418 Main Street | Lemont, IL 60439

PLANNING & ZONING COMMISSION
Regular Meeting
Wednesday, December 21, 2016
6:30 p.m.

Planning and Zoning Commission

Anthony Spinelli, Chairman

Commission Members:
Ryan Kwasneski
David Maher
Jerry McGleam
Jason Sanderson
Matthew Zolecki
Sean Cunningham

Planning & Economic Development Department Staff

Jeff Stein, Deputy Village Administrator

Heather Valone, Planner

I. CALL TO ORDER

A. Pledge of Allegiance

B. Verify Quorum

C. Approval of Minutes November 16, 2016 meeting

II. CHAIRMAN'S COMMENTS

III. PUBLIC HEARINGS

A. 23-18 Old Town Square PUD Amendments and Final Plat

B. 92-03 Rolling Meadows Annexation, Rezoning, and Annexation Agreement Amendments

C. 16-10 Vistancia Annexation, Rezoning, and Preliminary PUD.

IV. ACTION ITEMS

V. GENERAL DISCUSSION

A. Update from Village Board

VI. AUDIENCE PARTICIPATION

VII. ADJOURNMENT

Please note that the agenda packet is broken into four (4) parts due to file size. Part I consists of pages 1-211.
Click here to access Part II pages 212-224
Click here to access Part III pages 225-239
Click here to access Park IV pages 240-354

Village of Lemont
Planning and Zoning Commission
Regular Meeting of October 19, 2016

A meeting of the Planning and Zoning Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, November 16, 2016 in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

I. CALL TO ORDER

A. Pledge of Allegiance

Chairman Spinelli called the meeting to order at 6:35 p.m. He then led the Pledge of Allegiance.

B. Verify Quorum

Upon roll call the following were:
Present: Kwasneski, Cunningham, McGleam, Sanderson, Zolecki, Spinelli
Absent: Maher

Village Planner Heather Valone, Village Deputy Village Administrator Jeff Stein and Village Trustee Ron Stapleton were also present.

C. Approval of Minutes for the October 19, 2016 Meeting

Commissioner Kwasneski made a motion, seconded by Commissioner McGleam to approve the minutes from the October 19, 2016 meeting with no changes. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

II. CHAIRMAN'S COMMENTS

Chairman Spinelli greeted the audience. He then asked for everyone to stand and raise his/her right hand. He then administered the oath.

III. PUBLIC HEARINGS

A. 12-02 Timberline Knolls PUD and Annexation Agreement Amendments

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

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to open the public hearing for case 12-02. A voice vote was taken:

Ayes: All
Nays: None
Motion passed

Staff Presentation

Mrs. Valone said Gabriel Agblevon acting on behalf of TK Behavioral Health, owner of the subject property, is requesting an amendment to both the Planned Unit Development (PUD) and the Annexation Agreement that control the subject property. The purpose of the requested amendments are to allow for the construction of three new buildings and a new entrance. Staff is recommending approval with conditions.

The applicant is requesting a number of variations from the UDO, however some of the variations do meet the requirements of the existing annexation agreement and the PUD on the property. The applicant is asking for additional parking. The maximum permitted by the UDO is 51 spaces and the applicant is proposing about 86. The applicant is proposing a very large parking lot for the three new buildings. This is due to the fact that some of the other parking areas are deficient on the site. Along Brown Drive there are a number of on-street parking spaces hinder the Fire Protection District's access. The Fire Protection District would prefer some of the parking on Brown Drive get moved to the proposed parking lot. Thus, staff is finding this deviation acceptable.

Mrs. Valone stated the next variation is the monument sign. She showed on the overhead where the monument signs were located. The applicant is proposing a new third sign for the new entrance. The sign would sit just off to the side just similar to the existing sign and would be similar shape and appearance of the existing sign. Staff is finding the deviation for the sign acceptable as this entrance would be for visitors and patients who don't normally come to the site and would need additional signage to finding it.

As stated before the applicant is proposing a very large parking lot. Village code requires exterior landscaping for that parking lot. The applicant is deficient with about 12 shrubs and grass to meet the UDO. Staff is finding this deviation unacceptable so grasses and shrubs should be put along the east side of the parking lot. The last area is tree preservation and the applicant is proposing that any tree within the actual project site be removed. The application is proposing a large amount of grading and the site does have a relatively unique topography. Staff is finding this deviation unacceptable. There are about four trees that are listed in the staff memo that are in good condition and are in areas that could possibly be saved.

The Comprehensive Plan indicates that this area as Employment Center. Thus,0 allowing a rather large existing employer in the Village to expand their facilities would be comparable to the Comprehensive Plan. Additionally, there are no issues with surrounding land uses. The facility is already operating with minimal impacts on the surrounding area.

The applicant has provided a traffic study for the new entrance. There will be minimum impacts with the new entrance. It is mostly just shifting traffic for the site to the new entrance. Additionally, the applicant has indicated that the new buildings will be phased. The first building to be constructed will be the administrative building, then the buildings for the dormitories will be at a future dates as they become needed. Mrs. Valone said she will let the traffic consultant go into more detail in regards to the site line analysis and answer any questions for those items.

The applicant is constructing three new buildings. The buildings are almost identical to the 2013-2014 buildings. The annexation and PUD agreement requires that the buildings themselves be set back at least 50 feet from the property lines. The two new dormitory buildings are set back from the property line more than 150 feet. The administrative building is only set back about 51 feet. Staff and the Village Arborist are recommending that at the same grade as the edge of the building, evergreen trees are planted every 20 feet to fully screen the building from surrounding uses.

Mrs. Valone stated the Village Engineer generally approves of the plan. He has some questions on stormwater which can be worked out after if there are any conditions required by the Planning and Zoning Commission. Overall the development is well designed. It complies with most of the requirements of the UDO and the existing PUD and annexation agreement. Thus staff is recommending approval with the following conditions listed in staff's report on page 8 and 9.

Chairman Spinelli asked if there were any questions or comments from the Commission for staff.

Commissioner Zolecki asked if the 51 parking spaces required were for the entire facility.

Mrs. Valone said the 51 count will be required for the three new buildings which is the maximum per the UDO. They are proposing 86 so there is additional 35 spaces that they would like to put in this lot to make up for other lots being deficient.

Commissioner Zolecki asked with the other lots being deficient will this be enough to make up for this deficiency.

Mrs. Valone stated she will let the applicant speak in regards to this.

Commissioner Zolecki asked if the Logan Street access was the area where the Fire Department was having difficulty.

Mrs. Valone said when there is an emergency the Fire Department will usually access the site through the New Avenue entrance or through Timberline. The buildings that were expanded in 2013 and 2014, the drive is narrow and cars park along the street. So they are having issues turning and getting in there were patients are staying. The

Fire Department is content if they can get more of the cars that are parked on the street in non-designated spaces off the street so they can access those facilities.

Commissioner Zolecki asked if there was an egress on Brown Street.

Mrs. Valone stated that was gated and it will remain gated. The applicant has not made any requests to open that entrance.

Chairman Spinelli asked if that was in the current PUD that the gate will remain closed.

Mrs. Valone said the current PUD actually indicates that the Brown Street entrance could be opened at any point if the applicant requests it and if staff finds that it will be useful to their site.

Chairman Spinelli asked if there was any intent from the applicant to open that entrance.

Mrs. Valone stated no.

Commissioner Sanderson asked if they were planning on preserving any trees.

Mrs. Valone said there are a number of trees inside the entire property and the applicant is only proposing to remove trees that are inside the proposed project site. She showed on the overhead where they were located and where the project site was located. There are however, four specific trees that are inside the project site that staff would like to see if they could save them. The majority of the trees are poor species or poor condition.

Commissioner McGleam asked if staff could elaborate on the hour restriction for the entrance.

Mrs. Valone stated staff is recommending this because there are residential surrounding the project. Additionally, this entrance is relatively close to a single-family home so by restricting the times it would prevent any incompatibilities with the neighboring uses.

Chairman Spinelli asked if there were any more questions for staff at this time. None responded. He then asked if the applicant wanted to come up and make a presentation.

Applicant Presentation

Gabriel Agblevon, ALPA Construction, stated he would have his traffic consultant and architect speak first.

Karl Krogstad, Landscape Architect and Arborist for the project, said he would like to explain a couple of things a little further. He showed on the overhead an area of trees that they are saving and putting in a pathway. The project site is defined to follow the limits of construction. He showed other areas on the east side and near the entrance where some trees will be saved. He has no problem adding the 12 shrubs along the side. They already are proposing an extensive amount of landscaping along the south buffer to provide some screening for the residents who live along there. They would prefer to do the planting at the top of the hill rather than near the building. There is a 13 foot drop from the south end to the building, so if they put it near the top it would be a greater benefit to the residents.

Mr. Krogstad showed on the overhead where the four trees were located that staff wanted them to try and preserve. He did look at that and because of the grade change, which is between three and seven feet, they could not potentially save those trees. They are willing to do some mitigation for those trees. He then showed on the overhead where the additional sign will go and they are meeting the setbacks. The sign will match the ones that already exist. He stated he is willing to answer any of their questions that they might have.

Chairman Spinelli said there is a cluster of three Douglas Firs on the south side of that entrance coming off of Timberline. He would like to see the tree that is closest to the right-of-way shifted to the east side of that cluster or shift the whole cluster. His concern is once it matures in height and size it may become an issue with sightlines.

Mr. Krogstad stated that is not a problem.

Chairman Spinelli asked if the fence was going to remain along that south property line.

Mr. Krogstad stated yes.

Chairman Spinelli asked how much of the fence is going to be removed.

Mr. Krogstad said just enough for the entrance.

Chairman Spinelli asked if the gate on Brown Street was going to remain closed.

Mr. Agblevon stated it will remain closed.

Commissioner McGleam asked what the height of the administrative building is to the ridge.

Mr. Agblevon said it is about 17 feet.

Chairman Spinelli said the architectural drawings that were submitted appear to be the ones that were used in the 2013 expansion. They need to be updated before going

to the Village Board to show the correct elevation. Also, the administrative building is either mirrored on the Site Plan or in the Architectural Drawings so it needs to be corrected to show the correct direction they are going to be building.

Michael Werthmann, KLOA, stated his firm had conducted the study for the proposed development and he wanted to go through the site distance. He showed on the overhead the access drive with a vehicle waiting to turn on Timberline. The access drive is located on the center of the curve to maximize the sight lines from north and south. It was shown with other vehicles on the road. The minimum amount of distance needed to pull out is 155 feet on a 20 mph road. There is a greater amount of sight line and what they showed was just the minimum. The entrance being at the center of the curve is probably better than what is at Evergreen now. It is in a 20 mph zone and it is a steep grade as you are coming up. This will reduce the speed of traffic coming up Timberline Road. He is available to answer any additional questions that the Commission might have.

Chairman Spinelli said since there is a steep slope there on Timberline, if they could update their stopping distance on SSD's on a grade. At 9% you would need 173 feet on a down slope and also the object height has to be 2 feet. He knows it will not change anything on the sight distance but he would like it corrected before going to the Village Board and corrected for the Village Engineer.

Commissioner Zolecki asked in regards to the deficiencies on parking, what would be the delta for the facility as a whole.

Mr. Agblevon stated right now it would be 123 parking spots.

Commissioner Zolecki asked what would be the maximum allowed by code for this type of facility.

Mrs. Valone said the annexation agreement relieves them from some of the parking standards. With the annexation agreement there is no maximum and they could put as many as they like. According to the code though, even with this parking they would be deficient by 27 stalls.

Chairman Spinelli stated on the entrance one thing that does stand out to him is the proximity to the resident on Evergreen on the corner. He would request that they look at this and possibly move it to the north. He would like to see if curves could be softened up a bit. When they are evaluating it they could come back to staff with options and work with Village staff for that location along that curve.

Mr. Agblevon said they did look at that and he will have the Civil Engineer speak in regards to that.

Josh Terpstra, Haeger Engineering, stated that was one of their concerns initially as well. They did take a look at moving it to the north already. The grade on

Timberline is very steep and as you go north it gets lower and lower. Even if they move it just 20 to 30 feet it goes down to a grade of about 660 and for reference the buildings are at about 674. So there is a 13 foot grade distance. They are trying to avoid a very steep entrance drive. There is not a lot of room to make up that grade difference if they move it to the north.

Chairman Spinelli asked if he knew what the slope is on that entrance.

Mr. Terpstra said it is 8% on the curve radius and that is because Timberline drops so much. After you hit the right-of-way he thinks it is at 5%. If they move it to the north it is going to be substantially more than 5%.

Chairman Spinelli stated there is not only the proximity to the resident but also the proximity to the intersection of Evergreen. What might help is what staff indicated, which is restricting the hours of usage for the entrance. He would consider it more than just a private driveway. That is why he is suggesting to move it further north. If it can't be done and there is an engineering reason why then respond and let staff know. He wants to make sure that the Village Engineer knows that he is requesting this and you are looking into it.

Commissioner McGleam said the floor elevation is 674.70 and there is a 17 foot slab to ridge building height which should be 688. The elevation at the property line is 687 so you can see one foot of that ridge at the property line. He asked if the fence and evergreens will provide screening so there will be no way you can see that building.

Mr. Agblevon stated that is correct.

Commissioner Zolecki asked if the monument sign is going to proposed on the north side of the entrance.

Mr. Agblevon said that is correct.

Commissioner McGleam asked what kind of means will be used to restrict that access to that entrance after 5 pm.

Mr. Agblevon stated he could put up a gate if the Commission wanted.

Chairman Spinelli said if their employees worked from 8 am to 5 pm then he would say the entrance could stay open till 6 pm just in case someone works late. He asked how the north entrance on Timberline was used.

Mr. Agblevon said it was used for employees and deliveries.

Chairman Spinelli asked if there were any reports of any issues with that entrance.

Mrs. Valone stated no.

Chairman Spinelli said if one of the Commissioners wanted to recommend a gate they can but he does not feel a gate is necessary.

Commissioner McGleam stated there are two different approaches. The passive approach would be signage and the more aggressive would be the gate.

Chairman Spinelli said it would be an issue for the Fire Department to gain access through there so it could be a public safety issue.

Commissioner Cunningham stated on the preliminary site plan overview, both the east and west entrances off of Timberline and the one that has been confirmed onto Brown, are both referencing Timberline accesses which is a little confusing. The one on the east side should have access to Brown and that will be the one that is gated.

Commissioner Sanderson asked if they could pull up the floor plan.

Mrs. Valone asked what were the visiting hours.

Mr. Agblevon said visiting hours are on the weekends from 2 pm to 5 pm and admissions can be as late as 6 pm in the evening.

Commissioner Sanderson asked if they could explain how many rooms there are and how many people are in a room.

Mr. Agblevon stated there are two residents to a room and there are 12 rooms.

Chairman Spinelli asked if there was a basement on the building.

Mr. Agblevon said because of the grading it might be feasible to have a basement as well. The basement will be for storage.

Commissioner McGleam asked what the timing was for releasing construction on each of the residential buildings.

Mr. Agblevon stated it would depend on corporate office. The main thing is the administrative building.

Chairman Spinelli asked if they could point on the overhead where the rooms were at.

Mr. Agblevon showed eight rooms. He said code allows for three residents per room based on the square footage per room. The floor plan is just a schematic floor plan and even though he is representing the owner he is also an architect. So the floor plan that was done was just done for this phase now and a real plan will be generated using

the same footprint and they will arrange the rooms to either eight or twelve depending on what the owner wants. The maximum would be 24 beds.

Commissioner Sanderson asked if this was written in the PUD and what are they locking them into as of right now.

Mrs. Valone stated the PUD and Annexation Agreement currently limit the number of beds to 120 and that will be increased by 48 beds. Then they will be restricted to that number of beds.

Commissioner Cunningham asked once all phases are complete and it's fully staffed, do they have a number of increased employees that will be needed.

Mr. Agblevon said there should be an increase of three to five percent.

Commissioner Sanderson asked if they could pull up the floor plan to the administrative building. He asked an increase of three percent to what quantity of people.

Mr. Agblevon stated there is about 200 employees there a day. It should only increase six to ten more people.

Commissioner Sanderson said he is looking at the floor plan with all the offices and desks that is there for all current employees.

Mr. Agblevon stated the desks are for patients who come in with their family members. The increment of employees will be around ten. Most of the patients that come in will come in with family members and they have to go through the insurance process. They did create ample room so they could sit and wait. All those rooms will not be filled all of the time.

Mrs. Valone said there are multiple offices that do intake all over the facility. So they wanted to concentrate all of these employees, which are existing, into this building. That way intake is not bouncing the patient all over the site. There is a higher number of administrative people then there actual facility staff.

Commissioner Sanderson asked when looking at all those chairs on the floor, he wants to make sure that five years from now, the traffic study has accounted for any increases. He asked did the traffic study not only include employees but patients and family coming in during those peak hours.

Mr. Werthmann stated they counted all the traffic coming in and out currently based on 120 beds. They did increase that number based on the increase of beds. So they increased the existing traffic coming into the facility by 35 to 39 percent. The administrative staff is only going up 10% and they increased it by 39% based on the

increase in beds. It will not all be coming in off of Timberline. The traffic will be distributed between Timberline and Brown.

Mrs. Valone said staff had them amend the traffic study to indicate that this new entrance will only be used for patients and visitors. They would be restricting that traffic. There would be the increase of 10% of people in general that might utilize the entrance but it will cut down on the traffic and it was incorporated into the traffic study.

Commissioner Sanderson asked if there is an increase of 39% of 200 that would be an increase of about 80 additional people. He asked if the traffic study took that into consideration.

Mr. Werthmann stated they counted the physical cars coming in each day. Not all the employees come in at the same time. He cannot tell you how many employees came in but rather the number of physical cars that came in and out and they increased that number by 39%.

Commissioner Sanderson asked for how many days did they count this and was it done on different days.

Mr. Werthmann said it was done on one typical day of the week. They usually count two to three hours in the morning and then two to three hours in the evening. From that they figure out the peak hour of the roadway system in the morning and evening. Based on those numbers they increased it by 39%, in addition they increased the background traffic on the other streets by three to five percent for other growth. Everything is operating really well on these streets. The traffic study was done on Tuesday, July 26th.

Commissioner Kwasneski asked when was the peak hour.

Mr. Werthmann stated the peak hour was from 7 to 8 am and then 4:45 to 5 pm.

Commissioner Sanderson said visiting hours are on the weekends so the study did not pick up any visitors.

Mr. Agblevon stated there is less administrative staff there on the weekends though.

Commissioner Sanderson said he would assume most of the neighbors are going to be concerned about the traffic. He would have expected another day or two done for the study. This facility operates differently on the weekends then it does during the week. Given the size of the project it would have made sense to him to have an extra day for the study.

Mr. Werthmann stated most of your typical studies are only based on one day. They did not look at a Saturday because most of the streets have less traffic on the

weekends. There is sufficient capacity even if there was a minor increase. They felt they were very conservative with the 39% increase. He could understand the Saturday, but the administrative staff is much less on the weekend.

Chairman Spinelli asked if tenants are permitted to have vehicles.

Mr. Werthmann said no. They do have a number of doctors that come in and out but that is really on the weekdays.

Chairman Spinelli asked if there was any more questions for the applicant at this time. None responded. He then asked if there was anyone in the audience that wanted speak in regards to this public hearing.

Public Comment

Nancy Jackson stated her concern is the amount of traffic on Brown Street. They are dealing with the curve in the road when you come off that street onto New Avenue. She asked if that access was going to open all the time. She asked if Brown was going to change besides adding these additional employees.

Chairman Spinelli said there is another location that will be intended for patients and visitors. He would assume that staff would come off of Timberline because it is a closer route to the building rather than coming off of New Avenue.

Ms. Jackson asked if there was a gate on Brown.

Chairman Spinelli stated there was.

Mrs. Valone showed on the overhead where the gate was located.

Chairman Spinelli said the gate is closed currently and the intent is that it will remain closed. They do not use it at all for access to Logan.

Mark Huegelman, 14 Evergreen Place, stated he overlooks the property. He asked if the entrance was going to be by the existing double gates.

Chairman Spinelli said the proposed entrance will be south of those double gates.

Mr. Huegelman asked if there was ever going to be an expansion cap on the facility.

Chairman Spinelli stated right now because it is a PUD they are requesting additional 48 beds. If it gets approved the cap will extend to 48 beds. If they want to exceed that then they will have to go through this process all over again. At some point based on the topography of their property it will not be financially beneficial to add a building because it will be too difficult to build it. Again, if they want more than they will have to come back through this process.

Mr. Huegelman said the people speed up and down Timberline and the police need to monitor that.

Karen Knack stated she lives on New Avenue. She asked where the new driveway was going to be.

Chairman Spinelli said it will be coming in off of Timberline. They showed on the overhead where it will be located.

Ms. Knack asked if the new buildings were going to be located north of the entrance.

Chairman Spinelli stated yes.

Ms. Knack said sometimes there will be cars parked on Timberline and within the gateway there might be two or three cars if something special is going on.

Chairman Spinelli stated Timberline is public roadway and it is wide enough that you can park on it. They are adding additional parking so that should help reduce on street parking within the facility. If there is overflow parking at the north entrance of Timberline, then this might help elevate it.

Ms. Knack asked if anything was mentioned about drainage.

Chairman Spinelli said this site will have its own detention facility up near the buildings.

Ms. Knack stated there was a detention area on the southeast side of the property and back in the mid 90's that had broken and they had to put a new one in. Timberline drive does not drain to a storm sewer on New Avenue so she is concerned about drainage. Right before the current entrance on Timberline there is drainage that goes into a pond to the west. She said she is concerned about the drainage.

Chairman Spinelli said all of the development that is going to be done for this request will have its own stormwater detention basin near the development. It will be a wet bottom detention basin. So it temporary stores the excess water and then slowly releases it. They are governed by the Village's rules and MWRD.

Ms. Knack asked where that water was released.

Chairman Spinelli stated based upon the drawings it is on their property further down the hill.

Mr. Terpstra said currently detention is already provided for the site and it goes down the hill to the series of lakes on the north side. Currently water flows to the north and to the west a little bit.

Ms. Knack asked if any water was going to the pond across Timberline, west of the subject site.

Chairman Spinelli stated this facility is not directing any water from this site to that location. The runoff from this site that they are developing will be contained and kept on sight.

Mr. Terpstra said he cannot speak about the runoff that happens on Timberline Drive.

Mr. Huegelman asked what the timeline was for approval.

Chairman Spinelli stated they will make a recommendation tonight then it will go to the Village Board for final decision. Staff will provide that date before they leave.

Chairman Spinelli asked if there were any additional comments or questions for the applicant. None responded. He then asked if the applicant wanted to make any closing statements. Applicant declined. He then called for a motion to close the public hearing.

Commissioner McGleam made a motion, seconded by Commissioner Kwasneski to close the public hearing for Case 12-02. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

Plan Commission Discussion

Commissioner McGleam asked if they are adding anything to the staff recommendations.

Chairman Spinelli said some of his comments made at the beginning don't necessarily need to be made as part of the motion. The developer had indicated on record that they will move the evergreens, update the sight distance exhibit, update the architectural drawing, and attempt to relocate the entrance to the north.

Mr. Stein stated as long as they testified to do it then it does not necessarily need to be in the motion.

Commissioner Kwasneski asked if they should add that signage needs to be posted about driveway closing by a certain time.

Chairman Spinelli said that could be added and he thinks the applicant did not have an issue with that also.

Mrs. Valone stated the applicant had requested to put the evergreen trees every 20 feet along the top of the hill rather than along the south side of the building. So they need to strike that portion of it.

Commissioner McGleam said the other change would be to staff's recommendation number six for preserving trees with tag numbers 289, 290, 292, and 306. The applicant had stated it was not feasible due to grading changes.

Mrs. Valone stated how they handled it in the past, is if staff recommended that certain trees be saved and the applicant had put on the tree preservation that these trees are going to be removed, then notes have to be put that they will mitigate based on the UDO codes. It can be changed if they like, otherwise staff will handle it.

Chairman Spinelli asked if there were any further questions or comments. None responded. He then called for a recommendation.

Plan Commission Recommendation

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to recommend to the Mayor and Village Board approval of Case 12-02, Timberline Knolls PUD and Annexation Agreement Amendments, based on staff's recommendations listed on page 8 and 9 of staff's report, with the following changes:

1. Signage must be placed along new entranceway restricting access from 7 am to 6 pm.
2. On condition four of staff's recommendations strike the portion that says "along the south side of the proposed administrative building". It should read, "The landscape plan should be updated to include evergreen trees every 20 feet along the top of the hill for the purpose of providing a buffer from the surrounding residences and the proposed building."

A roll call vote was taken:
Ayes: McGleam, Zolecki, Kwasneski, Sanderson, Cunningham, Spinelli
Nays: None
Motion passed

Commissioner Kwasneski made a motion, seconded by Commissioner McGleam to authorize the Chairman to approve the Findings of Fact for Case 12-02 as prepared by staff. A voice vote was taken:
Ayes: All
Nays: None
Motion passed

IV. ACTION ITEMS

None

V. GENERAL DISCUSSION

A. Update from Village Board

Mrs. Valone said the application from last month for 4th Street will go before the Committee of the Whole on November 21st. The applicant did revise his plans to remove some of the errors and added the parkway trees. However, he is still making the same request for the size of the lots and the interior side yards.

The UDO amendments did get passed so the native planting guidelines are in effect.

VI. AUDIENCE PARTICIPATION

Chairman Spinelli asked if staff was continuing to work on getting the public hearing signs taken down.

Mrs. Valone stated yes they were.

Discussion continued in regards to how this might be done.

VII. ADJOURMENT

Chairman Spinelli called for a motion to adjourn the meeting.

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

Minutes prepared by Peggy Halper

TO: Planning & Zoning Commission

FROM: Heather Valone, Village Planner

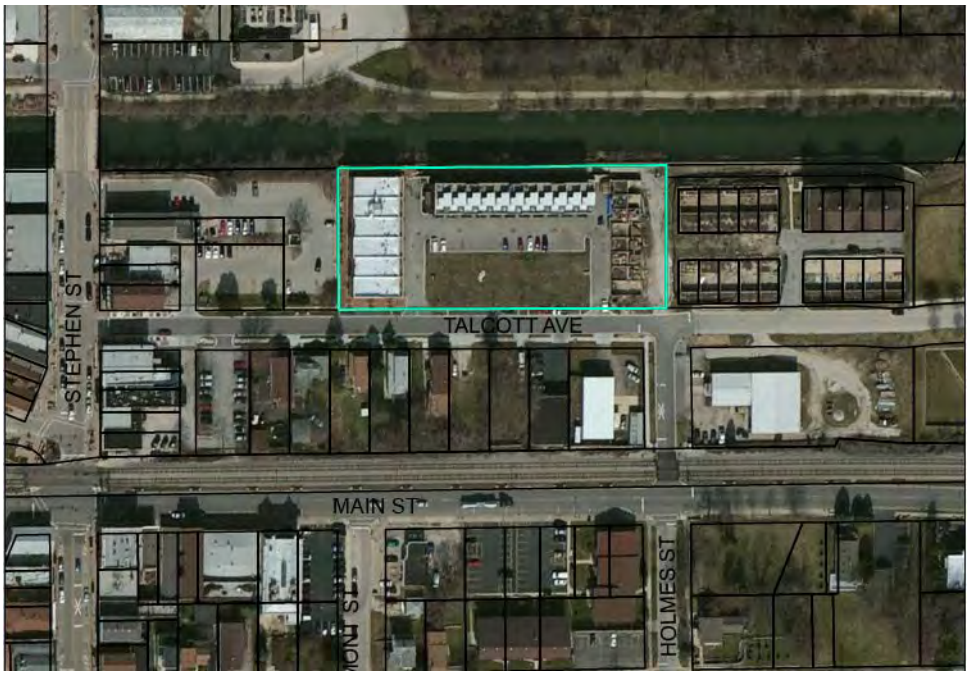
THRU: Jeff Stein, Deputy Village Administrator

SUBJECT: Case 2003-18 Old Town Square PUD Amendment and Final Plat

DATE: December 6, 2016

SUMMARY

Jerry Kulhanek of 507 Talcott, LLC, owner of the subject property, is requesting an amendment to the Planned Unit Development (PUD) and a Final Plat approvals. The purpose of the requested entitlements are to convert an eight unit building to a seven unit building and replat all the residential units as townhomes. Staff is recommending approval with conditions.



PROPOSAL INFORMATION

Case No.	23-18
Project Name	Old Town Square PUD Amendments and Final Plat
General Information	
Applicant	Jerry Kulhanek, 507 Talcott, LLC
Status of Application	Owner
Requested Actions:	Amend the PUD to convert lot from an eight unit building to a seven unit building, and plat all lots as townhomes
Site Location	427 Talcott Avenue, 431Talcott Avenue, 435Talcott Avenue, 439 Talcott Avenue, 443 Talcott Avenue, 447 Talcott Avenue, 451 Talcott Avenue, 455 Talcott Avenue, 459 Talcott Avenue, 463 Talcott Avenue, 467 Talcott Avenue, 471 Talcott Avenue, 475 Talcott Avenue, 477 Talcott Avenue, 479 Talcott Avenue, 481 Talcott Avenue, 483 Talcott Avenue, 485 Talcott Avenue, 487 Talcott Avenue, 489 Talcott Avenue, 491 Talcott Avenue, 493 Talcott Avenue, 495 Talcott Avenue, 497 Talcott Avenue, 499 Talcott Avenue, 501 Talcott Avenue, 505 Talcott Avenue, 511 Talcott Avenue, 519 Talcott Avenue, 527 Talcott Avenue, 535 Talcott Avenue, 543 Talcott Avenue, 551 Talcott Avenue, 559 Talcott Avenue, 567 Talcott Avenue, 577 Talcott Avenue, and 585 Talcott Avenue, (PIN 22-20-405-024-1001, 22-20-405-024-1002, 22-20-405-024-1003, 22-20-405-024-1004, 22-20-405-024-1005, 22-20-405-024-1006, 22-20-405-024-1007, 22-20-405-024-1008, 22-20-405-024-1009, 22-20-405-024-1010, 22-20-405-024-1011, 22-20-405-024-1012, 22-20-405-024-1013, 22-20-405-024-1014, 22-20-405-024-1015, 22-20-405-024-1016, 22-20-405-024-1017, 22-20-405-024-1018, 22-20-405-024-1019, 22-20-405-024-1020, 22-20-405-024-1021, 22-20-405-024-1022, 22-20-405-024-1023, 22-20-405-024-1024, 22-20-405-024-1025, 22-20-405-024-1026, 22-20-405-024-1027, 22-20-405-024-1028, 22-20-405-024-1029, 22-20-405-024-1030, 22-20-405-024-1031, 22-20-405-024-1032, 22-20-405-024-1033, 22-20-405-024-1034, 22-20-405-024-1035, 22-20-405-024-1036, and 22-20-405-024-1037.)
Existing Zoning	DD (Downtown District)
Size	1.68 acres
Existing Land Use	Mixed Use
Surrounding Land Use/Zoning	North: I&M Canal
	South: DD (Single-family residence, Burns Plumbing and multi-tenant commercial)
	East: DD (Detached single-family residence)
	West: DD (residences, Pollyanna Brewing Co., Petal Play, Bottles, Paws & Klawz, Video Gaming)
Comprehensive Plan 2030	Mixed Use (MU)

BACKGROUND

The subject property was originally granted a PUD and rezoning in 2004. The PUD allowed the applicant four buildings A-D (Figure 1). Building A, the north building constructed along the I&M Canal is comprised of 11 townhomes. Building D is the mixed use building along the west side of the subject property with six commercial units with six residential condominiums on the second floor. Building B, south building along Talcott Ave. which has

not been constructed, is entitled for 11 townhomes. Building C, the east building is entitled for eight townhomes. The foundation of Building C was poured in 2006; however, construction did not progress further. The applicant is proposing to change Building C from eight units to seven units and finish construction of the building.

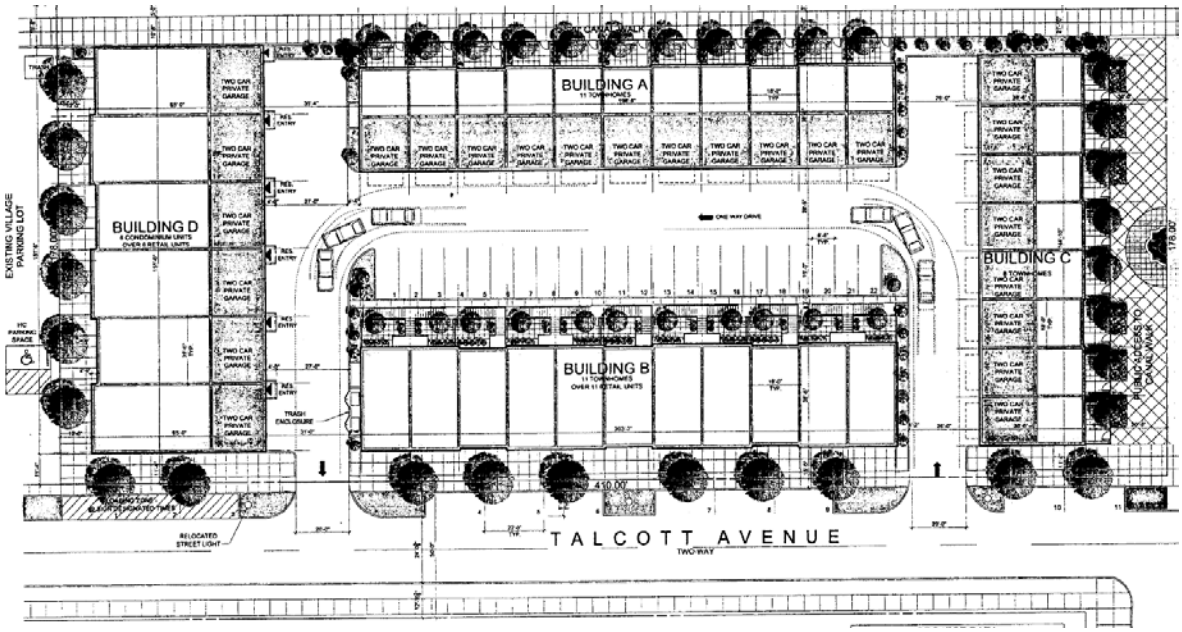


Figure 1 The original site plan from the 2004 PUD and Rezoning ordinance illustrates the existing approvals and building configuration.

The applicant originally platted Building A, B, and C as residential condominiums. The applicant is now requesting that the condominiums be converted to townhomes. If the applicant constructs Building B, the applicant would either have to complete a condo plat or apply again for a final plat for townhomes. The applicant has no immediate plans to construct Building B.

GENERAL ANALYSIS

Architecture. The proposed reduction of a townhome unit for Building C is a minor change. Additionally, the applicant is proposing a comparable exterior appearance as the existing buildings. The penthouse (Figure 2) has been eliminated along the top of the building; however, the building will otherwise have the same design as indicated in the 2004 PUD and as the already constructed Building A.

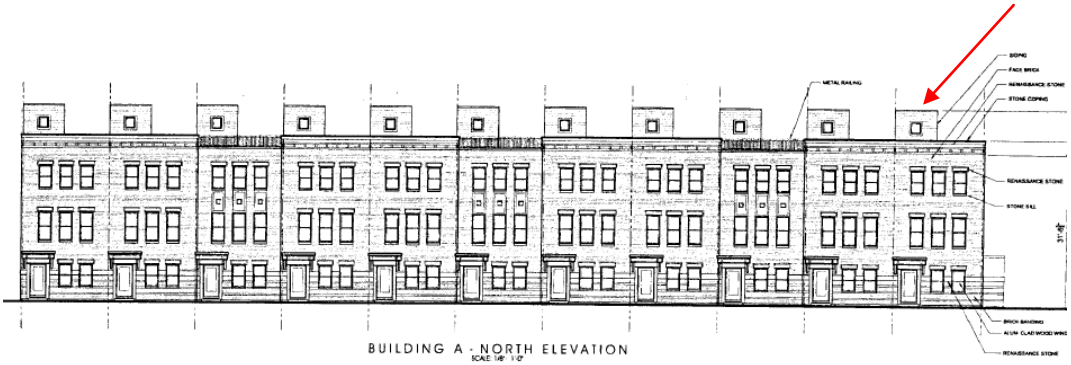


Figure 2 the arrow indicates the penthouse feature that is not incorporated on the proposed seven (7) unit building.

Additionally, the neighboring development to the east, Bella Strada, is five townhomes. The reduction in units for Building C would facilitate a softer transition between the Bella Strada buildings and Building A (11 unit building). Thus, staff has no concerns about the reduction in units for Building C.

Final Plat. The final plat was approved in 2006. The applicant subsequently platted the units as condominiums which does not require the Village to approve the plat. The applicant is requesting to resubdivide the property as townhome units for Buildings A and C. Previously, the areas not platted for Buildings A-D were a single outlot (Outlot A). The applicant is now proposing that Outlot A be broken up into A-F (Figure 3). Proposed Outlots D-F are indicated as being dedicated to the Village. Staff is recommending that only the portion of Outlot D that is along the I&M Canal be dedicated to the Village of Lemont. The remainder of Outlot D along the Holmes St. Corridor shall remain the applicant's with the current public easements. Staff is not recommending that the Outlots E and F be dedicated to the Village.

Village Engineer Comments. The Village Engineer had no objections to the reduction in units for Building C. The Village Engineer's comments relate only to the final plat request. The previous easement for what is now Outlot D ranged in size from 20.95 ft to 22.21 ft. The applicant is now requesting that the area be only 15 ft wide. Based on the existing utilities in the area, the area cannot be reduced to 15 ft. There were additional comments on items to revise on the plat, full comments are attached.

Fire District Comments. The Fire Marshal has no objections to the proposed amendment and Final Plat.

RECOMMENDATIONS

The requested reduction in units and the proposed architecture are consistent with the existing buildings and the neighboring development to the east. The alteration of the plat from condominiums to townhomes is acceptable; however, Outlot D needs to be correct to match the existing easements along with other minor corrections. Staff recommends approval of the PUD amendment and Final Plat with the following conditions:

1. The architectural plans be updated to remove the information on the penthouse materials and notes.

2. The plat be updated with the correct width of Outlot D.

3. The plat be revised to indicate that Outlots D-F be labeled as "To be Dedicated to the Village…"

4. Address all the comments of the Village Engineer.

5. The applicant agrees to submit a complete application for building permit to construct Building C within one (1) year of the approval date.

6. That the applicant submits an escrow for the sidewalk and landscaping for Outlot D prior to final approvals.

ATTACHMENTS

1. Site photographs
2. Village Engineer comments
3. Applicant submissions

Attachment 1 Site Photos

Figure 1 The existing conditions for Building A (11 unit)

Figure 2 In 2006, the applicant poured the foundation for building C as an eight unit. This foundation is proposed to be converted to seven units.

Figure 3 The Holmes St. Cooridor , which completed, will provide pedestrian access to the I&M Canal Trail.

NOVOTNY ENGINEERING

CIVIL ENGINEERS
MUNICIPAL CONSULTANTS
SINCE 1948

December 7, 2016

Ms. Heather Valone, Planner
Village of Lemont
418 Main Street
Lemont, Illinois 60439

Re: **Kulhanek's Resubdivision**
Case 2003-18
Old Towne Square PUD Amendment and Final Plat of Resubdivision

Dear Heather:

I have reviewed the Plat documents for the proposed Kulhanek's Resubdivision and have the following comments.

1. An updated Title Commitment is needed.
2. The Owner's Certificate is not correct, since there are multiple owners in Old Town Square.
3. The lot numbers are confusing, in my opinion. They should be individual lot numbers, without the dashes.
4. Proposed Outlot D is shown to be 15-feet wide, whereas the original easement created by vacated Holmes Street was 20.95 to 22.21 feet wide. The Owner proposes outdoor patios on the Lot 3 units, and thus wants to take a portion of the original easement back for this reason.
5. There is an existing gas main 5-feet east of Lots 3-6 and 3-7, so that easement cannot be vacated, unless the gas main is relocated. In front of the rest of the Lot 3 lots, the gas mail is 10-feet east of the buildings, so that should be acceptable. Also, easements cannot be unilaterally vacated without the permission of the utility companies. This affects proposed Outlot D.
6. A Mortgager's Certificate may be required.
7. Proposed Outlot E, and the portion of Outlot D that is south of Lot 307, consist of a proposed paver sidewalk area that has not yet been constructed by Old Towne Square. The Outlot F pavers have been installed.
8. It should be made more clear on the Plat that Outlot C wraps around in front of Lot 1-6.
9. The President & Board of Trustees Certificate should say "Cook, Will and DuPage Counties".

Should you have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

NOVOTNY ENGINEERING

James L. Cainkar, P.E., P.L.S.

JLC/dan
Enclosures
cc: Mr. George Schafer, Administrator
Mr. Jeffrey Stein, Esq., Deputy Administrator
Mr. Ralph Pukula, Director of Public Works
File No. 16486

16486_Plat Review_12 7 2016.docx

Attachment 3

Village of Lemont
Planning & Economic Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

Final Plat Application Form

APPLICANT INFORMATION

Jerry Kulhanek
Applicant Name

507 Talcott LLC
Company/Organization

8525 Kearney Rd Downers Grove IL 60516
Applicant Address

773-908-2015
Telephone & Fax

JK@BOTTLESLEMONT.com
E-mail

CHECK ONE OF THE FOLLOWING:

✓ Applicant is the owner of the subject property and is the signer of this application.

_____ Applicant is the contract purchaser of the subject property.

_____ Applicant is acting on behalf of the beneficiary of a trust.

_____ Applicant is acting on behalf of the owner.

PROPERTY INFORMATON

See attached for Current PINS / Addresses
Address of Subject Property/Properties

See attached
Parcel Identification Number of Subject Property/Properties

410 x 178
Size of Subject Property/Properties

REQUIRED DOCUMENTS

See Form 505-A, *Final Plat Application Checklist of Required Materials,* for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____ By: _____

Application deemed complete on: _____ By: _____

Current Zoning: _____

Fee Amount Enclosed: _____ Escrow Amount Enclosed: _____

Final Plat Application Form

Village of Lemont

APPLICATION FEE & ESCROW

Application Fee (based on size of property and number of proposed and/or existing dwelling units):

< 3 acres = $300, plus $25 per existing and/or proposed dwelling unit

3 to <5 acres = $600, plus $25 per existing and/or proposed dwelling unit

5 to <10 acres = $1000, plus $25 per existing and/or proposed dwelling unit

10 acres or more = $1200, plus $25 per existing and/or proposed dwelling unit

Fee is non-refundable.

Required Escrow = $750

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the preliminary plat application. After completion of the review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request.

Signature of Applicant	Date 10-18-16
State IL	County Cook

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that _____ is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

OFFICIAL SEAL
THOMAS J. KULAKOWSKI
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires Apr. 10, 2018

Notary Signature

Given under my hand and notary seal this 18th day of October A.D. 20 16.

My commission expires this _____ day of _____ A.D. 20 _____.

EXHIBIT P

Common Address	PIN
427 Talcott, Lemont, IL 60439	22 20 405 024 1001
431 Talcott, Lemont, IL 60440	22 20 405 024 1002
435 Talcott, Lemont, IL 60441	22 20 405 024 1003
439 Talcott, Lemont, IL 60442	22 20 405 024 1004
443 Talcott, Lemont, IL 60443	22 20 405 024 1005
447 Talcott, Lemont, IL 60444	22 20 405 024 1006
451 Talcott, Lemont, IL 60446	22 20 405 024 1007
455 Talcott, Lemont, IL 60447	22 20 405 024 1008
459 Talcott, Lemont, IL 60448	22 20 405 024 1009
463 Talcott, Lemont, IL 60449	22 20 405 024 1010
467 Talcott, Lemont, IL 60450	22 20 405 024 1011
471 Talcott, Lemont, IL 60451	22 20 405 024 1012
475 Talcott, Lemont, IL 60452	22 20 405 024 1013
477 Talcott, Lemont, IL 60453	22 20 405 024 1014
479 Talcott, Lemont, IL 60454	22 20 405 024 1015
481 Talcott, Lemont, IL 60455	22 20 405 024 1016
483 Talcott, Lemont, IL 60456	22 20 405 024 1017
485 Talcott, Lemont, IL 60458	22 20 405 024 1018
487 Talcott, Lemont, IL 60459	22 20 405 024 1019
489 Talcott, Lemont, IL 60460	22 20 405 024 1020
491 Talcott, Lemont, IL 60461	22 20 405 024 1021
493 Talcott, Lemont, IL 60462	22 20 405 024 1022
495 Talcott, Lemont, IL 60463	22 20 405 024 1023
497 Talcott, Lemont, IL 60464	22 20 405 024 1024
499 Talcott, Lemont, IL 60465	22 20 405 024 1025
501 Talcott, Lemont, IL 60467	22 20 405 024 1026
505 Talcott, Lemont, IL 60468	22 20 405 024 1027
511 Talcott, Lemont, IL 60469	22 20 405 024 1028
519 Talcott, Lemont, IL 60470	22 20 405 024 1029
527 Talcott, Lemont, IL 60471	22 20 405 024 1030
535 Talcott, Lemont, IL 60472	22 20 405 024 1031
543 Talcott, Lemont, IL 60473	22 20 405 024 1032
551 Talcott, Lemont, IL 60474	22 20 405 024 1033
559 Talcott, Lemont, IL 60475	22 20 405 024 1034
567 Talcott, Lemont, IL 60476	22 20 405 024 1035
577 Talcott, Lemont, IL 60477	22 20 405 024 1036
585 Talcott, Lemont, IL 60478	22 20 405 024 1037

KULHANEK'S RESUBDIVISION

BEING A RESUBDIVISION OF OLD TOWN SQUARE RESUBDIVISION

BEING

A RESUBDIVISION OF BEVINGTON'S ADDITION TO THE TOWN OF OF ATHENS, THE WEST HALF OF VACATED HOLMES STREET AND A PORTION OF LOT 1 OF HERBERT NORTON'S ADDITION TO LEMONT LYING IN THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS.

N
W E
S

SCALE: 1" = 16'

16 8 0 16

BASIS OF BEARINGS:
BEARINGS SHOWN HEREON BASED ON ILLINOIS STATE PLANE COORDINATES, ZONE EAST, N.A.D. 1983

ILLINOIS AND MICHIGAN CANAL

SOUTH LINE OF THE ILLINOIS AND MICHIGAN CANAL (N 68°00'00" E REC PER DOCUMENT 0620018024 RECORDED JULY 19, 2006)

N 66°35'47" E 410.09'

N 66°35'47" E 312.09'

S 66°35'47" W 282.89'

RESUBDIVISION OF BELLA STRADA SUBDIVISION RECORDED JULY 26, 2010 AS DOCUMENT NUMBER 1020710040

EAST LINE OF THE WEST 1/2 OF VACATED HOLMES STREET (S 22°16'24" E REC PER DOCUMENT 0620018024 RECORDED JULY 19, 2006)

S 23°41'07" E 178.00'

OUTLOT C ABOVE SERVES AS AN INGRESS EGRESS EASEMENT FOR PEDESTRIAN TRAFFIC. WALKWAY IS A LIMITED COMMON ELEMENT FOR USE BY THE OWNERS OF LOT 1–6

AREA UNDER WALKWAY

OUTLOT C

OUTLOT D

OUTLOT A

OUTLOT B

OUTLOT E

OUTLOT F

LOT 1–1

LOT 1–2

LOT 1–3

LOT 1–4

LOT 1–5

LOT 1–6

LOT 2–1

LOT 2–2

LOT 2–3

LOT 2–4

LOT 2–5

LOT 2–6

LOT 2–7

LOT 2–8

LOT 2–9

LOT 2–10

LOT 2–11

LOT 3–1

LOT 3–2

LOT 3–3

LOT 3–4

LOT 3–5

LOT 3–6

LOT 3–7

LOT 4

LIMITED COMMON ELEMENT FOR USE BY MAINTENANCE AND FIRE PROTECTION PERSONNEL FOR LOTS 2–1 THROUGH 2–11

LIMITED COMMON ELEMENT FOR USE BY MAINTENANCE AND FIRE PROTECTION PERSONNEL FOR LOTS 1–1 THROUGH 1–6 THIS AREA IS NOT INCLUDED AS PART OF LOT 1–1 AT FIRST FLOOR

N 23°11'15" W 178.00'

(N 21°47'02" W REC PER DOCUMENT 0620018024 RECORDED JULY 19, 2006)

HERBERT NORTON'S ADDITION TO LEMONT RECORDED SEPTEMBER 25, 1884 IN BOOK 19, PAGE 47 AS DOCUMENT NUMBER 576601

S 66°35'47" W 411.64'

(S 68°00'00" W REC PER DOCUMENT 0620018024 RECORDED JULY 19, 2006)

TALCOTT AVENUE

FOR REVIEW PURPOSES

OUTLOT A: INGRESS EGRESS EASEMENT HEREBY GRANTED
OUTLOT B: INGRESS EGRESS EASEMENT HEREBY GRANTED
OUTLOT C: INGRESS EGRESS EASEMENT HEREBY GRANTED FOR WALKWAY ABOVE AREA UNDER WALKWAY IS A LIMITED COMMON ELEMENT FOR THE OWNERS OF LOT 1-6
OUTLOT D: HEREBY DEDICATED TO THE VILLAGE OF LEMONT
OUTLOT E: HEREBY DEDICATED TO THE VILLAGE OF LEMONT
OUTLOT F: HEREBY DEDICATED TO THE VILLAGE OF LEMONT

REV	DESCRIPTION	DATE
2	REVISIONS PER CLIENT COMMENTS	10/14/16
1	ISSUED FOR REVIEW	09/19/16
0	PRELIMINARY SHEET 1 ISSUED	08/26/16

PROJECT NUMBER: C316-2135
DRAWN BY: CRH
DATE: 10/14/16
PROJECT XREF NUMBER: T37NR11E
CHECKED BY: PRS
DATE: 10/14/16
ORDERED BY: JERRY KULHANEK
FIELD WORK COMPLETED
DATE: NA
PROPERTY ADDRESS: TALCOTT AVENUE LEMONT, ILLINOIS 60439

C³CORPORATION
LAND SURVEYING & CONSULTING
C3Corporation
220 CHANNAHON STREET
SHOREWOOD, ILLINOIS 60404
PHONE: 815.725.4500
FACSIMILE: 815.725.4501
www.c3corporation.net
email: carol@c3corporation.net

KULHANEK'S RESUBDIVISION

BEING A RESUBDIVISION OF OLD TOWN SQUARE RESUBDIVISION

BEING

A RESUBDIVISION OF BEVINGTON'S ADDITION TO THE TOWN OF OF ATHENS, THE WEST HALF OF VACATED HOLMES STREET AND A PORTION OF LOT 1 OF HERBERT NORTON'S ADDITION TO LEMONT LYING IN THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS.

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.

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, DUPAGE OR WILL] 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.

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 AND 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, 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.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE, JERRY KULHANEK AND ONDREJ ZAK, MEMBERS OF 507 TALCOTT, LLC., DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY DESCRIBED IN THE CAPTION TO THE PLAT HEREON DRAWN AND AS SUCH OWNERS, WE HAVE CAUSED SAID PROPERTY TO BE SURVEYED AND RESUBDIVIDED AS HEREON SHOWN, AS OUR OWN FREE AND VOLUNTARY ACT AND DEED.

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.

WE FURTHER CERTIFY THAT THERE ARE NO UNPAID DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS AFFECTING THE LAND DESCRIBED AND SHOWN ON THIS RESUBDIVISION PLAT OR, IF ANY OF SAID INSTALLMENTS ARE NOT PAID, THEN SUCH INSTALLMENTS HAVE BEEN DIVIDED IN ACCORDANCE WITH THE RESUBDIVISION 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 _____ , A.D. 2016

_____ _____
507 TALCOTT LLC., MEMBER: JERRY KULHANEK 507 TALCOTT LLC., MEMBER: ONDREJ ZAK

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 JERRY KULHANEK AND ONDREJ ZAK, PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTRIAL SEAL:

THIS _____ DAY OF _____ , A.D. 2016

BY: _____
NOTARY PUBLIC

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE, WE THE UNDERSIGNED AS OWNERS OF THE PROPERTY, WHICH WILL BE KNOWN AS KULHANEK'S RESUBDIVISION IS LOCATED WITHIN THE BOUNDARIES OF:

ELEMENTRY SCHOOL DISTRICT: _____
HIGH SCHOOL DISTRICT: _____
JUNIOR COLLEGE DISTRICT: _____

IN COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ , A.D. 2016

BY: _____ _____
JERRY KULHANEK ONDREJ ZAK

SCHOOL DISTRICT 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 JERRY KULHANEK AND ONDREJ ZAK, PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED THE RESUBDIVISION PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTRIAL SEAL:

THIS _____ DAY OF _____ , A.D. 2016

BY: _____
NOTARY PUBLIC

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, PAUL R. STANCATO, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND RESUBDIVIDED 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.

I, PAUL R. STANCATO, FURTHER CERTIFY THAT BASED ON EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, PANEL NUMNER 17031C0586J, EFFECTIVE DATE OF NOVEMBER 6, 2000, AND LAST REVISED WITH AN EFFECTIVE DATE OF AUGUST 19, 2008, THAT THE PARCEL INCLUDED IN THIS RECORD OF DEED IS NOT 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. 2016

PROFESSIONAL LAND SURVEYOR 035-003054 STATE OF ILLINOIS

_____
BY: PAUL R. STANCATO ILLINOIS PROFESSIONAL LAND SURVEYOR
LICENSE NO.: 035-003054 LICENSE EXPIRES: NOVEMBER 30, 2016

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH RESUBDIVISION 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 RESUBDIVISION.

DATED THIS _____ DAY OF _____ , A.D. 2016

BY: _____
OWNER(S) 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, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS IN THIS RESUBDIVISION, 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. 2016

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, 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. 2016

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:

DATED THIS _____ DAY OF _____ , A.D. 2016

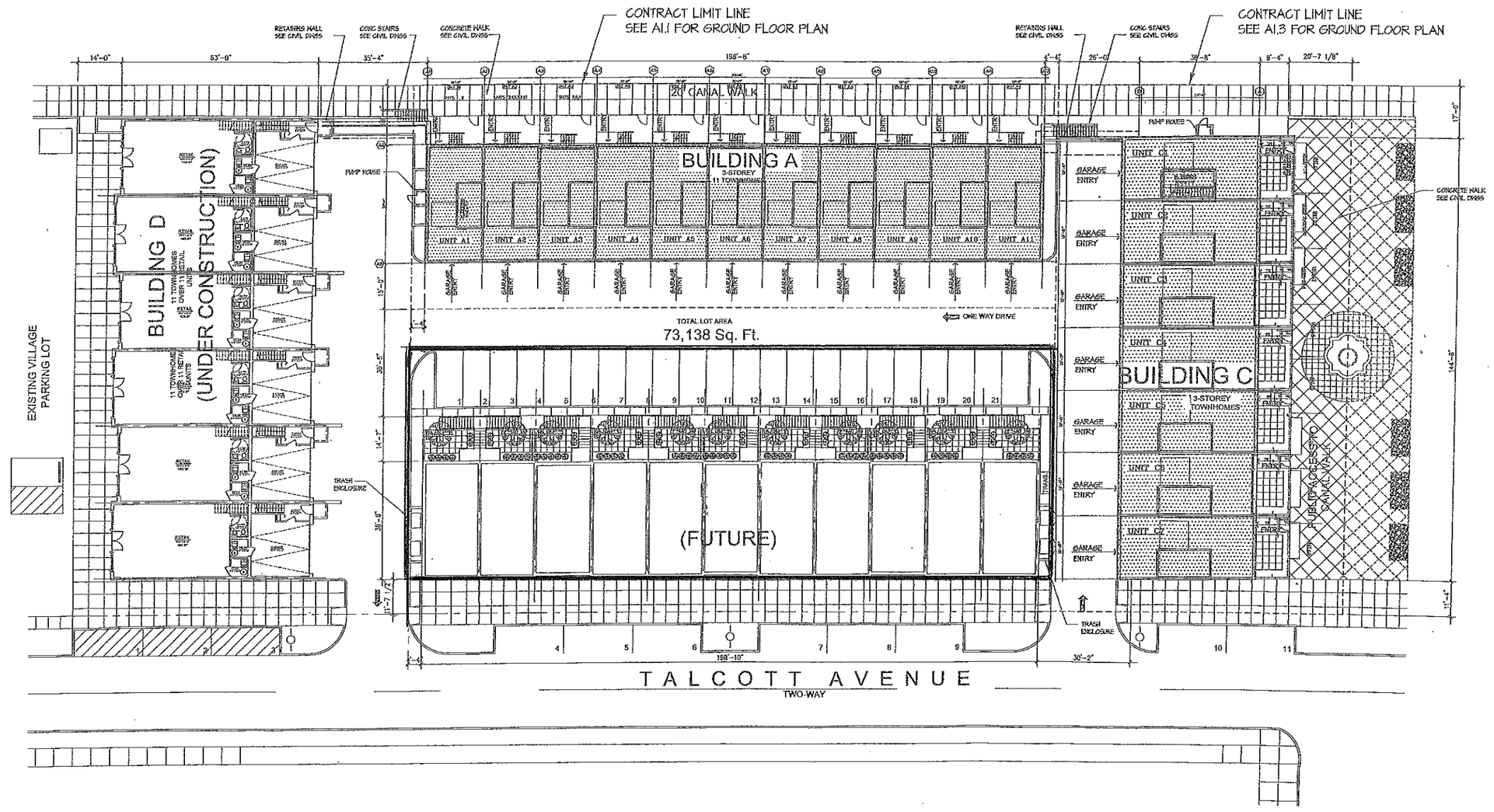
BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

REV	DESCRIPTION	DATE
2	REVISIONS PER CLIENT COMMENTS	10/14/16
1	ISSUED FOR REVIEW	09/19/16
0	PRELIMINARY SHEET 1 ISSUED	08/26/16

PROJECT NUMBER: C316-2135 | DRAWN BY: CRH | DATE: 10/14/16
PROJECT XREF NUMBER: T37NR11E | CHECKED BY: PRS | DATE: 10/14/16
ORDERED BY: JERRY KULHANEK | FIELD WORK COMPLETED DATE: NA
PROPERTY ADDRESS: TALCOTT AVENUE LEMONT, ILLINOIS 60439

C³CORPORATION
LAND SURVEYING & CONSULTING
C3Corporation
220 CHANNAHON STREET
SHOREWOOD, ILLINOIS 60404
PHONE: 815.725.4500
FACSIMILE: 815.725.4501
www.c3corporation.net
email: carol@c3corporation.net



SITE PLAN
SCALE: 1/16"=1'-0"

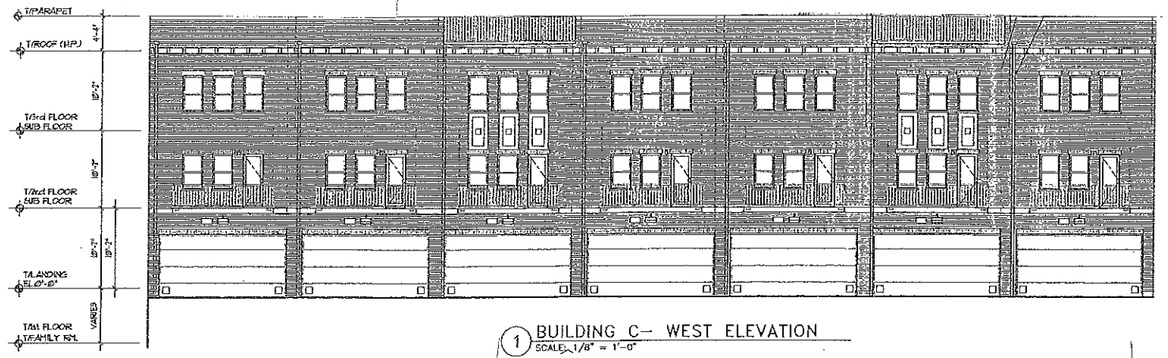
REVISIONS		
NO	DATE	DESCRIPTION
A	12.16.15	ISSUED FOR PERMITS

SITE PLAN

drawn by: O.J.
check by: RDS
file name: BLDG A,C-2

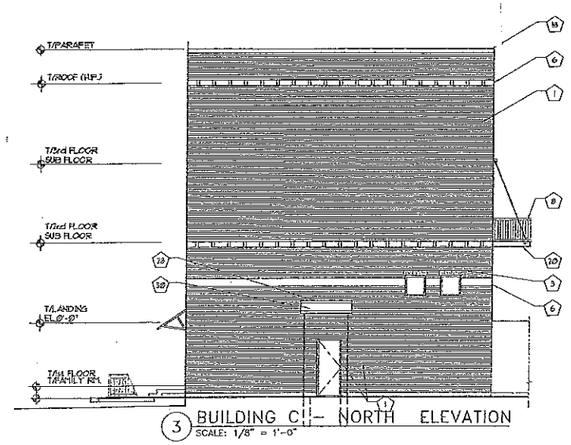
BUILDING - A & C
OLD TOWN SQUARE
TALCOTT AVE., LEMONT, IL.

sheet
A0.1
of

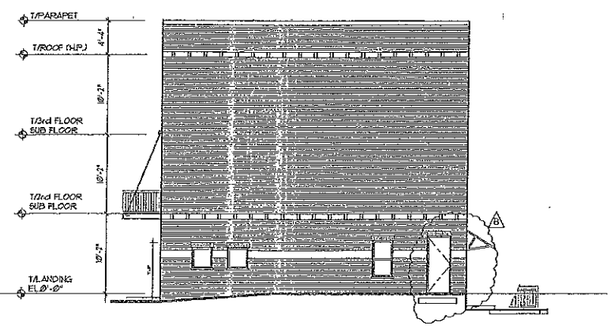


1 BUILDING C– WEST ELEVATION
SCALE: 1/8" = 1'-0"

2 BUILDING C – EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 BUILDING C – NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING C – SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION KEY NOTES:

1. UTILITY FACE BRICK
2. UTILITY FACE BRICK STRETCHER COURSE
3. UTILITY FACE BRICK SOLDIER COURSE
4. FIBERGLASS CORNICE
5. RENAISSANCE STONE SILL
6. RENAISSANCE STONE
7. RENAISSANCE STONE LINTEL
8. PAINTED STEEL GUARD RAIL
9. ALUMINUM CLAD WOOD WINDOW
10. ALUMINUM CLAD WOOD SLIDING DOOR
11. PRE FINISHED THERMALLY IMPROVED ALUMINUM/GLASS
12. INSULATED SECTIONAL GARAGE DOOR-PAINT
13. EXTERNAL LIGHTING FIXTURE
14. ALUMINUM CLAD WOOD + GLASS DOOR
15. FIBERGLASS MEDALLION
16. MASONRY PRIVACY WALL
17. PRE-FINISHED ALUMINUM COPING
18. RENAISSANCE STONE COPING
19. FIBERGLASS COLUMN ENCLOSURE TYP.
20. SUSPENDED PAINTED STEEL BALCONY
21. PAINTED STEEL CANOPY
22. MASONRY CONTROL JOINT TYP.
23. PRE FINISHED ALUMINUM DOWNSPOUT
24. LIGHT FIXTURE
25. UNIT ADDRESS STONE
26. VINYL SIDING TRIM
27. 4" VINYL SIDING
28. METAL FLASHING
29. PREFINISHED GUTTER
30. ASPHALT SINGLE ROOF
31. HIDDEN FLASHING
32. TREATED WOOD RAILING
33. DECORATIVE PANEL

REVISIONS

NO	DATE	DESCRIPTION
4		ISSUED FOR PERMITS
5	12-7-05	RE-SUBMIT FOR VILLAGE REVIEW

ELEVATIONS

BUILDING - C
OLD TOWN SQUARE
TALCOTT AVE., LEMONT, IL

drawn by: O.J.
check by: RDE
file name: TALCOTT-BLDG A_A.3

sheet
A2.2
of

TO: Planning & Zoning Commission

FROM: Heather Valone, Village Planner

THRU: Jeff Stein, Deputy Village Administrator

SUBJECT: Case 1992-03 Rolling Meadows Annexation Agreement Amendment and Annexation with rezoning.

