIG BLUESTEM | 1 GAL. POT | ORN. GRASS | NATIVE | BIG | 110 |
| *OTHERS NOT SHOWN HERE SEE PLANT BED DETAIL L-902* | | | | | |

EXHIBIT L

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SCALE IN FEET

STATE OF ILLINOIS
GARY A. JACOBS
157-000169
REGISTERED LANDSCAPE ARCHITECT
expires: 08-30-27

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| Revision | By | Appd | YYYY.MM.DD |
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GRAND PRAIRIE WATER COMMISSION

Stantec

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City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

File Name: 40124_03_LP101 | Dwn. MH | Dsgn. GJ | Chkd. SR | 2026.01.28 YYYY.MM.DD

LANDSCAPE PLANTING PLAN

Project No. 173440124
Scale 1" = 50'
Revision
Sheet 20 of
Drawing No. **LP101**

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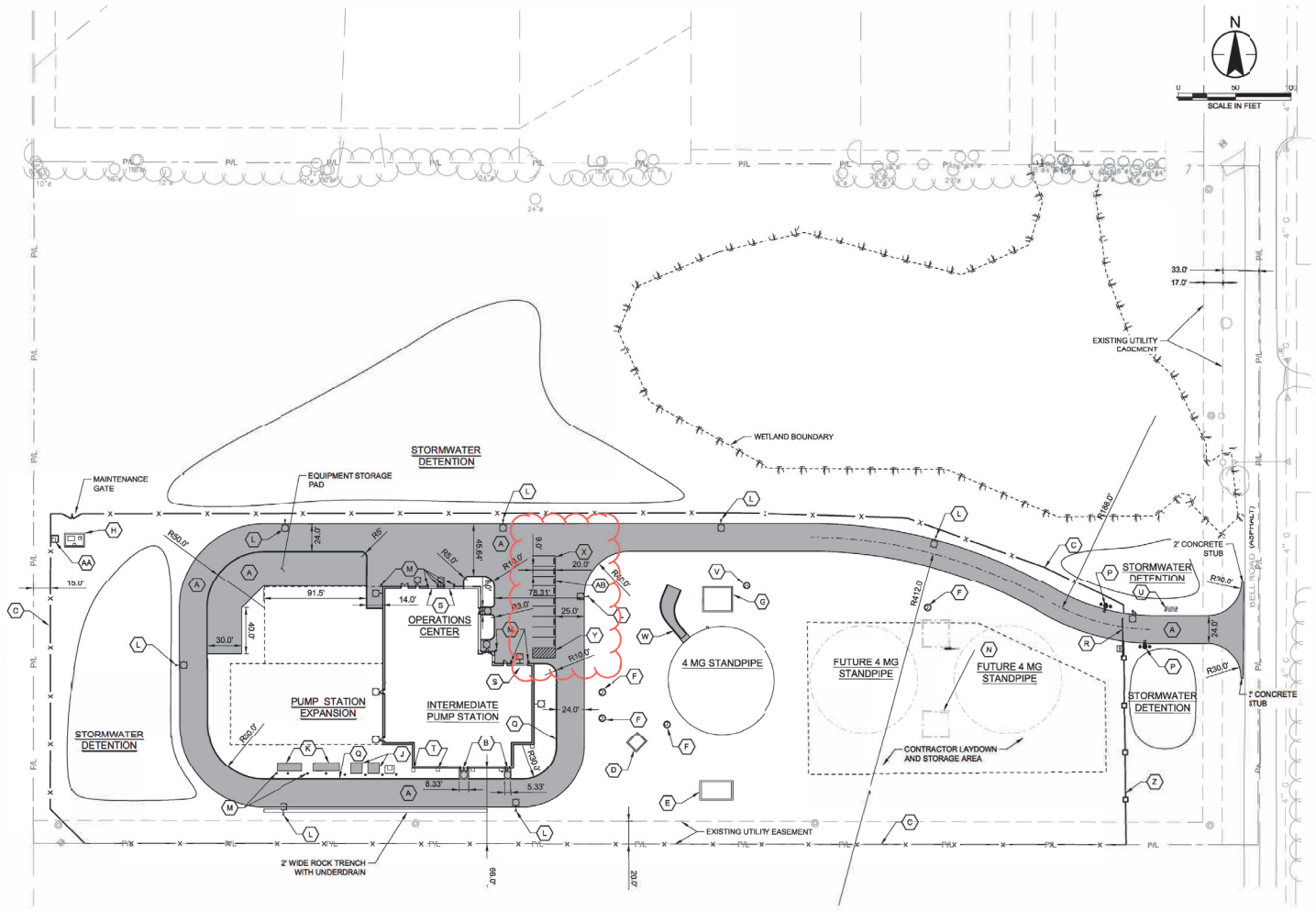
ORIGINAL SHEET - ANSI D




## GENERAL SHEET NOTES

1. SECURITY GATES AND FENCING SHALL BE RATED K8 OR BETTER
2. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL PROVIDE FULL-DEPTH SAWCUT AT ALL REMOVAL LIMITS TO PROVIDE A CLEAN, NEAT EDGE TO EXISTING PAVEMENT, CURB & GUTTER, SIDEWALKS, ETC. THAT WILL REMAIN.
4. STRIP TOPSOIL (SEE GDR FOR ADDITIONAL INFORMATION) AND STOCKPILE FOR REUSE PRIOR TO MASS GRADING.

## SHEET KEYNOTES

A. HEAVY DUTY CONCRETE PAVING - 6" CONCRETE ON 6" OF CA-6 AGG BASE, SEE DETAILS C-901 AND C-902
B. DOOR STOOP - SEE DETAIL 5 SHEET S-502
C. 8' BLACK VINYL COATED CHAIN LINK SECURITY FENCE, SEE DETAIL C-101
D. CHEM FEED VAULT, SEE SHEETS D-403 AND S-403
E. METER VAULT, SEE SHEETS D-401 AND S-401
F. 66" VALVE MANHOLE, SEE DETAIL C-506
G. VALVE VAULT #1, SEE SHEETS D-402 AND S-402
H. EMERGENCY INTERCONNECT METER VAULT, SEE PROCESS SHEETS
I. <NOT USED>
J. ELECTRICAL TRANSFORMERS/SWITCH GEAR, SEE SHEET E-101
K. DIESEL BACKUP GENERATOR, SEE SHEET E-101
L. LIGHT POLE AND FOUNDATION, SEE SHEETS E-101 AND E-102 (TYP)
M. 6" STEEL CONCRETE FILLED GUARD POST, SEE DETAIL C-114
N. FUTURE VALVE VAULTS (BY OTHERS)
O. <NOT USED>
P. VEHICULAR GATE PEDESTAL, SEE DETAIL C-931
Q. MONOLITHIC CONCRETE CURB, TYPE 2, SEE DETAIL C-128
R. 26' SLIDING SECURITY GATE WITH CARD READER, SEE DETAILS
S. ROLL-UP DOOR, SEE ARCH PLANS
T. CONCRETE SPLASH PADS AT EXTERNAL DOWNSPOUTS (TYP)
U. MONUMENT SIGN
V. 24" VALVE MANHOLE, SEE DETAIL C-932
W. STANDPIPE CONCRETE SPLASH PAD, SEE SHEET CG401
X. 9' X 20' PARKING STALL STRIPING; 4" YELLOW LINES
Y. ADA PARKING SPACE, SEE DETAIL C-953
Z. 8' WROUGHT IRON SECURITY FENCE
AA. EMERGENCY INTERCONNECT VALVE VAULT, SEE PROCESS SHEETS
AB. PRECAST WHEEL STOP (TYP), SEE DETAIL C-116

