Village of Lemont

PLANNING AND ZONING COMMISSION
June 3, 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 2025-15 Belmont Estates
- III.B Case 2026-05 J-Ave II
- III.C Case 2024-15 The Club (PUD Amendment)

IV. ACTION ITEMS

- IV.A Case 2026-03 Colton Resubdivision

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: June 3, 2026

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION

BOARD ACTION REQUESTED

ATTACHMENTS
Draft May 2026 PZC Minutes

Village of Lemont
Planning and Zoning Commission
Regular Meeting of May 6, 2026

A regular meeting of the Plan Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, May 6, 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, Pawlak, Shumrak, Zolecki, Studebaker
Absent: None

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

C. Approval of Minutes

Commissioner McGleam made a motion, seconded by Commissioner Shumrak to approve the minutes from the February 4, 2026, meeting and April 8, 2026, meeting with no changes. A roll call vote was taken:
Ayes: McGleam, Shumrak, Cunningham, O'Connor, Pawlak, Zolecki, Studebaker
Nays: None
Abstain: Studebaker abstained from the February 4, 2026 meeting
Motion passed

II. CHAIRMAN'S COMMENTS

Chairman Studebaker greeted the audience, explained that they are a voluntary board, and how the meeting will be conducted. He 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 2023-07 – JB HUNT (MAJOR PUD AMENDMENT)

Chairman Studebaker opened the public hearing at 6:34 p.m. and 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 2023-07. A roll call vote was taken:
Ayes: Cunningham, Zolecki, McGleam, O'Connor, Pawlak, Shumrak, Studebaker
Nays: None
Motion passed

Chairman Studebaker asked staff to provide an overview.

Staff Presentation

Jamie Tate, Consulting Planner, said JB Hunt Transport has applied for a major PUD amendment for the approximately 35-acre site that is under construction. The property is located at 13275 Main Street. It has primary access from Maley Road. The preliminary PUD and plat were approved on September 11, 2023, and the final PUD was approved on June 10, 2024. The request for the amendment is to add an approximately 2,200 square foot addition. It is to accommodate a truck wash bay that is on the northwest corner of the existing building. The existing building is about 28,000 square feet. The addition is about 10% of the building. In the Village's PUD thresholds, when anything is over 5% of non-residential floor area, it triggers the major PUD amendment.

The addition is going to utilize materials that are consistent with the existing building, including masonry and metal siding. The proposal meets the setbacks, bulk regulations, and the height requirement. While the use remains consistent with the freight transportation facility, it does trigger the PUD amendment. The project is currently under construction. The addition would require a separate building permit. It would have to go through additional review from the building department and all the jurisdictions that fall within the building review. This would conclude staff's presentation.

Chairman Studebaker asked if any of the Commissioners had any questions for staff. None responded. He then asked if the applicant had a presentation.

Applicant Presentation

Vince Rosanova, attorney for JB Hunt Transport, stated this is an operational enhancement. It allows the vehicle's equipment to be washed inside instead of outside. Often, as you are proceeding through construction, you identify ways to improve the project, and this was one of them. Anybody who has had the opportunity to drive by in the last three to six months has seen a major transformation on the property that continues today. They are hoping to have temporary occupancy in July and, hopefully occupy the property by late September. He does have Travis Plummer from JB Hunt as well as their civil engineer, Kayla O'Sullivan, present this evening to answer any questions.

Chairman Studebaker said when they passed this the first time they talked about traffic on Illinois Street. He asked if they are operating at the other part of the property.

Mr. Rosanova stated not at this time. When they went through as part of the original preliminary PUD, there were very strict conditions put on this property as far as the directional flow in and out of the site heading east and the number of trips that could be generated per day. They looked to put more constraints on this business park to be more conducive to the overall neighborhood.

Chairman Studebaker said he has not seen any of their trucks on Illinois Street. He hopes that will continue as this project continues.

Commissioner O'Connor asked how the water and chemicals are contained on the site.

Travis Plummer stated he is the Senior Director of Maintenance for the Midwest region for JB Hunt. There are no caustic materials. It is simply soap and water. They also operate refrigerated trailers in their business, and they require a food safety washout every 30 days. So whatever equipment is there that requires that, they would utilize that bay to wash and make that equipment safe.

Commissioner O'Connor asked if there were any issues in recovery.

Mr. Plummer said it is through the standard triple basin that is already place.

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

Public Comment

None responded.

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

Commissioner Zolecki made a motion, seconded by Commissioner O'Connor to close the public hearing for Case #2023-07. A roll call vote was taken:
Ayes: Zolecki, O'Connor, Cunningham, McGleam, Pawlak, Shumrak, Studebaker
Nays: None
Motion passed

Plan Commission Discussion

Chairman Studebaker asked if there were any further comments or questions from the Commission. 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 2023-07 – JB Hunt amendment to a Major Planned Unit Development. A roll call vote was taken:
Ayes: Zolecki, Shumrak, Cunningham, McGleam, O'Connor, Pawlak, Studebaker
Nays: None
Motion passed

Commissioner Cunningham made a motion, seconded by Commissioner McGleam to authorize the Chairman to approve the Findings of Fact for Case 2023-07 as prepared by staff. A roll call vote was taken:
Ayes: Cunningham, McGleam, O'Connor, Pawlak, Shumrak, Zolecki, Studebaker
Nays: None
Motion passed

B. CASE 2026-02 – COPPER RIDGE WEST

Chairman Studebaker called for a motion to open the public hearing at 6:42 p.m.

Commissioner O'Connor made a motion, seconded by Commissioner McGleam to open the public hearing for Case 2026-02. A roll call vote was taken:
Ayes: O'Connor, McGleam, Cunningham, Pawlak, Shumrak, Zolecki, Studebaker
Nays: None
Motion passed

Chairman Studebaker asked staff to provide an overview.

Staff Presentation

Mrs. Tate said Beechen and Dill Homes of Teton Development have applied to rezone approximately 29 acres of property that is within the Village of Lemont. The property is located east of I-355 and north of 127th Street. They are requesting rezoning of the property from the R-1Single-Family Detached residential district to R-5A, which is the Single-Family Detached and Attached residential district, and also R-6, which is the Multi-Family district. Concurrently, they have requested approval of the preliminary plat and preliminary PUD that would allow for a residential subdivision, with associated zoning deviations, and allow for an 82-unit subdivision. It would include 19 single-family detached homes with 63 townhome units. The townhome units are mostly aligned along I-355, and the single-family homes are along the eastern side of the property closest to the ravine and open space.

The development includes internal public streets, sidewalks, stormwater detention facilities, open space areas, and a small park at the entrance. It will have associated landscaping and pedestrian connections. Access is proposed via Alba Street, and that is planned with sidewalks and potential pathway connections to the open space and the township space that is directly adjacent. The development has an overall density of approximately 2.8 dwellings per acre. It is surrounded by generally residential and open

space. To the north is the steep terrain, and at the bottom is the Public Works facility with some M-1 properties and some unincorporated residential. To the east is the Township open space and the existing Copper Ridge subdivision. To the west is I-355 and then the Briarcliff subdivision. To the south is the Township Center Building.

Mrs. Tate stated the property was annexed into the Village of Lemont on April 10, 2017. At that time, it was part of a subdivision called Vistancia. That project had 281 residential units that were entitled, and it was on over 102 acres. It did have more land that was a part of that project. At that time, the subject property that they are discussing today was zoned R-4 and R-5, which allowed townhouses and detached single-family homes. After that project never failed to be built, there was a reversion clause in the document that said it would revert back to R-1, which is the Village's default annexation district. The zoning map for a long time, until a couple of weeks ago, was showing that property as R-4 and R-5. Sometimes the reversion clause does not translate into the online map. When Beechen and Dill applied, it was they who notified the Village that it should be R-1.

The Comprehensive Plan and the Future Land Use Map designate this property as a Contemporary Neighborhood with a conservation overlay. The Contemporary Neighborhood anticipates residential development consisting primarily of single-family detached homes integrated with 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 dwelling units per acre. The conservation overlay also discusses encouraging development with patterns that preserve natural features by clustering development and maintaining a significant portion to remain as open space. It is noted that the applicant is providing this open space document, which states that it is approximately 40% open space that they are providing with the proposal. The project is in line with the Comprehensive Plan's Future Land Use, stating that the property can anticipate up to five homes per acre. The project is under that, with approximately 2.8 homes per acre. Just like the Vistancia project, if this project never gets built, it would revert to R-1 as well.

Mrs. Tate said access to the Copper Ridge development is provided by a single access point off of Alba Street. Alba Street connects to Timberline then to 127th Street, and serves as a local roadway providing access to the surrounding residential developments and open space areas as well. The applicant did submit a traffic impact study that was evaluated. The Village Engineer was generally in agreement with their findings. There was capacity to accommodate the traffic that would be generated by the subdivision. They do anticipate minor delays projected for just certain turn movements at certain times on Timberline. However, they did not recommend any significant roadway upgrades along with the proposal. No additional access points are proposed due to site constraints. Internal circulation is provided by streets that will be public and also have sidewalks internally. The applicant has also proposed a potential pathway connection into the adjacent open space and existing Copper Ridge development that would enhance, at that time, if it were constructed, connectivity for pedestrians and cyclists.

Parking for the development is being shown on private driveways and also on the street. It has been noted in the review that for the townhomes, they need to make sure there is enough space for guest parking, or if there are multiple cars associated with the different residential units. The frequency of the townhome frontage may limit that availability. The single-family homes have a variety of model types and elevations that are in the packet. They will meet the Village's dissimilarity standards that are in the code. They do not have townhome dissimilarity standards. The front of the townhomes has different features as far as breaking up the elevations, but there was concern about the rear elevations. It has been discussed before in previous developments that they had, especially when there is visibility from public right-of-ways.

Mrs. Tate stated that within the framework of the PUD, deviations from the code can be modified when the resulting flexibility is more environmentally sensitive, economically viable, and aesthetically pleasing than might not be otherwise allowed under the district's standards. The petitioner is requesting multiple subdivision deviations and zoning deviations to encourage the proposed development pattern. They are mostly related to lot standards, setbacks, building separation, and roadway design. They have stated that the design is to cluster the residential development in order to leave the open space. The first deviation to discuss is for lot coverage. The space between the front property line and the front setback line, the code does not allow more than 36%. This would allow up to 40% coverage. So when they have a three-car garage, it allows a little bit more space for entry into that three-car space. This will codify it rather than going through it on a case-by-case basis. The next is for rear setbacks for covered patios and covered decks. In other developments, they have found that when you attach a roof structure to the house, it has to meet the principal setbacks. A lot of times with the townhome developments, the lots are smaller, so this will allow the developer to be able to offer those covered decks and porches.

They are requesting a minimum side yard setback reduction from 15 feet to 20 feet,, and that is for the R-6 townhome buildings. They are asking for the minimum lot size in the R-5A to be 9,600 square feet when the requirement is 10,000 square feet. They did say that the average of the lots exceeds 10,000 square feet. The maximum lot coverage in the R-6 district is 65%. The way that the townhouses are platted, the interior lots or the interior units do not meet that coverage. It is nothing different from what they have done on all the other projects. They are asking that instead of the Park District donation, they ask to construct the park that is near the entrance of the community, which would be managed by the HOA or the Park District. This is something that is currently being discussed. Also, sidewalks are required along all of the roadways. They are requesting not to install a sidewalk along Alba between the entrance to the subdivision and Timberline. They are going to improve Alba Street with this proposal. Currently, Alba Street does not meet the Village's standards. This would be an off-site improvement, so they are asking that they not have to install a sidewalk along this way. There has been concern about students who would be walking from the schools to this subdivision. So, maybe at least installing a sidewalk on one side of the road versus both sides could be a suggestion.

Mrs. Tate said the next is the street right-of-way. The Village requires 66-foot-wide right-of-way. They are requesting the right-of-way to be 60 feet. This has been done in other subdivisions. It still keeps the minimum pavement to pavement of 30 feet, but reduces the side parkways down to three feet on each side. Another is that the cul-de-sacs cannot be more than 300 feet in length per the code. They are requesting that the cul-de-sac be longer than 300 feet, and then also the centerline road offsets less than 200 feet, which has to do with the curvature of the road. There are also deviations for the naturalized detention basins. The slope has a 4:1 slope instead of 5:1, and then the detention depth as well. It is supposed to be a dry detention basin. The applicant can speak more about this during their presentation. Lastly, the concrete for residential driveways must be at least six inches thick per the code, and they are requesting it to be five inches. There is no asphalt proposed for the driveways.

On October 24, 2025, they had the concept plan technical review committee meeting. At that time, the applicant was provided with comments and considerations from everyone who was in attendance. At that meeting, there was a different plan that was presented. They first presented a plan that would possibly incorporate the Village's property that is adjacent, but they have taken that off the table. That land is not a part of this proposal that they are reviewing today. There has been a first initial review done by staff and consultants. The applicant was provided comments on March 25, 2026.

Mrs. Tate stated in conclusion, the property is designated as a Contemporary Neighborhood with a conservation overlay in our Comprehensive Plan. It does support a mix of housing types and preservation of natural features, which is consistent the cluster development. The proposed development generally aligns with this designation, incorporating a combination of single-family detached homes and townhome units, and allocating a portion of the property to open space. Several site design elements remain a focus for the hearing and also with the Plan Commission. This could include adequacy of the guest parking, particularly in the townhome area, the extent to which the tree preservation has been incorporated into the site design, the design and width of the primary entrance and internal roadways, and also the architectural treatment of the townhomes, particularly the rear of the townhomes. The Commission should determine whether proposed rezoning and PUD modifications, when collectively, will 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 Plan Commission were to recommend the proposal to the Village Board, staff provided some conditions that should be considered. She then read those conditions. This would conclude staff's presentation.

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

Commissioner Pawlak asked if the proposed path into the open space had been discussed with the Township.

Mrs. Tate said the applicant can answer that question.

Commissioner Shumrak asked how many single-family homes could be built as of right.

Mrs. Tate stated that it is zoned R-1, and they usually do not see subdivisions in R-1. She does not have a number but could calculate that for him.

Commissioner O'Connor asked if the improvements to Alba were going to go all the way to Timberline.

Mrs. Tate said she believes so, but the applicant can answer that.

Commissioner O'Connor asked if there was anything in the code for dissimilarity in rear yards for townhomes.

Mrs. Tate stated they do not for townhomes. They updated the code to address duplexes, but not townhomes. It has been typically managed through the PUD process.

Commissioner Zolecki said they have detailed it out for previous applicants. He asked if those had been conveyed to the applicant.

Mrs. Tate stated yes in the first review.

Commissioner Zolecki asked if there was a maximum encroachment for the covered patios.

Mrs. Tate said there was not. Their design is pretty typical and universal.

Commissioner Zolecki stated that the cross-section of the roadway, which was on page 57, states the proposed is 66. He asked if that was a typo.

Mrs. Tate said she will have their engineer speak about that.

Commissioner Cunningham asked if, with the previous Vistancia proposal, there were more homes and higher density, but was there more total property?

Mrs. Tate stated yes, it was 102 acres.

Commissioner Cunningham asked if it extended much further north. There was a reference picture of Vistancia, and it looked like it went nearly to the boundary on the north side. This plan is not going that far, but they are decreasing the side yard setbacks on it when there is room to go further north. If they went further north, they would not have to decrease the side yard setbacks, which would then help with the parking problem. He wonders why they did not take advantage of that.

Commissioner McGleam said he counts 14 deviations they are requesting from the UDO. He feels they are getting away from the purpose of a planned unit development. This appears as though they are not looking to follow our zoning code in 14 specific locations.

Mrs. Tate stated that a planned unit development definition in the code is that it allows for zoning deviations and flexibility in order to create a more economically viable project, environmentally sensitive, et cetera. Some of the deviations are ones that she asked for just because she has seen them in other properties. Also, the deviation that talks about variations from the site development standard, is one that she has caught over time that had been missed a ton on other projects.

Commissioner McGleam asked if they knew what the back-to-curb to back-to-curb dimension was.

Mrs. Tate said she believes it is 30, but their engineer is here this evening.

Commissioner McGleam stated that, regarding the rear yard setback and allowing covered patios to encroach into the rear yard setback, they would need a definitive dimension before they can approve this. He asked if the 15-foot side yard setback was for the townhouses.

Mrs. Tate said yes.

Commissioner McGleam stated another comment in terms of these deviations from side yard setbacks is that it is one of the reasons these developers cannot meet the maximum lot coverage. They are allowing them to reduce the side yard setback, which effectively increases the maximum lot coverage. Those two go hand in hand. If they are going to continue to give variances for a reduction in side yard setback, they have to understand it is going to hurt the lot coverage.

Mrs. Tate said the issue is with the center lots. The code does not address townhome lots. It talks about R-6 as the whole lot. They have not had duplexes or townhouses come in for entitlement that way. They have always had these small R-6 lots. She understands what he is saying, though.

Commissioner McGleam stated the same thing applies to the single-family detached. If they are going to allow reduced side yard setbacks, and the builder is going to build a house with a three-car garage, they are not going to meet the maximum lot coverage. Another comment is that he does not get the HOA owning the park, and the typical Park District contribution going towards building a path. He asked if the developer is paying to build the park, and they are going to pay for the path, why the Park District is not building the park, owning the park, and maintaining the park.

Mrs. Tate said the applicant can answer that question.

Commissioner McGleam asked if the applicant has a letter from their structural engineer that says a five-inch concrete driveway on compacted fill will support any type of residential vehicle.

Mrs. Tate stated that their engineer can answer that.

Commissioner Pawlak asked what had been done historically with the three-car garage and concrete driveway.

Mrs. Tate said the five versus six inches has been approved in many of the last subdivisions. Then the driveway with the 36% in the front, a lot of times they will reduce it, but then you will get homeowners filling in with pavers. The turn is just very difficult for them to get in and out. This is something that she noticed, and it would be great if it were actually in the PUD.

Chairman Studebaker stated he feels it is a sea of concrete, and they do fill in with pavers, which makes it look better. He asked if there was any open space that was being purchased or taken for this development.

Mrs. Tate said all the land that they are discussing today is private property, and there is no public land that is associated with the proposal.

Chairman Studebaker asked if the Fire Department was in agreement with the single access.

Mrs. Tate stated yes.

Chairman Studebaker said they usually have future connections for the possibility of a future connection. He asked if there is a need for that in this subdivision.

Mrs. Tate stated there is an easement that is being shown in the area that is near the path connection. There was also an easement in the Copper Ridge development that allows the Village access to get into that property.

Chairman Studebaker said that the cash in lieu for the Park District, he feels, once it is spent, it is gone. A park will probably outlast all of them and is nice to have. They break up the community. He would like to see the park be maintained and developed by the Park District.

Commissioner McGleam stated it is a big liability for the HOA.

Chairman Studebaker said in the technical review that the school district makes a general statement that they are at capacity. He asked if there was any conversation at the technical review about this.

Mrs. Tate stated that it has been a general comment from the school district, and there were no further comments.

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

Applicant Presentation

Vince Rosanova, attorney for Beechen and Dill Homes, introduced the team that was with him this evening. He then provided background information on Beechen and Dill, the awards that they have received, and what other projects they have done in Lemont. They hope to continue to build beautiful homes in Lemont. They do have the 29 acres just to the east of I-355 under contract. It is immediately west of the Village's 30-acre open space area, which is not a part of this proposal, and immediately west of the Township open space area. In regard to the Comprehensive Plan, it is designated as a Contemporary Neighborhood. One of the objectives of the Contemporary Neighborhood is to create diversity of housing, mixing single-family homes, townhomes, and duplexes, to provide for that optionality for people looking for homes in Lemont. This particular designation anticipates five homes per acre, which would be 145 homes on this site. They are at 82, so they are less than 60% of what would be anticipated by the Comprehensive Plan.

The background on the property is very important. Vistancia was the existing approval on this property. It was approved for Pulte in 2017 and was approximately 102 acres. For that approval, there were 281 homes that were approved. This consisted of 159 single-family homes and 122 duplexes. That project did not move forward. That allowed Beechen and Dill in 2022 to acquire the area. They developed Copper Ridge with 19 single-family homes and 60 townhomes. They conveyed to the Village, for open space or whatever purposes the Village sees fit, 30 acres, which has beautiful topography, a ravine, and mature trees. That open space area is now owned by the Village. If you look at that site plan when Vistancia was approved, that whole open space area was planned for housing, and that is no longer the case. Their site plan altogether, between Copper Ridge West and Copper Ridge, is 161 homes versus the 281 homes that were already approved. The point regarding whether what they are proposing picks up the entire Vistancia property would be no. In the late fall of 2025, they attended a concept meeting before the Village Board. At that point, they had a larger development in mind, approximately 45 acres, and they solicited feedback from the Village Board. They had asked if they were to square this site off, would the Village be interested in selling Beechen and Dill 17 of their 30 acres. Based upon the feedback, it was clear that it was not the prerogative of the Village Board, so they revised their site plan.

Mr. Rosanova said the property is 29 acres and will have two housing options. All along the eastern property line adjacent to the township are single-family homes. The minimum lot width is 80 feet by 120 feet deep. The minimum lot size is 9,600. The standard minimum in R-5A is 10,000, but they have an average of 10,300, plus they back up to open space. To the west of that, they have the townhomes along the central portions of the site and then closest to I-355, which would provide that optimal buffer of intensity from I-355 to the single-family and the township. The property right now is

agricultural, but along the northern portion of this site is a grove of mature trees. As part of this, they would be preserving about six acres of those mature trees in their own outlot. Then, adjacent to that would be a naturalized detention area. Nowadays, they like a naturalized basin, which has naturalized plantings to enhance water quality and give a beautiful aesthetic look. He is sure that this is something that is more aligned with the Township's vision for this area than an old standard basin that holds water. Their engineer is here this evening to talk about the variances being requested. They are the same variances that were applicable in the original Copper Ridge, which provided for not only storm water enhancements, but also beautiful aesthetics.

Along the west property line, they are building a berm with landscaping that will provide for year-round screening. Throughout the site, there is open space. His calculations for open space are about 42%. In regard to the roadways, all the roadways within this community will have a standard Village pavement section of 30 feet back-of-curb to back-of-curb. They will be installing sidewalks on both sides of the street to enhance overall connectivity. The right-of-way will be 60 feet versus 66 feet. Village code calls for 66 feet, but all of their subdivisions from Willow Point, Notting Hill, Marble Landing, and Copper Ridge are all 60 feet. There is more than ample room to provide a 30-foot pavement section, sidewalks, plus utilities, with a 15-foot right-of-way outside of the curb line.

Mr. Rosanova stated they are collaborating with the Park District. Given the location of this site and the ample amenities that they have in close proximity, the Park District elected not to have a public park here. So, what they are proposing is having a private HOA park that will be managed by the HOA. They understand it is an additional liability, so it will be a passive park for that reason. They are also requesting, and this is totally within the Township's discretion, that they connect to their path network. They worked with the Township on a connection for the original Copper Ridge subdivision, and it is now a major amenity for the folks in Copper Ridge. They hope to make this connection in Copper Ridge West. If they can do that, then that provides direct connectivity all the way between their community and Timberline through the path network. If it is allowed, there are only two places where the topography and the ravine allow for that connection. There is a substantial drop-off in grade along the east property line. They have highlighted some areas that are up for further collaboration with the Village as it relates to permission to build a path on their property, and in collaboration with the Township. This is totally within their discretion.

The closest point of one of their homes to I-355 is 220 feet, and 400 feet to Briarcliff. The nearest point of their home to Copper Ridge is almost 1,000 feet. Typically, there is a distance of 60 feet between subdivisions. Here they are, almost 1,000 feet, and there is a change in topography between Copper Ridge and Copper Ridge West. There is no roadway network that connects to Copper Ridge, which would cause them unnecessary hardship. As mentioned, they reserved a 60-foot easement so the Village will have access to their future parcel. They did a very hard look at Alba Street. The Village staff has done a wonderful job, working with the tollway to acquire a 66-foot right-of-way width for this road. The Village owns the road and has total discretion over this road.

The road from Timberline to the Township building is currently improved with 28 feet of back-of-curb to back-of-curb with curb and gutter. From the Township building to their property, it does not look very nice and needs improvement. Even though it is an off-site improvement, Beechen and Dill are going to be making significant improvements to match the condition from Timberline to the Township. That will include expanding the pavement, then installing curb and gutter, streetlights, cutting back all the overgrown brush, and then, when it is all done, a nice surface.

Mr. Rosanova said they were proposing not to do a sidewalk on Alba because of the massive expense. It is their understanding that a path exists from the Township out to Timberline. If they were able to do that path connection into the network of the Township, then that would obviate the need for the sidewalk. If the Township does not want the path connection, then they are definitely open to the conversation of locating a sidewalk off-site on Alba to provide for that connection. He showed what the main entrance feature would be as you enter the subdivision. The name of the subdivision is tentative. Their traffic engineer is here this evening and is willing to answer any specific questions. The highlights from the report indicate that Alba, Timberline, and 127th Street all have sufficient reserve capacity. The one access point is more than sufficient to serve this community.

In regard to elevations, Beechen and Dill is an award-winning home builder. The homes are beautiful, and they withstand the test of time. They are consistent with current consumer demands. What is seen here is very similar to what you see in Copper Ridge. Those houses sold at $800,000 to $900,000. The square footage is from about 2,600 to 3,600 square feet. For the townhomes, they are offering a new portfolio where you have the end units that offer the first-floor primary for the active adults. The middle units also offer the first-floor primary, but with a bump up to the second-story to add interest and give more square footage. These will range from about 1,500 to about 2,300 square feet. Certainly, if somebody wants to finish their basement, which is very popular, that adds to the square footage. They will be exceeding all the Village's masonry requirements. Staff was correct to call out the need to enhance the rear elevations. The renderings that they submitted were insufficient. They have been working with their architect to enhance those rear elevations. The decks will add interest to the back of the buildings as well.

Mr. Rosanova stated that the deviation that is requested for the decks into the required rear yard setback does not count as an encroachment. If they want to cover that deck to provide some shelter, then that counts as an encroachment. They are requesting the relief so they can do that enhancement. If that deviation was not granted, then they would still be able to do the decks, but just not a nice cover on them. The interiors will have an open floor plan, and they are very well received on the market. As it relates to schools, Bob Williams, their Director of Sales, kept detailed records. They have built and sold 164 duplexes or townhomes in the Lemont community over the last nine years. Based upon their sales records, out of those 164 units, 147 of them went to people 55 years of age and older. So the design is very much working, and they know the demand is there.

There was a lot of concern about the impact this subdivision would have on the schools. Out of 164 townhomes and duplexes, they produced five school-aged children. What this means is the school district gets the massive implications of the tax bill. They know that 90% of these units are going to folks 55 years of age and older. If you look at the census data, which is another data point they look at, and look at the highest concentration of population by age, it is between 50 and 64. This is why these folks are looking to stay in Lemont, but they do not need a beautiful two-story, four-bedroom home anymore. They want to be able to age in place, first-floor primary, and the HOA is responsible for exterior maintenance. Then the question becomes, what happens in 10 years? The answer is to look at the second-highest demographic by age, 35 to 49. So Lemont has an older population, and these are the exact type of homes they are looking for. They also know that in the last 26 years, the 50-and older population has increased by 13%, and they know that the housing stock is getting old. Only 11% of the housing stock in town was built after 2010.

Mr. Rosanova said they are very much aware of the concern with the school district. When they originally met with them at the concept meeting, they proposed a much larger plan with 169 homes. Based upon those concerns and the Village's feedback, they scaled back from 169 to 82. They also have the information that shows that 63 of the 82 homes that they are generating will have very minimal impact on the school district. The 19 single-family homes will have an impact on the school district, but if they come with a $900,000 market value that is a large tax bill to offset that student generation. Usually, with the larger $900,000 homes, by the time somebody acquires those homes their children are a little older. More often than not, it is an impact on the high school district, which is actually seeing declining enrollment.

They have coordinated with the Fire District since day one. The townhomes will be sprinklered, and they are comfortable with the access and the circulation. Their engineer provided auto turn exhibits showing that their vehicles and apparatus could circulate within the site. As far as the Park District is concerned, they do not want a public park, so they are going to pay for their own HOA park. They will pay the full land cash value to the Park District. There was a request to reduce a portion of the land cash fees to make that connection. Their understanding is that the answer is no, so they will do both. He asked if the Commission wanted him to run through the deviations.

Commissioner McGleam asked what type of deviation they are requesting for the covered decks encroaching into the rear yard setback.

Mr. Rosanova stated the covered deck and patio would encroach up to 14 feet in the required 30-yard setback. There will still be 16 feet to the property line, and then that deck would in no way encroach into the public utility and drainage easement. If the patio was not covered, it would be permitted by right.

Commissioner Zolecki said the school board, specifically 113A, has put out general statements in the past about future development. He asked if this was still their stance.

Mrs. Tate stated that, as far as she knows. She has not been contacted since the concept plan TRC meeting.

Commissioner Zolecki asked if, at that meeting they stated that they were not in support of this proposal.

Mrs. Tate said they make a very blanket statement. They do not say that they are against this proposal. They just say that they are at capacity and are concerned about additional residential.

Chairman Studebaker stated it is his understanding that the applicants gave a presentation to the school districts. He asked what kind of response they received.

Mr. Rosanova said he would hate to unfairly categorize their position. They gave a presentation, and they focused the presentation on the fact that 63 out of the 82 homes are designed for active adult empty nesters. They provided the data points. There is a tremendous tax generation raised in their district. They understand that the 19 single-family homes are a concern, but they are only at 60% of the density that the Comprehensive Plan says. This property was approved for 281 homes with Vistancia, and that was nine years ago. The school district expected that it would be coming down the pipeline.

Chairman Studebaker stated that the other thing is that Glen Eagles is in there now. Glen Eagles has a concentration of townhomes as well. It is his understanding that there are more children in there. The numbers are coming in, and he would guess that is why the school is at capacity.

Mr. Rosanova said he does not disagree that they have significant enrollment. From their perspective, all he could analyze is how responsible they are in their design, where they stand in conjunction with the Comprehensive Plan, which is the Village's vision. They designed their product with homes that sell at high price points to meet a community need and also generate a few students, and they are way less dense than what was approved in 2017.

Chairman Studebaker stated that everybody has their own responsibility for what they need to do. The Fire Protection District has to make sure the fire trucks can go in. The schools need to be able to take it on their own and make sure that they can teach their children without making it a problem, as it was many years ago. His question is, it looks like all the data says they are a 55 and older population, so would they consider a deed restricted to 55 and older?

Mr. Rosanova said they have been asked that before. Out of the 164 that were sold, 17 went to folks 55 years and younger. What they have also found throughout their communities is that there is always a handful of young singles, typically females, who like to live in this sort of community next to the older demographic because they feel safe, and it provides them with an opportunity. He would hate to have to deed restrict it.

If this were the first one they were doing, that would be a different story. The track record of their four completed subdivisions shows that 90% of them were 55 and older, and only five students were created.

Chairman Studebaker stated he agrees, but that is old data. The new realities are that people are younger people who are moving in with families into townhomes. The reason is that they have great schools, and they want to keep them great. He is not sure where they are with Glen Eagles as far as completion, but they are already at maximum capacity. One way to help would be to temporarily do a 55 and over for maybe three to five years. This would give the school district some time to make changes. Lemont is becoming well known, and the downtown is a big attraction for younger families. They want to increase the population, but they do not want to explode and get their schools in trouble. This is his personal opinion and his personal solution.

Mr. Rosanova said that he appreciates the perspectives, and they also spent a lot of time looking at this. He agrees everybody wants to live in Lemont because there are so many different attractive features. If he had a family and he was looking for an entry-level opportunity to move to Lemont, it would not be a $750,000 Beechen and Dill townhome. That is why they are at 90% 55 and older, and Glen Eagles is different. If he has $750,000 to spend and he has a family, he is going to look for a traditional single-family home. As he looks at the population data, Lemont has grown at a very responsible rate. The population in 2010 was 16,000, and in 2025, 15 years later, census data shows 18,000. In those 15-years, there was an increase of 2,000, which is a very responsible growth rate. He does not think in any regard, this Plan Commission or Village Board grew in an unreasonable manner.

Commissioner Zolecki asked if they could talk about the cross-section again.

Mr. Rosanova stated it is 30 feet back-of-curb to back-of-curb. The right-of-way width they are proposing is 60 feet instead of 66, which then gives them 15 feet at the back-of-curb on both sides for sidewalk, as well as any sort of public utilities. It is exactly what they did in Marble Landing, Copper Ridge, and Willow Point.

Commissioner Zolecki said one of the questions that TRC had was whether parking would be allowed on one or both sides of the street. He did not see any answers.

Mr. Rosanova stated they are going to follow the lead from the Village on that. His opinion is that 30 feet is ample room to park on both sides. If the Village Engineer says parking on one side, then they are going to restrict parking on one side. When they saw staff's review, they did an exercise where they wanted to make sure that they had adequate guest parking throughout this community. They provided an exhibit that shows every single-family home and every townhome will have a minimum of a two-car garage. There will also be room to park two cars in the driveway. Their land planner also looked at specific locations throughout the community to have parallel parking off-street for guest parking, which includes 10 spaces. Then, on-street parking, they identified the locations between driveways or adjacent to open space areas where they could park on

the street, and that was 112. If they restrict to one side of the street, obviously, they will pick the one side of the street that has more open space areas, but that number for on-street parking would likely to go down by 50 to 40 percent.

Commissioner Zolecki said he knows that staff had a concern over visitor parking. The typical profile of a street with parking on both sides is 34 feet minimum. A SUV is seven to eight feet wide, and a Tahoe is 7.8 feet wide. If those are parked on both sides, then you could not physically fit cross traffic. There is no way to have parking on both sides of this 30-foot street to allow modern traffic. What he is hearing though, is that they are going to follow the Village's lead.

Mr. Rosanova stated they are totally open to restricting to one side of the street, and even with that, they still have about 400 parking spaces throughout the subdivision.

Commissioner Zolecki asked if there was a way to make that profile work within 66 feet and allow for a more traditional 34-foot wide roadway where there could be parking on both sides.

Mr. Rosanova said he is not sure that there is a concern about visitor parking. They are willing to work with staff to make sure that they are comfortable identifying locations.

Commissioner Zolecki asked staff if they had a concern about visitor parking.

Mrs. Tate stated yes.

Mr. Rosanova said staff has not seen the exhibit that they have done.

Commissioner Zolecki stated that in the future, if they are asking for a variation on something like that, just do a simple cross-section.

Rich Olson, Gary Weber Associates, said they did prepare an exhibit, which they will obviously work with staff on. There is a staggered parking scenario with the way the driveways interact with each other. It would be rare to have a car parked across the street from another car. There might be some of those cases where it would happen. It does not become a problem where you would have two cars parked side by side in that scenario, but the Village could restrict it to one side. Even if they restricted the parking to one side, because there are two car garages, two outside, they have provided dedicated pull-in parking spaces along this particular community. There will be well over 400 spaces. There is never going to be that kind of capacity at any given time.

Commissioner Zolecki stated it is up to the Village Engineer. He was trying to help address a concern from staff over visitor parking, combined with a question on why they could not accommodate two-way traffic with both sides of the street parking, which is more the standard. Lastly, the Willow Point subdivision had rear elevations that originally looked almost exactly like this townhome version. He asked if they had any issues committing to doing rear elevation treatments that match Willow Point.

Matt Dill, Beechen and Dill, said they are in looking into that right now.

Commissioner McGleam thanked the applicant for providing a very informative presentation.

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

Public Comment

Chris Marema stated he lived in a previous adjacent community for over 45 years, and he swore he would never move to Cook County. After looking at Beechen and Dill's development, they had missed out on the last development that was off 127th Street. As soon as they developed Copper Ridge, they came out. They were not specifically looking for a 55 and over community, but rather a nice ranch that was quality built, and with the amenities that they have in the area. They play bocce ball up there every Wednesday night. Beechen and Dill built a beautiful townhome, and they have had no problems with it. They had a meeting with the Copper Ridge residents a couple of weeks ago and explained this development. Most of the people that he spoke to were looking forward to having another community like theirs because they all have friends who are looking for communities like this. They do not want the developments that are 280 units, and they are all jammed in. The ages of his neighbors range from their mid-30s to his other neighbor, who is 85 years old.

They have a great community. There was a discussion about traffic. They have a lot of grandparents living in their community, and not once have they ever had a problem with our roadway or parking on the streets. At most, they would have maybe one or two cars on the street on any given day. In closing, he feels that this development mirrors their development for Copper Ridge. They built a nice home. They have taken over some other areas that were not being built correctly, and they have developed them. He would like to see this development go forward. The only thing that they are working on is the name. The residents of Copper Ridge would like this development to have a different name because every Beechen and Dill development has its own identity.

Gary Merrick said he is a citizen of Lemont, and he has a petition signed by 800 concerned citizens who are in objection to the rezoning and any further development in Copper Ridge West. He asked if repurchasing the property that was donated was completely out of the question. He asked what reassurance they have that it is not going to happen in the future.

Chairman Studebaker stated that it is beyond this Commission's purview. It is not part of this development.

Mr. Merrick said a donation of property is usually for a Park District or recreation area. It is not a donation that you ask for it back in two years after they get a $750,000 tax break. Some other concerns are the environmental impact on local wildlife, traffic congestion, and the safety of individuals walking their pets on Alba Street. There are two parking lots for the dog park that are right on Alba Street, and everybody walks their dogs there. He would like to enter his petition into the record.

Commissioner Shumrak asked if the land that the Village owns is under a conservation easement. He could not imagine the town selling it to a developer, but he would like to know what is happening with that land.

Chairman Studebaker stated that Beechen and Dill donated it years ago as part of the Copper Ridge development. There was talk about doing something with it or buying it back. Since then, it has not been an issue.

Mr. Merrick asked if that was forever.

Chairman Studebaker said he can only answer for right now.

Mike Shackel, Township Supervisor, stated they are having conversations with Beechen and Dill about the development and possible entryways into the Township's open space. Nothing has been determined at this time, and they are still working through those details. He hopes there is some kind of resolution. The notion of the Township open space being used for part of this development has been disabused, because that is not the case. The Township has had conversations with members of the Village staff about those 30 acres. The open space is a wonderful piece of property. They have done a wonderful job maintaining and improving that property, and will continue to do that. It was natural for them to approach the Village of Lemont about the 30 acres. There is a northern part of the Township property that connects to that 30-acre piece. The reason it is not part of this plan is that it is very hard to develop back there. There are a lot of elevation changes and there is a big ravine. The Township feels it would be natural to be part of their property, and since they are in the business of developing and maintaining property like that now, they think it would be a wonderful addition.

He would like it noted this evening that they developed a site plan for these 30 acres. They have hired an environmental company to create renderings of pathways and other developed uses for the 30 acres. As part of that, they would like to see a parking lot up in that northwest piece of the development. It can be an entryway and also a spot where people can come and access the pathway system that they developed. He is not sure how difficult that may be to add that as part of the development, since they still do not have a firm commitment, and they are still trying to work out the details. However, if they could do it, that would be a great place to have that. He is sure that more people would like to come up and talk a little bit more about the history of the overall property and its intention. The position for the Township is that moving forward they would like to see some sort of parking lot that would give them access to that property.

Jeanette Virgilio said she is a past trustee for the Village of Lemont and is now head of the Open Space Committee for the Township. They did hire a consultant who had come up with a concept plan that works very well with what is being proposed. There are some connections that they do not quite agree with. If you actually go to the field, you will see all of their stakes on their property line, and they are two feet away from a drop-off into a ravine. They have made some recommendations. They completely understand the issue with the roadway and not being able to have sidewalks on both sides. Hopefully, it can be worked out for one side. If not, the east-west connection is the best way to connect to the Township. However, instead of it being gravel, they would prefer asphalt. She would also like to share the concept plan with the developer and this Commission.

The pathway connection to the east-west existing path network, they just want to be very careful because there are beehives back there. They have also restored areas that they would want them to be cognizant of. They are working closely with the Village in trying to add the 30 acres to the open space and to create connections. They are also looking at a connection on the north side. She thinks that there is a water main that is going to go through the ravine. She asked if this is going to happen, then a tree survey and some type of preservation/restoration plan will be done. She asked how they plan to get the water back up the hill. They applaud the use of naturalized detention ponds, but there is a variance on the depth. She is not sure if the Village would be willing to work with them to push that a little bit more into the open space so it can be compliant. Otherwise, they are going to have this massive eight-foot-high berm that they are going to be looking at. She asked if there was an alternate route that was considered to loop the water main.

Chairman Studebaker asked what was proposed for the pathway.

Mrs. Virgilio stated their concept plan shows a parking lot of eight to ten spaces in outlot C that goes to a pavilion area that could be used for outdoor education or just general public use. They would be creating not quite a system of pathways as the applicant proposed, but something a little bit different that capitalizes on some of the features of that open space.

Commissioner McGleam asked what material is in their concept.

Mrs. Virgilio said most of it is going to be paved up to the pavilion, and then from there it would be more crushed gravel. They were just asking on the south end of the property, the east-west pathway would be asphalt.

Mr. Shackel stated regarding the pathways, some of the areas are relatively flat, and you will see asphalt. Due to the contours of the ravines, the pathway actually moves through the ravines in some of the more difficult areas, and asphalt is not going to work. That is where there will be some sort of crushed material.

Dave Wilkes said nobody on the Commission or the developer lives on New Avenue. The houses down on New Avenue that are in the Village or in the Township all flood now since Copper Ridge has been built. The retention ponds do not work. One inch of

rain on an acre of land is 20,000 gallons of water. He asked where they were going to put all this water. He has family that lives on New Avenue, and everything floods now. The Village answered that they have nothing to do with that pond because it is on private property, but everything from Copper Ridge floods into that pond and runs down to New Avenue. The Village needs to stick to its zoning. If they have to put sidewalks in, then make them put the sidewalks in. The street is not wide enough. There is only one egress in and out. The fire trucks and ambulances cannot get in and out of there if that road gets blocked. There are 800 tanker trucks a day that go down 127th Street to Citgo. There are 600 trucks a day that go to Mobil Oil. All of the trucks come down 127th Street. There have been several issues with trucks going into ditches down there and fires. His main concern is the water.

That whole area used to be farmland and was open space. He asked that they leave it the way it is. Their retention ponds do not work, so something needs to be done with the water. He asked that they look at the engineering and stick to the zoning and ordinances. He does not believe that this development will only add three more kids to the school district. The schools are maxed out. Younger families are moving in there and not people over 55. He is 65 and would not want to build or buy a new house in Lemont because the taxes are too high here.

Laura Reigle stated she appreciates the comments that the Commission has made to the developer. She is going to start with the townhome issue. It was very educational talking to people from Lemont who actually rent properties here. There are seniors in Lemont, according to people who rent properties in Lemont, who are looking to downsize. They do not want the maintenance on a house and would like to go to a townhome. You have to keep in mind that if a senior moves out of their home and into a townhome, then that house now becomes available for a family with kids. The developer putting in a subdivision in this community with townhomes may not be directly impacting the school district, but they can indirectly impact the school district in terms of the kids coming into the schools. When she moved to Lemont, her daughter had the privilege of going to a Lemont school in a trailer. They had trailers at Bromberek School at that time, and there were no bathrooms inside them. If you had to use a bathroom they had to go outside and go into the school. The impact is huge on the people with students in this school district. They never talked about the houses and what impact they would have.

Next, she would like to address the 30-foot roadway. She appreciates the comment about the vehicle size that was discussed. Lemont's best feature is the pathways that people are able to walk. She asked where people park who are coming in from other areas and want to use the trails. In 2022, there was a plan submitted to the Village from this developer when the 30 acres were going into effect and being donated. In that plan, it discussed the terrain issues here. The terrain issues in that plan addressed how difficult it would be to develop these parcels. The detention ponds and the variance being that every three feet, dropping one foot is significant for proper drainage. Lemont has an ordinance for eight-foot benches in here. She does not think these detention ponds have the ability to have that eight-foot bench going around the detention pond for safety for the community. The benches are created, based on her research, for safety, so if somebody goes in there, then

you can get in and potentially save a life. If you have steep grades going into a detention pond, and no requirements for a fence for protection, that causes safety issues. The other thing with the roadway is the concern for fire trucks. If there is anyone parked on the side of the road, those fire trucks or emergency vehicles will have a hard time getting into the subdivision.

Mrs. Reigle said she agrees that the builder puts out a quality product. Her concern is the volume, the runoff into the detention ponds for overflow, the natural curvature of the detention pond, where the detention pond drains, and then the consistency of the product from the builder. The variance for the concrete driveways is a concern with them using less concrete and how long it will last. This is why they have ordinances and codes to keep consistent throughout the entire Village. The setbacks for the decks and the patios are being created by the developer. If the developer is creating the setbacks, then the developer has the problem of meeting the expectations of the Village. They should not ask for additional variances and ordinances to change those for porches that they know their customer and consumers are going to be looking for. They should be making it consistent throughout the whole plan, and it meets what the Village's intentions are, and what their clients are looking for. There are a lot of additional questions, but she is sure the Village has been made aware of some of the questions that are out there.

There are some questions about the processes not being public and transparent from back in 2022. She knows that the Planning and Zoning does not handle this, but this is the only public hearing to bring this up. If the Village Board actually had a public hearing at its discretion, the issues could be addressed to the Village Board, and those questions could be answered. The only opportunity that any resident or any taxpayer has to ask questions is before this Commission. With this in mind, Teton LLC, structurally tied to Beechen and Dill donated from one entity functioning as an internal transfer within a unified development strategy. She asked if the Village of Lemont was evaluating a truly independent donor or a related development arm of the same builder, later requesting zoning and development approvals. She asked whether the donated land was ever intended to remain independent municipal land, or was it always anticipated to be integrated into a larger phased development. She asked why the development is now including Village-owned acreage adjacent to or associated with the originally donated parcel. It was stated this evening that it was not. She asked what the total tax revenue impact was during the period when donated parcels were held in a tax-exempt municipal ownership. She asked how the Village of Lemont ensures independent decision-making when the donor, developer, and applicant share overlapping leadership. She asked if any conflict of interest review was conducted regarding donation approval, rezoning approvals, or future development integration.

Mrs. Reigle stated that for record keeping in 2022 the donation from this developer was accepted, but the process from the Village was not really followed. It went directly to a vote at a public meeting. There was no committee of the whole meeting, and there was no agenda on which it was discussed. It went directly to a meeting where it went to a vote. There was no transparency. What is also concerning is whether there is anything that will be given to this developer for the donation, in addition to the charitable donation of 750

that they got to claim that would take place behind the scenes on this development. These are all her concerns that they should be looking into.

Chairman Studebaker asked if the engineer would like to respond to any of the questions regarding the water.

Commissioner McGleam asked if he could describe the requirements for stormwater management and the permitting process they have to go through.

Scott Schreiner, Design Tech Engineering, said the Village has an ordinance for stormwater management controls, so they have to meet those ordinances. They have to analyze both the existing runoff from the site and compare that to the proposed runoff from the site to show that the runoff is being decreased. Besides the detention requirements of the Village and the runoff analysis, they also have to get a permit from the Metropolitan Water Reclamation District. Their standards are a little bit more stringent than the Village's standards. They require what they call volume control best management practices. That is where they have to capture one inch of runoff from all the impervious surfaces that they have added to a site. It is stored within a detention basin with zero release. The theory is that water is going to percolate and infiltrate into the ground, which helps clean the water. Over and above detention requirements, they have to provide the volume control best management practice. This is why all of their detention basins now have naturalized bottoms with wetland plants, because they have to be able to hold up to a foot of water within the bottom of the basin to meet this volume control requirement.

It was stated earlier that the Village's ordinance is somewhat antiquated for stormwater, and it is because the ordinance right now only allows for what they call four feet of bounce. That means the high water level can only go up four feet. When you include the Metropolitan Water Reclamation District requirements, it will take up a foot already. That now limits your fluctuation in the pond to three feet max in order to maintain the Village code of four feet of bounce in the pond. They are treating Copper Ridge West the exact way they treated Copper Ridge, which is they want to minimize the footprint of the impact of the development and of the stormwater facilities so that they can maintain as much open space, trees, not impact the ravines, and the natural ravines and vegetation. All the variances that they are requesting for Copper Ridge West for the detention are the same variances they requested for Copper Ridge for their detention basins. The main reason they are requesting those is so that they can shrink the size of the footprint of the detention pond and still maintain the required volume.

Mr. Schreiner stated that at three feet of bounce, both of the ponds would have to be twice as large as they are shown now. This means they would have to take out additional trees and possibly add retaining walls to the site in order to transition ground slopes, since there is so much grade falling across this piece of property. What they did here is they have met the MWRD requirements. The variances they are asking for around the detention basin are all standard allowable practices with the Watershed Management Ordinance, which is enforced by the Metropolitan Sanitary District. The variances they

are asking for here for stormwater are not considered variances for the County stormwater ordinances. It was mentioned earlier about a safety ledge on the detention ponds. The Village's ordinance requires a safety ledge on a detention basin when it is in open water. When there is an open water detention basin, the depth of the detention basin is 10 feet. So there is 10 feet of standing water in the basin at all times. In those instances, the Village's ordinance requires that there be a safety ledge constructed three feet below the normal water level in case somebody falls in. Since they will have a naturalized detention basins, the absolute maximum standing water that is ever going to be there is one foot.

As far as the slopes, what they are asking for is a four-to-one slope on a pond on the wetland side. On the backside of the slope, a three-to-one slope is requested instead of a five-to-one slope. The main reason for that is to limit the footprint of the pond and maintain the 4.6 acres north of the pond. If they have to go 5:1, 5:1, then they are going to push that pond out 20 to 25 feet.

Commissioner McGleam said the main thing he is looking to get across is the requirement for the post-development discharge to be less than the pre-development discharge. The concern is what this development is going to do with directing storm water to other properties. So, the undeveloped site is going to have greater stormwater discharge than it does after they are done.

Mr. Schreiner stated it would be significantly greater undeveloped. At the end of the day, the tributary area has to restrict it, so they are only releasing .15 times the acres tributary to it. So if you have 10 acres tributary to the pond, then it is 1.5 CFS. Now, on 10 acres in existing condition during a 100-year storm event, then it would probably be 20 to 30 CFS of flow, and that is being reduced down to 1.5 CFS.

Commissioner McGleam said it is not being restricted at all pre-development.

Mr. Schreiner stated that it is correct.

Commissioner McGleam asked if it would be possible for the engineer to provide a stamped letter stating what the five-inch concrete will support in terms of vehicles.

Mr. Schreiner said they can provide it. In regard to the water main, they have been working with the Village engineer. The Village engineer has run an analysis of the water system. They have evaluated it and came back to them and said that the connection to Copper Ridge and the connection at Alba Street, and that the pressures are adequate. They wanted to make sure they were not going to have to do any pressure-reducing valves within the system, since there is so much elevation change through the site. That has all been modeled by the Village's engineer, and they have approved that system the way they have anticipated for the preliminary design. Going through the Village's parcel, they have laid out the best way possible to minimize any impact on any of the trees. Their contractor walked the property the other day, and they are making some

adjustments, and they will deal with this in the final. Their goal is to auger through any of the areas where they would be impacting trees.

Commissioner McGleam asked if it is going to be an eight-inch main.

Mr. Schreiner stated yes.

Lucio Fragoso said he is concerned about the traffic on Timberline. He walks his dogs in the morning, and the kids fly by on the electric bikes, kids are walking to school, and the parents are driving like crazy to drop the kids off. He asked what was this going to do to the traffic. He asked about the capacity of the school. He has been living here for 30 years, and his wife does not want to leave. They pay high taxes, and he does not mind because they get great service. He asked what they gained from this subdivision. His concern is the traffic and the kids.

Melanie Grzesik-Duffy stated she is a member of the Open Lands Committee through Lemont Township. She became a volunteer last year as a way to become more involved in the community, which has seen an enormous amount of development in the last 10 years. She has become deeply troubled by the loss of open space in Lemont. There is a lot less of it now than there was even 10 years ago. Every year, there is a new development starting or continuing. This means a loss of old native trees, habitat for our local flora and fauna, an increase in students at the schools, and not to mention the demand on our infrastructure, police, and fire departments. She is opposed to the proposed Copper Ridge West development for many reasons. It is adjacent to I-355, and is only 240 feet away from the highway. It backs up to the beautiful woodland sanctuary. A huge deer population lives there, and they are being forced inward more. They have an endangered long-eared bat and a Hine's emerald dragonfly that actually inhabit the sanctuary. There is noise pollution potential that residents would be exposed to for this new development. She lives on Pfeiffer, and when Copper Ridge was built, they had cut down all the trees, and now she can hear the hum of I-355 in the morning. She used to be able to hear the coyotes. She asked why they would want to have more developments closer to I-355 and closer to Citgo.

There will be increased traffic on Alba and Timberline. Nobody has mentioned the senior residents who inhabit and visit the Township building and how they will be affected by the increased traffic. She asked why they need yet another development, and of all places, this incredibly vulnerable, beautiful space that has so much history. She asked if they had thought about the long-term impacts that this is going to actually have on the area and the land. They should think about the future and who this will be a benefit for. She has two kids in the school district. Her daughter's kindergarten class is one of 12. The school district is already stating that they are at capacity. She asked why they are not listening. Keep the woodland sanctuary open space or find a way for the land to remain undeveloped for the good of their air, water, and community. Make the right choice for the residents, animals, and community overall for the future generations to come. They should also think about the pipeline that is going through and the long-term impacts of that on the water main and the land. They need to think about the

drainage, the wildlife, and the open space. She asked that they please make the right decision and vote no on Copper Ridge West.

Kathy Henrickson said this is like Deja vu with this developer, as they took them down memory lane of the five different developments that they have capitalized on in Lemont. The developments have turned out very nicely. She had a few concerns with Willow Point and some of the other ones, but she thinks they fit in well with Lemont. She would like to see them work together on this project. She has been involved with the Township since 1999, so it is very near and dear to her heart, and all of the residents love that area. They had passed a $10 million referendum to buy the land and set it aside. There is no doubt in her mind that this development is going to be their neighbor. The Township has been extremely cooperative with the development. She does not feel that they have been fair to them. The Township was verbally promised that 30 acres, and for whatever reason, the Village has control, which was so they could develop the west side. It was heartbreaking that they did not get these 30 acres as part of the open space program as promised. There has been a lot of discussion about what is going to happen with the 30 acres. She feels it belongs to the people because it was promised. She feels they should partner and work together to look at all their options. They have been working very hard, all volunteers, to come up with this really good concept plan that they just finally put together.

The Open Space Act, which she was one of 12 people who presented to the public, and they were able to get it passed. Part of it was for flood control. She is not opposed personally, if there is a responsible way and it does not impact the wildlife, to use some of the open space. It could alleviate some of the problems that the gentleman talked about on New Avenue. Even before Copper Ridge came in, there was a lot of flooding at the bottom of that hill. As someone who has spent many, many hours and lots of miles walking the open space, she can tell them that Mother Nature finds its way with water. Their highway department has very little budget for these types of things, and no money left from the referendum to repair the paths and to try to keep the water off the paths so the public could use them for passive recreation. There are many of their developments where no parks were put in because they are saying it is 55 and older, so they do not need a tot lot. There was talk about doing a park within the development. She asked if instead of spending money on that, maybe they could look at investing that money in the sanctuary. There are a lot of opportunities there for them to work together and do what is best for the neighboring area and the public, because it is public land.

Chairman Studebaker stated that over the years, the Park District has taken this money instead of taking the land. They are voting on this project tonight. He encourages all of them to get together and figure something out.

Mariaelena Cordova thanked everyone for their time. She would like to talk about how many homes and how many adults will live there. There is no guarantee of how many older people will be living there. This is not the only project in Lemont. Her concern is the schools and the overcrowding. Lemont is a magical town and has beautiful assets. When her kids had gone to school here, it was overcrowded. There is not enough parking

for the development. If you have 82 residents, and most of them have two cars, that is 164 additional cars. She asked where someone would park if they were to come into that neighborhood. Her other concern is the emergency vehicles being able to get in there. The water pressure has to be taken into account if there is a fire. These developments are the tip of the iceberg, because they can only control what is happening in Lemont. The neighboring towns, like Darien and Woodridge, are building homes. They are also building big warehouses. They are gobbling up trees and open space. She has been going to the meetings in Woodridge. They are planning to have tons of new homes and townhomes. They are packing them in, and Lemont has no control over them.

She is concerned about blue-collar residents, like herself. Lemont is a magical town. She had the opportunity to live here and raise her kids. Other people will not have the opportunity with these types of developments. They want to max out their profits, and that is fine. She does not understand why Lemont is not requiring every builder to donate money to the schools. The people who buy are not going to stay there. They are going to move to Florida, so families are moving in. She is asking that they please consider Lemont as a magical town and preserve it. Other people will not have the same interests. Please help the blue-collar residents who live here. She had an opportunity that she would not have again. She would not be able to afford to live here now. She asked that they please control what they can and stick to their laws that are there for all the residents, not only developers.

Emily Reigle stated she graduated from Lemont High School in 2021, and she is someone who personally experienced the overcrowded schools. In her English class, they had more than 28 to 32 desks. There were not enough desks for all the students. Kids were sitting at a table behind the class. As the people have said, this project is probably a decent project, but they do not know what it is going to bring to the schools. The overcrowding does not help the schools whatsoever. This should not be built due to the fact that they take in other municipalities. There are programs for the hard of hearing and kids with disabilities.

Chairman Studebaker said the school issue has definitely been brought up.

Ms. Reigle stated her opinion, that they need to have the municipalities contribute to another school. That would be more useful than houses. She does not know why they are focusing on houses when the schools are overcrowded. This Commission should be caring more about the children. Their education should be a priority, not this.

Chairman Studebaker asked if there was anyone else in the audience who wanted to speak in regard to this public hearing. None responded. He said he would like them to consider a deed age restriction. According to the applicant, it would not apply any relief, but it would certainly take away part of that issue. They could not do anything about people moving out of their four-bedroom homes and moving into these duplexes. They can only look at what is in front of them. His personal view is that there is a relief valve that can be implemented that would give the school some time to figure things out.

Mr. Rosanova said the point is well taken, and they never want to be unsympathetic. They have their position and their data. He does see the counterargument that if there is that position and the data, then what would be the harm. He asked if it could be included in the recommendation, so then it would give them an opportunity before they go to the Village Board to take a hard look at it and see if it is something that they could do.

Chairman Studebaker stated he knows it is a considerable issue, but it is done all the time.

Commissioner Cunningham said he feels it would not address the school issue. If this were a 100-unit for those 55 and older, then there could be 50 people from Lemont selling their homes.

Chairman Studebaker stated they cannot control that.

Commissioner Shumrak said he would disagree. He feels the people in the four-bedroom house are going to leave the town because they are on a fixed income and they want to downsize. Those houses are turning over anyway because nobody is staying until they are 90 years old in their 4,000 square foot house, because Lemont did or did not build a 55 and older community. They are going to Lago Vista or Carillon.

Chairman Studebaker stated that the data states that 90% are going to be empty nesters. He asked then why they do not commit to saying that 90% of the townhomes will be 55 and older.

Mr. Rosanova said they would be comfortable making that as a condition. It still allows for the social vibrancy, but also protects the school district.

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

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to close the public hearing for Case #2026-02. A roll call vote was taken:
Ayes: McGleam, O'Connor, Cunningham, Pawlak, Shumrak, Zolecki, Studebaker
Nays: None
Motion passed

Plan Commission Discussion

Commissioner McGleam asked if everyone was good with the 14-foot encroachment into the rear yard setback for the covered patios.

All Commissioners agreed.

Chairman Studebaker stated that this is a good developer, and they have proven themselves in the community. There are a lot of significant issues that need to be followed up on, especially by the developer, to make sure that they watch what they are

doing with regard to the flooding and open space. He hopes they continue their talks with the Park District. His last comment is without the 90% condition, he would be an absolute no on the project, and he thinks others would be as well.

Commissioner McGleam said he thinks it is very unfair for this Planning and Zoning Commission to be doing the long-range development planning for the Village and the school board. For some reason, this always ends up on this Commission, and it is wrong.

Commissioner O'Connor stated he agrees. The schools are overcrowded. The school is its own taxing district, and they need to get their act together as well.

Chairman Studebaker said he thinks this will give them some time. They have to really look hard at all future projects that are of a significant size. He asked if there were any further comments. 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 #2026-02 - Copper Ridge West with the following conditions:

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.
10. A minimum of one sidewalk along either side of Alba Street from Timberline to the Copper Ridge West property boundary.
11. The covered patios are not to encroach into the rear yard setback by more than 14 feet.
12. Ninety percent (90%) of the proposed townhouse units have a deed restriction for those 55 and older.

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

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to authorize the Chairman to approve the Findings of Fact for Case 2026-02 as prepared by staff. A roll call vote was taken:
Ayes: McGleam, O'Connor, Cunningham, Pawlak, Shumrak, Zolecki, Studebaker
Nays: None
Motion passed

IV. ACTION ITEMS

A. GRAND PRAIRIE WATER COMMISSION INTERMEDIATE PUMP STATION – 12550 BELL ROAD

Chairman Studebaker asked staff to provide an overview.

Staff Presentation

Mrs. Tate said the Grand Prairie Water Commission was before this Commission on December 3, 2025, for a public hearing. At that time, the Plan Commission considered the request for the special use and for the preliminary planned unit development. There was a failed recommendation, with a two-to-four vote. After that meeting, the project went to the Committee of the Whole on February 16, 2026, with updated plans. At that meeting, the Board of Trustees discussed the proposal and the acknowledgement of the PZC's recommendation for denial. There were updated plans, so they requested that the project come back to the Planning and Zoning Commission so that they could present the updates. They are here today to go over the updates that they have for the plan.

Applicant Presentation

Theresa O'Grady stated she is with Crawford, Murphy & Tilly, one of the co-program managers, for the Alternative Water Source Program by the Grand Prairie Water Commission. She does have other representatives with her this evening. When they were here the last time, they talked about the Commission's background and why they are doing the program. She would like to focus specifically on the PUD application and the

special use application for the Bell Road site. She will provide an overview of the site and then talk about some of the revisions that were submitted. The site is located on the west side of Bell Road. The site includes a four-million-gallon water storage facility initially, a building that would house the initial pump station, and a portion that would house the Grand Prairie Water Commission operations and maintenance staff. There are future plans at this site for two additional storage tanks, as well as the pump station expansion. Those are all anticipated after 2050, if needed. This facility is designed to accommodate up to the 2050 demand.

There have been revisions since this was presented in December to the Planning and Zoning Commission. Those revisions were sent to the Village on January 30, 2026. The revisions included additional landscaping, extending the tree line around the property, parking wheel stops, and adjustments to the light mounting heights. She showed the renderings that were presented in December. She then showed the updates that were made. As part of the submittal that was made in January with the updated plans, they had a revised overall site plan that included the parking wheel stops at the parking spots. They also submitted new photometric exhibits that showed the new photometric with the 20-foot light mounting height. The lights were lowered from 30 feet, which was submitted previously. They added landscaping along the west edge of the property. They added landscape screening north of the storage area, as well as trees added north of the detention area, and a new planting bed was added along Bell Road.

Ms. O'Grady said another thing that they have been working with Village staff and the Grand Prairie Water Commission representatives on was the development of an intergovernmental agreement in order to mitigate the impact on Lemont and its residents resulting from the planned facilities. She would like to talk about what measures of mitigation have been included in that agreement. First, the Grand Prairie Water Commission will coordinate with Lemont on overlapping capital improvement projects. Specifically, along the 131st Street bike path and Derby Farms Park access and utility planning in order to minimize the right-of-way disruption. There will be protection for Village utilities. This is in regard to locations where the Grand Prairie Water Commission would be above Lemont utilities. There was a concern about the impact if the Village had to repair those in the future. The agreement includes language such that if Lemont needs to repair or maintain existing utilities below the Grand Prairie Water Commission transmission main, Grand Prairie Water Commission will cooperate and pay the incremental added costs attributable to the presence of the transmission main.

The next item is the coordination with future Lemont water mains. Grand Prairie Water Commission will coordinate and use its best efforts to acquire easements along Bell Road that may allow Lemont's future 12-inch water main to be located there. They also provided information on a design analysis that was performed which shows spaces available for Lemont's future water main along 135th Street. In addition, the IGA provides for support for bike path connectivity or other public purposes benefiting adjacent properties. So the Grand Prairie Water Commission will donate a 30-foot strip along the north edge of the property for a public purpose that does not interfere with Grand Prairie Water Commission operations. This would be conveyed after construction

is complete. In addition, Grand Prairie Water Commission will pay Lemont a one-time payment of $250,000 for pedestrian bike connectivity or other public purpose benefiting the adjacent properties. In addition, the agreement provides for neighborhood impact mitigation for noise, sound, and lighting, including limits on signage, and commitments to meeting Lemont standards for noise, stormwater management, landscaping, and lighting. The last item is that the IGA provides for the Grand Prairie Water Commission to reimburse Lemont for reasonable third-party plan review costs for the water facilities. This would conclude her presentation.

Chairman Studebaker stated that if you look south, there is a huge corner of farmland that will eventually get developed. He appreciates that they are giving an easement, but he asked what about a sidewalk on the front of your property?

Mr. Stillman, Village Attorney, said they had met with the residents in the area, and the thought was that they are being clearly inconvenienced by this large facility. One of the things they heard from them is that they felt like they were on an island, and they asked for connectivity. The path could go down or along the westernmost path near the ComEd right-of-way, or they could do a 30-foot easement going from east to west on the northern part of the property. They are still trying to figure it out. The purpose is to give those residents some connectivity. This is in front of this Commission for the issues that were explained. There has been a good deal of improvement. They heard from the neighbors that the lighting was an issue. There were some concerns that there would be flooding. They have agreed to make sure that it is mitigated by following every part of the Village code. On the northern part of their property, there is one home that really has no trees whatsoever. That neighbor requested that there be additional landscaping. They are still finalizing all the non-Planning and Zoning Commission issues. He would complement the Grand Prairie staff and their council for moving on the Commission's suggestions and the Village Board's suggestions. Also, to the extent of connectivity, they have stepped up and have agreed to give the Village $250,000 for that. It has been asked whether or not they need the Village's approval for this, and he can say that they do not need their approval. They have asked to seek the approval of the Village and of their code.

Commissioner Cunningham asked if there is a future potential of being able to connect to the water if Lemont decides to choose to.

Mr. Stillman stated that back in 2022, the Village was involved in the discussions. The Village has opted not to be part of the Commission. There are other options. They have the DuPage Water that they can connect to. The Village's aquifer is also much healthier than their aquifer. There are a lot of options, and they wish the Grand Prairie the best, but the Village of Lemont will not be part of that.

Chairman Studebaker asked what happens if all their options are gone and they need to tap into it. He thinks it should still be an option.

Mr. Stillman said there were various discussions on that. There is a substantial cost for all these founding members. The Village decided that the cost was not one that they

wanted to incur, but there are other options. The Commission has agreed that they are not going to sell to any of its unincorporated areas.

Commissioner O'Connor stated that one of the things that came up last time was the zoning. He asked if this would still be under a residential district.

Mrs. Tate said yes it is. It could be zoned institutional, but she thinks the thought process was that utilities are the same in all the zoning districts, so it was just one more extra layer that was not really necessary.

Commissioner O'Connor asked if there was any risk to the Village.

Mrs. Tate stated no.

Mr. Stillman said they are comfortable with it being R-1.

Trustee Stapleton asked if this was approved, how soon they would be breaking ground for construction.

Ms. O'Grady stated their designs on the project are complete. They would be going through the final reviews. Under the current schedule, ground will be broken later this year.

Commissioner McGleam asked if the plans are on their website.

Ms. O'Grady said they are not because they are considered confidential. They would be submitted to Lemont for the building permit, but they are not on the website. The overall program map is on the website.

Commissioner McGleam asked if they are going under paved areas.

Ms. O'Grady stated they are trying to avoid going directly under the pavement, but they are within the right-of-way. They will have to get easements in some locations.

Commissioner Zolecki said he was not here at the December 3, 2025, meeting. Although he received all the materials, he lacks a little bit of context, and to be fair to the process, he will be abstaining.

Chairman Studebaker asked if there were any further questions 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 Shumrak to recommend to the Mayor and Board of Trustees approval of the Grand Prairie Water Commission Intermediate Pump Station -12550 Bell Road. A roll call vote was taken:

Ayes: McGleam, Shumrak, Cunningham, O'Connor, Pawlak, Studebaker
Nays: None
Abstain: Zolecki
Motion passed

B. FINAL PLAT OF 225 CANAL STREET CONSOLIDATION

Chairman Studebaker asked staff to provide an overview.

Staff Presentation

Ms. Tate stated that the applicant, Lotus Design & Development, is requesting approval of a plat consolidation. They are combining two existing lots that originate from two separate subdivisions to create one lot that encompasses the building. It is the final step in their development.

Commissioner Cunningham asked what the benefit is.

Mrs. Tate said right now their building straddles two lots because of the way that the lots were transferred. This cleans it up and gets their building all on one taxable lot.

Commissioner Zolecki asked why it did not happen with the initial application.

Mrs. Tate stated there was actually a plat, but because lot one was previously owned by the Village, and then there was the swap, it could not be done until after. This was a cleanup that they had been waiting for.

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

Plan Commission Recommendation

Commissioner Pawlak made a motion, seconded by Commissioner Shumrak to recommend to the Mayor and Board of Trustees approval of the Final Plat of 225 Canal Street Consolidation. A roll call vote was taken:
Ayes: Pawlak, Shumrak, Cunningham, McGleam, O'Connor, Zolecki, Studebaker
Nays: None
Motion passed

V. GENERAL DISCUSSION

Commissioner McGleam said last month they had a lengthy debate about the Village's water tower site and future salt dome. He neglected to add one more recommendation that they should put up a temporary fence with opaque screening around the entire site until they finish all the site development.

VI. AUDIENCE PARTICIPATION

Laura Reigle stated that it was referenced this evening that some of the Commission members were a little upset about the fact that the school district keeps coming up. She is going to make some suggestions. First, she will bring up ADA compliance. Instead of the Village trying to find funds to make things compliant, the projects, when they come in, should be looking to make anything ADA-compliant.

Commissioner Zolecki said that it is handled by the Building Department and not the purview of this Commission.

Mrs. Reigle stated that in Plainfield, Illinois, developers commonly provide money, land, or fees to school districts when building large residential subdivisions. These are usually called school impact fees, school donations, or cash in lieu of land dedications. For Plainfield Community Consolidated School District 202 and nearby districts, the payments are typically negotiated through annexation agreements and development approvals with the Village of Plainfield. So, in other words, the Village of Lemont should be working with the developments and annexation agreements for the school district to cover this. How it generally works in Plainfield is that when a developer builds hundreds of homes, the project is expected to add students. The school district can require land for future schools or cash payments instead of land, cash in lieu. Developers also pay separate school facility impact fees, and sometimes transition fees per home. Examples from actual school annexation development agreements include per-home school donation fees ranging from hundreds to several thousands of dollars, depending on bedroom count.

The Village of Plainfield publicly posts School District 202 school site contribution schedules, school impact fee schedules, school transition fee schedules, and calculators that developers use to estimate obligations. This became especially important because Plainfield grew extremely fast over the last few decades. Community discussions frequently reference the strain that rapid subdivision growth places on roads and schools. One important distinction is that these are usually required development obligations, not charitable gifts. They are negotiated conditions tied to zoning, annexation, and subdivision approval. What she is saying is that Lemont is behind on this. This Commission has the ability to make recommendations to the Board. She is trying to understand why recommendations have not been made.

Chairman Studebaker said the Village of Lemont does have impact fees.

VII. ADJOURNMENT

Chairman Studebaker called for a motion to adjourn the meeting.

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to adjourn the meeting. A voice vote was taken:
Ayes: All

Nays: None
Motion passed

Minutes prepared by Peggy Billig

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Case 2025-15 Belmont Estates
DATE: June 3, 2026

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION

BOARD ACTION REQUESTED

ATTACHMENTS
Staff Memo, Analysis and Attachments for Case 2025-15 Belmont Estates

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

CASE NUMBER & NAME
2025-15 Belmont Estates

APPLICANT & PROPERTY OWNER
Lotus Development 1873, LLC

DATE:
June 3, 2026

PROPERTY ADDRESS/LOCATION
Northwest Corner of Bell Road and Archer Avenue / 11194 Bell Road

BRIEF SUMMARY OF REQUEST

The applicant, Lotus Development 1873, LLC, has submitted an application to rezone approximately 5.3 acres located at the northwest corner of Bell Road and Archer Avenue from the R-1 Single-Family Detached District to the R-6 Multi-Family Residential District. Concurrently, the applicant requests Preliminary Planned Unit Development (PUD) approval and a Preliminary Plat of Subdivision for a 52-unit multi-family residential development.

The proposal includes twelve new four-unit residential buildings and conversion of the existing single-family residence into a four-unit residential building, for a total of 13 residential buildings and 52 dwelling units. The development also includes internal private drives, surface parking, garage parking, stormwater management facilities, landscaping, community garden plots, sidewalks, and pedestrian connections.

The proposed density is approximately 9.8 dwelling units per acre. The subject property is located near the Bell Road and Archer Avenue signaled intersection within the eastern gateway area of the Village and is surrounded by a mix of residential neighborhoods and commercial development nearby at Route 83 and Main Street.



The approximate project area highlighted in red.
Map source: Cook County GIS 2025 Aerials
PINS: 22-23-203-012 & 22-23-203-013

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	REQUESTED ACTIONS	SIZE OF PROPERTY
R-1, Detached Single-Family Residential District	Detached single-family residence on a large 5-acre property.	**North**: Unincorporated Cook County C-1 Restricted Business District / Existing homes **South**: Village of Lemont B-3, Arterial Commercial District / vacant land **East**: Unincorporated Cook County R-3 Single-Family Residence District / Existing homes **West**: Village of Lemont R-4 and R-5, Detached Single Family Residential District and Attached Single-Family Residential District / Estates of Montefiori with existing homes and townhomes	Rezoning to R-6, Multi-Family Residential District and Preliminary Planned Unit Development (PUD)	5.3-Acres

PROPERTY HISTORY

The subject property was annexed into the Village of Lemont in 1994 pursuant to Ordinance No. 819 as part of the broader 44-acre Montefiori annexation. Upon annexation, the 5.3-acre subject property retained the Village's default zoning district R-1 Single-Family Residential, while adjacent lands to the west were zoned B-3 Arterial Commercial. For more than 25 years, the site and adjacent [now Estates of Montefiori subdivision] operated as a banquet and event facility utilizing a historic mansion and outdoor tented areas, since demolished. The facility ceased operations in approximately 2011, and the property remained largely vacant thereafter.

In 2015, the Estates of Montefiori subdivision was approved as a PUD for 52 townhome units and 35 detached single-family homes on approximately 30.58 acres west of the subject property, following its rezoning from B-3 to R-4 and R-5. The Montefiori PUD included roadway connectivity provisions, including the stub of Collina Lane at the subject property line. The 5.3-acre subject property was not included in the Montefiori PUD and has retained its R-1 zoning classification. The applicant acquired the subject property in 2018, and the existing detached 3-bedroom single-family residence has been utilized as a rental property.

ATTACHMENTS Attachments linked - access by clicking

1. Staff Analysis
2. Site Photographs
3. Plat of Survey
4. Project Summary & PUD Deviation Letter
5. LaSalle Factors Narrative from Applicant
6. Preliminary Plat of Subdivision
7. Preliminary Engineering Plans
8. Preliminary Landscaping Plans
9. Preliminary Elevations & Renderings
10. Photometric Plan
11. Traffic Impact Study dated 10/2/25 updated 4/6/26
12. Economic Impact / Market Impact Report
13. Staff Review Letters
14. TRC/Concept Plan Reviews & Concept Plan Info
15. Applicant Comment Responses
16. Housing For a Changing America Report (Applicant)
17. Pocket Neighborhood Fact Sheet – (Applicant)
18. Cottage Housing Fact Sheet (Applicant)

Attachment 1 - Staff Analysis – Belmont Estates

CONSISTENCY WITH COMPREHENSIVE PLAN

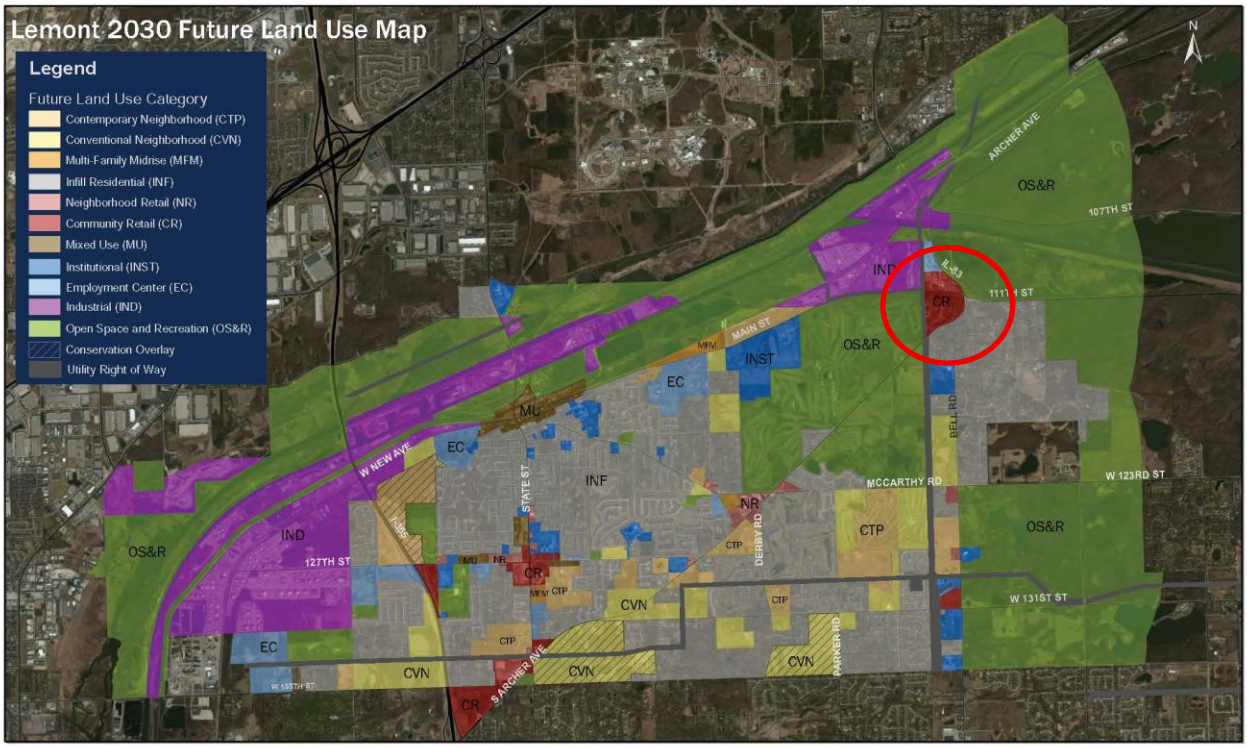


Figure 1: Future land use map from Lemont 2030 plan and CR area circled in red.

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 Community Retail / Neighborhood Commercial on the Future Land Use Map. The Community Retail designation anticipates commercial development serving surrounding neighborhoods and the broader community. The Comprehensive Plan also identifies the Route 83 corridor as an Economic Activity Center

focused on retail and professional services growth. As stated in the Comprehensive Plan, Economic Activity Centers are intended to function as hubs of business activity.

The proposed rezoning to R-6 Multi-Family Residential and development of 52 dwelling units is inconsistent with the Community Retail future land use designation, which anticipates commercial development serving surrounding neighborhoods and the broader community rather than residential development. However, the subject property is characterized by significant topography and bluff conditions, and the surrounding land use pattern is predominantly residential in nature, including the Estates of Montefiori subdivision to the west and residentially developed properties to the north and northeast.

Following the proposed Bell Road dedication, the site would contain approximately 5.269 acres. With 52 proposed units, the resulting density would be approximately 9.9 units per acre. The Community Retail designation does not establish a residential density expectation, as it anticipates commercial development patterns.

Also within the plan are Guiding Principles, Recommendations and Action Items based upon the premise of categorical Vision Statements further describing Lemont's expectations for the future. The recommendations are rooted in the Vision and Guiding Principles of the plan and informed by critical analysis anticipating the issues Lemont may encounter over the years. They represent actionable steps the Village can take to ensure the vision for Lemont is best achieved. Potential applicable goals and statements from the plan are stated below:

- Increase Local Shopping. Adding residents to the Village can increase local shopping activity. Residents of the proposed development may support nearby retail, services, and restaurants.
- Continued population growth is desirable and important for Lemont's economic prosperity.
- The social vibrancy and economic health of the community can be greatly enhanced by a cohesive mix of housing types.
- Housing products with higher densities will provide the population density needed to fulfill the goals of this plan and therefore is desirable, so long as they do not detract from the aesthetics or small-town charm of the community.
- Maintaining Lemont's community character depends largely on ensuring that new development respects existing community character in architecture and site design.

REZONING ANALYSIS

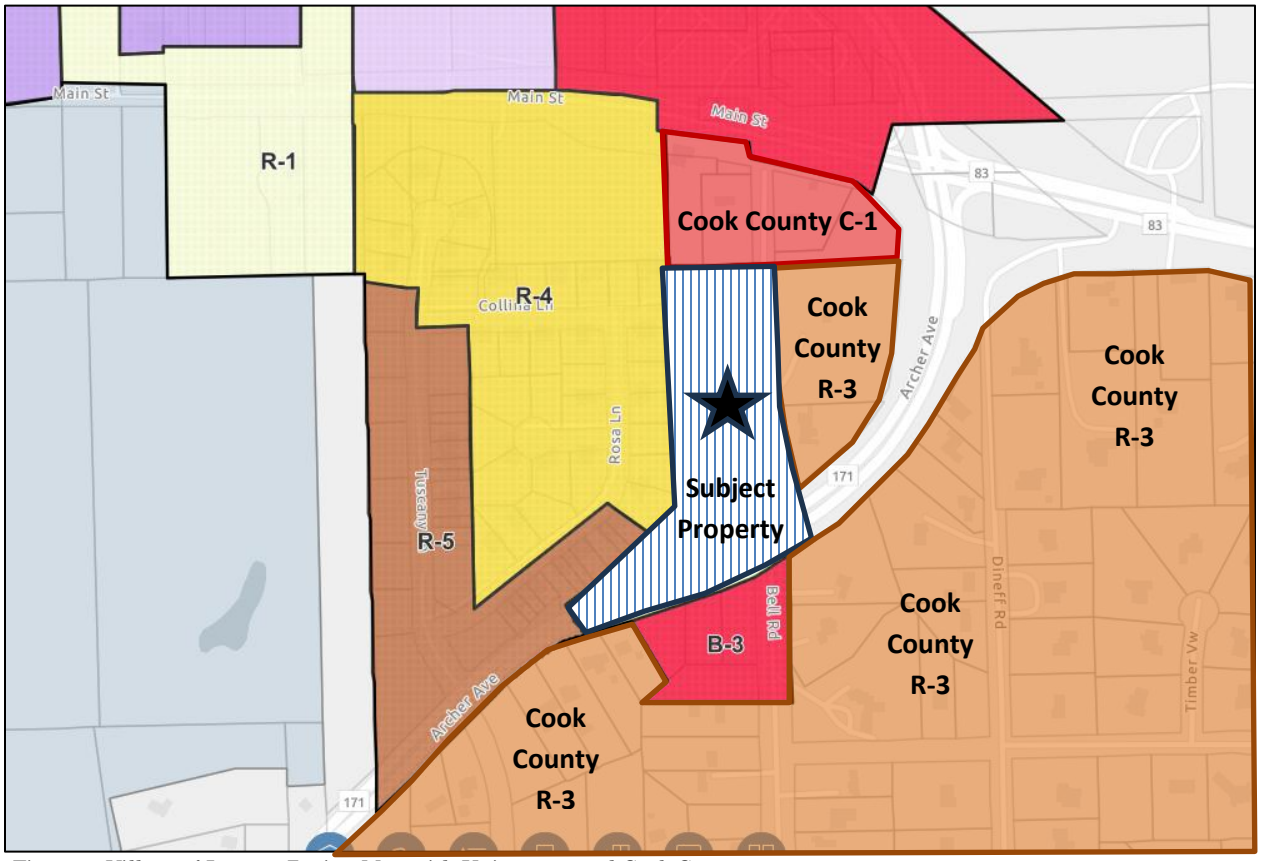


Figure 2: Village of Lemont Zoning Map with Unincorporated Cook County

The subject property is currently zoned R-1 Single-Family Detached within the Village of Lemont and is designated Community Retail / Neighborhood Commercial in the Lemont 2030 Comprehensive Plan. The R-1 zoning classification was applied upon annexation as the Village's default zoning district where no specific development proposal accompanied annexation. This district is intended to provide very low-density areas for relatively large single-family detached homes on lot sizes of 3-acres or more.

The applicant proposes rezoning of the property to the R-6 Multi-Family Residential District allowing for a 52-unit residential development. The R-6 district is intended to provide medium and high-density areas for single-family attached and multi-family dwellings, duplexes, two-family detached dwellings, town homes, apartment buildings and condominium buildings.

The surrounding land use pattern is predominantly residential, including the Estates of Montefiori subdivision to the west and residentially developed properties to the north and northeast, although some of the adjacent properties remain commercially zoned in unincorporated Cook County. The site has historically functioned in a residential context and has not operated commercially since closure of the banquet facility.

The proposed rezoning would establish a higher-density residential development pattern than currently permitted under the existing zoning classification and surrounding Village zoning districts.

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 developed with a detached single-family residence and is zoned R-1 Single-Family Detached Residential. Adjacent properties include unincorporated Cook County C-1 Commercial zoning and R-3 Single-Family Residence district to the north and northeast. To the west, properties are zoned R-4 and R-5 and developed as the Estates of Montefiori subdivision, consisting of detached single-family homes and townhomes. Archer Avenue and Bell Road border the property to the south and east, with additional residential development beyond. Property at the southwest corner of Bell Road and Archer Avenue is zoned B-3 within the Village but remains undeveloped.

   Rezoning to R-6 Multi-Family Residential would introduce a higher density residential classification than surrounding Village zoning districts. While the property may be suitable for residential redevelopment, rezoning to R-6 represents an increase in permitted density relative to adjacent R-4 and R-5 zoning.

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

   The property has remained zoned R-1 and designated Community Retail in the Comprehensive Plan. It has not redeveloped since closure of the prior banquet facility use in approximately 2011, existing as a rented detached single-family home on a 5-acre property.

   The applicant asserts that the existing R-1 zoning classification limits redevelopment opportunities for the property and that rezoning to R-6 would allow redevelopment of the site for multi-family residential use.

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

   The proposed development includes internal circulation, stormwater management facilities, pedestrian connections, and roadway improvements at the Bell Road and Archer Avenue intersection. The applicant's traffic consultant and the Village's traffic consultant identified intersection modifications intended to improve traffic operations and safety, subject to IDOT review and approval.

The proposal would redevelop a property that has remained largely inactive since closure of the prior banquet facility use. The development would also introduce additional residential units within proximity to existing commercial services, transportation corridors, and public infrastructure.

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

   The Comprehensive Plan designates the property for Community Retail use, and the proposed residential development does not align with that designation. The property has remained under its existing R-1 zoning classification since annexation and has not redeveloped commercially since closure of the banquet facility.

   The applicant acquired the property in 2018 with the existing zoning classification and Comprehensive Plan designation in place. The proposed rezoning would permit redevelopment of the property for higher-density residential use.

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

   The property is currently zoned R-1 and designated Community Retail in the Comprehensive Plan. Its location along two arterial roadways may support commercial or higher-intensity development; however, surrounding development patterns are predominantly low- to medium-density residential.

   The R-1 zoning classification was applied upon annexation as a default district where no redevelopment proposal accompanied annexation and may not reflect long-term redevelopment expectations for the property. The Comprehensive Plan designates the property for Community Retail land use, while surrounding development patterns include a mix of residential and commercially zoned properties.

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 property has not redeveloped in accordance with its Community Retail designation since closure of the prior banquet facility use in approximately 2011. While redevelopment has occurred in surrounding areas, the property has remained under its existing zoning classification and has continued to contain a detached single-family residence.

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

   The applicant has provided market information indicating demand for additional multi-family housing options within the Village. The proposal would diversify the Village's housing stock and provide an alternative housing type not widely available

in the immediate area. The extent to which this housing type fulfills an identified community need has been identified by the applicant rather than the Village, at this time.

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

   The Lemont 2030 Comprehensive Plan designates this area as Community Retail and identifies it as part of an Economic Activity Center intended for business activity. The Village has adopted long-range planning documents intended to guide future land use and development decisions.

   The proposed rezoning to R-6 and multi-family residential development does not align with the Community Retail future land use designation identified in the Comprehensive Plan.

The Applicant provided responses to the LaSalle factors in their application that can be found in the Attachments.

GENERAL ANALYSIS

Traffic, Parking & Circulation

Access to the proposed development is provided via Bell Road at the signalized intersection of Bell Road and Archer Avenue (IL Route 171). Archer Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT). Bell Road is under Cook County jurisdiction south of Archer Avenue and Lemont Township jurisdiction north of Archer Avenue.

Internal vehicular circulation is proposed through a private drive system serving the development. Surface parking is distributed throughout the site, including a shared parking area located in the northern portion of the development. Each quadplex building also includes internal garage parking spaces.

The Montefiori subdivision was designed with a stub connection at Collina Lane toward the subject property. The current proposal does not include a vehicular connection to Collina Lane, and the extent of pedestrian connectivity between the developments has evolved throughout the review process. Internal pedestrian connections are proposed within the development and toward Archer Avenue.

The development proposes controlled access points from Bell Road and an emergency-only access connection from Archer Avenue, as requested by the Lemont Fire Protection District. Additional information regarding gate operation, access control, and circulation within the

development may require further clarification. The emergency access connection will require IDOT review and approval.

Applicant responses state guest and overflow parking is intended along Bell Road following proposed roadway widening improvements. Applicant responses also indicate third-floor tenants may rely primarily on surface parking areas rather than garage parking.

Outstanding issues also remain regarding the long-term ownership, jurisdiction, maintenance responsibilities, and applicable roadway standards for Bell Road adjacent to the development. Multiple potential approaches remain under discussion, including continued township jurisdiction, Village acceptance following roadway improvements to Village standards, or conversion to a private roadway. Final determination of roadway classification, maintenance obligations, and applicable design standards has not been resolved at this time.

Traffic Impact Study

A Traffic Impact Study (TIS) prepared by BLA, Inc. evaluated existing and projected traffic conditions associated with the proposed development. The study includes analysis of the Bell Road and Archer Avenue intersection and reviewed anticipated site-generated traffic volumes.

Recommended roadway improvements include modifications to the Archer Avenue median and signal operations to accommodate eastbound left-turn movements at Bell Road. The revised site plan removed on-street parking along Bell Road and closest to the Archer Avenue intersection. The study also identifies the need to maintain adequate sight lines at the Bell Road / Archer Avenue intersection.

The Village's traffic consultant reviewed the submitted study and generally concurred with the proposed intersection improvements and revised site circulation. Additional comments related to pedestrian path alignment, frontage improvements, and final roadway design coordination remain subject to review by IDOT, Cook County, and the Village as applicable.

Building Design and Architecture.



The proposed multi-family buildings are designed as four-unit (quadplex) structures with a residential architectural character. The buildings are two stories in height with pitched, multi-gabled rooflines and varied front-facing projections intended to reduce visual massing.

The façade incorporates a combination of horizontal lap siding and shingle-style accent panels within the gable ends. Trim detailing

is provided around windows and doors, and covered front porches extend across portions of the building frontage. The primary exterior material is cement fiber board, which is a permitted material under Section 17.22 of the Unified Development Ordinance.

Window openings are vertically proportioned and symmetrically arranged along the front elevation. Individual unit entries are oriented toward the internal street network and pedestrian walkways.

The overall design reflects a traditional residential style consistent with suburban multi-family development. The proposal includes repeated use of similar building elevations and architectural features throughout the development. Architectural variation between buildings may remain a consideration when evaluating compatibility with surrounding residential development.

Planned Unit Developments (PUDs) & UDO Deviations.

Section 17.08.010 of the Unified Development Ordinance (UDO) states that Planned Unit Developments are intended to provide flexibility from conventional zoning standards in order to encourage development that is more environmentally sensitive, economically viable, and aesthetically integrated than may otherwise occur under strict application of underlying zoning requirements. The UDO further states that while adherence to the Comprehensive Plan is not mandatory, PUDs should remain in substantial compliance with adopted land use policies and development objectives.

The proposed development consists of a coordinated multi-family residential community with shared internal drives, parking areas, stormwater facilities, and common open space maintained through an association. The applicant characterizes the subdivision approach as a condominium-style development pattern in which individual lots are configured closely around each quadplex building footprint while the overall site functions as a unified development. The applicant has indicated that some buildings may be offered as investment opportunities, potentially resulting in multiple ownership entities within the development. Long-term maintenance responsibilities for common infrastructure, open space, stormwater facilities, and private drives would therefore rely heavily upon the effectiveness of the homeowner's association structure.

The following zoning standards are proposed to be modified, deferred, or further evaluated through the Planned Unit Development process:

Dimensional / Platting-Related Deviations:

Code Section	UDO Requirement	Proposal
§17.07.010 / Table 17-07-01	Minimum lot size in the R-6 District is 10,000 sq. ft.	Proposed quadplex lots are approximately 4,000 sq. ft.
§17.07.010 / Table 17-07-01	Minimum lot area per dwelling unit in the R-6 District is 2,500 sq. ft.	Proposed lot area per dwelling unit is approximately 1,000 sq. ft.
§17.07.010 / Table 17-07-01	Maximum lot coverage in the R-6 District is 65%.	Proposed lot coverage is approximately 70%.
§17.07.010 / Table 17-07-01	Minimum lot width in the R-6 District is 80 feet.	Proposed lot widths are approximately 75.75 feet.
§17.07.010 / Table 17-07-01	Minimum side yard setback is 15 feet.	Proposed minimum side yard setback is approximately 12.5 feet.
§17.07.010 / Table 17-07-01	Minimum rear yard setback is 30 feet.	Proposed rear yard setbacks range from approximately 15 to 20 feet.
§17.07.010 / Table 17-07-01	Minimum building separation is 30 feet.	Proposed minimum building separation is approximately 25 feet.

Site Design / Infrastructure Deviations:

Code Section	UDO Requirement	Proposal
§17.26.120	Parkways are required on both sides of streets.	Traditional parkways are not proposed along portions of the development roadway system. Portions of Bell Road adjacent to the site remain under township jurisdiction and are presently unimproved.

Code Section	UDO Requirement	Proposal
§17.26.130	Multi-use path along Archer Avenue shall be 10 feet in width.	Final path width remains subject to verification and coordination with IDOT.
§17.26.030	Street lighting is required along Bell Road.	Street lighting along Bell Road has not been fully identified.

Deferred / Outstanding Compliance Items

Code Section	Requirement	Status
§17.20.130	Tree Preservation Plan and Tree Survey required with PUD application.	Applicant requests deferral until Final Engineering / Final PUD stage.
Traffic / Engineering Review	Final roadway ownership, maintenance, and jurisdictional responsibilities for Bell Road.	Under review by the Village, Township, and related agencies.
Parking Operations	Clarification of parking assignments and guest parking operations.	Additional details may be warranted regarding long-term parking management.

The proposed development functions as a unified residential community with shared infrastructure, parking areas, internal circulation, and common open space maintained through an association. The requested dimensional deviations are largely associated with the proposed condominium-style platting approach, where individual lots are configured closely around each quadplex building rather than utilizing a single parcel containing multiple buildings. This development pattern differs from traditional subdivision configurations commonly regulated under the R-6 District standards, resulting in the multiple deviation requests.

Section 17.20 of the Unified Development Ordinance requires the submission of a tree survey and preservation plan as part of the site design process. No tree survey or preservation plan has been provided. Consequently, the proposal has not demonstrated compliance with the ordinance's intent to identify and preserve significant existing trees where feasible prior to site clearing and grading activities.

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 response to

the applicable objectives within the Project Summary found in the attachments. The PUD objectives are as follows:

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 clustering of residential buildings and use of private internal streets reflect a coordinated site design approach rather than traditional lot-by-lot subdivision development (Objective 11). The provision of internal pedestrian connections and a multi-use path along Archer Avenue supports opportunities for non-vehicular circulation (Objective 8).

However, other objectives warrant careful consideration. The proposal advances certain housing-related goals identified in the Comprehensive Plan; however, the Future Land Use Map designates the property for Community Retail and the proposed residential development is not consistent with that designation (Objective 1). While the site contains significant topography and bluff conditions, the extent to which natural features are preserved or enhanced will depend on final grading, landscaping, and tree preservation outcomes (Objectives 2 and 5). Additionally, the requested dimensional deviations — including reductions in lot size, setbacks, and building spacing — require evaluation as to whether the resulting site design achieves a superior living environment compared to development under standard zoning regulations (Objective 3).

The Planned Unit Development review process is intended to evaluate whether the flexibility requested through the PUD results in a coordinated development pattern that advances the broader planning and development objectives of the Village.

STAFF & CONSULTANT REVIEWS

Technical Review Committee (TRC). The proposal was reviewed by the Technical Review Committee (TRC) on May 3, 2025 under the prior project name "Victorian Estates." Representatives from Village staff, Village consultants, the Lemont Fire Protection District, Lemont Township, local school districts, and the Lemont Public Library District attended the meeting. Review comments were provided to the applicant and are included in the attachments.

The proposal has been revised since the initial concept review, including modifications to parking along Bell Road and changes to the existing detached single-family residence, which is now proposed to be remodeled into a quadplex. The revised proposal increases the total number of dwelling units from 48 units presented at concept review to 52 units in the current application.

Consulting Planner Review. The Consulting Planner reviewed the revised Rezoning and Preliminary Planned Unit Development (PUD) application for Belmont Estates for general compliance with the Unified Development Ordinance (UDO) and Comprehensive Plan policies. A detailed review letter dated April 17, 2026 was provided to the applicant and is included in the attachments.

Review comments addressed Comprehensive Plan consistency, requested PUD deviations, pedestrian circulation, roadway standards, parking operations, landscaping compliance, open space calculations, tree preservation requirements, and roadway ownership and maintenance responsibilities. Applicant responses and revised plans addressed several prior comments, including removal of parking along Bell Road, relocation of parking to private property, removal of two buildings near the rear property line, and provision of a pedestrian connection to Montefiori through Collina Lane.

Additional clarification and coordination remain necessary regarding roadway standards, curb and gutter design, parking operations, tree preservation documentation, landscaping compliance, sidewalk connectivity, open space functionality, and long-term roadway ownership and maintenance responsibilities associated with Bell Road. Full comments and reviews can be found in the attachments.

Engineering Comments. The Village Engineer, HR Green, completed a preliminary engineering review of the proposed development. The development will require permits and approvals from multiple outside agencies, including:

- Metropolitan Water Reclamation District (MWRD)

- Illinois Environmental Protection Agency (IEPA)
- Illinois Department of Transportation (IDOT)
- Cook County

Final engineering approval will be contingent upon coordination with the applicable reviewing agencies.

The preliminary engineering review identified several items requiring additional clarification and coordination, including roadway classification and design standards, roadway widths, sidewalk and ADA compliance, curb and gutter design, stormwater management, utility coordination, and street lighting. Preliminary review comments also identified unresolved questions regarding the long-term ownership, jurisdiction, maintenance responsibilities, and applicable standards associated with Bell Road.

The Village Engineer noted that clarification of roadway classification, roadway cross-sections, and compliance with Village standards would be required as part of the engineering review process. Additional review and refinement of grading, drainage, stormwater calculations, and utility infrastructure will occur during final engineering review.

Landscaping. The Village Arborist reviewed the preliminary landscape plans submitted with the application. Because an updated landscape plan was not provided with the latest resubmittal, several prior review comments remain applicable. Key items identified include:

- A complete tree survey and tree preservation plan consistent with Village standards is required.
- Several existing trees appear likely to be impacted by proposed grading and building placement; preservation feasibility will depend on final grading and utility layouts.
- Tree protection fencing and critical root zone protection details must be identified on future submittals.
- Parkway tree spacing and caliper size must comply with UDO requirements.
- Evergreen screening and plant unit calculations require verification for compliance with Village landscaping standards.
- Replacement tree quantities and mitigation requirements must be calculated in accordance with the Village's tree preservation ordinance.

Final landscape compliance, including plant unit calculations, species selection, frontage landscaping, tree preservation requirements, and long-term maintenance responsibilities, will be reviewed during Final PUD and engineering review.

Fire District Comments. The Lemont Fire Protection District reviewed the revised proposal and provided updated comments regarding emergency access, fire apparatus circulation, hydrant placement, and fire protection infrastructure. Applicant responses and revised plans addressed several prior comments, including provision of an emergency-only

access connection to Archer Avenue and additional information regarding emergency vehicle circulation within the site.

Outstanding Fire District considerations include final approval of emergency access design (must be approved by IDOT), turnaround configurations, hydrant placement, fire apparatus access dimensions, and compliance with applicable fire protection standards and ordinances.

CONCLUSIONS & RECOMMENDATIONS

The proposed rezoning to R-6 and Preliminary Planned Unit Development (PUD) for Belmont Estates requires the Planning & Zoning Commission to evaluate consistency with the Comprehensive Plan and the Village's zoning framework.

The Comprehensive Plan designates the property for Community Retail, which does not align with the proposed multi-family residential development. However in conflict, the surrounding land use pattern is predominantly residential, and the property has not redeveloped commercially since adoption of the Comprehensive Plan in 2014.

Rezoning to R-6 would permit a residential density substantially greater than surrounding Village zoning districts and would represent a departure from both the existing R-1 zoning classification and the Community Retail future land use designation. The proposal also relies upon multiple dimensional modifications through the PUD process related to lot size, lot area per dwelling unit, setbacks, building separation, and site design standards. The configuration of individual quadplex buildings on separate fee-simple lots differs from conventional subdivision and apartment development patterns within the Village.

Traffic improvements at Bell Road and Archer Avenue are anticipated, subject to IDOT and agency review. Roadway standards, Bell Road ownership, and long-term maintenance responsibilities remain areas requiring further clarification.

If the Planning & Zoning Commission were to recommend approval of Case 2025-15 Belmont Estates Rezoning and Preliminary Planned Unit Development, the following conditions should be considered at a minimum:

1. Provide final open space calculations demonstrating compliance with Section 17.08.030 and enhance common open space amenities to improve functionality and usability for residents.
2. Submission and approval of a Tree Survey, Tree Preservation Plan, and [modified] Landscape Plan. The site layout, grading, and improvements may require modification to preserve significant existing trees and tree groupings where feasible.
3. Clarification of ownership and long-term maintenance responsibilities for Bell Road.
4. Extend I&M Canal path along Archer – mimicking the width and pavement type.
5. Final Planned Unit Development approval shall include documentation identifying all common open space areas, ownership, maintenance responsibilities, and any homeowner's association declarations necessary to ensure perpetual maintenance of common facilities and open space.

6. Address remaining comments from Consulting Planner, Village Engineer, Lemont Fire Protection District, Village Arborist and Traffic Consultant.
7. Any additional conditions deemed appropriate following public hearing testimony.

Attachment 2

Site Photos



Figure 1: Aerial view of property. Source: Cook County Oblique Aerials 4/12/2025



Figure 2: View south on Bell Road – Subject Property on right.



Figure 3: Existing drive entrance to subject property from Bell Road.



Figure 4: Existing drive into subject property from Bell Road.



Figure 5: View of Tuscany stub at subject property line – from Estates of Montefiori



Figure 6: View of existing home on subject property seen from Rosa Lane in Estates of Montefiori.



Figure 7: Subject property on the left – from Bell Road heading north. Driveway in distance with mailbox.

Attachment 3

PLAT OF SURVEY

AREA TABLE:	
PARCEL 1:	161,376 SQUARE FEET, OR 3.705 ACRES
PARCEL 2:	94,378 SQUARE FEET, OR 2.167 ACRES
GROSS AREA:	255,754 SQUARE FEET, OR 5.871 ACRES
BELL ROAD R.O.W.:	26,223 SQUARE FEET, OR 0.602 ACRES
NET AREA:	229,531 SQUARE FEET, OR 5.269 ACRES

GENERAL NOTES

1. THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM – EAST ZONE (NAD 83).
2. CHECK LEGAL DESCRIPTION WITH DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY IMMEDIATELY. BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SUBDIVISION OR AS INDICATED.
3. ALL AREAS LISTED IN THE AREA SUMMARY TABLE ARE MORE OR LESS.
4. ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
5. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.

PARCEL 1:
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 23; THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 278.80 FEET; THENCE SOUTH 709.45 FEET, MORE OR LESS, TO THE CENTER LINE OF OLD ARCHER AVENUE; THENCE NORTHEASTERLY ALONG SAID CENTER LINE 381.15 FEET; MORE OR LESS, TO THE EAST LINE OF SAID SECTION; THENCE NORTH ALONG SAID EAST LINE 449.67 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING; IN COOK COUNTY, ILLINOIS

PARCEL 2:
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 23; THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 449.67 FEET TO THE CENTER LINE OF OLD ARCHER AVENUE FOR A PLACE OF BEGINNING; THENCE SOUTHWESTERLY ALONG THE SAID CENTER LINE 859.32 FEET, MORE OR LESS, TO THE NORTHERLY RIGHT-OF-WAY OF NEW ARCHER AVENUE (ROUTE 4A); THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF SAID NEW ARCHER AVENUE (ROUTE 4A) TO THE EAST LINE OF SAID SECTION 23; THENCE NORTH ALONG SAID EAST LINE OF THE PLACE OF BEGINNING; EXCEPTING THEREFROM: BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF NEW ARCHER AVENUE WITH THE WEST LINE OF BELL ROAD; THENCE NORTH ALONG THE WEST LINE OF BELL ROAD A DISTANCE OF 100 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG LINE DISTANCE OF 107.39 FEET, SAID POINT BEING 85 FEET WEST OF THE EAST LINE OF SAID SECTION 23, AND 80 FEET NORTHERLY OF THE CENTER LINE OF NEW ARCHER AVENUE; THENCE SOUTHWESTERLY ALONG A CURVED LINE, BEING CONVEX TO THE SOUTH AND HAVING A RADIUS OF 1109.89 FEET, A DISTANCE OF 115.358 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE A DISTANCE OF 369.689 FEET, MORE OR LESS TO A POINT, SAID POINT BEING THE INTERSECTION OF THE SOUTHERLY LINE OF OLD ARCHER ROAD WITH THE NORTHERLY LINE OF NEW ARCHER AVENUE THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF NEW ARCHER AVENUE TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

P.I.N.'s:
PARCEL 1: 22-23-203-012
PARCEL 2: 22-23-203-013

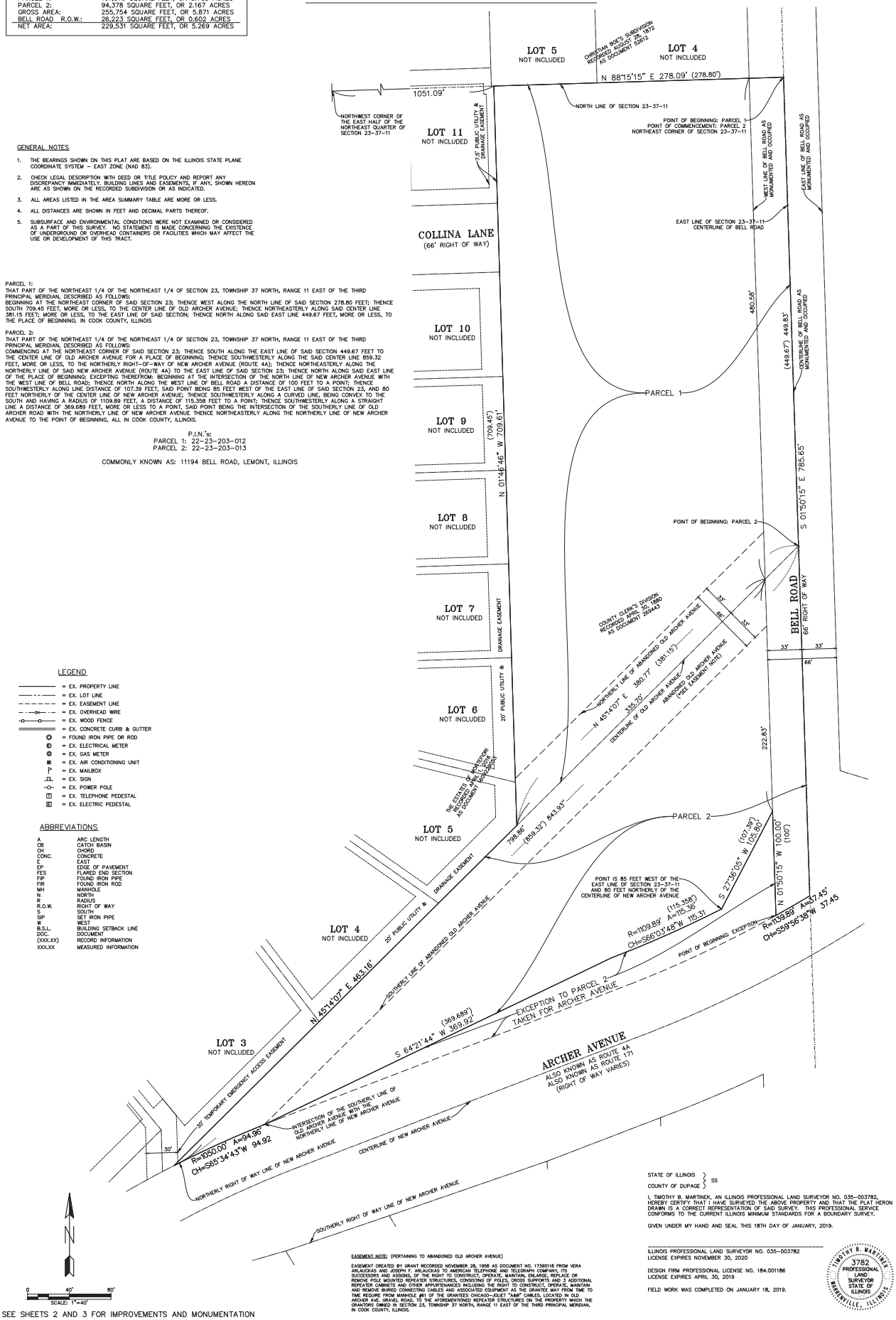
COMMONLY KNOWN AS: 11194 BELL ROAD, LEMONT, ILLINOIS

LEGEND

- = EX. PROPERTY LINE
- = EX. LOT LINE
- = EX. EASEMENT LINE
- = EX. OVERHEAD WIRE
- = EX. WOOD FENCE
- = EX. CONCRETE CURB & GUTTER
- = FOUND IRON PIPE OR ROD
- = EX. ELECTRICAL METER
- = EX. GAS METER
- = EX. AIR CONDITIONING UNIT
- = EX. MAILBOX
- = EX. SIGN
- = EX. POWER POLE
- = EX. TELEPHONE PEDESTAL
- = EX. ELECTRIC PEDESTAL

ABBREVIATIONS

A	ARC LENGTH
CB	CATCH BASIN
CH	CHORD
CONC.	CONCRETE
E	EAST
EP	EDGE OF PAVEMENT
FES	FLARED END SECTION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
MH	MANHOLE
N	NORTH
R	RADIUS
R.O.W.	RIGHT OF WAY
S	SOUTH
SIP	SET IRON PIPE
W	WEST
B.S.L.	BUILDING SETBACK LINE
DOC.	DOCUMENT
(XXX.XX)	RECORD INFORMATION
XXX.XX	MEASURED INFORMATION



SEE SHEETS 2 AND 3 FOR IMPROVEMENTS AND MONUMENTATION

EASEMENT NOTE: (PERTAINING TO ABANDONED OLD ARCHER AVENUE)

EASEMENT CREATED BY GRANT RECORDED NOVEMBER 28, 1958 AS DOCUMENT NO. 17390118 FROM VERA ARLAUCKAS AND JOSEPH F. ARLAUCKAS TO AMERICAN TELEPHONE AND TELEGRAPH COMPANY, ITS SUCCESSORS AND ASSIGNS, OF THE RIGHT TO CONSTRUCT, OPERATE, MAINTAIN, ENLARGE, REPLACE OR REMOVE POLE MOUNTED REPEATER STRUCTURES, CONSISTING OF POLES, CROSS SUPPORTS AND 3 ADDITIONAL REPEATER CABINETS AND OTHER APPURTENANCES INCLUDING THE RIGHT TO CONSTRUCT, OPERATE, MAINTAIN, AND REMOVE BURIED CONNECTING CABLES AND ASSOCIATED EQUIPMENT AS THE GRANTEE MAY FROM TIME TO TIME REQUIRE FROM MANHOLE #61 OF THE GRANTEES CHICAGO–JOLIET "A&B" CABLES, LOCATED IN OLD ARCHER AVE. GRAVEL ROAD, TO THE AFOREMENTIONED REPEATER STRUCTURES ON THE PROPERTY WHICH THE GRANTORS OWNED IN SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

STATE OF ILLINOIS } SS
COUNTY OF DUPAGE }

I, TIMOTHY B. MARTINEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003782, HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE PROPERTY AND THAT THE PLAT HERON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL THIS 18TH DAY OF JANUARY, 2019.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003782
LICENSE EXPIRES NOVEMBER 30, 2020

DESIGN FIRM PROFESSIONAL LICENSE NO. 184.001186
LICENSE EXPIRES APRIL 30, 2019

FIELD WORK WAS COMPLETED ON JANUARY 18, 2019.

TIMOTHY B. MARTINEK 3782 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

DRAWN BY: CCG	ENGINEERING RESOURCE ASSOCIATES	3S701 WEST AVENUE, SUITE 150 WARRENVILLE, ILLINOIS 60555 PHONE (630) 393-3060 FAX (630) 393-2152	10 S. RIVERSIDE PLAZA , SUITE 875 CHICAGO, ILLINOIS 60606 PHONE (312) 474-7841 FAX (312) 474-6099	2416 GALEN DRIVE CHAMPAIGN, ILLINOIS 61821 PHONE (217) 351-6268 FAX (217) 355-1902	PREPARED FOR: ADDISON PROPERTIES LLC.	TITLE: PLAT OF SURVEY 11194 BELL ROAD LEMONT, ILLINOIS	SCALE: 1"=40' DATE: JANUARY 18, 2019 JOB NO: 181214 SHEET 1 OF 3
CHECKED BY: TBM							
APPROVED BY: TBM							

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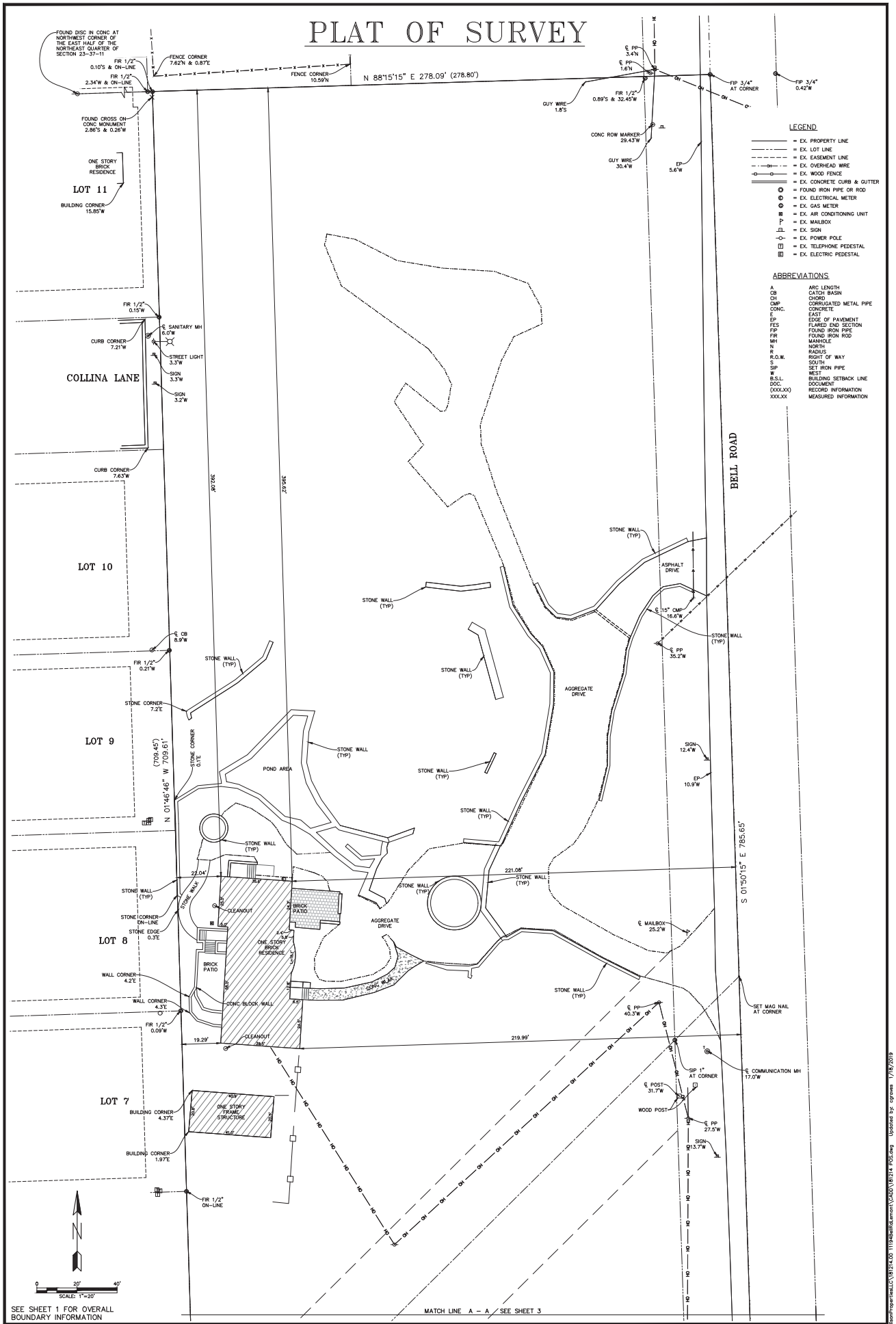
PLAT OF SURVEY



SEE SHEET 1 FOR OVERALL BOUNDARY INFORMATION

MATCH LINE A – A / SEE SHEET 3

DRAWN BY: CCG CHECKED BY: TBM APPROVED BY: TBM	ENGINEERING RESOURCE ASSOCIATES	3S701 WEST AVENUE, SUITE 150 WARRENVILLE, ILLINOIS 60555 PHONE (630) 393-3060 FAX (630) 393-2152	10 S. RIVERSIDE PLAZA, SUITE 875 CHICAGO, ILLINOIS 60606 PHONE (312) 474-7841 FAX (312) 474-6099	2416 GALEN DRIVE CchampaIGN, ILLINOIS 61821 PHONE (217) 351-6268 FAX (217) 355-1902	PREPARED FOR: ADDISON PROPERTIES LLC.	TITLE: PLAT OF SURVEY 11194 BELL ROAD LEMONT, ILLINOIS	SCALE: 1"=20' DATE: JANUARY 18, 2019 JOB NO: 181214 SHEET 2 OF 3

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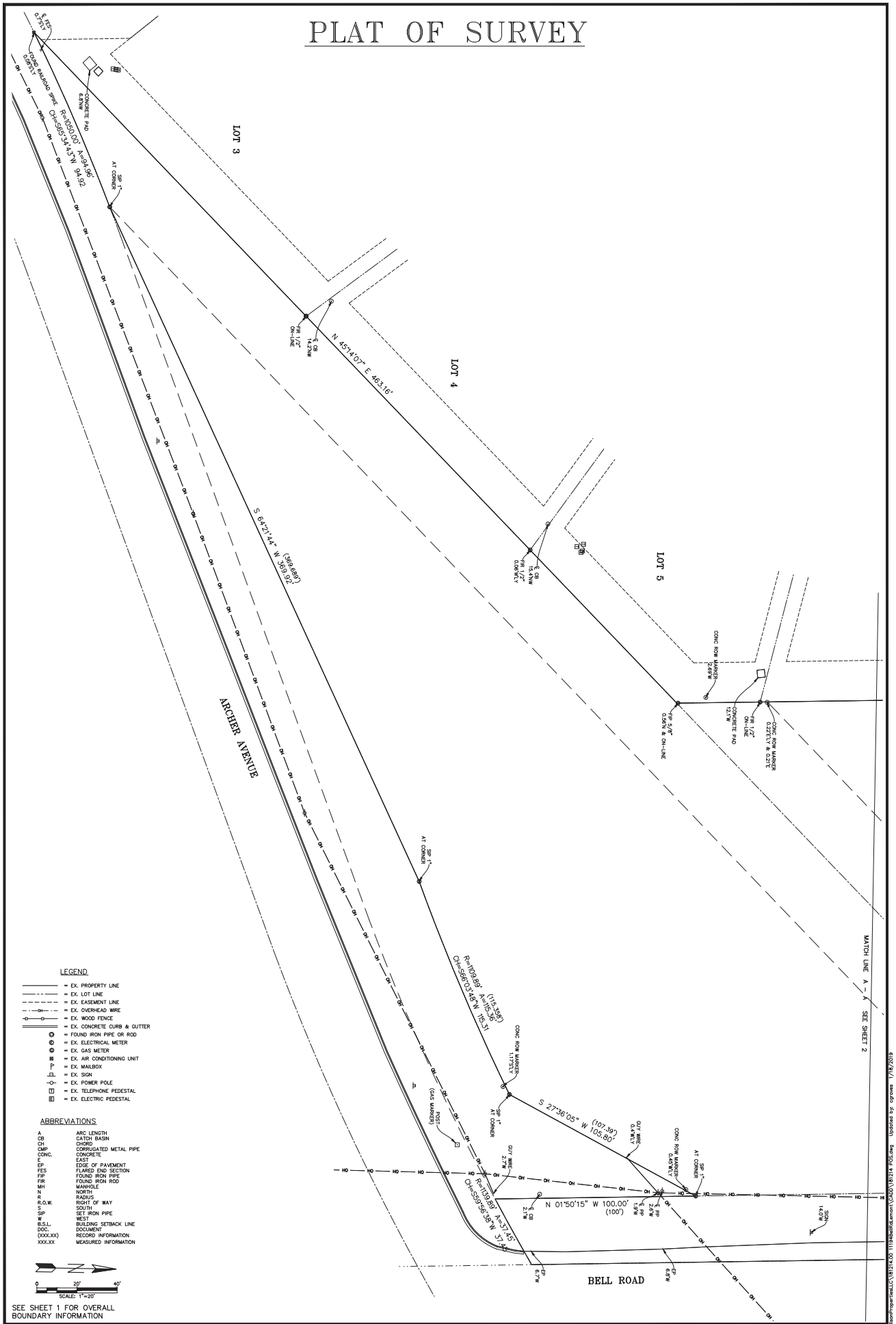
PLAT OF SURVEY



LEGEND

- = EX. PROPERTY LINE
- = EX. LOT LINE
- = EX. EASEMENT LINE
- = EX. OVERHEAD WIRE
- = EX. WOOD FENCE
- = EX. CONCRETE CURB & GUTTER
- = FOUND IRON PIPE OR ROD
- = EX. ELECTRICAL METER
- = EX. GAS METER
- = EX. AIR CONDITIONING UNIT
- = EX. MAILBOX
- = EX. SIGN
- = EX. POWER POLE
- = EX. TELEPHONE PEDESTAL
- = EX. ELECTRIC PEDESTAL

ABBREVIATIONS

A	ARC LENGTH
CB	CATCH BASIN
CH	CHORD
CMP	CORRUGATED METAL PIPE
CONC.	CONCRETE
E	EAST
EP	EDGE OF PAVEMENT
FES	FLARED END SECTION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
MH	MANHOLE
N	NORTH
R	RADIUS
R.O.W.	RIGHT OF WAY
S	SOUTH
SIP	SET IRON PIPE
W	WEST
B.S.L.	BUILDING SETBACK LINE
DOC.	DOCUMENT
(XXX.XX)	RECORD INFORMATION
XXX.XX	MEASURED INFORMATION

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

SEE SHEET 1 FOR OVERALL BOUNDARY INFORMATION

DRAWN BY: CCG
CHECKED BY: TBM
APPROVED BY: TBM

ENGINEERING RESOURCE ASSOCIATES

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PREPARED FOR:
ADDISON PROPERTIES LLC.

TITLE:
PLAT OF SURVEY
11194 BELL ROAD
LEMONT, ILLINOIS

SCALE: 1"=20'
DATE: JANUARY 18, 2019
JOB NO: 181214
SHEET 3 OF 3

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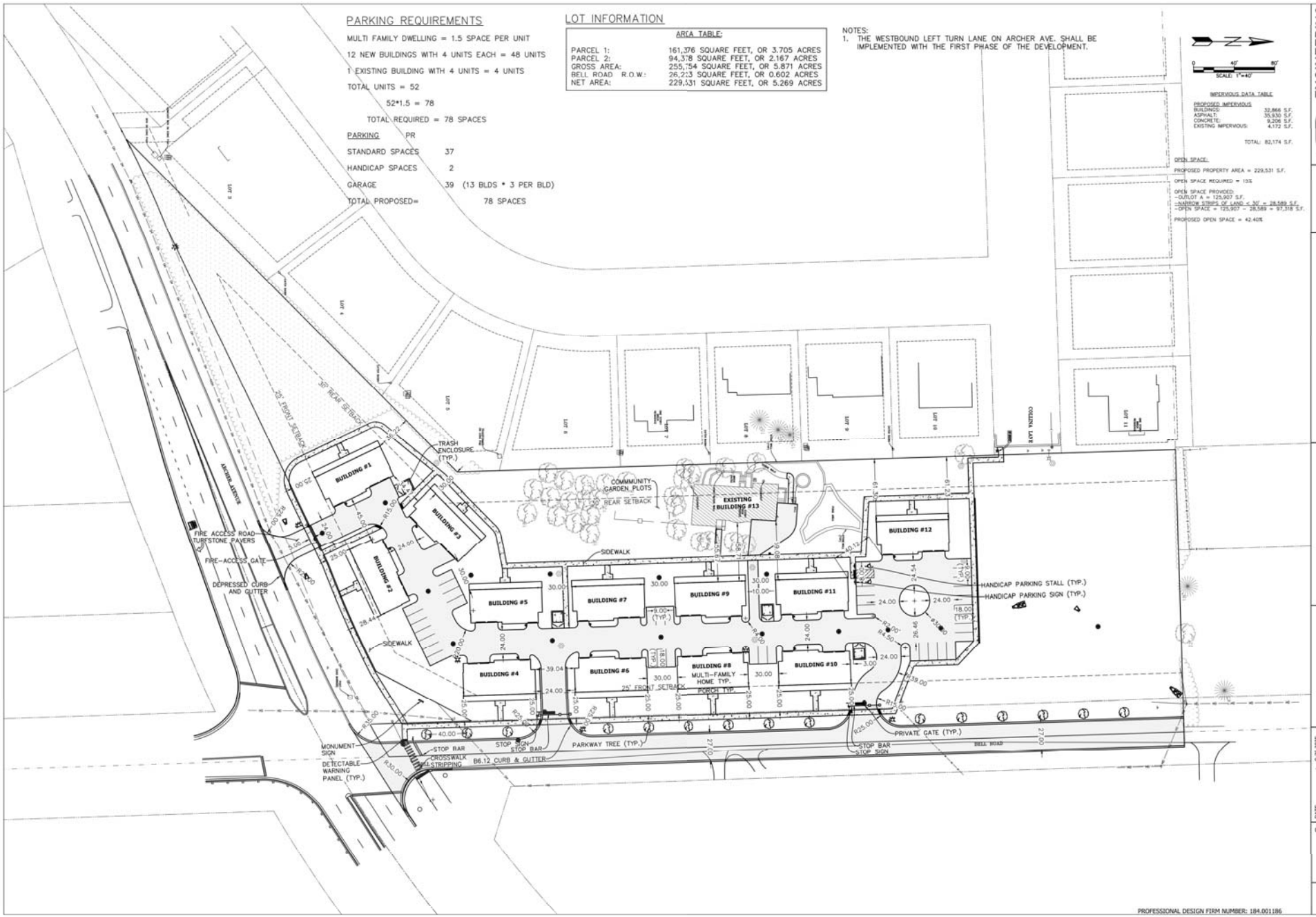
Attachment 4



PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

ENGINEERING RESOURCE ASSOCIATES
3535 WEST AVENUE, SUITE 190
WESTMONT, ILLINOIS 60559
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FAX (630) 293-3062
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LOTUS DESIGN/DEVELOPMENT
220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT # W21120.00

03-02-2026	KF PER VILLAGE COMMENTS
02-26-2026	KF PER REVIEW COMMENTS
01-26-2026	KF PER REVIEW COMMENTS
01-05-2026	KF PER REVIEW COMMENTS
DESCRIPTION:	

DATE	: 9-26-2025
PROJECT #	: W21102.00
DESIGNED BY	: KF
DRAWN BY	: NAV
CHECKED BY	: NAV

GEOMETRY PLAN

C-5.0
SHEET

BELMONT ESTATES

Lemont, Illinois

Project Summary



Prepared by Lotus Development 1873 LLC

Prepared for the Village of Lemont

April 10, 2026

LOTUS | Development 1873

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I. The Developer

The developer for the proposed Belmont Estates project is Lotus Development 1873 LLC ("Lotus"). Lotus was founded in 2016 and has been headquartered in Lemont since its inception. The company's first project in Lemont was the renovation of the former St. Patrick's Grade School, now known as St. James Academy, located on Illinois Street. In 2019, Lotus purchased and restored the long-vacant and deteriorating building, transforming it into a high-quality, loft-style nine-unit apartment building. The property has remained fully occupied since opening in 2020.

Shortly thereafter, Lotus developed the Marbella of Lemont, located at Lemont Street and Canal Street in the heart of downtown Lemont. Marbella is a five-story mixed-use building inspired by 19th-century Parisian architecture and includes 78 apartment units and approximately 8,000 square feet of retail space. Current commercial tenants include Bonita Bowls, Pilates House Lemont, and Lotus' corporate office, with the remaining retail space actively under negotiation. Since opening in 2024, Marbella has stabilized quickly, achieving approximately 90% occupancy within its first six months and maintaining a typical vacancy rate of under 5%.

In addition to development and construction, Lotus manages all its properties in-house, including leasing, property management, and maintenance. The company's on-site leasing presence allows for improved resident service, efficient operations, and consistent building quality.

Lotus Development is also an active participant in the Lemont community. The company has built strong relationships with neighboring businesses and regularly participates in local events such as Cruise Nights, the Holiday Lighting ceremony, and the Ice & Lights Festival.

II. Project Location

Belmont Estates is proposed at 11194 Bell Road in Lemont, Illinois. The site is located at the intersection of Archer Avenue and Bell Road, north of Archer Avenue and west of Bell Road. The property is adjacent to the Montefiori Estates subdivision to the west and five single-family homes to the north and east. Across Main Street to the north is the recently developed Gas-N-Wash site, which includes Mickey's Gyros and Dunkin' Donuts.



The subject property consists of two tax parcels, 22-23-203-012 and 22-23-203-013, measuring approximately 3.4 acres and 1.9 acres respectively, for a combined total of approximately 5.3 acres. An existing vacant single-family home is located on the site, featuring a

distinctive circular stone driveway with two access points from Bell Road. The property is surrounded by mature trees and established landscaping that contribute to its natural character.

III. Proposed Use

The proposed development is a multi-family residential community designed around the "Missing Middle" housing concept. This approach emphasizes house-scale buildings with multiple dwelling units arranged in a manner that supports walkability, community interaction, and multi-generational living.

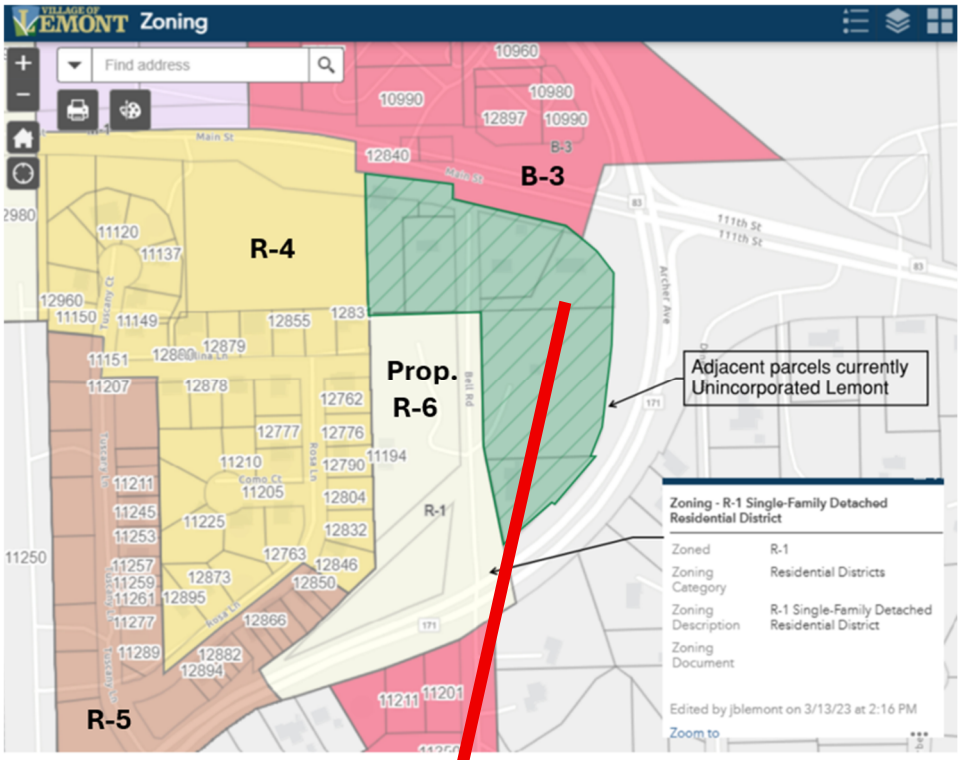
The conceptual plan consists primarily of four-unit buildings (fourplexes). The current site layout includes 12 new four-plex buildings totaling 48 dwelling units. Unit types will include a mix of one-bedroom/one-bath, one-bedroom/one-bath with den, and two-bedroom/two-bath layouts, with sizes ranging from approximately 850 to 1,100 square feet.