DATE: December 6, 2016

SUMMARY

Pat and John Jurinek of New Horizon Homes Builder, Inc., owners of the subject property, are requesting approval of an amendment to the Annexation Agreement that currently controls the development of the subject property. The purpose of the amendment is to remove the berm and landscaping requirements along the north property line of the existing single-family homes (lots 29-38). The applicant is also seeking annexation of one additional parcel to the Village. As part of that annexation, the applicant is seeking Rezoning to R-4 Single-Family Detached Residential District. The annexation and rezoning are being requested for the applicant's newly acquired property at the east end of Willow Dr. across from the existing home at 16414 Willow Dr. Staff is recommending approval with conditions.

PROPOSAL INFORMATION

Case No.	92-03
Project Name	Rolling Meadows Annexation, Rezoning, and Annexation Agreement Amendment
General Information	
Applicant	Pat and John Jurinek of New Horizon Homes Builder, Inc.
Status of Application	Owners
Requested Actions:	Annex land recently purchased from the Tollway into the Village with R-4 Zoning to create one additional lot at the end of Willow Dr. Amend the existing Annexation Agreement to remove the required berm behind lots 29-38.
Site Location	16591 Willow Drive, 16571 Willow Drive, 16551 Willow Drive, 16531 Willow Drive, 16521 Willow Drive, 16501 Willow Drive, 16491 Willow Drive, 16481 Willow Drive, 16461 Willow Drive, 16441 Willow Drive, 16549 127th Street, and 16455 127th Street, (PINs 22-31-101-009-0000, 22-31-101-010-0000, 22-31-111-001-0000, 22-31-111-002-0000, 22-31-111-003-0000, 22-31-111-004-0000, 22-31-111-005-0000, 22-31-111-006-0000, 22-31-111-007-0000, 22-31-111-008-0000, 22-31-111-009-0000, 22-31-111-010-0000, and 22-31-111-011-0000.)
Existing Zoning	R-4 (Single-Family Detached Residential District)
Size	3.5 acres
Existing Land Use	Single-family residences
Surrounding Land Use/Zoning	North: B-3 Arterial Commercial District
	South: R-4 (Single-Family residences)
	East: Right-of-Way (Illinois Tollway I-355)
	West: R-4 (Single-Family Residential District Unincorporated Cook County)
Comprehensive Plan 2030	Infill Residential (INF)

BACKGROUND

The applicant recently acquired from the Tollway portion of the Right-of-Way (ROW) from I-355 that runs north south just east of the subject property. The additional lot is 0.3 acres (roughly 11,200 sf) and is located at the end of Willow Dr. (Figure1). Outlot A created by the applicant in 2002 is 114 ft. wide by roughly 50 ft. long. The additional 0.3 acres purchased from the Tollway allows the creation of a consolidated lot totaling 17,800 sf. The applicant is requesting R-4 zoning to allow the construction a single-family detached residence on the proposed lot.

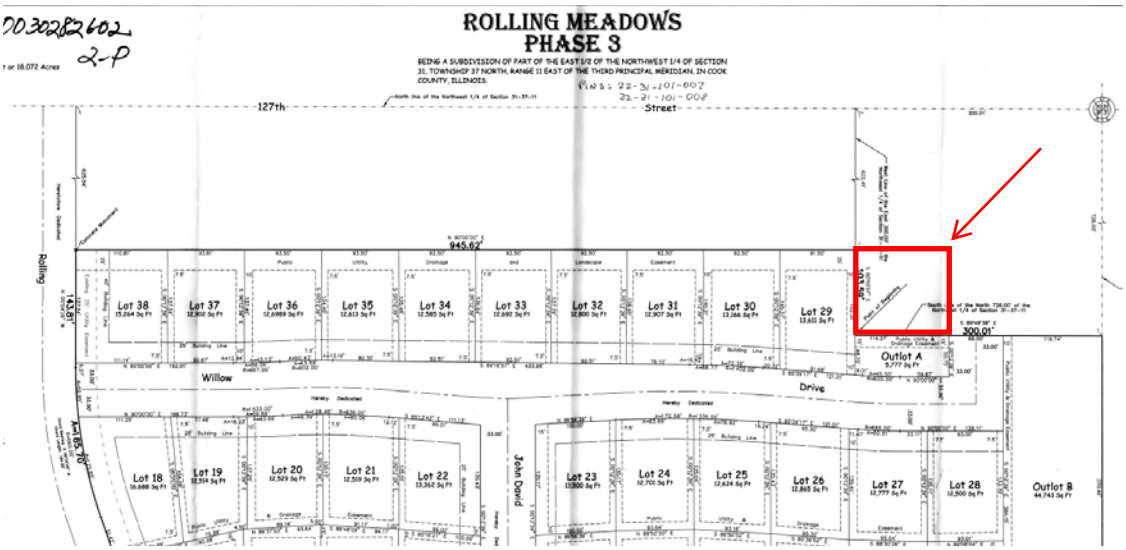


Figure 1 The arrow indicates the land purchased from the Tollway to create an additional lot for Rolling Meadow proposed lot 39.

Rolling Meadows was originally annexed to the Village and rezoned in 1996. There was no PUD for the subject property as the residential lots met the standards for a permitted development and the commercial portion has yet to be developed. The majority of the area was zoned R-4 with a portion of the north property zoned B-3. In 2002, the applicant was granted an amendment to rezone 18 acres of a portion of commercially zoned property to single-family zoning allowing for an increase to the number of residential lots for the entire subdivision. A condition imposed in the 2002 amendment was a six foot berm with evergreens planted every 20 feet as a buffer between the current eight and a half acre commercially zoned property along 127th St. and the rear of the single family lots 29-38 (Figure 2). The berm was placed half on the residential lots and half on the commercial property to the north.

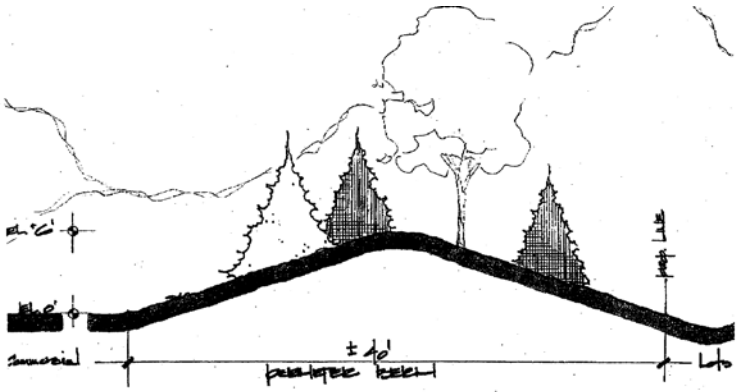


Figure 2 The applicant was required in 2002 to construct a 40 ft. wide berm roughly six (6) feet tall at the highest point. Landscaping was required along the berm.

The applicant is proposing that the requirements of the berm along the rear of lots 29-38 be removed from the Annexation Agreement. The request would allow transition yard

requirements, per the Lemont Unified Development Ordinance (UDO), be placed solely on the commercially zoned property to be constructed at the time of development.

GENERAL ANALYSIS

Berm. The 2002 requirement for the berm along the rear yards of lots 29-38 was before the Village's 2008 UDO. The UDO section on Transition Yards (17.20.060.B) would require the commercial property to provide one of the following along the boundary line of the single-family zoned lots at the time of development:

1. 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

2. An earthen berm at least three feet in height plus at least one plant unit per 100 linear feet along the rear lot line and side lot lines; or

3. Four plant units per 100 linear feet plus an additional two evergreen trees per 100 linear feet along the rear lot line and side lot lines.

Thus, staff has no concerns with amending the Annexation Agreement to allow for the current UDO provisions for transitional yards to govern the buffering between the two land uses.

The applicant is proposing that the landscaping on the commercially zoned property be eliminated; however, the landscaping on the rear of lots 29-38 be altered to place two trees in the east corner of each lot. This is a net increase in 11 trees from the 2002 requirement.

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, as they were established in a 1957 lawsuit between LaSalle National Bank and Cook County. Additionally, the "LaSalle factors" serve as a useful guide to planners and appointed and elected officials who are contemplating zoning changes. The LaSalle factors and accompanying analysis is as follows:

1. The existing uses and zoning of nearby property:

   Analysis: This property is currently vacant ROW. The property has not been developed and remains vacant land. The subject property is adjacent to detached single-family residences to the west and south; the property to the east and north remaining undeveloped Illinois Tollway ROW.

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

   Analysis: Property values are expected to increase, as the property is ROW and currently not able to develop for any purpose without a zoning classification. The proposed R-4 zoning would allow the property to develop as the surrounding homes have with no additional zoning entitlements needed.

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

   Analysis: As stated in the analysis above there is not an anticipated reduction in property values, thus this criteria is not applicable.

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

   Analysis: The proposed rezoning would not create a hardship for the property owner; rather it would allow the owner to increase the residential subdivision by one additional lot. The Tollway ROW was not maintained and is currently an overgrown visual nuisance. Outlot A is an open space that is only maintained by mowing. Thus, the development of the Tollway land and Outlot A as a home would improve the appearance of the entire subdivision.

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

   Analysis: The property is suitable for the zoned purpose. The 2030 Comprehensive Plan designates this property for INF. The INF future land use category is characterized by residential development that is consistent with the existing neighborhood where the property is located. The proposed lot comprised of Outlot A and the additional 0.3 acres of Tollway ROW will have the same zoning requirements as the neighboring developed properties. Although the lot will be roughly 5,000 sf. larger than the surrounding lots, the property, if developed, would be consistent with the adjacent properties.

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

   Analysis: As stated previously, the property has always been vacant. Prior to being taken for Illinois Tollway ROW, the property was zoned agricultural in Cook County. The majority of the surrounding properties zoned R-4 have already developed and are occupied.

7. The public need for the proposed use;

   Analysis: The development of vacant unmaintained land is generally a benefit to public. Additionally, the subject property is adjacent to existing roads and utilities, meaning that the development will not create excess burden on the Village for services.

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

   Analysis: The zoning history in this area has been R-4 to the west and south and B3 to the north since 2002. Prior to 2002, the zoning remained relatively the same with minor changes in the area of the B-3 zoning since 1992.

The Lemont 2030 Comprehensive plan indicates that the area's future land use is INF. The proposed R-4 zoning is consistent with the existing neighborhood as required by the 2030 plan. The previous 2002 Comprehensive Plan designated the future use for the subject property as Arterial Commercial. This classification was done prior to the 2002 Rolling Meadows Annexation Agreement that rezoned 18 adjacent acres to R-4; however, the more recent Lemont 2030 Comprehensive Plan indicates that the property's characteristics are more akin the surrounding residences to the west and south than the property to the north. Thus, the rezoning is needed to achieve the future vision of the area as outlined in the Lemont 2030 Comprehensive Plan.

Village Engineer Comments. The Village Engineer had no objections to removal of the berm. The applicant's engineer has shown that the berm is not required to direct stormwater to the storm sewers/structures. The Village Engineer has minor comments on the proposed plat of annexation. The major concern of the Village Engineer is the utility easement that currently existing on the Outlot A. The easement was required to run the storm sewer to lots 29-38. The storm sewer will have to be relocated to the rear of the new proposed lot. An easement would have to be provided by the applicant.

Fire District Comments. The Fire Marshal no objections to the proposed Annexation, Rezoning, or Annexation Agreement Amendments.

RECOMMENDATIONS

The requested Annexation and Rezoning are consistent with the surround land uses and the Lemont 2030 comprehensive Plan. The removal of the berm is a minor alteration as the UDO requires transition yards between commercial and residential uses. Thus, Staff recommends approval of the Annexation, Rezoning, and Annexation Agreement Amendments with the following conditions:

1. The master grading plan be revised and approved by the Village Engineer prior to final approvals.

2. The revised landscape plan be approved by the Village Arborist prior to final approvals.

3. The storm sewer utility plans be updated to indicate the new path on the rear of the proposed prior to final approvals.

4. A plat of vacation be created for the PU&DE easement on Outlot A.

5. The applicant must secure the approvals and signatures from all the utility agencies for the vacation of the PD&DE easement on Outlot A prior to final approvals.

6. All comments from the Village Engineer and Village Arborist are addressed.

ATTACHMENTS
1. Site photographs
2. Village Engineer comments

3. Village Arborist comments
4. Fire Marshal comments
5. O-31-2002 “An Ordinance Amending the Rolling Meadows annexation Agreement…”
6. Applicant submissions

Attachment 1 Site photographs

Figure 1 The current conditions of the developed lots along Willow Dr.

Figure 2 Public notice sign

December 5, 2016

Ms. Heather Valone
Planner
Village of Lemont
418 Main Street
Lemont, Illinois 60439

Re: **Rolling Meadows Unit 3**
Lots 29 through 38
Proposed Regrading

Dear Heather:

I have reviewed the proposed Rolling Meadows Unit 3 Regrading Plan, and have the following comments:

1. I do not have any objection to the new regrading plan, provided that 4:1 slopes are maintained (3:1 are shown).

2. The "Typical Basin Section through Lot 37" does not match the contours provided on the "Berm Grading" Plan. Also, the 652 flat area on the Typical Basin Section drawing must have some slope for it to drain properly.

Plat of Annexation

The Plat of Annexation appears to be an Exhibit. If a stand-alone document, it needs an Owner's Certificate and the President and Board of Trustees Certificate, if it is not an Exhibit to an Ordinance.

Sincerely,

NOVOTNY ENGINEERING

James L. Cainkar, P.E., P.L.S.

JLC/kes
cc: Mr. George Schafer, Administrator
Mr. Jeffrey Stein, Deputy Administrator
Mr. Ralph Pukula, Director of Public Works
File No. 15143
15143_Eng Plan Rev 1

Attachment 3

Urban Forest Management, Inc.

December 7, 2016

Ms. Heather Valone
Village Planner
Village of Lemont
418 Main Street
Lemont, IL 60439

RE: Rolling Meadows PZC Case 1993-02
Annexation, Rezoning, and Annexation Agreement Amendments

Dear Heather:

As requested, I have visited the site and I have reviewed the land use application documents. The following comments summarize this review:

1. There are no existing trees on the site that need to be inventoried or protected.
2. The information packet did not include a landscape plan for the site.
3. The landscape plan, when submitted, is to be stamped by a Licensed Landscape Architect.
4. A maintenance plan is to be included with the landscape plan.
5. The proposed parkway trees are to be 3.0” caliper minimum.

Sincerely,
URBAN FOREST MANAGEMENT, INC.

Charles A. Stewart
Vice-President

Attachment 4

LEMONT FIRE PROTECTION DISTRICT

BUREAU OF FIRE PREVENTION

15900 New Avenue
Lemont, IL 60439
Business: (630) 257-0191
Fax: (630) 257-5318
fpb@lemontfire.com
lemontfire.com

November 30, 2016

Building Department
Village of Lemont
418 Main Street
Lemont, IL. 60439

Re: Rolling Meadows
Lemont, IL, 60439

Dear Building Department;

This Department is in receipt of the site plans for the above mentioned project. The 2015 edition of the International Fire Code along with local amendments were used for this review. These plans are APPROVED AS NOTED subject to the following comments:

1. No comments from the fire department.

The review of these drawings does not relieve the contractor or building owner from designing and installing and completing this project per all code and standard requirements. Fire code and standard requirements not necessarily noted on these plans, in the plan review letter, or noted during inspections are still required to be provided and installed in full compliance with all adopted codes standards and ordinances. I will recommend approval of these plans with the stipulation that the above items are addressed and complied with. This APPROVAL with noted requirements of the Codes and Standards for the submitted project is not to be construed as final approval. This can only be granted after construction and occupancy inspections. If you should have any further questions please don't hesitate to contact me.

Sincerely,

Benjamin DeAnda, MPA, MS, CFO, FM
Fire Marshal

cc: file
Village of Lemont Building Department

Attachment 5

VILLAGE OF LEMONT

ORDINANCE NO. O-3102

AN ORDINANCE AMENDING THE ROLLING MEADOWS ANNEXATION AGREEMENT (ORD. 988), TO REZONE 18.09 ACRES TO R-4 SINGLE-FAMILY DETACHED RESIDENCE DISTRICT FROM B-3 ARTERIAL COMMERCIAL DISTRICT

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF LEMONT

This 10th day of June, 2002

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 10th day of June, 2002.

ORDINANCE NO. O-3-02

AN ORDINANCE AMENDING THE ROLLING MEADOWS ANNEXATION AGREEMENT (ORD# 988), APPROVED THE 10TH DAY OF JUNE, 1996, TO REZONE 18.09 ACRES TO R-4 (SINGLE FAMILY DETACHED RESIDENCE DISTRICT) FROM B-3 (ARTERIAL COMMERCIAL DISTRICT)

WHEREAS, John and Pat Jurinek, of New Horizon Homes, Inc. are the contract owners of the territory which is the subject of the Amendment to the Rolling Meadows Annexation Agreement, are ready, willing, and able to enter into said Agreement and perform the obligations as required therein, and:

WHEREAS, Ordinance #988, an ordinance authorizing the annexation of territory known today as Rolling Meadows Subdivision, was approved by the Lemont Village Board on the 10th day of June, 1996; and

WHEREAS, said Agreement approved the development of a residential subdivision with 114 single family lots; and

WHEREAS, owner desires to rezone 18.09 acres, legally described in attached Exhibit A, to R-4 zoning (Single -Family Detached Residence District) from the B-3 zoning (Arterial Commercial Zoning) designated by said Annexation Agreement for the purpose of developing a single-family residential development to be known as Rolling Meadows.

WHEREAS,, the statutory procedures provided for in the Illinois Municipal Code for the execution of said agreement have been fully complied with.

NOW, THEREFORE, BE IT ORDAINED, by the President and Board of Trustees of the Village of Lemont, Counties of Cook, DuPage, and Will, State of Illinois, as follows:

Section 1: All terms and conditions of said Annexation Agreement, approved by the Lemont Village Board on the 10th day of June, 1996 as Ordinance #988 are applicable to the rezoned 18.09-acre territory except the following:

A. Article 3.A - "Zoning and Land Use Regulations". Total acreage listed as residential shall increase to approximately 60.09 acres and the total acreage listed as commercial shall decrease to approximately 8.5 acres.
B. Article 3.C - "Zoning and Land Use Regulations". The remaining acreage zoned B-3 is subject to all requirements and restrictions as specified by Village ordinances at the time of its development.
C. Article 4.B - "On-Site Improvements" and Article 6.A-D "Bonds and Execution" . Amount and reduction of the Letter of Credit shall follow the Standard Specifications for the Design and Construction of Public Improvements and Private Site Improvements (January 2002).

D. Article 7.A-E - "Fees and Contributions". Land Cash Donations for the territory are as follows:

a. Library	0.27 acre	$ 27,049.40
b. Park District	(1.35 acres)	($135,247.00)
	1.15 acres	$ 20,000.00
c. Elementary School	0.34 acre	$ 34,266.83
d. Junior High School	0.22 acre	$ 21,531.22
e. High School	0.25 acre	$ 25,243.83
TOTAL	**2.23 acres**	**$128,091.28**

The donation to the Lemont Park District shall be made in both land and cash, in the amounts specified above. The 1.03 acre park shall be conveyed to the Lemont Park District upon completion, which includes grading to Park District specification, seeding, sidewalk installation, and parkway trees per the Village requirements. The developers acknowledge that the park site is part of a larger park, of which the owner of the adjacent property shall dedicate approximately 1.3 acres. The developer shall be responsible for a pro-rata share of the costs to design, grade and seed the park. The developers shall also provide Title Insurance in the amount of the current market value, pay all real estate taxes, and provide escrow sufficient to pay the taxes on the open space areas until a government exemption has been granted to the Park District.

E. Article 8.H - "Building Ordinances, Permits and General Matters". Developer may locate one temporary sales trailer and construction trailer on the territory following review by the Village staff of the location, landscaping, lighting and improvement of a parking area. The trailer shall be removed not later than the completion of construction of the development.

F. All development fees, including but not limited to service tap-on, Village review, and building permit fees, shall be charged at the rate specified in current Village ordinances.

Section 2. The attached plans shall be considered additional attachments to said agreement and should be labeled as follows:

A. Exhibit H - Preliminary Plat
B. Exhibit I - Preliminary Engineering Plan
C. Exhibit J - Preliminary Landscape Plan Detail

Section 3. The owner shall construct a landscaped berm on the rear of lots 29-38 along then northern property line prior to the issuance of the first occupancy permit among these lots. Said berm shall be a minimum of six feet in height and shall be planted with evergreen trees six feet in height and located at an average spacing of one tree each twenty (20) feet, or an equivalent density of plant material, as approved by the Community Development Director. Owner shall provide documentation of permission to build the berm on the adjacent parcel (zoned B-3) prior to final plat approval.

Section 4. The zoning classifications of the 18.09 acres legally described on the attached Exhibit A is hereby amended to R-4 Single Family Residence District from B-3 Arterial Commercial.

Section 5. That this ordinance shall be in force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT, COUNTIES OF COOK, WILL, AND DU PAGE, ILLINOIS, on this 10th day of June, 2002.

	AYES	NAYS	PASSED	ABSENT
John Benik	✓			
Debby Blatzer	✓			
Peter Coules	✓			
Connie Markiewicz	✓			
Steven Rosendahl	✓			
Jeanette Virgilio	✓			

APPROVED by me this 10th day of June, 2002.

JOHN F. RIAZZA, Village President

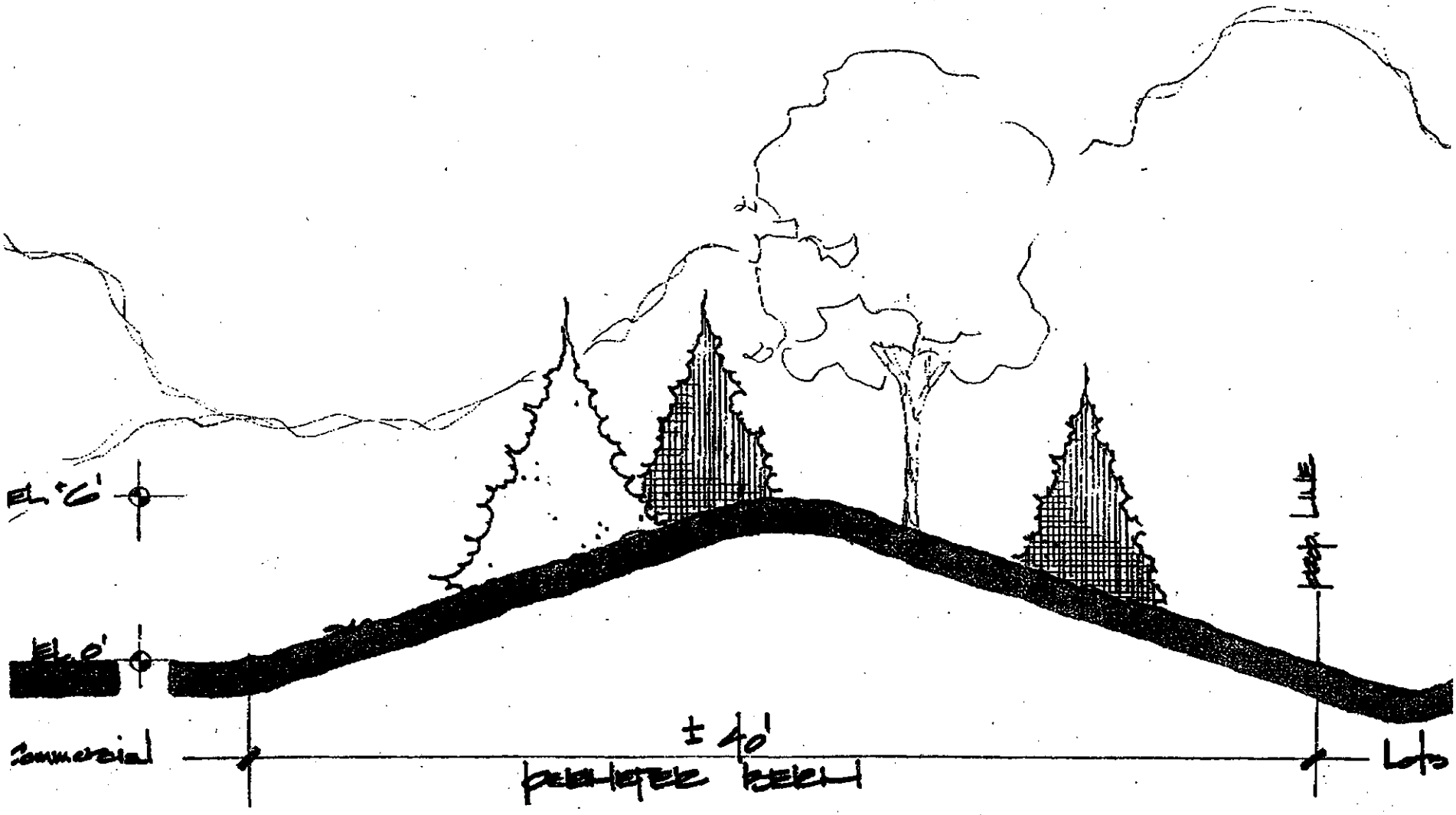
ATTEST:

CHARLENE M. SMOLLEN, Village Clerk

Z:\ORDINANC\LYNN'S\AmendRolMead.wpd

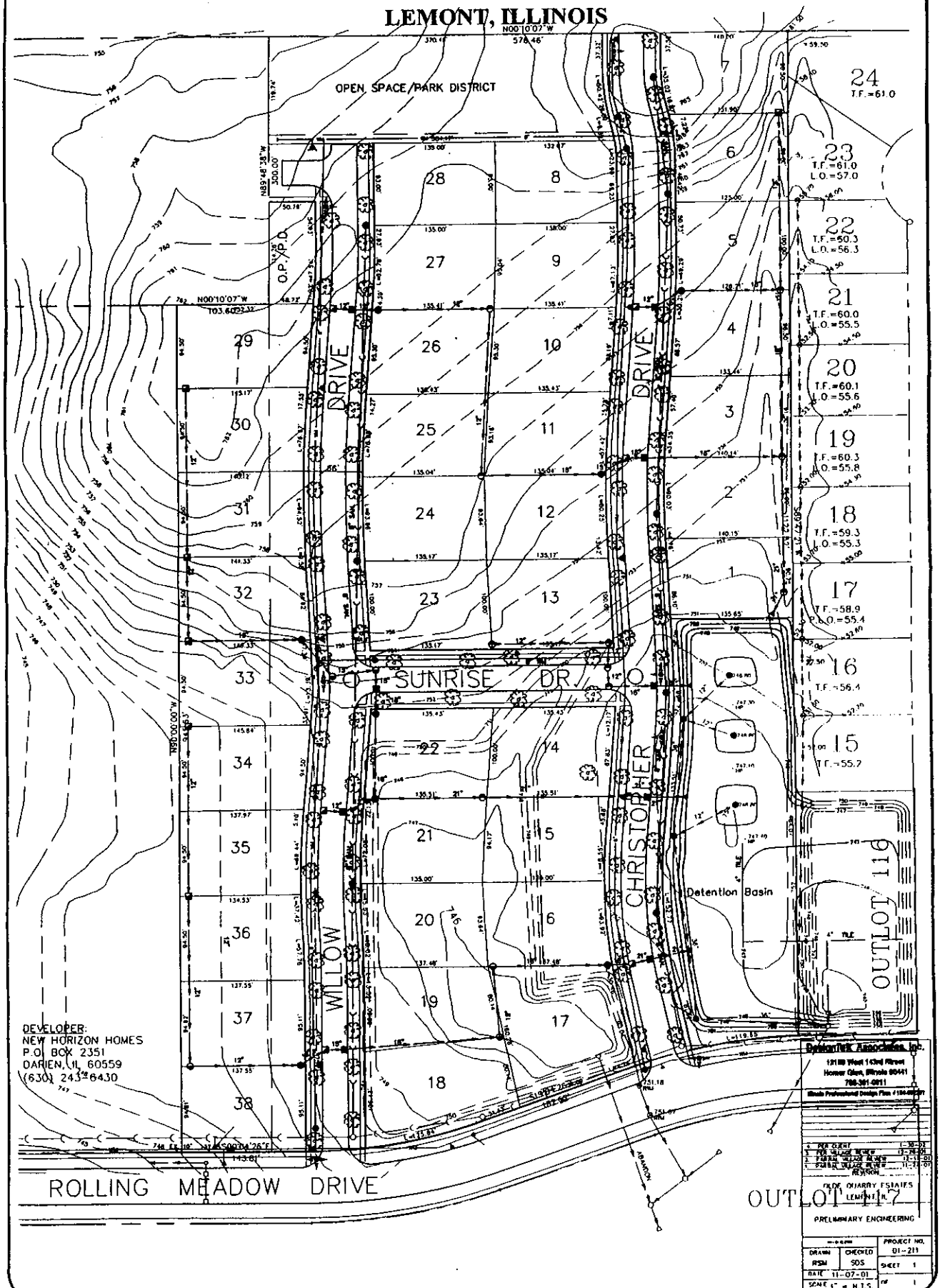
LEGAL DESCRIPTION FOR THE 18.09 ACRE JOHN JURINEK PARCEL:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 24 OF ROLLING MEADOWS OF LEMONT, A SUBDIVISION OF PART OF THE AST 1/2 OF SAID NORTHWEST 1/4, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, 1998 AS DOCUMENT 98207421 AND RUNNING THENCE NORTH 0°10'07" WEST, ALONG THE EAST LINE OF SAID NORTHWEST 1/4, 576.46 FEET, TO SOUTH LINE OF THE NORTHERLY 726.00 FEET OF SAID NORTHWEST 1/4; THENCE NORTH 89°48'38" WEST, ALONG SAID SOUTH LINE 300.00 FEET; THENCE NORTH 0°10'07" WEST ALONG A LINE 300.00 FEET WEST OF AND PARALLEL WITH SAID EAST LINE OF THE NORTHWEST 1/4, 103.60 FEET; THENCE NORTH 89°48'38" WEST PARALLEL WITH THE NORTH LINE OF SAID NORTHWEST 1/4, 945.16 FEET TO THE EAST LINE OF ROLLING MEADOWS DRIVE, AS DEDICATED BY AFORESAID ROLLING MEADOW OF LEMONT; THENCE SOUTH 0°04'26" EAST, ALONG SAID EAST LINE 146.94 FEET, TO A POINT OF CURVE ON SAID EAST LINE; THENCE SOUTHERLY ALONG SAID EAST LINE, ALONG A CURVE WHOSE CENTER LIES EASTERLY AND HAS A RADIUS OF 560.00 FEET, 185.70 FEET, ARC, (CHORD BEARING SOUTH 9°34'26" EAST, 184.85 FEET, CHORD), TO A POINT OF TANGENCY ON SAID EAST LINE; THENCE SOUTH 19°04'26" EAST, ALONG SAID EAST LINE, 182.50 FEET, TO A POINT OF CURVE ON SAID EAST LINE; THENCE SOUTHERLY, ALONG SAID EAST LINE, ALONG A CURVE WHOSE CENTER LIES WESTERLY AND HAS A RADIUS OF 640.00 FEET, 190.49 FEET, ARC, (CHORD BEARING SOUTH 17°03"14" EAST, 190.49 FEET, CHORD), TO THE NORTHWEST CORNER OF OUTLOT 116 OF AFORESAID ROLLING MEADOWS OF LEMONT; THENCE NORTH 89°47'21" EAST, ALONG A NORTH LINE OF AFORESAID ROLLING MEADOWS OF LEMONT, 1122.32 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.


± 40'

PRELIMINARY ENGINEERING
OLDE QUARRY ESTATES
LEMONT, ILLINOIS

SCALE: 1" = N.T.S.



DEVELOPER:
NEW HORIZON HOMES
P.O. BOX 2351
DARIEN, IL 60559
(630) 243-6430

DesignTek Associates, Inc.
12100 West 143rd Street
Homer Glen, Illinois 60441
708-301-0011

REVISION
1 PER CLIENT 11-30-01
2 PER VILLAGE REVIEW 12-14-01
3 PER VILLAGE REVIEW 12-17-01
4 PER VILLAGE REVIEW 11-27-01

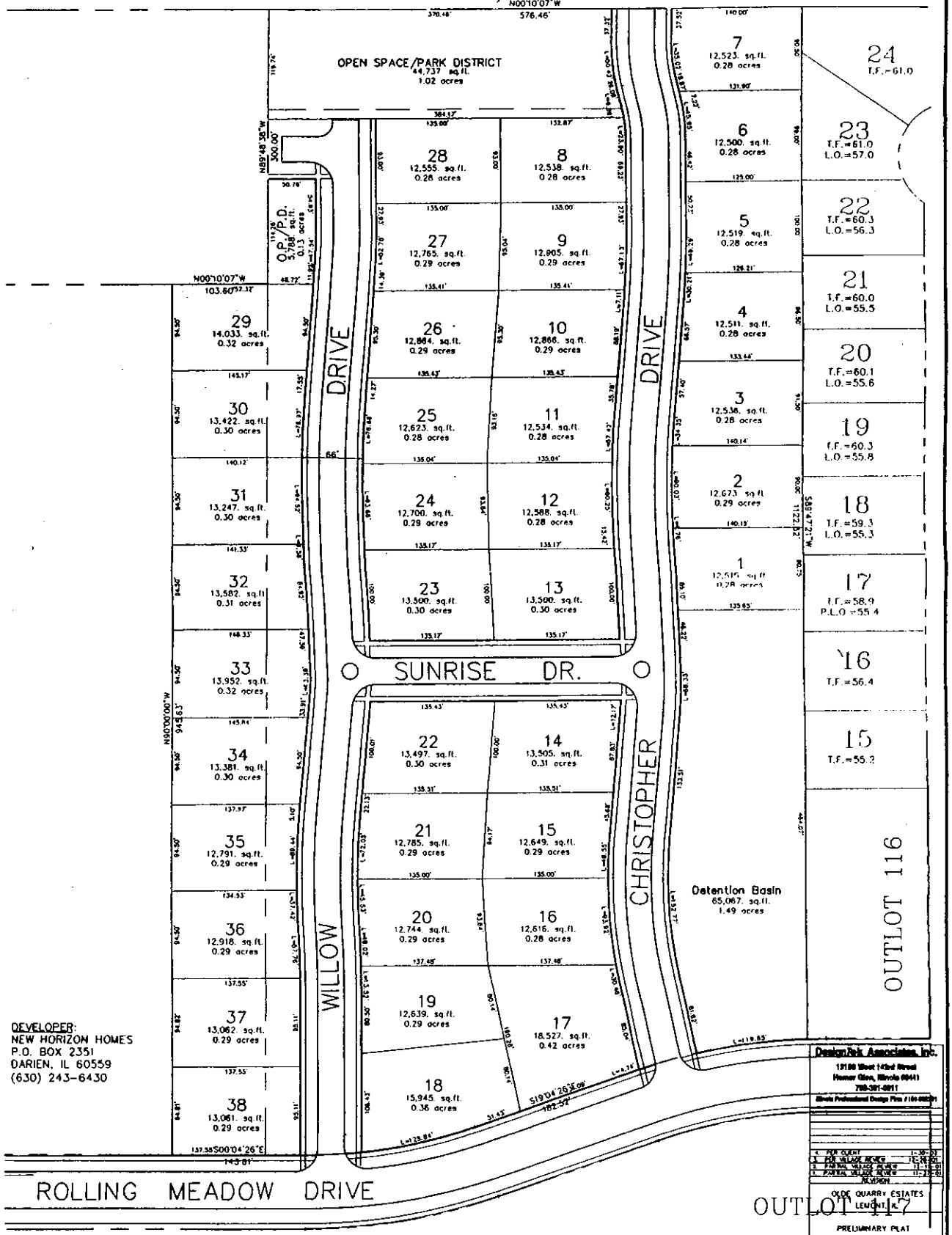
OLDE QUARRY ESTATES
LEMONT, IL

PRELIMINARY ENGINEERING

DRAWN	CHECKED	PROJECT NO.
RSN	SOS	01-211
DATE 11-07-01		SHEET 1
SCALE 1" = N.T.S.		OF 1

PRELIMINARY PLAT
OLDE QUARRY ESTATES
LEMONT, ILLINOIS

SCALE: 1" = N.T.S.



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DesignTek Associates Inc.
15180 West 143rd Street
Homer Glen, Illinois 60441
708-301-0011
Illinois Professional Design Firm #184.002291

REVISION	
4. PER CLIENT	1-30-02
3. PER VILLAGE REVIEW	12-26-01
2. PARTIAL VILLAGE REVIEW	11-15-01
1. PARTIAL VILLAGE REVIEW	11-13-01

OLDE QUARRY ESTATES
LEMONT, IL
PRELIMINARY PLAT

DRAWN	CHECKED	PROJECT NO.
RSM	SDS	01-211
DATE 11-07-01		SHEET 1
SCALE 1" = N.T.S.		OF 1

?rr_afkclr6

Village of Lemont

Annexation Application Form (with or without rezoning)

Planning & Economic Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

TYPE OF APPROVAL REQUESTED

CHECK ALL THAT APPLY:

✓ Annexation and Annexation Agreement (amended) ✱
✓ Rezoning

APPLICANT INFORMATION

John Jurinek
Applicant Name

New Horizon Homes Builders Inc
Company/Organization

PO Box 406, Lemont, IL 60439
Applicant Address

630-886-3927 - 630.908-7584
Telephone & Fax

j.c.jurinek@comcast.net
E-mail

CHECK ONE OF THE FOLLOWING:

✓ Applicant is the owner of the subject property and is the signer of this application.
_____ Applicant is the contract purchaser of the subject property.
_____ Applicant is acting on behalf of the beneficiary of a trust.
_____ Applicant is acting on behalf of the owner.

PROPERTY INFORMATON

See attached
Address of Subject Property/Properties

Parcel Identification Number of Subject Property/Properties

Size of Subject Property/Properties

DESCRIPTION OF REQUEST

annexing amt of - rezone & annex - See attached
To Restructure proposed BERM IN BACK OF LOTS 38-29 Rolling Meadows Sub. Div.
Brief description of the proposed annexation/rezoning

REQUIRED DOCUMENTS

See Form 506-A, *Annexation Application Checklist of Required Materials,* for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____ By: _____

Application deemed complete on: _____ By: _____

Current Zoning: _____

Fee Amount Enclosed: _____ Escrow Amount Enclosed: _____

Annexation Application Form

Village of Lemont

APPLICATION FEE & ESCROW

Rezoning Application Fee (based on size of property to be rezoned):

< 2 acres = $300
2 to < 5 acres = $500
5 to < 10 acres = $750
10 to < 20 acres = $1,000
20 acres or more = $1,250

Annexation Application Fee = $250 (per zoning lot)

Fee is non-refundable. A zoning lot is defined as "a single tract of land located within a single block that (at the time of filing for a building permit) is designated by its owner or developer as a tract to be used, developed, or built upon, under single ownership or control" (Unified Development Ordinance Chapter 17.02).

Required Escrow = $750 for annexation, plus $500 for rezoning

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the annexation application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the annexation review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.

[signature] 10.27.16

Signature of Applicant Date

ILLINOIS Cook

State County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that _____ is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Patricia A. Jurinek

Notary Signature

Given under my hand and notary seal this 27 day of Oct A.D. 20 16.

My commission expires this 20 day of April A.D. 2020.

OFFICIAL SEAL
PATRICIA A. JURINEK
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires Apr 20, 2020

NEW HORIZON HOMES BUILDER, INC.

ROLLING MEADOWS SUB DIVISION, LEMONT, ILL

P.O. Box 406, Lemont Il. 60439
(630) 750-5259
FAX (630) 908-7584
Email p.jurinek@comcast.net
www.new-horizonhomes.com

SUMMARY

THE RESTRUCTURE OF THE PROPOSED BERM IN 2002 ANNEXATION AGREEMENT AND AMEND THE ANNEXATION AGREEMENT TO INCLUDE NEW PROPOSED BERM/GRADING BEHIND THE 10 LOTS ALREADY OWNED BY NEW HORIZON HOMES BUILDER INC AND THE NEWLY ACQUIRED PIECE OF PROPERTY BEING ANNEXED INTO OUR SUBDIVISION AND PART OF THIS BERM/GRADING RESTRUCTURE.

REFERENCE ANNEXATION AGREEMENT AMENDMENT PAGE 8, SECTION 3 WHICH REFERNCES THE BERM ORIGINALLY REQUIRED

DRAWING ORIGINALLY INCLUDED IN 2002 AMENDED ANNEXATION AGREEMENT FOR BERM.

1) **Berm was originally designed to be varied in height across the 10 lots on the North Side of Willow Drive.**
2) **Berm was originally designed to be whereby some of the Berm did go onto the residential lots and some other lots further down all of the Berm was on the Commercial lots.**
3) **Originally the Berm was to have landscaping which consisted of evergreeens and regular trees.**
4) **Jurinek & Riskus owns the 8.5 acres of land directly to the North of the backyards of these residential lots. These 85 acres are presently zoned B3.**
   a. **This commercial 8.5 acres of land has previously been up for sale for many years with no offers or inquiries ever submitted.**
   b. **The 8.5 acres is currently up for sale again, again with no calls, inquiries or offers.**
5) **The 2002 Berm that was presented and put into our phase 3 Amended Annexation Agreement was proposed to separate the B3 commercial from the Phase 3 residental lots of Willow Drive.**
6) **Regardless of whether or not the 8.5 acres of B3 commercial which Jurinek & Riskus owns stays as B3 commercial, we cannot have a berm on our 10 residental lots that lowers the future home owners use of their property or prevents them from having a reasonably level back yard for their enjoyment.**
7) **3 homes are currently being built on the north side of Willow Drive. Over the past 4 months we have lost 4 contracts on one of the completed homes due to the 2002 Berm concept that would be in those owners back yards.**
8) **We have had our Engineer, Design Tek to create a "new berm" that will meet all of the Village requirements for storm sewers and other aspects.**

D. Article 7.A-E - "Fees and Contributions". Land Cash Donations for the territory are as follows:

a. Library	0.27 acre	$ 27,049.40	
b. Park District	(1.35 acres)	($135,247.00)	21026824
	1.15 acres	$ 20,000.00	
c. Elementary School	0.34 acre	$ 34,266.83	
d. Junior High School	0.22 acre	$ 21,531.22	
e. High School	0.25 acre	$ 25,243.83	
TOTAL	**2.23 acres**	**$128,091.28**	

The donation to the Lemont Park District shall be made in both land and cash, in the amounts specified above. The 1.03 acre park shall be conveyed to the Lemont Park District upon completion, which includes grading to Park District specification, seeding, sidewalk installation, and parkway trees per the Village requirements. The developers acknowledge that the park site is part of a larger park, of which the owner of the adjacent property shall dedicate approximately 1.3 acres. The developer shall be responsible for a pro-rata share of the costs to design, grade and seed the park. The developers shall also provide Title Insurance in the amount of the current market value, pay all real estate taxes, and provide escrow sufficient to pay the taxes on the open space areas until a government exemption has been granted to the Park District.

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F. All development fees, including but not limited to service tap-on, Village review, and building permit fees, shall be charged at the rate specified in current Village ordinances.

Section 2. The attached plans shall be considered additional attachments to said agreement and should be labeled as follows:

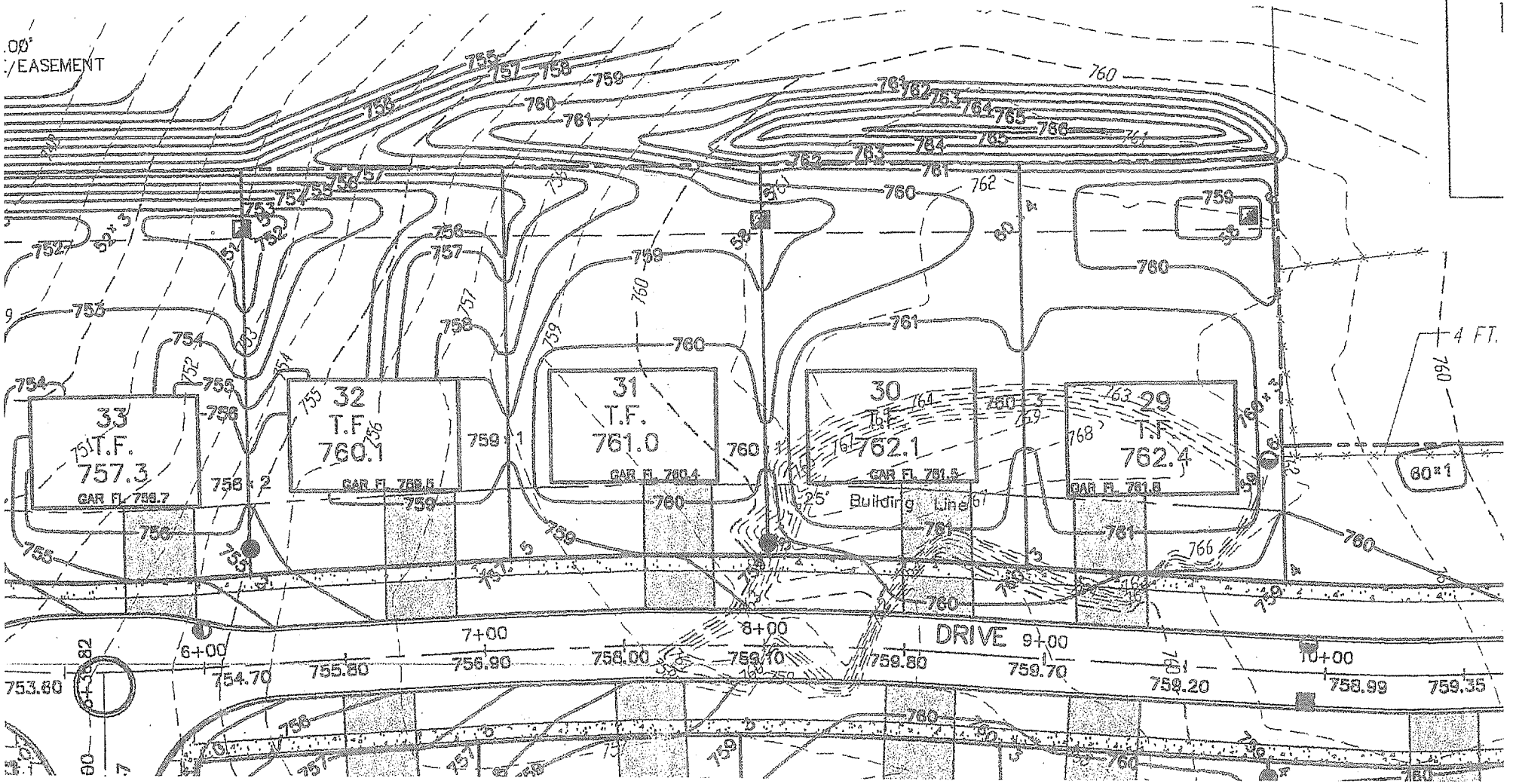
A. Exhibit H - Preliminary Plat
B. Exhibit I - Preliminary Engineering Plan
C. Exhibit J - Preliminary Landscape Plan Detail

Section 3. The owner shall construct a landscaped berm on the rear of lots 29-38 along then northern property line prior to the issuance of the first occupancy permit among these lots. Said berm shall be a minimum of six feet in height and shall be planted with evergreen trees six feet in height and located at an average spacing of one tree each twenty (20) feet, or an equivalent density of plant material, as approved by the Community Development Director. Owner shall provide documentation of permission to build the berm on the adjacent parcel (zoned B-3) prior to final plat approval.

2002 Design

Lots

32-29 - as Berms originally designed



MEAN HIGH WATER
MEAN LOW WATER
21026824

New Grading 2016

New Academy 2016

NEW HORIZON HOMES BUILDER, INC.
ROLLING MEADOWS SUB DIVISION, LEMONT, ILL
P.O. Box 406, Lemont Il. 60439
(630) 750-5259
FAX (630) 908-7584
Email p.jurinek@comcast.net
www.new-horizonhomes.com

PROPERTY INFORMATION AS PART OF THE ANNEXATION APPLICATION

ANNEXATION OF NEW PROPOSED LOT

LOTS THAT ARE AFFECTED BY BERM AMENDMENT

LOT 029 - 16425 WILLOW – 22-31-111-001-0000
LOT 030 – 16445 WILLOW – 23-31-111-002-0000
LOT 031 – 16465 WILLOW – 23-31-111-003-0000
LOT 032 – 16485 WILLOW – 23-31-111-004-0000
LOT 033 – 16495 WILLOW – 23-31-111-005-0000
LOT 034 – 16515 WILLOW – 23-31-111-006-0000
LOT 035 – 16535 WILLOW – 23-31-111-007-0000
LOT 036 – 16551 WILLOW – 23-31-111-008-0000
LOT 037 – 16571 WILLOW – 23-31-111-009-0000
LOT 038 – 16591 WILLOW – 23-31-111-010-0000

Vacant Property located at Willow Drive, south of 127th and west of I355
Being Annexed into our sub division.

All of these properties are owned by New Horizon Homes Builder, Inc.
John and Patricia Jurinek

NEW HORIZON HOMES BUILDER, INC.
ROLLING MEADOWS SUB DIVISION, LEMONT, ILL
P.O. Box 406, Lemont Il. 60439
(630) 750-5259
FAX (630) 908-7584
Email p.jurinek@comcast.net
www.new-horizonhomes.com

LOT ANNEXATION SUMMARY

ADDRESS: vacant property located at Willow Drive, south of 127th St. and west of I355, Lemont, Illinois 60439.

This vacant property was originally sold to The Illinois Tollway to be used for their proposed original tollway plan. It left New Horizon Homes Builder, Inc. with a piece of property that was not large enough to build a house upon, yet we have been paying property taxes on it since 2003.

New Horizon Homes Builder Inc. has attempted to purchase this property back from The Illinois Tollway since the tollway was completed in 2007, but it was not until this year that The Illinois Tollway allowed us to purchase this property back from them.

The property purchased along with the property that New Horizon Homes Builder, Inc. owned adjacent to this property exceeds The Village of Lemont lot requirement size of 12,500 sq. ft. It will also have the required setbacks and side lots per Rolling Meadows Phase 3 annexation agreement.

ATTACHMENTS:

A. **Recorded Deed for the above mentioned property**
B. **Legal description of above property (part of the deed)**
C. **Plat of Annexation**
D. **Final Plat of Subdivision**

NEW HORIZON HOMES BUILDER, INC.

John, John D. and Patricia Jurinek

October 27, 2016

LEGAL DESCRIPTION

PARCEL NS-702-012.2EX

THAT PART OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD 83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 29 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF SAID NORTHWEST QUARTER, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 27, 2003 AS DOCUMENT NO. 0030282602; THENCE NORTH 88 DEGREES 34 MINUTES 36 SECONDS EAST, ON THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 29, A DISTANCE OF 114.20 FEET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF OUTLOT A IN SAID ROLLING MEADOWS PHASE 3; THENCE SOUTH 01 DEGREE 37 MINUTES 57 SECONDS EAST, ON SAID NORTHERLY EXTENSION, 103.97 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT A; THENCE SOUTH 88 DEGREES 46 MINUTES 04 SECONDS WEST, ON THE NORTH LINE OF SAID OUTLOT A, 114.27 FEET TO THE NORTHWEST CORNER OF SAID OUTLOT A; THENCE NORTH 01 DEGREE 35 MINUTES 33 SECONDS WEST, ON THE EAST LINE OF LOT 29, A DISTANCE OF SAID 103.59 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 0.272 ACRE (11,855 SQUARE FEET), MORE OR LESS.

EXHIBIT A

BERM GRADING EXHIBIT LOTS 29 THROUGH 38
EXISTING, ORIGINAL PR AND NEW PR CONTOURS

LEGAL DESCRIPTION:
LOTS 36, 37 & 38 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

BENCHMARK:

GRADE RING OF FIRE HYDRANT LOCATED BETWEEN LOTS 37/38 ON THE N. SIDE OF WILLOW.
GRADE RING ELEVATION = 752.22

GRADE RING OF FIRE HYDRANT LOCATED BETWEEN LOTS 35/36 ON THE N. SIDE OF WILLOW.
GRADE RING ELEVATION = 752.41

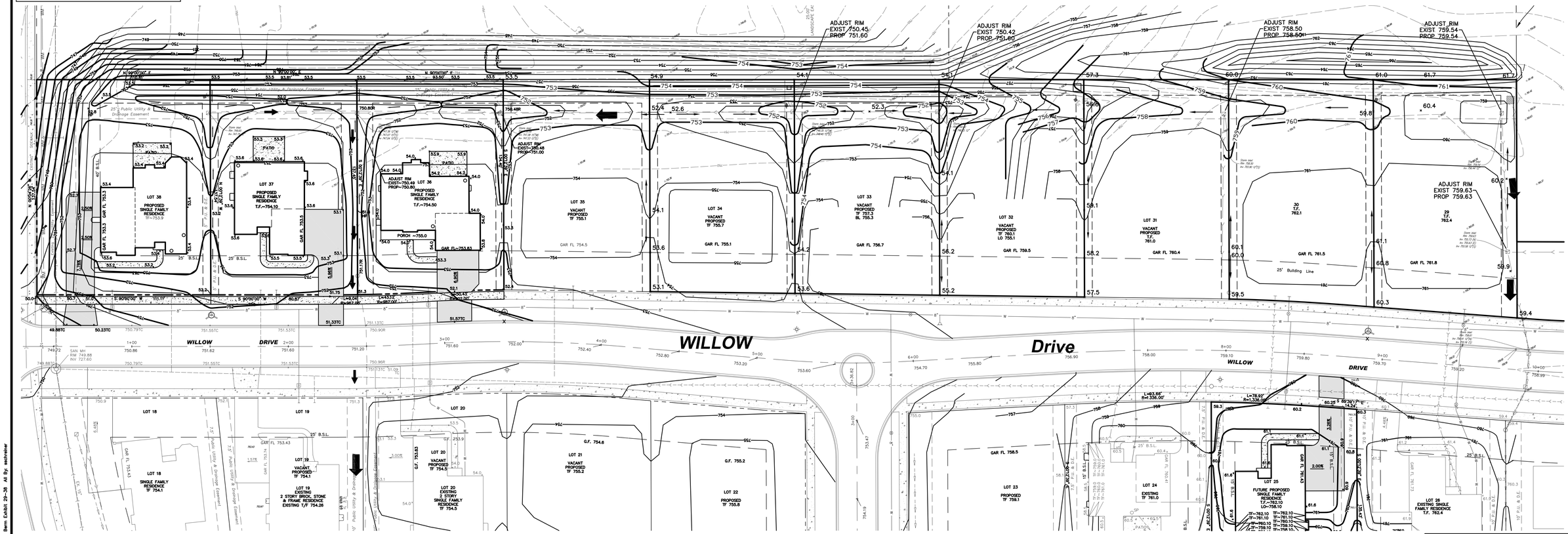
NOTES:

EXISTING TOPOGRAPHY ELEVATIONS OBTAINED BY DESIGNTEK SURVEYING, LLC. ON DECEMBER 2ND, 2015.
(708) 326-4961

OWNER:
NEW HORIZON HOMES
P.O. BOX 2351
DARIEN, IL. 60559
(630)886-3927

LEGEND

EXISTING		PROPOSED
	SANITARY SEWER	
	STORM SEWER	
	CATCH BASIN	
	OPEN LID MANHOLE	
	CLOSED LID MANHOLE	
	INLET	
W	WATER MAIN	W
	VALVE	
	HYDRANT	
	HEADWALL	
	FLARED END	
	STREET LIGHT	
	UTILITY POLE	
B	B-BOX	B
	RETAINING WALL	
	SILT FENCE	
701	CONTOUR	701
FM	FORCE MAIN	FM
XXX.XX x	SPOT GRADES	XXX.XX x
	OVERFLOW ARROWS	
TF=XXXXXX	TOP OF FOUNDATION	TF=XXX.XX x
FG=XXXXXX	FINISH GRADE	FG=XXX.XX x
FF=XXXXXX	FINISH FLOOR	FF=XXX.XX x



LEGEND

- EXISTING CONTOUR AND ELEVATION (xxx)
- PREVIOUSLY PROPOSED CONTOUR & ELEVATION (BERM) (xxx)
- PROPOSED CONTOUR & ELEVATION (ELIMINATION OF BERM) (XXX)

DEI DESIGNTEK ENGINEERING, INC.
CONSULTING AND SITE DESIGN ENGINEERS
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
ILLINOIS PROFESSIONAL LICENSE NO: 184-003740

REVISION

BERM GRADING: LOTS 29-38
ROLLING MEADOWS
LEMONT, ILLINOIS

ALTERNATE GRADING EXHIBIT

DRAWN	CHECKED	PROJECT NO.
LD	SDS	16-0044
DATE: 10-28-16		SHEET 1
SCALE: 1" = 30'		OF 1

L:\Engineering\2016 Projects\16-0044\DWG\BG04 EXHIBIT LOTS 29-38.dwg Plot Date: 11/1/2016 3:49 PM Layout: Berm Exhibit 29-38 All By: eschreiner

BERM GRADING EXHIBIT LOTS 29 THROUGH 38
ORIGINAL PROPOSED VS NEW PROPOSED CONTOURS

LEGAL DESCRIPTION:
LOTS 36, 37 & 38 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

BENCHMARK:

GRADE RING OF FIRE HYDRANT LOCATED
BETWEEN LOTS 37/38 ON THE N. SIDE OF WILLOW.
GRADE RING ELEVATION = 752.22

GRADE RING OF FIRE HYDRANT LOCATED
BETWEEN LOTS 35/36 ON THE N. SIDE OF WILLOW.
GRADE RING ELEVATION = 752.41

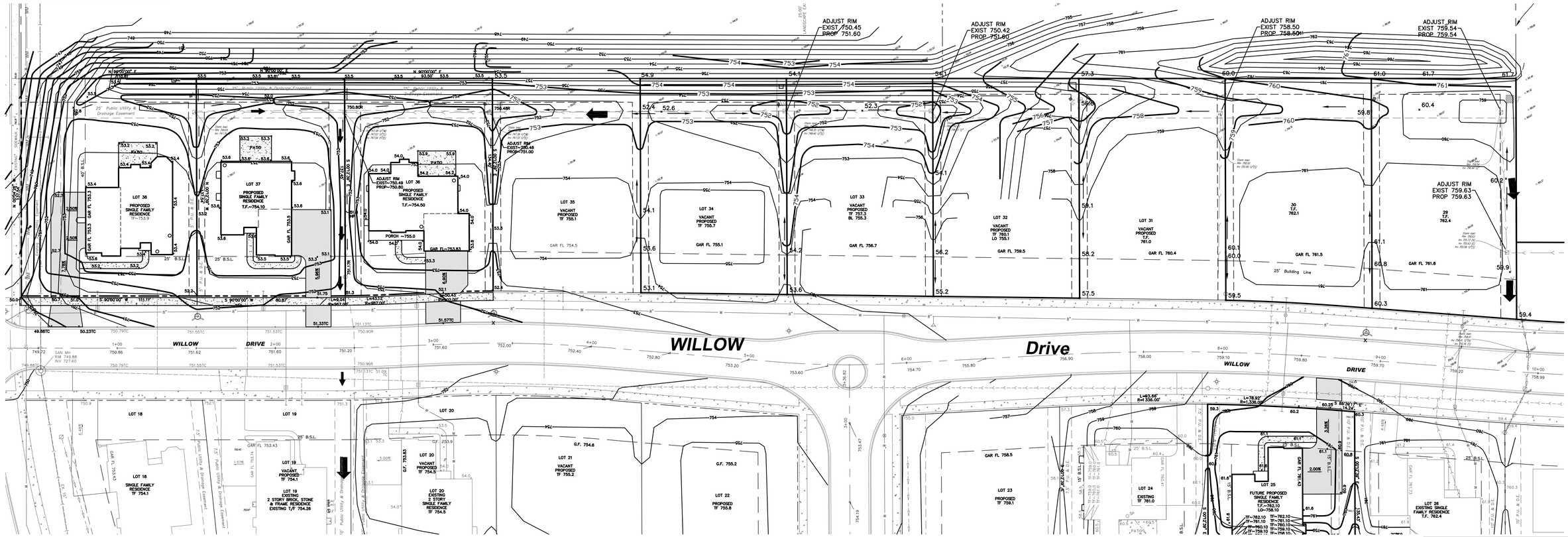
NOTES:

EXISTING TOPOGRAPHY ELEVATIONS OBTAINED BY DESIGNTEK SURVEYING, LLC. ON DECEMBER 2ND, 2015.
(708) 326-4961

OWNER:
NEW HORIZON HOMES
P.O. BOX 2351
DARIEN, IL. 60559
(630)886-3927

LEGEND

EXISTING		PROPOSED
	SANITARY SEWER	
	STORM SEWER	
	CATCH BASIN	
	OPEN LID MANHOLE	
	CLOSED LID MANHOLE	
	INLET	
W	WATER MAIN	W
	VALVE	
	HYDRANT	
	HEADWALL	
	FLARED END	
	STREET LIGHT	
	UTILITY POLE	
B	B-BOX	B
	RETAINING WALL	
	SILT FENCE	
701	CONTOUR	701
FM	FORCE MAIN	FM
XXX.XX x	SPOT GRADES	XXX.XX x
	OVERFLOW ARROWS	
TF=XXXXXX	TOP OF FOUNDATION	TF=XXX.XX x
FG=XXXXXX	FINISH GRADE	FG=XXX.XX x
FF=XXXXXX	FINISH FLOOR	FF=XXX.XX x



LEGEND

- xxx — EXISTING CONTOUR AND ELEVATION
- xxx — PREVIOUSLY PROPOSED CONTOUR & ELEVATION (BERM)
- XXX — PROPOSED CONTOUR & ELEVATION (ELIMINATION OF BERM)

DESIGNTEK ENGINEERING, INC.
CONSULTING AND SITE DESIGN ENGINEERS
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
ILLINOIS PROFESSIONAL LICENSE NO: 184-003740

REVISION

BERM GRADING: LOTS 29-38
ROLLING MEADOWS
LEMONT, ILLINOIS

ALTERNATE GRADING EXHIBIT

DRAWN	CHECKED	PROJECT NO.
LD	SDS	16-0044
DATE: 10-28-16		SHEET 1
SCALE: 1" = 30'		OF 1

L:\Engineering\2016 Projects\16-0044\DWG\BG4 EXHIBIT LOTS 29-38.dwg Plot Date: 11/1/2016 3:45 PM Layout: Berm Exhibit 29-38 Old vs New Pr By: sschreiber

PLAT OF ANNEXATION

TO

THE VILLAGE OF LEMONT, ILLINOIS

N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

BASIS OF BEARING

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

PARCEL IDENTIFICATION NUMBER

PARCEL 1: 22–31–111–011
PARCEL 2: 22–31–101–005

SITE DATA

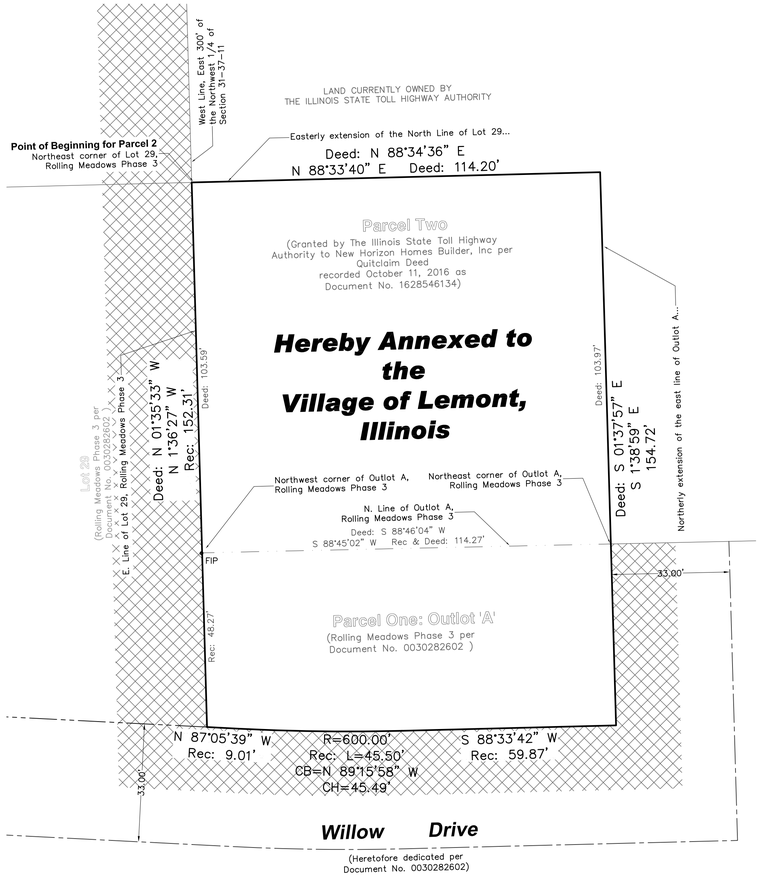
PARCEL 1 AREA: 5,777 SQ. FT.
PARCEL 2 AREA: 11,855 SQ. FT.
TOTAL AREA: 17,632 SQ. FT.

