

PLANNING & ZONING COMMISSION
Regular Meeting
Wednesday, January 8, 2020
6:30 p.m.

**Planning and
Zoning Commission**

Scott Studebaker,
Chairman

Commission
Members:
Shawn Carmody
Sean Cunningham
Jerry McGleam
Kevin O'Connor
Mark Pawlak
Matthew Zolecki

I. CALL TO ORDER

A. Pledge of Allegiance

B. Verify Quorum

C. Approval of Minutes: December 4, 2019 meeting

II. CHAIRMAN'S COMMENTS

III. PUBLIC HEARINGS

**A. 2020-02 1297 McCarthy Road Mixed Use Preliminary
Planned Unit Development**

IV. ACTION ITEMS

V. GENERAL DISCUSSION

VI. AUDIENCE PARTICIPATION

VII. ADJOURNMENT

**Community
Development: Planning
Division Staff**

Jason Berry, AICP,
Community Development
Director
Mark Herman, MPA, AICP
Community Development
Manager
Jamie Tate, AICP,
Consulting Planner



Village of Lemont
Planning and Zoning Commission
Regular Meeting of December 4, 2019

A regular meeting of the Planning and Zoning Commission for the Village of Lemont was held at 6:30 p.m. on Wednesday, December 4, 2019 in the second floor Board Room of the Village Hall, 418 Main Street, Lemont, Illinois.

I. CALL TO ORDER

A. Pledge of Allegiance

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

B. Verify Quorum

Upon roll call the following were:

Present: Carmody, Cunningham, McGleam, O'Connor, Pawlak, Zolecki, Studebaker

Absent: None

Community Development Manager Mark Herman, Consulting Planner Jamie Tate, and Village Trustee Ron Stapleton were also present.

C. Approval of Minutes – November 6, 2019 - Meeting

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to approve the minutes from the November 6, 2019 regular meeting with no changes. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

II. CHAIRMAN'S COMMENTS

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

III. PUBLIC HEARINGS

**A. 06-26 NOTTING HILL MAJOR CHANGES TO PRELIMINARY
PLANNED UNIT DEVELOPMENT AT 15411 129TH STREET**

Chairman Studebaker called for a motion to open the public hearing for Case 06-26.

Commissioner McGleam made a motion, seconded by Commissioner Cunningham to open the public hearing for Case 06-26. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Staff Presentation

Jamie Tate, Consulting Planner, said the applicant ET Mansell Construction is requesting a major modification to the approved Preliminary Planned Unit Development (PUD) for Notting Hill. It was a 45 unit townhome subdivision that was approved in 2007. The approvals have been extended every year since by the Village Board. The current extension expires on February 11, 2020.

So within the major change they are requesting additional exception requests such as reduced side setbacks, reduced pavement widths, increased detention depths and the proposed change reduces the total units from 45 units that was approved in 2007 to 43 units. The new plan also provides a new street and sidewalk connection through the Stonehedge Condominium subdivision. This is north of the proposed subdivision and will be through St. Andrews Court. There are some new requests through the annexation agreement that are out of the scope of the Planning and Zoning Commission (PZC). They are discussed this evening and part of the major change to the PUD, but only the UDO and zoning exceptions is what is recommended from the PZC.

Mrs. Tate stated the applicant is asking to eliminate all improvements and road improvements to 129th Street such as ROW acquisition, not burying utility lines, not installing the sidewalk and not realigning 129th Street with the eastern portion of the street and property line. The proposed plat is similar to the approved preliminary plan from 2007, but the reduction and shift in units, along with additional UDO exception requests, require the proposal to go through the major change process.

The property was rezoned in 2007 to R-5 Single-Family Attached Residential District and the entire site is just over 10 acres. In conjunction with the Annexation Agreement, a Preliminary PUD and Plat was approved for the subject property as 0-27-07 and provided as Attachment 5. In order to accommodate the request, the PUD must be amended to allow for the additional UDO exception requests and to amend the Preliminary Plat due to the changes in site design.

Mrs. Tate said the Comprehensive Plan designates this area as Contemporary Neighborhood. Neighborhoods in this district are mostly characterized with single-family detached homes but you will find a higher proportion of single-family attached homes in this district. It also calls for all neighborhoods to have a walkable site design with streets that connect in a logical manner throughout the neighborhood and seamless transitions to adjacent neighborhoods. By providing the connection to St.

Andrews Court it does allow for a more logical connection to surrounding neighborhoods and close retail destinations. In the Our Mobility section of the Comprehensive Plan it also talks about connecting to existing streets whenever possible unless safety concerns advise not to. It also talks about requiring right-of-way improvements when new development occurs and require developers to mitigate road impacts.

The new development is going to meet everything in the Lot and Development standards except for the side yard setback request. Previously they were showing 30 feet between buildings and now they are requesting 20 feet between buildings or 10 feet to the property line. The townhome sizes are increasing and with the connection to St. Andrews Court it has decreased the number of units. It did increase the footprint of the total units that is why they are requesting the decrease in the side yard setbacks. The request is in line with similar recent proposals.

Mrs. Tate stated Lot 15 is labeled as open space but appears to be used as an overflow to the stormwater detention. The applicant is also requesting to not provide a tree preservation plan. They are also requesting to not make improvements to 129th Street. The UDO does talk about making improvements to dedicated streets when making a connection however, the issue is that 129th Street is not a dedicated road. Another exception is to the pavement width. The applicant wants to match up to Ashbury Woods which is 128th Street. The dry detention is proposed to be more than four feet and the naturalized detention depth would have a slope of 4:1 when 5:1 is required. Lastly, the sidewalk is absent from 129th Street which is required in residential developments whether there is issue with the street or not because it is part of the UDO.

In 2007, there was not the requirement for the 15% open space so it should not have to be addressed now because it is a modification to what was approved. Lot 15 is shown to be open but used for stormwater overflow. Also, at that time the developer was supposed to provide benches overlooking Lot 16 so staff is requesting that they continue to do that with this major change. The Village Engineer has provided comments and stated the connection and sidewalks are not lining up because the ROW widths are different so his comments state that area needs to be figured out and needs to align.

Mrs. Tate said the modification will allow for a stalled subdivision and it will further connect streets and sidewalk. It does meet the Comprehensive Plan even though there are more departures from the UDO standards, these exceptions have been found typical in recent developments. The roadway width will allow for a seamless transition into the Ashbury subdivision. Although, it is not ideal to leave 129th unimproved or aligned, the history with this roadway has led the applicant to proceed as is and has been a complex issue over time. Staff is recommending approval with conditions.

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

Commissioner McGleam asked staff that they referenced this application as a major change but technically it is an amendment to the PUD.

Mrs. Tate said in the PUD section there is minor change and major change. Minor changes do not have to go through the PZC and major changes have to go through the process again.

Commissioner McGleam asked since this is a major change does it trigger a review based on current UDO requirements.

Mrs. Tate stated what they have in place will stay and they do not have to meet current UDO requirements. If they have to meet current UDO requirements then they would have to start the PUD over again.

Mr. Herman said it references in the UDO just the process for making changes. It does not address such a unique circumstance such as this where so much time has passed.

Commissioner McGleam stated he was asking because of the open space requirement.

Mr. Herman said making them put the open space in would drastically change the development.

Commissioner McGleam asked what is the justification for not providing the tree preservation.

Pete Coules, attorney for the applicant, stated they have provided one. They are just not updating it because no new trees were planted.

Commissioner McGleam said in regards to the 129th Street upgrade from what he heard it is not a dedicated road.

Mr. Herman stated the portion of the southeast corner of the subject property heading west to State Street is not dedicated. The portion of the road heading east to Ashbury is dedicated.

Mr. Coules said the property owners own that road. There was discussion as to whether this was going to be a major modification and it was determined it would. He wants to let everyone on 129th Street know that they are not going to touch their street because it is not owned or cared for by the Village.

Commissioner McGleam asked if the applicant would be allowed to connect to a private street that the Village does not own.

Mr. Herman stated there is a driveway connection to the street.

Commissioner McGleam asked when Ashbury was built was that street dedicated to the Village.

Mrs. Tate said yes.

Commissioner McGleam asked if that had a similar ownership where the property owners owned it.

Mr. Herman stated he has not been able to clarify that.

Commissioner McGleam asked in regards to pavement width why is there a requirement of 30 when all townhome developments are 27 width.

Mr. Herman said over a year ago there were some zoning code changes and the R-5A zoning district was created. Part of the discussion was pavement width and there was clarification discrepancy. With this case, the thinking is it would match what is in the area.

Commissioner McGleam stated his opinion is with high density townhomes it is not a good idea because you are going to have more on-street parking and the location of all of the driveways. He feels having no parking on one side is a bad idea. It adversely impacts property owners.

Commissioner Cunningham asked in the originally agreement what was the intent for the improvement of 129th Street.

Mrs. Tate said it was just to the edge of the property.

Chairman Studebaker stated for planning are you not supposed to develop a street to its fullest. It would be poor planning if the property to the west is developed and this section is not developed or connected. The 129th Street can barely fit two cars so it would be problematic to have these residents going down that street to get to State Street.

Commissioner Cunningham said he agrees. The amount of traffic is going to increase on that road. Ashbury currently has no westward access to State Street and this new subdivision and road would give them that access.

Chairman Studebaker stated there is a barricade on 129th Street. He asked if that barricade was going to stay up.

Mr. Herman said he is not sure who put the barricade up and who owns it, but this case has nothing to do with it so it will stay up. He agreed with Chairman Studebaker that there should be a connection for future use, but this is not a dedicated road so it makes it complicated.

Commissioner McGleam asked why would the Village allow a subdivision to have a driveway connection to a piece of property that is not a dedicated road.

Mr. Herman said that the recommendation could be to not have the access there.

Commissioner Carmody asked if there are parking restrictions at Willow Pointe.

Mrs. Tate stated they have guest parking stalls.

Commissioner Cunningham asked if the south property line went all the way to 129th Street or does it stop north of it.

Mr. Herman said it varies.

Commissioner Zolecki asked if there was anything else besides the open space that is different from 2007 to current in the UDO.

Mr. Herman stated it is hard to answer because staff is not an expert as to what the UDO required at that time. The open space was something that he specifically checked. The only other thing was the reduced side yard setbacks which haven't changed over the years. Since there was a change in the setbacks it was reason to have this as a major change.

Commissioner Zolecki said the side yard setback reduction is not necessarily a change but something more in recent times is more of an exception and precedence variation that again is being sited now to be advantageous but hold the old for everything else. In regards to the comment of not knowing all those details would it be safe to say that with said exceptions our current UDO would be followed.

Mr. Herman stated besides the setbacks, street width and the open space he cannot think of anything else. There is the detention slope and detention depth also.

Commissioner Zolecki said why couldn't they make today's UDO apply with the exception of what variations are being accepted. There was the mention in staff's report of the development at 131st and Parker and it was that development that influenced the UDO change for design variation. He asked would this development meet that UDO requirement.

Mr. Herman stated the development at 131st and Parker was duplexes.

Commissioner Zolecki said the UDO has a design standard for single-family and this is single-family attached.

Mr. Herman stated the design requirement that were in place before were clarified for single-family detached. If the Commission would want to put some in place for townhomes that is something that they could do for the future.

Commissioner Zolecki said the version he is looking at in the UDO and does not call out that it is only for single-family detached. This is a major change to a PUD with a lot of requests, there is the opportunity to recommend and influence something like the design variation as part of this recommendation.

Mr. Herman stated there is that section of the code that allows PUD's to not comply with that section, but that is with the thought that the PUD was coming in wanting a certain character of development and to achieve that they couldn't comply with those design standards. This is still a major change to the PUD, so the Commission can make a recommendation to the architecture if they are wanting to.

Mrs. Tate said they are changing the elevations.

Commissioner Zolecki stated he would argue that it doesn't meet fenestration and roofline requirements of the UDO today.

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

Applicant Presentation

Peter Coules, attorney for the applicant, said he did not represent the applicant in 2007. He actually voted on this proposal to be annexed into the Village because he was a trustee at the time. At that time, they were told by legal that the access on 129th Street that was draw was acceptable. He agrees that from the point of the driveway going to the east it is not a road. He has had Chicago Title look into it and he has met with the mayor and staff trying to figure out this road. It is believed that the Village does not have any right to force any improvement on 129th Street because it is different in the fact that the Village has never taken care of the road. The people that are sitting here tonight either own to the middle of the road or all the way across. The Township recognizes it on their maps as a road so that is why they plow it and maintain it.

Mr. Coules stated the applicant has never stated that he will not put sidewalks in, but they have asked for an escrow. The 27 feet of pavement is so they can match up to Ashbury now. If the applicant wanted to they could break ground tomorrow and build 45 units. Mr. Mansell never came in with any drawings for the connection at St. Andrews, but rather the Village has asked for that change be made so they redesigned that end of the block to make it go through. Lot 15 is open space because it will depend on what MWRD (Metropolitan Water and Reclamation Department) states regarding the detention. It was put there because the property naturally runs west to the east.