The developer is also proposing to renovate the existing single-family residence on the site and convert it into an additional fourplex. With this renovation, the development would include a total of 13 buildings and 52 dwelling units. This results in a proposed residential density of approximately 9.8 dwelling units per acre across the full 5.3-acre site.

IV. Zoning

The property is currently zoned R-1 Single-Family Detached. The developer has applied to rezone the property to R-6 Multi-Family Residential. The adjacent Montefiori Estates subdivision to the west includes a mix of R-4 (Single-Family Detached) and R-5 (Single-Family Attached) zoning, which supports a gradual and appropriate transition in density.

When the property was annexed into the Village of Lemont in 2018, surrounding parcels to the north and east remained unincorporated. These adjacent properties are currently zoned C-1 (Restricted Business District) and R-3 (Single-Family Residence District). The recently developed properties north of Main Street carry a B-3 (Arterial Commercial District) zoning designation.

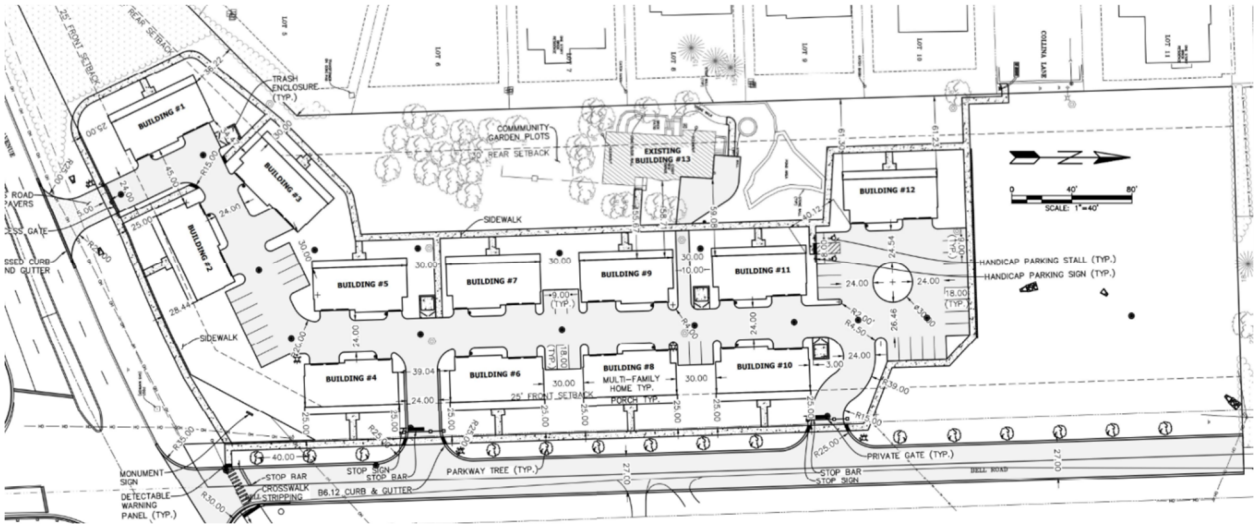

VILLAGE OF LEMONT Zoning
Find address
B-3
R-4
Prop. R-6
R-1
R-5
Adjacent parcels currently Unincorporated Lemont
Zoning - R-1 Single-Family Detached Residential District
Zoned R-1
Zoning Category Residential Districts
Zoning Description R-1 Single-Family Detached Residential District
Zoning Document
Edited by jblemont on 3/13/23 at 2:16 PM
Zoom to


MAIN ST
BELL RD
Restricted Business District (C1)
Restricted Business District (C1)
Single-Family Residence District (R3)
ARCHER AVE

V. Site Design

The preliminary site plan includes two points of gated-access from Bell Road, and an emergency-only access gate to the south from Archer Avenue. The development is organized in a courtyard-style layout with a central drive aisle and buildings mirrored on both sides, creating a pedestrian-friendly internal streetscape.

Each four-plex building includes three garage stalls. Additional parking is provided throughout the site and along Bell Road. In total, the development includes 78 parking spaces, consisting of 39 garage spaces and 39 courtyard parking spaces. Based on a requirement of 1.5 parking spaces per unit, the proposed 52 units require a minimum of 78 spaces, which is met by the current design.



Each fourplex occupies approximately 2,500 square feet of building footprint. The total building coverage is approximately 32,866 square feet, while roadways, sidewalks, and other impervious surfaces account for roughly 49,308 square feet. The remaining area, approximately 147,357 square feet, is dedicated to commonly owned and maintained open space, based on the Geometry Plan revision dated March 2, 2026.

Open spaces throughout the site will feature landscaped areas and community garden plots for resident use. Sidewalks and walking paths are designed to encourage residents to move

through the community, interact with neighbors, and connect to nearby neighborhoods. The walking path system also links into the Cal-Sag Trail, offering access to regional recreational amenities.

VI. Building Design

One of the primary goals of Belmont Estates is to introduce a housing type that bridges the gap between traditional single-family homes and larger apartment complexes. The fourplex model, a hallmark of Missing Middle housing, supports this objective.

While many fourplex buildings are traditionally designed with a single shared entrance and simple rectangular forms, Belmont Estates proposes an architectural approach inspired by Victorian-era design. This style allows each building to resemble a large single-family home, helping the development blend into Lemont's existing character and historic housing stock.

Although ornate Victorian detailing will be simplified for cost efficiency, key design elements will remain, including bay windows, gable roofs, dormers, corbels, brackets, and expansive front porches. These features provide visual interest and reinforce the residential scale of the buildings.



A defining feature of the design is the full-width front porch. Porches encourage social interaction, foster a sense of community, and allow residents to enjoy outdoor space. Each unit will have its own exterior entrance, reinforcing a sense of ownership and reducing the feel of a traditional apartment complex.

Floor plans have been carefully refined based on market demand observed at Marbella of Lemont. By eliminating unnecessary square footage, unit sizes are kept efficient while maintaining functionality and comfort. This approach helps reduce construction costs and supports more attainable rental rates, while still delivering a high-quality living experience.

VII. Public Benefit

Belmont Estates will provide a meaningful addition to Lemont's housing supply by introducing up to 52 new residential units. At full occupancy, the development could add approximately 94 residents to the community. Beyond the number of units, the type of housing offered is particularly significant.

The project supports multi-generational living, an increasingly important housing model. As of 2024, approximately 18% of the U.S. population is age 65 or older. Belmont Estates allows families to live near one another while maintaining independence, offering a practical alternative to more costly senior housing or assisted living options. This approach aligns with goals outlined in the Lemont 2030 Comprehensive Plan, which emphasizes strengthening family and community connections.

The development also supports the Village's vision for enhancing gateway corridors. With recent commercial investment along the Route 83 corridor, including the Gas-N-Wash development, Belmont Estates builds upon this momentum by introducing new residents who will support nearby businesses and future retail growth. The project is envisioned as a defining residential component of the Route 83 and Main Street Gateway District.

Infrastructure improvements are another key public benefit. The project will extend public utilities, including water and sanitary sewer, across the site, replacing reliance on wells and

septic systems in the area. Stormwater management improvements include a 1.6-acre-foot detention pond and a full storm sewer system. Additionally, the development will introduce street lighting and ADA-compliant sidewalks along Bell Road, improving safety and accessibility for residents and the broader community.

VIII. **Conclusion**

Belmont Estates represents a thoughtfully designed residential development that responds to Lemont's evolving housing needs while respecting the community's character and long-term planning goals. By incorporating Missing Middle housing, the project offers a balanced transition between single-family neighborhoods and higher-density development.

The proposal builds upon Lotus Development's proven track record in Lemont, introduces high-quality architectural design inspired by the Village's historic homes, and delivers efficient, attainable housing options for a broad range of residents. In addition, the project supports multi-generational living, strengthens gateway corridors, and provides meaningful infrastructure and public safety improvements.

Overall, Belmont Estates is positioned to be a positive and lasting addition to the Village of Lemont, enhancing both the housing market and the surrounding community.

BELMONT ESTATES PLANNED UNIT DEVELOPMENT IDENTIFIED DEVIATIONS WITH JUSTIFICATIONS

11194 Bell Road, Lemont, Illinois 60439

Prepared in Connection with PUD: Preliminary Application

INTRODUCTION

This document is filed in connection with the Belmont Estates Planned Unit Development (PUD) Preliminary Application submitted to the Village of Lemont. It identifies each zoning deviation and exception required for the Belmont Estates Development and provides the reasoning and justifications for such requested deviations. Deviations are identified based on the R-6 (Multi-Family Residential District) underlying zoning district for the subject property.

The Belmont Estates Development is a coordinated multi-family residential community on an approximately 5.269-acre site located at 11194 Bell Road, with frontage along Archer Avenue and Bell Road. The proposed development includes twelve (12) new four-unit multi-family buildings (forty-eight (48) new dwelling units) and one (1) existing residence to be converted into a four-unit building, for a total of fifty-two (52) dwelling units. The development preserves approximately 42% of the site as open space, significantly exceeding the 15% open space requirement for multi-family PUDs under Table 17-08-01.

The site contains unique constraints—including its existing residential structure, sloped topography, configuration along Archer Avenue and Bell Road, and the holistic, condominium-style subdivision approach proposed for the development—that make conventional, lot-by-lot zoning compliance impracticable and for which the Planned Unit Development process under Chapter 17.08 of the Lemont Unified Development Ordinance is specifically designed to provide relief.

This document corresponds to the Preliminary Geometry Plan (Sheet C-5.0) prepared by Engineering Resource Associates and the Tentative Plat of Subdivision prepared by Lotus Design/Development. All setback measurements, lot dimensions, and coverage calculations reference the building locations and lot configurations as shown on those exhibits.

Applicable Standard for PUD Deviations. The deviations identified in this document are requested under the framework of Section 17.08.040 of the Lemont Unified Development Ordinance, which provides that modifications deviating from the bulk, density, and design provisions of the ordinance "will be considered by the Village only in direct response to tangible community benefits received from the PUD," with such benefits including "outstanding architecture, the design and amount of open space, the quantity and quality of landscaping, sensitivity to existing topography or drainage, preservation of existing mature trees of exceptional quality, or other similar traits." Accordingly, the justification for each deviation set forth below is evaluated under this "tangible community benefits" standard rather than the "undue hardship" standard applicable to traditional variations under Section 17.04.150 of the Unified Development Ordinance.

For each requested deviation, this document identifies (i) the Code Citation, (ii) the Code Requirement, (iii) the Proposed Deviation, and (iv) the Justification / Community Benefits supporting the deviation.

SECTION A: ZONING CODE & PLANNED DEVELOPMENT DEVIATIONS

Deviations 1–6: Identified by the Applicant in connection with the Preliminary PUD Application.

Deviation #1: Front Yard Setback – Covered Front Porch Encroachment (Buildings 2, 4, 6, 8, and 10)

Code Citation: Chapter 17.07, Table 17-07-01 – Lot and Dimensional Standards for the R Districts (R-6 District: Minimum Front Yard Setback)

Code Requirement: The minimum front yard setback in the R-6 zoning district shall be twenty-five (25) feet.

Proposed Deviation: The principal building façades of Buildings 2, 4, 6, 8, and 10 comply with the required twenty-five (25) foot setback. The proposed covered front porches associated with these buildings extend approximately six (6) feet forward of the principal façade, resulting in a setback of approximately nineteen (19) feet from the front property line along Bell Road.

Justification/Community Benefit: Allowing the porch encroachments toward the Bell Road right-of-way avoids shifting the development further west, thereby maintaining greater separation from the adjacent single-family homes and resulting in improved compatibility with surrounding residential uses. Because the encroachment occurs along a lower-speed, minimally traveled local street, it enhances the neighborhood streetscape without creating traffic or safety concerns. The covered front porches are a defining feature of the Victorian-era architectural inspiration for the development and are essential to achieving the intended character and visual quality of the buildings as viewed from Archer Avenue and Bell Road. The proposed deviation is minor and limited to porch elements only, resulting in no meaningful change to the overall building massing, scale, or site layout.

Deviation #2: Rear Yard Setback – Conversion of Existing Residence into a Fourplex (Building 13)

Code Citation: Chapter 17.07, Table 17-07-01 – Lot and Dimensional Standards for the R Districts (R-6 District: Minimum Rear Yard Setback)

Code Requirement: The minimum rear yard setback in the R-6 zoning district shall be thirty (30) feet.

Proposed Deviation: The existing one-story single-family residence (Building 13) is proposed to be converted and used as a two-story four-unit (fourplex) building. The existing structure is currently located approximately twenty (20) feet from the rear property line.

Justification/Community Benefit: The reduced rear yard setback is a pre-existing condition associated with the existing single-family residence on the site and was not created by the proposed development. The request does not introduce a new encroachment but rather allows the continued use and improvement of an existing structure that is already situated within the required setback. The building is located adjacent to a single-family residence to the west; however, the setback condition is longstanding, and the proposed improvements do not reduce the existing horizontal separation between structures. The proposed vertical addition will be designed with appropriate architectural treatments, massing, and orientation to ensure compatibility with the adjacent residential property and to minimize visual impact. In addition, the landscape plan for the

development will incorporate supplemental plantings, screening, and buffer landscaping along the rear and side property lines adjacent to Building 13 to further minimize impacts on the neighboring residence, soften the visual presence of the converted structure, and enhance privacy between properties. Demolishing and reconstructing a code-compliant structure on this lot would be economically unreasonable and contrary to the PUD's goal of integrating existing and new uses into a cohesive development.

Deviation #3: Minimum Lot Size

Code Citation: Chapter 17.07, Table 17-07-01 – Lot and Dimensional Standards for the R Districts (R-6 District: Minimum Lot Size)

Code Requirement: The minimum lot size in the R-6 zoning district shall be ten thousand (10,000) square feet.

Proposed Deviation: The Applicant proposes lots of approximately four thousand (4,000) square feet in size, intentionally configured to closely outline each building's footprint.

Justification/Community Benefit: The proposed 4,000 square foot lots function as a condominium-style subdivision rather than a traditional fee-simple lot pattern. This plat of subdivision approach allows the overall 5.269-acre property to remain unified in design while preserving approximately 42% of the site as open space—significantly exceeding the 15% open space requirement for multi-family PUDs under Table 17-08-01—and therefore better fulfills the intent of the ordinance despite the technical deviation in lot area. The minimum lot size requirement is designed for traditional subdivision patterns and does not appropriately apply to a coordinated Planned Unit Development, where site design, density, and open space are managed holistically rather than on a per-lot basis. Strict application of the 10,000 square foot minimum would not improve site design but would instead require an artificial expansion of lot boundaries that would diminish open space and undermine the cohesive planning approach of the development.

Deviation #4: Minimum Lot Area per Unit

Code Citation: Chapter 17.07, Table 17-07-01 – Lot and Dimensional Standards for the R Districts (R-6 District: Minimum Lot Area per Unit)

Code Requirement: The minimum lot area per dwelling unit in the R-6 zoning district shall be two thousand five hundred (2,500) square feet.

Proposed Deviation: The Applicant proposes approximately one thousand (1,000) square feet of lot area per dwelling unit when calculated on a per-lot basis.

Justification/Community Benefit: The minimum lot area per unit standard is intended to regulate density in conventional development patterns by ensuring an appropriate amount of land is associated with each dwelling. In this case, density is more appropriately evaluated at the site level, as the proposed development functions as a unified Planned Unit Development rather than a collection of independent lots. When considered across the entire 5.269-acre site, the overall density remains consistent with the intent of the R-6 district and does not exceed what would otherwise be permitted on a holistic basis. The reduced per-unit lot area is a direct result of configuring lots to align closely with building footprints, effectively treating them as building envelopes rather than traditional land divisions. The remainder of the site is preserved as shared

open space, circulation, and common areas, resulting in approximately 42% open space—nearly three times the required 15%. As such, each dwelling unit is effectively supported by substantially more land area than the per-lot calculation suggests. Strict application of the minimum lot area per unit requirement in this context would not reduce density or improve site design but would instead require artificial expansion of lot boundaries that would diminish open space, reduce design efficiency, and undermine the cohesive planning approach of the development.

Deviation #5: Maximum Lot Coverage

Code Citation: Chapter 17.07, Table 17-07-01 – Lot and Dimensional Standards for the R Districts (R-6 District: Maximum Lot Coverage)

Code Requirement: The maximum lot coverage in the R-6 zoning district shall be sixty-five percent (65%) of the total lot area.

Proposed Deviation: The Applicant proposes a maximum lot coverage of approximately seventy percent (70%) on the proposed lots.

Justification/Community Benefit: This minor deviation results from the configuration of the lots relative to the building footprints and is primarily a function of the subdivision approach, where lots are intentionally drawn to closely align with the building envelopes rather than traditional lot boundaries. As a result, the lot coverage calculation appears higher on a per-lot basis, even though the overall site design remains balanced and buildings continue to meet the necessary side yard separations and proper building spacing. The deviation is minimal in nature, equating to approximately 292 square feet per lot, and does not result in any meaningful increase in building mass, scale, or impervious coverage beyond what is already proposed. Strict adherence to the 65% standard would require only minor adjustments to lot boundaries—rather than any substantive change to the development itself—and would not result in a better planning outcome.

Deviation #6: Tree Preservation Plan and Tree Survey – Deferral Until Final Engineering

Code Citation: Section 17.20.130 – Tree Preservation; and PUD Application Requirements (Tree Preservation Plan for PUD applications)

Code Requirement: A tree preservation plan, including a tree survey conducted by a qualified arborist or landscape architect identifying all trees six (6) inches DBH or larger and detailing protection measures, is required as part of an application for approval of preliminary plans/plats and is a required submittal for PUD applications.

Proposed Deviation: The Applicant respectfully requests an exception from the requirement to submit a detailed tree survey and tree preservation plan at this preliminary stage of the PUD process, with the understanding that the Applicant will submit a complete tree survey and preservation plan at a later stage of the approval process.

Justification/Community Benefit: The proposed development is currently at a preliminary design stage, during which the site layout, grading strategy, and infrastructure design continue to be refined. Due to the anticipated extent of site grading necessary to accommodate the building footprints, drive aisles, stormwater management features, and the overall site organization, the feasibility of preserving specific existing trees cannot be accurately determined at this time. The Applicant believes that preparation of a detailed tree preservation plan at this preliminary stage would be premature and may not reflect the final development conditions. The Applicant has taken

a comprehensive planning approach that prioritizes overall site organization, open space allocation, and long-term landscape design. As the project advances and grading and engineering plans are finalized, opportunities for tree preservation and integration of existing vegetation will be more clearly identified and can be incorporated into a coordinated landscape plan for Village review and approval. The Applicant is committed to complying with the Village's tree preservation standards and is willing to prepare and submit a detailed tree survey and preservation plan at a later stage of the approval process, when the information can be developed with greater accuracy and relevance to the final design.

Attachment 5

LOTUS | Development 1873

11194 Bell Road Rezoning – LaSalle Factors Compliance

Requested Zoning Change: R-1 (Single Family Detached) to R-6 (Multi-Family Residential)

Applicant: Lotus Development 1873, LLC.

Location: 5.3 Acres at 11194 Bell Road, Lemont, IL

Lotus Development 1873 has submitted a rezoning application for the combined 5.3-acre properties located at 11194 Bell Road. The developer has requested a new designation of R-6 (Multi Family Residential) from the current R-1 (Single Family Detached). This document explains how the proposed development and rezoning addresses each of the LaSalle/ Sinclair Factors used to evaluate whether a zoning change is appropriate.

1. Existing Uses and Zoning of Nearby Properties

- West: Estates of Montefiori subdivision (R-4 Single Family Detached and R-5 Single Family Attached) with densities of 8–10 units/acre (townhomes specifically).
- South (across Archer Ave): B-3 Arterial Commercial (vacant 2 acres).
- North: Partially developed commercial site with Gas N' Wash, Dunkin Donuts, Mickey's Gyros, and future retail.
- East (unincorporated): Single family homes zoned C-1 (Restricted Business) and R-3 (Single Family Residence). These properties are a part of the Developer's plans to acquire and annex/rezone like the subject property.
- Proposed R-6 (≈9.8 units/acre) is compatible with existing medium-density housing and will support nearby retail and commercial corridors.

- Proposed R-6 will create transitional zoning (R-4 & R-5 to R-6) from west to east and will allow for future additional multifamily or commercial/community retail on the east side of Bell Road.

2. Impact on Property Values

- Rezoning is anticipated to *increase* surrounding property values by introducing high-quality, million-dollar+ buildings with upgraded infrastructure and landscaped walking paths as well as increasing population to support existing and future businesses in the nearby properties.
- Higher property values and improved aesthetics will benefit the entire corridor.
- No evidence suggests diminution of value to neighboring properties.

3. Promotion of Public Health, Safety, Morals, and General Welfare

- The existing property at 11194 Bell Road utilizes well water, a septic tank and currently has no street lighting or sidewalks. The development of this property and addition of necessary infrastructure improvements will accommodate the potential population increase and support the Village of Lemont's long-term plan of growth along the Eastern Gateway.

- Installation of municipal water service, storm sewer, and sanitary sewer in place of private wells/septic improves public health.

- Street lighting and ADA-compliant sidewalks increase safety and accessibility.
- Infrastructure improvements (roads, drainage, etc.) will meet Village standards, benefiting all users of Bell Road.
- Increased tax revenue will support public services, schools, and facilities.

4. Relative Gain to Public vs. Hardship to Owner
- Public benefits: expanded housing options, increase Real Estate Tax revenue, improved infrastructure, and support for East Gateway commercial growth.
- Owner hardship without rezoning: inability to develop property to its highest and best use given location, demand, and topography.
- Potential public inconveniences (construction noise & dust) are temporary; only lasting impact is modest traffic increase to the corner of Bell Rd and Archer Ave.

5. Suitability of Property for Current Zoning (R-1)
- The site's location on a major corridor, proximity to commercial areas, and natural topography make it more suited for higher-density residential than low-density single family or a commercial zoning designation.
- R-1 zoning underutilizes the property and does not match current market demand or the Village of Lemont's 2030 Plan.
- A commercial designation would require significant, intrusive earthwork & roadway upgrades; multifamily residential is more feasible and compatible.

6. Length of Time Property Has Remained Unchanged Under Current Zoning
- Property has been used as a residential rental by the developer since 2018 with no substantial improvements or redevelopment.
- Adjacent parcels have developed in the last decade, while this site has remained static under R-1 zoning.
- Vacant parcels nearby have sat undeveloped for decades, suggesting existing zoning is a barrier to productive use.

7. Public Need for the Proposed Use & Consistency with Comprehensive Plan
- Lemont 2030 Comprehensive Plan designates this area as an "Economic Activity Center."
- R-6 zoning supports the plan's goals for higher density housing near commercial corridors and infrastructure hubs.
- Additional residents will provide a "built-in" customer base for the planned retail and services.

8. Community Need for Proposed Use OR The thoroughness with which the municipality as planned and zoned its land use.
- Lemont's housing market shows strong demand for rental housing—Marbella of Lemont (78 units) reached full occupancy within 8 months of opening.
- Rising single-family home prices have priced out many first-time buyers, increasing demand for quality rental options.

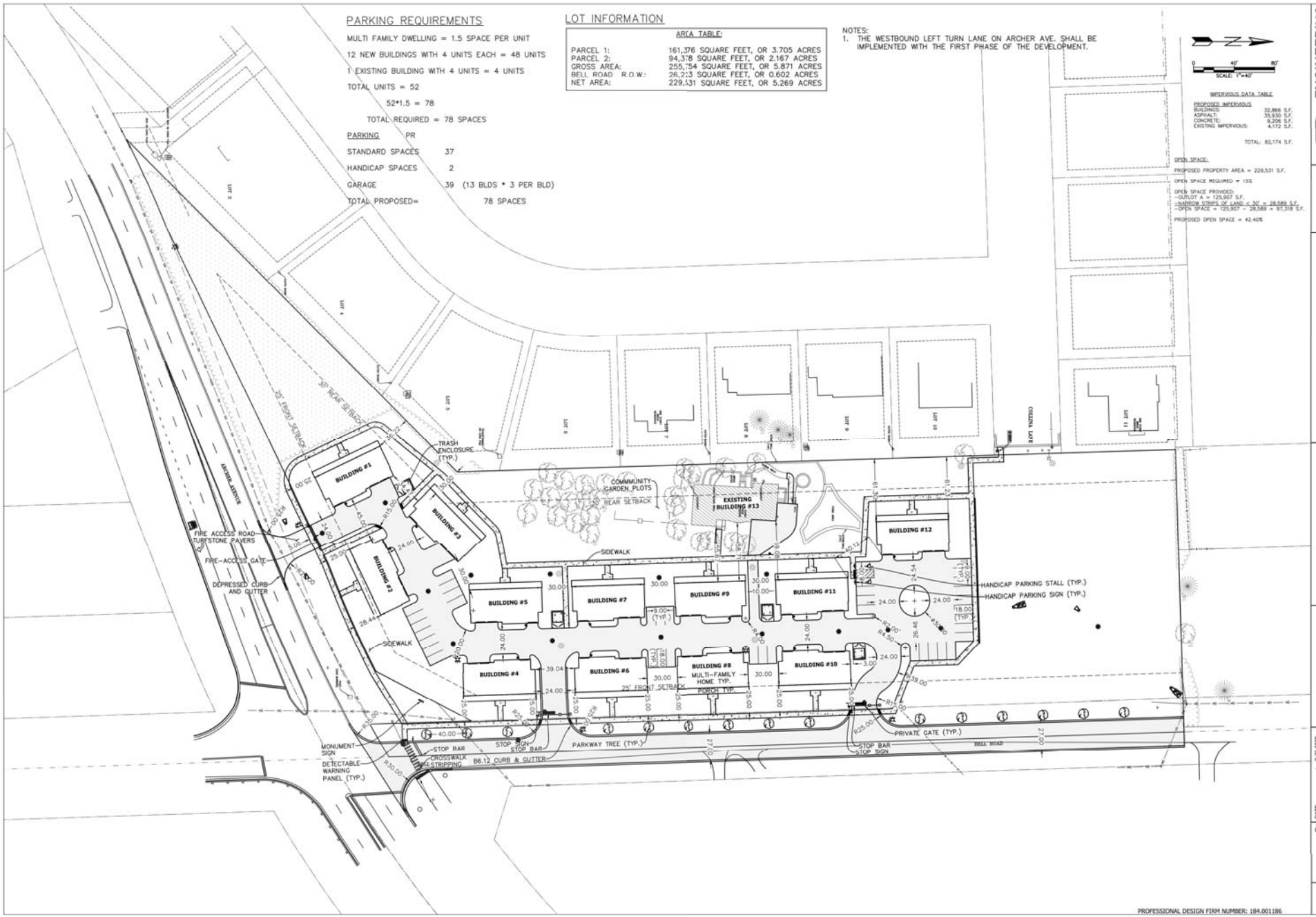
- The development's proposed infrastructure improvements align with the results of the village's preliminary study on the capacity of the existing sanitary sewer system.

- The project addresses a growing need for diverse, attainable housing within the village.

The proposed rezoning of 11194 Bell Road from R-1 to R-6 satisfies all LaSalle/Sinclair Factors and advances the Village of Lemont's long-term vision. The change is consistent with surrounding land uses, will not diminish— and is likely to enhance—adjacent property values, and delivers tangible public benefits including improved infrastructure, expanded housing choice, increased tax revenue, and stronger support for nearby businesses. The project aligns directly with the Lemont 2030 Comprehensive Plan's designation of this corridor as an Economic Activity Center and responds to a demonstrated demand for quality multi-family housing.

For these reasons, approval of the rezoning request is both reasonable and in the best interest of the Village of Lemont and its residents.

Attachment 6



PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

ENGINEERING RESOURCE ASSOCIATES
3535 WEST AVENUE, SUITE 190
WESTMONT, ILLINOIS 60559
PHONE (630) 293-3060
FAX (630) 293-3062
www.engineeringresource.com

LOTUS DESIGN/DEVELOPMENT
220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT # W21120.00

03-02-2026	KF PER VILLAGE COMMENTS
02-26-2026	KF PER REVIEW COMMENTS
01-26-2026	KF PER REVIEW COMMENTS
01-05-2026	KF PER REVIEW COMMENTS
DESCRIPTION:	

DATE	: 9-26-2025
PROJECT #	: W21102.00
DESIGNED BY	: KF
DRAWN BY	: NAV
CHECKED BY	: NAV

GEOMETRY PLAN

C-5.0
SHEET

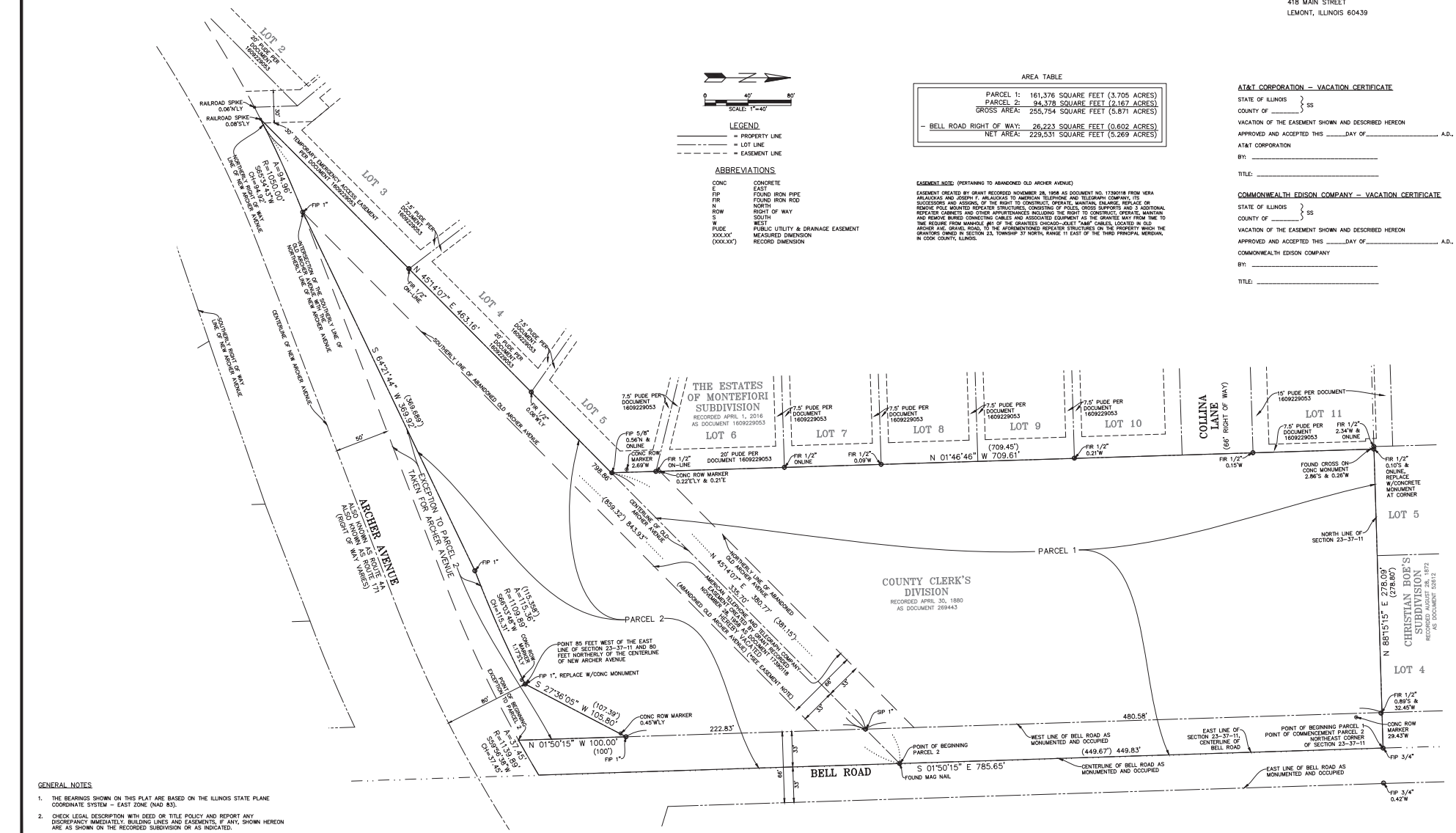
SHEET 1: BOUNDARY INFORMATION
SHEET 2: LOT DETAIL
SHEET 3: CERTIFICATES AND EASEMENT PROVISIONS

BELMONT ESTATES SUBDIVISION

BEING PART OF THE NORTHEAST QUARTER OF SECTION 23 IN TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AFTER RECORDING MAIL TO:
VILLAGE OF LEMONT
ATTN: VILLAGE ENGINEER
418 MAIN STREET
LEMONT, ILLINOIS 60439

PIN:
PARCEL 1: 22-23-203-012
PARCEL 2: 22-23-203-013



GENERAL NOTES

1. THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM – EAST ZONE (NAD 83).
2. CHECK LEGAL DESCRIPTION WITH DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY IMMEDIATELY. BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE AS SHOWN ON THE RECORDED SUBDIVISION OR AS INDICATED.
3. ALL AREAS LISTED IN THE AREA SUMMARY TABLE ARE MORE OR LESS.
4. ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
5. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.

AT&T CORPORATION – VACATION CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF _____ }

VACATION OF THE EASEMENT SHOWN AND DESCRIBED HEREON

APPROVED AND ACCEPTED THIS _____DAY OF_____, A.D., 20 ____

AT&T CORPORATION

BY: _____

TITLE: _____

COMMONWEALTH EDISON COMPANY – VACATION CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF _____ }

VACATION OF THE EASEMENT SHOWN AND DESCRIBED HEREON

APPROVED AND ACCEPTED THIS _____DAY OF_____, A.D., 20 ____

COMMONWEALTH EDISON COMPANY

BY: _____

TITLE: _____

REVISIONS:					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRAWN BY: SDS
CHECKED BY: TBM
APPROVED BY: TBM

ENGINEERING RESOURCE ASSOCIATES
35701 WEST AVENUE, SUITE 150, WARRENVILLE, ILLINOIS 60555, PHONE (630) 393-3060, FAX (630) 393-2152
10 S. RIVERSIDE PLAZA, SUITE 875, CHICAGO, ILLINOIS 60606, PHONE (312) 474-7841, FAX (312) 474-6099
2416 GALEN DRIVE, CchampaIGN, ILLINOIS 61821, PHONE (217) 351-6268, FAX (217) 355-1902

PREPARED FOR:
LOTUS DESIGN/DEVELOPMENT
220 E ILLINOIS STREET UNIT 101
LEMONT, IL 60439

TITLE:
BELMONT ESTATES SUBDIVISION
11194 BELL ROAD
LEMONT, IL 60439

SCALE: 1"=40'
DATE: 11-06-2025
JOB NO: W25102.00
SHEET 1 OF 3

G:\PROJECTS\Lotus Design and Development\W25102.00 11194 Bell Rd, Lemont\CADD\BURVEY\W25102.00 Plat of Subdivision.dwg Updated by: sasku1ch 11/6/2025

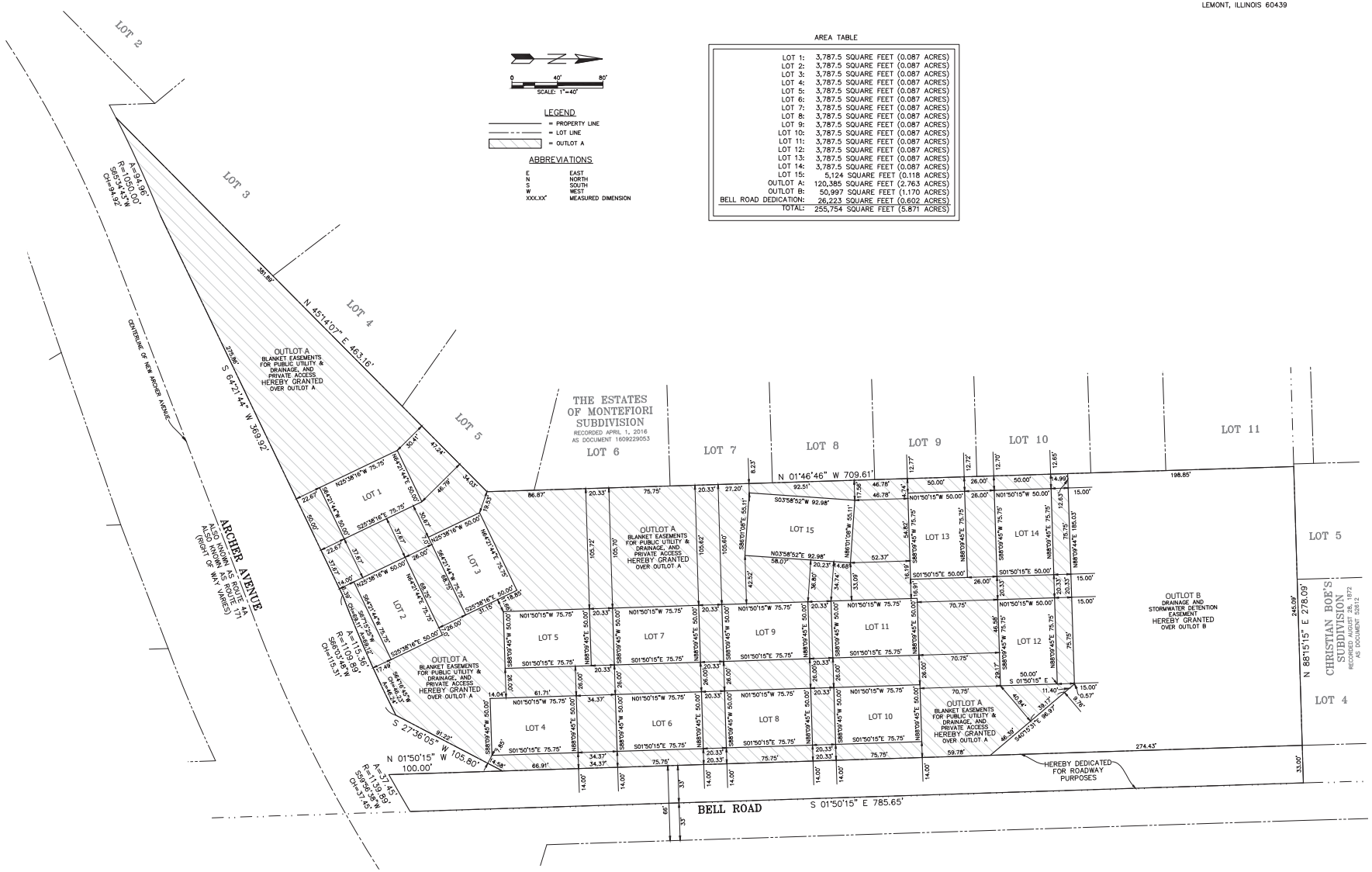
SHEET 1: BOUNDARY INFORMATION
SHEET 2: LOT DETAIL
SHEET 3: CERTIFICATES AND EASEMENT PROVISIONS

BELMONT ESTATES SUBDIVISION

BEING PART OF THE NORTHEAST QUARTER OF SECTION 23 IN TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AFTER RECORDING MAIL TO:
VILLAGE OF LEMONT
ATTN: VILLAGE ENGINEER
418 MAIN STREET
LEMONT, ILLINOIS 60439

PIN:
PARCEL 1: 22-23-203-012
PARCEL 2: 22-23-203-013



AREA TABLE

LOT 1:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 2:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 3:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 4:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 5:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 6:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 7:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 8:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 9:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 10:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 11:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 12:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 13:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 14:	3,787.5 SQUARE FEET (0.087 ACRES)
LOT 15:	5,124 SQUARE FEET (0.118 ACRES)
OUTLOT A:	120,385 SQUARE FEET (2.763 ACRES)
OUTLOT B:	50,997 SQUARE FEET (1.170 ACRES)
BELL ROAD DEDICATION:	26,223 SQUARE FEET (0.602 ACRES)
TOTAL:	255,754 SQUARE FEET (5.871 ACRES)

REVISIONS:					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRAWN BY: SDS
CHECKED BY: TBM
APPROVED BY: TBM

ENGINEERING RESOURCE ASSOCIATES
35701 WEST AVENUE, SUITE 150, WARRENVILLE, ILLINOIS 60555, PHONE (630) 393-3060, FAX (630) 393-2152
10 S. RIVERSIDE PLAZA, SUITE 875, CHICAGO, ILLINOIS 60606, PHONE (312) 474-7841, FAX (312) 474-6099
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PREPARED FOR:
LOTUS DESIGN/DEVELOPMENT
220 E ILLINOIS STREET UNIT 101
LEMONT, IL 60439

TITLE:
BELMONT ESTATES SUBDIVISION
11194 BELL RD.
LEMONT, IL 60439

SCALE: 1"=40'
DATE: 11-06-2025
JOB NO: W25102.00
SHEET 2 OF 3

G:\PROJECTS\Lotus Design and Development\W25102.00 11194 Bell Rd, Lemont\CADD\[BURKEY\W25102.00 Plat of Subdivision.dwg Updated by: sasku1ch 11/6/2025

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BELMONT ESTATES SUBDIVISION

BEING PART OF THE NORTHEAST QUARTER OF SECTION 23 IN TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

MAIL TAX BILL TO:

_____
_____
_____
_____

AFTER RECORDING MAIL TO:

VILLAGE OF LEMONT
ATTN: VILLAGE ENGINEER
418 MAIN STREET
LEMONT, ILLINOIS 60439

PIN:
PARCEL 1: 22-23-203-012
PARCEL 2: 22-23-203-013

OWNER'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF _____ } SS

I, _____, DO HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED IN THE CAPTION TO THE PLAT HEREON DRAWN AND AS SUCH OWNER, I HAVE CAUSED SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS HEREON SHOWN, AS MY OWN FREE AND VOLUNTARY ACT AND DEED.

I HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT, INCLUDING BUT NOT LIMITED TO, THOROUGHFARES, STREETS, ALLEYS, WALKWAYS AND PUBLIC SERVICES; GRANT THE TELEPHONE, GAS, ELECTRIC AND ANY OTHER PUBLIC OR PRIVATE UTILITY EASEMENTS AS STATED AND SHOWN ON THIS PLAT; AND GRANT AND DECLARE THE STORM WATER DRAINAGE AND DETENTION EASEMENTS AS STATED AND SHOWN ON THIS PLAT.

I FURTHER CERTIFY THAT THERE ARE NO UNPAID DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS AFFECTING THE LAND DESCRIBED AND SHOWN ON THIS SUBDIVISION PLAT OR, IF ANY OF SAID INSTALLMENTS ARE NOT PAID, THEN SUCH INSTALLMENTS HAVE BEEN DIVIDED IN ACCORDANCE WITH THE SUBDIVISION AND APPROVED BY THE COURT WHICH CONFIRMED THE SPECIAL ASSESSMENT AND THE PROPER COLLECTOR OF ANY SUCH SPECIAL ASSESSMENT AND THE PROPER COLLECTOR OF ANY SUCH SPECIAL ASSESSMENT HAS SO CERTIFIED SUCH DIVISION ON THE FACE OF THIS SUBDIVISION PLAT.

I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, I THE UNDERSIGNED AS OWNER OF THE PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF:

ELEMENTARY SCHOOL DISTRICT: COMBINED SCHOOL DISTRICT CC 113A
HIGH SCHOOL DISTRICT: LEMONT TOWNSHIP HIGH SCHOOL 210
JUNIOR COLLEGE DISTRICT: JOLIET JUNIOR COLLEGE DISTRICT 525
IN COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____, A.D., 20____.

_____
OWNER'S SIGNATURE

_____
PRINTED NAME AND TITLE

NOTARY CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF_____ } SS

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ RESPECTIVELY, THE
_____ (TITLE) OF _____
(CORPORATION), PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS OWNER, AS SUCH

_____ (TITLE), RESPECTFULLY, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE SIGNED THE SAID INSTRUMENT AS THEIR

OWN FREE AND VOLUNTARY ACT OF SAID _____
(CORPORATION), FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, A.D. 20___.

BY: _____
NOTARY PUBLIC

SURFACE WATER STATEMENT

STATE OF ILLINOIS }
COUNTY OF _____ } SS

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 LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, A.D. 20____.

_____
OWNER OR ATTORNEY

_____
ENGINEER

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF LEMONT, COOK, WILL, AND DUPAGE 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 _____, A.D. 20____.

BY: _____
VILLAGE ENGINEER

VILLAGE TREASURER CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

I, _____, VILLAGE TREASURER OF THE VILLAGE OF LEMONT, COOK, WILL, AND DUPAGE 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 AND BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

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

IDOT CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF §2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
JOSE RIOS, P.E.
REGION ONE ENGINEER

PRIVATE ACCESS EASEMENT PROVISIONS

AN EASEMENT IS HEREBY GRANTED ACROSS OUTLOT A TO THE OWNERS OF ALL LOTS WITHIN BELMONT ESTATES AS SHOWN HEREON, THEIR SUCCESSORS AND ASSIGNS, VISITORS AND THEIR DESIGNEES FOR PERPETUAL PEDESTRIAN USE, ENJOYMENT, PEDESTRIAN INGRESS AND EGRESS, AND ALSO FOR THE PERPETUAL VEHICULAR ACCESS AND VEHICULAR INGRESS AND EGRESS OVER THE PAVED ROADWAY WITHIN SAID LOTS. OUTLOT A SHALL NOT BE USED BY SAID OWNERS, SUCCESSORS AND ASSIGNS, VISITORS AND DESIGNEES IN A MANNER THAT WOULD BLOCK OR RESTRICT THE ACCESS AND FREE FLOW OF TRAFFIC TO ANY INDIVIDUAL LOT PLATTED HEREON.

FOR VILLAGE REVIEW

PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

A NON-EXCLUSIVE PERPETUAL EASEMENT IS HEREBY RESERVED AND GRANTED TO THE VILLAGE OF LEMONT, AND THEIR SUCCESSORS AND ASSIGNS OVER ALL AREAS DESIGNATED "PUBLIC UTILITY AND DRAINAGE EASEMENT" AND THOSE AREAS DESIGNATED "PU & DE" ON THE PLAT, TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS TRANSMISSIONS, DISTRIBUTION, AND COLLECTION SYSTEMS, INCLUDING BUT NOT LIMITED TO WATER LINES, SANITARY SEWERS AND STORM SEWERS, TOGETHER WITH ANY AND ALL NECESSARY VALVE VAULTS, FIRE HYDRANTS, MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE, OVER, UPON, ALONG, UNDER AND THROUGH THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT, TOGETHER WITH THE RIGHT OF ACCESS FOR NECESSARY LABOR, MATERIALS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE, WITHOUT OBLIGATION TO RESTORE OR REPLACE ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO TREES, SHRUBS, OTHER PLANTS, STRUCTURES OR IMPROVEMENTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SUCH LINES AND SEWERS. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, LANDSCAPE AREAS, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCE OF THE VILLAGE OF LEMONT AND TO VILLAGE APPROVAL AS TO DESIGN AND LOCATION.

PERPETUAL EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF LEMONT AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS, AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE AND EMERGENCY AND ROUTINE POLICE, FIRE, AND OTHER PUBLIC SAFETY RELATED SERVICES.

COM ED COMPANY AND AT&T CORPORATION

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO COMED COMPANY AND AT&T CORPORATION, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL AND REMOVAL OF OVERHEAD AND UNDERGROUND ELECTRIC AND COMMUNICATIONS CABLES AND APPURTENANCES IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS REQUIRED TO PROVIDE THE SUBDIVISION AND OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, WITH ELECTRIC AND COMMUNICATIONS SERVICES, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES.

NO BUILDING OR OTHER OBSTRUCTION SHALL BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

NICOR CORPORATION/NICOR GAS COMPANY

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NICOR CORPORATION AND NICOR GAS COMPANY, THEIR SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL AND REMOVAL OF GAS MAINS AND APPURTENANCES IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS AS REQUIRED TO PROVIDE THE SUBDIVISION AND OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, WITH GAS SUPPLY SERVICES, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS FOR EACH LOT. NO BUILDINGS OR OTHER OBSTRUCTION SHALL BE CONSTRUCTED OR ERECTED IN ANY SUCH "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AREAS, WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY.

COMCAST COMMUNICATIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO COMCAST COMMUNICATIONS CORPORATION, OPERATING WITHIN THE VILLAGE OF LEMONT, IT'S SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL AND REMOVAL OF CABLE COMMUNICATION AND BROADCAST SIGNAL SYSTEMS IN, UNDERI ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS AS REQUIRED TO PROVIDE THE SUBDIVISION AND OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, WITH COMMUNICATION AND BROADCAST TV SERVICES, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS FOR EACH LOT. NO BUILDINGS OR OTHER OBSTRUCTION SHALL BE CONSTRUCTED OR ERECTED IN ANY SUCH "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AREAS, WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY.

DRAINAGE AND STORMWATER DETENTION EASEMENT

DECLARANT HEREBY RESERVES AND GRANTS TO THE VILLAGE OF LEMONT EASEMENTS IN, OVER, UNDER, THROUGH, AND UPON THOSE AREAS DESIGNATED ON THE PLAT AS "DRAINAGE AND STORMWATER DETENTION EASEMENT" OR "D.E." FOR PURPOSES OF PROVIDING ADEQUATE STORMWATER DRAINAGE CONTROL TOGETHER WITH REASONABLE ACCESS THERETO. SAID EASEMENTS SHALL BE PERPETUAL AND SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON THE DECLARANT, ITS SUCCESSORS, HEIRS, EXECUTORS AND ASSIGNS. TO ENSURE THE INTEGRITY OF THE STORMWATER FACILITIES, NO OBSTRUCTION SHALL BE PLACED, NOR ALTERATIONS MADE, INCLUDING ALTERATIONS IN THE FINAL TOPOGRAPHICAL GRADING PLAN WHICH IN ANY MANNER IMPEDED OR DIMINISH STORMWATER DRAINAGE OF DETENTION IN, OVER, UNDER, THROUGH OR UPON SAID EASEMENT AREAS. IN THE EVENT SUCH OBSTRUCTION OR ALTERATIONS ARE FOUND TO EXIST, THE VILLAGE SHALL, UPON SEVENTY-TWO (72) HOURS PRIOR NOTICE TO THE PROPERTY OWNER, HAVE THE RIGHT, BUT NOT THE DUTY, TO PERFORM, OR HAVE PERFORMED ON ITS BEHALF, THE REMOVAL OF SAID OBSTRUCTION OR ALTERATIONS OR TO PERFORM OTHER REPAIR, ALTERATION OR REPLACEMENT AS MAY REASONABLY BE NECESSARY TO ENSURE THAT ADEQUATE STORMWATER STORAGE, STORM DRAINAGE, DETENTION AND RETENTION FACILITIES AND APPURTENANCES THERETO REMAIN FULLY OPERATIONAL AND THAT THE CONDITION OF SAID DRAINAGE EASEMENT COMPLIES WITH ALL APPLICABLE VILLAGE CODES. IN THE EVENT OF AN EMERGENCY SITUATION, AS DETERMINED BY THE VILLAGE, THE SEVENTY-TWO (72) HOURS PRIOR NOTICE REQUIREMENT SET FORTH ABOVE SHALL NOT APPLY, AND THE VILLAGE SHALL HAVE THE RIGHT, BUT NOT THE DUTY, TO PROCEED WITHOUT NOTICE TO THE PROPERTY OWNER.

IN THE EVENT THE VILLAGE SHALL PERFORM, OR HAVE PERFORMED ON ITS BEHALF, REMOVAL OF ANY OBSTRUCTION OR ALTERATION TO OR UPON THE STORMWATER FACILITIES DRAINAGE EASEMENT, AS SET FORTH IN THIS EASEMENT, THE COST OF SUCH WORK SHALL, UPON RECORDATION OF NOTICE OF LIEN WITH THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, CONSTITUTE A LIEN AGAINST THE ASSETS OF THE PROPERTY OWNER WHICH CAUSED SUCH OBSTRUCTION OR ALTERATION.

THE COST OF THE WORK INCURRED BY THE VILLAGE SHALL INCLUDE ALL EXPENSES AND COSTS ASSOCIATED WITH THE PERFORMANCE OF SUCH WORK INCLUDING, BUT NOT LIMITED TO, REASONABLE ENGINEERING, CONSULTING AND ATTORNEYS' FEES RELATED TO THE PLANNING AND ACTUAL PERFORMANCE OF THE WORK.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, TIMOTHY B. MARTINEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED THE PROPERTY DESCRIBED AS FOLLOWS:

PARCEL 1:
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 23; THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 278.80 FEET; THENCE SOUTH 709.45 FEET, MORE OR LESS, TO THE CENTER LINE OF OLD ARCHER AVENUE; THENCE NORTHEASTERLY ALONG SAID CENTER LINE 381.15 FEET; MORE OR LESS, TO THE EAST LINE OF SAID SECTION; THENCE NORTH ALONG SAID EAST LINE 449.67 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING; IN COOK COUNTY, ILLINOIS

PARCEL 2:
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 23; THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 449.67 FEET TO THE CENTER LINE OF OLD ARCHER AVENUE FOR A PLACE OF BEGINNING; THENCE SOUTHWESTERLY ALONG THE SAID CENTER LINE 859.32 FEET, MORE OR LESS, TO THE NORTHERLY RIGHT-OF-WAY OF NEW ARCHER AVENUE (ROUTE 4A); THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF SAID NEW ARCHER AVENUE (ROUTE 4A) TO THE EAST LINE OF SAID SECTION 23; THENCE NORTH ALONG SAID EAST LINE OF THE PLACE OF BEGINNING; EXCEPTING THEREFROM: BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF NEW ARCHER AVENUE WITH THE WEST LINE OF BELL ROAD; THENCE NORTH ALONG THE WEST LINE OF BELL ROAD A DISTANCE OF 100 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG LINE DISTANCE OF 107.39 FEET, SAID POINT BEING 85 FEET WEST OF THE EAST LINE OF SAID SECTION 23, AND 80 FEET NORTHERLY OF THE CENTER LINE OF NEW ARCHER AVENUE; THENCE SOUTHWESTERLY ALONG A CURVED LINE, BEING CONVEX TO THE SOUTH AND HAVING A RADIUS OF 1109.89 FEET, A DISTANCE OF 115.358 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE A DISTANCE OF 369.689 FEET, MORE OR LESS TO A POINT, SAID POINT BEING THE INTERSECTION OF THE SOUTHERLY LINE OF OLD ARCHER ROAD WITH THE NORTHERLY LINE OF NEW ARCHER AVENUE THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF NEW ARCHER AVENUE TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

AND THAT THE SAID PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE SAME. 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 BASED ON EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, PANEL NUMBER 17031C0058J, EFFECTIVE DATE OF AUGUST 19, 2008, THAT THE PARCEL INCLUDED IN THIS RECORD OF DEED IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA.

FURTHERMORE, I DESIGNATE THE VILLAGE OF LEMONT TO ACT AS MY AGENT, FOR THE PURPOSES OF RECORDING THIS DOCUMENT.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D. 202___.

FOR REVIEW

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003782
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184.001186
LICENSE EXPIRES APRIL 30, 2027

DATE OF FIELD SURVEY: JANUARY 18, 2019.
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

TIMOTHY B. MARTINEK 3782 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WARRENVILLE, ILLINOIS

REVISIONS:					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRAWN BY: SDS
CHECKED BY: TBM
APPROVED BY: TBM

ENGINEERING RESOURCE ASSOCIATES
35701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
PHONE (630) 393-3060
FAX (630) 393-2152

10 S. RIVERSIDE PLAZA, SUITE 875
CHICAGO, ILLINOIS 60606
PHONE (312) 474-7841
FAX (312) 474-6099

2416 GALEN DRIVE
CHAMPAIGN, ILLINOIS 61821
PHONE (217) 351-6268
FAX (217) 355-1902

PREPARED FOR:
LOTUS DESIGN/DEVELOPMENT
220 E ILLINOIS STREET UNIT 101
LEMONT, IL 60439

TITLE:
BELMONT ESTATES SUBDIVISION
11194 BELL ROAD
LEMONT, IL 60439

SCALE: N/A
DATE: 11-06-2025
JOB NO: W25102.00
SHEET 3 OF 3

G:\PROJECTS\Lotus Design and Development\W25102.00 11194 Bell Rd, Lemont\CADD\SURVEY\W25102.00 Plat of Subdivision.dwg Updated by: asekulich 11/6/2025

Attachment 7

BELMONT ESTATES

11194 BELL RD, LEMONT, ILLINOIS 60439
JOB NO. W25102.00
PRELIMINARY ENGINEERING

INDEX TO DRAWINGS

SHEET #	SHEET TITLE
C-1.0	COVER
C-2.0	GENERAL NOTES
C-2.1	MWRD NOTES
C-3.0	EXISTING CONDITIONS
C-4.0	DEMOLITION PLAN
C-5.0	GEOMETRY AND
C-6.0	STORM SEWER PLAN
C-6.1	SANITARY SEWER PLAN
C-6.2	WATER MAIN PLAN
C-7.0	GRADING PLAN
C-8.0	EROSION CONTROL PLAN
C-8.1	EROSION CONTROL NOTES
C-8.2	EROSION CONTROL DETAILS
C-9.0	CONSTRUCTION DETAILS
C-10.0	DRAINAGE PLAN
EX-1.0:1.2	AUTO-TURN ANALYSIS

EX ZONING - R-1 (SINGLE FAMILY DETACHED)
PROPOSED ZONING - R-6 (MULTI FAMILY RESIDENTIAL)



COUNTY: COOK
TOWNSHIP:37N
RANGE: 11E
SECTION:23

LOCATION MAP

PREPARED FOR:
LOTUS DESIGN/DEVELOPMENT

220 E ILLINOIS ST. UNIT 101
LEMONT, IL 60439
(630) 285-0200

VILLAGE CONTACTS

VILLAGE HALL	(630) 257-1550
COMMUNITY DEVELOPMENT DEPT.	(630) 257-1595
418 MAIN ST.	
LEMONT, IL 60439	
PUBLIC WORKS DEPT.	(630) 257-2532
16680 NEW AVENUE	
LEMONT, IL 60439	

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ENGINEERING
RESOURCE ASSOCIATES

2416 GALEN DRIVE
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3S701 WEST AVENUE, SUITE 150
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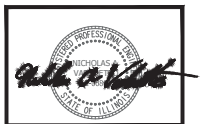
FAX (630) 393-2152

10 S. RIVERSIDE PLAZA , SUITE 875
CHICAGO, ILLINOIS 60606
PHONE (312) 474-7841
FAX (312) 474-6099

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF THE SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THESE LOT IMPROVEMENTS OR ANY PART THEREOF, OR THAT IF SUCH WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES. SO THAT THE DEVELOPMENT SHALL NOT ADVERSELY INCREASE FLOOD ELEVATIONS OR DECREASE FLOOD CONVEYANCE CAPACITY UPSTREAM OR DOWNSTREAM OF THE PROJECT AREA.



NICHOLAS A. VARCHETTO, P.E.
IL. P.E. NO. 062-068622
Expires November 30, 2027

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

ENGINEERING
RESOURCE ASSOCIATES
3S701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
PHONE (630) 393-3060
FAX (630) 393-2152
www.eraconsultants.com

LOTUS DESIGN/DEVELOPMENT
220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT # W25120.00

DESCRIPTION:
05-07-2026 KF PER VILLAGE COMMENTS
03-06-2026 KF PER VILLAGE COMMENTS
02-04-2026 KF PER COMM. COMMENTS
01-26-2026 KF PER REVIEW COMMENTS
01-05-2026 KF PER REVIEW COMMENTS

DATE	: 9-29-2025
PROJECT #	: W25102.00
DESIGNED BY	: KF
DRAWN BY	: NAV
CHECKED BY	: NAV

COVER

C-1.0
SHEET

GENERAL NOTES:

1. AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ALL PHASES OF WORK, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING:

   ENGINEERING RESOURCE ASSOCIATES: (630) 393-3060

   VILLAGE OF ORLAND PARK DEVELOPMENT SERVICES:(708) 403-5300

   VILLAGE OF ORLAND PARK PUBLIC WORKS: (708) 403-6350

2. UTILITY INFORMATION IS BASED UPON FIELD MEASUREMENTS AND BEST AVAILABLE RECORDS. FIELD DATA IS LIMITED TO THAT WHICH IS VISIBLE AND CAN BE MEASURED. THIS DOES NOT PRECLUDE THE EXISTENCE OF OTHER UNDERGROUND UTILITIES.

3. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. (800) 892-0123, 48 HOURS PRIOR TO ANY EXCAVATION WORK TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES.

4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING DOCUMENTS:

   a. IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN THE STATE OF ILLINOIS", LATEST EDITION.

   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS"

   c. MWRDGC "WATERSHED MANAGEMENT ORDINANCE"

   d. ILLINOIS URBAN MANUAL, LATEST EDITION

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC. "THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AS ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION, SHALL BE CONSULTED. APPROPRIATE CONTROL METHODS SHOULD BE APPLIED TO THE SPECIFIC SITUATIONS AND TYPES OF CONSTRUCTION OPERATIONS BEING PERFORMED.

6. THE CONTRACTOR SHALL ESTABLISH THE NECESSARY PERFORMANCE BONDS REQUIRED. PERMITS SHALL BE OBTAINED FROM ALL OUTSIDE GOVERNMENTAL AGENCIES HAVING JURISDICTION PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES.

7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING THE MOST RECENT SET OF "APPROVED" FINAL ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

8. THE CONTRACTOR IS TO VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION AND WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE SAME.

9. CONTRACTOR SHALL RESTORE OFF-SITE SURFACES TO ORIGINAL CONDITION IF DAMAGED BY CONSTRUCTION.

10. THE CONTRACTOR IS TO PROVIDE THE VILLAGE ENGINEER WITH RECORD DRAWINGS OF ALL UTILITIES SHOWING LOCATIONS OF ALL SEWER PIPE, MAINS, SERVICE STUBS, & STRUCTURES.

11. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES OF CONSTRUCTION. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO PERFORM OR FURNISH THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

12. THE ENGINEER WARRANTS THE DESIGN, RECOMMENDATIONS, AND SPECIFICATIONS TO HAVE BEEN PROMULGATED ON CONDITIONS GENERALLY ENCOUNTERED WITHIN THE INDUSTRY. THE ENGINEER ASSUMES NO RESPONSIBILITY WHATSOEVER, WITH RESPECT TO THE DESIGN RECOMMENDATIONS AND SPECIFICATIONS, FOR COMPLEX OR UNUSUAL SOIL CONDITIONS ENCOUNTERED ON THE PROJECT. IT SHALL BE THE OWNER'S/BIDDER'S RESPONSIBILITY TO ASCERTAIN THE EXACT NATURE OF SUBSURFACE CONDITIONS PRIOR TO THE CONSTRUCTION OF THE IMPROVEMENT.

13. ALL TRENCHES CAUSED BY THE CONSTRUCTION OF SEWERS, WATERMAINS, WATER SERVICE PIPES AND IN EXCAVATIONS AROUND CATCH BASINS, MANHOLES, INLETS AND OTHER APPURTENCES WHICH OCCUR WITHIN TWO FEET OF THE LIMITS OF EXISTING AND PROPOSED PAVEMENT IMPROVEMENTS, SIDEWALKS, AND CURB AND GUTTERS SHALL BE BACKFILLED WITH TRENCH BACKFILL (AS DEFINED IN SECTION 208 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SPECIAL PROVISIONS).

14. AT LEAST 2 WORKING DAYS BEFORE COMMENCEMENT OF ANY WORK ACTIVITIES, THE CONTRACTOR WILL BE REQUIRED TO ATTEND AN ON-SITE PRECONSTRUCTION CONFERENCE. AT THIS CONFERENCE, THE CONTRACTOR WILL BE REQUIRED TO FURNISH AND DISCUSS INCLUDING BUT NOT LIMITED TO THE FOLLOWING: 1) WRITTEN PROGRESS SCHEDULE AND BEGINNING OF WORK 2) NAMES OF PROJECT MANAGER, FIELD SUPERINTENDENT AND THE NAME AND PHONE NUMBER OF A RESPONSIBLE INDIVIDUAL WHO CAN BE REACHED 24 HOURS A DAY.

15. THE CONTRACTOR SHALL NOT BE PERMITTED TO OPERATE EXISTING WATER VALVES OR HYDRANTS WITHOUT PERMISSION FROM THE WATER DEPARTMENT . THE CONTRACTOR SHALL CALL THE WATER DEPARTMENT 24 HOURS PRIOR TO THE NEED TO OPERATE THE VALVES OR HYDRANTS.

16. THE OWNER SHALL PROVIDE A FULL AND COMPLETE CIVIL ENGINEERING RECORD DRAWING PLAN SET IN HARD COPY AND AUTOCAD AT THE COMPLETION OF THE PROJECT. THE RECORD DRAWINGS SHALL INCLUDE ANY CHANGES FROM THE ORIGINAL CIVIL ENGINEERING PLANS. CURRENT ELEVATIONS SHALL BE SHOWN FOR THE FOLLOWING, AT A MINIMUM: 1) ALL RIM AND INVERTS 2) GRADE INFLECTION POINTS WITH PERIODIC GRADES SHOTS IN LEVEL AREAS 3) DETENTION POND GRADES WITH VOLUME CALCULATION. ADD NOTE COMPARING ACTUAL TO REQUIRED POND VOLUME.

17. DUST CONTROL WILL BE IN ACCORDANCE WITH IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN THE STATE OF ILLINOIS", LATEST EDITION, SECTION 107.36.

18. ANY DEWATERING NECESSARY FOR THE INSTALLATION OF THE IMPROVEMENTS AS SHOWN ON THE PLANS SHALL BE THE CONTRACTORS RESPONSIBILITY. THE COST FOR DEWATERING SHALL BE INCLUDED IN THE INSTALLATION OF THE IMPROVEMENTS.

19. ANY POOR SOILS ENCOUNTERED UNDER AREAS TO BE PAVED SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

20. THE CONTRACTOR SHALL TAKE CARE TO PROTECT ADJACENT LAND TO THE PROJECT BY NOT DISTURBING THE SOIL BY DRIVING VEHICLES ON IT.

21. CONTRACTOR SHALL BE HELD RESPONSIBLE FOR DAMAGE TO PLANT MATERIAL OR SOILS OUTSIDE THE CONSTRUCTION LIMITS.

22. ANY REMOVAL ITEMS SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH THE SPECIFICATIONS

23. FIRE HYDRANTS SHALL BE REQUIRED AND IN SERVICE PRIOR TO VERTICAL CONSTRUCTION WITH A MINIMUM FIRE FLOW 1000 GPM FOR 2 HOURS. HYDRANTS SHALL BE NO FURTHER THAN 250' FROM ANY HOME WITH AN AVERAGE SPACING BETWEEN HYDRANTS OF 500'.

24. DURING CONSTRUCTION, ALL ROADS SHALL BE HARD SURFACED (TEMPORARY OR PERMANENT) AND IN PLACE, CAPABLE OF SUPPORTING VEHICLE LOADING UNDER ALL WEATHER CONDITIONS, PURSUANT TO THE 2015 INTERNATIONAL FIRE CODE, CHAPTER 5, CHAPTER 33, AND APPENDIX D. THE BINDER COAT SHALL BE AN ACCEPTABLE MATERIAL. ACCESS FOR FIRE DEPARTMENT VEHICLES SHALL BE MAINTAINED AT ALL TIMES.

STORM SEWER:

1. STORM SEWER PIPE RCP SHALL CONFORM TO CLASS B MATERIALS FROM SECTION 550 OF THE IDOT STANDARDS SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

2. SEWER PIPE JOINTS SHALL BE SEALED WITH "O-RING" GASKETS. WATERMAIN QUALITY PIPE JOINTS SHALL BE "O-RING" TYPE, ASTM C-443

3. VERTICAL SEPARATION:

3.1. A WATERMAIN SHALL BE SEPARATED FROM A SEWER SO THAT ITS INVERT IS A MINIMUM OF 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN (10) FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN

3.2. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRE-STRESSED CONCRETE PIPE, OR PVC PIPE EQUIVALENT TO WATERMAIN STANDARDS OF CONSTRUCTION WHEN:

3.2.1. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED ABOVE, OR:

3.2.2. THE WATERMAIN PASSES UNDER A SEWER OR DRAIN.

3.3. A VERTICAL SEPARATION OF 18" BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER, SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN, AS SHOWN ON THE PLANS OR APPROVED BY THE ENGINEER.

3.4. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST 10 FEET.

4. MANHOLES AND CATCH BASINS SHALL BE PRECAST REINFORCED CONCRETE - ASTM C-478 AND ASTM C-443 CONFORMING TO THE FOLLOWING MINIMUM SIZE CRITERIA UNLESS SPECIFIED OTHERWISE: A.) FOR SEWER EIGHTEEN (18) INCH DIAMETER OR LESS, MANHOLE SHALL HAVE A FORTY-EIGHT (48) INCH INSIDE DIAMETER. B.) FOR SEWER TWENTY-ONE (21) INCH TO THIRTY-SIX (36) INCH IN DIAMETER, MANHOLE SHALL HAVE A SIXTY (60) INCH INSIDE DIAMETER. C.) FOR SEWER GREATER THAN THIRTY-SIX (36) INCH DIAMETER, MANHOLE SHALL HAVE AN OFFSET RISER PIPE OF FORTY-EIGHT (48) INCH INSIDE DIAMETER.

5. NO MORE THAN TWO PRECAST ADJUSTING RINGS WITH A MAXIMUM HEIGHT ADJUSTMENT OF 8 INCHES SHALL BE ALLOWED.

6. INLETS SHALL BE TWENTY-FOUR (24) INCH DIAMETER PRECAST REINFORCED CONCRETE CONFORMING TO ASTM C-478.

7. FOUR INCHES OF CA-7 CRUSHED GRAVEL OR CRUSHED STONE AGGREGATE SHALL BE USED AS BEDDING UNDER THE PIPE. THE BEDDING STONE SHALL BE GRADED ALONG THE ENTIRE LENGTH OF PIPE TO PROVIDE FULL BEARING. THE BEDDING STONE SHAL EXTEND TO THE SPRINGLINE OF THE PIPE.

8. ANY PIPES OR MANHOLES CONTAINING SEDIMENT SHALL BE CLEANED OUT PRIOR TO FINAL ACCEPTANCE.

9. STORM SEWER MANHOLE JOINTS SHALL BE SEALED WITH "O-RING" GASKETS OR MASTIC MATERIAL.

PAVEMENT, SIDEWALK:

10. EXPANSION JOINTS SHALL BE PLACED, AS A MINIMUM AT ALL CONSTRUCTION JOINTS IN THE CURB. EXPANSION JOINTS SHALL BE DOWELED AND SPACED NO MORE THAN SIXTY (60) REE ON CENTER.

11. PRIOR TO PLACING ANY PAVEMENT MATERIAL, THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY PREPARING AND COMPACTING THE SUBGRADE. THE PAVEMENT BASE COURSE SHALL BE PROOF-ROLLED WITH A FULLY LOADED DUMP TRUCK. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE PROOF-ROLLING. ADDITIONAL PROOF-ROLLS MAY BE NECESSARY TO VERIFY THAT ANY UNSTABLE AREAS HAVE BE REPAIRED. NO PAVEMENT MATERIAL IS TO BE PAVED ON A WET OR SOFT SUBGRADE.

12. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT TO A NEAT EDGE ALONG LIMITS OF PROPOSED REMOVAL BEFORE REMOVAL OPERATIONS BEGIN.

SANITARY SEWER:

1. EMBEDMENT MATERIALS FOR BEDDING, HAUNCHING AND INITIAL BACKFILL TO AT LEAST TWELVE INCHES OVER THE TOP OF THE PIPE WITH CA-7. PROCESSED MATERIAL PRODUCED FOR HIGHWAY CONSTRUCTION USED IN THE PROJECT CLASSIFIED ACCORDING TO PARTICLE SIZE, SHAPE AND GRADATION IN ACCORDANCE WITH ASTM D-2321-89, SECTION 9, TABLE 1.

2. ALL RIGID GRAVITY SEWER PIPE TO BE INSTALLED IN ACCORDANCE WITH ASTM C-12 AND BEDDING MATERIAL CA-7.

3. A CURRENT COLOR VIDEO RECORD AND A TYPE WRITTEN TRANSCRIPTION OF THE INTERNAL INSPECTION OF THE NEWLY CONSTRUCTED SEWER SYSTEM SHALL BE SUBMITTED PRIOR TO REFUNDING OF SITE IMPROVEMENT ESCROW RETENTION MONIES BY THE VILLAGE OF ORLAND PARK. ALL PUBLIC MAINS SHALL BE VIDEOTAPED. THE CONTRACTOR MUST ROTATE THE LENS OF THE CAMERA TO LOOK AT ALL SERVICES. THE SERVICE CONNECTIONS MUST BE NOTED IN THE TELEVISION REPORT. WHEN THE PROPOSED SANITARY SEWER SYSTEM IS TO CONNECT TO AN EXISTING SANITARY SEWER SYSTEM ABUTTING THE PROPERTY, THE EXISTING CONTIGUOUS SEWERS WITH THE VILLAGE OF ORLAND PARK. ALL LINES SHALL BE FLUSHED AND CLEANED PRIOR TO VIDEOTAPING.

4. THE MINIMUM BUILDING SANITARY SEWER SERVICE SIZE SHALL BE BE SIX (6) INCHES IN DIAMETER. THE SERVICE LATERAL SHALL SLOPE TOWARD THE MAIN AT THE MINIMUM RATE OF ONE(1) PERCENT.

5. MANHOLES SHALL BE PRECAST REINFORCED CONCRETE- ASTM C-478 WITH TONGUE AND GROOVE JOINTS SEALED WITH GASKETS CONFORMING TO ASTM C-443 OR BITUMINOUS JOINTING MATERIAL.

6. NO MORE THAN TWO PRECAST ADJUSTING RINGS WITH A MAXIMUM HEIGHT ADJUSTMENT OF SIX INCHES SHALL BE ALLOWED.

7. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER-TIGHT PIPE TO MANHOLE SLEEVES OR SEALS, PER ASTM C-923.

8. MANHOLES SHALL INCLUDE EXTERNAL CHIMNEY SEALS.

9. ALL SANITARY SEWER CONSTRUCTION REQUIRES SIX (6) INCHES OF CA-7 CRUSHED GRAVEL OR CRUSHED STONE BEDDING UNDER THE PIPE. BEDDING STONE SHALL EXTEND TO A POINT TWELVE INCHES ABOVE THE TOP OF PIPE.

10. THE INSTALLATION OF SANITARY SEWER AND APPURTENANCES SHALL CONFORM TO THE REQUIREMENTS OF ASTM D-2321 FOR PVC PIPE AND FITTINGS.

11. BACKFILLING OF THE TRENCH SHALL BE ACCOMPLISHED BY CAREFUL REPLACEMENT OF THE EXCAVATED MATERIAL AFTER THE PIPE, BEDDING, AND THE COVER MATERIAL HAVE BEEN INSTALLED. ANY PIPE INSTALLED UNDER OR WITHIN TWO (2) FEET OF A PAVEMENT EDGE, SIDEWALK, OR CURB AND GUTTER SHALL BE BACKFILLED TO THE TOP OF THE TRENCH WITH CA-7 MATERIAL.

12. "BAND-SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPE DISSIMILAR MATERIALS. ALL CHANGES OF MATERIAL SHALL OCCUR INSIDE A MANHOLE.

13. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHOULD BE USED: A.) CIRCULAR SAWCUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE. B.) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION. C.) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND-SEAL" OR SIMILAR COUPLINGS TO HOLE IT FIRMLY IN PLACE.

14. MANHOLE FRAMES SHALL BE NEENAH NO. R-1710 / WATERTIGHT LID OR EAST JORDAN IRON WORKS 1020AGS. ALL CLOSED LIDS SHALL HAVE A CONCEALED PICK HOLE. WATER AND SANITARY LIDS SHALL BE WATER TIGHT AND SELF-SEALING. LIDS SHALL BE EMBOSSED WITH "SANITARY SEWER" AND "VILLAGE OF ORLAND PARK", UNLESS OTHERWISE NOTED.

15. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER.

16. ALL SANITARY SEWER PIPES SHALL BE TESTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AS A MINIMUM, AND WITH THE VILLAGE OF ORLAND PARK SANITARY CODE REQUIREMENTS, INCLUDING VISUAL, TELEVISED, INFILTRATION, EXFILTRATION, AIR TESTS, LEAKAGE TESTS AND DEFLECTION TESTS.

17. THE SEWER SHALL MEET THE REQUIREMENTS OF EXFILTRATION OR AIR UNDER PRESSURE AND TELEVISION INSPECTION. ALL TEST MUST BE CONDUCTED IN THE PRESENCE OF AN EMPLOYEE OF THE VILLAGE AND THE ENGINEER'S REPRESENTATIVES.

18. MANHOLES SHALL BE TESTED PER ASTM C1244.

19. ALL SANITARY SEWER AND SERVICES TO BE WATERMAIN QUALITY SEWER.

SOIL EROSION CONTROL PLAN:

1. THE PROJECT AREA SHALL BE GRADED SO A MINIMAL AMOUNT OF STORMWATER RUNOFF AND LIKEWISE SOIL SEDIMENT WILL DISCHARGE UNRESTRICTED FROM THE SITE.

2. IN ACCORDANCE WITH THE NPDES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EROSION CONTROL PROTECTION DURING CONSTRUCTION AS WELL AS PROVIDING PROTECTION TO ADJOINING STREETS FROM MUD AND POLLUTED RUNOFF AS WELL AS KEEPING EXISTING PAVEMENT CLEAN OF MUD AND DEBRIS. PAVEMENT SWEEPING OF COUNTY ROADS SHALL BE PERFORMED AS NECESSARY OR AT THE DIRECTION OF THE COUNTY ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE INSPECTED AND CLEANED OR OTHERWISE MAINTAINED ON A WEEKLY BASIS, AND WITHIN 24 HOURS AFTER ANY SIGNIFICANT RAINFALL (0.5 INCHES OR GREATER) TO INSURE THAT ANY DAMAGE THAT MAY HAVE OCCURRED IS REPAIRED. ALL EROSION CONTROL INSTALLATION SHALL BE APPROVED BY THE VILLAGE OF ORLAND PARK BEFORE CONSTRUCTION IS ALLOWED TO BEGIN.

3. INLET PROTECTORS SHALL BE USED IN ALL STORM GRATES DURING CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE RESTORATION IS SUFFICIENTLY ESTABLISHED. THE INLET PROTECTORS SHALL BE MAINTAINED BY THE CONTRACTOR. THE CONTRACTOR SHALL KEEP A MAINTENANCE LOG. THE COUNTY ENGINEER CAN DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL.

4. SILT FENCING SHALL REMAIN IN PLACE THROUGH THE CONSTRUCTION OF HOUSE/BUILDINGS TO SERVE AS EROSION CONTROL FOR THAT CONSTRUCTION.

5. TO PREVENT SOIL FROM LEAVING THE SITE ON CONSTRUCTION VEHICLE WHEELS, WORK ENTRANCES SHALL BE CONSTRUCTED OF GRAVEL AND SHALL EXTEND AT LEAST 50 FEET INTO THE JOB SITE. THE EXISTING PAVEMENT SURFACES SHALL BE INSPECTED DAILY FOR SOIL DEBRIS AND SHALL BE CLEANED WHEN NECESSARY.

6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROPERLY DISPOSE OF ANY EXCESS EXCAVATED MATERIAL.

7. DISPOSAL OF DEBRIS EXCAVATION AND PAVEMENT REMOVAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND CONSIDERED AS AN INCIDENTAL EXPENSE.

8. ANY TOPSOIL THAT WILL BE STOCKPILED ON SITE SHALL BE MANAGED IN ACCORDANCE WITH THE CURRENT NPDES REGULATIONS. IF THE STOCKPILE WILL REMAIN ON SITE FOR AN EXTENDED PERIOD, IT SHALL BE STABILIZED WITH GRASS AND/OR OTHER VEGETATION AND DOUBLE ROW OF SILT FENCING SHALL BE PLACED AROUND THE STOCKPILE.

9. ALL ACCESS TO AND FROM THE CONSTRUCTION SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.

10. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE EFFECTIVE PERFORMANCE OF THEIR INTENDED FUNCTION.

11. THE ENGINEER SHALL BE NOTIFIED OF MAJOR AMENDMENTS OF THE SITE DEVELOPMENT OR EROSION AND SEDIMENTATION CONTROL PLANS, WHICH WILL BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.

12. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL.

13. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER THE FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES

14. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR REDISTURBANCE"

15. DISTURBED AREA ON SITE SHALL BE RESTORED WITH 4" OF TOPSOIL AND HYDROSEED. DISTURBED AREAS IN THE DEDICATED R.O.W. SHALL BE RESTORED WITH 6" OF TOPSOIL AND SEED AND STRAW BLANKET.

16. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.

SITE GRADING:

1. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS MAY REQUIRE EARTH EXCAVATION AND COMPACTED EARTH FILL MATERIAL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS.

2. PLACEMENT OF THE EXCAVATED MATERIAL SHALL BE IN AREAS DESIGNATED BY THE OWNER FOR FUTURE USE, WITHIN AREAS TO BE LANDSCAPED, AND THOSE ARES NOT REQUIRING STRUCTURAL FILL MATERIAL.

3. COMPACTION OF THE EXCAVATED MATERIAL PLACED IN AREAS NOT REQUIRING STRUCTURAL FILL SHALL BE MODERATE.

4. EXCESS MATERIALS, IF NOT UTILIZED AS FILL OR STOCKPILED FOR FUTURE LANDSCAPING, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF BY THE CONTRACTOR.

5. EXCAVATION OF EARTH AND OTHER MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL: THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.3' +/- OF THE PLAN SUBGRADE ELEVATIONS. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIAL SHALL BALANCE AS PART OF THE FINE GRADING OPERATION.

6. PLACEMENT AND COMPACTION OF MATERIALS SHALL CONFORM TO I.D.O.T SPECIFICATIONS.

7. THE CONTRACTOR SHALL MAINTAIN PROPER SITE DRAINAGE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION AND PREVENT STORM WATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS.

8. PAYMENT FOR THE REMOVAL OF UNSUITABLE MATERIAL (EXCLUDING TOPSOIL EXCAVATION) SHALL BE BASED ON THE QUANTITIES AS FIELD MEASURED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE AS PART OF HIS BID A UNIT PRICE PER CUBIC YARD FOR THE REMOVAL OF UNSUITABLE MATERIALS. SAID UNIT PRICE SHALL INCLUDE THE COMPLETE REMOVAL OF THE MATERIAL, REPLACEMENT WITH SUITABLE MATERIAL OBTAINED BY THE CONTRACTOR FROM A BORROW SOURCE, AND COMPACTION TO THE REQUIRED SPECIFICATIONS OF THE ENGINEER.

9. ALL DISTURBED AREAS SHALL BE RESTORED W/4" TOPSOIL AND SEED AND BLANKET UNLESS OTHERWISE INDICATED.

10. PRIOR TO CONSTRUCTION, AREAS NOTED AS RESERVED FOR SEPTIC FIELDS SHALL BE STAKED AND ROPED OFF WITH SURVEYOR TAPE. NO DISTURBANCE IS ALLOWED IN FUTURE SEPTIC FIELD AREA.

11. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO MAINTAIN ALLTHE SEDIMENTATION CONTROL MEASURES. INSPECTIONS SHALL BE CONDUCTED AFTER A RAIN EVENT, AND IF MAINTENANCE OF THE STRUCTURES IS NECESSARY, INCLUDING REPAIR OF DAMAGE AND REMOVAL OF DEPOSITS OR SEDIMENT FROM VEGETATIVE FILTERS, IT SHALL BE DONE BY THE DEVELOPER.

DATE OF CONSTRUCTION: IT IS ANTICIPATED THAT CONSTRUCTION WILL BEGIN IN SUMMER 2025, AND THAT EARTHWORK AND UTILITY OPERATIONS WILL BE COMPLETED BY SPRING 2026.

- PERFORM TREE REMOVAL
- INSTALL TEMPORARY EROSION CONTROL MEASURES.
- MASS GRADE SITE AND EXCAVATE DETENTION FACILITIES.
- CONSTRUCT UTILITIES
- CONSTRUCT ROADWAY
- PERFORM RESTORATION, STABILIZATION, AND REMOVAL OF TEMPORARY EROSION CONTROL MEASURES.

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

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PROJECT # W25120.00

DATE	:	9-29-2025
PROJECT #	:	W25102.00
DESIGNED BY	:	KF
DRAWN BY	:	NAV
CHECKED BY	:	NAV

05-07-2026 KF PER VILLAGE COMMENTS
03-02-2026 KF PER VILLAGE COMMENTS
02-06-2026 KF PER REVIEW COMMENTS
01-26-2026 KF PER REVIEW COMMENTS
01-05-2026 KF PER REVIEW COMMENTS
DESCRIPTION:

GENERAL NOTES

C-2.0
SHEET

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF LEMONT MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).

2. THE VILLAGE OF LEMONT ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS -0.284 FT.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM D-3034 ASTM F-679	ASTM D-3212 ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH	ASTM D-2241 AWWA C900 AWWA C905	ASTM D-3139 ASTM D-3139 ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a. UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b. ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

STD. DWG. NO.18

PAGE NO. 19

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RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT# W21120.00

DATE	DESCRIPTION:
05-07-2026	KF PER VILLAGE COMMENTS
03-02-2026	KF PER VILLAGE COMMENTS
02-06-2026	KF PER REVIEW COMMENTS
01-26-2026	KF PER REVIEW COMMENTS
01-05-2026	KF PER REVIEW COMMENTS

DATE : 9-26-2025
PROJECT # : W21102.00
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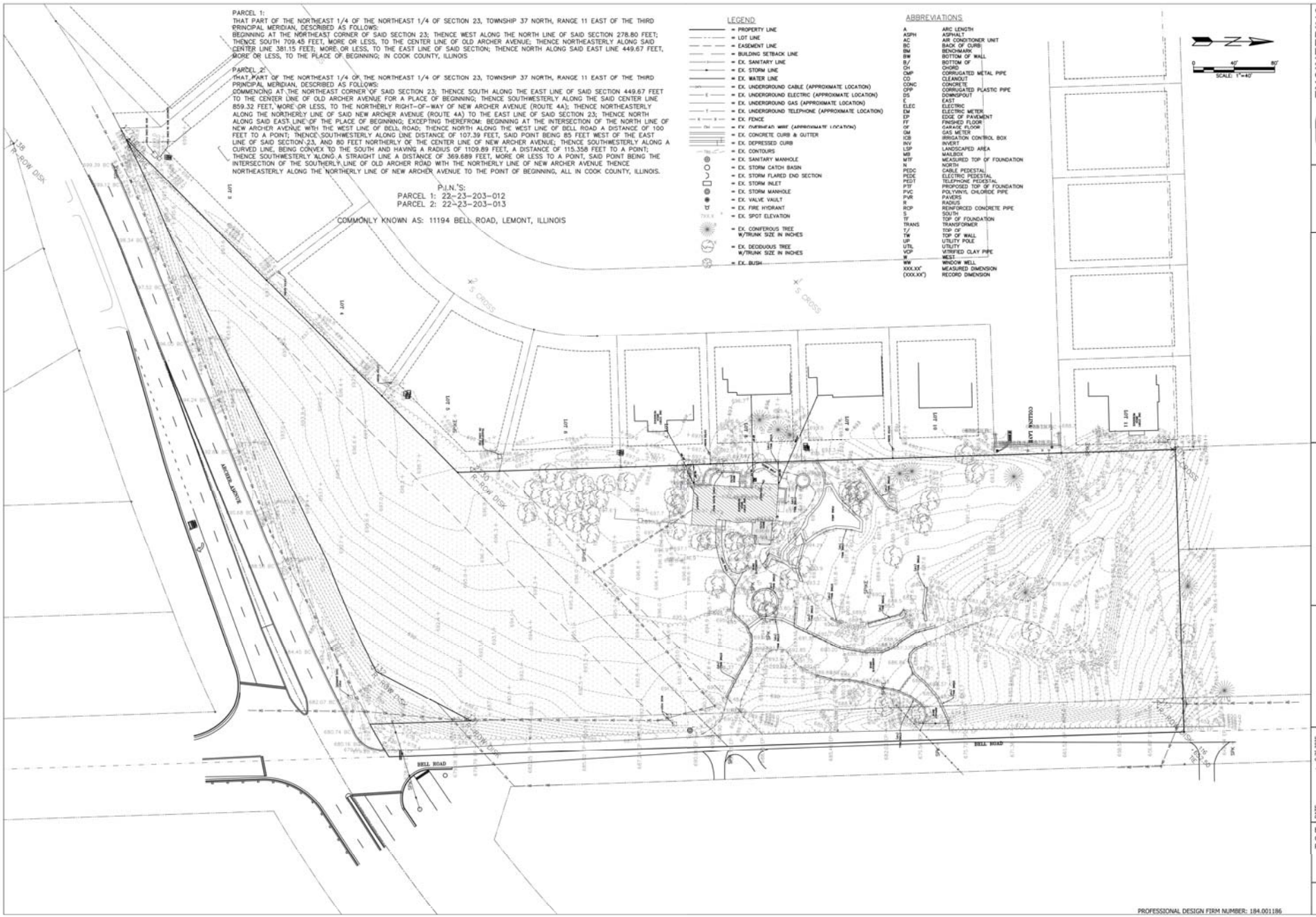
MWRD GENERAL NOTES

C-2.1
SHEET



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EXISTING CONDITIONS PLAN

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DEMOLITION PLAN

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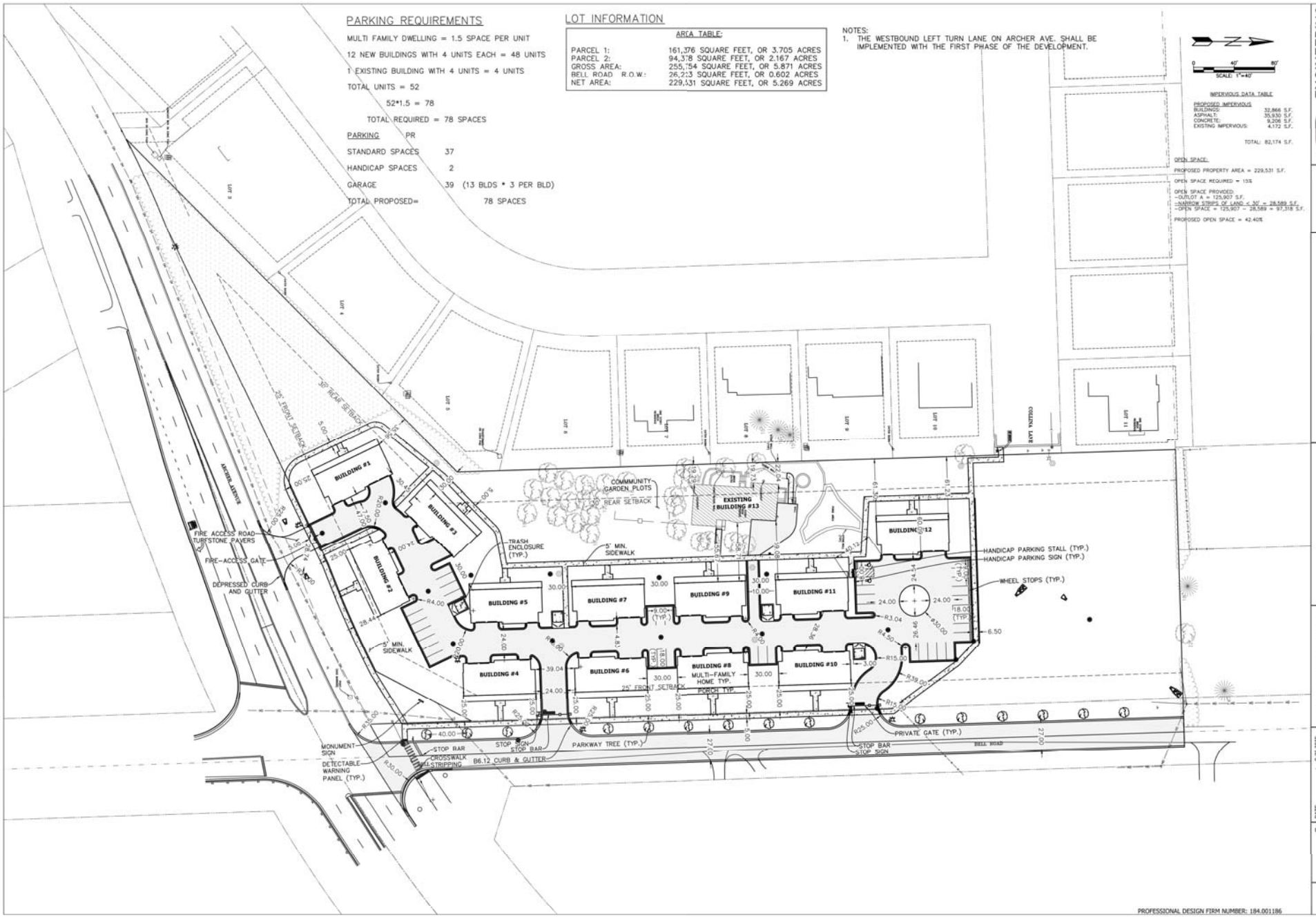

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GEOMETRY PLAN

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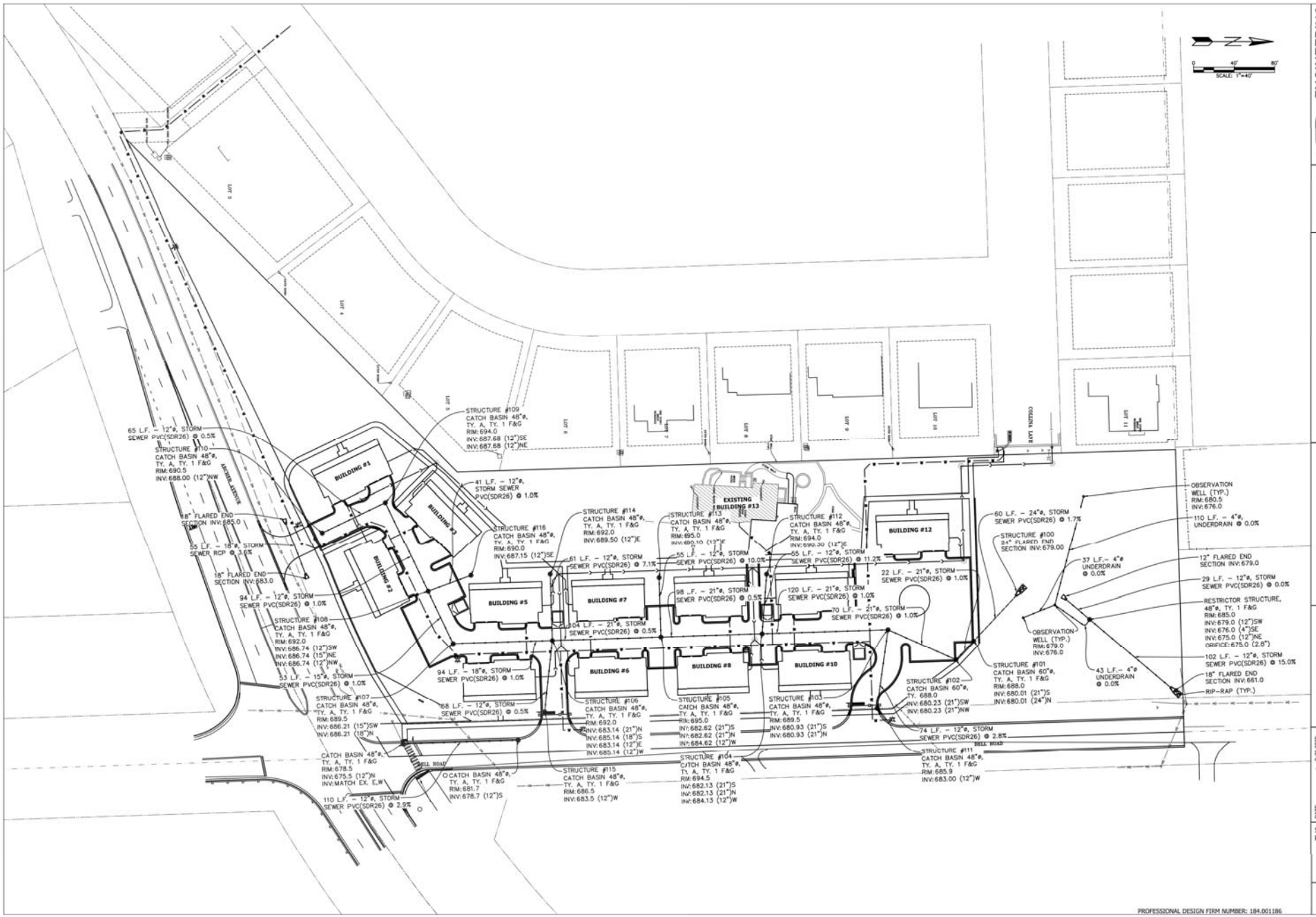

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STORM SEWER PLAN

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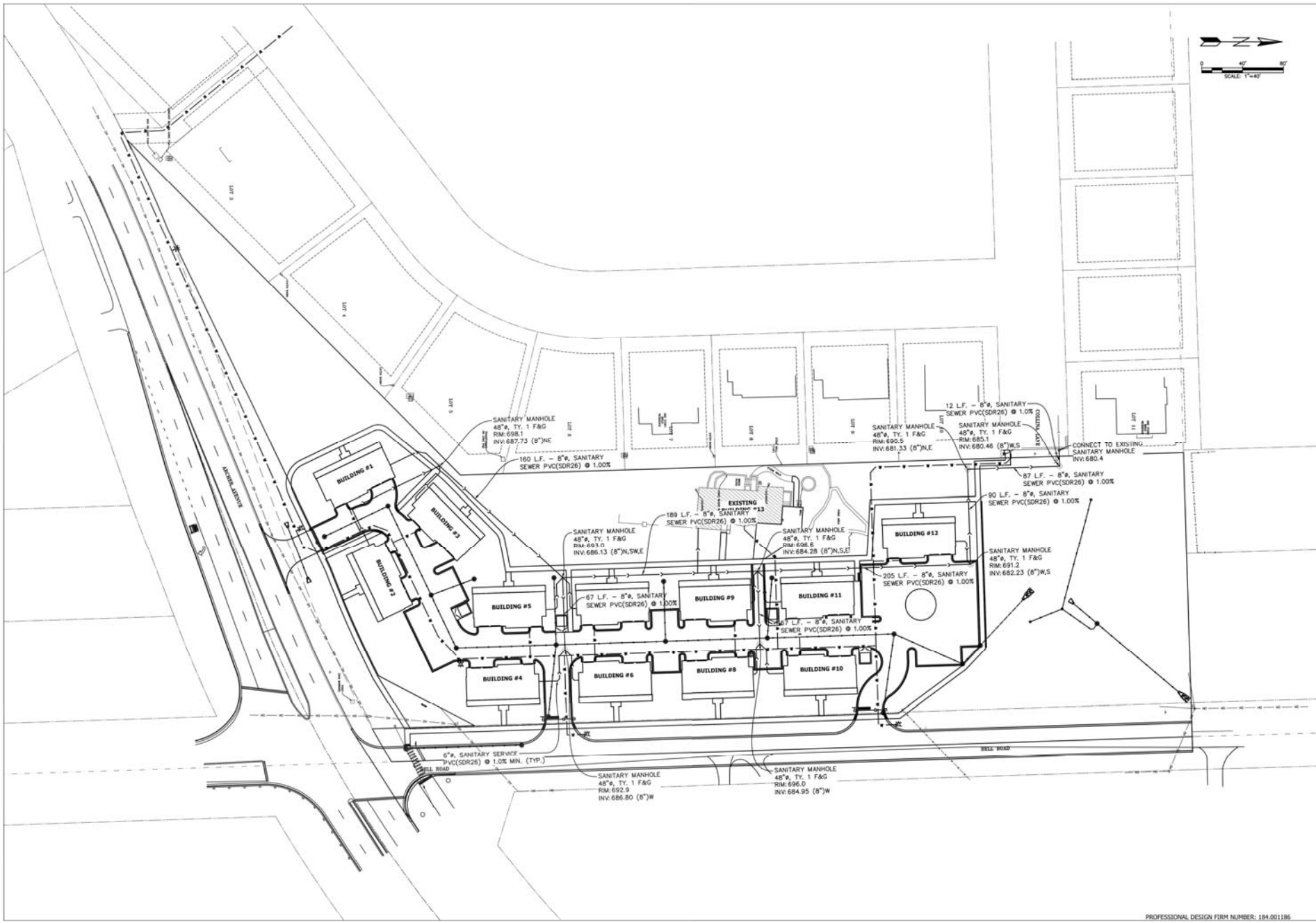

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SANITARY SEWER PLAN

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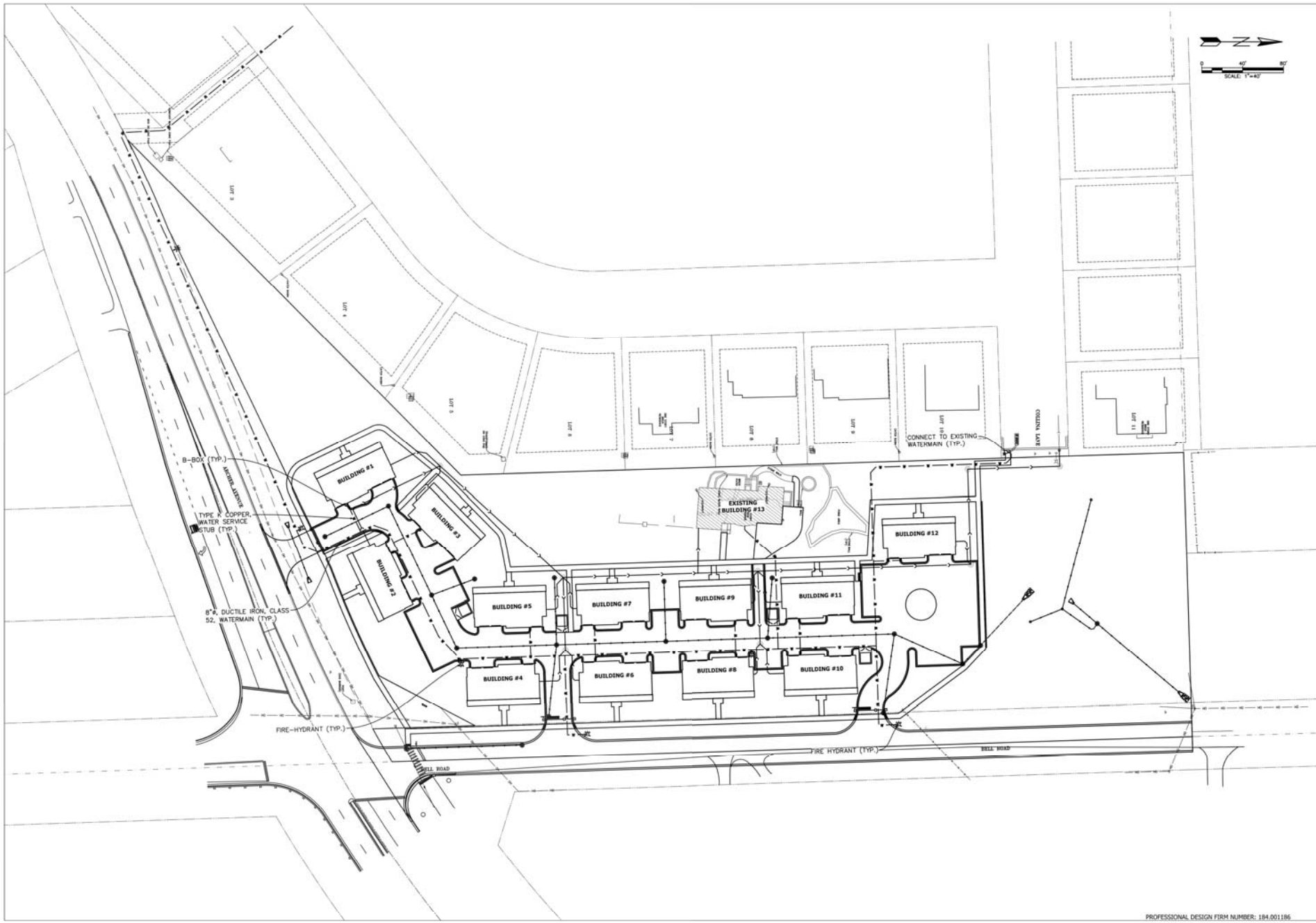

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WATER MAIN PLAN

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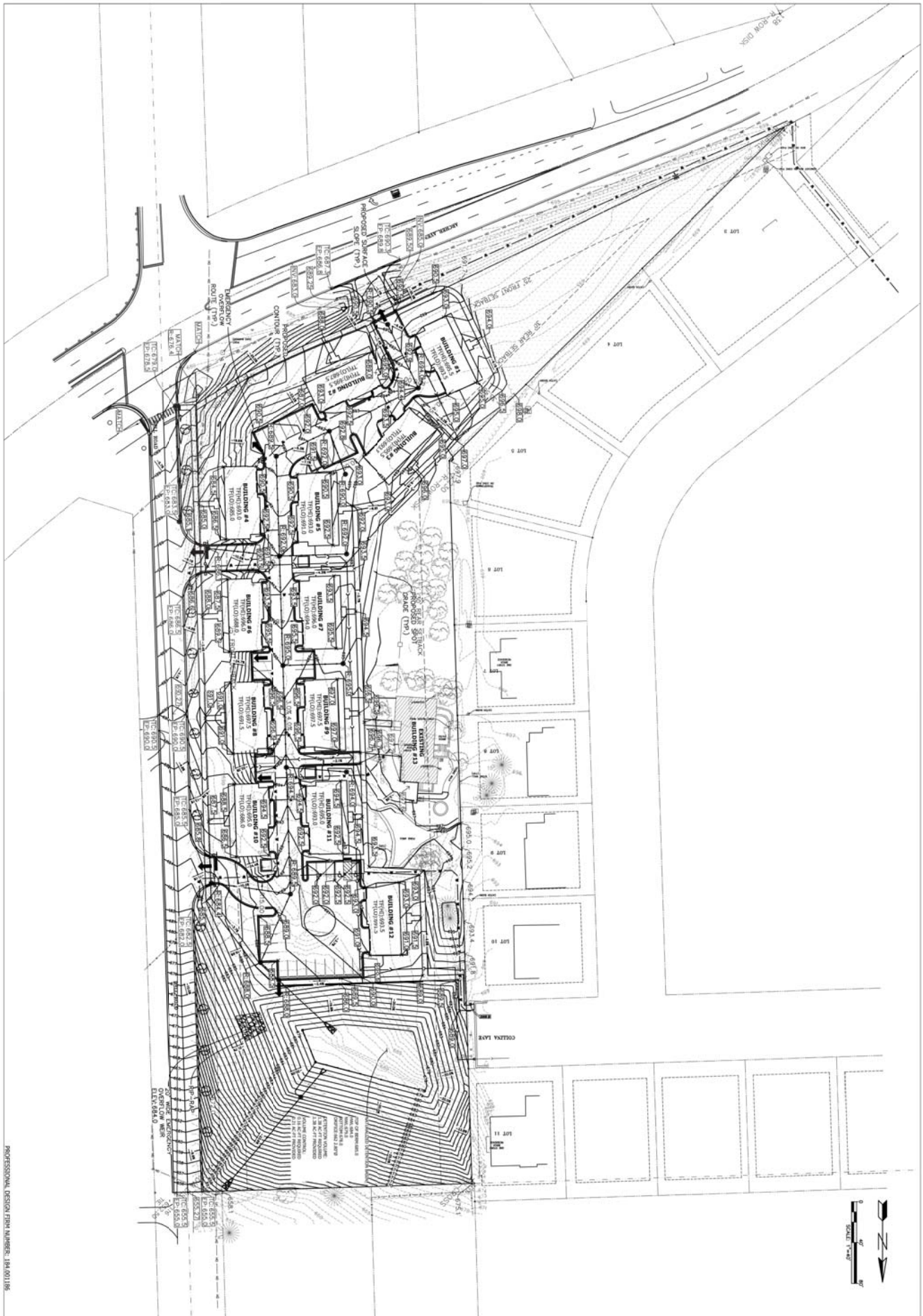

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GRADING PLAN

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EROSION CONTROL PLAN

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STORMWATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITION.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS. SECTION 280. TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY
THE PROJECT CONSISTS OF THE CONSTRUCTION OF A 410,954 +/- SQUARE FOOT 20 - LOT SUBDIVISION WITH A ROADWAY, SIDEWALK, STORM SEWER, SANITARY SEWER, WATER MAIN, STORMWATER DETENTION, MASS GRADING, EROSION CONTROL, AND LANDSCAPING.
THE PROPERTY IS LOCATED WITHIN A RESIDENTIAL AREA. THE PROPOSED 20 LOT SUBDIVISION IS SURROUNDED BY 108TH AVE. ON THE WEST, RESIDENTAIL PROPERTIES ON THE EAST AND SOUTH, AND FOREST PRESERVE ON THE NORTH IN THE VILLAGE OF ORLAND PARK.
DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTION OF THE CONSTRUCTION SITE:
- EROSION CONTROL SILT FENCING SHALL BE IN PLACE PRIOR TO EARTHWORK ACTIVITIES.
- DETENTION BASIN SHALL BE CONSTRUCTED BEFORE ANY OTHER IMPROVEMENTS.
- SITE SHALL BE ROUGH GRADED
- UNDERGROUND UTILITY NETWORK DIRECTING FLOW TO DETENTION FACILITY SHALL BE INSTALLED.
- OTHER UNDERGROUND UTILITIES SHALL BE CONSTRUCTED
- SITE SHALL BE FINE-GRADED, WITH ALL PROPOSED PAVING AREAS GRADED TO ROUGHLY 1-FOOT BELOW FINAL ELEVATION ON PLANS.
- ROADWAY AND SIDEWALK SHALL BE CONSTRUCTED.
- DISTURBED AREAS SHALL BE TOP SOILED & SEEDED.

AREA OF CONSTRUCTION SITE:
THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 9.4 ACRES BY WHICH 8.0 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS, WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:
- INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILITIES FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
- PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:
THE SITE SHALL DRAIN INTO THE PROPOSED STORMWATER DETENTION PONDS BY MEANS OF AN EXISTING STORM SEWER SYSTEM.

CONTROLS, EROSION CONTROLS AND SEDIMENT CONTROL:
- THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF NATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
  - (a.) AREAS OF EXISTING VEGETATION, WOOD AND GRASSLANDS, OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE [illegible] BY THE ENGINEER AND SHALL BE PROTECTED AND MAINTAINED.
  - (b.) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
  - (c.) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
  - (d.) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN (7) DAYS.
  - (e.) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODIBLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN (7) DAYS.
- ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVER SEEDING CAN BE COMPLETED.
- THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICE IN A TIMELY MANNER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

ENGINEER: NICHOLAS A. VARCHETTO, PE _____ DATE _____

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

- DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, PARKING OF VEHICLES OF CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS OR OTHER CONSTRUCTION RELATED ACTIVITIES.
  - (a.) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
  - (b.) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER
    - (i.) PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
    - (ii.) TEMPORARILY SEED ERODIBLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
    - (iii.) PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
    - (iv.) CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE, AT THE SAME TIME, PLACING PERMANENT EROSION CONTROL FINAL SHAPING TO THE SLOPES.
  - (c.) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN (7) DAYS.
  - (d.) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY IT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
  - (e.) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT WEEKLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2-INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BIWEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
  - (f.) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION FOR EROSION CONTROL.
  - (g.) THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER, AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING;
- TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SODDED AND ESTABLISHED.
- ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MISCELLANEOUS:
- TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES, IF DIRECTED.
- SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.
- ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN, PRIOR TO THE APPROVAL AND USE OF THE PROJECT. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

SOIL EROSION CONTROL:
1. SOIL EROSION CONTROL MUST CONFORM TO THE CITY ORDINANCE.

A. SPECIFICATIONS:
1. A CONSTRUCTION ENTRANCE TO THE SITE SHALL BE INSTALLED AND STABILIZED PRIOR TO ANY WORK ON THE SITE. THE CONSTRUCTION ENTRANCE SHALL CONSIST OF 12" OF CRUSHED CONCRETE, 50 FEET IN LENGTH AND 24 FEET WIDE, AS SHOWN ON PLANS.
2. ALL STOCK PILES ON THE SITE WHICH WILL NOT BE REDISTRIBUTED FOR A WEEK OR LONGER WILL BE SEEDED WITHIN SEVEN DAYS OF THE FORMATION OF THE STOCKPILE.
3. SEEDING IN DISTRIBUTED AREAS OUTSIDE OF THE RIGHT-OF-WAYS WILL BE DONE WITH PERENNIAL RYE GRASS, 1/2 LB. PER 1,000 SF, IF IT IS LATER IN THE FALL AND A MORE RAPID GERMINATION IS REQUIRED, 1 LB OF OATS PER 1,000 S.F. CAN BE ADDED TO THE RYE GRASS.
4. THE SEEDING AND MULCH WILL BE MAINTAINED AND REPAIRED WHEN NECESSARY UNTIL THE PROJECT IS COMPLETED.
5. AGGREGATE BASE SHALL BE INSTALLED AS SOON AS POSSIBLE IN THE CONSTRUCTION SEQUENCE FOR ROADS TO PROVIDE REQUIRED STABILIZATION.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF EROSION CONTROL STRUCTURES.
7. CONTRACTOR SHALL INSPECT EROSION CONTROL STRUCTURES WEEKLY OR AFTER ANY MAJOR STORMS OR AS DIRECTED BY THE CITY.
8. ALL DESIGN AND CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL AS CONTAINED IN THE IEPA/WPC/87-012 OR CURRENT EDITION AND THE ILLINOIS PROCEDURE AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL.
9. DUST CONTROL AND CLEANING OF ROADWAYS AS REQUESTED BY THE CITY SHALL BE THE RESPONSIBILITY OF THE DEVELOPER.

B. INSTALLATION
1. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
2. NOTIFY COUNTY BUILDING AND ZONING DEPARTMENTS 24 HOURS PRIOR TO INITIATING CONSTRUCTION.

CONTRACTOR'S CERTIFICATION

"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR 10) THAT AUTHORIZES THE STORMWATER DISCHARGES ASSOCIATED WITH ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

GENERAL CONTRACTOR

SIGNATURE _____ TITLE _____ DATE _____

COMPANY _____

OWNER'S CERTIFICATION

"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS."

OWNER

SIGNATURE _____ TITLE _____ DATE _____

COMPANY _____

DRAINAGE STATEMENT

WE HEREBY STATE THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS OF THIS PLAT WILL NOT BE CHANGED BY THE CONSTRUCTION OF THE IMPROVEMENTS OF THIS SUBDIVISION OR ANY PART THEREOF OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE 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 LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATE:_____

NAME OF ENGINEER
ILLINOIS REGISTERED PROF.ENG.NO._____

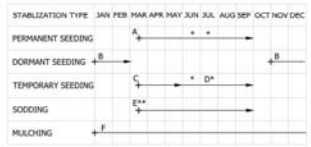
OWNER AND DEVELOPER:

NAME OF DEVELOPER/OWNER

TITLE:_____

CORPORATION:_____

SOIL PROTECTION CHART



A. KENTUCKY BLUEGRASS 90 LBS/AC MIXED WITH PERENNIAL RYEGRASS 30 LBS/AC
B. KENTUCKY BLUEGRASS 135 LBS/AC MIXED WITH PERENNIAL RYE GRASS 45 LBS/AC + 2 TONS STRAW MULCH/AC
C. SPRING OATS 100 LBS/AC
D. WHEAT OR CEREAL RYE 150 LBS/AC
E. SOD
F. STRAW MULCH 2 TONS/AC

* IRRIGATION NEEDED DURING JUNE AND JULY

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

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220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT# W21120.00

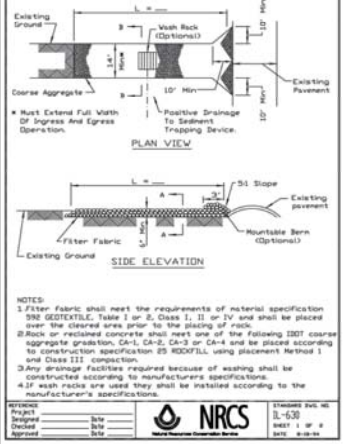
DESCRIPTION:	DATE
05-07-2026 KF PER VILLAGE COMMENTS	
03-02-2026 KF PER VILLAGE COMMENTS	
01-26-2026 KF PER REVIEW COMMENTS	
01-05-2026 KF PER REVIEW COMMENTS	

DATE : 9-26-2025
PROJECT # : W21102.00
DESIGNED BY : KF
DRAWN BY : NAV
CHECKED BY : NAV

EROSION CONTROL NOTES

C-8.1
SHEET

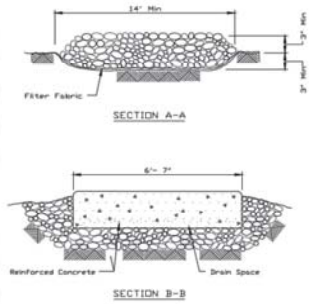
STABILIZED CONSTRUCTION ENTRANCE PLAN



NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class 1, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification (5 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

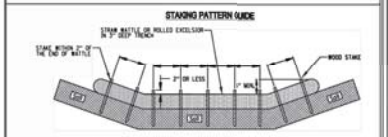
REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-630 — SHEET 1 OF 2 — DATE 01-28-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service
STANDARD DWG. NO. IL-630 — SHEET 2 OF 2 — DATE 01-28-94

ROLLED EROSION CONTROL PRODUCTS

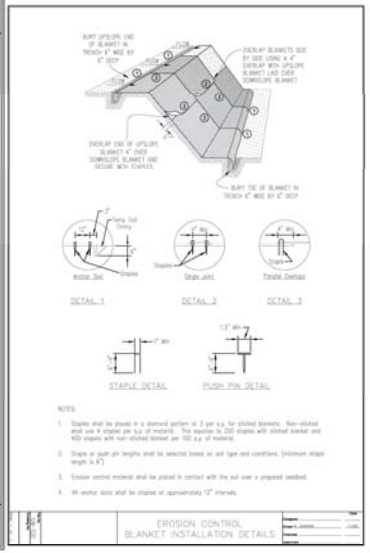


NOTES:
1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
2. 4' SPACING FOR WATTLES.
3. 2' SPACING FOR ROLLED EXCELSIOR.
4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.



NOTES:
1. DRAWINGS ARE NOT TO SCALE.
2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLI MORE THAN 2".
5. SPACING THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

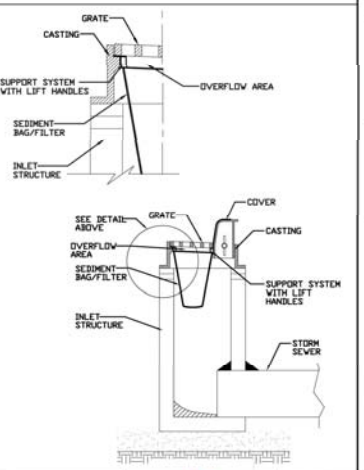
REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-514 — SHEET 1 OF 1 — DATE 08-01-2019



NOTES:
1. Staples shall be placed in a diamond pattern at 3 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of material. This equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6").
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

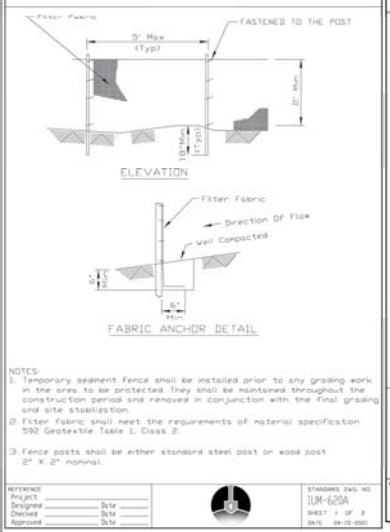
EROSION CONTROL BLANKET INSTALLATION DETAILS

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-561D — SHEET 1 OF 1 — DATE 08-01-2019

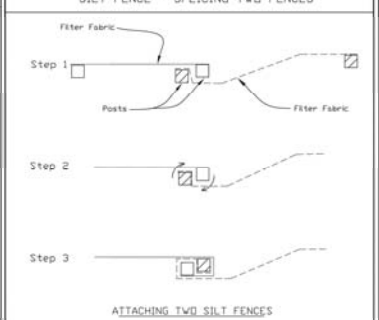
SILT FENCE PLAN



NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table I, Class 2.
3. Fence posts shall be either standard steel post or wood post 2" X 2" nominal.

REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-620A

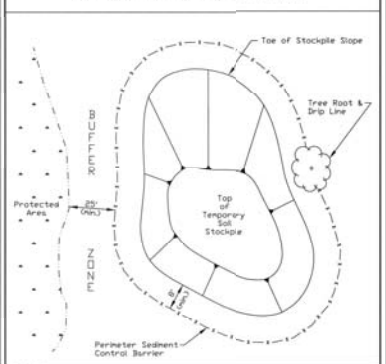
SILT FENCE - SPLICING TWO FENCES



1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

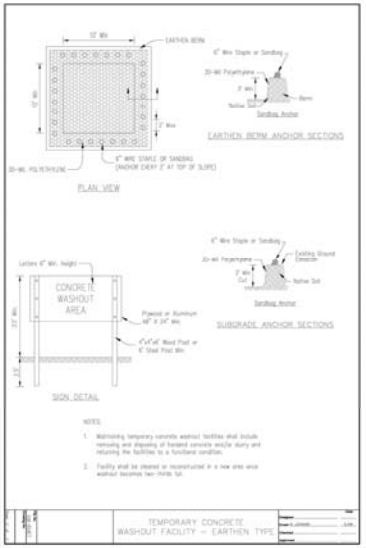
REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-620B(W) — SHEET 1 OF 1 — DATE 3-26-2025

TEMPORARY SOIL STOCKPILE DETAIL



NOTES:
1. Stockpile slopes should be based on angle of repose of the soil material to avoid potential sloughing of the slope.
2. Soil stockpile to be stabilized in accordance with practical standards.
3. Do not locate stockpile within overland drainage flow path, designated floodways, drip line or over the root crown of adjacent trees.
4. Provisions for sediment control practices may be required along haul roads and entrance/exit locations for access the soil stockpile that can create flow path for stormwater runoff.
5. Installation of benches, terraces, or slope interrupters should be considered.
6. Avoid building soil stockpiles on impervious surfaces.
7. Linear sediment trap surrounding the stockpile base may be used to control sediment.

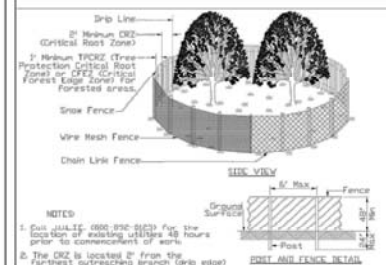
REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-627 — SHEET 1 OF 1 — DATE JANUARY 2017



NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE

TREE PROTECTION - FENCING
(Moderately Urbanized to Open Space Areas)



NOTES:
1. Call JULIE (800-892-0123) For the location of existing utilities 48 hours prior to commencement of work.
2. The CRZ is located 2' from the farthest outreaching branch (drip edge) or the distance as determined by the ISA trunk diameter method or whichever is greater.
3. The Fence shall be located 1' from the Critical Root Zone (CRZ) of the protected tree, thus creating the Tree Protection Critical Root Zone (TPCRZ) and the Critical Forest Edge Zone (CFEZ) for forested areas.
4. Fence Posts shall be either 6' steel posts @ 1.33Lbs./Ft. or 2" x 2" nominal wood posts.
5. For projects without highly significant or historical trees and that will last for less than 2 months duration, a non-treated wood lath snow fence or wire mesh fencing shall be used with appropriate posts that are securely anchored into the ground. For projects over 6 months in duration or trees considered significant or historical, a chain link fence with construction specification Chain Link Fence, IUM 91 or better (as approved by the local forester per local ordinances singularly or in tandem with the project engineer) shall be used. Fencing shall be a minimum height of 4'. For chain link fencing, metal posts shall be placed 8' on center (OC) and the fencing securely anchored to the post.
6. Outside the TPCRZ or CFEZ, erosion and sediment control measures shall be installed to prevent sediment reaching the TPCRZ or the CFEZ. These measures shall extend out from the fence 10' and shall be continuous around the perimeter of the fence. These measures include, but are not limited to vegetative filter strip, rolled excelsior blankets and mulch with a 2" to 3" depth. Other measures may be used if approved by the Professional Forester, Certified Arborist or Horticulturalist. Installation shall cause no disturbance to soils.

REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD DWG. NO. IUM-690-A — SHEET 1 OF 1 — DATE 05-04-2017

ENGINEERING RESOURCE ASSOCIATES
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(630) 285-6200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT # W21120.00

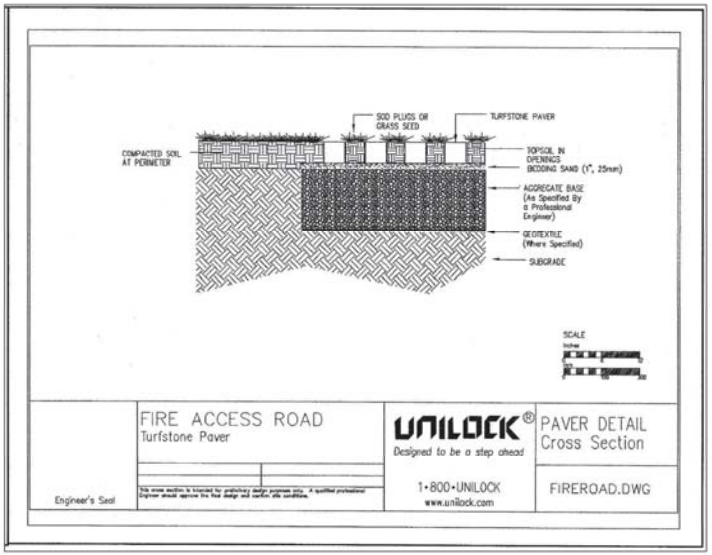
DESCRIPTION:	DRAWN BY	CHECKED BY
05-07-2026 KF PER VILLAGE COMMENTS	: NAV	
03-02-2026 KF PER VILLAGE COMMENTS	: NAV	
02-26-2026 KF PER REVIEW COMMENTS	: NAV	
01-05-2026 KF PER REVIEW COMMENTS	: NAV	

DATE : 9-26-2025
PROJECT # : W21120.00
DESIGNED BY : KF
DRAWN BY : NAV
CHECKED BY : NAV

EROSION CONTROL DETAILS

C-8.2
SHEET

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186



Section 400.ILLUSTRATION D "$100 Fine" Sign

Reproduced with permission from the American National Standards Institute.

ILLINOIS STANDARD R7-I101



COLOR: LEGEND AND BORDER — GREEN NON-REFLECTORIZED (PANTONE 340C)

BACKGROUND — WHITE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
12 x 6	12.0	6.0	1.5	4.5	1.19	3.53	4.6	4.0

SIGN SIZE	SERIES LINES	MARGIN	BORDER	BLK STD.
	I			
12 x 6	3A	0.37	0.37	B5-126

All Dimensions in Inches
To be used with R7-8
*S=Series 3A "S"

Where a fine in excess of $100 is established by an Municipality By Ordinance in accordance with the statutes, the actual amount of the fine should be shown.

This plate may be mounted directly below the R7-8 sign or combined with that sign on a single 12-inch by 24-inch panel.

Note: For a fine of $200, use F=4.0 and G=4.0 (reduce letter to letter spacing as necessary to fit).

Section 400.ILLUSTRATION C "Parking Sign"

HANDICAPPED PARKING SIGN

Effective January 1, 1985, Public Act 83-1316 amended Sec. 11-301 of "The Illinois Vehicle Code" to require Handicapped Parking Signs (for parking lots subject to "The Illinois Vehicle Code") to comply with R 7-8 sign shown below (U.S. Department of Transportation Standard). Existing signs may remain, but their useful lives shall not be extended by other means than normal maintenance.

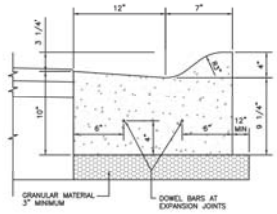


Note: This is a standard sign and may be ordered from any traffic sign supplier by number. The arrow should be omitted where there is only one space. The arrow may also be omitted where there is only one direction. The arrow may also be omitted where there is a row of parking spaces and the direction is obvious. The sign must be supplemented with the Illinois Standard R7-I101 plate giving the amount of the fine for illegally parking in the reserved space(s).

R7-8
DIMENSIONS (INCHES)

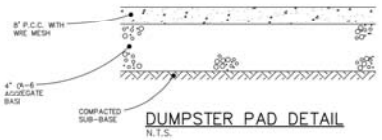
COLORS
LEGEND AND BORDER-PANTONE 340C
WHITE SYMBOL ON PANATONE 286 BACKGROUND
BACKGROUND-WHITE

* REDUCE SPACING 80%

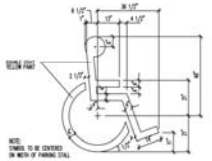


NOTE:
1. INSTALL 2-10' #5 REINFORCING BARS, CENTERED ON ALL TRENCH CROSSINGS.

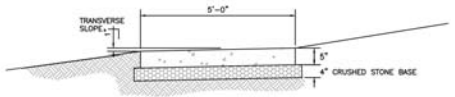
M-4.12
CURB & GUTTER
NOT TO SCALE



DUMPSTER PAD DETAIL
N.T.S.

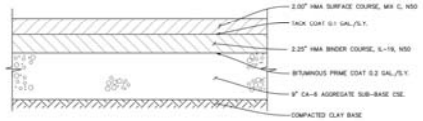


HANDICAPPED PAINTED SYMBOLS
N.T.S.

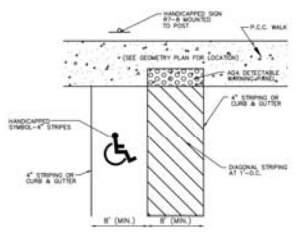


NOTES:
1. THE CONCRETE SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 424 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE CONCRETE SHALL CONFORM TO SECTION 1020 AND SHALL BE A SIX (6) BAG MIXTURE WITH A 5-INCH SLUMP AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS.
3. THE SIDEWALK PORTION OF THE DRIVEWAY SHALL BE 5-INCHES THICK AND SHALL BE REINFORCED WITH FIBER MESH ADDITIVE.
4. PLACEMENT WILL NOT BE PERMITTED UNLESS THE TEMPERATURE IS 28° AND RISING. NO CHLORIDE ADDITIVE WILL BE PERMITTED IN THE CONCRETE.
5. SIDEWALK AT INTERSECTIONS SHALL BE DEPRESSED AND TEXTURED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE MAXIMUM ALLOWABLE SLOPE IS 1:20.
6. CONTROL JOINTS SHALL BE INSTALLED AT 5 FOOT CENTERS.
7. PREMOLDED FIBER EXPANSION JOINTS SHALL BE INSTALLED AT 100 FOOT CENTERS MAXIMUM OR WHERE THE SIDEWALK ABUTS CURB OR OTHER SIDEWALK, OR AT THE END OF EACH POUR.
8. THE SIDEWALK SHALL HAVE A BROOM FINISH.

CONCRETE SIDEWALK DETAIL
NOT TO SCALE



BITUMINOUS PAVEMENT DETAIL
N.T.S.



HANDICAPPED STALL STRIPING & SIGNAGE
N.T.S.