ABBREVIATIONS

(100.00')	RECORD DIMENSION
100.10'	MEASURED DIMENSION
FIP	FOUND IRON PIPE
SIP	SET IRON PIPE
L	ARC DIMENSION
R	RADIUS
CH.	CHORD DIMENSION
CB	CHORD BEARING
REC:	RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
B.S.L.	BUILDING SETBACK LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST

LEGEND

PROPERTY LINE
EXISTING RIGHT–OF–WAY LINE
CENTERLINE
EXISTING VILLAGE LIMITS



LEGAL DESCRIPTION

PARCEL 1:
OUTLOT 29 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF SAID NORTHWEST QUARTER, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 27, 2003 AS DOCUMENT NO. 0030282602, IN COOK COUNTY, ILLINOIS

PARCEL 2:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD 83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 29 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF SAID NORTHWEST QUARTER, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 27, 2003 AS DOCUMENT NO. 0030282602; THENCE NORTH 88 DEGREES 34 MINUTES 36 SECONDS EAST, ON THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 29, A DISTANCE OF 114.20 FEET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF OUTLOT A IN SAID ROLLING MEADOWS PHASE 3; THENCE SOUTH 01 DEGREE 37 MINUTES 57 SECONDS EAST, ON SAID NORTHERLY EXTENSION, 103.97 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT A; THENCE SOUTH 88 DEGREES 46 MINUTES 04 SECONDS WEST, ON THE NORTH LINE OF SAID OUTLOT A, 114.27 FEET TO THE NORTHWEST CORNER OF SAID OUTLOT A; THENCE NORTH 01 DEGREE 35 MINUTES 33 SECONDS WEST, ON THE EAST LINE OF LOT 29, A DISTANCE OF SAID 103.59 FEET TO THE POINT OF BEGINNING.

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, STEVEN J. LAUB, AN ILLINOIS REGISTERED LAND SURVEYOR DO HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY DESCRIBED IN THE CAPTION TO THE HEREON DRAWN PLAT, FOR THE PURPOSE OF ANNEXING SAID DESCRIBED PROPERTY TO THE VILLAGE OF MOKENA, ILLINOIS AND THAT THE HEREON PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID ANNEXATION.

DIMENSIONS SHOWN HEREON ARE IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

DATE : OCTOBER 24, 2016

STEVEN J LAUB
ILLINOIS LICENSED PROFESSIONAL LAND SURVEYOR NO. 35–3160
MY CURRENT LICENSE RENEWS NOV. 30, 2014

PROFESSIONAL LAND SURVEYOR
STEVEN J LAUB
STATE OF ILLINOIS
035–003160
MOKENA, IL

DESIGNTEK SURVEYING, LLC
PROFESSIONAL LAND SURVEYORS & CONSULTANTS
IL Prof. Lic. No.: 184 – 004929
License renews: April 30, 2017

9930 W. 190th Street, Suite L
Mokena, Illinois 60448
708-326-4961 voice
708-326-4962 fax

PREPARED FOR:
NEW HORIZON HOMES BUILDERS, INC.
16590 WILLOW DRIVE
LEMONT, ILLINOIS 60439

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

PLAT OF ANNEXATTION

ROLLING MEADOWS PHASE 3A

DRAFTING COMPLETED:	10/25/2016	DRAWN BY:	SJL	PROJECT MANAGER:	SJL
FIELD WORK COMPLETED:	N/A	CHECKED BY:		SCALE:	1" = 20'

SHEET NO. 1 of 1

Project No: 13-02006

C:\Users\STEVE\Desktop\Plat of Annexation for Rolling Meadows Phase 3A.dwg Plot Date: 10/26/2016 7:24 AM By: steve

FINAL PLAT OF SUBDIVISION

OF

ROLLING MEADOWS PHASE 3A

BEING A SUBDIVISION OF PART OF THE EAST ½ OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

RESERVED FOR THE COOK COUNTY RECORDER & CLERK

BASIS OF BEARING

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

PARCEL IDENTIFICATION NUMBER

PARCEL 1: 22–31–111–011
PARCEL 2: 22–31–101–005

SITE DATA

PARCEL 1 AREA: 5,777 SQ. FT.
PARCEL 2 AREA: 11,855 SQ. FT.
TOTAL AREA: 17,632 SQ. FT.

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1 inch = 20 ft.

ABBREVIATIONS

(100.00')	RECORD DIMENSION
100.10'	MEASURED DIMENSION
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SIP	SET IRON PIPE
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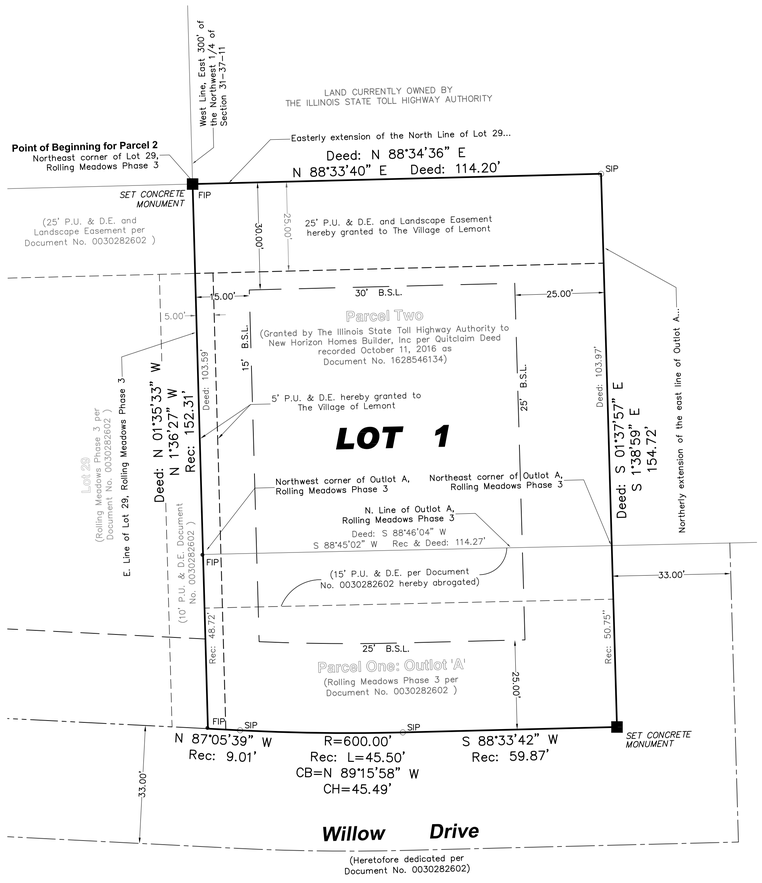
CB	CHORD BEARING
REC:	RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
B.S.L.	BUILDING SETBACK LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST

LEGEND

● FIP	FOUND IRON PIPE
○ SIP	SET IRON PIPE
———	PROPERTY LINE
——— – – ———	EXISTING RIGHT–OF–WAY LINE
———·———·———	CENTERLINE
— — — — — —	EXISTING EASEMENT LINE
– – – – – – –	PROPOSED EASEMENT LINE
——— ——— ———	BUILDING SETBACK LINE



OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF)

THIS IS TO CERTIFY THAT NEW HORIZON HOMES BUILDER, INC. IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND HAS CAUSED THE SAME TO BE PLATTED AS INDICATED ON THE ATTACHED PLAT, FOR THE USES AND PURPOSES THEREON SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME ON THE STYLE AND TITLE THEREON INDICATED.

DATED AT _____, THIS _____ DAY OF

_____ A.D., 20___.

BY: _____ TITLE: _____

ATTEST: _____ TITLE: _____

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF)

THIS IS TO CERTIFY THAT _____AND

_____, AS OWNER OF THE PROPERTY HEREIN DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS ROLLING MEADOWS PHASE 3A, TO THE BEST OF OUR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF SCHOOL

DISTRICT NO._____ IN _____ COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____, 20 ___.

BY: _____

TITLE: _____

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF)

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

_____ AND _____ PERSONALLY KNOWN TO ME TO BE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/THEY SIGNED AND DELIVERED THE PLAT AS HIS/THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS _____ DAY OF

_____ A.D., 20___.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF LEMONT, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS DESCRIBED IN THE PLAT, AND THE PLANS AND SPECIFICATIONS THEREFORE, MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT LEMONT, COOK COUNTY, ILLINOIS THIS _____ DAY OF

_____, 20___.

_____
VILLAGE ENGINEER

REGISTRATION NUMBER _____

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

APPROVED BY THE PRESIDENT AND THE BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT, COOK COUNTY, ILLINOIS, IN ACCORDANCE WITH SUBDIVISION REGULATIONS, AT

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

BY: _____
VILLAGE PRESIDENT

ATTEST: _____
VILLAGE CLERK

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____ VILLAGE TREASURER OF THE VILLAGE OF LEMONT, COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OF ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATE AT LEMONT, COOK COUNTY, ILLINOIS THIS_____ DAY OF _____ A.D., 20_____.

BY: _____
VILLAGE TREASURER

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____ VILLAGE CLERK OF THE VILLAGE OF LEMONT, COOK COUNTY, ILLINOIS, HEREBY CERTIFY THAT THIS PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE PRESIDENT AND BOARD OF

TRUSTEES. OF SAID VILLAGE AT ITS MEETING HELD ON THE _____ DAY OF

_____, 20_____, AND THAT THE REQUIRED BOND OR OTHER GUARANTEES HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND SEAL OF THE VILLAGE OF

LEMONT, ILLINOIS, THIS _____ DAY OF _____, A.D. 20 _____.

BY: _____
VILLAGE CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE PLANNING AND ZONING COMMISSION OF THE VILLAGE OF LEMONT, COOK, DUPAGE AND WILL COUNTIES, ILLINOIS

DATED AT LEMONT, COOK COUNTY, ILLINOIS, THIS _____ DAY OF

_____, A.D., 20___.

_____
CHAIRMAN, PLAN COMMISSION

_____
SECRETARY

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

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___.

_____ _____
IL. REGISTERED PROFESSIONAL ENG. OWNER OR ATTORNEY FOR OWNER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

SUBMITTED BY: RETURN TO: SEND TAX BILL TO:

_____ _____ _____

_____ _____ _____

_____ _____ _____

EASEMENT PROVISIONS
An easement for serving the subdivision and other property with electric and communications service is hereby reserved for and granted to Commonwealth Edison Company and Ameritech (Illinois Bell Telephone Company), Grantees,

their respective successors and assigns, jointly and severally, to install, operate, maintain and remove, from time to time, facilities used in connection with overhead and underground transmission and distribution of electricity and sounds and signals in, over, under, across, along and upon the surface of the property shown within the dotted lines on the plat and marked "Easement", the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as a "Common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the right to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, 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. Obstructions shall not be placed over grantees facilities or in, upon or over the property within the dotted lines marked "Easement" without the prior written consent of grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof. The term "Common Elements" shall have the meeting set forth for such term in Section 2(e) of "An act in relation to condominiums" (Illinois Revised Statutes, Ch. 30, par 302(e)), as amended from time to time. The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is revised in whole as an appurtenance to the separately owned lots, parcel or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking and common area". The terms "common area or areas", and "Common Elements" includes real property surfaces with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool or retention pond, or mechanical equipment. Relocation of facilities will be done by Grantees at cost of Grantor/Lot Owner, upon written request.

PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF LEMONT, ILLINOIS AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF LEMONT, INCLUDING, BUT NOT LIMITED TO, ILLINOIS BELL TELEPHONE COMPANY, NICOR GAS COMPANY AND THEIR SUCCESSORS AND ASSIGNS, OVER ALL OF THE AREAS MARKED "PUBLIC UTILITIES & DRAINAGE EASEMENTS" OR (P.U. & D.E.) ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, COMMUNITY ANTENNA TELEVISION SYSTEMS AND INCLUDING STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID CITY, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENTS THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES
THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF LEMONT.

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF LEMONT AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, 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.

NICOR GAS COMPANY

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NORTHERN ILLINOIS GAS COMPANY, ITS SUCCESSORS AND ASSIGNS ("NI–GAS") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "EASEMENT," "COMMON AREA OR AREAS" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS," TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER 'NI–COR' FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NICOR. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THAT MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(e) OF THE "CONDOMINIUM PROPERTY ACT" (ILLINOIS COMPILED STATUTES, CH. 765, SEC. 605/2(e)), AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PROPERTY, EVEN THOUGH SUCH AREAS MAY BE DESIGNED ON THIS PLAT BY OTHER TERMS.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, STEVEN J. LAUB, A REGISTERED LAND SURVEYOR IN THE STATE AND COUNTY AFORESAID HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THE FOREGOING LEGAL DESCRIPTION, AS FOLLOWS:

PARCEL 1:
OUTLOT 29 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF SAID NORTHWEST QUARTER, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 27, 2003 AS DOCUMENT NO. 0030282602, IN COOK COUNTY, ILLINOIS

PARCEL 2:
THAT PART OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 37 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD 83 (2011 ADJUSTMENT), DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 29 IN ROLLING MEADOWS PHASE 3, BEING A SUBDIVISION OF PART OF SAID NORTHWEST QUARTER, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 27, 2003 AS DOCUMENT NO. 0030282602; THENCE NORTH 88 DEGREES 34 MINUTES 36 SECONDS EAST, ON THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 29, A DISTANCE OF 114.20 FEET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF OUTLOT A IN SAID ROLLING MEADOWS PHASE 3; THENCE SOUTH 01 DEGREE 37 MINUTES 57 SECONDS EAST, ON SAID NORTHERLY EXTENSION, 103.97 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT A; THENCE SOUTH 88 DEGREES 46 MINUTES 04 SECONDS WEST, ON THE NORTH LINE OF SAID OUTLOT A, 114.27 FEET TO THE NORTHWEST CORNER OF SAID OUTLOT A; THENCE NORTH 01 DEGREE 35 MINUTES 33 SECONDS WEST, ON THE EAST LINE OF LOT 29, A DISTANCE OF SAID 103.59 FEET TO THE POINT OF BEGINNING.

I FURTHER CERTIFY THAT IRON PIPES HAVE BEEN OR WILL BE SET AT ALL LOT CORNERS, POINTS OF CURVATURE AND TANGENCY, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED, ACCORDING TO THE PLAT ACT AS AMENDED AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION. DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT THE PROPERTY INCLUDED IN THIS SUBDIVISION IS WITHIN THE VILLAGE LIMITS OF LEMONT WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

I FURTHER CERTIFY THAT THE PROPERTY IS WITHIN ZONE "X", AS SCALED FROM NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP, COOK COUNTY, ILLINOIS AND INCORPORATED AREAS PANEL NO. 17031 C 0569 F, DATED NOVEMBER 6, 2000.

DATED AT MOKENA, ILLINOIS, THIS 24TH DAY OF OCTOBER, A.D., 20 16.

_____
ILLINOIS LAND SURVEYOR NO. 35–3160
MY CURRENT LICENSE EXPIRES NOV. 30, 2016

PROFESSIONAL LAND SURVEYOR
STEVEN J LAUB
STATE OF ILLINOIS
035–003160
MOKENA, IL

C:\Users\STEVE\Desktop\Rolling Meadows Phase 3A.dwg Plot Date: 10/26/2016 7:24 AM By: steve

DESIGNTEK SURVEYING,LLC
PROFESSIONAL LAND SURVEYORS & CONSULTANTS
IL Prof. Llc. No.: 184 – 004929
License renews: April 30, 2017

9930 W. 190th Street, Suite L
Mokena, Illinois 60448
708-326-4961 voice
708-326-4962 fax

PREPARED FOR:
NEW HORIZON HOMES BUILDERS, INC.
16590 WILLOW DRIVE
LEMONT, ILLINOIS 60439

REVISIONS

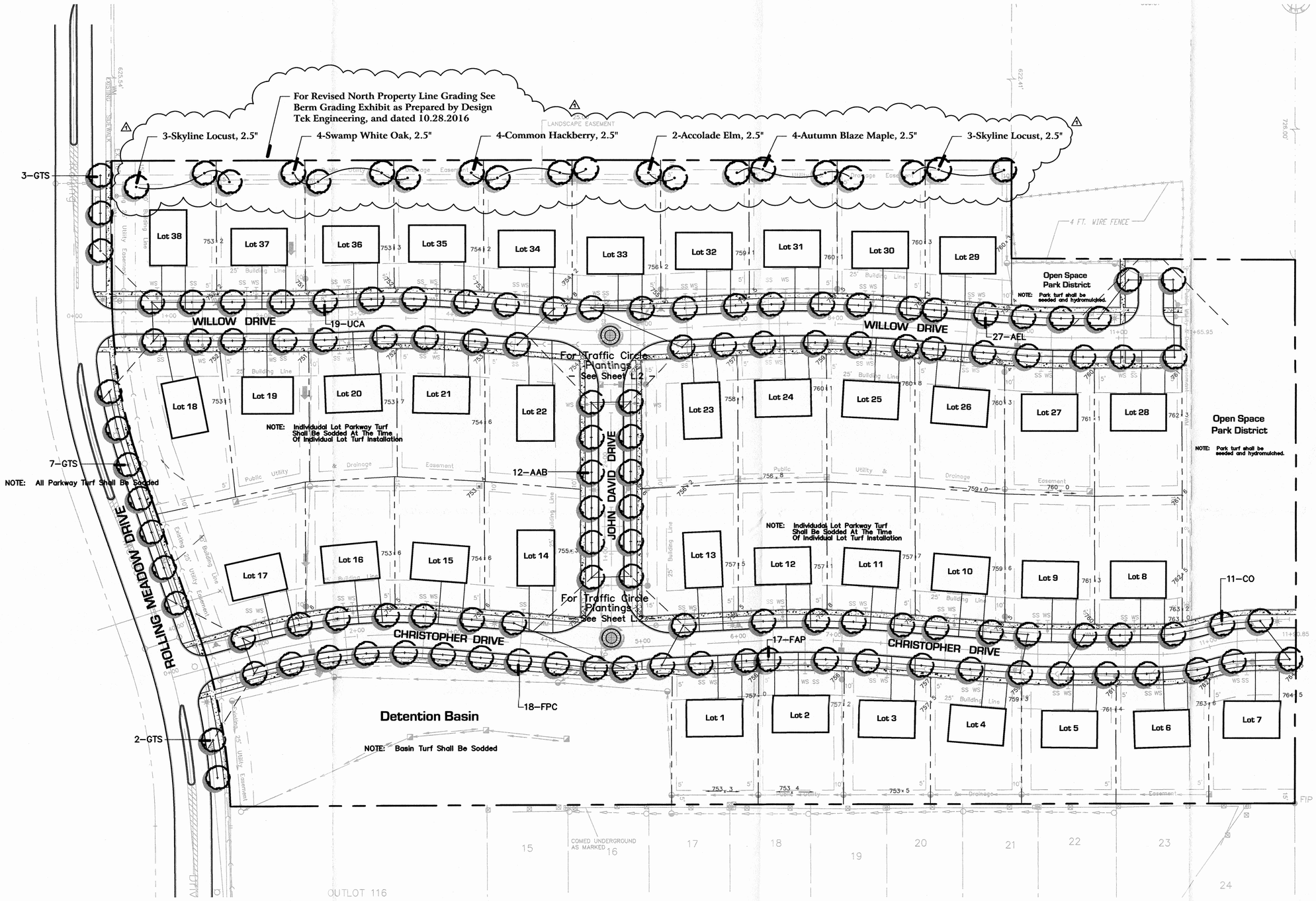
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

FINAL PLAT OF SUBDIVISION
ROLLING MEADOWS PHASE 3A

DRAFTING COMPLETED:	10/25/2016	DRAWN BY: SJL	PROJECT MANAGER: SJL
FIELD WORK COMPLETED:	12-02-2015	CHECKED BY:	SCALE: 1" = 20'

SHEET NO. 1 of 1

Project No: 13-02006



- For Plant List See Sheet L.2 -

SIGNATURE DESIGN GROUP

Land Planning
Landscape Architecture
Environmental Site Design

17 COURT PLACE - NAPERVILLE, IL 60540 – 630.305.3980 Fax 630.305.3994

project:

ROLLING MEADOWS UNIT 3

LEMONT, ILLINOIS

sheet description:

Landscape Development Plan

NEW HORIZON HOMES
Distinctive Home Builder

0 25 50 75 125 175

north: scale: 1" = 50'0"

revisions: 1 | 12.6.2016 | Revised North Prop. Line Grading & Trees

original issue date: 17 OCTOBER 2002

drawn by:

checked by:

project no.: 22066

sheet no.: L.1 of 2

REGISTERED LANDSCAPE ARCHITECT GREGG. SAGEN No. 157-000707 STATE OF ILLINOIS

TO: Planning & Zoning Commission

FROM: Heather Valone, Village Planner

THUR: Jeffery Stein, Deputy Village Administrator

SUBJECT: Case 16-10 Vistancia Annexation, Rezoning, and Preliminary PUD

DATE: December 6, 2016

SUMMARY

Bruce Michael of Intrepid Investment Partners Lion's Park, LLC, contract purchaser of the subject property, is requesting preliminary Planned Unit Development (PUD) approval for a 234 single-family lot subdivision, which will consist of 294 dwelling units. As part of the requested entitlements, the applicant is also seeking annexation to the Village of Lemont and Rezoning to R-4 Single-Family Detached Residential District and R-5 Single-Family Attached Residential District. Staff is recommending approval with conditions.

PROPOSAL INFORMATION

Case No.	16-10
Project Name	Vistancia Annexation, Rezoning, and Preliminary PUD

General Information	
Applicant	Bruce Michael of Intrepid Investment Partners Lion's Park, LLC
Status of Applicant	Contract purchaser
Requested Actions:	Annexation, Rezoning, and Preliminary PUD
Purpose for Requests	120 duplex units, 174 single-family detached units, and R-4 and R-5 zoning
Site Location	100 W New Avenue, 16453 127th Street, 16461 127th Street, 16300 127th Street, and 40 Timberline Drive (PINs: 22-30-203-002-0000, 22-30-203-001-0000, 20-30-101-020-0000, 22-30-303-003- 0000, 22-30-204-009, 22-30-204-004-0000, 22-30-400-007, 22-30-400-003)
Existing Zoning	R-4 Single-family residential (Unincorporated Cook County) and INT Institutional District
Size	105.37 acres
Existing Land Use	Vacant land with one single-family detached home
Surrounding Land Use/Zoning	North: R-4 Unincorporated Cook County and R-4 Single-Family Residential (single-family residences and vacant land)
	South: INT Institutional (Lemont Township Community Center)
	East: INT Institutional (Lemont Township Community Center) and R-4 (residences)
	West: Illinois Tollway - I-355
Lemont 2030 Comprehensive Plan	The Comprehensive Plan map designates this area Contemporary Neighborhood (CTP) with a Conservation Overlay

BACKGROUND

Technical Review Committee. Prior to submitting a formal application, the applicant submitted plans to the Technical Review Committee (TRC) on August 8, 2016. At that time, the applicant presented a concept plan that included 102 duplexes and 187 single family homes.

The TRC raised concerns over the size of the lots that back up to existing lots, the proposed setbacks for the duplexes, the Timberline Dr. access, impacts to the ravines, the proposed architecture, and the stormwater management facilities. Staff recommended that the proposed lots, which that back up to existing homes along Timberline Dr./Evergreen Pl., should be increased to create a ratio of two proposed lots to one existing lot.. The setbacks between the duplexes were recommended to be increased to a minimum interior yard setback of 10 ft. A traffic study, sightline analysis, and contact with the team from current Timberline Knolls project was recommended by staff to review the safety of the proposed intersection and the impact that Timberline Knolls may have upon this development and

vice versa. As the comprehensive plan designates this area as conservation overlay, staff directed the application to consult with U.S. Army Corps of Engineers (USACE). Staff also raised concerns over the filling of the main ravine for the proposed crossing location. Additionally, staff reviewed the proposed architecture and was concerned over the anti-monotony of the proposed architectural plans and the proposed exterior materials of those homes. Lastly, staff raised concerns over the proposed stormwater detention facilities as they were proposed with retaining walls and with slopes that are unacceptable not authorized per the Unified Development Ordinance (UDO) standards.

Application. Following the TRC, the applicant redesigned the lots along the existing homes Timberline Dre/Evergreen Pl. to obtain a ratio of two proposed homes to one existing home. The applicant also included the following:

- a buffer area behind lots 35-57 to screen the homes from one another;
- information on the requested reduction in building separation for the duplexes;
- a traffic study for the development with a sightline analysis;
- the proposed Timberline Dr. entrance was redesigned and developed in conjunction with Timberline Knolls' team, to ensure that the entrances to this development along with the newly proposed Timberline Knolls entrance would be aligned.
- documentation from USACE as requested by the TRC;
- information on the box culvert for the ravine crossing.

In addition to the materials and information provided after the TRC hearing, Pulte Homes submitted a proposed product book that includes staff's comments and recommendations. Furthermore, the applicant has indicated that an HOA will be established to maintain the detention facilities and all outlots, which will not be deeded to the Village.

DEPARTURES FROM ZONING STANDARDS

Section 17.08.010 of the UDO describes the purpose of PUDs: "Within the framework of a PUD normal zoning standards may be modified. The resulting flexibility is intended to encourage a development that is more environmentally sensitive, economically viable, and aesthetically pleasing than might otherwise be possible under strict adherence to the underlying zoning district's standards." The table below illustrates how the application deviates from the current standards of the UDO. Below is a summary of current UDO standards, how the proposed PUD differs from those standards, and staff's recommendations related to those deviations.

UDO Section	UDO Standard	Proposed PUD	Staff Comments
17.07.010	15 ft. minimum interior side yard setbacks in R-5	The proposal includes 7.5 ft. interior side yard setbacks on all R-5 lots.	Staff finds the deviation unacceptable as the duplexes will be double the size of the proposed 40 ft. wide models (Ridgeline lots) that are near the proposed duplexes.

			Additionally 10 ft. is more consistent with other attached single-family residences in the Village. Woodglen, Ashbury, and the Estates of Montefiore have interior side setbacks of 10 ft., which is acceptable to staff
17.07.010	30 ft. minimum rear yard setback in R-5	The proposed rear yard setbacks are 25 ft.	Staff finds the deviation acceptable for a majority of the duplexes either back up to open spaces or the tollway. Staff does find the deviation unacceptable for units 283-294 as these units back up to single family homes. However the plans indicate that the duplexes will not extend to the proposed 25 foot setback thus the change to 30 ft. should be easily accommodated.
17.07.01 (Table)	Minimum lot size is 12,500 sf for R-4.	The proposal includes a variety of lot sizes for each of the single-family detached neighborhoods (Attachment 5). The minimum proposed lot is for the Ridgeline neighborhood is 7,000 sf with an average of 8,000 sf. The minimum proposed lot for the Summit neighborhood is 8,450 sf with an average of 9,700 sf.	Staff finds the deviation acceptable given the guidance of the Lemont 2030 Comprehensive Plan. The 2030 Plan indicates that this area could have up to five (5) dwelling units per acre. The applicant is proposing approximately three (2.9) dwelling units per acre. Please see the "Consistency with the Lemont 2030 Plan" section for a more detailed discussion.
17.07.01 (Table)	Minimum lot Width is 90 ft. for R-4	The proposal includes a variety of lot widths for each of the single-family detached neighborhoods (Attachment 5)	Staff finds this deviation acceptable given the guidance of the Lemont 2030 Comprehensive Plan. Please see the "Consistency with the Lemont 2030 Plan" section for a more detailed discussion.
17.07.01	The minimum	The lots proposed	Staff finds the deviation

(Table)	interior side setback is 15 ft. for R-4 districts.	have interior side setbacks of eight (8) feet.	unacceptable. Staff would find the deviation acceptable if high profile lots (1-21, 35-57, 98, 106-111, 133, and 152) had masonry extending from grade to the top of the first storey.
17.11 (Signs)	The UDO regulates the permitted signage in residential districts and subdivisions.	The applicant is proposing 16 signs for the subdivision.	Staff finds some of the deviations for 12 of the signs acceptable. Staff finds the deviation for four (4) of the signs unacceptable. Please see the "Signage" section below for a detailed discussion.
Appendix GLS-10	Minimum pavement width for streets back-to-back curb 30 ft.	Some areas are proposed at 30 ft. and others are proposed at 27 ft. back-to-back curb	The UDO has two conflicting standards on the required pavement width. Appendix G indicates 30 ft. and Table 17.26.01 indicates that local streets have a minimum of 27 ft. Staff finds that the minimum 30 ft. width standard is more appropriate for the subdivision. Additionally the applicant is proposing the standard 66 ft. right-of-way (ROW) thus; the 30 ft. pavement width can be easily accommodated.

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, as they were established in a 1957 lawsuit between LaSalle National Bank and Cook County. Additionally, the eight "LaSalle factors" serve as a useful guide to planners and appointed and elected officials who are contemplating zoning changes. The LaSalle factors that are not addressed elsewhere in this report are as follows:

1. The extent to which property values are diminished by the particular zoning;

Analysis: Rezoning would not diminish the property value of the subject property; the unincorporated properties are currently zoned as unincorporated territory in Cook County. Cook County's zoning for those properties is single-family residential. The default R-1 zoning for annexation requires a minimum lot size of 130,680 sf. The ability to create multiple homes on the subject site would be difficult nor do they meet the current desired characteristics of Lemont for single family homes. The small portion of the subject property that is incorporated, which is currently zoned Institutional will not diminish the property value with the change to R-5 zoning. The R-5 zoning allows for an increase in permitted use on the subject property.

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

Analysis: The applicant's property values are not expected to diminish in value as the majority of the area is classified as single-family per Cook County, with a minimum lot size of 20,000 sf. The Village's R-4 zoning allows for a smaller minimum lot size which in turn allows for more residential units to be developed under the Village's zoning, which should increase the value of the property. The small portion of the incorporated subject property that is currently zoned Institutional. Although the area is being Rezoned to residential, another area within the subdivision is proposed to be dedicated to the Township and will be zoned Institutional. Thus the property values will not be diminished.

3. The relative gain to the public as compared to the hardship imposed on the individual property owner;

Analysis: There is no hardship upon the subject property's owners, as the requested rezoning will allow the owners to achieve their desired development of subject property and increase the value of the land.

4. The public need for the proposed use;

Analysis: The proposed use would allow for development in an area that is currently vacant and unused. Development within Cook County under its current zoning would be difficult, undesirable to most owners and therefore, unlikely. The topography of the subject property presents many challenges which are costly to remedy. Although the subject property is a Greenfield development, it is situated close to existing utilities and major streets, thus the burden on the public utilities is minimal. The occupancy of the site is also seen as an improvement to the public.

GENERAL ANALYSIS

Park Impact Fees Analysis. The applicant is proposing a combination of land and cash donation to meet the park impact fee requirements. The applicant is proposing one park site near lots 134-138. The park is proposed for two (2) to twelve (12) year olds and is to be constructed by the applicant with the input and direction from the Lemont Park District. The applicant has confirmed in the submittals that lot 137 near the park will also be incorporated into the park site rather than a residential lot. The applicant is also proposing a series of trails to connect the development to the township trails that abut the subject property to the south and southeast. The applicant is also proposing that a small parking area be constructed on the lot labeled 174 for parking for the park and access to the Township trails. The Township and the Park District have reviewed the request and find it acceptable. The remainder of the impact fees will be cash, which will be allotted as required by ordinance and as agreed upon between the Village, Township and Park District. The applicant is also proposing a shared bicycle lane along Woodwind Dr. to Timberline Dr.

Consistency with Lemont 2030 Plan. The Comprehensive Plan map designates this area as Contemporary Neighborhood (CTP) land use. Per Lemont 2030, the CTP is:

> "Characterized by mostly single-family detached homes, with some single-family attached homes and multi-family homes incorporated throughout the district. The different housing types in this district are designed to relate to each other to create cohesive streetscapes. Similarity of massing, building setbacks, architectural styles, and exterior building materials help single-family attached blend with surrounding single-family detached homes. Private open spaces will be smaller than those found in the conventional neighborhood district, but the developments will feature common open space in their designs…They are designed to safely accommodate walking and bicycling. With an average gross density of five dwelling units per acre throughout the district, many residents in contemporary neighborhoods will likely live within walkable and bikable distances of commercial and recreational destinations."

The proposed development is consistent with the goals of the Lemont 2030 Comprehensive Plan. The development highlights pedestrian and bicycle access to larger trail networks and connections to downtown. The propose development is a mixture of single-family detached units and duplexes. The proposed development will have less dwelling units per acre (2.9) than otherwise planned for in the Lemont 2030 Comprehensive Plan.

One of the guiding principles of the Our Homes chapter of Lemont 2030 is that housing products with higher densities are interrelated with and supportive of many of the plan's other goals related to economic development and community vibrancy, so long as developments do not detract from the aesthetics and the nature and character of the Village. Specifically, Lemont 2030 recommends that the Village "encourage residential planned unit developments that contain a range of housing products or lot sizes". The proposed development contains a range of lot sizes, from 7,000 to sf to 16,900 sf with an average lot size of 8,900 sf.

The proposed development has a higher density than the typical R-4 Zoning district standards would require; however, this higher density is consistent with Lemont 2030 Comprehensive Plan. The Lemont 2030 Comprehensive Plan seeks to attain incrementally higher densities while maintaining aesthetic compatibility between new and existing development.

The area is also indicated as a conservation overlay district. The proposed grading of the site generally maintains the natural topography of the site. Additionally the proposed development is designed to cluster the developed land in an effort to avoid to negatively impacting the environmentally sensitive ravine areas. However, the proposed ravine crossing would fill in a significant area by the installation of a box culvert to achieve the connection between the tops of the bluffs. As such, the ravine is significantly impacted; this is inconsistent with the Lemont 2030 Comprehensive Plan. Thus, staff is recommending that the applicant work with staff to finalize the appearance of the box culvert to ensure it is aesthetically appealing.

Consistency with PUD Objectives. UDO Section 17.08.010.C lists 11 different objectives to be achieved through planned unit developments; however, only seven are applicable to this proposed PUD. Staff finds the following:

- the proposed PUD supports objective #1 ensuring that the future growth and development occurs in accordance with the policies and goals of the Village; the proposed subdivision achieves the goals of the Lemont 2030 Comprehensive Plan.
- the proposed PUD supports objective #2, providing a more desirable living environment by preserving the natural landscape features of the property; the proposed grading of the site maintains the natural bluff topography of the site that Lemont is known for.
- the proposed PUD supports objective # 3 to stimulate creative approaches to the residential development of land; by proposing to take a challenging piece of vacant, undeveloped property along the Tollway with unique natural topography and develop a residential subdivision that still preserves and maintains a significant portion of the natural areas.
- the proposed PUD supports objective #4, to encourage and stimulate economic development within the Village; the site is in an area that is largely undeveloped and challenging to develop with the natural topography. The proposed development would utilize the land while keeping the nature and character intact.
- the proposed PUD supports objective #6 to provide usable open space within a reasonable distance of all dwelling units; the developments proposed park and connections to the Township trails allow residents from the entire subdivision access to common open spaces.
- the proposed PUD supports objective #10 to encourage introduction of related and complementary lands uses; the residential subdivision is compatible with the surrounding existing residences and the Township open space.
- the proposed PUD supports objective #11 to allow clustering of residential uses on smaller lots to conserve or create open space; the proposed subdivision is designed to cluster the development area to maintain the natural ravines on the subject property and provide additional open spaces for residents.

Compatibility with Existing Land Uses. The properties to the north are primarily large lot rural single-family residences or vacant land. The properties to the south are the Township recreational facility. The property to the west is the Tollway. The properties to the east are single-family residences located within the Village. The applicant is proposing a higher residential density than the properties to the east, but the applicant is proposing a landscaped buffer and has increased the lot sizes adjacent to the existing homes to minimize compatibility issues. Thus, staff sees no compatibility issues.

Traffic & Site Access. The site is proposed to be access from Alba St. and Timberline Dr. The applicant provided a traffic analysis showing that the current infrastructure outside the proposed subdivision can support the proposed development. The applicant's proposal for the realignment of Alba St. is an improvement over the current configuration. The results show that the proposed street layout will allow for adequate inbound and outbound traffic from both proposed entrances and circulation within the development. The additional traffic created by the development will not significantly affect the level of service or travel times of nearby roads. 127th St. currently operates at a level of service (LOS) B. The development would slightly decrease the morning peak hours to a LOS C, but the evening peak hours will remain LOS B. New Ave. currently operates at a LOS C, and the traffic analysis indicates that the LOS will not be affected by the increase traffic from the development. Alba St. and Timberline currently operate at and LOS A and the proposed

development will not change the LOS of either street. As a side note the traffic analysis indicates that the warrant is met for a left turn lane from New Ave. onto Timberline Dr. even without the proposed development. The Village Engineer estimated the cost for the turn lane, based upon past projects, will be roughly $300,000. As the proposed development increases the future traffic by 50% the applicant, the Village is requesting a contribution of $150,000 to the future turn lane.

The applicant consulted with the Timberline Knolls project team that is proposing the new entrance along Timberline Dr. Timberline Knolls and the applicant worked with staff to shift both entrances north roughly 20 ft. away from the existing residences on Timberline Dr. The existing grades make the proposed entrance at Timberline Dr. and Vistancia Dr. extremely challenging. Previously, the applicant and Timberline Knolls entrances were seven (7) feet misaligned. The Village Engineer reviewed the entrances and indicated that the proposed locates are the best alternative to other undesirable alignment options. However, some of the parkway trees along the north side of the entrance should be removed for better sightlines and the proposed entrance sign should be shifted further west to avoid impediment of the sightlines.

Landscaping. The applicant has submitted landscape, woodland, and tree removal plans. The applicant also submitted an existing tree survey, which included 6,086 trees. Of those trees, roughly 20% are already in poor condition, dying or dead. The applicant has proposed the preservation of 2,952 of those trees. Note this number is generated by the applicant proposal minus the trees that staff has found should not be preserved based on species and quality. Thus, roughly 48% of the existing trees are being preserved. The majority of the trees are being preserved in the ravine/ bluff areas. The Village Arborist reviewed the proposed plans and commented that since so many natural areas are being preserved, a woodland management plan, in addition to the submitted woodland plan, is needed to maintain the undisturbed areas.

The landscape plan was also submitted. The applicant has proposed buffering between the existing single-family homes on Timberline Dr. with evergreen trees planted every 20 to 25 feet. The buffered area is along the south side of the Timberline entrance and along the rear of lots 35-38 and 51-57. A similar evergreen buffer is proposed along the rear of the duplex lots 197-261 to screen the units from the Tollway. The applicant is also proposing landscaping around the detention facilities that meets the UDO standards. The Village Arborist had minor comments on species of trees for the parkways and detention facilities. All comments are attached.

The proposed landscaping around the north side of the Timberline Dr. entrance is a concern of staff. Staff is recommending that three (3) of the parkway trees along the north side of Vistancia Dr. be removed and the landscaping for the subdivision sign be shifted west (Figure 1). One (1) parkway tree and one (1) evergreen tree are also being recommended for removal along the south side of the Timberline Dr. entrance as well. The removal/shifting of this landscaping will improve the safety of the intersection by allowing traffic utilizing Timberline Dr. and Vistancia Dr. to more easily see vehicles approaching the proposed intersection.

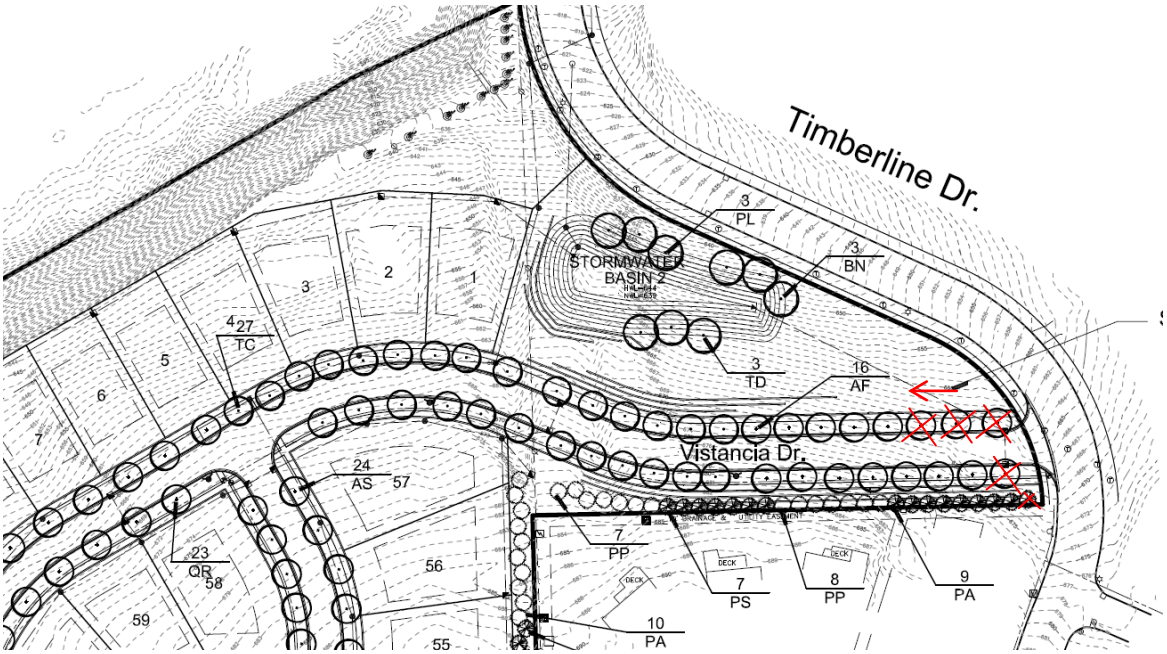


Figure 1 The arrow indicates where the subdivision sign and landscaping should be moved to improve the sightlines of the proposed intersection. The x's indicate the landscaping that should be removed.

The Village Ecologist also provided comments on the landscape plan, existing tree survey and the tree removal plan. There are some minor errors in the existing tree survey tree tag numbers and species. The detention facilities are indicated as natural; however, a planting list or maintenance plan was not submitted for review. Full comments from the Village Ecologist are attached.

Building Design. The applicant is proposing three sub-neighborhoods within the subdivision. The first neighborhood located near the Timberline Dr. entrance is the Summit neighborhood (99 detached lots). The second neighborhood is Ridgeline in the middle of the development (75 detached lots). The third is the Villas, located along the Tollway and Alba St. (120 attached units, 60 lots). The applicant is proposing a product book to address appearance and anti-monotony of the proposed homes. The product book also contains the proposed materials for residences, of which the dominate material is LP siding.

The proposed product book contains seven (7) models with five (5) elevations per model in the Summit neighborhood. Staff sees no issues with the proposed front elevations of the models. Staff is recommending that no one model in the Summit neighborhood be constructed on more than 30% of the lots. Staff is recommending that no model with the same elevation and color package be constructed within two (2) lots of one another or directly across the street from each other. In addition, no model with the same elevation and color package be constructed within three (3) lots of one another along cul-de-sacs. The side and rear elevations need some adjustment to avoid monotony, thus staff recommends that the applicant work with staff to finalize the product book prior to final approvals.

The applicant is proposing five (5) models with five (5) elevations per model in the Ridgeline neighborhood. The product book needs to be revised for three (3) of the proposed models (Mercer, Continental, and Newberry). The elevations themselves are acceptable; however the organization with in the models types is not. There are some elevations in the Mercer

model that are too similar to the Continental or Newberry. However, if the proposed product book is reorganized for these three (3) models to consolidate elevations that are more similar to one another rather than having them spread between three (3) different models, staff concerns will be addressed appropriately. Staff recommends that no one model in the Ridgeline neighborhood shall be constructed on more than 30% of the lots. As recommended in the Summit neighborhood, staff is recommending that no model with the same elevation and color package be constructed within two (2) lots of one another or directly across the street from each other. Additionally no model with the same elevation and color package be constructed within three (3) lots of one another along cul-de-sacs. Similar to the Summit models the side and rear elevations need some adjustment to avoid monotony, thus staff recommends that the applicant work with staff to finalize the product book prior to final approvals.

Staff is recommending that the applicant work with staff to finalize the color packages for all the single-family detached models. The applicant provided some information on the color packages; however, without color samples staff cannot review the proposed color packages in depth.

Per the table above, staff recommends that the high profile single-family detached lots (1-21, 35-57, 98, 106-111, 133, and 152) in the subdivision be required to have masonry from grade to top of first storey on all elevations. This is roughly 30% of the single-family detached units. These lots either back up to existing homes or are located along the top of the bluff.

The proposed duplexes in the Villas have three (3) possible elevations. Staff sees no issues with the proposed elevations. The potential color packages of the duplexes should be reviewed with staff prior to final approvals to encourage anti-monotony among the 120 units. Staff is recommending that the duplexes constructed that back up to single-family units (280-294), be constructed with masonry extending from grade to the top of the first storey on all elevations.

Signage. Two (2) permanent subdivision signs are proposed at the Timberline Rd. and Alba St. entrances. Staff recommends that the sign be shifted to improve the visibility at the intersection of Vistancia Dr. and Timberline Dr. Staff has no concerns with the signs. The applicant is requesting 14 signs for the advertisement of the subdivision. A portion of the signs could be considered directional per the UDO if they were smaller and did not contain the Pulte logo.

Four (4) temporary signs are proposed for advertising the subdivision; two of the signs are roughly eight (8) feet by six (6) feet and two (2) of the signs are eight (8) feet by four (4) ft. The two eight (8) feet by six (6) feet signs, labeled in the applicants submittals as temporary signs 2 and 4, are proposed on a property that the applicant does not appear to control, thus staff will need documentation that the applicant has the right to place these signs on the property. The two eight (8) feet by four (4) feet signs are proposed at the Alba St. and Timberline Knolls entrances. Staff will need to see a more detailed plan to ensure that the proposed signs do not encroach on the vision triangle or impede sightlines; however, staff has no issues with the general area and size of the signs. The applicant is proposing three directional signs directing customers from the Timberline Dr. entrance to the sales office. Again staff will need to see additional information that the signs do not encroach on the

vision triangle or impede sightlines; however staff has no concerns with the proposed directional signage.

Four (4) temporary signs are being requested in the model/sales office area. Staff will need more information to ensure that the placement of these signs will not encroach the vision triangle or impede sightlines. Staff has no concerns with the general area and size of the signs.

Three temporary signs that read "Flexible Living Space" are indicated along the southern portion of Alba St. inside the subdivision. Staff finds these signs are unnecessary for advertisement or directional purposes. Additionally, staff is not objecting to the directional signage also having the Pulte logo on it, which is not permitted by the UDO. In addition, the applicant is proposing a billboard sign, labeled in the applicant's submittals as temporary sign #1, along the Tollway to advertise the subdivision. It is likely that the applicant would need a permit from Illinois Department of Transportation pursuant to the Highway Advertising Control Act of 1971 (225 ILCS 440) prior to the placement of a billboard within such close proximity to Illinois Tollway I-355. Staff finds this request and deviation from the UDO unacceptable. The Billboard sign is too large of a deviation from the UDO to be permitted, even if the State of Illinois would allow its placement.

For all the temporary advertising signs, staff is recommending that these signs be removed once the subdivision has reached 90% occupancy for the lots.

Engineering Comments & Stormwater Management. As discussed above, the Village Engineer commented that the pavement widths of the streets should be at a minimum 30 ft. back-to-back curb width. Additionally he indicated that Vistancia Dr. and Alba St. should be considered collector streets and thus should have 33 ft. back-to-back pavement widths. The Village Engineer reviewed the proposed detention facility along Timberline Dr. and found that it did not meet the IDOT berm rule for setback from the street. Street lights were also missing from the interior streets of the subdivision; this is unacceptable per the UDO and the Village Engineer. Lastly, as there are four ravines on the property, two of which are under the jurisdiction of USACE, the Village Engineer recommends that conservation easements are placed on the lots that impact the ravines. The Village Engineer's full comments are attached.

Fire District Comments. The Fire Marshal's comments are attached; he generally approves of the subdivision. The majority of the Fire Marshal's comments are items that are addressed during Site Development permitting.

CONCLUSIONS & RECOMMENDATIONS

Overall, the proposed development is well designed and complies with most requirements of the UDO considering the unique challenges the site contains. The proposal also achieves the goals of the Lemont 2030 Comprehensive plan. Therefore, staff recommends approval with the following conditions:

1. Revise the interior setbacks for the duplexes to 10 ft.

2. Revise the rear setbacks for duplex units 283-294 to 30 ft.

3. Update the road network to have a minimum 33 ft. back-to-back curb pavement widths for Vistancia Dr. and Alba St and 30 ft. back-to-back curb pavement widths for the rest streets within the subdivision ;

4. The applicant will with staff on the appearance of the box culvert.

5. Submit a contribution of $150,000 for the New Ave. and Timberline Rd. left turn lane.

6. Remove three (3) of the parkway trees along the north side of Vistancia Dr. and the landscaping for the subdivision sign be shifted west at the proposed Timberline Dr. Entrance. Additionally, remove one (1) parkway tree and one (1) evergreen tree along the south side of Vistancia Dr. at the Timberline Dr. entrance.

7. Comply with the following masonry requirements:

    a. The single-family detached lots 1-21, 35-57, 98, 106-111, 133, and 152 shall have masonry extending from grade to tope of the first story;

    b. The single-family attached units 280-294 shall have masonry extending from grade to tope of the first story;

8. Comply with the following anti-monotony requirements:

    a. No one model in the Summit neighborhood shall be constructed on more than 30% of the lots;

    b. No one model in the Ridgeline neighborhood shall be constructed on more than 30% of the lots;

    c. No model, in either of the Ridgeling or Summit neighborhoods, with the same elevation and color package shall be constructed with in two (2) lots of one another or across the street. Additionally no model with the same elevation and color package be constructed within three (3) lots of one another along cul-de-sacs;

9. The applicant shall work with staff to finalize the Ridgeline models;

10. The applicant shall work with staff to finalize the rear and side elevations for all the proposed single-family detached models;

11. The applicant shall work with staff to finalize the color packages for all the models (detached and attached);

12. The applicant will revise the request for the signs to eliminate the billboard sign and the temporary “Flexible Living Space” signs;

13. Comply with the requirement that all the temporary advertising signs shall be removed once the subdivision has reached 90% occupancy for the lots. Except to two

proposed signs that are outside of the development, those signs shall be removed once 90% of the lots in the subdivision have been sold;

14. Prior to the submittal of the Final PUD application, an approved and fully executed 404 permit from the U.S. Army Corps of Engineers to disturb the waters of the U.S. areas shall be submitted to the Village; and

15. Address any additional outstanding issues as noted by the Village Arborist, Village Engineer, Village Ecologist, and Fire Marshal.

ATTACHMENTS

1. Site Photographs
2. Village Arborist review
3. Village Engineer review
4. Village Ecologist review
5. Fire Marshal review
6. Application package

Attachment 1 Site Photos

Figure 2 This is the existing conditions of the proposed Timberline Vistancia entrance.

Figure 3 Public notice sign

Figure 4 The proposed Timberline Knolls proposed entrance would be located to the left and the proposed Vistancia entrance would be located to the right.

Figure 5 The current conditions of the proposed Alba St. entrance.

Attachment 2

Urban Forest Management, Inc.

December 8, 2016

Ms. Heather Valone
Village Planner
Village of Lemont
418 Main Street
Lemont, IL 60439

RE: Case 2016-10
Vistancia Annexation, Rezoning, and Preliminary PUD
Land Use Application

Dear Heather:

As requested, I have reviewed the application documents. The following comments summarize my review:

A. Planned Unit Development Report 11/23/2016 - Overall Conceptual Land Use Plan

Open Space

a. The proposed plan leaves substantial wooded open space
b. Required open space is 15.25 acres. Provided open space is 25.44
c. All open spaces will be the responsibility of the Vistancia Homeowners Association.
d. Significant portions of these woods will be impacted and will be mitigated with the plantings of new trees.
e. Comments
    - A woodland management plan should be provided. In addition to providing sustainable woodlands, the woodland management plan should also include a fire wise management strategy.
    - A ravine management and maintenance plan should be provided.
    - A tree mitigation plan that shows the trees to be mitigated, the number of mitigation trees to be planted, and the species, size and the location of the trees to be planted should be provided.
    - Are the three (3) storm water management facilities in the open space to be the responsibility of the HOA?

B. PUD Preliminary Plan / Plat

Overall Utility Plan Sheet C-5.0

Comments

- Are there any issues or conflicts with retained woodlands and utilities?
- Are there any issues or conflicts with trees and off site utilities?

960 Route 22, Suite 207 Fox River Grove, Illinois 60021 847-516-9708 FAX 847-516-9716

C. Overall Woodland Plan Sheet C-7.0

Comments

- The proposed clearing limits are shown on this sheet. The proposed clearing limits should be on an engineering grading plan with contour lines. Any utilities that go into or through retained woodlands should also be shown on the engineering grading plan. The existing trees 50 feet on either side of the proposed clearing limits line or utility line should also be shown on the plan. The final clearing limits line and any utility lines should be adjusted to retain any quality trees.

D. Tree Inventory Sheets C- 8.0 thru C-8.4

Comments

- The tree inventory listing includes tree tag number, DBH, species, and action (remove or save). Other than identifying dead trees, there is no condition rating for the trees. A recent modified version of the tree inventory listing includes tree condition.
- The tree inventory listing includes saving some dead ash trees. Why are dead ash trees being saved?
- A plan note on Sheet C-8.0 indicates that 6086 trees were inventoried, 3,066 trees are to be removed, and 3,020 trees are to be saved. Our analysis of the spread sheet data shows tag numbers 1-3,629 and the inventory listing includes 3,066 trees with 2,581 trees removed and 485 trees saved. Some of the trees to be saved will be impacted by the proposed construction. An action plan should be provided to assist any trees impacted by the proposed construction. The action plan could include crown pruning, root pruning, fertilization, cambistat treatments, mulching, watering, etc.
- We modified the modified tree inventory listing to be able to sort the data by save / remove, species, and condition (see attached).
- There is no information as to the criteria used to determine tree condition. The focus is to identify the trees that are to be saved or that could be saved with some modification of the plan. The trees in good condition and fair condition that are within 50 feet of the proposed clearing limits or utilities should be identified, sorted out, and located on the engineering grading plan with contour lines.

E. Landscape Plan Sheets L-1 thru L-4

Comments

- A landscape maintenance plan is to be provided as required by Section 17. 20.120 of the Village Ordinance.
- The proposed landscaping for the (3) three storm water management facilities does not meet the standards in Section 17.20.080 of the Village Ordinance.
- The proposed plan includes 174 single family homes and 120 townhomes. Section 17.20.090 of the Village Ordinance establishes the landscape standards for Multi-family residential.
- The plant list on Sheet L-2 for street trees included 3 different maples and one oak. Sugar maple is not real fond of salt. Additional oak species would be appropriate for this site for street trees, storm water management facilities, and open spaces.
- The plant list includes river birch in single stem form only in the storm water management facilities and the open space. Multi-stemmed river birch 8' to 10' in height would also be appropriate in these areas.

Sincerely,
URBAN FOREST MANAGEMENT, INC.

Charles A. Stewart
Vice President

December 14, 2016

Ms. Heather Valone
Planner
Village of Lemont
418 Main Street
Lemont, Illinois 60439

RE: **Vistancia Subdivision**
Preliminary Engineering Plan Review

Dear Heather:

I have reviewed the Preliminary Engineering documents dated November 25, 2016, and have the following initial comments. Due to the large volume of documents to be reviewed, I have provided a preliminary review only.

1. All public utilities are readily available to the site.
2. Project phasing needs to be performed in such a way as to provide 2-way access to the site, as well as the full water main loop during Phase One.
3. Portions of Vistancia Drive is shown to be 27-feet back-to-back of curbs. Village Standard per LS-10 is required 30-feet back-to-back. Woodwind Drive is shown as 31-feet back-to-back. If parts of Vistancia Drive, Woodwind Drive, and Alba Drive are deemed collector streets, they need to be 33-feet back-to-back of curbs. The 66-foot right-of-way is acceptable.
4. The water main loop from Timberline Drive to Alba Street is shown at 8-inch diameter. The Village will check with HR Green, the water supply study consultant, to confirm if this size is adequate, in lieu of 10-inch or 12-inch main.
5. The water main should also be looped in existing easement (between 89 and 91 Timberline Drive) from Lot 35 on Woodwind Drive, to the 12-inch water main on Timberline Drive, if such is physically feasible in the existing easement.
6. The FEMA Flood Plan maps indicate no Zone A areas (100-year flood zone) on the entire site. The MWRDGC flood inundation maps indicate no stormwater inundation area on the entire site.
7. The existing conditions plan on engineering plan sheets C-2.2 indicates a "water line" that indicates potential areas hydraulically connected to the I&M Canal as USACOE waters of the US. A letter from USACEO dated December 1, 2016 verifies that Ravines 1 and 4 contain jurisdictional wetlands. It is recommended that a Conservation Easement be considered for Ravines 1, 2, 3 and 4, from the top of slope down to the bottom of the ravines to prevent any disturbance activity on the ravine slopes.
8. Stormwater detention and volume control will need to follow MWRDGC-WMO Permit Guidelines. Stormwater detention will also need to follow Village of Lemont guidelines. Whichever detention volume and release rate is more stringent will apply.
9. The Soils Report recommends an impervious geotextile liner for the detention facilities, due to the existence of sand seams in the soils located along the entire north bluff area along Main Street. This is a very important consideration.
10. Left turn lanes on New Avenue are warranted at Timberline Drive, currently and in the future. These lanes should be installed concurrent with this development. A preliminary estimated cost for this work is $300,000.00.
11. No wetlands were found on the site.
12. The widths of the proposed pathways to connect to the Open Space Township Park property should be consistent with those widths that currently exist in the Open Space Township Park.