Mr. Coules said the reason for the 10 foot side yard setbacks is because the wider townhomes are selling better. People want wider rooms and the duplexes on Parker Road are almost sold out. He stated they could build the property right now the way it is but were asked not to. Instead they were asked to put the road through for an exchange of the 10 foot side yard setbacks. He does not believe the major change came about because of the 10 foot side yard setback. It happened because the Village asked them to add the connection to St. Andrews. They sent out 138 letters notifying neighbors and they only heard from three people. One was in favor and just wanted to confirm that they were not adding any more units. The second wanted to confirm where it was because they recently bought in St. Andrews. The last one was upset because he does not want the detention pond being near his property.

Chairman Studebaker asked how did the approval in 2007 address the connection to 129th Street.

Mr. Coules stated it didn't address it and 12 years later the gate is still there. They were asked in 2007 to put the connection there. They thought in 2007 the road would be fixed and they would not be sitting there today.

Mr. Herman said the annexation agreement in 2007 specifically calls out as a condition to provide evidence of right-of-way acquisition for 129th. There was a TRC (Technical Review Committee) meeting a couple of months ago with staff, the applicant, Village Engineer, the Township and the Fire Department were present and this stretch of road was defiantly part of the topic. The fact that it is private property and the applicant does not want to touch it was the solution that they arrived at.

Commissioner McGleam stated the Village Board needs to understand that if they approve this then they are encouraging traffic to go onto private property.

Mr. Herman said the PZC can make the recommendation that the access does not connect.

Mr. Coules stated they recommended putting a hammerhead there or putting a cul-de-sac in there.

Commissioner McGleam asked if there is no driveway connection is the sidewalk required.

Mr. Herman said there would be no need for a sidewalk.

Mr. Coules stated they would put money into an escrow for a sidewalk.

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

Public Comment

James Rimkus, 15328 129th Street, said the property to the west is owned by two property owners. If they want to assert their right they can park their cars there and block the access. The other issue he has is the mass density of the development. He understands that there is going to be development and they should have it but they would like it done with a little more balance. He feels the applicant should adhere to the open space because over the years it has been determined that it is beneficial to the community. He is also concerned about the water and runoff. The property slopes there and he is concerned that water is going to flood their properties.

Chairman Studebaker stated engineering will address any water runoff so water will not impact surrounding properties.

Mr. Rimkus said he is concerned about their wells with all this water. He feels that the applicant should test their water to make sure nothing from these properties will end up in their wells.

Brian Hickey, 15326 129th Street, stated he did not get a letter. He also would like to see a balanced development with green space. There is a lot of water that runs off of this property and there are sewers there now, but it still floods their property. Over the past few years they have been getting these 5 to 6 inch rains, so his concern is whether the detention pond is big enough. He does not believe that the applicant should get access to the street if he doesn't want to improve it. The street is too narrow to handle all those cars coming from that subdivision.

Sandra Florancic, 15433 129th Street, said in regards to the gate, when she moved in 20 years ago it was further down and stopped at the woods. When the other subdivision was built it pushed the gate to where it is right now.

Chairman Studebaker asked if she knew who owned the gate.

Mrs. Florancic stated they all do. She does not mind if the development gets built. She feels the density is a lot. She understands if he does not want to fix 129th Street, however he has a road leading out to it. She feels they need to block that road, because 129th cannot handle the amount of traffic that will come out of there. When she moved here Lemont was against all the high density, but she understands that things change. She hopes that they are putting trees along her property so she does not have to look at a street and so they can help soak up some of the water. The construction trucks better not come down their road for this development.

Erica Rohde, 15328 129th Street, said she agrees with everyone here. She appreciates the time the Commission is giving and asking questions in regards to 129th Street. Most of these residents moved to this area because they enjoy the quiet and the peace. They enjoy the neighbors and the community. This is very high density and she lives

directly across from the pond. She hopes that there will also be a berm on her side because they did not move there to see a bunch of townhomes. She then read the mission statement for Lemont and stated that she hopes the Commission will take into consideration how they feel about their property.

Gediminas Pilelis, 15340 129th Street, showed on the overhead where his driveway was located. If you stand on the street you can see that the property slopes down. He understands that the pond is for drainage but he is not sure how it will affect the runoff that is there. He would like to see some independent research engineering.

Mr. Coules said the applicant is fine with putting a hammerhead there. It is open because he was asked to make it open. He agrees with everyone that the property goes down from the driveway to Ashbury. The Village Engineer has approved to have the detention pond go in that corner because that is the best place to have it. No money has been paid to the Park District and the Park District did not want a park out here. The money will get paid as permits get pulled.

Commissioner Carmody asked if there has been any discussion in regards to connect 129th Street to the east.

Mr. Coules stated if there is ownership of it, but the Village Engineer is looking into that.

Commissioner McGleam said they could make it a hammerhead now and if all the issues get resolved later then they can open it up. He asked if the 8 inch water main shown on the utility plan was existing or proposed on the south elevation. He wants to make sure there is an easement that goes with it.

Mr. Coules stated it is proposed and there is an easement that goes with it.

Mr. Herman said the utilities are on the dedicated portion of 129th and Ashbury and they can extend it onto their property in an easement.

Commissioner McGleam asked if there was any recapture.

Mr. Coules stated they did not ask for it and there is no present recapture to Ashbury.

Pat Huckle said she lives in Ashbury so this property is in her backyard. Her concern is that they are going to lose all of their privacy. She hopes that they will put some trees along their property. She knows that the residents have spoken regarding the rain and they have a lot of rain over the years. The property that backs up to hers is really flooded. She hopes that someone will take care of that. The sump pumps on their property go off like crazy so she is concerned about more water coming onto her property.

Chairman Studebaker explained that the applicant will have to meet the requirements of MWRD.

Ms. Huckle asked if they do have an issue after this is built who do they contact.

Chairman Studebaker explained that they would contact the engineers.

Ms. Huckle asked how long will the proposed development take to build.

Mr. Coules said it will take about two years.

Ms. Huckle asked how far is the patio from these developments to her property.

Mr. Coules stated it is 30 feet to the property line. He said these are not as deep as the ones approved in 2007.

Greg Taylor, 15445 129th Street, said he is not a resident but a developer for the land. He stated the residents have made a lot of good points. His concern is for future improvements to this area especially with the road. It has been 12 years and it still has not been resolved. He feels the Village should hold a letter of credit from the developer that would hold some money just in case the issue is resolved.

Mr. Rimkus stated there is a wetland that is part of this property. He is strongly against that two foot easement.

Joe Karcavich, 15424 129th Street, said along the east edge of his property there is a creek that goes back to 130th and then it drops into a ravine to Archer Ave. If needed a culvert could be tied into there.

Nancy Melvin, 1509 Ashbury Place, asked where the detention ponds would be located. She asked if Lot 15 was for sure going to be detention pond.

Mr. Coules stated it would be detention or open space.

Chairman Studebaker asked if there was anyone else in the audience that wanted to come up and make comments or ask questions regarding the public hearing. None responded.

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to close the public hearing for Case 06-26. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Plan Commission Discussion

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

Plan Commission Recommendation

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to recommend to the Mayor and Board of Trustees approval of Case 06-26 with the following recommendations:

1. Configure the sidewalk and right-of-way for 128th Street to align where it meets Ashbury Woods to the east.
2. Install a sidewalk along the north side of 129th Street continuing west from Ashbury Woods or provide an escrow for a future sidewalk.
3. Address all comments from staff and consultants.
4. Remove the proposed driveway at 129th Street and replace it with a hammerhead design that will facilitate an internal turnaround.

A roll call vote was taken:

Ayes: McGleam, Zolecki, Cunningham, O'Connor, Pawlak, Carmody, Studebaker

Nays: None

Motion passed

B. 19-20 J-AVE DEVELOPMENT ANNEXATION, REZONING TO M-2 AND SPECIAL USE AT 16430 W. NEW AVENUE

Chairman Studebaker called for a motion to open the public hearing for Case 19-20.

Commissioner McGleam made a motion, seconded by Commissioner Cunningham to open the public hearing for Case 19-20. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Staff Presentation

Jamie Tate, Consulting Planner, said the applicant is proposing to annex, rezone to M-2 and obtain a special use for a freight transportation terminal with a variance. The scope of the project is to construct a 9,000 square foot maintenance garage with offices. They are proposing to have on-site parking for 28 semi-tractor trailer and 12 dump trucks. They wish to remodel the existing home for offices for the business. Then create an access drive from New Avenue to the existing home and have the truck spaces in the rear near the proposed garage.

The Village has been communicating with the applicant for several years. It did go to the TRC in 2016 with a similar design but same intentions. As far as defining the use, she hopes tonight the applicant can clarify the use. Staff is not completely sure if it is a freight transportation terminal. The industrial uses are kind of vague and there

is not a lot of them. With the adjacency to residential it should be some sort of special use in a manufacturing zoning district.

Mrs. Tate stated it is a 9.2 acre site and it is in unincorporated Cook County and zoned residential R-4 single-family. The surrounding land use to the north is unincorporated Cook County with a strip of homes. Across the street from there is unincorporated I-2 which is a Cook County Industrial district with a large trailer storage facility located on that property. To the south it is R-5A and it is in the Village of Lemont which is vacant but planned with a residential subdivision. To the east is unincorporated Cook County R-4 with more residential homes. To the west is unincorporated Cook County R-4 residential and it is the former McMahan site that was told to leave the site for operating an illegal business on the site, so as far as they can tell it is vacant.

The Comprehensive Plan designates this area as Industrial with the Future Land Use Map. She then read the definition. Also in the "Our Community Character" section of the plan it states to "create design standards for industrial development", which the Village has adopted. She then read the Building Design section which is included in staff's packet. In the code it states that the Village prohibits metal panel in the districts. The applicant has made some revisions to their plan so what they are showing now is a hardy board siding and no metal.

Mrs. Tate said there are four different M zoning districts. The purpose of the M-2 District is to accommodate those industrial activities that have moderate land use intensity and are located in areas remote from residential and prime retail development. The purpose of the M-1, which is a more restrictive district, is that it is intended to provide an environment that is suitable for industrial activity that provide a pleasant and nuisance free environment to be compatible with adjacent land uses. It may be located adjacent to R Districts in thus those provisions include special yard setbacks and screening requirements.

She then went through the standards for rezoning using the LaSalle factors which are included in staff's packet. As far as the special use, Freight Transportation Terminal was taken out of the M-1 District, it is a special use in the M-2 District and allowed in the M-3 District. She then read the definition for Freight Transportation. The overnight storage of the trucks, tractors and trailers is why they are leaning towards that use. She then read the definition for Container Storage yard which is a special use in M-1 and M-2. She hopes the applicant will clear up what the actual use is. A large component of J-Ave is to park trailers and trucks with maintenance garage and offices. There appears to be a little storage on site, which can be clarified as well.

Mrs. Tate stated either way a special use is needed for this site. They do look at the standards for a special use and three of the six are applicable. She then read through those three standards. The only remaining variation is the absence of curb and gutter in the parking areas. Staff feels that there is no hardship and there is no reason why they could not meet that requirement.

Some things that stood out with review is making sure that the transition buffer is enhanced. The response from the applicant is that appropriate screening would be incorporated into the Final Landscaping Plan. Staff has asked about sign detail along New Avenue and they want to do that at Final submittal. They did verify truck turning movements and they verified that they are not using any gravel. The Village Engineer has provided feedback just yesterday so the applicant has not been able to respond to them. Some key ones are that an IDOT permit will be needed for the New Avenue entrance, curb and gutter is needed around parking areas, certain permits will be required, they need to relocate the fuel station at least 25 feet from any sanitary sewer, and the boundaries of the plat of annexation need to extend a little bit farther on New Avenue.

In conclusion, it is in cooperation with the Lemont 2030 Comprehensive Plan and the zoning designation of manufacturing is in line with the Future Land Use designation of industrial. The site should be designed to meet the Village's UDO standards. The trucking use could work in this location, so long as the business is designed and operated with sensitivity to the existing neighboring residences. The access point needs to be upgraded to meet the Village's standards and landscaped to create a more attractive business entrance. Annexing the property will provide the Village with additional tax revenue and the ability to regulate the business through the Village's codes and ordinances. Staff is recommending approval with an updated list of conditions which were shown on the overhead.

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

Commissioner McGleam asked if there was an overlay of the proposal with the new residential development to the south.

Mrs. Tate stated there is not. There is the section of Timber Run that they will not be developing. She showed on the overhead where the new subdivision will be in contrast to the proposal.

Commissioner McGleam asked if they knew the distance between the Timber Run development and the proposed truck building.

Mr. Herman said it is roughly 688 feet.

Commissioner McGleam clarified that there is a single-family home on the property but its use is going to change.