EXHIBIT I

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GRAND PRAIRIE WATER COMMISSION

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City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

File Name: 40124_03_CS101 | MZ Dwn. | MZ Dsgn. | SR Chkd. | 2026.01.28 YYYY.MM.DD

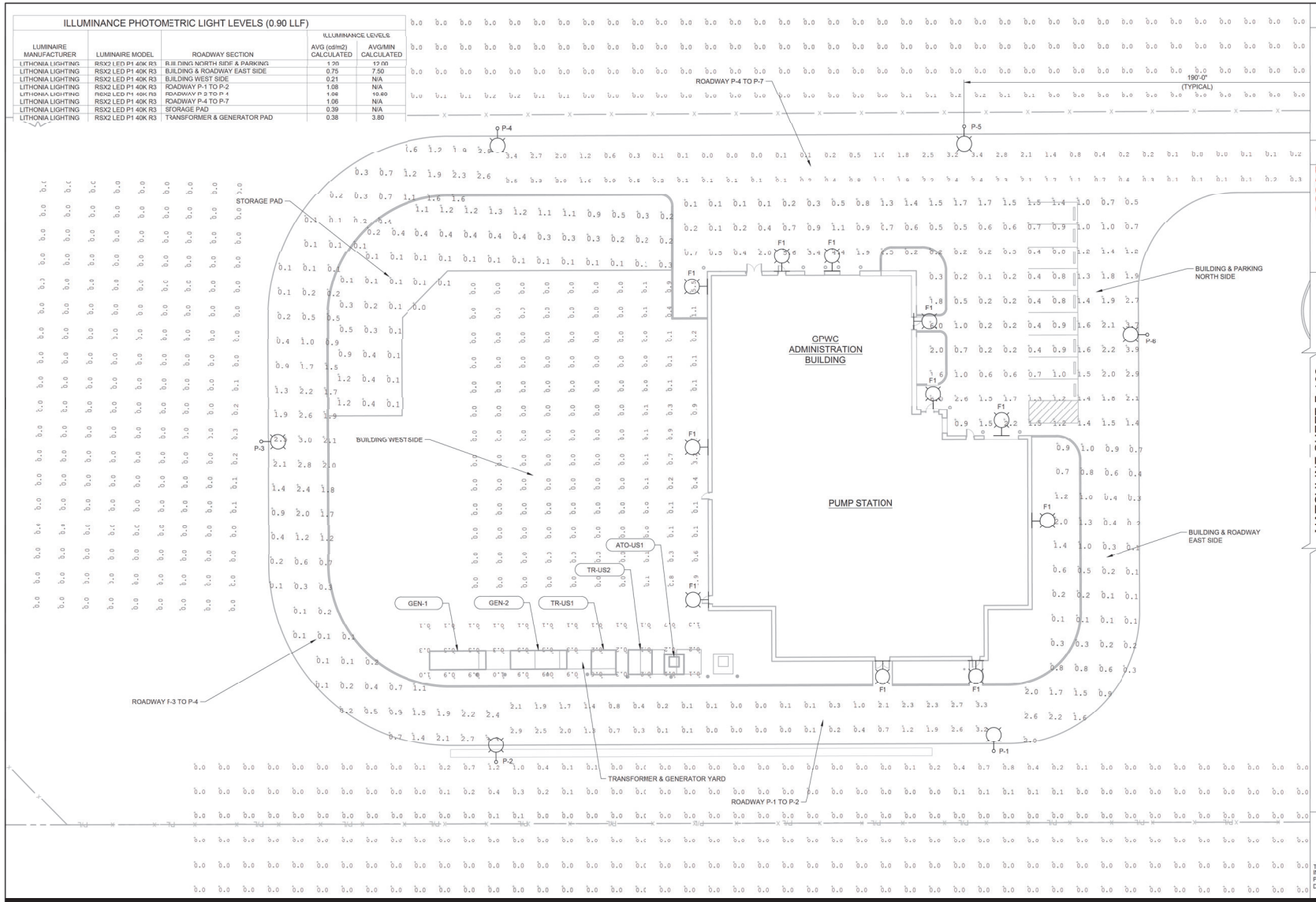
OVERALL SITE PLAN

Project No. 173440124 | Scale 1" = 50'
Revision | Sheet of | Drawing No. **CS103**

ORIGINAL SHEET - ANSI D

## ILLUMINANCE PHOTOMETRIC LIGHT LEVELS (0.90 LLF)

| LUMINAIRE MANUFACTURER | LUMINAIRE MODEL | ROADWAY SECTION | ILLUMINANCE LEVELS AVG (cd/m2) CALCULATED | AVG/MIN CALCULATED |
|---|---|---|---|---|
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | BUILDING NORTH SIDE & PARKING | 1.20 | 12.00 |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | BUILDING & ROADWAY EAST SIDE | 0.75 | 7.50 |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | BUILDING WEST SIDE | 0.21 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-1 TO P-2 | 1.08 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-2 TO P-1 | 1.06 | 10.60 |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-4 TO P-7 | 1.06 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | STORAGE PAD | 0.39 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | TRANSFORMER & GENERATOR PAD | 0.38 | 3.80 |




## GENERAL SHEET NOTES

1. CALCULATIONS WERE DONE WITH AGI32 SOFTWARE FOR LIGHTING DESIGN. REFER TO AGI32 CALCULATION SHEETS FOR LUMINAIRE INFORMATION AND FULL CALCULATION INFORMATION.
2. CALCULATIONS WERE DONE WITH A 0.9 (LLF) LIGHT LOSS FACTOR.
3. REFER TO LUMINAIRE DATASHEETS FOR COMPLETE LUMINAIRE INFORMATION.
4. ALL POLE MOUNTED LIGHTS SHALL HAVE A HOUSE SIDE SHIELD EXCEPT FOR LIGHT POLE P-6.