13. There needs to be some way to easily access the upstream and downstream ends of the proposed 6' x 4' box culvert under Alba Drive, for removal of upstream timber debris, which can be expected to accumulate in the channel. An exhibit showing access to the culvert should be provided.
14. Due to the significant grade (6%) of the 4' x 6' box culvert, some type of flow velocity attenuation device will be needed to prevent downstream channel erosion. An exhibit showing this information should be provided.
15. Some type of pedestrian protection, such as a decorative fence, should be provided behind the north sidewalk at Stormwater Basin 2. Due to the proximity of the retaining walls behind the north sidewalk, a decorative guard rail may also be advisable.
16. A guard rail is recommended on each side of Alba Drive behind the public sidewalks, at the 6' x 4' box culvert crossing. Again, some means of ingress/egress method needs to be provided here for culvert maintenance, as well as for detention basin maintenance at other locations in the development.
17. Detention basin depths range from 5-feet to the 6-feet, Village Code is 4-feet maximum. This will require a design variance. Basins will need to follow the Village's new native planting guidelines.
18. No stormwater calculations were submitted, but the location and size of the detention areas appears adequate.
19. Detention Basin No. 2 offset from Timberline Drive does not appear to comply with the Illinois "berm rule". (The required offset to basin HWL is 10-feet + 1.5 x basin depth, as measured from the right-of-way line.)
20. Sheet C-11.0 of the engineering plans shows the site line exhibit and back up calculation data for same. The site line is shown on Vistancia Drive as being taken from a location in the vehicle in front of the stop bar and crosswalk. (The stop bar is normally set 4 feet behind the crosswalk.) Due to the location of Evergreen Drive, it is my opinion that the location of Vistancia Drive and the Timberline West entrance drive are at the best location, given all the other undesirable options. The proposed site lines need to be made as "clean and clear" as possible, with removal of all trees and earth mounds that may block the view. Southbound stop controls on Timberline Drive at Evergreen Drive or Vistancia Drive could be a future consideration. Northbound stop control on Timberline Drive at Vistancia Drive would be a challenge in winter, due to the 8.3% uphill grade. Speeding vehicles on Timberline Drive will cause a problem, in any case.
21. Street lights are needed throughout the Subdivision, per UDO.

Should you have any questions concerning this matter, please do not hesitate to contact me.

Sincerely,

NOVOTNY ENGINEERING

James L. Calnkar, P.E., P.L.S.

JLC/dn
Enclosures
cc: Mr. George Schafer, Administrator
Mr. Jeffrey Stein, Deputy Administrator
Mr. Ralph Pukula, Director of Public Works
File No. 16580

Attachment 4

December 12, 2016

Heather Valone
Village Planner
Village of Lemont
418 Main St
Lemont, IL 60439
(630) 257-1581

RE: Vistancia Development
P.U.D. Preliminary Plan/Plat – Review #1

ecology + vision, llc has received and reviewed the P.U.D. Preliminary Plan/Plat dated 12/08/2016 prepared by Greentech Engineering, Inc. and listed sub-consutlants.

The purpose of our review of this plan is to ascertain its general compliance with Village ordinances and standard practices regarding native plantings. This review and comments made herein shall not relieve the designer from his or her duties to conform to all required codes, regulations and acceptable industry standards and practices. ecology + vision, llc's review shall not be considered an in-depth quality assurance review, we cannot and do not assume responsibility for errors or omissions throughout the design of these plans. Following are our review comments:

General Plan Comments

1. There are currently no areas within this plan proposed for natural areas restoration or native plantings. Any natural areas restoration or native plantings being proposed by the applicant, including naturalized stormwater facilities and/or mitigation/compensatory storage areas shall adhere to the Village of Lemont Native Planting Guidelines available by contacting the Village of Lemont at 630-257-1550.
2. The stormwater detention basins shall be in compliance with the MWRD Watershed Management Ordinance and the MWRD Technical Guidance Manual.
3. Indicate who will be responsible for maintenance of the 25.44 acres of "open space" as indicated on sheet C-9.0.

Tree Preservation Plan Comments

4. The plan set submitted for review does not include a tree preservation plan.
5. The plan set submitted for review does include a tree inventory, however there appears to be errors between the tag numbers and common names. On sheet C-7.1, every tree shown within the vicinity of lots 1-5 and extending down to lot 56 are all labeled as "Hickory". In addition, sheet C-8.2 lists tag numbers 1404, 1405 and 1408 as "Hawthorns" with sizes exceeding 48" DBH, which is not likely accurate since Hawthorns are small understory trees rarely exceeding 12" in diameter.

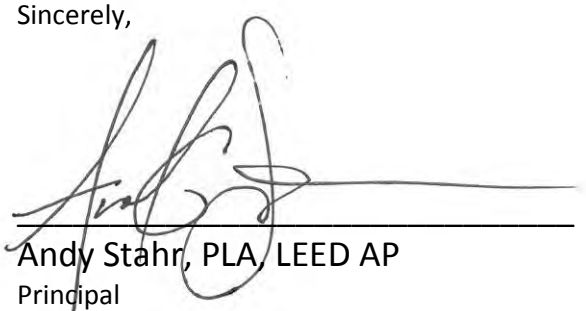
6. Tree tag numbers are missing from some of the located trees on plan sheets C-7.1, C-7.2, and C-7.3.
7. With over 1,000 Oak and 700 Hickory trees proposed for removal as per this plan set, we recommend that the Village require submittal of a tree preservation plan in accordance with the UDO.

Landscape Plan Comments

8. To ensure that the landscape plan has been prepared by a "Registered Landscape Architect", the landscape architect responsible for production of the landscape plan(s) shall be a Registered Landscape Architect with the State of Illinois and shall sign and seal any landscape sheets submitted for this project. (17.20.030, A).

This documents our review of the above referenced plan(s). Please contact our office with questions or if additional information is required.

Sincerely,



Andy Stahr, PLA, LEED AP
Principal
(815) 751-2410

Attachment 5

LEMONT FIRE PROTECTION DISTRICT

BUREAU OF FIRE PREVENTION

15900 New Avenue
Lemont, IL 60439
Business: (630) 257-0191
Fax: (630) 257-5318
fpb@lemontfire.com
lemontfire.com

November 30, 2016

Building Department
Village of Lemont
418 Main Street
Lemont, IL. 60439

Re: Vistancia
Lemont, IL, 60439

Dear Building Department;

This Department is in receipt of the site plans for the above mentioned project. The 2015 edition of the International Fire Code along with local amendments were used for this review. These plans are APPROVED AS NOTED subject to the following comments:

1. The address for the property shall be permanently displayed, either on a sign or on the building. The type and size of the address a minimum four inches (4") - shall be in compliance with Lemont Fire Protection District Ordinance #16-01, and International Fire Code, 2015 Edition (Section 505).

2. An approved automatic sprinkler system shall be installed throughout the multi-family occupancies. This system shall be designed and installed in accordance with N.F.P.A. Standard 13D, 2013 Edition. A complete set of sprinkler shop/working drawings, and the appropriate equipment specification sheets, shall be submitted to the Bureau of Fire Prevention for review and approval prior to installation in accordance with Lemont Fire Protection District Ordinance #16-01 (Section 903), and International Fire Code, 2015 Edition (Section 903).

3. An approved fire alarm system shall be installed throughout the multi-family occupancies. The fire alarm system shall be designed and installed in accordance with N.F.P.A. Standard #72, 2013 Edition and Lemont Fire Protection District Ordinance #16-01 (Section 907). A complete set of fire alarm shop/working drawings, and the appropriate equipment specification sheets, shall be submitted to the Bureau of Fire Prevention for review and approval prior to installation and in accordance with the Lemont Fire Protection District Ordinance #16-01 (Section 907), and International Fire Code, 2015 Edition, (Section 907.1.1).

4. All newly constructed buildings or tenant spaces are required to install an approved key box in an accessible location approved by the code official in accordance with International Fire Code Edition 2015 (Section 506.1).

    a. TYPE OF KEY BOX: The type of key box approved for use by the Lemont Fire Protection District is the Knox box brand key vault/rapid entry system. The Lemont Fire Protection District shall be in complete control of key box and rapid entry system authorization and operation.

    b. LOCATION AND NUMBER: The location of the Knox box shall be approved by the code official. The Knox box shall be mounted at a maximum height of six (6) feet above grade in which a person can stand on without any assistance. The total number of Knox boxes required shall be determined by the code official.

    c. KEYS: Key boxes shall contain such keys and other items necessary to provide to the fire district access to the building at locked points of ingress and egress whether on the interior or exterior of such building, to building systems, controls and devices, such as but not limited to: Fire alarm systems, automatic sprinkler systems, elevator controls, electrical rooms and mechanical rooms and other areas designated by the Code Official.

    d. Each key shall be identified in an approved manner for quick use in case of an emerge

5. Fire hydrants shall be located along a fire apparatus access road so that no portion of a building or facility will be more than 300 feet from any hydrant. Additional hydrants and mains shall be provided where required by the code official. Lemont Fire Protection District Ordinance #16-01 (Section 507.5).

    a. Access: Access to fire hydrants shall be by any approved roadway as specified by this code.

    b. Distance to Roadways: Hydrants shall be located approximately ten (10) feet from all-weather roadways.

    c. Pumper Outlet Direction: Each hydrant shall have the pumper (steamer) connection facing the primary roadway and shall be accessible so that a connection can be made between the hydrant and the apparatus located in the street with twenty (20) feet of suction hose.

    d. Hydrant Outlet Location: Fire hydrant outlets shall be a minimum of eighteen (18) inches and no more than thirty-six (36) inches above the finished grade.

    e. Hydrant Type: Fire hydrants used in conjunction with water supplies shall be of a type acceptable to the Lemont Fire Protection District.

f. Cover/Cap: The larger 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. If this type of connection cannot be used, final determination shall be made by the fire code official. Lemont Fire Protection District Ordinance #16-01 (Section 507.5.3).

6. When subject to physical damage from vehicles, fire hydrants shall be protected from damage by approved methods, including barriers in accordance with International Fire Code, 2015 Edition (Section 507.5.6).

7. Obstruction: Posts, fences, vehicles, growth, trash, storage and other materials or objects shall not be placed or kept near fire hydrants, fire department inlet connections or fire protection system control valves in a manner that would prevent such equipment or fire hydrants from being immediately discernible. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants in accordance with International Fire Code, 2015 Edition (Section 507.5.4).

8. Clear space around hydrants. A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved in accordance with International Fire Code, 2015 Edition (Section 507.5.5).

The review of these drawings does not relieve the contractor or building owner from designing and installing and completing this project per all code and standard requirements. Fire code and standard requirements not necessarily noted on these plans, in the plan review letter, or noted during inspections are still required to be provided and installed in full compliance with all adopted codes standards and ordinances. I will recommend approval of these plans with the stipulation that the above items are addressed and complied with. This APPROVAL with noted requirements of the Codes and Standards for the submitted project is not to be construed as final approval. This can only be granted after construction and occupancy inspections. If you should have any further questions please don't hesitate to contact me.

Sincerely,

Benjamin DeAnda, MPA, MS, CFO, FM
Fire Marshal

cc: file
Village of Lemont Building Department

Attachment 6

Village of Lemont
Planning & Economic Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

Annexation Application Form (with or without rezoning)

TYPE OF APPROVAL REQUESTED

CHECK ALL THAT APPLY:

- ✓ Annexation and Annexation Agreement
- ✓ Rezoning

APPLICANT INFORMATION

BRUCE MICHAEL
Applicant Name

INTREPID INVESTMENT PARTNERS LION'S PARK, LLC
Company/Organization

35520 FORTON COURT, CLINTON TOWNSHIP, MI 48035
Applicant Address

248/703-4653 (cell) 586/792-0660 (OFFICE) 586/792-0525 (FAX)
Telephone & Fax

brucemich@gmail.com
E-mail

CHECK ONE OF THE FOLLOWING:

- ____ Applicant is the owner of the subject property and is the signer of this application.
- X Applicant is the contract purchaser of the subject property.
- ____ Applicant is acting on behalf of the beneficiary of a trust.
- ____ Applicant is acting on behalf of the owner.

PROPERTY INFORMATON

VACANT WEST END OF ALBA WEST OF TIMBERLINE
Address of Subject Property/Properties

~~22-30-203-002-0000~~ ATTACHED
Parcel Identification Number of Subject Property/Properties

105.15 acres
Size of Subject Property/Properties

DESCRIPTION OF REQUEST

MIXED RESIDENTIAL DEVELOPMENT OF SINGLE FAMILY HOMES & DUPLEXES
Brief description of the proposed annexation/rezoning

REQUIRED DOCUMENTS

See Form 506-A, *Annexation Application Checklist of Required Materials,* for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____ By: _____

Application deemed complete on: _____ By: _____

Current Zoning: _____

Fee Amount Enclosed: _____ Escrow Amount Enclosed: _____

Annexation Application Form

Village of Lemont

APPLICATION FEE & ESCROW

Rezoning Application Fee (based on size of property to be rezoned):

< 2 acres = $300
2 to < 5 acres = $500
5 to < 10 acres = $750
10 to < 20 acres = $1,000
20 acres or more = $1,250

Annexation Application Fee = $250 (per zoning lot)

Fee is non-refundable. A zoning lot is defined as "a single tract of land located within a single block that (at the time of filing for a building permit) is designated by its owner or developer as a tract to be used, developed, or built upon, under single ownership or control" (Unified Development Ordinance Chapter 17.02).

Required Escrow = $750 for annexation, plus $500 for rezoning

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the annexation application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the annexation review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.

Bruce A. Michael — 11/17/16

Signature of Applicant — Date

MICHIGAN — OAKLAND

State — County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that Bruce A. Michael is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Amber R. Kuhl

Notary Signature

Given under my hand and notary seal this 17 day of November A.D. 20 16.

My commission expires this 5 day of June A.D. 20 17.

PUD Preliminary Plan/Plat Application Form

Village of Lemont

APPLICATION FEE & ESCROW

Application Fee:

$500 for properties less than 10 acres, $750 for properties 10 acres or larger

AND

If the PUD includes a preliminary plat of subdivsion, the following fee applies (based on size of property and number of proposed and/or existing dwelling units):

< 3 acres = $300, plus $50 per existing and/or proposed dwelling unit

3 to <5 acres = $600, plus $50 per existing and/or proposed dwelling unit

5 to <10 acres = $1000, plus $50 per existing and/or proposed dwelling unit

10 acres or more = $1200, plus $50 per existing and/or proposed dwelling unit

Fee is non-refundable.

Required Escrow = $2,000

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the PUD preliminary plan/plat application. After completion of the review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request.

Signature of Applicant — Date: 11/22/16

State: MICHIGAN — County: OAKLAND

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that Bruce A. Michael is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Amber R. Kuhl

Notary Signature

Given under my hand and notary seal this 22 day of November A.D. 20 16.

My commission expires this 5 day of June A.D. 20 17.

AMBER R KUHL
Notary Public - Michigan
Chippewa County
My Commission Expires Jun 5, 2017
Acting in the County of Oakland

Village of Lemont
Planning & Economic Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

PUD Prelminary Plan/Plat Application Form

APPLICANT INFORMATION

BRUCE MICHAEL
Applicant Name

INTREPID INVESTMENT PARTNERS - LION'S PARK, LLC
Company/Organization

35520 FORTUNA COURT, CLINTON TWP, MI 48035
Applicant Address

248/703-4653 (cell) 586/792-0660 (OFFICE) 586/792-0528 (FAX)
Telephone & Fax

bruzemich@gmail.com
E-mail

CHECK ONE OF THE FOLLOWING:

_____ Applicant is the owner of the subject property and is the signer of this application.
X Applicant is the contract purchaser of the subject property.
_____ Applicant is acting on behalf of the beneficiary of a trust.
_____ Applicant is acting on behalf of the owner.

PROPERTY INFORMATON

VACANT WEST END OF ALDA, WEST OF TIMBERLINE
Address of Subject Property/Properties

ATTACHED
Parcel Identification Number of Subject Property/Properties

105.15 ACRES
Size of Subject Property/Properties

REQUIRED DOCUMENTS

See Form 507-A, *PUD Preliminary Plan/Plat Application Checklist of Required Materials,* for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____ By: _____

Application deemed complete on: _____ By: _____

Current Zoning: _____

Fee Amount Enclosed: _____ Escrow Amount Enclosed: _____

PROPERTY TAX IDENTIFICATION NUMBERS
VISTANCIA

22-30-203-002
22-30-203-001
22-30-101-020
22-30-303-003
22-30-204-009
22-30-204-004
22-30-400-007
22-30-400-003 Township, a portion only

VISTANCIA
PLANNED UNIT DEVELOPMENT
REPORT 10/19/2016

1. Contact information of the participants
    a. Owners See redacted purchase agreements
    b. Professionals

Engineer
GreenTech Engineering, LLC
51111 West Pontiac Trail
Wixom, MI 48393
Dan LeClair
248/668-0700
248/668-0701 fax
dan@greentechengineering.net
Wetlands
Hey & Associates, Inc.
26575 West Commerce Dr, Suite 601
Volo, IL 60073
Vince Mosca
847/740-0888
847/740-2888
vmosca@heyassoc.com
Landscape Architect
Allen Design
557 Carpenter
Northville, MI 48167
Jim Allen
248/467-4668
jca@wideopenwest.com
Traffic Engineer
Fleis & Vandenbrink, Inc.
27725 Stansbury Blvd, Suite 150
Farmington Hills, MI 48334
Mike Labadie
248/536-0080
248/536-0079 fax
mlabadie@fveng.com
Environmantal Engineer
BBJ Group, LLC
500 N. Dearborn St., Suite 712
Chicago, IL 60654
Kevin McCartney
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kmccartney@bbjgroup.com
Geotechnical Engineer
Testing Service Corporation
360 S. Main Place

Carol Stream, IL 60188
Mike Machalinski
630/462-2600
630/653-2988 fax
mvm@tsccorp.com

c. Developer
Odawa Development, LLC
51159 West Pontiac Trail
Wixom, MI 48393
Bruce Michael
248/703-4653 cel
586/792-0525 fax
brucemich@gmail.com

2. Legal Description
See attached Word document.

3. Land Area
Gross Site Area: 3,111,926 sf (71.44 acres)
Net Site Area: 3,047,893 sf (69.97 acres)(net of existing road row and with land swaps w/Lemont Township and vacation of a portion of Alba Drive).
The entire development site is an assemblage of 6 parcels with five different owners. The final project parcel area and legal description is the result of obtaining the Township 0.92 acres north of the cell tower site at the southwest corner of the property and providing to the Township two parcels consisting of 0.38 acres west of the cell tower site and 3.22 acres along the north side of the Township's existing Lion's Park.
The overall parcel is an unusual shape, sort of L shaped, connecting to Timberline Drive to the northeast and Alba Drive to the south.

4. Overall Conceptual Land Use Plan
The property contains a variety of conditions from wooded with large ravines and steep slopes on the northeast to open, farmed rolling on the southwest. The proposed plan works with the terrain limitations by avoiding the ravines as much as possible and leaving these as substantial wooded open spaces.
A main spine access road that connects Alba and Timberline provides for EMS access and an ability to spread traffic generated by the development to diverse areas of the existing road network. A single crossing of the major ravine on the site is proposed, with fill across the ravine valley and the installation of a box culvert to main ravine flows, allowing the main spine roadway to connect across the site. This main roadway is structured with stop signs and T intersections to discourage cut through traffic. A portion of Alba Drive is proposed to be vacated and a new, straighter alignment is proposed.
Density: At 289 units, the proposal is a density of 2.9 units/acre.
Open Space: Required open space is (15%) 14.90 acres (649,044) square feet).
Provided open space is 17.45 acres (760,324) square feet).
If land swapped to Township is included: open space is 17.45 acres (760,324) square feet).
Most of the open space is located within the substantial ravines and steep slope areas in the northern and central areas of the site. There is also open space along Alba in the

southwest area of the site where a high pressure gas main crosses the property. A very significant portion of the property is adjacent to the Lemont Township Lion's Park along the south and east boundaries of the property.

Other than the neighborhood park to be developed in between the Vistas and Ridgeline neighborhoods and open spaces deed to Lemont Township, all open spaces will be responsibility of the Vistancia Homeowners Association.

Three paved trails are proposed to connect to the existing trail system within Lion's Park and to the sidewalk system in the proposed development. Said sidewalks will connect throughout the development and will connect to existing sidewalks on Alba and Timberline.

A neighborhood park with 2-12 year old play structure, swings, benches and a trail connection to two separate streets will be built by developer between the Vistas and Ridgeline neighborhoods in the central area of the property. The park will be dedicated to the Park District.

5. Site Plan Items
   See attached site plan.
6. Number of Units
   Overall, it is a development of 289 total units developed in three neighborhoods in the following mix:
   - Summit, consisting of the largest homes on a typical lot of 65' x 130' totaling 98 lots in the northeast area of the site east of the major ravine.
   - Ridgeline, with mid size homes on a typical lot of 54' x 130' totaling 88 lots in the north central area of the site west of the major ravine.
   - Vistas, providing ranch duplex units totaling 112 units in the western edge of the site adjacent to the I-355 Tollway.

   Topography & Soils Survey
   See topography sheet and attached soil boring report
   Overall the site contains a lot of topographic relief with steeper areas in the northeast and more gently rolling areas in the southwest. The site is a high bluff overlooking the river valley. The northern of the property falls off with very steep slopes extending beyond the northern property boundary. The site is bisected by a major north/south ravine that traverses from Lion's Park to the south, through the site, and terminates at the riverine plain that starts just north of the site's northern boundary. The site is also further bisected on either side of the main ravine by two smaller, shorter north/south traversing ravines.
   A geotechnical study was performed by Testing Service Corporation that included 31 soil borings in various areas throughout the site. Generally, the soils consist of 4-12 inches of surficial topsoil underlain by stiff to hard silty clay. No groundwater was encountered in most of the borings. While care must be taken to deal with the steep slopes on the site, none of the soils appear to be limiting to site development activities or support building foundations.
7. Wetlands see attached report
   There are no delineated wetlands on the site.
   There are four ravines the bottoms of which may be classified as "waters of the state" and may come under the jurisdiction of the Corps of Engineers under the Clean Water Act. These areas total 0.9 acres. No impacts to the Waters areas are planned other than the one crossing of the major ravine to create continuous access through the site.
8. Sewer & Water Systems
   The property is served by Village of Lemont sanitary sewer. All sanitary sewers will be connected to the existing manhole located in Timberline Drive just north of the property part way down the hill toward New Avenue. There are existing water mains located on Timberline at

the northeast corner of the property and on Alba Drive at the southwest corner of the property. The onsite water main system will connect to both of these pipes, creating a looped water system for the project.

9. Stormwater Management
   Stormwater will be collected via an enclosed storm sewer system and transmitted as follows:
   1. Stormwater in the northeast portion of the property (the Summit neighborhood) will be collected and outletted to a large stormwater detention basin located on the east side of the major ravine near the northern boundary of the site. This basin will outlet via a control structure to the bottom of the major ravine in this area.
   2. Stormwater in the western portion of the property (the Ridgeline and Vistas neighborhoods) will be collected and outletted to a large stormwater detention basin located on the west side of the major ravine near the northern boundary of the site. This basin will outlet via a control structure to the bottom of the major ravine in this area.
   3. Stormwater generated along the western side of the berm to be constructed to buffer the Vistas duplexes from I-355 will be collected in a swale and piped into the same underground pipe stormwater collection system that serves the western portion of the property.
10. Comprehensive Plan
    The future land use category of the property is Contemporary Neighborhood.
    The proposal is consistent with the combination of single family detached and attached units.
11. Environmental Concerns
    There is some trash located in the southeast corner of the site. In addition there is an old farmstead with a potential underground heating tank in the western area of the site. Since these were listed potential contaminant sources, a Phase II study was completed. There were minor elevated heavy metals concentrations in the groundwater. However, the trash and soils do NOT meet the requirements of disposal at a CCDD facility. All trash, old structures, old foundations, etc. will be removed as part of the clearing process.
12. Natural, Cultural & Geographic Features
    There are no cultural or geographic features of consequence.
    The property is characterized by a combination of open field and significant wooded areas, particularly in the northeastern portion of the site. Significant portions of these woods will be impacted and will be mitigated with plantings of new trees.
13. Traffic Impact
    The traffic impact study by Fleis and Vanderbrink is attached as part of the package. The conclusions of this study are:
    1. All study intersection approaches and movements currently operate acceptably at a LOS D or better during both peak periods.
    2. The intersection of New Avenue & Timberline Drive does not meet the thresholds for signal warrants under existing conditions.
    3. A left turn lane is currently warranted at the intersection of New Avenue & Timberline Drive based on existing peak hour traffic volumes.
    4. Background conditions were analyzed which include an annual growth rate of 1.12% to the project buildout year of 2022 and site-generated traffic volumes from the approved dialysis clinic.
    5. Under background conditions without the proposed development all approaches and movements will continue to operate acceptably at a LOS D or better during both peak periods.

6. The analysis of future conditions with the proposed development indicates that operations would be similar to background conditions and the development will not have a significant impact on the study intersections.
7. All approaches and movements at the intersection of Timberline Drive with Alba Street and the proposed site road will operate acceptably at a LOS C or better during both peak periods.
8. Neither a left turn lane nor right turn lane are warranted at the intersection of Timberline Drive with Alba Street or the proposed site road.
9. A traffic signal is warranted at the intersection of New Avenue & Timberline Drive based on future traffic volumes and the existing one lane geometry on all approaches; however, prior to the installation of a traffic signal, all legs of an intersection are recommended to have a minimum of two approach lanes. Under this scenario future traffic volumes do not satisfy the criteria to warrant a traffic signal. Therefore, a traffic signal is not recommended at the intersection of New Avenue & Timberline Drive.
10. A right turn lane is not warranted t the intersection of New Avenue & Timberline Drive.

14. General Schedule

Entitlement:	Complete by Summer 2017.
Land Development:	Phase 1 complete by Winter 2017.
	Phase 2 complete by Summer 2019.
Home Construction:	Complete by April 2022.

15. Phasing:

The project will be built in two phases, see phasing plan.

Phase 1 will consist of:

- Completion of the main spine road connecting Alba and Timberline, including the major ravine crossing.
- Connection of sanitary sewer to existing manhole in Timberline and extension of mains and appurtenances in all Phase 1 areas.
- Connection of looped water main from Timberline to Alba and extension of mains and appurtenances in all Phase 1 areas.
- Construction of both stormwater detention basins and outlets. Construction of mains and appurtenances in all Phase 1 areas.
- Construction of the neighborhood park and proposed trail connections, except the trail connection into the Phase 2 Summit neighborhood.
- Completion of all entry treatments at Timberline and Alba.
- Home construction of:
  - 52 Summit neighborhood lots
  - 58 Ridgeline neighborhood lots
  - 46 Vistas neighborhood units

Phase 2 will consist of:

- Completion of road, storm sewer, sanitary sewer, and water systems into Phase 2 areas.
- Completion of the trial that connects Lion's Park to the north to the Phase 2 of the Summit neighborhood.
- Home construction of:
  - 47 Summit neighborhood lots
  - 30 Ridgeline neighborhood lots
  - 56 Vistas neighborhood units

MEMORANDUM

TO: Heather Valone, Planning Director
Village of Lemont
FROM: Bruce Michael
Intrepid Investment Partners
DATE: December 14, 2016
RE: Vistancia Rezoning/Annexation/Preliminary Plat

Per conversations with the Village Planner today concerning Vistancia questions/issues:

1. Impact on wetland adjacent: There are some regulated wetlands downstream of the property to the north. Intrepid will comply with all MWRD, Corps of Engineer and Village requirements. The resulting managed stormwater flows will not impact these wetlands negatively, as all stormwater flow will go the same place that it presently exits the site.
2. Ecocat: There have been no additional notices from our Ecocat filing.
3. Lot size/width tables: Please see attached lot tables as excel files. Lot 105 size has been corrected.
4. Vistancia/Timberline Intersection: Please see the attached site line analysis and stopping distance analysis and intersection detail for the proposed driveway the senior care center, the proposed Vistancia Drive and Timberline Drive. Update: After meeting with the neighbors, we have determined it would be best to move the proposed Vistancia Drive to the north 10 feet. We have determined through your efforts, that the rehab facility can align their drive with our new alignment. Please see attached.
5. Landscaping:
    a. A row of evergreens along the south side of Vistancia Drive behind the houses on the north side of Evergreen Place has been added.
    b. A row of evergreens along the eastern property boundary behind Lots 51-57 and behind Lots 35-39 has been added.
    c. Evergreens have been added behind and beside lots 192-196 have been added to screen these lots from the cell tower.
    d. Sign lighting will be down and shielded, vs uplit.
    e. Parkway trees are computed based 1 per 40 feet of roadway on sheet L-1. 550 parkway trees are actually shown on the plans.
6. Tree Survey: The tree survey has been modified to show rating of tree condition, including totals. The tree removal line in the southwest portion of the site will be added on future submittals.
7. Neighborhood Park Land: We have removed Lot 137 from our proposal and provide this area to the Park District to increase the size of the neighborhood park.
8. Park Plan: The Park Plan, Sheet C3.11, has been modified to NOT include the large steep slope open areas as land to be dedicated to the Park District. This land will be the responsibility of the HOA and the future maintenance should be minimal. The revised copy of the plan is attached. There was an error shown on the updated drawing with some open space highlighted as though it was being dedicated to the Park District. This land is NOT being dedicated to the Park District. The only land being dedicated to the Park District is the neighborhood park in the vicinity of former Lot 137.
9. Box Culvert at Main Ravine Crossing: A picture, representative of what we would do here, has been provided.
10. Setbacks: A confirmation of proposed setbacks:

a. Side yards for single family lots: 7.5 feet on both sides. Allow masonry, eves, box rakes and gutters and downspouts to extend into side yard setbacks.
b. Side yards for duplexes: 16 feet between buildings.
c. Front yards: 25 feet.
d. Corner Lots: 25 feet front yard on the two street frontages of the lot.

11. Duplex Distance between buildings:
    a. Approximately 23 acres of the site are unbuildable (not even for stormwater management facilities) due to very steep slopes. That amounts to 23% of the site. This unbuildable area reduces the buildable area to the point where we need to cluster lots to make the overall site yield work.
    b. An additional property to the south was required to create the second means of egress required by Village Codes for the site. This property is VERY expensive and additional yield is necessary to make the project economics feasible.
    c. The 16 feet between buildings for the duplexes allows us to retain 14 duplex units that would likely be lost with a 20 foot spacing requirement.
    d. Unlike a much longer townhome building, the duplex buildings (2 units) are only 80 feet wide and 16 feet between buildings this width is a generally pleasing proportion.
12. Site Plan w/Topography Color Coding: A site plan with topographic coloring coding as you requested has been provided for your use.
13. Traffic Study considerations:
    a. I have confirmed with the traffic engineer that they used Illinois DOT standards for the warrant analyses (by the way, the Michigan and Illinois standards are the same).
    b. Attached is the TIS reissued with the appendices corrected to remove the errors on them. The conclusions of the TIS are unaffected.

Developer Donations **Vistancia**

	Pre-School	Elementary (K-5)	Junior High	Total K-8	High School	Adults	Total per D.U.
	0-4 years	5-10 years	11-13 years	5-13 years	14-17 years	(18+ years)	
Type of Unit							
Detached Single Family							
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

Number of Units

Detached	0	**Attached**	0	**Apartments**	0
2 Bedroom	0	1 Bedroom	0	Efficiency	0
3 Bedroom	0	2 Bedroom	120	1 Bedroom	0
4 Bedroom	173	3 Bedroom	0	2 Bedroom	0
5 Bedroom	0	4 Bedroom	0	3 Bedroom	0
Total Units	173		120		0

	Pre-School	Elementary (K-5)	Junior High	Total K-8	High School	Adults	Total per D.U.
Detached Single Family							
2 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
3 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4 Bedroom	72.314	91.690	51.554	143.244	62.280	373.334	651.172
5 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Detached SF Total	72.314	91.690	51.554	143.244	62.280	373.334	651.172
Attached Single Family							
1 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2 Bedroom	7.680	10.560	5.760	16.320	4.560	210.240	238.800
3 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Attached SF Total	7.680	10.560	5.760	16.320	4.560	210.240	238.800
Apartments							
Efficiency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
3 Bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Apartment Total	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Grand Total	**79.994**	**102.250**	**57.314**	**159.564**	**66.840**	**583.574**	**889.972**

When Required

Annex **Non-Annex**

LIBRARY DONATION				**Library**	Yes	Yes
Land Donation (acres)	0.00					
Cash Donation	$40,591.62	$45.61	Per Person			
PARK DONATION				**Park**	Yes	Yes
Land Donation (acres)	8.90					
Cash Donation	$1,334,958.00	$150,000.00	Per Acre			
FIRE DONATION				**Fire**	Yes	No
Housing Units	293					
Cash Donation	$29,300.00	$100.00	Per Unit			
PUBLIC SAFETY DONATION				**Public Safety**	Yes	No
Housing Units	293	$1,000.00	Per Unit			
Cash Donation	$293,000.00					
SCHOOL DONATION				**Schools**	Yes	Yes
Elementary (K-5)						
(650 students - 15 ac.)						
Land Donation (acres)	2.36					
Cash Donation	$353,942.31					
Junior High (6-8)						
(1200 students - 25 ac.)						
Land Donation (acres)	1.19					
Cash Donation	$179,106.25					
High School (9-12)						
(3000 students - 80 ac.)						
Land Donation (acres)	1.78					
Cash Donation	$267,360.00					
TOTAL						
Land Donation	14.24					
Cash Donation	**$2,498,258.18**					

PROPOSAL FOR PARKS		acres		per acre	
land contribution	park	1.00	$ 150,000	$150,000.00	area where parklet improvements are
land contribution	open space	0.00	$ -	$30,000.00	
neighborhood parklet	improvements		$ 125,000		
trails			$ 90,000	1800	lf of trails
Cash			$ 969,958		

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

Memo

VIA EMAIL

To:	**Mr. Bruce Michael** **Odawa**
From:	**Michael J. Labadie, PE** **Julie M. Kroll, PE, PTOE** **Steven J. Russo, E.I.T.** **Fleis & VandenBrink**
Date:	**December 7, 2016**
Re:	**Vistancia Residential Development** **Village of Lemont, Illinois** **Traffic Impact Study**

Introduction

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed Lion's Park residential development in Lemont, Illinois. The project site is located in an area south of New Avenue between I-355 and Timberline Drive as shown on the attached Figure 1. The proposed project includes 174 single-family homes and 120 townhomes with site access provided via one site road to Timberline Drive and connection to Alba Street.

The Village of Lemont has required a TIS for the project in accordance with Village Ordinance. This TIS has been completed to identify the impacts (if any) of the proposed development on the following study intersections:

- Timberline Drive & 127th Street,
- Timberline Drive & New Avenue,
- Timberline Drive & Alba Street, and
- The proposed site roads.

The scope of the study was developed based on Fleis & VandenBrink's (F&V), understanding of the development program, accepted traffic engineering practice, and methodologies published by the Institute of Transportation Engineers (ITE). Additionally, F&V solicited input regarding the scope of work from the Village of Lemont.

Existing Road Network

Vehicle transportation for the subject site is provided via 127th Street and New Avenue. Regional transportation is provided via I-355, which has an interchange with 127th Street approximately ¼ mile west of Timberline Drive. The intersection of 127th Street & Timberline Drive is traffic signal controlled and all other study intersections are two-way stop-controlled (TWSC) on the minor approaches. The lane use and traffic control at the study intersections are shown on the attached Figure 2 and the study roadways are further described below.

127th Street is classified as a Major Collector, runs in the east and west directions, and is under the jurisdiction of the Cook County Department of Transportation and Highways (DTH). The study section of 127th Street has a posted speed limit of 35 miles per hour (mph) with a school speed limit of 20 mph in effect

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on school days during arrival and dismissal periods. 127th Street has a typical two lane cross section with one lane in each direction with left turn lanes provided at major streets and driveways. The approximate annual average daily traffic (AADT) volume on 127th Street is 5,900 vehicles per day.

New Avenue is classified as a Minor Arterial, runs generally in the east and west directions, and is under the jurisdiction of the Illinois Department of Transportation (IDOT). The study section of New Avenue has a posted speed limit of 40 mph and 45 mph to the east and west of Timberline Drive, respectively. New Avenue has a typical two lane cross section with one lane in each direction and an AADT volume of 7,650 vehicles per day.

Timberline Drive is classified as a Local Road, runs in the north and south directions, and is under the jurisdiction of the Village of Lemont. Timberline Drive has a typical two lane cross section with one lane in each direction, a posted speed limit of 20 mph, and an AADT of approximately 1,200 vehicles per day.

Data Collection

The existing weekday turning movement traffic volume data were collected by F&V subconsultant Gewalt Hamilton Associates, Inc. (GHA) on Tuesday, June 14, 2016. Intersection turning movement counts were collected during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods at study intersections. Additionally, 24-hour turning movement count data was collected at the intersection of New Avenue & Timberline Drive. The data were collected in 15-minute intervals and aggregated to determine the hourly approach volumes utilized for the signal warrant evaluation. Lastly, F&V collected an inventory of existing lane use and traffic control and obtained existing traffic signal timing information from the Cook County DTH.

The south leg of the 127th Street & Timberline Drive intersection provides signalized access to Old Quarry Middle School. Since data collection was performed during the summer when school was on break, the traffic volumes at the intersection may be lower than typical school day traffic volumes. Therefore, F&V compared the existing (June 2016) traffic count data to historical traffic counts obtained from the Cook County DTH.

The results of this comparison indicated a significant difference in peak hour volumes between 2008 and 2016 for movements in and out of the Old Quarry Middle School Drive. As a result, F&V completed a trip generation forecast for the school in order to adjust the existing peak hour traffic counts for these movements and determine the peak hour traffic volumes for the analysis of existing conditions.

The trip generation forecast was completed based on data published by ITE in the *Trip Generation Manual, 9th Edition* and is shown in Table 1. These trips were then assigned to the 127th Street & Timberline Drive intersection based on the 2008 school peak hour traffic patterns. The raw traffic count data are included in Appendix A and the existing AM and PM peak hour traffic volumes and adjustments are shown on the attached Figure 3.

Table 1: Middle School Trip Generation Forecast

Land Use	ITE Code	Amount	Units	Average Daily Traffic	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Middle School	522	820	Students	1,328	244	199	443	64	67	131

Existing Conditions

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro (Version 9) traffic analysis software. This analysis was based on the existing lane use and traffic control shown on the attached Figure 2, the existing peak hour traffic volumes shown on the attached Figure 3, and the methodologies presented in the *Highway Capacity Manual 2000 & 2010* (HCM). Descriptions of LOS "A" through "F" as defined in the HCM are attached for signalized and unsignalized intersections. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions.

While it is standard practice to use the most current version of technical standards and manuals to conduct analyses, it is also widely accepted practice to utilize the best method available at the time to conduct calculations needed for situations that are not covered by the most current manual. Due to limitations of the HCM 2010 methodology within Synchro, this version of the HCM cannot calculate LOS or delay values for signalized intersections with speed limits less than 25 mph. Therefore, the HCM 2000 was used to calculate delay and LOS values for the intersection of 127th Street & Timberline Drive.

Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the existing conditions analysis are attached and summarized in Table 2.

Table 2: Existing Intersection Operations

			AM Peak		PM Peak	
Intersection	Control	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1. 127th Street & Timberline Drive	Signalized	EB	19.8	B	7.6	A
		WB	14.7	B	7.2	A
		NB	42.7	D	44.4	D
		SB	34.5	C	43.8	D
		Overall	**24.7**	**C**	**15.3**	**B**
2. New Avenue & Timberline Drive	STOP (Minor)	EB	Free		Free	
		WB LT	8.3	A	7.9	A
		NB	14.2	B	14.5	B
3. Timberline Drive & Alba Street	STOP (Minor)	EB	9.1	A	9.5	A
		NB LT	7.6	A	7.5	A
		SB	Free		Free	

The existing conditions results indicate that all study intersection approaches and movements currently operate acceptably at a LOS D or better during both peak periods. Review of network simulations also indicates acceptable traffic operations and vehicle queues are observed to be acceptably processed.

New Avenue & Timberline Drive

At the request of the Village of Lemont, a signal warrant analysis and auxiliary turn lane warrant analysis were completed at the study intersection of New Avenue & Timberline Drive. The results of these analyses are summarized below.

Signal Warrant Analysis

The Manual on Uniform Traffic Control Devices (MUTCD) documents the guidelines by which traffic signal control may or should be considered. F&V collected traffic volume data and evaluated the applicable Warrants, Warrant 1 (8-Hour Vehicular Volume), Warrant 2 (4-Hour Vehicular Volume), and Warrant 3 (Peak Hour) for this study.

Warrant 1

According to the MUTCD, Warrant 1, Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Condition B is intended for application where Condition A is not satisfied and where the traffic volume on the major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. It is intended that Warrant 1 be treated as a single warrant, where Warrant 1 is satisfied if

either Conditions A or B are met. Analysis of the standards of this warrant indicates that Condition A is met for 0 hours and Condition B is met for 1 hour. Therefore, ***Warrant 1 is not met.***

Warrant 2

The Four-Hour signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a signal shall be considered if for each of any four hours of an average day, the approach volumes fall above the applicable curve on Figure 4C-1. Analysis of the standards for this warrant indicates that the intersection approach volumes fall above the applicable curve for 0 hours. Therefore, ***Warrant 2 is not met.***

Warrant 3

The Peak Hour signal warrant conditions is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The need for a signal shall be considered if on any hour of an average day, the approach volumes fall above the applicable curve on Figure 4C-3. Analysis of the standards for this warrant indicates that the intersection approach volumes fall above the applicable curve for 0 hours. Therefore, ***Warrant 3 is not met.***

Summary

The results of the analysis show that a traffic signal is not currently warranted at the intersection of New Avenue & Timberline Drive.

Turn Lane Warrant Analysis

The IDOT warrants for right and left-turn lanes outlined in the Bureau of Design and Environment Manual (BDE Manual) were reviewed based on existing peak hour traffic volumes. The results of this analysis indicate that current traffic volumes meet the thresholds in which a left turn lane should be considered, while a right turn treatment is not necessary.

Background Conditions

In order to determine the applicable growth rate for the existing traffic volumes to the project build-out year of 2022, the Chicago Metropolitan Agency for Planning (CMAP) was contacted. The CMAP travel demand forecast model indicates an annual socioeconomic growth rate of 1.12% for the study area which was utilized in this study for the analysis of background conditions ***without the proposed development.***

Background Trip Generation and Distribution

In addition to background growth, it is important to account for traffic that will be generated by approved developments within the vicinity of the study area that have yet to be constructed or are currently under construction. Based on information provided by the Village of Lemont, a dialysis clinic located on the northeast corner of the 127th & Timberline Drive intersection has been approved. Therefore, the background conditions were evaluated with the additional traffic generated by the dialysis clinic.

The number of AM and PM peak hour vehicle trips that would be generated by the proposed background development was forecast based on data published by ITE in the *Trip Generation Manual, 9th Edition.* The background trip generation forecast is summarized in Table 3.

Table 3: Background Site Trip Generation

Land Use	ITE Code	Amount	Units	Average Daily Traffic	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Medical Office	720	8,732	SF	315	17	4	21	9	23	32

The vehicle trips that would be generated by the background development were assigned to the study road network based on existing peak hour traffic patterns. During the AM and PM peak hours the existing traffic

patterns indicate that 50% and 55% of the new background traffic would access the site from the west on 127th Street. The resulting background traffic volumes are shown on the attached Figure 4.

Background Operations

Background peak hour vehicle delays and LOS ***without the proposed development*** were calculated based on the existing lane use and traffic control shown on the attached Figure 2, the background traffic volumes shown on the attached Figure 4, and the methodologies presented in the HCM. Additionally, SimTraffic simulations were reviewed to evaluate network operations and vehicle queues. The results of the background conditions analysis are attached and are summarized in Table 4.

Table 4: Background Intersection Operations

Intersection	Control	Approach	AM Peak Delay (s/veh)	AM Peak LOS	PM Peak Delay (s/veh)	PM Peak LOS
1. 127th Street & Timberline Drive	Signalized	EB	22.6	C	8.7	A
		WB	17.2	B	7.8	A
		NB	41.9	D	44.5	D
		SB	33.2	C	44.1	D
		Overall	**26.0**	**C**	**16.5**	**B**
2. New Avenue & Timberline Drive	STOP (Minor)	EB	Free		Free	
		WB LT	8.4	A	8.0	A
		NB	15.1	C	15.3	C
3. Timberline Drive & Alba Street	STOP (Minor)	EB	9.2	A	9.8	A
		NB LT	7.6	A	7.6	A
		SB	Free		Free	

The results of the analysis indicate that background operations would be similar to existing conditions and any increases in delay would not be discernable. Additionally, review of network simulations indicates acceptable traffic operations during both peak periods and significant vehicle queues are not observed.

Site Trip Generation Analysis

The number of AM and PM peak hour vehicle trips that would be generated by the proposed development was forecast based on data published by ITE in the *Trip Generation Manual, 9th Edition.* The site trip generation forecast for the proposed development is summarized in Table 5.

Table 5: Site Trip Generation

Land Use	ITE Code	Amount	Units	Average Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Single-Family Residential	210	174	D.U.	1,748	33	99	132	109	64	173
Condominium / Townhouse	230	120	D.U.	754	10	50	60	47	23	70
TOTAL		**294**	**D.U.**	**2,502**	**43**	**149**	**192**	**156**	**87**	**243**

The site-generated vehicle trips were assigned to the study road network based on existing peak hour traffic patterns, the sites proximity to the I-355 & 127th Street interchange, and the methodologies published by ITE. This methodology indicates that new trips will return to their direction of origin. The distribution of site-generated traffic is summarized in Table 6.

Table 6: Site Trip Distribution

To / From	via	AM / PM
East	127th Street	24%
West	127th Street	51%
East	New Avenue	18%
West	New Avenue	7%
		100%

The site-generated vehicle trips were assigned to the study road network based on this trip distribution model and as shown on the attached Figure 5. The site-generated trips were added to the background traffic volumes shown on the attached Figure 4 to calculate the future peak hour traffic volumes shown on the attached Figure 6.

Future Conditions

Future peak hour vehicle delays and LOS ***with the proposed development*** were calculated based on the existing lane use and traffic control shown on the attached Figure 1, the future traffic volumes shown on the attached Figure 6, the proposed site access plan, and the methodologies presented in the HCM. Additionally, SimTraffic simulations were reviewed to evaluate network operations and vehicle queues. The results of the future conditions analysis are attached and are summarized in Table 7.

Table 7: Future Intersection Operations

			AM Peak		PM Peak	
Intersection	Control	Approach	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1. 127th Street & Timberline Drive	Signalized	EB	22.2	C	9.4	A
		WB	17.7	B	11.2	B
		NB	43.6	D	44.3	D
		SB	37.4	D	43.2	D
		Overall	**27.6**	**C**	**18.4**	**B**
2. New Avenue & Timberline Drive	STOP (Minor)	EB	Free		Free	
		WB LT	8.5	A	8.2	A
		NB	17.4	C	18.1	C
3. Timberline Drive & Alba Street	STOP (Minor)	EB	10.5	B	10.4	B
		NB LT	7.7	A	8.0	A
		SB	Free		Free	
4. Timberline Drive & Proposed Site Road	STOP (Minor)	EB	9.6	A	9.6	A
		NB LT	7.3	A	7.5	A
		SB	Free		Free	

The results of this analysis indicate that the proposed residential development will not have a significant impact on the study intersections. All study intersection approaches and movements as shown in Table 7 will continue to operate acceptably at a LOS D or better during both peak periods and minor increases in vehicle delay will not be discernable. At the signalized intersection of 127th Street & Timberline Drive, overall vehicle delay will increase by approximately two seconds per vehicle during the peak periods, which is not significant.

Future site access operations were also evaluated under future traffic conditions. The results of this analysis indicate that all approaches and movements at the intersection of Timberline Drive with Alba Street and the proposed site road will operate acceptably at a LOS B or better during both peak periods. Review of SimTraffic network simulations also indicates acceptable traffic operations and vehicle queues are observed to be acceptably processed.

Auxiliary Lane Analysis

The IDOT warrants for right and left-turn lanes were evaluated at the intersection of Timberline Drive with Alba Street and the proposed site access road. The results of this analysis indicate that neither a right turn lane nor left turn treatment are required at either access point to Timberline Drive.

New Avenue & Timberline Drive

A signal warrant analysis and auxiliary turn lane warrant analysis were completed at the study intersection of New Avenue & Timberline Drive under future conditions. The results of these analyses are summarized below.

Signal Warrant Analysis

The results of the signal warrant analysis indicate that future traffic volumes at the intersection do not meet the thresholds to satisfy Warrant 1, Warrant 2, or Warrant 3 under future conditions with the proposed development.

Turn Lane Warrant Analysis

The IDOT warrants for right turn lanes were reviewed based on future peak hour traffic volumes. The results of this analysis indicate that future traffic volumes do not meet the thresholds to warrant a right turn deceleration lane.

Conclusions

The conclusions of this Traffic Impact Study are as follows:

1. All study intersection approaches and movements currently operate acceptably at a LOS D or better during both peak periods.
2. The intersection of New Avenue & Timberline Drive does not meet the thresholds for signal warrants under existing conditions.
3. A left turn lane is currently warranted at the intersection of New Avenue & Timberline Drive based on existing peak hour traffic volumes.
4. Background conditions were analyzed which include an annual growth rate of 1.12% to the project buildout year of 2022 and site-generated traffic volumes from the approved dialysis clinic.
5. Under background conditions ***without the proposed development*** all approaches and movements will continue to operate acceptably at a LOS D or better during both peak periods.
6. The analysis of future conditions ***with the proposed development*** indicates that operations would be similar to background conditions and the development will not have a significant impact on the study intersections.
7. All approaches and movements at the intersection of Timberline Drive with Alba Street and the proposed site road will operate acceptably at a LOS C or better during both peak periods.
8. Neither a left turn lane nor right turn lane are warranted at the intersection of Timberline Drive with Alba Street or the proposed site road.

9. The intersection of New Avenue & Timberline Drive does not meet the thresholds for signal warrants under future conditions.
10. A right turn lane is not warranted t the intersection of New Avenue & Timberline Drive.

Attached: Figures 1-6
Traffic Volume Data
Signal Warrant Analysis
Synchro / SimTraffic Results
Auxiliary Lane Warrants