ENGINEERING RESOURCE ASSOCIATES
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RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT# W21120.00

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05-07-2026 KF PER VILLAGE COMMENTS	
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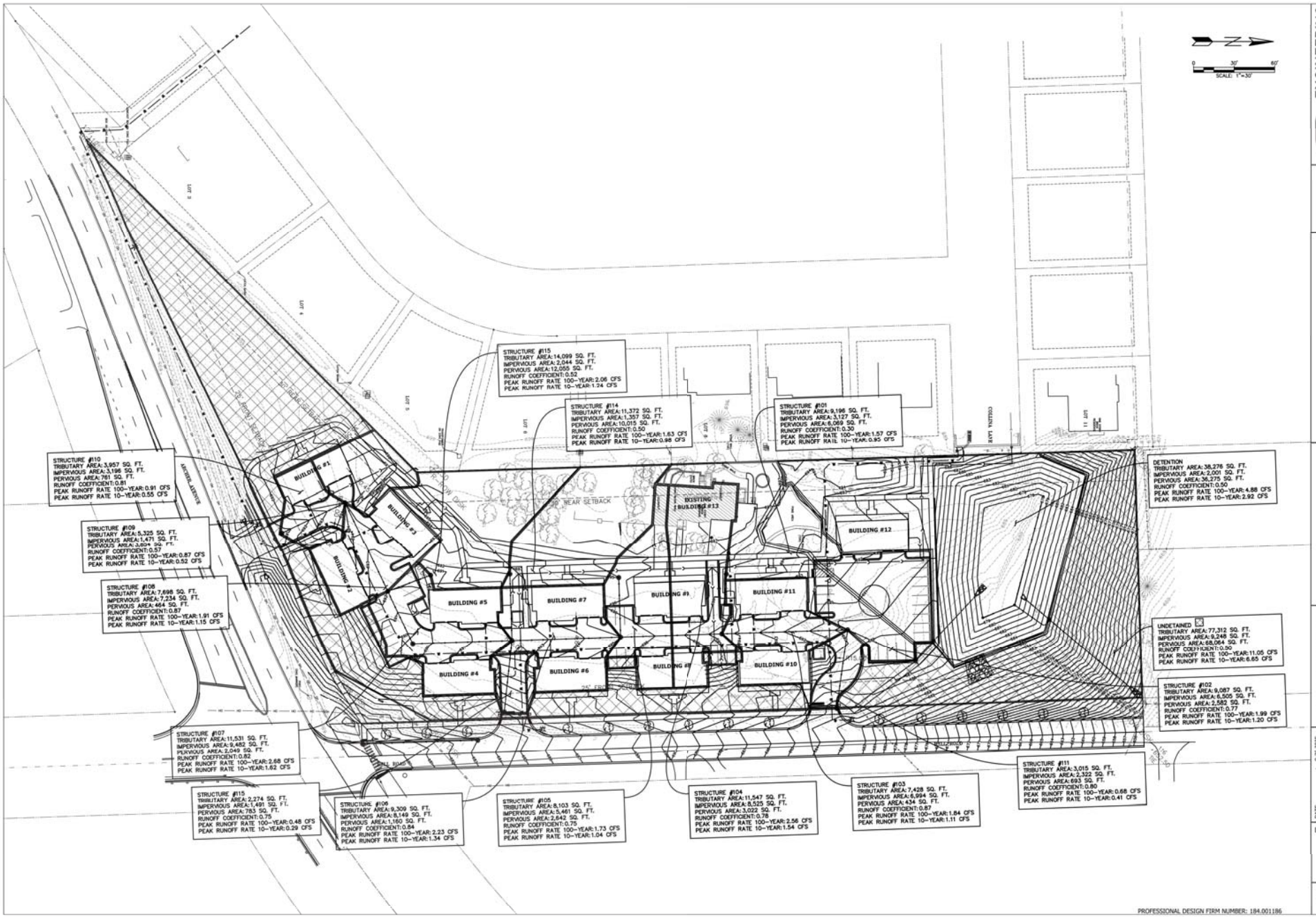
02-04-2026 KF PER REVIEW COMMENTS	
01-26-2026 KF PER REVIEW COMMENTS	
01-05-2026 KF PER REVIEW COMMENTS	

DATE : 9-26-2025
PROJECT # : W21102.00
DESIGNED BY : KF
DRAWN BY : NAV
CHECKED BY : NAV

CONSTRUCTION DETAILS

C-9.0
SHEET

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186



PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

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DATE : 9-26-2025
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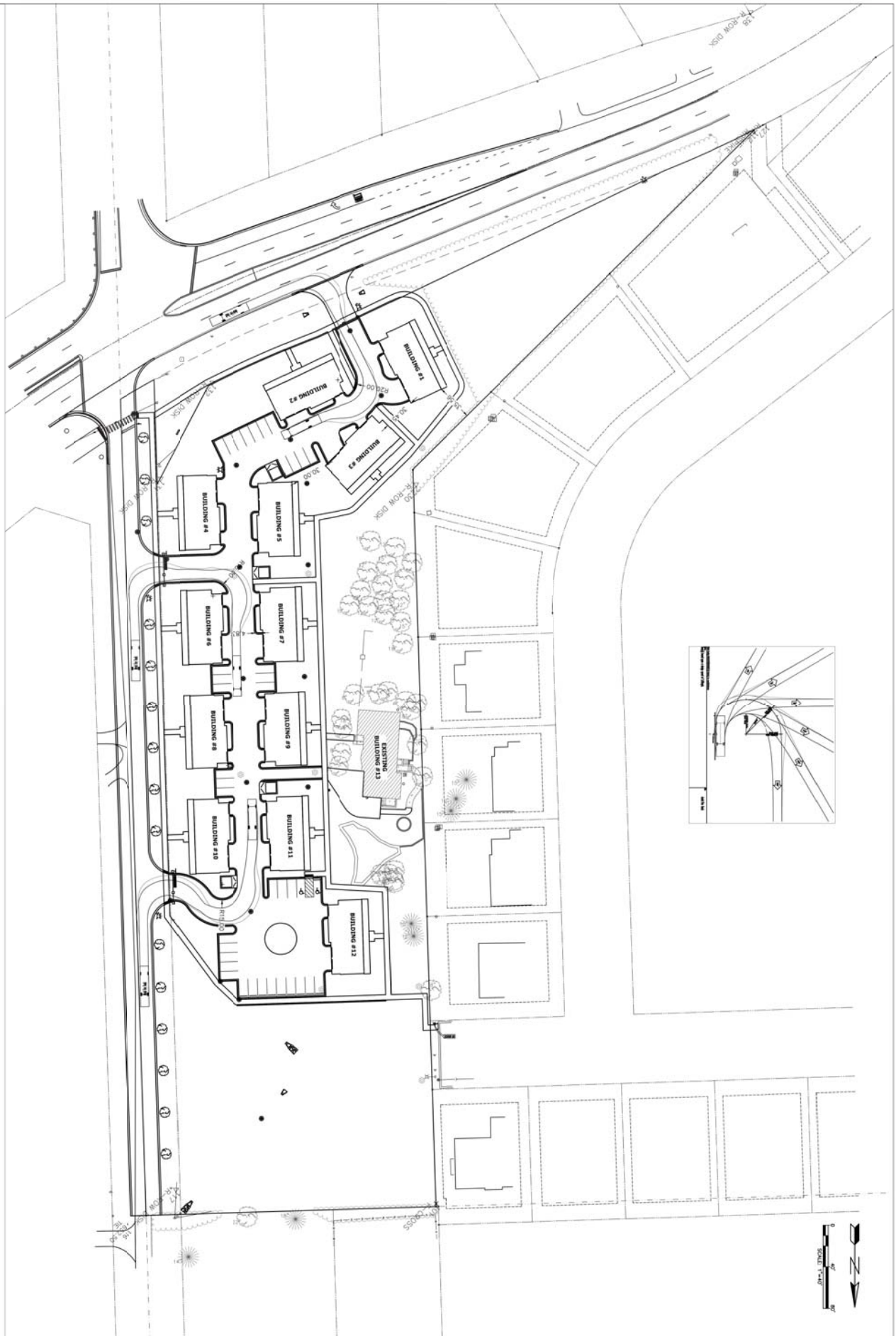
DESIGNED BY : KF
DRAWN BY : NAV
CHECKED BY : NAV

DRAINAGE PLAN

C-10.0
SHEET



PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

EX-1.0
SHEET

AUTOTURN ANALYSIS

DATE	:	9-25-2025
PROJECT #	:	W25102.00
DESIGNED BY	:	KF
DRAWN BY	:	NAV
CHECKED BY	:	NAV

DESCRIPTION:
- 05-07-2026 KF PER VILLAGE COMMENTS
- 03-02-2026 KF PER VILLAGE COMMENTS
- 02-06-2026 KF PER STORM SEWER
- 01-26-2026 KF PER REVIEW COMMENTS
- 01-05-2026 KF PER REVIEW COMMENTS

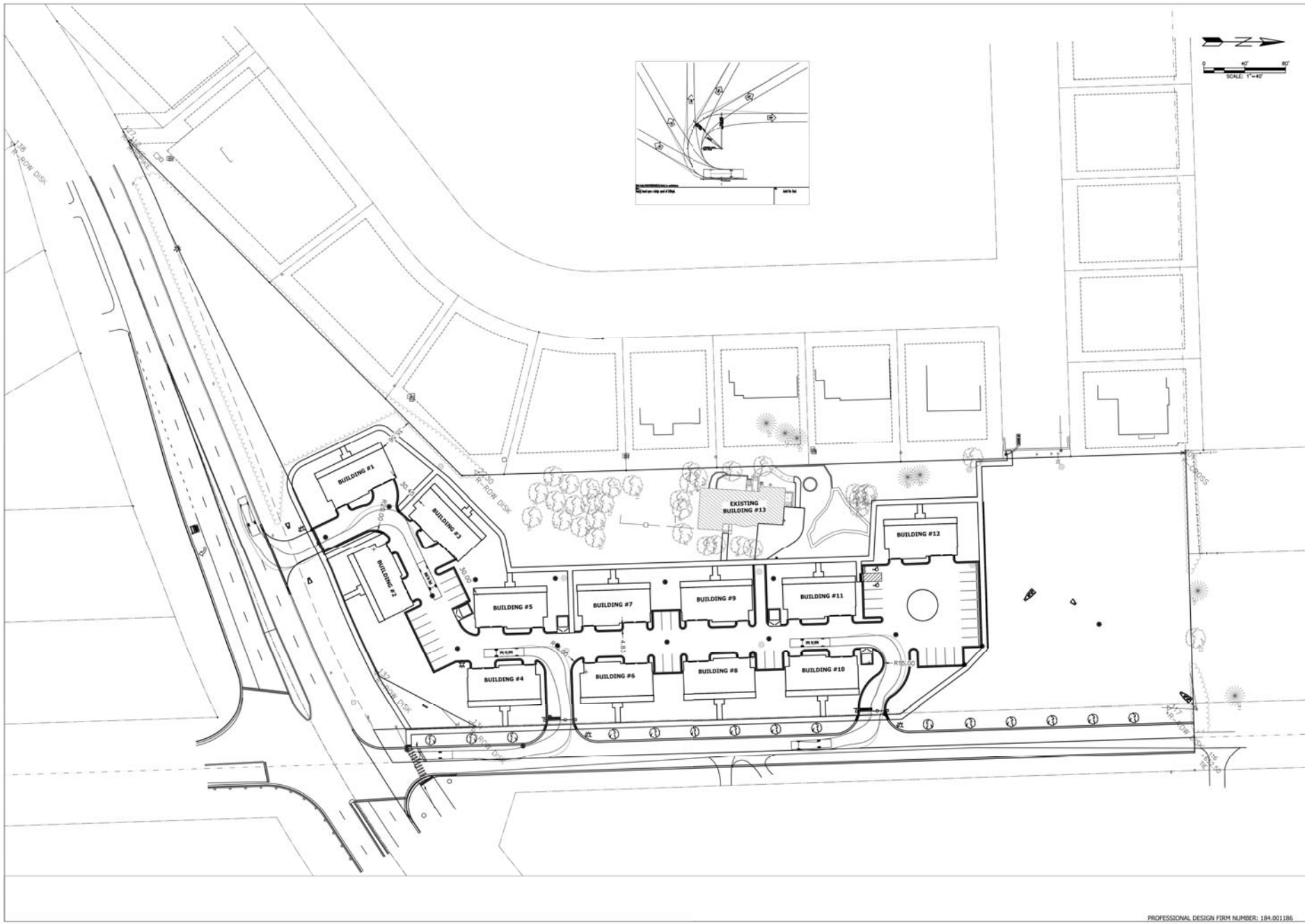
RESIDENTIAL SUBDIVISION

11194 BELL RD, LEMONT, IL 60439
PROJECT# W21120.00

LOTUS DESIGN/DEVELOPMENT

220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

ENGINEERING RESOURCE ASSOCIATES
35701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
PHONE (630) 393-3060
FAX (630) 393-2152
www.eraconsultants.com



PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

ENGINEERING RESOURCE ASSOCIATES
3051 WEST AVENUE, SUITE 170
WESTMONT, ILLINOIS 60559
PHONE (630) 293-3060
FAX (630) 293-3062
www.engineeringresource.com

LOTUS DESIGN/DEVELOPMENT
220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT # W21120.00

DESCRIPTION:	
05-07-2026 KF PER VILLAGE COMMENTS	
03-02-2026 KF PER VILLAGE COMMENTS	
02-26-2026 KF PER REVIEW COMMENTS	
01-05-2026 KF PER REVIEW COMMENTS	

DATE	: 9-26-2025
PROJECT #	: W21102.00
DESIGNED BY	: KF
DRAWN BY	: NAV
CHECKED BY	: NAV

AUTOTURN ANALYSIS

EX-1.1
SHEET

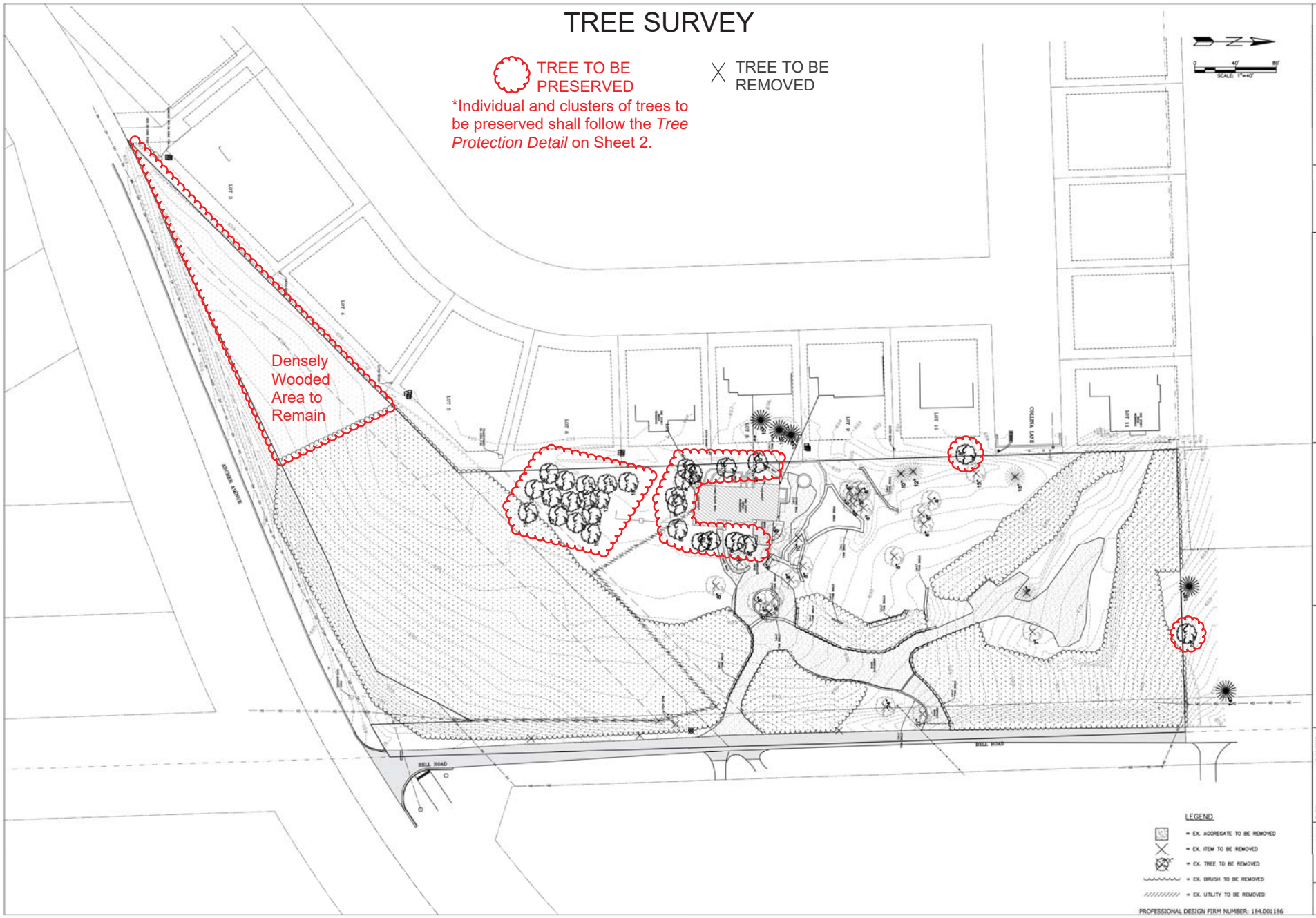
Attachment 8

TREE SURVEY

TREE TO BE PRESERVED

*Individual and clusters of trees to be preserved shall follow the *Tree Protection Detail* on Sheet 2.

TREE TO BE REMOVED



PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

ENGINEERING RESOURCE ASSOCIATES
3035 WEST AVENUE, SUITE 210
LISLE, ILLINOIS 60532
PHONE (630) 293-3060
FAX (630) 293-3062
www.engineeringra.com

LOTUS DESIGN/DEVELOPMENT
220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200

RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT # W21120.00

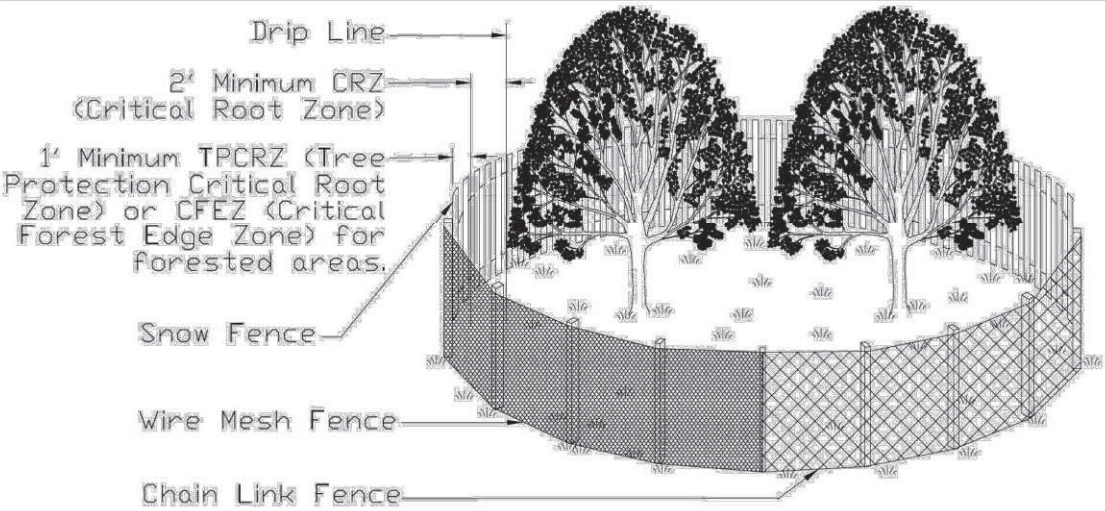
01-05-2026 KF PER REVIEW COMMENTS
DESCRIPTION:

DATE	9-26-2025
PROJECT #	W21102.00
DESIGNED BY	KF
DRAWN BY	NAV
CHECKED BY	NAV

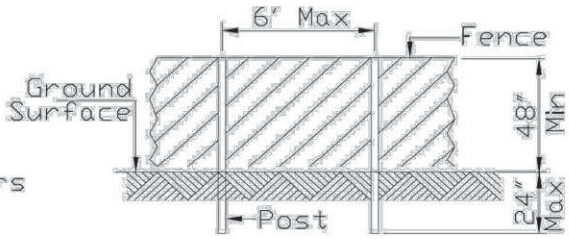
DEMOLITION PLAN

C-4.0
SHEET

TREE PROTECTION - FENCING
(Moderately Urbanized to Open Space Areas)



SIDE VIEW



POST AND FENCE DETAIL

NOTES:

1. Call J.U.L.I.E. (800-892-0123) for the location of existing utilities 48 hours prior to commencement of work.
2. The CRZ is located 2' from the farthest outreaching branch (drip edge) or the distance as determined by the ISA trunk diameter method or whichever is greater.
3. The fence shall be located 1' from the Critical Root Zone (CRZ) of the protected tree, thus creating the Tree Protection Critical Root Zone (TPCRZ) and the Critical Forest Edge Zone (CFEZ) for forested areas.
4. Fence Posts shall be either 6' steel posts @ 1.33Lbs./Ft. or 2" x 2" nominal wood posts.
5. For projects without highly significant or historical trees and that will last for less than 6 months duration, a non-treated wood lath snow fence or wire mesh fencing shall be used with appropriate posts that are securely anchored into the ground. For projects over 6 months in duration or trees considered significant or historical, a chain link fence with Construction Specification Chain Link Fence IUM 91 or better (as approved by the local Forester per local ordinances singularly or in tandem with the project Engineer) shall be used. Fencing shall be a minimum height of 4'. For chain link fencing, metal posts shall be placed 6' on center (OC) and the fencing securely anchored to the post.
6. Outside the TPCRZ or CFEZ, erosion and sediment control measures shall be installed to prevent sediment reaching the TPCRZ or the CFEZ. These measures shall extend out from the fence 10' and shall be continuous around the perimeter of the fence. These measures include, but are not limited to vegetative filter strip, rolled excelsior blankets and mulch with a 3" to 5" depth. Other measures may be used if approved by the Professional Forester, Certified Arborist or Horticulturalist. Installation shall cause no disturbance to soils.

REFERENCE			STANDARD DWG. NO.
Project			IUM-690-A
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 09-14-2017
Approved	Date		

Lotus' intent is to follow Note #5 as none of the trees on the property appear to be significant or historical.

LANDSCAPE NOTES:

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN, AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
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5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5 FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. ANY AREAS TO BE LOAMED AND SEEDED WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1-2" OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THEN 1' SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
10. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR, REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.
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12. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
13. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING
14. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
15. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
16. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
17. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD UNLESS OTHERWISE NOTED.
18. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
19. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
20. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
21. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
22. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
23. TREES SHALL BE STAKED AND GUYED, AND HAVE A WATERING SAUCER AT BASE.
24. ALL BEDS TO BE BERMED 12 TO 24" ABOVE GRADE AND MEET DRAINAGE REQUIREMENTS.
25. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
26. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
27. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
28. ALL NOTED SHRUB HEIGHTS ARE THE REQUIRED HEIGHT AT INSTALLATION.
29. ALL LARGE SHADE TREES SHALL BE A MINIMUM TEN (10) FEET FROM ALL LIGHT POLES, MANHOLES, AND FIRE HYDRANTS. ALL OTHER PLANTINGS SHALL BE A MINIMUM 5-8 FEET FROM ALL FIRE HYDRANTS.
30. ANY PROPOSED CHANGES TO THE APPROVED LANDSCAPE PLAN SUCH AS SPECIES SUBSTITUTIONS, SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL.
31. PROPERTY OWNERS SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING SHOWN ON THE APPROVED PLANS THROUGHOUT THE LIFE OF THE DEVELOPMENT.

PLANT SCHEDULE

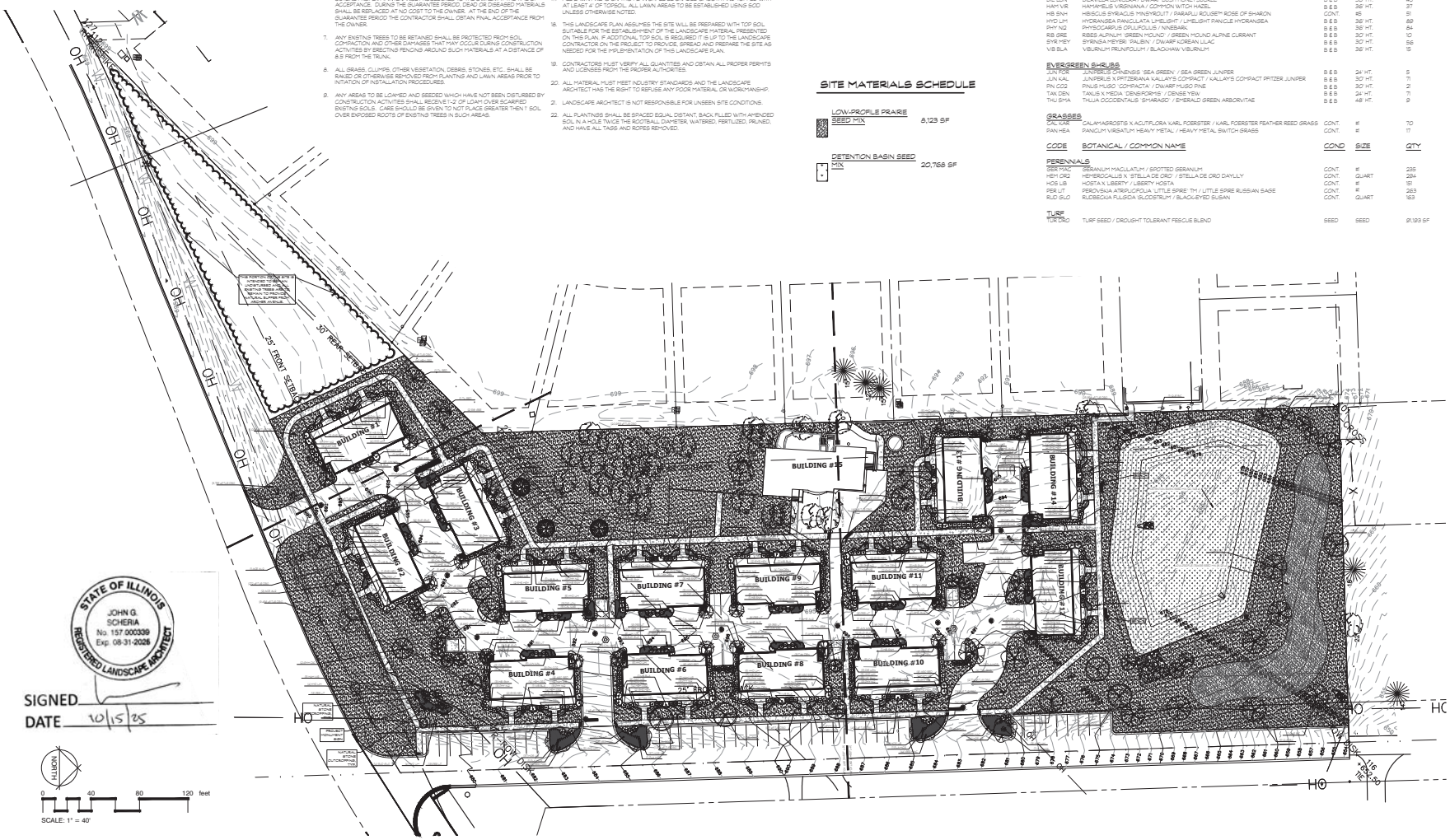
CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
ACE AUT	ACER FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE	B & B	2.5" CAL.	3
ACE HYD	ACER X FREEMANII 'HARD' / MARMO FREEMAN MAPLE	B & B	2.5" CAL.	2
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5" CAL.	7
GYM CO	GYMNOCLADUS DOICA ESPRESSO / KENTUCKY COFFEETREE	B & B	2.5" CAL.	3
PLA M03	PLATANUS X ACERIFOLIA 'MORTON CIRCLE' / EXCLAMATION™ LONDON PLANE TREE	B & B	2.5" CAL.	7
QUE BIC	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2.5" CAL.	1
TAX DIS	TAXODIUM DISTICHUM / BALD CYPRESS	B & B	2.5" CAL.	3
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5" CAL.	3
EVERGREEN TREES				
THU SMA	THUJA OCCIDENTALIS 'GREEN GIANT' / GREEN GIANT ARBORVITAE	B & B	6' HT.	11
UNDERSTORY TREES				
AME AUT	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	B & B	8' MULTI-TRUNK	27
CER EAS	CERCIS CANADENSIS / EASTERN REDBUD	B & B	8' MULTI-TRUNK	1
SYR IVO	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	2" CAL.	6

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
ARO RED	ARONIA MELANOCARPA / RED CHOKEBERRY	B & B	30" HT.	78
DIE LON	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	B & B	30" HT.	48
HAM VIR	HAMAMELIS VIRGINIANA / COMMON WITCH HAZEL	B & B	36" HT.	37
HIB SYH	HIBISCUS SYRIACUS 'HYMZHOUT' / PARAPLU ROUSE™ ROSE OF SHARON	CONT.	#5	51
HYD LIM	HYDRANGEA PANICULATA 'LIMELIGHT' / LIMELIGHT PANICLE HYDRANGEA	B & B	36" HT.	89
PHY NIG	PHYSOCARPUS OPULIFOLIUS / NINEBARK	B & B	36" HT.	84
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	10
SYR MEY	SYRINGA MEYERI 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	56
VIB BLA	VIBURNUM PRUNIFOLIUM / BLACKHAW VIBURNUM	B & B	36" HT.	15
EVERGREEN SHRUBS				
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" HT.	5
JUN KAL	JUNIPERUS X PFITZERIANA 'KALLAYS COMPACT' / KALLAY'S COMPACT PFITZER JUNIPER	B & B	30" HT.	71
PIN CO2	PINUS MUGO 'COMPACTA' / DWARF MUGO PINE	B & B	30" HT.	21
TAX DEN	TAXUS X MEDIA 'DENSIFORMIS' / DENSE YEW	B & B	24" HT.	71
THU SMA	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	B & B	48" HT.	9
GRASSES				
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	CONT.	#1	70
PAN HEA	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	CONT.	#1	17

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PERENNIALS				
GER MAC	GERANIUM MACULATUM / SPOTTED GERANIUM	CONT.	#1	235
HEM ORO	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	QUART	284
HOS LIB	HOSTA X 'LIBERTY' / LIBERTY HOSTA	CONT.	#1	151
PER LIT	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' TM / LITTLE SPIRE RUSSIAN SAGE	CONT.	#1	263
RUD GLO	RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTRUM' / BLACK-EYED SUSAN	CONT.	QUART	163
TURF				
TUR DRO	TURF SEED / DROUGHT TOLERANT FESCUE BLEND	SEED	SEED	91,193 SF

SITE MATERIALS SCHEDULE

	LOW-PROFILE PRAIRIE SEED MIX	8,123 SF
	DETENTION BASIN SEED MIX	20,768 SF



STATE OF ILLINOIS
JOHN G. SCHERIA
No. 157.000339
Exp. 08-31-2026
REGISTERED LANDSCAPE ARCHITECT

SIGNED
DATE 10/15/25

J. G. S. LANDSCAPE ARCHITECTS
7751 W. McCarthy Road
Palos Park, Illinois 60464
office: 708.361.5124

JGS	2025/11/05
JGS	2025/11/24

Landscape Plan (Overall)

Belmont Estates

11194 Bell Road Lemont, Illinois

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PREPARED FOR: Lotus Development

LOCATION: Lemont, IL

DATE: 2025-10-20

SCALE: 1" = 40'

COMPUTER NAME: BE_LPlan

JOB NUMBER: JGS_114_2025

SHEET

L-1

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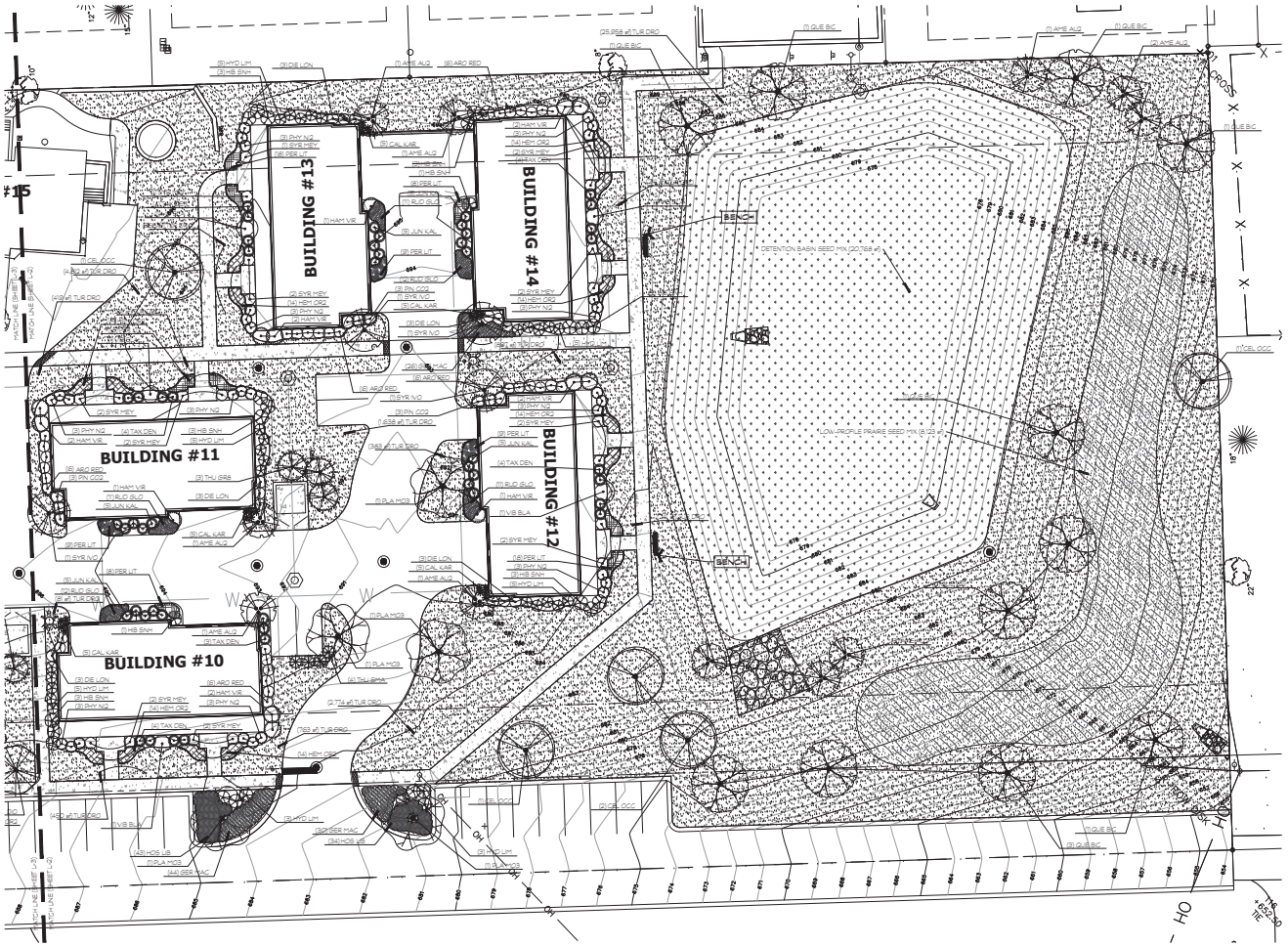
BUILDING #10
BUILDING #11
BUILDING #12
BUILDING #13
BUILDING #14
BENCH
DETENTION BASIN SEED MIX (20,768 sf)
LOW-PROFILE PRAIRIE SEED MIX (8,123 sf)
(5) HYD LIM
(3) HIB SNH
(3) DIE LON
(1) AME AUZ
(6) ARO RED
(2) SYR MEY
(1) HAM VIR
(2) PHY NQ
(5) CAL KAR
(1) RUD SUG
(2) PER LIT
(3) PIN CO2
(1) SYR NO
(4) TAX DEN
(1) VIB BLA
(1) PLA HO3
(1) THU SMA
(2) GLE GGG
(2) HOS HS
(1) QUE BIC
(25) RSB #TUR ORO
(2) ACE SAC
(1) MAL FLO
(1) CEL OCC
(2) HEM ORO
(2) PHY OP
(1) JUN KAL
(1) SER MAC
(1) ACE RUB
(1) ACE SAC
(1) GYM DIO
(1) CRA VIR
(1) ACE NEG
(1) ACE SAC
(1) ACE RUB
(1) ACE SAC

PLANT SCHEDULE SHEET L-3

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
ACE AUT	ACER FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE	B & B	2.5 CAL.	3
ACE MYO	ACER X FREEMANII 'MARMO' / MARMO FREEMAN MAPLE	B & B	2.5 CAL.	2
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5 CAL.	2
GYM DIO	GYMNOCLADUS DIOICA ESPRESSO' / KENTUCKY COFFEETREE	B & B	2.5 CAL.	3
PLA MOB	PLATANUS X ACERIFOLIA 'MORTON CIRCLE' / ENGLAMATION™ LONDON PLANE TREE	B & B	2.5 CAL.	2
TAX DIS	TAXODIUM DISTICHUM / BALD CYPRESS	B & B	2.5 CAL.	3
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5 CAL.	1
EVERGREEN TREES				
THU SMA	THUJA OCCIDENTALIS 'GREEN GIANT' / GREEN GIANT ARBORVITAE	B & B	6' HT.	8
UNDERSTORY TREES				
AME AUG	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	B & B	8' MULTI-TRUNK	14
CER EAS	CERCIS CANADENSIS / EASTERN REDBUD	B & B	8' MULTI-TRUNK	1
SYR IVO	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	2 CAL.	2

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
ARO RED	ARONIA ARBUTIFOLIA / RED CHOKEBERRY	B & B	30" HT.	48
DIE LON	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	B & B	30" HT.	27
HAM VIR	HAMAMELIS VIRGINIANA / COMMON WITCH HAZEL	B & B	36" HT.	2
HIB SNH	HIBISCUS SYRIACUS 'MINSYROUT' / PARAPLU ROUGE™ ROSE OF SHARON	CONT.	#5	28
HYD LIM	HYDRANGEA PANICULATA 'LIMELIGHT' / LIMELIGHT PANICLE HYDRANGEA	B & B	36" HT.	54
PHY NG	PHYSOCARPUS OPULIFOLIUS / NINEBARK	B & B	36" HT.	48
RIB SRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	3
SYR HEY	SYRINGA MEYERI 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	32
VIB BLA	VIBURNUM PRUNIFOLIUM / BLACKHAW VIBURNUM	B & B	36" HT.	8
EVERGREEN SHRUBS				
JUN KAL	JUNIPERUS X PFITZERIANA 'KALLAY'S COMPACT' / KALLAY'S COMPACT PFITZER JUNIPER	B & B	30" HT.	40
PIN CO2	PINUS MUGO 'COMPACTA' / DWARF MUGO PINE	B & B	30" HT.	12
TAX DEN	TAXUS X MEDIA 'DENSIFORMIS' / DENSE YEW	B & B	24" HT.	44
THU SMA	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	B & B	48" HT.	5
GRASSES				
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	CONT.	#1	40
PAN HEA	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	CONT.	#1	17

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PERENNIALS				
GER MAC	GERANIUM MACULATUM / SPOTTED GERANIUM	CONT.	#1	135
HEM ORG	HEMEROCALLIS 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	QUART	168
HOS LIB	HOSTA X 'LIBERTY' / LIBERTY HOSTA	CONT.	#1	74
PER LIT	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' TM / LITTLE SPIRE RUSSIAN SAGE	CONT.	#1	168
RUD SLO	RUDBECKIA FULGIDA SULLIVANTII / BLACK-EYED SUSAN	CONT.	QUART	106
TURF				
TUR DRO	TURF SEED / DROUGHT TOLERANT FESCUE BLEND	SEED	SEED	46,080 SF

LANDSCAPE NOTES:

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DISFIGURITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
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7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5 FROM THE TRUNK.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. ANY AREAS TO BE LOAMED AND SEEDED WHICH HAVE NOT BEEN DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 1'-2' OF LOAM OVER SCARIFIED EXISTING SOILS. CARE SHOULD BE GIVEN TO NOT PLACE GREATER THEN 1' SOIL OVER EXPOSED ROOTS OF EXISTING TREES IN SUCH AREAS.
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12. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
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14. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3' DEPTH.
15. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERSENTS APPLIED AT THE RECOMMENDED RATE.
16. ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
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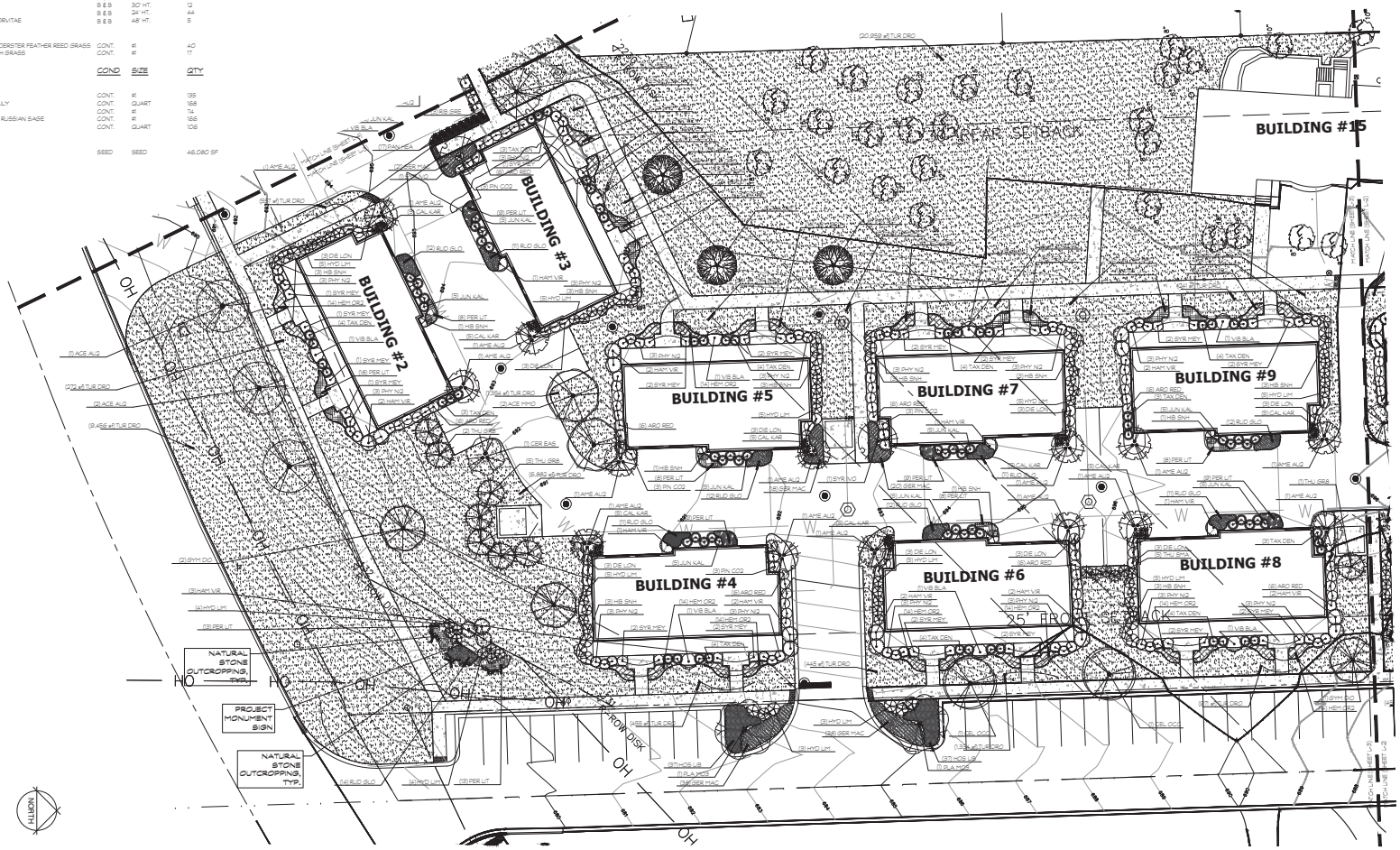
25. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
26. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
27. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
28. ALL NOTED SHRUB HEIGHTS ARE THE REQUIRED HEIGHT AT INSTALLATION.
29. ALL LARGE SHADE TREES SHALL BE A MINIMUM TEN (10) FEET FROM ALL LIGHT POLES, MANHOLES, AND FIRE HYDRANTS. ALL OTHER PLANTINGS SHALL BE A MINIMUM 3-5 FEET FROM ALL FIRE HYDRANTS.
30. ANY PROPOSED CHANGES TO THE APPROVED LANDSCAPE PLAN SUCH AS SPECIES SUBSTITUTIONS, SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL.
31. PROPERTY OWNERS SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING SHOWN ON THE APPROVED PLANS THROUGHOUT THE LIFE OF THE DEVELOPMENT.



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7751 W. McCarthy Road
Palos Park, Illinois 60464
office: 708.361.5124

JGS	2025/11/05
JGS	2025/11/24

Landscape Plan (Central)

Belmont Estates

11194 Bell Road Lemont, Illinois

PREPARED FOR: Lotus Development

LOCATION: Lemont, IL

DATE: 2025-10-20

SCALE: 1" = 20'

COMPUTER NAME: BE_LPlan

JOB NUMBER: JGS_114_2025

SHEET L-3

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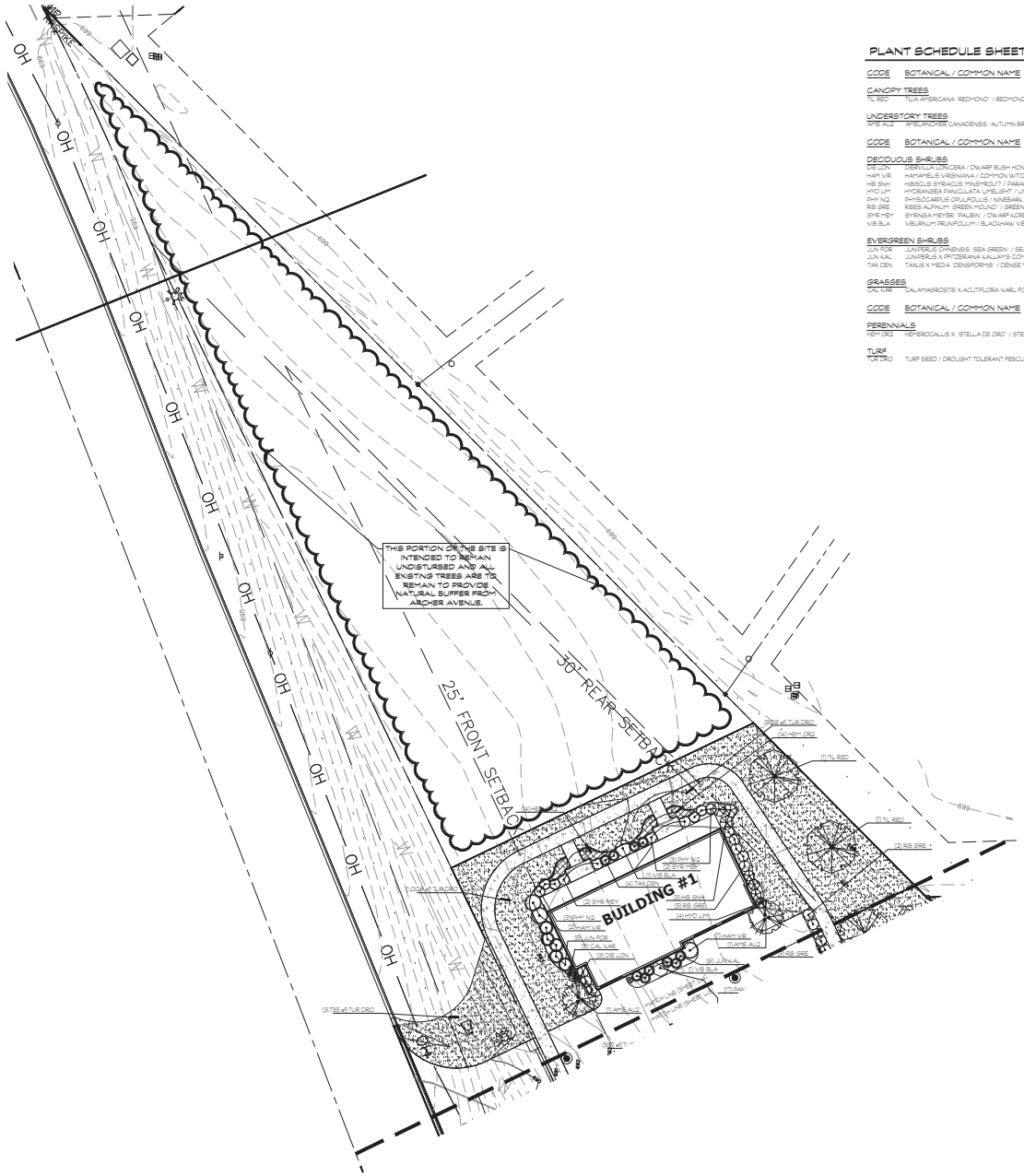

PLANT SCHEDULE SHEET L-4

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5" CAL	2
UNDERSTORY TREES				
AME ALG	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	B & B	8' MULTI-TRUNK	2

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
DIE LON	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	B & B	30" HT.	3
HAM VIR	HAMAMELIS VIRGINIANA / COMMON WITCH HAZEL	B & B	36" HT.	3
HIB SYR	HIBISCUS SYRIACUS 'MINSYROUT' / PARAPLU ROUGE™ ROSE OF SHARON	CONT.	#5	3
HYD LIM	HYDRANGEA PANICULATA 'LIMELIGHT' / LIMELIGHT PANICLE HYDRANGEA	B & B	36" HT.	4
PHY N2	PHYSOCARPUS OPULIFOLIUS / NINEBARK	B & B	36" HT.	6
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	30" HT.	7
SYR HEY	SYRINGA MEYERI 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	4
VIB BLA	VIBURNUM PRUNIFOLIUM / BLACKHAW VIBURNUM	B & B	36" HT.	2
EVERGREEN SHRUBS				
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" HT.	5
JUN KAL	JUNIPERUS X PFITZERIANA 'KALLAYS COMPACT' / KALLAYS COMPACT PFITZER JUNIPER	B & B	30" HT.	6
TAX DEN	TAXUS X MEDIA 'DENSIFORMIS' / DENSE YEW	B & B	24" HT.	4
GRASSES				
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS	CONT.	#1	5

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PERENNIALS				
HEM DR2	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	QUART	28
TURF				
TUR ORO	TURF SEED / DROUGHT TOLERANT FESCUE BLEND	SEED	SEED	5,652 SF

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0 20 40 60 feet

SCALE: 1" = 20'

NORTH

J. G. S.
LANDSCAPE ARCHITECTS
7751 W. McCarthy Road
Palos Park, Illinois 60464
office: 708.361.5124

JGS	2025/11/05
JGS	2025/11/24

Landscape Plan (South)

Belmont Estates

11194
Bell Road
Lemont,
Illinois

PREPARED FOR:
Lotus Development

LOCATION:
Lemont, IL

DATE:
2025-10-20

SCALE:
1" = 20'

COMPUTER NAME:
BE_LPlan

JOB NUMBER:
JGS_114_2025

SHEET
L-4

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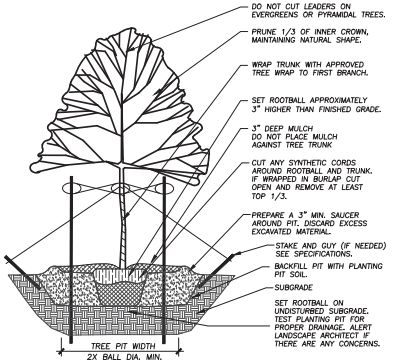
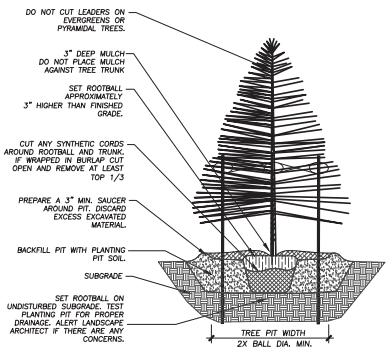


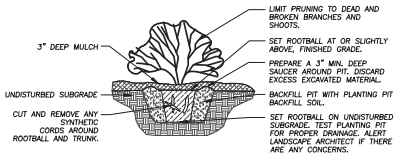
1 TREE PLANTING DETAIL

Not To Scale 329343-01



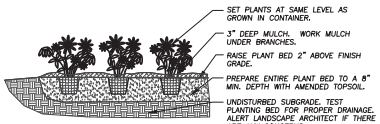
2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-02



3 SHRUB PLANTING DETAIL

Not To Scale 329333-01

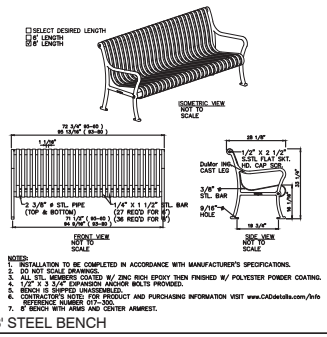


4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-03

DuMor, inc.

DU MOR, INC.
15 INDUSTRIAL CIRCLE, P.O. BOX 142
MIFFLINTOWN, PA 17059-0142
1-800-598-4015
PHONE:(717) 436-2106
FAX:(717) 436-9839
www.dumor.com



NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
4. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
5. BENCH IS SHIPPED UNASSEMBLED.
6. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.CADdetails.com/Info
7. 8' BENCH WITH ARMS AND CENTER ARMREST.

5 8' STEEL BENCH

Not To Scale 12 9343.13-14

J. G. S.
LANDSCAPE ARCHITECTS
7751 W. McCarthy Road
Palos Park, Illinois 60464
office: 708.361.5124

JGS	2025/11/05
JGS	2025/11/24

Landscape Details

Belmont Estates

11194
Bell Road
Lemont,
Illinois

PREPARED FOR:
Lotus Development

LOCATION:
Lemont, IL

DATE:
2025-10-20

SCALE:
1" = 20'

COMPUTER NAME:
BE_LPlan

JOB NUMBER:
JGS_114_2025

SHEET
L-5

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Attachment 9

THE RESIDENCES AT

BELMONT ESTATES

LEMONT, ILLINOIS

3D RENDERS




A
B
C
D









Additions & Alterations to the Residence At

11194 Bell Road

Lemont, Illinois

October 24, 2025

Archamerica Job No. 25089

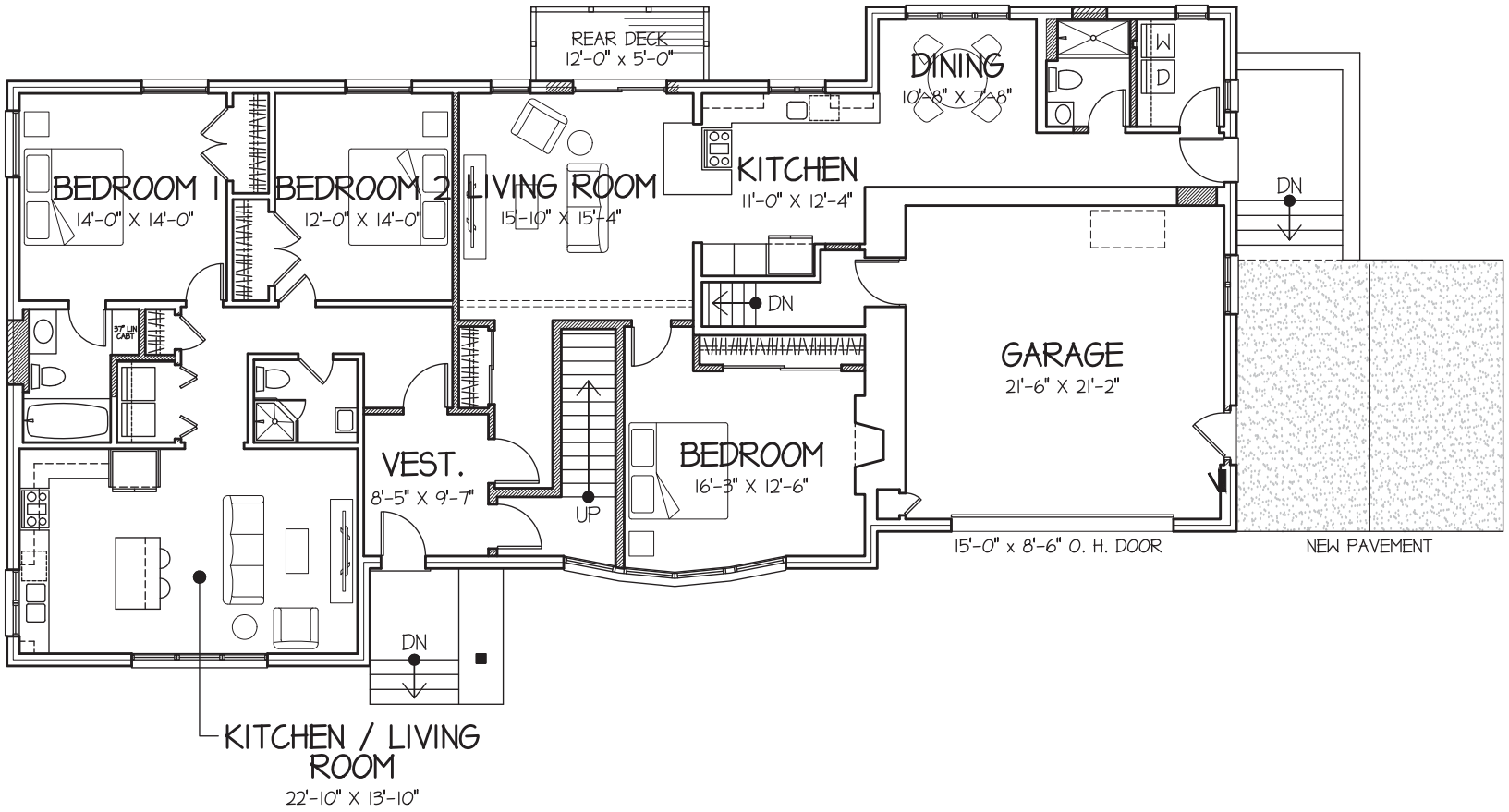
Front Elevation

0 2' 4' 8' 20'

ARCHAMERICA

34121 N. US 45, Suite 213
Grayslake, Illinois 60030

Phone 847-336-6600
Fax 847-336-6601



Additions & Alterations to the Residence At

11194 Bell Road

Lemont, Illinois

September 29, 2025

Archamerica Job No. 25089

Existing 1st Floor Plan

N

0 2' 4' 8' 20'

ARCHAMERICA

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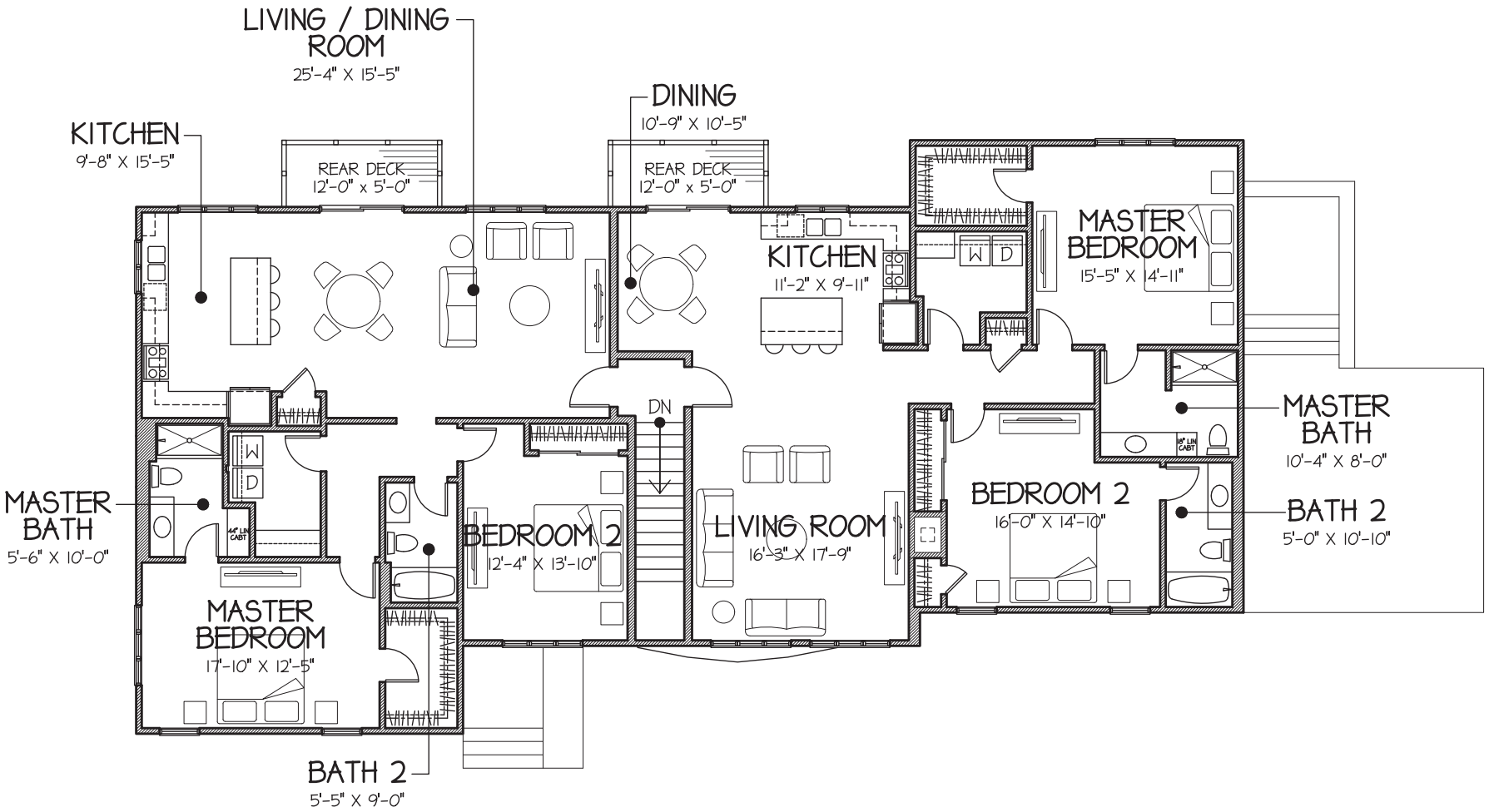
Grayslake, Illinois 60030

Phone 847-336-6600
Fax 847-336-6601



Additions & Alterations to the Residence At

11194 Bell Road

Lemont, Illinois

September 29, 2025

Archamerica Job No. 25089

2nd Floor Addition Plan

N

0 2' 4' 8' 20'

ARCHAMERICA

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Grayslake, Illinois 60030

Phone 847-336-6600
Fax 847-336-6601

General Notes

CODE COMPLIANCE
ALL WORK SHALL COMPLY WITH THE FOLLOWING CODES:
2021 INTERNATIONAL RESIDENTIAL CODE - WITH VILLAGE AMENDMENTS
2021 INTERNATIONAL MECHANICAL CODE - WITH VILLAGE AMENDMENTS
CURRENT ILLINOIS STATE PLUMBING CODE
2020 NATIONAL ELECTRIC CODE - WITH VILLAGE AMENDMENTS
2021 INTERNATIONAL FIRE CODE - WITH VILLAGE AMENDMENTS
2021 INTERNATIONAL ENERGY CONSERVATION CODE - WITH IL AMENDMENTS

VERIFICATION OF DIMENSIONS & FIELD CONDITIONS
ALL CONTRACTORS SHALL BE RESPONSIBLE FOR VERIFYING THE DIMENSIONS SHOWN ON THE DRAWINGS, AND FOR COORDINATING WITH FIELD CONDITIONS. THE ARCHITECT SHALL BE NOTIFIED ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

DO NOT SCALE THE DRAWINGS.

THE ARCHITECT
THE ARCHITECT SHALL NOT BE LIABLE NOR RESPONSIBLE FOR THE QUALITY OF WORK ON THE PROJECT, OR SELECTION OF MATERIALS TO BE USED ON THE PROJECT

ALL CONTRACTORS SHALL HOLD HARMLESS THE THE ARCHITECT AND HIS AGENTS AGAINST LOSS, DAMAGE LIABILITY OR ANY EXPENSE ARISING IN ANY MANNER FROM WRONGFUL NEGLIGENCE OF CONTRACTORS AND THEIR RESPECTIVE EMPLOYEES.

MATERIALS & INSTALLATION
ALL WORK, MATERIALS & INSTALLATION MUST COMPLY WITH ALL APPLICABLE LOCAL, STATE & O.S.H.A. CODES & STANDARDS. IF AN INSPECTING AUTHORITY FINDS FAULT WITH ANY SUB-CONTRACTORS WORK, THAT SUB-CONTRACTOR SHALL CORRECT SUCH WORK TO THE SATISFACTION OF THE INSPECTING AUTHORITY AT NO EXPENSE TO THE OWNER.

FIREBLOCKING
INSTALL 2 X WOOD FIREBLOCKING IN PERIMETER WALLS AROUND SOFFITS. INSTALL 2 X WOOD FIREBLOCKING BETWEEN CONCEALED STAIR STRINGERS WHERE THE STAIR MEETS THE FLOOR & CEILING FRAMING.

FIRESTOPPING
INSTALL FIRESTOP CAULK AT ALL PENETRATIONS THROUGH TOP & BOTTOM PLATES.

CONCRETE
ALL FOOTINGS SHALL BEAR AN MINIMUM 2500 PSF UNDISTURBED SOIL. THE ARCHITECT SHALL BE NOTIFIED IF WEAKER SOILS ARE ENCOUNTERED AT THE BEARING DEPTHS SHOWN ON THE DRAWINGS.

ALL CONCRETE SHALL ACHIEVE A MINIMUM COMPRESSIVE STRENGTH IN 28 DAYS AS FOLLOWS:

FOUNDATION WALLS & FOOTINGS	3,000 PSI
INTERIOR FLOOR SLABS	2,500 PSI
EXTERIOR STOOPS & GARAGE FLOOR SLABS	3,500 PSI

MINIMUM 5 BAG MIX PER CUBIC YARD SHALL BE USED.

WOOD FRAMING
STUDS AND OTHER COMPRESSIVE MEMBERS SHALL BE CONSTRUCTION GRADE

ALL FRAMING MEMBERS SHALL MEET THE FOLLOWING STRUCTURAL VALUES:

STANDARD LUMBER	f_b = 875 PSI MINIMUM
ENGINEERED LUMBER	E = 1,900,000 PSI MINIMUM

BRIDGE CONVENTIONALLY FRAMED FLOOR & CEILING JOISTS AT MAXIMUM 8'-0" O. C. BRIDGE TJI JOISTS AS RECOMMENDED BY MANUFACTURER.

INSTALL (2) 2 x 12 HEADERS OVER LOAD-BEARING OPENINGS, UNLESS NOTED OTHERWISE. INSTALL TWO (2) JACK STUDS AT EA. END OF LOAD-BEARING HEADERS SPANNING 6'-0" AND OVER, AND THREE (3) JACK STUDS WHEN SPANNING 12'-0" AND OVER. HEADERS MUST BE 5 1/2" THICK AT 2 x 6 WALLS. PROVIDE SOLID BLOCKING OR PLYWOOD PADDING AS REQUIRED SO THAT HEADERS ARE FLUSH W/ FACE OF STUDS.

PROVIDE STEEL HANGERS AT ALL JOISTS HUNG FROM THE SIDES OF HEADERS & BEAMS.

WINDOWS & EXTERIOR GLASS DOORS
WINDOWS & EXTERIOR GLASS DOORS SHALL HAVE CLEAR INSULATED GLASS, LOW E, ARGON FILLED, U-FACTOR 0.30, SHGC 0.35, OR BETTER

GYPSUM BOARD

EXTERIOR WALLS:	(1) LAYER 1/2" GYPSUM BOARD TO INTERIOR FACE
INTERIOR PARTITIONS:	(1) LAYER 1/2" GYPSUM BOARD EACH SIDE
CEILINGS:	(1) LAYER 1/2" GYPSUM BOARD (1) LAYER 5/8" - SUPPORTS @ GREATER THAN 16" O. C. PROVIDE FOIL BACKING WHERE ABUTTING ATTICS
DRYWALL JAMBS:	GYPSUM BOARD JAMBS AT WINDOWS & BI-FOLD DOORS
GARAGE:	(1) LAYER 5/8" TYPE "X" AT ALL WALLS & CEILINGS ABUTTING INTERIOR LIVING SPACES

TAPE, FLOAT AND SAND JOINTS AND FASTENERS OF GYPSUM WALLBOARD WITH 2 COATS OF JOINT COMPOUND AS REQUIRED TO OBTAIN A UNIFORMLY SMOOTH FINISH

THERMAL & MOISTURE PROTECTION
INSULATION:

EXTERIOR WALLS:	R-19 FIBERGLASS BATT, W/ VAPOR BARRIER
JOIST ENDS:	R-19 FIBERGLASS BATT, KRAFT FACED
ATTIC SPACES:	R-49 FIBERGLASS BATT W/ FOIL BACK
VAPOR BARRIER:	6 MIL POLY
AIR INFILTRATION BARRIER:	"TYVEK HOUSE WRAP", OR EQUAL

THE INSULATOR SHALL INSTALL FIRE CAULKING AROUND ALL OPENINGS THRU THE TOP PLATE AND THE BOTTOM PLATE EXCEPT AT SLABS ON GRADE)

FLASHING
PROVIDE SHEET METAL FLASHING AT ALL PENETRATIONS THROUGH EXTERIOR SHELL OF BUILDING, ROOF INTERSECTIONS, AND ALL ROOF / WALL JUNCTURES. PROVIDE PRE-FINISHED ALUMINUM CAP FLASHING OVER ALL EXTERIOR WINDOW & DOOR HEAD TRIM, AND OVER WALL LEDGERS FOR DECK FRAMING.

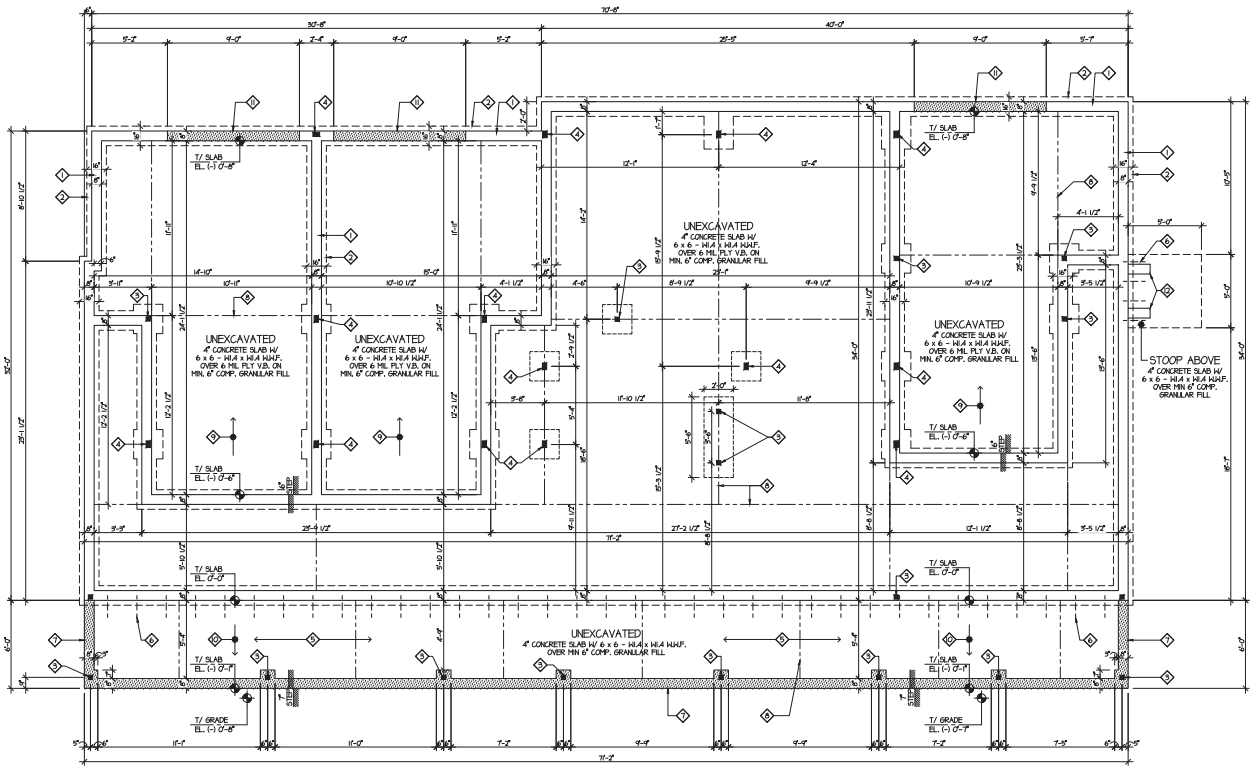
ALL MASONRY FLASHINGS SHALL BE SELF-ADHERING RUBBERIZED ASPHALT, 30 MIL WITH STAINLESS STEEL DRIP EDGING.

MECHANICAL
REFER TO SHEET ME-1 FOR MECHANICAL NOTES

PLUMBING
REFER TO SHEET ME-1 FOR PLUMBING NOTES

ELECTRICAL
REFER TO SHEET ME-1 FOR PLUMBING NOTES

SMOKE DETECTORS
SMOKE DETECTORS SHALL BE INSTALLED WITHIN EACH DWELLING UNIT ADJACENT TO THE SLEEPING AREAS, AND WITHIN EACH STAIR ENCLOSURE, AS REQUIRED BY LOCAL CODES.



FOUNDATION PLAN
SCALE 1/4" = 1'-0"

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A1.3	2nd FLOOR PLAN
A1.4	3rd FLOOR PLAN
A1.5	ROOF PLAN
A2.1	2nd FLOOR FRAMING PLAN
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A3.1	EXTERIOR ELEVATIONS
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A4.1	BUILDING SECTION
A4.2	WALL SECTIONS
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ME-2	2nd FLOOR MECHANICAL & ELECTRICAL PLAN
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Foundation Notes

ELEVATION REFERENCE:
REFER TO CIVIL ENGINEERING DRAWINGS

TYPICAL CONCRETE FLOOR SLAB
4" CONCRETE SLAB OVER 6 MIL POLY VAPOR BARRIER OVER MIN. 4" COMP. GRANULAR FILL - SEE DETAILS FOR REINFORCING

1. 8" HIDE CONCRETE FOUNDATION WALL - TYPICAL
   T/ FOUNDATION = EL. 0'-0"
2. 16" W x 8" HIGH CONCRETE FOOTINGS - TYPICAL
3. POST: 4 x 4 WOOD
   BASE PLATE: SIMPSON EPB44 POST BASE
   CAP PLATE (MID-SPAN): SIMPSON PC4Z POST CAP
   CAP PLATE (END): SIMPSON EPC4Z POST CAP
   FOOTING: 2'-0" x 2'-0"
4. POST: 4 x 6 WOOD
   BASE PLATE: SIMPSON EPB46 POST BASE
   CAP PLATE (MID-SPAN): SIMPSON PC6Z POST CAP
   CAP PLATE (END): SIMPSON EPC6Z POST CAP
   FOOTING: 2'-0" x 2'-0"
5. CONCRETE PORCH ABOVE:
   4" CONCRETE SLAB W/ 6 x 6 - W1.4 x W1.4 W.W.F. OVER COMPACTED GRANULAR FILL
6. PROVIDE #5 x 1'-6" RODS @ 24" O. C. TO TIE STOOP INTO FOUNDATION
7. CONCRETE FROST WALL DOWN TO 3'-6" BELOW FIN. GRADE - T/ WALL FLUSH WITH GRADE
8. CONTROL JOINT - TYPICAL
9. PITCH SLAB DOWN 2" TOWARD DOORS
10. PITCH SLAB DOWN 1" TOWARD FRONT OF PORCH
11. DEPRESS TOP OF FOUNDATION 8" AT DOOR
12. PROVIDE 2- 1'-0" x 8" CONCRETE HAUNCHES FOR CONCRETE STOOP

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FOUNDATION PLAN

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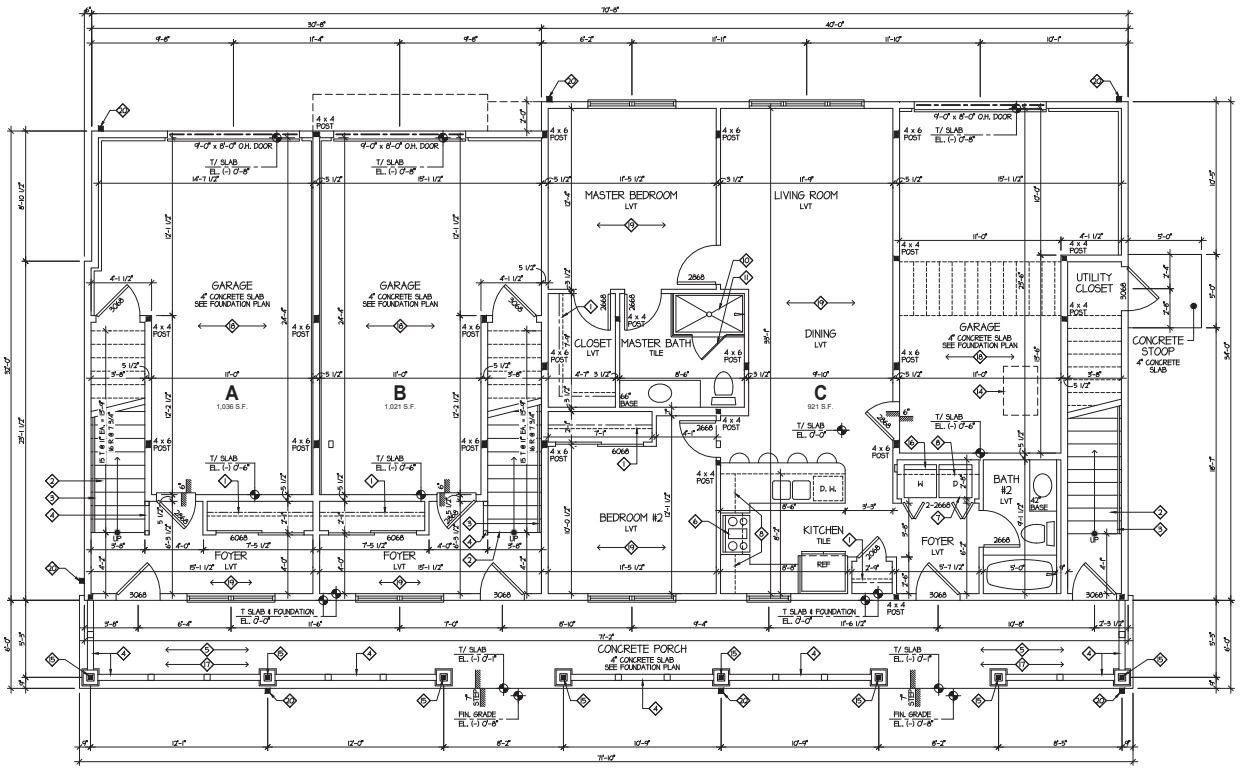
A1.1



1st FLOOR PLAN

SCALE 1/4" = 1'-0"

Floor Plan Notes

TYPICAL INTERIOR WALL
5/8" GYPSUM BOARD EACH SIDE OF 2 x 4 STUDS @ 16" O. C.
UNLESS NOTED OTHERWISE.

TYPICAL EXTERIOR WALL
5/8" GYPSUM BOARD INTERIOR OVER 2 x 6 STUDS @ 16" O. C.
1/2" O.S.B. EXTERIOR WALL SHEATHING

TYPICAL CEILING HEIGHT
FIRST FLOOR: 9'-0" - UNLESS NOTED OTHERWISE
SECOND FLOOR: 9'-0" - UNLESS NOTED OTHERWISE
THIRD FLOOR: 8'-0" - UNLESS NOTED OTHERWISE

1. WIRE SHELF W/ ROD AT 5'-0" A.F.F.
2. CARPENTER-BUILT WOOD STAIR AND RAILING
3. WOOD HANDRAIL @ 2'-10" ABOVE STAIR NOSING
4. WOOD GUARDRAIL @ 3'-0" A.F.F., WITH 4" MAXIMUM SPACE BETWEEN BALLUSTERS - TYPICAL
5. CONCRETE PORCH - SEE FOUNDATION PLAN
6. COOKTOP W/ EXHAUST FAN TO BE DUCTED TO EXTERIOR WITH BACKDRAFT DAMPER
7. CLOTHES DRYER: EXHAUST TO BE DUCTED TO EXTERIOR WITH BACKDRAFT DAMPER
8. WALL MOUNTED CABINETS ABOVE
9. TUB SURROUND WALLS:
   WALLS: TILE FULL HEIGHT OVER 5/8" CEMENT BOARD
   CEILING: 5/8" MOISTURE RESISTANT "GREEN BOARD"
10. SHOWER ENCLOSURE
    WALLS: TILE FULL HEIGHT OVER 5/8" CEMENT BOARD
    CEILING: 5/8" MOISTURE RESISTANT "GREEN BOARD"
    FLOOR: TILE OVER PVC PAN
11. 1/2" TEMPERED FRAMELESS GLASS SHOWER DOOR & ENCLOSURE - T/ GLASS AT 7'-0" A.F.F.
12. ROOF BELOW
13. EMERGENCY EGRESS:
    ONE WINDOW IN EACH SECOND FLOOR BEDROOM SHALL HAVE A SASH OPENING MEETING APPLICABLE FIRE AND BUILDING CODE REQUIREMENTS FOR EMERGENCY EGRESS.
14. 2'-4" x 3'-4" ATTIC ACCESS PANEL ABOVE
    PROVIDE DOUBLE CEILING JOIST HEADERS AROUND OPENING
15. 4 x 4 PSL PLUS EXTERIOR GRADE POST W/ SIMPSON GALVANIZED STEEL POST BASE & CAP
16. CLOTHES WASHER PAN W/ DRAIN
17. SOFFIT ABOVE - SEE SECTION
18. INSULATED CEILING - ENTIRE GARAGE
    PROVIDE 5/8" TYPE "X" GYPSUM BOARD CEILING
    INSULATE WITH R-38 BATT INSULATION W/ V. B.
19. PROVIDE SOUND ATTENUATION BATT INSULATION IN CEILING ABOVE ENTIRE UNIT - 6" THICKNESS
20. PRE-FINISHED ALUMINUM DOWNSPOUT W/ SPLASH BLOCK
21. PRE-FINISHED ALUMINUM GUTTER
22. 48" x 24" CABINET
23. OPTIONAL PARTITION & DOOR
24. OPTIONAL INSULATED METAL DOOR, 3/4 HOUR, EA. SIDE

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1st FLOOR PLAN

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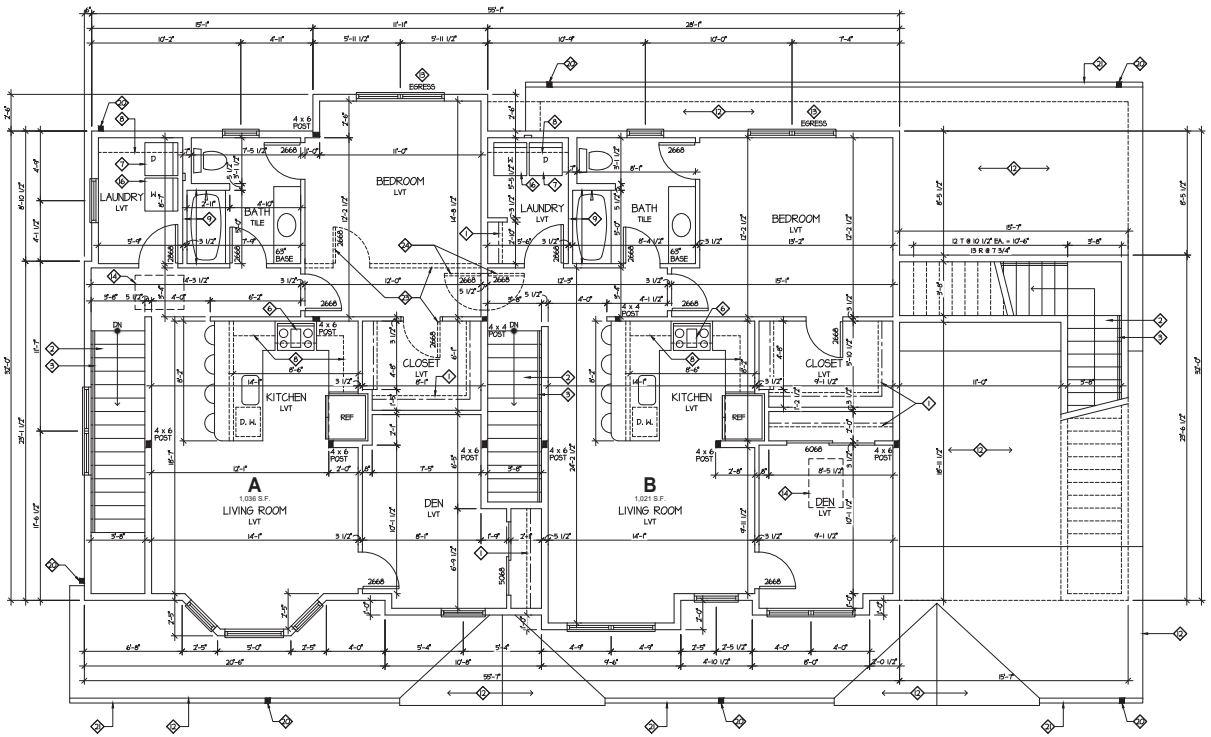

2nd FLOOR PLAN

SCALE 1/4" = 1'-0"

Floor Plan Notes

TYPICAL INTERIOR WALL
5/8" GYPSUM BOARD EACH SIDE OF 2 x 4 STUDS @ 16" O. C.
UNLESS NOTED OTHERWISE.

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2nd FLOOR PLAN

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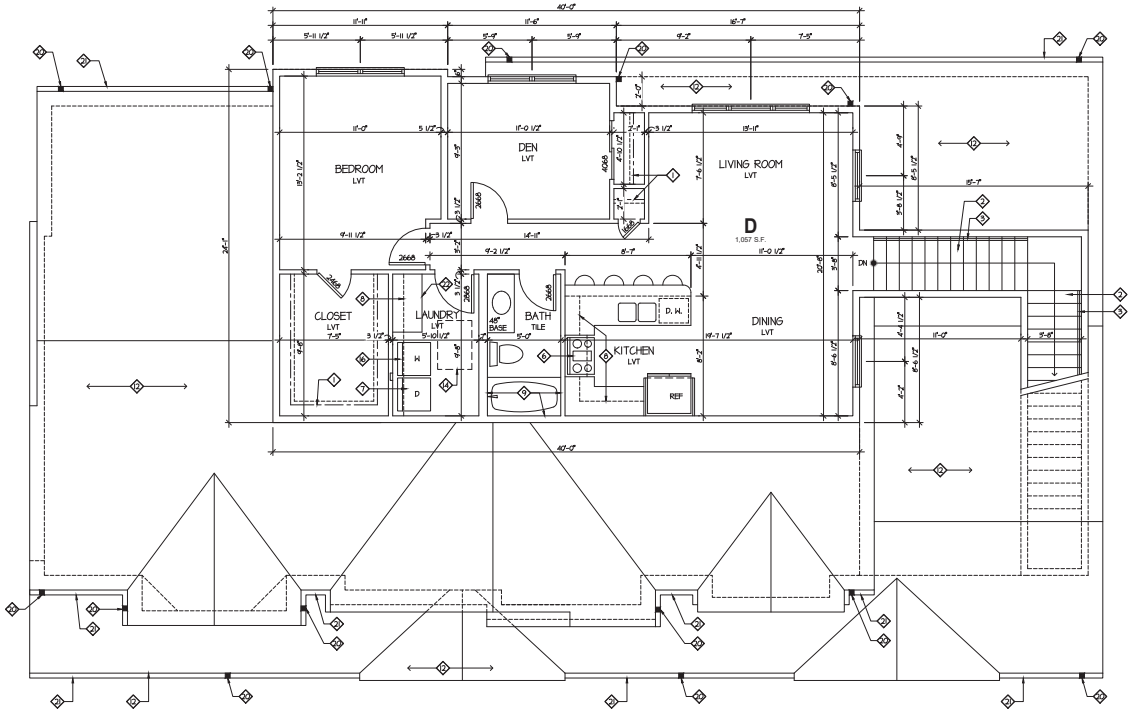

3rd FLOOR PLAN

SCALE 1/4" = 1'-0"

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3rd FLOOR PLAN

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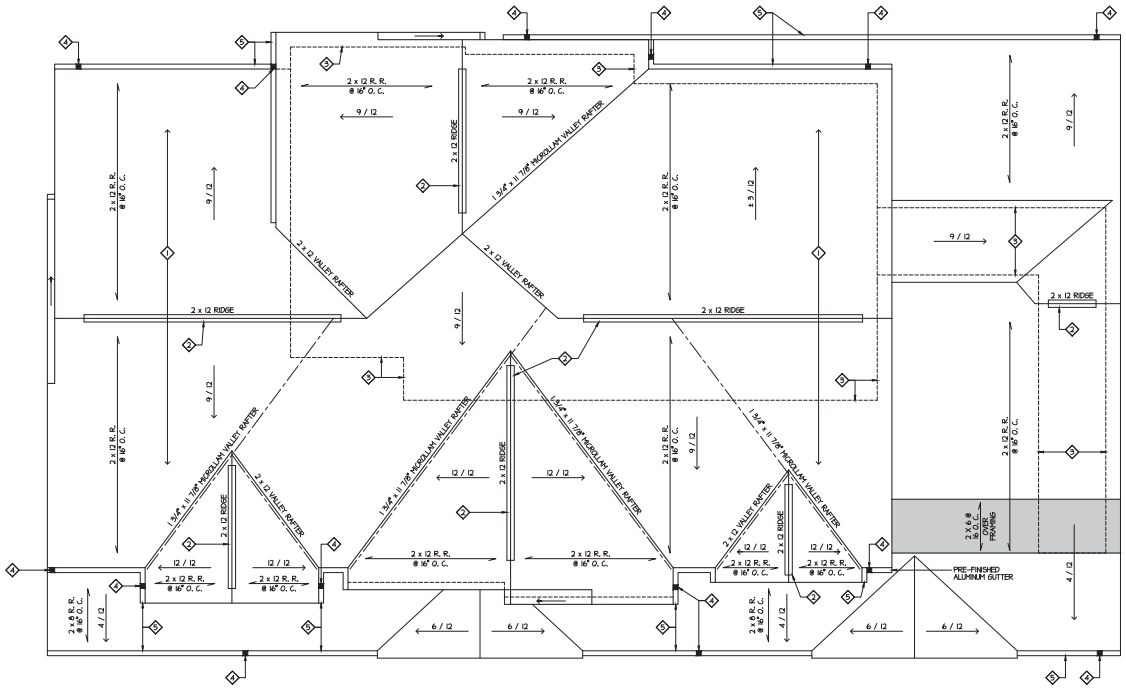

ROOF PLAN

SCALE 1/4" = 1'-0"

Roof Notes

1. ASPHALT SHINGLE ROOFING - TYPICAL
2. SHINGLE-OVER RIDGE VENT
3. EXTERIOR WALL BELOW
4. PRE-FINISHED ALUMINUM DOWNSPOUT
5. PRE-FINISHED ALUMINUM GUTTER

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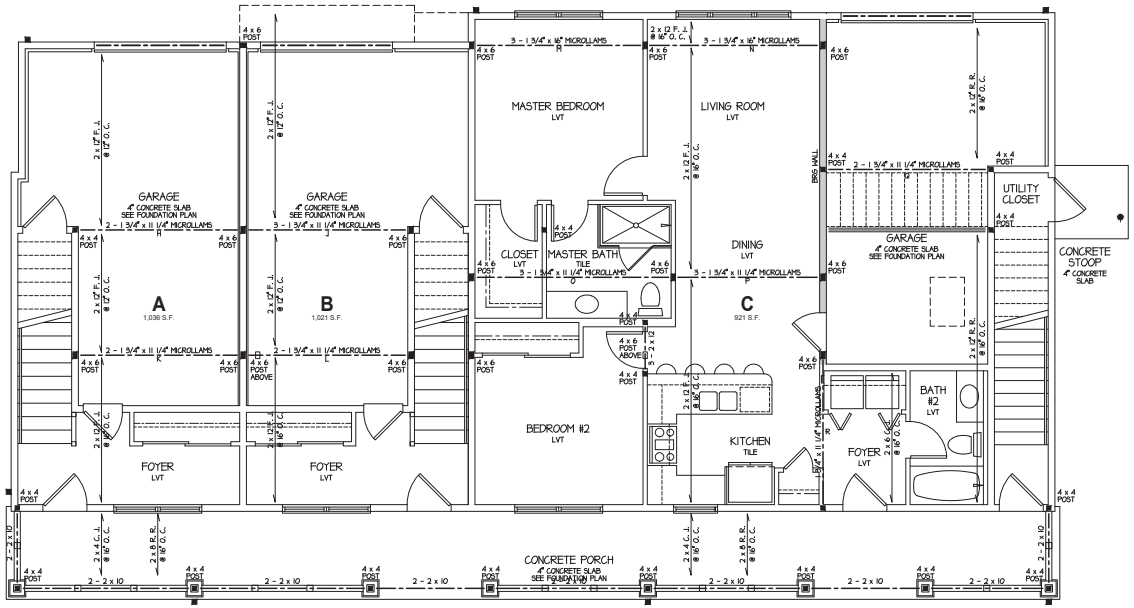

2nd FLOOR FRAMING PLAN

SCALE 1/4" = 1'-0"

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2nd FLOOR FRAMING PLAN

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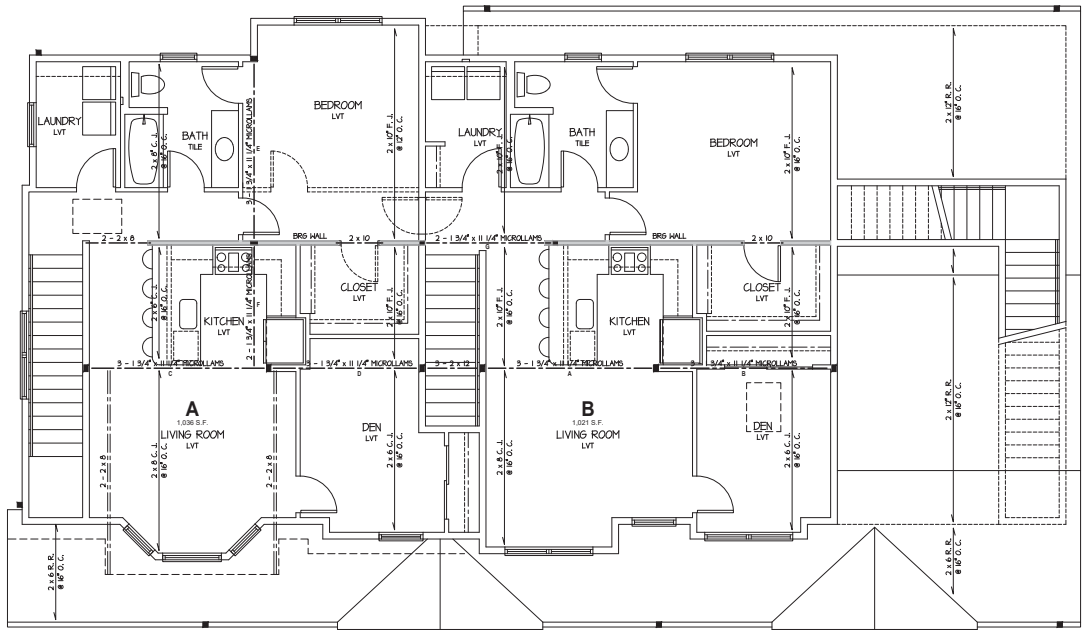

3rd FLOOR FRAMING PLAN

SCALE 1/4" = 1'-0"

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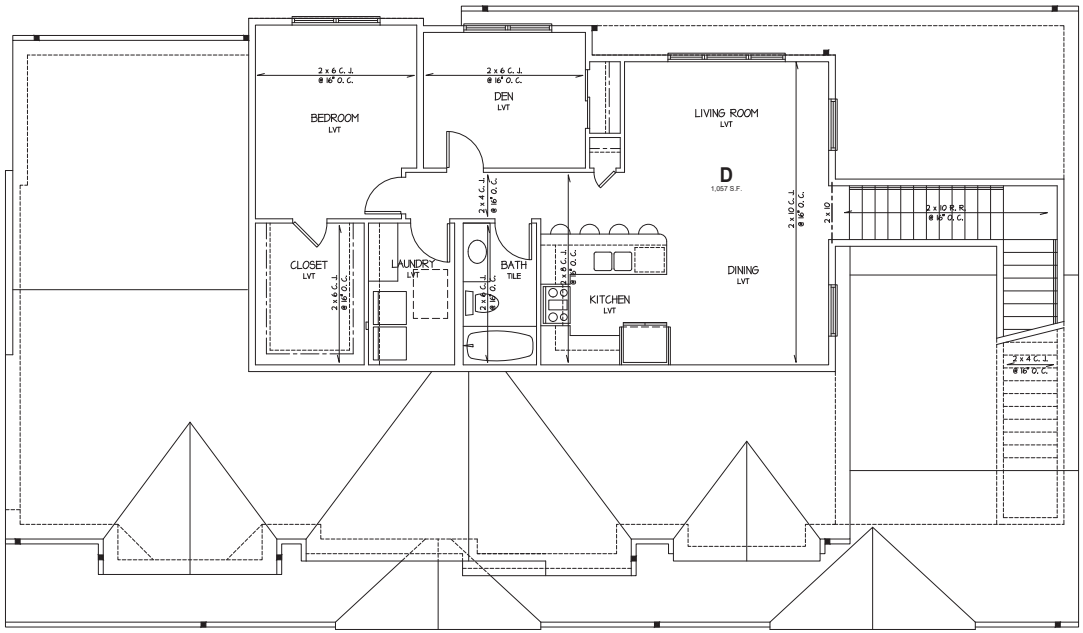

ROOF FRAMING PLAN

SCALE 1/4" = 1'-0"

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ROOF FRAMING PLAN

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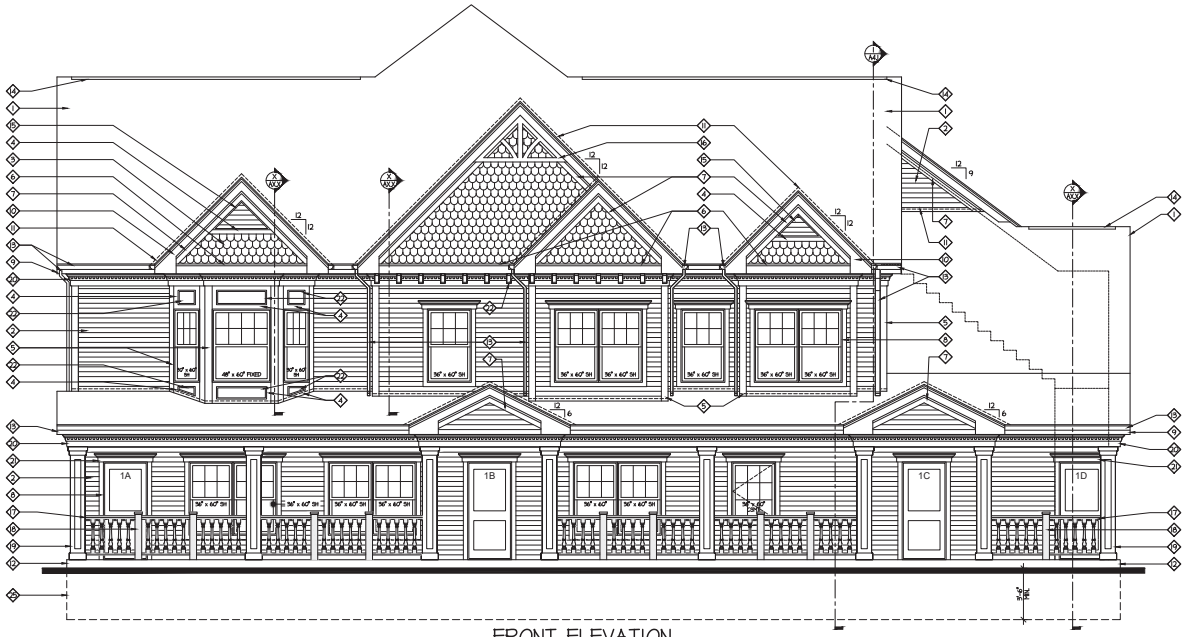

FRONT ELEVATION

SCALE 1/4" = 1'-0"



REAR ELEVATION

SCALE 1/4" = 1'-0"

Exterior Elevation Notes

GENERAL

COLORS: COLORS FOR ALL EXTERIOR MATERIALS TO BE SELECTED BY THE BUILDER

WOOD TRIM: ALL WOOD TRIM SHALL BE ROUGH SAWN SPRUCE

SOFFITS: ALL SOFFITS SHALL BE PREFINISHED ALUMINUM

WINDOW SIZES

WINDOW SIZE = UNIT DIMENSIONS IN INCHES

1. TYPICAL SHINGLE ROOFING
   - SHINGLES: 285 POUND, 3-TAB ASPHALT-FIBERGLASS STRIP SHINGLES, MINERAL SURFACED
   - MFG: TO BE SPECIFIED BY THE BUILDER
   - FELT: NO. 15 ORGANIC FELT UNDERLAYMENT
   - SHEATHING: 5/8" EXTERIOR GRADE O.S.B. SHEATHING
   - VALLEYS: PROVIDE "ICE & WATER SHIELD" AT VALLEYS
2. TYPICAL HORIZONTAL SIDING
   - MATERIAL: CEMENT BOARD
   - TYPE: HORIZONTAL, 6" EXPOSURE
3. TYPICAL ROUND-EDGE SHINGLE SIDING
   - SIZE: CEMENT BOARD
   - TYPE: 6" EXPOSURE
4. 1 x 4 TRIM BOARD
5. 2 x 6 CORNER BOARD - TYPICAL
6. 1 x 2 OVER 5/4 x 8 HORIZONTAL TRIM W/ CAP FLASHING
7. 1 x 2 TRIM OVER 5/4 x 6 FRIEZE BOARD
8. 1 x 4 WINDOW / DOOR JAMB AND SILL TRIM - TYPICAL
9. 1 x 8 FASCIA BOARD - TYPICAL
10. 1 X 8 RAKE BOARD - TYPICAL
11. SHEET METAL JUNCTURE FLASHING - TYPICAL
12. CONCRETE PORCH
13. 5" x 3 3/4" ALUMINUM GUTTER & DOWNSPOUTS
    - WEIGHT: .027 INCH THICKNESS
    - COLOR: TO BE SPECIFIED BY THE BUILDER
14. CONTINUOUS RIDGE VENT - COLOR TO MATCH SHINGLES ROOF SHEATHING SHALL BE OFFSET 1" MINIMUM TO EACH SIDE OF RIDGE - TOTAL OPENING MINIMUM 2"
15. DECORATIVE LOUVER (FALSE) - SIZE PER DRAWING
16. DECORATIVE GABLE TRIM
17. TYPICAL ROUGH SAWN CEDAR HANDRAIL
    - HANDRAIL: 2 x 6 - 3'-0" ABOVE TOP OF DECK
    - TOP SKIRT RAIL: 2 x 4
    - BOTTOM RAIL: 2 x 4 - BOTTOM @ 4" ABOVE DECK
    - BALUSTERS: 4 x 4 @ 7" O. C.
    - POSTS: 6 x 6 - SPACED AS SHOWN
18. TYPICAL ROUGH SAWN CEDAR POST
    - WRAP: 1 x 8 WITH STRUCTURAL POST WITHIN
    - CAP TRIM: 2 x 6 WITH CAP FLASHING
    - SUB-CAP: 1 x 2 - 3" BELOW CAP TRIM
    - BASE TRIM 2 x 8 WITH CAP FLASHING
19. TYPICAL WOOD SQUARE COLUMN ENCLOSURE W/ WOOD POST WITHIN - REFER TO PLAN
20. TYPICAL 2-7/8" x 4-5/8" DENTIL CROWN MOULDING OVER 5/4 x 8 FRIEZE
21. TYPICAL 1x CAP W/ CAP FLASHING OVER 9/16 x 4-5/8 CROWN MOULDING OVER 5/4 x 4 WINDOW / DOOR HEAD TRIM
22. CEMENT BOARD PANEL

ARCH AMERICA
34121 N. US 45, Suite 213
Grayslake, Illinois 60030
Phone 847-336-6900
Fax 847-336-6901

THE RESIDENCES AT

Belmont Estates

LEMONT, ILLINOIS

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EXTERIOR ELEVATIONS

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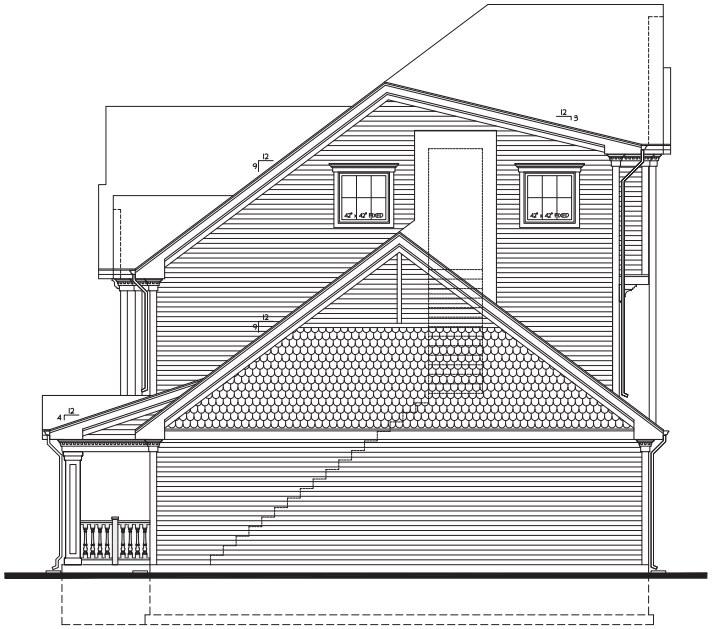
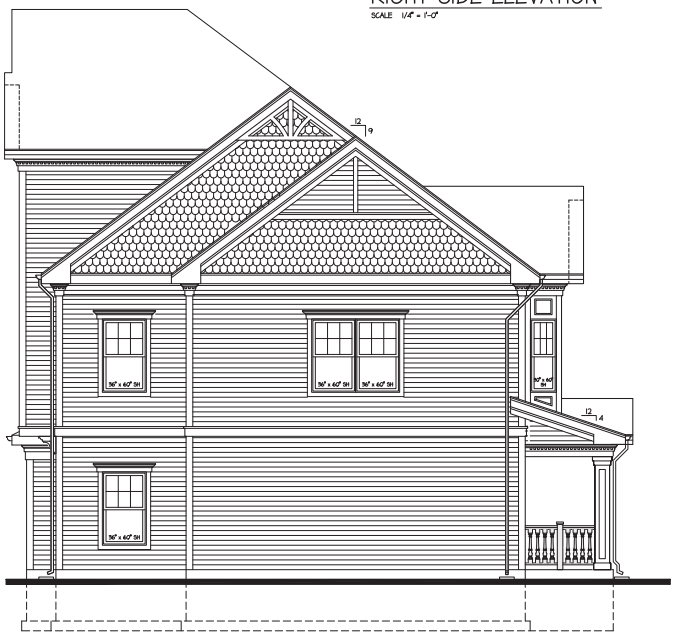


RIGHT SIDE ELEVATION

SCALE 1/4" = 1'-0"



LEFT SIDE ELEVATION

SCALE 1/4" = 1'-0"

Exterior Elevation Notes

GENERAL

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   - SIZE: CEMENT BOARD
   - TYPE: 6" EXPOSURE
4. 1 x 4 TRIM BOARD
5. 2 x 6 CORNER BOARD - TYPICAL
6. 1 x 2 OVER 5/4 x 8 HORIZONTAL TRIM W/ CAP FLASHING
7. 1 x 2 TRIM OVER 5/4 x 6 FRIEZE BOARD
8. 1 x 4 WINDOW / DOOR JAMB AND SILL TRIM - TYPICAL
9. 1 x 8 FASCIA BOARD - TYPICAL
10. 1 X 8 RAKE BOARD - TYPICAL
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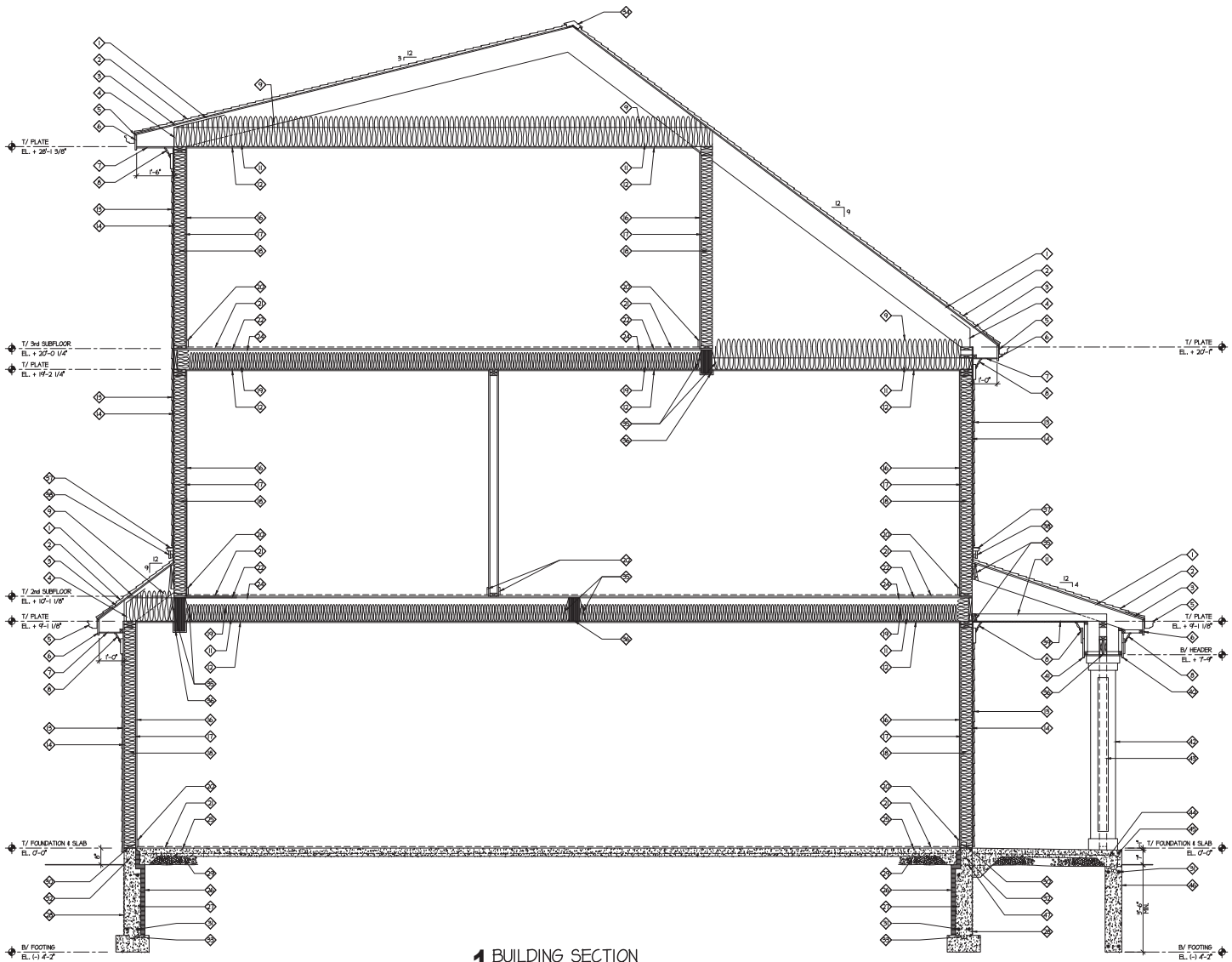

1 BUILDING SECTION
SCALE 1/2" = 1'-0"

Wall Sections

1. ROOF RAFTERS - REFER TO PLAN
2. ASPHALT ROOF SHINGLES OVER BREATHABLE POLYPROPYLENE UNDERLAYMENT PROVIDE ICE SHIELD FROM EAVE TO 2'-0" INSIDE WALL
3. 5/8" O.S.B. ROOF SHEATHING
4. INSULATION BAFFLE
5. ALUMINUM GUTTER & FLASHING
6. 1 x 8 R. S. CEDAR FASCIA
7. PRE-FINISHED ALUMINUM VENTED SOFFIT
8. 2-7/8" x 4-5/8" DENTIL CROWN MOULDING OVER 5/4 x 8 FRIEZE
9. R-49 FIBERGLASS BATT INSULATION
10. R-38 FIBERGLASS BATT INSULATION ABOVE GARAGE
11. CEILING JOISTS - REFER TO PLAN
12. 5/8" GYPSUM BOARD CEILING PROVIDE FOIL BACKING IN ATTICS
13. HORIZONTAL LAP SIDING
14. WATERPROOF AIR & MOISTURE BARRIER OVER 7/16" O.S.B. WALL SHEATHING

    TYPICAL WALL CORNER BRACING:
    INSTALL 7/16" O.S.B. STRUCTURAL PANEL WALL BRACING - 4'-0" WIDE X FULL HEIGHT AT EACH INTERSECTING WALL AT CORNERS. FASTENERS SHALL BE 8d x 2 1/2" NAILS, 4" O. C. AT PANEL EDGES, AND 12" ON CENTER AT INTERMEDIATE STUDS
15. 5/8" TYPE "X" GYPSUM BOARD WALLS & CEILING ENTIRE GARAGE
16. 5/8" GYPSUM BOARD WALLS OVER 4 MIL POLY VAPOR BARRIER
17. 2 x 6 STUDS @ 16" O. C.
18. R-19 FIBERGLASS BATT INSULATION
19. 8" SOUND ATTENUATION BATT INSULATION
20. WALL BASE
21. FLOOR FINISH - REFER TO PLAN
22. 3/4" T & G O.S.B. SUBFLOOR GLUED & NAILED TO JOISTS
23. 8" SOUND ATTENUATION BATT INSULATION
24. FLOOR JOISTS - REFER TO PLAN
25. 4" CONCRETE FLOOR SLAB W/ 6 x 6 - W 1.4 x W 1.4 W.W.F.
26. 2" EXTRUDED POLYSTYRENE INSULATION R-10 MINIMUM - FULL HEIGHT AT ALL FOUNDATION WALLS AROUND BASEMENT
27. CONCRETE FOUNDATION
28. DAMPROOFING
29. 6 MIL POLY VAPOR BARRIER OVER MIN. 4" COMP. GRANULAR FILL OVER UNDISTURBED SOIL
30. 2 x 6 TREATED WOOD SILL PLATE ON SILL SEALER
31. 2 - #5 REINFORCING RODS CONTINUOUS TOP & BOTTOM - TYPICAL FOR ALL FOUNDATION WALLS & GRADE BEAMS
32. 1/2" DIA. x 10" ANCHOR BOLTS @ 4'-0" O. C.
    - PROVIDE MIN. 2 ANCHOR BOLTS PER SECTION OF PLATE
    - PROVIDE ANCHOR BOLTS WITHIN 1'-0" OF EACH END OF EACH SECTION OF PLATE
33. 2 x 4 KEY
34. RIDGE VENT
35. GALVANIZED STEEL JOIST HANGER
36. BEAM - REFER TO FRAMING PLANS
37. PRE-FINISHED ALUMINUM CAP FLASHING
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39. T & G BEADBOARD SOFFIT
40. 1 x 8 TRIM
41. 1 x 10 TRIM
42. DECORATIVE COLUMN ENCLOSURE
43. 4 x 4 POST WITHIN
44. #5 @ 12" O. C.
45. #5 NOSING ROD
46. CONCRETE FROST WALL - REFER TO PLAN
47. #5 REINFORCING RODS @ 24" O. C. CORE DRILLED AND GROUTED INTO FOUNDATION

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BUILDING SECTION

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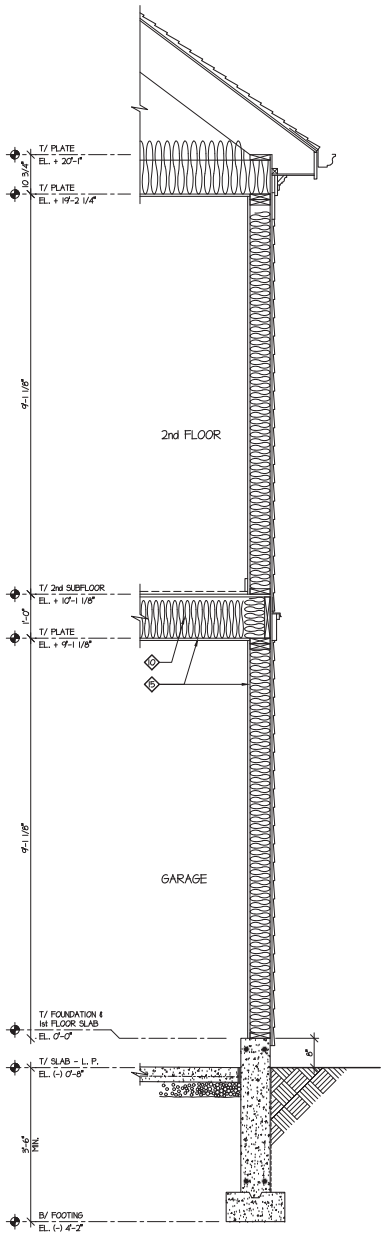
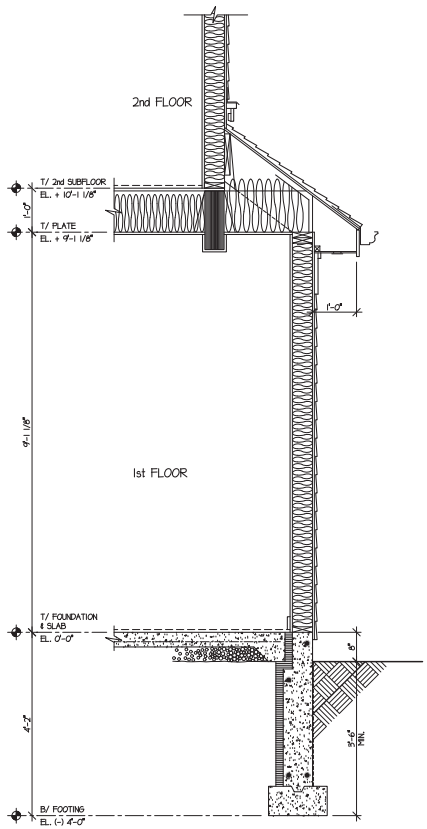


2 REAR WALL SECTION
SCALE 3/4" = 1'-0"



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WALL SECTIONS

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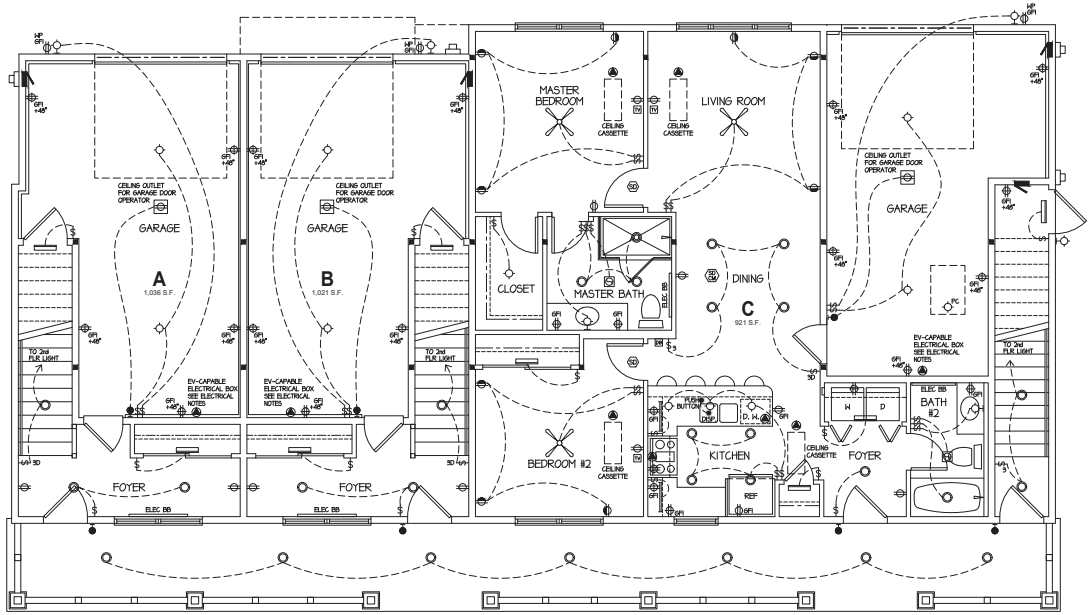

1st FLOOR
MECHANICAL AND ELECTRICAL PLAN

SCALE 1/4" = 1'-0"

Electrical Legend

SYMBOL	DESCRIPTION	MOUNTING HEIGHT
	DUPLEX RECEPTACLE	+ 12" TYPICAL
	DUPLEX RECEPTACLE - HALF SWITCHED	+ 46" KITCHEN
	DUPLEX FLOOR RECEPTACLE	+ 42" BATH
	DUPLEX RECEPTACLE - ABOVE COUNTER	+ 36" RANGE
	QUAD RECEPTACLE	+ 18" DISH WASHER
	HARD-WIRED APPLIANCE CONNECTION	
	JUNCTION BOX - CEILING MOUNTED	
	JUNCTION BOX - WALL MOUNTED	+72" (TYP.) +76" (EXTERIOR)
	LIGHT FIXTURE - CEILING MOUNTED	
	LIGHT FIXTURE - WALL MOUNTED	+72" (TYP.) +76" (EXTERIOR)
	LIGHT FIXTURE - 6" L.E.D. RECESSED CAN	
	L.E.D. UNDER CABINET TASK LIGHT	
	LOW PROFILE FLUORESCENT LIGHT FIXTURE	ABOVE DOOR HEAD
	TRACK LIGHTING FIXTURE - CEILING MOUNTED	
	EXTERIOR FLOOD LIGHT	6" BELOW SOFFIT
	EXHAUST FAN - CEILING MOUNTED	
	MOTOR CONNECTION	
	SINGLE POLE SWITCH	+ 44"
	3-WAY SWITCH	+ 44"
	4-WAY SWITCH	+ 44"
	RHEOSTAT / DIMMER SWITCH	+ 44"
	BUTTON SWITCH	+ 44"
	TELEPHONE JACK	+12" (TYP.) +46" (KITCHEN)
	COMBINATION TELEPHONE / DATA JACK	+12" (TYP.) +46" (KITCHEN)
EX	EXISTING FIXTURE TO REMAIN	
GFI	GROUND FAULT INTERUPTER	
WP	WEATHER PROOF (NEMA 11R)	
PC	PULL CHAIN	
	TELEVISION / CABLE JACK	+ 12"
	DOOR BELL	+ 48"
	ALARM BOX	+ 48"
	THERMOSTAT	+ 48"
	SPEAKER WIRE OPENING	VERIFY W/ OWNER
	SMOKE DETECTOR - HARD WIRED	CEILING - MIN. 4" FROM WALL
	SMOKE / CARBON MONOXIDE DETECTOR COMBO HARD WIRED	CEILING - MIN. 4" FROM WALL
	CARBON MONOXIDE DETECTOR HARD WIRED	CEILING - MIN. 4" FROM WALL
	ELECTRICAL PANEL	MAX. 54" TO TOP BREAKER

Electrical Notes

RECESSED CAN LIGHT FIXTURES SHALL BE "IC" TYPE FOR INSULATED CEILINGS

ELECTRICAL SERVICE SHALL BE SIZED BASED ON REQUIRED LOADING.

ELECTRICAL CONTRACTOR SHALL VERIFY MANUFACTURER'S RECOMMENDATIONS FOR OUTLET LOCATIONS FOR ALL APPLIANCES PRIOR TO CONSTRUCTION.

GFCI PROTECTION MUST BE FROM A RECEPTACLE. SERVICES PANEL PROTECTION FROM ROOM TO ROOM IS NOT ALLOWED.

ALL ELECTRIC DEVICES ADJECENT TO SINKS & BATH TUBS SHALL BE GFCI PROTECTED.

ALL APPLIANCES SHALL BE ON INDIVIDUAL CIRCUITS.

ALL BEDROOM DEVICES SHALL BE ARC FAULT PROTECTED.

ALL BOXES MOUNTED IN CEILING MORE THAN 2 FEET FROM A WALL SHALL BE RATED FOR FAN SUPPORT.

A MINIMUM OF 75% OF ALL LAMPS IN PERMANENTLY INSTALLED LIGHT FIXTURES SHALL BE HIGH-EFFICIENCY LAMPS.

INSTALL ONE COMBO SMOKE DETECTOR / C.O. DETECTOR ON EACH FLOOR.

EV-CAPABLE ELECTRICAL BOX - IN THE GARAGE:
THE EV-CAPABLE ELECTRICAL BOX SHALL FEATURE A CONTINUOUS RACEWAY OR CABLE ASSEMBLY INSTALLED BETWEEN THE ELECTRICAL BOX AND THE ELECTRICAL PANEL. THE ELECTRICAL PANEL CAPACITY AND CONDUIT INSTALLED DURING CONSTRUCTION SHALL SUPPORT FUTURE IMPLEMENTATION OF ELECTRIC VEHICLE CHARGING WITH 208-VOLT OR 240-VOLT OR GREATER, 40-AMPERE OR GREATER CIRCUITS.

Mechanical Notes

THE H.V.A.C. SYSTEM FOR EACH DWELLING UNIT SHALL CONSIST OF A MULTI-ZONE MINI SPLIT HEAT PUMP SYSTEM, WITH SLIM CEILING CASSETTES, 20.0 SEER2, R-454B. MANUFACTURED BY MITSUBISHI, OR EQUAL

Plumbing Notes

WATER HEATER TO BE DETERMINED

ALL PLUMBING MATERIALS SHALL COMPLY WITH THE ILLINOIS STATE PLUMBING CODE, AND ALL LOCAL CODE REQUIREMENTS.

INSULATE ALL SUPPLY WATER PIPING IN UNHEATED SPACES.

WHERE A PIPE PENETRATES INTO AN UNHEATED SPACE, THE ANNULAR SPACE AROUND THE PIPE AT THE PENETRATION SHALL BE PACKED AIRTIGHT WITH FIRESTOPPING MATERIAL.

PROVIDE 1/2" X 12" AIR CHAMBERS AT ALL VALVES. SPUN AIR CHAMBERS ARE NOT PERMITTED.

NO MORE THAN ONE FIXTURE SUPPLY SHALL BE ON A 1/2" WATER LINE.

TYPE "L" COPPER SHALL BE USED FOR ALL ABOVE GROUND WATER PIPING.

PROVIDE SOFT COPPER FIXTURE SUPPLY TUBING. NON-METALIC FIXER TUBES, INCLUDING BRAIDED STAINLESS STEEL, ARE NOT ALLOWED, UNLESS IT IS AN INTEGRAL PART OF THE FIXTURE.

CELLULAR OR FOAM CORE TYPE P.V.C. IS PROHIBITED.

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1st FLOOR MECHANICAL AND ELECTRICAL PLAN

DATE
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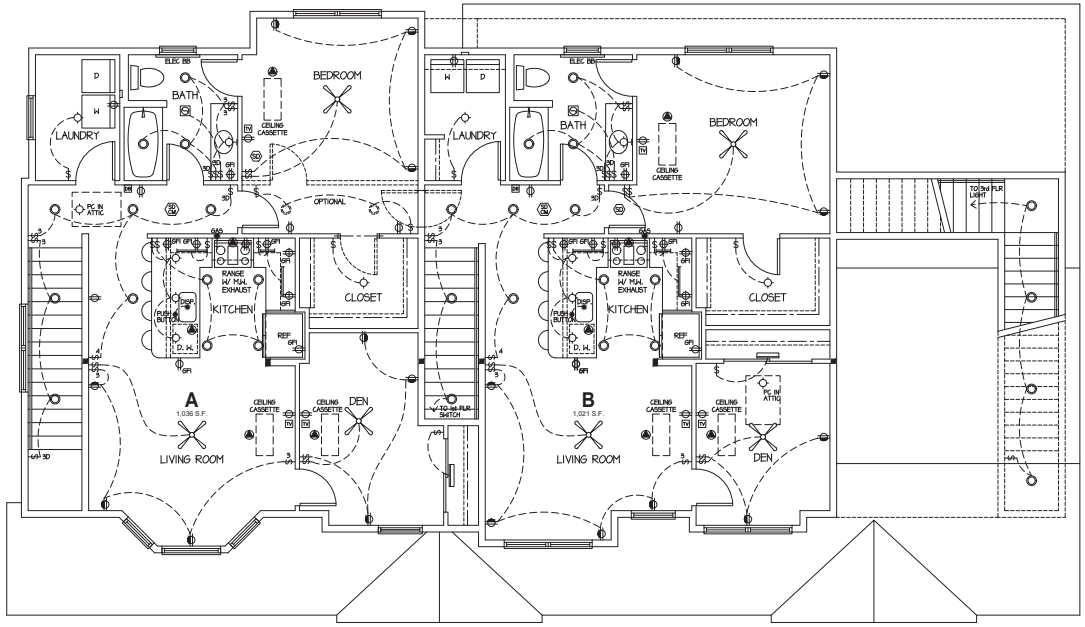

2nd FLOOR
MECHANICAL AND ELECTRICAL PLAN

SCALE 1/4" = 1'-0"

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Fax 847-336-9001

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2nd FLOOR MECHANICAL
AND ELECTRICAL PLAN

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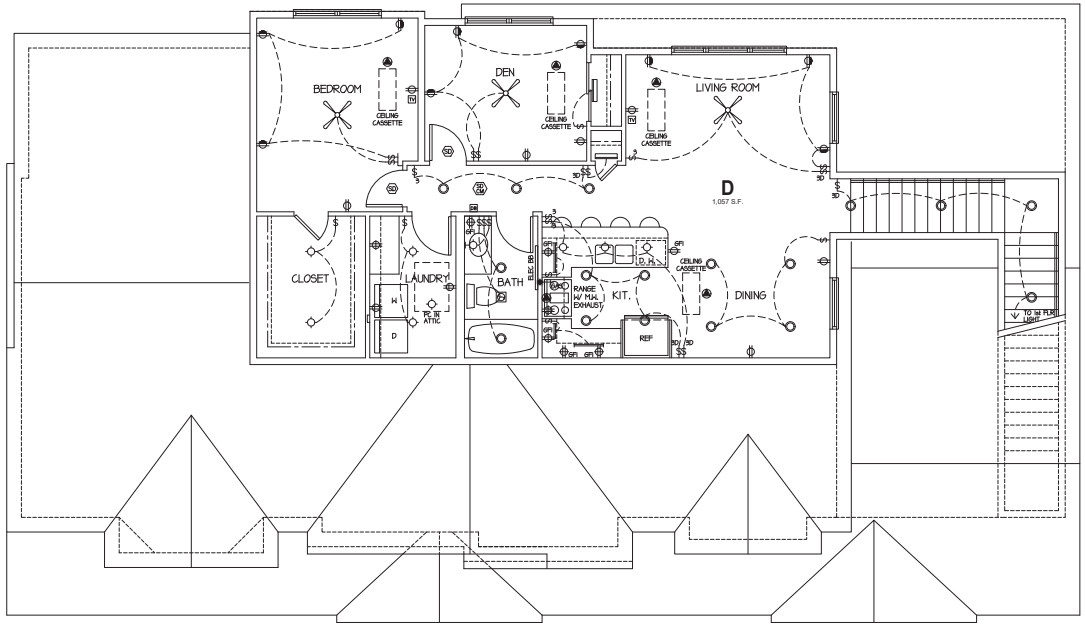
ME2



3rd FLOOR
MECHANICAL AND ELECTRICAL PLAN

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3rd FLOOR MECHANICAL
AND ELECTRICAL PLAN

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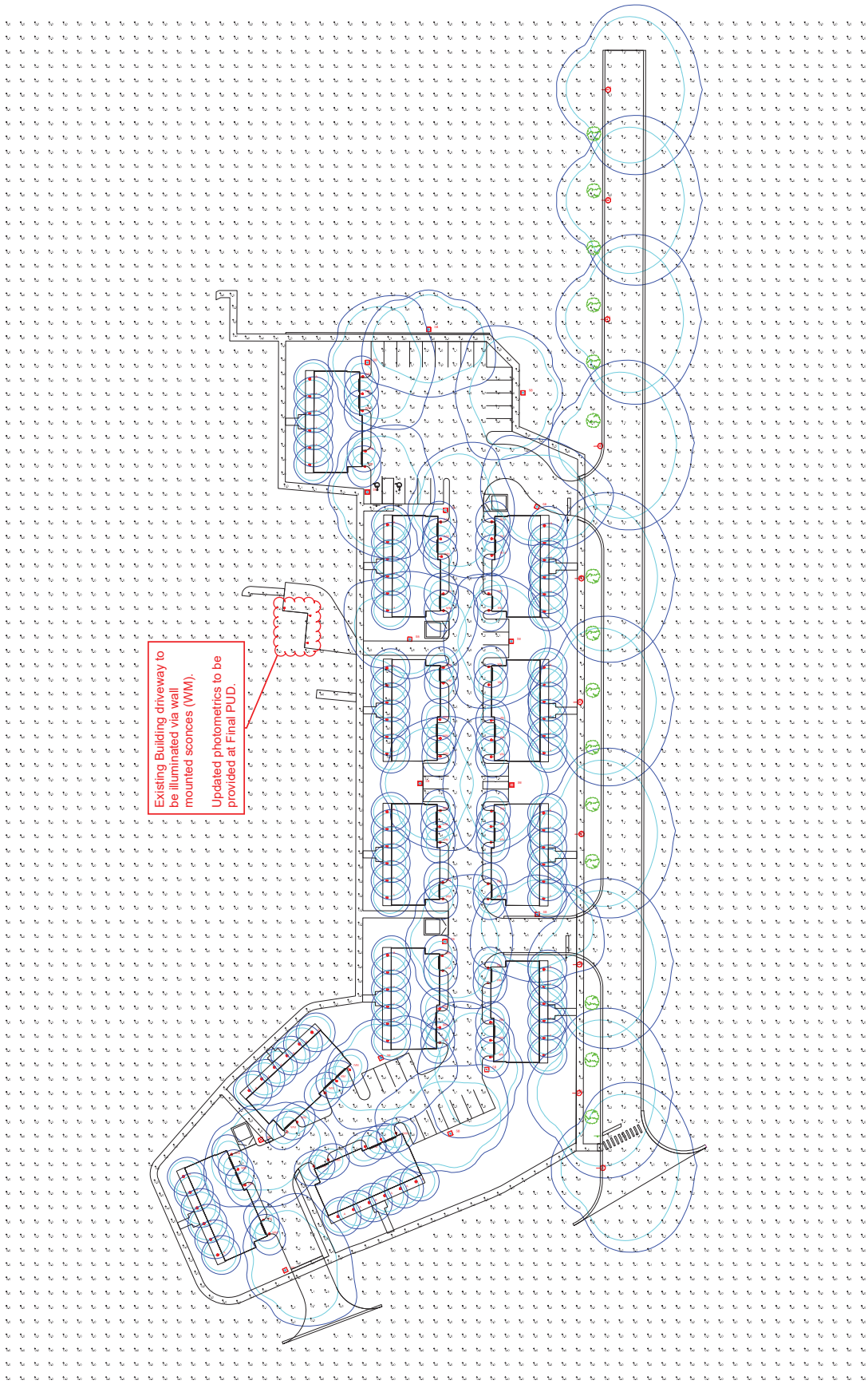
ME3

Attachment 10



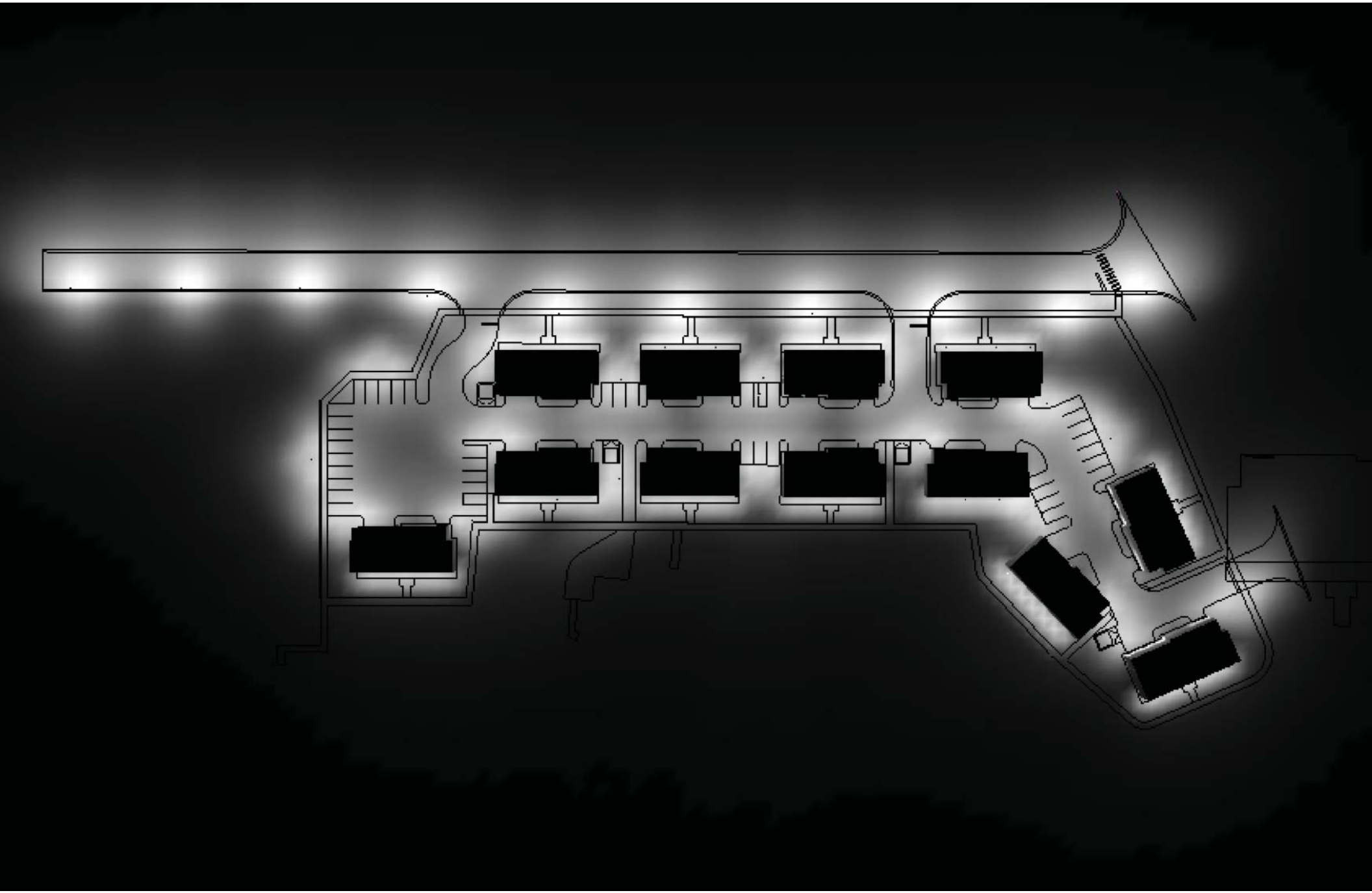
BELMONT ESTATES
SITE LIGHTING

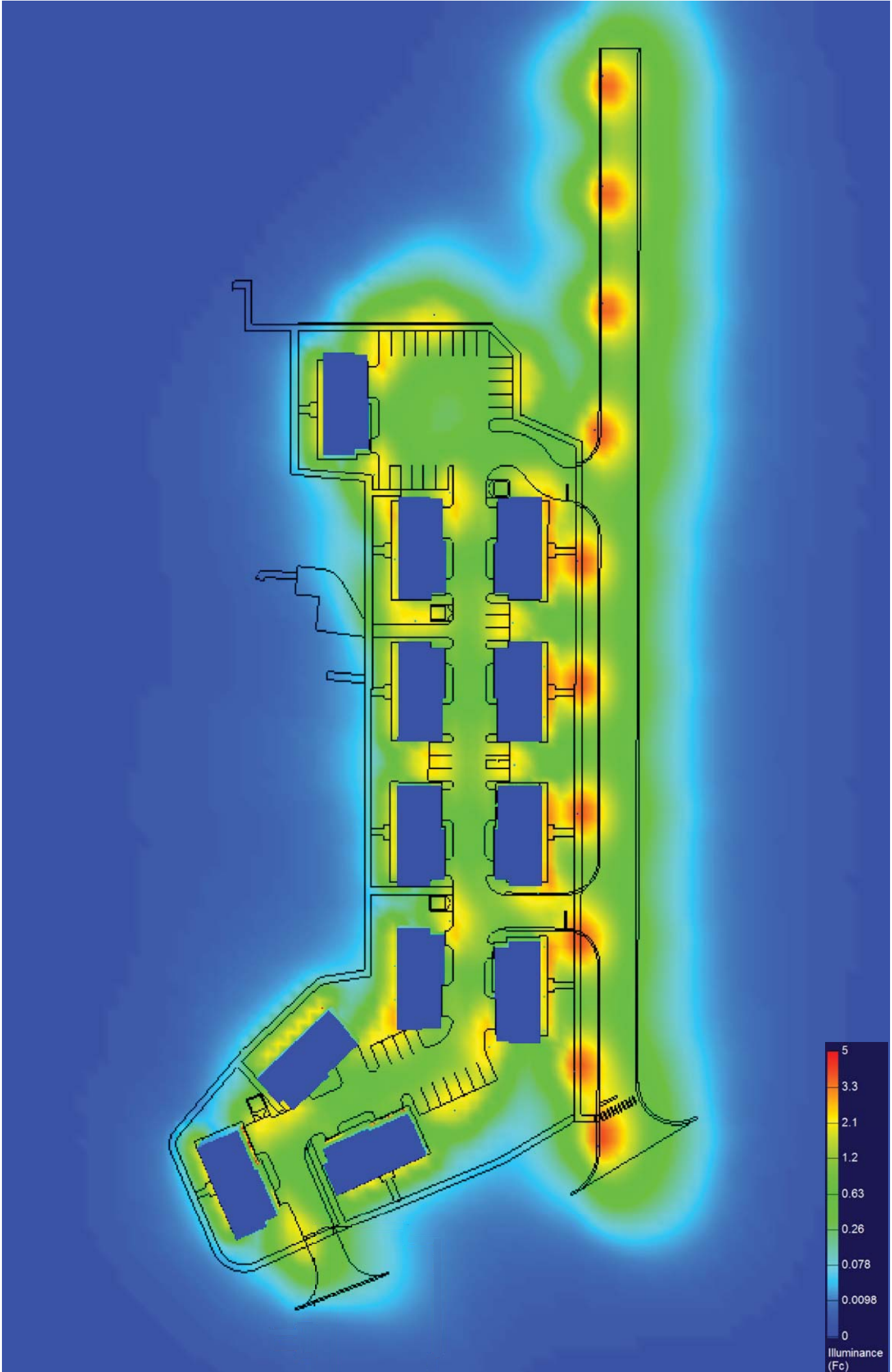
Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Description	LLF	Lum. Lumens
	10	SA	SINGLE	LUMEC# DMS50-72W32LED3K-G3-LE4F / MTD AT 20' AFG	0.900	8968
	17	SB	SINGLE	WILL LTG# WD-MVX-4D-40-XX-4M / MTD AT 15' AFG	0.900	4848
	60	WM	SINGLE	EVERGREEN LTG# JFLD-210BL-BW / WALL MTD AT 9' AFG	0.900	524
	72	A	SINGLE	LIGHTOLIER#: 6R-P6R-DL-10-W-CL / MTD AT 10' AFG	0.900	644

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
BACK OF TOWNHOUSE	Illuminance	Fc	3.57	4.1	3.0	1.19	1.37
PARKING AND ROADWAY AREA	Illuminance	Fc	1.43	4.4	0.5	2.86	8.80
RESIDENTIAL AREA	Illuminance	Fc	1.06	2.7	0.2	5.30	13.50
SIDEWALK AREAS	Illuminance	Fc	0.79	4.6	0.0	N.A.	N.A.
SPILL LIGHT	Illuminance	Fc	0.04	1.9	0.0	N.A.	N.A.