## LEGEND

P-1 — LIGHT POLE, 20FT MOUNTING HEIGHT, 6-INCH MAST ARM, LED LUMINAIRE (4000K / 10,000 LUMENS / TYPE 3)
MANUFACTURER: LITHONIA LIGHTING
MODEL: RSX2 LED P1 40K R3

F1 — BUILDING MOUNTED LIGHT, 10FT OR 12FT MOUNTING HEIGHT, LED LUMINAIRE (4000K / 2,000 LUMENS)
MANUFACTURER: LITHONIA LIGHTING
MODEL: WEDGE1 LED P2 40K VF

MATCHLINE SHEET E-102

EXHIBIT K

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City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

File Name: 40124_03_PHOTOMETRIC CALCS | CPT Dwn. | CPT Dsgn. | Chkd. | 2026.01.28 YYYY.MM.DD

SITE PLAN PHOTOMETRIC EXHIBIT - I

Project No. 173440124
Scale 1" = 20'
Revision
Sheet of
Drawing No. **E-101**

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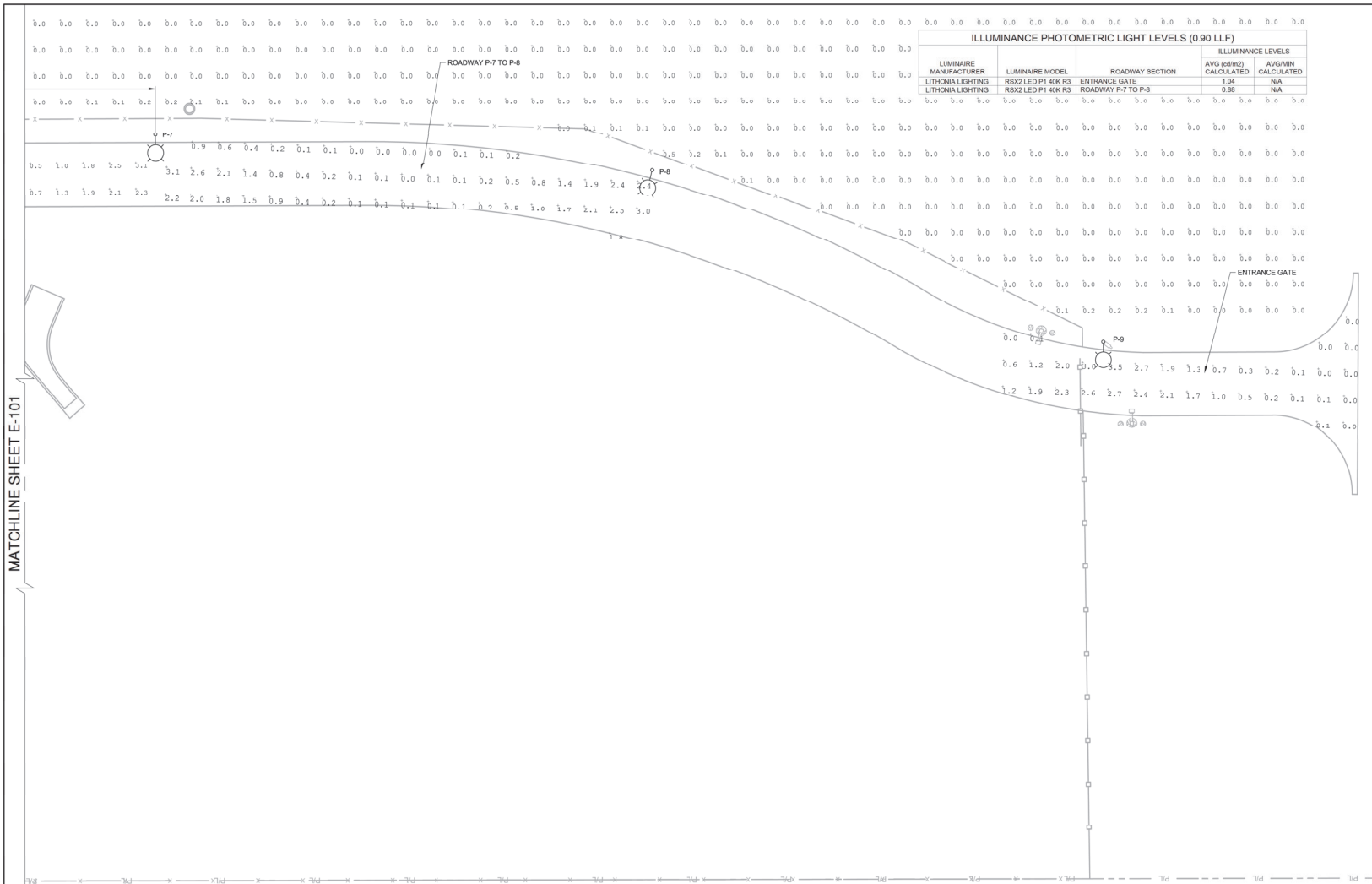


## ILLUMINANCE PHOTOMETRIC LIGHT LEVELS (0.90 LLF)

| LUMINAIRE MANUFACTURER | LUMINAIRE MODEL | ROADWAY SECTION | ILLUMINANCE LEVELS | |
|---|---|---|---|---|
| | | | AVG (cd/m2) CALCULATED | AVG/MIN CALCULATED |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ENTRANCE GATE | 1.04 | N/A |
| LITHONIA LIGHTING | RSX2 LED P1 40K R3 | ROADWAY P-7 TO P-8 | 0.88 | N/A |

## GENERAL SHEET NOTES

1. CALCULATIONS WERE DONE WITH AGI32 SOFTWARE FOR LIGHTING DESIGN. REFER TO AGI32 CALCULATION SHEETS FOR LUMINAIRE INFORMATION AND FULL CALCULATION INFORMATION.
2. CALCULATIONS WERE DONE WITH A 0.9 (LLF) LIGHT LOSS FACTOR.
3. REFER TO LUMINAIRE DATASHEETS FOR COMPLETE LUMINAIRE INFORMATION.
4. ALL POLE MOUNTED LIGHTS SHALL HAVE A HOUSE SIDE SHIELD EXCEPT FOR LIGHT POLE P-6.