SJR:jmk

FIGURE 1
SITE LOCATION MAP

VISTANCIA RESIDENTIAL TIS - VILLAGE OF LEMONT, IL

LEGEND

SITE — SITE LOCATION

NORTH

SCALE: NOT TO SCALE

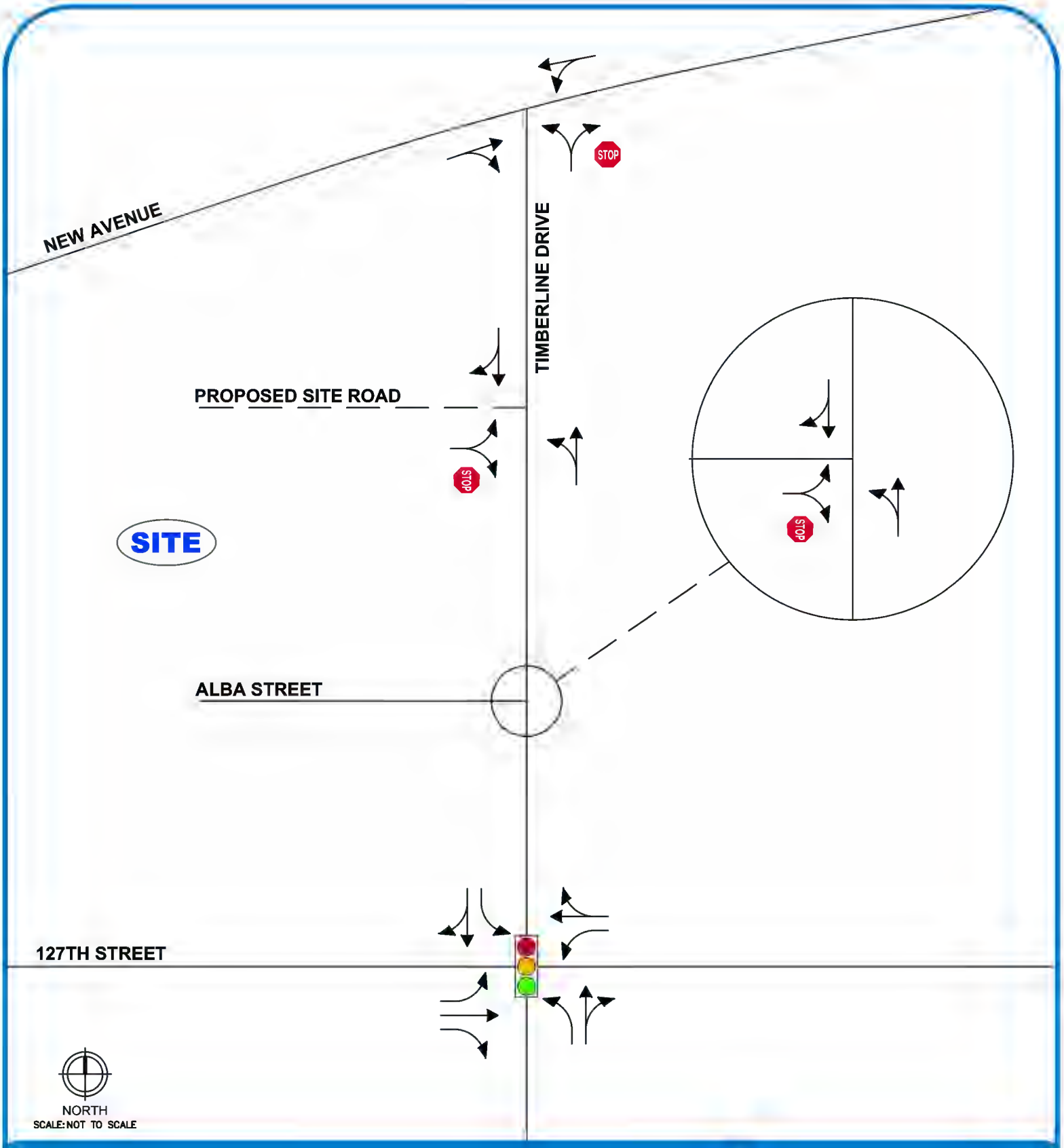

FIGURE 2
LANE USE AND TRAFFIC CONTROL

VISTANCIA RESIDENTIAL TIS - VILLAGE OF LEMONT, IL

LEGEND

- ROADS
- LANE USE
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

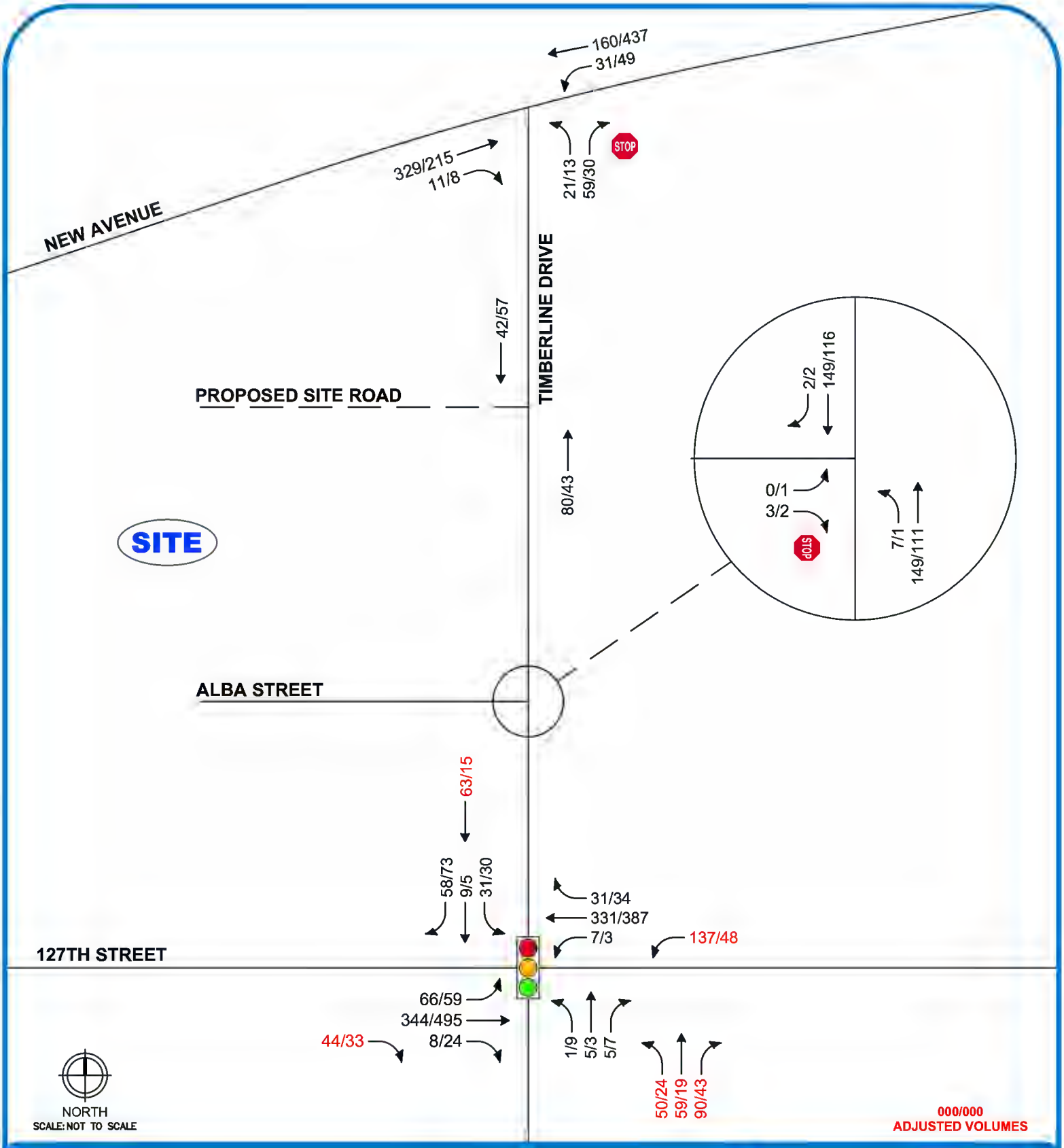

FIGURE 3
EXISTING TRAFFIC VOLUMES

VISTANCIA RESIDENTIAL TIS - VILLAGE OF LEMONT, IL

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

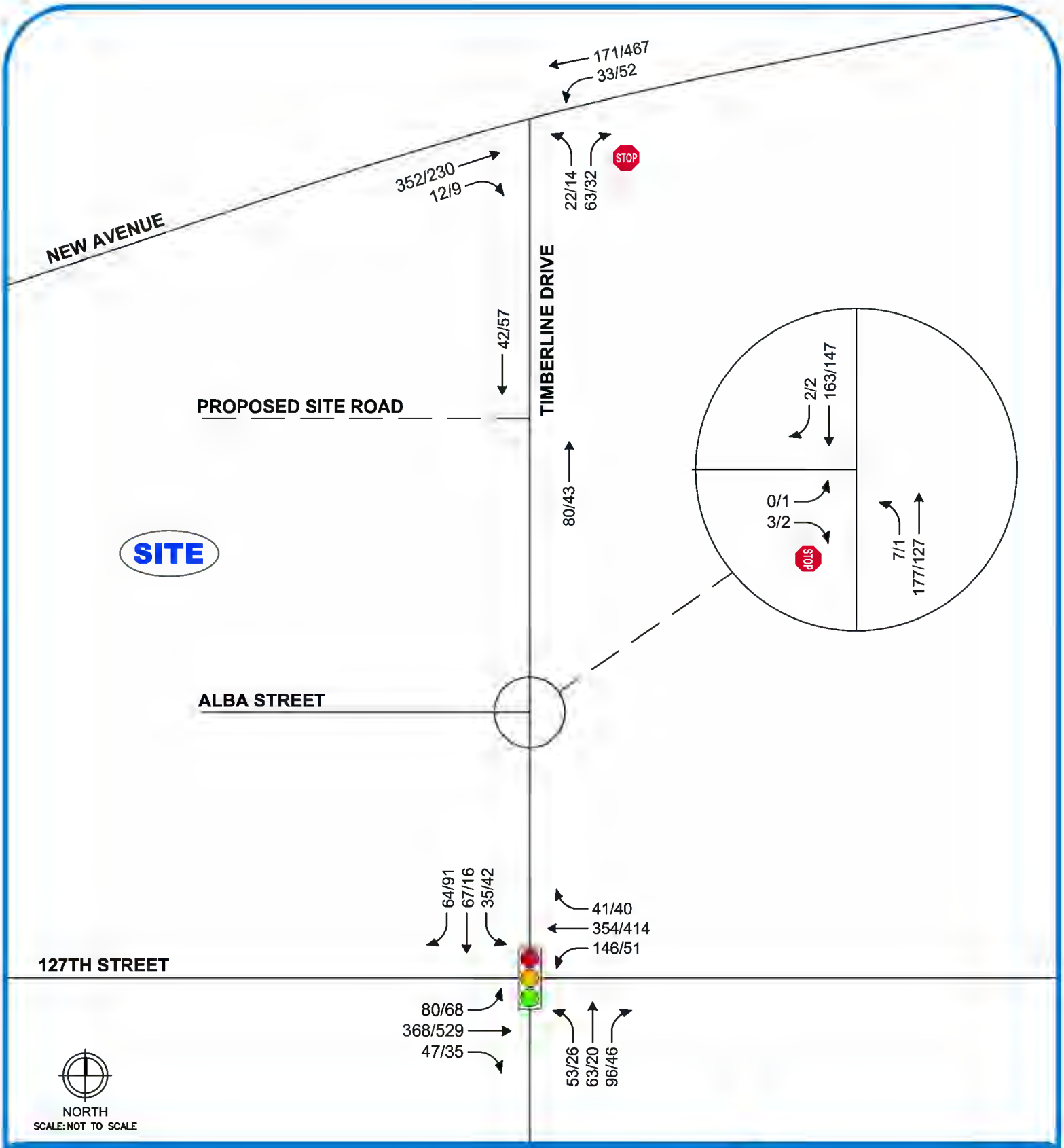

FIGURE 4
BACKGROUND TRAFFIC VOLUMES

VISTANCIA RESIDENTIAL TIS - VILLAGE OF LEMONT, IL

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

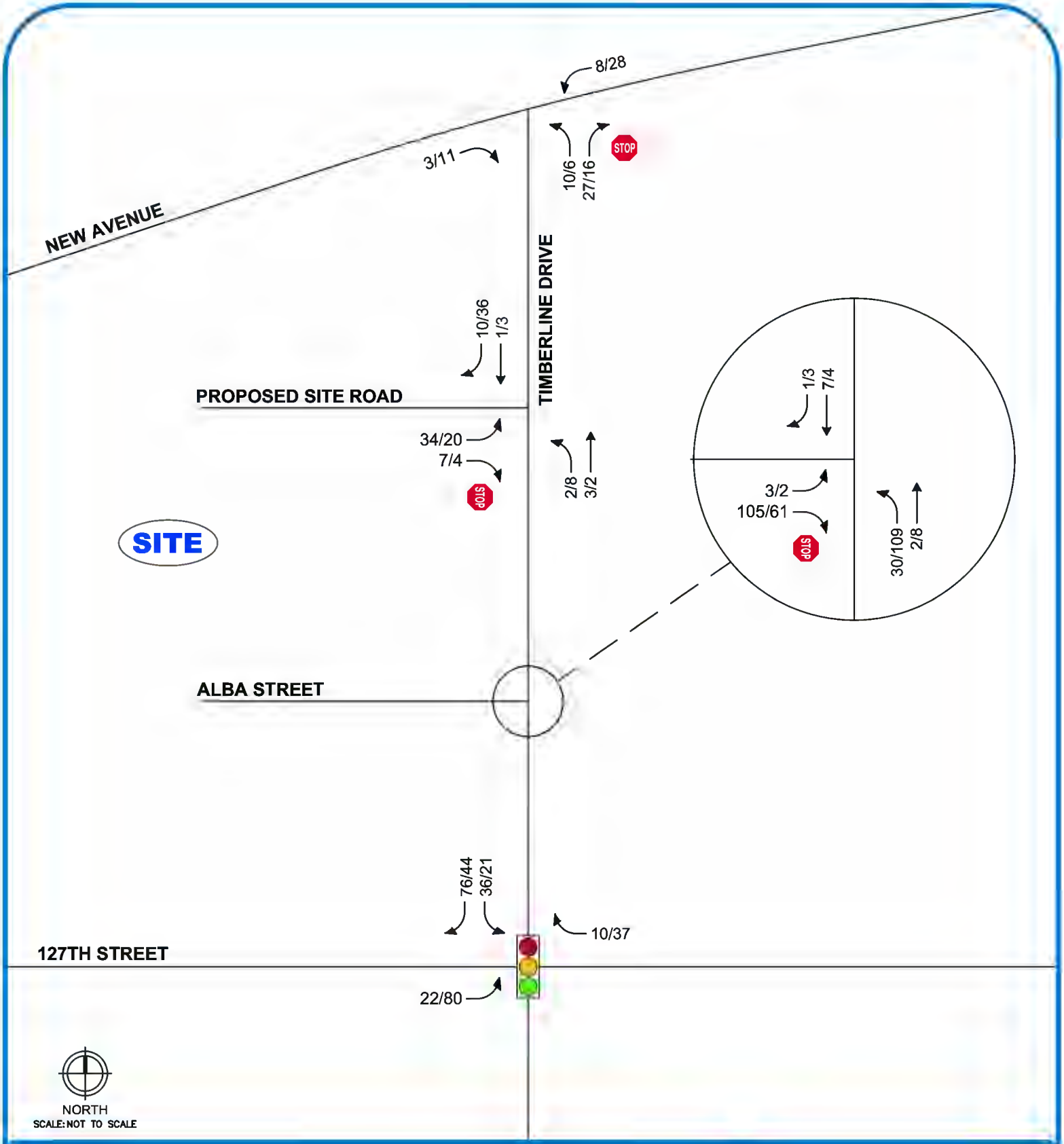

FIGURE 5
SITE-GENERATED TRAFFIC VOLUMES

VISTANCIA RESIDENTIAL TIS - VILLAGE OF LEMONT, IL

F&V

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

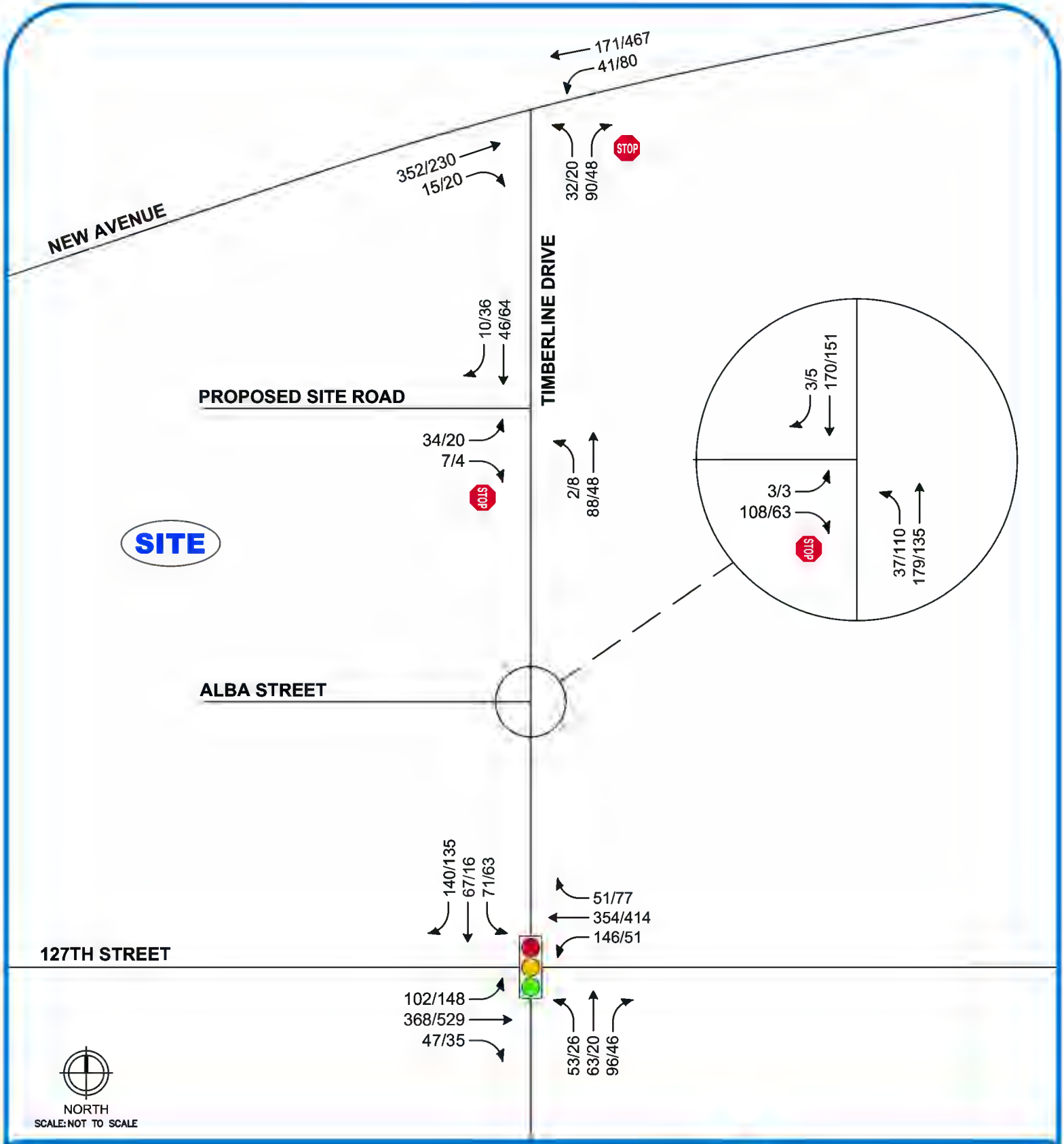

FIGURE 6
FUTURE TRAFFIC VOLUMES

VISTANCIA RESIDENTIAL TIS - VILLAGE OF LEMONT, IL

LEGEND

- ROADS
- TRAFFIC VOLUMES (AM/PM)
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: 127th and Timberline
Site Code:
Start Date: 06/14/2016

Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	25	1	7	0	0	33	7	91	2	0	1	100	0	0	0	0	0	0	2	53	20	0	0	75	208
7:15 AM	19	1	5	0	0	25	8	74	3	0	0	85	2	0	2	0	0	4	1	60	11	0	0	72	186
7:30 AM	28	0	7	0	0	35	10	87	0	0	1	97	1	1	0	0	0	2	1	58	10	0	0	69	203
7:45 AM	12	1	9	0	0	22	5	66	0	0	1	71	0	1	0	0	0	1	3	94	14	0	0	111	205
Hourly Total	84	3	28	0	0	115	30	318	5	0	3	353	3	2	2	0	0	7	7	265	55	0	0	327	802
8:00 AM	20	3	4	0	0	27	7	84	2	0	0	93	1	1	0	1	0	3	1	72	13	1	0	87	210
8:15 AM	17	2	8	0	0	27	3	69	1	0	0	73	0	0	0	0	0	0	2	83	24	0	0	109	209
8:30 AM	11	1	8	0	0	20	12	88	0	0	2	100	3	3	0	0	0	6	3	96	12	0	0	111	237
8:45 AM	10	3	11	0	0	24	9	90	4	0	0	103	1	1	1	0	0	3	2	93	17	0	0	112	242
Hourly Total	58	9	31	0	0	98	31	331	7	0	2	369	5	5	1	1	0	12	8	344	66	1	0	419	898
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	21	1	5	0	0	27	7	102	0	0	3	109	1	1	0	0	1	2	2	105	17	0	0	124	262
4:15 PM	18	0	9	0	0	27	12	107	0	0	1	119	3	1	2	0	0	6	2	138	13	0	0	153	305
4:30 PM	25	1	11	0	0	37	9	104	1	0	2	114	2	2	3	0	0	7	4	112	14	0	0	130	288
4:45 PM	13	1	5	0	0	19	7	90	2	0	0	99	1	0	1	0	0	2	8	120	21	0	0	149	269
Hourly Total	77	3	30	0	0	110	35	403	3	0	6	441	7	4	6	0	1	17	16	475	65	0	0	556	1124
5:00 PM	15	3	5	0	0	23	6	86	0	0	1	92	1	0	3	0	0	4	10	125	11	0	0	146	265
5:15 PM	23	3	13	0	1	39	4	80	2	0	1	86	2	1	3	0	0	6	6	131	17	0	0	154	285
5:30 PM	20	4	13	0	0	37	10	92	3	0	0	105	4	1	3	0	0	8	11	108	13	0	0	132	282
5:45 PM	15	1	4	0	0	20	8	86	1	0	1	95	4	1	2	0	0	7	8	121	20	0	0	149	271
Hourly Total	73	11	35	0	1	119	28	344	6	0	3	378	11	3	11	0	0	25	35	485	61	0	0	581	1103
Grand Total	292	26	124	0	1	442	124	1396	21	0	14	1541	26	14	20	1	1	61	66	1569	247	1	0	1883	3927
Approach %	66.1	5.9	28.1	0.0	-	-	8.0	90.6	1.4	0.0	-	-	42.6	23.0	32.8	1.6	-	-	3.5	83.3	13.1	0.1	-	-	-
Total %	7.4	0.7	3.2	0.0	-	11.3	3.2	35.5	0.5	0.0	-	39.2	0.7	0.4	0.5	0.0	-	1.6	1.7	40.0	6.3	0.0	-	48.0	-
Lights	286	26	122	0	-	434	120	1349	19	0	-	1488	24	14	19	1	-	58	63	1518	238	1	-	1820	3800
% Lights	97.9	100.0	98.4	-	-	98.2	96.8	96.6	90.5	-	-	96.6	92.3	100.0	95.0	100.0	-	95.1	95.5	96.7	96.4	100.0	-	96.7	96.8
Mediums	6	0	2	0	-	8	4	31	2	0	-	37	2	0	1	0	-	3	3	35	9	0	-	47	95
% Mediums	2.1	0.0	1.6	-	-	1.8	3.2	2.2	9.5	-	-	2.4	7.7	0.0	5.0	0.0	-	4.9	4.5	2.2	3.6	0.0	-	2.5	2.4
Articulated Trucks	0	0	0	0	-	0	0	16	0	0	-	16	0	0	0	0	-	0	0	16	0	0	-	16	32
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	1.0	0.0	0.0	0.0	0.0	-	0.0	0.0	1.0	0.0	0.0	-	0.8	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	28.6	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	71.4	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-

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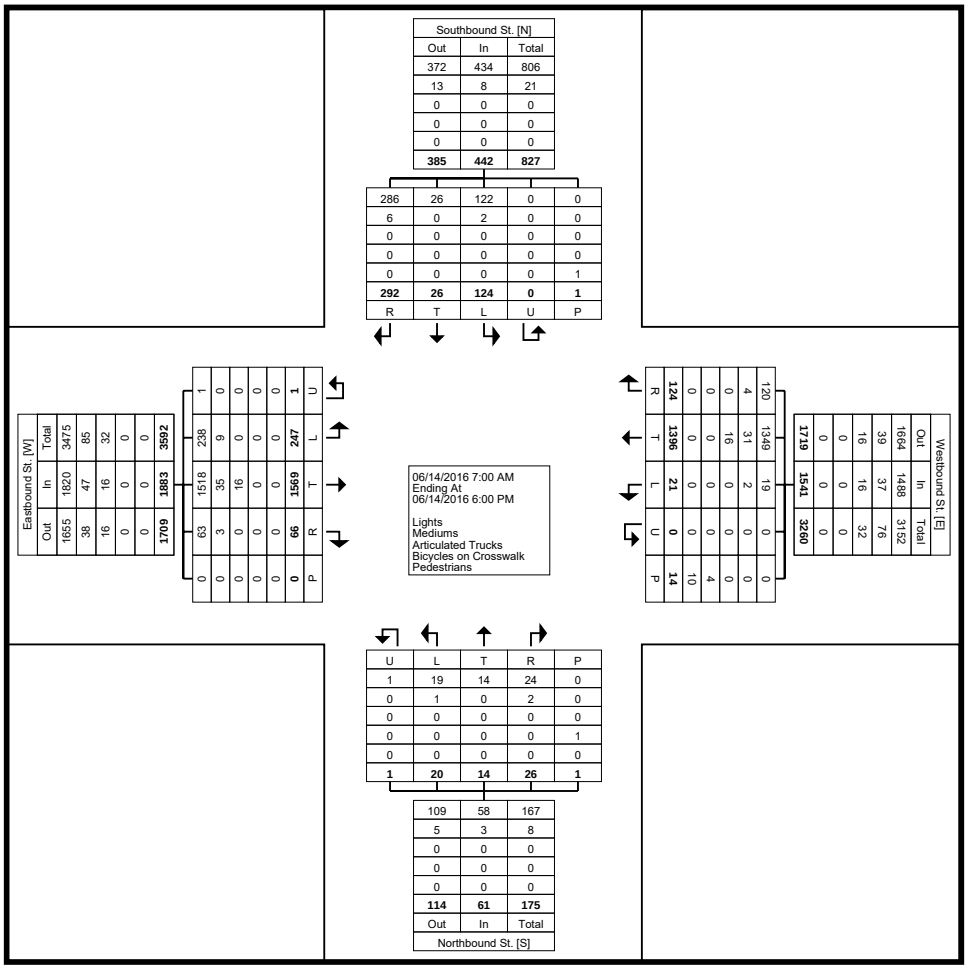


Turning Movement Data Plot

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: 127th and Timberline
Site Code:
Start Date: 06/14/2016

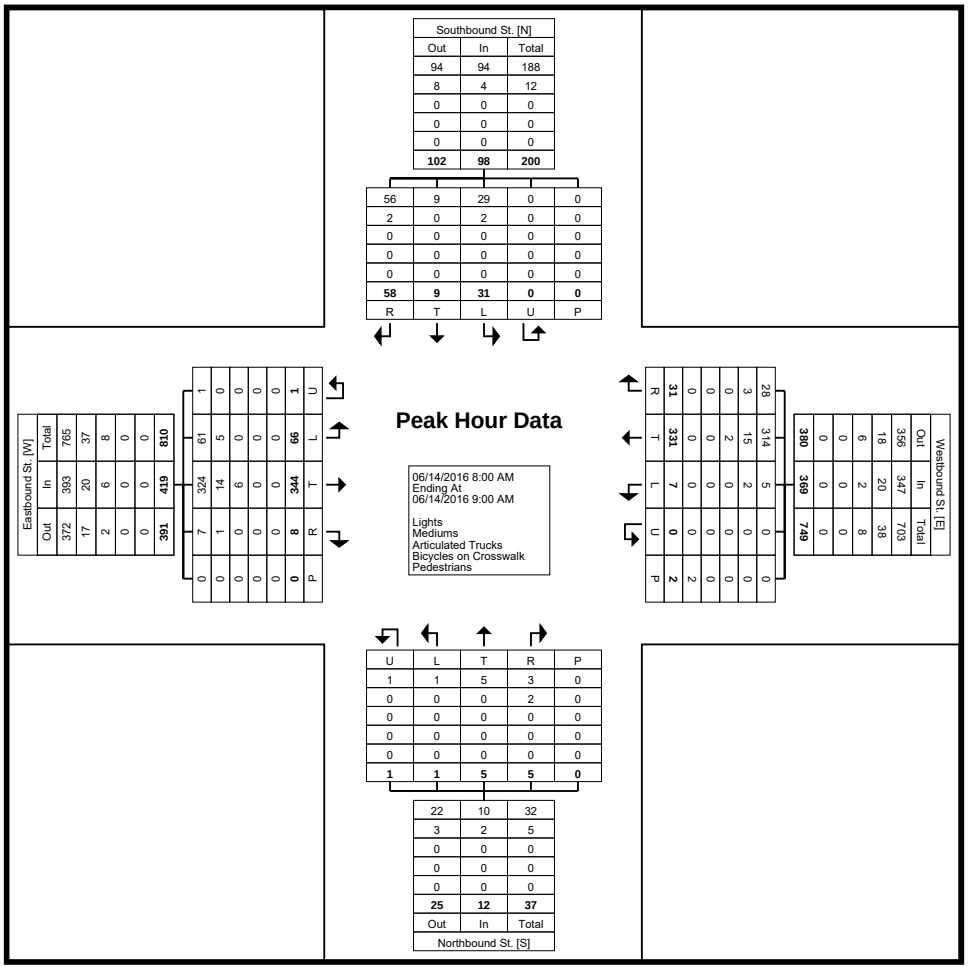
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
8:00 AM	20	3	4	0	0	27	7	84	2	0	0	93	1	1	0	1	0	3	1	72	13	1	0	87	210
8:15 AM	17	2	8	0	0	27	3	69	1	0	0	73	0	0	0	0	0	0	2	83	24	0	0	109	209
8:30 AM	11	1	8	0	0	20	12	88	0	0	2	100	3	3	0	0	0	6	3	96	12	0	0	111	237
8:45 AM	10	3	11	0	0	24	9	90	4	0	0	103	1	1	1	0	0	3	2	93	17	0	0	112	242
Total	58	9	31	0	0	98	31	331	7	0	2	369	5	5	1	1	0	12	8	344	66	1	0	419	898
Approach %	59.2	9.2	31.6	0.0	-	-	8.4	89.7	1.9	0.0	-	-	41.7	41.7	8.3	8.3	-	-	1.9	82.1	15.8	0.2	-	-	-
Total %	6.5	1.0	3.5	0.0	-	10.9	3.5	36.9	0.8	0.0	-	41.1	0.6	0.6	0.1	0.1	-	1.3	0.9	38.3	7.3	0.1	-	46.7	-
PHF	0.725	0.750	0.705	0.000	-	0.907	0.646	0.919	0.438	0.000	-	0.896	0.417	0.417	0.250	0.250	-	0.500	0.667	0.896	0.688	0.250	-	0.935	0.928
Lights	56	9	29	0	-	94	28	314	5	0	-	347	3	5	1	1	-	10	7	324	61	1	-	393	844
% Lights	96.6	100.0	93.5	-	-	95.9	90.3	94.9	71.4	-	-	94.0	60.0	100.0	100.0	100.0	-	83.3	87.5	94.2	92.4	100.0	-	93.8	94.0
Mediums	2	0	2	0	-	4	3	15	2	0	-	20	2	0	0	0	-	2	1	14	5	0	-	20	46
% Mediums	3.4	0.0	6.5	-	-	4.1	9.7	4.5	28.6	-	-	5.4	40.0	0.0	0.0	0.0	-	16.7	12.5	4.1	7.6	0.0	-	4.8	5.1
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	6	0	0	-	6	8
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	1.7	0.0	0.0	-	1.4	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: 127th and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Peak Hour Data Plot (8:00 AM)

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: 127th and Timberline
Site Code:
Start Date: 06/14/2016

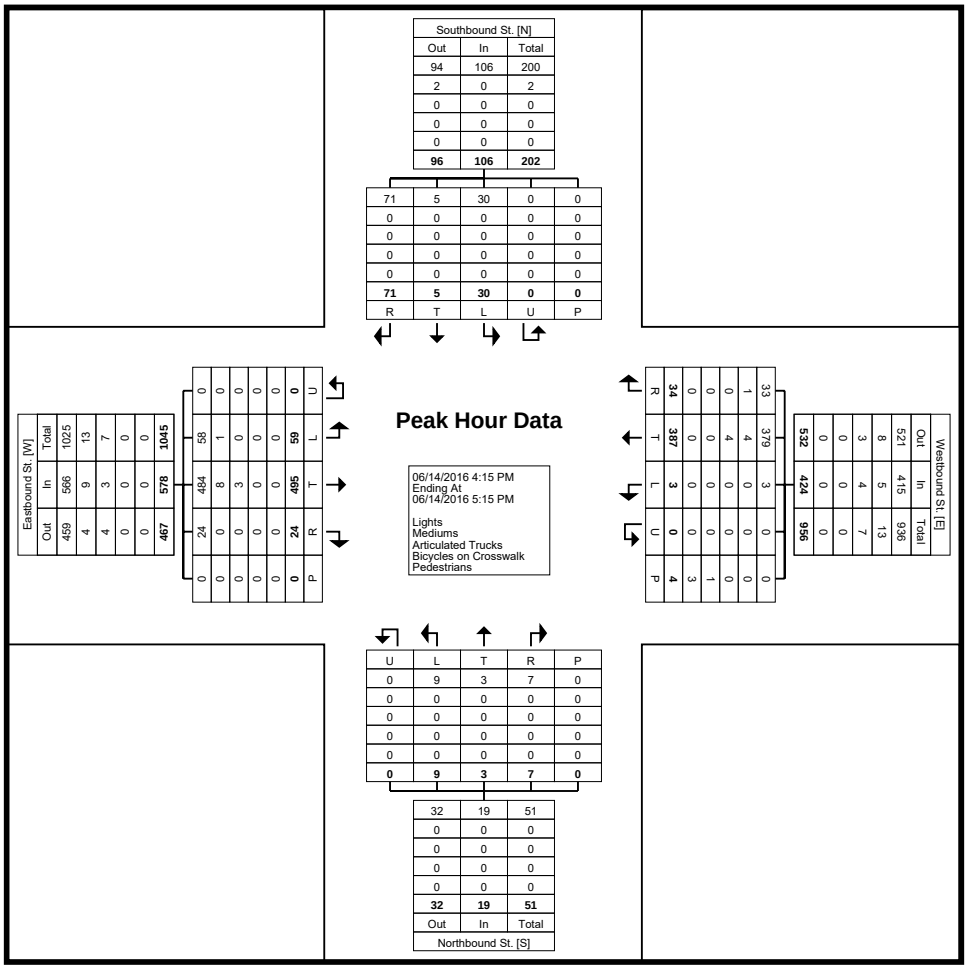
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:15 PM	18	0	9	0	0	27	12	107	0	0	1	119	3	1	2	0	0	6	2	138	13	0	0	153	305
4:30 PM	25	1	11	0	0	37	9	104	1	0	2	114	2	2	3	0	0	7	4	112	14	0	0	130	288
4:45 PM	13	1	5	0	0	19	7	90	2	0	0	99	1	0	1	0	0	2	8	120	21	0	0	149	269
5:00 PM	15	3	5	0	0	23	6	86	0	0	1	92	1	0	3	0	0	4	10	125	11	0	0	146	265
Total	71	5	30	0	0	106	34	387	3	0	4	424	7	3	9	0	0	19	24	495	59	0	0	578	1127
Approach %	67.0	4.7	28.3	0.0	-	-	8.0	91.3	0.7	0.0	-	-	36.8	15.8	47.4	0.0	-	-	4.2	85.6	10.2	0.0	-	-	-
Total %	6.3	0.4	2.7	0.0	-	9.4	3.0	34.3	0.3	0.0	-	37.6	0.6	0.3	0.8	0.0	-	1.7	2.1	43.9	5.2	0.0	-	51.3	-
PHF	0.710	0.417	0.682	0.000	-	0.716	0.708	0.904	0.375	0.000	-	0.891	0.583	0.375	0.750	0.000	-	0.679	0.600	0.897	0.702	0.000	-	0.944	0.924
Lights	71	5	30	0	-	106	33	379	3	0	-	415	7	3	9	0	-	19	24	484	58	0	-	566	1106
% Lights	100.0	100.0	100.0	-	-	100.0	97.1	97.9	100.0	-	-	97.9	100.0	100.0	100.0	-	-	100.0	100.0	97.8	98.3	-	-	97.9	98.1
Mediums	0	0	0	0	-	0	1	4	0	0	-	5	0	0	0	0	-	0	0	8	1	0	-	9	14
% Mediums	0.0	0.0	0.0	-	-	0.0	2.9	1.0	0.0	-	-	1.2	0.0	0.0	0.0	-	-	0.0	0.0	1.6	1.7	-	-	1.6	1.2
Articulated Trucks	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	0	3	0	0	-	3	7
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.5	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: 127th and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Peak Hour Data Plot (4:15 PM)

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: Alba and Timberline
Site Code:
Start Date: 06/14/2016

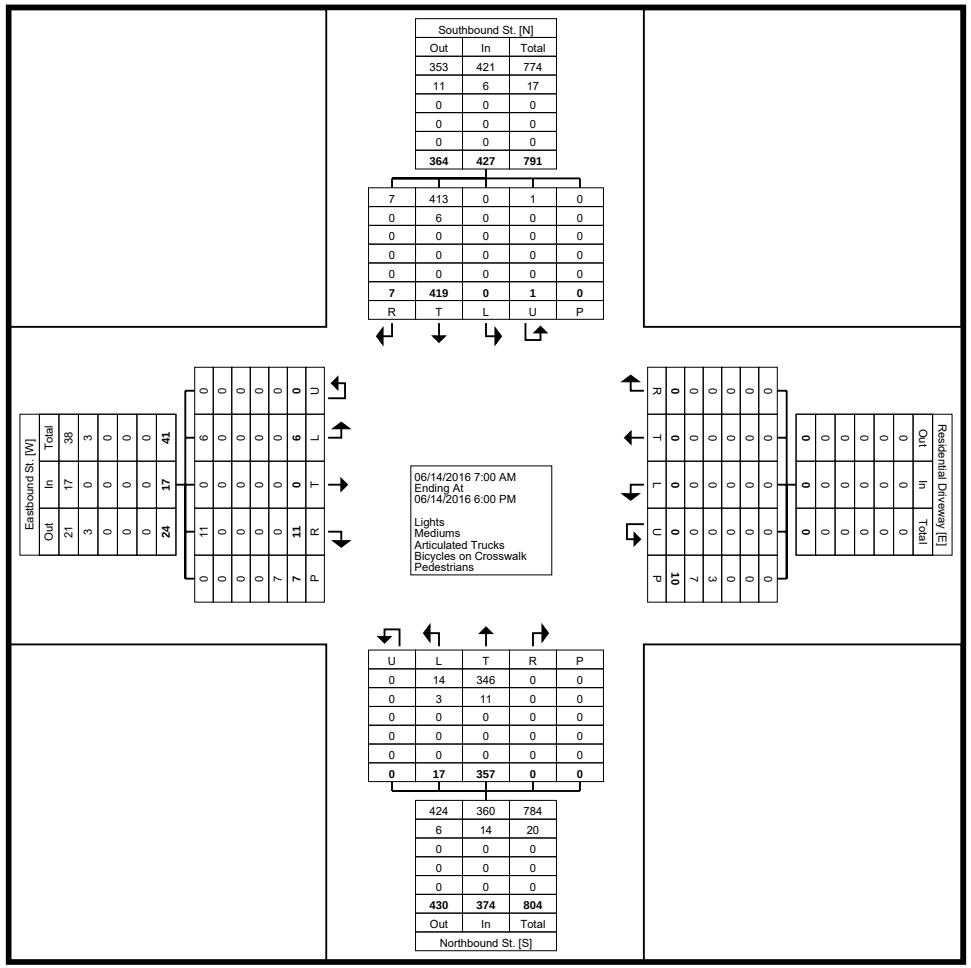
Turning Movement Data

Start Time	Southbound St. Southbound						Residential Driveway Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	32	0	0	0	32	0	0	0	0	1	0	0	24	2	0	0	26	0	0	0	0	0	0	58
7:15 AM	0	30	0	0	0	30	0	0	0	0	0	0	0	16	2	0	0	18	0	0	0	0	0	0	48
7:30 AM	1	31	0	0	0	32	0	0	0	0	0	0	0	18	2	0	0	20	1	0	0	0	0	1	53
7:45 AM	1	19	0	0	0	20	0	0	0	0	0	0	0	18	1	0	0	19	2	0	0	0	0	2	41
Hourly Total	2	112	0	0	0	114	0	0	0	0	1	0	0	76	7	0	0	83	3	0	0	0	0	3	200
8:00 AM	0	28	0	0	0	28	0	0	0	0	1	0	0	17	1	0	0	18	1	0	1	0	0	2	48
8:15 AM	0	26	0	0	0	26	0	0	0	0	0	0	0	27	1	0	0	28	0	0	0	0	1	0	54
8:30 AM	0	18	0	0	0	18	0	0	0	0	1	0	0	23	2	0	0	25	0	0	0	0	1	0	43
8:45 AM	0	21	0	0	0	21	0	0	0	0	0	0	0	20	3	0	0	23	0	0	1	0	0	1	45
Hourly Total	0	93	0	0	0	93	0	0	0	0	2	0	0	87	7	0	0	94	1	0	2	0	2	3	190
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	28	0	0	0	28	0	0	0	0	2	0	0	24	0	0	0	24	0	0	1	0	0	1	53
4:15 PM	2	24	0	0	0	26	0	0	0	0	1	0	0	25	2	0	0	27	1	0	1	0	0	2	55
4:30 PM	1	31	0	0	0	32	0	0	0	0	2	0	0	24	0	0	0	24	4	0	1	0	1	5	61
4:45 PM	0	15	0	0	0	15	0	0	0	0	1	0	0	26	0	0	0	26	0	0	0	0	0	0	41
Hourly Total	3	98	0	0	0	101	0	0	0	0	6	0	0	99	2	0	0	101	5	0	3	0	1	8	210
5:00 PM	1	20	0	0	0	21	0	0	0	0	0	0	0	18	0	0	0	18	1	0	1	0	0	2	41
5:15 PM	0	40	0	1	0	41	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	2	0	63
5:30 PM	0	37	0	0	0	37	0	0	0	0	1	0	0	24	1	0	0	25	0	0	0	0	1	0	62
5:45 PM	1	19	0	0	0	20	0	0	0	0	0	0	0	31	0	0	0	31	1	0	0	0	1	1	52
Hourly Total	2	116	0	1	0	119	0	0	0	0	1	0	0	95	1	0	0	96	2	0	1	0	4	3	218
Grand Total	7	419	0	1	0	427	0	0	0	0	10	0	0	357	17	0	0	374	11	0	6	0	7	17	818
Approach %	1.6	98.1	0.0	0.2	-	-	NaN	NaN	NaN	NaN	-	-	0.0	95.5	4.5	0.0	-	-	64.7	0.0	35.3	0.0	-	-	-
Total %	0.9	51.2	0.0	0.1	-	52.2	0.0	0.0	0.0	0.0	-	0.0	0.0	43.6	2.1	0.0	-	45.7	1.3	0.0	0.7	0.0	-	2.1	-
Lights	7	413	0	1	-	421	0	0	0	0	-	0	0	346	14	0	-	360	11	0	6	0	-	17	798
% Lights	100.0	98.6	-	100.0	-	98.6	-	-	-	-	-	-	-	96.9	82.4	-	-	96.3	100.0	-	100.0	-	-	100.0	97.6
Mediums	0	6	0	0	-	6	0	0	0	0	-	0	0	11	3	0	-	14	0	0	0	0	-	0	20
% Mediums	0.0	1.4	-	0.0	-	1.4	-	-	-	-	-	-	-	3.1	17.6	-	-	3.7	0.0	-	0.0	-	-	0.0	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	30.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	70.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: Alba and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Data Plot

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: Alba and Timberline
Site Code:
Start Date: 06/14/2016

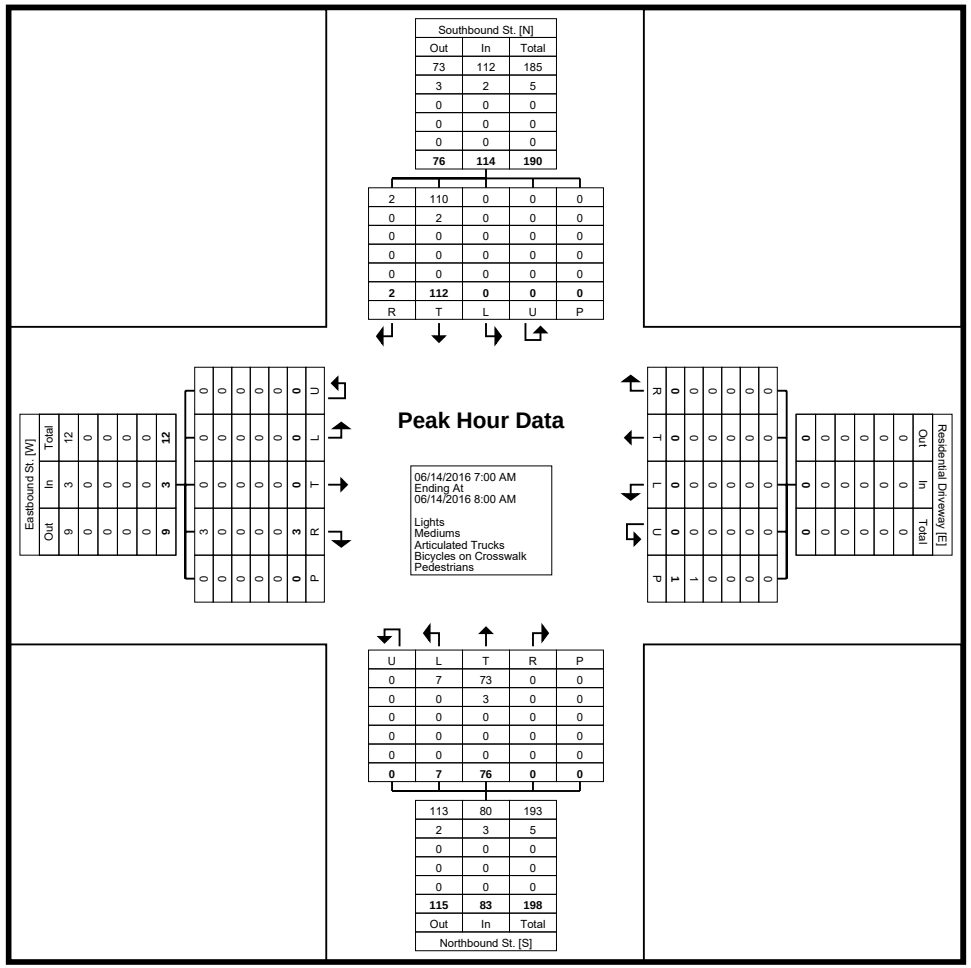
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Southbound St. Southbound						Residential Driveway Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00 AM	0	32	0	0	0	32	0	0	0	0	1	0	0	24	2	0	0	26	0	0	0	0	0	0	58
7:15 AM	0	30	0	0	0	30	0	0	0	0	0	0	0	16	2	0	0	18	0	0	0	0	0	0	48
7:30 AM	1	31	0	0	0	32	0	0	0	0	0	0	0	18	2	0	0	20	1	0	0	0	0	1	53
7:45 AM	1	19	0	0	0	20	0	0	0	0	0	0	0	18	1	0	0	19	2	0	0	0	0	2	41
Total	2	112	0	0	0	114	0	0	0	0	1	0	0	76	7	0	0	83	3	0	0	0	0	3	200
Approach %	1.8	98.2	0.0	0.0	-	-	NaN	NaN	NaN	NaN	-	-	0.0	91.6	8.4	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	1.0	56.0	0.0	0.0	-	57.0	0.0	0.0	0.0	0.0	-	0.0	0.0	38.0	3.5	0.0	-	41.5	1.5	0.0	0.0	0.0	-	1.5	-
PHF	0.500	0.875	0.000	0.000	-	0.891	0.000	0.000	0.000	0.000	-	0.000	0.000	0.792	0.875	0.000	-	0.798	0.375	0.000	0.000	0.000	-	0.375	0.862
Lights	2	110	0	0	-	112	0	0	0	0	-	0	0	73	7	0	-	80	3	0	0	0	-	3	195
% Lights	100.0	98.2	-	-	-	98.2	-	-	-	-	-	-	-	96.1	100.0	-	-	96.4	100.0	-	-	-	-	100.0	97.5
Mediums	0	2	0	0	-	2	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	5
% Mediums	0.0	1.8	-	-	-	1.8	-	-	-	-	-	-	-	3.9	0.0	-	-	3.6	0.0	-	-	-	-	0.0	2.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: Alba and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Peak Hour Data Plot (7:00 AM)

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: Alba and Timberline
Site Code:
Start Date: 06/14/2016

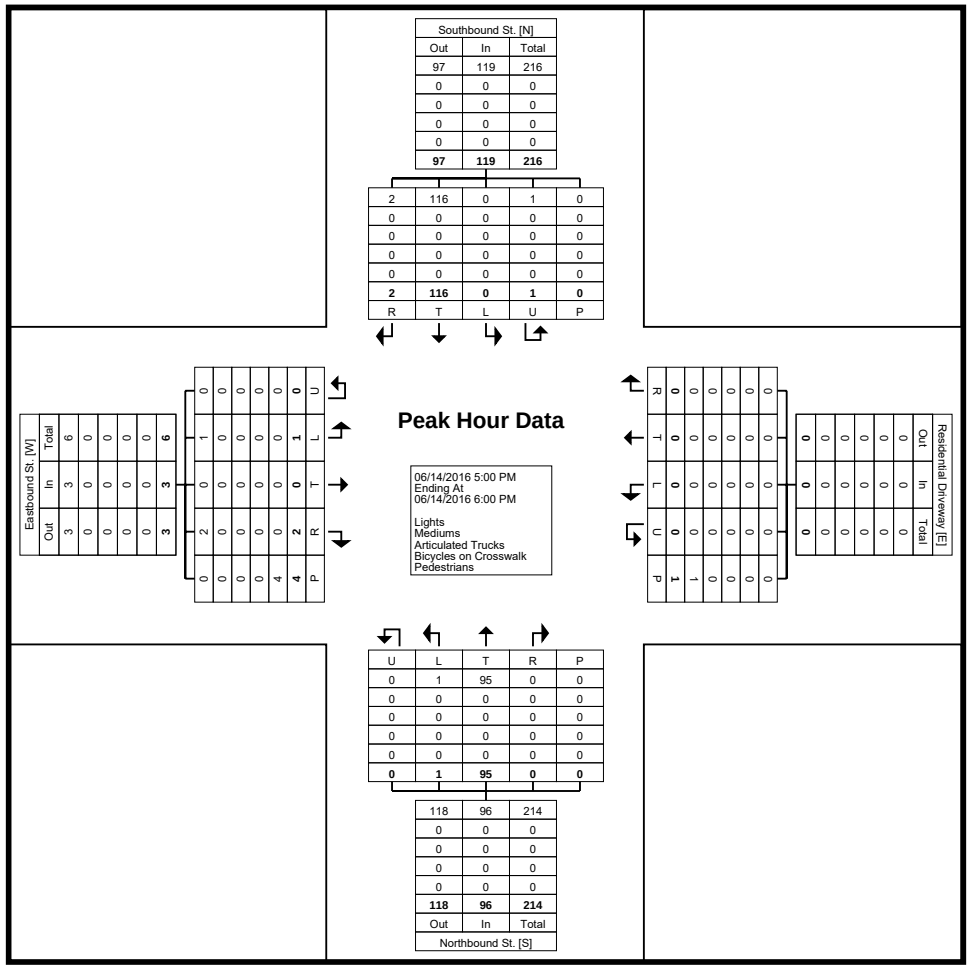
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Southbound St. Southbound						Residential Driveway Westbound						Northbound St. Northbound						Eastbound St. Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
5:00 PM	1	20	0	0	0	21	0	0	0	0	0	0	0	18	0	0	0	18	1	0	1	0	0	2	41
5:15 PM	0	40	0	1	0	41	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	2	0	63
5:30 PM	0	37	0	0	0	37	0	0	0	0	1	0	0	24	1	0	0	25	0	0	0	0	1	0	62
5:45 PM	1	19	0	0	0	20	0	0	0	0	0	0	0	31	0	0	0	31	1	0	0	0	1	1	52
Total	2	116	0	1	0	119	0	0	0	0	1	0	0	95	1	0	0	96	2	0	1	0	4	3	218
Approach %	1.7	97.5	0.0	0.8	-	-	NaN	NaN	NaN	NaN	-	-	0.0	99.0	1.0	0.0	-	-	66.7	0.0	33.3	0.0	-	-	-
Total %	0.9	53.2	0.0	0.5	-	54.6	0.0	0.0	0.0	0.0	-	0.0	0.0	43.6	0.5	0.0	-	44.0	0.9	0.0	0.5	0.0	-	1.4	-
PHF	0.500	0.725	0.000	0.250	-	0.726	0.000	0.000	0.000	0.000	-	0.000	0.000	0.766	0.250	0.000	-	0.774	0.500	0.000	0.250	0.000	-	0.375	0.865
Lights	2	116	0	1	-	119	0	0	0	0	-	0	0	95	1	0	-	96	2	0	1	0	-	3	218
% Lights	100.0	100.0	-	100.0	-	100.0	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	100.0
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Mediums	0.0	0.0	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: Alba and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Peak Hour Data Plot (5:00 PM)

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: New and Timberline
Site Code:
Start Date: 06/14/2016

Turning Movement Data

Start Time	Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
12:00 AM	11	1	0	0	12	0	1	0	0	1	0	10	0	0	10	23
12:15 AM	9	1	0	0	10	1	1	0	0	2	0	4	0	0	4	16
12:30 AM	4	0	0	0	4	1	0	0	0	1	0	7	0	0	7	12
12:45 AM	9	0	1	0	10	2	0	0	0	2	0	7	0	0	7	19
Hourly Total	33	2	1	0	36	4	2	0	0	6	0	28	0	0	28	70
1:00 AM	4	0	0	0	4	0	1	0	0	1	0	3	0	0	3	8
1:15 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
1:30 AM	2	0	0	0	2	1	0	0	0	1	0	4	0	0	4	7
1:45 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	12	0	0	0	12	1	1	0	0	2	0	8	0	0	8	22
2:00 AM	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	6
2:15 AM	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	7
2:30 AM	2	0	0	0	2	1	0	0	0	1	0	11	0	0	11	14
2:45 AM	6	0	0	0	6	0	0	0	0	0	0	7	0	0	7	13
Hourly Total	13	1	0	0	14	1	0	0	0	1	0	25	0	0	25	40
3:00 AM	3	0	0	0	3	0	1	0	0	1	0	6	0	0	6	10
3:15 AM	6	0	0	0	6	0	0	0	0	0	0	9	0	0	9	15
3:30 AM	7	0	0	0	7	0	0	0	0	0	0	9	0	0	9	16
3:45 AM	12	0	0	0	12	0	0	0	0	0	0	7	0	0	7	19
Hourly Total	28	0	0	0	28	0	1	0	0	1	0	31	0	0	31	60
4:00 AM	8	1	0	0	9	0	0	0	0	0	0	8	0	0	8	17
4:15 AM	9	0	0	0	9	0	1	0	0	1	1	12	0	0	13	23
4:30 AM	15	0	1	0	16	1	0	0	0	1	0	22	0	0	22	39
4:45 AM	20	0	0	0	20	0	1	0	0	1	0	29	0	0	29	50
Hourly Total	52	1	1	0	54	1	2	0	0	3	1	71	0	0	72	129
5:00 AM	11	0	0	0	11	1	1	0	0	2	0	28	0	0	28	41
5:15 AM	26	1	0	0	27	2	1	0	0	3	0	32	0	0	32	62
5:30 AM	32	0	0	0	32	5	1	0	0	6	0	54	0	0	54	92
5:45 AM	25	1	0	0	26	7	0	0	0	7	1	52	0	0	53	86
Hourly Total	94	2	0	0	96	15	3	0	0	18	1	166	0	0	167	281
6:00 AM	44	3	0	0	47	4	0	0	0	4	3	99	0	0	102	153
6:15 AM	31	0	0	0	31	8	0	0	0	8	2	128	0	0	130	169
6:30 AM	45	0	0	0	45	12	0	0	0	12	0	104	0	0	104	161
6:45 AM	47	5	0	0	52	9	0	0	0	9	2	110	0	0	112	173
Hourly Total	167	8	0	0	175	33	0	0	0	33	7	441	0	0	448	656
7:00 AM	39	5	0	0	44	18	2	0	0	20	2	107	0	0	109	173
7:15 AM	36	7	0	0	43	15	12	0	0	27	2	77	0	0	79	149
7:30 AM	42	9	0	0	51	10	7	0	0	17	4	74	0	0	78	146
7:45 AM	43	10	0	0	53	16	0	0	0	16	3	71	0	0	74	143
Hourly Total	160	31	0	0	191	59	21	0	0	80	11	329	0	0	340	611
8:00 AM	54	4	0	0	58	11	2	0	0	13	3	71	0	0	74	145

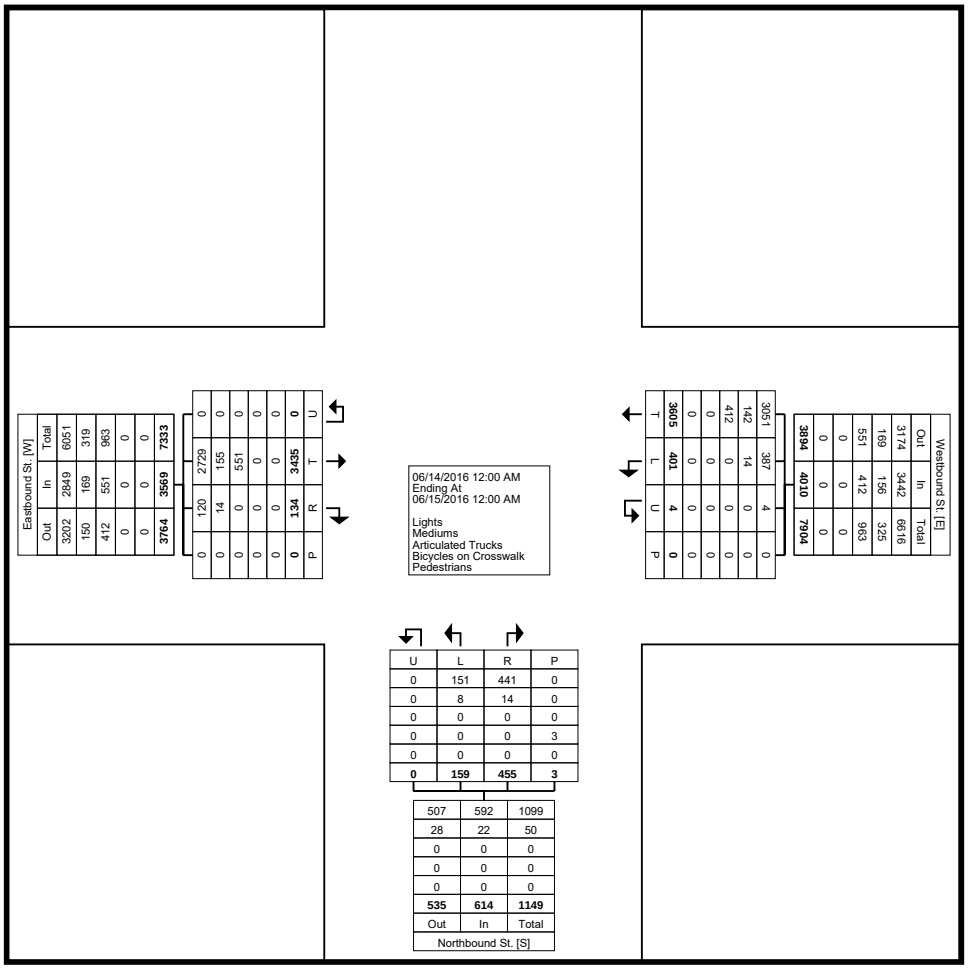
8:15 AM	32	0	0	0	32	5	4	0	1	9	4	71	0	0	75	116
8:30 AM	31	8	0	0	39	8	0	0	0	8	5	58	0	0	63	110
8:45 AM	44	9	0	0	53	10	0	0	0	10	1	55	0	0	56	119
Hourly Total	161	21	0	0	182	34	6	0	1	40	13	255	0	0	268	490
9:00 AM	36	4	0	0	40	6	1	0	0	7	3	41	0	0	44	91
9:15 AM	33	6	0	0	39	7	1	0	0	8	4	49	0	0	53	100
9:30 AM	39	4	0	0	43	10	2	0	0	12	4	33	0	0	37	92
9:45 AM	35	2	0	0	37	5	3	0	0	8	0	48	0	0	48	93
Hourly Total	143	16	0	0	159	28	7	0	0	35	11	171	0	0	182	376
10:00 AM	22	6	0	0	28	13	2	0	0	15	2	44	0	0	46	89
10:15 AM	27	3	0	0	30	4	4	0	0	8	0	41	0	0	41	79
10:30 AM	40	3	0	0	43	7	5	0	0	12	2	47	0	0	49	104
10:45 AM	33	3	0	0	36	5	3	0	0	8	1	43	0	0	44	88
Hourly Total	122	15	0	0	137	29	14	0	0	43	5	175	0	0	180	360
11:00 AM	39	4	0	0	43	4	3	0	0	7	3	37	0	0	40	90
11:15 AM	41	3	1	0	45	6	2	0	0	8	0	36	0	0	36	89
11:30 AM	33	7	0	0	40	5	3	0	0	8	1	51	0	0	52	100
11:45 AM	56	4	0	0	60	6	6	0	0	12	3	44	0	0	47	119
Hourly Total	169	18	1	0	188	21	14	0	0	35	7	168	0	0	175	398
12:00 PM	33	6	0	0	39	6	3	0	0	9	3	40	0	0	43	91
12:15 PM	57	5	0	0	62	6	3	0	0	9	2	42	0	0	44	115
12:30 PM	36	7	0	0	43	9	1	0	0	10	1	42	0	0	43	96
12:45 PM	35	6	0	0	41	7	4	0	0	11	4	33	0	0	37	89
Hourly Total	161	24	0	0	185	28	11	0	0	39	10	157	0	0	167	391
1:00 PM	53	8	0	0	61	7	1	0	0	8	2	34	0	0	36	105
1:15 PM	46	5	0	0	51	5	0	0	0	5	1	45	0	0	46	102
1:30 PM	39	2	0	0	41	8	2	0	0	10	1	45	0	0	46	97
1:45 PM	52	2	0	0	54	7	3	0	0	10	5	29	0	0	34	98
Hourly Total	190	17	0	0	207	27	6	0	0	33	9	153	0	0	162	402
2:00 PM	39	2	0	0	41	4	3	0	0	7	2	34	0	0	36	84
2:15 PM	68	6	0	0	74	5	4	0	0	9	0	36	0	0	36	119
2:30 PM	62	8	0	0	70	2	2	0	0	4	0	55	0	0	55	129
2:45 PM	71	4	0	0	75	5	1	0	0	6	3	48	0	0	51	132
Hourly Total	240	20	0	0	260	16	10	0	0	26	5	173	0	0	178	464
3:00 PM	84	8	0	0	92	8	2	0	0	10	2	41	0	0	43	145
3:15 PM	70	11	1	0	82	7	3	0	0	10	3	57	0	0	60	152
3:30 PM	91	9	0	0	100	5	6	0	0	11	4	53	0	0	57	168
3:45 PM	108	9	0	0	117	9	1	0	0	10	3	63	0	0	66	193
Hourly Total	353	37	1	0	391	29	12	0	0	41	12	214	0	0	226	658
4:00 PM	95	11	0	0	106	7	1	0	1	8	7	81	0	0	88	202
4:15 PM	65	8	0	0	73	9	3	0	0	12	6	50	0	0	56	141
4:30 PM	132	12	0	0	144	11	5	0	0	16	2	50	0	0	52	212
4:45 PM	85	9	0	0	94	6	4	0	0	10	1	66	0	0	67	171
Hourly Total	377	40	0	0	417	33	13	0	1	46	16	247	0	0	263	726
5:00 PM	128	6	0	0	134	7	1	0	0	8	2	48	0	0	50	192
5:15 PM	95	16	0	0	111	8	2	0	0	10	4	48	0	0	52	173
5:30 PM	129	18	0	0	147	9	6	0	0	15	1	53	0	0	54	216
5:45 PM	59	11	0	0	70	6	1	0	0	7	0	42	0	0	42	119
Hourly Total	411	51	0	0	462	30	10	0	0	40	7	191	0	0	198	700
6:00 PM	57	8	0	0	65	8	1	0	0	9	1	49	0	0	50	124
6:15 PM	105	15	0	0	120	5	1	0	0	6	4	34	0	0	38	164
6:30 PM	68	9	0	0	77	8	1	0	0	9	0	28	0	0	28	114

6:45 PM	60	9	0	0	69	14	3	0	0	17	1	31	0	0	32	118
Hourly Total	290	41	0	0	331	35	6	0	0	41	6	142	0	0	148	520
7:00 PM	51	7	0	0	58	4	2	0	1	6	1	25	0	0	26	90
7:15 PM	40	4	0	0	44	2	2	0	0	4	0	32	0	0	32	80
7:30 PM	37	4	0	0	41	2	0	0	0	2	0	22	0	0	22	65
7:45 PM	35	4	0	0	39	1	3	0	0	4	1	14	0	0	15	58
Hourly Total	163	19	0	0	182	9	7	0	1	16	2	93	0	0	95	293
8:00 PM	22	3	0	0	25	1	2	0	0	3	2	21	0	0	23	51
8:15 PM	31	4	0	0	35	2	1	0	0	3	0	12	0	0	12	50
8:30 PM	22	6	0	0	28	4	1	0	0	5	2	11	0	0	13	46
8:45 PM	27	7	0	0	34	2	0	0	0	2	2	11	0	0	13	49
Hourly Total	102	20	0	0	122	9	4	0	0	13	6	55	0	0	61	196
9:00 PM	20	4	0	0	24	1	1	0	0	2	1	25	0	0	26	52
9:15 PM	14	0	0	0	14	0	0	0	0	0	0	14	0	0	14	28
9:30 PM	12	4	0	0	16	0	2	0	0	2	1	10	0	0	11	29
9:45 PM	13	1	0	0	14	0	1	0	0	1	0	10	0	0	10	25
Hourly Total	59	9	0	0	68	1	4	0	0	5	2	59	0	0	61	134
10:00 PM	20	2	0	0	22	2	0	0	0	2	1	6	0	0	7	31
10:15 PM	16	4	0	0	20	5	1	0	0	6	1	18	0	0	19	45
10:30 PM	15	0	0	0	15	0	1	0	0	1	0	14	0	0	14	30
10:45 PM	11	0	0	0	11	1	0	0	0	1	1	6	0	0	7	19
Hourly Total	62	6	0	0	68	8	2	0	0	10	3	44	0	0	47	125
11:00 PM	16	0	0	0	16	2	1	0	0	3	0	9	0	0	9	28
11:15 PM	11	1	0	0	12	1	0	0	0	1	0	11	0	0	11	24
11:30 PM	12	1	0	0	13	0	1	0	0	1	0	12	0	0	12	26
11:45 PM	4	0	0	0	4	1	1	0	0	2	0	7	0	0	7	13
Hourly Total	43	2	0	0	45	4	3	0	0	7	0	39	0	0	39	91
Grand Total	3605	401	4	0	4010	455	159	0	3	614	134	3435	0	0	3569	8193
Approach %	89.9	10.0	0.1	-	-	74.1	25.9	0.0	-	-	3.8	96.2	0.0	-	-	-
Total %	44.0	4.9	0.0	-	48.9	5.6	1.9	0.0	-	7.5	1.6	41.9	0.0	-	43.6	-
Lights	3051	387	4	-	3442	441	151	0	-	592	120	2729	0	-	2849	6883
% Lights	84.6	96.5	100.0	-	85.8	96.9	95.0	-	-	96.4	89.6	79.4	-	-	79.8	84.0
Mediums	142	14	0	-	156	14	8	0	-	22	14	155	0	-	169	347
% Mediums	3.9	3.5	0.0	-	3.9	3.1	5.0	-	-	3.6	10.4	4.5	-	-	4.7	4.2
Articulated Trucks	412	0	0	-	412	0	0	0	-	0	0	551	0	-	551	963
% Articulated Trucks	11.4	0.0	0.0	-	10.3	0.0	0.0	-	-	0.0	0.0	16.0	-	-	15.4	11.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: New and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Data Plot

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: New and Timberline
Site Code:
Start Date: 06/14/2016

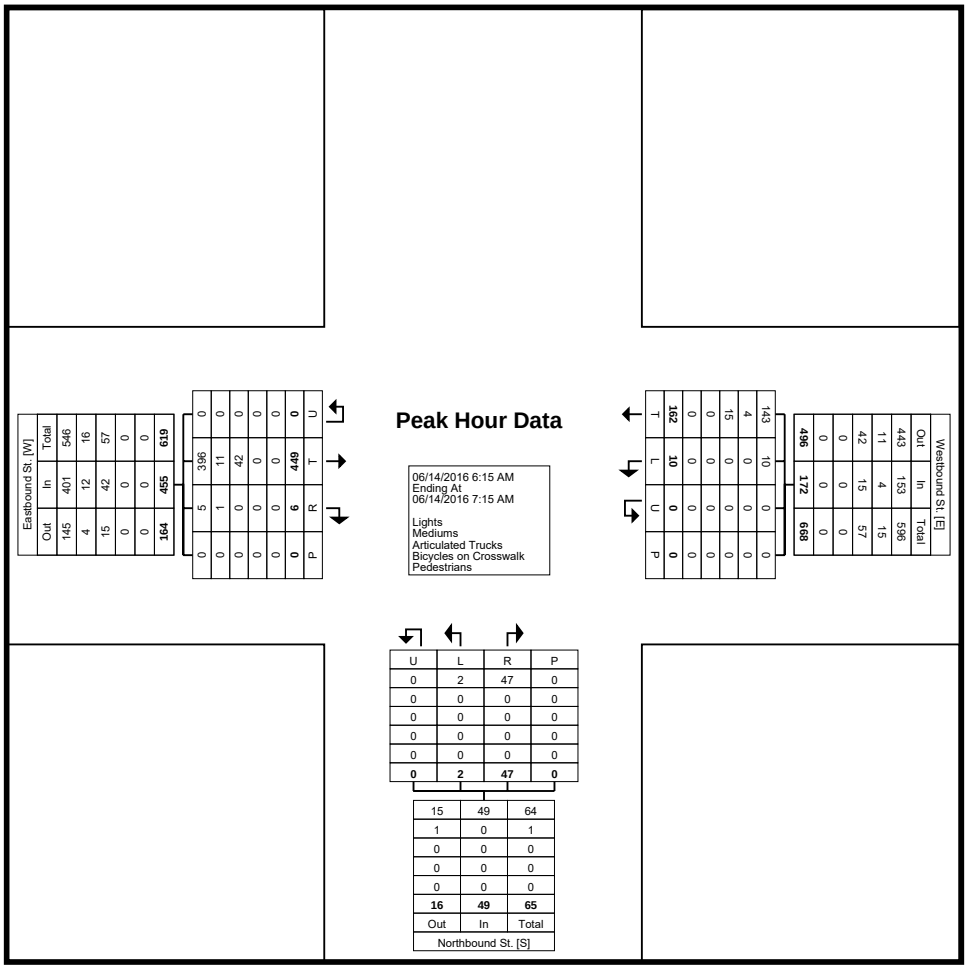
Turning Movement Peak Hour Data (6:15 AM)