Mr. Herman stated if it was currently used as a residence, it wouldn't be an allowed use, it could be maintain as a legal non-conformity until that use is discontinued. As far as he knows it is currently not being used as a residence but rather as an office. If

in the future someone wanted to move in there and live there that would not be allowed.

Commissioner Zolecki said for clarification the only variation being requested is for no curb and gutter.

Mrs. Tate stated that is correct.

Chairman Studebaker said most of these containers will be connected to a truck, but is there a height limitation on storage containers.

Mrs. Tate stated she does not believe they are storing containers but with a special use you can write in the restrictions that you want.

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

Applicant Presentation

Darius Water, Attorney for the applicant, said they closed on the sale of the property in November of 2015. They wanted to annex into Lemont, but unfortunately with the property to the west they were not able to do so. They then proceeded to work with Cook County until they ran into difficulty with them. They then proceeded to look into annexing into the Village through the property to the south of them.

The property is a 9.25 acre lot with approximately 250,000 square feet. Their plan is to develop about 105,000 square feet. They will be constructing a 9,000 square foot building which will allow them to create 32 bays for trucks which consist of 12 short trucks, 18 long trucks and two washing stalls. The single-family structure that is currently on the property is used for clerical purposes and will continue to do so. It will be remodel so they can expand their administration work.

Mr. Water stated J-Ave is a hauling company that hauls mainly building materials that are used all over Cook County. They do not store anything on-site. They are looking to store their trucks on their lot, be able to do some light maintenance and all the clerical work for a company this size. The light maintenance would include such things as breaks, tires or light body work. This is not a heavy duty truck repair facility. There will be 25 parking spaces for employees with one handicapped space.

New Avenue is a very busy street with mixed uses in the area. The intended use for the area is going to industrial. There is truck parking across the street from them with some heavy industrial usage. They do acknowledge the fact that there are residential properties right next door to them. They can separate themselves from these properties by way of foliage and fencing for the property. He feels that the impact to

these residents would be minimal. They have provided a traffic study which is being reviewed.

Mr. Waters said the property lowers the further south you go so there will be minimal impact from headlights on the neighbors. The trucks will go down the eastern lot line to the southwest where the building and parking lot will be created. The acoustics and lighting will be minimal to the neighbors because of the sloping, the fencing and the landscaping that will be put up. He does not feel that the curb and gutter will be an issue. The overall project conforms to the intent of the Comprehensive Plan and what is happening to that area in general. The plans take into account the residential neighbors and what their concerns may be. They agree with either zoning that the Commission might want to recommend. He just wants to reiterate that they do not store anything on their site besides material to maintain their trucks for repairs.

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

Commissioner Zolecki asked out of the six staff recommendations were there any that they are contesting.

Mr. Waters stated he agreed to them all.

Commissioner Zolecki asked if staff was looking for acoustics to be demonstrated.

Mrs. Tate said staff did not ask for an acoustic study.

Mr. Water stated when they started the process it was brought up by previous staff members. Obviously they are trucks and they can be loud, but they are leaving the premises empty.

Mrs. Tate said they would have to meet the noise ordinance and if people start complaining then we can go out there.

Commissioner Zolecki asked who would be approving condition number three.

Mrs. Tate stated it would be something they would work with the Village Engineer.

Commissioner Cunningham asked what would be the hours and days of operation.

Mr. Water said Monday through Saturday. They would start at 5:30 a.m. and get back around 3 p.m. to 6 p.m. On Saturday they would get back earlier. There are about 14 trucks but they might decrease that number because it is hard to find drivers.

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

Public Comment

John Tomaskovic, 16470 New Avenue, showed on the overhead map exactly where his house is located. It is his understanding that McMahon tried to come into Lemont and it was turned down so he went to Cook County. They were able to get him removed. McMahon's property was zoned residential and they tried to get it changed. He has spent a lot of money on his house and for improvements. He wants to live in his house for the rest of his life. He is concerned that if he is forced to move he will not get a good price for his home. This area was one area of Lemont that didn't decline during the market crash. He is concerned about the lights and the hours of operation. This property was someone's house and this business is trying to come into a residential area and develop it. If you go further south there is plenty of property that is zoned industrial that they could have bought. He is concerned that if this get annexed they will be made to tie into sewer and water also. He feels it is going to be another fight to keep this out.

Glen Granat 16460 New Avenue, said he has lived in his house for 36 years. Last year they had over 30 people here. He cannot imagine that this change would have minimal impact on their properties. He is assuming by looking at the 2030 Plan that all these houses are going to go away not by choice. This property is currently residential and a trucking company is currently operating there and he is not sure how that is happening. There are a lot of other properties so he does not understand why a trucking company would want to go on a residential property.

Mr. Water stated their business model is not for a 24 hour haulage company. This company works in conjunction with construction sites. He does not feel that they can compare this application to what happened to the property to the west. They are not operating out of the property at this point. They are doing this legally by annexing into this Village and following all necessary processes.

John Avelar, applicant, said there is a berm that blocks the residential houses. The garage will be at the back of the property. His intent is to not kick anyone out of their house and he always helps out his neighbors. There are other trucks that park out there which are an eyesore. He keeps his property clean and he just wants to run his business.

Matthew Hedger, 16490 New Avenue, asked if based on the Comprehensive Plan was the Village hoping to buy out the rest of the residential area. When he bought his house the trucking company across from him was not there. He met Mr. Avelar and he likes him, but he feels that this should remain residential. He would rather see the property get developed with townhomes. His concern is the exhaust from all the trucks.

Mr. Tomaskovic stated he agrees that when he purchased his property a lot of the industrial was not there. The railroad tracks block some of the view of it. If the

trucks go out during the day then they will have to work on the trucks at night. They can file complaints if there is a lot noise and the applicant will get fined. They are fighting this again and he doesn't understand how this industrial business can come into a residential area. Eventually, they will all have to move because they will get squeezed out.

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

Commissioner O'Connor made a motion, seconded by Commissioner Carmody to close the public hearing for Case 19-20. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Plan Commission Discussion

Commissioner Carmody asked to see the definition between the M-1 and the M-2 Districts.

Mr. Herman said in the fall staff had filed pre-annexation to allow them to have Village water. Typically, they would not let a property have water unless they were annexed in. The pre-annexation would say that there is this continuity which hasn't been resolved. They could do the pre-annexation agreement, give them the water and some point in the future when continuity is established then they would annex into the Village. The discussion was for it to come in as M-1, but at that time they thought it would be freight transportation terminal use. Looking at it now he is not so sure of it. There was a recent text amendment which does not allow that freight transportation terminal in the M-1. There is no issue with it being M-1 which would be more restrictive. They also learned more recently about what type of use the property would have.

Commissioner Carmody stated to him it seems like it is more M-1 which is more restrictive.

Commissioner Zolecki said he understands what staff is saying about the M-1 but by definition it would not comply as M-2 because of the residential next to it.

Mrs. Tate stated she feels they do not fit the freight transportation terminal. It is kind of a container storage yard and there is some outdoor storage which is a special use in M-1 and M-2. She is leaning more to M-1 and put restriction on the outdoor storage.

Commissioner O'Connor said he agrees that it should be M-1.

Commissioner Carmody stated it should be M-1 with hour restrictions.

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

Commissioner Carmody made a motion, seconded by Commissioner O'Connor to recommend to the Mayor and Board of Trustees approval of Case 19-20 – J-Ave Development Annexation, Rezoning to M-1 and Special Use at 16430 New Avenue with the following conditions:

1. Utilize curb and gutter along with the solid surface pavement used for the parking lots, truck parking and drive aisles.
2. Address outstanding comments from Consulting Planner, Fire Marshal, Plumbing Inspector and Village Engineer.
3. Provide a line of sight drawing to ensure the headlights from the trucks do not spill onto the neighboring residential properties.
4. If applicable, address outstanding comments when review of traffic study is complete by the Village and IDOT.
5. Provide details on the existing fence. Provide details on the existing gate near the entrance to the site to verify it meets the UDO standards.
6. The property should be zoned to the M-1 Zoning District with special use for container storage yard, only permitting trailers within the use, and outdoor storage. The hours of operation should be defined.

A roll call vote was taken:

Ayes: Carmody, O'Connor, Cunningham, Pawlak, Studebaker

Nays: McGleam and Zolecki

Motion passed

Findings of Fact

Commissioner McGleam made a motion, seconded by Commissioner O'Connor to authorize the Chairman to approve the Findings of Fact for Case 19-20 as prepared by staff. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

IV. ACTION ITEMS

None

V. GENERAL DISCUSSION

Commissioner Pawlak said it was discussed about Hughie's outdoor seating arrangement at a recent meeting. The current situation at that location is an eyesore to the community. There is a big orange porta potty and there is a permanent white tent. He does not believe this is what the Village wants the community look like. It was discussed that they wanted the outdoor seating. The Commission had concerns about safety as well as the increase in occupancy without any building processes

getting done. The other thing he noticed was the signage on McCarthy and the one at St. Pat's Church. He feels that they don't fit the signage requirement.

Trustee Stapleton stated developers are allowed to have larger signage.

Mr. Herman said he will look into things and update the Commission.

VI. AUDIENCE PARTICIPATION

None

VII. ADJOURNMENT

Chairman Studebaker called for a motion to adjourn the meeting.

Commissioner McGleam made a motion, seconded by Commissioner Zolecki to adjourn the meeting. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Minutes prepared by Peggy Halper

Attachment 1 - Staff Analysis – 1297 McCarthy Road Preliminary PUD (Hamilton’s)

GENERAL ANALYSIS

Consistency with Lemont 2030 Plan. The Comprehensive Plan map designates the subject property Neighborhood Retail (NR). Per Lemont 2030, the NR is:

“Characterized by ‘convenience-orientated’ retail uses; i.e. the shops and offices that local residents need to visit on a regular basis. Buildings in this district are typically buildings occupied by a single business on a stand-alone site or small shopping centers made up of one or two buildings containing a row of attached rental units. On-site parking is generally provided.

Development within the neighborhood retail district will be designed to complement adjacent neighborhoods. Generally, NR developments will be located at the intersection of two arterial roadways or the intersection of an arterial roadway and a collector roadway. Although located along highway traffic streets, developments in this district will be easily and comfortably accessed by walking and bicycling and where applicable, transit.

Developments in this district may include single-tenant retail sites and multi-tenant shopping centers. The shopping centers in this district vary in size from less than 30,000 sf to 125,000 sf on sites up to 5 acres. The smaller shopping centers in this district may not have an anchor tenant and primarily rely on the population within 1 mile or less for the majority of their customers. The larger centers in this district generally have only one anchor tenant and primarily rely on the population within 3 miles or less for the majority of their customers. Anchor tenants are usually grocers, but less common anchor tenants include pharmacies, dollar/novelty stores, and discount apparel stores. Other tenants in a neighborhood retail center commonly include food service businesses, personal service businesses (i.e. salons) and financial service businesses (i.e. banks).”

The proposal generally meets the intentions of the Neighborhood Retail District with the exception of the residential component. The expected uses should serve the adjacent neighborhoods and be easily accessible by vehicles, cycling or walking. The development is located at the intersection of an arterial roadway and a collector roadway. The residential component on the second story was contemplated more in the Downtown District throughout the Comprehensive Plan rather than the Village’s commercial zones, but should complement the adjacent commercial uses and bring more residents to the Village allowing them to frequent the existing and proposed commercial uses.

The proposal furthers the following additional goals from the Lemont 2030 Plan:

Within the “Our Economic Prosperity” section, the following Implementation Action applies to this proposal:

- **Revise the UDO to support increased daytime and resident population.** To support additional retail services, the Village needs to increase its daytime and residential population near its commercial districts. It should increase areas zoned for multi-family housing near commercial development to support residential population growth. While the proposal is not revising the actual UDO, it is achieving the intentions of the action by allowing and encouraging multi-family housing near commercial zones.

Within the “Our Homes” section, the following Implementation Actions apply to this proposal:

- **Achieve and maintain the right housing mix.** Generally, the Village should do more to encourage single-family attached and multi-family housing. The Village should be receptive to new development proposals that mix housing types and lot sizes.
- **Encourage Residential Planned Unit Developments that contain a range of housing products or lot sizes.** The Village should encourage developments with a mix of housing types. While the proposal is not a residential planned unit development, it is providing a different type of housing unit than the typical detached single-family home.
- **Improve citizen perceptions of multi-family housing by ensuring good design.** Poor site design and poor architecture contribute greatly to people’s unfavorable perceptions of multi-family housing. Good design could go a long way to assuaging such concerns over a potential project.

The mixed use proposal contains 3 multi-family units that are not typically found in the B-3 zoning district, but can help achieve some of the home diversity goals of the Lemont 2030 plan while still meeting the objectives and intentions of a commercial zoning district. Ensuring good design and integrating the residential and commercial components to complement and enhance the adjacent neighborhoods will assist in furthering the goals of the Lemont 2030 plan.