## LEGEND

P-1 — LIGHT POLE, 20FT MOUNTING HEIGHT, 6-INCH MAST ARM, LED LUMINAIRE (4000K / 10,000 LUMENS / TYPE 3)
MANUFACTURER: LITHONIA LIGHTING
MODEL: RSX2 LED P1 40K R3

P1 — BUILDING MOUNTED LIGHT, 10FT OR 12FT MOUNTING HEIGHT, LED LUMINAIRE (4000K / 2,000 LUMENS)
MANUFACTURER: LITHONIA LIGHTING
MODEL: WEDGE1 LED P2 40K VF

EXHIBIT K

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SCALE IN FEET

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**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File Name: 40124_03_PHOTOMETRIC CALCS | CPT Dwn. | CPT Dsgn. | AB Chkd. | 2026.01.28 YYYY.MM.DD |
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SITE PLAN PHOTOMETRIC EXHIBIT - II

| Project No. | Scale |
|---|---|
| 173440124 | 1" = 20' |
| Revision Sheet of | Drawing No. E-102 |

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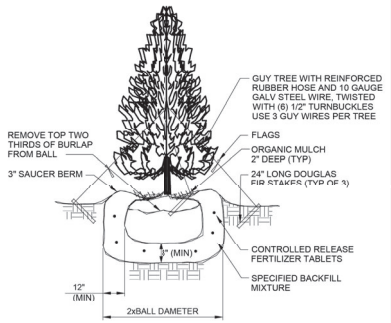
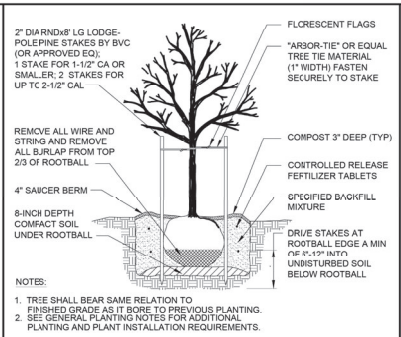
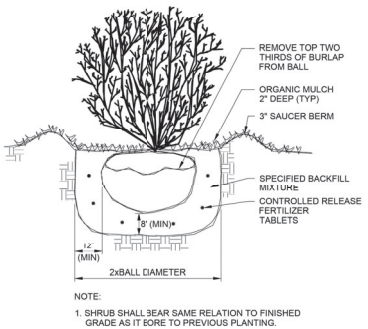



L-101 CONIFER PLANTING
REV 010119

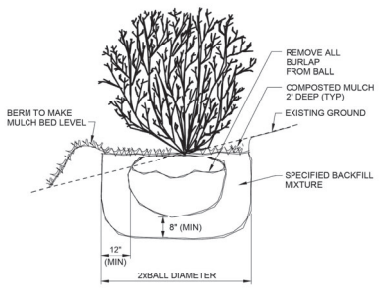



L-107 DECIDUOUS TREE PLANTING DETAIL
REV 010119

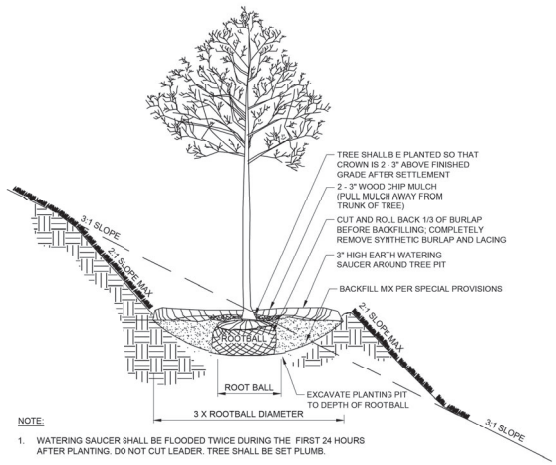



NOTE:
1. SHRUB SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO PREVIOUS PLANTING.

L-110 SHRUB PLANTING
REV 010119

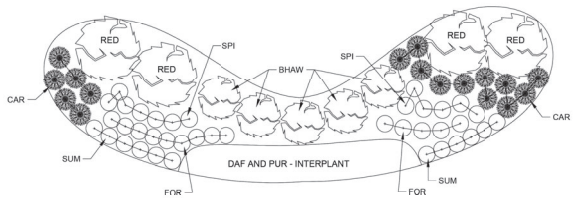



L-111 SHRUB PLANTING ON SLOPE
REV 010119




NOTE:
1. WATERING SAUCER SHALL BE FLOODED TWICE DURING THE FIRST 24 HOURS AFTER PLANTING. DO NOT CUT LEADER. TREE SHALL BE SET PLUMB.

L-901 TREE PLANTING IN A SLOPE
NO SCALE




PLANT LIST - PLANTING BED, NORTHEAST CORNER

| NAME - BOTANICAL/COMMON | TYPE | ORIGIN | KEY | QTY |
|---|---|---|---|---|
| REDBUD/CERCIS CANADENSIS | SM. TREE | NATIVE | RED | 4 |
| BLACKHAW VIBURNUM/VIBURNUM PRUNIFOLIUM | LARGE SHRUB | NATIVE | BHAW | 5 |
| CAROLINA ALLSPICE/CALYCANTHUS FLORDUS | MED. SHRUB | NATIVE | CAR | 17 |
| FRAGRANT SUMAC/GRO-LOW SUMAC | MED. SHRUB | NATIVE | SUM | 12 |
| BIRCHLEAVED SPIREA/SPIREA BETULIFOLIA | SM. SHRUB | NATIVE | SPI | 13 |
| FORSYTHIA/FORSYTHIA X-INTERMEDIA (SP.) | SM. SHRUB | NON-NATIVE | FOR | 14 |
| PURPLE CONEFLOWER/ECHINACEA PURPUREA | PERENNIAL FLWR. | NATIVE | PUR | 200 |
| DAFFODILS/NARCISSUS, SP. | PERENNIAL FLWR. | NON-NATIVE | DAF | 200 |

L-902 PLANTING BED DETAIL
1" = 10'
0 10 20
SCALE IN FEET

EXHIBIT L

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| Revision | By | Appd | YYYY.MM.DD |
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City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File Name: 40124_03_L-001 | MH | MZ | SR | 2026.01.28 |
|---|---|---|---|---|
| | Dwn. | Dsgn. | Chkd. | YYYY.MM.DD |

LANDSCAPING STANDARD DETAILS - I

| Project No. | Scale |
|---|---|
| 173440124 | NO SCALE |
| Revision | Sheet of |
| Drawing No. | L-001 |