Filename: BE-2026-04-28.AGI

CHICAGO LIGHTWORKS




5
3.3
2.1
1.2
0.63
0.26
0.078
0.0098
0
Illuminance
(Fc)

Attachment 11

Traffic Impact Study

Belmont Estates
Residential Development
Archer Avenue & Bell Road
Lemont, Illinois

Prepared for:

LOTUS | design/ development

October 2, 2025
Updated April 6, 2026

Prepared by:

Lynn M. Means, P.E., PTOE, RSP$_1$
Senior Transportation Engineer

CONSULTING ENGINEERS
BLA, Inc.

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Appendix

Executive Summary

BLA, Inc. (BLA) has conducted a Traffic Impact Study for the proposed Belmont Estates residential development located on Bell Road, north of IL Route 171 (Archer Avenue), in Lemont, Illinois. Existing and future conditions in the study area have been described, analyzed and evaluated with respect to traffic operations and the impact of the planned development. Conclusions and recommendations are presented below:

- The site is located at the intersection of Bell Road and Archer Avenue and currently contains a single-family home.
- The development includes the construction of 12 new buildings and redevelopment of an existing single-family home to contain a total of 52 residential units on the 5.2-acre parcel at the northwest corner of Bell Road and Archer Avenue. It is anticipated to be completed and occupied by 2027.
- Access to the development is proposed onto Archer Avenue via Bell Road. A gated, emergency access will also be provided on Archer Avenue, west of Bell Road.
- Existing traffic conditions within the study area were established by performing weekday morning and evening traffic counts in September 2025.
- Crash data was reviewed and considered for the last five calendar years (2020-24) from the Illinois Department of Transportation (IDOT) Division of Safety.
- Future No-Build (non-site, without proposed residential development) traffic conditions were developed for the anticipated opening year of development plus five years (year 2032), including a compounded annual growth rate of 0.25 to 0.5 percent along the study area roadways, along with the full build out of the Estates of Montefiori residential development.
- Trip generation for the proposed development was quantified for the weekday morning, evening and daily basis using the Institute of Transportation Engineers (ITE) trip generation rates contained in the 12th Edition of the Manual *Trip Generation*.
- Analyses were conducted for all study intersections under existing and future (2032 design year) traffic conditions to determine the effect from the planned development. Based on the analyses, the site traffic will not impact the existing street system with the implementation of transportation improvements that are included in the site plan or recommended as part of this study.
    - The median on Archer Avenue at the Bell Road signalized intersection should be modified, along with widening Archer Avenue, as needed, to provide an eastbound left-turn lane. The traffic signal, including timing/phasing, should be modified to accommodate the eastbound left-turn movements.
    - Parking should be prohibited along the west side of Bell Road from Archer Avenue to the south internal driveway access to minimize conflicts within the functional area of the intersection.
    - Any proposed vegetation and signage along the Archer Avenue site frontage at Bell Road should be kept low to the ground or set back sufficiently from the edge of the roadway so as not to inhibit the available site lines at the intersection.
- The proposed off-street parking supply will be adequate to accommodate the projected parking demand for the proposed development.

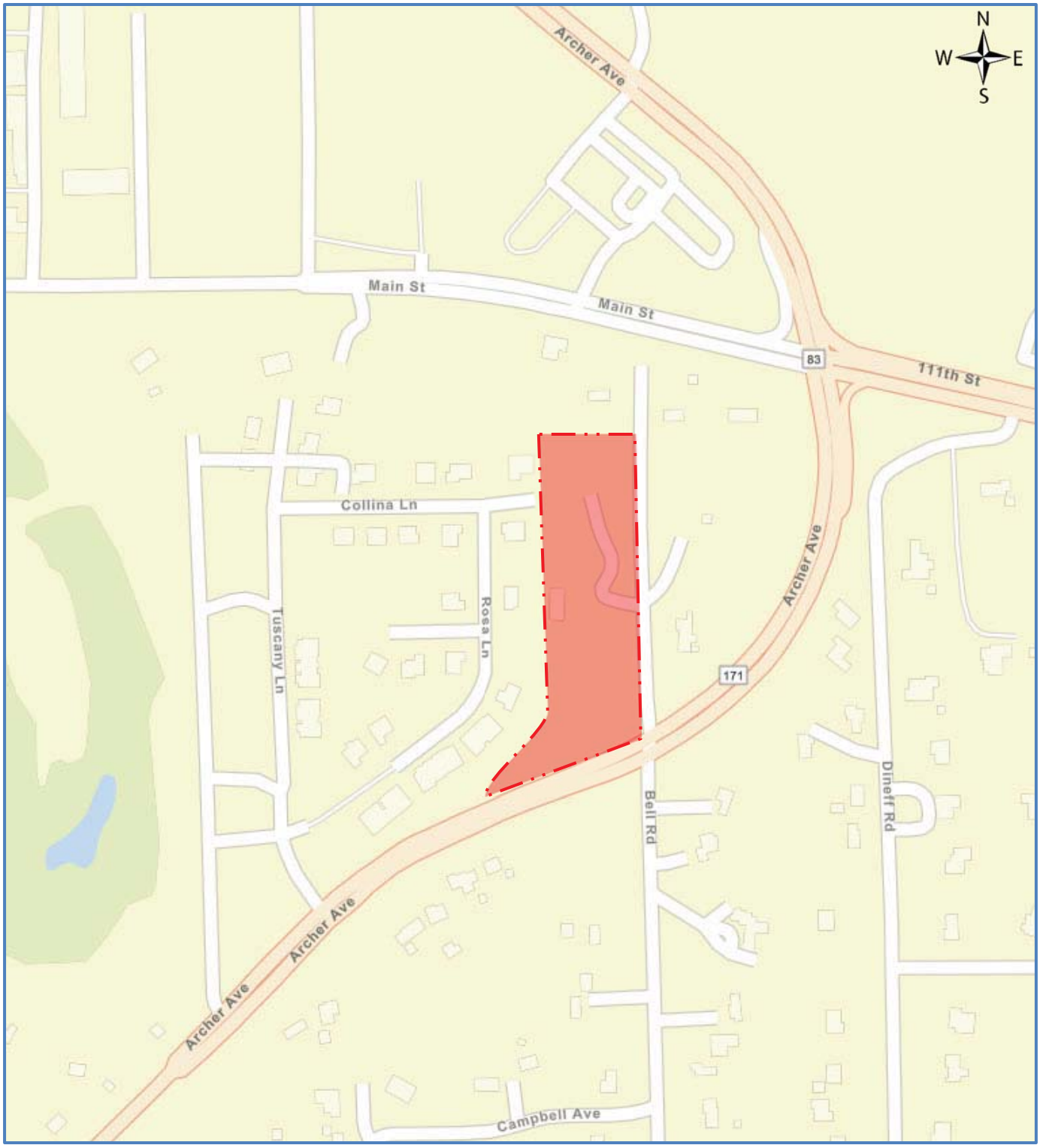
Introduction

BLA has conducted a Traffic Impact Study for the proposed Belmont Estates residential development located on Bell Road, north of Archer Avenue, in Lemont, Illinois. The site is located at the northwest of Bell Road and Archer Avenue and currently contains a single-family home. The site location is illustrated on ***Exhibit 1***.

As currently proposed, the project will include the construction of 12 new buildings and redevelopment of an existing single-family home to contain a total of 52 residential units on the 5.2-acre parcel at the northwest corner of Bell Road and Archer Avenue. The development is anticipated to be completed and occupied by 2027. Access to the development is proposed onto Archer Avenue via Bell Road. A gated, emergency access will also be provided on Archer Avenue, west of Bell Road.

The following summarizes BLA's methodology, data collection, analyses and identifies improvements, as necessary, to mitigate the impact the development's traffic may have on the adjacent roadway network.

Exhibit 1: Site Location Map



Existing Conditions

Area Land Use

The site is located on the northwest corner of the Archer Avenue and Bell Road intersection and currently contains a single-family home. It is bound by Archer Avenue and single-family residences to the east and south, single and multi-family residential to the west and Main Street and commercial uses to the north.

Street/Roadway Network

The existing traffic operations in the site area are illustrated on ***Exhibit 2***.

Archer Avenue (IL Route 171)

Archer Avenue (IL Route 171) is an east-west principal arterial roadway under the jurisdiction of the Illinois Department of Transportation (IDOT). It generally provides an east-west orientation in the study area. Archer Avenue is designated as a Strategic Regional Arterial (SRA) route to the east of Bell Road. The SRA designation controls roadway and signal installation to facilitate efficient and safe transportation.



Looking east on Archer Ave, west of Bell Rd.

Archer Avenue generally provides a five-lane cross-section (two travel lanes in each direction and a center median/left-turn lane at intersections) adjacent to the site, with a posted speed limit of 45 miles per hour (mph). To the west of Tuscany Lane, Archer Avenue reduces to a two-lane cross section (one travel lanes in each direction) with a posted speed limit of 50 mph.

At its signalized intersection with Bell Road, Archer Avenue provides a shared through/left-turn lane, a through lane and a right-turn lane in the eastbound direction and a left-turn lane, one through lane and a shared through/right-turn lane in the westbound direction.

At its unsignalized T intersection with Tuscany Lane, Archer Avenue provides a left-turn lane and a through lane in the eastbound direction and a through lane and shared through/right-turn lane in the westbound direction.

Bell Road

Bell Road is a north-south roadway, providing a two-lane (one travel lane in each direction) cross-section. South of Archer Avenue, it functions as a prinicipal arterial roadway under the jurisdiction of the Cook County Department of Transporation and Highways (CCDOTH) with a posted speed limit of 45 mph. Bell Road is also designated as a SRA route south of Archer Avenue. North of Archer Avenue, Bell Road functions as a local roadway under the Village of Lemont jurisdiction adjacent to the site and Lemont Township jurisdiction to the north (in the vicinity of 11092 and 11001 Bell Road), with a posted speed limit of 25 mph.



Looking south on Bell Rd, north of Archer Ave.

At its signalized intersection with Archer Avenue, Bell Road provides a wide, unmarked lane that during peak times was observed to operate as a shared left-turn/through lane and a right-turn lane. The Bell Road southbound approach provides a single general purpose lane with shared turning movements.



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Exhibit 2
Existing Traffic Operations

Tuscany Lane

Tuscany Lane is a north-south local roadway that provides a two lane cross-section, extending north from Archer Avenue. It serves the Estates of Montefiori residential subdivision.

At its intersection with Archer Avenue, northbound (entering) and southbound (exiting) travel is separated by a median. The Tuscany Lane southbound approach at Archer Avenue provides a wide paved lane, operating as a separate left- and right-turn lane under stop sign control. Tuscany Lane is under the jurisdiction of the Village of Lemont.



Looking south on Tuscany Ln, north of Archer Ave.

Pedestrian / Bicycle Facilities

Sidewalks are provided on the east and west sides of Tuscany Lane. A multi-use path, Cal-Sag Trail, is provided on the north side of Archer Avenue, extending east from Bell Road. There are no sidewalks or paths provided along Bell Road.

Existing Traffic

To establish existing traffic volumes in the study area, turning movement counts were conducted on Wednesday, September 4, 2025, during the weekday morning (7:00 to 9:00 AM) and weekday evening (4:00 to 6:00 PM) peak periods at the following intersections:

- Archer Avenue and Bell Road
- Archer Avenue and Tuscany Lane

The results indicate that the peak hour existing traffic during the weekday morning and weekday evening peak hours occurred from 7:15 to 8:15 AM and 5:00 to 6:00 PM, respectively.

Table 1 summarizes the annual average daily traffic (AADT) volumes obtained from IDOT (www.getttingaroundillinois.com) near the site:

Table 1: Summary of IDOT AADT Volumes

Location	IDOT AADT (Year)
Archer Avenue (IL Route 171)	
Bell Road to IL Route 83/Main Street	28,800 (2023)
Parker Road to Bell Road	11,100 (2023)
Bell Road	
Archer Avenue (IL Route 171) to McCarthy Road (123rd Street)	11,700 (2022)

The existing peak hour volumes are illustrated on ***Exhibit 3***. Summaries of the intersection turning movement count data are contained in ***Appendix A***.

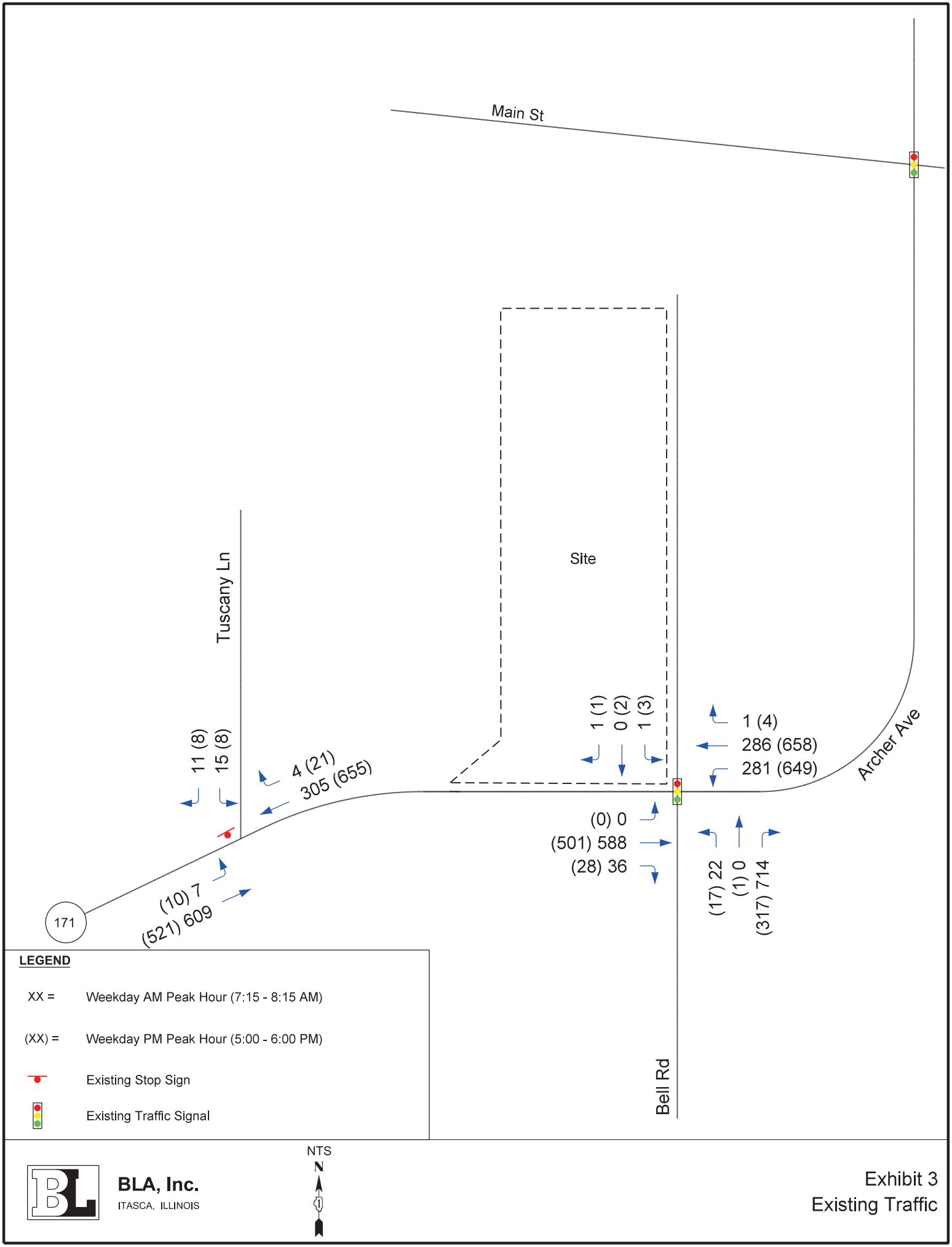

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Exhibit 3
Existing Traffic

Crash Summary

Crash data was obtained from the IDOT Division of Transportation Safety for the last five calendar years available, 2020 through 2024. A summary of the crash data is provided in ***Table 2***.

Table 2: Crash Summary (2020-24)

Location / Year	No. of Crashes	Severity [A]					Crash Type [C]							Percent During Wet/Icy Conditions
		PD	PI [B]			F	A	RE	SS	FO	T	HO	Ped	
			A	B	C									
Intersections (Crashes within 250' of Intersection)														
Archer Avenue and Bell Road														
2020	7	6	--	1	--	--	--	1	2	--	4	--	--	29%
2021	8	7	--	1	--	--	--	1	--	2	5	--	--	38%
2022	7	7	--	--	--	--	--	2	2	--	3	--	--	14%
2023	7	6	--	1	--	--	--	2	2	--	3	--	--	43%
2024	14	12	--	2	--	--	--	5	2	1	6	--	--	14%
Total	*43*	*38*	*0*	*5*	*0*	*0*	*0*	*11*	*8*	*3*	*21*	*0*	*0*	*26%*
Archer Avenue and Tuscany Lane														
2020	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2021	1	1	--	--	--	--	--	--	1	--	--	--	--	0%
2022	1	1	--	--	--	--	--	--	1	--	--	--	--	100%
2023	1	1	--	--	--	--	--	1	--	--	--	--	--	0%
2024	1	1	--	--	--	--	--	--	1	--	--	--	--	100%
Total	*4*	*4*	*0*	*0*	*0*	*0*	*0*	*1*	*3*	*0*	*0*	*0*	*0*	*50%*

[A] PD = property damage only; PI = personal injury; F = fatality.
[B] Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).
[C] A = angle; RE = rear end; SS = Sideswipe; FO = fixed/other object; T = turning; HO = head-on; Ped = pedestrian/bicyclist.

As shown in *Table 2*, the signalized intersection of Archer Avenue and Bell Road experienced a total of 43 crashes over the 5-year study period, averaging approximately six (6) crashes per year. Approximately 88 percent (38 of 43) of the crashes involved property damage only. Approximately half (21 of 43) of the crashes were turning type collisions, with the next highest type was rear-end type crashes at approximately 26 percent (11 of 43). Approximately 26 percent (11 of 43) of the crashes occurred during wet/icy roadway conditions.

There were four (4) reported crashes at the unsignalized T intersection of Archer Avenue and Tuscany Lane over the five-year analysis period. All 4 crashes involved property damage only, with 75 percent (3 of 4) sideswipe type crashes and one a rear-end type crash. Half of the crashes occurred under wet/icy roadway conditions.

There were no reported fatalities or crashes that involved a pedestrian or bicyclist at the study area intersection over the five-year analysis period.

Future Conditions

Traffic Growth

Construction and occupancy of the residential development is anticipated to occur by the year 2027. Future traffic volumes were developed for the year 2032, anticipated build-out year plus five years. Traffic growth in the area is a function of expected land development in the region. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see ***Appendix B***), traffic volumes along Archer Avenue are assumed to experience an annual, compounded growth rate of 0.31 to 0.41 percent and 0.22 percent along Bell Road. However, to provide a conservative analysis scenario, a 0.5 percent per year compounded growth rate was applied along Archer Avenue and a 0.25 percent growth rate was applied along Bell Road.

Second, any planned or approved specific developments in the area were included. The Estates of Montefiori residential development is currently under construction. It is located to the west of the proposed site and currently contains a mix of single family residential and multi-family units. Access to the site is provided onto Archer Avenue via Tuscany Lane, as well as emergency access is provided on Archer Avenue between Tuscany Lane and Bell Road. There are currently two single-family homes and seven multi-family buildings (23 units) not constructed within the development. To estimate traffic to be generated by the unbuilt portion of the residential development, rates published by the Institute of Transportation Engineers (ITE) in the 12th Edition of the Manual Trip Generation were used and then assigned to the adjacent roadway network based on the site access, current travel patterns and operational characteristics of the street system.

2032 No-Build (Non-Site) Conditions

The 2032 No-Build peak hour traffic volumes are illustrated on ***Exhibit 4***, which includes a 0.25 to 0.5 percent annual compounded growth rate to the existing traffic (*Exhibit 3*), as well as adding background development traffic (full build out of the Estates of Montefiori residential subdivision).

Proposed Development Plan

The Site Plan prepared by Engineering Resource Associates (ERA) is provided in ***Appendix C***. As currently proposed, the project will include the construction of 12 new buildings and redevelopment of an existing single-family home to contain a total of 52 residential units on the 5.2-acre parcel at the northwest corner of Bell Road and Archer Avenue. It is anticipated to be completed and occupied by 2027. Access to the development is proposed onto Archer Avenue via Bell Road. A gated, emergency access will also be provided on Archer Avenue, west of Bell Road.

Trip Generation

The amount of traffic generated by a development depends on the type and density of the land use. Trip generation estimates for the development were calculated based on information published in the Institute of Transportation Engineers (ITE) Manual *Trip Generation*, 12th Edition (see ***Appendix D***). The ITE manual is a compilation of national traffic data surveys used to estimate traffic volumes for various land uses. ***Table 3*** provides a summary of the total trips to be generated by the proposed development, respectively, including residents, visitors, deliveries, etc.

Table 3: Estimated Trip Generation

Land Use / Size	ITE LUC	Weekday								
		AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Multi-family / 52 Units	215	4	11	15	12	10	22	172	172	344

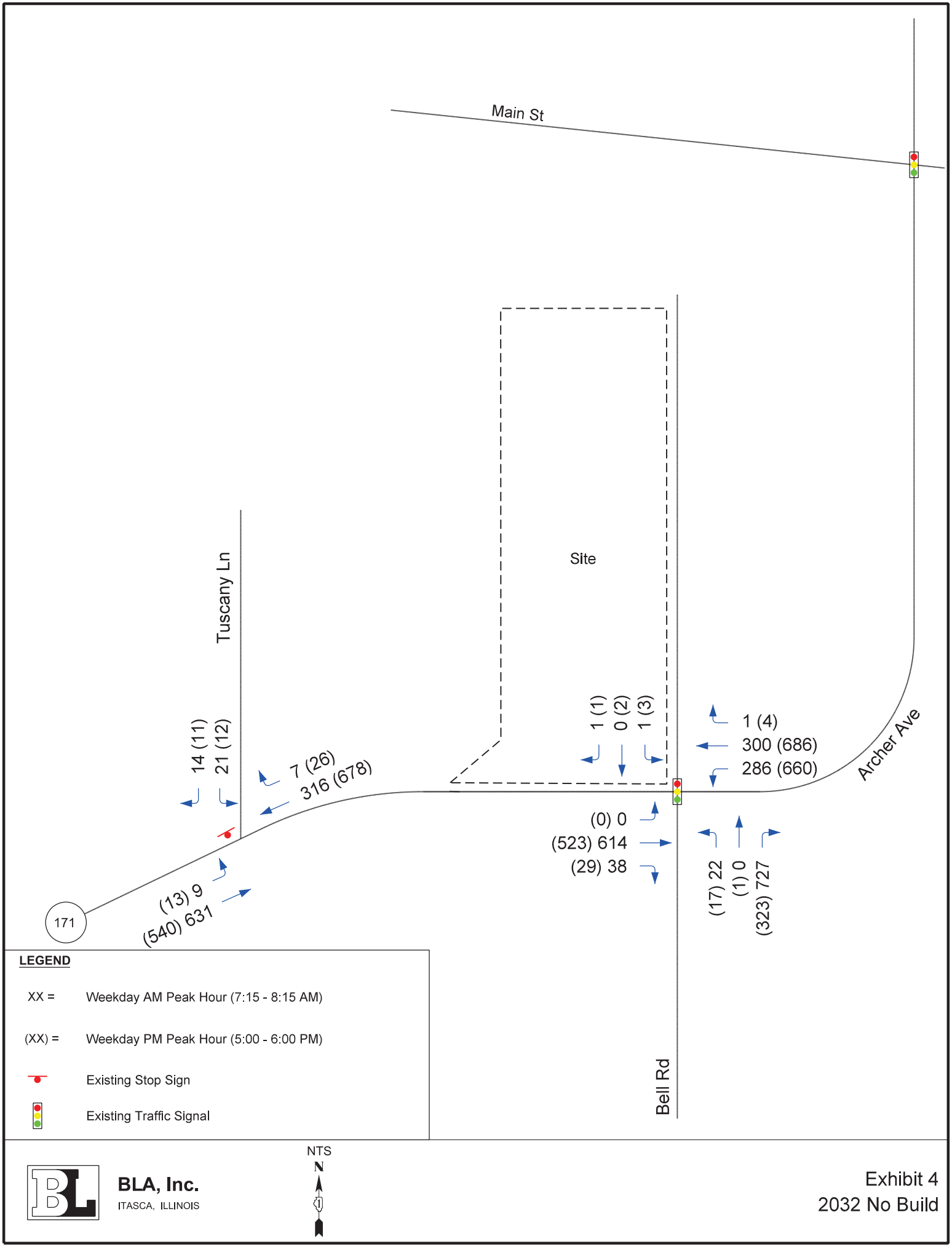

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Exhibit 4
2032 No Build

Directional Distribution

The anticipated trip distribution of new site traffic is summarized in ***Table 4***. This was based on current travel patterns, the operational characteristics of the street system and site access.

Table 4: Trip Distribution

Route & Direction	Percent Route (To/From)
Archer Avenue	
East of Bell Road	60%
West of Tuscany Lane	35%
Bell Road	
South of Archer Avenue	5%
Tuscany Lane	
North of Archer Avenue	--
Total	**100%**

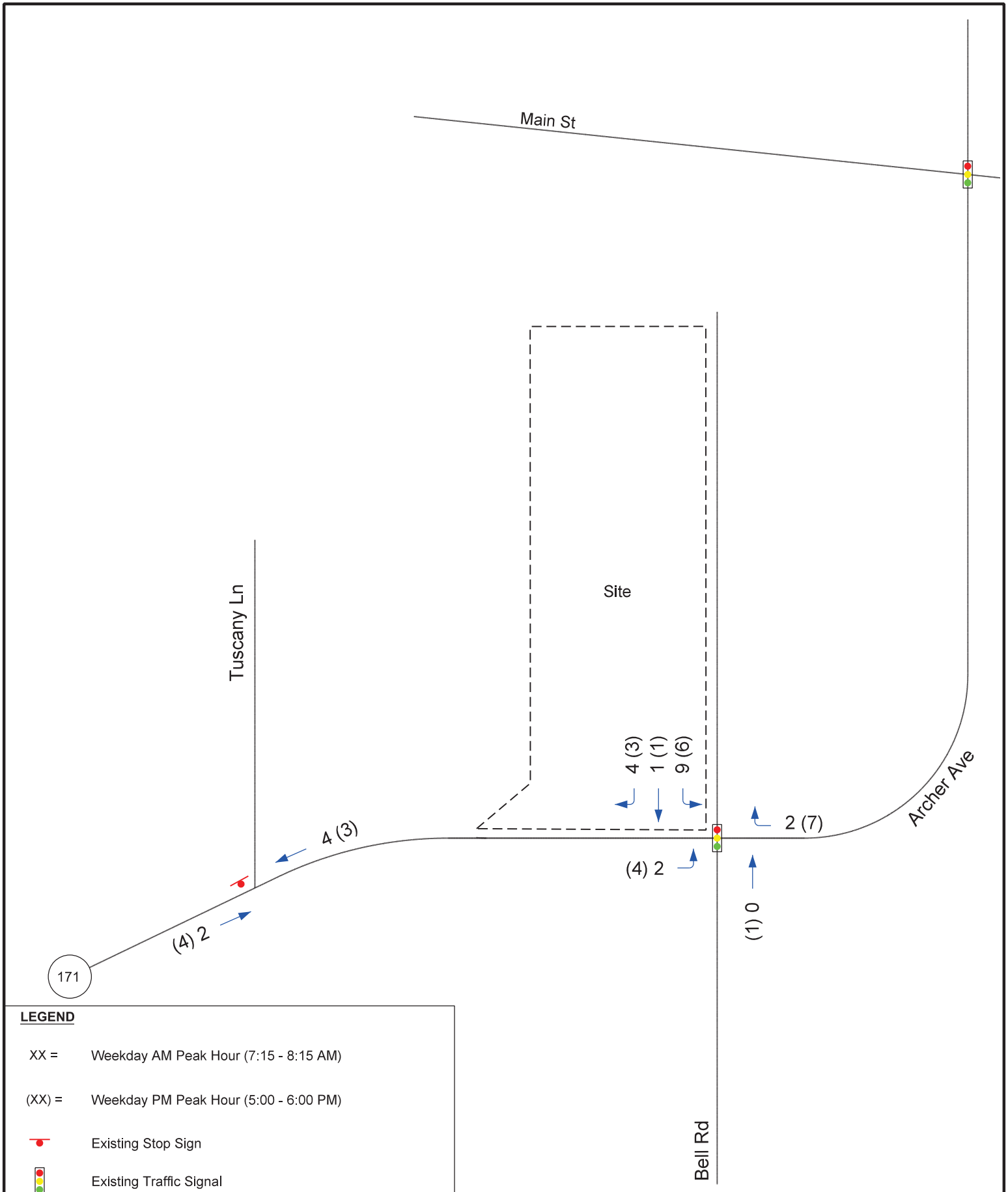
--Less than 5%

Site Traffic Assignment

Based on the direction of travel, the site-generated trips were assigned to the roadway network using the site estimated trips listed in *Table 3* and the anticipated directional distribution outlined in *Table 4*. The site vehicular traffic assignment is illustrated on ***Exhibit 5***.

2032 Total Traffic Conditions

The site-generated traffic volumes (*Exhibit 5*) were then added to the 2032 No-Build traffic volumes (*Exhibit 4*) to develop the 2032 Total traffic volumes. The Total traffic volumes for the year 2032 are shown on ***Exhibit 6.***



LEGEND

XX =	Weekday AM Peak Hour (7:15 - 8:15 AM)
(XX) =	Weekday PM Peak Hour (5:00 - 6:00 PM)
	Existing Stop Sign
	Existing Traffic Signal

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Exhibit 5
Site Traffic

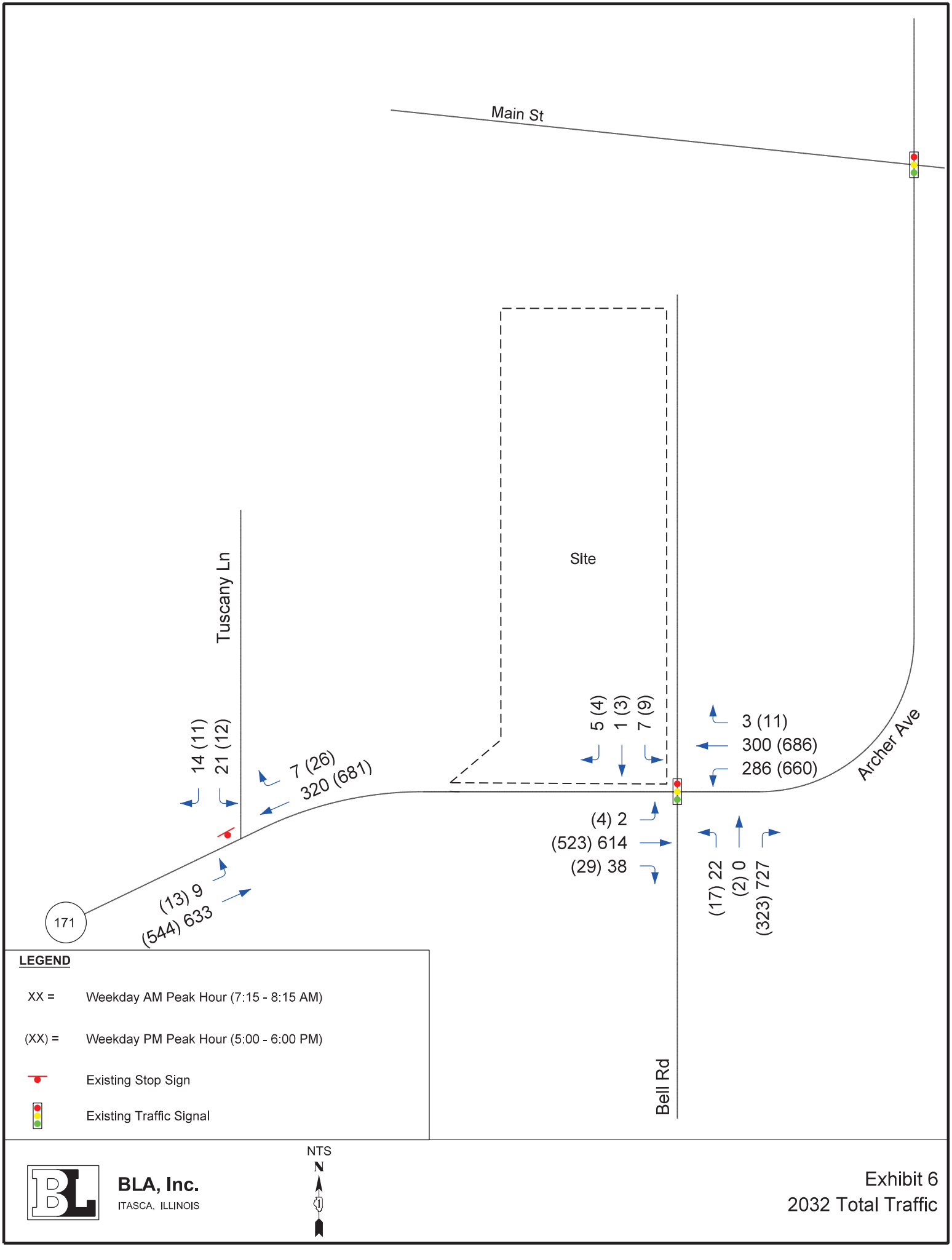

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Exhibit 6
2032 Total Traffic

Traffic Analysis

Auxiliary Lane Analysis

The IDOT *Bureau of Design and Environment* Manual (BDE) was used to determine the need for a westbound right-turn lane and/or an eastbound left-turn lane on Archer Avenue at Bell Road.

Section 36-3 Auxiliary Turn Lanes indicates that a right-turn lane should be considered at signalized intersections where the right-turning volume is greater than 150 vehicles per hour and there is greater than 300 vehicles per hour per lane along the major street (mainline). Based on the approach and right-turn volumes, a right-turn lane is *not* warranted on westbound Archer Avenue at Bell Road under 2032 Total traffic conditions.

Also, per the BDE, a left-turn lane should be considered at signalized intersections where the left-turning volume is greater than 75 vehicles per hour. Based on the left-turn volumes, a left-turn lane is *not* warranted on eastbound Archer Avenue at Bell Road under 2032 Total traffic conditions; however, a left-turn lane is recommended for driver expectations/intersection continuity, as well as to improve intersection operations.

A summary of the application of the turn lane warrants is provided in ***Appendix E***.

Capacity and Queue Analysis

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM). The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating conditions under each level of service is provided in ***Table 5.***

Table 5: Level of Service (LOS) Summary

LOS	Description	Average Control Delay (sec/veh)	
		Signalized	Unsignalized
A	Describes conditions with little to no delay to motorists.	≤ 10	≤ 10
B	Represents a desirable level with relatively low delays to motorists.	>10 and ≤ 20	>10 and ≤ 15
C	Describes conditions with average delays to motorists.	>20 and ≤ 35	>15 and ≤ 25
D	Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.	>35 and ≤ 55	>25 and ≤ 35
E	Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay.	>55 and ≤ 80	>35 and ≤ 50
F	It is considered unacceptable to most drivers with high delays that often occur when arrival flow rates exceed the capacity of the intersection.	>80	>50

Capacity and queue analyses were conducted at all study intersections under Existing, 2032 No-Build and 2032 Total traffic volume conditions through application of the procedures described above. The impact of the site-generated traffic can be measured by comparing No-Build conditions to Total conditions. The results of the intersection analyses are discussed below and are summarized in ***Table 6***. All analysis worksheets are provided in ***Appendix F***.

Archer Avenue and Bell Road

Under existing and future (2032 No-Build and Total) traffic conditions, this signalized intersection operates at an overall LOS F during the weekday AM peak hour and LOS C during the weekday PM peak hour, with all movements operating at acceptable levels of service except the Bell Road northbound movements. The Bell Road northbound approach operates at LOS F during the weekday AM peak hour under both existing and future traffic conditions with vehicle queues more than 1,000 feet. However, it is common and acceptable for the minor street to operate at these levels, since majority of the green time of the signal cycle length is allocated to the mainline to provide progression along the corridor. Site traffic has minimal impacts on the operations of this intersection. The Total (2032) traffic conditions assumed that a left-turn lane would be installed on eastbound Archer Avenue, along with associated traffic signal modifications.

Archer Avenue and Tuscany Lane

Under existing and future year 2032 (No-Build and Total) traffic conditions, all movements at the Archer Avenue and Tuscany Lane unsignalized T intersection operate at acceptable levels of service (at LOS C or better) during both peak hours studied. Site traffic has minimal impacts on the operations of this intersection.

Table 6: Level-of-Service and Queue Analysis Summary

Intersection/Peak Hour/Movement	Existing			2032 No-Build			2032 Total		
	Delay[1]	LOS[2]	Queue[3]	Delay	LOS	Queue	Delay	LOS	Queue
Archer Avenue and Bell Road									
Weekday AM									
Archer Ave EB left-turns							13.5	B	5
Archer Ave EB throughs							30.3	C	304
Archer Ave EB through/left-turns	30.2	C	284	30.8	C	299			
Archer Ave EB right-turns	25.8	C	48	26.0	C	50	26.0	C	54
Archer Ave WB left-turns	21.4	C	193	22.5	C	197	22.5	C	206
Archer Ave WB through/right-turns	14.4	B	94	14.5	B	98	15.6	B	121
Bell Rd NB approach[4]	193.9	F	1,225	202.4	F	1,253	202.4	F	1,253
Bell Rd SB approach	32.0	C	8	32.0	C	8	32.9	C	27
Overall Intersection	**89.0**	**F**		**91.7**	**F**		**91.2**	**F**	
Weekday PM									
Archer Ave EB left-turns							9.3	A	4
Archer Ave EB throughs							29.5	C	188
Archer Ave EB through/left-turns	28.9	C	176	30.2	C	185			
Archer Ave EB right-turns	24.3	C	32	24.4	C	34	24.4	C	34
Archer Ave WB left-turns	31.2	C	417	36.3	D	448	36.3	D	452
Archer Ave WB through/right-turns	7.8	A	108	7.9	A	114	9.3	A	154
Bell Rd NB approach	49.0	D	304	49.9	D	312	50.3	D	313
Bell Rd SB approach	23.7	C	12	23.7	C	12	24.1	C	21
Overall Intersection	**26.2**	**C**		**28.1**	**C**		**28.3**	**C**	
Archer Avenue and Tuscany Lane									
Weekday AM									
Archer Ave EB left-turns	8.1	A	0	8.2	A	0	8.2	A	0
Tuscany Ln SB left-turns	14.7	B	3	15.2	C	5	15.3	C	5
Tuscany Ln SB right-turns	9.5	A	0	9.6	A	3	9.6	A	3
Weekday PM									
Archer Ave EB left-turns	9.1	A	0	9.2	A	0	9.2	A	0
Tuscany Ln SB left-turns	18.0	C	3	18.8	C	3	18.9	C	3
Tuscany Ln SB right-turns	10.7	B	0	10.8	B	3	10.8	B	3

[1] Average control delay in seconds per vehicle.
[2] Level of service.
[3] 95th percentile queue length in feet per lane.
[4] The Bell Road northbound approach provides a wide travel lane that permits operations as a separate left-turn/through and right-turn lane. Right-turn on red movements are also permitted. Accordingly, the northbound approach, as well as the overall intersection, operates better than presented in this table, especially during the weekday AM peak hour.

Parking Analysis

Parking Demand Requirements

Based on the parking requirements outlined in the Village of Lemont Code of Ordinance (Section 28.10.4), 78 parking spaces are required for the development. The Village's parking requirements are summarized in ***Table 7***.

Table 7: Village Parking Requirements

Use	Size	Parking Requirement	Parking Spaces	
			Required	Provided
Multi-Family	52 Units	1.5 spaces per dwelling unit	78	78 [1]

[1] 39 garage spaces (3 each per unit) and 39 surface parking lot spaces. There will also be additional driveway spaces included for building 13 (not included in the 78-space total).

Parking Demand Projections

To project the peak parking demand, BLA referenced the following sources:

- ITE Parking Generation 6th Edition and
- Urban Land Institute (ULI) Shared Parking, 3rd Edition.

ITE Parking Generation

The ITE Parking Generation publication provides a compilation of parking demand surveys from across the country for a wide variety of land uses. Using the ITE data (see ***Appendix G***), ***Table 8*** presents a summary of the projected peak parking demand for the proposed development on a weekday and weekend, based on two independent variables: residential units and bedrooms.

Table 8: Projected Peak Parking Demand: ITE – Parking Generation

Land Use	ITE LUC	Size	Average Peak Parking Demand				Fitted Curve Parking Demand			
			Weekday		Weekend (Saturday)		Weekday		Weekend (Saturday)	
			Rate/Unit	Spaces	Rate/Unit	Spaces	Rate/Unit	Spaces	Rate/Unit	Spaces
Residential Units										
Multi-Family	215	52 Units	1.41	**73**	1.31	68	P=1.31(X) +3.62	72	--	--
Bedrooms										
Multi-Family	215	65 Bedrooms	0.74	**48**	--	--	P=0.61(X) +8.29	48	--	--

-- ITE parking generation data unavailable for this period.

ULI Shared Parking

The ULI Shared Parking publication also contains rates for various uses by weekday and weekend. BLA referenced the peak parking demand rates for residential use (see ***Appendix H***) for the proposed development (see ***Table 9)***.

Table 9: Projected Peak Parking Demand: ULI – Parking Generation

Land Use		Size	Peak Parking Demand					
			Weekday			Weekend		
			Visitor (Rate/Unit)	Resident (Rate/Unit)	Spaces	Visitor (Rate/Unit)	Resident (Rate/Unit)	Spaces
Residential	1 Bedroom	39 Units	0.10	0.9	39	0.15	0.9	41
	2 Bedrooms	13 Units		1.65	23		1.65	23
Total		**52 Units**	**--**	**--**	**62**	**--**	**--**	**64**

Summary

Based on the parking generation estimates, the anticipated peak parking demand for the proposed residential development is anticipated to be 48 to 78 spaces, with the highest estimate (78 spaces) based on Village code requirements.

Accordingly, the proposed parking supply of 78 spaces (39 garage spaces and 39 surface parking lot spaces) will be adequate to accommodate the project parking demand for the proposed development.

Conclusions and Recommendations

A Traffic Impact Study was performed for the proposed Belmont Estates residential development located on Bell Road, north of IL Route 171 (Archer Avenue), in Lemont, Illinois. Existing and future conditions in the study area have been described, analyzed and evaluated with respect to traffic operations and the planned development. Conclusions and recommendations of this effort are presented below:

Conclusions:

1. The site is located at the intersection of Bell Road and Archer Avenue and currently contains a single-family home.
2. The project includes the construction of 12 new buildings and redevelopment of an existing single-family home to contain a total of 52 residential units on the 5.2-acre parcel at the northwest corner of Bell Road and Archer Avenue. It is anticipated to be completed and occupied by 2027.
3. Access to the development is proposed onto Archer Avenue via Bell Road. A gated, emergency access will also be provided on Archer Avenue, west of Bell Road.
4. The proposed off-street parking supply will be adequate to accommodate the projected parking demand for the proposed development.

Recommendations:

1. The median on Archer Avenue at the Bell Road signalized intersection should be modified, along with widening Archer Avenue, as needed, to provide an eastbound left-turn lane. The traffic signal, including timing/phasing, should be modified to accommodate the eastbound left-turn movements.
2. Parking should be prohibited along the west side of Bell Road from Archer Avenue to the south internal driveway access to minimize conflicts within the functional area of the intersection.
3. Any proposed vegetation and signage along the Archer Avenue site frontage at Bell Road should be kept low to the ground or set back sufficiently from the edge of the roadway so as not to inhibit the available site lines at the intersection.

Appendices

Appendix A

Traffic Count Summaries

Archer Avenue & Bell Road - TMC

Wed Sep 3, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 1330608, Location: 41.68487, -87.93271

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Archer Ave						Archer Ave						Bell Rd						Bell Rd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-03 7:00AM	0	128	3	0	**131**	0	46	60	0	0	**106**	0	5	0	182	0	**187**	0	0	0	0	0	**0**	0	**424**
7:15AM	0	164	10	0	**174**	0	80	74	0	0	**154**	0	6	0	190	0	**196**	0	0	0	0	0	**0**	0	**524**
7:30AM	0	145	8	0	**153**	0	75	61	0	0	**136**	0	3	0	174	0	**177**	0	0	0	0	0	**0**	0	**466**
7:45AM	0	137	12	0	**149**	0	75	79	1	0	**155**	0	6	0	199	0	**205**	0	1	0	0	0	**1**	0	**510**
Hourly Total	0	574	33	0	**607**	0	276	274	1	0	**551**	0	20	0	745	0	**765**	0	1	0	0	0	**1**	0	**1924**
8:00AM	0	142	6	0	**148**	0	51	72	0	0	**123**	0	7	0	151	0	**158**	0	0	0	1	0	**1**	0	**430**
8:15AM	0	117	3	0	**120**	0	55	69	1	0	**125**	0	9	0	160	0	**169**	0	0	0	0	0	**0**	0	**414**
8:30AM	0	141	6	0	**147**	0	56	87	0	0	**143**	0	9	0	141	0	**150**	0	0	0	0	0	**0**	0	**440**
8:45AM	0	89	1	0	**90**	0	66	68	0	0	**134**	0	2	0	156	0	**158**	0	1	1	0	0	**2**	0	**384**
Hourly Total	0	489	16	0	**505**	0	228	296	1	0	**525**	0	27	0	608	0	**635**	0	1	1	1	0	**3**	0	**1668**
4:00PM	0	106	10	0	**116**	0	185	174	0	0	**359**	0	4	0	79	0	**83**	0	0	1	0	0	**1**	0	**559**
4:15PM	0	109	4	0	**113**	0	170	169	0	0	**339**	0	5	0	58	0	**63**	0	0	0	0	0	**0**	0	**515**
4:30PM	0	119	6	0	**125**	0	165	181	1	0	**347**	0	5	0	90	0	**95**	0	0	0	0	0	**0**	0	**567**
4:45PM	0	96	2	0	**98**	0	159	170	0	0	**329**	0	5	0	62	0	**67**	0	0	0	0	0	**0**	0	**494**
Hourly Total	0	430	22	0	**452**	0	679	694	1	0	**1374**	0	19	0	289	0	**308**	0	0	1	0	0	**1**	0	**2135**
5:00PM	0	109	6	0	**115**	0	147	179	1	0	**327**	0	5	0	88	0	**93**	0	0	0	0	0	**0**	0	**535**
5:15PM	0	147	5	0	**152**	0	169	158	1	0	**328**	0	4	0	77	0	**81**	0	0	1	0	0	**1**	0	**562**
5:30PM	0	114	12	0	**126**	0	183	161	2	0	**346**	0	6	0	67	0	**73**	0	0	1	0	0	**1**	0	**546**
5:45PM	0	113	4	0	**117**	0	150	156	0	0	**306**	0	2	1	85	0	**88**	0	3	0	1	0	**4**	0	**515**
Hourly Total	0	483	27	0	**510**	0	649	654	4	0	**1307**	0	17	1	317	0	**335**	0	3	2	1	0	**6**	0	**2158**
Total	0	1976	98	0	**2074**	0	1832	1918	7	0	**3757**	0	83	1	1959	0	**2043**	0	5	4	2	0	**11**	0	**7885**
% Approach	0%	95.3%	4.7%	0%	**-**	-	48.8%	51.1%	0.2%	0%	**-**	-	4.1%	0%	95.9%	0%	**-**	-	45.5%	36.4%	18.2%	0%	**-**	-	-
% Total	0%	25.1%	1.2%	0%	**26.3%**	-	23.2%	24.3%	0.1%	0%	**47.6%**	-	1.1%	0%	24.8%	0%	**25.9%**	-	0.1%	0.1%	0%	0%	**0.1%**	-	-
Lights	0	1885	94	0	**1979**	-	1790	1828	7	0	**3625**	-	76	0	1915	0	**1991**	-	5	3	1	0	**9**	-	7604
% Lights	0%	95.4%	95.9%	0%	**95.4%**	-	97.7%	95.3%	100%	0%	**96.5%**	-	91.6%	0%	97.8%	0%	**97.5%**	-	100%	75.0%	50.0%	0%	**81.8%**	-	96.4%
Articulated Trucks	0	55	2	0	**57**	-	11	54	0	0	**65**	-	0	0	14	0	**14**	-	0	0	0	0	**0**	-	136
% Articulated Trucks	0%	2.8%	2.0%	0%	**2.7%**	-	0.6%	2.8%	0%	0%	**1.7%**	-	0%	0%	0.7%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	1.7%
Buses and Single-Unit Trucks	0	36	2	0	**38**	-	31	36	0	0	**67**	-	7	1	30	0	**38**	-	0	1	1	0	**2**	-	145
% Buses and Single-Unit Trucks	0%	1.8%	2.0%	0%	**1.8%**	-	1.7%	1.9%	0%	0%	**1.8%**	-	8.4%	100%	1.5%	0%	**1.9%**	-	0%	25.0%	50.0%	0%	**18.2%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Archer Avenue & Bell Road - TMC

Wed Sep 3, 2025

Fu leLngth(5Fu 7Ah(5Fu M

F--9-L44e4gP6)Ca4, Fsa6ir-Laed csrin4, Tr4e4Lkd S6k)-e7Bk6acsrin4, lede4as6Lk4M

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GEWALT HAMILTON ASSOCIATES, INC.

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D25 HUse4aEd)eIs6oe, VeskUk w6--4, mP, D00D(, BS

Pe) I 6seia6Uk	FsiCesFoe ELA4a Urkd					FsiCesFoe We4a Urkd					Te--Rd NUsaC. Urkd					Te--Rd SUraC. Urkd					
c6ve	P	c	R	B	**Fpp**led*	P	c	R	B	**Fpp**led*	P	c	R	B	**Fpp**led*	P	c	R	B	**Fpp**led*	**nka**
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P6)Ca4	0	5D:	32	0	**588**	7	2D5	2D3	(	0	**528**	7	(8	0	D83	0	**t(2**	7	(	0	(	0	**2**	7	(A:2
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Tr4e4Lkd S6k)-e7Bk6a csrin4	0	(0	2	0	**(2**	7	(2	(0	0	0	**22**	7	3	0	(D	0	**(8**	7	0	0	0	0	**0**	7	53
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lede4as6Lk4	7	7	7	7	7	0	7	7	7	7	7	0	7	7	7	7	7	0	7	7	7	7	7	0	
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*lede4as6Lk4 Lkd T6bi-e4Uk 9sU44GL-n1PhPefa, RhR6)Ca, chcCsr, BhB7crsk

Archer Avenue & Bell Road - TMC

Wed Sep 3, 2025

FulLed negt h5 n(7An(M

- 994 9gPPePh6)CasP, - ls)Li 9gsed r li Lt P, c i PePgTd S)TC9e7k T)s r li Lt P, nedePsl)gTPM

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5m5n(	0	I:8	5 0	**I52**	0	IA	I5D	I 0	**32D**	0	:	0	88 0	**DI**	0	0	I	0 0	**I**	0	**5A2**
5m30n(	0	II:	I2 0	**I2A**	0	IDB	IAI	2 0	**3:A**	0	A	0	A8 0	**83**	0	0	I	0 0	**I**	0	**5:A**
5m5n(	0	II3	: 0	**II8**	0	I50	I5A	0 0	**30A**	0	2	I	D5 0	**DD**	0	3	0	I 0	**:**	0	**5I5**
r usg9	0	:DB	28 0	**5I0**	0	A:.	A5:	: 0	**I308**	0	I8	I	3I8 0	**335**	0	3	2	I 0	**A**	0	**2I5D**
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% r usg9	0%	22t%	I 13%	0% **231A%**	7	3011%	3013%	012%	0% **A01A%**	7	01D%	0%	I:18%	0% **I5t5%**	7	011%	011%	0%	0% **013%**	7	7
nHF	7	01D2I	015A3	7 **01D8.**	7	01DD8	01I3	0150	0 7 **01::**	7	0180D	01250	01 0I	7 **01 0I**	7	01250	01500	01250	7 **0138 5**	7	01A0
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% 6)CasP	0%	.51%	I00%	0% **.AI1%**	7	..11%	.81%	I00%	0% **.DI5%**	7	I00%	0%	.Dt%	0% **.DI2%**	7	I00%	I00%	0%	0% **D313%**	7	.81D%
- ls)Li 9gsed r li Lt P	0	D	0 0	**D**	7	2	.	0 0	**II**	7	0	0	3 0	**3**	7	0	0	0 0	**0**	7	22
% - ls)Li 9gsed r li Lt P	0%	I18%	0%	0% **I1A%**	7	013%	I1%	0%	0% **01D%**	7	0%	0%	01%	0% **01%**	7	0%	0%	0%	0% **0%**	7	I10%
c i PePgTd S)TC9e7 k T)s r li Lt P	0	I2	0 0	**I2**	7	:	5	0 0	**.**	7	0	I	2 0	**3**	7	0	0	I 0	**I**	7	25
% c i PePgTd S)TC9e7k T)s r li Lt P	0%	215%	0%	0% **21t%**	7	01A%	01D%	0%	0% **013%**	7	0%	I00%	01A%	0% **01%**	7	0%	0%	I00%	0% **IA13%**	7	I12%
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% nedePsl)gTP	7	7	7 7	7 7		7	7	7 7	7 7		7	7	7 7	7 7		7	7	7 7	7 7		7

*nedePsl)gTP gTd c)LyL9ePuT 4luPPwg9t 16m6efs, RmR)Cas, r mr ali, k mk 7r i lT

Archer Avenue & Tuscany Lane - TMC

Wed Sep 3, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 1330609, Location: 41.683614, -87.936047

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Archer Ave					Archer Ave					Tuscany Ln					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-03 7:00AM	2	140	0	**142**	0	65	0	0	**65**	0	1	4	0	**5**	0	**212**
7:15AM	0	167	0	**167**	0	77	0	0	**77**	0	5	1	0	**6**	1	**250**
7:30AM	2	144	0	**146**	0	67	0	0	**67**	0	6	4	0	**10**	0	**223**
7:45AM	2	146	0	**148**	0	81	2	0	**83**	0	3	1	0	**4**	0	**235**
Hourly Total	6	597	0	**603**	0	290	2	0	**292**	0	15	10	0	**25**	1	**920**
8:00AM	3	152	0	**155**	0	78	2	0	**80**	0	1	5	0	**6**	0	**241**
8:15AM	5	128	0	**133**	0	76	2	0	**78**	0	2	5	0	**7**	1	**218**
8:30AM	0	134	0	**134**	0	87	4	0	**91**	0	6	2	0	**8**	0	**233**
8:45AM	2	90	0	**92**	0	72	0	0	**72**	0	3	2	0	**5**	0	**169**
Hourly Total	10	504	0	**514**	0	313	8	0	**321**	0	12	14	0	**26**	1	**861**
4:00PM	0	122	0	**122**	0	167	3	0	**170**	0	1	1	0	**2**	0	**294**
4:15PM	0	118	0	**118**	0	178	3	0	**181**	0	1	3	0	**4**	0	**303**
4:30PM	2	115	0	**117**	0	176	7	0	**183**	0	2	1	0	**3**	0	**303**
4:45PM	2	98	0	**100**	0	169	1	0	**170**	0	2	0	0	**2**	0	**272**
Hourly Total	4	453	0	**457**	0	690	14	0	**704**	0	6	5	0	**11**	0	**1172**
5:00PM	3	118	0	**121**	0	170	9	0	**179**	0	3	5	0	**8**	0	**308**
5:15PM	3	147	0	**150**	0	169	4	0	**173**	0	1	2	0	**3**	0	**326**
5:30PM	3	128	0	**131**	0	163	6	0	**169**	0	2	1	0	**3**	0	**303**
5:45PM	1	128	0	**129**	0	153	2	0	**155**	0	2	0	0	**2**	0	**286**
Hourly Total	10	521	0	**531**	0	655	21	0	**676**	0	8	8	0	**16**	0	**1223**
Total	30	2075	0	**2105**	0	1948	45	0	**1993**	0	41	37	0	**78**	2	**4176**
% Approach	1.4%	98.6%	0%	**-**	-	97.7%	2.3%	0%	**-**	-	52.6%	47.4%	0%	**-**	-	-
% Total	0.7%	49.7%	0%	**50.4%**	-	46.6%	1.1%	0%	**47.7%**	-	1.0%	0.9%	0%	**1.9%**	-	-
Lights	28	1986	0	**2014**	-	1859	41	0	**1900**	-	40	31	0	**71**	-	3985
% Lights	93.3%	95.7%	0%	**95.7%**	-	95.4%	91.1%	0%	**95.3%**	-	97.6%	83.8%	0%	**91.0%**	-	95.4%
Articulated Trucks	1	57	0	**58**	-	50	0	0	**50**	-	0	1	0	**1**	-	109
% Articulated Trucks	3.3%	2.7%	0%	**2.8%**	-	2.6%	0%	0%	**2.5%**	-	0%	2.7%	0%	**1.3%**	-	2.6%
Buses and Single-Unit Trucks	1	32	0	**33**	-	39	4	0	**43**	-	1	5	0	**6**	-	82
% Buses and Single-Unit Trucks	3.3%	1.5%	0%	**1.6%**	-	2.0%	8.9%	0%	**2.2%**	-	2.4%	13.5%	0%	**7.7%**	-	2.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Archer Avenue & Tuscany Lane - TMC

Wed Sep 3, 2025

Fu leLng th(5Fu 7Ah(5Fu M

F – 9-L44e4gP6)Ca4, Fsa6ir-Laed csrin4, Tr4e4Lkd S6k)-e7Bk6acsrin4, lede4as6Lk4M

F – u Uoev eka4

mh h(330D0:, PUiLa6Ukh1(.DA3D(1, 7At.: 3D01t

GEWALT HAMILTON ASSOCIATES, INC.

lsUo6led 8bhy eGL-awLv 6aUk F44Ui6Lae4mki.
D25 HUse4aEd)e Is6oe, VeskUk w6–4, mP, D00D(, BS

Pe) I 6seia6Uk	Fsi Ces Foe EL4a8Ur kd					Fsi Ces Foe We4a8Ur kd					cr4i Lkb Pk SUraC8Ur kd					
c6ve	P	c	B	**Fpp**	led*	c	R	B	**Fpp**	led*	P	R	B	**Fpp**	led*	**mka**
202570:703th(5Fu	0	(D:	0	**(D:**	0	tt	0	0	**tt**	0	5	(	0	**D**	(	**250**
th30Fu	2	(11	0	**(1D**	0	D:	0	0	**D:**	0	D	1	0	**(0**	0	**223**
th15Fu	2	(1D	0	**(1A**	0	A(	2	0	**A3**	0	3	(	0	**1**	0	**235**
Ah00Fu	3	(52	0	**(55**	0	tA	2	0	**A0**	0	(	5	0	**D**	0	**21(**
cUaL-	t	D0:	0	**D(D**	0	303	1	0	**30t**	0	(5	((	0	**2D**	(	**:1:**
% FppsULiC	(.(%	:A:%	0%	**7**	7	:At%	(.3%	0%	**7**	7	5t.t%	12.3%	0%	**7**	7	7
% cUaL-	0.t%	D1.2%	0%	**D1.:%**	7	3(.:%	0.1%	0%	**32.3%**	7	(.D%	(.2%	0%	**2.t%**	7	7
lwH	0.5A3	0.:(2	7	**0.:22**	7	0.:35	0.500	7	**0.:25**	7	0.D25	0.550	7	**0.D50**	7	0.:1:
P6)Ca4	D	5AD	0	**5:2**	7	2tA	3	0	**2A(**	7	(5	:	0	**21**	7	A:t
% P6)Ca4	A5.t%	:D.2%	0%	**:D(%**	7	:(.t%	t5.0%	0%	**:(.5%**	7	(00%	A(.A%	0%	**:2.3%**	7	:1.5%
Fsa6ir-Laed csrin4	(	(0	0	**((**	7	(1	0	0	**(1**	7	0	(	0	**(**	7	2D
% Fsa6ir-Laed csrin4	(1.3%	(.D%	0%	**(.A%**	7	1.D%	0%	0%	**1.D%**	7	0%	:.(%	0%	**3.A%**	7	2.t%
Tr4e4Lkd S6k)-e7Bk6acsrin4	0	(3	0	**(3**	7	((	(	0	**(2**	7	0	(	0	**(**	7	2D
% Tr4e4Lkd S6k)-e7Bk6acsrin4	0%	2.(%	0%	**2.(%**	7	3.D%	25.0%	0%	**3.:%**	7	0%	:.(%	0%	**3.A%**	7	2.t%
lede4as6Lk4	7	7	7	7	0	7	7	7	7	0	7	7	7	7	(	
%lede4as6Lk4	7	7	7	7	7	7	7	7	7	7	7	7	7	7	(00%	7

*lede4as6Lk4Lkd T6ibi-e4Uk 9sU44GL-n. PhPefa, RhR6)Ca, chcCsr, BhB7crsk

Archer Avenue & Tuscany Lane - TMC

Wed Sep 3, 2025
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians)
All Movements
ID: 1330609, Location: 41.683614, -87.936047

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Archer Ave Eastbound					Archer Ave Westbound					Tuscany Ln Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-09-03 5:00PM	3	118	0	**121**	0	170	9	0	**179**	0	3	5	0	**8**	0	**308**
5:15PM	3	147	0	**150**	0	169	4	0	**173**	0	1	2	0	**3**	0	**326**
5:30PM	3	128	0	**131**	0	163	6	0	**169**	0	2	1	0	**3**	0	**303**
5:45PM	1	128	0	**129**	0	153	2	0	**155**	0	2	0	0	**2**	0	**286**
Total	10	521	0	**531**	0	655	21	0	**676**	0	8	8	0	**16**	0	**1223**
% Approach	1.9%	98.1%	0%	**-**	-	96.9%	3.1%	0%	**-**	-	50.0%	50.0%	0%	**-**	-	-
% Total	0.8%	42.6%	0%	**43.4%**	-	53.6%	1.7%	0%	**55.3%**	-	0.7%	0.7%	0%	**1.3%**	-	-
PHF	0.833	0.886	-	**0.885**	-	0.963	0.583	-	**0.944**	-	0.667	0.400	-	**0.500**	-	0.938
Lights	10	503	0	**513**	-	640	21	0	**661**	-	7	8	0	**15**	-	1189
% Lights	100%	96.5%	0%	**96.6%**	-	97.7%	100%	0%	**97.8%**	-	87.5%	100%	0%	**93.8%**	-	97.2%
Articulated Trucks	0	9	0	**9**	-	8	0	0	**8**	-	0	0	0	**0**	-	17
% Articulated Trucks	0%	1.7%	0%	**1.7%**	-	1.2%	0%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	1.4%
Buses and Single-Unit Trucks	0	9	0	**9**	-	7	0	0	**7**	-	1	0	0	**1**	-	17
% Buses and Single-Unit Trucks	0%	1.7%	0%	**1.7%**	-	1.1%	0%	0%	**1.0%**	-	12.5%	0%	0%	**6.3%**	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Appendix B

CMAP Traffic Volume Projections

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

September 8, 2025

Lynn M. Means, P.E., PTOE, RSP1
Senior Transportation Engineer
BLA, Inc.
333 Pierce Road
Suite 200
Itasca, IL 60143

Subject: Bell Road and Archer Avenue (IL Route 171)
IDOT/CCDOTH

Dear Ms. Means:

In response to a request made on your behalf and dated September 3, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Archer Ave (IL Route 171) from Bell Rd to IL Route 83/Main St	28,800	31,300
Archer Ave (IL Route 171) from Parker Rd to Bell Rd	11,100	12,400
Bell Rd from Archer Ave (IL Route 171) to McCarthy Rd (123rd St)	11,700	12,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

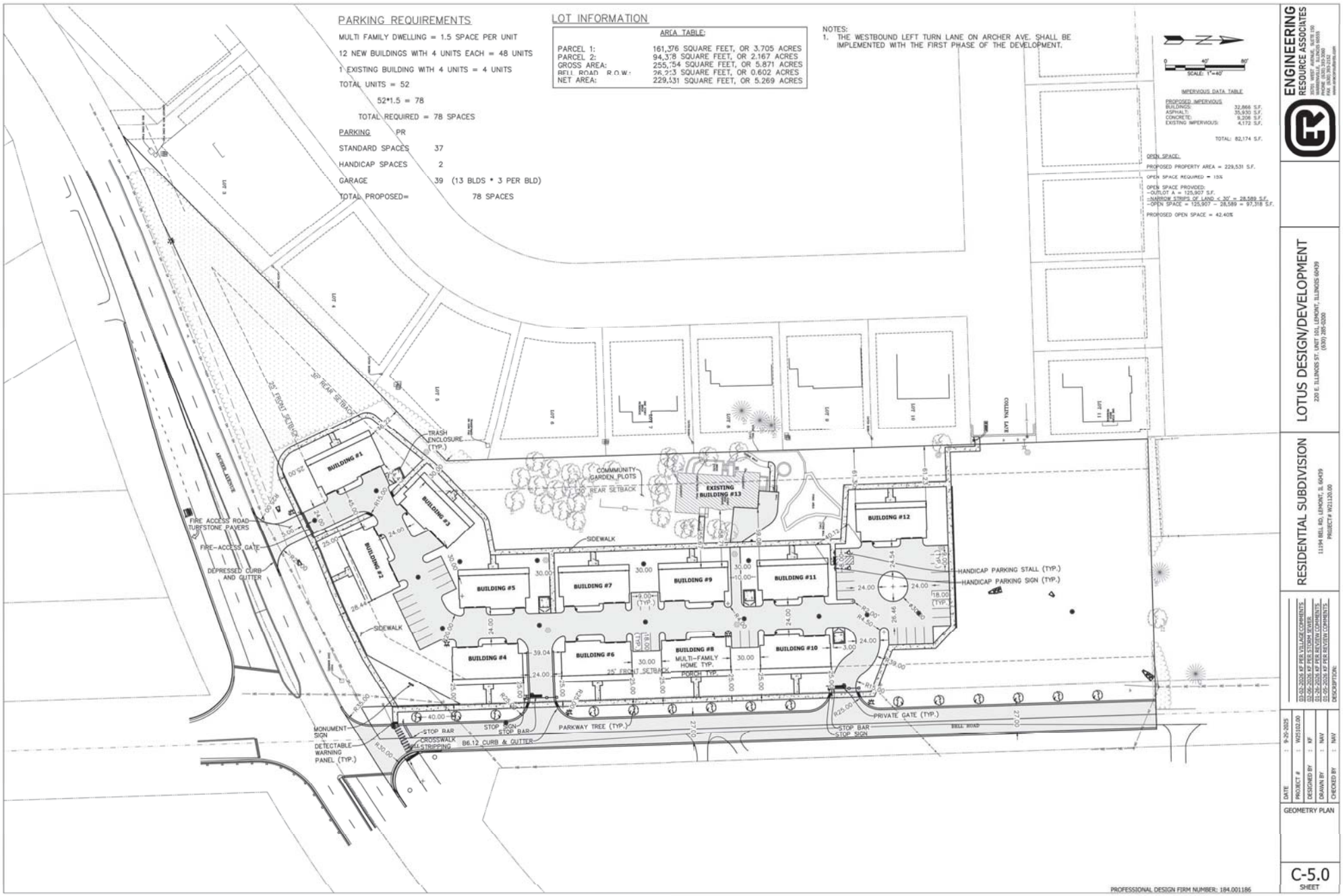
If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Forecastletters_v1_2025.docx

Appendix C

Site Plan


PARKING REQUIREMENTS
MULTI FAMILY DWELLING = 1.5 SPACE PER UNIT
12 NEW BUILDINGS WITH 4 UNITS EACH = 48 UNITS
1 EXISTING BUILDING WITH 4 UNITS = 4 UNITS
TOTAL UNITS = 52
52*1.5 = 78
TOTAL REQUIRED = 78 SPACES
PARKING PR
STANDARD SPACES 37
HANDICAP SPACES 2
GARAGE 39 (13 BLDS * 3 PER BLD)
TOTAL PROPOSED= 78 SPACES
LOT INFORMATION
AREA TABLE:
PARCEL 1: 161,376 SQUARE FEET, OR 3.705 ACRES
PARCEL 2: 94,378 SQUARE FEET, OR 2.167 ACRES
GROSS AREA: 255,754 SQUARE FEET, OR 5.871 ACRES
BELL ROAD R.O.W.: 26,223 SQUARE FEET, OR 0.602 ACRES
NET AREA: 229,531 SQUARE FEET, OR 5.269 ACRES
NOTES:
1. THE WESTBOUND LEFT TURN LANE ON ARCHER AVE. SHALL BE IMPLEMENTED WITH THE FIRST PHASE OF THE DEVELOPMENT.
SCALE: 1"=40'
IMPERVIOUS DATA TABLE
PROPOSED IMPERVIOUS
BUILDINGS: 32,866 S.F.
ASPHALT: 35,930 S.F.
CONCRETE: 9,206 S.F.
EXISTING IMPERVIOUS: 4,172 S.F.
TOTAL: 82,174 S.F.
OPEN SPACE:
PROPOSED PROPERTY AREA = 229,531 S.F.
OPEN SPACE REQUIRED = 15%
OPEN SPACE PROVIDED:
-OUTLOT A = 125,907 S.F.
-NARROW STRIPS OF LAND < 30' = 28,589 S.F.
-OPEN SPACE = 125,907 - 28,589 = 97,318 S.F.
PROPOSED OPEN SPACE = 42.40%
BUILDING #1
BUILDING #2
BUILDING #3
BUILDING #4
BUILDING #5
BUILDING #6
BUILDING #7
BUILDING #8
MULTI-FAMILY HOME TYP.
BUILDING #9
BUILDING #10
BUILDING #11
BUILDING #12
EXISTING BUILDING #13
TRASH ENCLOSURE (TYP.)
COMMUNITY GARDEN PLOTS
50' REAR SETBACK
25' FRONT SETBACK
SIDEWALK
FIRE ACCESS ROAD TURFSTONE PAVERS
FIRE-ACCESS GATE
DEPRESSED CURB AND GUTTER
HANDICAP PARKING STALL (TYP.)
HANDICAP PARKING SIGN (TYP.)
PARKWAY TREE (TYP.)
PRIVATE GATE (TYP.)
MONUMENT SIGN
DETECTABLE WARNING PANEL (TYP.)
STOP BAR
STOP SIGN
CROSSWALK STRIPPING
B6.12 CURB & GUTTER
BELL ROAD
ARCHER AVENUE
COUGAR LANE
PROFESSIONAL DESIGN FIRM NUMBER: 184.001186
ENGINEERING RESOURCE ASSOCIATES
LOTUS DESIGN/DEVELOPMENT
220 E. ILLINOIS ST. UNIT 101, LEMONT, ILLINOIS 60439
(630) 285-0200
RESIDENTIAL SUBDIVISION
11194 BELL RD, LEMONT, IL 60439
PROJECT# W21120.00
03-03-2026 KF PER VILLAGE COMMENTS
03-03-2026 KF PER ENGINEER COMMENTS
03-26-2026 KF PER REVIEW COMMENTS
03-05-2026 KF PER REVIEW COMMENTS
DESCRIPTION:
DATE : 9-26-2025
PROJECT # : W25102.00
DESIGNED BY : KF
DRAWN BY : NAV
CHECKED BY : NAV
GEOMETRY PLAN
C-5.0
SHEET

Appendix D

ITE Trip Generation Excerpts

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

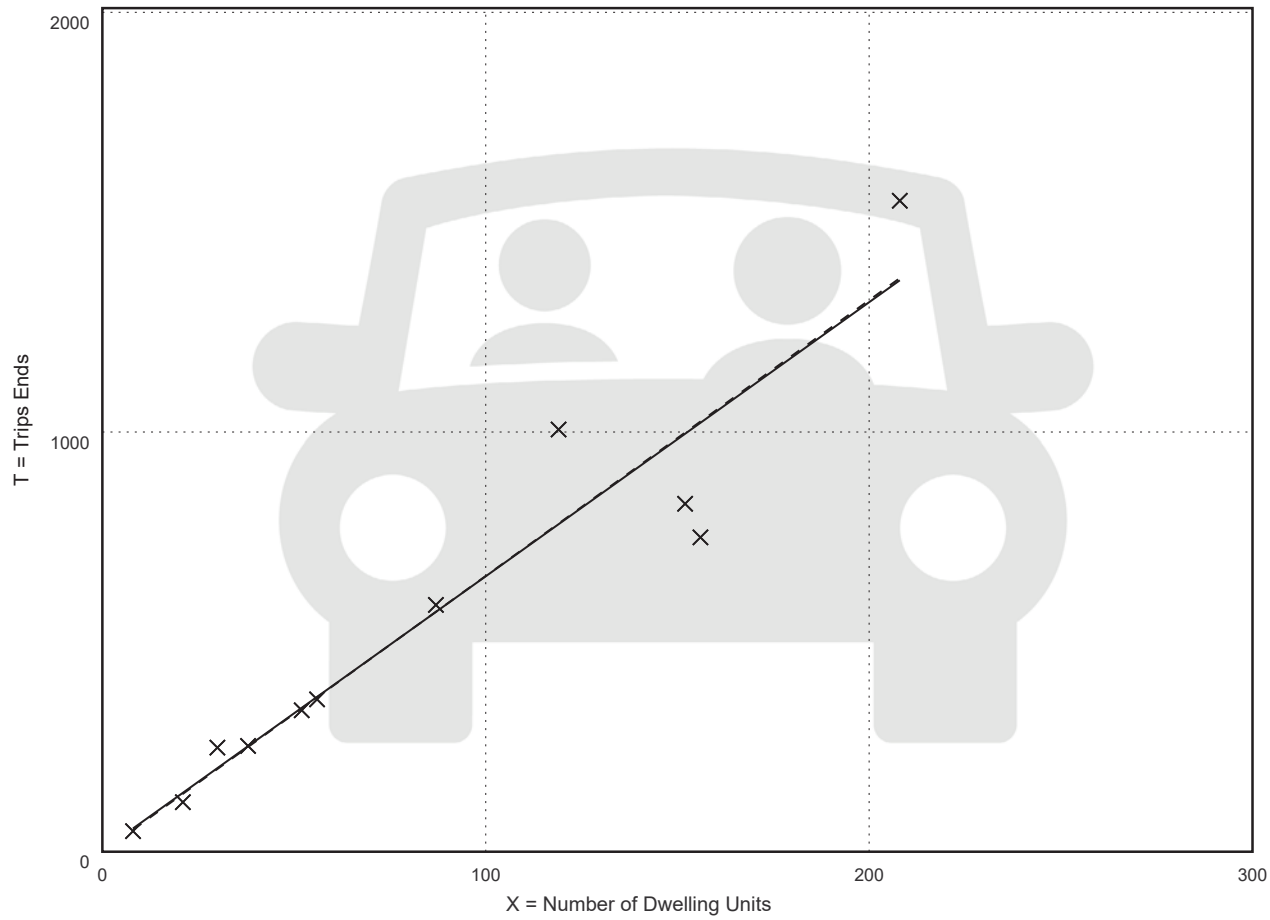
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

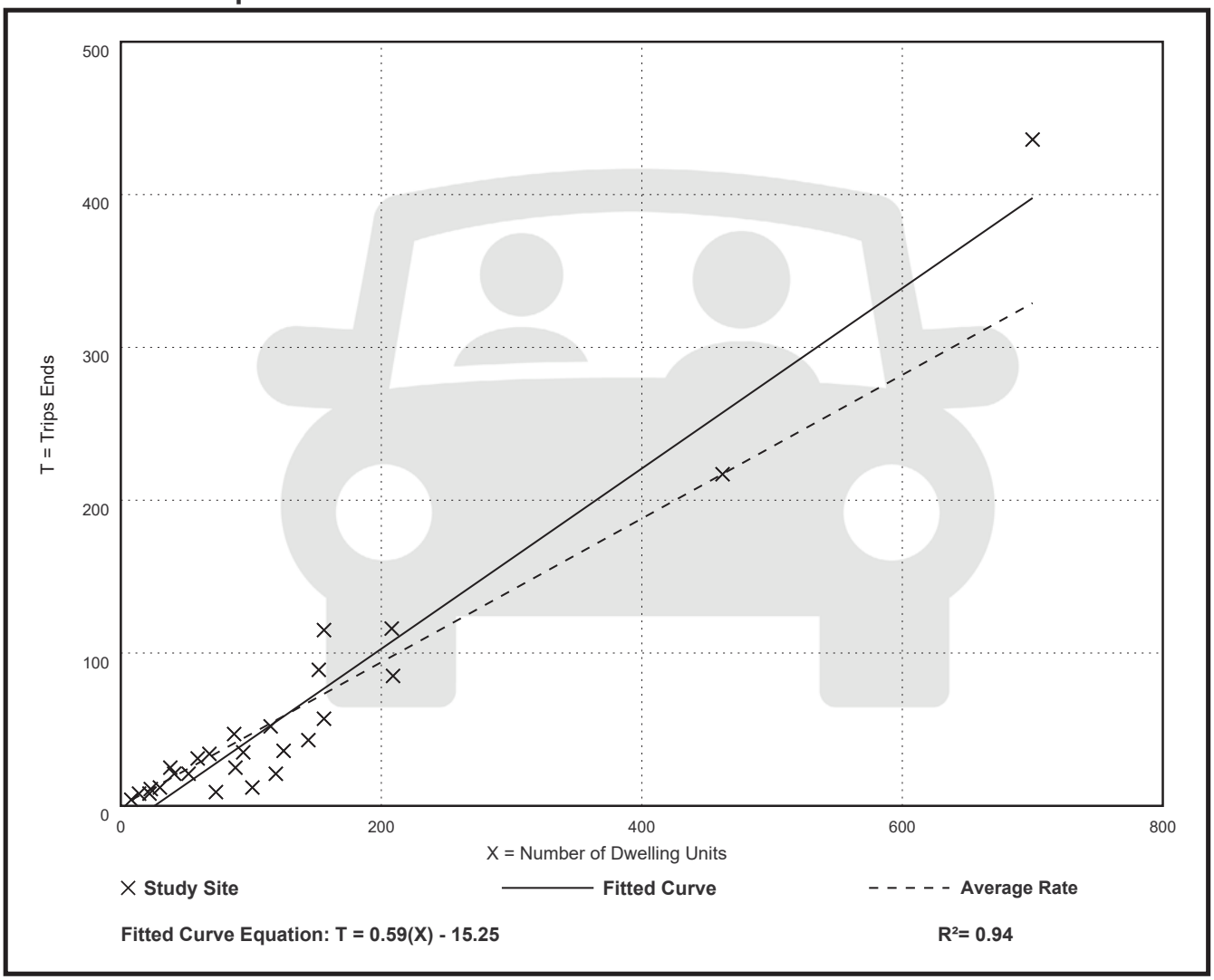
Single-Family Attached Housing
(215)

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

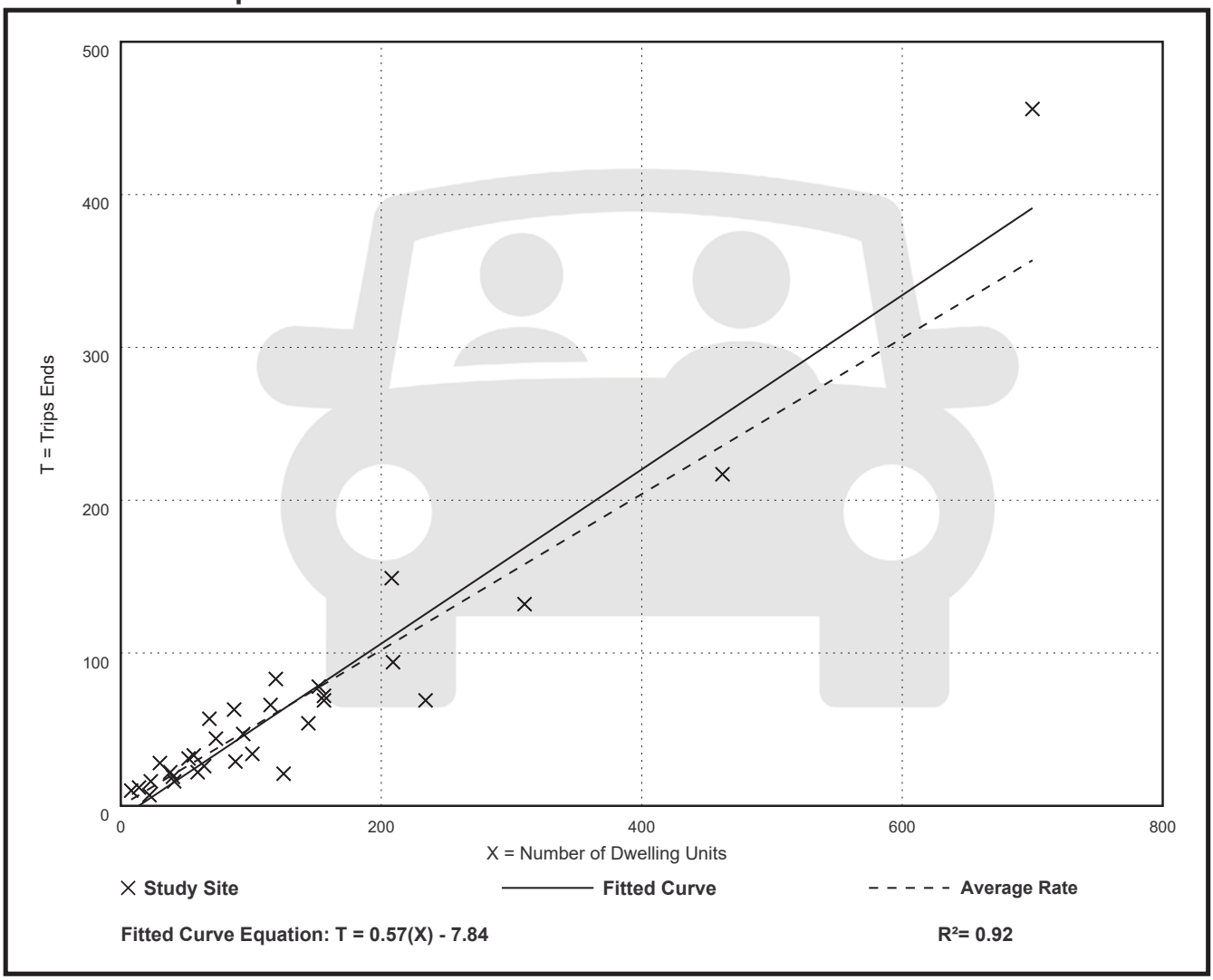
Single-Family Attached Housing
(215)

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

Appendix E

Auxiliary Lane Warrant Analysis

Signalized Intersections

at any signalized intersections where the right-turning volume is greater than 150 vph and where there is greater than 300 vphpl on the mainline;

Intersection / Alternative / Timeframe	Mainline Vol. (VPHPL)	No. Right-Turns	Satisfied?
2032 Total Traffic			
AM Peak	152	3	No
PM Peak	348	11	No

Signalized Intersections

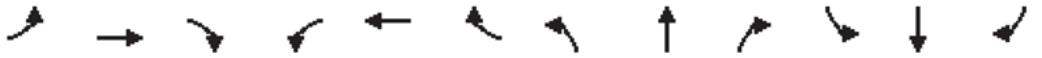
at any signalized intersection where the left-turning volume is equal to or greater than 75 vph for a single turn lane or 300 vph for a dual turn lane;

Alternative / Timeframe	No. Left-Turns	Satisfied?
2032 Total Traffic		
AM Peak	2	No*
PM Peak	4	No*

*Recommended for driver expectation / continuity at the intersection.

Appendix F

Capacity Analysis Worksheets

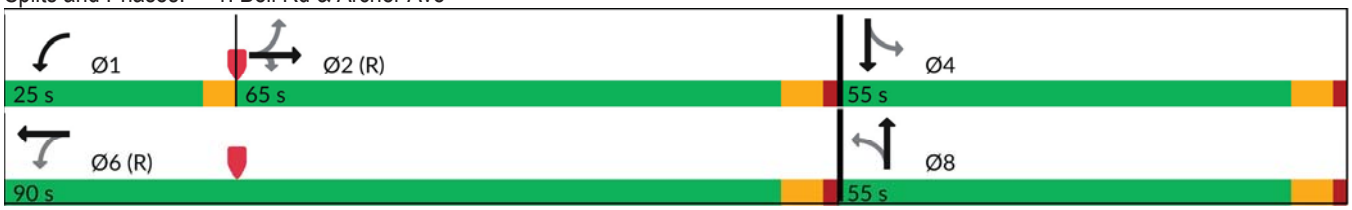


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	588	36	281	286	1	22	0	714	1	0	1
Future Volume (vph)	0	588	36	281	286	1	22	0	714	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Storage Length (ft)	0		185	240		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			195			25			25		
Satd. Flow (prot)	0	3471	1455	1703	3343	0	0	1809	0	0	1728	0
Flt Permitted				0.308				0.992			0.902	
Satd. Flow (perm)	0	3471	1455	552	3343	0	0	1796	0	0	1597	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		1040			526			551			296	
Travel Time (s)		15.8			8.0			8.3			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	11%	6%	8%	0%	14%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	39	305	312	0	0	800	0	0	2	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0	22.0	8.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	65.0	65.0	65.0	25.0	90.0		55.0	55.0		55.0	55.0	
Total Split (%)	44.8%	44.8%	44.8%	17.2%	62.1%		37.9%	37.9%		37.9%	37.9%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0	6.0	3.5	6.0			6.0			6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)		62.7	62.7	86.5	84.0			49.0			49.0	
Actuated g/C Ratio		0.43	0.43	0.60	0.58			0.34			0.34	
v/c Ratio		0.43	0.06	0.65	0.16			1.32			0.00	
Control Delay (s/veh)		30.2	25.8	21.4	14.4			193.9			32.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)		30.2	25.8	21.4	14.4			193.9			32.0	
LOS		C	C	C	B			F			C	
Approach Delay (s/veh)		30.0			17.9			193.9			32.0	
Approach LOS		C			B			F			C	
Queue Length 50th (ft)		219	21	135	68			~973			1	
Queue Length 95th (ft)		284	48	193	94			#1225			8	
Internal Link Dist (ft)		960			446			471			216	
Turn Bay Length (ft)			185	240								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1500	629	499	1936			606			539	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.43	0.06	0.61	0.16			1.32			0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 70 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay (s/veh): 89.0		Intersection LOS: F	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Bell Rd & Archer Ave



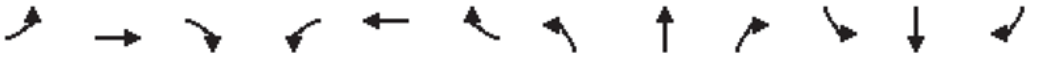
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	609	305	4	15	11
Future Vol, veh/h	7	609	305	4	15	11
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	4	8	25	0	18
Mvmt Flow	7	641	321	4	16	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	326	0	-	0	980	164
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	656	-
Critical Hdwy	4.31	-	-	-	6.6	7.17
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.333	-	-	-	3.5	3.471
Pot Cap-1 Maneuver	1158	-	-	-	265	809
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1157	-	-	-	262	809
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	12.49
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1157	-	-	-	388	809
HCM Lane V/C Ratio	0.006	-	-	-	0.041	0.014
HCM Ctrl Dly (s/v)	8.1	-	-	-	14.7	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	501	28	649	658	4	17	1	317	3	2	1
Future Volume (vph)	0	501	28	649	658	4	17	1	317	3	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Storage Length (ft)	0		185	240		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			195			25			25		
Satd. Flow (prot)	0	3471	1615	1787	3536	0	0	1837	0	0	1812	0
Flt Permitted				0.308				0.986			0.879	
Satd. Flow (perm)	0	3471	1615	579	3536	0	0	1817	0	0	1632	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		1040			526			551			296	
Travel Time (s)		15.8			8.0			8.3			8.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	1%	2%	0%	0%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	29	683	697	0	0	353	0	0	6	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0	22.0	8.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0	25.0	30.0	55.0		25.0	25.0		25.0	25.0	
Total Split (%)	31.3%	31.3%	31.3%	37.5%	68.8%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0	6.0	3.5	6.0			6.0			6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)		21.6	21.6	52.0	49.5			18.5			18.5	
Actuated g/C Ratio		0.27	0.27	0.65	0.62			0.23			0.23	
v/c Ratio		0.56	0.07	0.92	0.32			0.84			0.02	
Control Delay (s/veh)		28.9	24.3	31.2	7.8			49.0			23.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)		28.9	24.3	31.2	7.8			49.0			23.7	
LOS		C	C	C	A			D			C	
Approach Delay (s/veh)		28.7			19.4			49.0			23.7	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		124	11	202	79			168			2	
Queue Length 95th (ft)		176	32	#417	108			#304			12	
Internal Link Dist (ft)		960			446			471			216	
Turn Bay Length (ft)			185	240								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		937	435	776	2188			431			387	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.56	0.07	0.88	0.32			0.82			0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 26.2		Intersection LOS: C	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Bell Rd & Archer Ave



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	521	655	21	8	8
Future Vol, veh/h	10	521	655	21	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	0	12	0
Mvmt Flow	11	554	697	22	9	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	719	0	-	0	1284	360
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	4.1	-	-	-	6.78	6.9
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.58	-
Follow-up Hdwy	2.2	-	-	-	3.614	3.3
Pot Cap-1 Maneuver	892	-	-	-	158	643
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	892	-	-	-	156	643
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	14.32
HCM LOS			B

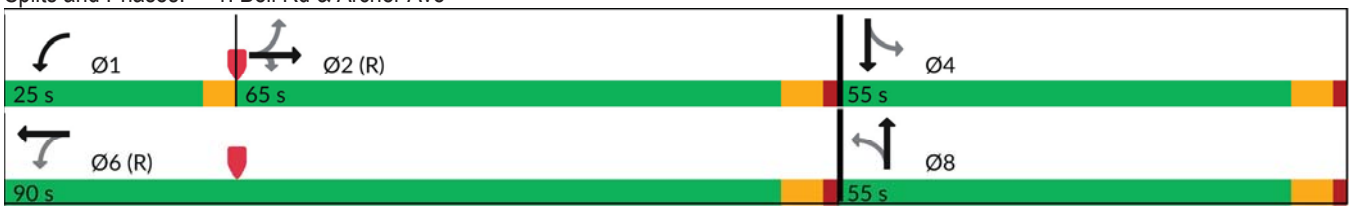
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	892	-	-	-	286	643
HCM Lane V/C Ratio	0.012	-	-	-	0.03	0.013
HCM Ctrl Dly (s/v)	9.1	-	-	-	18	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	614	38	286	300	1	22	0	727	1	0	1
Future Volume (vph)	0	614	38	286	300	1	22	0	727	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Storage Length (ft)	0		185	240		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			195			25			25		
Satd. Flow (prot)	0	3471	1455	1703	3343	0	0	1809	0	0	1728	0
Flt Permitted				0.292				0.992			0.902	
Satd. Flow (perm)	0	3471	1455	523	3343	0	0	1797	0	0	1597	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		1040			526			551			296	
Travel Time (s)		15.8			8.0			8.3			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	11%	6%	8%	0%	14%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	41	311	327	0	0	814	0	0	2	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0	22.0	8.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	65.0	65.0	65.0	25.0	90.0		55.0	55.0		55.0	55.0	
Total Split (%)	44.8%	44.8%	44.8%	17.2%	62.1%		37.9%	37.9%		37.9%	37.9%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0	6.0	3.5	6.0			6.0			6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)		62.4	62.4	86.5	84.0			49.0			49.0	
Actuated g/C Ratio		0.43	0.43	0.60	0.58			0.34			0.34	
v/c Ratio		0.45	0.07	0.68	0.17			1.34			0.00	
Control Delay (s/veh)		30.8	26.0	22.5	14.5			202.4			32.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)		30.8	26.0	22.5	14.5			202.4			32.0	
LOS		C	C	C	B			F			C	
Approach Delay (s/veh)		30.5			18.4			202.4			32.0	
Approach LOS		C			B			F			C	
Queue Length 50th (ft)		232	23	139	73			~1000			1	
Queue Length 95th (ft)		299	50	197	98			#1253			8	
Internal Link Dist (ft)		960			446			471			216	
Turn Bay Length (ft)			185	240								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1494	626	486	1936			607			539	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.45	0.07	0.64	0.17			1.34			0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 70 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay (s/veh): 91.7		Intersection LOS: F	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Bell Rd & Archer Ave



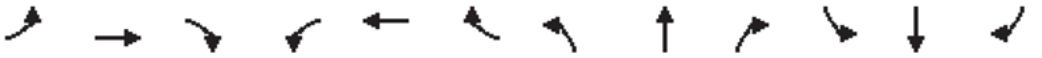
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	631	316	7	21	14
Future Vol, veh/h	9	631	316	7	21	14
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	4	8	25	0	18
Mvmt Flow	9	664	333	7	22	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	341	0	-	0	1020	171
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	683	-
Critical Hdwy	4.31	-	-	-	6.6	7.17
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.333	-	-	-	3.5	3.471
Pot Cap-1 Maneuver	1143	-	-	-	250	800
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1142	-	-	-	247	800
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	12.96
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1142	-	-	-	375	800
HCM Lane V/C Ratio	0.008	-	-	-	0.059	0.018
HCM Ctrl Dly (s/v)	8.2	-	-	-	15.2	9.6
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	523	29	660	686	4	17	1	323	3	2	1
Future Volume (vph)	0	523	29	660	686	4	17	1	323	3	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Storage Length (ft)	0		185	240		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			195			25			25		
Satd. Flow (prot)	0	3471	1615	1787	3536	0	0	1837	0	0	1812	0
Flt Permitted				0.282				0.987			0.878	
Satd. Flow (perm)	0	3471	1615	530	3536	0	0	1819	0	0	1630	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		1040			526			551			296	
Travel Time (s)		15.8			8.0			8.3			8.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	1%	2%	0%	0%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	551	31	695	726	0	0	359	0	0	6	0
Turn Type		NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0	22.0	8.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0	25.0	30.0	55.0		25.0	25.0		25.0	25.0	
Total Split (%)	31.3%	31.3%	31.3%	37.5%	68.8%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0	6.0	3.5	6.0			6.0			6.0	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)		20.8	20.8	51.9	49.4			18.6			18.6	
Actuated g/C Ratio		0.26	0.26	0.65	0.62			0.23			0.23	
v/c Ratio		0.61	0.07	0.94	0.33			0.85			0.02	
Control Delay (s/veh)		30.2	24.4	36.3	7.9			49.9			23.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)		30.2	24.4	36.3	7.9			49.9			23.7	
LOS		C	C	D	A			D			C	
Approach Delay (s/veh)		29.9			21.8			49.9			23.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		131	12	225	83			171			2	
Queue Length 95th (ft)		185	34	#448	114			#312			12	
Internal Link Dist (ft)		960			446			471			216	
Turn Bay Length (ft)			185	240								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		901	419	760	2185			432			387	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.61	0.07	0.91	0.33			0.83			0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 28.1		Intersection LOS: C	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Bell Rd & Archer Ave



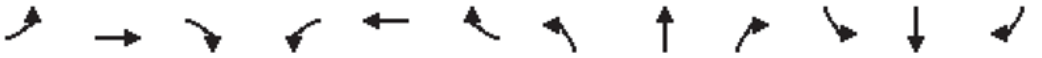
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	540	678	26	12	11
Future Vol, veh/h	13	540	678	26	12	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	0	12	0
Mvmt Flow	14	574	721	28	13	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	749	0	-	0	1337	374
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	4.1	-	-	-	6.78	6.9
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.58	-
Follow-up Hdwy	2.2	-	-	-	3.614	3.3
Pot Cap-1 Maneuver	869	-	-	-	146	629
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	869	-	-	-	144	629
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	522	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	15
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	869	-	-	-	273	629
HCM Lane V/C Ratio	0.016	-	-	-	0.047	0.019
HCM Ctrl Dly (s/v)	9.2	-	-	-	18.8	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

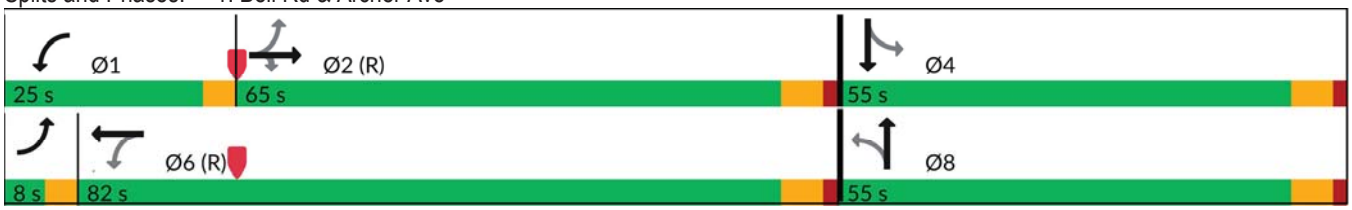


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	614	38	286	300	3	22	0	727	7	1	5
Future Volume (vph)	2	614	38	286	300	3	22	0	727	7	1	5
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Storage Length (ft)	115		185	240		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	155			195			25			25		
Satd. Flow (prot)	1805	3654	1455	1703	3342	0	0	1809	0	0	1758	0
Flt Permitted	0.553			0.292				0.992			0.689	
Satd. Flow (perm)	1051	3654	1455	523	3342	0	0	1797	0	0	1246	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		1040			526			551			296	
Travel Time (s)		15.8			8.0			8.3			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	11%	6%	8%	0%	14%	0%	3%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	667	41	311	329	0	0	814	0	0	14	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)	8.0	22.0	22.0	8.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	8.0	65.0	65.0	25.0	82.0		55.0	55.0		55.0	55.0	
Total Split (%)	5.5%	44.8%	44.8%	17.2%	56.6%		37.9%	37.9%		37.9%	37.9%	
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	
Total Lost Time (s)	3.5	6.0	6.0	3.5	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-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	69.4	62.4	62.4	86.5	82.4			49.0			49.0	
Actuated g/C Ratio	0.48	0.43	0.43	0.60	0.57			0.34			0.34	
v/c Ratio	0.00	0.42	0.07	0.68	0.17			1.34			0.03	
Control Delay (s/veh)	13.5	30.3	26.0	22.5	15.6			202.4			32.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	13.5	30.3	26.0	22.5	15.6			202.4			32.6	
LOS	B	C	C	C	B			F			C	
Approach Delay (s/veh)		30.0			19.0			202.4			32.6	
Approach LOS		C			B			F			C	
Queue Length 50th (ft)	1	237	25	145	77			~1000			9	
Queue Length 95th (ft)	5	304	54	206	121			#1253			27	
Internal Link Dist (ft)		960			446			471			216	
Turn Bay Length (ft)	115		185	240								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	526	1573	626	486	1899			607			421	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.00	0.42	0.07	0.64	0.17			1.34			0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 70 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay (s/veh): 91.2		Intersection LOS: F	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Bell Rd & Archer Ave



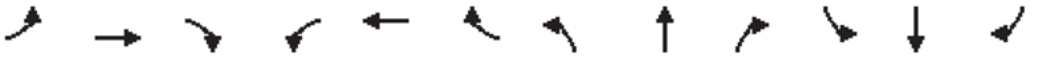
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	633	320	7	21	14
Future Vol, veh/h	9	633	320	7	21	14
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	4	8	25	0	18
Mvmt Flow	9	666	337	7	22	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	345	0	-	0	1027	173
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.31	-	-	-	6.6	7.17
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.333	-	-	-	3.5	3.471
Pot Cap-1 Maneuver	1139	-	-	-	248	798
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	245	797
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	504	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	12.99
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1138	-	-	-	373	797
HCM Lane V/C Ratio	0.008	-	-	-	0.059	0.018
HCM Ctrl Dly (s/v)	8.2	-	-	-	15.3	9.6
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	523	29	660	686	11	17	2	323	9	3	4
Future Volume (vph)	4	523	29	660	686	11	17	2	323	9	3	4
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	12	12
Storage Length (ft)	115		185	240		0	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	155			195			25			25		
Satd. Flow (prot)	1805	3654	1615	1787	3533	0	0	1839	0	0	1786	0
Flt Permitted	0.373			0.282				0.986			0.775	
Satd. Flow (perm)	709	3654	1615	530	3533	0	0	1817	0	0	1422	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			25	
Link Distance (ft)		1040			526			551			296	
Travel Time (s)		15.8			8.0			8.3			8.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	1%	2%	0%	0%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	551	31	695	734	0	0	360	0	0	16	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)	8.0	22.0	22.0	8.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	8.0	25.0	25.0	30.0	47.0		25.0	25.0		25.0	25.0	
Total Split (%)	10.0%	31.3%	31.3%	37.5%	58.8%		31.3%	31.3%		31.3%	31.3%	
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	
Total Lost Time (s)	3.5	6.0	6.0	3.5	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-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	27.9	20.7	20.7	51.9	47.8			18.6			18.6	
Actuated g/C Ratio	0.35	0.26	0.26	0.65	0.60			0.23			0.23	
v/c Ratio	0.01	0.58	0.07	0.94	0.35			0.86			0.05	
Control Delay (s/veh)	9.3	29.5	24.4	36.3	9.3			50.3			24.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	9.3	29.5	24.4	36.3	9.3			50.3			24.1	
LOS	A	C	C	D	A			D			C	
Approach Delay (s/veh)		29.1			22.4			50.3			24.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	1	134	12	227	85			171			6	
Queue Length 95th (ft)	4	188	34	#452	154			#313			21	
Internal Link Dist (ft)		960			446			471			216	
Turn Bay Length (ft)	115		185	240								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	312	947	418	760	2111			431			337	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.58	0.07	0.91	0.35			0.84			0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 28.3		Intersection LOS: C	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Bell Rd & Archer Ave



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	544	681	26	12	11
Future Vol, veh/h	13	544	681	26	12	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	0	12	0
Mvmt Flow	14	579	724	28	13	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	752	0	-	0	1345	376
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	4.1	-	-	-	6.78	6.9
Critical Hdwy Stg 1	-	-	-	-	5.98	-
Critical Hdwy Stg 2	-	-	-	-	5.58	-
Follow-up Hdwy	2.2	-	-	-	3.614	3.3
Pot Cap-1 Maneuver	867	-	-	-	144	627
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	867	-	-	-	142	627
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	15.05
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	867	-	-	-	272	627
HCM Lane V/C Ratio	0.016	-	-	-	0.047	0.019
HCM Ctrl Dly (s/v)	9.2	-	-	-	18.9	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Appendix G

ITE Parking Generation Excerpts

Land Use: 215 Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less. There are no study sites in the current database for the "close to rail transit" subcategory.

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand on a weekday for five study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00-4:00 a.m.	100
5:00 a.m.	98
6:00 a.m.	97
7:00 a.m.	85
8:00 a.m.	78
9:00 a.m.	70
10:00 a.m.	70
11:00 a.m.	63
12:00 p.m.	64
1:00 p.m.	64
2:00 p.m.	59
3:00 p.m.	60
4:00 p.m.	66
5:00 p.m.	70
6:00 p.m.	81
7:00 p.m.	84
8:00 p.m.	92
9:00 p.m.	96
10:00 p.m.	97
11:00 p.m.	99

Additional Data

The average parking supply ratio for the seven study sites in a general urban/suburban setting and with parking supply information is 1.7 spaces per dwelling unit. The average peak parking occupancy at these seven sites is 73 percent. None of the seven sites is located close to rail transit service.

The sites were surveyed in the 2010s and the 2020s in Alberta (CAN), California, Maine, Ontario (CAN), and Oregon.

Source Numbers

604, 610, 611, 617, 620, 631

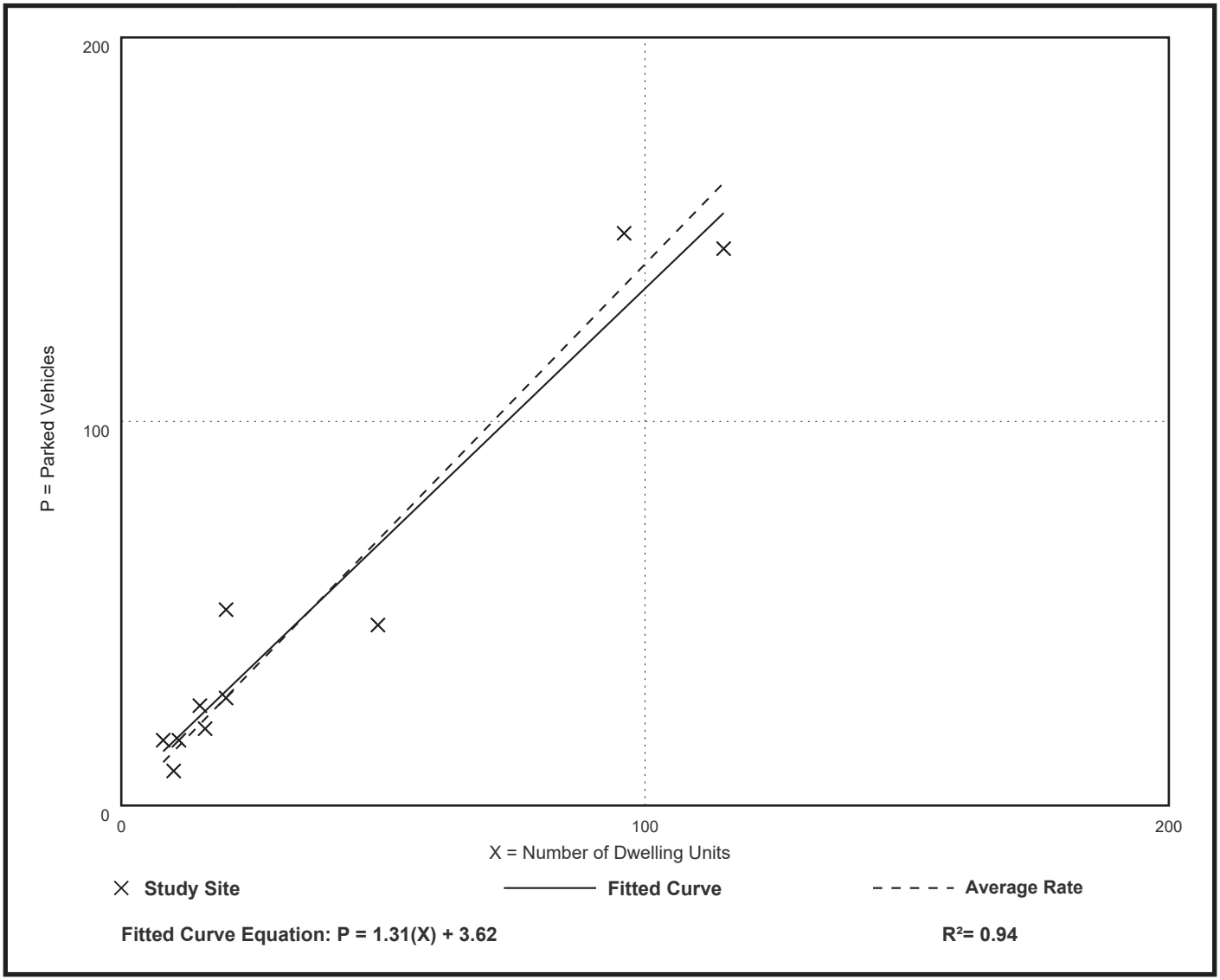
Single-Family Attached Housing
Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Dwelling Units: 36

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.41	0.90 - 2.55	1.26 / 2.27	***	0.39 (28%)

Data Plot and Equation



Fitted Curve Equation: P = 1.31(X) + 3.62

R^2= 0.94

Single-Family Attached Housing
Not Close to Rail Transit (215)

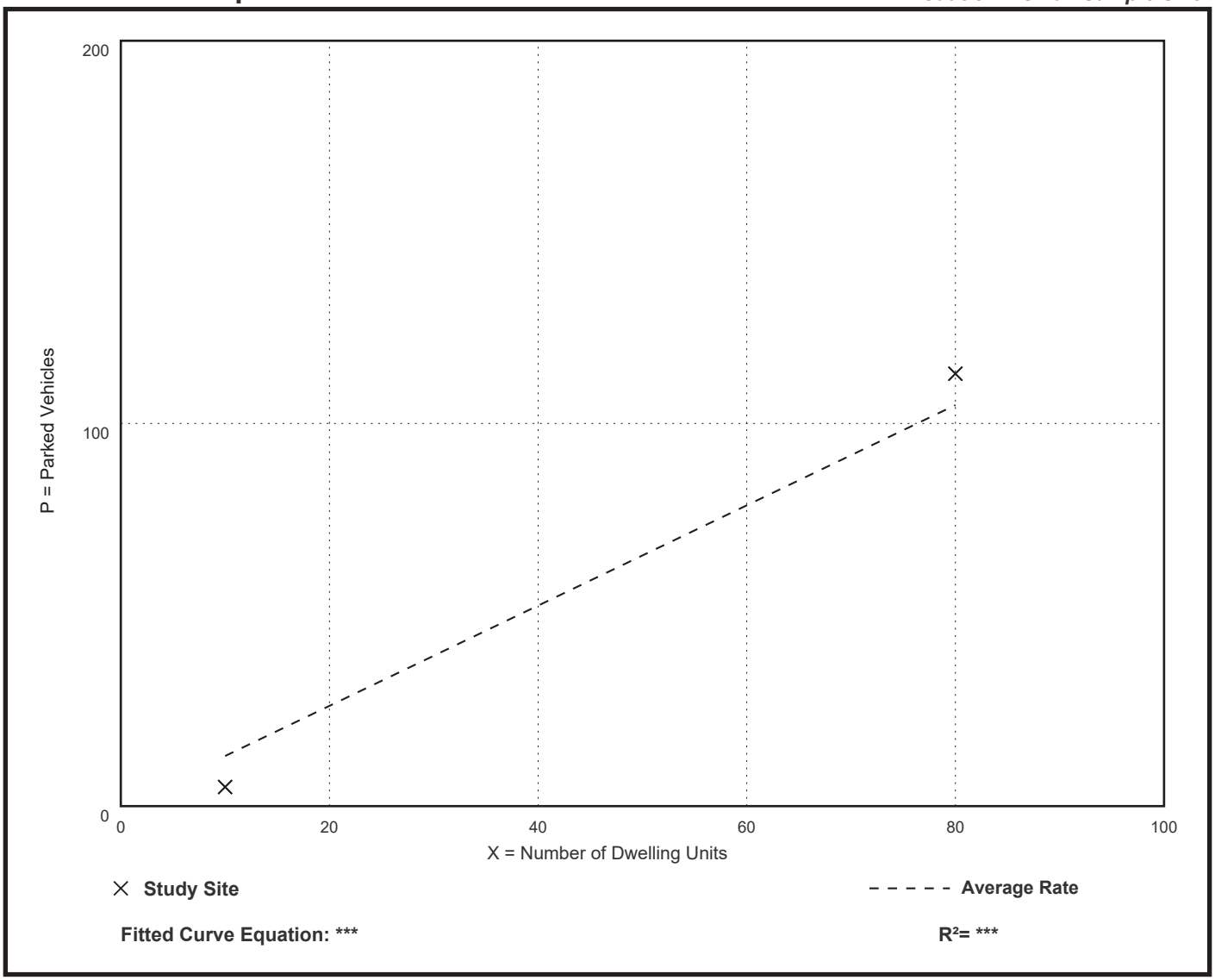
Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 45

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.50 - 1.41	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: *

R^2= *

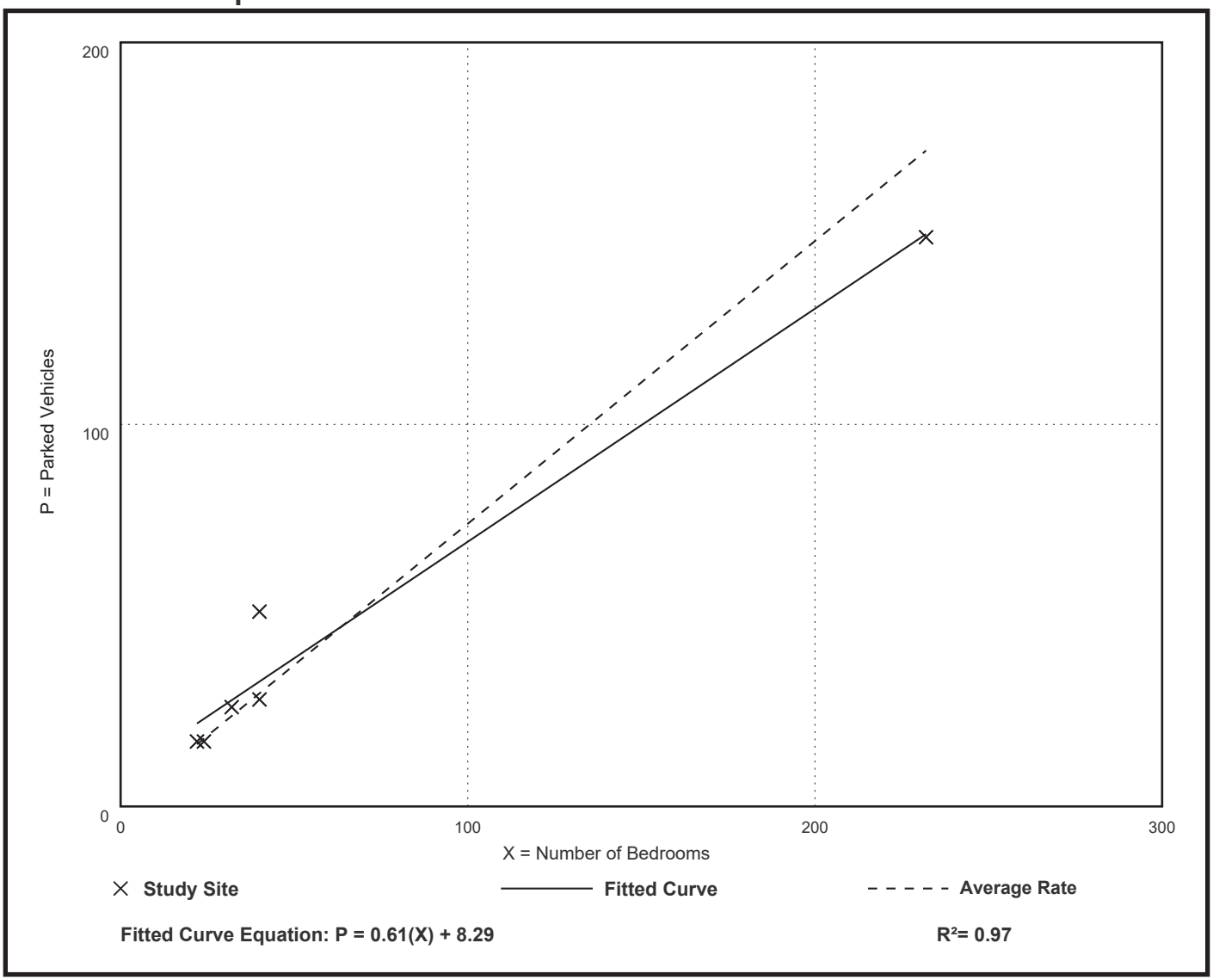
Single-Family Attached Housing
Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Bedrooms
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Bedrooms: 65

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.74	0.64 - 1.28	0.70 / 1.25	***	0.21 (28%)

Data Plot and Equation



Fitted Curve Equation: P = 0.61(X) + 8.29

R^2= 0.97

Appendix H

ULI Shared Parking Manual Excerpts

FIGURE 2-2 (continued)

	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
Land use	**Visitors**	**Employees**	**Visitors**	**Employees**			
Hotel–business	1.00	0.15	1.00	0.15	1.15	key	2,3
Hotel–leisure	1.00	0.15	1.00	0.15	1.15	key	2,3
Restaurant/lounge	6.67	1.20	7.67	1.33	9.00	ksf GLA	2,3
Meeting/banquet (0–20 sq ft/key)	scaled from 0 to 30	scaled from 0 to 2.0	scaled from 0 to 20	scaled from 0 to 2.0	scaled from 0 to 32	ksf GLA	2,3
Meeting/banquet (20–50 sq ft/key)	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2,3
Meeting/banquet (50–100 sq ft/key)	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2,3
Convention (100–200 sq ft/key)	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2,3
Convention (>200 sq ft/key)	use convention center but adjust for captive on site						2,3
Residential							
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2,3
1 bedroom	0.10	0.90	0.15	0.90	1.05	unit	2,3
2 bedrooms	0.10	1.65	0.15	1.65	1.80	unit	2,3
3+ bedrooms	0.10	2.50	0.15	2.50	2.65	unit	2,3
Senior housing	0.55	0.30	0.42	0.30	0.85	unit	2,3
Office <25,000 sq ft	0.30	3.50	0.03	0.35	3.80	ksf GFA	3
Office 25,000–100,000 sq ft	sliding scale between <25,000 and 100,000				scaled from 3.8 to 3.4	ksf GFA	3
Office = 100,000 sq ft	0.25	3.15	0.03	0.32	3.40	ksf GFA	3
Office 100,000–500,000 sq ft	sliding scale between 100,000 and 200,000				scaled from 3.4 to 2.8	ksf GFA	3
Office >500,000 sq ft	0.20	2.60	0.02	0.26	2.80	ksf GFA	3
Open plan/ high-density office	0.25	5.75	0.03	0.58	6.00	ksf GFA	2
Medical/dental office	3.00	1.60	0.00	0.00	4.60	ksf GFA	2,3
Bank (drive-in branch)	3.50	2.50	3.00	1.75	6.00	ksft GFA	2,3
Arena	0.27	0.03	0.30	0.03	0.33	seat	2
Pro football stadium	0.30	0.01	0.30	0.01	0.31	seat	2
Pro baseball stadium	0.31	0.01	0.34	0.01	0.35	seat	2

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, DC: ULI, 1999).
2. Developed by Team Members from a combination of sources.
3. *Parking Generation*, 5th ed. (Washington, DC: Institute of Transportation Engineers, 2019).

Note: New land uses and changes to second edition titles shown in **bold.** Changes or new ratios are highlighted in blue.

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Attachment 12

Belmont Estates

Economic Impact & Market Support Study



Proposed Multi-Family Residential Development
11194 Bell Road Lemont, Illinois

April 10, 2026

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1. Executive Summary

This Economic Impact and Market Support Study has been prepared in connection with the proposed Belmont Estates residential development located at 11194 Bell Road in Lemont, Illinois. The purpose of this study is to provide comprehensive planning, market, and public-service context to assist the Village of Lemont, the Planning and Zoning Commission, and the Village Board in their review of the proposed Planned Unit Development (PUD). The analysis draws upon site-specific engineering materials, prior Lemont market studies, regional housing research, and nationally recognized demographic and student-generation data.

Belmont Estates is proposed as a modest-scale, single-phase residential development consisting of thirteen (13) buildings with four (4) dwelling units per building, for a total of fifty-two (52) dwelling units. The project's unit mix is intentionally weighted toward one-bedroom and one-bedroom-plus-den units, with no three-bedroom units proposed. This configuration reflects current housing demand trends and is typically associated with smaller household sizes and comparatively low public school student generation.

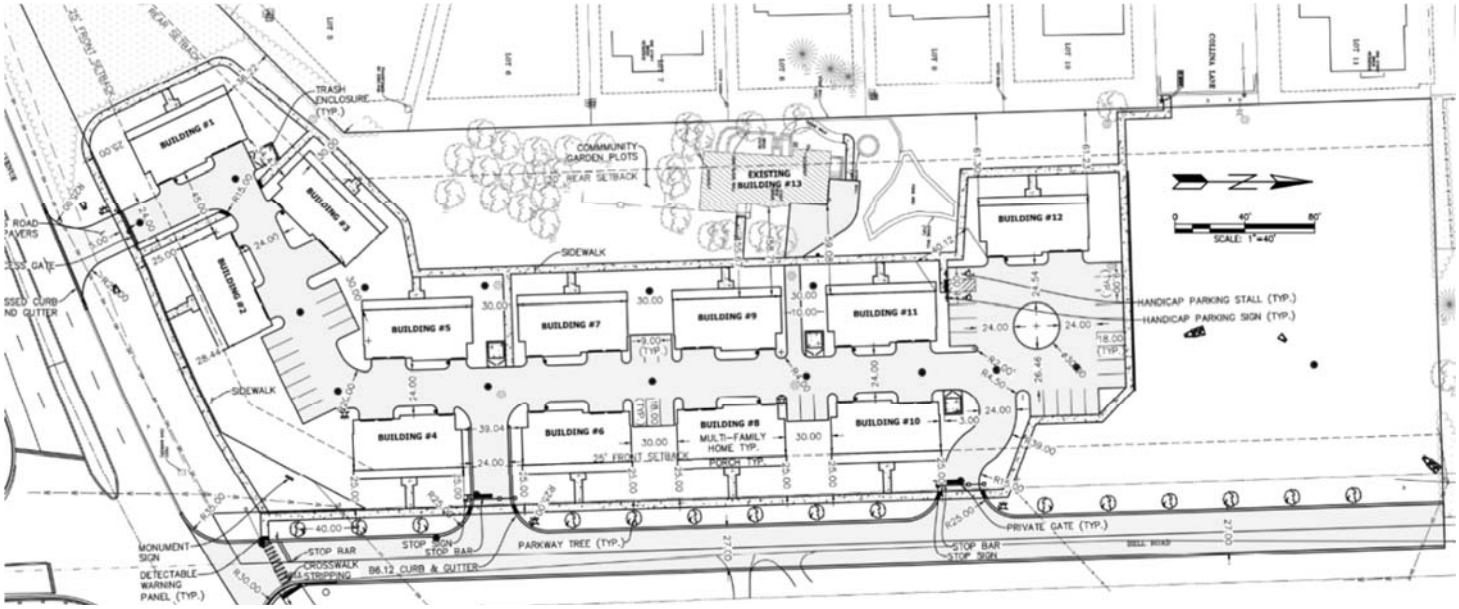
Supporting architectural, civil engineering, traffic, and landscape materials demonstrate that the development is physically constrained by site conditions and infrastructure design, is compatible with surrounding land uses, and is anticipated to result in limited transportation, infrastructure, and public service impacts. The study does not quantify a fiscal or tax impact at this stage, consistent with the village's discretion and the applicant's desire to preserve flexibility for future policy considerations.

2. Project Description and Site Characteristics

The subject property is located at 11194 Bell Road Lemont, Illinois, in the vicinity of the Bell Road and Archer Avenue (Illinois Route 171) corridor. The site is situated outside of the village's downtown core, and the property is accessed from Bell Road. Preliminary civil engineering plans identify site grading, stormwater management areas, internal circulation, and utility alignments that collectively establish a finite development envelope.

The Belmont Estates program consists of thirteen (13) residential buildings, each containing four (4) dwelling units, for a total of fifty-two (52) units. Current floor plans for the new buildings include one (1) two-bedroom, two-bathroom unit and three (3) one-bedroom, one-bathroom units with dens. Preliminary floor plans for the renovation of the existing single family home on the property display three (3) two-bedroom, two-bathroom units and one (1) one-bedroom, one-bath unit. No three-bedroom units are proposed in this development. Den spaces are not configured or marketed as bedrooms and are intended to function as flexible living or work-from-home spaces.

Architectural drawings indicate unit sizes ranging from approximately 921 square feet for one-bedroom units, approximately 1,021 to 1,036 square feet for one-bedroom-plus-den units, and approximately 1,057 square feet for two-bedroom units *(Reference the Belmont Estates Budgetary Drawing Set).* These unit sizes are consistent with housing designed for singles, couples, and downsizing households rather than large-family occupancy.



3. Market Context and Housing Demand

A prior market demand analysis prepared for residential development in downtown Lemont (Tracy Cross & Associates, 2018 Rental Market Demand Update – Marbella of Lemont) identified favorable conditions for moderate-density residential development due to Lemont's proximity to regional employment centers, transportation corridors, healthcare facilities, shopping, dining, and recreational amenities. The analysis projected sustained rental demand when unit mix and pricing are aligned with market conditions. [1]

Subsequent to the preparation of the Marbella of Lemont Rental Market Demand Update, actual leasing performance at Marbella provides additional local context regarding rental housing demand in Lemont. Based on ownership and management records, average base rents at Marbella increased by approximately **4.3 percent in real (inflation-adjusted) terms** following lease-up. In addition, stabilized occupancy was achieved within approximately **six (6) months of issuance of the certificate of occupancy**, which was faster than both the **average lease-up period of approximately 7.2 months** and the **conservative twelve (12) month stabilization period** anticipated in the original market study.

While performance at a single property is not determinative of future outcomes, these results suggest that demand for well-located, appropriately scaled rental housing in Lemont has been **at least as strong as, and in certain respects stronger than prior market forecasts**, providing additional support for the underlying demand assumptions informing the proposed Belmont Estates development.

More recent regional research confirms that suburban multifamily markets in the Chicago metropolitan area have experienced relatively stable occupancy levels, moderate rent growth, and a limited pipeline of new construction, particularly in non-downtown submarkets. These conditions support demand for well-positioned, right-sized residential development outside of urban cores.

National demographic research further supports this demand profile. Studies published by AARP and the National Building Museum (Making Room: Housing for a Changing America) document long-term shifts in household composition, noting that approximately 28–30 percent of U.S. households consist of single adults living alone, while only about 20 percent resemble the traditional nuclear family (two parents & two children). Despite these shifts, more than 80 percent of the housing stock remains oriented toward two-, three- or four-bedroom units, creating a structural mismatch between supply and demand. [2]

Belmont Estates aligns with widely recognized 'Missing Middle' housing typologies, which provide incremental housing supply in small-scale buildings compatible with lower-density contexts. This format expands housing choice while avoiding the impacts commonly associated with larger-format apartment developments.

4. Infrastructure, Utilities, and Site Design

Preliminary civil engineering and utility plans demonstrate that water, sanitary sewer, and stormwater infrastructure have been designed specifically to serve the proposed development footprint. Utility alignments and system capacities reflect a closed and finite system sized for the proposed program.