Consistency with PUD Objectives. UDO Section 17.08.010.C lists 11 different objectives to be achieved through planned unit developments. Some of the objectives are not applicable to this type of development, therefore only the applicable objectives are discussed with analysis below:

1. *To ensure that future growth and development which occurs is in accordance with the policies and goals of the Village.* The proposed PUD supports this objective as it achieves several goals of the 2030 Comprehensive Plan.
2. *To stimulate creative approaches to the residential, commercial and industrial development of land.* The proposed PUD has a mix of residential and commercial uses on a single-lot and in one mixed-use building. A mixed commercial and residential building is not as common in this area of the Village or in traditional suburban commercial corridors. It is a creative approach to growing the Lemont population, providing more rooftops to serve the commercial uses and to promote walkability and less trips by automobile. The residential could provide housing for those that work in the area therefore allowing them to walk to work and not have to own a personal automobile.
3. *To encourage and stimulate economic development with the Village.* The site is undeveloped and has been sitting vacant for nearly ten years. The proposed development would utilize the land and provide more commercial services and housing opportunities to residents and neighbors.
4. *To preserve or enhance natural features of the site.* The proposed plan is preserving the woodland buffer currently in place along the northern and eastern portion of the site. The existing natural detention areas will remain to be utilized and enhanced.
5. *To provide useable open space areas within a reasonable distance of all dwelling units.* Public open space is not being provided onsite, but each unit will have an outdoor terrace associated with its space. The closest park is Covington North Park to the south across McCarthy Road located approximately ¼ mile away and accessible by sidewalk the entire route.
6. *To facilitate, in a cost effective manner, the development and maintenance of adequate public services.* The Village's requirements for Land/Cash Fees help ensure the maintenance of adequate public services.
7. *To encourage patterns of land uses that decrease trip lengths and increase the use of modes of transportation other than a private vehicle.* The entire site is surrounded by an existing sidewalk that makes connections to other pathways throughout the Village. There are several residential subdivisions in close proximity to the development that can safely and efficiently access the commercial uses proposed on site by walking or cycling that should complement the neighborhood. The residential component further helps to decrease vehicle trips by allowing those who live in the units to possibly walk to work on site or walk to the retail and commercial uses found in the area.
8. *To encourage the introduction of related and complementary land uses.* The mixed use proposal is both related and complementary to the surrounding land uses. The site is either surrounding by residential or existing commercial which are the two land uses proposed with the new development. The B-3 zoning designation is existing and the mix of both commercial and residential uses onsite will allow for an appropriate transition buffer at this location.

Compatibility with Existing Land Uses. Although the site has sat vacant for nearly ten years, it is already zoned B-3 Arterial Commercial District and it was formerly occupied by a car wash. The surrounding existing land uses are primarily residential with a commercial strip center adjacent to the property and across Walker Road to the east. The proposal should be compatible with the existing land uses as it is a combination of both commercial and residential. While the commercial uses are all allowed by right in the B-3 district (restaurant/pub, office or retail and coffee/café), the outdoor dining patio and drive-through are a special use and with the subject property's proximity to residentially zoned land should be a consideration within the request for its special use.

Traffic & Site Access. The proposed mixed use building will keep the same location of the existing access points (one off of McCarthy Road and one off of Walker) and staff has asked for further clarification regarding the [possible] right-in/right-out access point change from McCarthy Road. At that entranceway the site is one-way counterclockwise and it may be confusing and conflicting to keep a full access point.

TRC Review. The proposal went to TRC on October 30, 2019 with a slightly different site plan but for the same use proposals and intentions. The proposal was discussed with the applicant and with several members of staff and Village consultants. After the meeting, the applicant adjusted the proposal to accommodate several comments and made improvements to the plans, such as connecting all of the parking areas in a more seamless manner. All documents from this meeting are provided in Attachment 6.

Consulting Planner Review. The planner has reviewed the Preliminary PUD plans and provided comments to the applicant in a letter dated December 26, 2019. While many of the comments are concerning the PUD proposal and requested exceptions, the planner has asked for clarification on parking stall dimensions, trash enclosure materials, interior landscaping quantities, signage details and other elevation clarifications to verify adherence to the Village Commercial Design Guidelines.

Engineering Comments & Stormwater Management. The Village Engineer is currently reviewing the preliminary plans, but he did provide initial informal comments. He is asking for clarification on how stormwater detention volumes were computed for the proposal, but he did feel that the rates were reasonable if the computations are acceptable. The Village Engineer also stated that the underground detention storage can only be as deep as the available offsite drainage outlet in McCarthy Road, so that value must be verified. He is also asking for contour elevations on the plan as they were not provided, in order to check the side slopes or 'berm rule' for the detention basin. The engineer's full comments will be provided once completed.

Landscaping. The Village Arborist has reviewed the preliminary plans and provided a comment letter dated December 23, 2019 within Attachment 5. The Arborist is asking for

the composition of the Woodland understory trees to be preserved and saved. He is also asking how the trees located in the bio-swale are going to be saved. Lastly, the Arborist is asking for the required maintenance plan that is required by the UDO.

Fire District Comments. The preliminary plans are currently under review by the Fire District.

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.” Below is a summary of current UDO standards, how the proposed PUD differs from those standards, and staff’s comments related to the proposed deviations.

UDO Section	UDO Standard	Proposed PUD	Staff Comments
17.06.010 Table 17-06-01	Multi-family dwelling is not allowed in B-3.	There are 3 proposed multi-family dwellings in B-3.	Residential is not an allowed use in the B-3 zoning district and not a typical request. The 3 proposed units should complement the adjacent residential and provide additional customers and residents to frequent the commercial establishments.
17.07.010 Table 17-07-02	The lot and building standards for the B-3 district in the rear is a 25’ setback.	A portion of the parking lot and trash enclosure encroach into the rear setback.	The encroachment is minor and there is existing vegetation and trees in this area that will be saved and enhanced to help minimize the proposed encroachment.
17.07.030	A 12-foot transition yard is required where a B lot is adjacent to residentially zoned land. The 12 feet is in addition to the required setbacks.	There are no proposed transition yards along the property lines adjacent to residential.	The size of the building and amount of desired parking with required setbacks does not allow for an additional 12 feet of transition yard.
17.10.040 Table 17-10-01 Off-Street Parking Req.	Off-street parking requirements for the proposed uses would be a total of 63 stalls:	The proposed mixed use building is providing 55 parking stalls.	Due to the proposal being a mixed use building, there is leniency in the code and in general with parking and a mix of uses. It states that “for mixed use buildings, shared parking and collective

	<ul style="list-style-type: none"> • 6,000 sf for Pub (1/150 Gross Floor Area GFA for Tavern): 40 stalls • 2,000 sf for Retail/Office (1/250 GFA for retail): 8 stalls • 2,000 sf for Coffee/Café (1/200 for café/coffee shop): 10 stalls • Multi-family dwellings: (1.5 per dwelling unit): 4.5 		<p>parking agreements may apply". The coffee and café will likely be busier in the mornings and afternoons, while the proposed pub will have more patrons in the late afternoon and evening. The office/retail portion of the site will likely require less parking than the other two uses, as they are traditionally less intense parking users. The residential portion of the building requires 5 parking stalls. Staff has asked for clarification if these stalls will be assigned or marked in the parking lot.</p>
17.08.030 D. Planned Unit Developments	Each PUD not located in the DD district and with a residential component should consist of at least 15% open space.	The proposed PUD with 3 residential housing units has no open space that meets the requirements of the UDOs definition of open space.	The PUD requirement for open space is generally meant for residential subdivisions in residential districts. The clause in the code that states 'not located in the DD District' is because residential components in the DD District would be similar to the subject property proposal with a smaller residential component in a mixed use commercial building (likely commercial/retail on the first floor and residential on the second floor). It is not common (or permissible in the UDO) to find a residential component in the B-3 district, and therefore the PUD approach was encouraged to properly entitle the proposed mixed use building. While private open space does not 'count' towards the 15% open space requirement, each unit is proposed to have its own outdoor space associated with its unit.
17.21.030	Exterior walls for new construction in	The proposed building has an	The design of the proposed building is modern with

Urban Design Requirements	the B-3 zoning district shall only be made of the following materials: <ul style="list-style-type: none"> • Face brick of clay, or • Native stone, or • Fiber cement board 	accent material of “thermally modified wood cladding”.	contemporary building materials. It is becoming more common for developments to include architectural metals, wood paneling and tile as a mix with standard brick and stone. The material is a similar look to Hardy Plank or LP Smart siding which is acceptable on new residential construction. As long as the product is determined to be quality and long lasting, staff feels it is acceptable to allow for this type of building.
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STANDARDS FOR A SPECIAL USE

In conjunction with the proposed mixed use building, the applicant is requesting to allow for a drive-through associated with the café/coffee shop and an outdoor patio for the pub/restaurant which are both special uses in the B-3 zoning district. The UDO states that no special use shall be recommended by the Planning and Zoning Commission (per §17.04.140) unless the special use:

1. Is deemed necessary for the public convenience at that location; and
2. Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected; and
3. Will not cause substantial injury to the value of other property in the neighborhood in which it is located; and
4. Shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens; and
5. Is consistent with standards enumerated elsewhere in this ordinance for the specific use, including planned unit developments; and
6. Meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.

Drive-through special use. The proposed drive-through appears to adequately meet the special use standards with some more clarification and recommendations from staff. Due the proximity to residentially zoned land, the hours of operation should be determined so not to be in operation during off-hours and disrupt any adjacent residences. Signage should be placed throughout the site to provide safe and clear circulation for those that are onsite to use the drive-through. Consideration of a fence and/or berm should be in the area just

east of the drive-through lane to block any light or sound that would come from the order speaker or order board if applicable.

More regulations surrounding drive-throughs are found in §17.21.030 for Commercial Design Standards. In the B-3 district, the UDO states that all drive-through facilities must meet the following requirements:

L. Drive-through Facilities.

1. Each drive-through facility shall be designed so that the drive-through window is not on a side of a building facing a public street. ✓
2. The queue area shall not interfere with other on-site circulation and parking arrangements. ✓
3. All pedestrian walkways for a drive-through development shall be clearly marked and enhanced with special paving or markings when they intersect the drive-through aisles. ✓

The drive-through is located along the eastern side of the building, farthest from the intersection of Walker and McCarthy Roads. There will be signage indicating the drive-through for any passing pedestrian or for the vehicles traveling in each direction. The que provides an escape lane and should not interfere with the on-site circulation or parking arrangements. Staff recommends approval of the special use for the drive-through within the PUD as long as the conditions are clarified.

Outdoor Dining and Drinking special use. The outdoor dining and drinking patio associated with the restaurant/pub use requires a special use and no special use shall be recommended by the Planning and Zoning Commission (per §17.04.140) unless the special use:

1. Is deemed necessary for the public convenience at that location; and
2. Is so designed, located, and proposed to be operated that the public health, safety, and welfare will be protected; and
3. Will not cause substantial injury to the value of other property in the neighborhood in which it is located; and
4. Shall not create excessive demands on Village service or impair the ability of the Village to maintain the peace and provide adequate protection for its citizens; and
5. Is consistent with standards enumerated elsewhere in this ordinance for the specific use, including planned unit developments; and
6. Meets, as applicable, the standards for planned unit developments found in Chapter 17.08 of this ordinance.

It is desirable to have outdoor space associated with restaurant and bar uses, as the Village has had several cases of outdoor dining special uses in the past couple of years. The location of the patio near the corner of Walker and McCarthy Roads on the site is best as its farthest from any residentially zoned land or any existing homes. The noise that would be generated from the patio will compete with the existing road noise and likely travel away from the site. The elevations and site plan show a fence around the patio that appears to complement the building and architecture. Planters should be scattered throughout the patio to account for the foundation landscaping requirement that would typically apply in this area without the patio feature. The hours of operation for the outdoor dining and drinking patio should be discussed to determine what is appropriate at this location.

CONCLUSIONS & RECOMMENDATIONS

In cooperation with the Lemont 2030 Comprehensive Plan, the proposal is in line with many goals and objectives found in the Economic Prosperity section and Our Homes section of the plan. Creatively developing a vacant site that has been underutilized for nearly 10 years is in the best interest of the Village as it will provide vibrancy to the corner and the opportunity for an increased tax base. The incorporation of residential into a primarily commercial corridor will allow for new residents to live within walking distance to restaurants, retail, offices and parks, therefore reducing vehicular trips and encouraging other modes of transportation. The site appears well designed within most of the parameters of the UDO and the uses and building should be a complementary addition to the corner of Walker Road and McCarthy Road.