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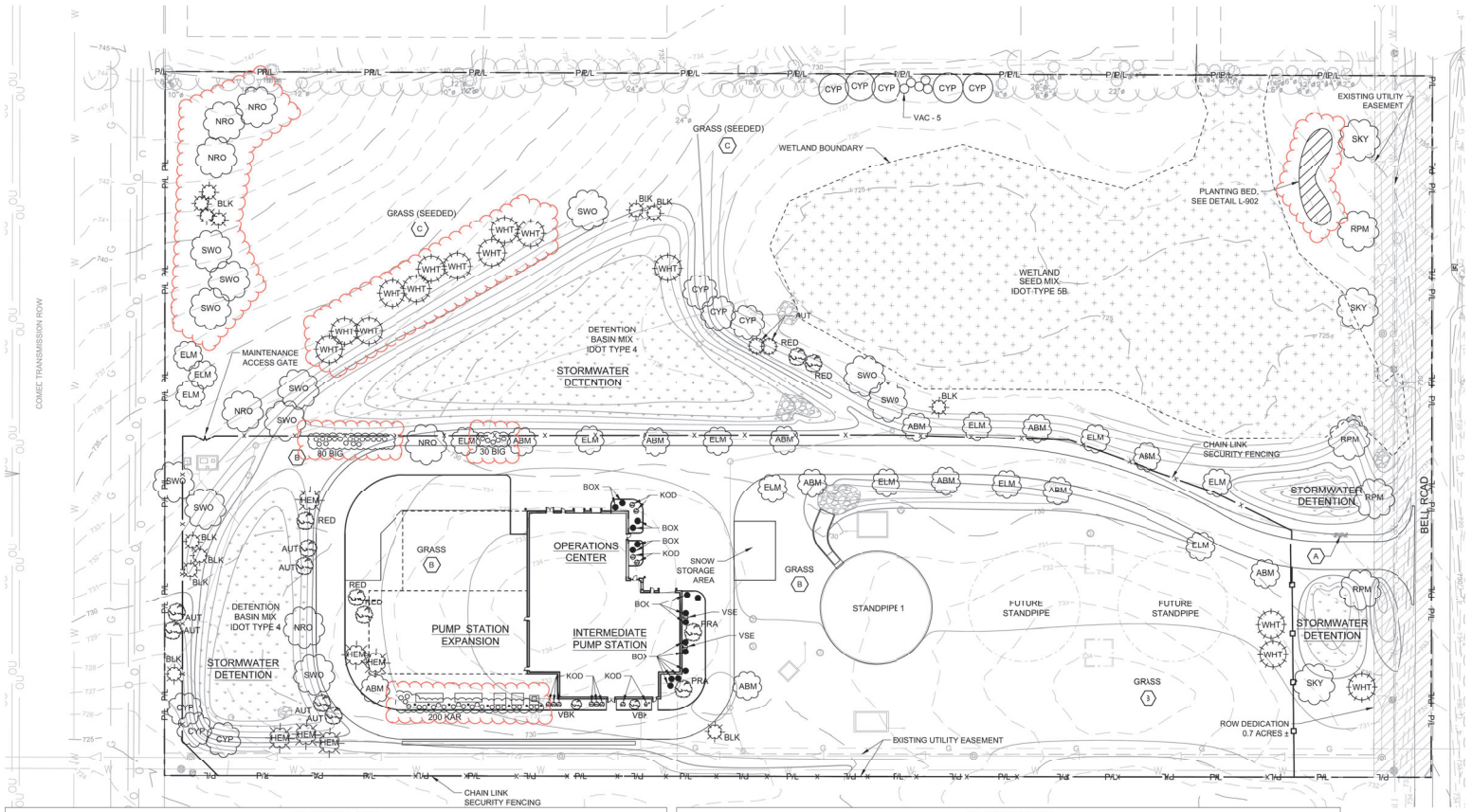
ORIGINAL SHEET - ANSI D




## GENERAL SHEET NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING LOCATIONS OF ALL EXISTING SITE UTILITIES AND YARD PIPING PRIOR TO COMMENCING LANDSCAPE WORK.
2. ALL PLANTS SHALL BE PLACED IN THE APPROXIMATE LOCATION SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IF THERE IS A CONFLICT WITH PLANT LOCATIONS AND EXISTING FACILITIES INCLUDING UNDERGROUND UTILITIES AND PIPING AND THE LANDSCAPE ARCHITECT SHALL APPROVE THE RELOCATION OF PLANT MATERIALS. ALL TREES AND SHRUBS SHALL BE A MINIMUM OF 3-FEET HORIZONTAL SEPARATION FROM ALL UTILITIES.
3. NO SUBSTITUTIONS OF SPECIFIED PLANT MATERIALS SHALL BE ALLOWED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. WIRE BASKETS ON TREES/SHRUBS/PLANTS SHALL COVER NO MORE THAN THE BOTTOM ½ OF THE ROOT BALL AND SHALL BE CUT BACK TO THAT LIMIT PRIOR TO PLANTING.
5. ALL PLANTINGS AND INSTALLATIONS SHALL CONFORM TO THE CURRENT ANSI Z60.1 AMERICAN STANDARD FOR NURSERY STOCK AND ANSI A300 STANDARDS AND BEST MANAGEMENT PRACTICES
6. ALL TREE WORK SHALL BE IN ACCORDANCE WITH ANSI A300 AND Z133.1 STANDARDS AND CURRENT BEST MANAGEMENT PRACTICES.
7. ALL TREES AND SHRUB AREAS SHALL BE MULCHED WITH 4" DEPTH OF 1 ½" WASHED RIVER ROCK UNLESS OTHERWISE SHOWN ON CONTRACT DRAWINGS OR DIRECTED BY THE LANDSCAPE ARCHITECT.
8. ALL AREAS SHALL BE TREATED WITH A PRE-EMERGENT HERBICIDE 2 WEEKS PRIOR TO PLANTING TREES, SHRUBS, AND GROUNDCOVER. SEE SPECIFICATIONS.
9. LANDSCAPE WEED BARRIER FABRIC SHALL BE INSTALLED IN ALL PLANTING BEDS PRIOR TO PLACEMENT OF SPECIFIED MULCH. THE CONTRACTOR SHALL SUBMIT SAMPLES AND SPECIFICATIONS OF THE WEED BARRIER FABRIC FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

## SHEET KEYNOTES

A. MONUMENT SIGN
B. GRASS AREA TO RECEIVE IDOT TYPE 1 OR TYPE 1A LAWN MIXTURE
C. AREA TO RECEIVE IDOT TYPE 3 NORTHERN ILLINOIS SLOPE MIXTURE

## LEGEND

- LARGE TREE
- EVERGREEN TREE
- SMALL TREE
- DECIDUOUS SHRUB
- EVERGREEN SHRUB
- WETLAND SEED MIX
- DETENTION BASIN SEED MIX