Start Time	Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
6:15 AM	31	0	0	0	31	8	0	0	0	8	2	128	0	0	130	169
6:30 AM	45	0	0	0	45	12	0	0	0	12	0	104	0	0	104	161
6:45 AM	47	5	0	0	52	9	0	0	0	9	2	110	0	0	112	173
7:00 AM	39	5	0	0	44	18	2	0	0	20	2	107	0	0	109	173
Total	162	10	0	0	172	47	2	0	0	49	6	449	0	0	455	676
Approach %	94.2	5.8	0.0	-	-	95.9	4.1	0.0	-	-	1.3	98.7	0.0	-	-	-
Total %	24.0	1.5	0.0	-	25.4	7.0	0.3	0.0	-	7.2	0.9	66.4	0.0	-	67.3	-
PHF	0.862	0.500	0.000	-	0.827	0.653	0.250	0.000	-	0.613	0.750	0.877	0.000	-	0.875	0.977
Lights	143	10	0	-	153	47	2	0	-	49	5	396	0	-	401	603
% Lights	88.3	100.0	-	-	89.0	100.0	100.0	-	-	100.0	83.3	88.2	-	-	88.1	89.2
Mediums	4	0	0	-	4	0	0	0	-	0	1	11	0	-	12	16
% Mediums	2.5	0.0	-	-	2.3	0.0	0.0	-	-	0.0	16.7	2.4	-	-	2.6	2.4
Articulated Trucks	15	0	0	-	15	0	0	0	-	0	0	42	0	-	42	57
% Articulated Trucks	9.3	0.0	-	-	8.7	0.0	0.0	-	-	0.0	0.0	9.4	-	-	9.2	8.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: New and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Peak Hour Data Plot (6:15 AM)

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: New and Timberline
Site Code:
Start Date: 06/14/2016

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
4:45 PM	85	9	0	0	94	6	4	0	0	10	1	66	0	0	67	171
5:00 PM	128	6	0	0	134	7	1	0	0	8	2	48	0	0	50	192
5:15 PM	95	16	0	0	111	8	2	0	0	10	4	48	0	0	52	173
5:30 PM	129	18	0	0	147	9	6	0	0	15	1	53	0	0	54	216
Total	437	49	0	0	486	30	13	0	0	43	8	215	0	0	223	752
Approach %	89.9	10.1	0.0	-	-	69.8	30.2	0.0	-	-	3.6	96.4	0.0	-	-	-
Total %	58.1	6.5	0.0	-	64.6	4.0	1.7	0.0	-	5.7	1.1	28.6	0.0	-	29.7	-
PHF	0.847	0.681	0.000	-	0.827	0.833	0.542	0.000	-	0.717	0.500	0.814	0.000	-	0.832	0.870
Lights	426	49	0	-	475	29	13	0	-	42	7	198	0	-	205	722
% Lights	97.5	100.0	-	-	97.7	96.7	100.0	-	-	97.7	87.5	92.1	-	-	91.9	96.0
Mediums	5	0	0	-	5	1	0	0	-	1	1	0	0	-	1	7
% Mediums	1.1	0.0	-	-	1.0	3.3	0.0	-	-	2.3	12.5	0.0	-	-	0.4	0.9
Articulated Trucks	6	0	0	-	6	0	0	0	-	0	0	17	0	-	17	23
% Articulated Trucks	1.4	0.0	-	-	1.2	0.0	0.0	-	-	0.0	0.0	7.9	-	-	7.6	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

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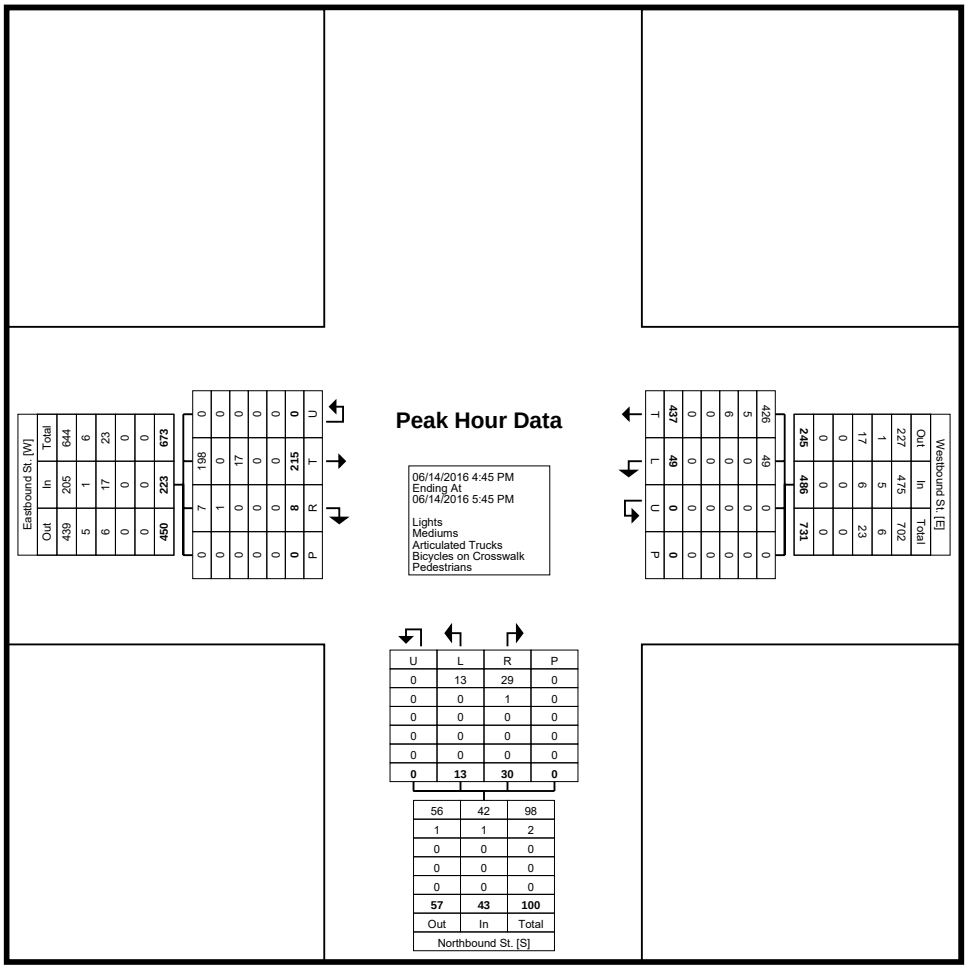
(847) 478-9700 lbeckham@gha-engineers.com

Count Name: New and Timberline
Site Code:
Start Date: 06/14/2016



Turning Movement Peak Hour Data Plot (4:45 PM)

Illinois DOT
016 5614_EB Weekly Volume Report - Mon 08/25/2014 - Sun 08/31/2014

Location ID:	016 5614_EB	**Type:**	LINK
Located On:	127th St		
From Road:	Smith Rd	**To Road:**	Emerald Dr
Direction	EB		
Community:	LEMONT	**Period:**	Mon 08/25/2014 - Sun 08/31/2014
AADT:			

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		11						11
1:00 AM		4						4
2:00 AM		3						3
3:00 AM		22						22
4:00 AM		34						34
5:00 AM		118						118
6:00 AM		218						218
7:00 AM		350						350
8:00 AM		246						246
9:00 AM	147							147
10:00 AM	160							160
11:00 AM	178							178
12:00 PM	161							161
1:00 PM	148							148
2:00 PM	185							185
3:00 PM	271							271
4:00 PM	229							229
5:00 PM	248							248
6:00 PM	160							160
7:00 PM	120							120
8:00 PM	84							84
9:00 PM	40							40
10:00 PM	22							22
11:00 PM	19							19
Total	**2172**	**1006**	**0**	**0**	**0**	**0**	**0**	
24HrTotal	3178							3178
AM Pk Hr								
AM Peak								0
PM Pk Hr								
PM Peak								0
% Peak Hr								
% Peak Hr	8.53%							8.53%

Illinois DOT
016 5614_WB Weekly Volume Report - Mon 08/25/2014 - Sun 08/31/2014

Location ID:	016 5614_WB	**Type:**	LINK
Located On:	127th St		
From Road:	Smith Rd	**To Road:**	Emerald Dr
Direction	WB		
Community:	LEMONT	**Period:**	Mon 08/25/2014 - Sun 08/31/2014
AADT:			

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		25						25
1:00 AM		8						8
2:00 AM		21						21
3:00 AM		30						30
4:00 AM		33						33
5:00 AM		98						98
6:00 AM		222						222
7:00 AM		190						190
8:00 AM		198						198
9:00 AM	132							132
10:00 AM	155							155
11:00 AM	184							184
12:00 PM	190							190
1:00 PM	145							145
2:00 PM	188							188
3:00 PM	227							227
4:00 PM	310							310
5:00 PM	318							318
6:00 PM	243							243
7:00 PM	162							162
8:00 PM	135							135
9:00 PM	79							79
10:00 PM	48							48
11:00 PM	37							37
Total	**2553**	**825**	**0**	**0**	**0**	**0**	**0**	
24HrTotal		3378						3378
AM Pk Hr								
AM Peak								0
PM Pk Hr								
PM Peak								0
% Peak Hr								
% Peak Hr		9.41%						9.41%

Illinois DOT
016 5614 Weekly Volume Report - Mon 08/25/2014 - Sun 08/31/2014

Location ID:	016 5614	**Type:**	LINK
Located On:	127th St		
From Road:	Smith Rd	**To Road:**	Emerald Dr
Direction	2-WAY		
Community:	LEMONT	**Period:**	Mon 08/25/2014 - Sun 08/31/2014
AADT:	5900		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		36						36
1:00 AM		12						12
2:00 AM		24						24
3:00 AM		52						52
4:00 AM		67						67
5:00 AM		216						216
6:00 AM		440						440
7:00 AM		540						540
8:00 AM		444						444
9:00 AM	279							279
10:00 AM	315							315
11:00 AM	362							362
12:00 PM	351							351
1:00 PM	293							293
2:00 PM	373							373
3:00 PM	498							498
4:00 PM	539							539
5:00 PM	566							566
6:00 PM	403							403
7:00 PM	282							282
8:00 PM	219							219
9:00 PM	119							119
10:00 PM	70							70
11:00 PM	56							56
Total	**4725**	**1831**	**0**	**0**	**0**	**0**	**0**	
24HrTotal		6556						6556
AM Pk Hr								
AM Peak								0
PM Pk Hr								
PM Peak								0
% Peak Hr								
% Peak Hr		8.63%						8.63%

Illinois DOT
016 2998 Weekly Volume Report - Mon 08/25/2014 - Sun 08/31/2014

Location ID:	016 2998	**Type:**	LINK
Located On:	New Ave		
From Road:	New Ave	**To Road:**	LOCKPORT ST
Direction	2-WAY		
Community:	-	**Period:**	Mon 08/25/2014 - Sun 08/31/2014
AADT:	7650		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		57						57
1:00 AM		45						45
2:00 AM		45						45
3:00 AM		57						57
4:00 AM		115						115
5:00 AM		320						320
6:00 AM		593						593
7:00 AM		672						672
8:00 AM		452						452
9:00 AM	375							375
10:00 AM	317							317
11:00 AM	371							371
12:00 PM	418							418
1:00 PM	414							414
2:00 PM	508							508
3:00 PM	658							658
4:00 PM	703							703
5:00 PM	778							778
6:00 PM	471							471
7:00 PM	249							249
8:00 PM	191							191
9:00 PM	153							153
10:00 PM	91							91
11:00 PM	61							61
Total	**5758**	**2356**	**0**	**0**	**0**	**0**	**0**	
24HrTotal		8114						8114
AM Pk Hr								
AM Peak								0
PM Pk Hr								
PM Peak								0
% Peak Hr								
% Peak Hr		9.59%						9.59%

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Exhibit 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2010. Transportation Research Board, National Research Council

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	>80.0

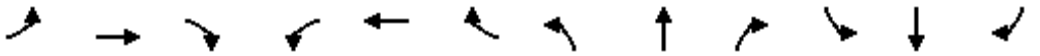
LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2010. Transportation Research Board, National Research Council



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	344	44	137	331	31	50	59	90	31	63	58
Future Volume (vph)	66	344	44	137	331	31	50	59	90	31	63	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.91		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1792	1329	1554	1768		1805	1243		1671	1718	
Flt Permitted	0.51	1.00	1.00	0.41	1.00		0.53	1.00		0.37	1.00	
Satd. Flow (perm)	894	1792	1329	664	1768		1010	1243		658	1718	
Peak-hour factor, PHF	0.69	0.90	0.50	0.50	0.92	0.65	0.50	0.50	0.50	0.71	0.50	0.73
Adj. Flow (vph)	96	382	88	274	360	48	100	118	180	44	126	79
RTOR Reduction (vph)	0	0	47	0	3	0	0	70	0	0	29	0
Lane Group Flow (vph)	96	382	41	274	405	0	100	228	0	44	176	0
Confl. Peds. (#/hr)			28	28					10	10		
Heavy Vehicles (%)	8%	6%	12%	15%	5%	10%	0%	10%	53%	7%	5%	3%
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		
Actuated Green, G (s)	58.6	50.7	50.7	69.3	58.4		28.7	28.7		28.7	28.7	
Effective Green, g (s)	58.6	50.7	50.7	69.3	58.4		28.7	28.7		28.7	28.7	
Actuated g/C Ratio	0.53	0.46	0.46	0.63	0.53		0.26	0.26		0.26	0.26	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	7.0	7.0	3.0	7.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	532	825	612	544	938		263	324		171	448	
v/s Ratio Prot	0.01	0.21		c0.07	0.23			c0.18			0.10	
v/s Ratio Perm	0.08		0.03	c0.25			0.10			0.07		
v/c Ratio	0.18	0.46	0.07	0.50	0.43		0.38	0.70		0.26	0.39	
Uniform Delay, d1	12.8	20.3	16.5	10.3	15.7		33.4	36.8		32.2	33.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.9	0.2	0.7	1.5		1.9	8.4		1.7	1.2	
Delay (s)	12.9	22.2	16.7	11.0	17.2		35.3	45.2		33.9	34.7	
Level of Service	B	C	B	B	B		D	D		C	C	
Approach Delay (s)		19.8			14.7			42.7			34.5	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	329	11	31	160	21	59
Future Vol, veh/h	329	11	31	160	21	59
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	69	78	92	44	82
Heavy Vehicles, %	12	17	0	12	0	0
Mvmt Flow	427	16	40	174	48	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	443	0	688	435
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	253	-
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	-	-	1128	-	415	625
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1128	-	399	625
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	1128	-
HCM Lane V/C Ratio	0.235	-	-	0.035	-
HCM Control Delay (s)	14.2	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

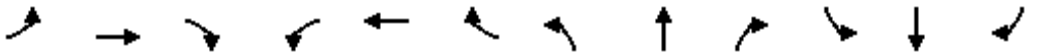
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	149	149	2
Future Vol, veh/h	0	3	7	149	149	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	88	79	88	50
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	0	5	8	189	169	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	376	171	173	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	629	878	1416	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	625	878	1416	-	-	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	878	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.6	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	495	33	48	387	34	24	19	43	30	15	73
Future Volume (vph)	59	495	33	48	387	34	24	19	43	30	15	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1567	1802	1829		1803	1671		1795	1679	
Flt Permitted	0.45	1.00	1.00	0.40	1.00		0.59	1.00		0.63	1.00	
Satd. Flow (perm)	842	1863	1567	765	1829		1128	1671		1189	1679	
Peak-hour factor, PHF	0.70	0.90	0.50	0.50	0.90	0.71	0.50	0.50	0.50	0.68	0.50	0.71
Adj. Flow (vph)	84	550	66	96	430	48	48	38	86	44	30	103
RTOR Reduction (vph)	0	0	21	0	2	0	0	76	0	0	91	0
Lane Group Flow (vph)	84	550	45	96	476	0	48	48	0	44	42	0
Confl. Peds. (#/hr)			5	5		1	1		4	4		
Heavy Vehicles (%)	2%	2%	0%	0%	2%	3%	0%	0%	0%	0%	0%	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		
Actuated Green, G (s)	77.6	72.1	72.1	78.0	72.3		12.2	12.2		12.2	12.2	
Effective Green, g (s)	77.6	72.1	72.1	78.0	72.3		12.2	12.2		12.2	12.2	
Actuated g/C Ratio	0.74	0.69	0.69	0.74	0.69		0.12	0.12		0.12	0.12	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	7.0	7.0	3.0	7.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	670	1279	1076	624	1259		131	194		138	195	
v/s Ratio Prot	0.01	c0.30		c0.01	0.26			0.03			0.02	
v/s Ratio Perm	0.09		0.03	0.11			c0.04			0.04		
v/c Ratio	0.13	0.43	0.04	0.15	0.38		0.37	0.25		0.32	0.22	
Uniform Delay, d1	3.9	7.3	5.3	4.1	6.9		42.8	42.2		42.6	42.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.1	0.1	0.1	0.9		3.6	1.4		2.8	1.2	
Delay (s)	4.0	8.4	5.4	4.2	7.7		46.4	43.6		45.4	43.2	
Level of Service	A	A	A	A	A		D	D		D	D	
Approach Delay (s)		7.6			7.2			44.4			43.8	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	8	49	437	13	30
Future Vol, veh/h	215	8	49	437	13	30
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	81	50	68	85	54	83
Heavy Vehicles, %	8	13	0	3	0	3
Mvmt Flow	265	16	72	514	24	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	931	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1293	-	299	763
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1293	-	276	763
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	1293	-
HCM Lane V/C Ratio	0.135	-	-	0.056	-
HCM Control Delay (s)	14.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	111	116	2
Future Vol, veh/h	1	2	1	111	116	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	77	73	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	3	2	144	159	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	308	161	162	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	688	889	1429	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	687	889	1429	-	-	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1429	-	810	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

EXISTING CONDITIONS

Summary of Warrants

Spot Number:	0		
Major Street:	New Avenue	Minor Street:	Timberline Drive
Intersection:	New Avenue at Timberline Drive		
City/Twp:	Lemont, IL		
Date Performed:	6/21/2016	Performed By:	F&V
Date Volumes Collected:	6/14/2016		

Warrant	Condition	Is Warrant Met
Data Has Been Validated		**YES**
WARRANT 1: Eight-Hour Vehicular Volume		**NO**
	Condition A	NO
	Condition B	NO
	Condition A&B	NO
WARRANT 2: Four-Hour Vehicular Volume	(70%)	**NO**
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	**#N/A**
	Condition A	**#N/A**
	Condition B	**NO**
WARRANT 4: Pedestrian Volume	(70%)	**NO**
	Four Hour	NO
	Peak Hour	NO
(Threshold)	HAWK	NO
(Threshold)	RRFB	NO
WARRANT 5: School Crossing		**NO**
WARRANT 6: Coordinated Signal System		**NO**
WARRANT 7: Crash Experience		**NO**
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		**NO**
WARRANT 9: Intersection Near a Grade Crossing		**#N/A**

Issue to Be Addressed by Signalization:

0

EXISTING CONDITIONS

Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	New Avenue @ Timberline Drive		
Date	6/21/2016	by	F&V

1	: No. of Lanes on Major St?
1	: No. of Lanes on Minor St?
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
	: if answer 4 is Yes, then what is the of the population isolated community?
YES	: Have other remedial measures been tried?

USE 70% FOR WARRANTS 1A AND 1B. USE 56% FOR WARRANT 1A&B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?	
Time	E-W	N-S												
00:01 - 01:00	64	6	350	105	NO	525	53	NO	280	84	420	42	NO	
01:00 - 02:00	20	2	350	105	NO	525	53	NO	280	84	420	42	NO	
02:00 - 03:00	39	1	350	105	NO	525	53	NO	280	84	420	42	NO	
03:00 - 04:00	59	1	350	105	NO	525	53	NO	280	84	420	42	NO	
04:00 - 05:00	126	3	350	105	NO	525	53	NO	280	84	420	42	NO	
05:00 - 06:00	263	18	350	105	NO	525	53	NO	280	84	420	42	NO	
06:00 - 07:00	623	33	350	105	NO	525	53	NO	280	84	420	42	NO	
07:00 - 08:00	531	80	350	105	NO	525	53	YES	280	84	420	42	NO	
08:00 - 09:00	450	40	350	105	NO	525	53	NO	280	84	420	42	NO	
09:00 - 10:00	341	35	350	105	NO	525	53	NO	280	84	420	42	NO	
10:00 - 11:00	317	43	350	105	NO	525	53	NO	280	84	420	42	NO	
11:00 - 12:00	363	35	350	105	NO	525	53	NO	280	84	420	42	NO	
12:00 - 13:00	352	39	350	105	NO	525	53	NO	280	84	420	42	NO	
13:00 - 14:00	369	33	350	105	NO	525	53	NO	280	84	420	42	NO	
14:00 - 15:00	438	26	350	105	NO	525	53	NO	280	84	420	42	NO	
15:00 - 16:00	617	41	350	105	NO	525	53	NO	280	84	420	42	NO	
16:00 - 17:00	680	46	350	105	NO	525	53	NO	280	84	420	42	NO	
17:00 - 18:00	660	40	350	105	NO	525	53	NO	280	84	420	42	NO	
18:00 - 19:00	479	41	350	105	NO	525	53	NO	280	84	420	42	NO	
19:00 - 20:00	277	16	350	105	NO	525	53	NO	280	84	420	42	NO	
20:00 - 21:00	183	13	350	105	NO	525	53	NO	280	84	420	42	NO	
21:00 - 22:00	129	5	350	105	NO	525	53	NO	280	84	420	42	NO	
22:00 - 23:00	115	10	350	105	NO	525	53	NO	280	84	420	42	NO	
23:00 - 00:00	84	7	350	105	NO	525	53	NO	280	84	420	42	NO	

Number of Hours that met the warrant 1A =	0
Number of Hours that met the warrant 1B =	1
Number of Hours that met the warrant 1 A & B =	0

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	NO
B. Is the Interruption of Continuous Traffic Met? (Condition B)	NO
C. Combination of Warrants A and B Criteria Met?	NO

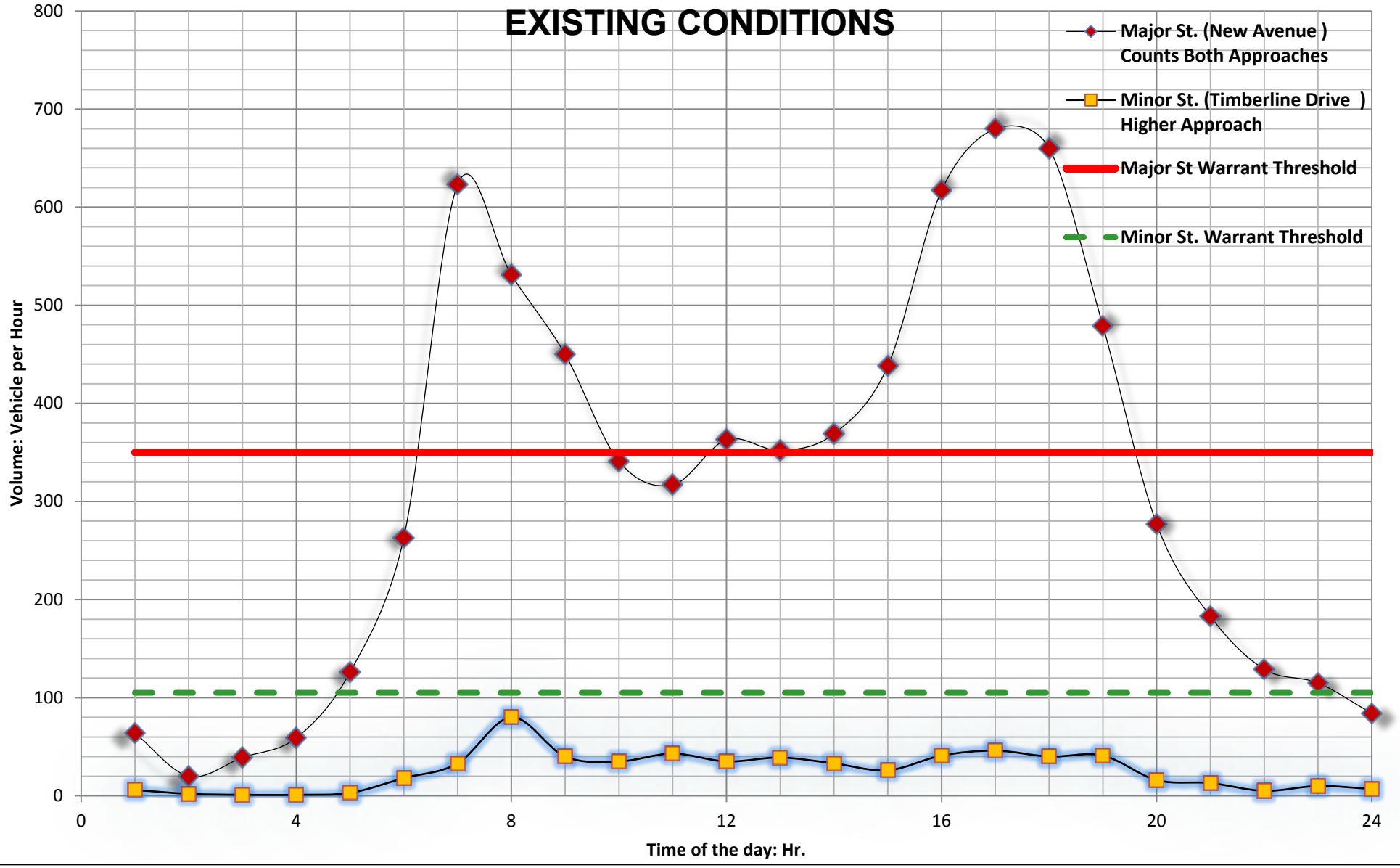


FIGURE 1: WARRANT **1A**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

New Avenue @ Timberline Drive

NO. OF LANES ON MAJOR ST.? 1

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date: 6/14/2016

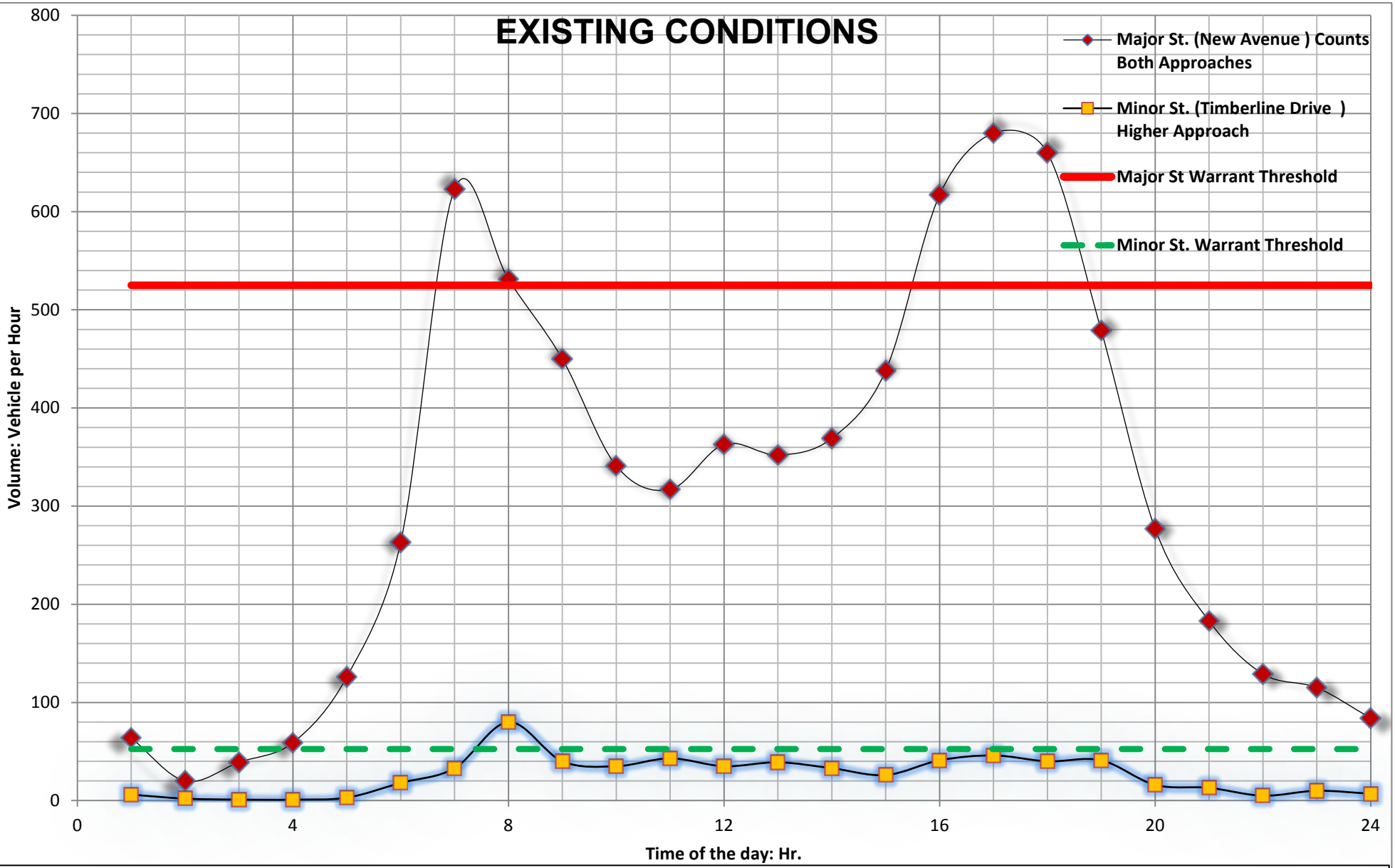


FIGURE 1: WARRANT **1B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

New Avenue @ Timberline Drive

NO. OF LANES ON MAJOR ST.? 1

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 1

Does this intersection meet Warrant 1B for signal installation? NO

Data Collection Date: 6/14/2016

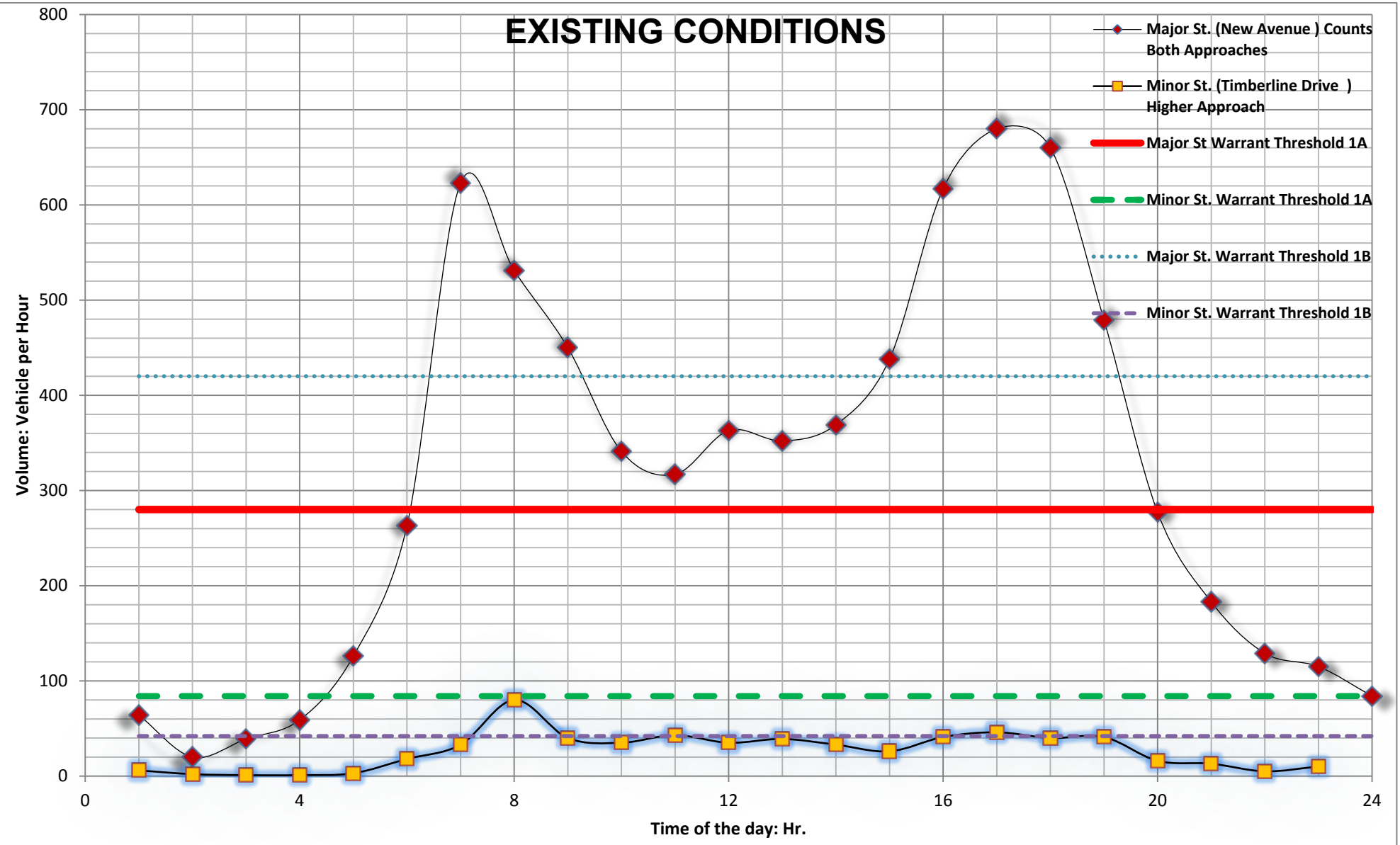


FIGURE 3: WARRANT **1A&B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

New Avenue @ Timberline Drive

NO. OF LANES ON MAJOR ST.? 1

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A&B for signal installation? NO

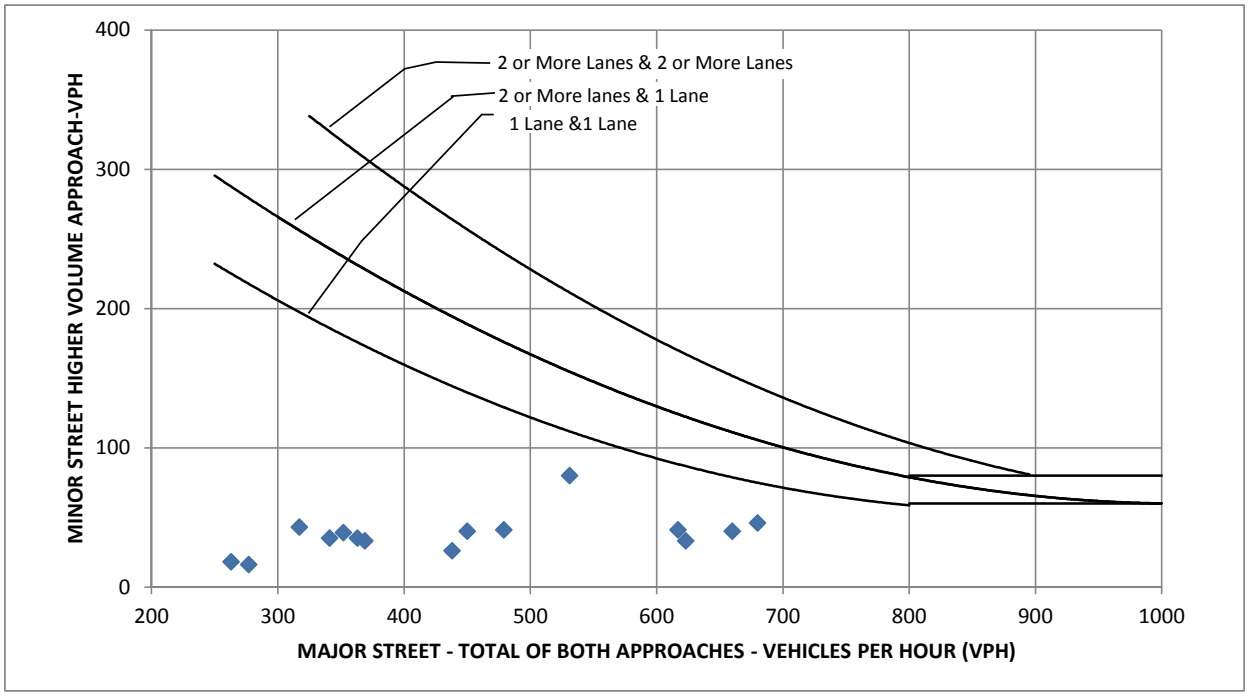
Data Collection Date: 6/14/2016

EXISTING CONDITIONS

Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	0		
Intersection:	New Avenue @ Timberline Drive		
Date	6/21/2016	by	F&V

1	: No. of Lanes on Major St.
1	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
	: What is the of the population isolated community?



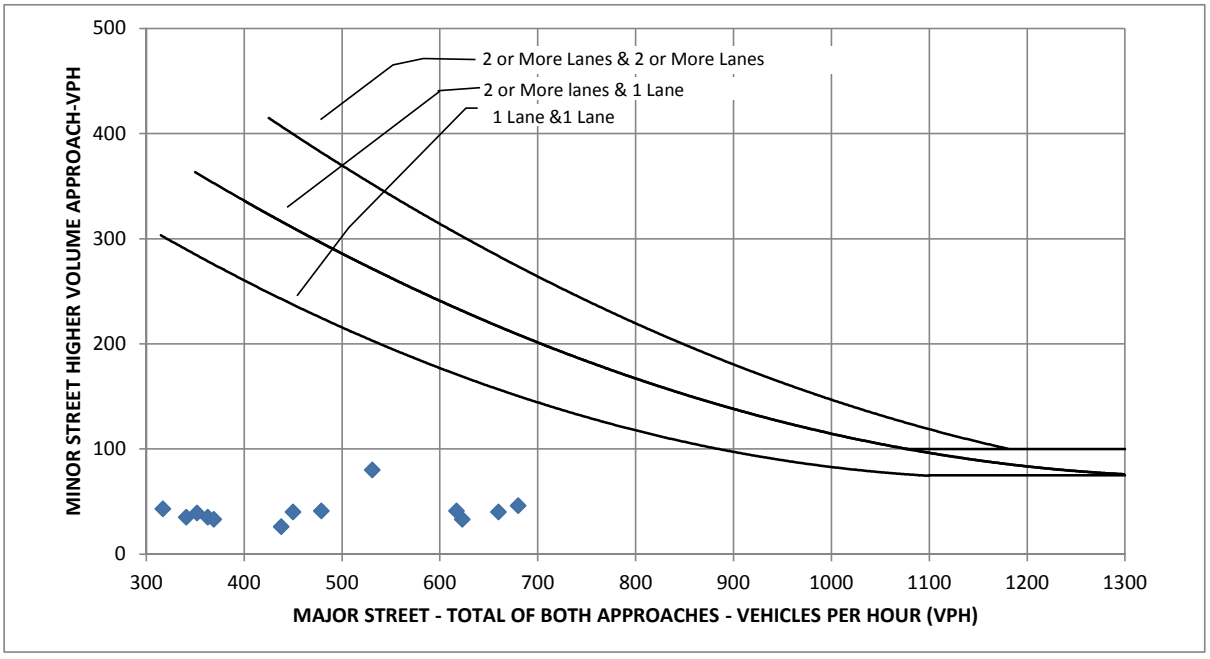
How Many Hours Are Met	0
Is Warrant (70%) Met?	NO

EXISTING CONDITIONS

Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(70%): Peak-Hour Vehicular Volume

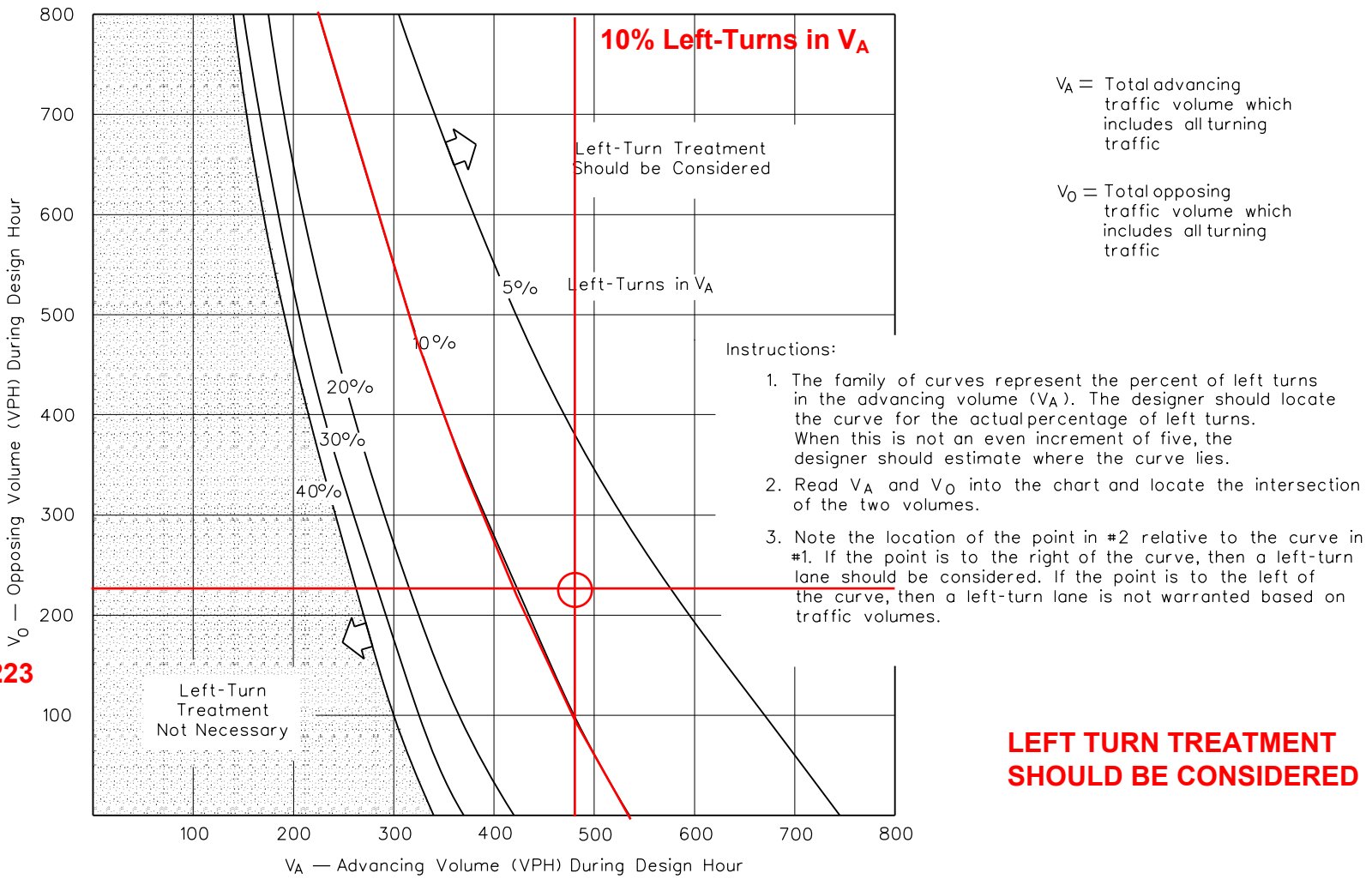
Spot Number:	0		
Intersection:	New Avenue @ Timberline Drive		
Date	6/21/2016	by	F&V

1	: No. of Lanes on Major St.
1	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
	: What is the of the population isolated community?



How Many Hours Are Met	0
Is Warrant (70%) Met?	NO

TIMBERLINE DRIVE & NEW AVENUE LT LANE WARRANT



V_A = Total advancing traffic volume which includes all turning traffic

V_O = Total opposing traffic volume which includes all turning traffic

Instructions:

1. The family of curves represent the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of five, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the curve in #1. If the point is to the right of the curve, then a left-turn lane should be considered. If the point is to the left of the curve, then a left-turn lane is not warranted based on traffic volumes.

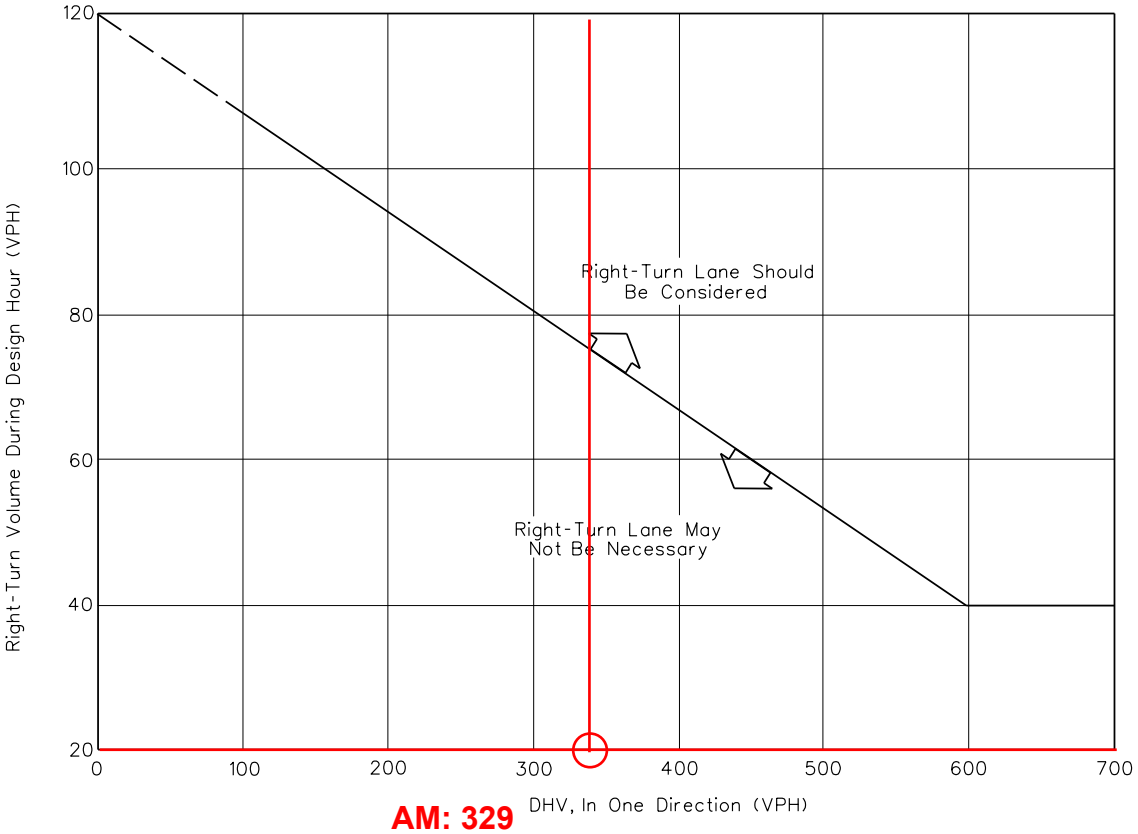
PM: 223

LEFT TURN TREATMENT SHOULD BE CONSIDERED

PM: 486

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph Design Speed)

Figure 36-3.F



AM: 11

AM: 329

Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

RIGHT TURN TREATMENT NOT NECESSARY

Example

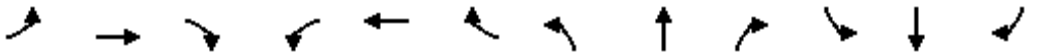
Given:	Design Speed	=	35 mph (60 km/h)
	DHV (in one direction)	=	250 vph
	Right Turns	=	100 vph

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use 100 - 20 = 80 vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	368	47	146	354	41	53	63	96	35	67	64
Future Volume (vph)	80	368	47	146	354	41	53	63	96	35	67	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.91		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1792	1329	1557	1760		1805	1243		1672	1715	
Flt Permitted	0.47	1.00	1.00	0.36	1.00		0.52	1.00		0.36	1.00	
Satd. Flow (perm)	825	1792	1329	594	1760		980	1243		640	1715	
Peak-hour factor, PHF	0.69	0.90	0.50	0.50	0.92	0.65	0.50	0.50	0.50	0.71	0.50	0.73
Adj. Flow (vph)	116	409	94	292	385	63	106	126	192	49	134	88
RTOR Reduction (vph)	0	0	51	0	4	0	0	68	0	0	30	0
Lane Group Flow (vph)	116	409	43	292	444	0	106	250	0	49	192	0
Confl. Peds. (#/hr)			28	28					10	10		
Heavy Vehicles (%)	8%	6%	12%	15%	5%	10%	0%	10%	53%	7%	5%	3%
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		
Actuated Green, G (s)	55.7	47.4	47.4	67.3	56.0		30.7	30.7		30.7	30.7	
Effective Green, g (s)	55.7	47.4	47.4	67.3	56.0		30.7	30.7		30.7	30.7	
Actuated g/C Ratio	0.51	0.43	0.43	0.61	0.51		0.28	0.28		0.28	0.28	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	7.0	7.0	3.0	7.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	481	772	572	511	896		273	346		178	478	
v/s Ratio Prot	0.02	0.23		c0.09	0.25			c0.20			0.11	
v/s Ratio Perm	0.10		0.03	c0.26			0.11			0.08		
v/c Ratio	0.24	0.53	0.08	0.57	0.50		0.39	0.72		0.28	0.40	
Uniform Delay, d1	14.5	23.1	18.4	11.8	17.7		32.1	35.8		31.0	32.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	2.6	0.3	1.5	2.0		1.9	8.8		1.8	1.2	
Delay (s)	14.7	25.7	18.7	13.4	19.7		34.0	44.6		32.7	33.4	
Level of Service	B	C	B	B	B		C	D		C	C	
Approach Delay (s)		22.6			17.2			41.9			33.2	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	352	12	33	171	22	63
Future Vol, veh/h	352	12	33	171	22	63
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	69	78	92	44	82
Heavy Vehicles, %	12	17	0	12	0	0
Mvmt Flow	457	17	42	186	50	77

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	475	0	736	466
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	270	-
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	-	-	1098	-	389	601
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1098	-	372	601
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	1098	-
HCM Lane V/C Ratio	0.262	-	-	0.039	-
HCM Control Delay (s)	15.1	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

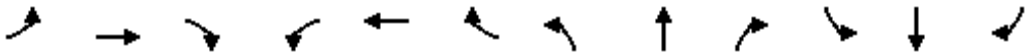
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	177	163	2
Future Vol, veh/h	0	3	7	177	163	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	88	79	88	50
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	0	5	8	224	185	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	427	187	189	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	588	860	1397	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	584	860	1397	-	-	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1397	-	860	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.6	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	529	35	51	414	40	26	20	46	42	16	91
Future Volume (vph)	68	529	35	51	414	40	26	20	46	42	16	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1567	1803	1826		1803	1670		1796	1672	
Flt Permitted	0.43	1.00	1.00	0.37	1.00		0.50	1.00		0.61	1.00	
Satd. Flow (perm)	802	1863	1567	698	1826		956	1670		1144	1672	
Peak-hour factor, PHF	0.70	0.90	0.50	0.50	0.90	0.71	0.50	0.50	0.50	0.68	0.50	0.71
Adj. Flow (vph)	97	588	70	102	460	56	52	40	92	62	32	128
RTOR Reduction (vph)	0	0	23	0	3	0	0	81	0	0	112	0
Lane Group Flow (vph)	97	588	47	102	513	0	52	51	0	62	48	0
Confl. Peds. (#/hr)			5	5		1	1		4	4		
Heavy Vehicles (%)	2%	2%	0%	0%	2%	3%	0%	0%	0%	0%	0%	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		
Actuated Green, G (s)	75.9	70.2	70.2	78.3	71.4		12.9	12.9		12.9	12.9	
Effective Green, g (s)	75.9	70.2	70.2	78.3	71.4		12.9	12.9		12.9	12.9	
Actuated g/C Ratio	0.72	0.67	0.67	0.75	0.68		0.12	0.12		0.12	0.12	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	7.0	7.0	3.0	7.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	632	1245	1047	593	1241		117	205		140	205	
v/s Ratio Prot	0.01	c0.32		c0.01	0.28			0.03			0.03	
v/s Ratio Perm	0.10		0.03	0.12			c0.05			0.05		
v/c Ratio	0.15	0.47	0.04	0.17	0.41		0.44	0.25		0.44	0.23	
Uniform Delay, d1	4.5	8.4	5.9	4.4	7.5		42.7	41.7		42.7	41.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.3	0.1	0.1	1.0		5.5	1.3		4.6	1.2	
Delay (s)	4.6	9.7	6.0	4.5	8.5		48.3	43.0		47.3	42.8	
Level of Service	A	A	A	A	A		D	D		D	D	
Approach Delay (s)		8.7			7.8			44.5			44.1	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	230	9	52	467	14	32
Future Vol, veh/h	230	9	52	467	14	32
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	81	50	68	85	54	83
Heavy Vehicles, %	8	13	0	3	0	3
Mvmt Flow	284	18	76	549	26	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	995	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1270	-	274	744
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1270	-	250	744
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	1270	-
HCM Lane V/C Ratio	0.155	-	-	0.06	-
HCM Control Delay (s)	15.3	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

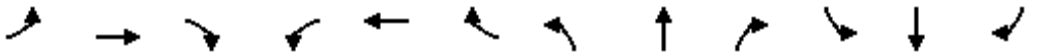
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	127	147	2
Future Vol, veh/h	1	2	1	127	147	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	77	73	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	3	2	165	201	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	203	205	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	634	843	1378	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	843	1378	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1378	-	759	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	368	47	146	354	51	53	63	96	71	67	140
Future Volume (vph)	102	368	47	146	354	51	53	63	96	71	67	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.91		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1792	1329	1557	1750		1805	1243		1672	1668	
Flt Permitted	0.45	1.00	1.00	0.36	1.00		0.35	1.00		0.36	1.00	
Satd. Flow (perm)	789	1792	1329	594	1750		668	1243		640	1668	
Peak-hour factor, PHF	0.69	0.90	0.50	0.50	0.92	0.65	0.50	0.50	0.50	0.71	0.50	0.73
Adj. Flow (vph)	148	409	94	292	385	78	106	126	192	100	134	192
RTOR Reduction (vph)	0	0	51	0	4	0	0	68	0	0	64	0
Lane Group Flow (vph)	148	409	43	292	459	0	106	250	0	100	262	0
Confl. Peds. (#/hr)			28	28					10	10		
Heavy Vehicles (%)	8%	6%	12%	15%	5%	10%	0%	10%	53%	7%	5%	3%
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		
Actuated Green, G (s)	56.1	47.4	47.4	67.3	55.6		30.7	30.7		30.7	30.7	
Effective Green, g (s)	56.1	47.4	47.4	67.3	55.6		30.7	30.7		30.7	30.7	
Actuated g/C Ratio	0.51	0.43	0.43	0.61	0.51		0.28	0.28		0.28	0.28	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	7.0	7.0	3.0	7.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	472	772	572	511	884		186	346		178	465	
v/s Ratio Prot	0.02	0.23		c0.09	0.26			c0.20			0.16	
v/s Ratio Perm	0.14		0.03	c0.26			0.16			0.16		
v/c Ratio	0.31	0.53	0.08	0.57	0.52		0.57	0.72		0.56	0.56	
Uniform Delay, d1	14.6	23.1	18.4	11.8	18.2		34.0	35.8		33.9	33.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	2.6	0.3	1.5	2.2		6.5	8.8		6.5	2.6	
Delay (s)	15.0	25.7	18.7	13.4	20.4		40.4	44.6		40.4	36.5	
Level of Service	B	C	B	B	C		D	D		D	D	
Approach Delay (s)		22.2			17.7			43.6			37.4	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	352	15	41	171	32	90
Future Vol, veh/h	352	15	41	171	32	90
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	69	78	92	44	82
Heavy Vehicles, %	12	17	0	12	0	0
Mvmt Flow	457	22	53	186	73	110

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	479	0	759	468
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	291	-
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	-	-	1094	-	377	599
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	357	599
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	1094	-
HCM Lane V/C Ratio	0.387	-	-	0.048	-
HCM Control Delay (s)	17.4	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	108	37	179	170	3
Future Vol, veh/h	3	108	37	179	170	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	88	79	88	50
Heavy Vehicles, %	0	0	0	4	2	0
Mvmt Flow	5	180	42	227	193	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	507	196	199	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	529	850	1385	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	850	1385	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1385	-	835	-	-
HCM Lane V/C Ratio	0.03	-	0.222	-	-
HCM Control Delay (s)	7.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

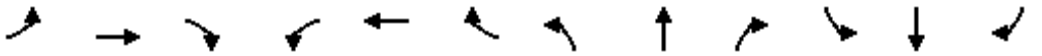
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	10	2	88	34	7
Future Vol, veh/h	46	10	2	88	34	7
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	81	81	74	74	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	12	3	119	37	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	187	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	124	-
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	-	-	1545	-	807	1007
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1545	-	805	1007
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	834	-	-	1545	-
HCM Lane V/C Ratio	0.053	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	529	35	51	414	77	26	20	46	63	16	135
Future Volume (vph)	148	529	35	51	414	77	26	20	46	63	16	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1567	1803	1799		1803	1670		1796	1656	
Flt Permitted	0.36	1.00	1.00	0.38	1.00		0.35	1.00		0.62	1.00	
Satd. Flow (perm)	666	1863	1567	713	1799		658	1670		1177	1656	
Peak-hour factor, PHF	0.70	0.90	0.50	0.50	0.90	0.71	0.50	0.50	0.50	0.68	0.50	0.71
Adj. Flow (vph)	211	588	70	102	460	108	52	40	92	93	32	190
RTOR Reduction (vph)	0	0	25	0	6	0	0	79	0	0	163	0
Lane Group Flow (vph)	211	588	45	102	562	0	52	53	0	93	59	0
Confl. Peds. (#/hr)			5	5		1	1		4	4		
Heavy Vehicles (%)	2%	2%	0%	0%	2%	3%	0%	0%	0%	0%	0%	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		
Actuated Green, G (s)	76.9	67.9	67.9	72.9	65.9		15.1	15.1		15.1	15.1	
Effective Green, g (s)	76.9	67.9	67.9	72.9	65.9		15.1	15.1		15.1	15.1	
Actuated g/C Ratio	0.73	0.65	0.65	0.69	0.63		0.14	0.14		0.14	0.14	
Clearance Time (s)	3.0	6.0	6.0	3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	7.0	7.0	3.0	7.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	582	1204	1013	567	1129		94	240		169	238	
v/s Ratio Prot	c0.03	c0.32		0.01	0.31			0.03			0.04	
v/s Ratio Perm	0.23		0.03	0.11			c0.08			0.08		
v/c Ratio	0.36	0.49	0.04	0.18	0.50		0.55	0.22		0.55	0.25	
Uniform Delay, d1	5.5	9.6	6.7	5.7	10.6		41.8	39.8		41.8	39.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.4	0.1	0.2	1.6		11.4	1.0		6.4	1.2	
Delay (s)	5.9	11.0	6.8	5.9	12.2		53.3	40.7		48.2	41.1	
Level of Service	A	B	A	A	B		D	D		D	D	
Approach Delay (s)		9.4			11.2			44.3			43.2	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	230	20	80	467	20	48
Future Vol, veh/h	230	20	80	467	20	48
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	81	50	68	85	54	83
Heavy Vehicles, %	8	13	0	3	0	3
Mvmt Flow	284	40	118	549	37	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	324	0	1089	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	785	-
Critical Hdwy	-	-	4.1	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	1247	-	241	733
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	453	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1247	-	208	733
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	18.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	369	-	-	1247	-
HCM Lane V/C Ratio	0.257	-	-	0.094	-
HCM Control Delay (s)	18.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	63	110	135	151	5
Future Vol, veh/h	3	63	110	135	151	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	77	73	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	105	183	175	207	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	753	211	215	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	380	834	1367	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	834	1367	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	778	-	-
HCM Lane V/C Ratio	0.134	-	0.141	-	-
HCM Control Delay (s)	8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	36	8	48	20	4
Future Vol, veh/h	64	36	8	48	20	4
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	71	71	72	72	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	90	51	11	67	22	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	204	115
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	89	-
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	-	-	1455	-	789	943
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	783	943
Mov Cap-2 Maneuver	-	-	-	-	783	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	1455	-
HCM Lane V/C Ratio	0.032	-	-	0.008	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

FUTURE CONDITIONS

Summary of Warrants

Spot Number:	0		
Major Street:	New Avenue	Minor Street:	Timberline Drive
Intersection:	New Avenue at Timberline Drive		
City/Twp:	Lemont, IL		
Date Performed:	6/21/2016	Performed By:	F&V
Date Volumes Collected:	6/14/2016		

Warrant	Condition	Is Warrant Met
Data Has Been Validated		**YES**
WARRANT 1: Eight-Hour Vehicular Volume		**NO**
	Condition A	NO
	Condition B	NO
	Condition A&B	NO
WARRANT 2: Four-Hour Vehicular Volume	(70%)	**NO**
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	**NO**
	Condition A	**N/A**
	Condition B	**NO**
WARRANT 4: Pedestrian Volume	(70%)	**NO**
	Four Hour	NO
	Peak Hour	NO
(Threshold)	HAWK	NO
(Threshold)	RRFB	NO
WARRANT 5: School Crossing		**NO**
WARRANT 6: Coordinated Signal System		**NO**
WARRANT 7: Crash Experience		**NO**
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		**NO**
WARRANT 9: Intersection Near a Grade Crossing		**#N/A**

Issue to Be Addressed by Signalization:

0

FUTURE CONDITIONS

Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	New Avenue @ Timberline Drive		
Date	6/21/2016	by	F&V

1	: No. of Lanes on Major St?
1	: No. of Lanes on Minor St?
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
	: if answer 4 is Yes, then what is the of the population isolated community?
YES	: Have other remedial measures been tried?