Site topography and stormwater mitigation requirements create challenges while designing and configuring this site. The proposed site design best utilizes the lower elevations of the site to encourage naturally draining rainfall. In addition, the sanitary sewer system design incorporates an existing catch basin structure to the west, which may have been provisioned for any future development which would occur on the property adjacently east.

It is worth noting based on the topography of the adjacent properties west of Bell Road and south of Archer Avenue, as well as a ***Preliminary Report on Sanitary Sewer Service for Main Street Development Area*** prepared for the Village of Lemont, any future development in these areas would require a force main and lift station. Although achievable, this creates substantial added design and construction costs.

Landscape drawings illustrate a comprehensive planting strategy that includes preservation of existing trees along Archer Avenue and surrounding the existing residence, supplemental tree plantings and shrubbery screening, and a mix of native and ornamental plantings throughout the site. These elements are intended to maintain visual buffering, reduce perceived scale, and reinforce a residential character rather than an apartment-complex appearance.[5]

5. Transportation and Traffic Impacts

A Traffic Impact Study prepared by a licensed professional engineer evaluated existing and future traffic conditions associated with the Belmont Estates development. The study analyzed weekday AM and PM peak-hour conditions and concluded that site-generated traffic will not materially degrade operations at nearby intersections.[4]

The study further determined that existing congestion at the Archer Avenue and Bell Road intersection is not attributable to the proposed development. Recommended improvements are targeted, localized, and proportional to the scale of the project, including turn-lane modifications, signal adjustments, and parking and sightline controls.

Off-street parking supply for the development meets the minimum village requirements and was evaluated using multiple industry standards, including Urban Land Institute guidance. Adequate on-site parking reduces the likelihood of spillover parking impacts on surrounding roadways and properties.

6. Schools and Student Generation Analysis

Based on publicly available boundary information, the Belmont Estates site is expected to be served by Lemont-Bromberek Community School District 113A (Kindergarten through Grade 8) and Lemont Township High School District 210 (Grades 9 through 12). School districts advise that attendance boundaries should be confirmed at the address level with district registrars.

Student generation is most strongly correlated with unit size and bedroom count. National housing research published by the National Association of Home Builders demonstrates that one-bedroom multifamily units generate the fewest public-school students per unit, with student yield increasing as bedroom count increases. Comparable suburban Illinois analyses of one- and two-bedroom apartment developments similarly indicate relatively low student generation compared to single-family subdivisions.[3]

The proposed unit mix at Belmont Estates includes thirty-seven (37) one-bedroom or one-bedroom-plus-den units (approximately 71 percent) and fifteen (15) two-bedroom units (approximately 29 percent), with no three-bedroom units proposed. Based on national benchmarks and comparable suburban studies, developments with this bedroom profile typically generate a modest number of public-school students, often in the single-digit to low-teen range at full stabilization.

An analysis was performed using the Impact by Person per Housing Type found in Section 17.18.090 Density Formula of the Lemont U.D.O. (Refer to Table 1-1). Using the proposed number of dwelling units, bedroom counts from latest floor plans, and values found in Table 17-18-03, the following theoretical student counts were generated for the Belmont Estates development (Refer to Tables 1-2, 1-3, and 1-4):

- Pre-School (0-4 Years) = 0.705
- Elementary School (5-10 Years) = 1.364
- Junior High School (11-13 Years) = 0.667
- High School (14-17 Years) = 0.727
    - **Total = 3.463**

Additionally, incorporating the Adult (18+ Years) component into this equation, the theoretical total number of new Lemont residents generated from this development would be **93.756.**

A similar study was performed for Lotus Development's other multi-family residential properties under management, St. James Academy (220 E. Illinois St.) and Marbella of Lemont (225 Canal Street) where theoretical and actual values were compared.

Using the same impact values from Table 1-1, the floor plans and bedroom counts of the nine (9) apartment units at the St. James Academy were summarized in Table 2-1. The following results for the theoretical student counts were generated (Refer to Tables 2-1 and 2-2):

- Pre-School (0-4 Years) = 0.141
- Elementary School (5-10 Years) = 0.270
- Junior High School (11-13 Years) = 0.132
- High School (14-17 Years) = 0.144
    - **Total = 0.687**

Since the building opened in 2020, there has not been one (1) child or student under the age of eighteen (18) residing at the property, consistent with the theoretical prediction of **0.687** children. When comparing the total number of residents, there are (**13**) full time residents at the property compared to the theoretical **16.290**. This number was observed while the property was at 100% occupancy.

Repeating the same analysis for the seventy-eight (78) residential unit Marbella of Lemont development, the number of theoretical students is as follows (Refer to Tables 3-1 and 3-2):

- Pre-School (0-4 Years) = 1.504
- Elementary School (5-10 Years) = 2.844
- Junior High School (11-13 Years) = 1.390
- High School (14-17 Years) = 1.518
    - **Total = 7.256**

When performing this analysis, the property manager noted there were ten (**10**) children under the age of eighteen (18) residing at the property compared to the theoretical **7.256**. The total number of residents was one hundred and ten (**110**) compared to the theoretical **142.116.** This number was observed at a 94% occupancy level.

Publicly available statements and village records indicate that local school districts have, at times, raised concerns regarding enrollment growth and facility capacity. Given the limited scale and unit mix of Belmont Estates, the project is expected to represent a minor incremental contribution to overall enrollment trends rather than a material driver of capacity challenges.

Impact by Person per Housing Type (U.D.O. Table 17-18-03)							
Type of Unit	**Pre-School**	**Elementary**	**Junior High**	**Total K-8**	**High School**	**Adults**	**Total per D.U.**
Detached Single-Family	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
2 Bedroom	0.113	0.136	0.048	0.184	0.020	1.700	2.017
3 Bedroom	0.292	0.369	0.173	0.542	0.184	1.881	2.899
4 Bedroom	0.418	0.530	0.298	0.828	0.360	2.158	3.764
5 Bedroom	0.283	0.345	0.248	0.593	0.300	2.594	3.770
Attached Single-Family							
1 Bedroom	0.000	0.000	0.000	0.000	0.000	1.193	1.193
2 Bedroom	0.064	0.088	0.048	0.136	0.038	1.752	1.990
3 Bedroom	0.212	0.234	0.058	0.292	0.059	1.829	2.392
4 Bedroom	0.323	0.322	0.154	0.476	0.173	2.173	3.145
Apartments							
Efficiency	0.000	0.000	0.000	0.000	0.000	1.294	1.294
1 Bedroom	0.000	0.002	0.001	0.003	0.001	1.754	1.758
2 Bedroom	0.047	0.086	0.042	0.128	0.046	1.693	1.914
3 Bedroom	0.052	0.234	0.123	0.357	0.118	2.526	3.053

Table 1-1 U.D.O. Table 17-18-03 Impact by Person per Housing Type *(Refer to U.D.O. Section 17.18.090)*

Belmont Estates - 11194 Renovation to Fourplex								
		Pre-School	**Elementary**	**Junior High**	**Total K-8**	**High School**	**Adults**	**Total per D.U.**
Layout	**# of Bedrooms**	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
Unit 1	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 2	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 3	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 4	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Total	***7***	***0.141***	***0.260***	***0.127***	***0.387***	***0.139***	***6.833***	***7.500***

Table 1-2 11194 Bell Renovation Layouts & Bedroom Counts with Impact Values per Unit

Belmont Estates - Fourplex Model								
		Pre-School	**Elementary**	**Junior High**	**Total K-8**	**High School**	**Adults**	**Total per D.U.**
Layout	**# of Bedrooms**	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
Unit A	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit B	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit C	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit D	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Total	***5***	***0.047***	***0.092***	***0.045***	***0.137***	***0.049***	***6.955***	***7.188***

Table 1-3 Belmont Estates Typical Fourplex Layouts & Bedroom Counts with Impact Values per Unit

Belmont Estates - Theoretical Impact by Person Total Summary (52 units)								
		Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total per D.U.
Layout	Total # of Units	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
Unit A	12	0.564	1.032	0.504	1.536	0.552	20.316	22.968
Unit B	12	0.000	0.024	0.012	0.036	0.012	21.048	21.096
Unit C	12	0.000	0.024	0.012	0.036	0.012	21.048	21.096
Unit D	12	0.000	0.024	0.012	0.036	0.012	21.048	21.096
Unit 1	1	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 2	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 3	1	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 4	1	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Total	***52***	***0.705***	***1.364***	***0.667***	***2.031***	***0.727***	***90.293***	***93.756***

Table 1-4 Belmont Estates Total Theoretical Impact Summary

St. James Academy - Unit Layouts								
		Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total per D.U.
Layout	# of Bedrooms	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
Unit 101	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 102	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 103	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 104	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 201	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 202	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 203	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 204	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 205	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
	12							

Table 2-1 St. James Academy Layouts & Bedroom Counts with Impact Values per Unit

St. James Academy - Theoretical Impact by Person Total Summary								
		Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total per D.U.
Layout	Total # of Units	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
Unit 101	1	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 102	1	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 103	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 104	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 201	1	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Unit 202	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 203	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 204	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Unit 205	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Total	***9***	***0.141***	***0.270***	***0.132***	***0.402***	***0.144***	***15.603***	***16.290***

Table 2-2 St. James Academy Total Theoretical Impact Summary

Marbella of Lemont - Unit Layouts								
		Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total per D.U.
Layout	# of Bedrooms	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
St. Germain	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Lafayette	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Bastille (w/ Den)	1	0.000	0.002	0.001	0.003	0.001	1.754	1.758
Concorde	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Normandy	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Paris	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Toulouse	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Versailles (w/ Den)	2	0.047	0.086	0.042	0.128	0.046	1.693	1.914

Table 3-1 Marbella of Lemont Layouts & Bedroom Counts with Impact Values per Unit

Marbella of Lemont - Theoretical Impact by Person Total Summary								
		Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total per D.U.
Layout	Total # of Units	*0-4 years*	*5-10 years*	*11-13 years*	*5-13 years*	*14-17 years*	*18+ years*	
St. Germain	29	0.000	0.058	0.029	0.087	0.029	50.866	50.982
Lafayette	9	0.000	0.018	0.009	0.027	0.009	15.786	15.822
Bastille (w/ Den)	8	0.000	0.016	0.008	0.024	0.008	14.032	14.064
Concorde	6	0.282	0.516	0.252	0.768	0.276	10.158	11.484
Normandy	8	0.376	0.688	0.336	1.024	0.368	13.544	15.312
Paris	8	0.376	0.688	0.336	1.024	0.368	13.544	15.312
Toulouse	8	0.376	0.688	0.336	1.024	0.368	13.544	15.312
Versailles (w/ Den)	2	0.094	0.172	0.084	0.256	0.092	3.386	3.828
Total	***78***	***1.504***	***2.844***	***1.390***	***4.234***	***1.518***	***134.860***	***142.116***

Table 3-2 Marbella of Lemont Total Theoretical Impact Summary

7. Economic Impact (Non-Fiscal)

Although a formal fiscal or tax impact analysis is not included at this stage, Belmont Estates represents a significant private capital investment within the Village of Lemont. Construction of the development will support employment across multiple trades, professional services, and material suppliers.

Upon completion, ongoing operations will support employment related to property management, maintenance, landscaping, snow removal, and utilities. New households will also contribute to local economic activity through spending at nearby businesses and service providers.

These economic impacts represent a net addition of private investment and ongoing activity without introducing high-intensity public service demands.

8. Conclusion

Belmont Estates represents a carefully scaled residential development designed to respond to documented housing demand while remaining compatible with its surroundings. The project's limited unit count, small-building format, and bedroom mix oriented toward one-bedroom units support the conclusion that traffic, infrastructure, and school impacts will be limited and manageable.

This study is intended to provide comprehensive, objective context for review of the proposed Planned Unit Development. Additional analysis or refinement can be provided if requested by Village staff, the Planning and Zoning Commission, or the Village Board as the review process progresses.

9. References and Supporting Materials

Tracy Cross & Associates, 2018 Rental Market Demand Update – Marbella of Lemont.[1]

AARP / National Building Museum, Making Room: Housing for a Changing America.[2]

National Association of Home Builders (NAHB), One Public School Child for Every Three Homes.[3]

Belmont Estates Preliminary Civil Engineering Plans.

Belmont Estates Budgetary Architectural Drawing Set.

Belmont Estates Traffic Impact Study.[4]

Belmont Estates Landscape Drawings and Utility Plans.[5]

Footnotes

[1] Tracy Cross & Associates. (2018). Rental Market Demand Update – Marbella of Lemont.

[2] AARP & National Building Museum. (2019). Making Room: Housing for a Changing America.

[3] National Association of Home Builders. (2020). One Public School Child for Every Three Homes.

[4] Belmont Estates Traffic Impact Study (R01–260406).

[5] Belmont Estates Landscape Drawings and Utility Plans (Rev Dated 03-02-26)

Attachment 13

Lotus Development 1873, LLC
Angelo Feola
225 Canal Street Unit E
Lemont, Illinois 60439

April 17, 2026

RE: Belmont Estates Proposal Rezoning & Preliminary Planned Unit Development (PUD) UDO Review 2

Dear Mr. Angelo Feola:

The Village of Lemont has received revised plans that include:

- Preliminary Engineering dated 9/29/25 with a final revision date of 3/2/26; and
- UDO Variation spreadsheet undated; and
- Revised Plat of Subdivision dated 11/6/25 with revision date of 3/6/25.

The revised plans were submitted following the cancellation of the previously scheduled public hearing before the Planning & Zoning Commission on March 4, 2026. The following comments remain or are new based on the review of the updated plans. Please provide a response to the comments at the next submittal.

COMPREHENSIVE PLAN

1. **Repeat Comment**: The Lemont 2030 Comprehensive Plan designates the future land use of this area as Community Retail. Residential development is not consistent with the future land use category. No response is required. Provided for reference.
2. **Repeat Comment**: The project summary submitted by the applicant states that the proposal "aligns directly with the Lemont 2030 Comprehensive Plan's designation of this corridor as an Economic Activity Center." While the Route 83 corridor is designated as an Economic Activity Center, the Comprehensive Plan identifies the targeted growth industries for this area as retail and professional, scientific, and technical services. Economic Activity Centers, as defined in the Comprehensive Plan, are intended to function as existing or future hubs of business activity and do not address or contemplate residential development. As stated on page 28 of the Lemont 2030 Comprehensive Plan, "Economic Activity Centers are existing or potential future hubs of business activity." Accordingly, the proposed residential development does not directly correspond to the intent of the Economic Activity Center designation. No response is required. Provided for reference.

3. **Updated**: Following the proposed Bell Road dedication, the remaining area is 5.269-acres. With 52 proposed residential units, the **overall density is 9.9 units/acre**. The Comprehensive Plan designates the area Community Retail, which does not include an expected residential density, but the average area of sites in the Community Retail designation are 10-40-acres, therefore the subject property is smaller than anticipated by the future land use category. No response is required. Provided for reference.

GENERAL COMMENTS

4. ***Compliant*.** The parking stalls have been removed along Bell Road.
5. ***Compliant***. The parking stalls previously shown closest to Bell Road were removed per the Applicant's TIS analysis and recommendations.
6. ***Remediated***. All parking has been relocated to private property.
7. **Repeat Comment**: The existing single-family home is phased to undergo renovations first, converting it into a fourplex. The applicant desires to obtain a building permit for this renovation project first prior to final PUD approval. This request will require review and approval by the Village Engineer and Building Commissioner to ensure stormwater detention and other improvements are not in conflict. Any conversion from single-family to multi-family would first require rezoning and the request could be conditioned in the Preliminary PUD Ordinance.
8. **Noted**. The applicant states that Collina Lane connection to Bell Road is not feasible due to significant construction costs and the location of stormwater detention. Collina Lane was stubbed to connect to Bell Road in the approvals for the Montefiori residential subdivision.
9. ***Compliant***. A pedestrian connection to Montefiori through Collina Lane is provided in the latest Engineering submittal dated 1-26-2026.
10. ***Conditionally Compliant***. Provide the widths of all sidewalks, both internal and along the perimeter of the development. Minimum width of sidewalks shall be five feet in residential areas.
11. The sidewalk that is adjacent to the parking stalls must account for vehicular overhang while maintaining ADA-compliant clearance.
12. Sidewalks shall extend the full length of the property along Bell Road and Archer Avenue to the property limits. If not provided, this shall be identified as an **exception** request as part of the PUD.
13. According to Section 17.26.130, the proposed path along Archer should be a minimum of 10 feet in width to match and adhere to the existing path on Archer. Also in this section, all pedestrian ways and bike paths shall be improved and extended in a dedicated right-of-way across the developed area.
14. Crosswalks with detectable warnings shall be provided at all intersections. Verify.

15. An **exception** to Section 17.26.120 Parkways shall be requested as a part of this development. Parkways are required on both sides of all streets. They shall be graded and prepared for sodding by the developer with at least 4 inches of topsoil. Noted, a proposed parkway is shown on the west side of Bell Road with the removal of the on-street parking.
16. **Acknowledged:** The proposed development meets the minimum parking requirements for multi-family (1.5 parking stalls per unit is minimum in UDO). 52 proposed units, therefore requiring a minimum of 78 parking stalls. Note, there are 13 two-bedroom units and 39 one-bedroom units, totaling 65 bedrooms.
17. Please clarify how visitor parking will be accommodated and how parking will function during peak demand periods.
18. ***Conditionally Compliant*.** A revised Preliminary Plat of Subdivision has been provided and is dated 3/6/2026. A review of the plat is forthcoming from the Village Engineer.
19. Chapter 17.18 provides the land/cash contribution requirements for residential development. All impact fees are calculated and applied at time of building permit issuance. With 13 two-bedroom units and 39 one-bedroom units, the approximate total impact fees:
    a. Library District cash donation: $4,433.66
    b. Park District cash donation: $145,812.00
    c. Elementary school (K-5) cash donation: $5,794.62
    d. Junior High (6-8) cash donation: $2,759.38
    e. High School (9-12) cash donation: $3,988.00
20. **Noted:** HOA declarations will be submitted at the time of their creation for Village review. These documents are typically a part of the Final PUD and can be conditioned in the Preliminary PUD ordinance.
21. A fence or barrier along the perimeter of the development may be a consideration to separate the proposed development from the adjacent residential subdivision.
22. Verify consistency across all plan sets. For example, subdivision sign locations shown on landscape plans shall also be reflected on engineering plans, and removal of parking along Bell Road shall be consistently shown across all documents.

ARCHITECTURE

23. **Repeat Comment**. There does not appear to be a chimney, please confirm. All chimneys must be constructed of brick or stone.
24. **Repeat Comment**. While dissimilarity standards do not apply to multi-family developments in the Village, it is recommended that the buildings have variation in design. There may be an opportunity to better blend the multi-family with existing single-family homes.

PLANNED UNIT DEVELOPMENT

25. All open space areas shall be clearly identified, owned, and maintained as part of the PUD. Open space shall be platted as separate outlots and restricted through recorded covenants to ensure it remains open space in perpetuity. Areas counted toward open space requirements shall not be converted to parking, drive aisles, or other impervious surfaces in the future.
26. **Repeat Comment**. Provide detailed calculations demonstrating compliance with Section 17.08.030, including identification of all areas excluded from open space calculations (e.g., detention, narrow strips, etc.). Please provide the calculation determining the 52% open space. Additionally, clarify how the proposed open space areas function as usable and accessible spaces for residents, in addition to meeting the minimum quantitative requirements.
27. Consider opportunities to incorporate a resident amenity space within the development, particularly in proximity to Building #13, to enhance the overall functionality of the common open space.
28. ***Compliant***. The 2 buildings closest to the rear property line have been removed.

LOT AND DIMENSIONAL STANDARDS

29. The table below summarizes the applicable R-6 standards compared to the proposed development. All deviations identified below will require approval as part of the PUD.

Standard	R-6	Proposal
Minimum lot size (in sq.ft.)	10,000	**4,000***
Minimum Lot Area per Unit (in sq.ft.)	2,500	**1,000***
Minimum Lot Width (in ft.)	80	80
Minimum Front Yard Setback (in ft.)	25	**Less than 25***
Minimum Side Yard Setback (in ft.)	15	**Less than 15***
Minimum Corner Side Yard Setback (in ft.)	25	NA
Minimum Rear Yard Setback (in ft.)	30	**Less than 30***
Maximum building height (in ft.)	37	37 or less
Maximum lot coverage (as a % of total lot area)	65%	**Greater than 65%***

*All reduced amounts indicated in the above chart will be an exception request in the PUD.

30. **Repeat Comment.** Provide maximum building height and lot coverage. Lot coverage will likely be an exception due to the platting.
31. Setbacks shall be measured from the outermost projection of the building, including covered porches, in accordance with the UDO definition. Several buildings do not meet minimum setback requirements when measured to the edge of the porch and will require PUD exceptions.

32. The existing building (now labeled #13) is non-conforming and encroaches into the rear setback – this will be incorporated into the PUD.

LANDSCAPING

33. **Repeat Comment (Plan not updated).** Canopy trees in a parkway must be a minimum of 3" caliper and all shade trees are shown as 2.5" caliper on the plan. The trees along both Archer and Bell should be at least 3" caliper – trees need to be added along Archer.
34. **Repeat Comment (Plan not updated)**. Evergreen trees are shown at 6-feet in height and the UDO requires a minimum of 8-feet in height at time of planting. Please adjust.
35. **Standard Comment**. Parkway trees shall be installed in the spring or fall, but not before the construction of a building and the completion of the public sidewalk. In no case shall parkway trees be planted later than 2 years after the commencement of construction of the development (i.e. issuance of the site development permit).
36. **Repeat Comment (Plan not updated)**. Verify parkway trees are at least 15' from any traffic sign.
37. Verify the landscape seeding will be Class 1A seeding mixture. Parkways shall be sod.
38. 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
39. 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.
40. ***Compliant***. Verify there is one canopy tree per 40-feet of street frontage for Bell Road. Show this calculation on the landscape plan.
41. **Repeat Comment (Plan not updated).** Verify there are three (3) plant units per 100 feet of frontage along Archer Avenue. There appears to be only 3 parkway trees. Provide the dimension and calculation.
    a. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following:
        i. 0.5 canopy trees;
        ii. 1.0 evergreen trees;
        iii. 1.5 understory/ornamental trees; and
        iv. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.

42. **Repeat Comment.** A tree survey and tree preservation plan are required for all PUD applications. It is noted that the applicant states 'it is unknown at this time how many trees will be preserved based upon mass grading activities.' A tree survey is still required to inventory the quantity, quality, size and species of trees.
43. All reasonable efforts shall occur in the site design of a proposed development to preserve existing trees, especially mature trees, specimen trees, tree groves or tree lines. Noted the grove of trees is to remain near the existing home and along Archer Avenue in the 'triangle'. Demonstrate the trees were considered during the site design process.
44. The inventory of trees on a site is a fundamental step in assessing the opportunities for development and tree preservation. The tree preservation plan shall be submitted as part of an application for approval of preliminary plans/plats. The tree preservation plan shall consist of a tree survey that graphically shows the location of trees onsite, identifies those trees to be preserved and details for protection during construction. See the required elements found in: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIVDEST_CH17.20LATRPR_17.20.130TRPR
45. See Tree Preservation chapter (linked above) for all preservation requirements. Absence of this plan and the tree survey are an **exception** in the PUD.
46. Residential subdivisions or developments with common open space shall provide within the common open space a minimum of 0.25 plant units of landscaping for each residential dwelling unit. With 52 dwelling units proposed, 13 plant units are required in the common open space area – please demonstrate.

Other Comments – Streets, Sidewalks, and Other

47. Provide curb and pavement details in the Engineering documents. **It must be understood what pavement and curb detail is proposed in order to verify it meets the UDO standards.** The absence of curb and gutter is an **exception** request in the PUD.
48. Verify no more deviations are required for stormwater detention ponds such as allowing detention ponds to have a depth greater than 4-feet, allowing side slopes on detention basins of 4:1, Other deviations may be determined from other disciplines at time of PUD request.
49. The suggestions from the traffic study should be provided and implemented. Please provide any IDOT communication and comments throughout the review process. IDOT is thought to own Bell Road in this area.
50. Indicate the location for snow piles and storage.
51. Clarify parking assignments, including allocation of garage spaces, surface parking, and visitor parking. Demonstrate how parking demand will be accommodated beyond minimum requirements, particularly during peak periods.

52. Street signs and traffic signs shall match existing Village street signs and comply with Village standards.
53. **Repeat Comment**. 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.
54. Provide more information about the proposed gates at each entrance (materials, entry, etc.). Is the entire community gated?

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 addressing all comments shall be provided with the next submittal. Please contact me with any questions.

Sincerely,

Jamie Tate, AICP
Consulting Planner
630.640.5860
jtate@lemont.il.us

Belmont Estates - Archer Ave and Bell Ave
PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

TSC Project # : 1/9/2026, Updated 5/21/26
Project Information : Belmont Estates - Archer Ave and Bell Ave Traffic Impact Study (Dated 11/2/25)
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	Given the jurisdiction of the adjacent routes and traffic distribution for the planned development, we recommend the TIS be reviewed by IDOT. Please provide any comments from IDOT for Village review and		Closed
2	Traffic Impact Study	PDF-14	JRD - GFT	For trip generation, we recommend using 'peak of generator' values. Analysis of the existing traffic at Tuscany Lane with the existing buildings (LUC 210 and 215) show generation rates in this area are closer to peak of generator values	No additional comment	Closed
3	Traffic Impact Study	PDF 18	JRD - GFT	Is Phase 2 planned to have any access to Main Street? If so, a right in, right out would be recommended across from the 3/4 access to the gas station development in the NW corner. A full access is not advisable due to the distance to the Main Street/Archer Ave intersection	No additional comment	Closed
4	Traffic Impact Study	PDF 17/24	JRD - GFT	Due to profile, horizontal curve, crash history (rear ends and turning), and sight distance challenges on Archer, we recommend implementing a westbound right turn lane at on Archer at Bell Road (Refer to BDE Figure 36-3.1). Further coordination with IDOT is recommended for	No additional comment	Closed
5	Traffic Impact Study / Site Plan	TIS PDF 24 SP PDF 6	JRD - GFT	The TIS recommends no parking between the south driveway of the development and the signalized intersection with Archer Ave along Bell. Site plan shows parking in this area. Remove and relocate parking due to recommendation and to meet Village parkng spot requirements	Parking removed	Closed
6	Traffic Impact Study	PDF 24	JRD - GFT	Due to profile of N Bell Rd and sight distance issues along Archer Ave, we recommend 'No Turn on Red' signs at the traffic signal for	No additional comment	Closed
7	Traffic Impact Study	PDF 24	JRD - GFT	The westbound left turn lane should be implimented with first phase of development.	No additional comment	Closed
8	Site Plan	PDF 6	JRD - GFT	Consider extending Cal-Sag trail connection path along frontage to the west to allow access to adjacent subdivision.		Open
9	Site Plan	PDF 6	JRD - GFT	Per MUTCD, crosswalk should be stripped at a signalized intersection (North leg). Also, Stop Bar is required to be a minimum of 4' upstream of the crossing. In addition to comment 4, United Vehicle Code does not allow parking within 30' of signalized intersections	No additional comment	Closed
10	Site Plan	PDF 6	JRD - GFT	The on-street parking is generally not preferred along Bell Road, especially perpendicular parking-lot-style stalls. This is due to sight distance issues and space required to back out of the stall, blocking both directions of traffic. If parking is maintained along Bell, it is recomended to make these spots angled. This will also work better with the general slope of the roadway on Bell. It is preferred to relocate the parking along Bell entirely, as Phase 2 will bring more traffic on Bell Rd	Parking removed	Closed
11	Site Plan	PDF 6	JRD - GFT	As it is currently drawn, the parking on Bell is considered 'on-street parking' and the development is required to follow PROWAG requirements for accessible parking spot number and design; currently none are shown. Parking within the development also needs to follow ADA accessible parking requirements; currently none are shown	Parking removed	Closed

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:

Belmont Estates - Archer Ave and Bell Ave
PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

TSC Project # : 1/9/2026, Updated 5/21/26
Project Information : Belmont Estates - Archer Ave and Bell Ave Traffic Impact Study (Dated 11/2/25)
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)
12	Site Plan	PDF 7	JRD - GFT	Existing and proposed Bell Rd is very steep (4%+) this will be a challenge to have on-street parking, especially in the snow.	Parking removed	Closed
13	Site Plan	PDF 7	JRD - GFT	At the crosswalk on the North side of Archer/Bell, because the east pedestrian accomodations are path width, this width should be carried through the crossing to the landing on the west side. It can then go down to sidewalk width, if desired		

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:

HRGreen®

1391 Corporate Drive | Suite 203
McHenry, IL 60050
Main 815.385.1778 + **Fax** 713.965.0044

HRGREEN.COM

February 25, 2026

Ms. Jamie Tate, AICP
Consulting Planner
Village of Lemont
418 Main Street
Lemont, IL 60439

Re: Belmont Estates – Planning & Zoning Engineering Review
HR Green Project No. 2602274

Dear Ms. Tate,

HR Green, Inc (HR Green) has completed its preliminary engineering review for the Planning & Zoning Committee meeting for the Belmont Estates Development proposal located at 11194 Bell Road in the Village of Lemont. The submittal was reviewed for preliminary engineering with the Village of Lemont UDO.

- Preliminary Engineering Plans, dated 9.29.2025, prepared by Engineering Resource Associates
- Preliminary Plat of Subdivision, dated 11.6.2025, prepared by Engineering Resource Associates

Our comments, to be directed to the developer/design engineer, are below:

SUBMITTAL:

Plans

Comments with strike-through text have been eliminated (i.e. parking on Bell Road). 5/30/2026

1. Outside government agency permits that will be required:
    a. MWRD – full WMO
    b. IEPA NOI
    c. IEPA – Water
    d. IEPA – NPDES Water Pollution Control Permit w/ Schedule F for Sanitary & Lift Station (maybe future phase)
    e. IDOT – any work on Archer Aveney or Main Street
    f. Cook County – Bell Road is under Cook County jurisdiction
2. ~~Bell Road does not meet even the Local Street standards in the UDO. They don't show a cross-section of the roadway anywhere in their plans, but if you scale off what they show in their grading plan, it appears they are putting in a 23'-24' wide road. Local Street standards state it should be 27' wide.~~ An argument can be made that this would be more of a Collector Street, which would mean the roadway should be 33' wide.
3. ~~The parking stalls along Bell Road are not long enough to meet the UDO standards. By scale, it appears their stalls are 18' long and the UDO calls for 22' for a Local Street and 23' for a Collector Street.~~
4. There is only sidewalk on one side of Bell Road. UDO calls for sidewalk to be continuous on both sides of the street.
5. The sidewalk on the north side of Bell Road needs to go through the driveway entrances instead of the driveways going through the sidewalk.
6. I don't see any street lighting along Bell Road (or within the development for that matter). Street lighting is required.
7. Once again, without a cross-section of the roadway anywhere in the plans, it is difficult to determine, but it appears that they only plan installing barrier curb instead of UDO standard curb & gutter.

8. Direct cross slopes are not shown in the grading plan, but it appears possible that the cross-slope of Bell Road is proposed to be greater than 2%. The slopes at the sidewalk crossings do not appear to be ADA compliant either.
9. With no cross-section, I cannot confirm whether LS-1A is met or not.
10. We need to see the stormwater overflow route. They only show where it outfalls at the far north end of the development and goes towards the northerly neighbors.
11. Developer needs to clear up roadway ownership questions and what they are proposing in terms of future maintenance for the Village of Lemont.
12. Future platting discussions will be had after roadway ownership questions are cleared up.
13. None of the following were reviewed with these being a preliminary set of plans: stormwater calculations, storm sewer, sanitary sewer, water main, or street lighting.

HR Green's review is to determine compliance with the Village's Unified Development Ordinance and other applicable ordinances 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, elevation 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 by the design engineer. 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 plans and specifications by the municipality. Please call with any questions. As always, we would be willing to have a meeting to discuss these comments with the developer and his engineer to help eliminate any confusion over comments. My direct line is 815.759.8397.

Sincerely,
HR GREEN, INC.

Bruce A. Hill, P.E.
Acting Village Engineer

cc:

J:\2026\2602274\Plan_Reviews\Belmont Estates - P&Z Review Letter 2.25.2026.docx

LEMONT FIRE DISTRICT

INTEGRITY – HONOR - DEDICATION

15900 New Avenue, Lemont IL 60439

(630) 257-2376

www.lemontfire.com

March 24, 2026

Belmont Estates
PUD Comments

Review of the plans show that the required dimensions for the turning radius have met the requirements for the turning radius required to handle our ladder truck. Provide an exhibit showing our ladder truck maneuvering around the parking lots. **Ladder truck specifications attached. Please submit a turn exhibit using Lemont Fire Protection District ladder truck specifications.**

- Updated auto turn exhibit based off new plans.

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.

Provide Fire District access to gated area with knox box or knox pad lock.

Fire apparatus access roads shall have an unobstructed with of not less than 20 feet. International Fire Code, 2021 Edition (Section 503.2.1).

Sincerely,



Jennifer Murray
Fire Marshal
jmurray@lemontfire.com

Attachment 14

CONEPTUAL SITE DEVELOPMENT PLAN

PARCEL 1:
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 23; THENCE WEST ALONG THE NORTH LINE OF SAID SECTION 278.80 FEET; THENCE SOUTH 709.45 FEET, MORE OR LESS, TO THE CENTER LINE OF OLD ARCHER AVENUE; THENCE NORTHEASTERLY ALONG SAID CENTER LINE 381.15 FEET, MORE OR LESS, TO THE EAST LINE OF SAID SECTION; THENCE NORTH ALONG SAID EAST LINE 449.67 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING; IN COOK COUNTY, ILLINOIS

PARCEL 2:
THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 23, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 23; THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 449.67 FEET TO THE CENTER LINE OF OLD ARCHER AVENUE FOR A PLACE OF BEGINNING; THENCE SOUTHWESTERLY ALONG THE SAID CENTER LINE 859.32 FEET, MORE OR LESS, TO THE NORTHERLY RIGHT-OF-WAY OF NEW ARCHER AVENUE (ROUTE 4A); THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF SAID NEW ARCHER AVENUE (ROUTE 4A) TO THE EAST LINE OF SAID SECTION 23; THENCE NORTH ALONG SAID EAST LINE OF THE PLACE OF BEGINNING; EXCEPTING THEREFROM: BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF NEW ARCHER AVENUE WITH THE WEST LINE OF BELL ROAD; THENCE NORTH ALONG THE WEST LINE OF BELL ROAD A DISTANCE OF 100 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG LINE DISTANCE OF 107.39 FEET, SAID POINT BEING 85 FEET WEST OF THE EAST LINE OF SAID SECTION 23, AND 80 FEET NORTHERLY OF THE CENTER LINE OF NEW ARCHER AVENUE; THENCE SOUTHWESTERLY ALONG A CURVED LINE, BEING CONVEX TO THE SOUTH AND HAVING A RADIUS OF 1109.89 FEET, A DISTANCE OF 115.358 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE A DISTANCE OF 369.689 FEET, MORE OR LESS TO A POINT, SAID POINT BEING THE INTERSECTION OF THE SOUTHERLY LINE OF OLD ARCHER ROAD WITH THE NORTHERLY LINE OF NEW ARCHER AVENUE THENCE NORTHEASTERLY ALONG THE NORTHERLY LINE OF NEW ARCHER AVENUE TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

P.I.N.'S:
PARCEL 1: 22-23-203-012
PARCEL 2: 22-23-203-013

COMMONLY KNOWN AS: 11194 BELL ROAD, LEMONT, ILLINOIS

ZONING

EX DESIGNATION : R-1 (SINGLE FAMILY DETACHED)

PR DESIGNATION : R-6 (MULTI FAMILY RESIDENTIAL)

TOTAL PROPOSED UNITS = 49 UNITS

NORTH	(UNINCORPORATED)
SOUTH	(B-3)
EAST	(UNINCORPORATED)
WEST	(R-4 ; R-5)

SETBACKS :	REQ	PR
FRONT	25'	14'
REAR	30'	>30'
SIDE	15'	>15'

LOT AREA:

2,500 SF	4,684 SF

PARKING REQUIREMENTS

MULTI FAMILY DWELLING = 1.5 SPACE PER UNIT

PR UNITS = 49

49*1.5 = 73.5

TOTAL REQUIRED = 74 SPACES

PARKING	PR
SPACES	52
GARAGE	42 (14 BLDS * 3 PER BLD)
TOTAL =	94 PARKING > 74 REQUIRED

LOT INFORMATION

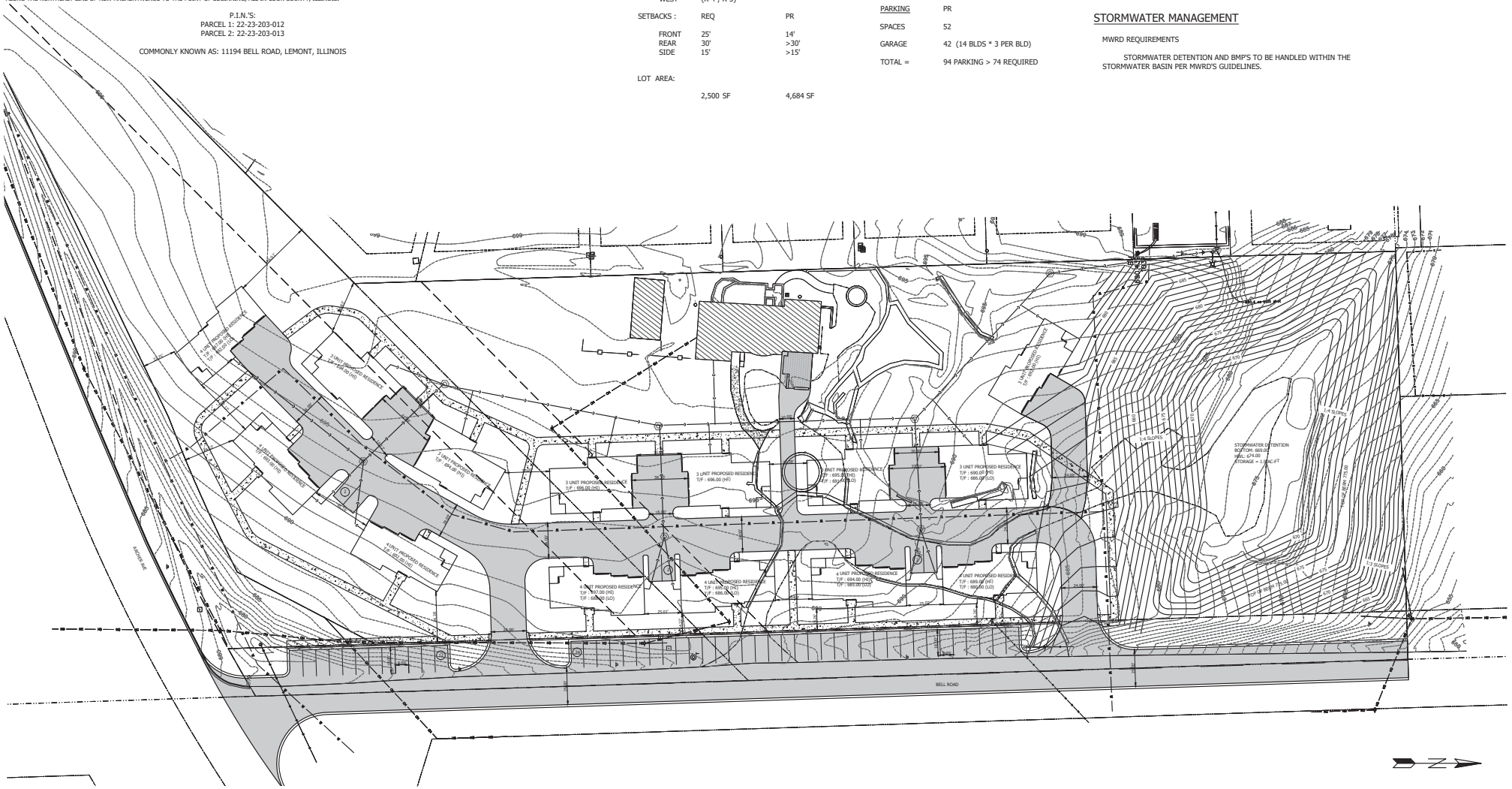
AREA TABLE:

PARCEL 1:	161,376 SQUARE FEET, OR 3.705 ACRES
PARCEL 2:	94,378 SQUARE FEET, OR 2.167 ACRES
GROSS AREA:	255,754 SQUARE FEET, OR 5.871 ACRES
BELL ROAD R.O.W.:	26,223 SQUARE FEET, OR 0.602 ACRES
NET AREA:	229,531 SQUARE FEET, OR 5.269 ACRES

STORMWATER MANAGEMENT

MWRD REQUIREMENTS

STORMWATER DETENTION AND BMP'S TO BE HANDLED WITHIN THE STORMWATER BASIN PER MWRD'S GUIDELINES.



0 30' 60'
SCALE: 1"=30'

DRAWN BY: SDS
CHECKED BY: TBM
APPROVED BY: JPG

ENGINEERING RESOURCE ASSOCIATES

3S701 WEST AVENUE, SUITE 150
WARRENVILLE, ILLINOIS 60555
PHONE (630) 393-3060
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2416 GALEN DRIVE
CchampaIGN, ILLINOIS 61821
PHONE (217) 351-6268
FAX (217) 355-1902

SITE PLAN DATED: MAY 5, 2025

SHEET 1 OF 1

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

G:\PROJECTS\Lotus Design and Development\W25102.00 11194 Bell Rd, Lemont\CADD\SHEET\SITE DEVELOPMENT\W25102 Sheet Concept 2025.05.05.dwg Updated by: mvechetto 5/5/2025

Technical Review Committee Meeting
Project: Victorian Estates of Lemont
Applicant: LOTUS Group
Location: SW corner of Archer Avenue and Main Street, west of Bell Road
Meeting Date: Tuesday, May 13, 2025 at 10am
Comment Letter Date: 5/19/2025
Proposed plans by: Engineering Resources Associates, ERA dated 5/5/2025
Site: 5.269-acres
Existing zoning: R-1, Detached Single-Family Residential District
Proposed zoning: R-6, Multi-Family Residential District
Proposed density: approx. 9.3 dwelling units per acre

Surrounding Zoning:

North: Unincorporated Cook County / Existing homes
South: B-3 Arterial Commercial District / vacant land
East: Unincorporated Cook County / Existing homes
West: R-4 Detached Single-Family Residential District / Montefiori subdivision

Process:

1. The likely process shall be:
    - TRC Review and Meeting (May 13, 2025) ✓
    - Rezoning, Preliminary Planned Unit Development, Preliminary Plat:
        - 637225471392270000 (Rezoning application)
        - 637225471386370000 (Preliminary PUD and Plat application)
    - Final PUD, Final Plat
    - Site Development Permit: Home - ViewPoint Cloud
    - Building Permit(s) Home - ViewPoint Cloud
2. All UDO requirements can be found online: Lemont Unified Development Code

Comprehensive Plan

1. The Lemont 2030 Comprehensive Plan (637225477541400000) designates the future land use as Community Retail (CR). The following is a description of this section from the plan:
    a. The CR district is characterized by general retail uses, in addition to the convenience-orientated uses also found in a neighborhood retail district. Residents still form the primary customer base for businesses in this district, but the businesses draw from a

slightly larger area and some customers may travel longer distances to visit certain establishments. Developments in this district are generally multi-tenant shopping centers. Shopping centers in this district rely on the population within 3-6 miles for most of their customers. Community shopping centers may have one or two anchor tenants; these tenants are typically grocery stores, discount stores, or large specialty discount stores like a sporting goods store… Page 102 of Comprehensive Plan.

2. There are goals and objectives from the Comprehensive Plan that may be applicable to proposed development. The plan should be referenced as a part of the PUD application.

Preliminary and General Planning Comments from UDO:

1. The proposal should be rezoned to R-6 zoning for the purpose of the community as proposed, the Village's multi-family district. Information on rezoning can be found here: https://www.lemont.il.us/home/showpublisheddocument/3378/637225471392270000
2. Please provide a narrative and address the LaSalle standards found in the rezoning application.
3. Provide a dimensioned site plan (without utilities and contour lines) with the next submittal.
4. Existing driveways along Bell should be shown on the site plan to verify whether the proposed on-street parking is feasible. There may be maneuvering conflicts.
5. Who will maintain the on-street parking? Bell Road is a township road, and future ownership should be determined to assess if the on-street parking is viable. There could be consideration to privatize the road and then parking and maintenance would not be as much of concern.
6. The parking stalls nearest to Archer Avenue may need to be reduced or eliminated due to stacking and visibility concerns at the intersection.
7. Section 17.10.020 Required off street parking shall be located on the same lot as the use served, unless a variation is granted. This applies to parking in the right of way.
8. Provide more information about the existing residence to remain and phasing plans. How will this property interact with the proposed Victorian Estates community?
9. Tuscany Lane in Montefiori was stubbed with the intentions to connect in the future. Was this explored as a connection?
10. A pedestrian connection to Montefiori should be considered, especially utilizing the Tuscany Lane right of way.
11. A sidewalk or pathway is required along the perimeter of the property line adjacent to right-of-way (Archer Avenue). A sidewalk/pathway should connect to the existing trail network at intersection of Archer & Bell.
12. 1.5 parking stalls per unit is required for multi-family, so a total of 74 parking stalls for 49 units. The plan proposes 94 parking stalls. There is an opportunity to remove 20 stalls and still meet the UDO's intentions.
13. Provide a Preliminary Plat of Subdivision. Will the units be on separate lots?
14. Open space amenities should be provided per the PUD section of the UDO. The proposed development requires 15% open space:

https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIIZOZOOR_CH17.08PLUNDE_17.08.030GERE

15. Certain features, such as stormwater areas, cannot be applied toward the 15% open space.
16. See Chapter 17.18 for Land/Cash Contribution requirements.
17. If there is an HOA or SSA or similar, the draft documents for this group should be provided at time of submittal.
18. Proposed buildings must meet Chapter 17.22 Residential Design Standards.
    - Corrugated metal roofing is prohibited.
    - The exterior of chimneys shall be constructed of brick or stone.
    - The following materials or combinations of materials, are expressly permitted on all exterior elevations:
        - Brick
        - Decorative natural stone or synthetic stone
        - Wood
        - Fiber cement siding or cement board siding (i.e. Hardie Plank)
        - Stucco
        - Cement
        - Concrete
        - Vinyl – no more than 33% of total area of façade is of vinyl (with required certifications).
    - Prohibited materials: Dryvit, EIFS or other similar products; and split face block, CMU, quick brick, utility brick or similar masonry products.
19. Provide details on any signage (location, materials, vision clearance, etc.) if applicable.
20. Provide a lighting plan according to [17.26.140 B. Design Standards].
    - See Standard LS-82 in code.
21. A traffic study will be required with Planned Unit Development (PUD) application.
22. A market study will be required with Planned Unit Development application. See application for information: 637225471386370000
23. Provide locations for garbage enclosures and verify trucks can access.

Landscaping

3. A tree survey is required with application for PUD.
4. All reasonable efforts shall occur in the site design of a proposed development to preserve existing trees, especially mature trees, specimen trees, tree groves or tree lines. (Intent section of Tree Preservation section).
5. Parkway trees are required along Bell and Archer Avenue. Along Bell Road, one canopy tree per 40 feet of street frontage and along Archer Avenue is 3 ‘plant units’ per 100 feet of street frontage.
6. Plant Units. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant

material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following:

a. 0.5 canopy trees;
b. 1.0 evergreen trees;
c. 1.5 understory/ornamental trees; and
d. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.

7. Minimum Sizes of Plants. The minimum size for plants at the time of installation shall be:
    e. Canopy trees in a parkway — 3" caliper
    f. Canopy trees not in a parkway — 2½" caliper
    g. Evergreen trees — 8' in height
    h. Ornamental trees, single trunk — 2" caliper
    i. Ornamental trees, multi-trunk — 6' in height
    j. Large shrubs — 24" in height
    k. Small shrubs — 18" in height
8. Landscaping in parkways shall be a minimum of four inches of topsoil and sod. It is noted that there is a lack of parkways with the design as proposed. The lack of parkways is an exception to the UDO that can be requested in the PUD.
9. Standards for Residential Construction:
    l. Front and side yards shall be landscaped with a minimum of four inches of topsoil and sod.
10. Rear yards shall be landscaped with a minimum of four inches of topsoil and sod or seed. All seeded areas must be protected with an erosion control blanket (ECB) installed in accordance with the Illinois Urban Manual, 2002, or latest edition.
11. Exterior Parking Lot Landscaping. The exterior of parking lots shall be landscaped with at least three plant units per 100 feet of linear distance surrounding the parking area. Plants that are counted toward the street landscaping requirements of § 17.20.050 or the transition yard landscaping requirements of § 17.20.060 may also be counted toward this requirement.
12. Interior Parking Lot Landscaping.
    m. Landscaped areas totaling at least 35 square feet per parking stall shall be provided on the interior of the parking lot.
    n. The interior parking lot landscaped areas ("landscaped islands") shall generally be dispersed throughout the parking lot and should be designed to delineate vehicular or pedestrian circulation patterns.
    o. Each landscaped island shall be a minimum of 9 × 9 feet in size, as measured from back of curb to back of curb. The soil contained within each island shall be mounded to provide additional visual relief and to improve drainage for plants.
    p. At least one canopy tree shall be installed in each required landscaped island.
13. Foundation Beds and Plantings. All multi-family residential, commercial, and institutional buildings shall have foundation landscaping in accordance with this section.
    q. A landscaped area a minimum of eight feet in width, except for those areas used for building entrances and pedestrian ways. shall be located along the front of the building or the side of the building containing the main entrance.

r. Foundation landscaping shall consist of large and small shrubs, ornamental grasses, perennials, and annuals, or some combination of these plants.
s. Except where occupied by planting beds, foundation planting areas may be sodded, mulched, or contain decorative stone.
t. Trellises or other such devices that allow vertical coverage of the structure by vines, groundcover, or other plants may substitute for foundation beds and plantings, as approved by the Planning and Economic Development Director.

14. Detention and/or retention basins and ponds shall be landscaped along the perimeter of the high water level of the basin or pond. Such landscaping should include canopy and ornamental trees, evergreens, shrubbery, hedges, and/or other plants. In selecting and arranging the plantings, consideration should be given to water conservation. To ensure safety, adequate visibility to the basin or pond area shall be maintained.
15. Residential subdivisions or residential developments containing common open space shall provide within common open space a minimum of 0.25 plant units of landscaping for each residential dwelling unit within the subdivision or development.

Engineering – notes and comments from TRC Meeting

1. Permits needed - MWRD - full WMO, Will South Cook Soil Erosion, IEPA NOI, IEPA - Water, IEPA NPDES Water Pollution Control Permit w/ Schedule F for sanitary & lift station.
2. Existing Utilities –
    a. Water - 12" on Main Street, 8" at Montefiori. The project will need a connection to each.
    b. Sanitary - Necessary Force Main & Lift Station
    c. Storm - Montefiori - various sizes
3. Street Jurisdictions
    a. Main Street – IDOT
    b. Archer Avenue – IDOT
    c. Bell Road - south of Archer - Cook County
    d. Bell Road - north of Archer - Lemont Township
4. Explore the Collina Lane connection, to extend to Bell Road from Montefiori.
5. What will lighting be like both for the on-street parking and internally?
6. What is the proposed road width? All improved roadways and driveways require curb & gutter.
7. Hammerhead/Cul-de-sac needs to be installed at the far north end of Bell Road.

The comments above are preliminary and general in nature and do not constitute a full review of all ordinances and codes in the Village of Lemont. The plan provided is very conceptual. Many comments and suggestions are meant to guide the applicant through the creation of more final documents. Please contact me with questions.

Sincerely,



Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860

LEMONT FIRE DISTRICT

INTEGRITY – HONOR - DEDICATION

15900 New Avenue, Lemont IL 60439

(630) 257-2376

www.lemontfire.com

May 16, 2025

TRC- Victorian Estates of Lemont

Archer and Bell Road

The fire code official shall have the authority to require or permit modifications to the required access widths where they are inadequate for fire or rescue operations or where necessary to meet the public safety objectives of the jurisdiction. International Fire Code 2021, Section 503.2.2

Approved turn around at the dead end of Bell Road.

Review of the plans show that the required dimensions for the turning radius have met the requirements for the turning radius required to handle our ladder truck. Ladder truck specifications attached. Ladder truck specifications attached. International Fire Code 2021, Section 503.2.4

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

Approved Automatic and manual fire alarm systems installed in accordance with the provisions of this Code and NFPA Standard #72 shall be provided in all new buildings and structures regardless of area or occupant load or any wording in this Code to the contrary, in accordance with Section (907.2) and shall provide occupant notification in accordance with Section 907.5 unless other requirements are provided by another section of this Code. Lemont Fire Protection District Ordinance 17-05, 907.2

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.

Hydrants shall be located within seventy five (75) feet to any fire department sprinkler or standpipe connection as determined by the Fire Code Official. These hydrants shall be fitted with a five (5) inch “storz” connection. Lemont Fire Protection District Ordinance 17-05, 507.5

Attachment 15

LOTUS | Development 1873

Project Name Belmont Estates
Project Address 11194 Bell Road Lemont, IL
Date 5/8/2026

Comment Disposition Spreadsheet

Preliminary PUD UDO Review 1 Comments

#	Category	Subject	Comment	Response
1	Comprehensive Plan	Lemont 2030 Plan	The Lemont 2030 Comprehensive Plan designates the future land use of this area as Community Retail. Residential development is not consistent with the future land use category. No response is needed, but statement for reference.	Noted.
2	Comprehensive Plan	Lemont 2030 Plan	The project summary submitted by the applicant states that the proposal "aligns directly with the Lemont 2030 Comprehensive Plan's designation of this corridor as an Economic Activity Center." While the Route 83 corridor is designated as an Economic Activity Center, the Comprehensive Plan identifies the targeted growth industries for this area as retail and professional, scientific, and technical services. Economic Activity Centers, as defined in the Comprehensive Plan, are intended to function as existing or future hubs of business activity and do not address or contemplate residential development. As stated on page 28 of the Lemont 2030 Comprehensive Plan, "Economic Activity Centers are existing or potential future hubs of business activity." Accordingly, the proposed residential development does not directly correspond to the intent of the Economic Activity Center designation. No response is needed, but statement for reference.	Noted.
3	Comprehensive Plan	Lemont 2030 Plan	Following the proposed Bell Road dedication, the remaining area is 5.269-acres. With 52 proposed residential units, the **overall density is 9.9 units/acre**. The Comprehensive Plan designates the area Community Retail, which does not include an expected residential density, but the average area of sites in the Community Retail designation are 10-40-acres, therefore the subject property is smaller than anticipated by the future land use category. No response is required. Provided for reference.	Noted.
4	General Comments	Parking	Compliant. The parking stalls have been removed along Bell Road.	Correct.
5	General Comments	Parking	Compliant. The parking stalls previously shown closest to Bell Road were removed per the applicant's TIS analysis and recommendation.	Correct.
6	General Comments	Parking	Remediated. All parking has been relocated to private property.	Correct.
7	General Comments	Existing Home	The existing single-family home is phased to undergo renovations first, converting it to a fourplex. The applicant desires to obtain a building permit for this renovation project first prior to final PUD approval. This request shall be discussed and considered by the Village Engineer and Building Commissioner to ensure stormwater detention and other improvements are not in conflict. Any conversion from single-family to multi-family would first require rezoning and the request could be conditioned in the Preliminary PUD Ordinance.	Noted.
8	General Comments	Parking	Noted. The applicant states that Collina Lane connection to Bell Road is not feasible due to significant construction costs and the location of stormwater detention. Tuscany Lane was stubbed to connect to Bell Road during the entitlement and construction of the Montefiori residential subdivision.	Correct. In addition to the feasibility issues, Montefiori resident feedback has resulted in the request for no vehicular or pedestrian walkway connections from this development to their existing subdivision along Collina Ln.
9	General Comments	Sidewalks	Compliant. A pedestrian connection to Montefiori through Collina Lane is provided in the latest Engineering submittal dated 1-26-2026.	Correct. Revised site plan shows a connecting sidewalk, however, Montefiori residents have pushed back on this pedestrian connection.
10	General Comments	Sidewalks	Provide the widths of all sidewalks, both internal and along the perimeter of the development. Minimum width of sidwalks shall be five feet in residential areas.	Revised site plan shows dimensions for all new sidewalks as minimum 5 feet wide.

11	General Comments	Sidewalks	The sidewalk that is adjacent to the parking stalls must account for vehicular overhang while maintaining ADA-compliant clearance.	Parking stall bumpers are now shown for all spots where this was of concern.
12	General Comments	Sidewalks	Sidewalks shall extend the full length of the property along Bell Road and Archer Avenue to the property limits. If not provided, this shall be identified as an **exception** request as part of the PUD.	The developer does not have an issue extending the sidewalk to the western property limits. However, this will require additional engineering to assess the grading. Developer is proposing to address in Final PUD and does not seek an exception on this.
13	General Comments	Sidewalks	According to Section 17.26.130, the proposed path along Archer should be a minimum of 10 feet in width to match and adhere to the existing path on Archer. Also in this section, all pedestrian ways and bike paths shall be improved and extended in a dedicated right-of-way across the developed area.	Similar to the above response, developer is seeking to address at Final PUD. This item will most likely be influenced by IDOT's review of TIS and Archer Ave modifications (if any).
14	General Comments	Crosswalks	Crosswalks with detectable warnings shall be provided at all intersections. Verify.	Detectable warnings are shown at all crosswalks.
15	General Comments	Parkway	An **exception** to Section 17.26.120 Parkways shall be requested as a part of this development. Parkways are required on both sides of all streets. They shall be graded and prepared for sodding by the developer with at least 4 inches of topsoil. There are no parkways proposed with this development.	Developer would like to discuss this further with VOL and would argue an exception is not necessary. Per discussions with village staff, developer is waiting on a response of how village will be treating improvements and O/M of Bell Road considering the existing legal limitations. The developer is not opposed to providing a parkway along the east side of Bell Road.
16	General Comments	Parking	Acknowledged: The proposed development meets the minimum parking requirements for multi-family (1.5 parking stalls per unit is minimum in UDO). 52 proposed units, therefore requiring a minimum of 78 parking stalls. Note, there are 13 two-bedroom units and 39 one-bedroom units, totaling 65 bedrooms.	Correct.
17	General Comments	Parking	Please clarify how visitor parking will be accomodated and how parking will function during peak demand periods.	Engineer has confirmed Bell Road widening will allow for 2-way traffic and parallel parking along the street which we intend to use as overflow/guest parking.
18	General Comments	Plat of Subdivision	Conditionally Compliant. A revised Preliminary Plat of Subdivision has been provided and is dated 3/6/2026. A review of the plat is forthcoming from the Village Engineer.	Noted.
19	General Comments	Land/Cash Contributions	Chapter 17.18 provides the land/cash contribution requirements for residential development. All impact fees are calculated and applied at time of building permit issuance. With 13 two-bedroom units and 39 one-bedroom units, the approximate total impact fees: a. Library District cash donation: $4,433.66 b. Park District cash donation: $145,812.00 c. Elementary school (K-5) cash donation: $5,794. 62 d. Junior High (6-8) cash donation: $2,759.38 e. High School (9-12) cash donation: $3,988.00	Noted.
20	General Comments	HOA	HOA declarations will be submitted at the time of their creation for Village review. These documents are typically a part of the final PUD and can be conditioned in the Preliminary PUD ordinance.	Noted. The developer has agreed to provide a draft copy of the HOA documents at the Final PUD stage.
21	General Comments	Fencing	A fence or barrier along the perimeter of the development may be a consideration to separate the proposed development from the adjacent residential subdivision.	Noted. Developer is open to exploring options between a fence or natural green screening. Developer is proposing to iron out details in the Final PUD.
22	General Comments	Plan Consistency	Verify consistency across all plan sets. For example, subdivision sign locations shown on landscape plans shall also be reflected on engineering plans, and removal of parking along Bell Road shall be consistently shown across all documents.	Noted. Lotus to verify all plans are consistent with project details.
23	Architecture	Chimney	There does not appear to be a chimney, please confirm. All chimneys must be constructed of brick or stone.	No chimneys proposed with this development.
24	Architecture	Design Variation	While dissimilarity standards do not apply to multi-family developments in the Village, it is recommended that the buildings have variation in design. There may be an opportunity to better blend the multi-family with existing single-family homes.	Noted. Lotus intends to address the variation comment with a second fourplex model which utilizies the site's slope/topography via "garden" apartments. Additionally, Lotus will perform color studies once siding vendor and product line has been selected.

25	Planned Unit Development	Open Space Maintenance	All open space areas shall be clearly identified, owned, and maintained as part of the PUD. Open space shall be platted as separate outlots and restricted through recorded covenants to ensure it remains open space in perpetuity. Areas counted towards open space requirements shall not be converted to parking, drive aisles, or other impervious surfaces in the future.	Noted. Open space outlots are shown on **Sheet 2** of the Preliminary Plat of Subdvision and will explore the process of establishing convenants to prevent future development of these areas.
26	Planned Unit Development	Open Space Calculation	Provide detailed calculations demonstrating compliance with Section 17.08.030, including identification of all areas excluded from the open space calculations (e.g., detention, narrow strips, etc.). Please provide the calculation determining the 52% open space. Additionally, clarify how the proposed open space areas function as usuable and accessible spaces for residents, in addition to meeting the minimum quantitative requirements.	The revised civil drawings show the open space calculations on **drawing sheet C-5.0**. Outlots are also indentified on **Sheet 2** of the Preliminary Plat of Subdivision. Throughout these open spaces, the developer intends to install landscaping in these open areas to line walking paths and sidewalks. Additionally, a large portion of the open space will be utilized by the existing trees to the south of Building #13, community garden plots, and existing Koi Pond.
27	Planned Unit Development	Exterior Common Area	Consider opportunities to incorporate a resident amenity space within the development, particiularly in proximity to Building #13, to enchance the overall functionality of the common open space.	Noted. This could be evaluated prior to Final PUD.
28	Planned Unit Development	Building Removal	The buildings closest to the rear property line have been removed.	Correct.
29	Lot & Dimensional Standards	Setbacks	The following Table 17-07-01 summarizes the applicable R-6 standards and applicant's proposal:	Noted. A deviation justification letter has been provided in the PUD application.
30	Lot & Dimensional Standards	Building Height	Provide maximum building height and lot coverage. Lot coverage will likely be an exception due to the platting.	Building Max height will not exceed 37 feet. Lot coverage will exceed 65% and has been included in a justification letter submitted in the PUD.
31	Lot & Dimensional Standards	Setbacks	Setbacks shall be measured from the outermost projection of the building, including covered porches, in accordance with the UDO defintion. Several buildings do not meet minimum setback requirements when measured to the edge of the porch and will require PUD exceptions.	Noted. A deviation justification letter has been provided in the PUD application.
32	Lot & Dimensional Standards	Existing Building	The existing building (now labeled #13) is non-conforming and encroaches into the rear setback - this will be incorporated into the PUD.	Noted. A deviation justification letter has been provided in the PUD application.
33	Landscaping	Canopy Tree Diameter	Canopy trees in a parkway must be a minimum of 3" caliper and all shade trees are shown as 2.5" caliper on the plan. There is not a traditional parkway along Bell Road due to the unique on- street parking situation, but the trees that are between the parking and buildings should be considered parkway trees. The same is true for the trees along Archer Avenue.	Updated Landscape Plan dated 03/23/26 includes these changes.
34	Landscaping	Evergreen Tree Height	Evergreen trees are shown at 6-feet in height and the UDO requires a minimum of 8-feet in height at time of planting. Please adjust.	Updated Landscape Plan dated 03/23/26 includes these changes.
35	Landscaping	Tree Planting Schedule	Parkway trees shall be installed in the spring or fall, but not before the construction of a building and the completion of the public sidewalk. In no case shall parkway trees be planted later than 2 years after the commencement of construction of the development (i.e. issuance of the site development permit).	Updated Landscape Plan dated 03/23/26 includes this comment under Landscape Note #32.
36	Landscaping	Traffic Signage Clearance	Verify parkway trees are at least 15' from any traffic sign.	Updated Landscape Plan dated 03/23/26 includes this comment under Landscape Note #33.
37	Landscaping	Seed Mixture	Verify the landscape seeding will be Class 1A seeding mixture. Parkways shall be sod.	Updated Landscape Plan dated 03/23/26 includes this change.
38	Landscaping	Village Arborist Consult	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:	Noted.
39	Landscaping	Mulching	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.	Updated Landscape Plan dated 03/23/26 includes this comment under Landscape Note #14.
40	Landscaping	Canopy Tree Count	Verify there is one canopy tree per 40-feet of street frontage for Bell Road. Show this calculation on the landscape plan.	Updated Landscape Plan dated 03/23/26 includes calculations for all canopy trees along Bell Rd.

41	Landscaping	Plant Unit	Verify there are three (3) plant units per 100 feet of frontage along Archer Avenue. There appears to be only 3 parkway trees. Provide the dimension and calculation. a. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following: i. 0.5 canopy trees; ii. 1.0 evergreen trees; iii. 1.5 understory/ornamental trees; and iv. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.	Updated Landscape Plan dated 03/23/26 includes calculations for all plant units along Archer.
42	Landscaping	Tree Survey	A tree survey and tree preservation plan are required for all PUD applications. It is noted that the applicant states, "it is unknown at this time how many trees will be preserved based upon masss grading activities". A tree survey is still required to inventory the quantity, quality, size, and species.	Noted. Developer will be seeking a deferral until Final Engineering & PUD on this item until grading and site design has been finalized.
43	Landscaping	Tree Preservation	All reasonable efforts shall occur in the site design of a proposed development to preserve existing trees, especially mature trees, specimen trees, tree groves or tree lines. Noted the grove of trees is to remain near the existing home and along Archer Avenue in the 'triangle'. Demonstrate the trees were considered during the site design process.	The "triangular" wooded wedge along Archer has been incorporated into the new site design as response to community feedback in suggestion for this area to be used as both a noise buffer and visual screening between Montefiori residents and Archer Ave.
44	Landscaping	Tree Preservation	The inventory of trees on a site is a fundamental step in assessing the opportunities for development and tree preservation. The tree preservation plan shall be submitted as part of an application for approval of preliminary plans/plats. The tree preservation plan shall consist of a tree survey that graphically shows the location of trees onsite, identifies those trees to be preserved and details for protection during construction. See the required elements found in: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIVDEST_CH17.20LATRPR_17.20.130TRPR	Demolition Plan on **drawing sheet C-4.0** identifies location and diameter of trees. Tree protection fencing details are included on **drawing sheet C-8.2**.
45	Landscaping	Tree Preservation	See Tree Preservation chapter (linked above) for all preservation requirements. Absence of this plan and the tree survey are an exception in the PUD.	Noted. Developer will be seeking a deferral until Final Engineering & PUD on this item.
46	Landscaping	Open Space Plant Units	Residential subdivisions or developments with common open space shall provide within the common open space a minimum of 0.25 plant units of landscaping for each residential dwelling unit. With 52 dwelling units proposed, 13 plant units are required in the common open space area – please demonstrate.	Updated Landscape Plan dated 03/23/26 includes calculations for all open space plant units.
47	Other Comments	Engineering Details	Provide curb and pavement details in the Engineering documents. It must be understood what pavement and curb detail is proposed in order to verify it meets the UDO requirements. The absence of curb and gutter is an **exception** request in the PUD.	Updated engineering drawing **C-9.0** Construction Details provide the curb and pavement details as requested.
48	Other Comments	Stormwater Detention Pond	Verify no more deviations are required for stormwater detention ponds such as allowing detention ponds to have a depth greater than 4-feet, allowing side slopes on detention basins of 4:1, Other deviations may be determined from other disciplines at time of PUD request.	Stormwater Detention Pond engineering has been revised and is now designed as a naturalized basin instead of dry detention. Applicant will not require deviations for neither the depth nor the side slopes as they're currently shown as 5:1.
49	Other Comments	Traffic Impact Study	The suggestions from the traffic study should be provided and implemented. Please provide any IDOT communication and comments throughout the review process. IDOT is thought to own Bell Road in this area.	Noted. IDOT's review of the TIS will be shared once complete. Based on discussion with village engineer, he believes Bell Road is under Lemont Township jurisdiction. VOL staff was exploring legal options for future ownership of Bell Rd.
50	Other Comments	Snow Removal	Indicate the location for snow piles and storage.	Exhibit to be provided showing snow removal routes and storage.
51	Other Comments	Parking	Clarify parking assignments, including allocation of garage spaces, surface parking, and visitor parking. Demonstrate how parking demand will be accommodated beyond mininum requirements, particularly during peak periods.	Garage spaces will be allocated to tenants whose unit connects to the garage. 3rd floor tenants will be required to surface park outside their residence. Guest parking will be proposed along Bell Road based on the widening efforts.

52	Other Comments	Traffic Signage	Street signs and traffic signs shall match existing Village street signs and comply with Village standards.	Noted. This will be shown in final engineering.

Attachment 16

MAKING ROOM

Housing for a Changing America











AARP® Real Possibilities

NATIONAL BUILDING MUSEUM


"I want to stay in my home, but I just can't take care of it like I used to."
"Renting out part of our home would be a way for us to earn extra income."



MAKING ROOM

Housing for a Changing America

AARP Real Possibilities

NATIONAL BUILDING MUSEUM

AARP is the nation's largest nonprofit, nonpartisan organization dedicated to empowering Americans 50 and older to choose how they live as they age. With nearly 38 million members, plus offices in every state, the District of Columbia, Puerto Rico and the U.S. Virgin Islands, AARP strengthens communities and advocates for what matters most to families, with a focus on health security, financial stability and personal fulfillment. The AARP Livable Communities initiative works nationwide to support the efforts of neighborhoods, towns, cities, counties and rural areas to be livable for people of all ages.

Websites: *AARP.org* and *AARP.org/Livable*
Email: Livable@AARP.org
Facebook: /AARPLivableCommunities
Twitter: @AARPLivable
Free Newsletter: *AARP.org/Livable-Subscribe*

601 E Street NW, Washington, D.C. 20049

A publication by AARP and the National Building Museum, ***Making Room: Housing for a Changing America*** is adapted from an exhibition of the same name organized by the Museum and the Citizens Housing & Planning Council in partnership with Resource Furniture and Clei.

The *Making Room* exhibition was made possible with generous support from AARP Foundation, which works to end senior poverty by helping vulnerable older adults build economic opportunity and social connectedness.

Website: *AARPFoundation.org*
Facebook: /AARPFoundation
Twitter: @AARPFoundation

A complete list of exhibition sponsors appears on page 81.

The National Building Museum inspires curiosity about the world we design and build. The Museum believes that understanding the history and impact of architecture, engineering, landscape architecture, construction, and design is important for all ages. Through exhibitions and educational programs, the National Building Museum explores how the built world has the power to shape our lives, communities, and futures.

Website: *NBM.org*
Facebook: /NationalBuildingMuseum
Twitter: @BuildingMuseum
Instagram: @NationalBuildingMuseum

401 F Street NW, Washington, D.C. 20001



The Great Hall of the National Building Museum is a majestic and popular public venue.

Photo by Kevin Allen

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A NOTE TO READERS: Unless indicated, data is current to 2017, when most of the writing and research was completed for the *Making Room* exhibition at the National Building Museum, which is the source for much of the text in this publication.

Contents



The exhibition *Making Room: Housing for a Changing America* opened at the National Building Museum in Washington, D.C., in November 2017.

Like the exhibition, this publication introduces readers — be they residential builders or designers, community leaders or the general public — to a future that can feature a menu of housing options that better serve people of all ages and the needs of a changing America.

Download a PDF of *Making Room* or order a free copy by visiting ***AARP.org/MakingRoom***.

Photo by Yassine El Mansouri

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Introduction

Making Room to **Rethink Housing**

AARP staff and volunteers are working in towns, cities and counties nationwide to help local leaders make their communities more livable for people of all ages. Among the keys to livability is housing that's both suitable for and adaptable to the diverse and ever-changing needs of American households and individuals.

By 2030, 1 in 5 people in the United States will be age 65 or over. And by 2035, older adults are projected to outnumber children for the first time ever.

America's current housing stock doesn't fit a rapidly aging population. In 2017, more than 19 million older adults were living in housing that didn't provide them with the best opportunity to live independently, and only about one percent of the nation's present housing is equipped to meet their needs.

The healthiest and most vibrant communities are livable for people of *all* ages.

This publication, *Making Room: Housing for a Changing America*, introduces a potential future in which people of all ages, life stages, abilities and incomes can select from a wider menu of housing options.

Realizing that the *Making Room* exhibition at the National Building Museum was temporary and would not be taken on the road, AARP partnered with the museum to produce this free bookazine. Please encourage others to visit *AARP.org/MakingRoom* so the information, ideas, examples and solutions collected here can be seen, shared and enjoyed by people of all ages, nationwide.

Nancy LeaMond
Executive Vice President
Chief Advocacy and Engagement Officer
AARP

The National Building Museum celebrates and explores all facets of the built environment. Since it opened in 1985, housing-related exhibitions and educational programs have emerged as touchstone offerings. Our homes are often the first meaningful interaction we have with the built world, and they continue to form the building blocks of our identity. On a larger scale, housing is an economic and societal linchpin.

Organized with the Citizens Housing & Planning Council (CHPC), the *Making Room: Housing for a Changing America* exhibition focused on a key element of the housing equation that, we believe, has been misunderstood and undervalued, if not explicitly ignored — today's living arrangements. CHPC has been focused on parsing household demographics for a decade. In fact, the exhibition's premise was derived from its *Making Room* research initiative.

As it turns out, unprecedented shifts in both demographics and lifestyle have fundamentally transformed who we are and how we are living. While only 20 percent of American households are nuclear families, for example, the housing market largely remains fixated on their needs. *Making Room* is a rallying cry for a wider menu of housing options, and the exhibition showcased how design can be an integral tool when it comes to meeting these different needs.

Sincere thanks to our lead exhibition sponsor, AARP Foundation, as well as to Andersen, Hufcor, the National Association of Realtors and our exhibition partners Resource Furniture and Clei. I also extend our gratitude to AARP and the AARP Livable Communities initiative for collaborating on this publication to prolong the life and extend the reach of the exhibition.

Chase W. Rynd, Hon. ASLA
Executive Director
National Building Museum

Photo by Yassine El Mansouri



Based on the National Building Museum exhibition *Making Room* (pictured), this publication showcases how architects, policymakers, developers, planners and even the general public are working to meet the housing needs of the nation's evolving, 21st century households.

Part One

Housing a **Changing America**

What does a home need to accommodate a young adult or a growing family and still be comfortable years later, when the nest is empty or the residents are older?

In the decades following World War II, the typical U.S. household consisted of a married couple with children. The suburbanization of the nation was driven by this demographic, fueled by prosperity, the automobile and the dream of home ownership.

Fast-forward to the 2010s, when adults living alone account for nearly 30 percent of U.S. households — and that's a growing phenomenon across all ages and incomes.

The housing supply, no matter the locale, has been slow to meet the demands of this burgeoning market or respond to the needs of increasingly varied living arrangements.

Deeply rooted zoning regulations that have long favored the standard single-family home make it difficult for alternatives to materialize. The result is a mismatch between the diversity of the nation's households and the homogeneity of its housing.

However, thanks to a groundswell of housing entrepreneurs who are making room for creative options, new design solutions are beginning to emerge. *Making Room* explores these groundbreaking developments — offered at all levels of the market — from micro-units, tiny houses and accessory apartments to cohousing, co-living and beyond.

All of the highlighted projects, including The Open House, the concept home featured in the exhibition, push past typical typologies and layouts. The home's flexible, 1,000-square-foot, floor plan features a hyper-efficient layout, movable walls and multifunctional furniture, allowing the space to adapt and meet the changing needs of today's households. At press time, The Open House has only been built in the National Building Museum. Learn more in Part Three of this publication.

Americans are changing — and so are their housing needs. Unprecedented shifts in demographics are redefining who we are and how we live. If we simply ask ourselves different questions about how we want to live, we might discover better answers.

Photo by Bernard Hoffman, LIFE magazine, May 22, 1950, Getty Images

The post–World War II suburbanization of the United States was driven by the housing needs of nuclear families, a group defined as two parents and their minor children. In 1950, these families (including the Leveys, shown here, of Levittown, Long Island, a New York City suburb) represented 43 percent of households. Since then, unprecedented shifts in demographics and lifestyle have redefined who we are — and how we live. Today, nuclear families account for 20 percent of U.S. households.



The Popular Vision of the American Household Is Inaccurate and Outdated

In the minds of many, the "typical American household" is a nuclear family consisting of a mother, a father and two children (give or take). Reality significantly differs:

- Nuclear families account for just 20 percent of today's households.
- The largest demographic, at 28 percent, is single adults who live alone. (They account for more than nuclear and single-parent families combined.)
- As of the mid-2010s, almost half of America's households were either adults living alone or adults sharing a home with other adults, such as roommates or relatives.

Not only does the popular image of the American household need updating, but so do our collective assumptions about the type of housing we need. A review of the nation's overall housing stock by unit type is revealing.

- More than 80 percent of the nation's apartments and houses are built with two, three or four bedrooms.
- These residences are designed with a nuclear family in mind: one larger "master bedroom" for parents and smaller, secondary bedrooms for children.
- Additionally, there are more than twice as many two-bedroom units as there are studios and one-bedrooms combined.

U.S. Housing Stock by Number of Bedrooms



Historically, the smallest units have received short shrift, but today's largest household category consists of singles living alone. That's a significant mismatch.
The Bottom Line: Our current housing stock isn't nearly as diverse as we are.

Source: 2015 American Housing Survey, U.S. Census Bureau

America's Households by the Numbers

28%
Single people living alone

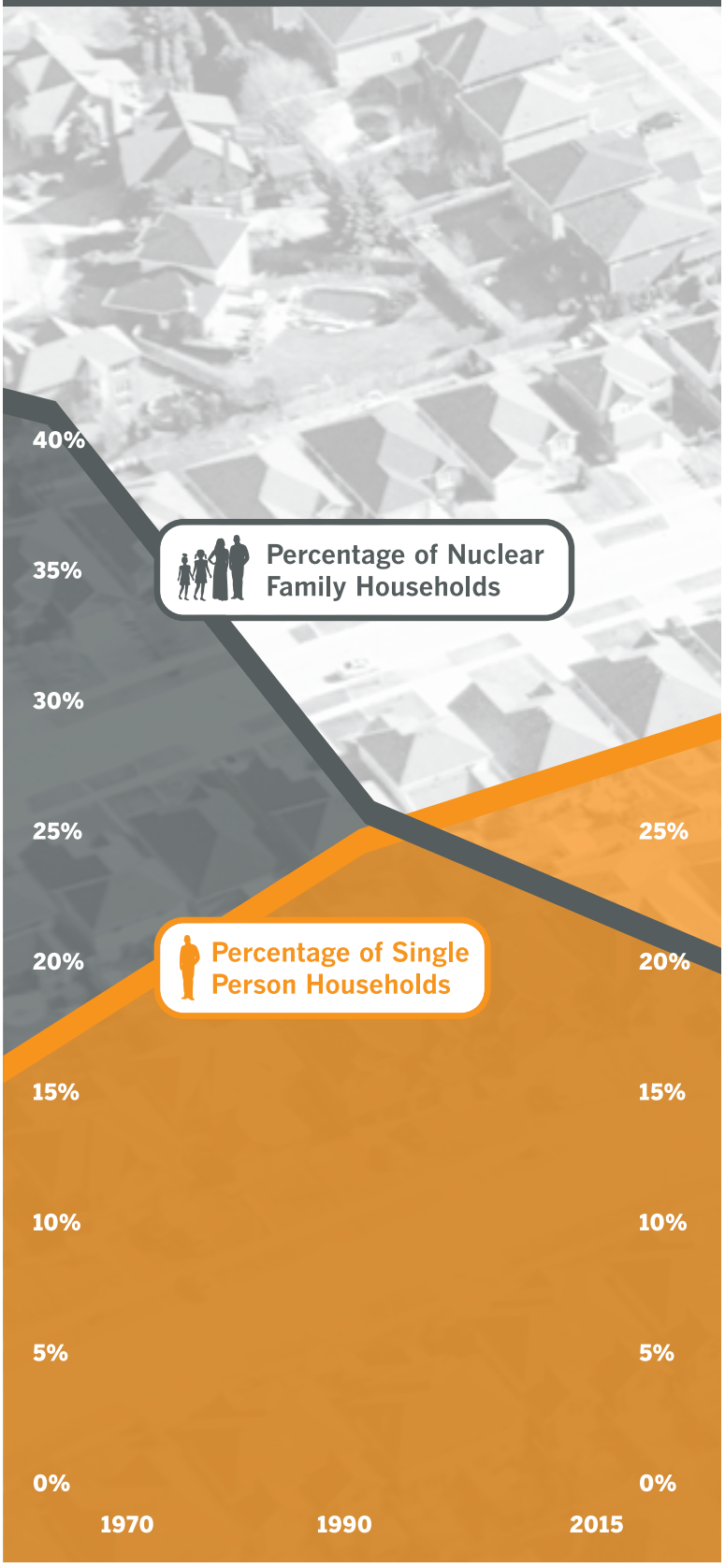
25%
Couples
(no children)

20%
Adults sharing with other adults

20%
Nuclear Families
(two parents, children 21 or under)

7%
Single parent families
(one parent, children 21 or under)

Single-Person Households Exceed Nuclear Family Households



Sources: CHPC Making Room Household Model using the 2015 American Community Survey, U.S. Census Bureau | Current Population Survey, Annual Social and Economic Supplements 1950 and 1970, plus the 2015 American Community Survey, U.S. Census Bureau | Current Population Survey, March and Annual Social and Economic Supplements 2016 and earlier, U.S. Census Bureau

America Is ***Changing***

The first step to rebalancing the mismatch between the diversity of the households in the United States and the homogeneity of our housing is a better understanding of the cultural trends and demographic shifts at play.

The five snapshots presented on the following pages dig deeper into defining our contemporary households, which the exhibition characterizes as:

- **The Aging Nation**
- **Family Fluidity**
- **Going Solo**
- **Parenting Alone**
- **The Shrinking Middle**

The numbers make it clear that these are long-term trends, decades in the making, not simply short-term trajectories. The implications for the housing market are significant.

22%
of Americans will be age 65 or older in 2050

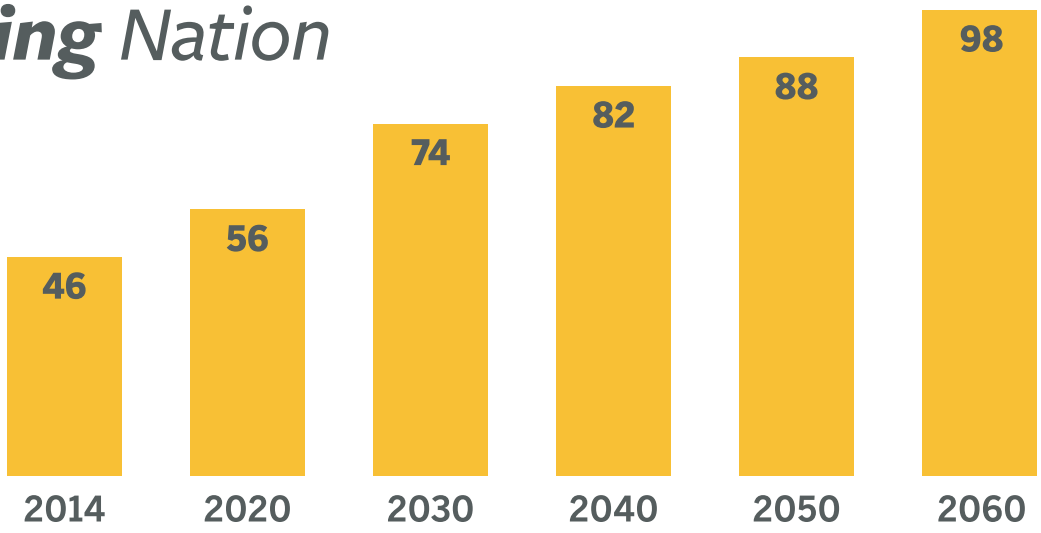
32%
of young adults live at home

48%
of adults are single

27%
of children live with a single parent

11%
fewer American households were middle class in 2015 than in 1971

The **Aging** Nation



Projected Population 65 or Older
in millions

America Is Aging

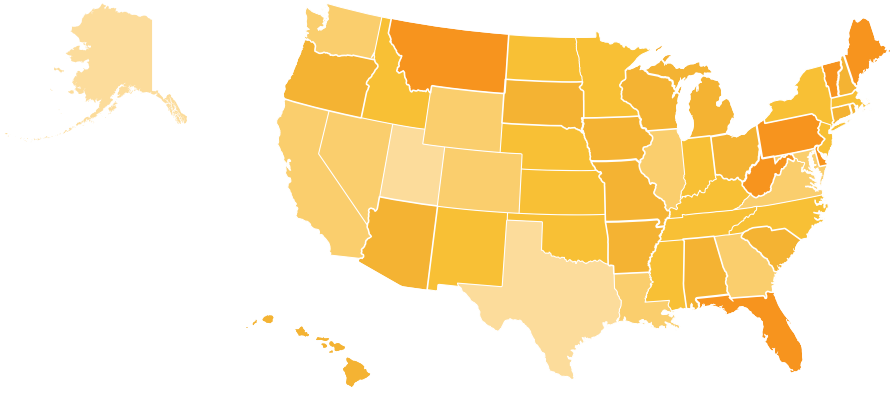
The country's population of older adults is experiencing unprecedented growth.

- By 2030, more than 1 in 5 people in the United States will be age 65 or older — and by 2035, older adults are projected to outnumber children for the first time ever.
- In the 2018 AARP Home and Community Preferences Survey, 77 percent of people age 50 or older said they wanted to stay in their current community for as long as possible; 76 percent said the same about their current residence. Among people age 65 or older, 86 percent said they wanted to remain in their current community and home.
- Most homes in the United States are not designed for aging in place. Many people will require solutions that respond to the changing physical and cognitive abilities that come with growing older.
- Two increasingly popular trends that address the issue are multigenerational living and home-sharing, both of which can provide on-site assistance and help ward off isolation.

Ask Yourself:

- **Have you considered what sort of housing you'll live in when you're older and, perhaps, less mobile?**
- **Will you be able to live in your current home?**
- **Would you consider downsizing?**
- **Would you be willing to share a home with friends? Or a tenant?**

Older Adults by State



Sources: 2014 and 2017 National Projections, U.S. Census Bureau | CHPC Making Room Household Model using the 2015 American Community Survey, U.S. Census Bureau

Family **Fluidity**



32.1%
Living in parent(s)' home

Living Arrangements for 18- to 34-Year-Olds



31.6%
Married or cohabitating in own household



22%
Other living arrangements



14%
Living alone, single parents or other heads of household

Our Households Are Not Static

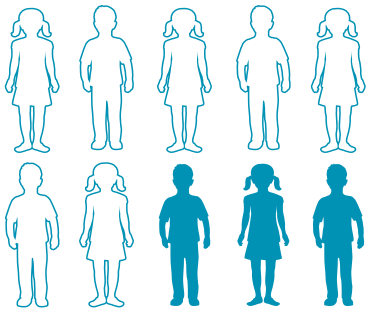
They grow, shrink and morph over time — and these fluctuations increasingly happen on a weekly basis.

- Divorce, remarriage and nonmarital cohabitation result in households that change size throughout the year, month or even week.
- For many, flux is the norm. The U.S. Census Bureau found that over a three-year-period, 31 percent of all children under age 6 experienced a change in the number of parents with whom they lived.
- Since 2014 (and for the first time on record) living with at least one parent has become the most common living arrangement for adults ages 18 to 34.

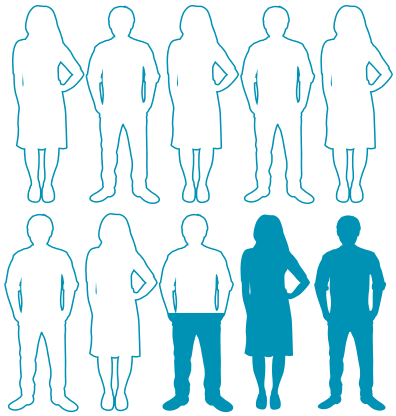
Ask Yourself:

- **Do any of the scenarios shown here ring true for you?**
- **Would your home easily accommodate a weekly or frequent change in the number and needs of residents?**
- **Would housing that's more flexible make life easier for you?**

Family in Flux



31% of children under age 6 have experienced a change in the number of parents they live with

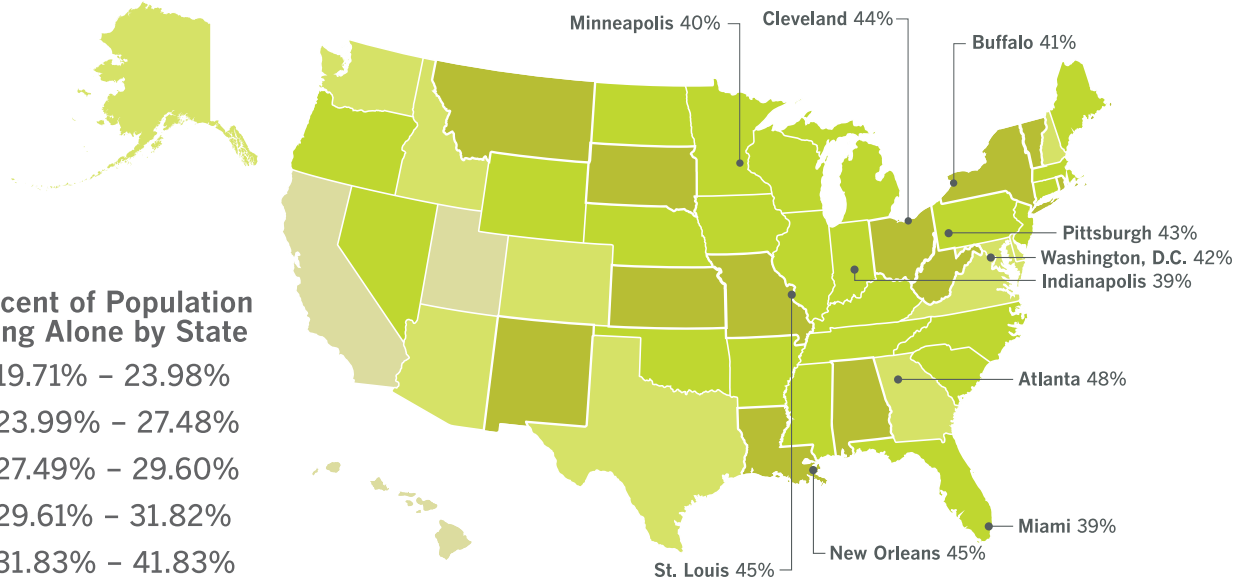


25% of ever-married population has been married twice or more

Source: Pew Research Center Tabulations of the 1880, 1940 and 1960 U.S. Decennial Censuses, plus the 2014 American Community Survey, U.S. Census Bureau | Survey of Income and Program Participation, 2008 Panel, Waves 1–10, U.S. Census Bureau | American Community Survey, 2008–2012, U.S. Census Bureau

Going ***Solo***

Single-Person Households



There's Been a Surge in Single-Person Households

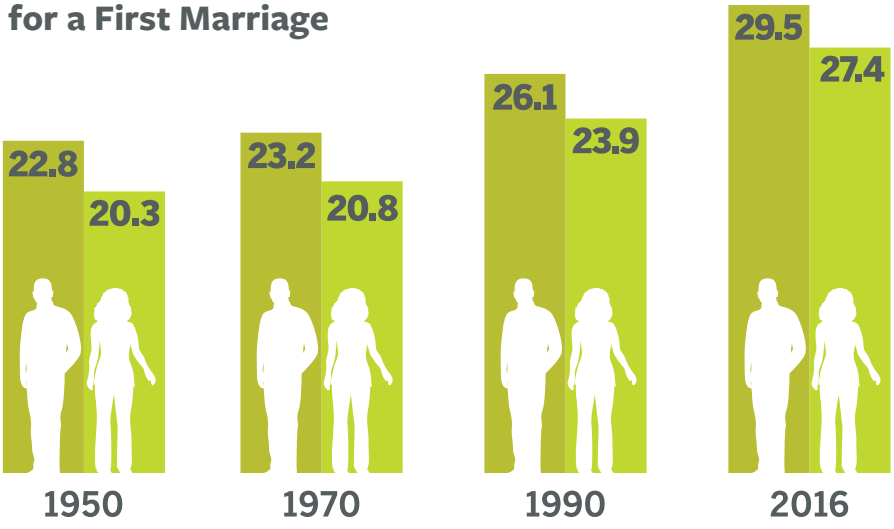
Divorce has contributed to an increase in older singles, and the trend is particularly true for women, who tend to outlive their spouses.

- Nearly half, or 48 percent, of all American adults are single.
- Single people living alone comprise 28 percent of all households.
- Both men and women are delaying marriage. In 1970, women first married at an average age of 20.8 years, men at 23.2. By the mid-2010s, that age had risen to 27.4 for women and 29.5 for men.

Ask Yourself:

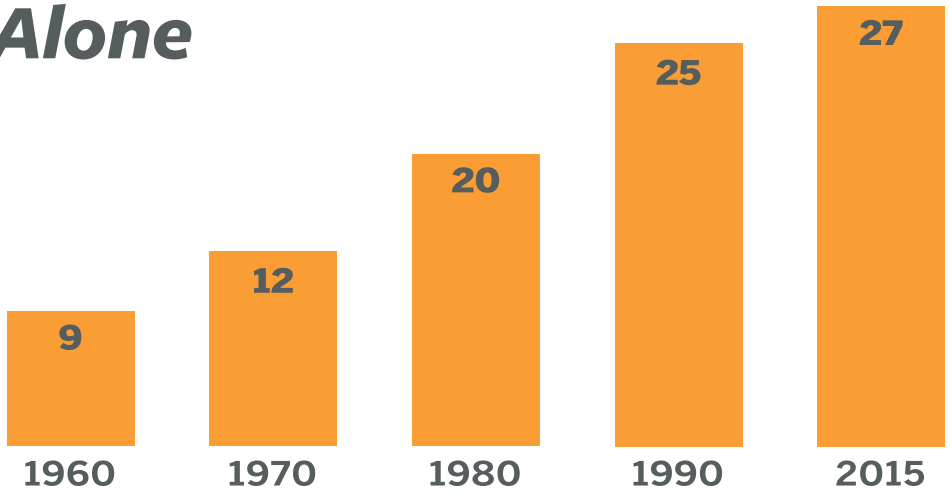
- **Chances are, you've searched for housing while single. Was it difficult to find a suitable place to live?**
- **Have you ever lived with a roommate?**
- **Do you prefer to live alone?**

Median Age for a First Marriage



Source: CHPC Making Room Household Model using the 2015 American Community Survey, U.S. Census Bureau | Decennial Censuses, 1890 to 1940, plus the Current Population Survey, Annual Social and Economic Supplements, 1947 to 2017, U.S. Census Bureau

Parenting ***Alone***



Percentage of Children Living with a Single Parent

Mom *or* Dad and Children

The percentage of children living in a single-parent household has tripled since 1960.

- This upturn reflects other cultural shifts, including the rising acceptance of divorce and a climbing birthrate for unmarried women.
- Single-parent households typically bring in less than half the median income of married couples. The average cost of center-based infant care exceeds that income by 24 percent.
- For many single parents, sharing housing and/or childcare responsibilities is a social and economic imperative.

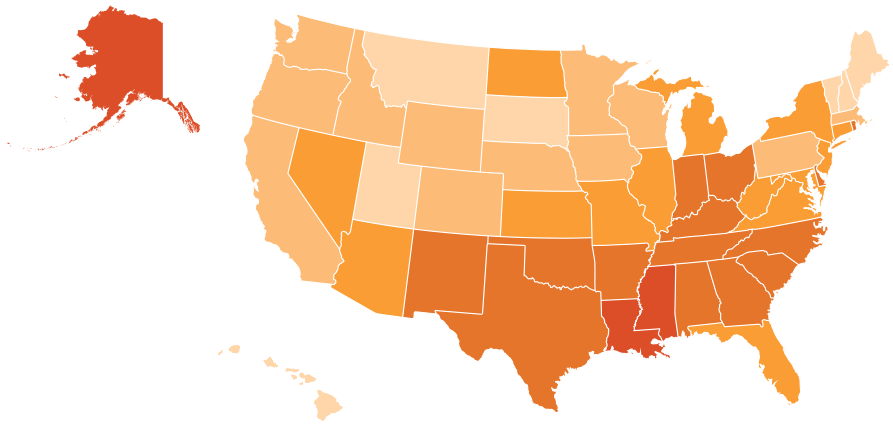
Ask Yourself:

- **Is quality childcare available near your home?**
- **Is it hard to find housing that fits your budget and needs?**

Single-Parent Households

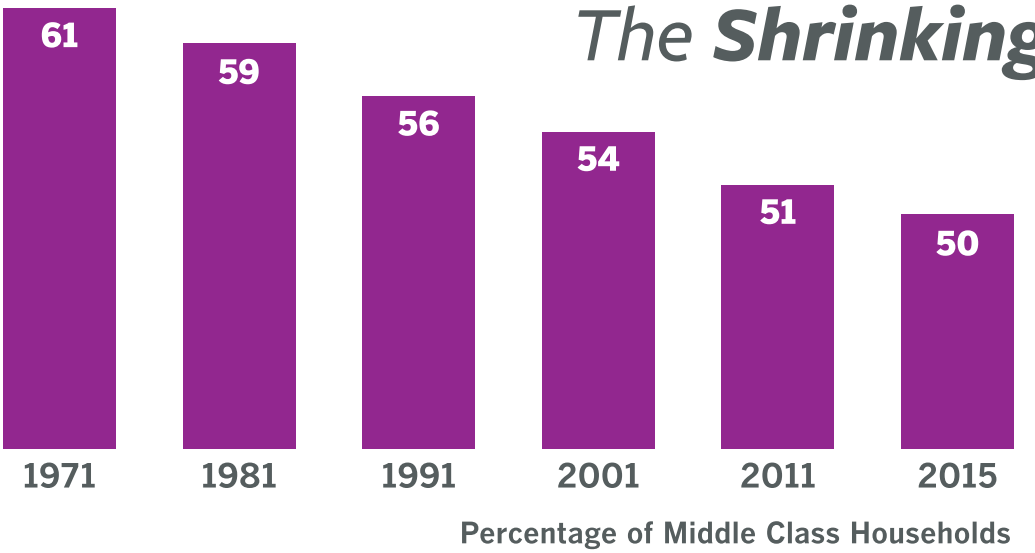
Percent of Single-Parent Households by State

- 4.49% – 5.41%
- 5.42% – 6.28%
- 6.29% – 7.13%
- 7.14% – 8.31%
- 8.32% – 9.95%



Sources: Current Population Survey, March and Annual Social and Economic Supplements, plus the 1960 Decennial Census, PC(2)-4B, Persons by Family Characteristics, Tables 1 and 19, U.S. Census Bureau | CHPC, Making Room Household Model using the 2015 American Community Survey, U.S. Census Bureau

The **Shrinking** Middle



America's Middle Class Is Getting Smaller

And it's not just smaller — middle class incomes have stagnated.

- In 1971, 61 percent of all U.S. households earned between half and two-thirds the median income. By 2015, the share of households in this middle tier had dropped to 50 percent.
- When adjusted for inflation, the U.S. median household income is virtually the same as it was in the mid-1990s.
- Although the median household income has stagnated, median home prices and rents now exceed those prior to the Great Recession.
- There is a widening gap between median household income and median home prices and rents.

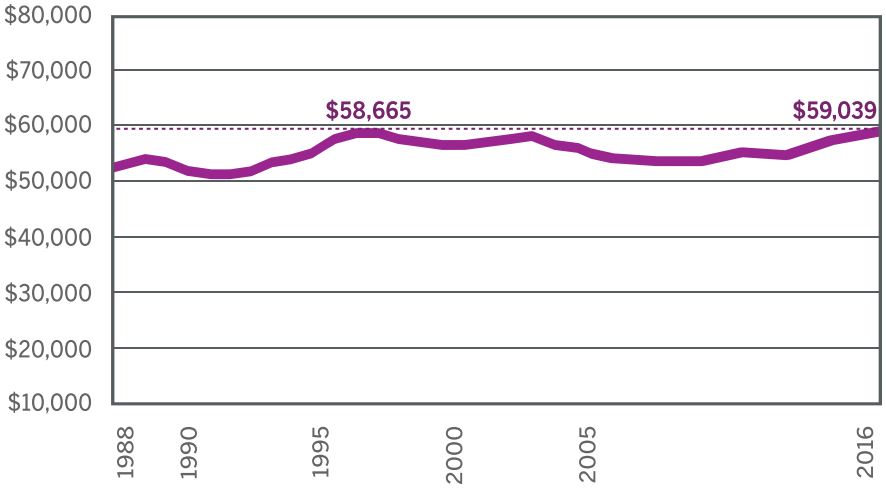
Ask Yourself:

- **Are you struggling to afford your home?**
- **Could your family live in a smaller, less expensive space?**
- **Is it possible to share or rent out part of your home?**

Median Household Income (Adjusted)

Income in Thousands of Dollars

(*1988–2016*)



Source: Pew Research Center, The Lost Decade of the Middle Class, August 22, 2012 | Current Population Survey, Annual Social and Economic Supplements, U.S. Census Bureau

Issue: ***Residential Zoning Often Limits Housing Options***

When decisions are made about what gets built, and where, the most powerful tool a community has are its zoning ordinances.

Zoning works in two ways:

1. It limits land use, frequently segregating residential, commercial, industrial and agricultural zones from one another.
2. It directs physical forms by prescribing the size of buildings — often setting *maximums* with respect to height, lot coverage, density and occupancy, and *minimums* specific to unit size, setbacks and parking.

Specifications such as density and setbacks may seem mundane, but they have a tremendous impact on how neighborhoods function.

"I've led 17 projects in my development career. All 17 were illegal when I proposed them. The one that's coming out of the ground in suburban Philadelphia right now took 11 years and two trips to the Pennsylvania Supreme Court to get the zoning."

— **Christopher Leinberger**, 2017
Founding partner, Arcadia Land Company, and Chair, Center for Real Estate and Urban Analysis, The George Washington University

Standardized or conventional zoning — adopted once the environmental consequences of the Industrial Revolution became apparent — was championed to protect property values, manage growth, and address public health concerns relating to pollution, overcrowding, and access to fresh air and natural light. All laudable goals.

But communities have been slow to adapt decades-old zoning regulations to changing demographics and housing needs, making it difficult, if not impossible, for new housing models to emerge.

In addition to preventing a market or cafe from opening in a residential area, for example, the rules often separate housing types by prohibiting the comingling of single-family and multifamily residences.

Since it's far easier for local leaders, planners, designers and developers to stick with the housing forms, placements and layouts favored by the existing code, change is slow to occur.

An Option: Form-Based Codes

Unlike conventional zoning, a form-based code regulates development by controlling the building form first — and building use second — with the purpose of achieving a particular type of place or built environment based on a community vision.

Adapted from "What Is a Form-Based Code?" by Mary Maddan and Joel Russell, PlannersWeb.com

Accessory Dwelling Units

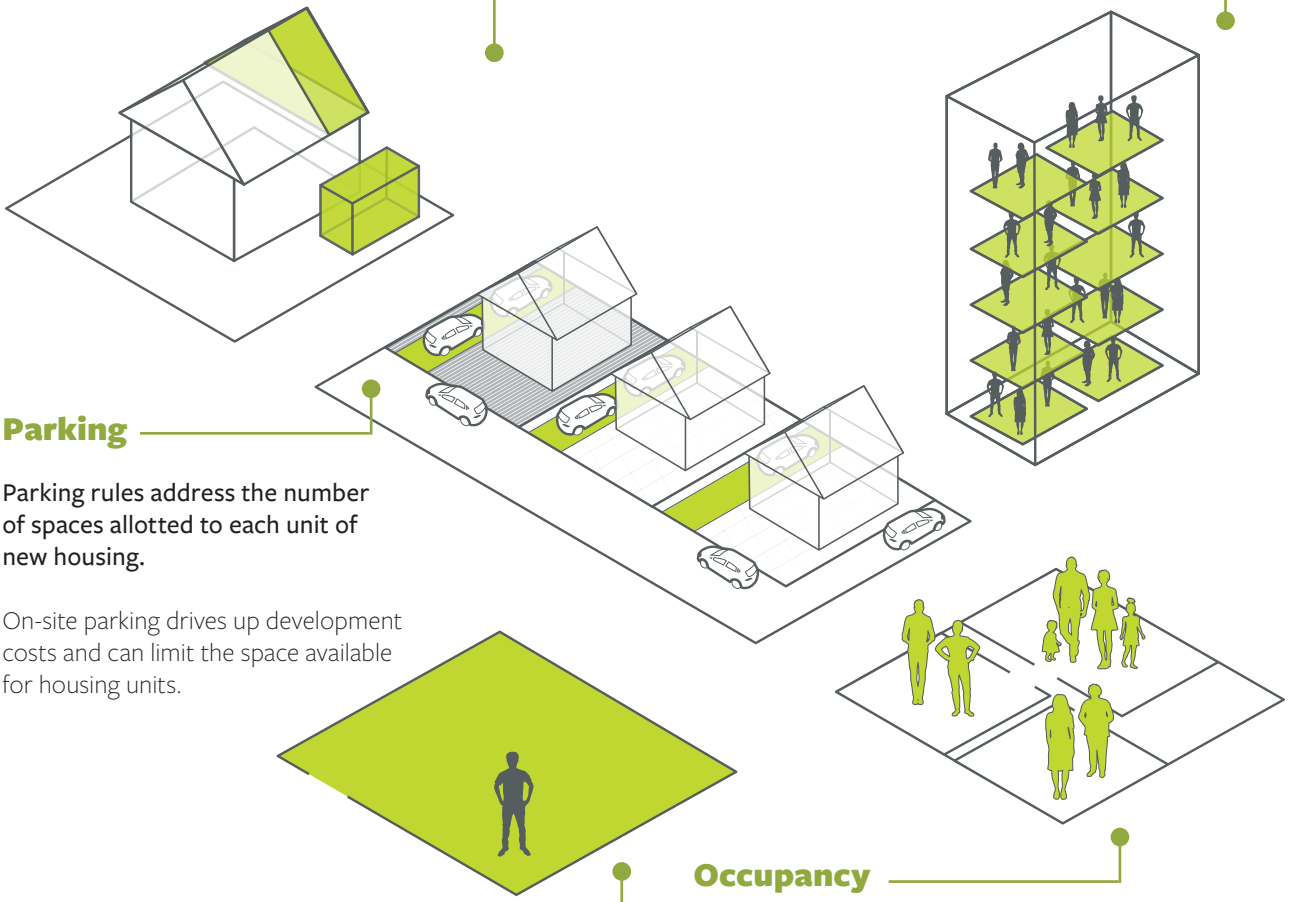
Many zoning codes make it difficult to create legal accessory dwellings.

Where permitted, these secondary units share the lot with a primary dwelling and can be either attached or separate — such as an apartment in the basement or a detached garage. (Read more about accessory dwelling units, or ADUs, on page 52.)

Density

Density refers to the maximum number of residential units that can be built on a particular lot.

Strict density rules limit the construction of multi-unit dwellings in favor of single-family houses. Where multiple units are permitted, density rules tend to promote the construction of larger buildings, making it harder for developers to build smaller ones.



Parking

Parking rules address the number of spaces allotted to each unit of new housing.

On-site parking drives up development costs and can limit the space available for housing units.

Minimum Unit Size

This term refers to the smallest residential unit permitted on a lot.

Strict codes prohibit smaller dwellings such as micro-units and tiny homes.

Occupancy

Occupancy standards regulate the total number of people who can live in a housing unit and/or the number of unrelated adults (often no more than three) who can share a unit.

These rules favor the traditional nuclear family and limit the construction of shared living spaces.

Issue: ***Midsize, Walkable Housing Is Missing***

Prior to World War II, the United States had an array of midsize, town-based housing options (such as those shown at right) that are largely missing today. In many places, the housing types were zoned out of existence in favor of more auto-centric patterns of development.

As a result, there's now a mismatch between the nation's available housing stock and what the market wants and needs due to shifting demographics (such as a rapidly aging population and shrinking household sizes) and the growing demand for walkable living.

So-called "Missing Middle" housing is poised to become a critical part of the solution. Where the structures do exist, they often go unnoticed because — and this is a good thing — they blend right in. Even though Missing Middle-style buildings contain multiple households, they are compatible in look and feel with single-family homes.

"Missing Middle housing types are a great way to deliver affordable housing choices by design since they're of a scale that most communities would support. But they can also hit higher-value niche markets," says Daniel Parolek, founder of Opticos Design and the architect who coined the Missing Middle terminology.

The Missing Middle concept also enables housing conversations — even in communities that bristle at words like "density" or "multifamily."

Discussions can develop around questions, such as: Where will your adult children live if they want to remain in the community? Where will downsizing empty nesters move to? Where will teachers or police officers with moderate incomes be able to live? One answer could be Missing Middle housing.

Communities that have identified their zoning codes as a barrier are either modifying the largely use-based codes or replacing them with a form-based, place-based approach that allows a mix of housing types and land uses. (If you missed the box about form-based codes, see page 16.)

Such mixed-use zoning can enable a street or neighborhood to contain single-family and multifamily homes as well as, say, a small grocery within walking distance — so buying a gallon of milk won't require a drive to the supermarket.

Missing Middle Housing:

1. Is ideally located within a walkable area, close to amenities
2. Never exceeds the size of a single-family house (in height, width and depth)
3. Mixes well with other building types
4. Features small but well-designed residences, often with floor plans similar to those common in single-family homes
5. Can be for sale or rent
6. Creates a sense of community within a building and in the neighborhood



The Types



Duplex: Side-by-Side



Duplex: Stacked



Bungalow Court



Carriage House



Fourplex



Multiplex (Small)



Town House



Live/Work



Courtyard Apartments

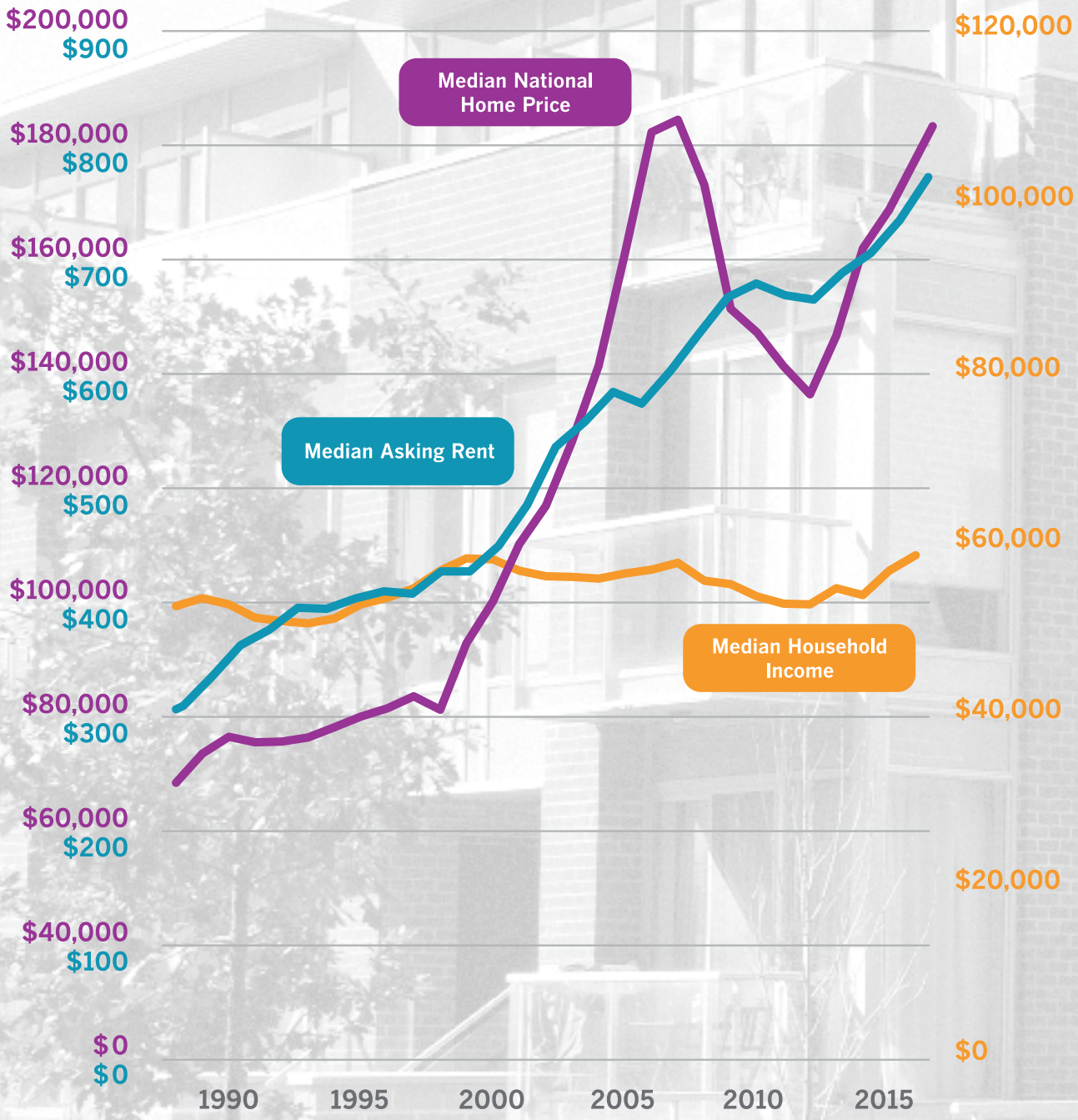
Streetscape and photos courtesy Opticos Design, Berkeley, California



Learn more at MissingMiddleHousing.com

Issue: 'The Rent Is Too Damn High!' and Home Ownership Is Beyond Reach

Since 1990, rents and home prices have risen precipitously, but the median household income has stagnated. The result: Millions are struggling to afford housing.



Source: Current Population Survey, Annual Social and Economic Supplements, U.S. Census Bureau | Current Population Survey/Housing Vacancy Survey, Series H-111, U.S. Census Bureau | Standard & Poor's Case-Shiller National Home Price Index

According to recent national data, rent for a modest one-bedroom residence averages $931 per month, and rent for a two-bedroom averages $1,149 per month. Anyone earning the federal minimum wage of $7.25 per hour who worked 40 hours per week is not be able to afford that rent. In 2018, the National Low Income Housing Coalition reported that the federal minimum wage doesn't actually cover these average rents *anywhere* in the United States.

To afford a one-bedroom, a minimum wage earner would need to clock a 99-hour work week; a two-bedroom would require 122 hours a week.

The U.S. Department of Housing and Urban Development (HUD) deems households that spend more than 30 percent of their income on housing to be "cost-burdened." To afford a two-bedroom, for instance, a household would need to bring in at least $22.10 an hour — or roughly $46,000 annually — without exceeding the 30 percent threshold. The needed wage could be as much as $34.48 an hour, or roughly $72,000 a year, in high-cost cities such as Washington, D.C.

Households considered to be severely cost-burdened pay more than 50 percent of their income on rent. Nearly 40 million American households (or nearly one-third) are cost-burdened.

*How Do We Make **Housing More Affordable?***

1. Subsidize the ***Housing Supply***

To assist lower-income Americans who are unable to rent or purchase market-rate housing, federal, state and local governments often focus on increasing the supply of affordable, or subsidized, housing.

In this model, developers are incentivized to build, buy and/or rehabilitate housing by receiving tax credits, tax breaks, low-interest loans or direct subsidies. In exchange, housing units are reserved for households that earn a prescribed percentage of the area's median income (or AMI) — an amount that's established by HUD.

Supportive housing uses affordable housing as a platform for providing additional specialized services to individuals and families recovering after a period of homelessness, hospitalization or incarceration.

2. Subsidize the ***Housing Demand***

A different approach is to supplement a household's budget with a direct subsidy that can be used on the private housing market. This form of housing assistance is known as a housing voucher.

3. Expand the ***Menu***, Grow the ***Supply***

The making-room premise asserts that providing a wider menu of housing designs can help people — especially the underserved single population — find housing they can afford. Some takeaways:

- Homes with less square footage can be less expensive.
- Homes that can be shared allow people to combine their incomes.
- Homes that can be divided into two or more units can generate income for a household.
- Accessory, or secondary, units — such as basement or garage apartments — are likely to be more affordable than a standard apartment. (Learn more about accessory dwelling units by going to page 52.)

Source: National Low Income Housing Coalition, The Gap: A Shortage of Affordable Rental Homes, March 2018

Part Two

Creative Thinking **Creative Solutions**

At first glance, it seems as if the United States has a lot of housing options. After all, the nation is home to an architectural array of housing styles. We've got Cape Cods, colonials, cottages, farmhouses, McMansions, ranches, Tudors, Victorians and more.

But in reality, we have only three basic types of residences: apartments, townhomes and single-family houses. What's truly lacking is affordability, adaptability and variety to meet the diverse and changing needs of individuals and families.

A key message of *Making Room* is that a wider menu of housing designs and layouts would enable people to find housing they can afford, and this is especially true for underserved populations, such as single-occupant households.

A truly livable community includes a range of housing options — at various price points — and allows for different types of housing, including cohousing, home-sharing and secondary housing, such as backyard bungalows, also referred to as accessory dwelling units, or ADUs.

Few homes are able to meet all of an individual's or household's needs over a lifetime. But if housing can adapt to its residents' needs during differing ages and life stages, fewer people will be forced to leave the homes and communities they love.

Part Two of *Making Room* explores how to provide a greater variety of housing options by rethinking:

- The size of homes. Bigger is not always better, and homes with less square footage can be less expensive.
- Who lives in a home and how the residents are related to — or relate to — one another. Homes that can be shared allow people to combine their incomes to cover housing costs.
- How spaces and structures can be divided into separate living units to generate income for a household or enable multiple generations of a family to live independently together.
- What can be done to modify existing homes to make them more livable for the residents who need them.

Making room for America's changing households may not be a simple task, but housing entrepreneurs are stepping up to this 21st century challenge.

The projects and design solutions seen on the following pages offer a glimpse into the future of housing, one where more options of all types meet the ever-shifting needs of the nation's households.

Photo from MichaelWarrenPix, Getty Images/iStockphoto



Big houses in suburban developments (this one is in Orlando, Florida) proliferated in the late 20th century, reaching a peak around 1994. Such housing was typically created along streets with dead ends and little connectivity. Since the neighborhoods are usually separated from commercial areas, business districts and any sort of public transit, owning a car is essential and work commutes are often long.

1. Rethinking Small

More than 50 percent of American households are composed of just one or two people.

That statistic alone argues for taking a fresh look at how to accommodate smaller households. One approach is to do more with less space.

The development of personal digital technology, the growth of the sharing economy and an increasing commitment to sustainability are likewise reducing the amount of space many people need — and want. After all, a smartphone can replace yesterday's desk, personal computer, bookshelves, CD racks and filing cabinets, making it easier to live in a smaller space.

The ripple effects of reducing a home's square footage can be significant: urban buildings can accommodate more households, suburban housing can have a smaller carbon footprint, and prices can be lower.

The projects shown here prove that quality is not proportional to size but to good design. From rural tiny houses to urban micro-units, these examples maximize space with a combination of multifunctional interiors and innovative amenities.



Tiny Houses

Tiny houses have captured the popular imagination. Their appeal is often rooted in a desire to simplify.

Technically speaking, most tiny houses are actually recreational vehicles, or RVs. Look closely. Many have wheels (sometimes hidden behind siding) or sit on a towable flatbed.

Unless the house is anchored to a slab foundation and connected to public utilities, a tiny house is not likely to be permitted under an urban jurisdiction's building code requirements for a permanent shelter.

However in communities where they are permitted — such as in rural areas — tiny houses can be a viable and affordable housing option, especially for people who have access to land (such as their own or to a relative's yard or a farmer's field) and are just starting out or looking to downsize.



Tiny houses typically include a bedroom loft with upper level windows for plenty of natural light. The homes — which usually contain a kitchen and a bathroom with a toilet, sink and shower — are powered by a generator or a connection to a home or utility pole in the vicinity. Water and propane can be supplied from tanks placed nearby. Wastewater can be managed by use of a composting toilet, a septic system or a gray water recycling system.



The interior of an average, efficiently designed, multifunctional tiny house is between 200 and 300 square feet. Tiny house furnishings can be sparse or, in the home shown here, elegant and well-equipped. Many manufacturers offer a collection of options at various price points.



Storage is at a premium in a tiny space but can be cleverly tucked away in stairways, seating or even floors.

Models shown: The Mohican, The Kokosing and Koko 2. Photos courtesy Modern Tiny Living, LLC



The Community First! Village neighborhood consists of 120 micro-homes, 100 RVs and 20 canvas-sided cottages. As of 2017, the community had the capacity to house up to 250 formerly homeless men and women.

***Tiny Homes**, Big Impact*

Community First! Village
9301 Hog Eye Road
Austin, Texas

Opened in December 2015
Rents range from $225 to $350 a month.

Community First! Village is a neighborhood of tiny houses, RVs and support structures offering permanent housing to individuals who are disabled and/or chronically homeless.

Organized by the faith-based nonprofit Mobile Loaves & Fishes, the village was inspired by the purchase of a used RV in 2005. The master-planned community sits on 27 acres outside of Austin's city limits, which means zoning regulations are not a factor.

The nonprofit provides several amenities and support services on-site, including a medical facility, a market, community gardens and places for fellowship. Residents also have access to microenterprise opportunities such as gardening, blacksmithing and woodworking. A strong corps of local volunteers help with neighborhood upkeep while building meaningful relationships with the residents.

From the **Cass Community** in Detroit, Michigan, to **SquareOne Villages** in Eugene, Oregon, supportive villages for the homeless or housing insecure have been emerging nationwide. The goal is to not simply provide shelter, but to help individuals and families get back on their feet.

Whether transitional or permanent, these neighborhoods offer residents belonging, dignity and hope.





Photos courtesy Mobile Loaves & Fishes



Community First! Village features many supportive and recreational amenities, such as walking trails, a dog park and an outdoor kitchen. Residents can access on-site medical care, social services and a property management office.







In 2014, the Austin chapter of the American Institute of Architects partnered with Community First! Village to hold the Tiny Victories competition. Local architecture firms submitted designs for houses of up to 200 square feet. One of the four winners — Designtrait's Dogtrot House — is shown above and is now common in the neighborhood. The homes have electrical power but no plumbing, so residents share access to a community kitchen and bathroom facilities.

Renderings courtesy AIA Austin and Designtrait (Becky Jeanes, Tray Toungate, Laura Shipley and Brianna Nixon)



Residents of Community First! Village can supplement their income by selling concessions at Alamo Drafthouse movie screenings on-site.



An art studio, woodshop and blacksmithing forge offer residents the opportunity to learn new skills, express themselves and create items to sell.



Dairy products and fresh produce from Community First! Village are sold at local farmers markets and used in the nonprofit's catering business. Volunteers are encouraged to visit and help residents with harvesting, cooking and canning.



Nearly half of the apartments in Carmel Place were outfitted with flexible furnishings that integrate seating, a wall bed and storage. Additional furnishings were provided through Ollie, an all-inclusive property management company that provides residents with hotel-like services.

Photos by Pablo Enriquez, courtesy nARCHITECTS



Micro-Units, *Urban Access*

Carmel Place
335 East 27th Street
New York, New York

Opened in June 2016
Eight units are reserved for formerly homeless veterans and 14 units are offered with subsidized rents. The remaining 33 units are rented at market rates, from $2,600 for a 260-square-foot studio.

In 2012, New York City launched adAPT NYC, a competition to develop micro-units as a new housing model for the city. The strategy addresses New York's changing demographics, especially the rise in single-person households.

To ensure the pilot project's legality, then-Mayor Michael Bloomberg's administration waived elements of the city's zoning ordinance that otherwise prohibited studio apartments smaller than 400 square feet. Monodnock Development, nARCHITECTS and the Actors Fund Housing Development Corporation submitted the winning proposal.

Carmel Place houses 55 studio apartments ranging from 260 to 360 square feet. Thanks to a generous 9-foot-8-inch ceiling height, each unit's volume is close to, or exceeds, that of a typical, code-approved apartment. Coupled with 8-foot-tall windows and Juliet balconies, the small-footprint residences actually feel loft-like. Built with prefabricated steel modules that were stacked on-site, Carmel Place is one of the city's first multi-unit buildings to employ modular construction.

More than 60,000 applications were received for the 14 studios offered with rent subsidies for low-income New Yorkers.



Carmel Place residents share an eighth-floor community room that connects to a roof terrace (above) with sweeping views of the city. Other building amenities include a spacious lobby with lounge seating, a light-filled fitness center, a coffee shop, shared den, laundry room and bike storage. Another perk: The building sits across from a public park.

Photo by Mekko Harjo, courtesy Ollie

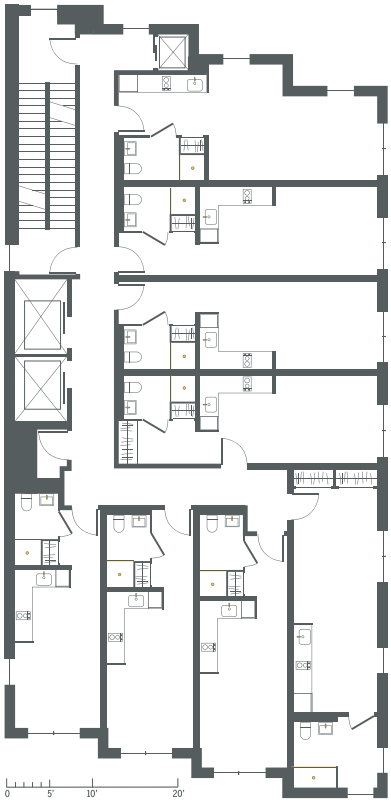


Photo by Mekko Harjo, courtesy Ollie



The Carmel Place building is composed of four staggered, 11-foot-wide towers, each corresponding to a column of stacked modules. Bricks in four shades of gray were chosen for the facade.

Photo by Iwan Baan, courtesy nARCHITECTS



Carmel Place features five micro-unit floor plans that vary in size and configuration. Most floors of the nine-story building include all five arrangements (shown in the plan above).

Plan courtesy nARCHITECTS



While the Carmel Place modules were under construction at the Brooklyn Navy Yard, the building's foundation and ground floor were being prepared on East 27th Street. The modules were assembled in just four weeks, greatly reducing construction noise and disruptions to the building's Manhattan neighbors.

Photo by Field Condition, courtesy nARCHITECTS



The Arcade, a stately Greek Revival–style 19th-century building, is in the heart of downtown Providence, Rhode Island. Tenants are attracted by the building's proximity to shops, restaurants, theaters and museums.

From Marketplace to ***Micro Lofts***

The Arcade Providence
65 Weybosset Street
Providence, Rhode Island

Opened in 2013
In 2017, rent for the smallest apartment started at $900.

Recognized as the nation's first enclosed shopping mall, the Arcade opened in 1828 but fell into disuse in the late 20th century after undergoing several unsuccessful renovations. The structure's cramped quarters proved impractical as contemporary commercial space.

When the building closed in 2008, developer Evan Granoff saw an opportunity to reinvent the national historic landmark as an adaptive reuse and affordable housing success story.

What **The Arcade Providence**'s upper-level residences lack in space is made up for with convenient access to lower-level retail shops and downtown Providence. The majority of the 48 units range from 225 to 300 square feet.

"The Providence Arcade is probably the single most important example of commercial architecture in Providence and a building of national significance. The reopening of the Arcade is a monumental, much-longed-for occasion and a great gift to the residents of the city."

— James Hall
Former director,
Providence Preservation Society



When the Westminster Arcade opened to the public in 1828, the building's skylighted, gabled roof ensured a comfortable, light-filled shopping experience similar to those at markets in London and New York at the time.

Photo courtesy the Rhode Island Collection and Northeast Collaborative Architects



The Arcade's micro lofts are located on the second and third floors of what was renovated into a mixed-use development in 2013. The first floor is occupied by retailers and restaurants.

Rendering courtesy Northeast Collaborative Architects



Nearly all of the Arcade's units are furnished with built-in beds and storage. Kitchens include a microwave and mini-fridge, but no stove. The Arcade provides additional on-site storage for residents.

Photo by Ben Jacobsen, courtesy Northeast Collaborative Architects



The courtyard of The Six encourages temperature regulation and airflow. The LEED-certified building includes solar panels and high-efficiency water fixtures.

Photos by Tara Wucjik, courtesy BROOKS + SCARPA



Bright interior common spaces — such as the center courtyard, roof deck garden and open stairwells — offer opportunities for residents at The Six to engage with one another and the outdoors. Connecting with others and nature are considered vital to their ongoing rehabilitation. On-site support services are provided on the ground floor and are available 24/7.

Shedding Light on ***Housing for Veterans***

The Six
811 South Carondolet Street
Los Angeles, California

Opened in April 2016
The Six offers 52 supportive homes for people who have experienced homelessness, with 18 units set aside for veterans to rent at about $500 per month.

The John and Jill Ker Conway Residence
1005 North Capitol Street NE
Washington, D.C.

Opened in January 2017
Sixty units are reserved for formerly homeless veterans, 47 are prioritized for households making no more than 60 percent of the area's median income (AMI), and 17 units are prioritized for tenants making no more than 30 percent of AMI. Rent for a 368-square-foot studio is about $1,150.

Nonprofit organizations have led the way in developing specially designed residences for the nation's most vulnerable populations. Two stunningly modern, small-unit properties on opposite coasts serve low-income residents, including formerly homeless veterans.

Each project focuses on creating a healthy and inspiring environment, both of which are critical factors for people transitioning out of homelessness or back into civilian life. Designs that emphasize sunlight, for example, are thought to be helpful in mitigating the effects of post–traumatic stress disorder.

Developed by the Skid Row Housing Trust in Los Angeles, **The Six** was inspired by the military phrase "got your six," meaning "your fellow soldier has your back." Brooks + Scarpa Architects grouped the building's housing units around an open and central courtyard.

Located down the street from the U.S. Capitol, **The John and Jill Ker Conway Residence** in Washington, D.C., was spearheaded by the nonprofit Community Solutions. Designed by Sorg and Associates, the building is oriented and organized to maximize direct access to natural light. The project is among the first of its kind to have full-time case managers from Veterans Affairs on-site.



The 14-story, 124-unit John and Jill Ker Conway Residence is located in Washington's NoMa neighborhood. Shared amenities include a community room, kitchen, computer lab, fitness center and lounge, plus outdoor terraces. The building's modern, glass, stacked facade is respectful of the historic St. Phillips Baptist Church next door.

The John and Jill Ker Conway Residence and The Six both follow the "housing first" model, which is a homeless assistance approach that prioritizes providing people experiencing homelessness with permanent housing as quickly as possible followed by voluntary supportive services as needed.



Community Solutions, the D.C. Department of Behavioral Health and Veterans Affairs provide Conway residents with on-site support, including occupational and mental health counseling.



Some units at the Conway Residence feature a clear view of the U.S. Capitol. A Wider Circle — a nonprofit that supports people who are transitioning out of homelessness — completely furnished the veteran-designated units.

Photos courtesy DLR Group. Floor plans courtesy Community Solutions



The John and Jill Ker Conway Residence's unit types include (from far left) 500- and 400-square-foot apartments, 340-square-foot dormitory-style two-bedroom suites and 250-square-foot single room occupancy housing.



The Cityspaces MicroPAD can be transported by train or a standard pickup truck. The units can be stacked as high as 12 stories in urban infill lots or wherever they might be needed. ("PAD" stands for Prefabricated Affordable Dwelling.)





The MicroPAD's interior is sleek and modern.

Prefab *Prototypes*

Cityspaces MicroPAD
San Francisco, California

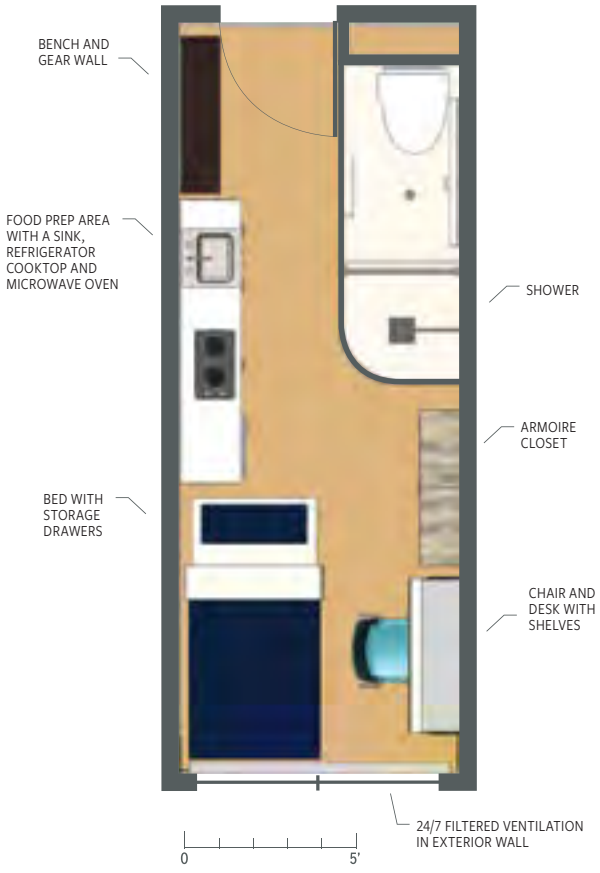
Kasita
Austin, Texas

Fully furnished, stackable and transportable micro-homes could be the solution to a variety of housing needs across the economic spectrum.

San Francisco developer Patrick Kennedy created **MicroPAD**, a prototype dwelling his firm proposes as a permanent-housing solution for the city's homeless. MicroPAD's all-inclusive design — which also comes in a wheelchair-accessible version — features a private bathroom, kitchenette, bed, desk and armoire. Constructed from steel, the 160-square-foot model exceeds California's seismic standards.