EXHIBIT L

### PLANT LIST

| NAME - BOTANICAL/COMMON | SIZE & COND | TYPE | NATIVE - ADAPTED | KEY | QTY |
|---|---|---|---|---|---|
| ACER RUBRUM 'RED POINTE'/RED POINTE MAPLE | 2.5" B&B | TREE | NATIVE | RPM | 4 |
| ACER X FREEMANII 'JEFFERSRED'/AUTUMN BLAZE MAPLE | 2.5" B&B | TREE | NATIVE | ARM | 13 |
| GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'/SKYLINE HONEYLOCUST | 3" B&B | TREE | NATIVE | SKY | 3 |
| QUERCUS BICOLOR/SWAMP WHITE OAK | 2.5" B&B | TREE | NATIVE | SWO | 11 |
| QUERCUS RUBRA/NORTHERN RED OAK | 2.5" B&B | TREE | NATIVE | NRO | 6 |
| TAXODIUM DISTICHUM/BALD CYPRESS | 2.5" B&B | TREE | NATIVE | CYP | 11 |
| ULMUS, sp / FRONTIER ELM, or VANGUARD ELM | 2.5" B&B | TREE | NON-NATIVE ADAPTED | ELM | 13 |
| AMELANCHIER X GRANDIFLORA/AUTUMN BRILLIANCE SERVICEBERRY | MT, 6' B&B | ORN. TREE | NATIVE | AUT | 8 |
| CERCIS CANADENSIS/EASTERN REDBUD | 6' B&B | ORN. TREE | NATIVE | RED | 6 |
| MALUS 'PRAIRIFIRE'/PRAIRIFIRE CRABAPPLE | 2.5" B&B | ORN. TREE | NON-NATIVE ADAPTED | PRA | 4 |
| DIERVILLA 'KODIAC ORANGE' | #4, 24" | SHRUB | NATIVE | KOD | 12 |
| BUXUS KOREANA 'GREEN GEM'/GREEN GEM BOXWOOD | #4, 24" | SHRUB | NON-NATIVE ADAPTED | BOX | 13 |
| VIBURNUM PLICATUM TOMENTOSUM 'STEADY EDDY' | #3, 24" | SHRUB | NATIVE | VSE | 3 |
| VIBURNUM PRUNIFOLIUM/BLACKHAWK VIB. | #4, 24" | SHRUB | NATIVE | VBK | 7 |

### PLANT LIST

| NAME - BOTANICAL/COMMON | SIZE & COND | TYPE | NATIVE - ADAPTED | KEY | QTY |
|---|---|---|---|---|---|
| VIBURNUM TRILOBUM 'COMPACTUM' / COMPACT AMER. CRANBERRYBUSH | #4, 24" | SHRUB | NATIVE | VAC | 5 |
| PICEA GLAUCA DENSATA/BLACK HILLS SPRUCE | 8' B&B | EVERGR TREE | NATIVE | BLK | 12 |
| PINUS STROBUS / EASTERN WHITE PINE | 8' B&B | EVERGR TREE | NATIVE | WHT | 14 |
| TSUGA CANADENSIS/EASTERN HEMLOCK | 2.5" B&B | EVERGR TREE | NATIVE | HEM | 6 |
| CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'/FEATJER REED GRASS | 1 GAL POT | ORN. GRASS | NON-NATIVE | KAR | 200 |
| ANDROPOGAN GERARDII/BIG BLUESTEM | 1 GAL. POT | ORN. GRASS | NATIVE | BIG | 110 |

*OTHERS NOT SHOWN HERE SEE PLANT BED DETAIL L-902*

STATE OF ILLINOIS
GARY A. JACOBS
157-000169
REGISTERED LANDSCAPE ARCHITECT
expires: 08-30-27

N
0 50 100
SCALE IN FEET

GRAND PRAIRIE WATER COMMISSION AND CITY OF JOLIET - CONFIDENTIAL INFORMATION

THIS DOCUMENT/RECORD & THE INFORMATION CONTAINED IN IT: (1) IS CONFIDENTIAL INFORMATION THAT IS SENSITIVE AND/OR PROPRIETARY & THE PROPERTY OF THE GRAND PRAIRIE WATER COMMISSION & THE CITY OF JOLIET; & (2) MAY NOT BE USED, PUBLISHED OR DISSEMINATED BY THE HOLDER OR RECIPIENT OF THIS INFORMATION WITHOUT THE WRITTEN AUTHORIZATION OF THE GRAND PRAIRIE WATER COMMISSION & THE CITY OF JOLIET.

| Revision | By | Appd | YYYY.MM.DD |
|---|---|---|---|

| Issued | By | Appd | YYYY.MM.DD |
|---|---|---|---|

**PRELIMINARY**
**90% DESIGN**
**NOT FOR CONSTRUCTION**
Not for permits, pricing or other official purposes. This document has not been completed or checked and is for general information or comment only.

GRAND PRAIRIE WATER COMMISSION

Stantec
CMT Crawford, Murphy & Tilly

City of Joliet

**ALTERNATIVE WATER SOURCE PROGRAM**
**AWSP-03-01 - INTERMEDIATE STANDPIPE 1 AND PUMP STATION**
Joliet, Illinois

| File Name: 40124_03_LP101 | MH | GJ | SR | 2026.01.28 |
|---|---|---|---|---|
| | Dwn. | Dsgn. | Chkd. | YYYY.MM.DD |

LANDSCAPE PLANTING PLAN

| Project No. | Scale |
|---|---|
| 173440124 | 1" = 50' |
| Revision | Sheet: 20 of |
| | Drawing No.: LP101 |

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ORIGINAL SHEET - ANSI D

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jason Berry, Community Development
THROUGH:
SUBJECT: Final Plat of 225 Canal Street Consolidation
DATE: May 6, 2026

**SUMMARY/BACKGROUND**
The applicant, Lotus Design & Development, LLC, is requesting approval of a final plat to consolidate two existing lots at 225 Canal Street, known as Marbella of Lemont.

As part of the original Marbella of Lemont subdivision, the property was divided into two lots, with Lot 1 containing the mixed-use building and Lot 2 consisting of parking and open space. The existing building currently spans across two separate Lot 1s—Lot 1 in the Marbella of Lemont Subdivision and Lot 1 in the General Fry's Landing Subdivision.

The proposed consolidation will combine these into a single lot, resulting in one unified parcel and Property Index Number (PIN).

**ANALYSIS**
The proposed consolidation plat has been reviewed by the Village Engineer and found to be in compliance with the Village of Lemont Unified Development Ordinance.

This request is administrative in nature and does not involve any new development, changes in land use, or modifications to the approved site layout.