USE 70% FOR WARRANTS 1A AND 1B. USE 56% FOR WARRANT 1A&B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
Time	E-W	N-S											
00:01 - 01:00	69	6	350	105	NO	525	53	NO	280	84	420	42	NO
01:00 - 02:00	22	2	350	105	NO	525	53	NO	280	84	420	42	NO
02:00 - 03:00	42	1	350	105	NO	525	53	NO	280	84	420	42	NO
03:00 - 04:00	64	1	350	105	NO	525	53	NO	280	84	420	42	NO
04:00 - 05:00	137	7	350	105	NO	525	53	NO	280	84	420	42	NO
05:00 - 06:00	285	26	350	105	NO	525	53	NO	280	84	420	42	NO
06:00 - 07:00	673	55	350	105	NO	525	53	YES	280	84	420	42	NO
07:00 - 08:00	580	123	350	105	YES	525	53	YES	280	84	420	42	YES
08:00 - 09:00	494	71	350	105	NO	525	53	NO	280	84	420	42	NO
09:00 - 10:00	377	53	350	105	NO	525	53	NO	280	84	420	42	NO
10:00 - 11:00	352	62	350	105	NO	525	53	NO	280	84	420	42	NO
11:00 - 12:00	407	54	350	105	NO	525	53	NO	280	84	420	42	NO
12:00 - 13:00	398	60	350	105	NO	525	53	NO	280	84	420	42	NO
13:00 - 14:00	419	56	350	105	NO	525	53	NO	280	84	420	42	NO
14:00 - 15:00	496	51	350	105	NO	525	53	NO	280	84	420	42	NO
15:00 - 16:00	690	62	350	105	NO	525	53	YES	280	84	420	42	NO
16:00 - 17:00	766	74	350	105	NO	525	53	YES	280	84	420	42	NO
17:00 - 18:00	745	66	350	105	NO	525	53	YES	280	84	420	42	NO
18:00 - 19:00	545	64	350	105	NO	525	53	YES	280	84	420	42	NO
19:00 - 20:00	319	30	350	105	NO	525	53	NO	280	84	420	42	NO
20:00 - 21:00	219	27	350	105	NO	525	53	NO	280	84	420	42	NO
21:00 - 22:00	157	14	350	105	NO	525	53	NO	280	84	420	42	NO
22:00 - 23:00	130	13	350	105	NO	525	53	NO	280	84	420	42	NO
23:00 - 00:00	94	9	350	105	NO	525	53	NO	280	84	420	42	NO

Number of Hours that met the warrant 1A =	1
Number of Hours that met the warrant 1B =	6
Number of Hours that met the warrant 1 A & B =	1

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	NO
B. Is the Interruption of Continuous Traffic Met? (Condition B)	NO
C. Combination of Warrants A and B Criteria Met?	NO

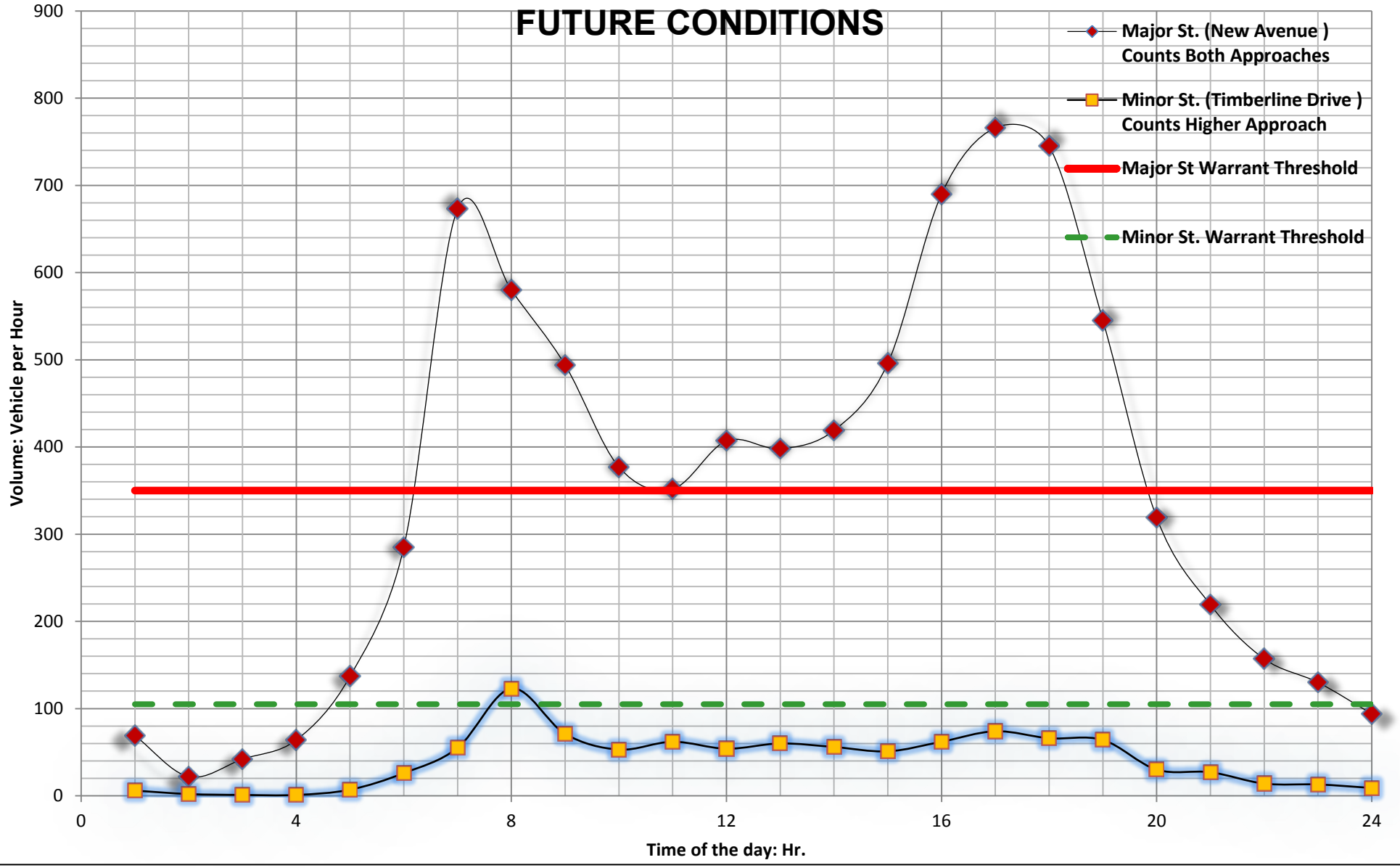


FIGURE 1: WARRANT **1A**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

New Avenue @ Timberline Drive

NO. OF LANES ON MAJOR ST.? 1

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 1

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date: 6/14/2016

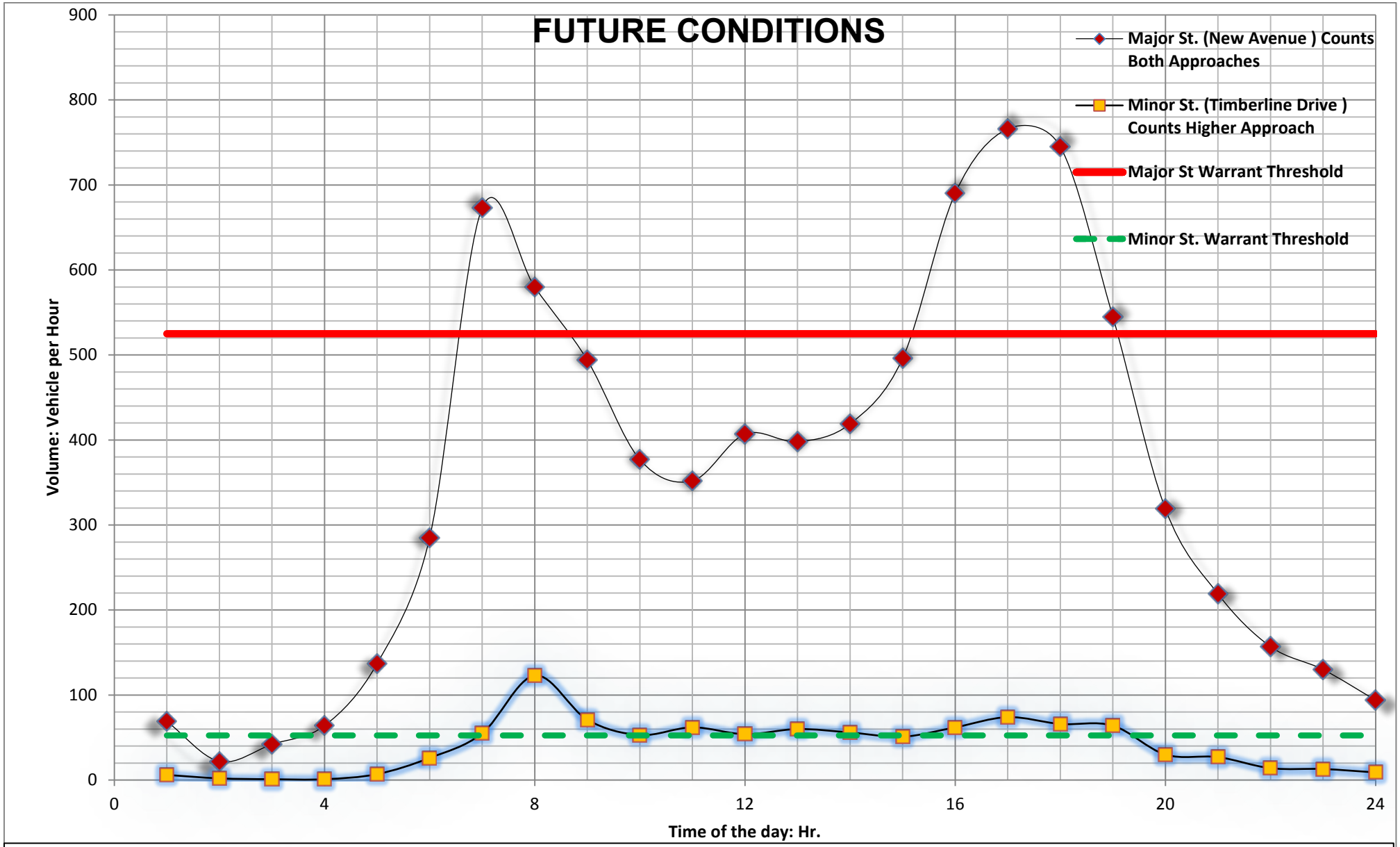


FIGURE 1: WARRANT **1B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

New Avenue @ Timberline Drive

NO. OF LANES ON MAJOR ST.? 1

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 6

Does this intersection meet Warrant 1B for signal installation? NO

Data Collection Date: 6/14/2016

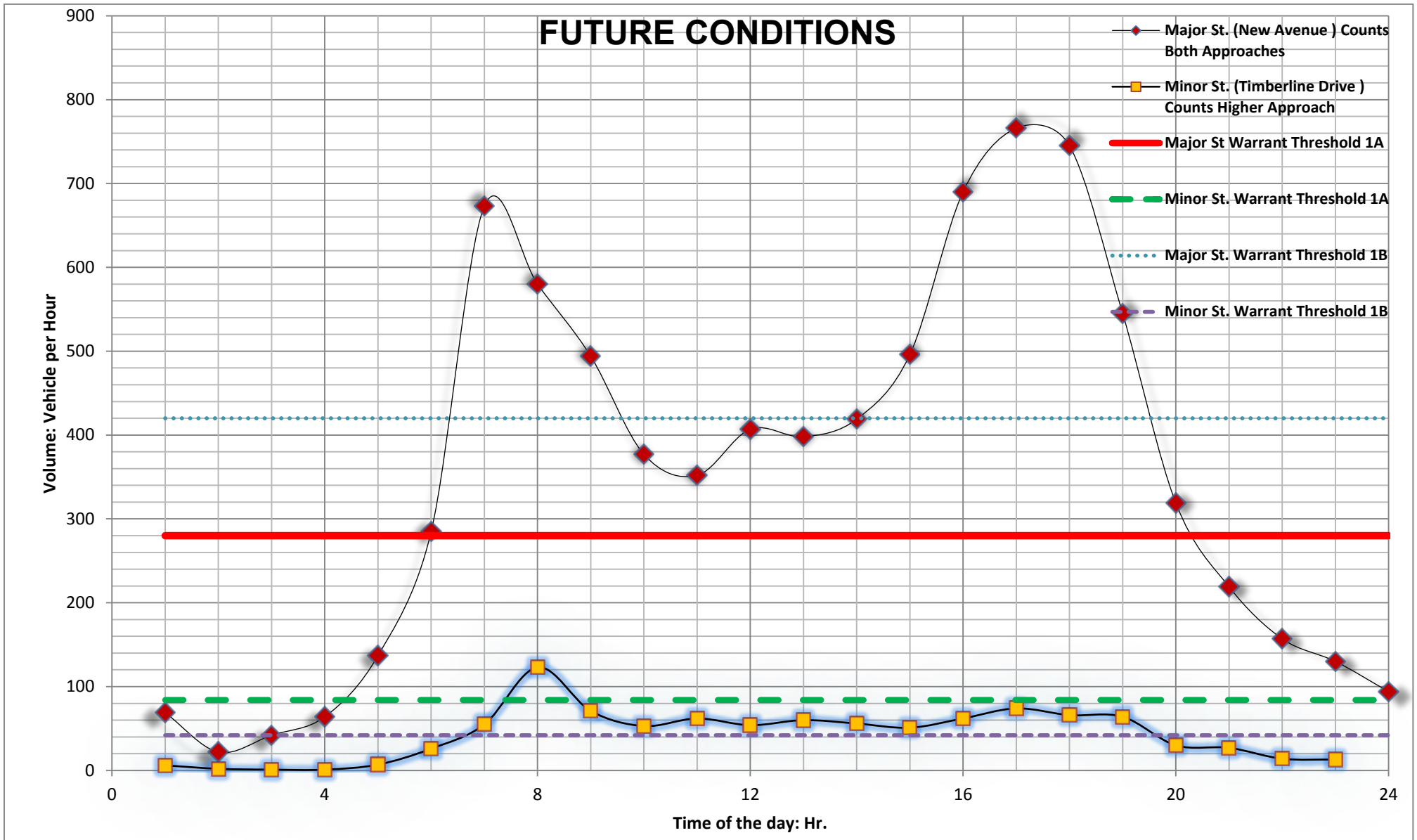


FIGURE 3: WARRANT **1A&B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

New Avenue @ Timberline Drive

NO. OF LANES ON MAJOR ST.? 1

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 1

Does this intersection meet Warrant 1A&B for signal installation? NO

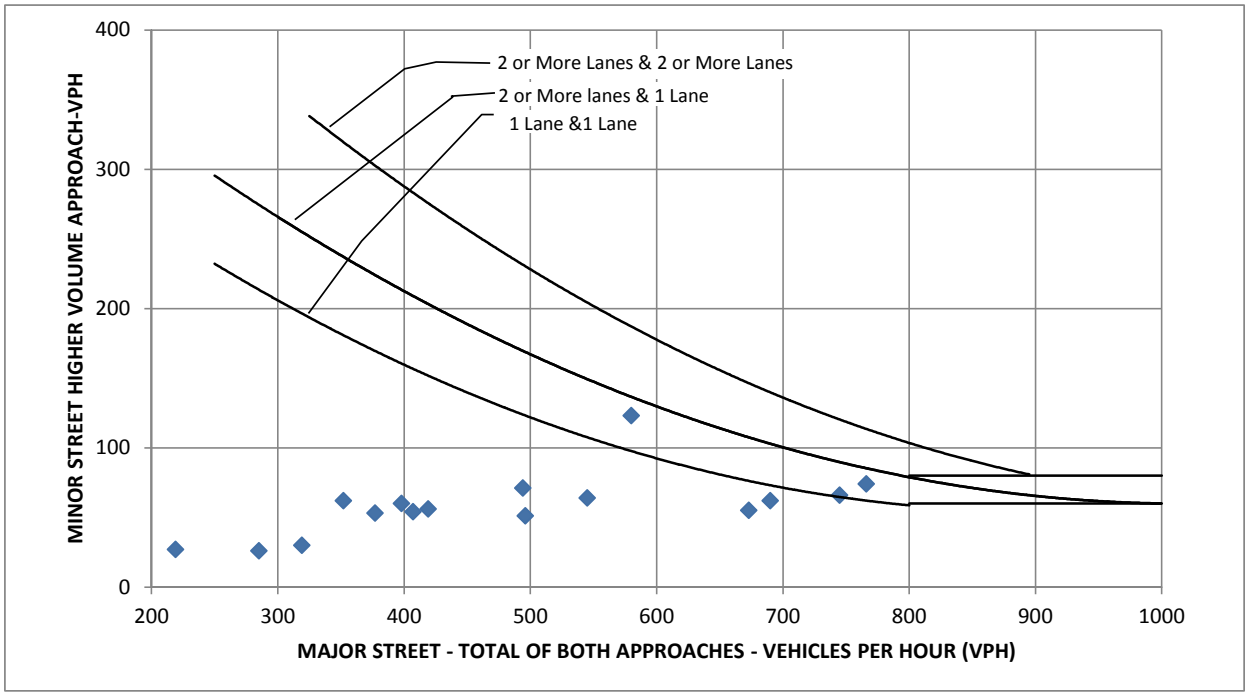
Data Collection Date: 6/14/2016

FUTURE CONDITIONS

Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	0		
Intersection:	New Avenue @ Timberline Drive		
Date	6/21/2016	by	F&V

1	: No. of Lanes on Major St.
1	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
	: What is the of the population isolated community?



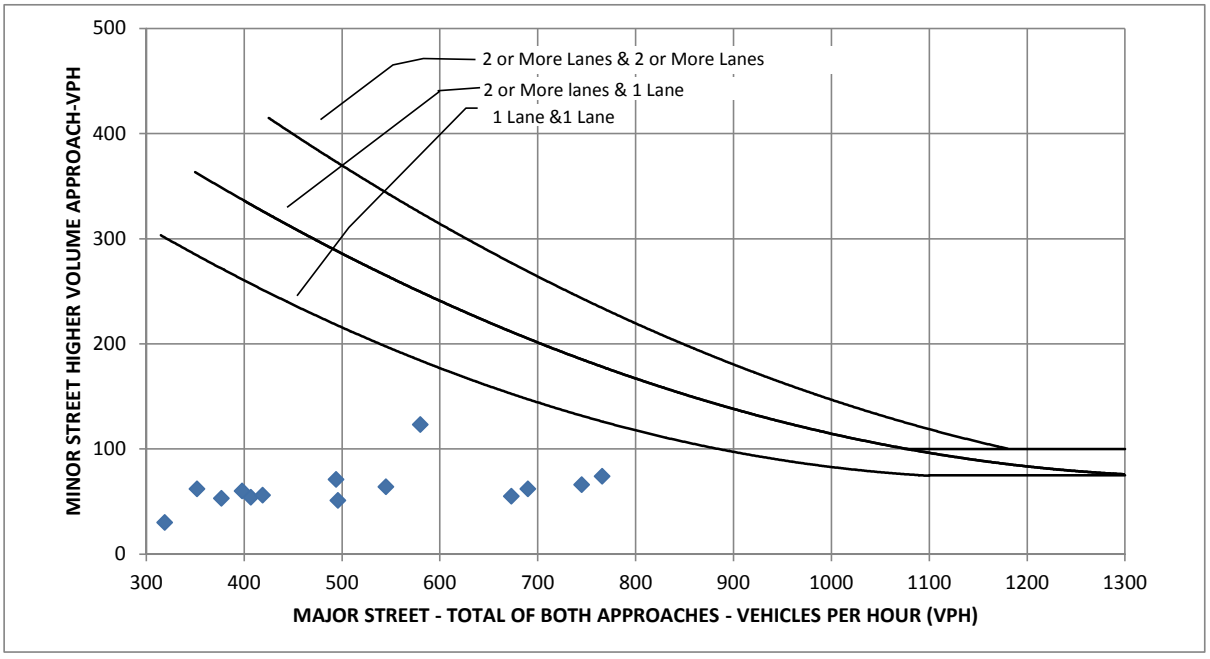
How Many Hours Are Met	3
Is Warrant (70%) Met?	NO

FUTURE CONDITIONS

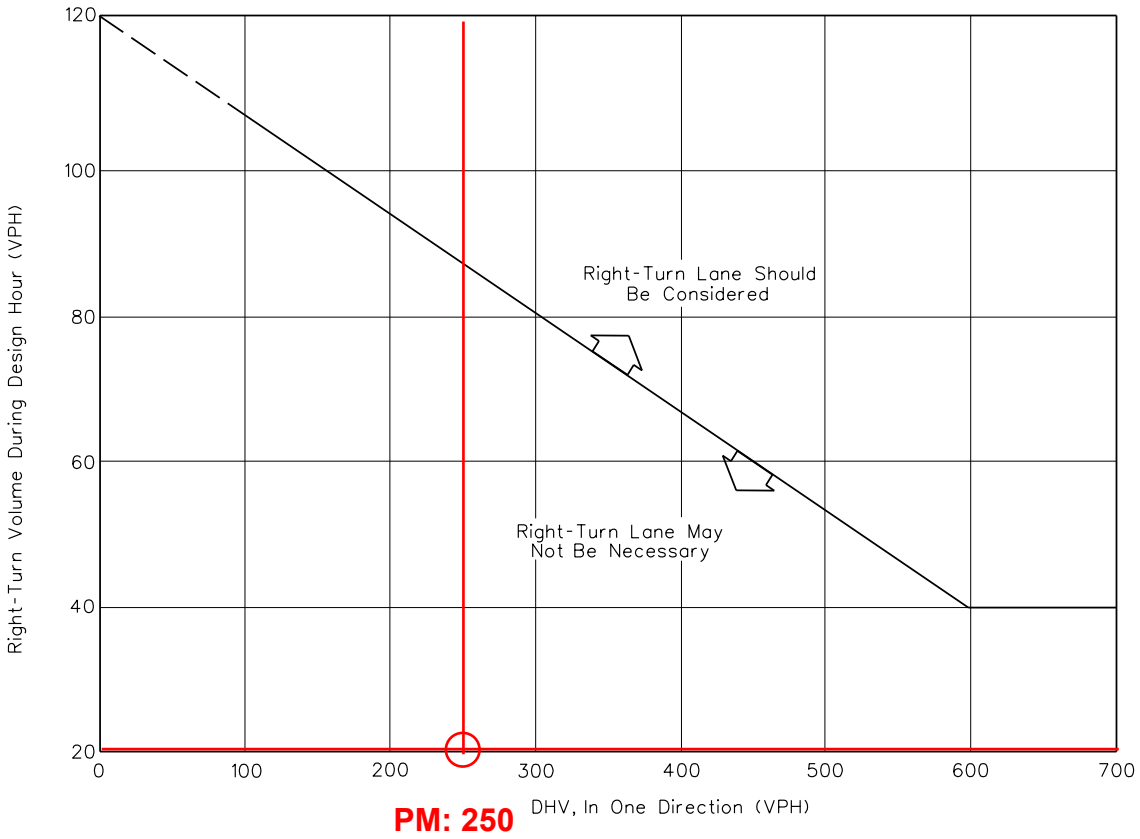
Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(70%): Peak-Hour Vehicular Volume

Spot Number:	0		
Intersection:	New Avenue @ Timberline Drive		
Date	6/21/2016	by	F&V

1	: No. of Lanes on Major St.
1	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
	: What is the of the population isolated community?



How Many Hours Are Met	0
Is Warrant (70%) Met?	NO



PM: 20

PM: 250

Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

RIGHT TURN TREATMENT NOT NECESSARY

Example

Given:	Design Speed	=	35 mph (60 km/h)
	DHV (in one direction)	=	250 vph
	Right Turns	=	100 vph

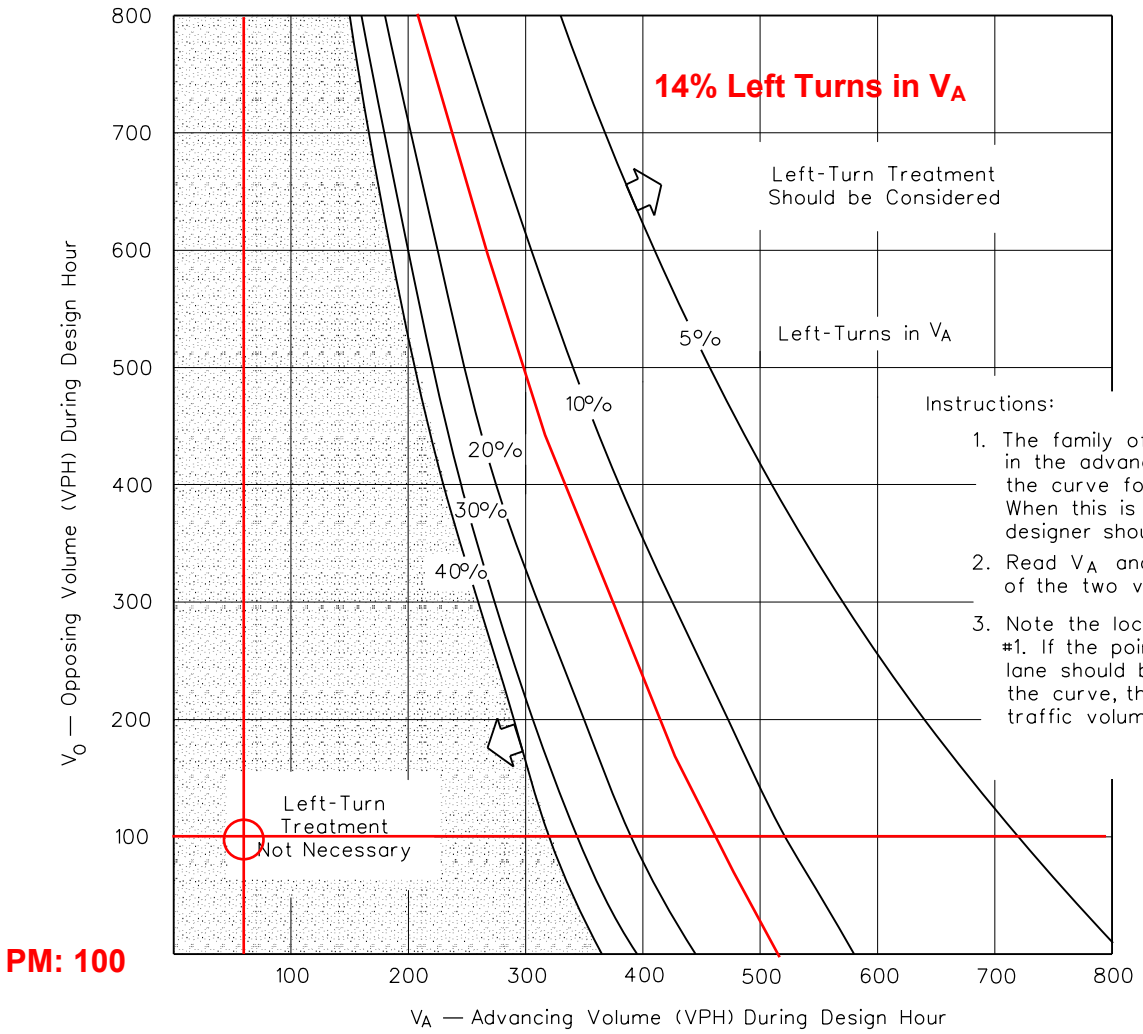
Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use 100 - 20 = 80 vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A

TIMBERLINE DRIVE & PROPOSED SITE ROAD LT LANE WARRANT



V_A = Total advancing traffic volume which includes all turning traffic

V_O = Total opposing traffic volume which includes all turning traffic

Instructions:

1. The family of curves represent the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of five, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the curve in #1. If the point is to the right of the curve, then a left-turn lane should be considered. If the point is to the left of the curve, then a left-turn lane is not warranted based on traffic volumes.

LEFT TURN TREATMENT NOT NECESSARY

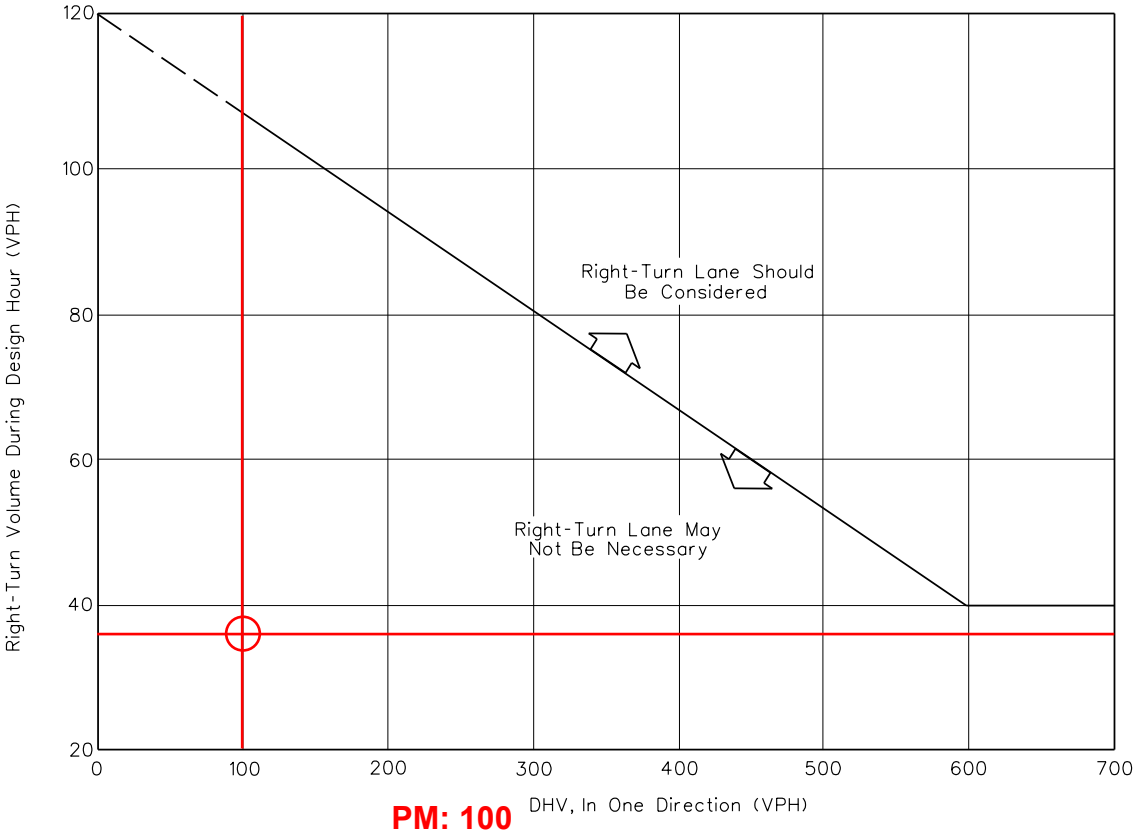
PM: 100

PM: 56

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph Design Speed)

Figure 36-3.G

TIMBERLINE DRIVE & PROPOSED SITE ROAD RIGHT TURN LANE WARRANT



PM: 36

PM: 100

Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

RIGHT TURN TREATMENT NOT NECESSARY

Example

Given:	Design Speed	=	35 mph (60 km/h)
	DHV (in one direction)	=	250 vph
	Right Turns	=	100 vph

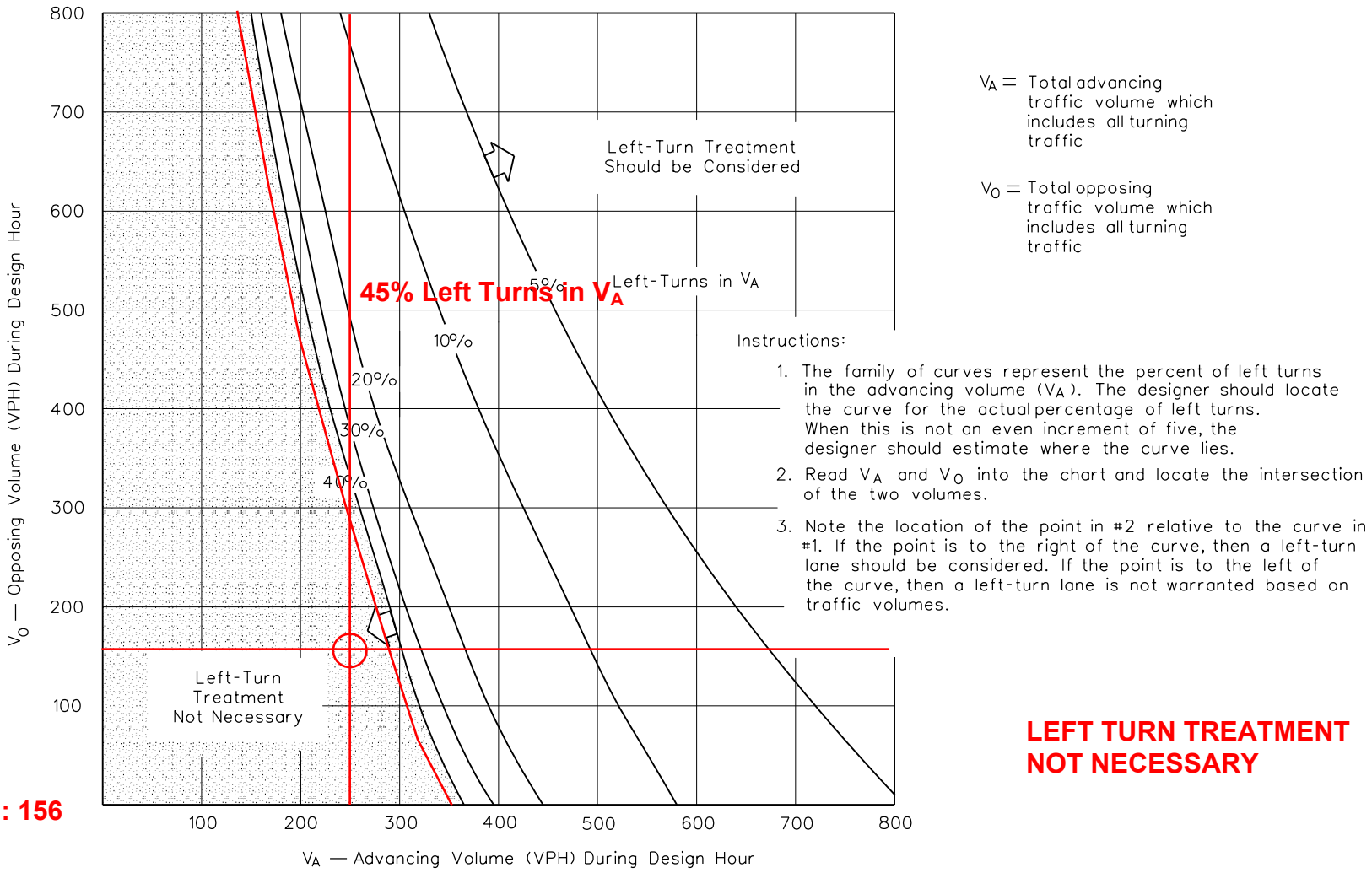
Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use 100 - 20 = 80 vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A

TIMBERLINE DRIVE & ALBA STREET LT LANE WARRANT



V_A = Total advancing traffic volume which includes all turning traffic

V_O = Total opposing traffic volume which includes all turning traffic

Instructions:

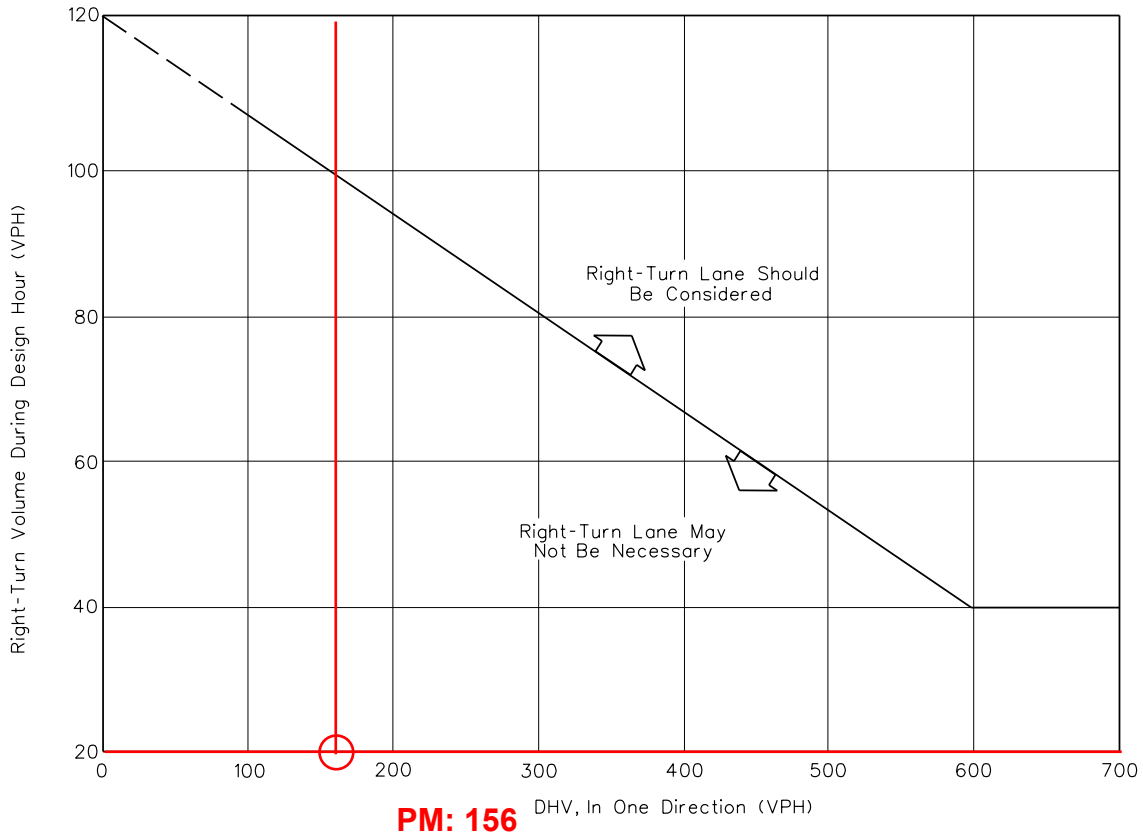
1. The family of curves represent the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of five, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the curve in #1. If the point is to the right of the curve, then a left-turn lane should be considered. If the point is to the left of the curve, then a left-turn lane is not warranted based on traffic volumes.

LEFT TURN TREATMENT NOT NECESSARY

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph Design Speed)

Figure 36-3.G

TIMBERLINE DRIVE & ALBA STREET RIGHT TURN LANE WARRANT



PM: 5

PM: 156

Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

RIGHT TURN TREATMENT NOT NECESSARY

Example

Given:	Design Speed	=	35 mph (60 km/h)
	DHV (in one direction)	=	250 vph
	Right Turns	=	100 vph

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use 100 - 20 = 80 vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A

16-0152

WETLAND DELINEATION REPORT

LIONS GATE PROJECT SITE

LEMONT, COOK COUNTY, ILLINOIS

PREPARED FOR:

Odawa
51111 West Pontiac Trail
Wixom, Michigan 48393

AUGUST 29, 2016

26575 W. COMMERCE DRIVE, SUITE 601, VOLO, ILLINOIS 60073
OFFICE (847) 740-0888 FAX (847) 740-2888

INTRODUCTION

A wetland delineation of the 98-acre project site was conducted on June 2 and 3, 2016. The site is located west of Timberline Drive, east of I-355, south of New Avenue, and north of 127th Street in Lemont, Cook County, Illinois (Exhibit 1). The site is further located in Section 30, Township 37 North, Range 11 East of the 3rd Principal Meridian.

EXISTING DATA

The United States Geological Survey (USGS) topographic quadrangle map does not depict any water features within the project site (Exhibit 2). The National Wetland Inventory (NWI) map (Exhibit 3) does not show any wetland within the project site. The Flood Insurance Rate Map shows none of the site as within the 100-year floodplain (Exhibit 4). The USGS Hydrologic Atlas shows a drainage line corresponding to the central ravine on the project site but includes no other flood of record areas (Exhibit 5). The Cook County Soil Survey (Exhibit 6) shows a small area of the site as the hydric soil series Ashkum silty clay loam (232A) at the southern end of the project site. Most of the ravines on the site are mapped as Ozaukee silt loam (530) of various slopes.

WETLAND DELINEATION

The field investigation was conducted by Jeffrey Mengler, PWS, with assistance from Kelly Burdick and Steven Rauch of Hey and Associates, Inc. using procedures outlined in the 1987 Corps of Engineers' (USACE) Wetland Delineation Manual and the 2010 Regional Supplement: Midwest Region. The entire property was inspected, with areas supporting wetland plant species prioritized for investigation. If inspection revealed that wetland plant species comprised more than 50 percent of the plant cover, the suspected wetland was further examined for field indicators of hydric soil and hydrology. The USACE-accepted field indicators of hydric soil include: gleyed and low chroma matrix and mottle colors, and iron and manganese concretions. Necessary hydric soil indicators were field verified in the wetland area if possible. The USACE-approved field indicators of hydrology include: visual observation or photographic evidence of soil inundation or saturation during the growing season, oxidized channels associated with living roots and rhizomes, water marks, drift lines, waterborne sediment deposits, water-stained leaves, surface scoured areas and drainage patterns.

A list of observed plant species in and along the central ravine system (Ravine 1) was compiled, along with a plant species list for one suspected wetland area. Data were gathered to complete USACE jurisdictional

dataforms for the suspect wetland area. A native vegetative quality rating was calculated for species list based on the Chicago Region FQA Calculator version September 29, 2014 (Herman, B., Sliwinski, R. and S. Whitaker, U. S. Army Corps of Engineers, Chicago, IL). The FQA method assigns to plant species a rating that reflects the fundamental conservatism that the species exhibits for natural habitats. A native species that exhibits specific adaptations to a narrow spectrum of the environment is given a high rating. Conversely, ubiquitous species that exhibits adaptations to a broad spectrum of environmental variables is given a low rating. Utilizing this method, a Floristic Quality Index (FQI) is derived for a given area. The FQI is an indication of native vegetative quality for an area: generally 1-19 indicates low vegetative quality, 20-35 indicates high vegetative quality and above 35 indicates "Natural Area" quality.

For purposes of Section 404 of the Clean Water Act (CWA), the lateral limits of Corps of Engineers jurisdiction over non-tidal waterbodies extends to the OHWM, in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. Corps regulations define the term "ordinary high water mark" for purposes of the CWA lateral jurisdiction as:

> "The term *ordinary high water mark* means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."

The channel of each ravine was delineated on this project site using the OHWM.

RESULTS

No wetlands were found within the project site. However, four (4) ravine systems (Waters) totaling 0.9 acres within the project site were delineated on the project site (Exhibit 7). The Waters boundaries shown on an aerial photograph in Exhibit 7 were based on a survey of the Hey wetland flagging by Greentech Engineering Inc. Lists of the observed plant species for ravines and one suspected wetland area are given in Exhibit 8. The USACE jurisdictional dataforms for the one suspected wetland area are included as Exhibit 9. Representative color photographs of the ravines and the one suspected wetland are provided in Exhibit 10.

Water	Area (acres)	FQI[1]	Native Mean C[2]	HQAR[3]	Wetlands Present	Channels
Ravine 1	0.74	N/A	N/A	No	No	Three major branches converge to one.
Ravine 2	0.08	N/A	N/A	No	No	Three small branches converge to one.
Ravine 3	0.01	N/A	N/A	No	No	One small channel.
Ravine 4	0.07	N/A	N/A	No	No	One channel

1 The Floristic Quality Index (FQI) is an indication of native vegetative quality for an area: generally 1-19 indicates low vegetative quality, 20-35 indicates high vegetative quality and above 35 indicates "Natural Area" quality.
2 The Native Mean C is an indication of native vegetative quality for an area. Areas with value of 3.5 or greater are considered high quality.
3 The Chicago District U.S. Army Corps of Engineers has designated various Waters of the United States to be high-quality aquatic resources (HQARs). This designation is based on the definitions found within the Regional Permit Program that became effective April 1, 2007.

Ravine 1 refers to the central ravine system on the project site. It includes several branches that come together to form a very large, deeply incised ravine running south to north through the property. Flagging was placed at the evident ordinary high water mark for these ravine channels. This ravine system appears to be somewhat natural as drainage comes off the bluffs to the south and enters the Des Plaines River valley, which lies in a geologic valley. However, several head cuts were observed, indicating that downcutting has accelerated with the development of the watershed.

Ravine 2 is the westernmost ravine system on the property and begins at its south end with three channels that confluence to form a single ravine. Ravine 3 is a small ravine between Ravines 1 and 2 that is relatively short, and has only a single channel. Ravine 4 is the easternmost ravine located between Ravine 1 and the eastern property line. It is also a single channel.

Groundwater fed wetlands were observed at the base of the bluff, or downstream end of the eastern ravines. Abundant iron precipitates in the channels and wetland were observed to suggest groundwater flow. While these wetlands appear to not be within the project site, they are likely to be considered High Quality Aquatic Resources on the adjacent parcels.

SUMMARY AND CONCLUSIONS

No wetlands were delineated within the project site. Four (4) ravine systems (0.9 acres) were delineated based on OHWM within the project site and are shown on Exhibit 7. One area of wetland vegetation was observed along the eastern project boundary, but the area lacked any hydric soil indicators and hence was not delineated as wetland. Areas potentially considered HQAR were observed on the adjacent parcels to the north of the project site. A jurisdictional determination will need to be requested from the USACE to determine if the ravine channels are under their Clean Water Act jurisdiction or if they are isolated Waters of Cook County.

Wetlands or Waters cannot be filled or otherwise impacted without permit authorization. Generally, impacts under 0.10-acre for USACE regulated wetlands and for isolated wetlands of Cook County do not require mitigation of wetland losses, except in the case of impacts to high quality aquatic resources. Any impacts over these acreage thresholds will require mitigation at a minimum of 1.5:1. No work which would result in wetland or Waters impacts should be undertaken unless project authorization is first obtained.

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS 60604-1437

REPLY TO
ATTENTION OF:

December 1, 2016

Technical Services Division
Regulatory Branch
LRC-2016-00732

SUBJECT: Jurisdictional Determination Request for the Lions Gate Property Located Southeast of I-355 and New Avenue in Lemont, Cook County, Illinois

Bruce Michael
Odawa
51111 West Pontiac Trail
Wixom, Michigan 48393

Dear Mr. Michael:

This is in response to your request that the U.S. Army Corps of Engineers complete a jurisdictional determination for the above-referenced site submitted on your behalf by Hey and Associates, Inc. The subject project has been assigned number LRC-2016-00732. Please reference this number in all future correspondence concerning this project.

Following a review of the information you submitted, this office has determined that the subject property contains "waters of the United States".

Ravines 1 & 4 have been determined to be under the jurisdiction of this office and therefore, subject to Federal regulation.

Ravines 2 & 3 have been determined to be isolated and therefore not subject to Federal regulation. Please be informed that this office does not concur with the boundaries of waters not under the jurisdiction of this office.

In the event an application is submitted for work within jurisdictional areas, a concurrence of the wetland boundaries and/or a professional survey of the identified wetland and water features stamped by a professional surveyor will need to be prepared and shall accompany the approved wetland delineation.

For a detailed description of our determination please refer to the enclosed decision document. This determination covers only your project as depicted in the Wetland Delineation Report dated August 29, 2016, prepared by Hey and Associates, Inc.

This determination is valid for a period of five (5) years from the date of the letter, unless new information warrants revision of the determination before the expiration date or a District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

This letter is considered an approved jurisdictional determination for your subject site. If you object to this determination, you may appeal, according to 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and a Request for Appeal (RFA) form. If you request to appeal the above determination, you must submit a completed RFA form to the Great Lakes/Ohio River Division Office at the following address:

Jacob Siegrist
Appeal Review Officer
Great Lakes and Ohio River Division
CELRD-PD-REG
550 Main Street, Room 10032
Cincinnati, Ohio 45202-3222
Phone: (513) 684-2699 Fax: (513) 684-2460

In order to be accepted, your RFA must be complete, meet the criteria for appeal and be received by the Division Office within sixty (60) days of the date of the NAP. If you concur with the determination in this letter, submittal of the RFA form to the Division office is not necessary.

This determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

It is your responsibility to obtain any required state, county, or local approvals for impacts to wetland areas not under the Department of the Army jurisdiction. For projects located in unincorporated and unauthorized municipalities in Cook County, please contact the Metropolitan Water Reclamation District of Greater Chicago at (312) 751-3247. For projects in incorporated areas of Cook County, contact the authorized municipality for information related to the Watershed Management Ordinance.

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States, including wetlands. A Department of the Army permit is required for any proposed work involving the discharge of dredged or fill material within the jurisdiction of this office. To initiate the permit process, please submit a joint permit application form along with detailed plans of the proposed work. Information concerning our program, including the application form and an application checklist, can be found at and downloaded from our website:
http://www.lrc.usace.army.mil/Missions/Regulatory.aspx

If you have any questions, please contact Mr. Mike Machalek of my staff by telephone at 312-846-5534 or email at Mike.J.Machalek@usace.army.mil.

Sincerely,

Kathleen G. Chernich
Chief, East Section
Regulatory Branch

Enclosures

Copy Furnished w/out Enclosures

Cook County Building and Zoning (Donald Wlodarski)
Metropolitan Water Reclamation District of Greater Chicago (Dan Feltes)
Hey and Associates, Inc. (Jeff Mengler)

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Bruce Michael, Odawa	File Number: LRC-2016-00732	Date: December 1, 2016

Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A. INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit or a Letter of Permission (LOP), you may sign the permit document and return it to the district commander for final authorization. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district commander. Your objections must be received by the district commander within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district commander will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district commander will send you a proffered permit for your reconsideration, as indicated in Section B below.

B. PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit or a Letter of Permission (LOP), you may sign the permit document and return it to the district commander for final authorization. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

C. PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

D. APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

E. PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Regulatory Branch
Chicago District Corps of Engineers
231 South LaSalle Street, Suite 1500
Chicago, IL 60604-1437
Phone: (312) 846-5530
Fax: (312) 353-4110

If you only have questions regarding the appeal process you may also contact:

Jacob Siegrist
Appeal Review Officer
Great Lakes and Ohio River Division
CELRD-PD-REG
550 Main Street, Room 10032
Cincinnati, Ohio 45202-3222
Phone: (513) 684-2699 Fax: (513) 684-2460

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Commanders personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): December 1, 2016

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Chicago District, Lions Gate, LRC-2016-732

C. PROJECT LOCATION AND BACKGROUND INFORMATION: SE of I-355 and New Avenue
State: Illinois County/parish/borough: **Cook** City: Lemont
Center coordinates of site (lat/long in degree decimal format): Lat. 41.66538°N, Long. -88.02086° W.
Universal Transverse Mercator: Zone 16
Name of nearest waterbody: I & M Canal
Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows: **Illinois and Michigan Canal**
Name of watershed or Hydrologic Unit Code (HUC): **Des Plaines (07120004)**
☒ Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.
☐ Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):
☒ Office (Desk) Determination. Date: November 8, 2016
☒ Field Determination. Date(s): October 14, 2016

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **Are no** "*navigable waters of the U.S.*" within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [*Required*]

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **Are no** "*waters of the U.S.*" within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [*Required*]

2. Non-regulated waters/wetlands (check if applicable):[1]
☒ Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional. Explain: **Ravine 3 is short and does not go anywhere, and just holds rain water on the site. Ravine 2 ends as the site levels out, then sheet flows water into a wetland which is isolated, and therefore the Ravine is isolated as well**.

SECTION III: CWA ANALYSIS

E. ISOLATED [INTERSTATE OR INTRA-STATE] WATERS, INCLUDING ISOLATED WETLANDS, THE USE, DEGRADATION OR DESTRUCTION OF WHICH COULD AFFECT INTERSTATE COMMERCE, INCLUDING ANY SUCH WATERS (CHECK ALL THAT APPLY):[2]
☐ which are or could be used by interstate or foreign travelers for recreational or other purposes.
☐ from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
☐ which are or could be used for industrial purposes by industries in interstate commerce.
☐ Interstate isolated waters. Explain: .
☐ Other factors. Explain: .

Identify water body and summarize rationale supporting determination: .

Provide estimates for jurisdictional waters in the review area (check all that apply):
☐ Tributary waters: linear feet width (ft).
☐ Other non-wetland waters: acres.
Identify type(s) of waters: .
☐ Wetlands: acres.

[1] Supporting documentation is presented in Section III.F.
[2] **Prior to asserting or declining CWA jurisdiction based solely on this category, Corps Districts will elevate the action to Corps and EPA HQ for review consistent with the process described in the Corps/EPA *Memorandum Regarding CWA Act Jurisdiction Following Rapanos.***

F. NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS (CHECK ALL THAT APPLY):

- ☐ If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements.
- ☒ Review area included isolated waters with no substantial nexus to interstate (or foreign) commerce.
  - ☒ Prior to the Jan 2001 Supreme Court decision in "*SWANCC*," the review area would have been regulated based solely on the "Migratory Bird Rule" (MBR).
- ☐ Waters do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction. Explain: .
- ☐ Other: (explain, if not covered above): .

Provide acreage estimates for non-jurisdictional waters in the review area, where the sole potential basis of jurisdiction is the MBR factors (i.e., presence of migratory birds, presence of endangered species, use of water for irrigated agriculture), using best professional judgment (check all that apply):

- ☒ Non-wetland waters (i.e., rivers, streams): **1250** linear feet **2** width (ft).
- ☐ Lakes/ponds: acres.
- ☐ Other non-wetland waters: acres. List type of aquatic resource: .
- ☐ Wetlands: acres.

Provide acreage estimates for non-jurisdictional waters in the review area that do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction (check all that apply):

- ☐ Non-wetland waters (i.e., rivers, streams): linear feet, width (ft).
- ☐ Lakes/ponds: acres.
- ☐ Other non-wetland waters: acres. List type of aquatic resource: .
- ☐ Wetlands: acres.

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Hey and Associates, Inc. Wetland Delineation Report dated August 29, 2016.
- ☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☐ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps: .
- ☐ Corps navigable waters' study: .
- ☒ U.S. Geological Survey Hydrologic Atlas:Romeoville HA 146, 1965, .
  - ☐ USGS NHD data.
  - ☒ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: Romeoville 7.5", 1993, Pick List, Pick List, Pick List, .
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation: Soil Survey of DuPage and Part of Cook (1979).
- ☒ National wetlands inventory map(s). Cite name: Romeoville, .
- ☐ State/Local wetland inventory map(s): Pick List, .
- ☐ FEMA/FIRM maps: .
- ☐ 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): .
  or ☐ Other (Name & Date): .
- ☐ Previous determination(s). File no. and date of response letter: .
- ☐ Applicable/supporting case law: .
- ☐ Applicable/supporting scientific literature: .
- ☐ Other information (please specify): .

B. ADDITIONAL COMMENTS TO SUPPORT JD: Site visit on October 14, 2016 to walk both ravines.

- ☒ Area(s) are geographically isolated. Ravines start and end on the property.
- ☒ Area(s) do not have a hydrologic nexus. Ravines do not flow off-site.
- ☒ Area(s) do not have an ecological nexus. .
- ☒ Area(s) do not have evidence of a subsurface flow connection to a jurisdictional water. .
- ☒ Area(s) do not have evidence of surface overland sheet flow. .
- ☒ Area(s) are not located within the flood plain. .

Scale:

0 500 Feet

Orientation:

Legend:

Surveyed Wetland Boundary

Project Boundary

Project Name:

Lions Gate - Odawa Lemont

Prepared for:

Odawa

Project Number: 16-0152

Date: 8/29/2016

Aerial Date:

2011

Prepared by:

Hey and Associates, Inc.

Engineering, Ecology and Landscape Architecture

Exhibit Title:

Wetland Boundary

Exhibit:

7

VISTANCIA

P.U.D. PRELIMINARY PLAN \ PLAT FOR VILLAGE OF LEMONT, COOK COUNTY, ILLINOIS

BENCHMARKS:

BM#1
ARROW ON HYDRANT, SOUTHEAST CORNER TIMBERLINE DRIVE & OLD QUARRY ROAD.
ELEVATION: 598.87 N.A.V.D. 1988

BM#2
MAG NAIL WEST SIDE POWER POLE, 55'± NORTH OF LOT 40, 'TIMBERLINE 1' SUBDIVISION.
ELEVATION: 678.27 N.A.V.D. 1988

BM#3
R.R. SPIKE NORTH SIDE POWER POLE, REAR PROPERTY LINE OF #85 TIMBERLINE DRIVE.
ELEVATION: 726.34 N.A.V.D. 1988

BM#4
MAG NAIL WEST SIDE 6" OAK (TAG #2356) 95'± EAST OF THE NORTH-SOUTH 1/4 LINE, 780'± NORTH OF THE CENTER OF SECTION 30.
ELEVATION: 677.66 N.A.V.D. 1988

BM#5
MAG NAIL SOUTH SIDE OF POWER POLE 785'± WEST OF THE NORTH-SOUTH 1/4 LINE, 320'± SOUTH OF THE CENTER OF SECTION 30.
ELEVATION: 723.38 N.A.V.D. 1988

BM#6
ARROW ON HYDRANT, NORTH SIDE OF PARKING LOT LEMONT TOWNSHIP PARK BUILDING, EAST SIDE OF ALBA RD.
ELEVATION: 773.49 N.A.V.D. 1988

BM#7
ARROW ON HYDRANT, NORTHEASTERLY SIDE OF ALBA RD. 680'± WEST OF TIMBERLINE DR.
ELEVATION: 766.66 N.A.V.D. 1988

LEGAL DESCRIPTION:

THAT PART OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS:
COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 30; THENCE N01°23'08"E 1056.34 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 30 TO A POINT ON THE EASTERLY LINE OF INTERSTATE 355, VETERAN'S MEMORIAL TOLLWAY, (VARIABLE WIDTH), AND ALSO THE **POINT OF BEGINNING**;
THENCE ALONG SAID EASTERLY LINE THE FOLLOWING 3 COURSES; (1) THENCE N37°27'12"W 1210.89 FEET, (2)THENCE N45°55'13"E 220.34 FEET AND (3)THENCE N38°01'35"W 1128.85 FEET; THENCE N01°26'35"W 282.73 FEET; THENCE N59°23'11"E 701.21 FEET; THENCE S01°44'24"E 77.23 FEET; THENCE N63°09'09"E 678.22 FEET; THENCE N01°14'24"W 89.65 FEET; THENCE N67°00'14"E 379.85 FEET; THENCE N60°06'48"E 933.62 FEET; THENCE N64°49'06"E 161.67 FEET TO A POINT ON THE WESTERLY LINE OF TIMBERLINE DRIVE (66 FEET WIDE), AS DEDICATED IN TIMBERLINE I SUBDIVISION, AS RECORDED APRIL 5, 1979, AS DOCUMENT 24908074; THENCE ALONG SAID WESTERLY LINE THE FOLLOWING 3 COURSES; (1) THENCE 250.18 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 233.00 FEET, A DELTA ANGLE OF 61°31'13" AND A CHORD BEARING S35°09'37"E 238.33 FEET, (2) THENCE S65°48'11"E 242.21 FEET AND (3) THENCE 185.46 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 167.00 FEET, A DELTA ANGLE OF 63°37'42" AND A CHORD BEARING S33°59'20"E 176.07 FEET, TO A POINT ON THE NORTH LINE OF SAID TIMBERLINE I SUBDIVISION; THENCE ALONG SAID NORTH LINE S88°46'19"W 445.08 FEET; THENCE S01°28'14"E 1569.97 FEET ALONG THE WESTERLY LINE OF SAID TIMBERLINE I SUBDIVISION; THENCE S88°40'57"W 1324.64 FEET TO THE CENTER 1/4 CORNER OF SAID SECTION 30; THENCE S01°23'01"E 1024.85 FEET ALONG SAID NORTH-SOUTH 1/4 LINE OF SAID SECTION 30; THENCE S37°27'14"E 146.40 FEET; THENCE S39°41'17"E 38.55 FEET; THENCE S49°52'24"E 41.74 FEET; THENCE S55°47'00"E 187.80 FEET; THENCE S42°08'49"E 20.39 FEET; THENCE N88°37'31"E 55.61 FEET; THENCE S01°25'02"E 267.00 FEET; THENCE N88°37'26"E 117.11 FEET; THENCE 235.51 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 150.00 FEET, A DELTA ANGLE OF 89°57'32" AND A CHORD BEARING S46°23'48"E 212.06 FEET; THENCE S01°25'03"E 85.41 FEET; THENCE 238.01 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 450.00 FEET, DELTA 30°18'16" AND A CHORD BEARING S16°34'11"E 235.25 FEET; THENCE S58°16'41"W 33.00 FEET; THENCE S01°25'02"E 169.95 FEET TO A POINT ON THE EASTERLY LINE OF SAID INTERSTATE 355; THENCE ALONG SAID EASTERLY LINE THE FOLLOWING 3 COURSES; (1) THENCE N42°11'27"W 813.85 FEET, (2) THENCE S88°37'26"W 109.57, AND (3) THENCE N37°27'09"W 37.49 FEET TO THE **POINT OF BEGINNING**, ALL IN COOK COUNTY, ILLINOIS. CONTAINING 105.61 ACRES.