Kasita micro-homes have been marketed to potential homeowners and developers as either stacked or stand-alone units (see opposite page). The 352-square-foot dwelling incorporates smart technology, state-of-the-art appliances, and hideaway beds and storage.

Both prototypes offer a fast track to shelter. In comparison with conventional construction, prefabrication has the potential to reduce costs and time frames by (depending on location and other variables) as much as 50 percent.



MicroPAD units are engineered with noncombustible steel, which helps reduce noise and prevents pest infestation.

Photos and rendering courtesy Panoramic Interests.
Cityspaces® and MicroPAD® are registered trademarks



Kasita units are considered permanent structures once they're installed in their destination location, so the land needs to be zoned properly, building codes need to be met, and permits must be secured.

Photos and renderings courtesy Kasita





The renderings above illustrate Kasita's stacking potential — either within a supportive framework or on the rooftop of an existing structure.





The Kasita unit's 10-foot-2-inch ceiling height enables multi-level living with hidden storage. The steps double as drawers. The home comes with a queen size bed that, the designers note, "easily tucks out of sight (without even having to make it)." The manufacturer's suggested price is $139,000, and the unit can be delivered in six to eight weeks.

2. *Designing for Sharing*

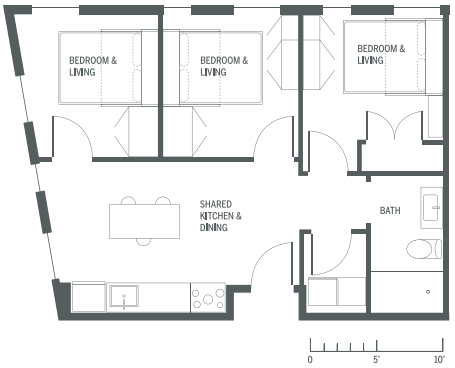
The concept of shared housing is not new. However, most people who share housing with extended family, friends or roommates still do so in spaces designed for a nuclear family.

In response to this reality and the growing popularity of the sharing economy, a surge of housing entrepreneurs are exploring living arrangements that promote alternatives — from co-living or group living to cohousing to co-parenting and beyond. Don't worry, we explain each.

Designers have embraced the challenge of creating spaces for shared and group activities that can actively enhance the quality of life for people living in nontraditional (essentially non-nuclear-family) arrangements.

The amenities in shared spaces are often designed and programmed to foster collaboration between residents, build community and provide connections between private and shared spaces.

Whether driven by developers, nonprofits or individual families keen to chart a new course, these housing solutions illustrate different and, for some, more suitable and affordable ways of living together.



A fully furnished three-bedroom, one-bath micro suite measures about 700 square feet and includes a washer/dryer.

Floor plan by Workshop/APD, courtesy Ollie

Co-Living

Baumhaus
5522 Baum Boulevard
Pittsburgh, Pennsylvania

Opened July 2017
Rent for a 664-square-foot, three-bedroom micro suite starts at $1,100.

In Pittsburgh, where more than 6 in 10 households consist of a single adult living alone or sharing with other adults, **Baumhaus** offers a way to apartment share with upscale perks.

The 127-unit, seven-story building is an unconventional mix of standard units, fully furnished micro-units and shared micro suites that are rented by the room.

The venture pairs Vitmore, a local developer, with Ollie, an all-inclusive, co-living property management company that provides hotel-like services and a live-in community manager to organize social events for residents. This type of arrangement is typical of "co-living" buildings or communities.

Located in the Friendship neighborhood of Pittsburgh, Pennsylvania, Baumhaus is within walking distance of shops, bars and cultural institutions, such as the Carnegie Museum of Natural History and the Pittsburgh Center for the Arts.



The Baumhaus lobby boasts a lounge and upscale kitchen area that's available for private parties and special events, such as cooking demonstrations by visiting chefs. A community manager, similar to a cruise director, organizes activities, gatherings and outings.



Baumhaus's micro-units and micro suites come with multifunctional furniture. (The sofa becomes a frame for a pull-down bed hidden behind the wall.) Rental fees cover amenities, including high-speed internet, premium television channels and housekeeping.

Photos by Ed Zeiler, courtesy Ollie



Oslo is a new building that grew out of an old one. (See the three-story brick building on the opposite page.) The developer needed to preserve the structure's original foundation four feet above grade in order to retain the existing zoning, which allowed for nine units within a height limit of 40 feet. By underpinning the existing foundation and digging a new foundation beneath it, Oslo emerged with four levels of modern living space.

Group Living

Oslo(shaw)
1734 6th Street NW
Washington, D.C.

Opened December 2014
In 2015, rent for a room in a three-bedroom unit started at $1,200.

Developer Martin Ditto purchased a modest apartment building in 2012 with the intention of creating **Oslo**, Washington, D.C.'s first apartment building designed to embrace contemporary roommate-style or group living. The project fills a gap between a typical shared row house (at a lower price point) and a private studio or one-bedroom apartment (at a higher one).

Architect Chuong Cao carefully calibrated the size and proportions of Oslo's floor plans, especially the shared kitchen and living spaces. Each of the building's 33 bedrooms, featuring a private bath and closet, are essentially the same, a design decision that minimizes the need to adjust rent levels and allows each apartment-mate to have his or her own similarly sized space.

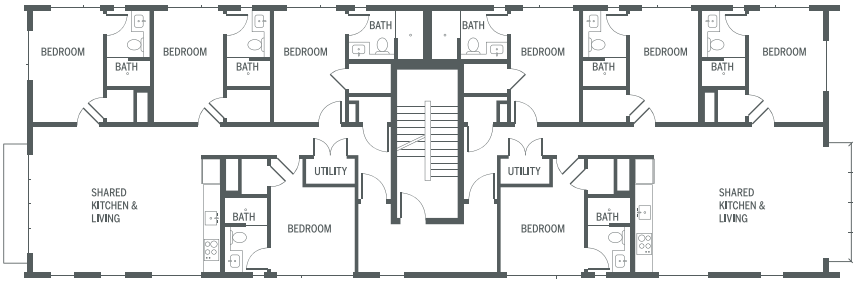
Quickly deemed a success, Ditto doubled down on the concept, opening two more D.C. group living buildings. Oslo(atlas) opened in 2017 and Oslo(admo) in 2018.



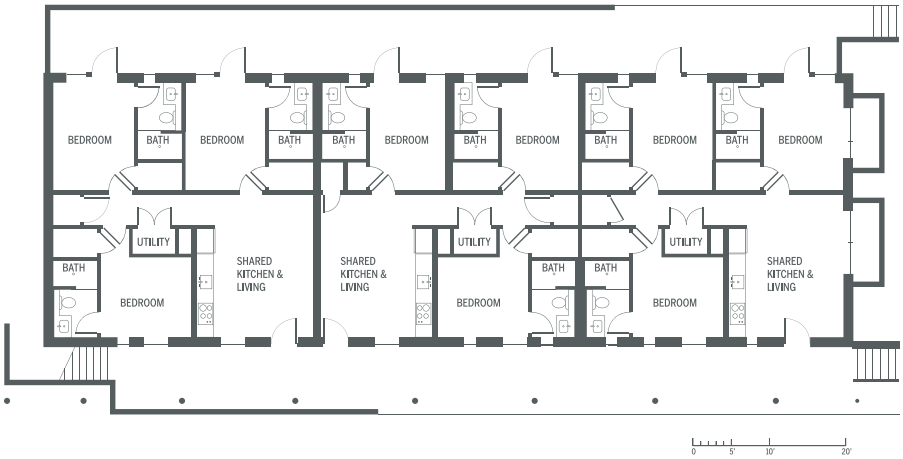


Plentiful windows on all four levels guarantees an abundance of natural light in all the units. Oslo's upper-story units enjoy panoramic views. The building's higher-end materials and finishes are expected to help reduce maintenance costs.

Photos by Patrick Ross, courtesy Ditto Residential



Each of the three upper floors houses two four-bedroom apartments with spacious common areas and either floor-to-ceiling windows or balconies.



Oslo's lower level has three, three-bedroom units with large, private patios.

Building rendering and floor plans by DEP Designs, courtesy Ditto Residential

"We wanted to get into a little trouble, make money and be successful ... but break the mold, something that was not just what everyone else was doing."

— **Martin Ditto**, president, Ditto Residential



The building before (above) and after (right) the renovation. In addition to its location in a revitalized inner city neighborhood, Oslo's original building had a number of advantages, including a height limit that had not been maximized and eight-foot setbacks on both sides of the lot. On one side, this space was used for an entry bridge and lower walkway; on the other, the space supports lower-level terraces.

Original building photo courtesy Ditto Residential







A section view shows an internal staircase (left side) that connects the floors within each of the building's three-story "neighborhoods."

Rendering ©Perkins Eastman, courtesy WeLive

Turnkey Neighborhoods

WeLive Crystal City
2221 South Clark Street
Arlington, Virginia

Opened in April 2016
Rent for a 300-square-foot studio starts at $1,640.

WeWork — a global leader in the on-demand, co-working office space market — is the creator of WeLive, an on-demand, turnkey co-living provider. The experimental concept meshes the convenience of a fully furnished apartment and the flexibility of a hotel stay with the social and communal advantages associated with dorm living.

WeLive Crystal City, co-located with two floors of WeWork offices, offers a mix of micro studios and suites ranging from 300 to 800 square feet. All but the smallest of the 216 units include complete kitchens.

Unlike with a more typical apartment, residents forgo larger private quarters and relative seclusion in favor of hip, amenity-filled spaces expressly designed to facilitate living and playing with others. There's a Sunday night dinner and other programmed activities, such as yoga.

To foster ownership of the meet-and-mingle spaces, the design team interspersed them throughout the converted office building, creating three distinctive three-story "neighborhoods" featuring a combination of apartments, shared living areas and a fully equipped chef's kitchen. The WeLive app, which includes a neighborhood email list, reinforces the community concept.



As part of the office-to-residential conversion, WeLive Crystal City's building exterior received a colorful makeover and a garden with outdoor seating and a play space. Both WeLive and WeWork are pet friendly.

Photos ©Assembly Studio 2016, courtesy WeLive







Each WeLive neighborhood revolves around a communal kitchen and dining space (top), as well as a media lounge (the red couches). Residents, also known as "members," have access to all of the building's amenities — from coffee bars and reading nooks to the library, laundry/game room (above right) and a fitness studio/screening room.



Each fully furnished micro-apartment includes built-in cabinetry, a bed, linens, towels, kitchen housewares and a wall-mounted high-definition television as well as high-speed internet. Tenants can simply arrive with their clothes and move in. As in the Baumhaus (page 36), the sofa becomes a frame for a pull-down bed hidden behind the wall.

Photos ©Assembly Studio 2016, courtesy WeLive (top and above left) and ©WeWork/Lauren Kallen, courtesy WeLive (left and above right)



This group photo was taken at Pacifica Cohousing's 10th anniversary party. The community's founding families helped plan, design and construct the neighborhood, which welcomes newcomers, including singles and retirees.

Cohousing

Pacifica Cohousing
137 Viburnum Way
Carrboro, North Carolina

Opened May 2006
Seven units were sold and are managed through the Community Home Trust.

Intentionally created by like-minded individuals or families, cohousing neighborhoods combine the value of private homes with the benefits of more sustainable group living.

These communities, which are typically created by residents rather than by developers, can address roles traditionally played by extended families, such as assistance with childcare or eldercare. Participants commit to actively engaging in the governance of the housing development, most often through a homeowners association.

Formed in 2001, **Pacifica Cohousing** is adjacent to Chapel Hill and sits on eight rolling acres only a mile from downtown Carrboro, North Carolina.

The residents worked with an architect to design an environmentally friendly and affordable neighborhood of 46 townhomes, duplexes and single family residences clustered around the Common House. Essentially functioning as the community's family room, this shared space includes a playroom, kitchen, dining room, meeting areas and laundry facilities, as well as a guesthouse. Other amenities are scattered throughout the development.



Pacifica's commitment to green living includes passive solar design, solar hot water and radiant floor heating. At the time of its construction, the rooftop solar array on the Common House was one of the largest in the area.

Photos by Trine Christensen, courtesy Philip Semanchuk



The Common House is the heart of the Pacifica Cohousing community. It's a space where neighbors gather to share meals, celebrate holidays, hold meetings and participate in weekly activities (such as yoga and karaoke).



Winding footpaths connect the residences and provide safe areas for children to explore and play away from cars, which are parked on the community's perimeter. A guesthouse includes three bedrooms and two bathrooms for visitors.



Residents (more than 100 strong) participate in the upkeep and management of Pacifica by contributing at least four hours of work per month. The neighborhood includes two organic gardens and on-site rainwater cisterns.

Cohousing's Backstory

In a cohousing community, residents enjoy the benefits of having both a private home and shared spaces. Pioneered in Denmark in the 1970s, modern cohousing was introduced to the United States in the early 1990s, when architects Charles Durrett and Kathryn McCamant created Muir Commons in Davis, California. More than 150 cohousing communities have been established since, with the largest number clustered in California, Colorado, North Carolina, Virginia, New England and the Pacific Northwest.



A Fast Track to Cohousing

Aria Cohousing Community
2835 West Parkside Place
Denver, Colorado

Opened August 2017
Eight of the property's 28 condos are designated affordable and sold for no more than 80 percent of the area's median income. In 2018, two-bedroom, market-rate units were selling for about $450,000.

In 2005, the Sisters of St. Francis sold their home, Maycrest Convent — and 17.5 of the 20 acres surrounding it — to Urban Ventures, a local developer.

Since the sisters embrace the ideals of community improvement and environmental stewardship, the sale was based on trust and a shared vision of how the land, and the convent, would be redeveloped. Although Susan Powers, the president of Urban Ventures, couldn't make any guarantees, reconfiguring the convent for cohousing seemed like an ideal and viable option.

Aria Cohousing, which is part of a larger urban infill project called Aria Denver, represents a twist on the cohousing concept — one where a developer jump-starts the community-formation process and leapfrogs financing hurdles. This can be an effective fast track to cohousing.

Originally proposed as cohousing for seniors, the Aria Cohousing Community that ultimately coalesced is multigenerational.



The exterior of the former convent (top), which was constructed in the mid-1950s, is virtually unchanged and retains its distinctive bell tower, red roof and buff-colored-brick facade. Members of the Aria Cohousing Community participated in all aspects of the project's development, from a series of design meetings held in 2015 (above) to the 2016 groundbreaking and periodic construction-watch tours.

Photos and illustrations courtesy Urban Ventures, LLC



The four-story Aria Cohousing building is home to 28 condos — from one- to three-bedrooms — two of which are fully accessible for people with mobility differences. Many of the units feature private balconies or terraces. A large communal kitchen, dining area and community room are now in what was once the convent's rectory. Additional shared spaces include a library, guest suite, sunroom, outdoor patio and courtyard plus gardens.

"We've been waiting and praying for cohousing ever since we heard it was possible.... It's sort of a layperson's experience of what we do in religious life. Everyone gets to have community life."

— **Sister Patty Podhaisky**
Sisters of St. Francis,
Sacred Heart Province





The Aria Cohousing Community is adjacent to a small urban farm in the center of a mixed-used neighborhood. As shown in the site plan above, the convent-turned-cohousing-community is surrounded by row houses, townhomes and apartment buildings.



Colorful shutters in each unit's private patio space open to encourage connections with neighbors.

Housing for ***Grandparenting***

Las Abuelitas Family Housing
440 East 26th Street
Tucson, Arizona

Opened September 2013
Residents must be at or below 80 percent of the average median income for their family size.

Championed and designed by grandparents, **Las Abuelitas Family Housing** is a small, ADA-accessible (see page 78) and affordable housing community that addresses the multigenerational needs of its residents.

This pioneering kinship-care housing project began in 2012 when the Tucson-based Primavera Foundation met with a group of grandparents raising their grandchildren through foster care or adoption.

The caregivers shared their vision for a safe place where they could collectively provide childcare and assist one another.

In later meetings, the group detailed specific requests, including homes with an open kitchen and dining area, some private, enclosed outdoor space, a large community room and a "hang out" space for older kids. Having a strong resident council and programming for all ages were also deemed critical to the plan.

Poster Frost Mirto, the architecture firm responsible for the design of Las Abuelitas (a Spanish endearment meaning "grandmothers"), delivered on those requests and created a model of sustainable design and efficiency. Several of the units qualify as "net zero," meaning they produce as much energy through renewable resources as they consume.

Family Matters

Kinship care is the full-time care and nurturing of a child by a nonparent relative or someone who has a significant emotional relationship with the child.



Although Las Abuelitas is bound by a secure perimeter, a community building serves the wider neighborhood as well as Abuelitas residents. A computer lab, library, kitchen and multipurpose room host after-school activities for kids and civic, financial and other workshops for the grandparents.



Metal shades (above) help diffuse the sunlight and provide a bit of shade over the private patios and shared walkways. A rooftop rainwater collection system and solar panels help maintain the landscaping and keep energy costs down. These LEED Platinum sustainable features give Las Abuelitas an advantage over most low-income housing developments.



Las Abuelitas' 12 housing units — eight two-bedrooms and four three-bedrooms — are designed to accommodate mobility differences. Of the estimated 60,000 grandparents in Arizona who are raising their grandchildren, 1 out of 5 have a disability.



Intergenerational activities and a safe place to play were among the top requests from Las Abuelitas' founding grandparents. The outdoor community spaces include a playground, basketball court and common greenspace. Each household also has its own plot in the community garden.

Photos and plan courtesy Poster Frost Mirto, 2015

Do college residence halls have to be on a campus? Not anymore. The basics of co-living in dormitories may not have changed — but the location has.



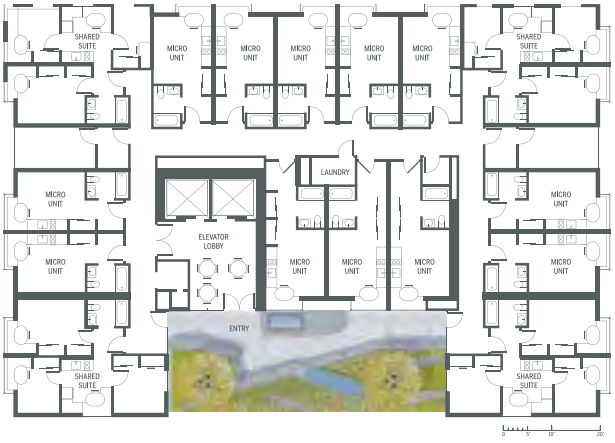
Students from the San Francisco Conservatory of Music, the California College of the Arts, and the University of California, Berkeley, can study in reading lounges located on each floor or socialize in the Panoramic's lobby "living room."

Student Housing *Reimagined*

Panoramic Residences
1321 Mission Street
San Francisco, California

Opened 2015
Costs vary by the affiliated college, but leases generally start around $1,450 a month.

The first micro-unit project approved by the San Francisco Planning Commission, the **Panoramic Residences** cater exclusively to students and interns looking for an off-campus, urban living experience. The building includes 120 two-person studios and 40 four-person (three-bedroom) apartments, each with a full bathroom (featuring an extra-deep soaking tub) and a sleek, contemporary kitchen. The units come with flat-screen TVs, laundry facilities and lounges. Similar to the Las Abuelitas project described on the preceding pages, several of the units qualify as net zero.



The 12-story building's studios and suites range in size from 274 to 630 square feet. Outdoor living spaces include the courtyard, seen in this plan, and a rooftop garden deck.



Students choose from leasing a bed in a shared (176-square-foot) or private (97-square-foot) bedroom. The rooms come with panoramic views and all-inclusive utilities.

Photos and floor plan courtesy Panoramic Interests

La Casa Student Housing
1818 South Paulina Street
Chicago, Illinois

Opened 2012
Leases are based on financial need but generally start at about $450 a month for a shared room or $650 for a single.



Initially created to provide undergraduates in Chicago's predominantly Latino Pilsen neighborhood with safe and affordable off-campus housing, the **La Casa** dormitory now serves students from throughout the area. All of the city's major colleges and universities are within a 15-minute ride from the nearby 18th Street Pink Line transit station. The building provides commuter students with a college dorm experience that enables them to focus on their studies and avoid the distractions and stresses that often arise when living at home.



An important feature of La Casa is its on-site, bilingually staffed Resource Center (above), which offers mentoring, tutoring, networking and internship opportunities as well as job placement services.

The La Casa dormitory is an initiative of The Resurrection Project, an education-focused nonprofit committed to increasing the college graduation rate of typically underserved Chicago-area young people. Nearly 100 percent of the building's first group of residents earned their bachelor's degree.





Each 10-person suite contains five bedrooms plus a shared kitchen (pictured) and living area. Among the amenities available in the six-story building: free Wi-Fi, a computer lab, flat-screen TVs, laundry rooms and a fitness center.

Photos by Anthony May, courtesy UrbanWorks, Ltd. Floor plan courtesy The Resurrection Project

Matchmaking for ***Home-Sharing***

Housemate-matching services help connect people who might not otherwise find one another. They guide homeowners and renters through the matching process and co-living experience. Responsible providers conduct background checks and multiple interviews, supervise meetings and, if necessary, mediate conflicts. Most older adults want to remain in their current home, but often are unable to manage the duties living alone and caring for a home require. Home-sharing for older adults can literally put their house to work for them. Life can be easier and more fulfilling with the friendships that follow.

Affordable Living for the Aging

Los Angeles, California

Founded in 1978

Affordable Living for the Aging (ALA) is a trailblazer. Its housing providers are homeowners or renters (average age 75) who want to share their home and have at least one available bedroom. Housing seekers (average age 65) don't want to live alone or can't afford to do so. ALA prescreens and monitors the home-shares it fosters. Both parties in the home-share must be mentally, emotionally, physically and financially self-sufficient.



Lois was 66 when she moved into a home owned by Shirley (left), a 95-year-old widow. The arrangement lowered Lois's housing costs and provided Shirley with a friend and helper. "I tell her what to do and she does it," the homeowner jokes.

Photo courtesy Affordable Living for the Aging

Home-Share Stats

According to the 2018 AARP Home and Community Preferences Survey, 16 percent of people age 50 or over say they're willing to share their home or already do. Why? Nearly 60 percent say they can use the help, 50 percent would like the companionship, 49 percent cite the extra income.

Home Share Now

Barre, Vermont

Founded in 2001

Home Share Now connects older people who want to rent space in their homes to singles in need of affordable housing. In 2016, Home Share Now paired more than 115 people, 85 percent of whom were low-income. "Home-sharing keeps you engaged with the world," says Cindy (pictured below with her renter). "You have someone to talk to about their and your day. You share meals. You go to church together, and you become involved again."



Cindy rents space in her home to Monika (right).



After Shirley had a bad fall, she and her husband, Don, decided they needed help. By assisting with chores and driving, Cliff reduced his rent and saved enough to buy his own condo.

Photos by John Lazenby, courtesy Home Share Now

CoAbode

Santa Monica, California

Launched in 2000, *coabode.org*

CoAbode matches single mothers who are looking to pool resources, share housing and help one another with the responsibilities of parenting. The biggest plus: By sharing housing costs, the mothers are able to afford more comfortable living arrangements in safer neighborhoods. After creating an online CoAbode profile, a woman becomes part of a database through which she can communicate safely with like-minded mothers. Criteria such as desired location, school district, schedule, parenting philosophies and interests are all taken into account during the matching process. The company also offers online resources for medical care, financial planning and legal issues.



CoAbode members report saving an average of 56 hours a month previously spent on childcare, household and transportation responsibilities. CoAbode Friend Circles connect nearby single moms for carpooling, support and fun.

Photo courtesy CoAbode

"I met my roommate at a CoAbode support group. We all became friends first (we both have 5-year-old boys), which helped. We took the time to iron out a lot of details before we agreed to become roommates.... We felt sure that we could mesh our lives under one roof. But I never dreamed it would be this amazing. Simpler. Better. Happier. Easier. Cheaper."

— **Danielle**, CoAbode member, Washington, D.C.

Nesterly

Boston, Massachusetts

Launched in 2016, *nesterly.io*

Nesterly was developed by two urban planning graduates of the Massachusetts Institute of Technology to pair empty nesters who have space to spare with millennials looking for housing they can afford.

The web-based company finds and vets potential homeowner-tenant matches. Boston has plenty of potential shares due to a high concentration of universities and colleges close to spacious residences occupied by older homeowners.

"We're like Airbnb but designed for home-sharing, not home-renting. It's a win-win for everyone," says co-founder Noelle Marcus. Nesterly charges a nominal fee. Renters and hosts work out the prices and details. Tenants have the option of reducing their rent by helping with household chores or other tasks.

Using the capacity of single-family homes more efficiently can translate into more affordable housing in fully built-out, established communities. Also, says a retired professor and Nesterly host named Jeffrey: "There's so much loneliness in America these days. It's a really debilitating thing for many people. Just in terms of your own spirit, it's a good thing to have other people, and particularly younger people, around."



Nesterly connects older homeowners who have spare rooms to college students (typically graduate students) in need of housing. Ryan, a grad student, resides with Sarah, who has lived in her Boston home for three decades. "My friends are very jealous," she said about having a helpful roommate.

Photo courtesy Nesterly

3. Two Homes (or More) in One

Accessory Dwelling Units (ADUs) are self-contained, secondary housing units that exist within or adjacent to a primary residence — such as in the basement, the garage, on an upper floor, in an attached addition or in the backyard.

ADUs provide flexible solutions.

These separate-but-related apartments or cottages permit owners of single-family residences to capitalize on their investment, typically boosting property value. An ADU can enable homeowners to legally rent out a backyard bungalow or attached apartment — or move into the smaller residence and rent their primary, larger home instead. (The ADU is considered part of the original property and can never be sold independent of it.)

An ADU can allow older adults to age in their existing home with live-in care, or make it possible for homeowners to provide adjacent housing for their aging parents or their adult children, grandchildren, or other family or friends.

Such small-home options help to improve housing affordability and diversify a community's housing stock without changing the physical character of neighborhoods.

Cities including Portland, Seattle, San Francisco, Atlanta, Los Angeles and Washington, D.C., have reformed and liberalized their zoning regulations pertaining to ADUs. The entire state of New Hampshire has done so as well.

How Do You ADU?

You may be familiar with the concept of Accessory Dwelling Units, even if you don't recognize the term or its acronym. Following are a few of the more common names for these separate, secondary living spaces:

- **Alley Flat**
- **Backyard Bungalow**
- **Backyard Cottage**
- **Basement Apartment**
- **Carriage House**
- **English Basement**
- **Garage Apartment**
- **Garden Cottage**
- **Granny Flat**
- **In-Law Suite**
- **Laneway House**
- **Ohana Unit**
- **Sidekick**

Why ADU?

According to the 2018 AARP Home and Community Preferences Survey, people age 50 or over who would consider building an ADU said they'd do so to:

- Provide a place for a loved one to stay who needs care (84%)
- Provide a home for family members or friends (83%)
- Have someone living close by to feel more secure (64%)
- Have a place for guests (69%)
- Increase the value of their home (67%)
- Have a place for a caregiver to stay (60%)
- Earn extra income from rent (53%)



Lock-Off Studio

One University Crescent

9300 University Crescent
Burnaby, British Columbia, Canada

Constructed in 2005

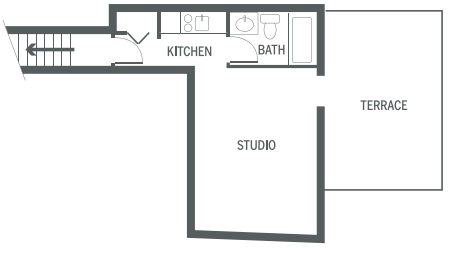
Accessory dwellings typically take the form of rental apartments above garages, in basements or in a backyard. **One University Crescent** is unique in that it adds a separate — or lock-off — studio to some of its two-bedroom, two-bath condominiums.

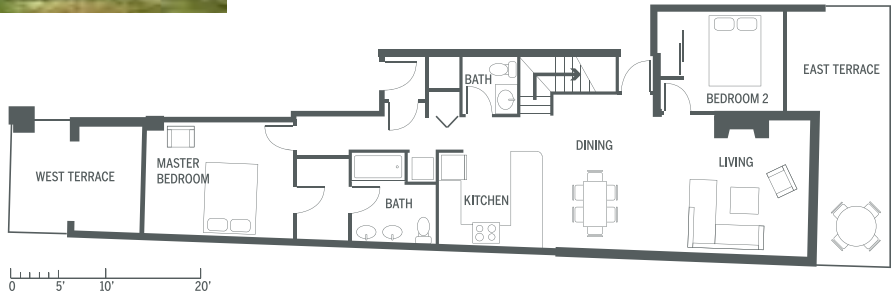
This lower level studio is accessible from the main unit via an internal staircase or an exterior hallway, and it includes a kitchenette, full bath and private terrace.

Proximity to Simon Fraser University makes the studio an ideal student rental, but the flexible setup would easily work for a live-in caretaker or use by extended family. Alternatively, it could serve as a master bedroom.

The two-bedroom-plus condominium floor plan shown below measures a generous 1,459 square feet. The midrise building is located in the Burnaby Mountain Conservation Area outside of Vancouver.

Photo and floor plan courtesy Millennium Development Group









The Grippi project is a second-story 560-square-foot, one-bedroom ADU. The owner's working studio space is behind the carriage doors of the new garage. The living unit is used to host visiting family.

Reducing *Regulations*

Grippi Garage ADU and **Moray Eco Cottage**
Portland, Oregon

Constructed in 2014 and 2013

Portland, Oregon, stands out as one of the nation's most supportive municipalities for accessory dwelling units. The city repeatedly relaxed or removed restrictions and incentivized construction by waiving the infrastructure impact fees that were especially onerous on the homeowners seeking ADU permits.

Between 2010 and 2016, Portland issued just short of 2,000 ADU building permits, a steep rise over the previous decade. Two interventions — easing design and setback standards (2015) and allowing ADUs to be used for short-term rentals (2014) — coincided with a surge in issued permits. In 2016, in excess of 600 permits were issued, more than double the number from 2014.

Portland's ADU boom is providing architects, such as Jack Barnes, with an opportunity to specialize in the design of these compatible, compact and multifunctional apartments. His accessory dwellings projects (including the **Grippi Garage** and **Moray Eco Cottage**) have transformed basements, sheds and garages into usable, profitable, energy efficient living spaces.



"I've always enjoyed small dwellings carved out of forgotten urban spaces. Designing an ADU presents unique spatial challenges, which often result in a richer design solution. It's a lot more fun than designing with unlimited space."

— Jack Barnes, principal
Jack Barnes Architect, PC

The ADU entrance stairway is accessed through the side yard, behind a slatted cedar screen wall. This feature acts as a guardrail and hides mechanical equipment, including an energy-saving tankless gas water heater and HVAC heat pump.





This detached garage underwent a radical transformation and expansion to become the Moray Eco Cottage. The homeowner wanted a small dwelling that could serve as a guesthouse or short-term rental until she was ready to downsize and occupy the space herself.





The 508-square-foot Eco Cottage was built using sustainable building practices to reduce dependency on nonrenewable energy. Continuous exterior insulation and high-performance windows prevent heat loss. A specialized ventilation system provides fresh air.

Photos and rendering courtesy Jack Barnes Architect, PC



Yvonne Chang (in red) lives side-by-side with her son and his wife in a Spanish Revival Next Gen home.



Each suite in a Next Gen home has its own private front entrance and many have access to a shared outdoor space, such as this covered terrace.

Under One Roof

Next Gen
The Home Within a Home
Launched by Lennar Arizona in 2011

Lennar is the country's first national home builder to offer new homes specifically designed to accommodate multigenerational households. Developed in direct response to the growing trend seen during the Great Recession, **Next Gen** models address the needs of large families with adult children and/or aging parents.

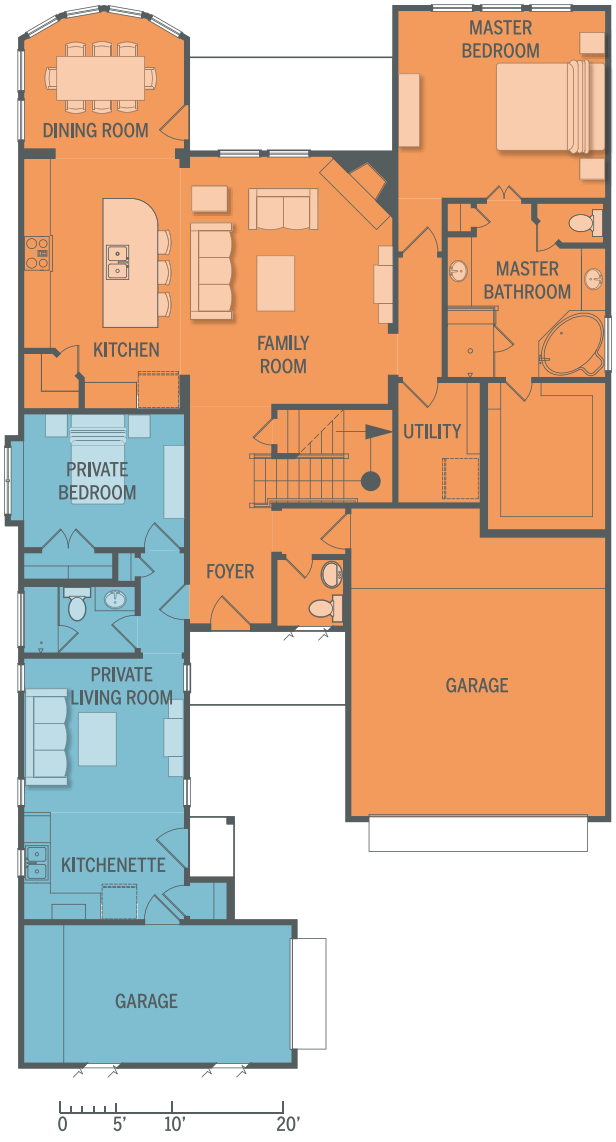
Launched by Lennar Arizona, Next Gen floor plans incorporate a self-contained suite — which has a bedroom, bathroom, kitchenette and living area — into the first floor of an otherwise traditional single-family home. The suite has two doors: one is a private entrance and the other connects to the larger, main house. Some suites also include a private one-car garage.

The arrangement provides maximum flexibility for the suite's residents, who can choose when to opt in to the larger household's activities (or seek assistance) and when to function independently. Next Gen models are available in more than 300 communities in at least a dozen states. Other national builders — such as KB Homes, PulteGroup and Ryland — have followed suit to offer similar options.

Next Gen® and The Home Within a Home® are registered trademarks



Marshall Wilkinson and his daughter, Savannah, prepare to frost cookies in the kitchenette of her Next Gen suite.



In this typical Next Gen floor plan the main home appears in orange and the suite is shown in blue.





A two-car garage is standard for Lennar's Next Gen homes, which can be upgraded to include an additional one-car garage, as seen on the front left of the Colonial Revival version of the Independence (top), a model sold in Virginia. In most models, the private entrance to the suite is next to the front door of the main house. Here, Bill Clark and his father chat outside of their respective front entrances.



Each suite's kitchenette includes a refrigerator, dishwasher and microwave convection oven, but not a stove. That omission is one way the suites avoid being prohibited in areas that don't officially allow accessory dwelling units.

Photos and floor plan courtesy of Lennar Corporation

Independent Yet ***Interconnected***

Choy House

Queens, New York

Constructed in 2014

The **Choy House** is an inspired solution for an extended, multigenerational family.

Three independent but interconnected spaces coexist under one roof, enabling each branch of this Chinese American family — a couple with two children, a brother and his wife, and the brothers' mother — to have a private space as well as areas where they can come together.

The two brothers live as neighbors: their separate entrances are only a few feet from each other. The rear of the house is occupied by the family of four, while the front is used by the two-person household. The apartments connect to one other by a shared family room on the lower level, which is where the grandmother lives and can enjoy the terraced garden seen at right.

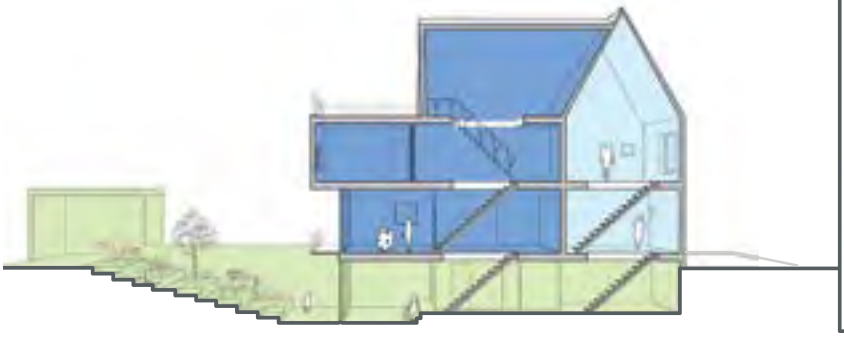
Although multigenerational living is common in some countries, most suburban, single-family homes in the United States are not conducive to this dynamic. The Choy House illustrates how discrete, shared spaces may be all that's needed to maintain family harmony.

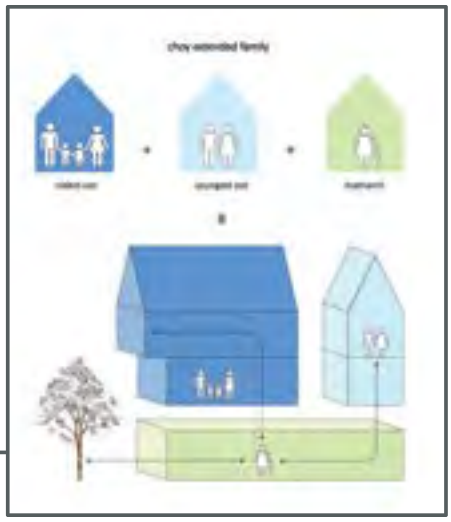




Although the scale and style of the Choy House stands in contrast to its immediate neighbors, the structure is respectful of its suburban context. Different materials on the exterior distinguish the home's separate spaces.

This color-coded section and diagram delineate how the Choy House is divided into three separate but linked zones — one for each household.









The house includes two sets of internal staircases, one for each of the brothers' homes. To maintain an open floor plan, both sets of stairs are located along an exterior wall. A spacious and accessible bathroom includes a convenient, curbless shower.



A lower-level family room joins the two other sections of the house and opens onto a terraced garden that's used by the extended family.

Photos by Michael Moran. Photos and diagrams courtesy O'Neill Rose Architects

An exterior staircase provides a separate entrance for second floor inhabitants and direct access to the front porch. The wooden slats provide privacy, but also let in sunlight and air to help ventilate the home.

***Evolving Space**, Versatile Living*

Shotgun Chameleon House

Houston, Texas

Constructed in 2015

The **Shotgun Chameleon House** has the ability to adapt, chameleon-like, to the needs of its inhabitants, the neighborhood and the local climate. Conceived as a prototype, the home's inherent flexibility grew from designer Zui Ng's desire to create an economically and environmentally sustainable house.

When the internal stairway is closed off, the three-bedroom, two-bath, single-family home transforms into a duplex for use as a rental or separate housing for additional family. Upstairs residents can enter their home through the external staircase. Dividing the home into two distinct units gives the homeowner yet another alternative for the lower level: a commercial office space.

The home's exterior screen element is equally adaptable and could be reconfigured to channel or block prevailing winds or sun. Possibilities include wooden siding, louvered wooden slats, solar panels or shady vines. The porch in the Houston design is partially obscured by a mesh screen, meaning residents can enjoy their private deck and still see and connect to the neighborhood. Constructed with renewable materials and full of green-energy features, the home has the potential to reduce both the owner's mortgage and utility costs.



The Shotgun Chameleon House's unconventional exterior successfully mediates between its two neighbors — a more traditional residence and a modern, multifamily building.



In the pictured configuration, the lower level is used as bedroom space. But if the internal stairs (right) are closed to create a rental unit, the larger room can become a kitchen, dining and living area.







"This home is inspired by raised, shotgun houses of the Gulf Coast and the versatility of chameleon skin. Flexibility and adaptability of interior space is key to the design."

— **Zui Ng**, principal
ZDES Studio

Living and dining space on the second floor are extended by a deck immediately off of the family room.

Photos by Paul Hester. Photos and floor plans courtesy ZDES



Affordable Alley Flats

The Alley Flat Initiative

Austin, Texas

Launched in 2005

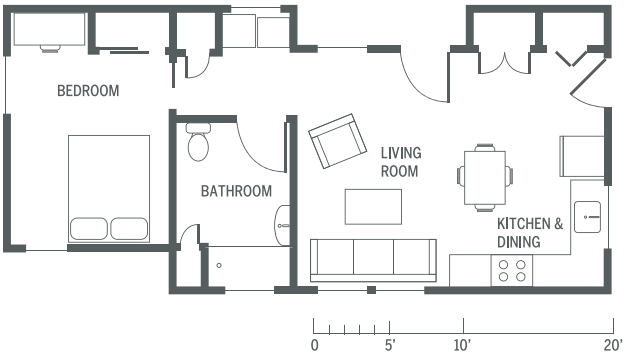
A unique partnership between three nonprofits and the city of Austin is helping property owners with under-utilized lots and alley access build affordable and sustainable accessory dwellings.

To receive assistance, the property owners commit to the city's SMART (Safe, Mixed Income, Accessible, Reasonably Priced, Transit Oriented) Housing Program for five years. This requires that the household income of their tenants be at or below 65 percent of median family income and the rent not exceed 28 percent of the tenant's household monthly income.

In return, the Austin Community Design and Development Center (ACDDC) works with the property owners to manage an expedited process that includes reduced rates and fees. ACDDC architects and managers are responsible for the design, construction and permitting of the alley flat. Clients can save on fees and construction costs by choosing a predesigned model from *The Alley Flat Initiative Design Catalog* (shown at far right).

Spearheaded by the University of Texas School of Architecture in 2005, the Alley Flat Initiative is a collaboration between the University of Texas Center for Sustainable Development, the Guadalupe Neighborhood Development Corporation and the ACDDC.

This one-bedroom, one-bath, 584-square-foot flat (called the Lydia) is ADA-accessible and has a covered front porch.



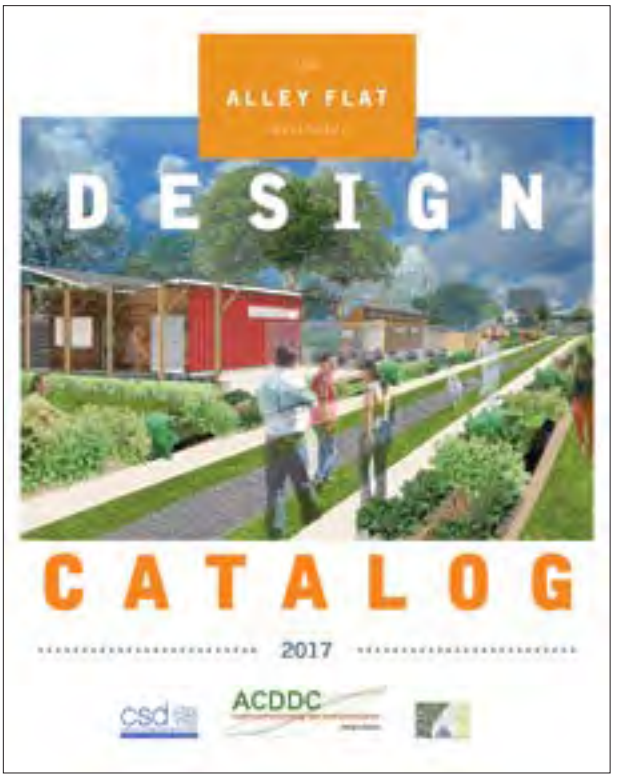
"The objective of the Alley Flat Initiative is to create an adaptive and self-perpetuating delivery system for sustainable and affordable housing in Austin. The 'delivery system' includes not only efficient housing designs constructed with sustainable technologies, but also innovative methods of financing and home ownership that benefit all neighborhoods in Austin."

— The Alley Flat Initiative



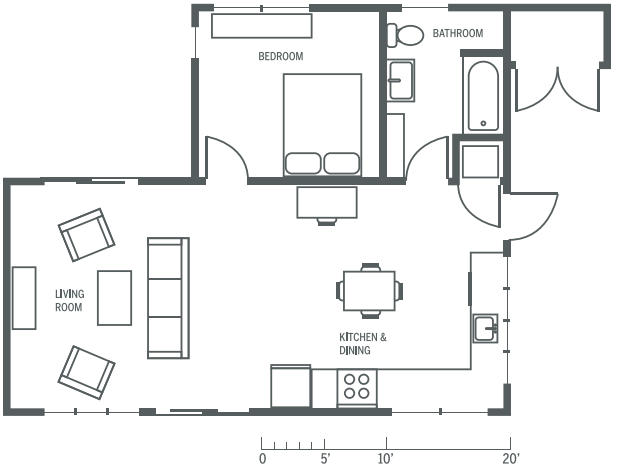


The two-level Canterbury model (pictured above) has 830 square feet of living space. This one-bedroom, two-bath flat includes an upper level flex space that can be an office, hobby room or additional bedroom. Open house tours of the Alley Flats promote the Alley Flat Initiative, encourage new construction and help build a strong advocacy network.



The Alley Flat Initiative Design Catalog contains more than a half-dozen home designs of up to 850 square feet. The minimum lot size for building an alley flat in Austin is 5,750 square feet, which is about one-tenth of an acre. The house must be a minimum of 10 feet away from the property's principal structure.





The midsize 695-square-foot Primavera model includes a high-efficiency heating and cooling system plus an outdoor storage shed and rainwater catchment system. The interior features a generous kitchen and living area.

Photos by Sam Gelfand (opposite page) and Jody Horton (this page). Photos and floor plans courtesy the Alley Flat Initiative

The 'Granny Pod'

MEDCottage

Virginia

First delivered in 2012

Caring for an elderly or ailing relative, especially one living alone, is a concern for many families.

Before 2010, adding a freestanding backyard dwelling for a family member would have violated zoning rules in Virginia. A state law loosened the restrictions to allow the placement of "temporary family health care structures" on privately owned residential lots. Such "medical ADUs" are permitted in a handful of other states.

Developed by the Rev. Kenneth J. Dupin of N2Care in Blacksburg, Virginia, the MEDCottage caters to older adults who have mobility and medical issues and want to live with family while maintaining a level of independence. The prefabricated, customizable, portable 12-by-24-foot residence (dubbed a "Granny Pod" by the media) is equipped with touch-illuminated flooring, sensors that monitor vital signs and alert caregivers and doctors to problems, and audible reminders to take medication.

A MEDCottage can be a viable and often more affordable alternative to assisted living. The units can be rented for less than $1,000 a month or purchased for about $85,000.

"Some people may see this as unloving, but for myself, I see this as a welcomed option for us 'independent spirits.' It not only preserves the dignity of having your own space, but would lessen the intrusion into [a] caregiver's or family's home."

— **Grace**, Facebook user



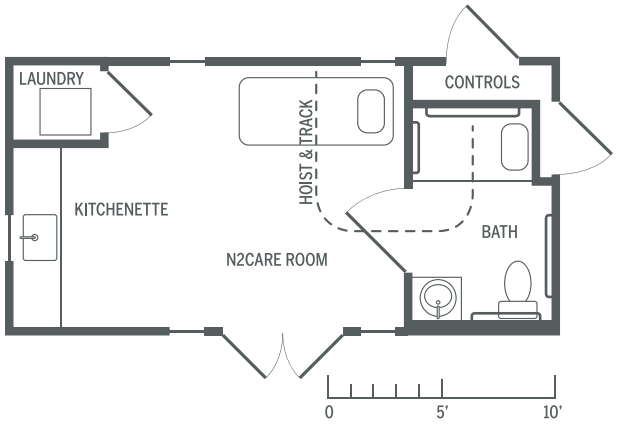


The MEDCottage has room for a bed, living area, kitchenette and ADA-accessible bathroom. Soft flooring helps cushion the impact of falls. (The company claims you can drop an egg from 18 inches without it cracking.) A ceiling track rail is available for a mobility lift if one is needed.





The MEDCottage is connected to the main home's plumbing and electrical lines. Smart features include temperature controls and a Feet Sweep camera, which transmits floor-level video, alerting caregivers to falls.



The 288-square-foot cottage is prefabricated with steel floor systems, walls and joists. It can be purchased from a distributor, delivered and then installed by a local contractor. The french doors and entrance ramp easily accommodate a wheelchair and medical equipment.

Photos and floor plan courtesy N2Care LLC

4. Creating a Home for All Ages

It's been true in the past and — according to the 2018 AARP Home and Community Preferences Survey — it's true today. The majority of people age 50 or older want to remain in their current home and community.

In 2015, Home Matters, a coalition focused on promoting more affordable homes and better communities, announced a universal design competition in partnership with AARP, AARP Foundation and Wells Fargo.

The challenge: transform an outdated, 1960s Memphis ranch house into a home that can safely accommodate the ever-changing needs of a growing family so the owners will be able to stay — and age — in place.

The project's renovation budget: $75,000.

The broader goal: Showcase solutions that can be widely adapted and replicated in other homes.

*Home Today, **Home Tomorrow***

Design Challenge House
Memphis, Tennessee
Completed February 2017

The winning entry for the Re-Defining Home: Home Today, Home Tomorrow Design Challenge from IBI Group–Gruzen Samton reimagined how a typical 1,400-square-foot suburban ranch house functions internally and how it relates to the outdoors.

The concept embraced universal design throughout by eliminating all steps up to the porch and into the house; adopting an open plan, generously reproportioning the bathrooms, hallways and doorways; installing a curbless shower; and incorporating multiheight countertops in the kitchen and main bath.

While the renovations were underway, a local U.S. Army veteran named Walter Moody was chosen from a pool of eligible military veterans as the recipient of the renovated home.

The project lives on through videos and an online tool kit targeted to architects and builders as well as homeowners. (Learn more at *HomeMattersAmerica.com*.)

Universal Design Defined

Universal design makes things easier, more usable and accessible for the greatest number of people, including older and younger individuals, people with disabilities and people without them.



The winning design team opted to enclose the carport, converting it into an expanded kitchen and dining area — a decision that added 200 square feet of living space (left) within the home's original footprint (below).

Plan rendering courtesy IBI Group–Gruzen Samton





Wells Fargo donated the house used for the design challenge. Despite its single-level layout, the house posed several obstacles — including multiple steps, tight doorways and out-of-reach amenities — for occupants and visitors with diverse abilities or needs.

Photo by Benjamin Rednour. Photo and floor plan courtesy Home Matters



These renderings, part of the winning team's competition entry, present an open home connected to the outdoors and its neighborhood through expansive windows, an extensive deck and terrace and raised-bed planters.

Design renderings courtesy IBI Group–Gruzen Samton







BEFORE **AFTER**

Removing the wall that separated the paneled den from the original living room allowed the designers to create a larger, open space and free-flowing layout. Two sides of the space adjacent to the front door were outfitted with sliding partition walls (visible in the top right photo), allowing the space to easily transition from an open area into a bedroom.





BEFORE **AFTER**

Hallway elements — closets, doorways and doors — were reconsidered and (as shown in the image above) either widened, eliminated or mounted onto easy rolling or gliding tracks.



AFTER

The main bathroom features a curbless shower with a built-in bench, stationary and adjustable showerheads, ample storage and two vanities of varied heights.



AFTER

The newly light-filled kitchen offers direct access to the exterior deck. The work surfaces are at multiple heights, and the appilances are accessible. A sliding partition allows the space to be opened up to or closed off from the rest of the house.

"Truly universal design is about appealing to the mainstream, not a specific audience segment or community. The home designs should be aesthetically pleasing, attractive and functional to varying age groups, flexible, seamless and relevant to any demographic. We want to see the next generation of innovative design elements that equally apply to a young family with strollers as to aging grandparents who have regular visits from their grandchildren."

— **Re-Defining Home: Home Today, Home Tomorrow** competition brief



Before moving into the renovated home (left), Walter Moody was living in a walk-up apartment. His mother, Mary (shown below), who uses a wheelchair and a walker, was unable to visit. The home's new, gently sloped front walkway and driveway eliminated the need for steps leading into the house, allowing Mary to participate in the ribbon-cutting ceremony.



"Architects have social responsibilities," says Mar Granadros, adviser to the winning design team, about creating homes where people can age in place. "We cannot just ignore parts of society because we are not there or we think that's not our client. It is our duty as architects to respond to social issues. If we don't address these issues, we're ignoring our future."

Photos by Benjamin Rednour, courtesy Home Matters

Part Three

Welcome to 'The Open House'

The Open House is not your standard single-family home. It's a three-bedroom, two-bath house — *with a twist!*

Custom-designed for the National Building Museum's *Making Room* exhibition by architect Pierluigi Colombo, The Open House has a hyper-efficient layout, movable walls and multi-functional furniture that enables it to meet many of the nation's housing needs.

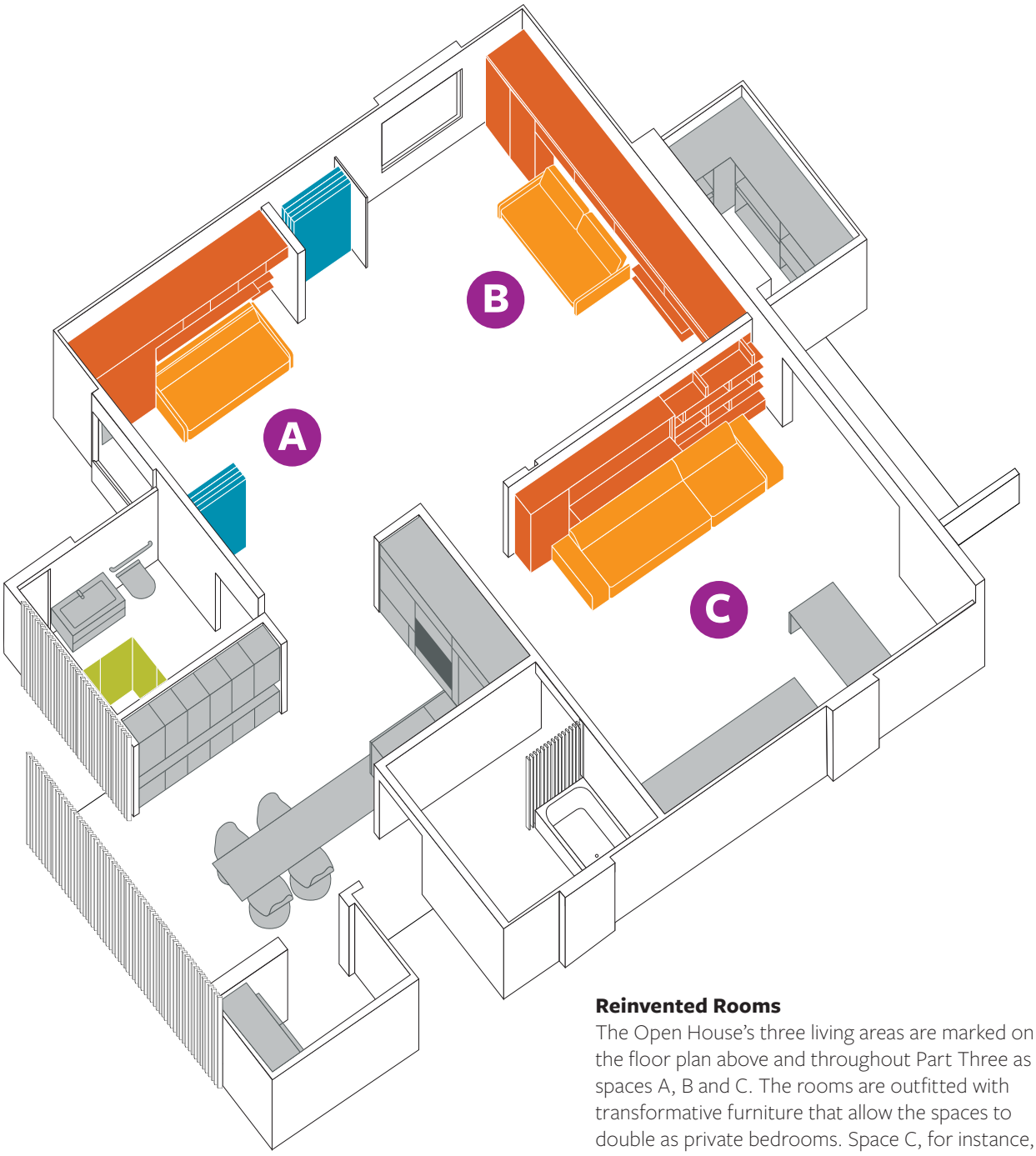
At 1,000 square feet, The Open House is an example of the many ways thoughtful, flexible design can transform how we live. The following pages show how the same space can seamlessly accommodate three entirely different household living arrangements, specifically:

- Roommates sharing the home but also having their own spaces
- An extended family (a child, mother and grandmother) sharing the home
- An empty nest older couple who might occupy the entire house or rent out a portion of it

Ease and convenience for all residents — no matter their ages or abilities — are of paramount consideration throughout The Open House.

- An adjustable-height kitchen peninsula with an integrated induction range allows users to cook while standing or seated.
- The dishwasher opens with a gentle knock on its door and the kitchen's fixtures, cabinetry and appliances have all been optimized for ease of use by people with limited strength, visual acuity or range of motion.
- In one of the home's two full bathrooms, a shower enclosure folds away to enable access by someone using a walker or wheelchair.





Movable partition walls

A space-savings sofa and pull-down wall bed with built-in storage

A zero-step, walk-in "foldable" shower

Reinvented Rooms

The Open House's three living areas are marked on the floor plan above and throughout Part Three as spaces A, B and C. The rooms are outfitted with transformative furniture that allow the spaces to double as private bedrooms. Space C, for instance, can be converted into a self-contained studio apartment for added income or as an option for live-in assistance.

Wonderful Walls

By moving a wall with the push of a button, The Open House transforms as the needs of its residents change. The home's partition walls travel along ceiling tracks and vertically fold and collapse onto themselves and out of the way. The walls are finished with a woven textile covering and are insulated to provide stellar soundproofing. Some of the partitions are wired to hold electronics, such as a flat-screen television.

The Roommates

With three roommates, each can have a private, acoustically sound bedroom. The kitchen, laundry room and two bathrooms are shared.

Or one roommate or a couple gets the separate room (space C) with a private bath and the other two roommates share the second bathroom.

Or two roommates or couples share the home and turn one of the spaces into a shared living room.

There are so many options!

To accommodate a couple and two single adults, the layout (shown) maximizes private space. When the movable walls are fully closed, each roommate has complete privacy; when fully retracted, with the touch of a button, bedrooms can be combined to create a larger room (A and B) for socializing. The residents share the kitchen. All three bedrooms are outfitted with a space-saving wall bed and built-in storage.



Open and closed, day and night configurations for roommates.

Renderings courtesy Resource Furniture





The Open House contains two full bathrooms, each with convenience and safety features for residents of all ages. A grab bar for getting into and out of the deep tub is helpful to all users. The glass enclosed stall shower (above) is step-free and allows for seated showering (just bring in a stool). When not in use, the shower's glass walls and door can be folded flat against the tile wall.

Photos by Yassine El Mansouri







The top image shows a spacious living room (A and B). Notice the flat-screen television on a wall panel in the center of the room. When beds are needed, the room's two sofas disappear beneath the pull-down wall beds. The wall shelf and the items on it move to the floor undisturbed. With the push of a button, a wall unfolds and divides the space into two rooms with a door between them.

Photos by Carl Cox, courtesy Resource Furniture

The Extended Family

To meet the needs of a multigenerational household, The Open House accommodates living communally, but with flexibility. The walls can be arranged like the roommate scenario seen previously. Or the house can be set up as two studio suites with a shared kitchen.

In the floor plans shown here, the residents convert their living spaces into bedrooms by lowering sofa wall beds, with a grandmother in the separate room (C), for instance, and a mom and child in the dividable larger space (A and B).

During the day, the movable walls can be retracted to share living spaces — although the grandmother's space remains separate in case she wants to retreat. In the evening, the mom can deploy the wall between the spaces to carve out a bedroom (B) for the child. This allows the adults to move freely throughout the rest of the space, and even entertain, when the child is asleep.



Open and closed, day and night configurations for an extended family.

Renderings courtesy Resource Furniture



At night, this television-equipped sitting room or den (A) transforms into the mother's bedroom. (The pull-down wall bed is hidden behind the sofa and shelving.) A towel bar from the bathroom with the foldaway shower can be seen near the left edge of the photograph.

Photo by National Building Museum staff

Photo by Allan Sprecher



Photo by National Building Museum staff



Photo by Allan Sprecher

The photograph at top shows the large room (spaces A and B) with the dividing walls folded away. At night, the walls can be extended to create two private rooms, one with bunk beds. The top bunk can be tucked out of sight while the bottom bed is kept out (above left). When both bunks are put away, a work surface appears (above right). The doorway to the right of the toy shelves leads to a large, well-organized walk-in closet.

The Empty Nesters

A couple or individual can take over the entire house, which becomes rather spacious with a bedroom, living room and dining room or, instead, a home office.

The house can also become two separate apartments, one of which can be rented or used by a caregiver. In such a scenario, the more separate living area (C) can be converted into a legal, self-contained studio apartment by installing a kitchenette in part of the space's large closet. A door from the room to an outdoor patio becomes the apartment's private entrance.

The studio includes the adjacent tub-equipped bathroom. The couple uses the bathroom with the no-step, walk-in shower and retains sole use of the home's kitchen.

Certified Aging-in-Place Specialists (CAPS)

Developed in collaboration with AARP, this National Association of Home Builders' designation is earned through coursework and testing. CAPS designees (many of whom are designers, remodelers or health care providers such as occupational therapists) understand the physical needs of older adults and people with mobility differences. Depending on their expertise, CAPS can recommend, design or implement solutions that enhance a home's safety and comfort. To learn more, visit *NAHB.org/CAPS*.



Open and closed, day and night configurations for empty nesters.

Renderings courtesy Resource Furniture



The kitchen peninsula can be raised or lowered by pushing a button.







When the more separate living area (C) is turned into a studio apartment, the furnishings include a sofa with a pull-down wall bed (top). Tucked away along the opposite wall is a table for dining or working. Hidden behind what looks like a large closet door (the one colored black, blue, white and gray) is a kitchenette with a fold-down countertop or breakfast bar.

Photos by Yassine El Mansouri

Inside *The Open House*

Here's a look at some of the many attractive and functional universal design features and products in The Open House. ADA refers to the Americans With Disabilities Act of 1990, which established accessibility design standards for public and commercial accommodations.

Bathrooms

- ADA-compliant vanities with removable, handle-free drawers and self-close technology
- Handle-free medicine cabinets with LED sensor lighting
- Push-button on-off controls for the faucets and showerheads
- ADA-compliant wall-mounted sink and toilet (pictured below)
- Height-adjustable hand shower
- Useful and decorative grab bars
- No-step, foldaway shower
- Skid- and scratch-resistant glazed porcelain wall tile



Photo by Yassine El Mansouri

Kitchen

- Height-adjustable countertop/dining table with an integrated induction cooktop and digital kitchen scale
- Lower-height countertop
- Handle-free and electric-assist cabinet drawers and doors with interior lighting
- ADA-compliant knock-to-open dishwasher
- Touch-control appliances
- Accessible-height oven and warming drawer
- Height-adjustable seating
- Backlit LED handles and cabinet interiors
- LED lighting with ADA-height toe kicks
- Cabinet with an integrated, motorized, retractable television (pictured below)
- Pull-down cabinet shelving
- Bar sink with an adjustable-height basin
- Countertop with an integrated, pop-up charging station
- Push-button faucet controls



Photo by Carl Cox, courtesy Resource Furniture

Studio Apartment Kitchenette

- Transforming console/desk/dining table (shown open, below)
- Modular kitchen (shown open, bottom) with a sink, two-burner induction cooktop, refrigerator, dishwasher and convection/microwave oven





Photos by Yassine El Mansouri

Laundry Room

- Pocket door with an integrated ironing board and cubbies for storing supplies (pictured below)
- Compact, front-loading washer and dryer on a raised pedestal with drawers and a built-in step that can hold a laundry basket during loading and unloading (pictured bottom)





Photos by Carl Cox, courtesy Resource Furniture

Living Spaces

- Motorized, high performance acoustic partition-wall system with an integrated TV (pictured below)
- Queen wall bed/sofa systems with integrated modular storage and interior LED lighting
- Twin bunk wall bed/desk system with integrated modular storage and interior LED lighting
- Expandable dining table with seating for up to eight
- Transforming console/dining table with seating for up to 10





Photos by Carl Cox, courtesy Resource Furniture

Smart Home Network

- Security camera
- Motion detectors
- Lighting control
- Sound system
- Television controls

Special Features

- Raised-access flooring system with integrated porcelain tiles
- Low-pile, slip-resistant carpet tiles
- LED floor, table and wall lighting
- Composite windows with Low E glass

Walk-In Closet

- Motion-sensor, toe-kick lighting
- Integrated drawer and soffit lighting
- Motorized, pull-down closet rod (pictured below)
- Pocket door with integrated shoe rack, mirror, lighting and storage (pictured bottom)



Photo by Yassine El Mansouri



Photo by Carl Cox, courtesy Resource Furniture

Project Credits

ARIA COHOUSING COMMUNITY

Developers: Urban Ventures, LLC. **Owners Rep**: Colorado Urban Builders **Master Planner/ Landscape Architect**: Wenk Associates **Architect**: Studio PBA **Original Architects**: John K. Monroe (original), John F. Connell/Roland M. Johnson (addition) **Engineer**: Entitlement and Engineering Solutions **Structural Engineer**: Mozer-Reen Structural Services **General Contractor**: Taylor Kohrs **Nonprofit Partners**: Cultivate Health, Partnership for a Healthier America

BAUMHAUS

Leasee/Client: Ollie **Property Owner**: Vitmore LLC **Design Architect**: Workshop/APD Architecture DPC **Architect of Record**: Stantec **MEP Engineer**: Stantec **Structural Consultant**: Atlantic Engineering Services **Civil Engineering and Parking**: Philip Habib & Associates **Landscape Architect**: Pashek Associates **Geotech**: R.A. Smith National, Inc. **General Contractor**: Vitmore LLC

CARMEL PLACE

Client: Monadnock Development **Property Owner**: NYC Department of Housing Preservation and Development **Architect of Record**: nARCHITECTS **Consulting Architect** (competition phase): Willis DeLaCour **MEP Engineer**: A. Joselow, P.C. **Structural Engineer**: DeNardis Engineering LLC **Civil Engineer and Landscape**: Langan Engineering **LEED Consultant**: Taitem Engineering, PC. **Code Consulting**: JM Zoning **Builders**: Monadnock Construction, Capsys Corp (modular units)

CHOY HOUSE

Architect of Record: O'Neill Rose Architects **Civil and Landscape**: O'Neill Rose Architects **Code Consulting**: O'Neill Rose Architects **MEP Engineer and General Contractor**: MC2 Properties **Structural Consultant and Expediting**: Basic Groups Corp Architectural & Engineering Services

COMMUNITY FIRST! VILLAGE

Lessee/Client: Mobile Loaves & Fishes **Property Owner**: Community First **Planning Consultant**: Liz Lambert

GRIPPI GARAGE ADU

Designer/Architect: Jack Barnes Architect, PC **Structural Consultant**: Pioneer Engineering **General Contractor**: Green Hammer

JOHN AND JILL KER CONWAY RESIDENCE

Developer: Community Solutions International, Inc. and McCormack Baron Salazar **Property Owner**: National Capitol Commons LLP, Be The Change Development Corporation **Architect of Record**: DLR Group | Sorg | Westlake Reed Leskosky **Original Architect**: Sorg Architects **MEP Engineer**: Allen & Shariff **Structural Consultant**: SK&A Structural Engineers **Civil and Landscape**: Christopher Consultants Ltd **General Contractor**: GCS-Sigal, LLC

LA CASA STUDENT HOUSING

Property Owner: The Resurrection Project **Designer and Architect of Record**: UrbanWorks, Ltd. **MEP Engineer**: HMS Engineering **Structural Engineer**: AES Services, Inc. **Electrical Engineer**: Avila Consulting Services, Inc. **General Contractor**: Denco Construction **Community Partner:** Local Initiatives Support Corporation (LISC Chicago)

LAS ABUELITAS FAMILY HOUSING

Property Owner: Primavera Foundation **Architect of Record**: Poster Frost Mirto, Inc. **MEP Engineer**: KC Mechanical; Monrad Engineering Inc. **Structural Consultant**: TLCP Structural **Civil Engineer**: JAS Engineering **General Contractor**: Lloyd Construction Co. **Community Partners**: City of South Tucson and Pima County, Arizona

MORAY ECO COTTAGE

Designer/Architect: Jack Barnes Architect, PC **Structural Consultant**: Willamette Building Solutions **Landscape Architect**: Owner-designed landscaping **General Contractor**: Design-Build Portland

ONE UNIVERSITY CRESCENT

Developer: Simon Fraser University Trust **Property Owner**: Millennium University Homes **Architect**: Perkins & Company **Architect of Record**: Lawrence Doyle Architect **Electrical Engineer**: Arnold Nemetz **Structural Consultant**: Glotman Simpson **Landscape Architect**: Durante Kreuk Ltd. **Code Consulting**: Pioneer Consultant **General Contractor**: Stuart Olsen Construction

OSLO

Developer: Ditto Residential **Property Owner**: 1734 6th Street LLC **Architect of Record**: DEP Designs **MEP Engineer**: OHI Engineering Group PLLC **Structural Engineer**: Linton Engineering, LLC **Civil Engineer**: CAS Engineering **Landscape Architect**: Lila Fendrick Landscape Architecture **General Contractor**: Ditto Residential

PACIFICA COHOUSING

Client: Pacifica Cohousing **Property Owner**: Pacifica Cohousing **Architect and Developer**: Giles Blunden **Designer**: Giles Blunden **Structural Engineer**: Charles Murphy **Landscape**: Joanna Massey Lelekacs and, later, residents **Civil Engineer**: Rob Joyner **General Contractor**: Resolute Construction **Lender**: Self Help Credit Union

PANORAMIC RESIDENCES

Lessee/Client: California College of the Arts and San Francisco Conservatory of Music **Property Owner**: Panoramic Interests **Designer**: Workshop1 **Architect of Record**: Kwan Henmi **MEP Engineer**: CB Engineers **Structural Consultant**: DCI Engineers **Acoustics Engineer**: Charles M. Salter Associates **Lighting Engineer**: Alva **Civil Engineer**: Sandis **Landscape Architect**: Fletcher Studio **Code Consulting**: Preview Group **General Contractor**: Pankow

SHOTGUN CHAMELEON HOUSE

Designer: Zui Ng, ZDES Studio **Structural Engineer**: Vatani Engineering **General Contractor**: Zui Ng, ZDES Studio

THE ALLEY FLAT INITIATIVE

Community Partners: Austin Community Design and Development Center, University of Texas Center for Sustainable Development, City of Austin, Guadalupe Neighborhood Development Corp.

THE ARCADE PROVIDENCE

Developer: Evan Granoff **Property Owner**: 130 Westminster Street Associates, LLC **Architect of Record**: Northeast Collaborative Architects **Original Architects**: Russell Warren and James Bucklin **Mechanical Engineer**: J. Madison Inc. **Electrical Engineer**: Creative Environment Corp. **Structural Consultant**: Structures Workshop Inc. **Code Consulting**: Hughes Associates **General Contractor**: Evan Granoff

THE SIX

Property Owner: Skid Row Housing Trust **Architect of Record**: Brooks + Scarpa Architects **MEP Engineer**: Innovative Engineering Group **Structural Consultant**: John Martin & Associates **Civil Engineer**: Barbara L. Hall **Landscape Architect**: Brooks + Scarpa, LandStudio 360 **General Contractor**: Golden Bear Construction **Specifications**: Phil Easton

WELIVE

Lessee/Client: WeWork **Property Owner**: Vornado/ Charles E. Smith (now JBG Smith) **Designer**: ARExA **Architect of Record**: S9. Perkins Eastman Architects, PC **MEP Engineer**: GHT Limited **Structural Consultant**: SK&A Structural Engineers, PLLC **Acoustics and Lighting Engineer**: Arup **Civil and Landscape**: Bowman **Code Consulting**: AON/Jensen Hughes **Expediting**: RAMCO of Virginia **General Contractor**: Davis Construction

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HOME TODAY, HOME TOMORROW DESIGN CHALLENGE HOUSE

Financial Partners: AARP, AARP Foundation, Home Matters, Wells Fargo Housing Foundation **Lead Competition Partner**: American Institute of Architects San Francisco **Program Partner**: The Home Depot Foundation **Local Partner**: United Housing, Inc. **Winning Design Team**: IBI Group–Gruzen Samton: Gabriel Espinoza, associate AIA and project lead for the competition; Carmen Velez, associate AIA, LEED Green associate; Timothy Gargiulo, associate AIA, LEED Green associate **Judges**: Gretchen Addi (IDEO); Richard Duncan (RL Mace Universal Design Institute); Rodney Harrell, Ph.D. (AARP Public Policy Institute); Matthias Hollwich (Hollwich Kushner); Lawrence Scarpa, (Brooks + Scarpa Architects); Dan Soliman (AARP Foundation); Allie Weiss (*Dwell*) Mary Wenzel (Wells Fargo & Co.)

Making Room *Exhibition Credits*

***Making Room: Housing for a Changing America* was organized by the National Building Museum and the Citizens Housing & Planning Council in partnership with Resource Furniture and Clei.**

Curatorial Content and Research

National Building Museum
Chrysanthe Broikos, Caitlin Bristol, Zachary Paul Levine, Katie Brennan

Citizens Housing & Planning Council
Sarah Watson, Neil Reilly, Dillon Massey, Katherine Leitch, Jerilyn Perine

Exhibition Design and Graphics

Metcalfe Architecture & Design
Jason Manning, Kelsey Lind, Katy Johnson, Katy Blander, Aaron Goldblatt

National Building Museum
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National Building Museum Fabrication and Installation Team
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Animations in The Open House
Neoscape

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For a future without senior poverty.

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- Arris Apartments
- Casaplex
- Ernest Rust – European Kitchens
- LISC
- Protek
- Wiencek + Associates Architects + Planners DC, LLP
- and CHPC Partners: Curtis + Ginsberg Architects, Dattner Architects, FXFOWLE Architects, SLCE Architects, GF55 Partners, and RKTB Architects

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The Open House Credits

The Open House was presented in partnership with Resource Furniture, Clei, and architect Pierluigi Colombo.

Clei Pierluigi Colombo, Roberta Colombo, Cinzia Porro

Resource Furniture Ron Barth, Steve Spett, Lisa Blecker, Kirk Schuly, Challie Stillman, Sam Vider, Maria Claudia Naravaez Arango, Pieter Depreeuw

National Building Museum | Citizens Housing & Planning Council Chrysanthe Broikos, Sarah Watson, Caitlin Bristol, Zachary Paul Levine, Hank Griffith, Christopher Maclay, Vlad Zabavskiy, Leslie Chung

ASID Consulting Design Committee Susan Chung, Ph.D., and Tiffany Westover-Kernan (American Society of Interior Designers); Annie Drury, ASID (ForrestPerkins); Bridget McMullin, ASID, NCIDQ, CID, CAPS (The McMullin Design Group); Thea Scott-Fundling, AIA, ASID, LEED AP (Marymount University)

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Animations: Neoscape

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Bathroom Fixtures: Duravit USA, Inc. (ceramic fixtures, shower, vanities, mirrors)

Bathroom Hardware: Hansgrohe; Geberit

Closet Systems: Capitol Closet Design

Closet Hardware: Häfele America Co.

Doors: Protek (pocket and specialty-pocket doors)

Door Handles: Precision Door and Hardware

Furnishings: Clei/Resource Furniture, Vaghi (kitchen chairs)

General Contracting Services: EastBanc, Inc.

Grab Bars: GINGER

Kitchen Cabinetry and Components: Ernest Rust – European Kitchens

Kitchen Faucets: Hansgrohe

Lighting: Cerno

Movable Walls: Hufcor

Paint and Painting Supplies: Benjamin Moore & Co.

Raised Flooring System: Newfloor

Rugs: FLOR

Smart Home Network and Components: Casaplex

Tile and Grout: Ceramics of Italy/ Caesar Ceramiche, Ceramica Vogue, Ergon, Gruppo Romani, MAPEI, Tagina

Windows: Andersen Corporation

Woven Throws: In2Green

The National Building Museum also gratefully acknowledges the assistance of Christine Abbate, Novità Communications, Michelle Stilley, and The Joyce Agency.

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Making Room: Housing for a Changing America features projects and locations throughout the United States, many of which had no interaction with or support from AARP or the National Building Museum. While AARP, the National Building Museum and the contributors to this publication have used their best efforts in preparing this resource, they make no representations or warranties with respect to the accuracy or completeness of the contents and specifically disclaim any implied warranties of merchantability or fitness for a particular purpose. No warranty may be created or extended by sales representatives or written sales materials. The advice and strategies contained herein may not be suitable for your situation or community. The named organizations and contributors will not be liable for any loss of profit or any other commercial damages, including but not limited to special, incidental, consequential or other damages. The fact that an organization or website is referred to in this work as a citation and/or a potential source of further information does not mean that the named organization or contributors endorse the information that the organization or website may provide or recommendations it may make. Further, readers should be aware that websites listed in this work may have changed or disappeared between when this work was written and when it is read.

Planning Ahead (of Their Time)

Looking Back

In December 1960, AARP founder Dr. Ethel Percy Andrus wrote to John F. Kennedy, then the president-elect, inviting him to visit the **House of Freedom**, a model home co-designed by AARP and built in downtown Washington, D.C.

The house, Andrus explained, was created "to provide a starting point for action by private industry and government agencies to solve the problem of adequate housing for our older citizens."

The single-story, step-free home featured elements incorporating "the latest research in design," including an open floor plan for easier mobility and a less-confining feel than most homes at the time.

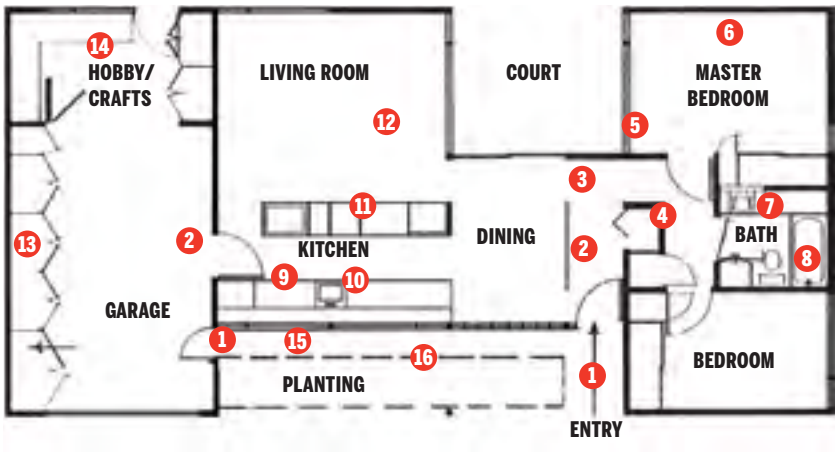
The housing administrators for both the outgoing Eisenhower White House and the incoming Kennedy team told the *Washington Post* they hoped the house would become widely available to "couples planning for retirement and younger families as well."

While that wish didn't come to pass, Andrus and AARP did succeed in both introducing the concept of universal design (see page 66) to the national stage and shining a light on the need for housing that can serve people of all ages and life stages.



On January 11, 1961, during the first-ever White House Conference on Aging, AARP founder Dr. Ethel Percy Andrus (pictured) presented President Dwight D. Eisenhower with a small-scale replica of the House of Freedom, described as a "model retirement home." The design was suitable for single family units, row housing and garden court apartments.

White House and House of Freedom photos from AARP





House of Freedom Features

1. Zero-step entrances for safer access
2. Master light switches at entries
3. Nonskid floors throughout the home
4. Doors and hallway widths of at least 3-feet to allow passage by a person using a walker or wheelchair
5. Electrical outlets placed 18 inches above floor level for easy access
6. Master light switch in the master bedroom
7. Dressing seat next to the bathtub
8. Grab bars in the bathroom
9. Kitchen cabinetry within easy reach
10. Lower kitchen sink for washing dishes while seated
11. Pull-down light fixtures that make it easier to replace bulbs
12. Perimeter heat to keep the floors warm
13. Storage space in the garage
14. Hobby/crafts area in the garage
15. Outdoor water faucets placed at least 24 inches above ground to minimize the need for bending
16. Wide roof overhang to provide protection from rain

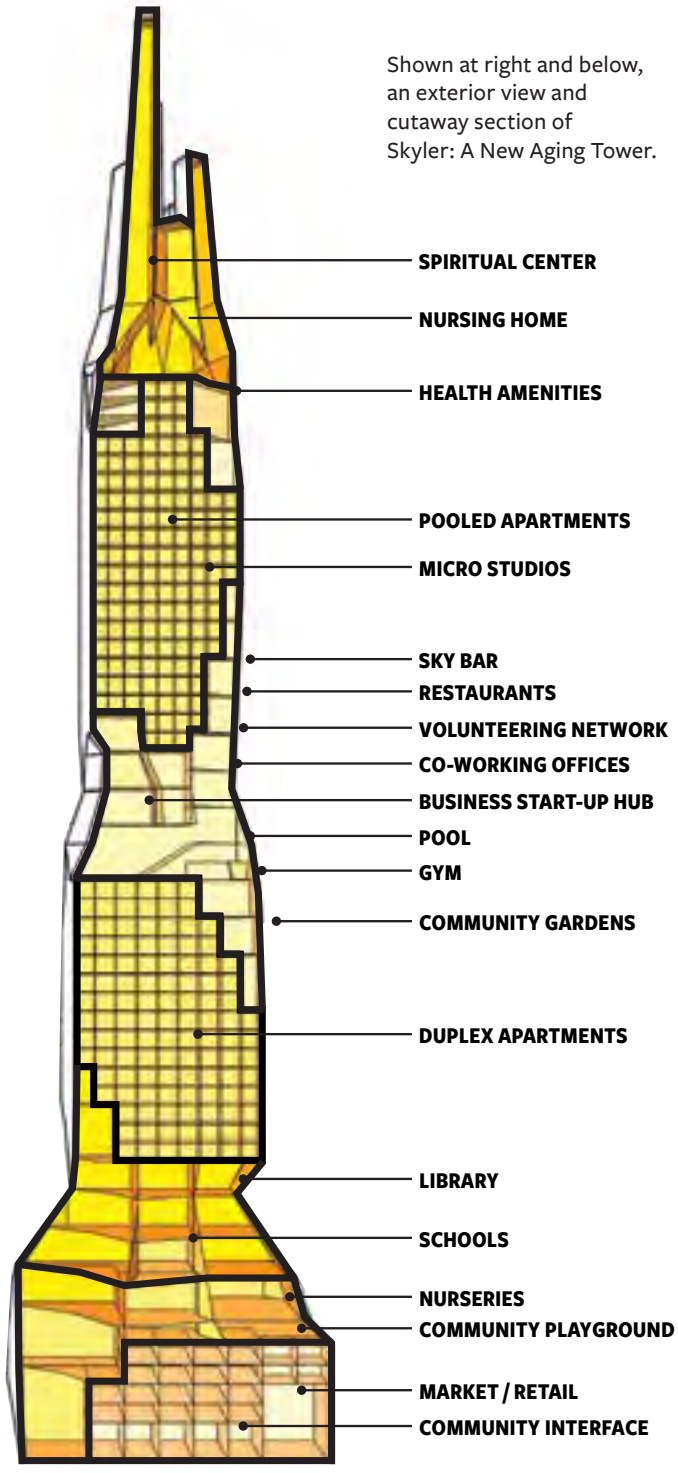




Clockwise from top left: The House of Freedom's floor plan and its open kitchen and dining area. The model home (left) at the corner of M and 17th streets NW in Washington, D.C., was open for tours in 1961. Visit ***AARP.org/MakingRoom*** to take a video tour of the House of Freedom.

Floor plan and interior photos by APA–The Engineered Wood Association and AARP
Learn more about AARP's founder by reading Ethel Percy Andrus: One Woman Who Changed America, *AARP.org/AndrusBooks.*

Looking Forward



Shown at right and below, an exterior view and cutaway section of Skyler: A New Aging Tower.

Renderings and drawings courtesy Hollwich Kushner, New York, N.Y., HWKN.com



Creating housing that works for people of all ages requires outside-the-box thinking and a bold vision. That's what architect and innovator Matthias Hollwich achieved with **Skyler**, a housing concept envisioned as a "New Aging Tower" that offers residents a home and community for all of life's stages.

Combining apartments, social areas, childcare, work spaces, health care facilities and a spiritual center, Skyler is a "place where generations commingle, where the young can invigorate the old and the old can mentor the young," Hollwich explains.

The imagined structure contains 600 residential units, including micro studios for millennials, duplexes that serve as single-family residences and co-living apartments that foster community. Amenities include laundry and grocery shopping services as well as shared transportation options.

The existence of supportive, aging-inclusive communities could reduce the frequency of older people moving to assisted living facilities and nursing homes since, Hollwich notes, many residents in such places "are there because of social deficits, not physical deficits. They are craving a sense of community."

"It has been the easy solution to say, 'Old people go here and young people go somewhere else,'" says Hollwich, who's also the author of *New Aging: Live Smarter Now to Live Forever*. "That has been the architectural response to aging for the last hundred years." But, he adds: "If you design for older people, you can create places that are good for everyone."


"My son stays with me every other weekend, so I need flexible space for him."
"I want to meet new people and experience the city."

MAKING ROOM
Housing for a Changing America





Just as the housing needs of individuals change over a lifetime, unprecedented shifts in both demographics and lifestyle have fundamentally transformed our nation's housing requirements.

- Adults living alone now account for nearly 30 percent of American households.
- While only 20 percent of today's households are nuclear families, the housing market largely remains fixated on their needs.
- By 2030, 1 in 5 people in the United States will be age 65 or over — and by 2035, older adults are projected to outnumber children for the first time ever.
- The nation's housing stock doesn't fit the realities of a changing America.

Featuring infographics, ideas, solutions, photographs and floor plans from the National Building Museum exhibition of the same name, *Making Room: Housing for a Changing America* is a rallying cry for a wider menu of housing options.

Visit *AARP.org/MakingRoom* to download a PDF of this publication or order a free printed edition.

AARP Real Possibilities

AARP is the nation's largest nonprofit, nonpartisan organization dedicated to empowering people 50 and older to choose how they live as they age. The AARP Livable Communities initiative works nationwide to support the efforts of neighborhoods, towns, cities and rural areas to be livable for people of all ages.
AARP.org | ***AARP.org/Livable***

NATIONAL BUILDING MUSEUM

The National Building Museum inspires curiosity about the world we design and build through exhibitions and programming that explore how the built world shapes our lives. Located in Washington, D.C., the Museum believes that understanding the history and impact of architecture, engineering, landscape architecture, construction, and design is important for all ages.
NBM.org

AARP Foundation
For a future without senior poverty.

The *Making Room: Housing for a Changing America* exhibition at the National Building Museum was made possible through the generous support of AARP Foundation, which works to end senior poverty by helping vulnerable older adults build economic opportunity and social connectedness. ***AARPFoundation.org***

Attachment 17

Pocket Neighborhoods Fact Sheet

WHAT IS A POCKET NEIGHBORHOOD?

Pocket neighborhoods are clustered groups of houses or apartments gathered around a shared space — a garden courtyard, a pedestrian street, a series of joined backyards, or a reclaimed alley. They can be in urban, suburban or rural areas.



Photo Credit Austintinyhouse.com

Ross Chapin and Jim Soules developed the concept in 1996 in Langley, Washington. They designed the Third Street Cottages, a group of eight small homes clustered around a garden. According to Chapin: "They just seemed like jewel boxes; tucked away off of a busy street. And I said 'this is like a pocket neighborhood'."

POCKET NEIGHBORHOODS HAVE…

- **Shared outdoor space.** Residents surrounding this space take part in its care and oversight, thereby enhancing a sense of security, identity and community.
- **Privacy.** The houses 'nest' together: the 'open' side of one house faces the 'closed' side of the next. The open side has large windows facing its side yard, while the closed side has high windows and skylights. The result is neighbors do not peer into one another's homes.

DESIGN PRINCIPLES

- Successful pocket neighborhoods start with the central idea of a limited number of dwellings around a shared commons. Beyond 8 or 12 units, the clusters should form around separate shared commons, connected by walkways. Multiple clusters can form a larger aggregate community. These communities connect with and contribute to the character and life of the surrounding area.
- Cars and traffic do not enter the shared pedestrian space. Although designs vary, some pocket neighborhoods have detached garages placed discreetly around the perimeter of the property.
- The active rooms of the homes, including the porches, face the common space. The public and private space are layered and careful placement of windows helps ensure privacy.
- Residences in pocket neighborhoods can be any style—Craftsman cottage, contemporary, Spanish Mission, Solar, Modern Modular. They can be detached single-family homes, attached townhomes, or clusters of urban apartments.



Photo Credit: RossChapin.com

"There are a number of design principles that make pocket neighborhoods successful, but style is not one of them." **- Ross Chapin**

Living In A Pocket Neighborhood

Pocket neighborhoods have a great appeal across demographic lines. From Baby Boomers and empty nesters to Gen X and Y and Millenials, from singles to families— pocket neighborhoods appeal to people looking for smaller, lower maintenance houses with an opportunity for shared green space.

For people who want to live in a close, tight-knit neighborhood, pocket neighborhoods encourage informal interaction among residents which can develop into the basis for a healthy, livable community.

For families, pocket neighborhoods offer a protected traffic-free environment for children to play and explore while interacting with neighbors in the shared green space.

"People who want a private lifestyle have many conventional housing opportunities to choose from. But for a growing segment of people who want a stronger sense of community, pocket neighborhoods offer a welcome option." - Ross Chapin

Zoning and Pocket Neighborhoods

Zoning ordinances may need to be amended to allow for pocket neighborhoods due to restrictions such as minimum lot sizes, maximum lot coverage, setback requirements, density limitations, etc. Some municipalities have created overlay districts to allow pocket neighborhoods in specific areas where there are opportunities for infill development and higher density residential housing.

"Living in a rather large, high-maintenance home is not a dream for retirement." - Ross Chapin



Photo Credit: Pocket-Neighborhoods.net

Sources:

Huffington Post - Michelle Minetti

PocketNeighborhoods.net

RossChapin.Com

Centre Regional Planning Agency
2643 Gateway Drive
State College, PA 16801
(814) 231-3050

Attachment 18

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

COTTAGE HOUSING

CONTENTS

Background 1
Benefits 1
Model Code Suggestions 2
Visual Examples 4
More Tools & Resources 5



Figure 1 Cottage Cluster. (Photo Credit: Sightline Institute)

BACKGROUND

Cottage housing is a charming and innovative type of development consisting of multiple smaller detached homes that share common areas. This housing choice provides more compact urban development and expands the range of available housing types. Unlike a new type of zoning, cottage housing is an alternative use of land with existing underlying zoning, making it a versatile and adaptable option for communities looking to create a unique and dynamic living environment.

Cottage housing can be an attractive option for a wide variety of community members, including seniors looking to downsize, families, and young adults. It exists on the housing spectrum between single-family homes and high-density apartment buildings and is considered a type of “infill housing”— therefore it is included among other middle housing choices.

Cottage housing is typically characterized by:

- Groups of detached, small-scale, homes
- 800-1,500-square-foot floor plans
- Orientation around common open space like a garden, courtyard, or walkway
- Parking spaces are situated either at the side or rear of the cottages, or in an attached garage
- An emphasis around community

BENEFITS

WHY SHOULD COTTAGE HOUSING BE ENCOURAGED?

There are many ways communities benefit from having a diverse range of housing options from which to choose. Cottage housing is smaller than a typical single-family home and can help many cities better meet their housing needs. The smaller size

makes it a more attainable option for first-time buyers than a larger home due to lower land costs, less expensive insurance and energy, and lower property taxes and mortgages.

It can also provide a way for seniors or empty nesters to downsize from a larger single-family home without needing to leave their neighborhood. This in turn could open the housing market for younger buyers who may not have had access to larger single-family homes previously.

By design, cottage housing fosters a community atmosphere.

Cottage housing also fosters a community atmosphere due to how the homes are clustered around shared space.

Furthermore, cottage housing provides cities with a way to meet new Housing Element Comprehensive Plan requirements adopted by the Washington State Legislature.

MODEL CODE SUGGESTIONS

HOW CAN COTTAGE HOUSING BE INCORPORATED EFFECTIVELY?

Some jurisdictions have begun to implement, or re-implement, cottage housing into their municipal codes to help diversify the housing stock in low density residential neighborhoods. However, if the code is too restrictive, the review processes are burdensome, or prohibitive monetary barriers exist, then cottage development may not be feasible. These challenges are reflected in the deficit of new cottage housing constructed within the region.

Most integral in making cottage housing a more viable option is for local governments to offer meaningful incentives. This may come in the form of:



Figure 2 Habitat for Humanity Project. South Park, Seattle.

- **DENSITY BONUSES**

  Provides an increase in allowed dwelling units per acre (DU/A), Floor Area Ratio (FAR) or height, allowing for more homes to be built on a site.

- **REDUCED PARKING REQUIREMENTS**

  Instead of strict parking regulations requiring the same minimum number of off-street parking spaces for each home as would be required for a standard single-family home, local jurisdictions allow reduced or flexible rules that prioritize available street parking or transit options. This will allow property owners to maximize square footage or open space.

- **FEE REDUCTIONS**

  Communities may offer reductions or waivers for permitting fees, planning fees, or impact fees. This can offset the financial burden that often comes with choosing to build smaller homes as opposed to a single-family home with a larger footprint.

While effective approaches vary by jurisdiction because of market conditions and land use considerations, there are common elements that can be utilized or avoided in codes to encourage cottage construction. Cottage housing is generally only feasible in areas zoned for single family housing due to

the high cost of land in multi-family zones. Therefore, the cottage ordinance must not be so restrictive that it makes building cottage homes impracticable in single family zones. The below specifications may guide jurisdictions as they develop their cottage housing ordinances. In general, local governments should consider that more flexible codes with less restrictions placed on cottage housing will enable more affordable homes to be built.

STRATEGIES FOR ENCOURAGING DEVELOPMENT

Discourage Development	Encourage Development	Why?
Bulk Limitations: While cottages are typically restricted to small scale homes, overly restricting floor area ratio (FAR) or height will reduce options for housing types.	Allow Multiple Units on a Single Lot: Allows homes to be "condominiumized" or divided through unit lot subdivision. Bonus Densities: Need to increase yields such that Cottages become the economic highest and best use. Incentivize building multiple cottages in lieu of a single large single-family home.	*Cottages typically make more efficient use of our limited land supply than single family homes allowed in the zone. Measuring with lot coverage or floor area ratio promotes density while minimum lot size or units-per-acre discourages density.*
Restrictive Design Standards: Specifications on materials to be used, architectural features, road, and utility design standards.	Flexible Design Standards: - Incorporate flexible architectural, road and utility design standards. This can also include avoiding strict design element requirements, façade modulation, or articulated walls and roofs.	*By simplifying design standards and architectural treatments, homes are more affordable to build and thus more attainable for lower- to moderate-income families. Cottages, while small, can still be costly to build. These costs can be partially alleviated by flexible design standards.*
Costly Permitting and Utility Connection Fees: Onerous impact fees, permitting fees, and utility hook-up fees.	Appropriate Permitting and Utility Connection Fees: Waived or greatly reduced permit and impact fees, utility connection fees, and street improvement requirements.	*Additional fees add to the final cost of each cottage and will make this home type less attainable for consumers.*
Restrictive Parking Requirements: Minimum number of parking spaces that must be provided for a development, depended upon its size or unit amount.	Parking Reductions: Shared parking or reduced parking ratios reduce the amount of parking spaces needed for a given development. Utilizing housing connected by transit options can help to offset less parking spots.	*Overly prescriptive parking requirements do not always reflect the actual parking needs of a development. Parking spaces are expensive to construct and maintain and reduce the number of homes that can be built.*

COTTAGE PARAMETERS EXAMPLE - RANGES BASED UPON REGIONAL CODES

Standard	Requirement
Total Floor Area per Cottage	800-1,600 square feet per dwelling *Size should be determined by demand. For example, 1,000-square-foot cottages may appeal to singles and couples, while larger cottages may appeal to families, and those working from home or otherwise seeking more space.*
Cluster Size	Two to twelve cottages clustered around a common open space. *Site-specific considerations should be factored in when deciding the amount of cottage homes that make sense for the location and community.*
Height Limit	20-28 feet
Common Open Space	200-500 square feet per unit *The denser the project, the less open space that a project might have. Common open space can be coupled with minimizing setbacks.*
Distance Between Structures	Six to ten feet *Maximum footprint of cottage and common space should be emphasized for projects with high land cost. Design features can maximize privacy.*

VISUAL EXAMPLES OF COTTAGE HOUSING



Figure 1 Third Street Cottages. Langley, Washington

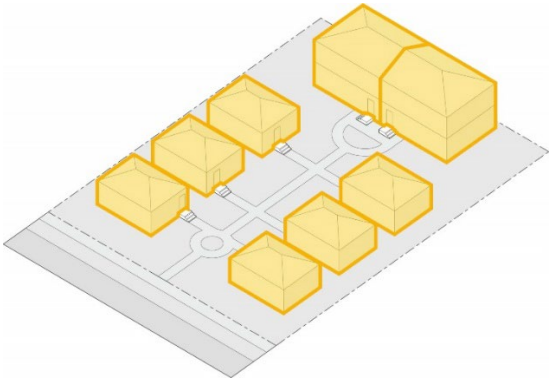


Figure 2 Front Loaded Cottage Housing Example (Source credit: Opticos)



Figure 3 Danielson Grove by the Cottage Company. Kirkland, Washington

MORE TOOLS & RESOURCES

PLANNING & CODE RESOURCES—SEE WHAT OTHER CITIES HAVE DONE!

- Missing Middle Housing/Opticos: Cottage Court Specifications
- Snohomish County: Cottage Housing Ordinance
- City of Kirkland: Cottage Housing Design Tips & Guidance
- The Housing Partnership: Cottage Housing in Your Community, A Guide to Drafting a Cottage Housing Ordinance
- National Association of Home Builders: Housing Options Expand as Lots and Homes Get Smaller
- Normandy Park: Municipal Code

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Case 2026-05 J-Ave II
DATE: June 3, 2026

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION

BOARD ACTION REQUESTED

ATTACHMENTS
Staff Memo, Analysis and Attachments for Case 2026-07 J-Ave II

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

CASE NUMBER & NAME
2026-05 J Ave II

APPLICANT / PROPERTY OWNER
John Avelar / J.Ave Development Real Estate, LLC

DATE
June 3, 2026

PROPERTY ADDRESS/LOCATION
16548 New Avenue & 16572 New Avenue

BRIEF SUMMARY OF REQUEST

The petitioner, J. Ave Development Real Estate, LLC, represented by attorney Dariusz T. Wator, is requesting approval of an Annexation, Rezoning, and Preliminary Planned Unit Development (PUD) for approximately 7.87 acres located at 16548 and 16572 New Avenue. Upon annexation, the property is proposed to the Village's M-1 Light Manufacturing District.

The proposed development consists of two industrial flex buildings containing office, warehouse, storage, and light industrial workspace intended for multiple tenants. The development is located adjacent to the applicant's existing industrial property and is designed to function as a coordinated extension of the existing development. Site improvements include parking areas, internal drive aisles, stormwater management facilities, utility extensions, landscaping, and screening.

The property is designated Industrial in the Lemont 2030 Comprehensive Plan, and the proposed development is generally consistent with the planned industrial character of the area.



Map source: Cook County GIS Aerials
PINS: 22-30-101-036-0000 & 22-30-101-037-0000
Subject property highlighted in **YELLOW**.

EXISTING ZONING	EXISTING LAND USE	SURROUNDING ZONING & LAND USE	REQUESTED ACTIONS	SIZE OF PROPERTY
Unincorporated Cook County R-4, Single-Family Residence District	Truck and Trailer Parking, Outdoor Storage, and Contractor Yard	**North**: Unincorporated Cook County I-2, General Industrial District / Truck Trailer Storage Lot **South:** Unincorporated Cook County R-4, Single-Family Residence District and Village of Lemont R-5A / Vacant Residential **East:** Unincorporated Cook County R-4 & Village of Lemont M-1 / Existing Single-Family Homes and J-Ave Trucking & Wheel2Wheel **West:** Unincorporated Cook County I-1, Restricted Industrial District and M-1, Light Manufacturing District / Residential homes and Lemont Public Works Department facility	Rezoning following Annexation and Preliminary Planned Unit Development	7.874-acres

PROPERTY HISTORY
The subject property consists of two parcels totaling approximately 7.87 acres located at 16548 and 16572 New Avenue. The property is currently located within unincorporated Cook County and is zoned R-4 Single Family Residential. Despite the residential zoning classification, the property has historically been utilized for industrial, contractor, truck parking, equipment storage, and related outdoor storage activities.

The site contains a variety of existing gravel surfaces, outdoor storage areas, and industrial improvements. The surrounding area has developed with a mix of industrial, manufacturing, transportation, and contractor-oriented uses. The subject property is adjacent to the applicant's existing industrial operations and is designated Industrial in the Lemont 2030 Comprehensive Plan. According to County records, John Avelar acquired the subject property in October 2024 from JP McMahon Prop LLC, a fuel trucking operator.

COMPATIBILITY with the COMPREHENSIVE PLAN	**COMPATIBILITY** with the UNIFIED DEVELOPMENT ORDINANCE
The Lemont 2030 Comprehensive Plan's future land use map designates the subject property as Industrial (IND).	The proposed development is generally consistent with the purpose and intent of the M-1 Light Manufacturing District and the applicable provisions of the UDO.

ATTACHMENTS
Attachments are Linked

1. Staff Analysis
2. Site Photographs
3. Plat of Survey
4. Full Set Topographic Plans
5. Topo with Wetlands
6. Architectural Site Plan
7. Landscape Plan
8. Preliminary Engineering Plan
9. Exterior Elevations
10. Exterior Renderings by JTS Architects
11. Traffic Study by KLOA
12. Village Comment Letter dated 5/29/2026 & Traffic Comments
13. TRC Comments and Submittal

Attachment 1 – Staff Analysis - J-Ave II

COMPREHENSIVE PLAN

The Lemont 2030 Comprehensive Plan designates the subject property as Industrial (IND). The Industrial land use category is intended to accommodate a wide range of industrial and manufacturing uses and encourages well-designed developments incorporating modern building features, landscaping, screening, and functional site design.

The proposed flex-industrial development is generally consistent with the Industrial land use designation and the surrounding development pattern. The proposed buildings, site improvements, landscaping, and screening elements are consistent with the Comprehensive Plan's vision for modern industrial development.

The Comprehensive Plan further encourages industrial developments that provide screening for outdoor storage and equipment, landscaping, and improved site organization. Annexation and redevelopment of the property would bring the site under Village standards and provide an opportunity to advance these planning objectives through the Planned Unit Development process.

GENERAL ANALYSIS

Site Plan & Summary. The proposed development consists of three flex-industrial buildings arranged around a central internal drive aisle and parking field. The site is accessed from New Avenue and includes shared parking, loading areas, stormwater management facilities, landscaping, and utility infrastructure. The three buildings are supported by a combination of surface parking, internal circulation drives, sanitary sewer, water main, and stormwater facilities.

Two stormwater detention areas are proposed, including a larger detention basin near the northern portion of the site and an underground stormwater detention system beneath portions of the development. Several retaining walls are proposed to accommodate existing topography and grade transitions across the property. Utility improvements include new water main, sanitary sewer, storm sewer, fire hydrants, and associated infrastructure.

The site plan provides vehicular circulation throughout the development with parking areas centrally located between the proposed buildings. Building entrances are oriented towards the internal parking areas while overhead doors and service functions are generally located along the opposite building elevations. The development is intended to accommodate multiple tenant spaces within each building.

Landscape improvements are proposed throughout the site, including canopy trees, ornamental trees, evergreen trees, shrubs, turf areas, and perimeter screening. A six-foot-tall wood fence is proposed along portions of the property boundary adjacent to residentially zoned properties. The landscape plan also includes detention basin landscaping and perimeter buffering intended to soften views of the development from adjoining properties and public rights-of-way.

Building Design and Architecture. Preliminary building elevations have been provided for the proposed flex industrial buildings. The buildings incorporate contemporary industrial design elements including articulated tenant entrances, vertical architectural accents, varied parapet heights, large window openings, and contrasting colors and materials to reduce the appearance of long uninterrupted building facades. The proposed office component is designed with increased building height, enhanced entry features, and additional glazing to create a visual focal point within the development.



The proposed architectural treatment generally exceeds the appearance typically associated with warehouse and industrial buildings and is consistent with the Village's objective of encouraging attractive industrial development. The elevations demonstrate compliance with Section 17.06.190 requiring decorative architectural elements extending along street-facing facades and decorative screening features above the primary roofline.

Additional review of exterior materials will occur during the Final Planned Unit Development process. Staff notes that Section 17.06.190 requires the first four feet of street-facing building facades to be constructed of brick, stone, or other decorative architectural materials. Should the applicant utilize tilt-up concrete construction, the Village may wish to consider whether an exception from this requirement is appropriate as part of the Planned Unit Development review.

Access, Traffic & Circulation. KLOA prepared a traffic impact study for the proposed equipment and supply storage facility at 16548 New Avenue. Access to the site will be provided via the existing full-access driveway on New Avenue, which includes one inbound lane and one outbound lane. The study evaluated existing and projected traffic conditions at the site access and along New Avenue.

The proposed development consists of approximately 64,000 square feet of equipment and supply storage space, including office space and light mechanical repair activities. The facility is anticipated to employ up to 60 employees and generate approximately 88 daily vehicle trips, including approximately 28 truck trips. Hours of operation are proposed from 7:00 a.m. to 7:00 p.m.

KLOA concluded that the proposed development will generate a relatively low volume of traffic and that the existing access drive and adjacent roadway network will continue to operate at acceptable levels of service under projected future traffic conditions. The study determined that dedicated left-turn and right-turn lanes on New Avenue are not warranted and that no roadway improvements are necessary to accommodate the proposed development. KLOA recommends that outbound traffic from the site be controlled by a stop sign.

The Village's traffic consultant reviewed the submitted study and requested additional information regarding the proposed operation, trip generation assumptions, site circulation, and supporting data used in the analysis. The consultant also noted that the study does not identify an opening year and appears to assume traffic conditions beginning in 2026. Additional information will be required before the Village can fully evaluate the traffic impacts associated with the proposed development.

Engineering Review. The Village Engineer reviewed the project during the Concept Plan process and identified several items requiring further evaluation as part of the annexation, rezoning, and Preliminary Planned Unit Development review. The development will require permits and approvals from multiple outside agencies, including IDOT, MWRD, IEPA, and other applicable agencies.

Key engineering considerations include final stormwater management design, utility extensions, roadway access improvements, retaining wall design, site lighting, ADA compliance, and pavement design. The Village Engineer also noted that a sidewalk along New Avenue may be required and requested additional information regarding photometric plans and site circulation.

Final engineering approval will be subject to detailed review of construction plans and the resolution of all comments from the Village Engineer and applicable reviewing agencies.

Planning Review. The Consulting Planner reviewed the annexation, rezoning, and Preliminary Planned Unit Development application and provided comments to the applicant. The review generally found the proposed flex-industrial development to be consistent with the Industrial future land use designation of the Comprehensive Plan and generally compatible with the surrounding industrial development pattern.

Planning review focused on site design, landscaping, screening, building architecture, parking, outdoor storage, and compliance with the Village's industrial development standards. Particular attention was given to buffering adjacent residential properties, transition yard requirements, building design along New Avenue, parking calculations, lighting, and the treatment of any outdoor storage or equipment areas. Additional information was requested regarding certain operational characteristics of the proposed use, site circulation, and long-term site management.

The applicant has revised the plans since the Concept Plan review. Remaining planning-related items will continue to be evaluated through the Preliminary Planned Unit Development process and may be addressed through conditions of approval, final engineering review, or Final Planned Unit Development approval.

Staff has not identified any requested deviations from the underlying M-1 zoning district standards at this time. Planned Unit Development approval is required due to the presence of multiple principal buildings on a single lot rather than to obtain relief from dimensional or operational standards.

Consistency with PUD Objectives. Section 17.08.010(C) of the Unified Development Ordinance identifies objectives intended to be achieved through the Planned Unit Development process. While the applicant has not provided a separate PUD objective analysis, staff finds the proposal advances several applicable objectives as discussed below.

1. *To ensure that future growth and development which occurs is in accordance with the policies and goals of the Village.* The property is designated Industrial on the Future Land Use Map of the Lemont 2030 Comprehensive Plan. The proposed annexation, rezoning to M-1, Light Manufacturing and PUD for a modern office/warehouse facility is generally consistent with the transforming industrial character of the area. The proposal would also eliminate an unincorporated parcel and extend municipal services to the site.

2. *To encourage and stimulate economic development with the Village.* The proposal would replace a nonconforming industrial use pattern on property currently zoned residential in unincorporated Cook County with a planned and regulated industrial development consistent with Village zoning standards and the Comprehensive Plan.

3. *To preserve or enhance natural features on the site.* The property contains limited remaining natural features due to previous site disturbance and outdoor industrial activity. While the applicant has not submitted a tree survey or preservation plan, the proposal includes perimeter landscaping, stormwater management facilities, and preservation of existing vegetation where practical. Additional opportunities for tree preservation and landscaping may be explored during the Final Planned Unit Development process.

4. *To facilitate, in a cost effective manner, the development and maintenance of adequate public services.* The proposed annexation will allow the property to be served by Village water and sanitary sewer infrastructure. Extending municipal services to the site promotes orderly growth and development while ensuring the property can be adequately served by public utilities and emergency services.

5. *To encourage the introduction of related and complementary land uses*. The proposed flex industrial development is compatible with the surrounding industrial development pattern and serves as a logical extension of the applicant's adjacent industrial property. The proposed office, warehouse, storage, and light industrial uses are permitted within the M-1 Light Manufacturing District (and should be clearly identified in the PUD) and are consistent with the character of nearby industrial and employment-generating uses.

Technical Review Committee (TRC) Meeting

A TRC meeting was held on October 21, 2025 with staff, the Village Engineer, the Lemont Fire District, Public Works and the Applicant and their representatives. The plan did not change much following the TRC meeting except a connection between the applicant's existing site and the proposed redevelopment site is shown on the architectural site plan. During the TRC meeting, staff and consultants provided feedback and guidance to the applicant. A comment letter was sent by the Consulting Planner that offers similar suggestions as found in the conditions and review letter.

CONCLUSIONS & RECOMMENDATIONS

The proposed annexation, rezoning, and Preliminary Planned Unit Development are generally consistent with the Industrial future land use designation of the Comprehensive Plan and the purpose of the M-1 Light Manufacturing District. The proposed office, warehouse, storage, and light industrial flex buildings are compatible with the surrounding industrial development pattern and would allow the property to be incorporated into the Village under Village zoning, development, engineering, landscaping, and property maintenance standards.

Staff notes that the property currently contains a variety of outdoor storage areas, equipment, vehicles, materials, and site improvements that are not reflected in the proposed development plans. While the proposed development provides a framework for improving and formalizing the site, annexation and rezoning alone will not ensure that the existing site conditions are resolved. The Village should consider provisions within the Annexation Agreement, Preliminary PUD ordinance, and Final PUD approval process to ensure the property is brought into substantial conformance with the approved redevelopment plans within a reasonable timeframe.

Outstanding review items primarily relate to final engineering, tree preservation, landscaping, lighting, tenant/operational clarification, traffic assumptions, and site cleanup/phasing. These items may be addressed through conditions of approval and continued review as part of the Final Planned Unit Development process.

If the Planning & Zoning Commission is to recommend approval of Case 2026-07 J-Ave II Annexation, Rezoning and Preliminary PUD, the following conditions should be considered at a minimum:

1. Submission and approval of a Tree Survey, Tree Preservation Plan, and Landscape Plan in accordance with the Unified Development Ordinance and the requirements of the Village Arborist.
2. Compliance with all comments from the Village Engineer, Village Arborist, Village Traffic Consultant, Lemont Fire Protection District, and Consulting Planner.
3. Clarification of the proposed tenant mix and operational characteristics of the development, including, contractor uses, equipment storage, and similar activities.
4. Submission of a photometric plan demonstrating compliance with Village illumination standards.
5. Meet Section 17.06.140 for architectural design for industrial buildings.
6. Execution of an Annexation Agreement addressing public improvements, utilities, maintenance responsibilities, and any other provisions deemed necessary by the Village.
7. Any additional conditions deemed appropriate following public hearing testimony and Planning & Zoning Commission discussion.

Attachment 2 - Site Photographs



Figure 1: Oblique aerial from Cook County GIS / Subject property is highlighted in orange.



Figure 2: View of subject property from New Avenue, looking south.



Figure 3: Entrance into subject property from New Avenue, looking southwest.



Figure 4: Residential home associated with subject property in northeast corner of site.



Figure 5: View of front of subject property (public hearing sign on left) looking east.



Figure 6: Interior view of property.



Figure 7: Interior view of property with drive aisle leading to New Avenue.



Figure 8: Interior view of property facing west / I-355 bridge seen in the background.



Figure 9: Interior view of property.

Attachment 3

PLAT OF SURVEY

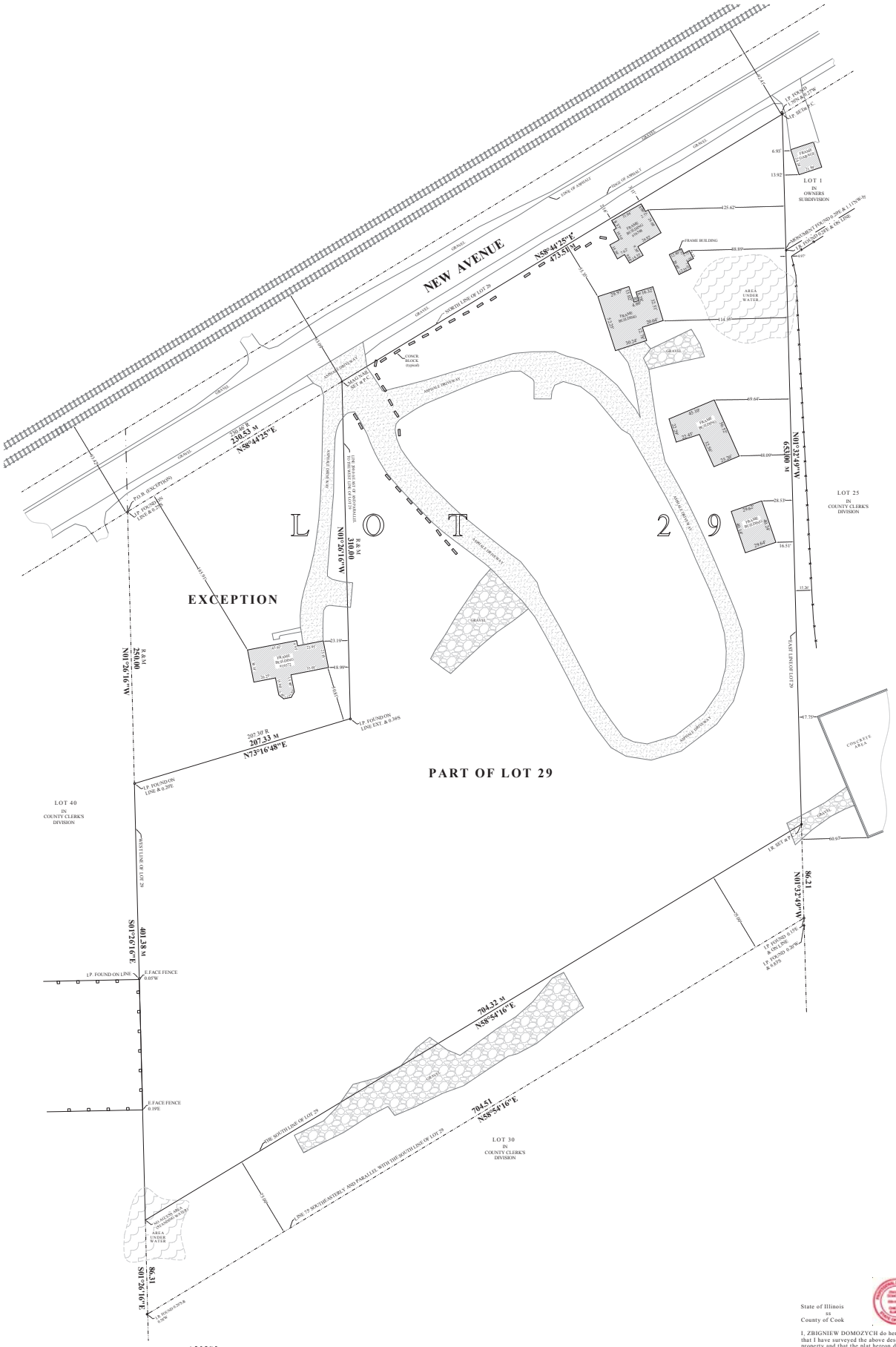
ZBIGNIEW DOMOZYCH SERVICES
PHONE:(773)656-4630
(872)210-9473
ziggylandsurveyor@gmail.com
ziggylandsurveyor.us

SCALE 1" = 40'

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE;
THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29;
THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET;
THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

TOTAL LAND AREA = 342,984 sq.ft / 7.874 acres
PROPERTY ADDRESS: 16548 NEW AVENUE, LEMONT, IL 60439
PERMANENT INDEX NUMBER: 22-30-101-016-0000



LEGEND:

- CHAIN LINK FENCE	- ASPHALT AREA		
- WOOD FENCE	- CONCRETE PAVEMENT		
- IRON FENCE	- BRICK AREA		
U.P. - UTILITY POLE	E.FR.P. - ENCLOSED FRAME PORCH		
E.C. - EDGE OF CONCRETE	O.FR.P. - OPEN FRAME PORCH		
E.BR. - EDGE OF BRICK	I.P. or P.C. - IRON PIPE AT PROPERTY CORNER		
N.S.E.W. - NORTH, SOUTH, EAST, WEST	R / M - RECORDED / MEASURED		
- CROSS / MAG NAIL	P.O.B. - POINT OF BEGINNING		
- CROSS / IRON PIPE / IRON ROD			

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

ORDER NO. 250303-A
SCALE: 1 INCH = 40 FEET
FIELDWORK COMPLETION DATE: MARCH 08, 2025
ORDERED BY: DOUBLE "M" CIVIL ENGINEERING

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
FOR BUILDING LINES, EASEMENTS AND OTHER RESTRICTIONS NOT SHOWN HEREON, REFER TO YOUR DEED, TITLE POLICY AND LOCAL ZONING ORDINANCE, ETC.
LEGAL DESCRIPTION NOTED ON THIS PLAT WAS SUPPLIED BY OTHERS AND MUST BE COMPARED WITH DEED AND OR TITLE POLICY.
ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
BEARINGS SHOWN HEREON ARE GRID BEARINGS REFERENCED TO THE ILLINOIS COORDINATE SYSTEM, EAST ZONE.

State of Illinois
ss
County of Cook

I, ZBIGNIEW DOMOZYCH do hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

Signature: _____
Date: MARCH 11, 2025

REG. ILL. Land Surveyor No. 35-3758

LIC. EXP. NOVEMBER 30, 2026

Attachment 4

TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000

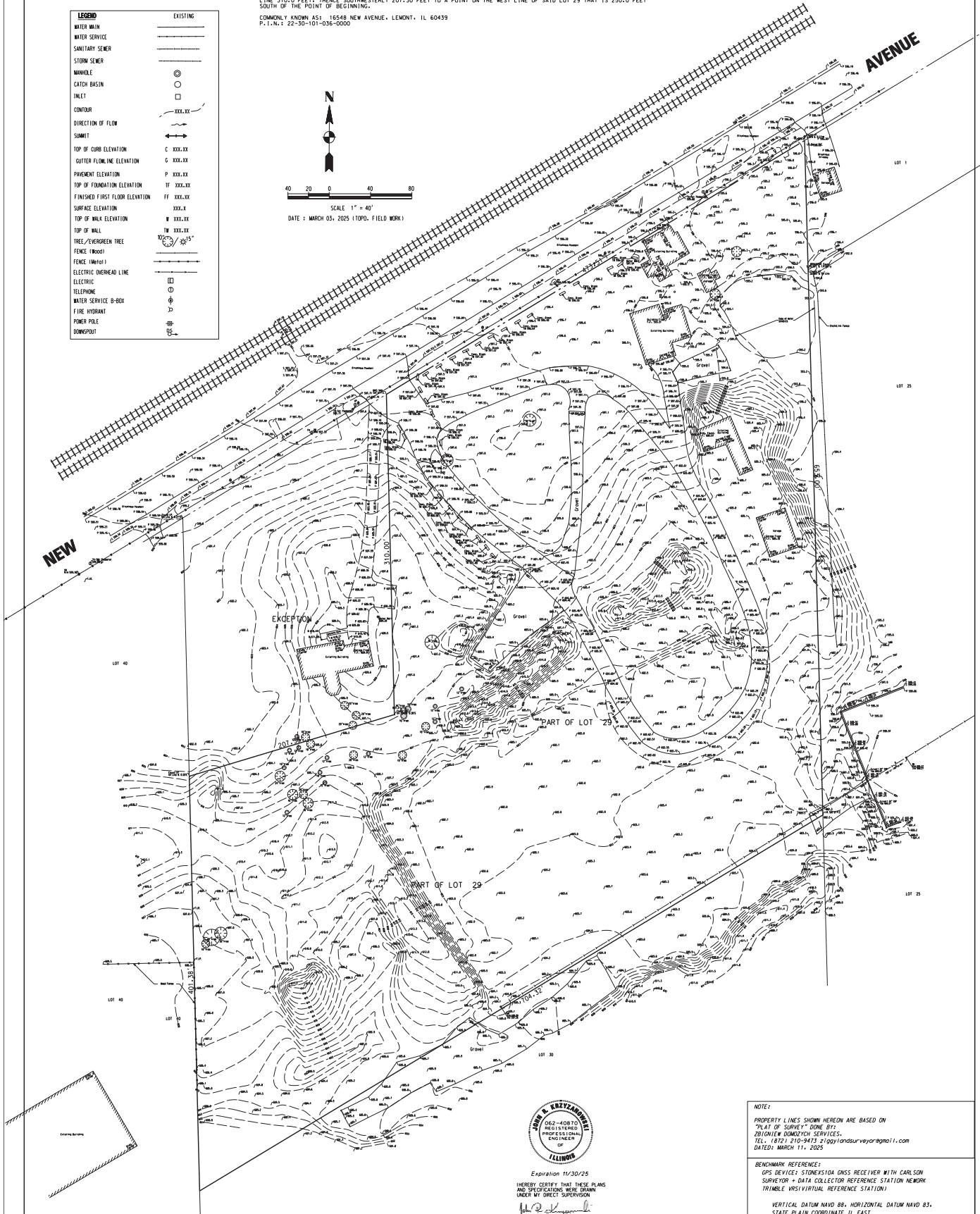
LEGEND	EXISTING
WATER MAIN	
WATER SERVICE	
SANITARY SEWER	
STORM SEWER	
MANHOLE	
CATCH BASIN	
INLET	
CONTOUR	XXX.XX
DIRECTION OF FLOW	
SUMMIT	
TOP OF CURB ELEVATION	C XXX.XX
GUTTER FLOWLINE ELEVATION	G XXX.XX
PAVEMENT ELEVATION	P XXX.XX
TOP OF FOUNDATION ELEVATION	TF XXX.XX
FINISHED FIRST FLOOR ELEVATION	FF XXX.XX
SURFACE ELEVATION	XXX.X
TOP OF WALK ELEVATION	W XXX.XX
TOP OF WALL	TW XXX.XX
TREE/EVERGREEN TREE	
FENCE (Wood)	
FENCE (Metal)	
ELECTRIC OVERHEAD LINE	
ELECTRIC	
TELEPHONE	
WATER SERVICE B-BOX	
FIRE HYDRANT	
POWER POLE	
DOWNSPOUT	

N

40 20 0 40 80

SCALE 1" = 40'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)



JOHN K. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

NOTE:

PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY: ZBIGNIEW DOMOZYCH SERVICES. TEL. (872) 210-9473 ziggylandsurveyor@gmail.com DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICE: STONEX S10A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:

NEW COMMERTIAL BUILDING
AT 16548 NEW AVENUE
LEMONT, ILLINOIS 60439

ORDERED BY: FRANK GEORGEKOS - G.C. tel.: 708-441-5305

DATE	BY	REVISION

DOUBLE M CIVIL ENGINEERING
PHONE : 847-573-9758 : E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

DATE	03-24-2025	SCALE:	1" = 40'	PROJECT NO.	83525	DRAWING NUMBER
DESIGNED	MK	APPROVED	JRK	FILE NO.	1-1-1	C-1
DRAWN						

TOPOGRAPHIC SURVEY

OF

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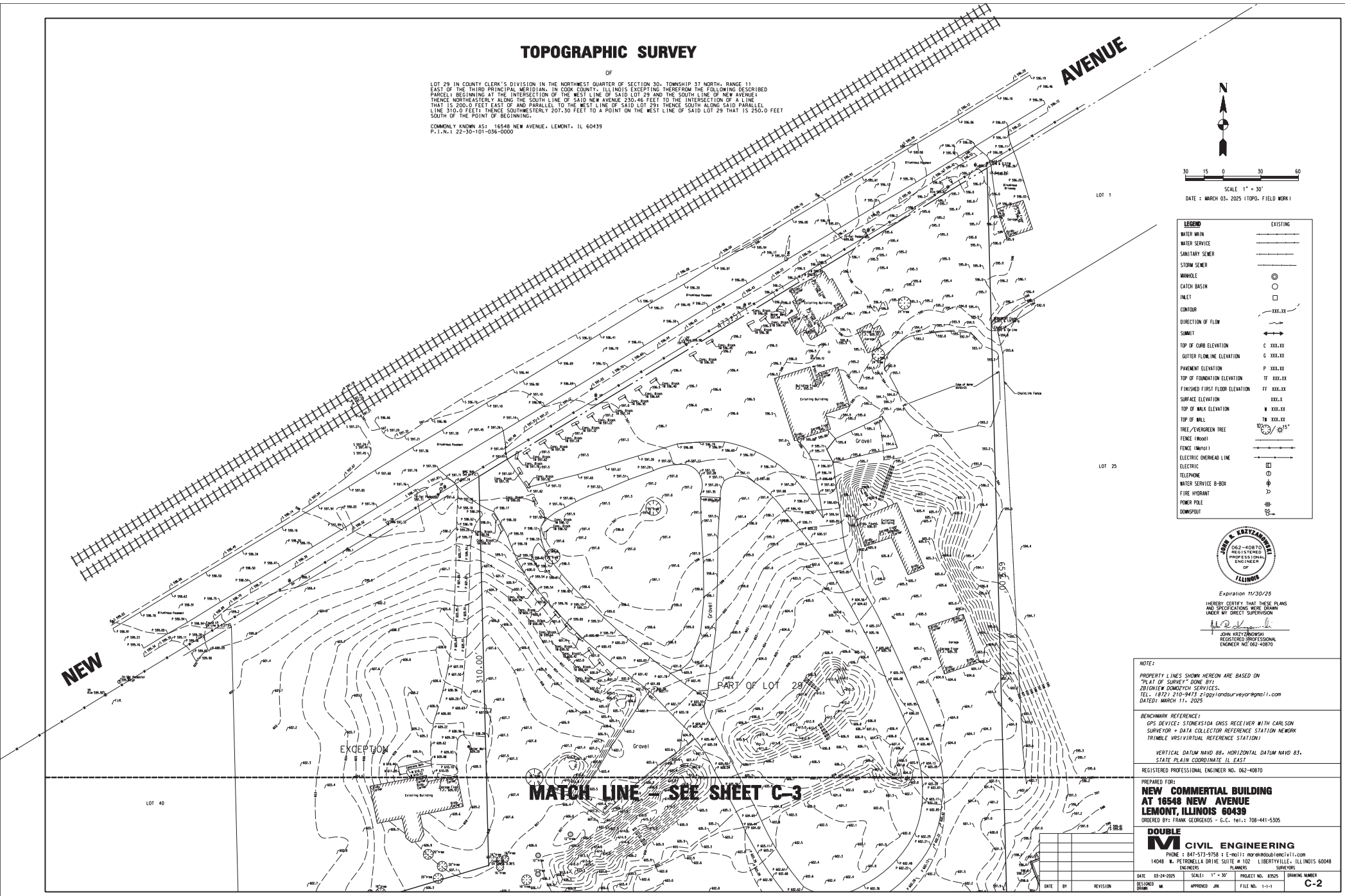
P.I.N.: 22-30-101-036-0000



N

30 15 0 30 60

SCALE 1" = 30'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

LEGEND	EXISTING
WATER MAIN	
WATER SERVICE	
SANITARY SEWER	
STORM SEWER	
MANHOLE	
CATCH BASIN	
INLET	
CONTOUR	XXX.XX
DIRECTION OF FLOW	
SUMMIT	
TOP OF CURB ELEVATION	C XXX.XX
GUTTER FLOWLINE ELEVATION	G XXX.XX
PAVEMENT ELEVATION	P XXX.XX
TOP OF FOUNDATION ELEVATION	TF XXX.XX
FINISHED FIRST FLOOR ELEVATION	FF XXX.XX
SURFACE ELEVATION	XXX.X
TOP OF WALK ELEVATION	W XXX.XX
TOP OF WALL	TW XXX.XX
TREE/EVERGREEN TREE	
FENCE (Wood)	
FENCE (Metal)	
ELECTRIC OVERHEAD LINE	
ELECTRIC	
TELEPHONE	
WATER SERVICE B-BOX	
FIRE HYDRANT	
POWER POLE	
DOWNSPOUT	

JOHN R. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

Expiration 11/30/25

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BENCHMARK REFERENCE:
GPS DEVICE: STONEX1OA GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:

NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439

ORDERED BY: FRANK GEORGEKOS - G.C. tel.: 708-441-5305

DOUBLE M CIVIL ENGINEERING
PHONE : 847-573-9758 : E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

DATE	BY	REVISION

DATE	03-24-2025	SCALE:	1" = 30'	PROJECT NO.	83525	DRAWING NUMBER
DESIGNED DRAWN	MK	APPROVED	JRK	FILE NO.	1-1-1	C-2

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P.I.N.: 22-30-101-036-0000

N

10 5 0 10 20

SCALE 1" = 20'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

AVENUE

NEW

EXCEPTION

PART OF LOT 29

LOT 1

LOT 25

LOT 25

Bituminous Pavement

Existing Building

Gravel

Garage

Bldg. Corner

Edge of Water 03/03/25

ChainLink Fence

Bituminous Driveway

Concrete Pad

Utility Pole

Guy Wire

Telephone Pedestal

Water Valve

Gas Valve

Manhole

Catch Basin

Inlet

Monument Found

Iron Pipe

Concrete Block

Building Floor

Garage Floor

Basement Floor

Top of Bank

Toe of Bank

Gravel Edge

Bldg. Found.

Existing Basement Floor

Existing First Floor

Existing Garage Floor

Existing Building

Building Found.

Existing Found.

Existing Garage

Existing Bldg. Found.