***Consistency with Village Policy***
Lemont 2030 Comprehensive Plan

**STAFF RECOMMENDATION**
Approval of the final plat for the 225 Canal Street Consolidation.

**BOARD ACTION REQUESTED**
Motion to approve the final plat for the 225 Canal Street Consolidation.

**ATTACHMENTS**
Staff Report for Final Plat of 225 Canal Street Consolidation
Final Plat of 225 Canal Street Consolidation

**STAFF REPORT**
**TO**: Planning & Zoning Commission
**FROM**: Jamie Tate, AICP, Consulting Planner
**THRU**: Jason Berry, CEcD AICP, Community & Economic Development Director

**CASE NUMBER & NAME**
2021-08 Marbella Final PUD

**APPLICANT/PROPERTY OWNER**
Lotus Design & Development, LLC

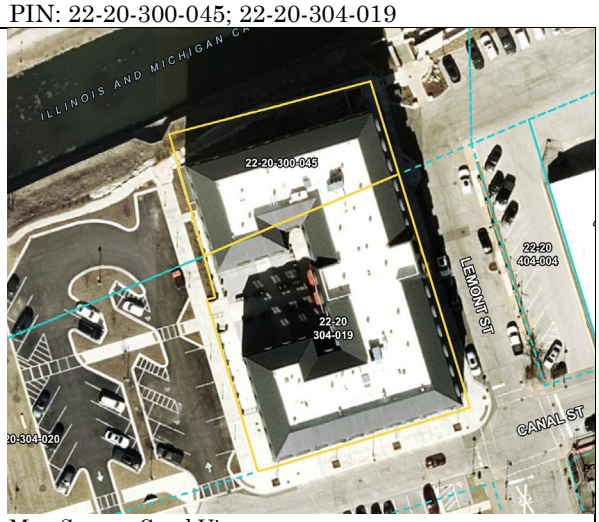
**DATE**
May 6, 2026

**PROPERTY ADDRESS/LOCATION**
225 Canal Street
PIN: 22-20-300-045; 22-20-304-019

**BRIEF SUMMARY OF REQUEST**

The applicant and property owner of 225 Canal Street, known as Marbella of Lemont, has applied for the consolidation of two lots. The request will bring Lot 1 in General Fry's Subdivision and Lot 1 in Marbella of Lemont Subdivision on a single parcel, Lot 1 in 225 Canal Street Consolidation.

The Village Engineer has reviewed the subdivision plat and finds the request satisfactory and in compliance with the Unified Development Ordinance (UDO).



Map Source: CoookViewer

| ZONING | EXISTING LAND USE | SURROUNDING LAND USE | REQUESTED ACTIONS | SIZE OF PROPERTY |
|---|---|---|---|---|
| Downtown District (DD) | Mixed Use (Marbella of Lemont) | Downtown District (DD) | A motion to recommend approval of the 225 Canal Street Consolidation | 0.69 acres |

**PROPERTY HISTORY**

As part of the Marbella development, Lotus Design & Development subdivided 225 Canal Street into two lots. Lot 1 consisted of the mixed-use building, and Lot 2 was developed as a parking lot and open space. The mixed-use building straddles two lots, Lot 1 in General Fry's Landing and Lot 1 in Marbella of Lemont. This consolidation will place the entire mixed-use development on a single lot and, more importantly, a single Property Index Number.

| **COMPATIBILITY** with the COMPREHENSIVE PLAN | **COMPATIBILITY** with the UNIFIED DEVELOPMENT ORDINANCE |
|---|---|
| The future land-use map in the Lemont 2030 Comprehensive Plan designates the subject property as Mixed Use (MU). | The proposal is compatible with the Unified Development Ordinance. |

**ATTACHMENTS**

1. Final Plat for 225 Canal Street Consolidation

# 225 CANAL STREET CONSOLIDATION

OF

PART OF THE SOUTH HALF OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

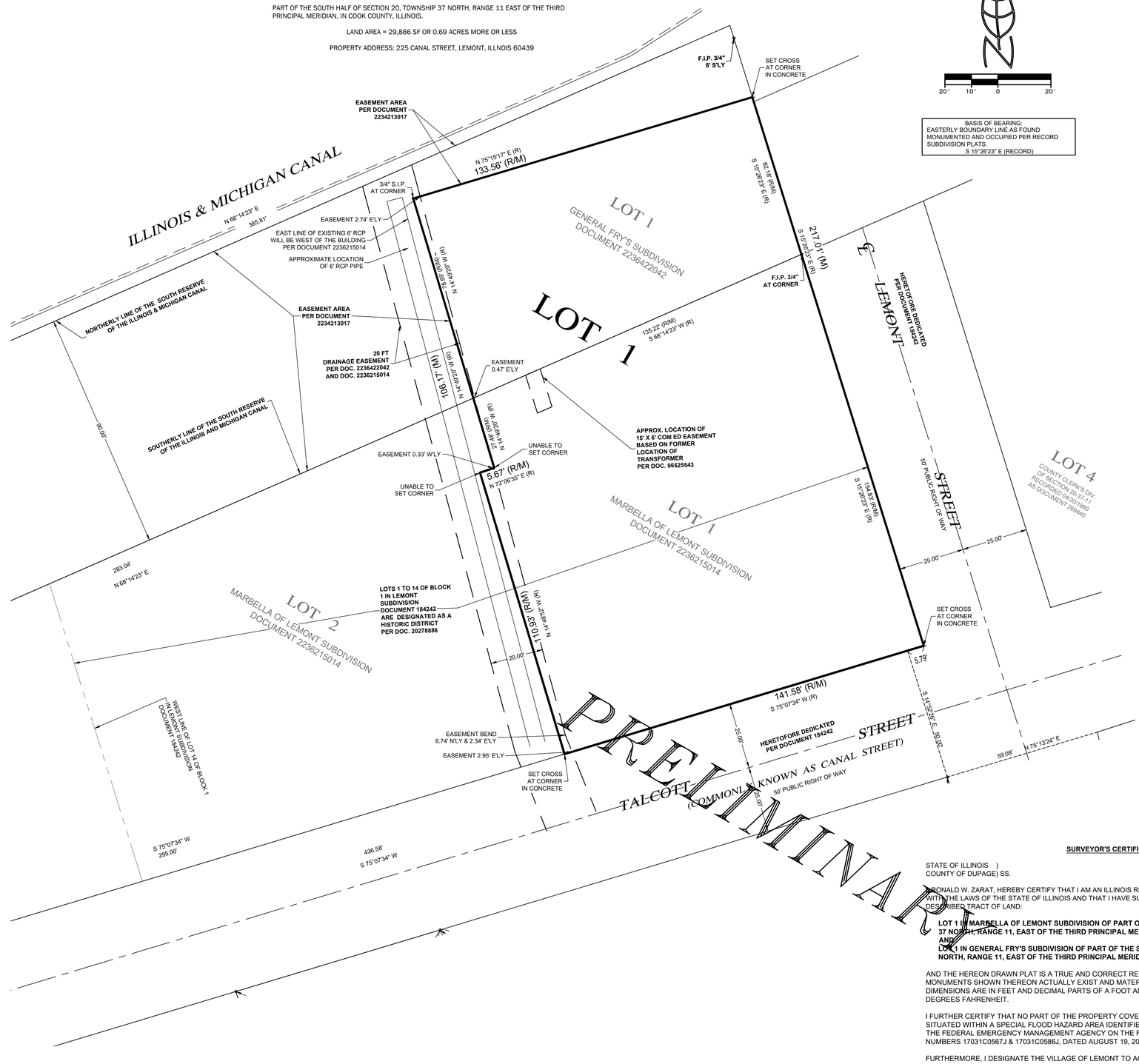
LAND AREA = 29,886 SF OR 0.69 ACRES MORE OR LESS