Staff is recommending approval of Case 2020-02 for the Preliminary Planned Unit Development to construct a mixed-use building located at 1297 McCarthy Road with the following conditions:

1. Provide hours of operation for both the drive-through and outdoor patio.
2. Address outstanding comments from Consulting Planner, Village Arborist, Fire Marshal, Plumbing Inspector and (forthcoming) Village Engineer.
3. Provide a fence and or berm along the perimeter of the site that is adjacent to residentially zoned land. This is primarily important nearest the drive-through area.
4. Provide a sign plan to safely circulate traffic through the site, especially considering the drive-through.
5. Provide stop bars and stop signs in appropriate location, specifically at the entrances and exits by the sidewalk.

6. Clarify if access is full off of McCarthy or if changing to a right-in or right-out. Since the circulation is one way counterclockwise around the building, it seems confusing if a full access point.
7. Provide planters throughout the outdoor dining and drinking area.

Attachment 2

Site Photos



Figure 1: View from entrance along McCarthy Road.



Figure 2: View from across the street at the intersection of McCarthy and Walker Road.



Figure 3: View looking west from Walker Road onto the subject property.



Figure 4: Streetview from September 2018 from McCarthy Road.



Figure 5: Aerial of site from 4/24/2019 provided by Cook County Aerials.

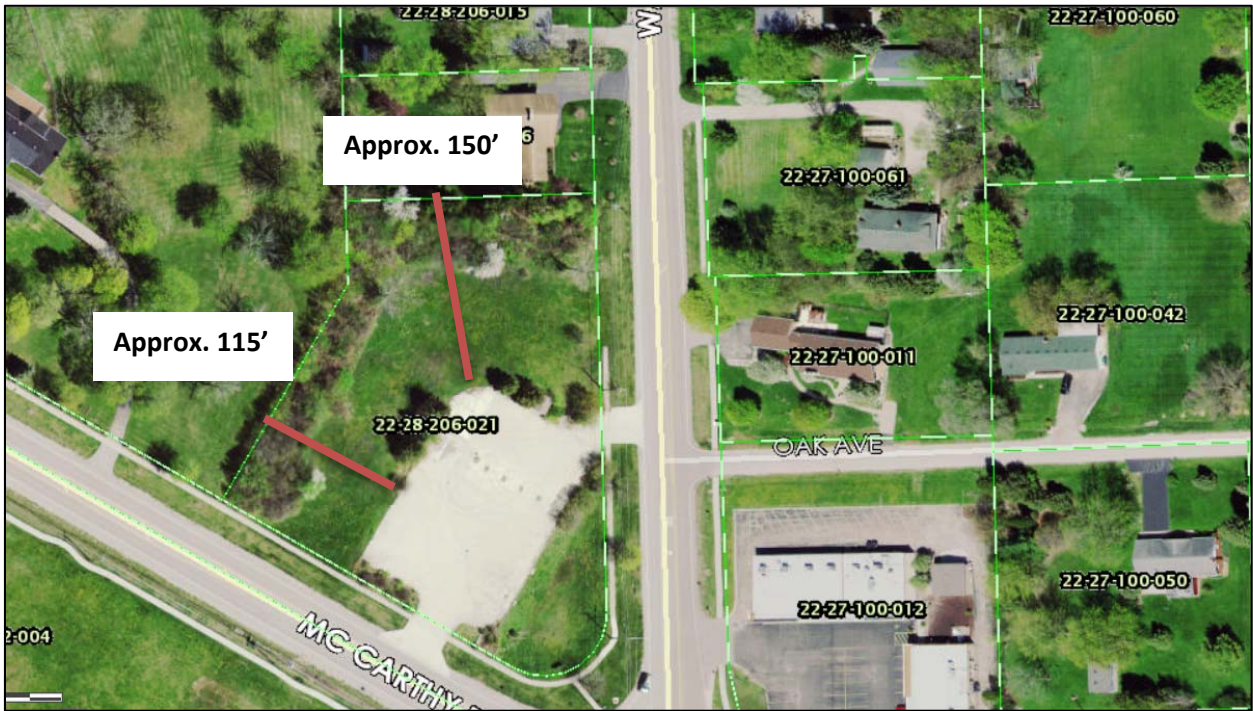


Figure 6: Setback and distance references to existing parking lot. Distances from Cook County GIS.

Attachment 3

PUD Application and Documents

Village of Lemont

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

**PUD Preliminary Plan/
Plat Application Form**

APPLICANT INFORMATION

Patrick Roche
 Applicant Name
 JEP, Inc.
 Company/Organization
 519 Claremont Dr. Downers Grove, IL 60516
 Applicant Address
 312-731-9057
 Telephone & Fax
 pwroche8@gmail.com; mollyroche@kw.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 INFORMATION

1297 McCarthy Rd. Lemont, IL 60439
 Address of Subject Property/Properties
 22282060210000
 Parcel Identification Number of Subject Property/Properties
 268.31 x 336.60; 1.91 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: _____

**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 subdivision, 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.

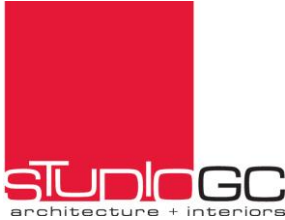
	12/19/19
Signature of Applicant	Date
IL IL	CGOK
State	County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that PATRICK ROCHE 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.

Megan R. Steigauf
Notary Signature

Given under my hand and notary seal this 19 day of December A.D. 20 19.
My commission expires this 24 day of June A.D. 20 22.





223 West Jackson Boulevard
Suite 1200
Chicago, IL 60606
Phone: 312 253 3400
Fax: 312 253 3401

PROJECT SUMMARY

Location: 1297 McCarthy Road
Lemont, Illinois

Proposed mixed use building Two story masonry, wood structure with anodized clear aluminum framed windows & doors. And site development including Parking spaces, driveways, sidewalks and green space.

1st level Commercial

- 6,000 +- S.F. Pub
- 2,000 +- S.F. Office/Retail
- 2,000 +- S.F. Coffee/Cafe

2nd Level Residential

1,346 S.F. 1 BDRM
1,640 S.F. 2 BDRM
1,525 S.F. 2 BDRM

Each unit will have outdoor terrace associate with it.

- Site Acreage = 1.906 acres (83,113 S.F.)
- Square Footage of commercial space = 10,000 S.F.
- Proposed Residential Density = 4,511 S.F. (Dwelling Units) divided by 83,113 S.F.(Gross Site Area) = .055
- Total Coverage by Structures = 10,000 S.F.
- Total Impervious Area = 52,063 S.F.
- Total Commonly owned and maintained open space = 30,617 S.F.
- Number of off street parking spaces = 52 spaces + 3 Accessible spaces

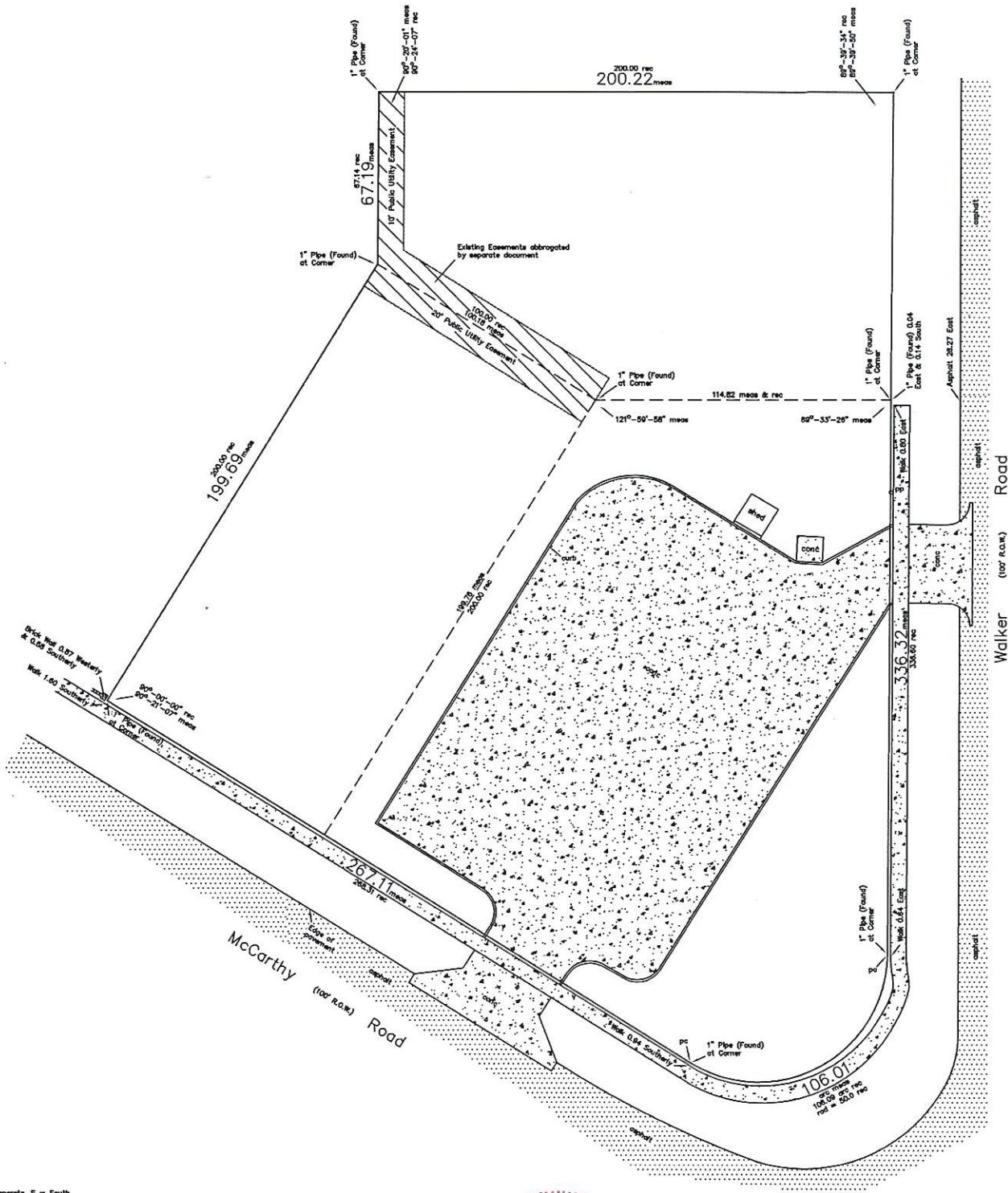


KABAL SURVEYING COMPANY
Land Surveying Services
Plat of Survey

Lot 1 in Wagner Investment Group Consolidation of Lots 1, 2, and 3 in D. Kandich's Hillcrest Estates, being a subdivision of part of the East half of the Northeast quarter of Section 28, lying Northerly of the center line of McCarthy Road, in Township 37 North, Range 11, East of the Third Principal Meridian, according to the Plat thereof recorded April 4, 2008 as Document 0809516039, in Cook County, Illinois.

Address: 1297 McCarthy Road, Lemont

10407 West Cermak Road
Westchester, Illinois 60154
(708) 662-2652
Fax (708) 662-7314
email: kabal-surveying@comcast.net
website: kabal-surveying.com
Registration No. 184-003061



LEGEND

conc = concrete, S = South
pob = point, po = point of curve
meas = measured, E = East
rec = record, R = North, rd = radius
R.O.W. = right-of-way, R = feet
prc = point of reverse curve, pp = power pole

Area of property is approximately 83,113 square feet (1.908 acres)

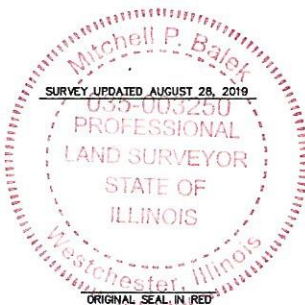
"x" in box indicates that hereon drawn plat was ordered as a non-monumented survey

Please check Legal Description with Deed and report any discrepancy immediately.

Surveyed December 21, 2018

Building Located 20

Scale: 1 inch = 30 ft.
Order No. 181290
Ordered By: Makalovich & Associates



This professional service conforms to the current Illinois minimum standards for a boundary survey

STATE OF ILLINOIS }
COUNTY OF COOK } ss

I, MITCHELL P. BALEK, an Illinois Professional Land Surveyor, hereby certify that I have surveyed the property described above and the plat hereon drawn is a correct representation of said survey.