Existing Bldg. Corner

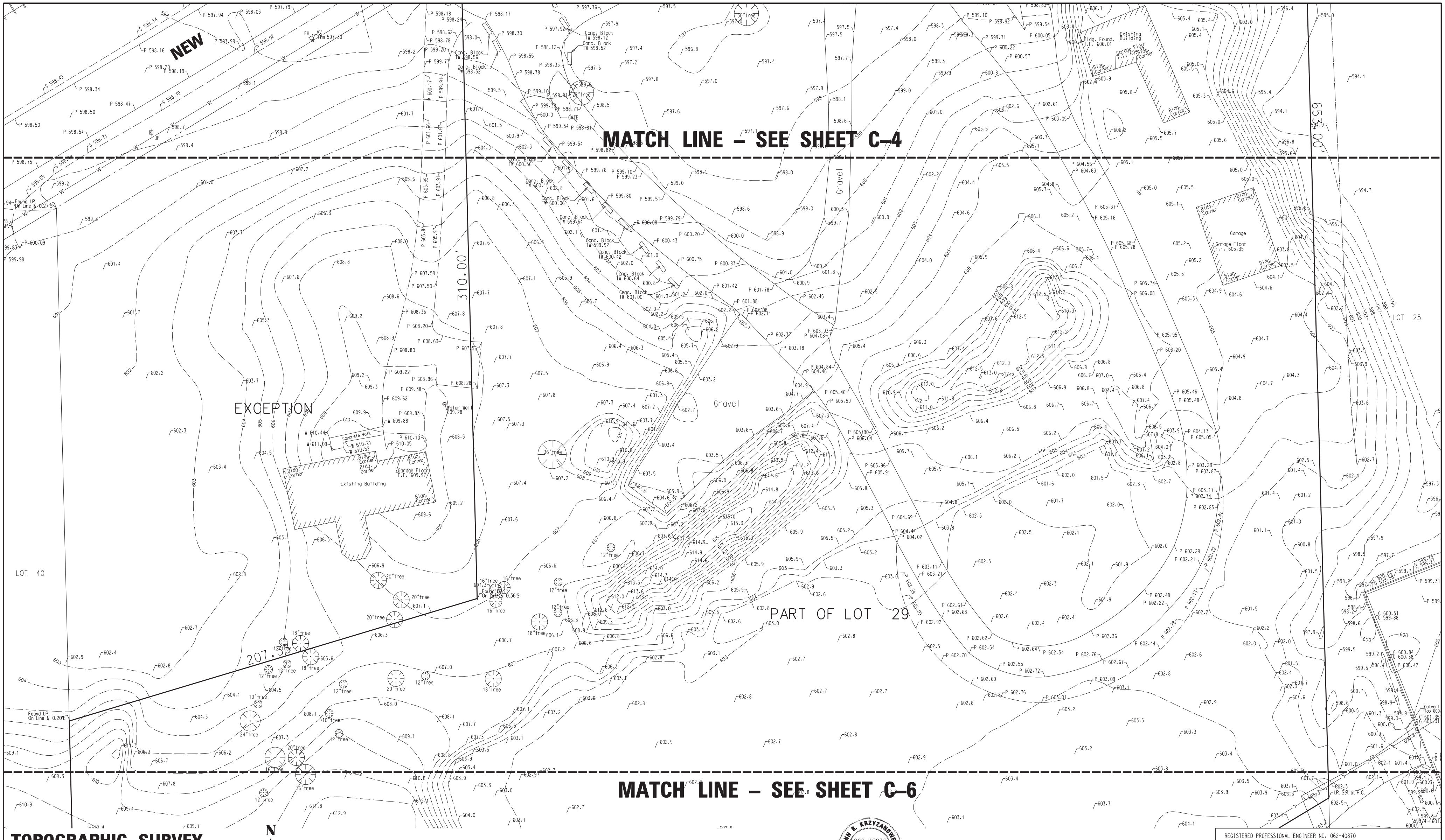
Existing Garage Corner

Existing Garage Floor

Existing Basement Floor

Existing First Floor

Existing Building



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P.I.N.: 22-30-101-036-0000

SCALE 1" = 20'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

LEGEND	EXISTING
WATER MAIN	
WATER SERVICE	
SANITARY SEWER	
STORM SEWER	
MANHOLE	
CATCH BASIN	
INLET	
CONTOUR	XXX.XX
DIRECTION OF FLOW	

LEGEND	EXISTING
SUMMIT	
TOP OF CURB ELEVATION	C XXX.XX
GUTTER FLOWLINE ELEVATION	G XXX.XX
PAVEMENT ELEVATION	P XXX.XX
TOP OF FOUNDATION ELEVATION	TF XXX.XX
FINISHED FIRST FLOOR ELEVATION	FF XXX.XX
SURFACE ELEVATION	XXX.X
TOP OF WALK ELEVATION	W XXX.XX
TOP OF WALL	TW XXX.XX

TREE/EVERGREEN TREE	10" 15"
FENCE (Wood)	
FENCE (Metal)	
ELECTRIC OVERHEAD LINE	OH
ELECTRIC	E
TELEPHONE	
WATER SERVICE B-BOX	
FIRE HYDRANT	
POWER POLE	
DOWNSPOUT	DS

JOHN R. KRZYZANOWSKI 062-40870 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

NOTE:

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ZBIGNIEW DOMOZYCH SERVICES.
TEL. (872) 210-9473 ziggylandsurveyor@gmail.com
DATED: MARCH 11, 2025

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VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

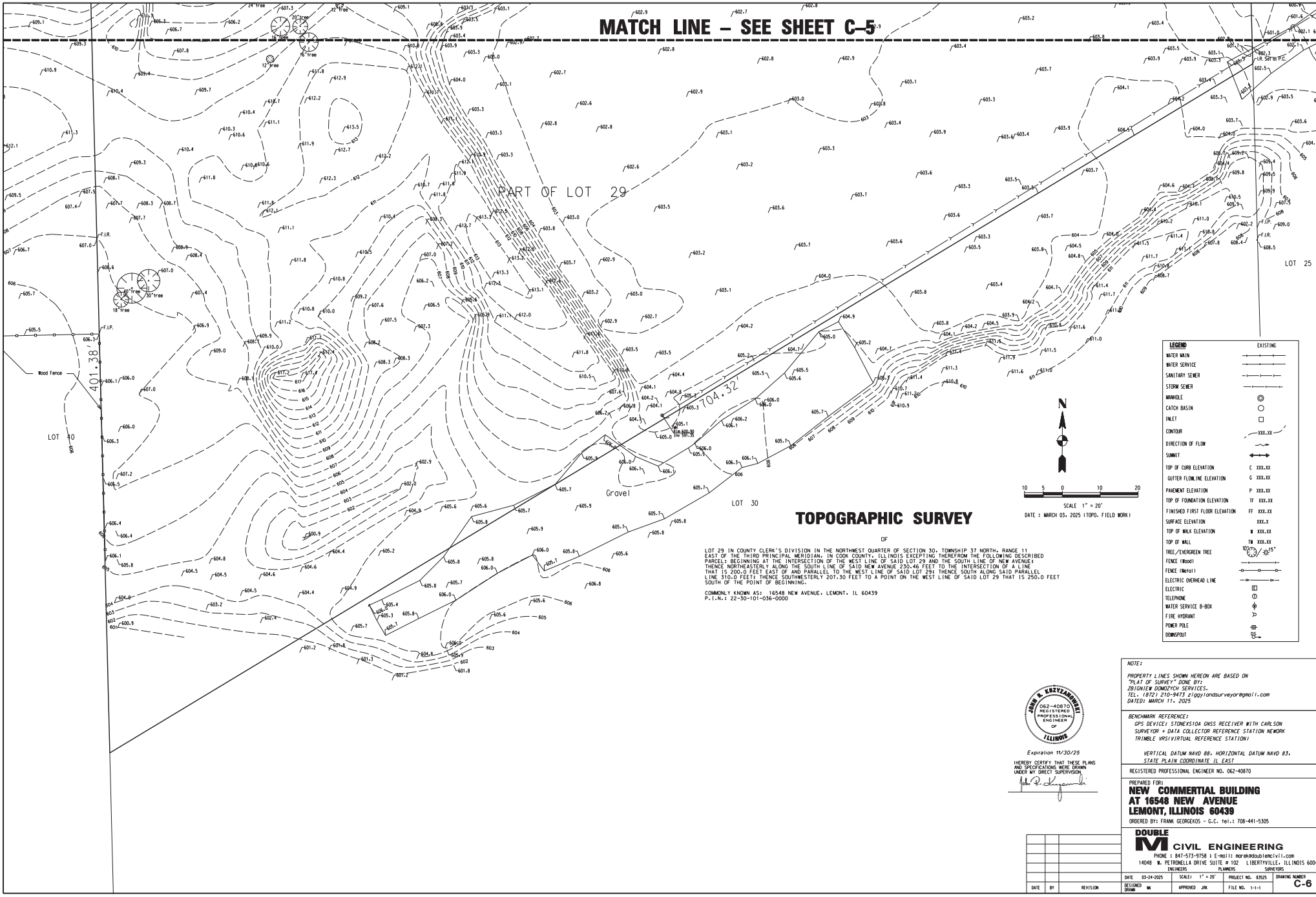
PREPARED FOR:
NEW COMMERCIAL BUILDING
AT 16548 NEW AVENUE
LEMONT, ILLINOIS 60439

ORDERED BY: FRANK GEORGEKOS - G.C. tel.: 708-441-5305

DOUBLE M CIVIL ENGINEERING
PHONE : 847-573-9758 ; E-mail: marek@doublemcivil.com
14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

DATE	BY	REVISION

DATE 03-24-2025	SCALE: 1" = 20'	PROJECT NO. 83525	DRAWING NUMBER
DESIGNED DRAWN MK	APPROVED JRK	FILE NO. 1-1-1	C-5



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COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-30-101-036-0000

LEGEND	EXISTING
WATER MAIN	
WATER SERVICE	
SANITARY SEWER	
STORM SEWER	
MANHOLE	
CATCH BASIN	
INLET	
CONTOUR	XXX.XX
DIRECTION OF FLOW	
SUMMIT	
TOP OF CURB ELEVATION	C XXX.XX
GUTTER FLOWLINE ELEVATION	G XXX.XX
PAVEMENT ELEVATION	P XXX.XX
TOP OF FOUNDATION ELEVATION	TF XXX.XX
FINISHED FIRST FLOOR ELEVATION	FF XXX.XX
SURFACE ELEVATION	XXX.X
TOP OF WALK ELEVATION	W XXX.XX
TOP OF WALL	TW XXX.XX
TREE/EVERGREEN TREE	
FENCE (Wood)	
FENCE (Metal)	
ELECTRIC OVERHEAD LINE	
ELECTRIC	E
TELEPHONE	T
WATER SERVICE B-BOX	
FIRE HYDRANT	
POWER POLE	
DOWNSPOUT	

JOHN R. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

Expiration 11/30/25

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VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

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14048 W. PETRONELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048

DATE	BY	REVISION

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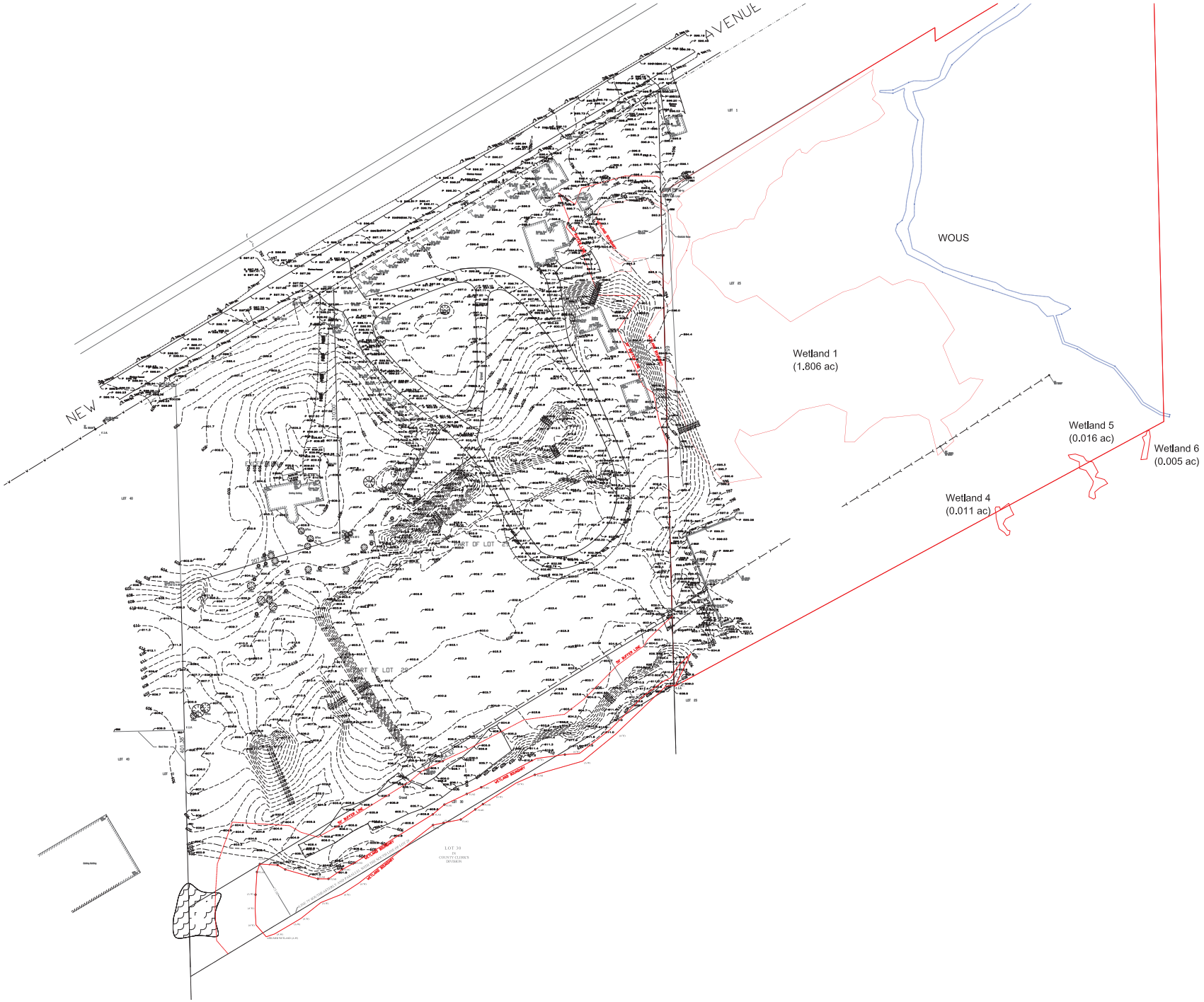
DESIGNED DRAWN	MK	APPROVED	JRK	FILE NO.	1-1-1	C-6

Attachment 5


AVENUE
NEW
WOUS
Wetland 1
(1.806 ac)
Wetland 5
(0.016 ac)
Wetland 6
(0.005 ac)
Wetland 4
(0.011 ac)

Attachment 6

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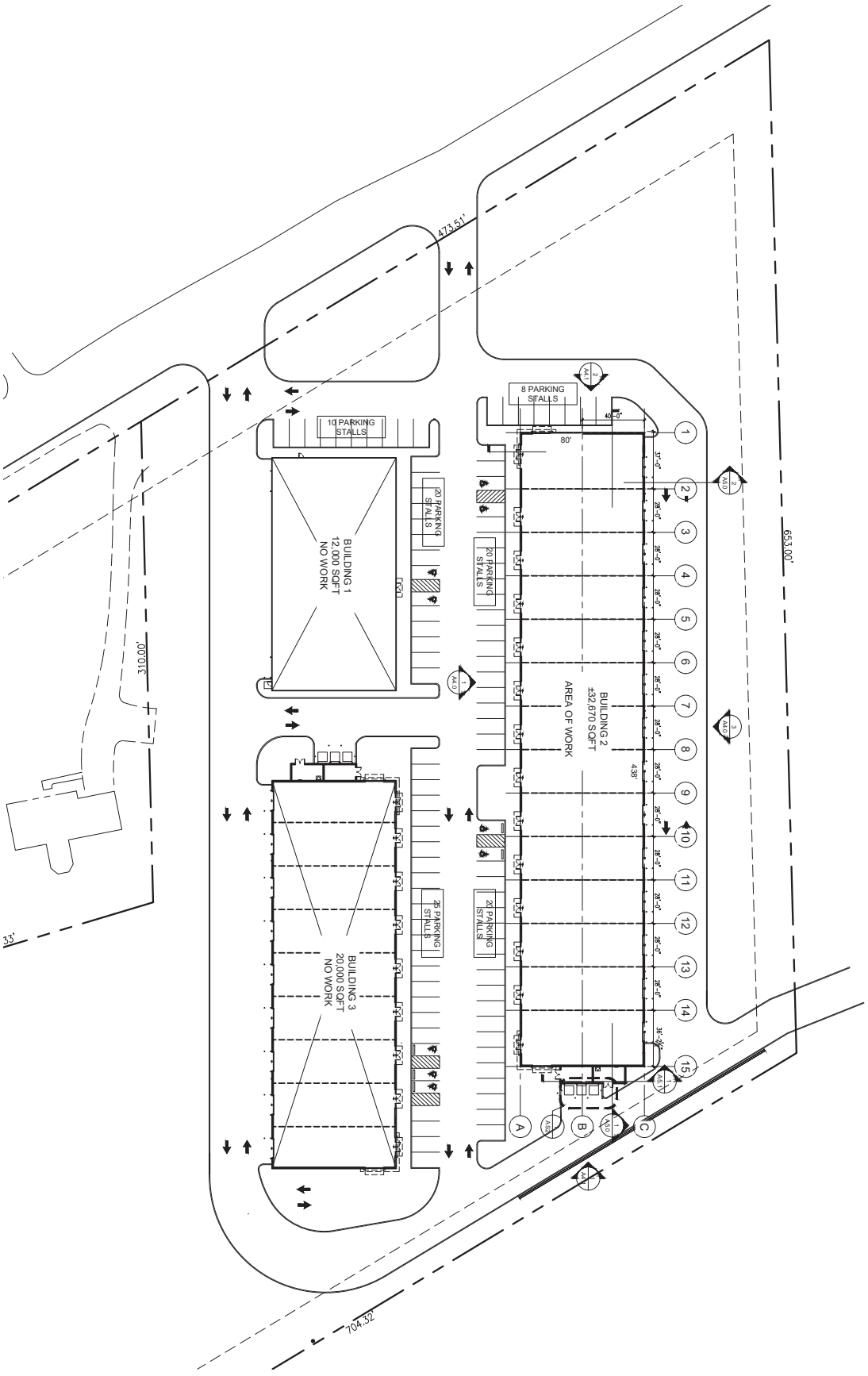


1 ARCHITECTURAL SITE PLAN
1" = 30'-0"

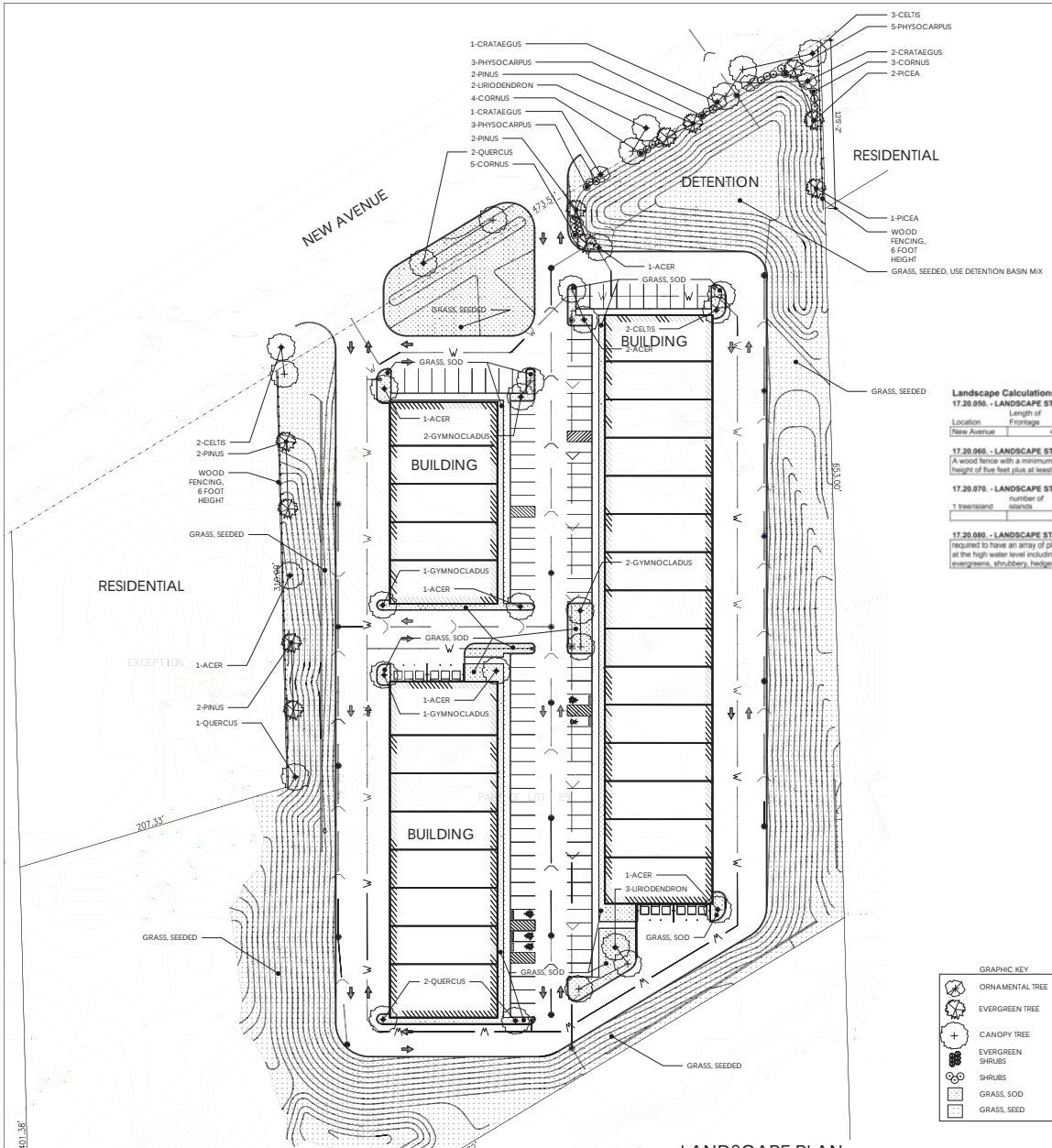
AVELAR BLDG 2

NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

JTS Architects
1821 Walden Office Square
Suite 205
Schaumburg, IL 60173
P 847.952.9970
www.jtsarch.com

SHEET	AS1
JOB NO.	3427 B
DATE	11/26/25
SHEET TITLE	ARCH. SITE PLAN
DATE	SUBMITTED/DESCRIPTION
11/26/25	ISSUED INTO PERMIT

Attachment 7



Landscape Calculations

17.20.050. - LANDSCAPE STANDARDS FOR STREETS

Location	Length of Frontage	Requirement (1/100 LF)	Proposed
New Avenue	474	5	5

17.20.060. - LANDSCAPE STANDARDS FOR TRANSITION YARD

A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet

17.20.070. - LANDSCAPE STANDARDS FOR PARKING LOTS

1 tree/island	number of islands	Trees required	Proposed
	16	16	16

17.20.080. - LANDSCAPE STANDARDS FOR DETENTION POND

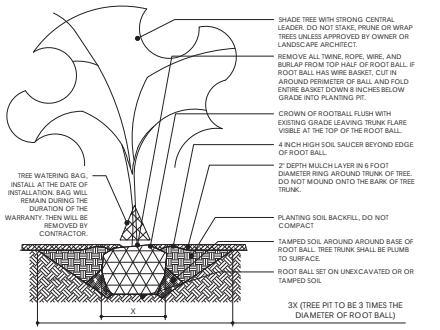
required to have an array of planting material along the perimeter at the high water level including canopy trees, ornamental trees, evergreens, shrubbery, hedges, and other plants.

LANDSCAPE PLAN

SCALE: 1"=40'-0" (0, 40', 80')

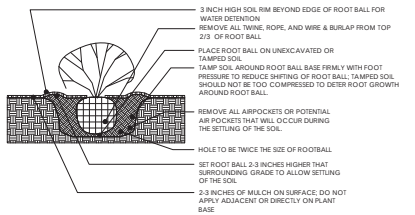
GENERAL NOTES:

1. SITE PLAN IS REFERENCED FROM CURRENT CIVIL ENGINEERING DRAWINGS.
2. PLANTING PROPOSED IS TO COMPLY WITH VILLAGE OF LEMONT CODE REQUIREMENTS.



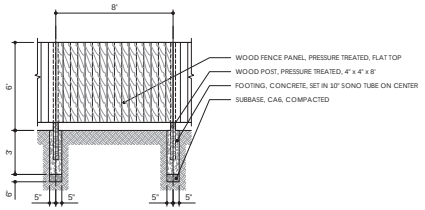
DECIDUOUS TREE DETAIL

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



SHRUB DETAIL

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



WOOD FENCE DETAIL, 6 FOOT HEIGHT

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

PLANT SCHEDULE

Code	Botanical Name	Common Name	Total	Size	Condition	Notes
	Shade Trees		**31**			
ACER	Acer rubrum	Red Maple	8	3" cal.	B&B	
CELTIS	Celtis occidentalis	Sweetgum	7	3" cal.	B&B	
GYMNOCLADUS	Gymnocladus dioica	Kentucky Coffeetree	6	3" cal.	B&B	
LIRIODENDRON	Liriodendron tulipifera	Tulip Tree	5	3" cal.	B&B	
QUERCUS	Quercus imbricaria	Shingle Oak	5	3" cal.	B&B	
	Evergreen Trees		**11**			
PICEA	Picea glauca	White Spruce	3	8 foot height	B&B	
PINUS	Pinus strobus	Eastern White Pine	8	8 foot height	B&B	
	Ornamental Trees		**4**			
CRATAEGUS	Crataegus phaenopyrum	Washington Hawthorn	4	6 foot height	B&B	Multi-stemmed
	Deciduous Shrubs		**23**			
CORNUS S	Cornus sericea	Redtwig Dogwood	12	24" height	B&B	
PHYSOCARPUS	Physocarpus opulifolius	Common Ninebark	11	24" height	B&B	

GARY W. LEHMAN 157-001183 — LICENSED LANDSCAPE ARCHITECT — STATE OF ILLINOIS

ISSUE	REVISIONS	DATE
1	PERMIT/REVISIONS	5/30/25

PROJECT STAFF
PROJECT MANAGER: G. LEHMAN N.A.
DESIGNED BY: G. LEHMAN N.A.
DRAWN BY: G. LEHMAN N.A.
DRAFTSMAN: G. LEHMAN N.A.

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GARY@STUDIOGLANDSCAPEDESIGN.NET

LANDSCAPE PLANS

16548 NEW AVENUE
LEMONT, ILLINOIS

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PROJECT NO.: 25030
ISSUE DATE: JUNE 2, 2025
SCALE:

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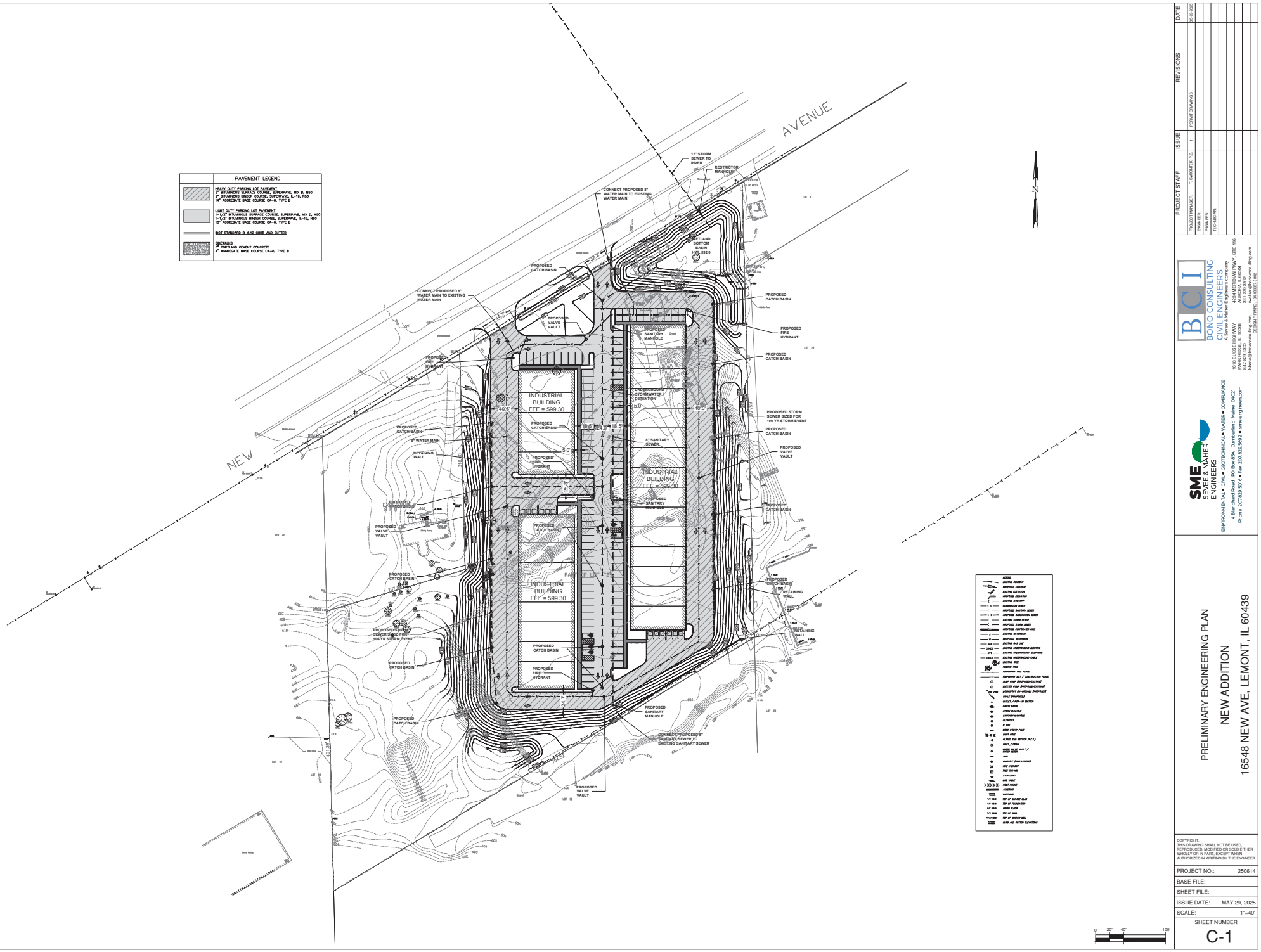
Attachment 8



0 20' 40' 100'

PROJECT STAFF

PROJECT MANAGER: T. WHITTEN, P.E.
DESIGNED:
DRAWN:
CHECKED:

ISSUE	REVISIONS	DATE
1	PERMIT DRAWINGS	05-29-2025

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PRELIMINARY ENGINEERING PLAN
NEW ADDITION
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BASE FILE:	
SHEET FILE:	
ISSUE DATE:	MAY 29, 2025
SCALE:	1"=40'

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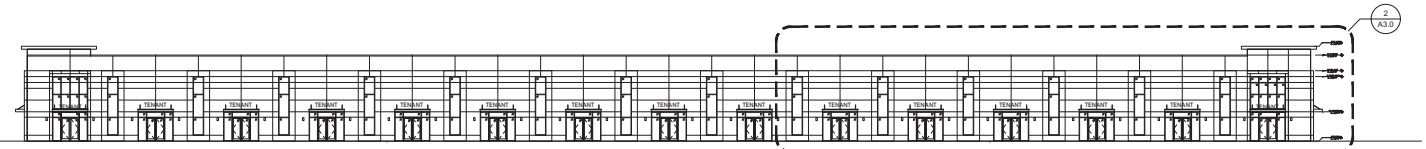
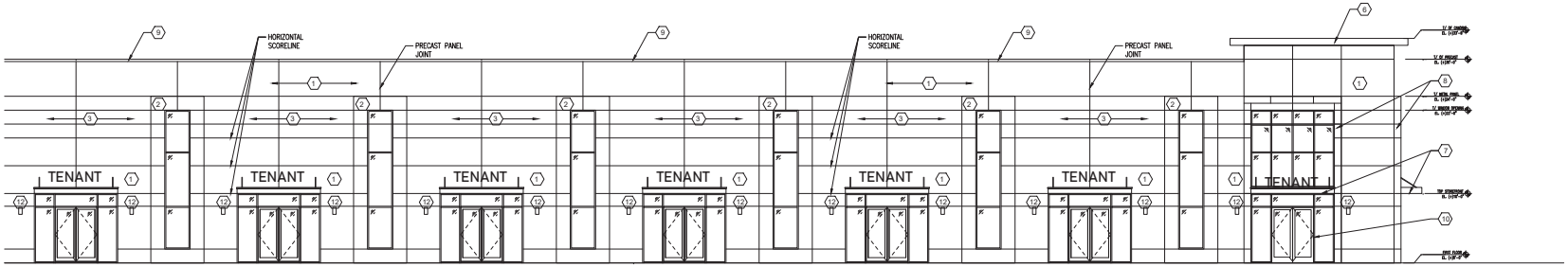
C-1

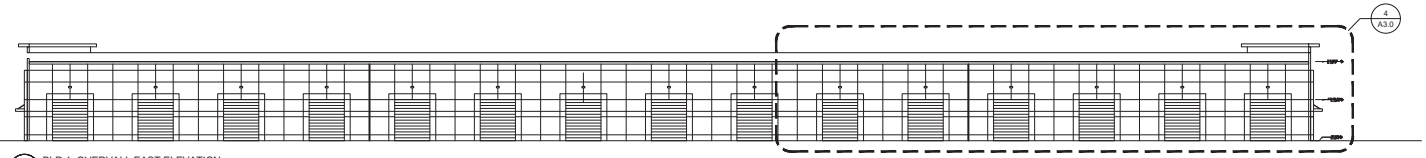
Attachment 9



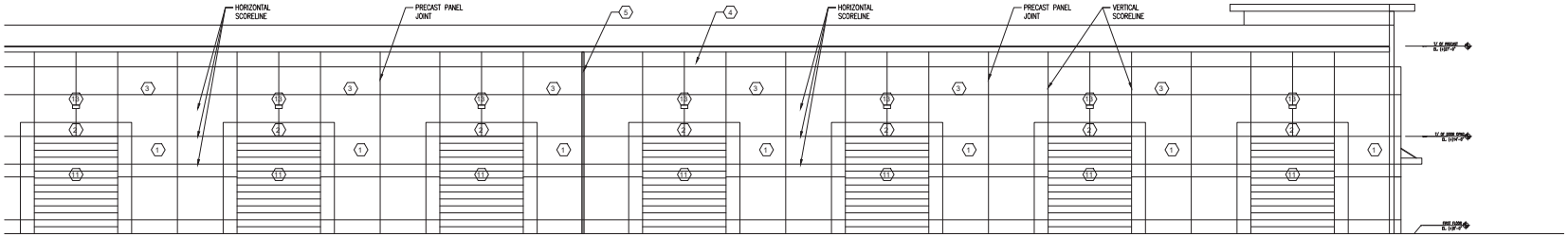
1 BLD 1_OVERALL WEST ELEVATION
1"=20'-0"



2 WEST ELEVATION
1/8"=1'-0"



3 BLD 1_OVERALL EAST ELEVATION
1"=20'-0"



4 EAST ELEVATION
1/8"=1'-0"

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EXTERIOR ELEV. KEYNOTES

SEE SHEET A3.1

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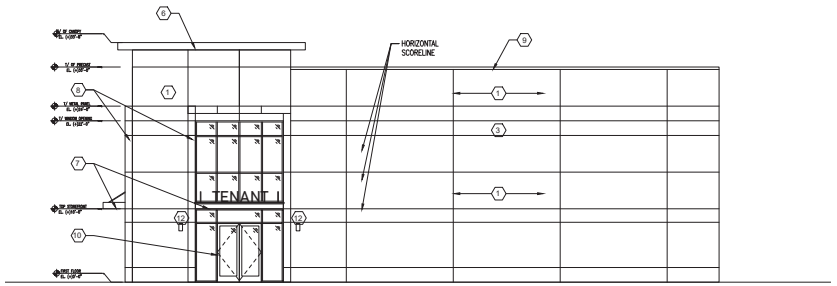
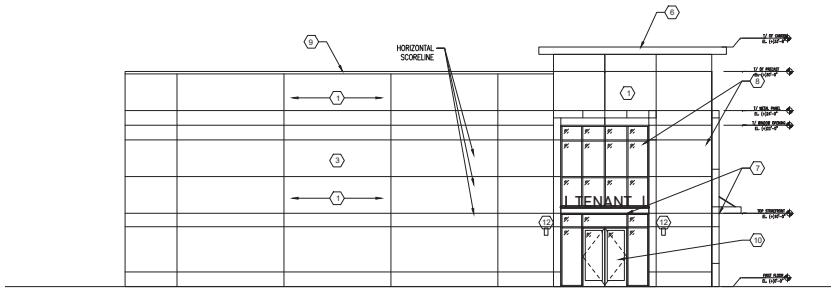


1 BLD 1_NORTH ELEVATION



2 BLD 1_SOUTH ELEVATION

EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
2. PRE CAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE. INTERIOR SIDE NO PAINT REQUIRED
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5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MTO028-FLAT BLACK – UNA-CLAD OR EQUAL
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9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MTO028-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
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13. LED WALL PACK
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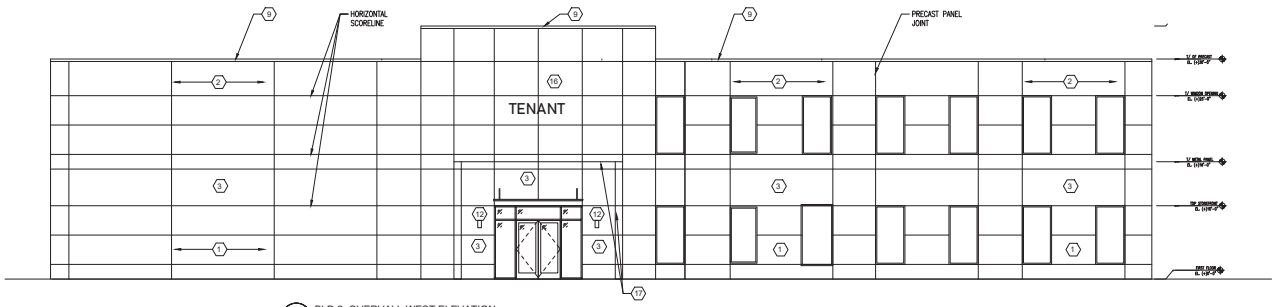
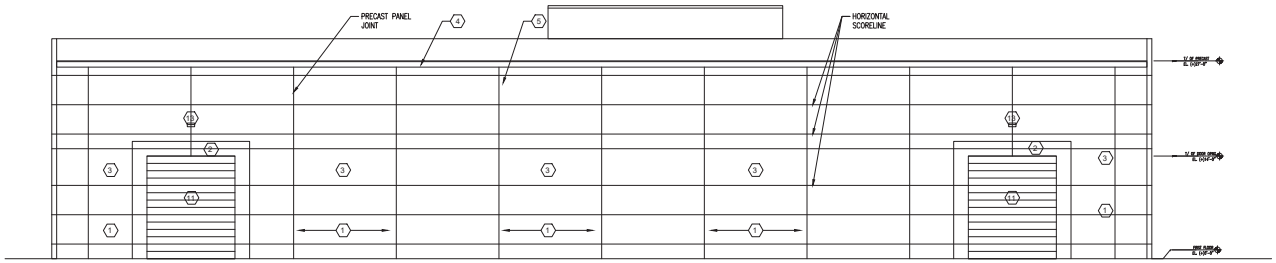
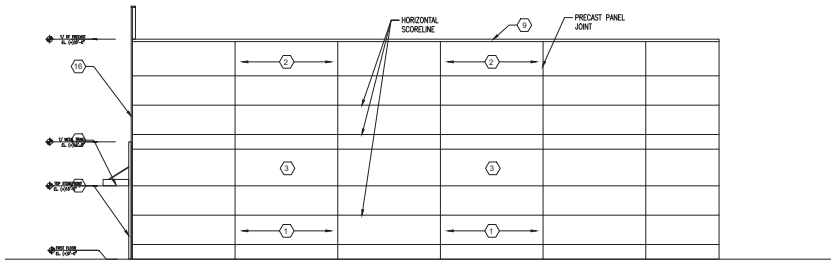


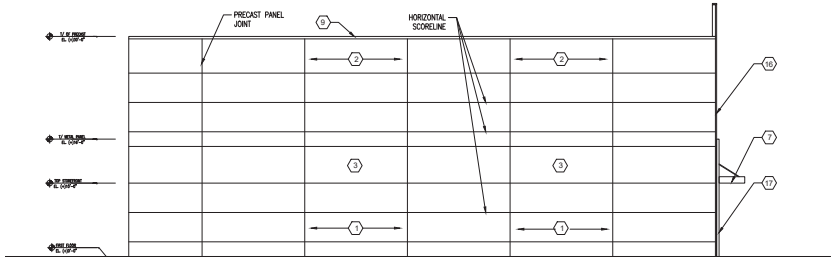
1 BLD 2_OVERVALL WEST ELEVATION



2 BLD 2_OVERVALL WEST ELEVATION



3 BLD 2_NORTH ELEVATION



4 BLD 2_SOUTH ELEVATION

EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL, PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
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7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MT0028-FLAT BLACK – UNA-CLAD OR EQUAL
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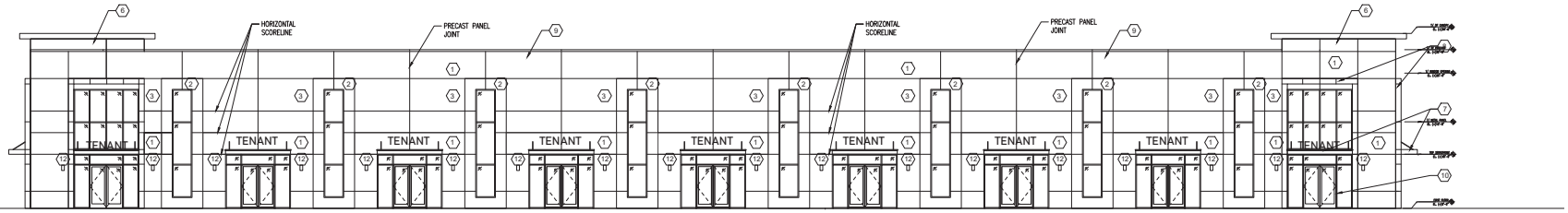
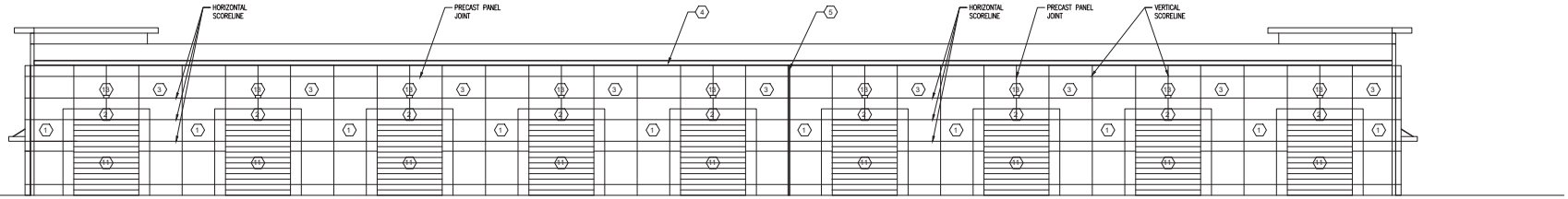


1 BLD 3_OVERVALL WEST ELEVATION
1"=10'-0"



2 BLD 3_OVERVALL WEST ELEVATION
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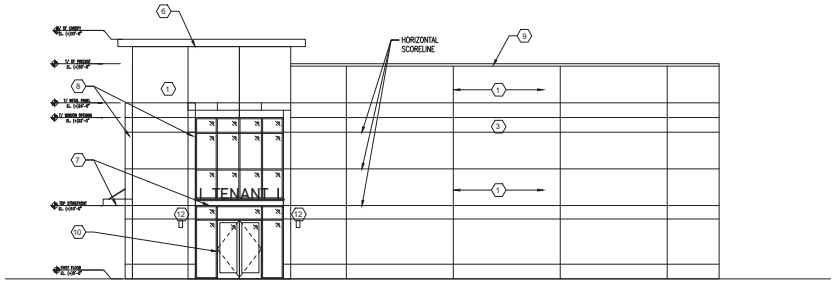
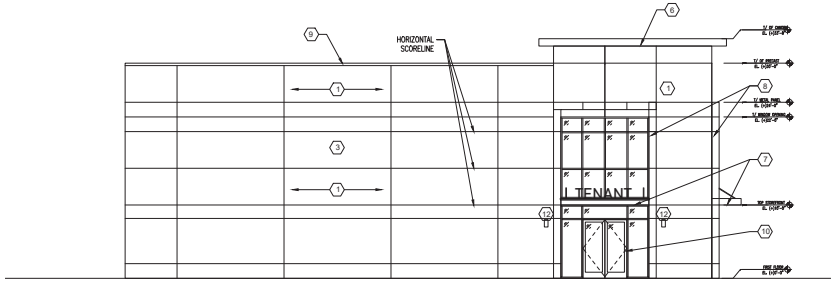


3 BLD 3_NORTH ELEVATION
1/8"=1'-0"



4 BLD 3_SOUTH ELEVATION
1/8"=1'-0"

EXTERIOR ELEV. KEYNOTES

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Attachment 10


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Attachment 11

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: John Avelar
J Avenue Development

FROM: Javier Millan
Principal

DATE: April 14, 2026

SUBJECT: Traffic Impact Study
Equipment and Supply Storage Facility
Lemont, Illinois

This memorandum summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed equipment and supply storage facility to be located at 16548 New Avenue in Lemont, Illinois. The site is located on the south side of New Avenue just east of the Interstate 355 overpass and currently contains two houses and a vacant lot. Access to the storage facility will continue to be provided via an existing full access drive off New Avenue.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed on-site maintenance services will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

The sections of this memorandum present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system



Site Location **Figure 1**



Aerial View of Site **Figure 2**

Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. 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 volumes along area roadways.

Existing Roadway System Characteristics

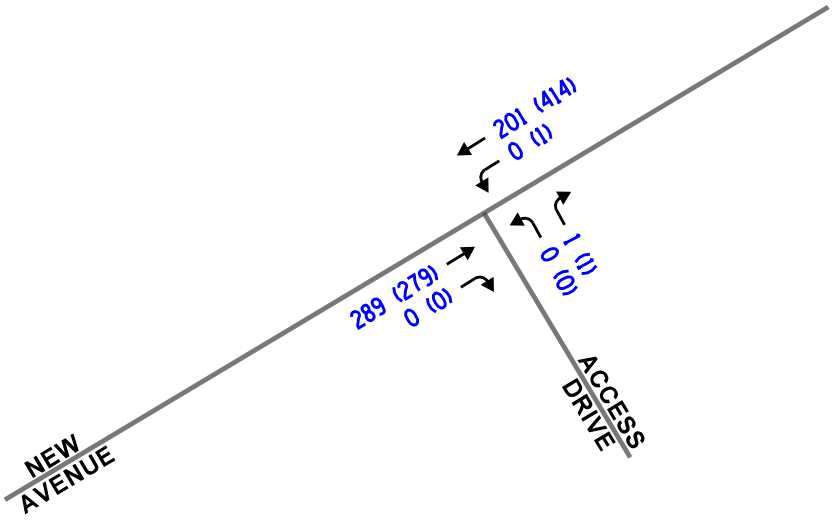
The site is served by New Avenue, which is a two-lane arterial roadway that within the vicinity of the site extends in an east-west direction. On-street parking is prohibited on both sides of the roadway. Arriving and departing vehicles from the site can access the expressway system at two different locations. Vehicles can travel to/from the west on New Avenue to its unsignalized intersection with 127th Street. 127th Street has a full interchange with I-355 approximately one and one-half miles east of New Avenue. Additionally, New Avenue has an unsignalized "T" intersection with Illinois Street approximately one mile east of the site. From Illinois Street, vehicles can access Lemont Road via the signalized intersection of Lemont Road with Illinois Street. Approximately three miles north of Illinois Street, Lemont Road has a full interchange with I-55. New Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a minor arterial by IDOT, and has a posted speed limit of 45 miles per hour.

Existing Traffic Volumes

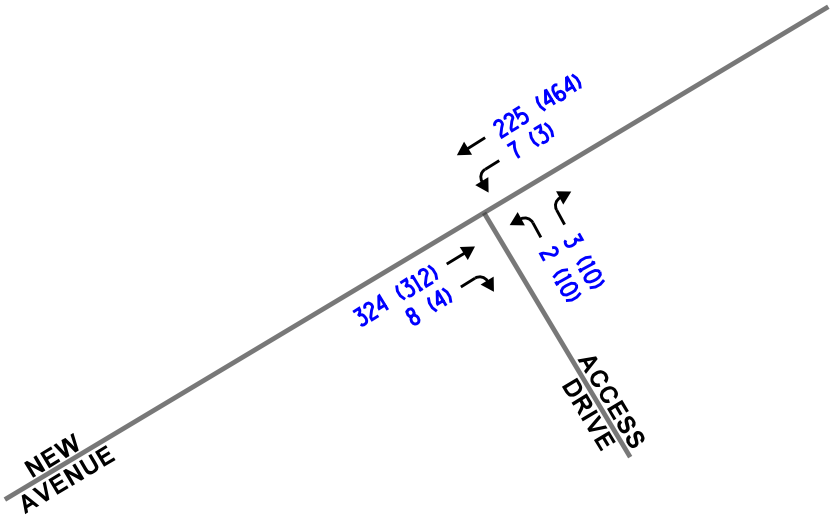
KLOA, Inc. conducted traffic counts on Thursday October 16, 2025 for a 24-hour period at the intersection of New Avenue with the site's access drive. Based on the results of the traffic counts, it was determined that the morning peak hour of traffic occurs from 6:15 to 7:15 A.M. and the evening peak hour occurs from 4:30 to 5:30 P.M. A summary of the traffic counts is shown in **Table 1**. **Figure 3** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Table 1
DAILY TRAFFIC COUNT SUMMARY

Time	Eastbound		Westbound		Northbound		Total
	Right	Through	Left	Through	Left	Right	
12:00 AM	0	26	0	26	0	0	52
1:00 AM	0	23	0	27	0	0	50
2:00 AM	0	39	0	26	0	0	65
3:00 AM	0	38	0	37	0	0	75
4:00 AM	0	78	0	79	0	0	157
5:00 AM	0	168	0	117	0	0	285
6:00 AM	**0**	**289**	**0**	**201**	**0**	**1**	**491**
7:00 AM	1	221	1	235		2	460
8:00 AM	0	244	0	173	0	0	417
9:00 AM	0	154	0	140	0	1	295
10:00 AM	0	135	1	125	0	2	263
11:00 AM	0	122	1	145	0	1	269
12:00 PM	1	179	4	174	1	1	360
1:00 PM	0	166	2	199	0	4	371
2:00 PM	0	205	2	255	2	0	464
3:00 PM	0	298	0	332	0	0	630
4:00 PM	**0**	**279**	**1**	**414**	**0**	**1**	**695**
5:00 PM	1	256	3	387	0	4	651
6:00 PM	0	184	1	213	0	0	398
7:00 PM	0	109	0	123	0	0	232
8:00 PM	0	69	0	136	0	0	205
9:00 PM	0	63	0	108	0	0	171
10:00 PM	0	55	2	54	1	1	113
11:00 PM	0	29	1	51	1	0	82
Total	**3**	**3429**	**19**	**377**	**5**	**18**	**7251**



Existing Traffic Volumes



Total Traffic Volumes

LEGEND

00 - AM PEAK HOUR (6:00-7:00 AM)

(00) - PM PEAK HOUR (4:00-5:00 PM)

Equipment Warehouse
Lemont, Illinois

Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-292 Figure: 3

Proposed Development Plan

As proposed, the plan calls for developing the site with an equipment and supply storage facility that will include three buildings totaling 64,000 square feet of storage. Based on information provided to KLOA, Inc., the following is a summary of the operational characteristics of the proposed maintenance facility.

- Services: storage, office space, light mechanical/industrial repairs
- Hours of operation: 7:00 A.M. to 7:00 P.M.
- Number of employees: maximum of 60 employees
- Anticipated Daily Traffic: 28 trucks

Access will continue to be provided via the existing full access drive which provides one inbound lane and one outbound lane. It is recommended that outbound movements be under stop sign control.

Development Traffic Generation

The volume of traffic estimated to be generated by the proposed warehousen development was determined based a review of trip generation data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 12th Edition. Land Use Code 150 (Warehouse) was utilized to generate the estimated trips for the development. **Table 2** shows the estimated trips to be generated by the proposed development.

Table 2
ESTIMATED VEHICLE TRIP GENERATION COMPARISON

Facility/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips
	In	Out	Total	In	Out	Total	
Warehouse – 64,000 s.f. (LUC 150)	15	5	20	7	20	27	88

Total Projected Traffic Conditions

The existing traffic volumes 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 previous daily traffic projections provided by the Chicago Metropolitan Agency for Planning (CMAP), an increase of two percent per year over six years for a total of 12 percent was applied to the existing traffic volumes to obtain projected Year 2031 traffic volumes. The Year 2031 projected traffic volumes, also shown in Figure 3, includes the existing traffic volumes increased by 12 percent and the anticipated additional traffic as a result of providing a equipment warehouse storage facility.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing and projected (Year 2031) conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 12 software.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, 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 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 and projected conditions (Year 2031) are presented in **Table 3**. A discussion of the intersection follows.

Table 3
CAPACITY ANALYSIS RESULTS – NEW AVENUE WITH ACCESS DRIVE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Traffic Conditions				
• Northbound Approach	B	10.3	B	10.0
• Westbound Left	A	0.0	A	7.9
Future Traffic Conditions				
• Northbound Approach	B	13.6	B	14.9
• Westbound Left	A	8.6	A	8.4

LOS = Level of Service
Delay is measured in seconds.

Based on the results of the capacity analyses, the outbound movements from the access drive onto New Avenue are projected to operate at the same acceptable Level of Service (LOS) B during the weekday morning and evening peak hours as under existing conditions. Additionally, westbound left-turn movements are projected to continue to operate at LOS A during the peak hours with 95th percentile queues of one to two vehicles.

When the Year 2031 projected traffic volumes are compared to the turn lane guidelines published in Chapter 36 of the IDOT *Bureau of Design and Environment Manual* (BDE) an exclusive right-turn lane or an exclusive left-turn lane will not be required on New Avenue at the access drive.

As such, the access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and no geometric improvements will be necessary.

Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed equipment storage facility will generate a minimal amount of passenger and truck traffic.

- Based on the results of the capacity analyses, the intersection of New Avenue with the access drive is projected to continue to operate at an acceptable level of service.

- The site access will be adequate in accommodating the new and truck traffic.

- Given the low volume of existing and projected traffic generated by the facility, widening of New Avenue to provide left- and right-turn lanes will not be warranted.

Appendix

Traffic Count Summary Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets
IDOT Turn Lane Warrants

Traffic Count Summary Sheets

Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	New Ave					access drive					New Ave					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-10-16 12:00AM	6	0	0	**6**	0	0	0	0	**0**	0	0	4	0	**4**	0	**10**
12:15AM	7	0	0	**7**	0	0	0	0	**0**	0	0	11	0	**11**	0	**18**
12:30AM	7	0	0	**7**	0	0	0	0	**0**	0	0	7	0	**7**	0	**14**
12:45AM	6	0	0	**6**	0	0	0	0	**0**	0	0	4	0	**4**	0	**10**
Hourly Total	26	0	0	**26**	0	0	0	0	**0**	0	0	26	0	**26**	0	**52**
1:00AM	10	0	0	**10**	0	0	0	0	**0**	0	0	8	0	**8**	0	**18**
1:15AM	9	0	0	**9**	0	0	0	0	**0**	0	0	6	0	**6**	0	**15**
1:30AM	2	0	0	**2**	0	0	0	0	**0**	0	0	4	0	**4**	0	**6**
1:45AM	6	0	0	**6**	0	0	0	0	**0**	0	0	5	0	**5**	0	**11**
Hourly Total	27	0	0	**27**	0	0	0	0	**0**	0	0	23	0	**23**	0	**50**
2:00AM	6	0	0	**6**	0	0	0	0	**0**	0	0	9	0	**9**	0	**15**
2:15AM	6	0	0	**6**	0	0	0	0	**0**	0	0	6	0	**6**	0	**12**
2:30AM	7	0	0	**7**	0	0	0	0	**0**	0	0	14	0	**14**	0	**21**
2:45AM	7	0	0	**7**	0	0	0	0	**0**	0	0	10	0	**10**	0	**17**
Hourly Total	26	0	0	**26**	0	0	0	0	**0**	0	0	39	0	**39**	0	**65**
3:00AM	5	0	0	**5**	0	0	0	0	**0**	0	0	6	0	**6**	0	**11**
3:15AM	8	0	0	**8**	0	0	0	0	**0**	0	0	9	0	**9**	0	**17**
3:30AM	13	0	0	**13**	0	0	0	0	**0**	0	0	9	0	**9**	0	**22**
3:45AM	11	0	0	**11**	0	0	0	0	**0**	0	0	14	0	**14**	0	**25**
Hourly Total	37	0	0	**37**	0	0	0	0	**0**	0	0	38	0	**38**	0	**75**
4:00AM	17	0	0	**17**	0	0	0	0	**0**	0	0	15	0	**15**	0	**32**
4:15AM	12	0	0	**12**	0	0	0	0	**0**	0	0	19	0	**19**	0	**31**
4:30AM	14	0	0	**14**	0	0	0	0	**0**	0	0	24	0	**24**	0	**38**
4:45AM	36	0	0	**36**	0	0	0	0	**0**	0	0	20	0	**20**	0	**56**
Hourly Total	79	0	0	**79**	0	0	0	0	**0**	0	0	78	0	**78**	0	**157**
5:00AM	15	0	0	**15**	0	0	0	0	**0**	0	0	29	0	**29**	0	**44**
5:15AM	22	0	0	**22**	0	0	0	0	**0**	0	0	35	0	**35**	0	**57**
5:30AM	37	0	0	**37**	0	0	0	0	**0**	0	0	48	0	**48**	0	**85**
5:45AM	43	0	0	**43**	0	0	0	0	**0**	0	0	56	0	**56**	0	**99**
Hourly Total	117	0	0	**117**	0	0	0	0	**0**	0	0	168	0	**168**	0	**285**
6:00AM	46	0	0	**46**	0	0	0	0	**0**	0	0	52	0	**52**	0	**98**
6:15AM	43	0	0	**43**	0	0	0	0	**0**	0	0	77	0	**77**	0	**120**
6:30AM	75	0	0	**75**	0	1	0	0	**1**	0	0	89	0	**89**	0	**165**
6:45AM	37	0	0	**37**	0	0	0	0	**0**	0	0	71	0	**71**	0	**108**
Hourly Total	201	0	0	**201**	0	1	0	0	**1**	0	0	289	0	**289**	0	**491**
7:00AM	56	0	0	**56**	0	0	0	0	**0**	0	0	58	0	**58**	0	**114**
7:15AM	59	0	0	**59**	0	1	0	0	**1**	0	0	50	0	**50**	0	**110**
7:30AM	65	1	0	**66**	0	1	0	0	**1**	0	1	47	0	**48**	0	**115**
7:45AM	55	0	0	**55**	0	0	0	0	**0**	0	0	66	0	**66**	0	**121**
Hourly Total	235	1	0	**236**	0	2	0	0	**2**	0	1	221	0	**222**	0	**460**
8:00AM	45	0	0	**45**	0	0	0	0	**0**	0	0	77	0	**77**	0	**122**
8:15AM	44	0	0	**44**	0	0	0	0	**0**	0	0	65	0	**65**	0	**109**
8:30AM	40	0	0	**40**	0	0	0	0	**0**	0	0	57	0	**57**	0	**97**
8:45AM	44	0	0	**44**	0	0	0	0	**0**	0	0	45	0	**45**	0	**89**
Hourly Total	173	0	0	**173**	0	0	0	0	**0**	0	0	244	0	**244**	0	**417**
9:00AM	34	0	0	**34**	0	0	0	0	**0**	0	0	41	0	**41**	0	**75**
9:15AM	39	0	0	**39**	0	0	0	0	**0**	0	0	37	0	**37**	0	**76**
9:30AM	33	0	0	**33**	0	0	0	0	**0**	0	0	43	0	**43**	0	**76**
9:45AM	34	0	0	**34**	0	1	0	0	**1**	0	0	33	0	**33**	0	**68**
Hourly Total	140	0	0	**140**	0	1	0	0	**1**	0	0	154	0	**154**	0	**295**
10:00AM	32	0	0	**32**	0	1	0	0	**1**	0	0	48	0	**48**	0	**81**
10:15AM	28	1	0	**29**	0	0	0	0	**0**	0	0	31	0	**31**	0	**60**

Leg	New Ave					access drive					New Ave					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
10:30AM	29	0	0	**29**	0	1	0	0	**1**	0	0	25	0	**25**	0	**55**
10:45AM	36	0	0	**36**	0	0	0	0	**0**	0	0	31	0	**31**	0	**67**
Hourly Total	125	1	0	**126**	0	2	0	0	**2**	0	0	135	0	**135**	0	**263**
11:00AM	28	1	0	**29**	0	0	0	0	**0**	0	0	32	0	**32**	0	**61**
11:15AM	39	0	0	**39**	0	1	0	0	**1**	0	0	21	0	**21**	0	**61**
11:30AM	33	0	0	**33**	0	0	0	0	**0**	0	0	37	0	**37**	0	**70**
11:45AM	45	0	0	**45**	0	0	0	0	**0**	0	0	32	0	**32**	0	**77**
Hourly Total	145	1	0	**146**	0	1	0	0	**1**	0	0	122	0	**122**	0	**269**
12:00PM	55	1	0	**56**	0	1	0	0	**1**	0	0	44	0	**44**	0	**101**
12:15PM	41	0	0	**41**	0	0	1	0	**1**	0	0	45	0	**45**	0	**87**
12:30PM	40	1	0	**41**	0	0	0	0	**0**	0	0	44	0	**44**	0	**85**
12:45PM	38	2	0	**40**	0	0	0	0	**0**	0	1	46	0	**47**	0	**87**
Hourly Total	174	4	0	**178**	0	1	1	0	**2**	0	1	179	0	**180**	0	**360**
1:00PM	36	0	0	**36**	0	2	0	0	**2**	0	0	45	0	**45**	0	**83**
1:15PM	41	1	0	**42**	0	1	0	0	**1**	0	0	34	0	**34**	0	**77**
1:30PM	66	1	0	**67**	0	1	0	0	**1**	0	0	45	0	**45**	0	**113**
1:45PM	56	0	0	**56**	0	0	0	0	**0**	0	0	42	0	**42**	0	**98**
Hourly Total	199	2	0	**201**	0	4	0	0	**4**	0	0	166	0	**166**	0	**371**
2:00PM	54	1	0	**55**	0	0	1	0	**1**	0	0	40	0	**40**	0	**96**
2:15PM	48	0	0	**48**	0	0	0	0	**0**	0	0	54	0	**54**	0	**102**
2:30PM	80	1	0	**81**	0	0	1	0	**1**	0	0	51	0	**51**	0	**133**
2:45PM	73	0	0	**73**	0	0	0	0	**0**	0	0	60	0	**60**	0	**133**
Hourly Total	255	2	0	**257**	0	0	2	0	**2**	0	0	205	0	**205**	0	**464**
3:00PM	64	0	0	**64**	0	0	0	0	**0**	0	0	48	0	**48**	0	**112**
3:15PM	79	0	0	**79**	0	0	0	0	**0**	0	0	78	0	**78**	0	**157**
3:30PM	113	0	0	**113**	0	0	0	0	**0**	0	0	79	0	**79**	0	**192**
3:45PM	76	0	0	**76**	0	0	0	0	**0**	0	0	93	0	**93**	0	**169**
Hourly Total	332	0	0	**332**	0	0	0	0	**0**	0	0	298	0	**298**	0	**630**
4:00PM	86	1	0	**87**	0	1	0	0	**1**	0	0	75	0	**75**	0	**163**
4:15PM	92	0	0	**92**	0	0	0	0	**0**	0	0	61	0	**61**	0	**153**
4:30PM	138	0	0	**138**	0	0	0	0	**0**	0	0	80	0	**80**	0	**218**
4:45PM	98	0	0	**98**	0	0	0	0	**0**	0	0	63	0	**63**	0	**161**
Hourly Total	414	1	0	**415**	0	1	0	0	**1**	0	0	279	0	**279**	0	**695**
5:00PM	107	0	0	**107**	0	0	0	0	**0**	0	0	70	0	**70**	0	**177**
5:15PM	109	0	0	**109**	0	1	0	0	**1**	0	1	70	0	**71**	0	**181**
5:30PM	79	3	0	**82**	0	3	0	0	**3**	0	0	64	0	**64**	0	**149**
5:45PM	92	0	0	**92**	0	0	0	0	**0**	0	0	52	0	**52**	0	**144**
Hourly Total	387	3	0	**390**	0	4	0	0	**4**	0	1	256	0	**257**	0	**651**
6:00PM	64	0	0	**64**	0	0	0	0	**0**	0	0	47	0	**47**	0	**111**
6:15PM	58	1	0	**59**	0	0	0	0	**0**	0	0	57	0	**57**	0	**116**
6:30PM	56	0	0	**56**	0	0	0	0	**0**	0	0	48	0	**48**	0	**104**
6:45PM	35	0	0	**35**	0	0	0	0	**0**	0	0	32	0	**32**	0	**67**
Hourly Total	213	1	0	**214**	0	0	0	0	**0**	0	0	184	0	**184**	0	**398**
7:00PM	40	0	0	**40**	0	0	0	0	**0**	0	0	36	0	**36**	0	**76**
7:15PM	30	0	0	**30**	0	0	0	0	**0**	0	0	33	0	**33**	0	**63**
7:30PM	23	0	0	**23**	0	0	0	0	**0**	0	0	17	0	**17**	0	**40**
7:45PM	30	0	0	**30**	0	0	0	0	**0**	0	0	23	0	**23**	0	**53**
Hourly Total	123	0	0	**123**	0	0	0	0	**0**	0	0	109	0	**109**	0	**232**
8:00PM	44	0	0	**44**	0	0	0	0	**0**	0	0	11	0	**11**	0	**55**
8:15PM	33	0	0	**33**	0	0	0	0	**0**	0	0	19	0	**19**	0	**52**
8:30PM	28	0	0	**28**	0	0	0	0	**0**	0	0	23	0	**23**	0	**51**
8:45PM	31	0	0	**31**	0	0	0	0	**0**	0	0	16	0	**16**	0	**47**
Hourly Total	136	0	0	**136**	0	0	0	0	**0**	0	0	69	0	**69**	0	**205**
9:00PM	29	0	0	**29**	0	0	0	0	**0**	0	0	18	0	**18**	0	**47**
9:15PM	33	0	0	**33**	0	0	0	0	**0**	0	0	15	0	**15**	0	**48**
9:30PM	19	0	0	**19**	0	0	0	0	**0**	0	0	11	0	**11**	0	**30**
9:45PM	27	0	0	**27**	0	0	0	0	**0**	0	0	19	0	**19**	0	**46**
Hourly Total	108	0	0	**108**	0	0	0	0	**0**	0	0	63	0	**63**	0	**171**
10:00PM	18	0	0	**18**	0	0	0	0	**0**	0	0	14	0	**14**	0	**32**
10:15PM	13	2	0	**15**	0	1	1	0	**2**	0	0	17	0	**17**	0	**34**

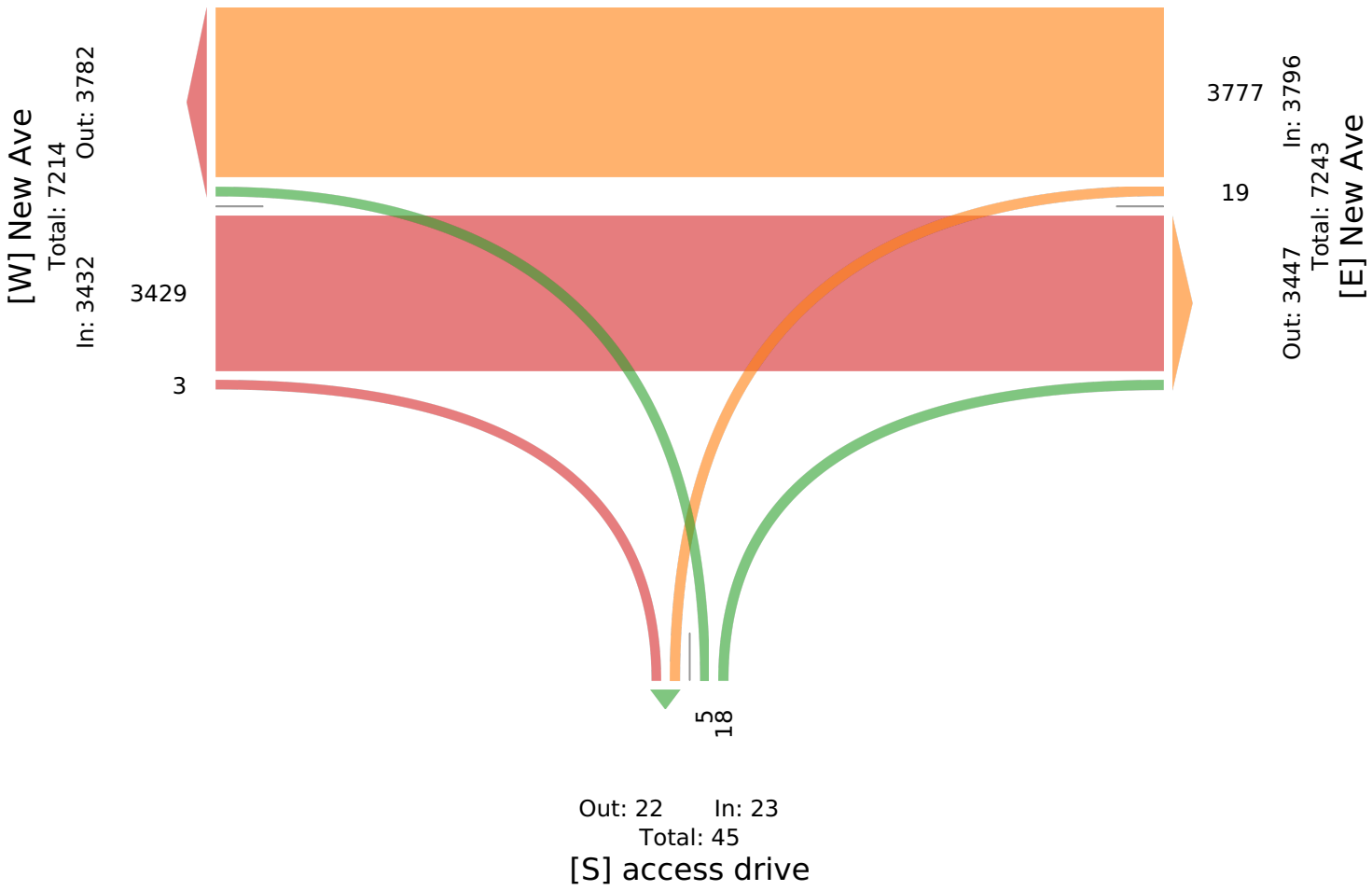
Leg	New Ave					access drive					New Ave					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
10:30PM	14	0	0	**14**	0	0	0	0	**0**	0	0	12	0	**12**	0	**26**
10:45PM	9	0	0	**9**	0	0	0	0	**0**	0	0	12	0	**12**	0	**21**
Hourly Total	54	2	0	**56**	0	1	1	0	**2**	0	0	55	0	**55**	0	**113**
11:00PM	11	0	0	**11**	0	0	0	0	**0**	0	0	9	0	**9**	0	**20**
11:15PM	12	0	0	**12**	0	0	0	0	**0**	0	0	12	0	**12**	0	**24**
11:30PM	13	0	0	**13**	0	0	0	0	**0**	0	0	5	0	**5**	0	**18**
11:45PM	15	1	0	**16**	0	0	1	0	**1**	0	0	3	0	**3**	0	**20**
Hourly Total	51	1	0	**52**	0	0	1	0	**1**	0	0	29	0	**29**	0	**82**
Total	3777	19	0	**3796**	0	18	5	0	**23**	0	3	3429	0	**3432**	0	**7251**
% Approach	99.5%	0.5%	0%	**-**	-	78.3%	21.7%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	**-**
% Total	52.1%	0.3%	0%	**52.4%**	-	0.2%	0.1%	0%	**0.3%**	-	0%	47.3%	0%	**47.3%**	-	**-**
Lights	3198	19	0	**3217**	-	16	5	0	**21**	-	3	2781	0	**2784**	-	6022
% Lights	84.7%	100%	0%	**84.7%**	-	88.9%	100%	0%	**91.3%**	-	100%	81.1%	0%	**81.1%**	-	83.1%
Single-Unit Trucks	146	0	0	**146**	-	2	0	0	**2**	-	0	164	0	**164**	-	312
% Single-Unit Trucks	3.9%	0%	0%	**3.8%**	-	11.1%	0%	0%	**8.7%**	-	0%	4.8%	0%	**4.8%**	-	4.3%
Articulated Trucks	427	0	0	**427**	-	0	0	0	**0**	-	0	478	0	**478**	-	905
% Articulated Trucks	11.3%	0%	0%	**11.2%**	-	0%	0%	0%	**0%**	-	0%	13.9%	0%	**13.9%**	-	12.5%
Buses	6	0	0	**6**	-	0	0	0	**0**	-	0	6	0	**6**	-	12
% Buses	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.2%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
AM Peak (6:15 AM - 7:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

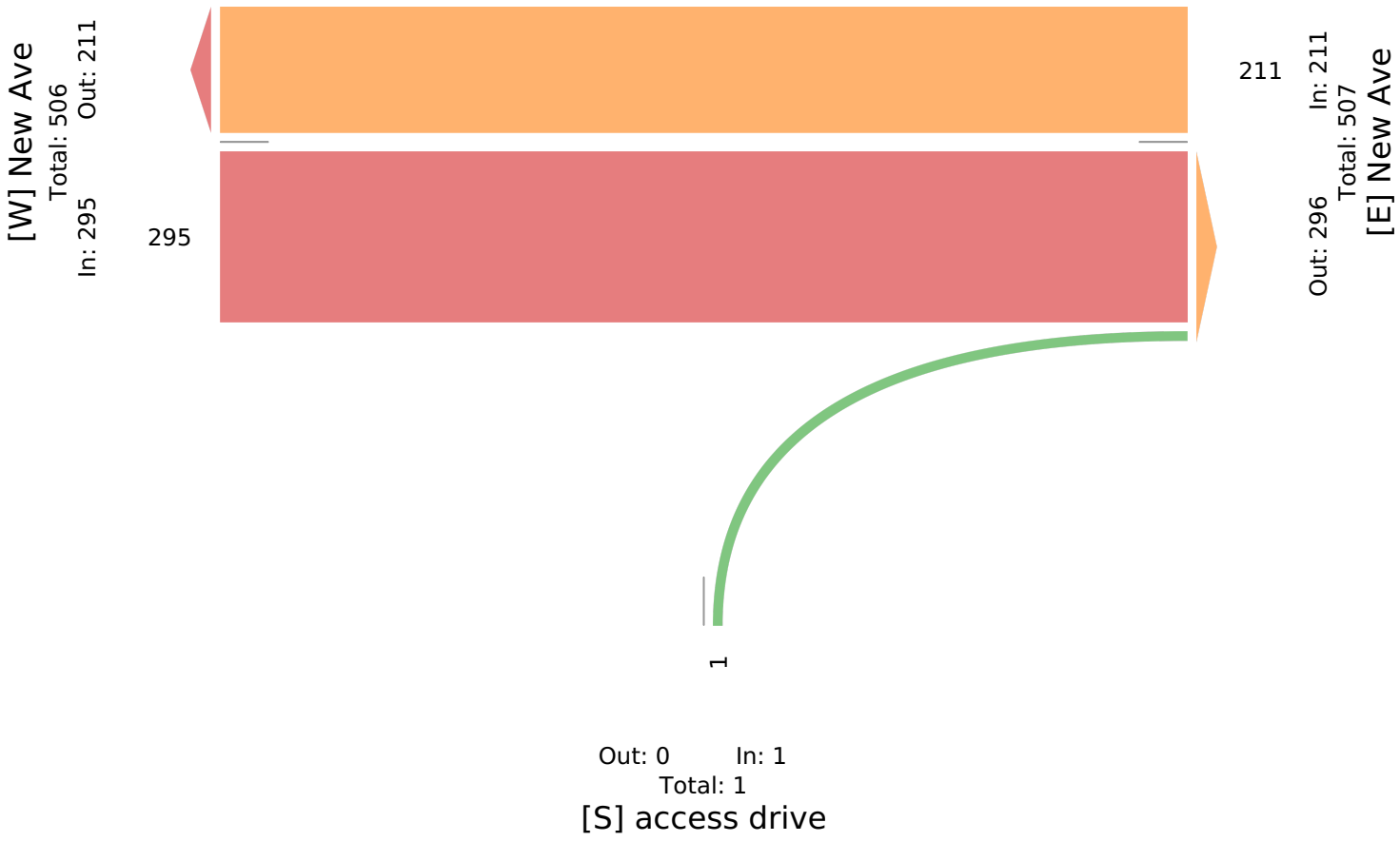
Leg	New Ave					access drive					New Ave					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-10-16 6:15AM	43	0	0	**43**	0	0	0	0	**0**	0	0	77	0	**77**	0	**120**
6:30AM	75	0	0	**75**	0	1	0	0	**1**	0	0	89	0	**89**	0	**165**
6:45AM	37	0	0	**37**	0	0	0	0	**0**	0	0	71	0	**71**	0	**108**
7:00AM	56	0	0	**56**	0	0	0	0	**0**	0	0	58	0	**58**	0	**114**
Total	211	0	0	**211**	0	1	0	0	**1**	0	0	295	0	**295**	0	**507**
% Approach	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	41.6%	0%	0%	**41.6%**	-	0.2%	0%	0%	**0.2%**	-	0%	58.2%	0%	**58.2%**	-	-
PHF	0.703	-	-	**0.703**	-	0.250	-	-	**0.250**	-	-	0.829	-	**0.829**	-	0.768
Lights	176	0	0	**176**	-	1	0	0	**1**	-	0	257	0	**257**	-	434
% Lights	83.4%	0%	0%	**83.4%**	-	100%	0%	0%	**100%**	-	0%	87.1%	0%	**87.1%**	-	85.6%
Single-Unit Trucks	3	0	0	**3**	-	0	0	0	**0**	-	0	11	0	**11**	-	14
% Single-Unit Trucks	1.4%	0%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	0%	3.7%	0%	**3.7%**	-	2.8%
Articulated Trucks	31	0	0	**31**	-	0	0	0	**0**	-	0	25	0	**25**	-	56
% Articulated Trucks	14.7%	0%	0%	**14.7%**	-	0%	0%	0%	**0%**	-	0%	8.5%	0%	**8.5%**	-	11.0%
Buses	1	0	0	**1**	-	0	0	0	**0**	-	0	2	0	**2**	-	3
% Buses	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.7%**	-	0.6%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
AM Peak (6:15 AM - 7:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

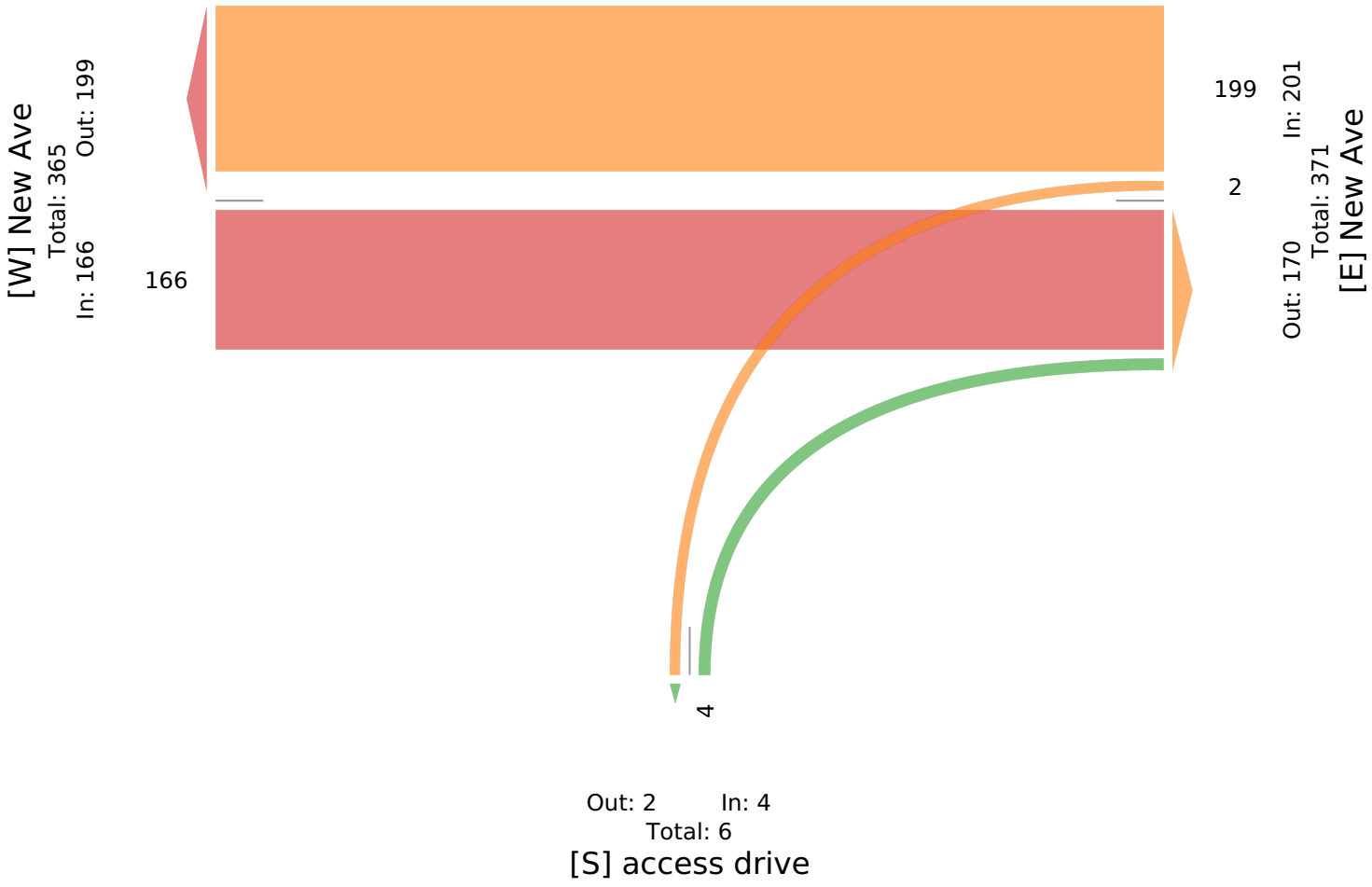
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	New Ave					access drive					New Ave					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-10-16 1:00PM	36	0	0	**36**	0	2	0	0	**2**	0	0	45	0	**45**	0	**83**
1:15PM	41	1	0	**42**	0	1	0	0	**1**	0	0	34	0	**34**	0	**77**
1:30PM	66	1	0	**67**	0	1	0	0	**1**	0	0	45	0	**45**	0	**113**
1:45PM	56	0	0	**56**	0	0	0	0	**0**	0	0	42	0	**42**	0	**98**
Total	199	2	0	**201**	0	4	0	0	**4**	0	0	166	0	**166**	0	**371**
% Approach	99.0%	1.0%	0%	**-**	-	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	53.6%	0.5%	0%	**54.2%**	-	1.1%	0%	0%	**1.1%**	-	0%	44.7%	0%	**44.7%**	-	**-**
PHF	0.754	0.500	-	**0.750**	-	0.500	-	-	**0.500**	-	-	0.922	-	**0.922**	-	0.821
Lights	156	2	0	**158**	-	3	0	0	**3**	-	0	118	0	**118**	-	279
% Lights	78.4%	100%	0%	**78.6%**	-	75.0%	0%	0%	**75.0%**	-	0%	71.1%	0%	**71.1%**	-	75.2%
Single-Unit Trucks	6	0	0	**6**	-	1	0	0	**1**	-	0	8	0	**8**	-	15
% Single-Unit Trucks	3.0%	0%	0%	**3.0%**	-	25.0%	0%	0%	**25.0%**	-	0%	4.8%	0%	**4.8%**	-	4.0%
Articulated Trucks	37	0	0	**37**	-	0	0	0	**0**	-	0	40	0	**40**	-	77
% Articulated Trucks	18.6%	0%	0%	**18.4%**	-	0%	0%	0%	**0%**	-	0%	24.1%	0%	**24.1%**	-	20.8%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Trucking+Facility+Access+Drive TMC - TMC
Thu Oct 16, 2025
Midday Peak (1 PM - 4 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	New Ave					access drive					New Ave					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-10-16 4:30PM	138	0	0	**138**	0	0	0	0	**0**	0	0	80	0	**80**	0	**218**
4:45PM	98	0	0	**98**	0	0	0	0	**0**	0	0	63	0	**63**	0	**161**
5:00PM	107	0	0	**107**	0	0	0	0	**0**	0	0	70	0	**70**	0	**177**
5:15PM	109	0	0	**109**	0	1	0	0	**1**	0	1	70	0	**71**	0	**181**
Total	452	0	0	**452**	0	1	0	0	**1**	0	1	283	0	**284**	0	**737**
% Approach	100%	0%	0%	**-**	-	100%	0%	0%	**-**	-	0.4%	99.6%	0%	**-**	-	**-**
% Total	61.3%	0%	0%	**61.3%**	-	0.1%	0%	0%	**0.1%**	-	0.1%	38.4%	0%	**38.5%**	-	**-**
PHF	0.819	-	-	**0.819**	-	0.250	-	-	**0.250**	-	0.250	0.884	-	**0.888**	-	0.845
Lights	432	0	0	**432**	-	1	0	0	**1**	-	1	254	0	**255**	-	688
% Lights	95.6%	0%	0%	**95.6%**	-	100%	0%	0%	**100%**	-	100%	89.8%	0%	**89.8%**	-	93.4%
Single-Unit Trucks	9	0	0	**9**	-	0	0	0	**0**	-	0	11	0	**11**	-	20
% Single-Unit Trucks	2.0%	0%	0%	**2.0%**	-	0%	0%	0%	**0%**	-	0%	3.9%	0%	**3.9%**	-	2.7%
Articulated Trucks	10	0	0	**10**	-	0	0	0	**0**	-	0	18	0	**18**	-	28
% Articulated Trucks	2.2%	0%	0%	**2.2%**	-	0%	0%	0%	**0%**	-	0%	6.4%	0%	**6.3%**	-	3.8%
Buses	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Buses	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Trucking+Facility+Access+Drive TMC - TMC

Thu Oct 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1347783, Location: 41.667831, -88.023421

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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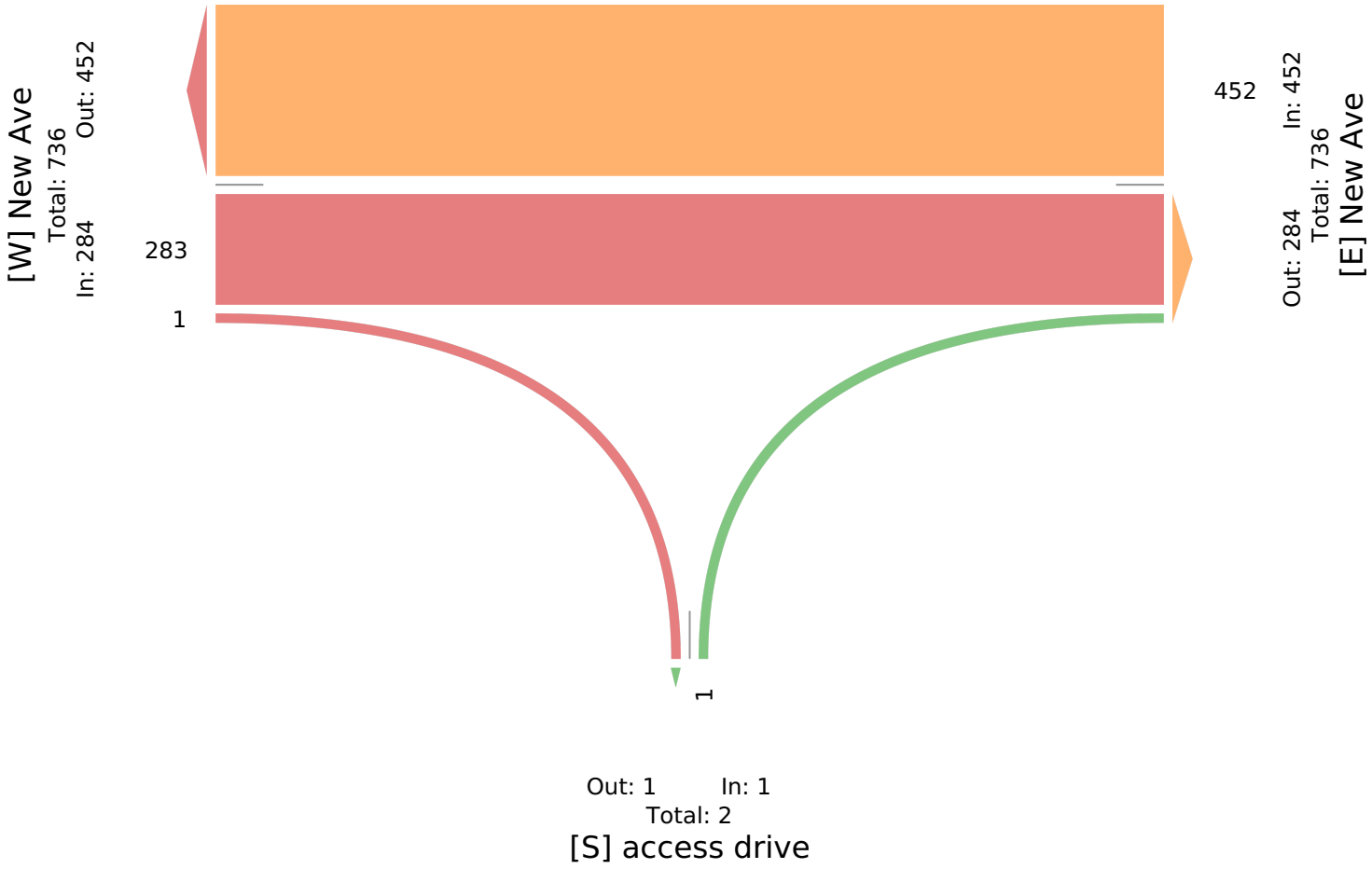


Level of Service Criteria

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

Weekday Morning Peak Hour – Existing Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	289	0	0	201	0	1
Future Vol, veh/h	289	0	0	201	0	1
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	77	77	77	77	77	77
Heavy Vehicles, %	13	0	0	17	0	0
Mvmt Flow	375	0	0	261	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	375	0	636	375
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1194	-	445	676
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	445	676
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1194	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	10.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	0	1	414	0	1
Future Vol, veh/h	279	0	1	414	0	1
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, %	10	0	0	4	0	0
Mvmt Flow	328	0	1	487	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	818	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1243	-	348	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	348	718
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	10.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	4	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Projected Conditions

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	8	7	225	2	3
Future Vol, veh/h	324	8	7	225	2	3
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	77	77	77	77	77	77
Heavy Vehicles, %	13	25	25	17	50	50
Mvmt Flow	421	10	9	292	3	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	431	0	736	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	-	-	4.35	-	6.9	6.7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.425	-	3.95	3.75
Pot Cap-1 Maneuver	-	-	1016	-	324	538
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1016	-	320	538
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	13.64
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	54	-
HCM Lane V/C Ratio	0.015	-	-	0.009	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions

Intersection	
Int Delay, s/veh	0.4

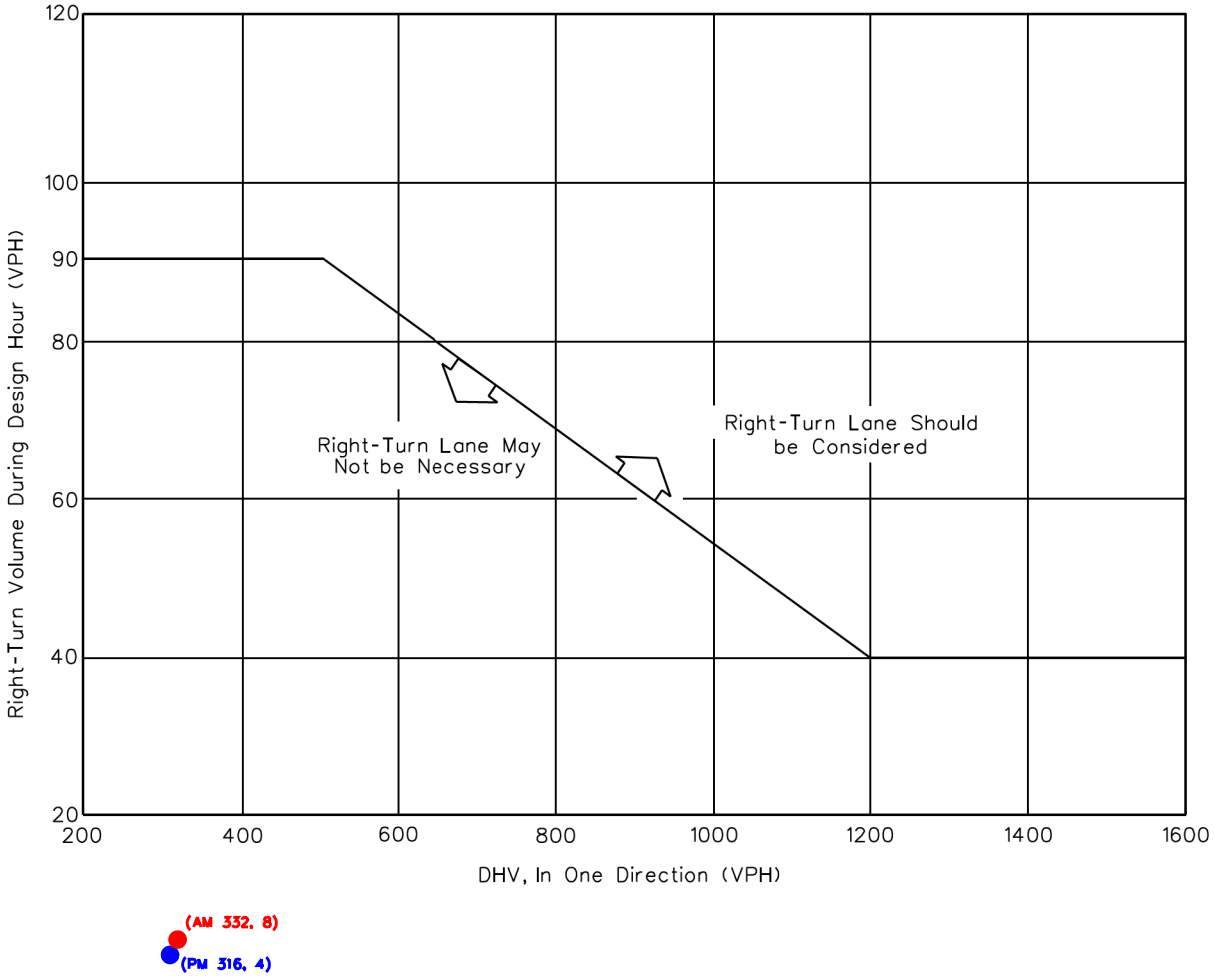
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	312	4	3	464	10	10
Future Vol, veh/h	312	4	3	464	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	25	25	4	20	20
Mvmt Flow	367	5	4	546	12	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	372	0	922	369
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	553	-
Critical Hdwy	-	-	4.35	-	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.425	-	3.68	3.48
Pot Cap-1 Maneuver	-	-	1071	-	279	638
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1071	-	277	638
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	14.92
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	386	-	-	12	-
HCM Lane V/C Ratio	0.061	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

IDOT Turn Lane Warrants



Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/hr) or Greater)

Figure 36-3.B

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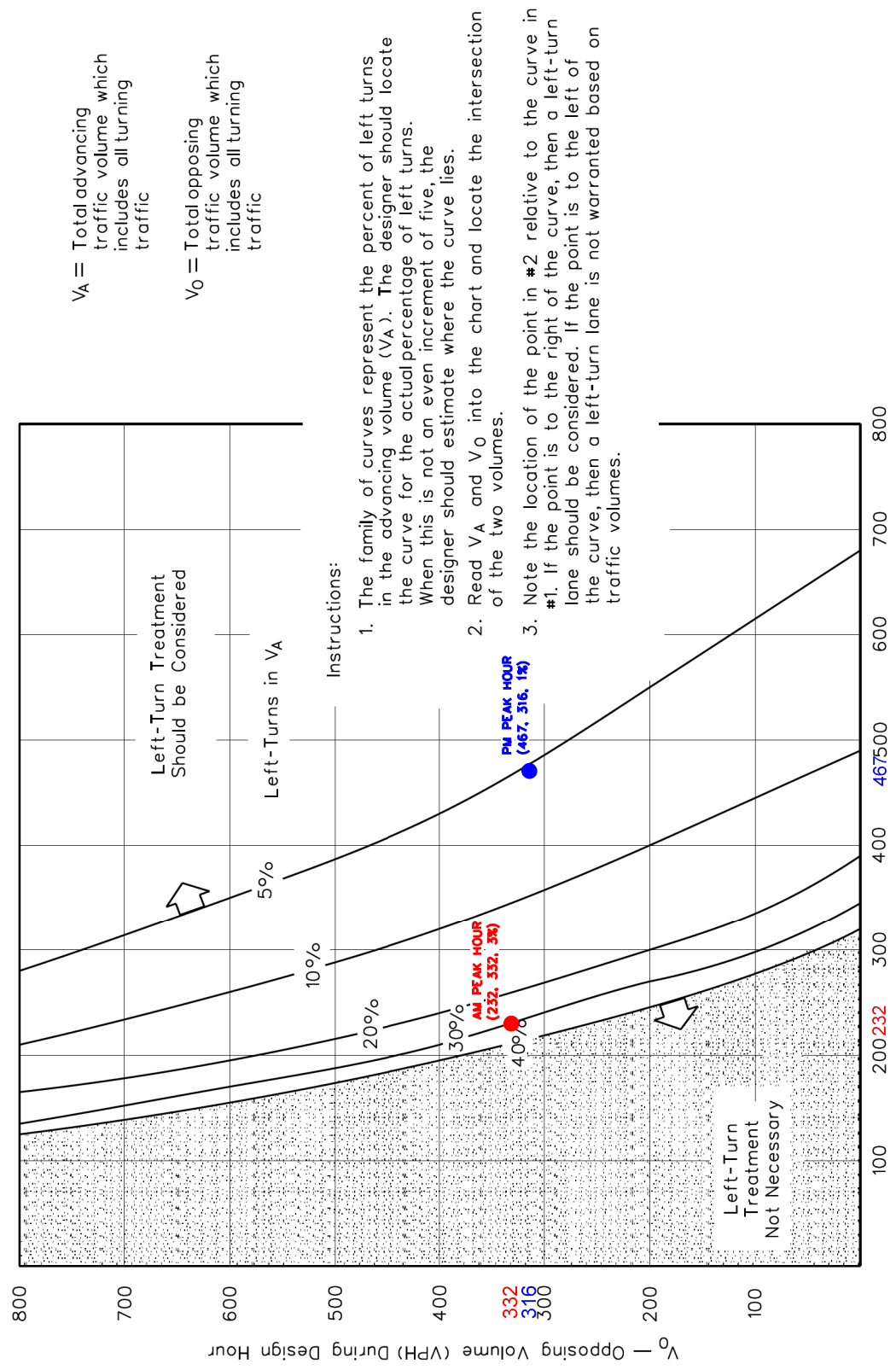

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (50 mph Design Speed)

Figure 36-3.E

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Attachment 12

John Avelar
J.Ave Development Real Estate, LLC
16430 New Avenue
Lemont, IL 60430

RE: Application and Documents for 16458 and 16572 New Avenue UDO Review 1

May 29, 2026

Dear Mr. Avelar,

The Village has received an application for annexation, rezoning, and a Preliminary Planned Unit Development for the above reference property. The project is scheduled to be heard and reviewed at the Planning & Zoning Commission (PZC) meeting on June 3, 2026. The following comments are derived from the Village's Unified Development Ordinance (UDO) and should be addressed through the entitlement process. Many of the comments are repetitive as they were provided in a letter following the Concept Plan Technical Review Committee Meeting held on October 21, 2025. **Please provide a written response to each comment with the next submittal:**

1. Per Section 17.06.190 (Industrial Regulations), the following plans are required for the next submittal:
    a. Site Geometric Plan.
    b. Site data table including: Use, bulk, lot coverage parking requirements, accessory uses.
    c. Engineering plans.
    d. Tree survey, tree preservation and landscaping plans.
    e. Photometric plan.
    f. Truck turn exhibit.
    g. Architectural plans.
2. The proposed use allows for the M-1 Zoning District. The purpose of this district in the UDO states: *M-1 Light Manufacturing District. This district is intended to provide an environment suitable for industrial activities that require a pleasant and nuisance-free environment and be compatible with adjacent land uses. Additionally, the M-1 district is intended to provide an environment suitable for certain office and research activities that do not create appreciable nuisances or hazards. This district may be located adjacent to R districts, and thus its provisions include special* yard *setbacks and screening requirements.*

3. A list of proposed and expected uses should be included in the Planned Unit Development – please provide anticipated uses for the units. This information is important for the traffic study review. There will be prohibited uses in the PUD as well, such as outdoor storage of vehicles and materials.
4. According to the Plat of Survey dated 3-11-2025, the total acreage is 7.874. The detached single-family home on New Avenue is listed as an exception. Provide more details.
5. Provide a Plat of Annexation.
6. Provide setbacks for the proposed buildings. The following are the minimums:
    a. Front Yard: 30-feet
    b. Side Yard: 15-feet
    c. Rear Yard: 25-feet
7. The maximum building height is 35-feet in the M-1 zoning district. The buildings appear to be approximately 34-feet so this should be met.
8. The maximum lot coverage is 80%. Verify this is met.
9. The traffic study has been reviewed and comments are separate from this review letter.
10. Clarify how the parking count was determined. No use shall provide off-street parking in excess of 140% of the minimum standards expressed in Table 17-10-01.
11. Trucks in excess of one and one-half (1½) ton capacity shall not be parked in the open within 100 feet of a residential district boundary line.
12. The street facing sides of the buildings should have more detail (i.e. windows, awning, etc.).
13. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and
        ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
        iii. At least one plant unit per 150 linear feet.
14. Provide a photometric plan to ensure proper lighting of the site. There are lighting standards in the UDO (§17.14.020 Illumination Standards). For example, fully shielded lights, maximum and minimum footcandle requirements, etc.
15. Luminaires shall not be mounted in excess of 30’ above grade or the height of the primary structure, whichever is less.

16. Parking lot detail shall be designed in accordance with Detail NO LS-7 in the UDO. All off-street parking shall be improved with protective curb and gutters. Wheel stops shall be used in all instances where the front/rear end of the parking space does not abut a curb. Verify the parking areas meet this section.
17. The architectural site plan differs from the engineering plan (engineering plan was provided at TRC). Clarify which is accurate. For example, will this site connect to the existing J-Ave site? The architectural site plan shows this connection. If so, a cross-access easement should be provided in a new Plat of Subdivision or Plat of Easement.
18. Outdoor storage requires a special use permit in the M-1 zoning district. The Compliance with Special Use Criteria included in the application packet states that all storage will be indoors. There will be no outdoor storage with this entitlement.
19. **Standard Comment**: All non-residential lighting is required to be turned off no later than 60 minutes after business hours, only leaving lighting necessary for site security.
20. **Standard Comment**: Unenclosed off-street parking spaces shall not be used for the repair, dismantling or servicing of any vehicles, equipment, materials or supplies.
21. **Standard Comment**: Inoperable vehicles shall not be parked or stored in unenclosed parking areas.
22. **Standard Comment**: All business, servicing or processing shall be conducted within completely enclosed permanent buildings.
23. **Standard Comment**: All maneuvering and staging for parking, loading, and deliveries must be accommodated on site. There shall be no maneuvering or staging in streets.
24. Provide signage details when available. Monument signs must incorporate a stone base and wall signs are limited in allowed SF. As discussed at the meeting, a sign package should be incorporated into the PUD.
25. Provide details on trash enclosure (i.e. location, material, etc.).
26. A sidewalk is required along New Avenue. Please incorporate.
27. Per 17.06.190 (Industrial Regulations), every and any building hereinafter constructed, expanded, remodeled, or in any way altered or modified shall have as part of its general design a decorative or functional structure having a height above grade of between twelve (12) and fifteen (15) feet, and extending across not less than fifty (50) percent of an exterior surface wall facing a street or roadway.
28. Per 17.06.190 (Industrial Regulations), Not less than the first four (4) feet, measured vertically from at grade, of any exterior surface facing a street or roadway, shall be covered with a brick, stone, or other decorative architectural material. If tilt-up construction is to be used, this requirement does not make sense and can be an exception in the PUD.
29. **Standard Comment**: Storage containers cannot be stored or stacked on site.

Landscaping & Tree Preservation:

30. A tree survey and preservation plan shall be provided. The inventory of trees on a site is a fundamental step in assessing the opportunities for development and tree preservation. A tree preservation plan shall be submitted as part of an application for approval of preliminary plans/plats, final plans/plats, and site development permits. The tree preservation plan shall consist of a tree survey that graphically shows the location of trees on site, identifies those trees to be preserved, and details efforts to protect those trees during construction. See Section 17.20.130. A tree survey has not been provided and will be a requested exception in the PUD.
31. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and
        ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
        iii. At least one plant unit per 150 linear feet.
32. The landscape islands appear too small in some locations at the ends of the aisles. Adjust. Also, At least one canopy tree shall be installed in each required landscaped island.
33. Landscaping requirements along a Public Street. Along the property line of any M-zoned property that fronts a public street (provide this calculation):
    a. At least 2.0 plant units per 100 linear feet shall be installed and maintained; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet shall be installed and maintained.
34. Plant Units. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following:
    a. 0.5 canopy trees;
    b. 1.0 evergreen trees;
    c. 1.5 understory/ornamental trees; and
    d. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.
35. Minimum Sizes of Plants. The minimum size for plants at the time of installation shall be:
    a. Canopy trees in a parkway — 3" caliper
    b. Canopy trees not in a parkway — 2½" caliper

c. Evergreen trees — 8' in height
d. Ornamental trees, single trunk — 2" caliper
e. Ornamental trees, multi-trunk — 6' in height
f. Large shrubs — 24" in height7.Small shrubs — 18" in height

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.

Sincerely,



Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860

Equipment Storage Facility
PRELIMINARY SUBMITTAL - REVIEW COMMENTS AND DISPOSITION

GFT Project # : 5/22/2026
Project Information : Equipment Storage Development - New Ave near I-355 Traffic Impact Study (Dated 4/14/26)
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-7	JRD - GFT	Please provide additional information regarding site use/planned operator. The current descriptions are very vague and contradicting. It is difficult to assess proper land use codes based on these descriptions. Please clarify if this is a storage facility or maintenance, as it is described in the Proposed Development Plan section.		
3	Traffic Impact Study	PDF 8	JRD - GFT	Please provide estimated opening year.		
4	Traffic Impact Study	PDF 8	JRD-GFT	Please provide CMAP letter.		
5	Traffic Impact Study	PDF 24	JRD-GFT	Please update heavy vehicle percentages to include SU and articulated trucks in the capacity analysis.		
6						
7						
8						
9						
10						
11						
12						

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:

Attachment 13

Wator
& Associates, P.C.

DARIUSZ T. WATOR

AYESHA I. SHEIKH

TONY S. KALOGERAKOS
OF COUNSEL

August 29, 2025

In Person Delivery

Jamie Tate
Village of Lemont

Re: J. Ave Development Real Estate, LLC
Annexation | 16548 and 16572
New Avenue, Lemont, Illinois
W&A File: 2024-38200-00003

Ms. Tate:

Enclosed please find the submission of the application for the project in connection with the above-mentioned matter. The wet land and traffic study report is currently pending, once we have that we will forward the results to you. Additionally, I'll be forwarding the engineer and architect's drawings via email for review. We are waiting for the full-sized versions of these documents. Should you have any questions please contact our office at 708-974-0000.

Sincerely,

Dariusz T. Wator
Attorney at Law

10711 SOUTH ROBERTS ROAD
PALOS HILLS, ILLINOIS 60465

PHONE 708-974-0000
FAX 708-974-0011

WWW.MYILLINOISATTY.COM

Wator & Associates, P.C.

DARIUSZ T. WATOR

AYESHA I. SHEIKH

TONY S. KALOGERAKOS
OF COUNSEL

Village of Lemont, Illinois
Attn: Jamie Tate
418 Main Street
Lemont, Illinois 60439

STATEMENT OF INTENTIONS FOR ANNEXATION AND SPECIAL USE AUTHORIZATION

The undersigned, counsel for J. Ave Development Real Estate, LLC, hereinafter referred to as the "Applicant," submits this Statement of Intentions in support of its application to annex certain real property located in unincorporated Cook County, Illinois, into the Village of Lemont and to obtain special use authorization under the current zoning classification for said property, pursuant to the Illinois Municipal Code (*65 ILCS 5/7-1-1 et seq.*) and the Village of Lemont Unified Development Ordinance (Title 17, Lemont Municipal Code). The Applicant provides the following details regarding the proposed annexation and special use:

I. Applicant Information

1. Identity: The Applicant is J. Ave Development Real Estate, LLC, an Illinois limited liability company, with a principal address at 16430 W. New Avenue, Lemont, Illinois 60439.

2. Ownership: The Applicant is the sole owner of the real property described below and holds title to an adjacent property within the Village of Lemont.

II. Description of the Subject Property

1. Location and Identification:

- The subject property (the "Property") is located in unincorporated Cook County, Illinois, and is legally described in Exhibit A, attached hereto.

- Permanent Real Estate Index Number (PIN): 22-30-101-036-0000 and 22-30-101-037-0000.

- Address: 16548 and 16572 New Avenue, Lemont, Illinois 60439.

- Acreage: 7.874 acres.

2. Contiguity: The Property is contiguous to the municipal boundaries of the Village of Lemont, as required by *65 ILCS 5/7-1-1*, and adjoins the Applicant's existing property within Lemont, and commonly known as 16430 New Avenue, Lemont, Illinois 60439 and legally described in Exhibit B, attached hereto.

3. Current Zoning: The Property is currently zoned R-4 Single Family Residence as determined by the Cook County Department of Building and Zoning (Cook County Zoning Ordinance, Ord. No. 01-O-30).

III. Annexation Request

1. Purpose of Annexation:

- The Applicant seeks to annex the Property into the Village of Lemont to integrate it with the Applicant's existing property and operations within the Village, thereby facilitating coordinated development, access to municipal services, and compliance with Lemont's zoning and land use regulations.

- Annexation will promote efficient service delivery, including police, fire, water, sewer, and street maintenance, consistent with the goals of Cook County's policy to eliminate unincorporated areas (Civic Federation, Unincorporated Cook County: A Profile of Six Townships, 2014).

2. Compliance with Illinois Municipal Code:

- The Applicant submits this voluntary annexation petition pursuant to *65 ILCS 5/7-1-8*, as the sole property owner of the Property.

- The Property meets the statutory requirements for annexation, including:

- Unincorporated Status: The Property is located in unincorporated Cook County and is not within the boundaries of any municipality.

- Contiguity: The Property is contiguous to the Village of Lemont, as demonstrated by the attached survey and map (Exhibit C).

- Consent: The Applicant, as the sole owner, consents to the annexation, and no electors reside on the Property [or specify if electors are present and consent].

- Notice of this annexation petition will be provided to the Lemont Fire Protection District, Lemont Township, and any other required entities (e.g., library district) at least 10 days prior to the Village Board's approval, per *65 ILCS 5/7-1-1* and Cook County Forest Preserve Act (*70 ILCS 810/8.3*).

3. Annexation Process:

- The Applicant requests that the Village Board adopt an annexation ordinance approving the incorporation of the Property into Lemont, to be filed with the Cook County Clerk's Office upon approval, per *65 ILCS 5/7-1-8*.
- The Applicant will notify the Illinois Department of Revenue's Local Tax Allocation Division of the annexation, including a certified copy of the ordinance and a statement verifying filing with the Cook County Clerk (*30 ILCS 115/2(b)*).

4. Benefits of Annexation:

- Municipal Services: Annexation will provide the Property with access to Lemont's police, fire, water, sewer, and street maintenance services, which are more efficient than Cook County's services for unincorporated areas (e.g., Lemont's fire response time is approximately 5 minutes, per Lemont Fire Protection District standards.

- Economic Development: The proposed development aligns with Lemont's Comprehensive Plan (adopted 2014), promoting orderly growth and enhancing property values. I will also allow the further economic development of the Applicants neighboring property at 16430 New Avenue, Lemont which was annexed in 2020.

- Infrastructure: The Applicant commits to funding infrastructure improvements (e.g., water and sewer connections) to align with Lemont's engineering specifications, reducing costs to the Village.

IV. Special Use Permit Request

1. Proposed Use:

- The Applicant seeks a special use permit under the Property's current zoning classification upon annexation, anticipated to be M-1 Light Manufacturing District, as set forth in the Lemont Unified Development Ordinance (UDO), Title 17, Lemont Municipal Code. The current zoning with Cook County is R-4 Residential and conversion to light manufacturing certainly seems like a drastic modification to the use of this property, but in actuality a change of this nature would conform to the previously approved special use application of Applicant. Moreover, the acquiescence of the Village to this special us would conform to the predominant usage of the surrounding properties, Applicant's

neighboring property as well as conform to the long term plans of the Village for this general area.

- The proposed use is for an industrial warehouse similar "an industrial warehouse" substantially similar to the still of architecture and construction to the development at 16430 New Avenue, Lemont, Illinois approved by the Village on February 10, 2025 under Ordinance No. O-06-20, with the deviation being that the structures would facilitate and serve the purpose of storage for the Applicant and potential tenants to whom space would be rented in the proposed buildings.

2. Consistency with Existing Use:

- The proposed development will mirror the existing use on the Applicant's adjacent property, including the architecture and materials of the proposed structures, the layout of streets and driveways that shall connect to the infrastructure already in place at 16430 New Avenue, lighting (including the hardware) and landscaping.

- The development will comply with Lemont's UDO standards for building height, setbacks, accessways, materials and architecture.

3. Development Plan:

- Streets: The Applicant will construct or improve streets in accordance with Lemont's engineering specifications (Lemont UDO, Title 17, Chapter 17-26.040), matching the design and materials of streets on the adjacent property connecting to the accessway in place with materials and construction conforming that already in place.

- Lighting: Street and site lighting will conform to Lemont's outdoor lighting standards (Lemont UDO, Section 17.26-140), replicating the fixtures and illumination levels approved for the adjacent property.

- Buildings: Proposed buildings will adhere to Lemont's building design standards per the Lemont UDO, with architectural features, materials, and scale consistent with the adjacent property's structures.

- A preliminary site plan is attached as Exhibit D, detailing the proposed layout, infrastructure, and compliance with Lemont's UDO.

4. Special Use Justification:

- Under Lemont UDO, Section 17.04.020, a special use permit is required for [specify use, e.g., "commercial uses exceeding 10,000 square feet"] in the M-1 Light Industrial District due to its unique characteristics as the planned usage of Applicant for rental of the proposed buildings and their use for storage.

- The proposed use is compatible with surrounding properties, as it mirrors the adjacent property's approved use and complies with Lemont's Comprehensive Plan (2014), which encourages commercial development along major corridors like New Avenue.

- The development will not adversely affect property values, public health, safety, or welfare, as it aligns with existing infrastructure and usage patterns.

V. Public Benefits and Community Impact

1. Economic Benefits:

- The proposed annexation and development will increase Lemont's tax base through property and sales taxes, supporting municipal services.

- The project will stimulate economic activity, consistent with the adjacent property's contributions and additional businesses that will lease premises constructed at the property.

2. Infrastructure Improvements:
- The Applicant will fund all necessary infrastructure upgrades (e.g., water, sewer, streets) to meet Lemont's standards, reducing costs to the Village and ensuring compatibility with existing developments.

3. Community Alignment:

- The development aligns with Lemont's vision for orderly growth, as outlined in the 2014 Comprehensive Plan, and enhances the aesthetic and functional continuity of the area by replicating the adjacent property's approved design.

VI. Requested Actions

The Applicant respectfully requests that the Village of Lemont:

1. Approve the annexation of the Property into the Village of Lemont, pursuant to *65 ILCS 5/7-1-8*, and adopt an annexation ordinance to be filed with the Cook County Clerk.

2. Grant a special use permit for the proposed use under them-1 Light Industrial District, per Lemont UDO, Section 17.04.060, consistent with the Applicant's existing operations and prior Village approvals.

3. Schedule a public hearing before the Lemont Plan Commission to review the annexation and special use permit application, per Lemont UDO, Section 17.04.070, and provide notice to adjacent property owners and required entities (e.g., Lemont Fire Protection District, Lemont Township).

4. Approve the preliminary site plan (Exhibit D) and any necessary zoning amendments or agreements to facilitate the proposed development.

5. Grant such other relief as the Village deems just and proper.

VII. Supporting Documentation

The Applicant submits the following exhibits, incorporated herein:

- Exhibit A: Legal description of the Property.
- Exhibit B: Legal description of the Applicant's adjacent property in Lemont.
- Exhibit C: Survey and map showing contiguity to Lemont's boundaries.
- Exhibit D: Preliminary site plan for the proposed development.
- Exhibit E: Ordinance Passed on February 10, 2020.

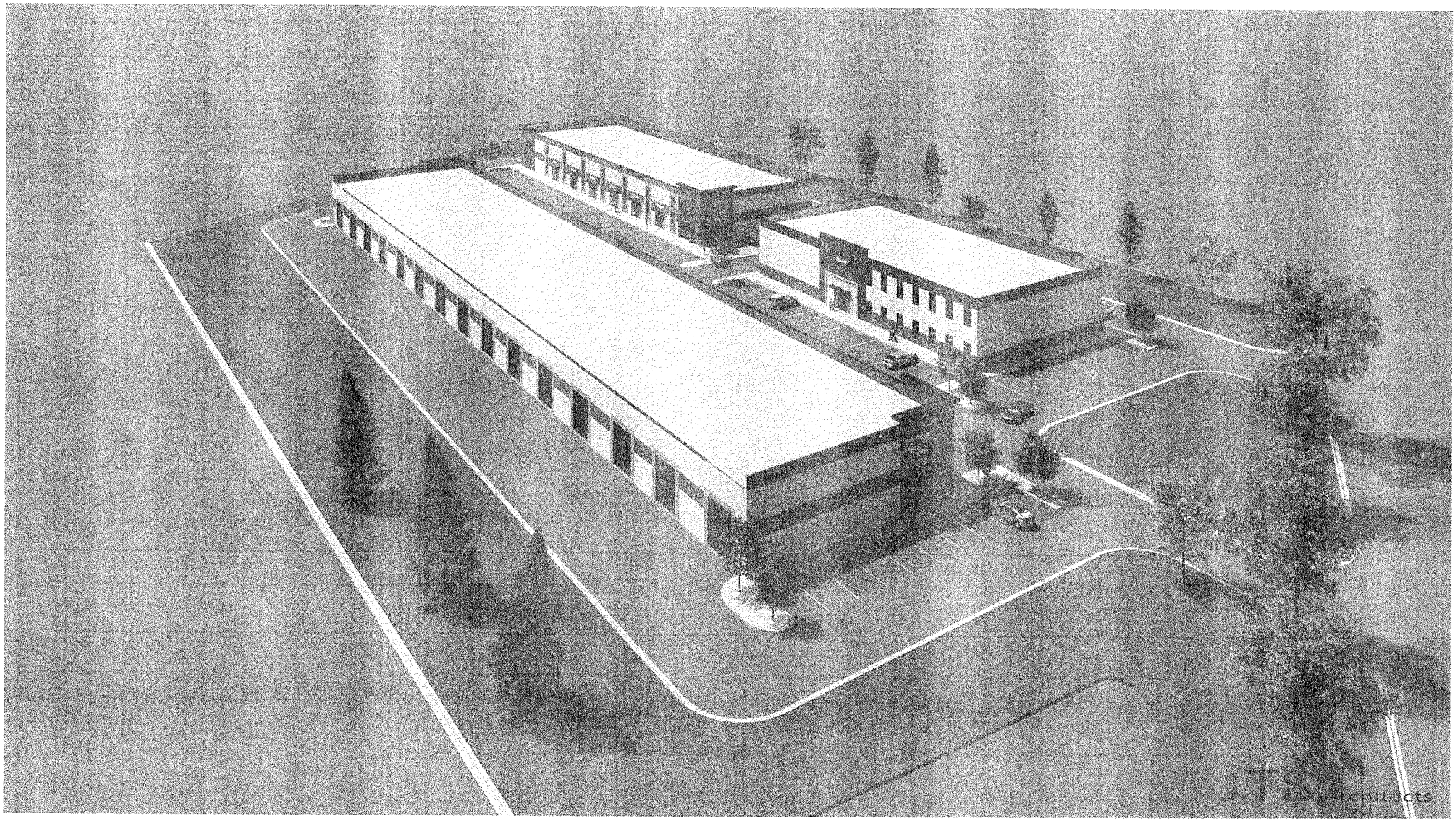
VIII. Commitment to Compliance

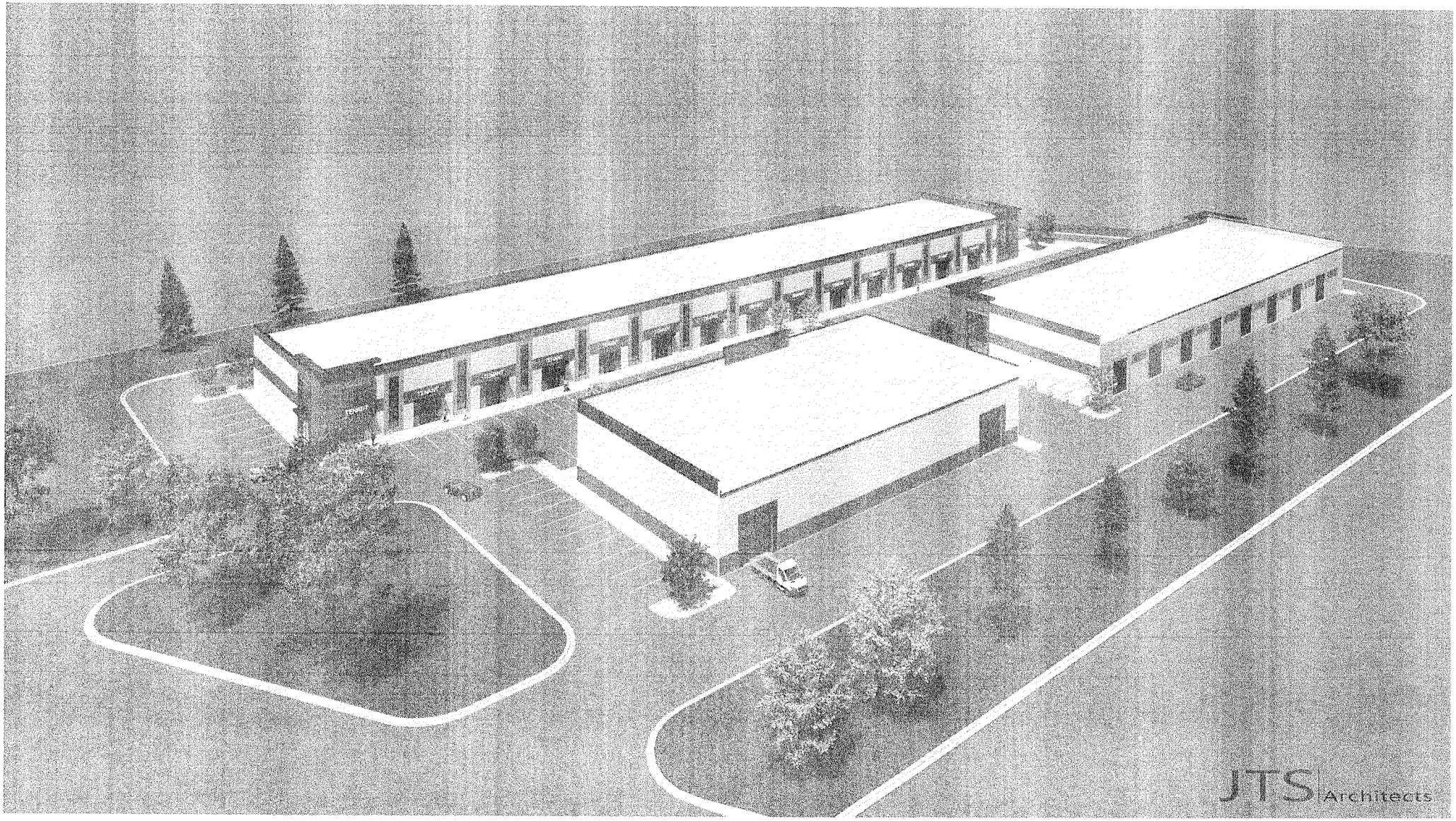
The Applicant commits to:

- Complying with all Village of Lemont ordinances, including the UDO, engineering specifications, and building codes.
- Providing required notices to the Lemont Fire Protection District, Lemont Township, and other entities, per *65 ILCS 5/7-1-1*.
- Funding all infrastructure improvements necessary to integrate the Property with Lemont's municipal services.
- Cooperating with the Village Plan Commission, Village Board, and Cook County authorities to ensure a seamless annexation and development process.