SUMMIT

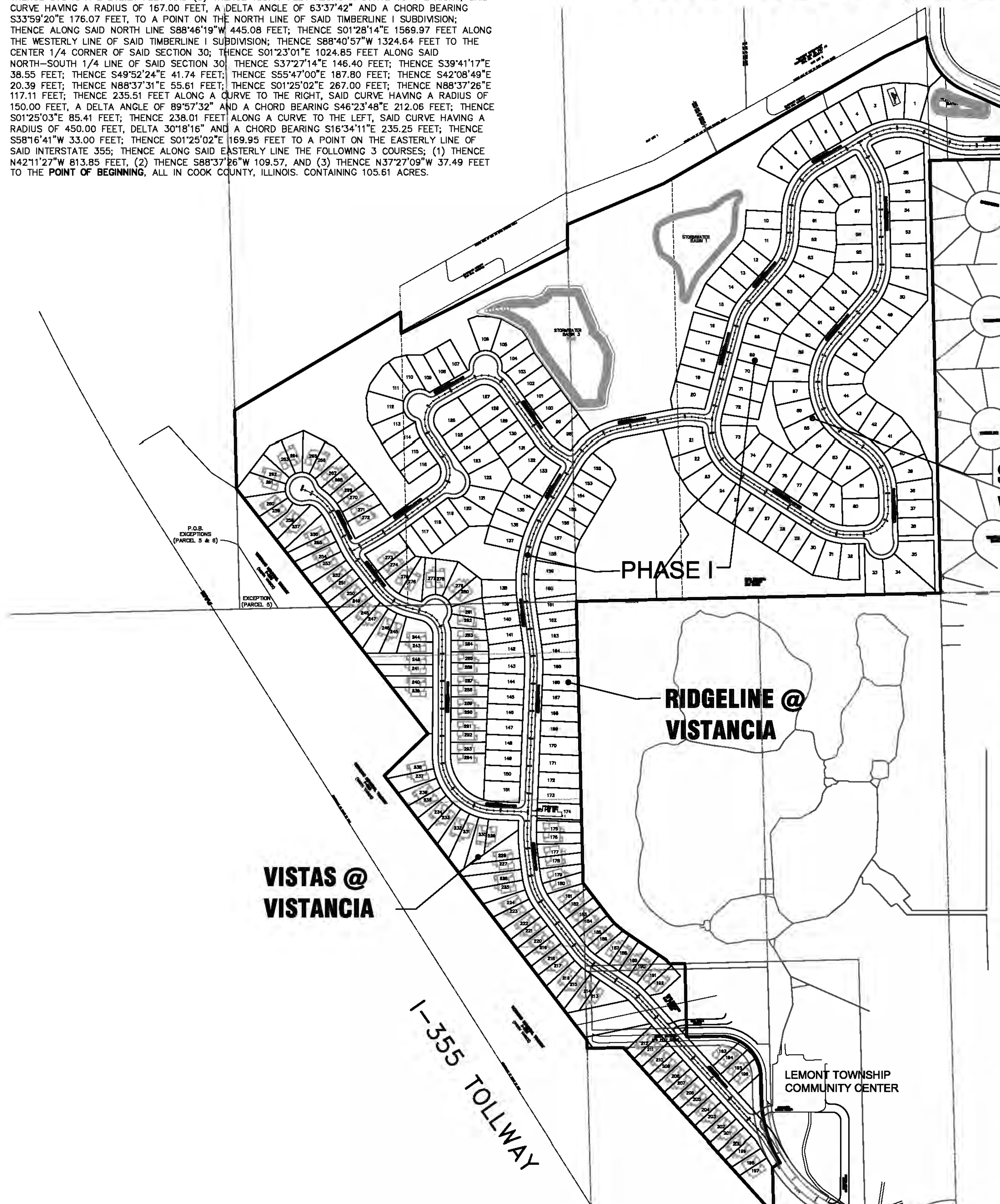
LOT#	AREA (sq.ft.)	LOT WIDTH
1	9,719	65'
2	9,719	65'
3	9,863	65'
4	9,092	65'
5	8,450	65'
6	8,450	65'
7	8,743	65'
8	9,610	65'
9	9,675	65'
10	8,450	65'
11	11,109	106.96'
12	8,851	86.61'
13	8,450	65'
14	9,217	65'
15	9,762	65'
16	8,450	65'
17	8,450	65'
18	8,450	65'
19	8,450	65'
20	10,784	74.84'
21	12,358	79.58'
22	9,875	65'
23	9,876	65'
24	9,448	65'
25	8,450	65'
26	8,450	65'
27	8,450	65'
28	8,450	65'
29	8,450	65'
30	9,786	65.34'
31	10,004	65.24'
32	9,184	65.05
33	9,680	71.48'
34	16,903	65'
35	15,868	65'
36	8,450	65'
37	8,450	65'
38	9,141	65'
39	10,041	65'
40	9,875	65'
41	10,008	65'
42	8,989	65'
43	9,293	84.47'
44	10,324	101.18'
45	10,324	101.18'
46	8,495	71.89'
47	8,450	65'
48	8,450	65'
49	9,367	65'
50	11,220	65'
51	10,573	65'
52	11,594	86.16'
53	11,050	85'
54	9,100	70'
55	9,058	65.02'
56	10,861	65'
57	14,148	99.78'
58	12,012	85.89'
59	9,208	78.41'
60	1,082	111.83'
61	8,567	65'
62	9,718	65.03'
63	11,174	65'
64	10,326	65'
65	8,450	65'
66	8,450	65'
67	9,082	83.96'
68	8,730	70.03'
69	8,450	65'
70	8,450	65'
71	8,450	65'
72	8,985	72.53'
73	10,885	112.57'
74	9,795	77.96'
75	8,580	65'
76	8,580	65'
77	8,580	65'
78	8,580	65'
79	10,444	103.09'
80	12,613	130'
81	10,580	101.24'
82	9,635	89.75'
83	9,116	65'
84	10,855	65'
85	9,719	65'
86	9,719	65'
87	9,719	65'
88	10,511	65'
89	10,303	65'
90	10,002	65'
91	8,557	65'
92	8,450	65'
93	8,450	65'
94	11,803	115.36'
95	8,761	65'
96	9,100	70'
97	11,762	100.31
170	9,456	65'
171	9,732	65'
AVERAGE	9,609	

RIDGELINE

LOT#	AREA (sq.ft.)	LOT WIDTH
98	8,334	73.54'
99	7,416	64.76'
100	7,000	56'
101	7,000	56'
102	7,000	56'
103	7,065	56.18'
104	7,256	60.91'
105	9,961	56'
106	10,263	56'
107	7,280	56'
108	7,280	56'
109	8,061	59.93'
110	8,301	58.68'
111	11,482	56'
112	11,357	56'
113	8,292	58.76'
114	8,036	59.03'
115	7,282	56'
116	7,280	56'
117	7,280	56'
118	7,280	56'
119	7,280	56'
120	9,516	56.17'
121	8,703	56'
122	12,359	56'
123	8,033	56.01'
124	7,280	56'
125	7,280	56'
126	10,766	119.83'
127	9,352	119.83'
128	7,280	56'
129	7,280	56'
130	7,280	56'
131	7,546	56'
132	6,892	56'
133	10,259	71.89'
134	7,377	56'
135	7,768	56'
136	7,768	56'
137	7,768	56'
138	7,437	56'
139	7,228	56'
140	7,000	56'
141	7,000	56'
142	7155	56.65'
143	7303	60.44'
144	7280	56'
145	7280	56'
146	7280	56'
147	7280	56'
148	7280	56'
149	7280	56'
150	7280	56'
151	8663	75'
152	7942	70.56'
153	7280	56'
154	7280	56'
155	7280	56'
156	7525	60.45'
157	7946	66.54'
158	7364	66.54'
159	8635	66.54'
160	8937	66.54
161	8282	56.50'
162	7884	56'
163	7528	56'
164	7869	56'
165	7535	56'
166	7319	56'
167	7522	56'
168	7725	56'
169	7929	56'
172	8604	56'
173	8807	56'
174	9270	57.59'
AVERAGE	8,007	

VISTAS

LOT#	AREA (sq.ft.)	LOT WIDTH
175	8758	42.78'
176	8813	43.13'
177	8862	45.29'
178	8571	41.17'
179	8484	50.10'
180	8025	41.96'
181	8107	62.05'
182	5352	41.17'
183	5352	41.17'
184	5352	41.17'
185	5478	43.95'
186	5503	41.42'
187	5867	56.29'
188	5352	41.17'
189	5352	41.17'
190	5697	41'
191	6341	40.78'
192	6164	41.76'
193	10987	120.84'
194	5638	40.86'
195	5798	41.46'
196	6773	53.38'
197	12865	82.91'
198	9065	41.13'
199	5688	50.29'
200	5381	41.39'
201	5417	41.67'
202	5381	41.39'
203	5352	41.17'
204	5352	41.17'
205	5352	41.17'
206	5352	41.17'
207	5352	41.17'
208	5352	41.17'
209	5352	41.17'
210	5352	41.17'
211	5381	42.31'
212	5569	42.84'
213	6589	104.83'
214	6890	41.41'
215	6771	40.90'
216	6754	39.97'
217	6194	40.48'
218	5763	41.17'
219	5783	41.17'
220	5783	41.17'
221	5597	39.96'
222	6053	40.78'
223	6714	40.24'
224	7292	39.84'
225	6606	40.24'
226	9249	40.66'
227	6752	41.17'
228	9235	87.96'
229	9027	111.70'
230	7700	39.81'
231	10250	39.96'
232	6232	39.81'
233	7015	39.96'
234	6396	39.81'
235	6368	39.96'
236	6606	39.81'
237	7926	39.96'
238	13665	132.95'
239	14023	168.48'
240	6834	41.17'
241	8171	41.17'
242	9509	41.17'
243	5232	41.17'
244	8510	103.72'
245	7031	40.11'
246	8496	39.77'
247	8219	39.96'
248	7512	39.81'
249	6487	40.97'
250	6340	41.17'
251	6340	41.17'
252	6847	40.63'
253	7569	40.27'
254	6906	41.17'
255	7240	41.03'
256	7962	63.64'
257	9036	53.77'
258	7414	53.47'
259	6485	36.77'
260	7594	36.05'
261	10106	38.38'
262	7039	36.06'
263	7198	36.67'
264	7429	35.95'
265	7626	36.77'
266	7007	36.83'
267	5418	40.94'
268	5312	41.23'
269	5520	40.84'
270	5747	39.46'
271	5795	41.11'
272	9505	66.80'
273	9845	74.81'
274	5847	41.17'
275	6719	62.26'
276	6128	74.25'
277	6014	49.17'
278	7048	36.06'
279	7486	36.67'
280	7005	36.05'
281	6072	36.66'
282	5764	47.83'
283	5540	44.55'
284	5537	41.21'
285	5706	41.13'
286	5621	41.21'
287	5660	41.13'
288	5516	41.21'
289	5535	41.13'
290	5306	41.21'
291	5410	41.13'
292	5278	41.21'
293	5251	41.17'
294	15678	171.36'
AVERAGE	6863	



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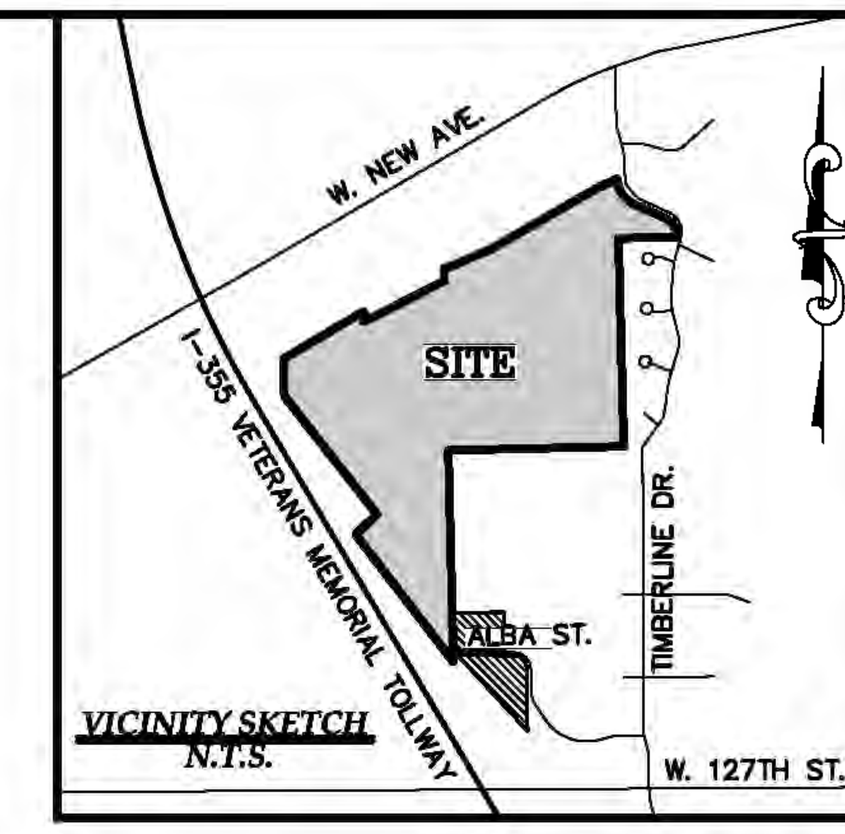

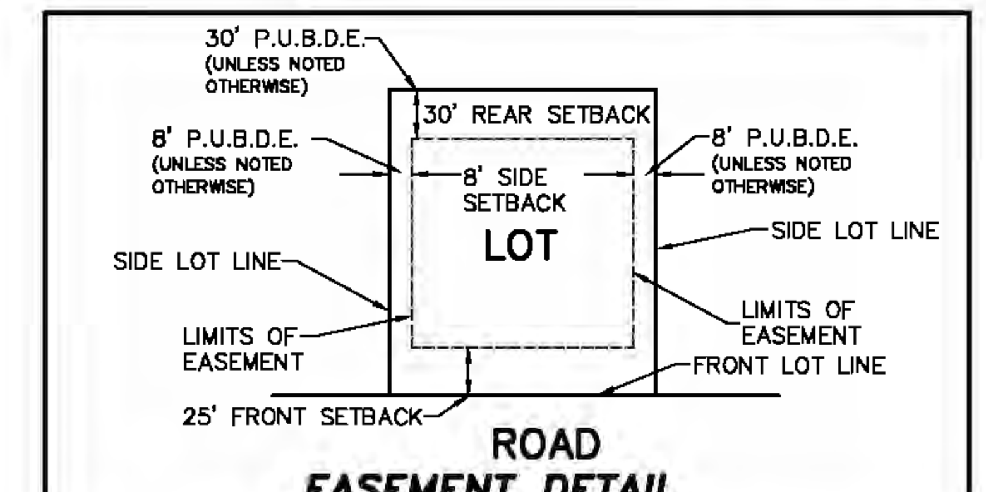

EASEMENT DETAIL
(NO SCALE)

SHEET INDEX:

C-1	TITLE SHEET
C-1.1	PHASING DIAGRAM
C-2.0	OVERALL EXISTING CONDITIONS
C-2.1 TO C-2.3	EXISTING CONDITIONS
C-3.0	OVERALL SITE PLAN
C-3.1 TO C-3.10	SITE PLAN
C-3.11	PARK PLAN
C-4.0	OVERALL GRADING PLAN
C-4.1 TO C-4.10	GRADING PLAN
C-5.0	OVERALL UTILITY PLAN
C-5.1 TO C-5.10	UTILITY PLAN
C-6.0	NATURAL FEATURES
C-7.0	WOODLAND PLAN
C-7.1 TO C-7.10	WOODLAND PLAN
C-8	TREE INVENTORY INDEX
C-9.0	OPEN SPACE PLAN
C-10.0	ARCHITECTURAL PLANS
C-11.0	INTERSECTION PLAN
L-1 TO L-3	LANDSCAPE PLAN
L-4	LANDSCAPE DETAILS

DEVELOPER/APPLICANT:
INTREPID DEVELOPMENT
ATTN: BRUCE MICHAEL
51111 W. PONTIAC TRAIL
WIXOM, MI 48393
(248) 703-4653
brucemich@gmail.com

SITE CIVIL:
GREENTECH ENGINEERING INC.
ATTN: DAN LECLAIR
51147 WEST PONTIAC TRIAL
WIXOM, MI 48393
(248) 668-0700
FAX (248) 668-0701
dan@GreenTechEngineering.net

LANDSCAPE ARCHITECT:
ALLEN DESIGN
ATTN: JIM ALLEN
557 CARPENTER
NORTHVILLE, MI 48167
(248) 467-4668
jca@wideopenwest.com

LEGEND

SIB	SET CAPPED IRON
FCI	FOUND CAPPED IRON
FPK	FOUND PK NAIL
	EX. SANITARY MANHOLE
	EX. STORM MANHOLE
	EX. CATCH BASIN
	EX. HYDRANT
	EX. WATER SHUT-OFF
	EX. GATE VALVE
	EX. IRRIGATION CONTROL VALVE
	EX. CLEANOUT
	EX. LIGHT POLE
	EX. SIGN
	EX. BOLLARD
	EX. TELEPHONE PEDESTAL
	EX. TRANSFORMER
GEN	EX. GENERATOR
M	EX. MAILBOX
G	EX. GAS METER
#	EX. PARKING COUNT
	EX. HANDICAP PARKING SPACE
	EX. FENCE LINES
	EX. FIBER OPTIC LINE
	EX. CONIFEROUS TREE
	EX. DECIDUOUS TREE
	EX. OVERHEAD UNES
	EX. GAS MAIN
	EX. SANITARY SEWER
	EX. STORM SEWER
	EX. WATER MAIN
	EXISTING WETLANDS AS LOCATED IN THE FIELD AND FROM RECORD FEMA MAPS

PROPOSED

	SANITARY SEWER
	SANITARY FORCE MAIN
	WATER MAIN
GV2	GATE VALVE
H22	HYDRANT
22	SANITARY MANHOLE
CSB	INDICATES COMPACTED SAND BACKFILL
X	REMOVE TREE COMPLETELY

GENERAL NOTES:

DIMENSIONS SHOWNALONG CURVED LINES ARE ARC DISTANCES.

ALL RIGHT-OF-WAYS ARE TO BE PUBLIC DEDICATIONS.

ALL STREETS, UTILITY PIPES AND MAINS SHALL BE PUBLICLY OWNED AND MAINTAINED.

ALL EASEMENTS DEPICTED ON THIS PLAT WILL BE GRANTED ON THE FINAL SUBDIVISION PLATS (UNLESS OTHERWISE NOTED).

STORMWATER MANAGEMENT EASEMENTS WILL BE GRANTED ON THE FINAL SUBDIVISION PLATS (UNLESS OTHERWISE NOTED).

STORMWATER STORAGE VOLUMES TO BE PROVIDED WITH THE ENGINEERING SUBMITTAL AND THE DESIGN OF STORMWATER MANAGEMENT FACILITIES SHALL BE IN ACCORDANCE WITH THE VILLAGE OF LEMONT AND COOK COUNTY REQUIREMENTS.

EASEMENTS TO BE PROVIDED PER THE VILLAGE AND UTILITY COMPANY REQUIREMENTS.

UNLESS OTHERWISE NOTED, ALL WATER MAIN AND SANITARY SEWERS TO BE 8" DIAMETER.

PROPOSED CONTOURS, GRADES, UTILITIES, STREETS AND SIDEWALKS TO BE FINALIZED IN THE ENGINEERING DRAWINGS FOR THIS DEVELOPMENT.

GENERAL DEVELOPMENT SCHEDULE:

TASK	TIMELINE
ENTITLEMENT:	COMPLETED BY WINTER 2017
LAND DEVELOPMENT:	PHASE I-SUMMER 2017, PHASE II-2019
HOME CONSTRUCTION:	COMPLETED BY DECEMBER 2022

NOTE:

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 W. Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

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CLIENT: INTREPID DEVELOPMENT

TITLE SHEET

VISTANCIA
TOWNSHIP: 37N SECTION: 30 RANGE: 11E
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS

REVISED
12-8-2016 PSP SUBMITTAL
11-25-16 PLAN UPDATE
DATE: 10-24-2016
DRAWN BY:
CHECKED BY: DJL

0 20 40

FBK: --
CHF:
SCALE HOR 1"=40 FT. VER 1"=E FT.

C-1
16-202

BENCHMARKS:

BM#1
ARROW ON HYDRANT, SOUTHEAST CORNER TIMBERLINE DRIVE & OLD QUARRY ROAD.
ELEVATION: 598.87 N.A.V.D. 1988

BM#2
MAG NAIL WEST SIDE POWER POLE, 55'± NORTH OF LOT 40, "TIMBERLINE 1" SUBDIVISION.
ELEVATION: 678.27 N.A.V.D. 1988

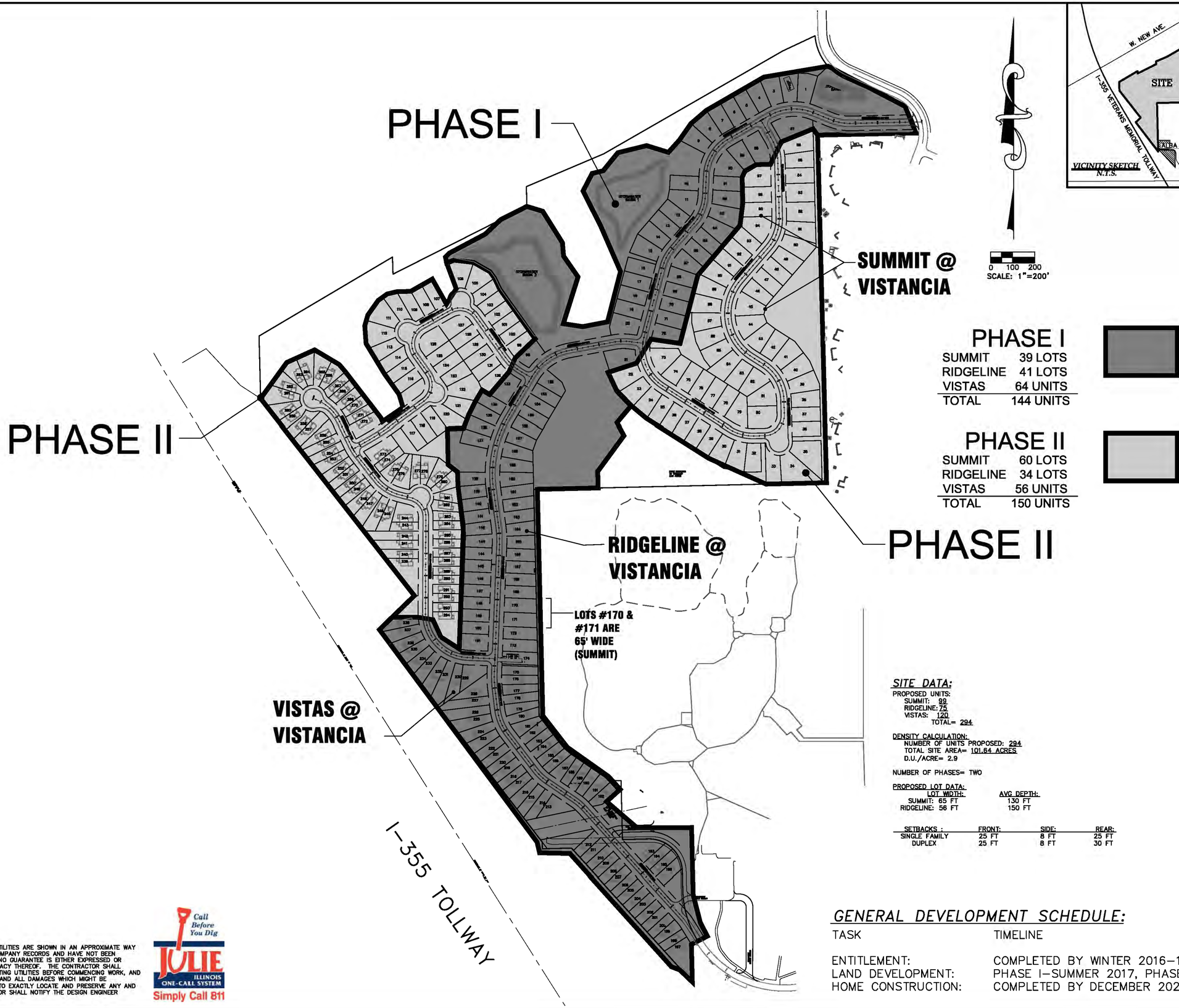
BM#3
R.R. SPIKE NORTH SIDE POWER POLE, REAR PROPERTY LINE OF #85 TIMBERLINE DRIVE.
ELEVATION: 726.34 N.A.V.D. 1988

BM#4
MAG NAIL WEST SIDE 6" OAK (TAG #2356) 95'± EAST OF THE NORTH–SOUTH 1/4 LINE, 780'± NORTH OF THE CENTER OF SECTION 30.
ELEVATION: 677.66 N.A.V.D. 1988

BM#5
MAG NAIL SOUTH SIDE OF POWER POLE 785'± WEST OF THE NORTH–SOUTH 1/4 LINE, 320'± SOUTH OF THE CENTER OF SECTION 30.
ELEVATION: 723.38 N.A.V.D. 1988

BM#6
ARROW ON HYDRANT, NORTH SIDE OF PARKING LOT LEMONT TOWNSHIP PARK BUILDING, EAST SIDE OF ALBA RD.
ELEVATION: 773.49 N.A.V.D. 1988

BM#7
ARROW ON HYDRANT, NORTHEASTERLY SIDE OF ALBA RD. 680'± WEST OF TIMBERLINE DR.
ELEVATION: 766.66 N.A.V.D. 1988



0 100 200
SCALE: 1"=200'

PHASE I	
SUMMIT	39 LOTS
RIDGELINE	41 LOTS
VISTAS	64 UNITS
TOTAL	144 UNITS

PHASE II	
SUMMIT	60 LOTS
RIDGELINE	34 LOTS
VISTAS	56 UNITS
TOTAL	150 UNITS

SITE DATA:

PROPOSED UNITS:
SUMMIT: 99
RIDGELINE: 75
VISTAS: 120
TOTAL= 294

DENSITY CALCULATION:
NUMBER OF UNITS PROPOSED: 294
TOTAL SITE AREA= 101.64 ACRES
D.U./ACRE= 2.9

NUMBER OF PHASES= TWO

PROPOSED LOT DATA:

LOT WIDTH:	AVG DEPTH:
SUMMIT: 65 FT	130 FT
RIDGELINE: 56 FT	150 FT

SETBACKS :	FRONT:	SIDE:	REAR:
SINGLE FAMILY	25 FT	8 FT	25 FT
DUPLEX	25 FT	8 FT	30 FT

GENERAL DEVELOPMENT SCHEDULE:

TASK	TIMELINE
ENTITLEMENT:	COMPLETED BY WINTER 2016–17
LAND DEVELOPMENT:	PHASE I–SUMMER 2017, PHASE II–2019
HOME CONSTRUCTION:	COMPLETED BY DECEMBER 2022

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

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51147 W. Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

811 Know what's below Call before you dig.

CLIENT: INTREPID DEVELOPMENT

PHASING DIAGRAM

VISTANCIA
TOWNSHIP: 37N RANGE: 11E
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS
SECTION: 30

REVISED
11–25–16 PLAN UPDATE
11–16–16 PLAN UPDATE
DATE: 10–24–2016
DRAWN BY:
CHECKED BY: DJL
0 100 200
FBK: --
CHF:
SCALE HOR 1"=200FT.
VER 1"= E FT.

C-1.1
16–202

BENCHMARKS:

BM#1
ARROW ON HYDRANT, SOUTHEAST CORNER TIMBERLINE DRIVE & OLD QUARRY ROAD.
ELEVATION: 598.87 N.A.V.D. 1988

BM#2
MAG NAIL WEST SIDE POWER POLE, 55'± NORTH OF LOT 40, "TIMBERLINE 1" SUBDIVISION.
ELEVATION: 678.27 N.A.V.D. 1988

BM#3
R.R. SPIKE NORTH SIDE POWER POLE, REAR PROPERTY LINE OF #85 TIMBERLINE DRIVE.
ELEVATION: 726.34 N.A.V.D. 1988

BM#4
MAG NAIL WEST SIDE 6" OAK (TAG #2356) 95'± EAST OF THE NORTH-SOUTH 1/4 LINE, 780'± NORTH OF THE CENTER OF SECTION 30.
ELEVATION: 677.66 N.A.V.D. 1988

BM#5
MAG NAIL SOUTH SIDE OF POWER POLE 785'± WEST OF THE NORTH-SOUTH 1/4 LINE, 320'± SOUTH OF THE CENTER OF SECTION 30.
ELEVATION: 723.38 N.A.V.D. 1988

BM#6
ARROW ON HYDRANT, NORTH SIDE OF PARKING LOT LEMONT TOWNSHIP PARK BUILDING, EAST SIDE OF ALBA RD.
ELEVATION: 773.49 N.A.V.D. 1988

BM#7
ARROW ON HYDRANT, NORTHEASTERLY SIDE OF ALBA RD. 680'± WEST OF TIMBERLINE DR.
ELEVATION: 766.66 N.A.V.D. 1988

LEGAL DESCRIPTION:

PARCEL 1:
LOT 17 IN THE COUNTY CLERKS' DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AS PER PLAT OF SAID DIVISION RECORDED JUNE 8, 1880 AS DOCUMENT 275499 IN BOOK 15 OF PLATS, PAGE 59, (EXCEPT FROM SAID PREMISES THAT PART THEREOF LYING NORTH OF THE SOUTH LINE OF OWNERS' SUBDIVISION RECORDED MAY 23, 1927 AS DOCUMENT 9680747), IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 23 (EXCEPT THAT PART IN OWNERS' SUBDIVISION) AND THAT PART OF LOT 24, LYING SOUTHERLY OF THE CENTERLINE OF THE PUBLIC HIGHWAY, AS RELOCATED BY PROCEEDINGS OF HIGHWAY COMMISSIONERS OF THE TOWNSHIP OF LEMONT ON JULY 10, 1883 AS APPEARS IN SAID HIGHWAY COMMISSIONER'S RECORD BOOK NO. 1 AT PAGES 107 TO 114 IN COUNTY CLERK'S DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF THE WESTERLY 66.00 FEET OF LOT 2 OF COUNTY CLERK'S DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN AS RECORDED JUNE 8, 1880 AS DOCUMENT 275499, LYING SOUTHERLY OF THE SOUTHERLY LINE OF TIMBERLINE DRIVE, AS DEDICATED IN TIMBERLINE I SUBDIVISION AS RECORDED APRIL 5, 1979, AS DOCUMENT 24908074 AND LYING NORTHERLY OF THE NORTH LINE OF TIMBERLINE I SUBDIVISION AFORESAID, IN COOK COUNTY, ILLINOIS.

PARCEL 4:
THAT PART OF LOT 2 OF COUNTY CLERK'S DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AS RECORDED JUNE 8, 1880 AS DOCUMENT 275499, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTH LINE OF TIMBERLINE I SUBDIVISION, BEING A SUBDIVISION OF PART OF LOTS 1, 2 AND 3 OF COUNTY CLERK'S DIVISION OF SECTION 30 AND PART OF LOTS 27 AND 28 OF COUNTY CLERK'S DIVISION OF SECTION 29, ALL IN TOWNSHIP AND RANGE AFORESAID, RECORDED APRIL 5, 1979 AS DOCUMENT 24908074, THAT IS 66.00 FEET EASTERLY OF, AS MEASURED AT A RIGHT ANGLE, THE WEST LINE OF SAID LOT 2; THENCE NORTH 01 DEGREE, 03 MINUTES, 22 SECONDS WEST, A DISTAINCE OF 300.34 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF TIMBERLINE DRIVE, AS DEDICATED IN SAID TIMBERLINE I SUBDIVISION, WHICH IS 66.00 FEET EASTERLY OF, AS MEASURED AT A RIGHT ANGLE, THE WEST LINE OF SAID LOT 2; THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE ALONG A CURVE TO THE LEFT WITH A RADIUS OF 233.00 FEET HAVING A CHORD BEARING AND DISTANCE OF SOUTH 54 DEGREES, 51 MINUTES ,24 SECONDS EAST, A DISTANCE OF 76.93 FEET TO A POINT OF TANGENCY; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 63 DEGREES, 34 MINUTES, 04.1 SECONDS EAST, A DISTANCE OF 242.51 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 167.00 FEET AND A CHORD BEARING AND DISTANCE OF SOUTH 32 DEGREES, 49 MINUTES, 50 SECONDS EAST, A DISTANCE OF 177.69 FEET TO A POINT ON THE NORTH LINE OF SAID TIMBERLINE I SUBDIVISION; THENCE SOUTH 89 DEGREES, 21 MINUTES, 22 SECONDS WEST, A DISTANCE OF 374.44 FEET ALONG THE SAID NORTH LINE OF TIMBERLINE I SUBDIVISION TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

PARCEL 5:
THAT PART OF THE WEST 1/2 OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID WEST 1/2 OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION RUNNING THENCE EAST 9.275 CHAINS TO THE SOUTHEAST CORNER THEREOF, RUNNING THENCE NORTH ALONG THE EAST LINE OF SAID WEST 1/2 OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION, 16.10 CHAINS RUNNING THENCE SOUTHWESTERLY TO THE WEST LINE OF SAID WEST 1/2 OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION AT A POINT DISTANT 10.80 CHAINS NORTH OF POINT OF BEGINNING AND RUNNING THENCE SOUTH ON THE WEST LINE OF SAID WEST 1/2 OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION TO PLACE OF BEGINNING;
(EXCEPT THAT PART THEREOF LYING SOUTHWESTERLY OF A LINE DESCRIBED AS: BEGINNING AT A POINT IN THE WEST LINE OF THE WEST 1/2 OF THE EAST 1/2 OF SAID NORTHWEST 1/4 DISTANT NORTHERLY 233.03 FEET FROM THE SOUTH WEST CORNER OF SAID WEST 1/2; THENCE SOUTHEASTERLY 272.02 FEET, MORE OR LESS TO A POINT OF TERMINATION IN THE SOUTH LINE OF THE WEST 1/2 OF THE EAST 1/2 OF SAID NORTHWEST 1/4, BEING 140.07 FEET EASTERLY FROM THE SOUTHWEST CORNER OF SAID WEST 1/2 AND ALSO 1084.23 FEET WESTERLY FROM THE SOUTHEAST CORNER OF SAID NORTHWEST 1/4), ALL IN COOK COUNTY, ILLINOIS.

PARCEL 6:
THAT PART OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF A LINE DESCRIBED AS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID SOUTHWEST 1/4 DISTANCE WESTERLY 1084.23 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHWEST 1/4 THENCE SOUTHEASTERLY 2108.13 FEET, MORE OR LESS TO A POINT OF TERMINATION IN THE EAST LINE OF SAID SOUTHWEST 1/4 DISTANT SOUTHERLY 1804.23 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHWEST 1/4, ALL IN COOK COUNTY, ILLINOIS;
EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE EAST 1/2 OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 30; THENCE NORTH 88 DEGREES, 39 MINUTES, 53 SECONDS EAST, ALONG THE NORTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 30, A DISTANCE OF 1223.86 FEET TO THE WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 30; THENCE NORTH 01 DEGREE, 23 MINUTES, 02 SECONDS WEST, ALONG SAID WEST LINE, A DISTANCE OF 233.03 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREE, 23 MINUTES, 02 SECONDS WEST, ALONG SAID WEST LINE, A DISTANCE OF 203.21 FEET; THENCE SOUTH 38 DEGREES, 01 MINUTE, 35 SECONDS EAST, A DISTANCE OF 1128.70 FEET; THENCE SOUTH 45 DEGREES, 55 MINUTES, 10 SECONDS WEST, A DISTANCE OF 220.34 FEET; THENCE NORTH 32 DEGREES, 22 MINUTES, 35 SECONDS WEST, A DISTANCE OF 721.74 FEET TO SAID NORTH LINE; THENCE CONTINUING NORTH 32 DEGREES, 22 MINUTES, 35 SECONDS WEST, A DISTANCE OF 271.98 FEET TO THE POINT OF BEGINNING; ALSO,
EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 30; THENCE SOUTH 88 DEGREES, 45 MINUTES, 45 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHWEST 1/4, A DISTANCE 66.00 FEET; THENCE NORTH01 DEGREE, 18 MINUTES ,09 SECONDS WEST, A DISTANCE OF954.84 FEET; THENCE NORTH 32 DEGREES, 22 MINUTES, 35 SECONDS WEST, A DISTANCE OF 1260.23 FEET; THENCE SOUTH 57 DEGREES, 27 MINUTES, 12 SECONDS EAST, A DISTANCE OF 1214.61 FEET TO THE EAST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 01 DEGREE, 18 MINUTES, 09 SECONDS EAST, ALONG SAID EAST LINE, A DISTANCE OF 1053.34 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

NOTE:
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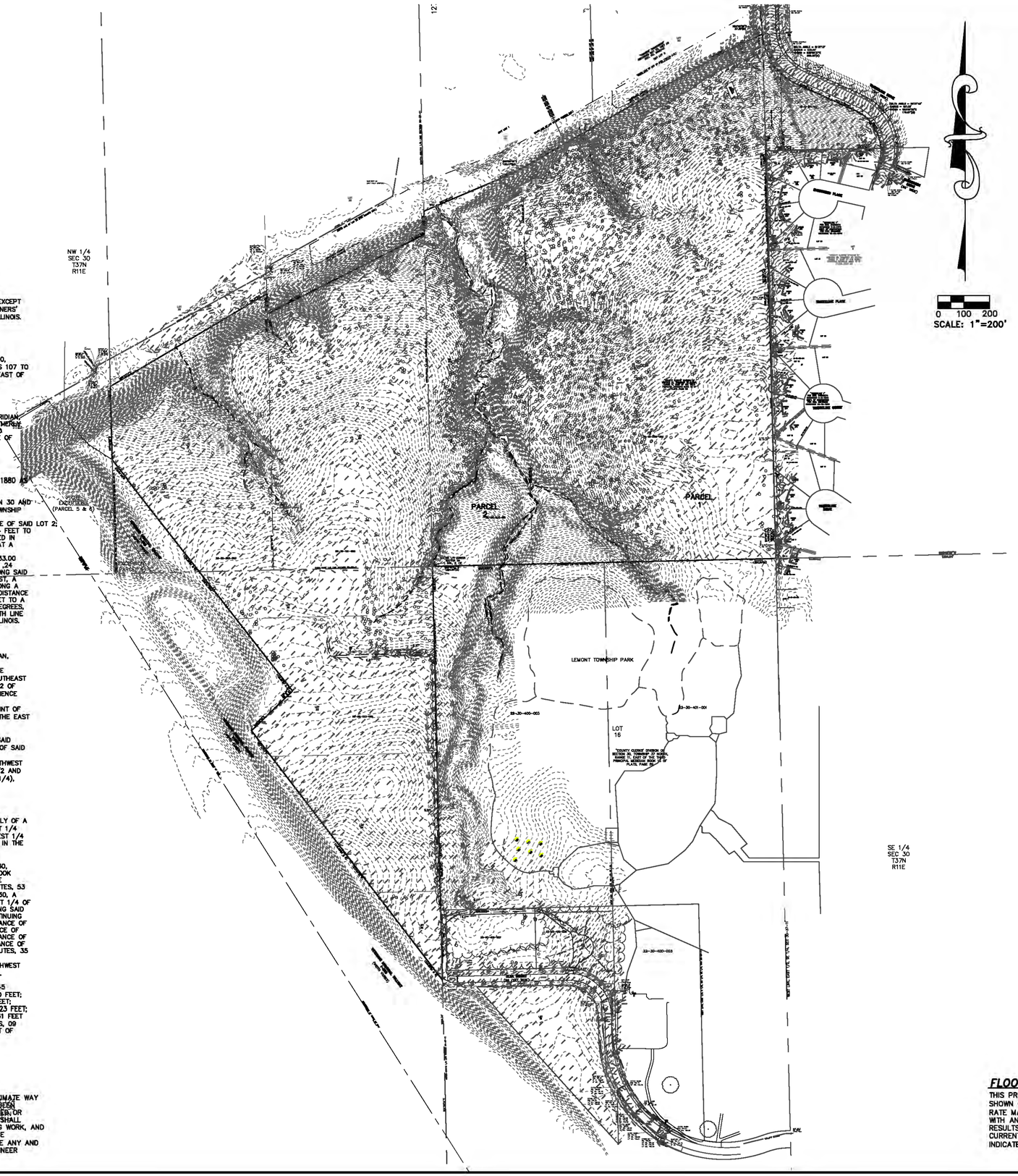

FLOOD HAZARD STATEMENT:

THIS PROPERTY IS LOCATED WITHIN A FEMA DESIGNATED ZONE X FLOOD HAZARD AREA AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FOR ILLINOIS FLOOD INSURANCE RATE MAP (FIRM) #17031C0567J (COMMUNITY ID NO. 170117 – VILLAGE OF LEMONT, ILL) WITH AN EFFECTIVE DATE OF AUGUST 19, 2008. THIS STATEMENT IS BASED ON THE RESULTS OF GRAPHIC PLOTTING ONTO THE ABOVE NAMED MAP AND PANEL, WHICH IS THE CURRENT MAP FOR THE COMMUNITY IN WHICH THE PROPERTY IS LOCATED. ZONE X INDICATES AREAS DETERMINED TO BE OUTSIDE THE 500 YEAR FLOOD PLAIN).

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GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 W. Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

811 Know what's below Call before you dig.

CLIENT: INTREPID DEVELOPMENT

OVERALL EXISTING CONDITIONS

VISTANCIA
TOWNSHIP: 37N RANGE: 11E
SECTION: 30
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS

REVISED

DATE: 10-24-2016
DRAWN BY:
CHECKED BY: DJL
0 100 200
FBK: --
CHF:
SCALE HOR 1"=200FT.
VER 1"= E FT.

C-2.0
16-202

BENCHMARKS:

BM#1
ARROW ON HYDRANT, SOUTHEAST CORNER TIMBERLINE DRIVE & OLD QUARRY ROAD.
ELEVATION: 598.87 N.A.V.D. 1988

BM#2
MAG NAIL WEST SIDE POWER POLE, 55'± NORTH OF LOT 40, "TIMBERLINE 1" SUBDIVISION.
ELEVATION: 678.27 N.A.V.D. 1988

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R.R. SPIKE NORTH SIDE POWER POLE, REAR PROPERTY LINE OF #85 TIMBERLINE DRIVE.
ELEVATION: 726.34 N.A.V.D. 1988

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MAG NAIL WEST SIDE 6" OAK (TAG #2356) 95'± EAST OF THE NORTH–SOUTH 1/4 LINE, 780'± NORTH OF THE CENTER OF SECTION 30.
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MAG NAIL SOUTH SIDE OF POWER POLE 785'± WEST OF THE NORTH–SOUTH 1/4 LINE, 320'± SOUTH OF THE CENTER OF SECTION 30.
ELEVATION: 723.38 N.A.V.D. 1988

BM#6
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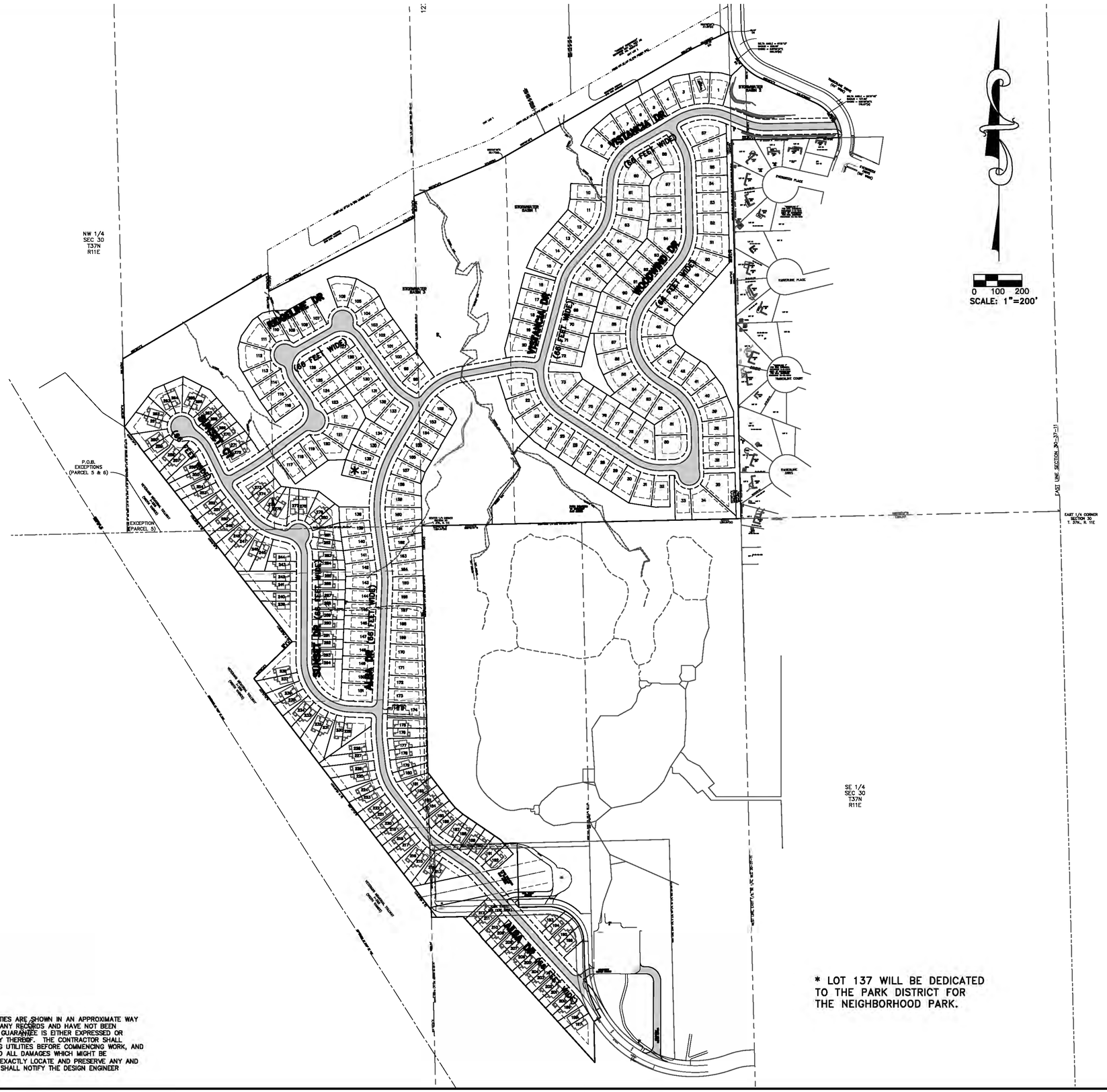
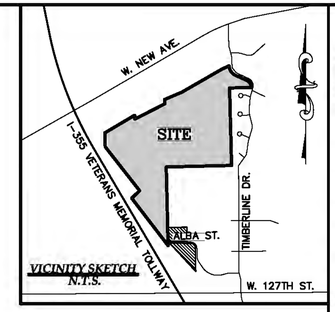
ELEVATION: 773.49 N.A.V.D. 1988

BM#7
ARROW ON HYDRANT, NORTHEASTERLY SIDE OF ALBA RD. 680'± WEST OF TIMBERLINE DR.
ELEVATION: 766.66 N.A.V.D. 1988





* LOT 137 WILL BE DEDICATED TO THE PARK DISTRICT FOR THE NEIGHBORHOOD PARK.

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OVERALL SITE PLAN

VISTANCIA
TOWNSHIP: 37N
SECTION: 30
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS
RANGE: 11E

REVISED

12-8-2016 PSP SUBMITTAL
11-21-16 PLAN UPDATE
DATE: 10-24-2016
DRAWN BY:
CHECKED BY: DJL
0 100 200
FBK: ---
CHF:
SCALE HOR 1"=200FT.
VER 1"= E FT.

C-3.0
16-202

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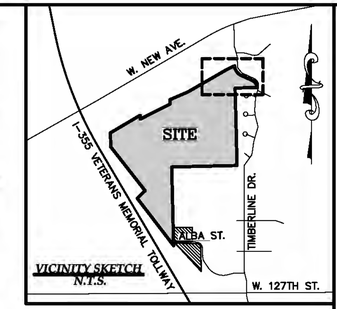
ELEVATION: 766.66 N.A.V.D. 1988

THE CONSTRUCTION INDICATED IN THESE PLANS SHALL BE PERFORMED IN COMPLETE COMPLIANCE WITH THE SPECIFICATIONS OF THE STATE OF ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION, VILLAGE OF LEMONT, COOK COUNTY, INDEPENDENT UTILITY OWNERS, AND CREST FORD PROJECT SPECIFICATIONS.



VICINITY SKETCH
N.T.S.

0 100 200
SCALE: 1"=200'

ABANDONED HIGHWAY (PER DOC. 9692085)

STORMWATER BASIN 2
HWL=644
NWL=639

TIMBERLINE DRIVE (66' WIDE)

VISTANCIA DRIVE (66 FEET WIDE)

WOODWIND DRIVE (66 FEET WIDE)

EVERGREEN DRIVE (66' WIDE)

10' DRAINAGE & UTILITY EASEMENT

FOR CONTINUATION SEE SHEET C-3.2

FOR CONTINUATION SEE SHEET C-3.2

NOTE:
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CLIENT: INTREPID DEVELOPMENT

SITE PLAN

VISTANCIA
TOWNSHIP: 37N RANGE: 11E
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS
SECTION: 30

REVISED

DATE: 10-24-2016
DRAWN BY:
CHECKED BY: DJL
0 20 40
FBK: ---
CHF:
SCALE HOR 1"= 40 FT.
VER 1"= E FT.

C-3.1
16-202

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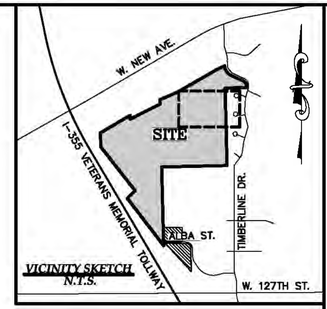
0 20 40
SCALE: 1"=40'



VICINITY SKETCH
N.T.S.

FOR CONTINUATION SEE SHEET C-3.5
FOR CONTINUATION SEE SHEET C-3.1
FOR CONTINUATION SEE SHEET C-3.1
FOR CONTINUATION SEE SHEET C-3.1
FOR CONTINUATION SEE SHEET C-3.3

SOUTH LINE OF LOT 22 (PER OWNERS SUB.)

STORMWATER BASIN 1

VISTANCIA DRIVE (66 FEET WIDE)
WOODWARD DRIVE (66 FEET WIDE)

10	8450 Sq. Ft.	130.00' × 65.00'
11	11109 Sq. Ft.	130.00' × 85.00'
12	8651 Sq. Ft.	129.95' × 65.00'
13	8450 Sq. Ft.	130.00' × 65.00'
14	9217 Sq. Ft.	130.00' × 65.00'
15	9762 Sq. Ft.	133.35' × 130.00'
16	8450 Sq. Ft.	130.00' × 65.00'
61	8567 Sq. Ft.	129.40' × 65.00'
62	9719 Sq. Ft.	134.21' × 70.00'
63	11174 Sq. Ft.	139.32' × 85.00'
64	10325 Sq. Ft.	143.68' × 70.00'
65	8450 Sq. Ft.	130.00' × 65.00'
66	8450 Sq. Ft.	130.00' × 65.00'
67	9082 Sq. Ft.	130.00' × 70.00'
68	8730 Sq. Ft.	129.90' × 67.21'
90	10002 Sq. Ft.	130.08' × 85.00'
91	8557 Sq. Ft.	130.00' × 65.00'
92	8450 Sq. Ft.	130.00' × 65.00'
93	8450 Sq. Ft.	130.00' × 65.00'
94	11903 Sq. Ft.	139.57' × 85.00'
95	8761 Sq. Ft.	130.00' × 67.21'
96	9100 Sq. Ft.	130.00' × 70.00'
47		
48	8450 Sq. Ft.	130.00' × 65.00'
49	9367 Sq. Ft.	134.55' × 82.38'
50	11220 Sq. Ft.	150.20' × 82.38'
51	10573 Sq. Ft.	130.98' × 96.03'
52	11594 Sq. Ft.	130.00' × 93.94'
53	11050 Sq. Ft.	130.00' × 85.00'

LOT 38 #20 CONCRETE
10' DRAINAGE & UTILITY
SHED
LOT 37 22-30-
LOT 30 22-30-205-
HOUSE #3
LOT 29 DECK HOUSE #4 HOUSE #4 22-30-2
22-30-205-024
22-30-205-023
HOUSE #5
LOT 28
S00°10'12.7"W 1570.00'(P)
AGE & UTILITY EASEMENT

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RESIDENTIAL
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811 Know what's below Call before you dig.

CLIENT: INTREPID DEVELOPMENT

SITE PLAN

VISTANCIA
TOWNSHIP: 37N RANGE: 11E
SECTION: 30
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS

REVISED

DATE: 10-24-2016
DRAWN BY:
CHECKED BY: D.J.L.
0 20 40
FBK: ---
CHF:
SCALE HOR 1"=40 FT.
VER 1"= E FT.

C-3.2
16-202

BENCHMARKS:

BM#1
ARROW ON HYDRANT, SOUTHEAST CORNER TIMBERLINE DRIVE & OLD QUARRY ROAD.
ELEVATION: 598.87 N.A.V.D. 1988

BM#2
MAG NAIL WEST SIDE POWER POLE, 55'± NORTH OF LOT 40, "TIMBERLINE 1" SUBDIVISION.
ELEVATION: 678.27 N.A.V.D. 1988

BM#3
R.R. SPIKE NORTH SIDE POWER POLE, REAR PROPERTY LINE OF #85 TIMBERLINE DRIVE.
ELEVATION: 726.34 N.A.V.D. 1988

BM#4
MAG NAIL WEST SIDE 6" OAK (TAG #2356) 95'± EAST OF THE NORTH–SOUTH 1/4 LINE, 780'± NORTH OF THE CENTER OF SECTION 30.
ELEVATION: 677.66 N.A.V.D. 1988

BM#5
MAG NAIL SOUTH SIDE OF POWER POLE 785'± WEST OF THE NORTH–SOUTH 1/4 LINE, 320'± SOUTH OF THE CENTER OF SECTION 30.
ELEVATION: 723.38 N.A.V.D. 1988

BM#6
ARROW ON HYDRANT, NORTH SIDE OF PARKING LOT LEMONT TOWNSHIP PARK BUILDING, EAST SIDE OF ALBA RD.
ELEVATION: 773.49 N.A.V.D. 1988

BM#7
ARROW ON HYDRANT, NORTHEASTERLY SIDE OF ALBA RD. 680'± WEST OF TIMBERLINE DR.
ELEVATION: 766.66 N.A.V.D. 1988

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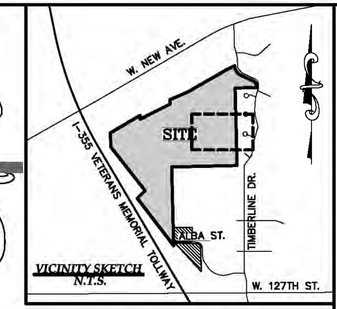
0 20 40
SCALE: 1"=40'



VICINITY SKETCH
N.T.S.

FOR CONTINUATION SEE SHEET C-3.2

FOR CONTINUATION SEE SHEET C-3.5

FOR CONTINUATION SEE SHEET C-3.4

VISTANCIA DRIVE (66 FEET WIDE)
ALBA DRIVE (66 FEET WIDE)
WOODWIND DRIVE (66 FEET WIDE)

16 8450 Sq. Ft.
17 8450 Sq. Ft.
18 8450 Sq. Ft.
19 8450 Sq. Ft.
20 10784 Sq. Ft.
21 12358 Sq. Ft.
22 9875 Sq. Ft.
23 9875 Sq. Ft.
24 9446 Sq. Ft.
25 8450 Sq. Ft.
26 8450 Sq. Ft.
27 8450 Sq. Ft.
28
67 9082 Sq. Ft.
68 8730 Sq. Ft.
69 8450 Sq. Ft.
70 8450 Sq. Ft.
71 8450 Sq. Ft.
72 8965 Sq. Ft.
73 10885 Sq. Ft.
74 9195 Sq. Ft.
75 8580 Sq. Ft.
76 8580 Sq. Ft.
77 8580 Sq. Ft.
78 8580 Sq. Ft.
79 10444 Sq. Ft.
80 12513 Sq. Ft.
81 10580 Sq. Ft.
82 9635 Sq. Ft.
83 9115 Sq. Ft.
84 10655 Sq. Ft.
85 9719 Sq. Ft.
86 9719 Sq. Ft.
87 9719 Sq. Ft.
88 10511 Sq. Ft.
89 10303 Sq. Ft.
90 10002 Sq. Ft.
91 8557 Sq. Ft.
8450 Sq. Ft.
49 9367 Sq. Ft.
48 8450 Sq. Ft.
47 8450 Sq. Ft.
46 8495 Sq. Ft.
45 10324 Sq. Ft.
44 10324 Sq. Ft.
43 9293 Sq. Ft.
42 8989 Sq. Ft.
41 10006 Sq. Ft.
40 9875 Sq. Ft.
39 10041 Sq. Ft.
38 9141 Sq. Ft.
37 8450 Sq. Ft.
36 8450 Sq. Ft.

LOT 28
LOT 27
LOT 18
LOT 17
LOT 16
LOT 10
LOT 9
10' DRAINAGE & UT
22-30-205-022
BRICK
SHED
HOUSE #8
HOUSE #10
#83
BM 3
POOL
DECK

NOTE:
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COUNTY OF COOK
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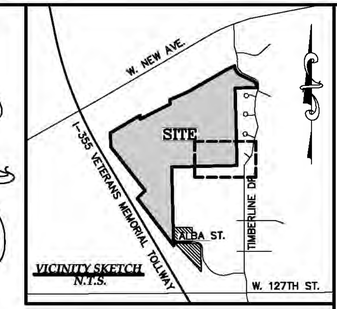

FOR CONTINUATION SEE SHEET C-3.6

FOR CONTINUATION SEE SHEET C-3.3

FOR CONTINUATION SEE SHEET C-3.3

FOR CONTINUATION SEE SHEET C-3.3

VISTANCIA DRIVE (68 FEET WIDE)

WOODWIND DRIVE

25 8450 Sq. Ft.
26 8450 Sq. Ft.
27 8450 Sq. Ft.
28 8450 Sq. Ft.
29 8450 Sq. Ft.
30 9786 Sq. Ft.
31 10004 Sq. Ft.
32 9184 Sq. Ft.
33 9560 Sq. Ft.
34 16903 Sq. Ft.
35 15838 Sq. Ft.
36 8450 Sq. Ft.
37 8450 Sq. Ft.
75 8580 Sq. Ft.
76 8580 Sq. Ft.
77 8580 Sq. Ft.
78 8580 Sq. Ft.
79 10444 Sq. Ft.
80 12513 Sq. Ft.

PARK DONATION
TO TOWNSHIP
3.10 ACRES

S88°41'15"W 1320'(R)

S00°10'12.7"W 1570.00'(P)

10' UTILITY EASEMENT & DRAINAGE

BM 3

POOL
LOT 9
DECK
HOUS #85
SHED
LOT 8
SHED
LOT 6
SHED
LOT 5

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VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS
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RANGE: 11E

REVISED

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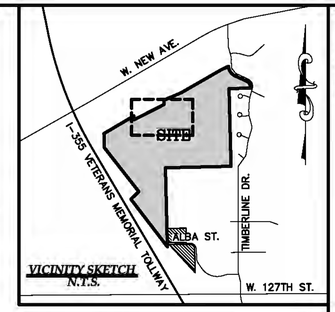

VICINITY SKETCH
N.T.S.

0 20 40
SCALE: 1"=40'

ABANDONED HIGHWAY (PER DOC. 9692085)

STORMWATER BASIN 3
HWL=663.0
NWL=657.0

RIDGELINE DRIVE (66 FEET WIDE)

ALBA DRIVE (65 FEET WIDE)

98	8334 Sq. Ft.
99	7416 Sq. Ft.
100	7000 Sq. Ft.
101	7000 Sq. Ft.
102	7000 Sq. Ft.
103	7065 Sq. Ft.
104	7256 Sq. Ft.
105	9961 Sq. Ft.
106	10263 Sq. Ft.
107	7280 Sq. Ft.
108	7280 Sq. Ft.
109	8061 Sq. Ft.
110	8301 Sq. Ft.
111	11482 Sq. Ft.
112	11357 Sq. Ft.
113	8292 Sq. Ft.
114	6 Sq. Ft.
125	7280 Sq. Ft.
126	10766 Sq. Ft.
127	9352 Sq. Ft.
128	7280 Sq. Ft.
129	7280 Sq. Ft.
130	7280 Sq. Ft.

BM 4

FOR CONTINUATION SEE SHEET C-3.2
FOR CONTINUATION SEE SHEET C-3.3
FOR CONTINUATION SEE SHEET C-3.7
FOR CONTINUATION SEE SHEET C-3.6

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SECTION: 30 TOWNSHIP: 37N RANGE: 11E
VILLAGE OF LEMONT
COOK COUNTY
ILLINOIS

REVISED
11-25-2016 PLAN UPDATE
DATE: 10-24-2016
DRAWN BY:
CHECKED BY: DJL

0 20 40

FBK: ---
CHF:
SCALE HOR 1"=40 FT.
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16-202

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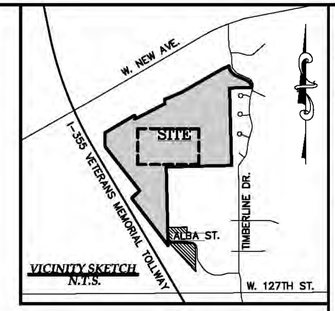

* LOT 137 WILL BE DEDICATED TO THE PARK DISTRICT FOR THE NEIGHBORHOOD PARK.

SCALE: 1"=40'

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ILLINOIS

REVISED
12-8-2016 PSP SUBMITTAL
11-25-16 PLAN UPDATE

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CHECKED BY: DJL

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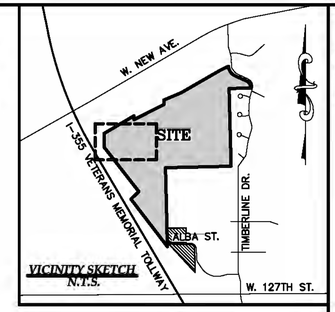

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