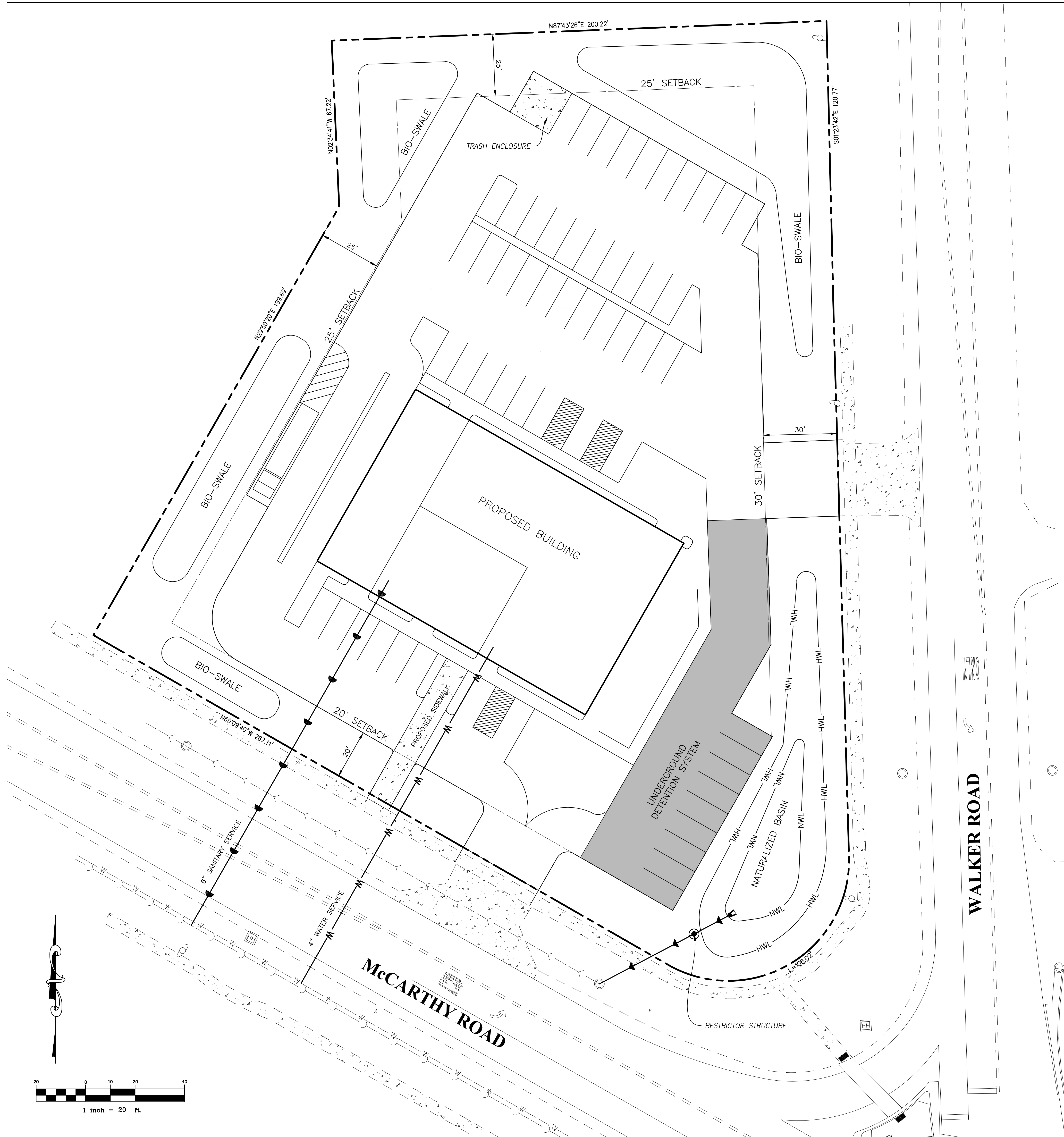
Dimensions are in feet and decimal parts thereof and are corrected to a temperature of 62 degrees Fahrenheit.

Mitchell P. Balek

Illinois Professional Land Surveyor No. 035-003250
My license expires on November 30, 2020

Attachment 4

Preliminary PUD Plans



TOTAL AREA	= 82,680 SF	1.90 AC	
IMPERVIOUS AREA	= 52,063 SF	1.20 AC	63%
PERVIOUS AREA	= 30,617 SF	0.70 AC	37%

MWRD STORMWATER SUMMARY

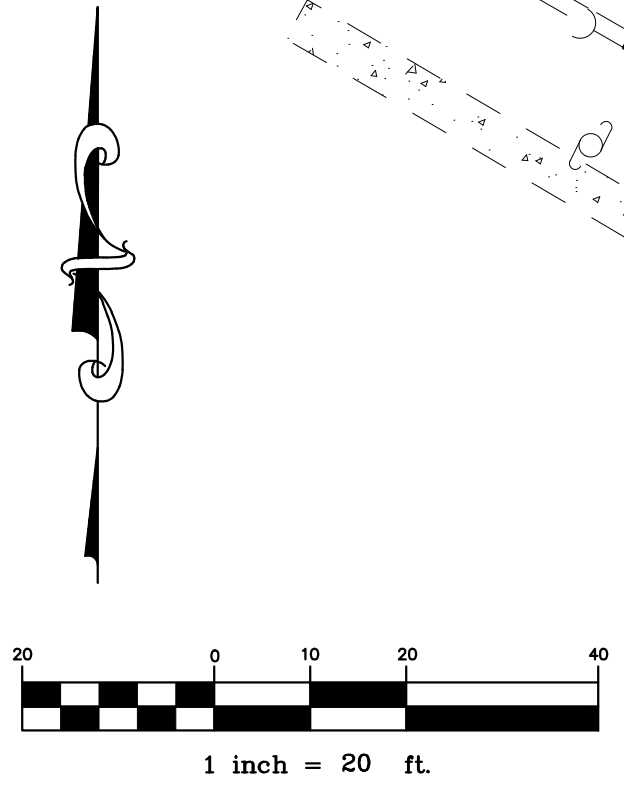
DEVELOPMENT AREA	= 1.90 AC
NEW IMPERVIOUS AREA	= 0.70 AC
VOLUME CONTROL REQ'D	= 0.10 AC-FT
VOLUME CONTROL PROV'D	= 0.10 AC-FT
DETENTION REQ'D	= 0.597 AC-FT
DETENTION PROV'D	= 0.77 AC-FT

VILLAGE OF LEMONT STORMWATER SUMMARY

DEVELOPMENT AREA	= 1.90 AC
RUNOFF COEFFICIENT	= 0.73
REQ'D DETENTION	= 0.611 AC-FT
	X 1.25 = 0.764 AC-FT
STORAGE PROV'D	= 0.77 AC-FT
ALLOWABLE RELEASE RATE	= 0.29 cfs

STORMWATER STORAGE SUMMARY

BASIN & BIOSWALES	= 0.38 AC-FT
UNDERGROUND DETENTION	= 0.39 AC-FT
TOTAL STORAGE	= 0.77 AC-FT

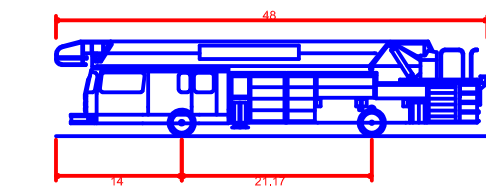
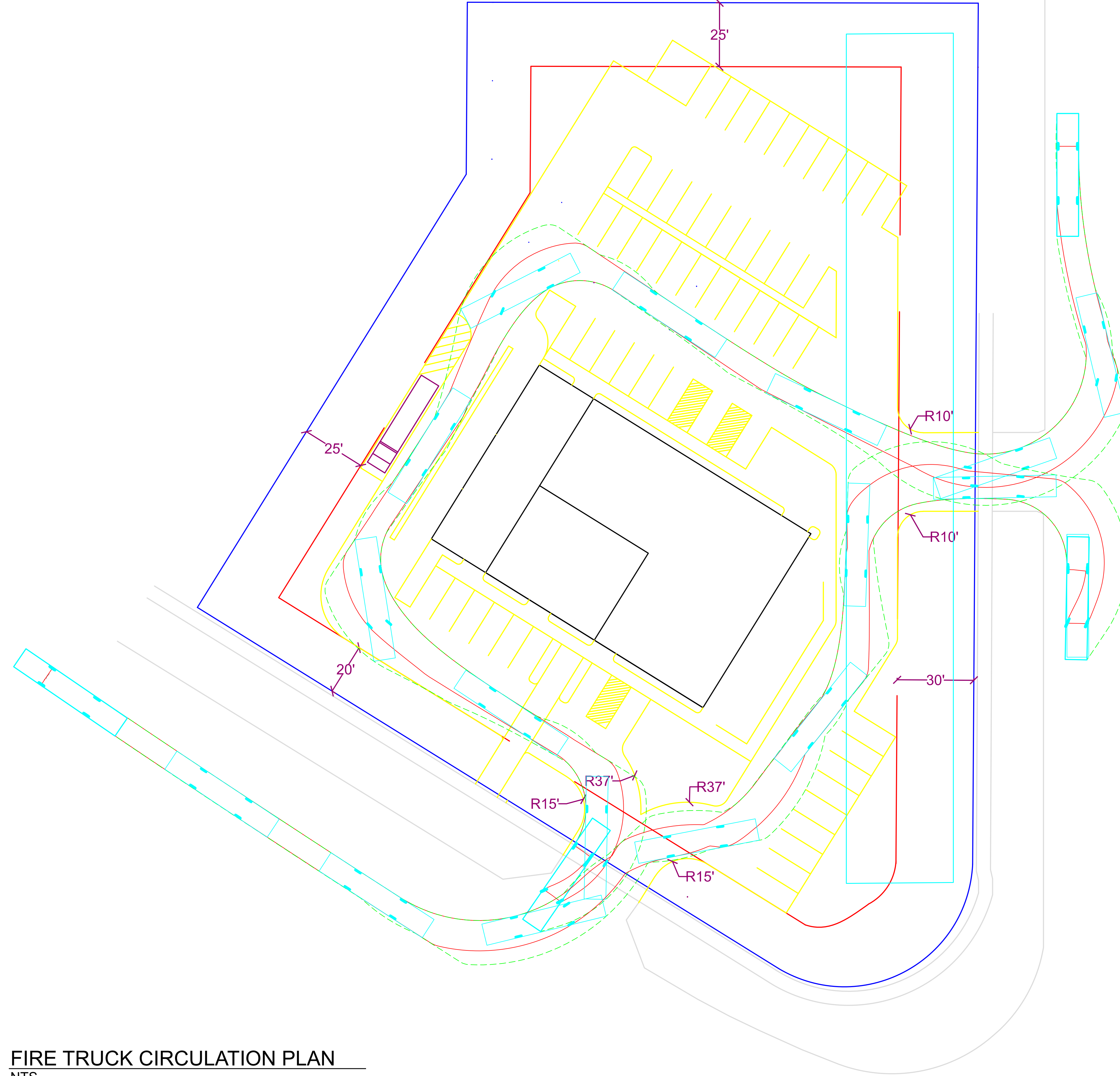


HAMILTON'S PUB - MIXED USE DEVELOPMENT

MOLLY AND PAT ROCHE - OWNERS
1297 MCCARTHY ROAD | LEMONT, ILLINOIS 60439

NO.	ISSUE	DATE
.....

CONCEPT SITE ENGINEERING PLAN



Arlington Heights Tower
 Overall Length 48.000ft
 Overall Width 8.500ft
 Overall Body Height 10.319ft
 Min Body Ground Clearance 0.960ft
 Track Width 8.500ft
 Lock-to-lock time 4.00s
 Max Wheel Angle 40.00°

FIRE TRUCK CIRCULATION PLAN
 NTS

HAMILTON'S PUB - MIXED USE DEVELOPMENT

NO	ISSUE	DATE
•	•	•
•	•	•
•	•	•
•	•	•
•	•	•

FIRE TRUCK CIRCULATION





D-Series Size 0 LED Area Luminaire



Catalog Number
Notes
Type

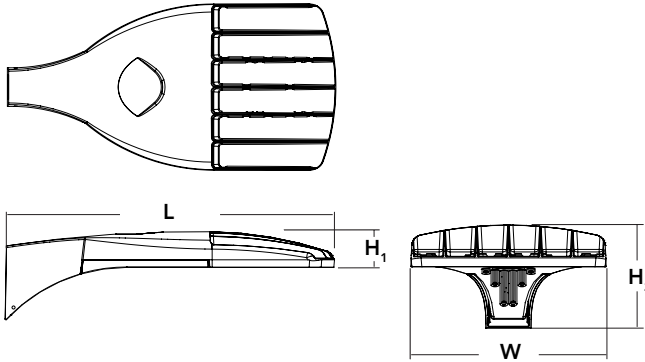
Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Specifications

EPA:	0.95 ft ² (.09 m ²)
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height ₁ :	3" (7.62 cm)
Height ₂ :	7" (17.8 cm)
Weight (max):	16 lbs (7.25 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED					
DSX0 LED	Forward optics P1 P4 P7 P2 P5 P3 P6 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ¹	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control ² LCCO Left corner cutoff ² RCCO Right corner cutoff ²	MVOLT ^{3,4} 120 ⁴ 208 ⁴ 240 ⁴ 277 ⁴ 347 ^{4,5} 480 ^{4,5}	Shipped included SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor ⁶ RPUMBA Round pole universal mounting adaptor ⁶ Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁷

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR generation 2 enabled ^{8,9} PIRHN Network, high/low motion/ambient sensor ¹⁰ PER NEMA twist-lock receptacle only (control ordered separate) ¹¹ PER5 Five-pin receptacle only (control ordered separate) ^{11,12} PER7 Seven-pin receptacle only (leads exit fixture) (control ordered separate) ^{11,12} DMG 0-10V dimming extend out back of housing for external control (control ordered separate) ¹³	PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{14,15} PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{14,15} PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{14,15} PIRH1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{14,15} FAO Field adjustable output ¹⁶	Shipped installed HS House-side shield ¹⁷ SF Single fuse (120, 277, 347V) ⁴ DF Double fuse (208, 240, 480V) ⁴ L90 Left rotated optics ¹ R90 Right rotated optics ¹ DDL Diffused drop lens ¹⁷ Shipped separately BS Bird spikes ¹⁸ EGS External glare shield
		DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white



Ordering Information

Accessories

Ordered and shipped separately.