Respectfully submitted,

Dariusz T. Wator
Attorney at Law




JTS Architects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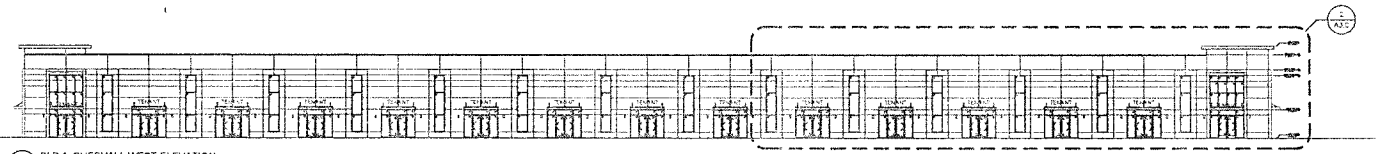
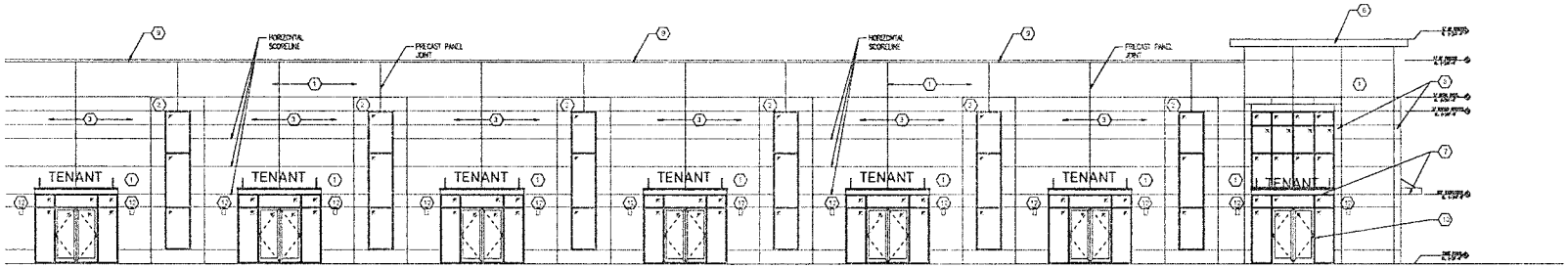
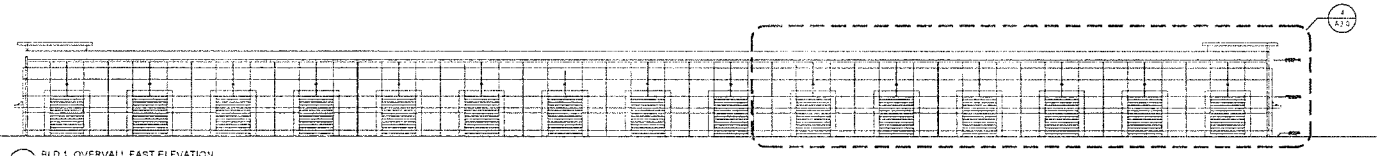
TENANT
JTS Architects



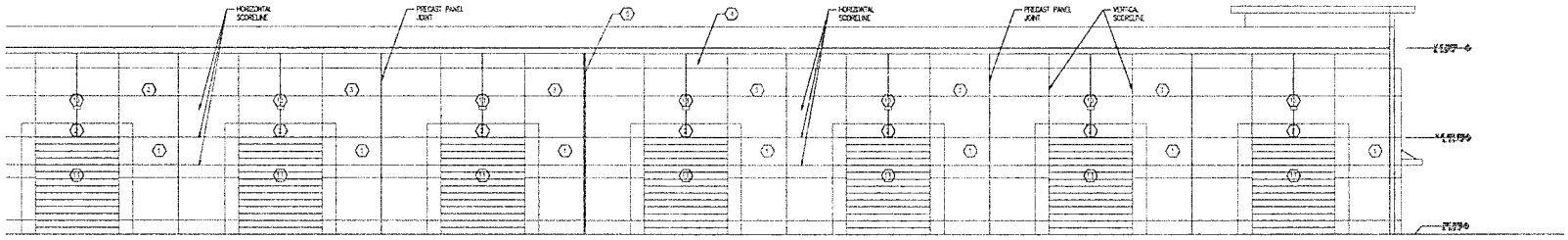
1 BLD 1_OVERALL WEST ELEVATION



2 WEST ELEVATION



3 BLD 1_OVERALL EAST ELEVATION



4 EAST ELEVATION

NOT FOR CONSTRUCTION

EXTERIOR ELEV. KEYNOTES

SEE SHEET A3.1

JTS Architects
1021 Warrenville Office Square
Suite 205
Schaumburg, IL 60173
P 847.952.9970
www.jtsarch.com

Preliminary Elevations

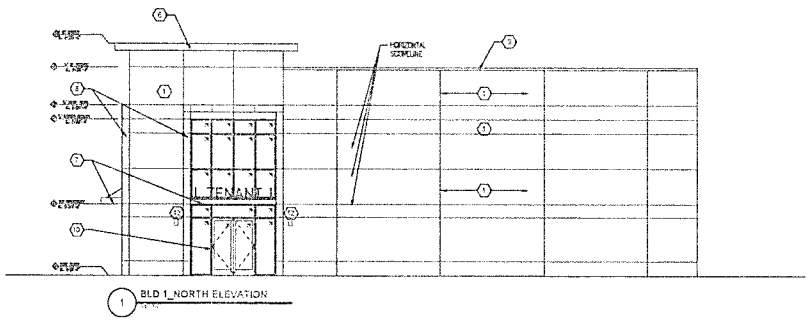
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

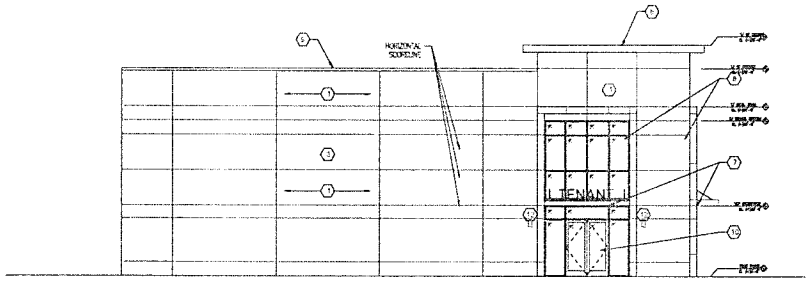
09/02/25

3427

A3.0



1 BLD 1_NORTH ELEVATION



2 BLD 1_SOUTH ELEVATION

EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
2. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
3. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9638 GLACIER BAY, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – M7000S-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – M7000S-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL – – MATTE FINISH – ERMINE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – M7000S-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED CORRUGATED METAL WALL PANEL
15. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW XXX BLUE, INTERIOR SIDE NO PAINT REQUIRED
16. PRE-FINISHED METAL PANEL – – MATTE FINISH – BERKSHIRE BLUE – PAC-CLAD OR EQUAL
17. PRE-FINISHED METAL PANEL – – MATTE FINISH – REGAL WHITE– PAC-CLAD OR EQUAL

NOT FOR CONSTRUCTION

1801 Walden Office Square
Suite 205
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P 847.952.6979
www.jtsarch.com
JTS Architects

Preliminary Elevations

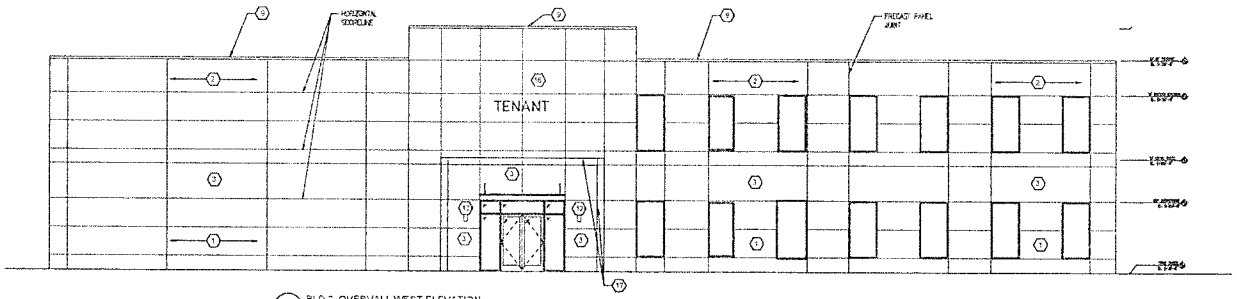
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

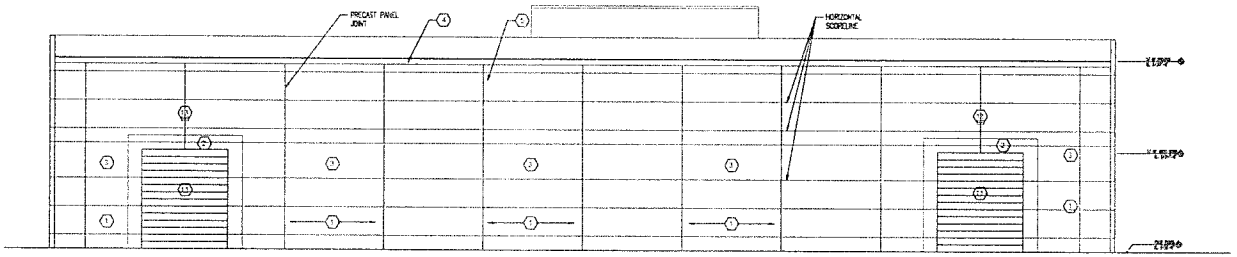
08/01/25

3427

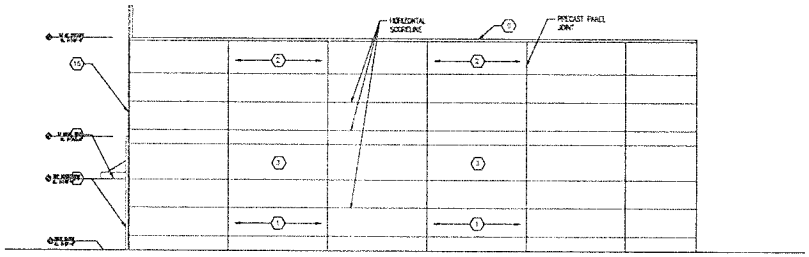
A3.1



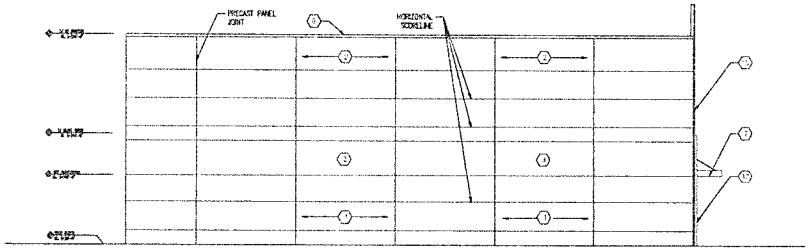
1 BLD 2_OVERALL WEST ELEVATION



2 BLD 2_OVERALL WEST ELEVATION



3 BLD 2_NORTH ELEVATION



4 BLD 2_SOUTH ELEVATION

EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
2. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
3. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9638 GLACIER BAY, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM. – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MC0035-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MC0035-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MC0028-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED CORRUGATED METAL WALL PANEL
15. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9179 BLUE, INTERIOR SIDE NO PAINT REQUIRED
16. PRE-FINISHED METAL PANEL – – MATTE FINISH – BERKSHIRE BLUE – PAC-CLAD OR EQUAL
17. PRE-FINISHED METAL PANEL – – MATTE FINISH – REGAL WHITE- PAC-CLAD OR EQUAL

NOT FOR CONSTRUCTION

JTS Architects
1551 Hudson Office Square
Suite 202
Schaumburg, IL 60173
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www.jtsarch.com

Preliminary Elevations

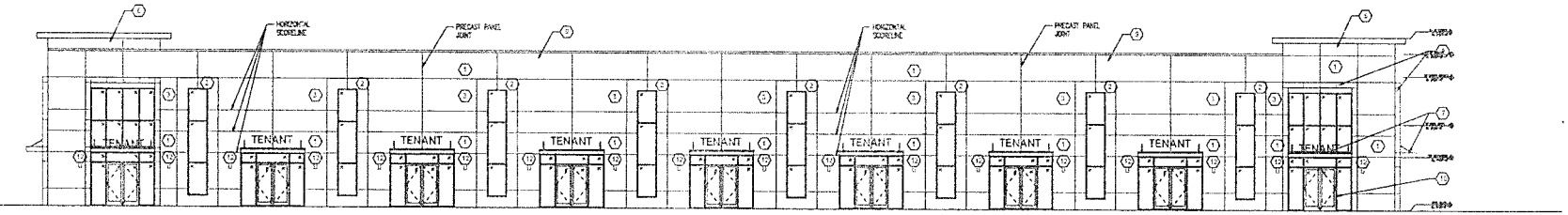
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

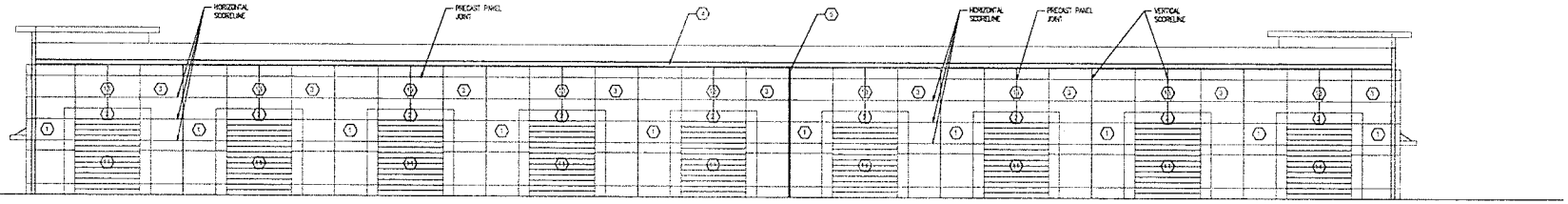
08/22/25

3427

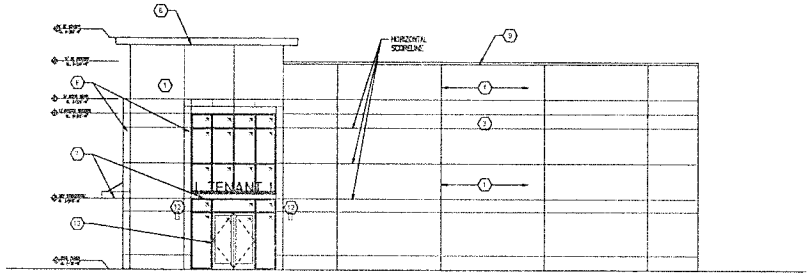
A3.2



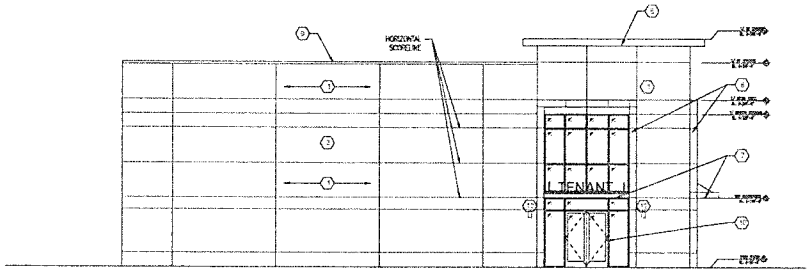
1 BLD 3_OVERVALL WEST ELEVATION



2 BLD 3_OVERVALL WEST ELEVATION



3 BLD 3_NORTH ELEVATION



4 BLD 3_SOUTH ELEVATION

EXTERIOR ELEV. KEYNOTES

1. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 7674 PEPPERCORN, INTERIOR SIDE NO PAINT REQUIRED
2. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 6885 KNOCKOUT ORANGE, INTERIOR SIDE NO PAINT REQUIRED
3. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9639 GLACIER BAY, INTERIOR SIDE NO PAINT REQUIRED
4. 12" X 12" CONTINUOUS METAL GUTTER – PAINTED TO MATCH ADJACENT WALL
5. DOWNSPOUT – 6" X 8" PRE-FINISHED ALUM – PAINTED TO MATCH ADJACENT WALL
6. CANOPY – PRE-FINISHED ALUMINUM METAL PANEL – – MATTE FINISH – MT0025-FLAT BLACK – UNA-CLAD OR EQUAL
7. PRE-FINISHED PREFABRICATED STEEL AWNING STRUCTURE – – MATTE FINISH – MT0025-FLAT BLACK – UNA-CLAD OR EQUAL
8. PRE-FINISHED METAL PANEL – – MATTE FINISH – ORANGE – UNA-CLAD OR EQUAL
9. PRE-FINISHED ALUMINUM CAP FLASHING – – MATTE FINISH – MT0025-FLAT BLACK – UNA-CLAD OR EQUAL
10. ALUMINUM STOREFRONT SYSTEM CLEAR 1" INSULATED GLAZING (NON-TINTED, NON-REFLECTIVE) – MATTE FINISH – DARK BRONZE
11. 14' H x 12' W OVERHEAD DOOR
12. EXTERIOR WALL SCONCES
13. LED WALL PACK
14. PRE-FINISHED CORRUGATED METAL WALL PANEL
15. PRE CAST CONCRETE PANEL PAINTED ON EXTERIOR SIDE – SW 9101 BLUE, INTERIOR SIDE NO PAINT REQUIRED
16. PRE-FINISHED METAL PANEL – – MATTE FINISH – BODYSHOP BLUE – PAC-CLAD OR EQUAL
17. PRE-FINISHED METAL PANEL – – MATTE FINISH – REGAL WHITE- PAC-CLAD OR EQUAL

NOT FOR CONSTRUCTION

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1821 Walden Office Square
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P 847.602.1970
www.jtsarch.com

Preliminary Elevations

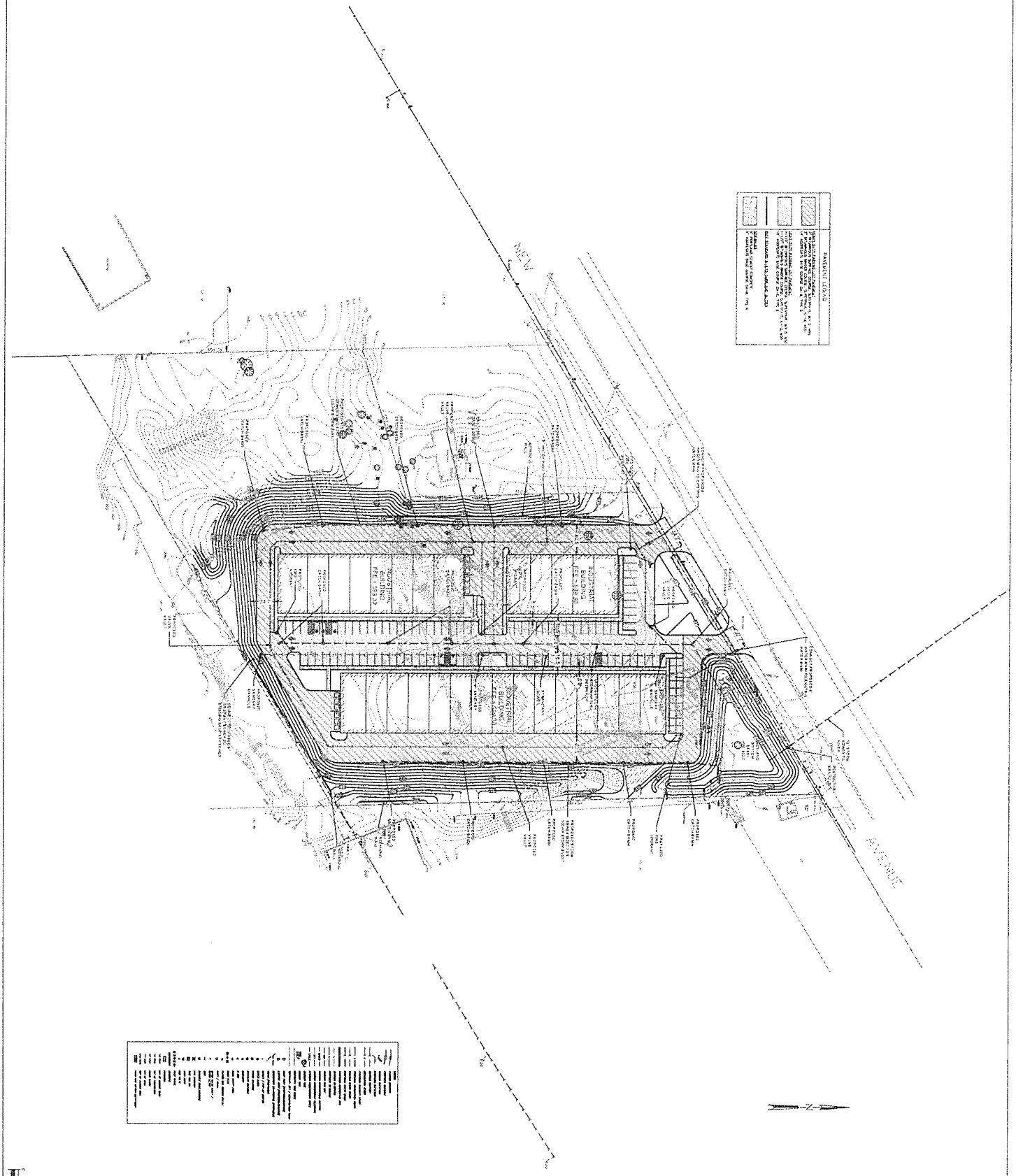
NEW CONSTRUCTION
16548 NEW AVENUE, LEMONT, ILLINOIS 60439

EXTERIOR ELEVATIONS

09/02/25

3427

A3.3



PRELIMINARY ENGINEERING PLAN

NEW ADDITION

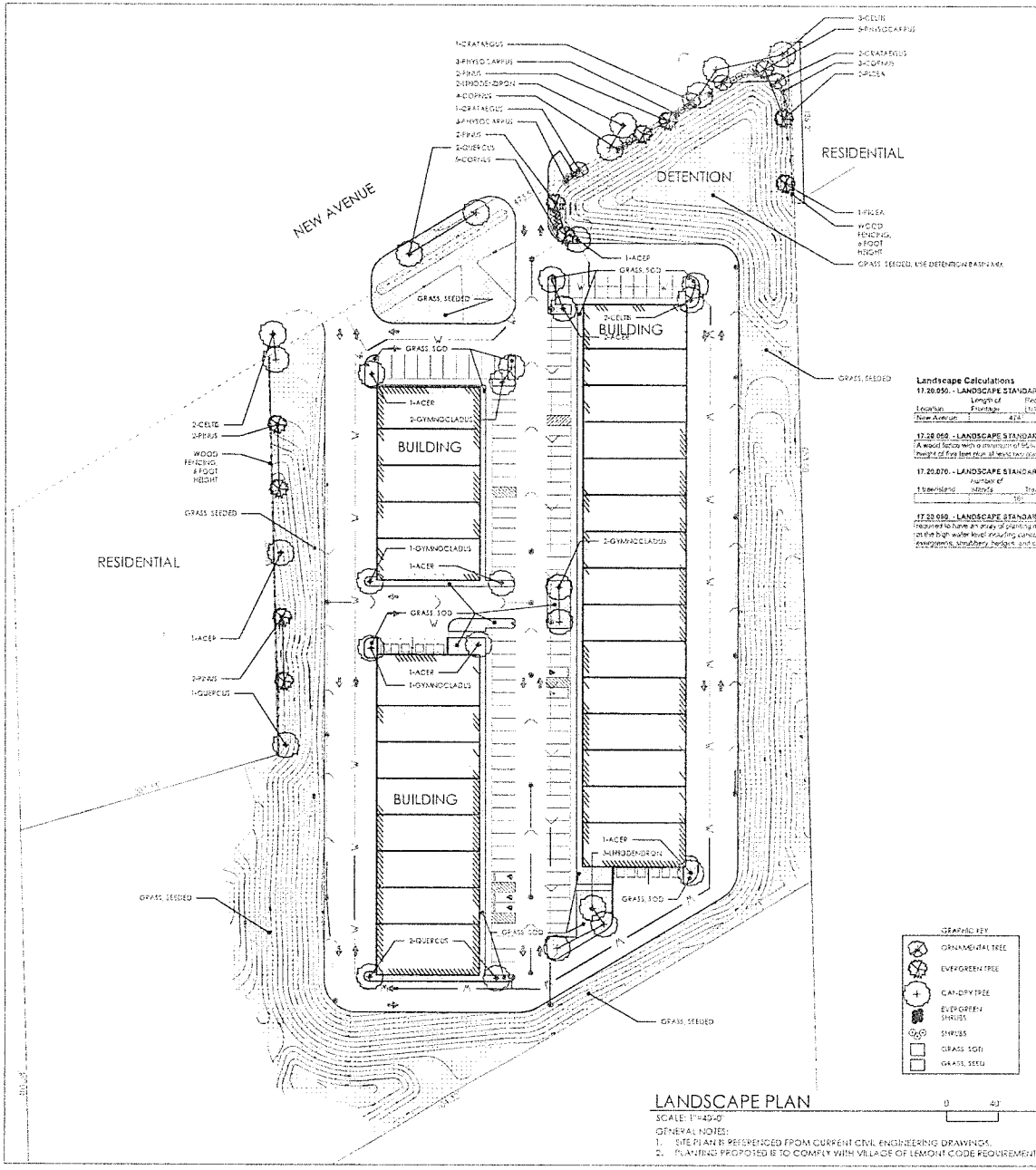
16548 NEW AVE, LEMONT, IL 60439

SME
SEVEE & MAHER ENGINEERS
ENVIRONMENTAL • CIVIL • SURVEY • GEAR • WATER • CONVEYANCE

BJ
BOND CONSULTING
CIVIL ENGINEERS
A Severe & Maher Engineers Company

PROJECT STAFF	ISSUE	REVISIONS	DATE
PROJECT MANAGER: T. MATHEWS P.E.	1	ISSUED FOR PERMIT	11.26.25
DESIGNED			
DRAWN			
CHECKED			

C-1
SHEET NUMBER
1"=40'
SCALE
NOV 26 2025
ISSUE DATE
SHEET TITLE
PROJECT NO.
25154
DRAWING TITLE



LANDSCAPE PLAN

SCALE: 1"=40'-0"

GENERAL NOTES:
1. SITE PLAN IS REFERENCED FROM CURRENT CIVIL ENGINEERING DRAWINGS.
2. PLANTING PROPOSED IS TO COMPLY WITH VILLAGE OF LEMONT CODE REQUIREMENTS

Landscape Calculations

17.20.050. - LANDSCAPE STANDARDS FOR STREETS

Location	Length of Frontage	Required Trees (1/30 LF)	Proposed
New Avenue	474'	16	21

17.20.060. - LANDSCAPE STANDARDS FOR TRANSITION YARD

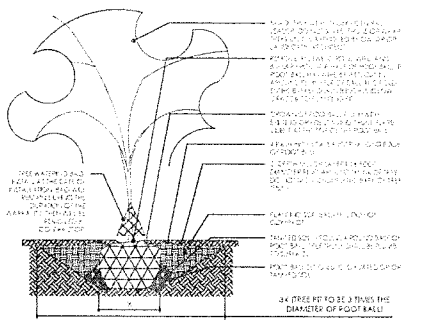
A wood fence with a minimum of 50% opacity and with a minimum height of five feet shall be required per 100 linear feet.

17.20.070. - LANDSCAPE STANDARDS FOR PARKING LOTS

1 tree/island	Number of islands	Trees required	Proposed
	10	10	10

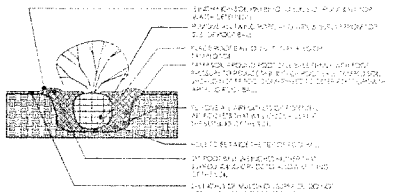
17.20.080. - LANDSCAPE STANDARDS FOR DETENTION POND

Required to have an array of planting material along the perimeter at the high water level including canopy trees, ornamental trees, evergreens, shrubbery, hedges, and other plants.



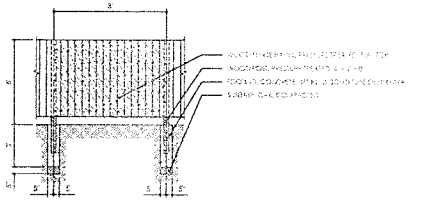
DECIDUOUS TREE DETAIL

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



SHRUB DETAIL

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



WOOD FENCE DETAIL, 6 FOOT HEIGHT

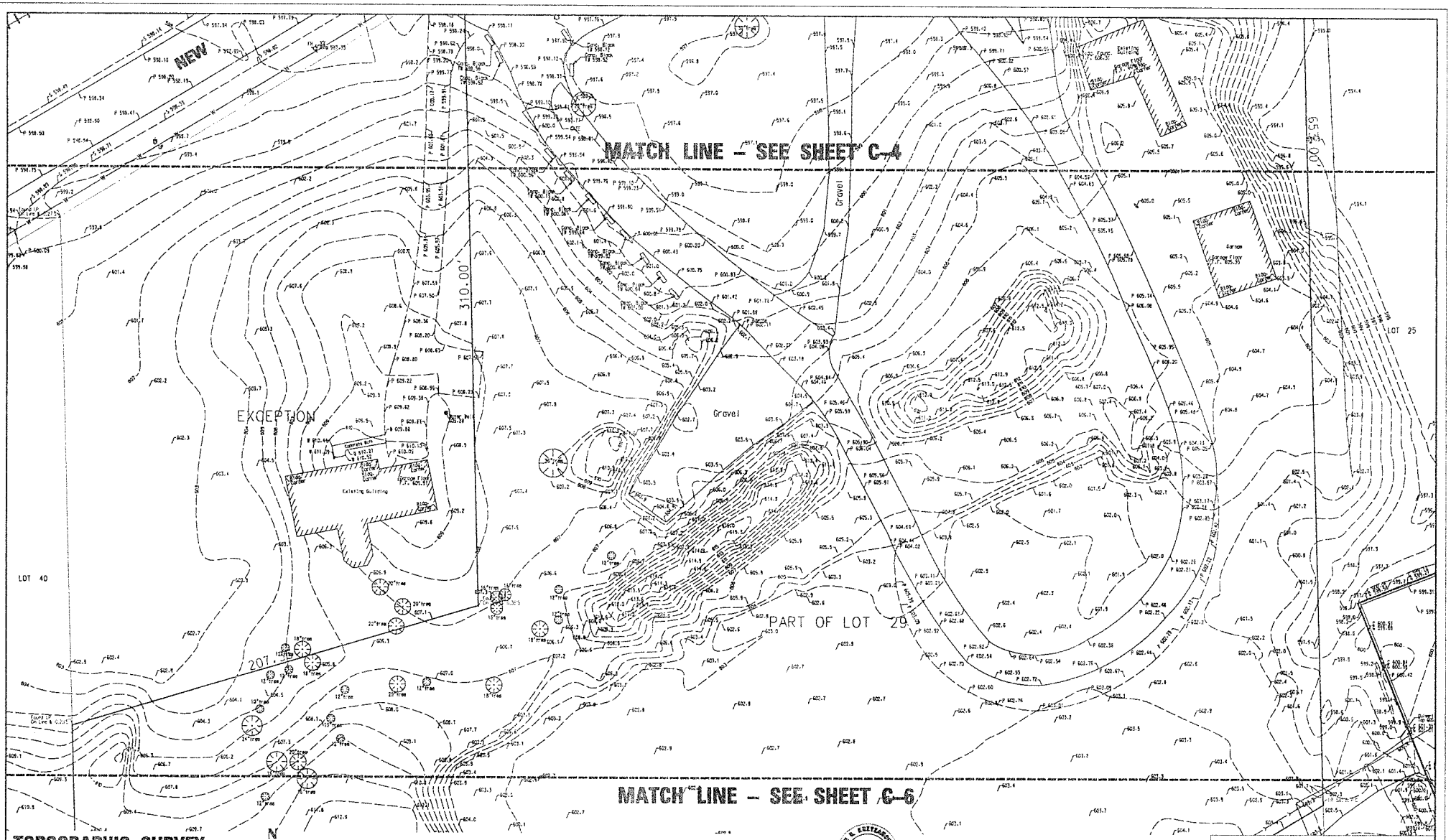
SCALE: 1/4"=1'-0"

PLANT SCHEDULE

Code	Botanical Name	Common Name	Total	Size	Condition	Notes
	Shade Trees		31			
ACER	Acer rubrum	Red Maple	9	3" cal.	B&B	
CELTIS	Celtis occidentalis	Sweetgum	7	3" cal.	B&B	
GYMNOCLADUS	Gymnocladus dioicus	Coffee Tree	6	3" cal.	B&B	
LIRIODENDRON	Liriodendron tulipifera	Tulip Tree	5	3" cal.	B&B	
QUERCUS	Quercus imbricaria	Shingle Oak	5	3" cal.	B&B	
	Evergreen Trees		11			
PICEA	Picea glauca	White Spruce	1	8 foot height	B&B	
PINUS	Pinus strobus	Eastern White Pine	8	8 foot height	B&B	
	Ornamental Trees		4			
CRATAEGUS	Crataegus phaenopyrum	Washington Hawthorn	4	6 foot height	B&B	Multi-stemmed
	Deciduous Shrubs		33			
CORNUS G	Cornus sericea	Redtwig Dogwood	12	24" height	B&B	
PHYSOCARPUS	Physocarpus opulifolius	Common Ninebark	11	24" height	B&B	

LANDSCAPE PLANS
16548 NEW AVENUE
LEMONT, ILLINOIS

PROJECT NO. 16016
ISSUE DATE: JUNE 4, 2025
SCALE:
SHEET NUMBER: L1



TOPOGRAPHIC SURVEY

OF

LOT 29, IN COUNSY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCELS BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 270.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.10 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439

P.I.N.: 22-30-101-036-0000

N

SCALE: 1" = 20'

DATE: MARCH 05, 2025 (TOPO FIELD WORK)

LEGEND	EXISTING	LEGEND	EXISTING		
WATER MAIN		SUMMIT		TREE/DECIDUOUS TREE	
WATER SERVICE		TOP OF CURB ELEVATION	C XXX.XX	FENCE (WROUGHT)	
SANITARY SEWER		GUTTER FLOWLINE ELEVATION	G XXX.XX	FENCE (WOOD)	
STORM SEWER		PAVEMENT ELEVATION	P XXX.XX	ELECTRIC OVERHEAD LINE	
MANHOLE		TOP OF FOUNDATION ELEVATION	TF XXX.XX	ELECTRIC	
CATCH BASIN		FINISHED FIRST FLOOR ELEVATION	FF XXX.XX	TELEPHONE	
INLET		SURFACE ELEVATION	XXX.X	WATER SERVICE B-BOX	
CONTOURS		TOP OF WALK ELEVATION	X XXX.XX	FIRE HYDRANT	
DIRECTION OF FLOW		TOP OF WALL	TW XXX.XX	POWER POLE	
				DOWNSPOUT	

JOHN E. KAZPAROWICZ
052-004370
REGISTERED
PROFESSIONAL
ENGINEER
ILLINOIS

Expiration: 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION.

JOHN KAZPAROWICZ
REGISTERED PROFESSIONAL ENGINEER NO. 062-004370

NOTES:

PROPERTY LINES SHOWN HEREON ARE BASED ON PLAT OF SURVEY DONE BY: FIRSTENTER DONATION SERVICES. TEL: (872) 270-9473 ziggy1andpeluke@prodigy.net DATED: MARCH 11, 2025

BENCHMARK REFERENCES:

GPS DEVICES: STONEASTOR EASS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION (NEARBY TRIMBLE VRS) VIRTUAL REFERENCE STATION

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAD 83, STATE PLANE COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-043870

PREPARED FOR:

NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439

ORDERED BY: FRANK LEONARDIS - CELL: (630) 441-4355

DOUBLE M CIVIL ENGINEERING
PHONE: (847) 573-9758 | E-MAIL: mgmanagement@att.net
1450 W. HIGGINS RD. SUITE # 102 | HOFFMAN ESTATES, ILLINOIS 60169
OWNER'S PLANNERS SURVEYOR

DATE	03/19/2025	SCALE	1" = 20'	PROJECT NO.	93305	DRAWING NAME:
DESIGNED	MK	APPROVED	JEK	FILE NO.	1-1-1	C-5
DRAWN						

DATE	BY	REVISION

TOPOGRAPHIC SURVEY

OF

LOT A2 IN COUNTY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT A2 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE, 230.48 FEET TO THE INTERSECTION OF A LINE THAT IS 220.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 90.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 225.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.S: 22-20-401-038-0000

N

SCALE: 1" = 20'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

AVENUE

NEW

EXCEPTION

PART OF LOT 29

Existing Building

Gravel

LOT 1

LOT 25

LOT 25

Chain Link Fence

Edge of Water

Bituminous Pavement

Bituminous Driveway

Concrete Pavement

Concrete Driveway

Concrete Walk

Top of Bank

Top of Bank

Top of Bank

TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCELS BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 210.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 910.0 FEET; THENCE SOUTHWESTERLY 207.26 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 200.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.'S: 22-30-101-036-0000

LEGEND	EXISTING
WATER MAIN	
WATER SERVICE	
SANITARY SEWER	
STORM SEWER	
MANHOLE	
CATCH BASIN	
INLET	
CONTOUR	XXX.XX
DIRECTION OF FLOW	
SUBUNIT	
TOP OF CURB ELEVATION	C XXX.XX
GUTTER FLOWLINE ELEVATION	G XXX.XX
PAVEMENT ELEVATION	P XXX.XX
TOP OF FOUNDATION ELEVATION	TF XXX.XX
FINISHED FIRST FLOOR ELEVATION	FF XXX.XX
SURFACE ELEVATION	XXX.X
TOP OF WALL ELEVATION	W XXX.XX
TOP OF RIDGE	TR XXX.XX
TREE / EVERGREEN TREE	10" / 30-15"
FENCE (WOOD)	
FENCE (METAL)	
ELECTRIC OVERHEAD LINE	
ELECTRIC	E
TELEPHONE	T
WATER SERVICE BOX	
FIRE HYDRANT	
MONITOR WELL	
DOWNSPOUT	

N

40 20 0 40 80

SCALE 1" = 40'

DATE : MARCH 03, 2025 (TOPO. FIELD WORK)

NEW AVENUE

EXCEPTION

PART OF LOT 29

PART OF LOT 29

Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRITZMACHER
PROFESSIONAL ENGINEER
ILLINOIS REG. NO. 062-040870

NOTE:

PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY:
DESIGNER TOPOGRAPHY SERVICES
TEL.: (872) 210-9433 ZIGGY@TOPOSURVEYS.COM
DATED: MARCH 11, 2025

BENCHMARK REFERENCES:
GPS DEVICE: STONEX980A GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NETWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-040870

PREPARED FOR:
NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439
ORDERED BY: FRANK GEORGENES - CELL: 708-441-5325

DATE	BY	REVISION

DOUBLE M CIVIL ENGINEERING
PHONE: 847-551-9758 | E-MAIL: PM@DOUBLEMCIVIL.COM
1456B N. PETROVELLI DRIVE SUITE # 102 LITTLE CHUTE, WISCONSIN 54140
ENGINEERS SURVEYORS

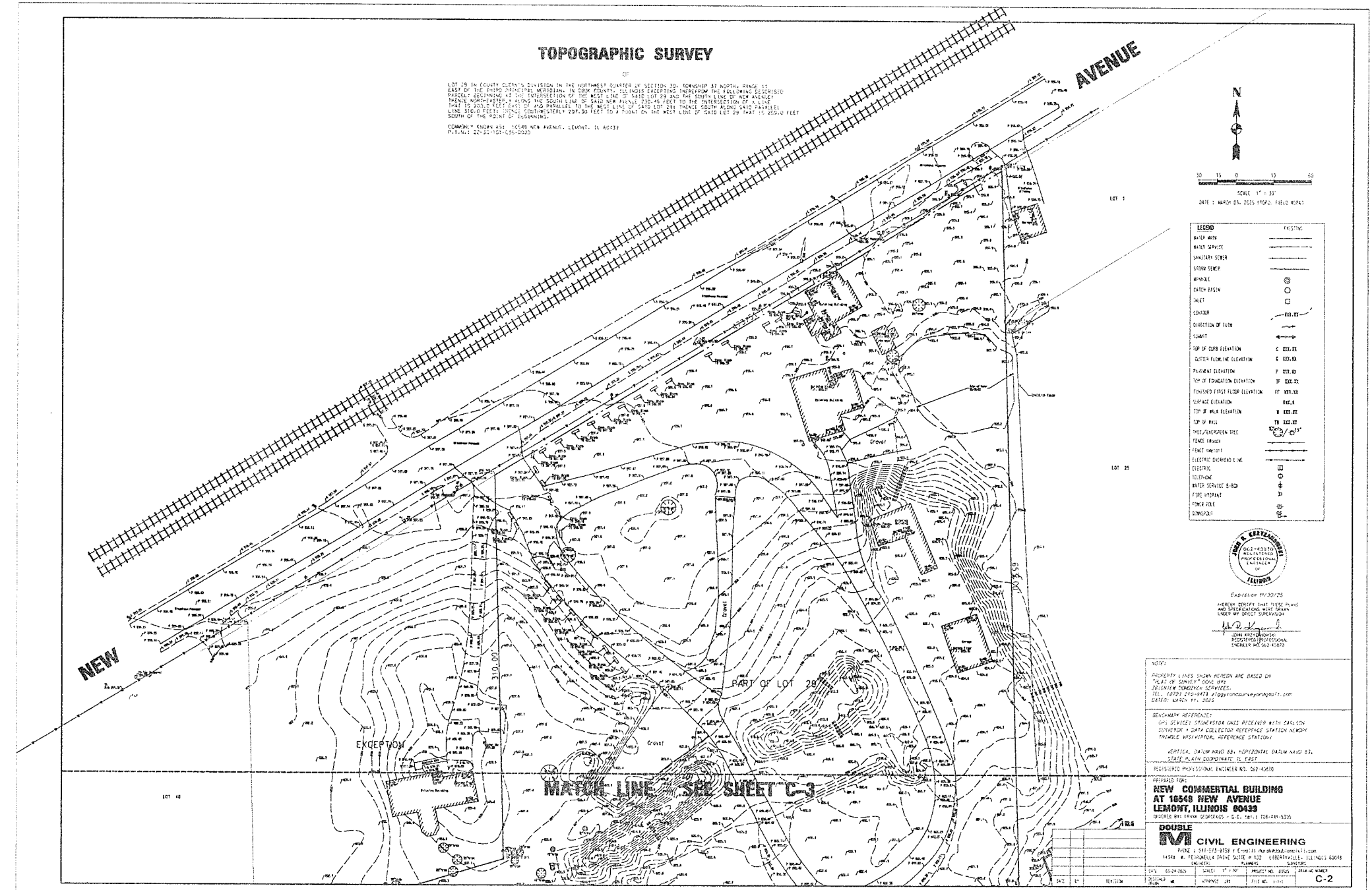
DATE: 03-24-2025	SCALE: 1" = 40'	PROJECT NO.: 63025	DRAWING NUMBER: C-1
DESIGNED BY: MA	APPROVED BY: JK	FILE NO.: 1-F-1	

TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.00 FEET; THENCE SOUTHWESTERLY 209.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 252.00 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.'S: 22-30-101-036-0000



N

30 15 0 30 60

SCALE: 1" = 30'

DATE: MARCH 03, 2025 (TOPO. FIELD WORK)

LEGEND	EXISTING
WATER MAIN	
WATER SERVICE	
SANITARY SEWER	
STORM SEWER	
MANHOLE	
CATCH BASIN	
INLET	
CONTOUR	000.00
DIRECTION OF FLOW	
SWALE	
TOP OF CURB ELEVATION	C 000.00
GUTTER FLOWLINE ELEVATION	G 000.00
PAVEMENT ELEVATION	P 000.00
TOP OF FOUNDATION ELEVATION	TF 000.00
FINISHED FIRST FLOOR ELEVATION	FF 000.00
SURFACE ELEVATION	000.0
TOP OF WALL ELEVATION	W 000.00
TOP OF WALL	TW 000.00
TREE/EVERGREEN TREE	
FENCE (WOOD)	
FENCE (METAL)	
ELECTRIC OVERHEAD LINE	
ELECTRIC	E
TELEPHONE	T
WATER SERVICE BOX	
FIRE HYDRANT	
POWER POLE	
DOWNSPOUT	

JOHN R. KRZYZANOWSKI
062-040870
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Expiration 11/30/26

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-040870

NOTE:
PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DOOR WAY
ORIGINEER NORTHERN SERVICES
TEL: (872) 212-9473 EMAIL: info@originesurveyingnorth.com
DATED: MARCH 11, 2025

BENCHMARK REFERENCES:
GPS DEVICES: STONEVISTA GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NEARBY TRIMBLE VRS (VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLANE COORDINATE IL EAST

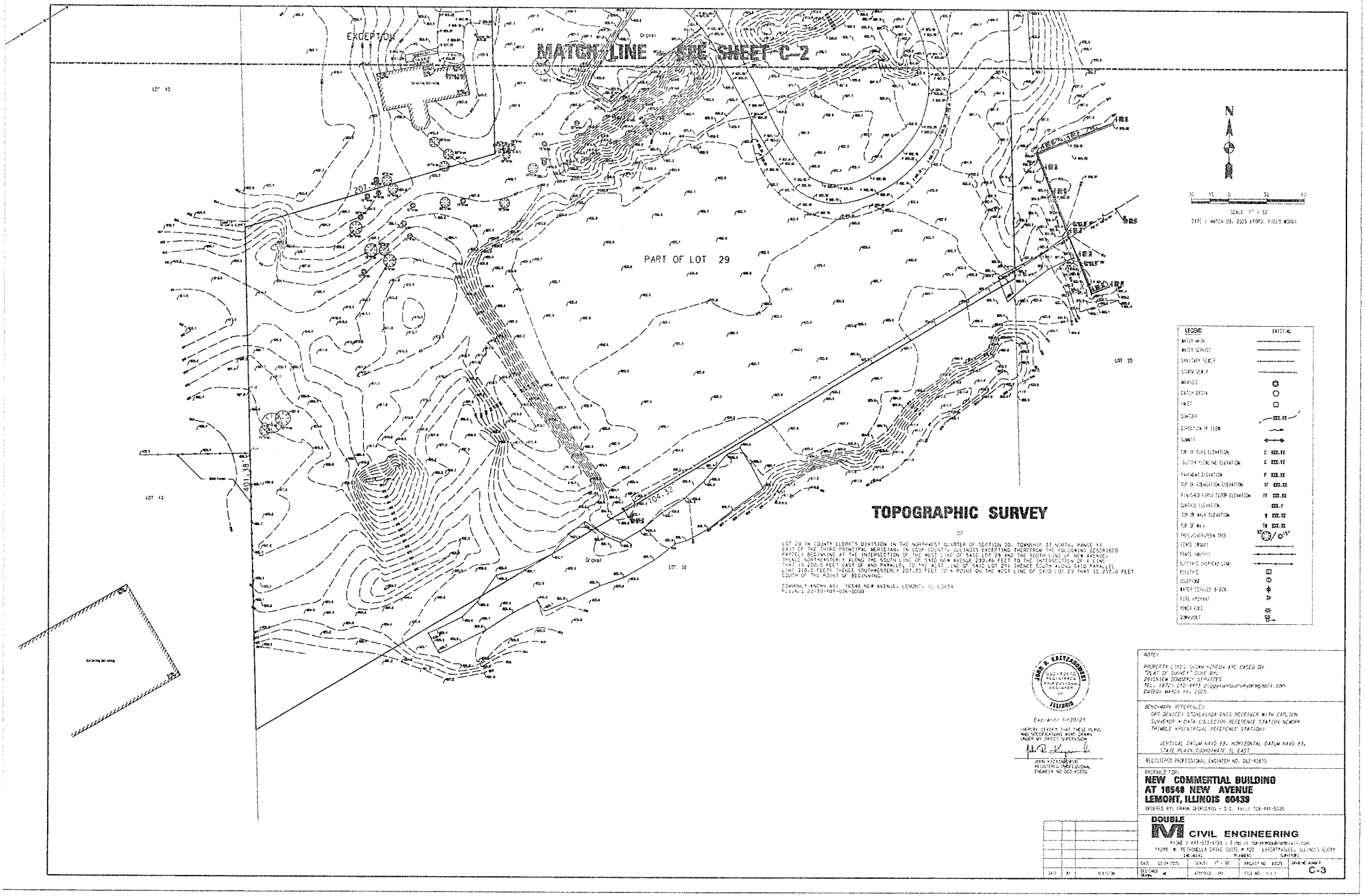
REGISTERED PROFESSIONAL ENGINEER NO. 062-040870

PREPARED FOR:
NEW COMMERCIAL BUILDING
AT 16548 NEW AVENUE
LEMONT, ILLINOIS 60439
ORDERED BY: FRANK GEORGAKOS - G.C. (847) 708-441-5335

DOUBLE M CIVIL ENGINEERING
PHONE: 1 (847) 673-9758 | E-MAIL: INFO@DOUBLEMCIVIL.COM
14348 W. PETERSBILT DRIVE, SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERING PLANNING SURVEYING

DATE	03-24-2025	SCALE	1" = 30'	PROJECT NO.	8520	SHEET NUMBER	C-2
DRAWING NAME		APPROVED	JRK	FILE NO.			

NO.	BY	REVISION



TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 230.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEET; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.(S): 22-30-101-026-0000

JOHN R. KRZYZANOWSKI
062-43870
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

Expiration: 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION

JOHN KRZYZANOWSKI
REGISTERED PROFESSIONAL ENGINEER NO. 062-43870

NOTES:

PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY: ZEBANEK SURVEY SERVICES TEL: (630) 210-9473 E: zebanekpropertysurveys@gmail.com DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICE: STONEFISH EXOS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTOR REFERENCE STATION NETWORK TRIMBLE VRS(VIRTUAL REFERENCE STATION)

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAVD 83, STATE PLAIN COORDINATE IL EAST

REGISTERED PROFESSIONAL ENGINEER NO. 062-43870

PREPARED FOR:

NEW COMMERCIAL BUILDING AT 16548 NEW AVENUE LEMONT, ILLINOIS 60439

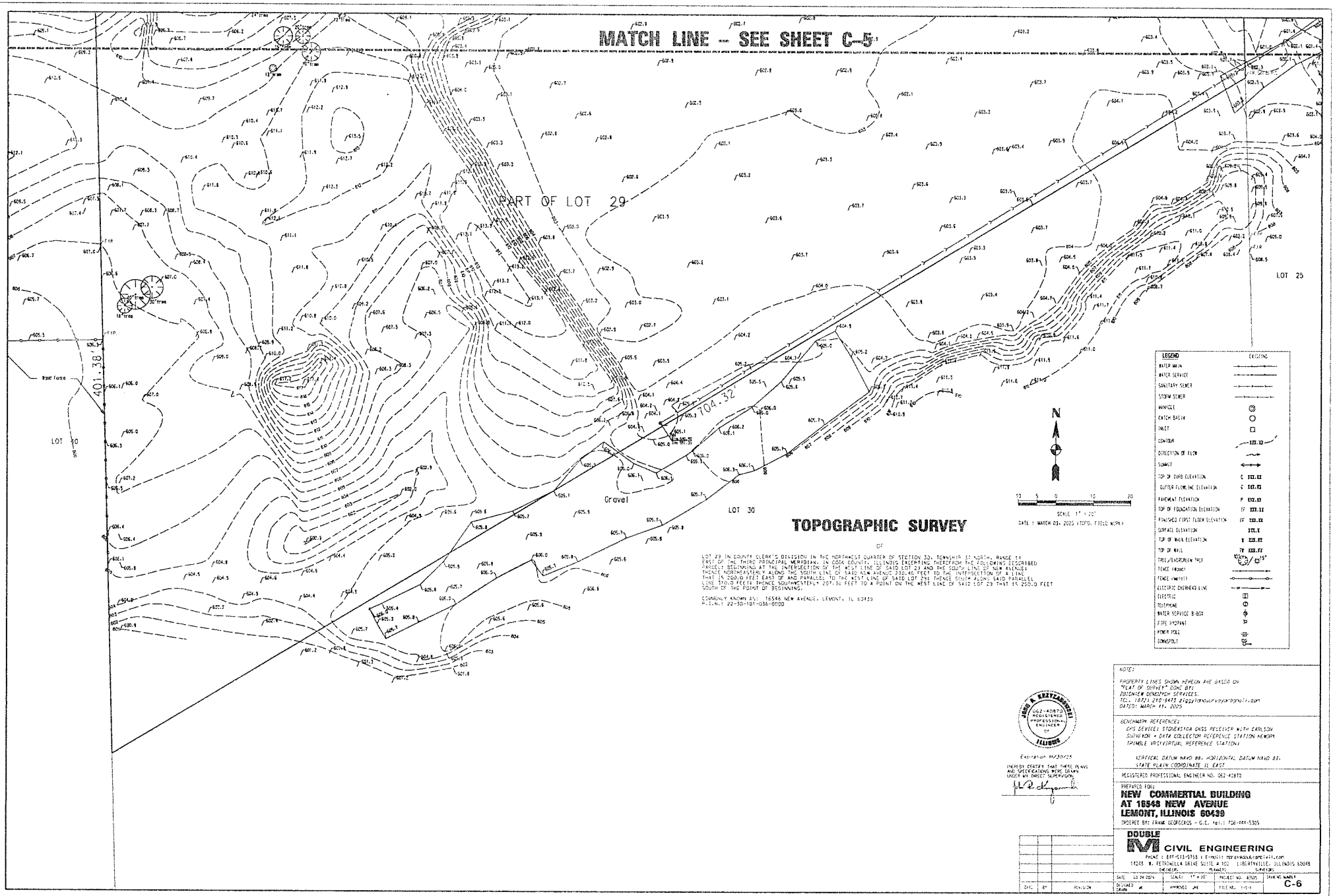
ORDERED BY: FRANK DEMPSEY - O.C. Phone: 708-441-5335

DOUBLE M CIVIL ENGINEERING
PHONE: 847-573-9758 | E-MAIL: JOE@DOUBLEMCIVIL.COM
14049 W. PETERSELLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

DATE	BY	REVISION

DATE: 03-24-2025 | SCALE: 1" = 30' | PROJECT NO: 2025 | DRAWING NUMBER: C-3

DESIGNED: JK | APPROVED: JRK | FILE NO: 1-1-1



TOPOGRAPHIC SURVEY

OF

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE 330.46 FEET TO THE INTERSECTION OF A LINE THAT IS 200.0 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29; THENCE SOUTH ALONG SAID PARALLEL LINE 310.0 FEETS; THENCE SOUTHWESTERLY 207.30 FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 200.0 FEET SOUTH OF THE POINT OF BEGINNING.

COMMONLY KNOWN AS: 16548 NEW AVENUE, LEMONT, IL 60439
P.I.N.: 22-33-101-038-0000

DATE : MARCH 03, 2025 (TOPO FIELD WORK)

NOTE:
PROPERTY LINES SHOWN HEREON ARE BASED ON "PLAT OF SURVEY" DONE BY:
ENGINEER DONOFRIO SERVICES.
TEL.: (847) 210-9477 Engineeringservices@comcast.com
DATED: MARCH 11, 2025

BENCHMARK REFERENCE:
GPS DEVICES: STONEARCH GNSS RECEIVER WITH CARLSON SURVEYOR + DATA COLLECTION REFERENCE STATION NEAR'S TRIMBLE VRS/VIRTUAL REFERENCE STATION

VERTICAL DATUM NAVD 88, HORIZONTAL DATUM NAD 83, STATE PLAIN COORDINATE IL EAST

JOSE E. KRZYZANOWSKI
062-40870
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS
Expiration 11/30/25

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE DRAWN UNDER MY DIRECT SUPERVISION.

REGISTERED PROFESSIONAL ENGINEER NO. 062-40870

PREPARED FOR:
NEW COMMERCIAL BUILDING
AT 16548 NEW AVENUE
LEMONT, ILLINOIS 60439

OWNED BY: FRANK GEORGEOS - O.C. Tel.: 708-441-5305

DOUBLE M CIVIL ENGINEERING
PHONE & FAX: 815-838-9758 E-MAIL: DOUBLEMCIVIL@COMCAST.NET
16248 W. TEPPICHILLA DRIVE SUITE # 102 LIBERTYVILLE, ILLINOIS 60048
ENGINEERS PLANNERS SURVEYORS

DATE	BY	REVISION

DATE: 03-24-2025	SCALE: 1" = 20'
PROJECT NO.: 4505	
DESIGNED: JK	DRAWN: JK
APPROVED: JEK	FILE NO.: 1-1-1

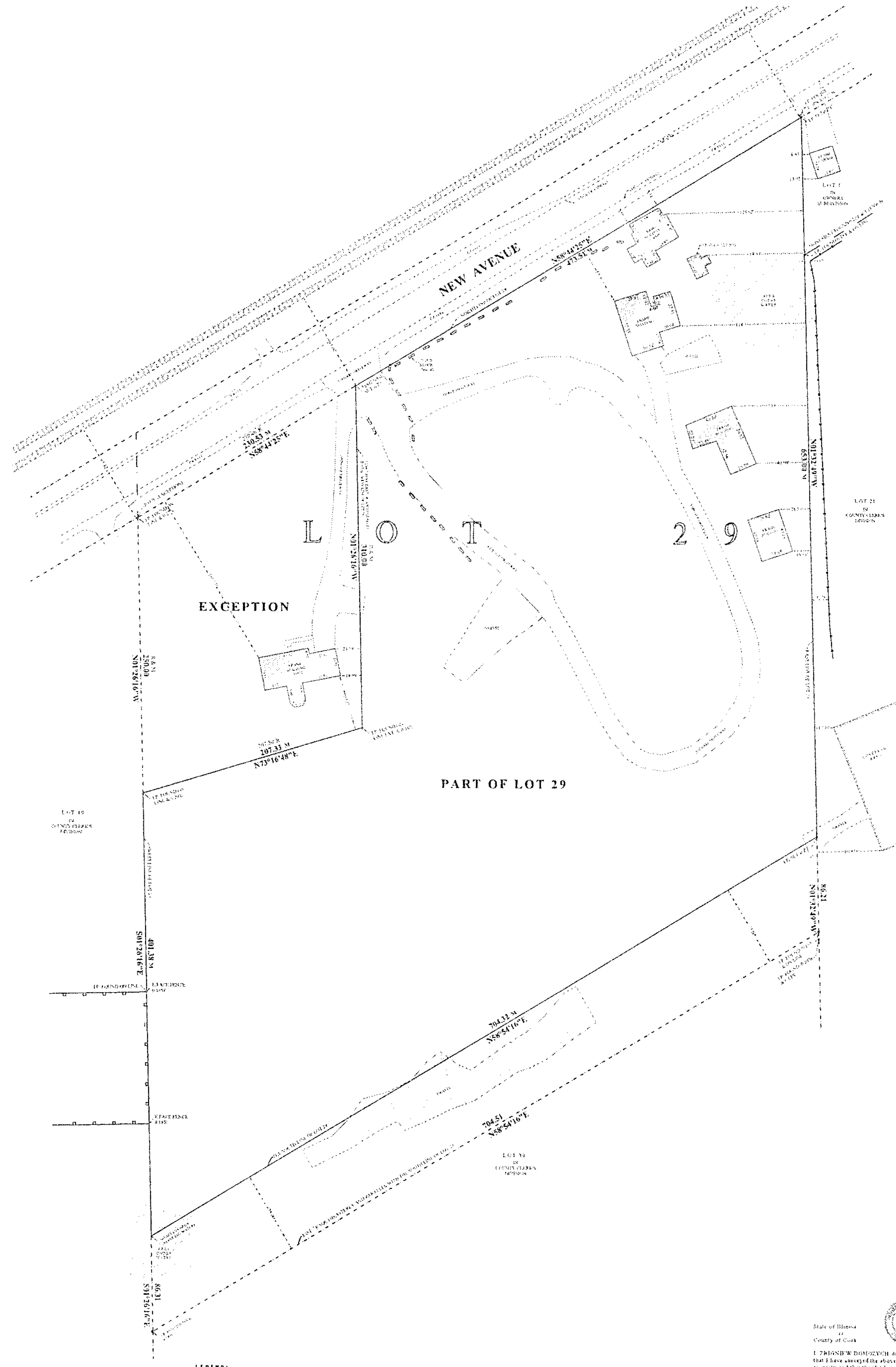
DRAWING NUMBER: C-6

PLAT OF SURVEY

LOT 29 IN COUNTY CLERK'S DIVISION IN THE NORTHWEST QUARTER OF SECTION [illegible], TOWNSHIP [illegible] NORTH, RANGE [illegible] EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:
BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT 29 AND THE SOUTH LINE OF NEW AVENUE;
THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID NEW AVENUE [illegible] FEET TO THE INTERSECTION OF A LINE THAT IS [illegible] FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID LOT 29;
THENCE SOUTH ALONG SAID PARALLEL LINE [illegible] FEET;
THENCE SOUTHWESTERLY [illegible] FEET TO A POINT ON THE WEST LINE OF SAID LOT 29 THAT IS 250.0 FEET SOUTH OF THE POINT OF BEGINNING.

TOTAL LAND AREA = [illegible] acres
PROPERTY ADDRESS: [illegible] NEW AVENUE, LEMONT, IL [illegible]
PERMANENT INDEX NUMBER: [illegible]

ZBIGNIEW DOMOZYCH SURVEYS
PHONE: [illegible]



State of Illinois
ss
County of Cook

I, ZBIGNIEW DOMOZYCH do hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

Signature: [signature]

Date: MARCH 11, 2025

REG. ILL. Land Surveyor No. 35-[illegible]

LIC. EXP. NOVEMBER 30, 2026

TRC – Technical Review Committee for Concept Plan (J-Ave II)

Meeting Date: Tuesday, October 21, 2025
Letter Date: October 23, 2025
Applicant: J. Ave Development Real Estate LLC represented by Dariusz Wator
Applicant Address: 16430 New Avenue
Proposal Location: 16548 and 16572 New Avenue
Location PINS: 22-30-101-036-0000 & 22-30-101-037-000
Site Size: 7.874-acres
Current Zoning: Unincorporated Cook County R-4 Single-Family Residence District
Proposed Zoning: M-1, Light Manufacturing District
Proposed Use: Office/Warehouse Distribution Facility



SURROUNDING ZONING & LAND USE

Direction	Surrounding Zoning / Land Use
North	Unincorporated Cook County I-2, General Industrial District / Truck Trailer storage lot
South	Unincorporated Cook County R-4, Single-Family Residence District and Village of Lemont R-5A / Vacant Residential
East	Unincorporated Cook County R-4, Single-Family Residence District and Village of Lemont M-1 / Existing Single-Family homes and J-Ave Trucking
West	Unincorporated Cook County I-1, Restricted Industrial District and M-1, Light Manufacturing District / Residential homes and Lemont Public Works Department

Comprehensive Plan Future Land Use

The Future Land Use map in the Lemont 2030 Comprehensive Plan shows this area as Industrial (IND). The district in the plan is described as follows:

The Industrial district is characterized by a wide range of industrial and manufacturing uses. New development in this district will be characterized by well-designed sites that include suitable buildings with modern functional features, screening for outdoor storage and equipment and ***landscaping to create street-side "curb appeal"****. Since industrial and manufacturing uses are often local employment centers, new development in this district* ***will provide non-motorized access for local employees who wish to bike or walk to work****. Buildings in this district will vary widely in size and may include features such as docking bays for semi-tractors. Sites in this district will also vary widely in size."*

Entitlement Process:

1. The proposed process shall likely be:
    - TRC Review and Meeting (October 21, 2025) ✓
    - Application for Annexation, Rezoning, Preliminary Plat and Preliminary Planned Unit Development (PUD): Applications & Forms | Village of Lemont, IL
    - Plan Commission for Rezoning and PUD – public hearing.
    - Committee of the Whole meeting to discuss the proposal – no vote
    - Village Board Meeting for approvals (Annexation, Annexation Agreement, Preliminary PUD and Plat, Rezoning)

- Possible Final Plat or Final PUD process
- Site Development Permit
- Building Permit(s)

2. All UDO requirements can be found online: https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR

UDO PLANNING & ZONING COMMENTS

Please provide a written response to each comment with the next submittal:

1. Per Section 17.06.190 (Industrial Regulations), the following plans are required for the next submittal:
    a. Site Geometric Plan.
    b. Site data table including: Use, bulk, lot coverage parking requirements, accessory uses.
    c. Engineering plans.
    d. Tree survey, tree preservation and landscaping plans.
    e. Photometric plan.
    f. Truck turn exhibit.
    g. Architectural plans.
2. The proposed use allows for the M-1 Zoning District. The purpose of this district in the UDO states: *M-1 Light Manufacturing District. This district is intended to provide an environment suitable for industrial activities that require a pleasant and nuisance-free environment and be compatible with adjacent land uses. Additionally, the M-1 district is intended to provide an environment suitable for certain office and research activities that do not create appreciable nuisances or hazards. This district may be located adjacent to R districts, and thus its provisions include special* yard *setbacks and screening requirements.*
3. Previous proposals have stated 9.17 acres. Clarify the land area. It appears that a portion of the site states 'Exception' for residential. Clarify.
4. Will a plat of subdivision be required?
5. Provide setbacks for the proposed buildings. The following are the minimums:
    a. Front Yard: 30-feet
    b. Side Yard: 15-feet
    c. Rear Yard: 25-feet
6. The maximum building height is 35-feet in the M-1 zoning district. The buildings appear to be approximately 34-feet so this should be met.
7. The maximum lot coverage is 80%. Verify this is met.
8. It is noted a traffic study is forthcoming.

9. Clarify how the parking count was determined. No use shall provide off-street parking in excess of 140% of the minimum standards expressed in Table 17-10-01.
10. Trucks in excess of one and one-half (1½) ton capacity shall not be parked in the open within 100 feet of a residential district boundary line.
11. The street facing sides of the buildings should have more detail (i.e. windows, awning, etc.).
12. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and
        ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
        iii. At least one plant unit per 150 linear feet.
13. Provide a photometric plan to ensure proper lighting of the site. There are lighting standards in the UDO (§17.14.020 Illumination Standards). For example, fully shielded lights, maximum and minimum footcandle requirements, etc.
14. Luminaires shall not be mounted in excess of 30’ above grade or the height of the primary structure, whichever is less.
15. Parking lot detail shall be designed in accordance with Detail NO LS-7 in the UDO. All off-street parking shall be improved with protective curb and gutters. Wheel stops shall be used in all instances where the front/rear end of the parking space does not abut a curb. Verify the parking areas meet this section.
16. **Standard Comment**: Outdoor storage requires a special use permit in the M-1 zoning district. Clarify if this is desired during entitlement.
17. **Standard Comment**: All non-residential lighting is required to be turned off no later than 60 minutes after business hours, only leaving lighting necessary for site security.
18. **Standard Comment**: Unenclosed off-street parking spaces shall not be used for the repair, dismantling or servicing of any vehicles, equipment, materials or supplies.
19. **Standard Comment**: Inoperable vehicles shall not be parked or stored in unenclosed parking areas.
20. **Standard Comment**: All business, servicing or processing shall be conducted within completely enclosed permanent buildings.

21. **Standard Comment**: All maneuvering and staging for parking, loading, and deliveries must be accommodated on site. There shall be no maneuvering or staging in streets.
22. Provide signage details when available. Monument signs must incorporate a stone base and wall signs are limited in allowed SF. As discussed at the meeting, a sign package should be incorporated into the PUD.
23. Provide details on trash enclosure (i.e. location, material, etc.).
24. See engineering comment about sidewalk along New Avenue. Sidewalk also required per the UDO.
25. Per 17.06.190 (Industrial Regulations), every and any building hereinafter constructed, expanded, remodeled, or in any way altered or modified shall have as part of its general design a decorative or functional structure having a height above grade of between twelve (12) and fifteen (15) feet, and extending across not less than fifty (50) percent of an exterior surface wall facing a street or roadway.
26. Per 17.06.190 (Industrial Regulations), Not less than the first four (4) feet, measured vertically from at grade, of any exterior surface facing a street or roadway, shall be covered with a brick, stone, or other decorative architectural material. If tilt-up construction is to be used, this requirement does not make sense and can be an exception in the PUD.
27. **Standard Comment**: Storage containers cannot be stored or stacked on site.

Landscaping & Tree Preservation:

28. A tree survey and preservation plan shall be provided. The inventory of trees on a site is a fundamental step in assessing the opportunities for development and tree preservation. A tree preservation plan shall be submitted as part of an application for approval of preliminary plans/plats, final plans/plats, and site development permits. The tree preservation plan shall consist of a tree survey that graphically shows the location of trees on site, identifies those trees to be preserved, and details efforts to protect those trees during construction. See Section 17.20.130.
29. A transition yard is required along the rear property line and portions of the western property line. The proposed landscaping appears appropriate but in addition to the landscaping either a berm or solid wood fence is required. The code states: Lots Zoned "M." For the entire length of a transition yard of an M-zoned lot, the following shall be provided:
    a. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of five feet plus at least two plant units per 100 linear feet; or
    c. All of the following:
        i. An earthen berm at least three feet in height; and

ii. A wood fence with a minimum of 95% opacity and at least four feet in height; and
iii. At least one plant unit per 150 linear feet.

30. The landscape islands appear too small in some locations at the ends of the aisles. Adjust. Also, At least one canopy tree shall be installed in each required landscaped island.
31. Landscaping requirements along a Public Street. Along the property line of any M-zoned property that fronts a public street:
    a. At least 2.0 plant units per 100 linear feet shall be installed and maintained; or
    b. A wood fence with a minimum of 95% opacity and with a minimum height of six feet plus at least one plant unit per 100 linear feet shall be installed and maintained.
32. Plant Units. A "plant unit" is a measurement used to determine the quantity of plant material required for specific situations. The plant unit requirements establish the total amount of plant material while allowing flexibility in the selection and distribution of plants. One plant unit is comprised of ALL of the following:
    a. 0.5 canopy trees;
    b. 1.0 evergreen trees;
    c. 1.5 understory/ornamental trees; and
    d. 6.0 shrubs or 6.0 minimum 18-inch containers of ornamental/native grasses.
33. Minimum Sizes of Plants. The minimum size for plants at the time of installation shall be:
    a. Canopy trees in a parkway — 3" caliper
    b. Canopy trees not in a parkway — 2½" caliper
    c. Evergreen trees — 8' in height
    d. Ornamental trees, single trunk — 2" caliper
    e. Ornamental trees, multi-trunk — 6' in height
    f. Large shrubs — 24" in height7.Small shrubs — 18" in height

Lemont Fire District Comments:

1. Turn exhibit demonstrating our truck maneuvering through the parking lots. (Exhibit attached to this letter).
2. All buildings must be fully fire alarmed and sprinklered.
3. All hydrants Fire hydrants shall be located along public streets so that no building or structure to be protected will be over two hundred fifty (250) feet from any hydrant. Where this may not be physically possible, additional hydrants shall be located upon the premises accessible to motorized fire apparatus.
4. A fire hydrant shall be located in close proximity fifty (50) feet minimum to any fire department connection (sprinkler or standpipe) as determined by the Fire Code Official.

Village Engineer Comments:

1. Permits needed - IDOT - New Avenue entrances, MWRD, Will South Cook Soil Erosion/IEPA NOI
2. Existing Utilities
   - Sanitary = 18" south of property as shown
   - Water = 12" in south parkway of New Avenue as shown
1. Retaining Wall above 3' tall requires a Structural Stamp.
2. Show 100-year storm overflow route.
3. ADA Compliant parking stalls for all buildings
4. Sidewalk will [likely] be required along New Avenue per IDOT.
5. Provide info on Lighting/Photometrics.
6. Pavement Cross Sections
   - Use IDOT approved mixes.
   - 2.25" minimum for binder course.
   - What were the cross sections for the other building? How is it holding up?
7. Noted a Traffic Study & Wetlands Delineation are already in the works.

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.

Sincerely,



Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860

FIRE DEPARTMENT NAME Lemont IL MID

Wheel Base: 255 in.
Tire Size: ~~425~~
Bumper Extension: 24 in.

255" W.B.

OUTSIDE CURB TO CURB TURNING RADIUS

Input wheelbase? 255 in.
Input front wheel INSIDE turn angle? 46 degrees
Input offset from kingpin to outside of wheel 16

Turn radius is 37.14 ft.

LIKE ST PAUL

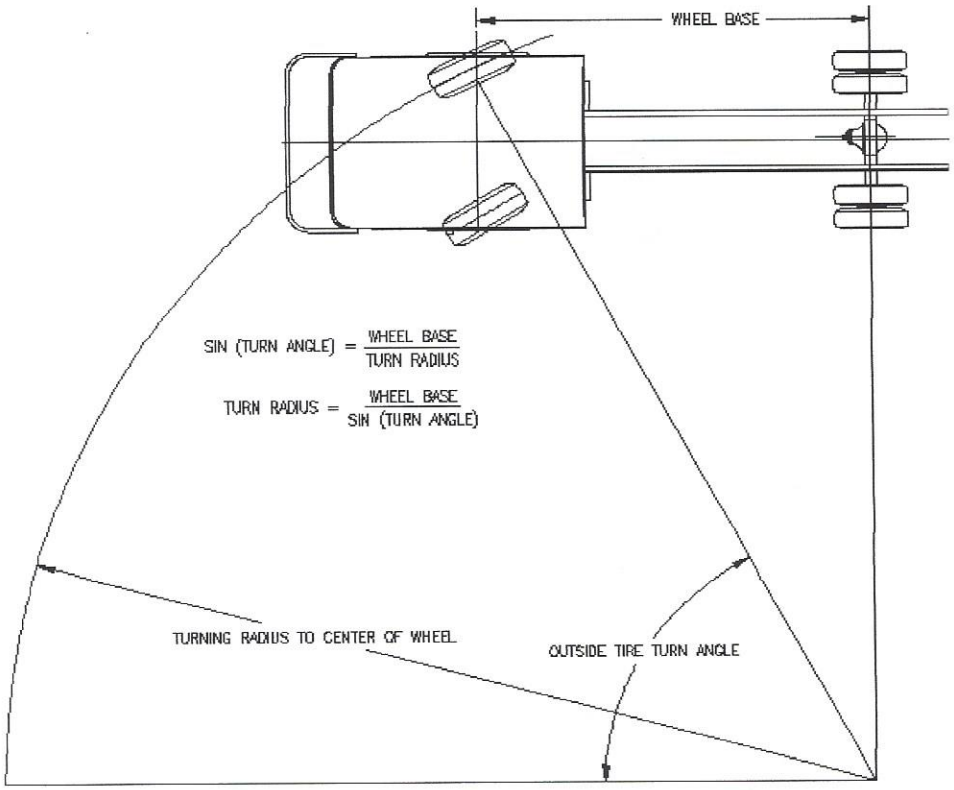
Tu

WALL TO WALL TURNING RADIUS

Input wheelbase? 255 in.
Input length of extension? 24 in.
Input width of extension? 101 in.
Input front wheel INSIDE turn angle? 46 degrees
Input radius at front corner? 12

Turn radius is 41.57 ft.

Tu



418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jamie Tate, Community Development
THROUGH:
SUBJECT: Case 2024-15 The Club (PUD Amendment)
DATE: June 3, 2026

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION

BOARD ACTION REQUESTED

ATTACHMENTS
Staff Report for PZC 2024-15 The Club 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
2024-15 The Club

APPLICANT/PROPERTY OWNER
308 Canal LLC / Jerry Kulhanek

DATE
June 3, 2026

PROPERTY ADDRESS/LOCATION
46 Ed Bossert Drive / NW Corner of Ed Bossert Drive and River Street / PINS: 22-20-300-006, 22-20-300-005 & 22-20-300-027

BRIEF SUMMARY OF REQUEST



Map source: Cook County GIS
Approximate project area highlighted in red.

Jerry Kulhanek, property owner and applicant, is requesting an amendment to the approved Final Planned Unit Development (PUD) for The Club to allow an outdoor patio area and additional wall signs on the building. The Phase I PUD for The Club was approved on January 27, 2025 as O-3-25 allowing for the rehabilitation of the historic structure into an indoor golf destination with a restaurant and bar with intentions for future phased improvements. Since approval of Phase I, the applicant has installed a water main and fire sprinkler system, constructed five indoor golf simulator bays, completed a kitchen and bar, enhanced the front façade, repainted the exterior metal siding, and improved parking at the north end of Ed Bossert Drive

Outdoor Patio Space

The outdoor patio area has been substantially completed and includes shipping containers serving as enclosure walls, gated access, maintained lawn areas, shade sails, landscaping, and rooftop patio access.

The outdoor area includes a primary entrance gate, an emergency gate on the north side of the enclosure, and a direct connection to the principal building. The area is generally screened from public view by the building, enclosure walls, and landscaping

The proposed patio functions as an accessory outdoor dining and drinking area associated with the principal restaurant and bar use. Section 17.06.120(C) of the Unified Development Ordinance requires a Special Use Permit for certain outdoor dining and drinking areas with a seating capacity of ten or more under specific circumstances, including the presence of music or operation outside the hours of 11:00 a.m. and 9:00 p.m. The proposed patio may be considered as part of this PUD Amendment, subject to appropriate conditions of approval.

The Lemont Fire Protection District has identified comments regarding emergency access, occupant load, and egress associated with the outdoor patio area. These issues can be addressed through the occupancy and permitting process.

Signage

The applicant is requesting approval of an additional sign mounted above the parapet wall on the front elevation of the building. Section 17.11.040(C) of the Unified Development Ordinance prohibits roof signs. The UDO defines a roof sign as "a sign erected, maintained, or displayed above the parapet or placed or mounted on any roof surface." As proposed, the sign meets the definition of a roof sign and would not be permitted except through approval of this Planned Unit Development amendment.

The applicant has submitted historical photographs depicting prominent parapet-level signage on the building during its operation as the Sehring Brewing Company. The proposed sign is intended to reference the building's historic industrial character and historic parapet-level signage previously located on the building."

Staff notes that the submitted plans depict upward-directed illumination of the sign. Consideration may be given to alternative lighting methods that reduce light spillover and direct illumination solely toward the sign face.

ZONING	EXISTING LAND USE	SURROUNDING LAND USE	REQUESTED ACTIONS	SIZE OF PROPERTY
D-D, Downtown District	Mixed-use building with The Club & Carl's Septic	**North**: M-1, Light Manufacturing District / Railroad **South**: D-D, Downtown District / Village of Lemont surface parking lot **East**: D-D, Downtown District / Leo & Sons Carpet Cleaning **West**: M-1 and M-2 / Vacant Land	Recommendation to approve the Major PUD Amendment	1.7-acres

If the Planning & Zoning Commission are to recommend the PUD Amendment for The Club Phase 1, the following conditions should be considered at a minimum:

1. Final approval subject to Fire District and Village approval of emergency access configuration.
2. Provide lighting details for the outdoor patio area.
3. Clarify outdoor patio operations, including proposed hours of operation, occupancy, outdoor entertainment, amplified music, and private events, if any.
4. Revise sign lighting to eliminate upward-directed illumination and minimize light spillover.
5. Provide final sign dimensions, illumination specifications, and mounting details.
6. Obtain all required building permits for patio improvements and signage.

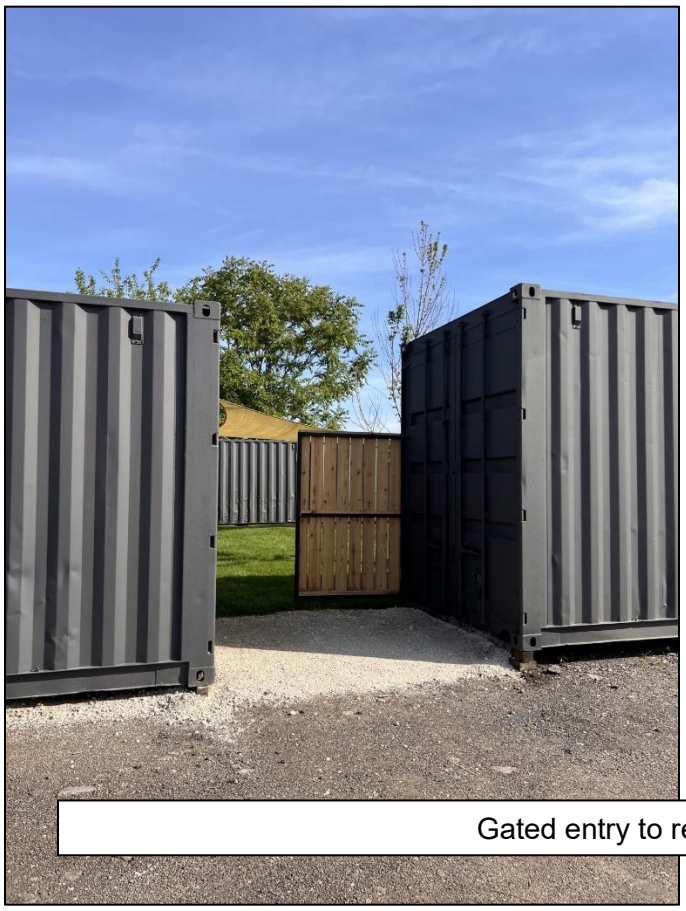
ATTACHMENTS

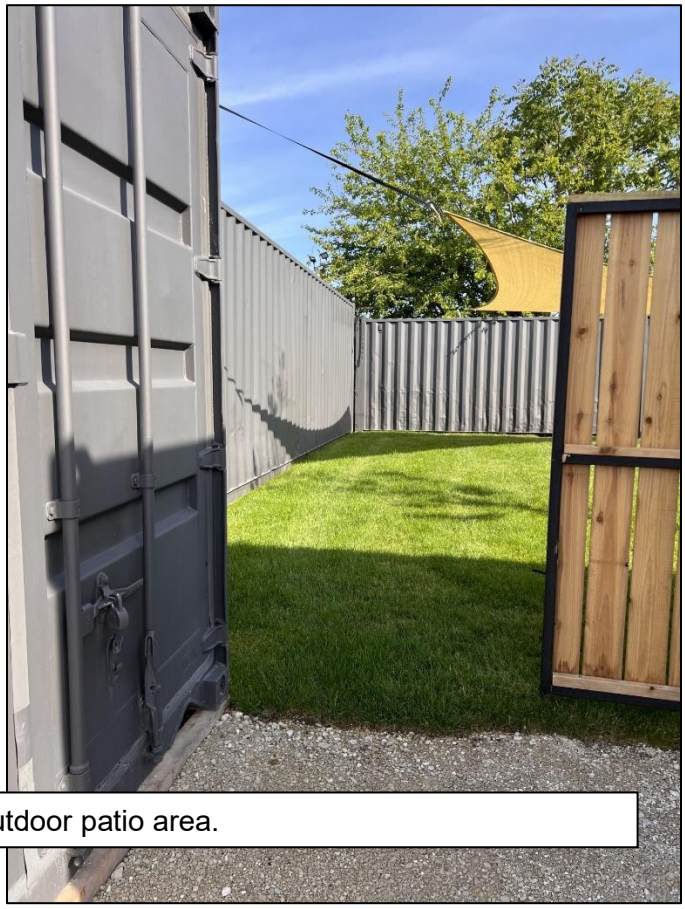
1. Site Photos from May 29, 2026
2. Site Plan with outdoor area highlighted
3. Before & After Front Elevation from Applicant
4. Sign Plan for Kulhanek Properties dated 5-13-26
5. Historic photo demonstrating signage
6. O-3-25 PUD for The Club

Attachment 1: Site Photos

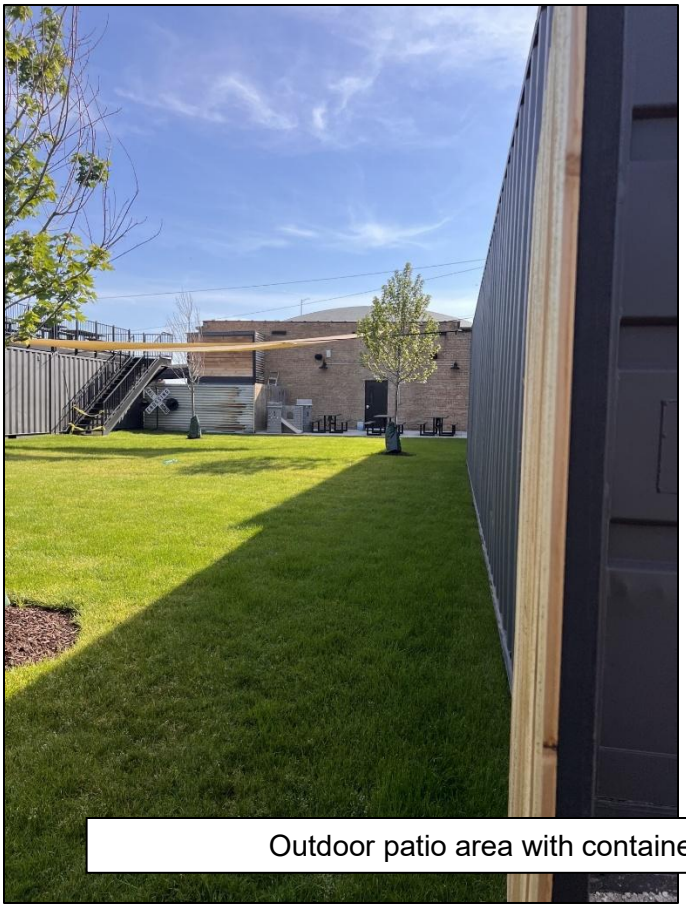


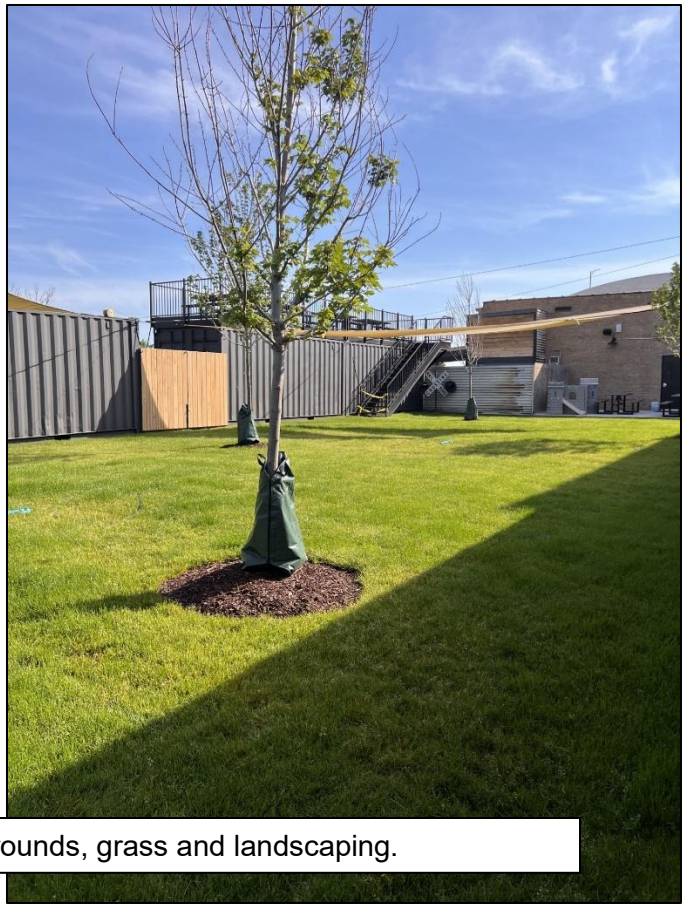
Rear outdoor patio area with gate.



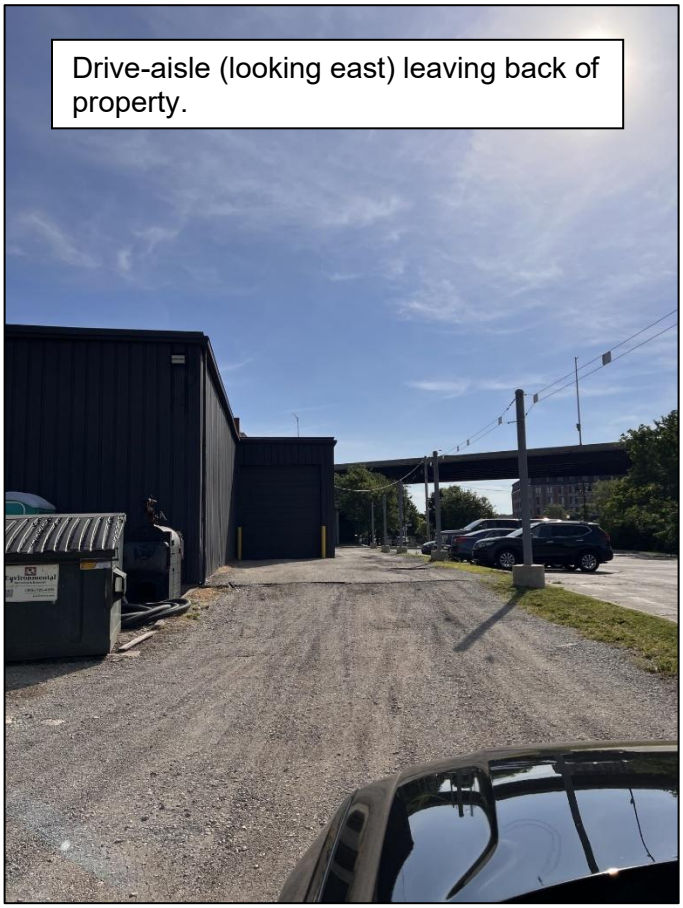


Gated entry to rear outdoor patio area.





Outdoor patio area with container surrounds, grass and landscaping.

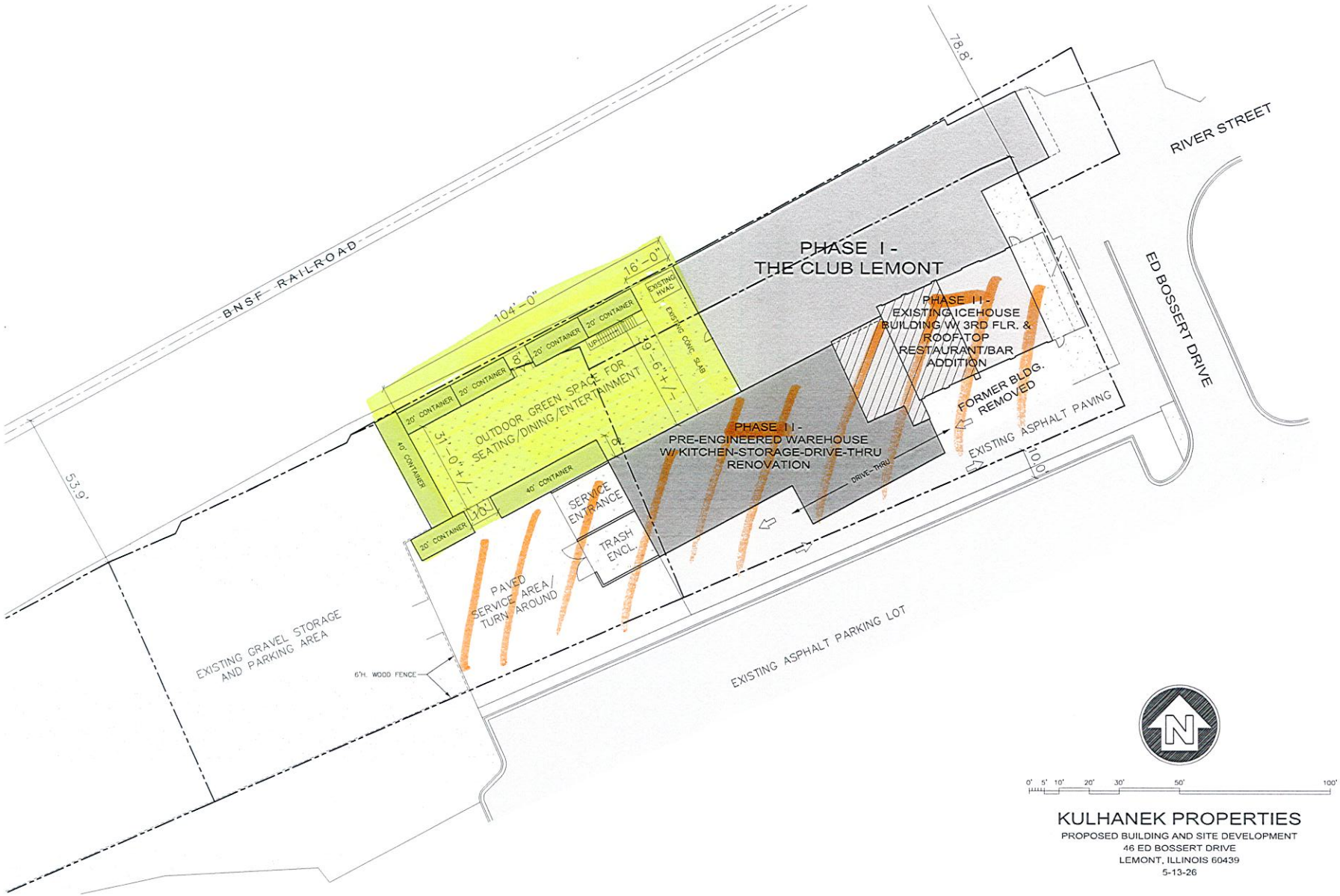


Drive-aisle (looking east) leaving back of property.



Drive-aisle (looking west) along south side of building – Village parking lot on the left.

Attachment 2



KULHANEK PROPERTIES

PROPOSED BUILDING AND SITE DEVELOPMENT
46 ED BOSSERT DRIVE
LEMONT, ILLINOIS 60439
5-13-26

Attachment 3

Edit

Bosseret Front 2024.png

Ed Bossert St

er St
, Illinois
oogle Street View
24 See more dates

Share

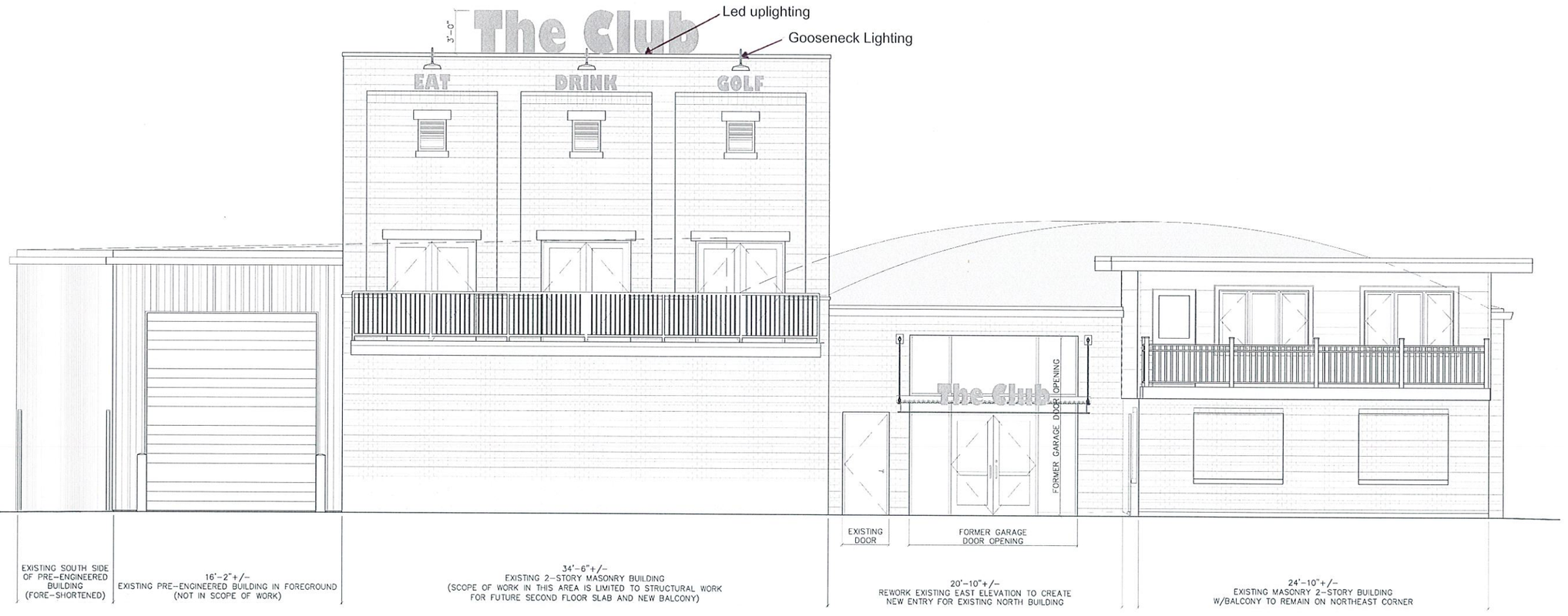
ELITE

Edit

Bossert Front 2.jpg



Attachment 4



PROPOSED EAST ELEVATION

1

SCALE: 1/8" = 1'-0"

0' 5' 10' 15'

KULHANEK PROPERTIES

PROPOSED BUILDING AND SITE DEVELOPMENT
46 ED BOSSERT DRIVE
LEMONT, ILLINOIS 60439
5-13-26

Attachment 5


F. SEHRING BREWING CO.
FRED SEHRING BREWING CO.
LEMONT
BRANCH
LEMONT
BRANCH

Attachment 6

0-3-25

VILLAGE OF LEMONT

418 Main Street | Lemont, IL 60439

TO: Village Board Meeting
FROM: Jamie Tate, Community Development
THROUGH: Jason Berry, CEcD, AICP, Economic & Community Development Director
SUBJECT: An Ordinance Granting a Final Planned Unit Development (PUD) for The Club at 46 Ed Bossert Drive in Lemont IL
DATE: January 27, 2025

SUMMARY/BACKGROUND
Jerry Kulhanek is requesting approval of a Final Planned Unit Development for Phase I to redevelop the building and property at 46 Ed Bossert Drive into an indoor golf destination. Included in the attached Final PUD ordinance are plans for:

- Installation of water main and sprinklers; and
- Build out interior with five golf simulator bays, a kitchen and bar; and
- Enhanced front elevation with new entry, windows, balconies and canopies; and
- Upgraded parking at the north end of Ed Bossert Drive.

ANALYSIS
Comprehensive Plan
The Lemont 2030 Comprehensive Plan's future land use map designates the subject property as Mixed Use (MU). The proposal is generally in line with the goals and objectives of the Comprehensive Plan.

Planning & Zoning Commission (PZC)
A public hearing was held at the October 2, 2024 regular meeting of the PZC. The PZC recommended approval of the Final PUD for Phase I with conditions remediated or incorporated into the attached ordinance.

Committee of the Whole (COW)
The COW reviewed the proposal on October 21, 2024. Comments and feedback from this meeting have been remediated or incorporated into this ordinance.

Consistency with Village Policy
Lemont 2030 Comprehensive Plan

STAFF RECOMMENDATION
Staff recommends approval of attached ordinance.

BOARD ACTION REQUESTED
A motion to approve attached ordinance.

ATTACHMENTS
An Ordinance Granting a Final Planned Unit Development for The Club at 46 Ed Bossert Drive in Lemont IL

VILLAGE OF LEMONT

ORDINANCE NO. O-3-25

AN ORDINANCE GRANTING A FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE CLUB AT 46 ED BOSSERT DRIVE IN LEMONT, ILLINOIS.

(The Club Phase I)

ADOPTED BY THE PRESIDENT AND
BOARD OF TRUSTEES
OF THE VILLAGE OF LEMONT
THIS 27 DAY OF Jan., 2025

Published in pamphlet form by Authority of the President and Board of Trustees of the Village of Lemont, Counties of Cook, Will and DuPage, Illinois, this 27 day of January 2025.

ORDINANCE NO. O-3-25

AN ORDINANCE GRANTING A FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE CLUB PHASE I AT 46 ED BOSSERT DRIVE IN LEMONT, ILLINOIS.

(The Club Phase I)

WHEREAS, Jerry Kulhanek of 308 Canal LLC, (hereinafter referred to as the "Petitioner"), is the owner of the subject property comprised of three parcels covering approximately 1.7-acres located at 46 Ed Bossert Drive (PINS# 22-20-300-006, 22-20-300-005 and 22-20-300-027), legally described in Exhibit A (hereinafter referred to as the "Subject Property"); and

WHEREAS, the Petitioner submitted an application signed on July 24, 2024 pursuant to the provisions of the Lemont, Illinois Municipal Code, Title 17 Unified Development Ordinance ("UDO") seeking approval of a Final Planned Unit Development (PUD), (hereinafter referred to as "The Club PUD Phase I"); and

WHEREAS, the indoor recreation, restaurant, and tavern uses associated with The Club PUD Phase I are permitted in the D-D, Downtown District, the UDO directs any the remodeling of an existing building on a lot of 10,000 square feet or more within the D-D meets the mandatory threshold for review and approval as a Planned Unit Development; and

WHEREAS, the Planning and Zoning Commission of the Village of Lemont, Illinois conducted a public hearing on October 2, 2024 for The Club PUD request and voted 6-0 to recommend approval of the Phase I Final Planned Unit Development (PUD) with conditions that have been incorporated into this Ordinance; and

WHEREAS, said The Club PUD Phase I consists of the following:

1. ALTA Survey by Ruettiger, Tonelli & Associates dated September 3, 2021, attached as Exhibit A; and
2. Phase I Elevations dated11/8/2024, attached as Exhibit B; and
3. Site Plan depicting Phase I area dated 11/8/2024, attached as Exhibit C.

WHEREAS, The Club PUD Phase I includes improvements occurring exclusively on Parcel 2 and Parcel 3, as depicted in the ALTA survey in Exhibit A, including:

- Creation of five indoor golf simulator bays, a kitchen, bathrooms and bar; and
- Installation of a watermain and sprinkler system; and
- Enhanced new entry with windows; and

- Addition of balconies, doors, and canopies to the front elevation; and
- Upgrades to parking at the north end of Ed Bossert Drive; and

WHEREAS, the Petitioner anticipates Phase II and Phase III that will encompass the redevelopment of the entire property (Parcel 1A, Parcel 1B, Parcel 2, and Parcel 3), as depicted on the ALTA survey; however, future phases and any associated plans are not included in this ordinance. Future phases shall follow all Village procedures and processes for approval. Anticipated future phased improvements may include:

- A three-story restaurant, bar, and third-floor rooftop addition; and
- A rear outdoor seating, dining, and entertainment area; and
- A paved rear parking area; and
- An interior elevator.

NOW, THEREFORE BE IT ORDAINED by the Village President and Board of Trustees of the Village of Lemont, Counties of Cook, DuPage, and Will, Illinois as follows:

SECTION ONE: Incorporation of Recitals. The foregoing findings and recitals are hereby adopted as Section One of this Ordinance and are incorporated by reference as if set forth verbatim herein.

SECTION TWO: Subject to the conditions below, the following documents are hereby approved in substantially the form attached hereto:

1. ALTA Survey by Ruettiger, Tonelli & Associates dated September 3, 2021, attached as Exhibit A; and
2. Phase I Elevations dated11/8/2024, attached as Exhibit B; and
3. Site Plan depicting Phase I area dated 11/8/2024, attached as Exhibit C.

SECTION THREE: Conditions. The approvals set forth in this Ordinance are contingent upon the following conditions:

1. **General Conditions**. Unless otherwise approved by the Village Board, the Subject Property shall be developed and maintained in accordance with the Village Code, the approved plans, and the exhibits to this Ordinance.
2. If the subject property redevelopment intentions modify, all new development and new uses must adhere to the codes and standards of the Village.
3. The outdoor storage located on the subject property is subject to the following:
    a. The outdoor storage and cargo storage containers related to the landscaping business shall be removed within three (3) months of the adoption of this ordinance.
    b. The outdoor storage and cargo containers unrelated to the Subject Property's interior tenant (Carl's Septic) or property owner, must be

entirely removed prior to occupancy of Phase I of the Club (ACOM-24-24) or December 31, 2025, whichever occurs first.

c. Trucks, storage containers, equipment, and materials associated with the existing interior tenant (Carl's Septic) may remain on the property until the completion of Phase II but must be removed before Phase II occupancy.

d. Any new business or tenant of the Subject Property, with exception to the Club and Carl's Septic, must obtain all required Village approvals and comply with the Unified Development Ordinance.

e. Outdoor storage of any kind must cease prior to Phase II occupancy.

SECTION FOUR: The Village Clerk of the Village of Lemont be and is directed hereby to publish this Ordinance in pamphlet form, pursuant to the Statutes of the State of Illinois, made and provided.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage, approval and publication provided by law.

ADOPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT, COUNTIES OF COOK, WILL, AND DuPAGE, ILLINOIS, on this 27 day of Jan, 2025.

PRESIDENT AND VILLAGE BOARD MEMBERS:

	AYES:	NAYS:	ABSENT:	ABSTAIN
Janelle Kittridge	✓			
Dave Maher	✓			
Ken McClafferty	✓			
Kevin Shaughnessy			✓	
Rick Sniegowski	✓			
Ron Stapleton	✓			

JOHN EGOFSKE, Village President

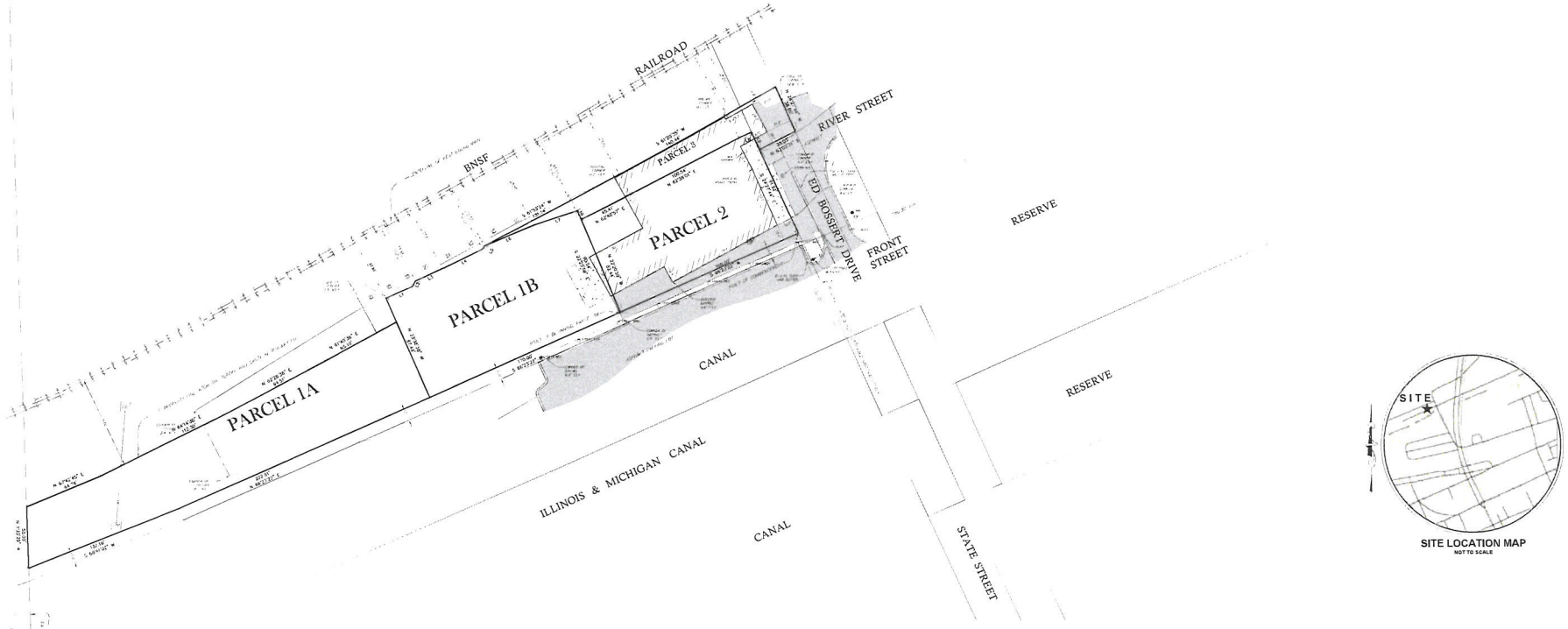
ATTEST:

VILLAGE OF LEMONT SEAL ILLINOIS

CHARLENE M. SMOLLEN, Village Clerk

EXHIBIT A
ALTA Survey

ALTA / NSPS LAND TITLE SURVEY



SITE LOCATION MAP
NOT TO SCALE

REVISIONS

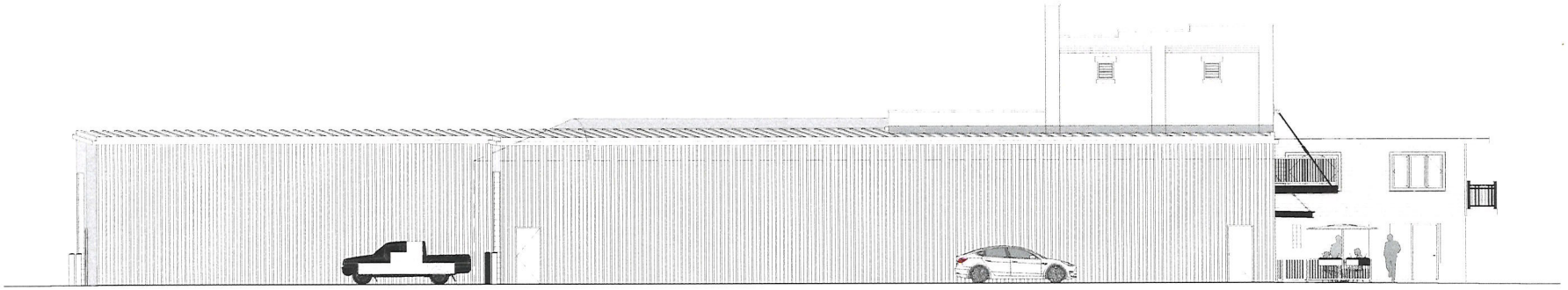
Ruettiger, Tonelli & Associates, Inc.

ALTA / NSPS LAND TITLE SURVEY

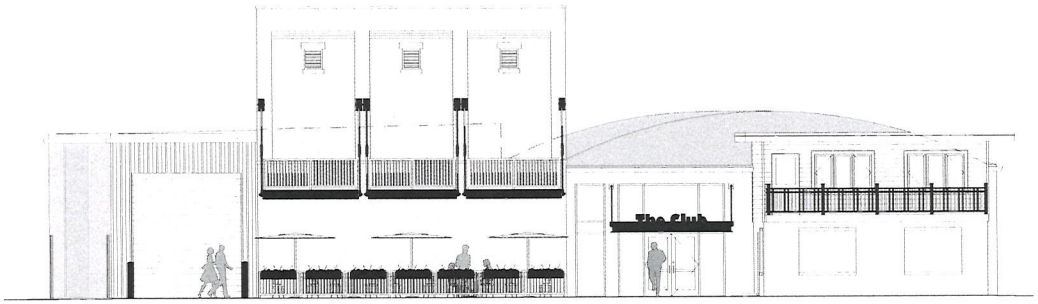
421-1250-A

EXHIBIT B
Elevations Phase I

PHASE I ELEVATIONS



PROPOSED
SOUTH ELEVATION

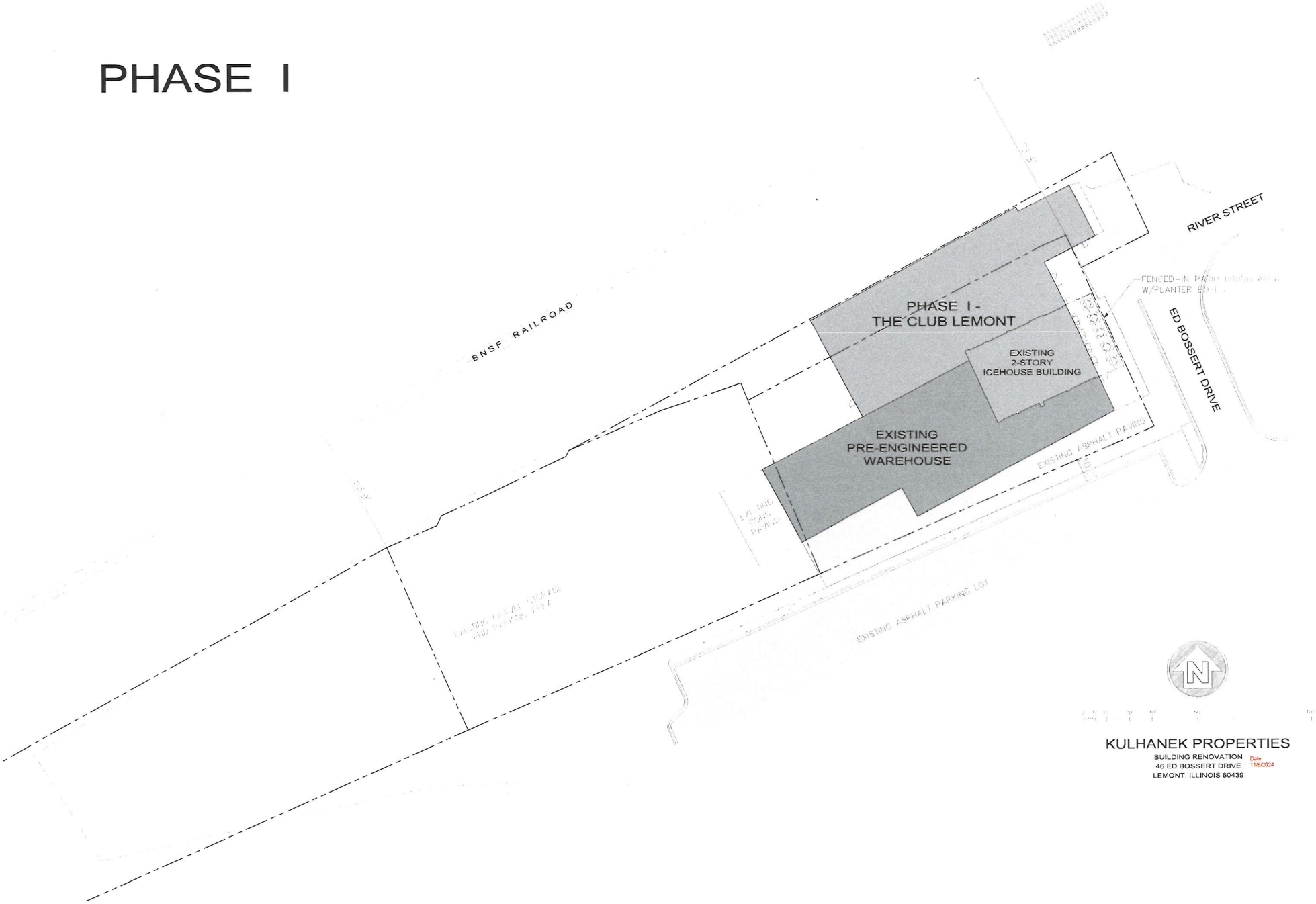


PROPOSED
EAST ELEVATION

KULHANEK PROPERTIES
BUILDING RENOVATION
401 E DIDISHEIT DRIVE
FREMONT, ILLINOIS 60439
Date
11/8/2024

EXHIBIT C
Site Plan Phase I

PHASE I



KULHANEK PROPERTIES
BUILDING RENOVATION
46 ED BOSSERT DRIVE
LEMONT, ILLINOIS 60439
Date
11/6/2024

418 Main Street | Lemont, IL 60439

TO: Planning and Zoning Commission
FROM: Jason Berry, Community Development
THROUGH:
SUBJECT: Case 2026-03 Colton Resubdivision
DATE: June 3, 2026

SUMMARY/BACKGROUND

ANALYSIS

Consistency with Village Policy

STAFF RECOMMENDATION

BOARD ACTION REQUESTED

ATTACHMENTS
Staff Report for PZC 2026-03 Colton Resubdivision

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

CASE NUMBER & NAME
2026-03 Colton Resubdivision

DATE
June 3, 2026

PROPERTY ADDRESS/LOCATION
IL-83/Archer Avenue and Main Street

BRIEF SUMMARY OF REQUEST

The applicant and property owner is requesting approval of a Plat of Resubdivision to adjust the existing lot lines for proper ownership and operations. The proposed resubdivision modifies the lot lines to better align the property boundaries with existing and proposed site improvements. Specifically:

- Existing and future Gas N Wash operations consolidated onto a single Lot 1.
- Lot 2 is reduced in size, allowing a proposed fuel canopy expansion to be located on the same lot as the existing convenience store and principal commercial operations.
- Lot 3 is adjusted to maintain a functional development parcel while avoiding irregular lot configurations.


Map Source: Google Earth

ZONING	EXISTING LAND USE	SURROUNDING LAND USE	REQUESTED ACTIONS	SIZE OF PROPERTY
B-3 Arterial Commercial	Fuel Center, Car Wash, and Convenience Store	The surrounding land use and zoning is M-2 General Manufacturing, R-4 Residential, and unincorporated recreation and residential uses.	A motion to recommend approval of the Plat of Resubdivision	Total: 719,942 SF or 16.52 acres

PROPERTY HISTORY & REVIEW COMMENTS

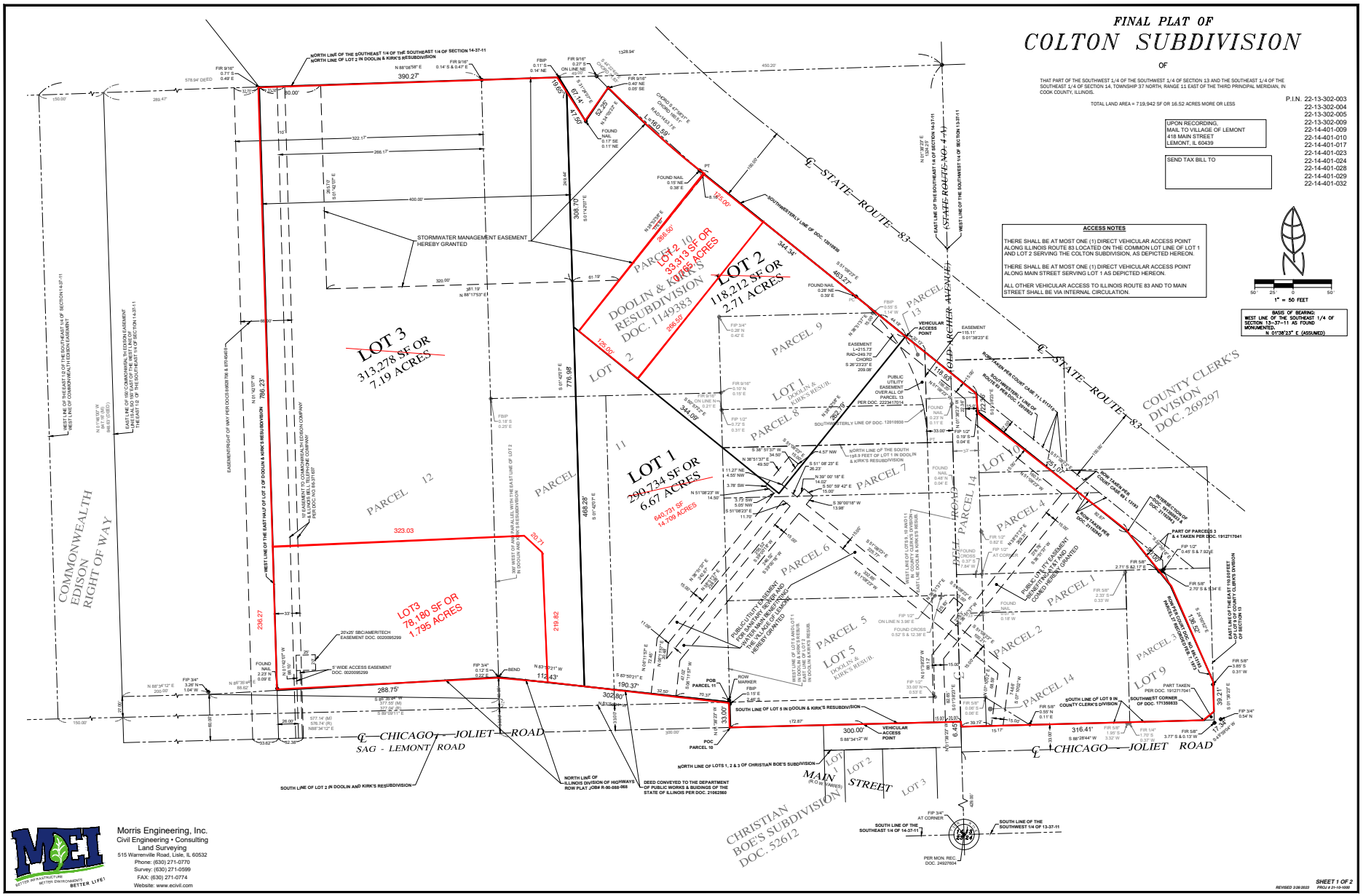
The subject property consists of approximately 16.5 acres located at the intersection of Main Street and Illinois Route 83. The Village approved the Final Plat of Colton Subdivision through Resolution R-76-22. The approved subdivision created three lots intended to accommodate commercial development and future redevelopment opportunities. Since approval of the subdivision, the majority of the site has been developed and occupied by Gas N Wash operations.

No changes are proposed to access points from Main Street or Illinois Route 83. The overall development pattern approved by the Village remains substantially unchanged.

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 Community Retail.	The proposal is compatible with the Unified Development Ordinance.

ATTACHMENTS

Proposed Plat of Colton Resubdivison


FINAL PLAT OF
COLTON SUBDIVISION
OF
THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13 AND THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.
TOTAL LAND AREA = 719,942 SF OR 16.52 ACRES MORE OR LESS
P.I.N. 22-13-302-003
22-13-302-004
22-13-302-005
22-13-302-009
22-14-401-009
22-14-401-010
22-14-401-017
22-14-401-023
22-14-401-024
22-14-401-028
22-14-401-029
22-14-401-032
UPON RECORDING, MAIL TO VILLAGE OF LEMONT 418 MAIN STREET LEMONT, IL 60439
SEND TAX BILL TO
ACCESS NOTES
THERE SHALL BE AT MOST ONE (1) DIRECT VEHICULAR ACCESS POINT ALONG ILLINOIS ROUTE 83 LOCATED ON THE COMMON LOT LINE OF LOT 1 AND LOT 2 SERVING THE COLTON SUBDIVISION, AS DEPICTED HEREON.
THERE SHALL BE AT MOST ONE (1) DIRECT VEHICULAR ACCESS POINT ALONG MAIN STREET SERVING LOT 1 AS DEPICTED HEREON.
ALL OTHER VEHICULAR ACCESS TO ILLINOIS ROUTE 83 AND TO MAIN STREET SHALL BE VIA INTERNAL CIRCULATION.
1" = 50 FEET
BASIS OF BEARING: WEST LINE OF THE SOUTHEAST 1/4 OF SECTION 13-37-11 AS FOUND MONUMENTED. N 01°38'23" E (ASSUMED)
LOT 1 290,734 SF OR 6.67 ACRES
LOT 2 118,212 SF OR 2.71 ACRES
LOT 3 313,278 SF OR 7.19 ACRES
LOT2 10 93313 SF OR 2.142 ACRES DOOLIN & KIRK'S RESUBDIVISION DOC. 1149383
LOT3 78,180 SF OR 1.795 ACRES
640,731 SF 14.709 ACRES
C—STATE—ROUTE—83
C—CHICAGO—JOLIET—ROAD SAG - LEMONT ROAD
MAIN STREET
COMMONWEALTH EDISON RIGHT OF WAY
COUNTY CLERK'S DIVISION DOC. 269297
CHRISTIAN BOE'S SUBDIVISION DOC. 52612
STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED
SOUTH LINE OF LOT 2 IN DOOLIN AND KIRK'S RESUBDIVISION
NORTH LINE OF LOTS 1, 2 & 3 OF CHRISTIAN BOE'S SUBDIVISION
SOUTH LINE OF LOT 1 IN DOOLIN & KIRK'S RESUBDIVISION
NORTH LINE OF ILLINOIS DIVISION OF HIGHWAYS ROW PLAT JOB# R-30-088-068
DEED CONVEYED TO THE DEPARTMENT OF PUBLIC WORKS & BUIDINGS OF THE STATE OF ILLINOIS PER DOC. 21062860
SOUTH LINE OF THE SOUTHEAST 1/4 OF 14-37-11
SOUTH LINE OF THE SOUTHWEST 1/4 OF 13-37-11
PER MON. REC. DOC. 24927604
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
SHEET 1 OF 2
REVISED 3/28/2023
PROJ # 21-10-1550

FINAL PLAT OF
COLTON SUBDIVISION

OF

THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13 AND THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TOTAL LAND AREA = 719,942 SF OR 16.52 ACRES MORE OR LESS

PROPERTY OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I/WE, _____ DO HEREBY CERTIFY THAT I AM/WE ARE THE OWNER(S) OF THE PROPERTY DESCRIBED IN THE CAPTION TO THE PLAT HEREON DRAWN AND AS SUCH OWNER(S), I/WE HAVE CAUSED SAID PROPERTY TO BE SURVEYED AND _____ AS HEREON SHOWN, AS MY/OUR OWN FREE AND VOLUNTARY ACT AND DEED.

I/WE HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT, INCLUDING BUT NOT LIMITED TO, THOROUGHFARES, STREETS, ALLEYS, WALKWAYS AND PUBLIC SERVICES, GRANT THE TELEPHONE, GAS, ELECTRIC AND ANY OTHER PUBLIC OR PRIVATE UTILITY EASEMENTS AS STATED AND SHOWN ON THIS PLAT; AND GRANT AND DECLARE THE STORM WATER DRAINAGE AND DETENTION EASEMENTS AS STATED AND SHOWN ON THIS PLAT.

I/WE FURTHER CERTIFY THAT THERE ARE NO UNPAID DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS AFFECTING THE LAND DESCRIBED AND SHOWN ON THIS _____ PLAT OR, IF ANY OF SAID INSTALLMENTS ARE NOT PAID, THEN SUCH INSTALLMENTS HAVE BEEN DIVIDED IN ACCORDANCE WITH THE _____ AND APPROVED BY THE COURT WHICH CONFIRMED THE SPECIAL ASSESSMENT AND THE PROPER COLLECTOR OF ANY SUCH SPECIAL ASSESSMENT HAS SO CERTIFIED SUCH DIVISION ON THE FACE OF THIS SUBDIVISION PLAT.

DATED THIS _____ DAY OF _____, AD 20___

OWNER(S) _____

OWNER'S NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____ APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL:

THIS _____ DAY OF _____, AD 20___.

BY: _____
NOTARY PUBLIC

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT TO THE BEST OF MY/OUR KNOWLEDGE, I/WE THE UNDERSIGNED AS OWNER(S) OF THE PROPERTY, WHICH WILL BE KNOWN AS _____ IS LOCATED WITHIN THE BOUNDARIES OF:

ELEMENTARY SCHOOL DISTRICT: COMBINED SCHOOL DISTRICT C.C. NO. 113A
HIGH SCHOOL DISTRICT: LEMONT TOWNSHIP HIGH SCHOOL 210
JUNIOR COLLEGE DISTRICT: JOLIET COMMUNITY COLLEGE DISTRICT 525

IN COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____, AD 20___.

BY: _____
OWNER(S)

SCHOOL DISTRICT'S NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT _____ SIGNED THE SUBDIVISION PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL:

THIS _____ DAY OF _____, AD 20__

BY: _____
NOTARY PUBLIC

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 LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE _____

DATED THIS _____ DAY OF _____, AD 20__

BY: _____
OWNER(S) / TRUSTEE / OR DULY AUTHORIZED ATTORNEY

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF LEMONT, COOK, WILL, AND DUPAGE COUNTIES, 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 _____, AD 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 DUPAGE COUNTIES, DO HEREBY CERTIFY 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 _____, AD 20__

BY: _____
VILLAGE TREASURER

PRESIDENT & BOARD OF TRUSTEES CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

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 _____, AD 20__

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

STATE OF ILLINOIS HIGHWAY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF §2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
JOSE RIOS, P.E.
REGION ONE ENGINEER

PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

A NON-EXCLUSIVE PERPETUAL EASEMENT IS HEREBY RESERVED AND GRANTED TO THE VILLAGE OF LEMONT, AND THEIR SUCCESSORS, AND ASSIGNS OVER ALL AREAS DESIGNATED "PUBLIC UTILITY AND DRAINAGE EASEMENT" AND THOSE AREAS DESIGNATED "PU & DE" ON THE PLAT, TO, CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, AND OPERATE VARIOUS TRANSMISSIONS, DISTRIBUTION, AND COLLECTION SYSTEMS, INCLUDING BUT NOT LIMITED TO WATER LINES, SANITARY SEWERS AND STORM SEWERS, TOGETHER WITH ANY AND ALL NECESSARY VALVE VAULTS, FIRE HYDRANTS, MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE, OVER, UPON, ALONG, UNDER AND THROUGH THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT; TOGETHER WITH THE RIGHT OF ACCESS FOR NECESSARY LABOR, MATERIALS AND EQUIPMENT TO DO ANY OF THE ABOVE WORK, THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM, OR REMOVE, WITHOUT OBLIGATION TO RESTORE OR REPLACE ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO TREES, SHRUBS, OTHER PLANTS, STRUCTURES OR IMPROVEMENTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF SUCH LINES AND SEWERS. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, LANDSCAPE AREAS, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND OTHE UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCE OF THE VILLAGE OF LEMONT AND TO VILLAGE APPROVAL AS TO DESIGN AND LOCATION.

PERPETUAL EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF LEMONT AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS, AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE AND EMERGENCY AND ROUTINE POLICE, FIRE, AND OTHER PUBLIC SAFETY RELATED SERVICES.

COM ED COMPANY AND AT&T CORPORATION

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO COMED COMPANY AND AT&T CORPORATION, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE INSTALLATION, RELOCATION, RENEWAL AND REMOVAL OF OVERHEAD AND UNDERGROUND ELECTRIC AND COMMUNICATIONS CABLES AND APPURTENANCES IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS REQUIRED TO PROVIDE THE SUBDIVISION AND OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, WITH ELECTRIC AND COMMUNICATIONS SERVICES, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, THE RIGHT TO CUT, TRIM, OR REMOVE TREES, BUSHES AND ROOTS, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. NO BUILDING OR OTHER OBSTRUCTION SHALL BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

NICOR CORPORATION / NICOR GAS COMPANY

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NICOR CORPORATION AND NICOR GAS COMPANY, THEIR SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE INSTALLATION, RELOCATION, RENEWAL AND REMOVAL OF GAS MAINS AND APPURTENANCES IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS AS REQUIRED TO PROVIDE THE SUBDIVISION AND OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, WITH GAS SUPPLY SERVICES, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS FOR EACH LOT. NO BUILDINGS OR OTHER OBSTRUCTION SHALL BE CONSTRUCTED OR ERECTED IN ANY SUCH "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AREAS, WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY.

COMCAST COMMUNICATIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO COMCAST COMMUNICATIONS CORPORATION, OPERATING WITHIN THE VILLAGE OF LEMONT, ITS SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, FOR THE INSTALLATION, MAINTENANCE, RELOCATION, RENEWAL AND REMOVAL OF CABLE COMMUNICATION AND BROADCAST SIGNAL SYSTEMS IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THE PLAT AND DESIGNATED AS "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS AS REQUIRED TO PROVIDE THE SUBDIVISION AND OTHER PROPERTY, WHETHER OR NOT CONTIGUOUS THERETO, WITH COMMUNICATION AND BROADCAST TV SERVICES, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS FOR EACH LOT. NO BUILDINGS OR OTHER OBSTRUCTION SHALL BE CONSTRUCTED OR ERECTED IN ANY SUCH "PUBLIC UTILITY AND DRAINAGE EASEMENT" OR "PU & DE" AREAS, WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENTS RESERVED AND GRANTED HEREBY.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, THOMAS J. CESAL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED THE PROPERTY HEREON DESCRIBED IN THE CAPTION TO THE PLAT HEREON DRAWN AND THAT THE SAID PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE SAME. ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS OF A FOOT AND ARE CORRECT AT A TEMPERATURE OF 68 DEGREES FAHRENHEIT

PARCEL 1: THE NORTH 50 1/2 FEET OF THE WEST 1 ACRE OF LOT 9 IN COUNTY CLERK'S DIVISION OF SECTION 13, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED APRIL 30, 1880 AS DOCUMENT NO. 269297 IN COOK COUNTY, ILLINOIS

PARCEL 2: LOT 9 (EXCEPT THE EAST 110 FEET AND THE NORTH 50.5 FEET THEREOF) AND EXCEPT THAT PART OF SAID LOT 9 DEDICATED FOR HIGHWAY PURPOSES ACCORDING TO THE PLAT THEREOF RECORDED MARCH 4, 1929 AS DOCUMENT 10298760 IN COUNTY CLERK'S DIVISION OF SECTION 13, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THE EAST 110.00 FEET OF LOT 9 IN COUNTY CLERK'S DIVISION OF SECTION 13, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN EXCEPT THAT PART BOUNDED AND DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF THE ABOVE DESCRIBED TRACT; THENCE WESTERLY ALONG THE NORTH LINE THEREOF A DISTANCE OF 62.90' TO A POINT; THENCE SOUTHEASTERLY ALONG A STRAIGHT LINE A DISTANCE OF 160.8 FEET MORE OR LESS, TO A POINT IN THE EAST LINE OF SAID 110.00 FEET OF LOT 9 DISTANT 50.00 FEET NORTH OF THE NORTH LINE OF CHICAGO-JOLIET ROAD (SOUTH LINE OF LOT 9); THENCE NORTH ALONG SAID EAST LINE A DISTANCE OF 148 FEET, MORE OR LESS TO THE POINT OF BEGINNING, AND EXCEPT THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IN THE WARRANTY DEED RECORDED MAY 15, 2017 AS DOCUMENT NUMBER 1713508033 IN COOK COUNTY, ILLINOIS.

PARCEL 4: THAT PART OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF SAID SOUTHWEST 1/4 AND THE SOUTH LINE OF A 1 ACRE TRACT OF LOT 3 IN CANAL TRUSTEE'S SUBDIVISION IN THE SAID SOUTHWEST 1/4, SAID SOUTH LINE BEING 660.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST 1/4; THENCE NORTH ALONG SAID WEST LINE OF SOUTHWEST 1/4 TO THE SOUTHWESTERLY LINE OF ROUTE 83 AS DEDICATED BY DOCUMENT NO. 12010923 AND RECORDED ON JUNE 11, 1937; THENCE SOUTHEASTERLY ALONG SAID WESTERLY LINE TO THE AFORESAID SOUTH LINE OF THE 1 ACRE TRACT; THENCE WEST ALONG SAID SOUTH LINE OF THE 1 ACRE TRACT TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS (EXCEPTING THE WEST 33.00 FEET THEREOF AND ALSO EXCEPTING THEREFROM THAT PORTION FALLING WITHIN ROUTE 83 AND ALSO EXCEPTING THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IN THE WARRANTY DEED RECORDED MAY 15, 2017, AS DOCUMENT NO. 1713508033), IN COOK COUNTY, ILLINOIS.

PARCEL 5: LOT 5 IN DOOLIN AND KIRK'S RESUBDIVISION OF THE SOUTHEAST 1/4 (EXCEPT LOTS 1 TO 5 IN CHRISTIAN BOE'S SUBDIVISION) AND THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 6: THE SOUTH 198.9 FEET OF LOT 1, EXCEPT THE NORTH 65 FEET THEREOF, IN THE RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT LOTS 1 TO 5, BOTH INCLUSIVE, IN CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) AND EXCEPTING THAT PART OF SAID LOT 1 IN SAID RESUBDIVISION FALLING WITHIN A TRACT DESCRIBED AS FOLLOWS: BEGINNING 833.6 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 14; THENCE WEST 300 FEET; THENCE NORTH 50 FEET, THENCE EAST 300 FEET; THENCE SOUTH 50 FEET TO THE POINT OF BEGINNING; ALSO EXCEPTING ALL THAT PART LYING EAST OF THE WESTERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE 83 PER DOCUMENTS 12010930 AND 12010923, IN COOK COUNTY, ILLINOIS.

PARCEL 7: THE NORTH 65 FEET OF THE SOUTH 198.9 FEET OF LOT 1 IN DOOLIN AND KIRK'S RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT LOTS 1, 2, 3, 4 AND 5 IN CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) IN COOK COUNTY, ILLINOIS.

PARCEL 8: THAT PART OF LOT 1 IN THE RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT LOTS 1, 2, 3, 4 AND 5 IN CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT 833.6 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION; THENCE WEST 300 FEET; THENCE NORTH 50 FEET; THENCE EAST 300 FEET; THENCE SOUTH 50 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THE EAST 33.00 FEET AND THAT PART LYING EAST OF THE WESTERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE 83 AS PER DOCUMENT 12010930 AND DOCUMENT 12010923, IN COOK COUNTY, ILLINOIS.

PARCEL 9: THE NORTH 121.17 FEET OF LOT 1 IN DOOLIN AND KIRK'S RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT LOTS 1 TO 5, BOTH INCLUSIVE, IN CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) AND EXCEPTING THAT PART OF SAID LOT 1 IN SAID RESUBDIVISION FALLING WITHIN A TRACT DESCRIBED AS FOLLOWS: BEGINNING 833.6 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 14; THENCE WEST 300 FEET; THENCE NORTH 50 FEET, THENCE EAST 300 FEET; THENCE SOUTH 50 FEET TO THE POINT OF BEGINNING; ALSO EXCEPTING ALL THAT PART LYING EAST OF THE WESTERLY RIGHT OF WAY LINE OF ILLINOIS STATE ROUTE 83 PER DOCUMENTS 12010930 AND 12010923, IN COOK COUNTY, ILLINOIS.

PARCEL 10: THAT PART OF LOT 2 IN DOOLIN AND KIRK'S RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 TOGETHER WITH THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT LOTS 1 TO 5 BOTH INCLUSIVE IN CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) IN SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 30, 1889 AS DOCUMENT 1149383 IN BOOK 37 OF PLATS, PAGE 18, DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 2 ON THE CENTER LINE OF SAG-LEMONT ROAD; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 2 A DISTANCE OF 436 FEET TO A POINT FOR A POINT OF BEGINNING; THENCE WESTERLY AND PARALLEL WITH THE SOUTHERLY LINE OF SAID LOT 2 A DISTANCE OF 300 FEET; THENCE NORTHERLY ON A LINE PARALLEL WITH THE EAST LINE AND SAID EAST LINE EXTENDED NORTH A DISTANCE OF 415.40 FEET MORE OR LESS TO THE NORTH LINE OF SAID LOT 2; THENCE EAST ALONG THE NORTH LINE OF SAID LOT 2 TO ITS POINT OF INTERSECTION WITH THE SOUTHWESTERLY LINE OF THE CERTAIN STRIP OF LAND DEDICATED FOR ROAD PURPOSES BY INSTRUMENT DATED JUNE 3, 1937 AND RECORDED JUNE 11, 1937 AS DOCUMENT 12010930; THENCE SOUTHEASTERLY ALONG THE SAID SOUTHWESTERLY LINE OF THAT CERTAIN STRIP DEDICATED FOR ROAD PURPOSES BY INSTRUMENT RECORDED AS DOCUMENT 12010930 TO ITS POINT OF INTERSECTION WITH THE NORTH LINE OF LOT 1 OF SAID DOOLIN AND KIRK'S RESUBDIVISION; THENCE WEST ALONG THE SAID NORTH LINE OF LOT 1 TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH ALONG THE WEST LINE OF SAID LOT 1 (BEING ALSO ON THE EAST LINE OF SAID LOT 2) TO THE POINT OF BEGINNING, (EXCEPTING FROM THE AFORESAID PARCEL THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF THE NORTH LINE OF SAID LOT 2 WITH THE WESTERLY RIGHT OF WAY OF A PUBLIC HIGHWAY DEDICATED BY INSTRUMENT DATED JUNE 3, 1937 AND RECORDED JUNE 11, 1937 AS DOCUMENT NUMBER 12010930; THENCE SOUTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1453.75 FEET AND A CHORD BEARING OF SOUTH 42 DEGREES 49 MINUTES 39 SECONDS EAST, A DISTANCE OF 21.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF THE AFORESAID PUBLIC HIGHWAY; THENCE SOUTH 35 DEGREES 36 MINUTES 32 SECONDS WEST A DISTANCE OF 52.25 FEET TO A POINT; THENCE NORTH 29 DEGREES 50 MINUTES 57 SECONDS WEST A DISTANCE OF 66.96 FEET TO A POINT ON THE NORTH LINE OF LOT 2; THENCE NORTH 89 DEGREES 30 MINUTES 33 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 2, A DISTANCE OF 48.92 FEET TO THE POINT OF BEGINNING), IN COOK COUNTY, ILLINOIS.

PARCEL 11: THAT PART OF LOT 2 OF DOOLIN AND KIRK'S RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 (EXCEPTING THEREFROM LOTS 1, 2, 3, 4 AND 5 OF CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID DOOLIN AND KIRK'S RESUBDIVISION RECORDED AUGUST 30, 1889 AS DOCUMENT 1149383 IN BOOK 37 OF PLATS, PAGE 18, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE EAST LINE OF SAID LOT 2 AND THE NORTH LINE OF SAG-LEMONT ROAD; RUNNING THENCE NORTH ALONG THE EAST LINE OF SAID LOT 2, A DISTANCE OF 403 FEET; RUNNING THENCE WESTERLY AND PARALLEL TO THE SOUTHERLY LINE OF SAID LOT 2, A DISTANCE OF 300 FEET; RUNNING THENCE SOUTH AND PARALLEL WITH THE EAST LINE OF SAID LOT 2 AND SAID DOOLIN AND KIRK'S RESUBDIVISION A DISTANCE OF 363 FEET TO A POINT THAT IS 73 FEET NORTH OF THE SOUTH LINE OF SAID LOT 2, ALSO BEING A POINT ON THE NORTH LINE OF DOCUMENT 21062560; THENCE SOUTHEASTERLY ALONG A STRAIGHT LINE A DISTANCE OF 303.12 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 12: THE EAST 1/2, AS MEASURED ON THE NORTH AND SOUTH LINES, OF THAT PART OF LOT 2 OF DOOLIN AND KIRK'S RESUBDIVISION OF THE EAST 404.7 FEET OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 (EXCEPT THEREFROM LOTS 1, 2, 3, 4 AND 5 OF CHRISTIAN BOE'S SUBDIVISION OF CERTAIN PARTS THEREOF) OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED OF SAID DOOLIN AND KIRK'S RESUBDIVISION ON AUGUST 30, 1889 AS DOCUMENT NO. 1149383, IN BOOK 37 OF PLATS, PAGE 18, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE CENTER LINE OF SAG-LEMONT ROAD 300.0 FEET WESTERLY OF THE SOUTHEAST CORNER OF SAID LOT 2, AS MEASURED ALONG THE SOUTH LINE OF SAID LOT 2; THENCE NORTHERLY ON A LINE PARALLEL WITH THE EAST LINE OF SAID LOT 2, A DISTANCE OF 851.40 FEET TO THE NORTH LINE SAID LOT 2, BEING ALSO THE NORTH LINE OF THE SOUTH 1/2 OF THE EAST 1/2 OF THE WEST 1/2 OF SAID SECTION 14; THENCE WESTERLY ALONG SAID NORTH LINE, A DISTANCE OF 578.94 FEET TO THE EAST LINE OF THE COMMONWEALTH EDISON COMPANY RIGHT OF WAY; THENCE SOUTHERLY ALONG THE EAST LINE OF THE SAID COMMONWEALTH EDISON COMPANY RIGHT OF WAY A DISTANCE OF 863.63 FEET TO THE CENTER LINE OF SAG-LEMONT ROAD, BEING ALSO THE SOUTH LINE OF SAID LOT 2; THENCE EASTERLY ALONG SAID CENTER LINE A DISTANCE OF 578.2 FEET TO THE POINT OF BEGINNING (EXCEPTING THEREFROM THAT PARCEL OF LAND CONDEMNED BY THE DEPARTMENT OF PUBLIC WORKS AND BUILDINGS OF THE STATE ILLINOIS FOR AND ON BEHALF OF THE PEOPLE OF THE STATE OF ILLINOIS, IN CASE NO. 69L13193 OF THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS AND EXCEPTING THEREFROM THAT PARCEL OF LAND SOUTH OF THE LINE MARKED AS "PROP. R.O.W." ON THAT CERTAIN ILLINOIS DIVISION OF HIGHWAYS RIGHT WAY PLAT, 111TH ST. AND ARCHER ROAD, PARCELS 19 & 20, JOB R-90-088-68, DATED JANUARY 30, 1969) ALL IN COOK COUNTY, ILLINOIS.

PARCEL 13: THAT PART OF LOT 1 IN DOOLIN AND KIRK'S RESUBDIVISION, BEING A RESUBDIVISION IN THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 30, 1889 AS DOCUMENT 1149383 IN BOOK 37 OF PLATS, PAGE 18