PROPERTY ADDRESS: 225 CANAL STREET, LEMONT, ILLNOIS 60439

AFFECTS P.I.N.:
22-20-300-045
22-20-304-019

UPON RECORDING,
MAIL TO VILLAGE OF LEMONT
6680 NEW AVENUE
LEMONT, IL 60439

SEND TAX BILL TO
MARBELLA OF LEMONT LLC
225 CANAL STREET UNIT E
LEMONT, IL 60439




**OWNER'S CERTIFICATE**

STATE OF ILLINOIS )
) SS
COUNTY OF COOK )

THIS IS TO CERTIFY THAT

_____ IS THE OWNER OF THE PROPERTY DESCRIBED ABOVE AND AS SUCH OWNER, HAS CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND AS ALLOWED AND PROVIDED BY STATUTES, AND SAID OWNER, DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE AFORESAID.

TO THE BEST KNOWEDGE OF THE OWNER, THE PROPERTY IS LOCATED WITHIN
ELEMENTARY SCHOOL DISTRICT: COMBINED SCHOOL DISTRICT C.C. NO. 113A
HIGH SCHOOL DISTRICT: LEMONT TOWNSHIP HIGH SCHOOL 210
COMMUNITY COLLEGE DISTRICT: JOLIET COMMUNITY COLLEGE DISTRICT 525

DATED AT _____ DAY OF _____, 20___.

BY: _____

**NOTARY CERTIFICATE**

STATE OF ILLINOIS)
) SS
COUNTY OF COOK )

I, THE UNDERSIGNED, A NOTARY PUBLIC DO HEREBY CERTIFY THAT DOVILE ZALANSKAS, PERSONALLY KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED IN THE FOREGOING PLAT OF SUBDIVISION, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE, BEING THEREUNTO DULY AUTHORIZED, SIGNED AND DELIVERED SAID PLAT OF SUBDIVISION AS HIS OWN FREE AND VOLUNTARY ACT, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THIS _____ DAY OF _____, 20___

_____
NOTARY PUBLIC

**VILLAGE ENGINEER'S CERTIFICATE**

STATE OF ILLINOIS)
) SS
COUNTY OF COOK )

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF LEMONT, COOK, WILL, AND DU PAGE COUNTIES, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS IN THIS SUBDIVISION, AS SHOWN BY THE PLANS AND SPECIFICATIONS THEREFORE, MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED THIS _____ DAY OF _____, 20_____.

BY:_____
VILLAGE ENGINEER

VILLAGE TREASURER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I,_____, VILLAGE TREASURER OF THE VILLAGE OF LEMONT, COOK, WILL AND DU PAGE COUNTIES, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS OF ANY OUTSTANDING UNPAID SPECIAL ASSESSMENTS WHICH HAVE NOT BEEN DIVIDED IN ACCORDANCE WITH THE PROPOSED SUBDIVISION AND DULY APPROVED BY THE COURT THAT CONFIRMED THE SPECIAL ASSESSMENT.

DATED AT LEMONT,_____ COUNTY, ILLINOIS, THIS _____DAY OF_____, A.D., 20___.

_____
VILLAGE TREASURER

PRESIDENT BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF _____ )

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT, COOK COUNTY, ILLINOIS, AT A PUBLIC MEETING HELD:

THIS_____DAY OF_____, A.D., 20____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

**SURFACE WATER DRAINAGE CERTIFICATE**

STATE OF ILLINOIS )
) SS
COUNTY OF _____)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKEHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 20_____.

BY:_____
OWNERS(S) TRUSTEE / OR DULY AUTHORIZED ATTORNEY

**SURVEYOR'S CERTIFICATE**

STATE OF ILLINOIS )
COUNTY OF DUPAGE) SS.

I, RONALD W. ZARAT, HEREBY CERTIFY THAT I AM AN ILLINOIS REGISTERED LAND SURVEYOR IN COMPLIANCE WITH THE LAWS OF THE STATE OF ILLINOIS AND THAT I HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED TRACT OF LAND:

**LOT 1 IN MARBELLA OF LEMONT SUBDIVISION OF PART OF THE SOUTH 1/2 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS AND**
**LOT 1 IN GENERAL FRY'S SUBDIVISION OF PART OF THE SOUTH 1/2 OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS**

AND THE HEREON DRAWN PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE SAME, AND THAT ALL MONUMENTS SHOWN THEREON ACTUALLY EXIST AND MATERIALS ARE ACCURATELY SHOWN. ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS OF A FOOT AND ARE CORRECT AT A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

I FURTHER CERTIFY THAT NO PART OF THE PROPERTY COVERED BY THIS PLAT OF SUBDIVISION IS SITUATED WITHIN A SPECIAL FLOOD HAZARD AREA IDENTIFIED FOR THE VILLAGE OF LEMONT, ILLINOIS BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE FLOOD INSURANCE RATE MAPS, PANEL NUMBERS 17031C0567J & 17031C0586J, DATED AUGUST 19, 2008.

FURTHERMORE, I DESIGNATE THE VILLAGE OF LEMONT TO ACT AS MY AGENT, FOR THE PURPOSES OF RECORDING THIS DOCUMENT.

DATED, THIS 21ST DAY OF APRIL, A.D., 2026, AT LISLE, ILLINOIS.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3182 MY LICENSE EXPIRES NOVEMBER 30, 2026.
ILLINOIS PROFESSIONAL DESIGN FIRM PROFESSIONAL ENGINEERING CORPORATION NO. 184-001245

CLIENT: MARBELLA OF LEMONT, LLC

RONALD W. ZARAT
3182
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
LISLE, ILLINOIS


Morris Engineering, Inc.
Civil Engineering • Consulting
Land Surveying
515 Warrenville Road, Lisle, IL 60532
Phone: (630) 271-0770
Survey: (630) 271-0599
FAX: (630) 271-0774
Website: www.ecivil.com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