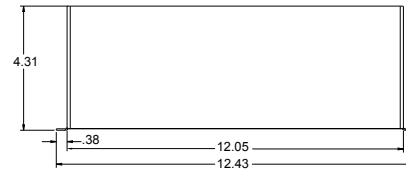
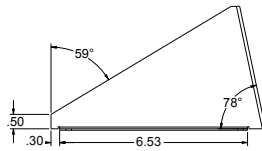
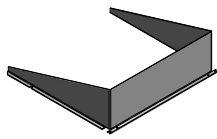
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁹
DSHORT SBK U	Shorting cap ¹⁹
DSXOHS 20C U	House-side shield for P1,P2,P3 and P4 ¹⁷
DSXOHS 30C U	House-side shield for P10,P11,P12 and P13 ¹⁷
DSXOHS 40C U	House-side shield for P5,P6 and P7 ¹⁷
DSXODDL U	Diffused drop lens (polycarbonate) ¹⁷
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) ²⁰
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁴
DSXOEGS (FINISH) U	External glare shield

For more control options, visit [DTL](#) and [ROAM](#) online. Link to [nLight Air 2](#)

NOTES

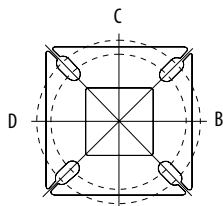
- 1 P10, P11, P12 and P13 and rotated options (L90 or R90) only available together.
- 2 Not available with HS or DDL.
- 3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 4 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 5 Not available with BL30, BL50 or PNM1 options.
- 6 Universal mounting brackets intended for retrofit on existing pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31.
- 7 Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- 8 Must be ordered with PIRHN.
- 9 Sensor cover available only in dark bronze, black, white and natural aluminum colors.
- 10 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit [this link](#).
- 11 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- 12 If ROAM[®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- 13 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V.
- 14 Reference Motion Sensor table on page 3.
- 15 Reference PER Table on page 3 to see functionality.
- 16 Not available with other dimming controls options.
- 17 Not available with BLC, LCCO and RCCO distribution.
- 18 Must be ordered with fixture for factory pre-drilling.
- 19 Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
- 20 For retrofit use only.

EGS – External Glare Shield

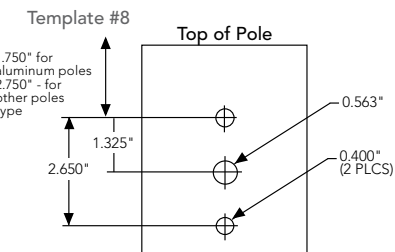


Drilling

HANDHOLE ORIENTATION (from top of pole)



A
Handhole



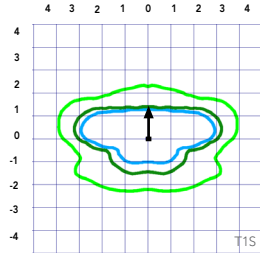
Tenon Mounting Slipfitter

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

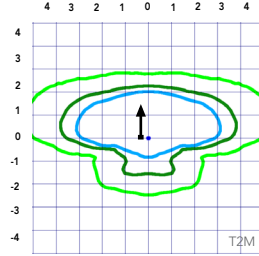
Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
Minimum Acceptable Outside Pole Dimension							
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"		3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"		4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').

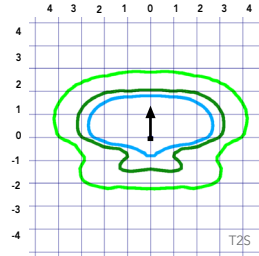
LEGEND



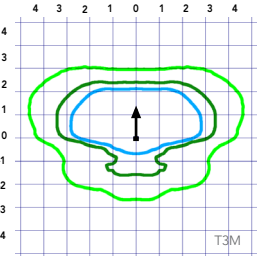
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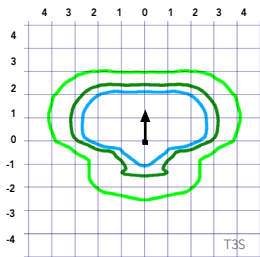
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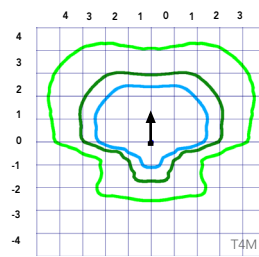
Test No. LTL23457P25 tested in accordance with IESNA LM-79-08.



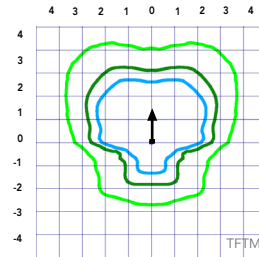
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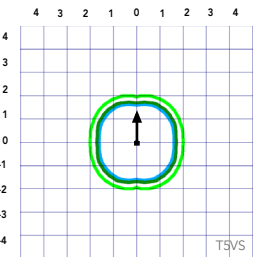
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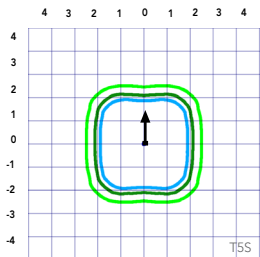
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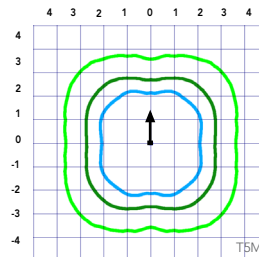
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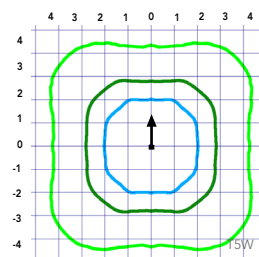
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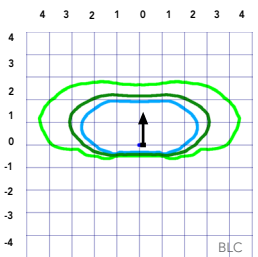
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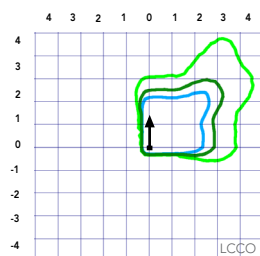
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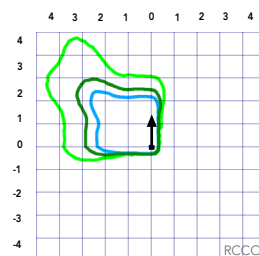
Test No. LTL23451P25 tested in accordance with IESNA LM-79-08.



Test No.



Test No.



Test No.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°C	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with separate Dusk to Dawn or timer.

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	20	530	38	0.32	0.18	0.15	0.15	0.10	0.08
	P2	20	700	49	0.41	0.23	0.20	0.19	0.14	0.11
	P3	20	1050	71	0.60	0.37	0.32	0.27	0.21	0.15
	P4	20	1400	92	0.77	0.45	0.39	0.35	0.28	0.20
	P5	40	700	89	0.74	0.43	0.38	0.34	0.26	0.20
	P6	40	1050	134	1.13	0.65	0.55	0.48	0.39	0.29
	P7	40	1300	166	1.38	0.80	0.69	0.60	0.50	0.37
Rotated Optics (Requires L90 or R90)	P10	30	530	53	0.45	0.26	0.23	0.21	0.16	0.12
	P11	30	700	72	0.60	0.35	0.30	0.27	0.20	0.16
	P12	30	1050	104	0.88	0.50	0.44	0.39	0.31	0.23
	P13	30	1300	128	1.08	0.62	0.54	0.48	0.37	0.27

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																							
Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)								
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW				
P1	20	530	38W	T1S	4,369	1	0	1	115	4,706	1	0	1	124	4,766	1	0	1	125				
				T2S	4,364	1	0	1	115	4,701	1	0	1	124	4,761	1	0	1	125				
				T2M	4,387	1	0	1	115	4,726	1	0	1	124	4,785	1	0	1	126				
				T3S	4,248	1	0	1	112	4,577	1	0	1	120	4,634	1	0	1	122				
				T3M	4,376	1	0	1	115	4,714	1	0	1	124	4,774	1	0	1	126				
				T4M	4,281	1	0	1	113	4,612	1	0	2	121	4,670	1	0	2	123				
				TFTM	4,373	1	0	1	115	4,711	1	0	2	124	4,771	1	0	2	126				
				TSVS	4,548	2	0	0	120	4,900	2	0	0	129	4,962	2	0	0	131				
				TSS	4,552	2	0	0	120	4,904	2	0	0	129	4,966	2	0	0	131				
				TSM	4,541	3	0	1	120	4,891	3	0	1	129	4,953	3	0	1	130				
				TSW	4,576	3	0	2	120	4,929	3	0	2	130	4,992	3	0	2	131				
				BLC	3,586	1	0	1	94	3,863	1	0	1	102	3,912	1	0	1	103				
				LCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77				
				RCCO	2,668	1	0	1	70	2,874	1	0	2	76	2,911	1	0	2	77				
				P2	20	700	49W	T1S	5,570	1	0	1	114	6,001	1	0	1	122	6,077	2	0	2	124
								T2S	5,564	1	0	2	114	5,994	1	0	2	122	6,070	2	0	2	124
T2M	5,593	1	0					1	114	6,025	1	0	1	123	6,102	1	0	1	125				
T3S	5,417	1	0					2	111	5,835	1	0	2	119	5,909	2	0	2	121				
T3M	5,580	1	0					2	114	6,011	1	0	2	123	6,087	1	0	2	124				
T4M	5,458	1	0					2	111	5,880	1	0	2	120	5,955	1	0	2	122				
TFTM	5,576	1	0					2	114	6,007	1	0	2	123	6,083	1	0	2	124				
TSVS	5,799	2	0					0	118	6,247	2	0	0	127	6,327	2	0	0	129				
TSS	5,804	2	0					0	118	6,252	2	0	0	128	6,332	2	0	1	129				
TSM	5,789	3	0					1	118	6,237	3	0	1	127	6,316	3	0	1	129				
TSW	5,834	3	0					2	119	6,285	3	0	2	128	6,364	3	0	2	130				
BLC	4,572	1	0					1	93	4,925	1	0	1	101	4,987	1	0	1	102				
LCCO	3,402	1	0					2	69	3,665	1	0	2	75	3,711	1	0	2	76				
RCCO	3,402	1	0					2	69	3,665	1	0	2	75	3,711	1	0	2	76				
P3	20	1050	71W					T1S	7,833	2	0	2	110	8,438	2	0	2	119	8,545	2	0	2	120
								T2S	7,825	2	0	2	110	8,429	2	0	2	119	8,536	2	0	2	120
				T2M	7,865	2	0	2	111	8,473	2	0	2	119	8,580	2	0	2	121				
				T3S	7,617	2	0	2	107	8,205	2	0	2	116	8,309	2	0	2	117				
				T3M	7,846	2	0	2	111	8,452	2	0	2	119	8,559	2	0	2	121				
				T4M	7,675	2	0	2	108	8,269	2	0	2	116	8,373	2	0	2	118				
				TFTM	7,841	2	0	2	110	8,447	2	0	2	119	8,554	2	0	2	120				
				TSVS	8,155	3	0	0	115	8,785	3	0	0	124	8,896	3	0	0	125				
				TSS	8,162	3	0	1	115	8,792	3	0	1	124	8,904	3	0	1	125				
				TSM	8,141	3	0	2	115	8,770	3	0	2	124	8,881	3	0	2	125				
				TSW	8,204	3	0	2	116	8,838	4	0	2	124	8,950	4	0	2	126				
				BLC	6,429	1	0	2	91	6,926	1	0	2	98	7,013	1	0	2	99				
				LCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73				
				RCCO	4,784	1	0	2	67	5,153	1	0	2	73	5,218	1	0	2	73				
				P4	20	1400	92W	T1S	9,791	2	0	2	106	10,547	2	0	2	115	10,681	2	0	2	116
								T2S	9,780	2	0	2	106	10,536	2	0	2	115	10,669	2	0	2	116
T2M	9,831	2	0					2	107	10,590	2	0	2	115	10,724	2	0	2	117				
T3S	9,521	2	0					2	103	10,256	2	0	2	111	10,386	2	0	2	113				
T3M	9,807	2	0					2	107	10,565	2	0	2	115	10,698	2	0	2	116				
T4M	9,594	2	0					2	104	10,335	2	0	3	112	10,466	2	0	3	114				
TFTM	9,801	2	0					2	107	10,558	2	0	2	115	10,692	2	0	2	116				
TSVS	10,193	3	0					1	111	10,981	3	0	1	119	11,120	3	0	1	121				
TSS	10,201	3	0					1	111	10,990	3	0	1	119	11,129	3	0	1	121				
TSM	10,176	4	0					2	111	10,962	4	0	2	119	11,101	4	0	2	121				
TSW	10,254	4	0					3	111	11,047	4	0	3	120	11,186	4	0	3	122				
BLC	8,036	1	0					2	87	8,656	1	0	2	94	8,766	1	0	2	95				
LCCO	5,979	1	0					2	65	6,441	1	0	2	70	6,523	1	0	3	71				
	5,979	1	0					2	65	6,441	1	0	2	70	6,523	1	0	3	71				

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																			
Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P5	40	700	89W	T1S	10,831	2	0	2	122	11,668	2	0	2	131	11,816	2	0	2	133
				T2S	10,820	2	0	2	122	11,656	2	0	2	131	11,803	2	0	2	133
				T2M	10,876	2	0	2	122	11,716	2	0	2	132	11,864	2	0	2	133
				T3S	10,532	2	0	2	118	11,346	2	0	2	127	11,490	2	0	2	129
				T3M	10,849	2	0	2	122	11,687	2	0	2	131	11,835	2	0	2	133
				T4M	10,613	2	0	3	119	11,434	2	0	3	128	11,578	2	0	3	130
				TFTM	10,842	2	0	2	122	11,680	2	0	2	131	11,828	2	0	2	133
				TSVS	11,276	3	0	1	127	12,148	3	0	1	136	12,302	3	0	1	138
				T5S	11,286	3	0	1	127	12,158	3	0	1	137	12,312	3	0	1	138
				T5M	11,257	4	0	2	126	12,127	4	0	2	136	12,280	4	0	2	138
				T5W	11,344	4	0	3	127	12,221	4	0	3	137	12,375	4	0	3	139
				BLC	8,890	1	0	2	100	9,576	1	0	2	108	9,698	1	0	2	109
				LCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81
				RCCO	6,615	1	0	3	74	7,126	1	0	3	80	7,216	1	0	3	81
				P6	40	1050	134W	T1S	14,805	3	0	3	110	15,949	3	0	3	119	16,151
T2S	14,789	3	0					3	110	15,932	3	0	3	119	16,134	3	0	3	120
T2M	14,865	3	0					3	111	16,014	3	0	3	120	16,217	3	0	3	121
T3S	14,396	3	0					3	107	15,509	3	0	3	116	15,705	3	0	3	117
T3M	14,829	2	0					3	111	15,975	3	0	3	119	16,177	3	0	3	121
T4M	14,507	2	0					3	108	15,628	3	0	3	117	15,826	3	0	3	118
TFTM	14,820	2	0					3	111	15,965	3	0	3	119	16,167	3	0	3	121
TSVS	15,413	4	0					1	115	16,604	4	0	1	124	16,815	4	0	1	125
T5S	15,426	3	0					1	115	16,618	4	0	1	124	16,828	4	0	1	126
T5M	15,387	4	0					2	115	16,576	4	0	2	124	16,786	4	0	2	125
T5W	15,506	4	0					3	116	16,704	4	0	3	125	16,915	4	0	3	126
BLC	12,151	1	0					2	91	13,090	1	0	2	98	13,255	1	0	2	99
LCCO	9,041	1	0					3	67	9,740	1	0	3	73	9,863	1	0	3	74
RCCO	9,041	1	0					3	67	9,740	1	0	3	73	9,863	1	0	3	74
P7	40	1300	166W					T1S	17,023	3	0	3	103	18,338	3	0	3	110	18,570
				T2S	17,005	3	0	3	102	18,319	3	0	3	110	18,551	3	0	3	112
				T2M	17,092	3	0	3	103	18,413	3	0	3	111	18,646	3	0	3	112
				T3S	16,553	3	0	3	100	17,832	3	0	3	107	18,058	3	0	3	109
				T3M	17,051	3	0	3	103	18,369	3	0	3	111	18,601	3	0	3	112
				T4M	16,681	3	0	3	100	17,969	3	0	3	108	18,197	3	0	3	110
				TFTM	17,040	3	0	3	103	18,357	3	0	4	111	18,590	3	0	4	112
				TSVS	17,723	4	0	1	107	19,092	4	0	1	115	19,334	4	0	1	116
				T5S	17,737	4	0	2	107	19,108	4	0	2	115	19,349	4	0	2	117
				T5M	17,692	4	0	2	107	19,059	4	0	2	115	19,301	4	0	2	116
				T5W	17,829	5	0	3	107	19,207	5	0	3	116	19,450	5	0	3	117
				BLC	13,971	2	0	2	84	15,051	2	0	2	91	15,241	2	0	2	92
				LCCO	10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68
					10,396	1	0	3	63	11,199	1	0	3	67	11,341	1	0	3	68

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics																			
Power Package	LED Count	Drive Current	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P10	30	530	53W	T1S	6,727	2	0	2	127	7,247	3	0	3	137	7,339	3	0	3	138
				T2S	6,689	3	0	3	126	7,205	3	0	3	136	7,297	3	0	3	138
				T2M	6,809	3	0	3	128	7,336	3	0	3	138	7,428	3	0	3	140
				T3S	6,585	3	0	3	124	7,094	3	0	3	134	7,183	3	0	3	136
				T3M	6,805	3	0	3	128	7,331	3	0	3	138	7,424	3	0	3	140
				T4M	6,677	3	0	3	126	7,193	3	0	3	136	7,284	3	0	3	137
				TFTM	6,850	3	0	3	129	7,379	3	0	3	139	7,472	3	0	3	141
				TSVS	6,898	3	0	0	130	7,431	3	0	0	140	7,525	3	0	0	142
				T5S	6,840	2	0	1	129	7,368	2	0	1	139	7,461	2	0	1	141
				TSM	6,838	3	0	1	129	7,366	3	0	2	139	7,460	3	0	2	141
				TSW	6,777	3	0	2	128	7,300	3	0	2	138	7,393	3	0	2	139
				BLC	5,626	2	0	2	106	6,060	2	0	2	114	6,137	2	0	2	116
				LCCO	4,018	1	0	2	76	4,328	1	0	2	82	4,383	1	0	2	83
				RCCO	4,013	3	0	3	76	4,323	3	0	3	82	4,377	3	0	3	83
				P11	30	700	72W	T1S	8,594	3	0	3	119	9,258	3	0	3	129	9,376
T2S	8,545	3	0					3	119	9,205	3	0	3	128	9,322	3	0	3	129
T2M	8,699	3	0					3	121	9,371	3	0	3	130	9,490	3	0	3	132
T3S	8,412	3	0					3	117	9,062	3	0	3	126	9,177	3	0	3	127
T3M	8,694	3	0					3	121	9,366	3	0	3	130	9,484	3	0	3	132
T4M	8,530	3	0					3	118	9,189	3	0	3	128	9,305	3	0	3	129
TFTM	8,750	3	0					3	122	9,427	3	0	3	131	9,546	3	0	3	133
TSVS	8,812	3	0					0	122	9,493	3	0	0	132	9,613	3	0	0	134
T5S	8,738	3	0					1	121	9,413	3	0	1	131	9,532	3	0	1	132
TSM	8,736	3	0					2	121	9,411	3	0	2	131	9,530	3	0	2	132
TSW	8,657	4	0					2	120	9,326	4	0	2	130	9,444	4	0	2	131
BLC	7,187	3	0					3	100	7,742	3	0	3	108	7,840	3	0	3	109
LCCO	5,133	1	0					2	71	5,529	1	0	2	77	5,599	1	0	2	78
RCCO	5,126	3	0					3	71	5,522	3	0	3	77	5,592	3	0	3	78
P12	30	1050	104W					T1S	12,149	3	0	3	117	13,088	3	0	3	126	13,253
				T2S	12,079	4	0	4	116	13,012	4	0	4	125	13,177	4	0	4	127
				T2M	12,297	3	0	3	118	13,247	3	0	3	127	13,415	3	0	3	129
				T3S	11,891	4	0	4	114	12,810	4	0	4	123	12,972	4	0	4	125
				T3M	12,290	3	0	3	118	13,239	4	0	4	127	13,407	4	0	4	129
				T4M	12,058	4	0	4	116	12,990	4	0	4	125	13,154	4	0	4	126
				TFTM	12,369	4	0	4	119	13,325	4	0	4	128	13,494	4	0	4	130
				TSVS	12,456	3	0	1	120	13,419	3	0	1	129	13,589	4	0	1	131
				T5S	12,351	3	0	1	119	13,306	3	0	1	128	13,474	3	0	1	130
				TSM	12,349	4	0	2	119	13,303	4	0	2	128	13,471	4	0	2	130
				TSW	12,238	4	0	3	118	13,183	4	0	3	127	13,350	4	0	3	128
				BLC	10,159	3	0	3	98	10,944	3	0	3	105	11,083	3	0	3	107
				LCCO	7,256	1	0	3	70	7,816	1	0	3	75	7,915	1	0	3	76
				RCCO	7,246	3	0	3	70	7,806	4	0	4	75	7,905	4	0	4	76
				P13	30	1300	128W	T1S	14,438	3	0	3	113	15,554	3	0	3	122	15,751
T2S	14,355	4	0					4	112	15,465	4	0	4	121	15,660	4	0	4	122
T2M	14,614	3	0					3	114	15,744	4	0	4	123	15,943	4	0	4	125
T3S	14,132	4	0					4	110	15,224	4	0	4	119	15,417	4	0	4	120
T3M	14,606	4	0					4	114	15,735	4	0	4	123	15,934	4	0	4	124
T4M	14,330	4	0					4	112	15,438	4	0	4	121	15,633	4	0	4	122
TFTM	14,701	4	0					4	115	15,836	4	0	4	124	16,037	4	0	4	125
TSVS	14,804	4	0					1	116	15,948	4	0	1	125	16,150	4	0	1	126
T5S	14,679	3	0					1	115	15,814	3	0	1	124	16,014	3	0	1	125
TSM	14,676	4	0					2	115	15,810	4	0	2	124	16,010	4	0	2	125
TSW	14,544	4	0					3	114	15,668	4	0	3	122	15,866	4	0	3	124
BLC	7919	3	0					3	62	8531	3	0	3	67	8639	3	0	3	67
LCCO	5145	1	0					2	40	5543	1	0	2	43	5613	1	0	2	44
	5139	3	0					3	40	5536	3	0	3	43	5606	3	0	3	44

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background¹

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire.
Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX0 LED area luminaire has a number of control options. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS

The DSX0 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found [here](#).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocell receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/resources/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.



COMMERCIAL OUTDOOR

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DSX0-LED
Rev. 12/09/19
Page 8 of 8

Attachment 5

Staff and Consultant Comments

JEP, Inc.
Patrick & Molly Roche
519 Claremont Drive
Downers Grove, Illinois 60516

Proposal:
1297 McCarthy Road
Zoning: B-3, Arterial Commercial District
Lot Size: 1.91 acres
Proposed Use: Mixed use building with
commercial and residential

December 26, 2019

Dear Mr. Patrick Roche:

The Village of Lemont has received the Preliminary PUD plans and Application for 1297 McCarthy Road. The following Planning and Zoning comments are preliminary in nature and may not include all requirements set forth the by the Village's Unified Development Ordinance.

https://library.municode.com/il/lemont/codes/code_of_ordinances?nodeId=TIT17UNDEOR_ARTIIZOZO
[OR](#)

UDO PLANNING & ZONING COMMENTS

Please provide a written response to each comment with your next submittal:

1. Residential (multi-family) is not a permitted use in the B-3 zoning district. A tavern, café and retail are all permitted uses in the B-3 zoning district. The residential component, three 2nd-story apartment units, will be a part of the proposed PUD.
2. The adjacent property to the north, west and east is unincorporated Cook County R-4, Single-Family Residential. A transition yard is required along the northern and western property line, which is in addition to the required setback. If no transition yard is proposed as it appears, this will be a requested exception in the PUD. (A transition yard is a minimum of 12 feet and shall include a fence, berm and plantings). More landscaping should be added along the property lines that abut residential. A fence should be explored along the property lines in this area as well.
3. The outdoor dining and seating area will require a special use permit within the requested PUD.
4. A drive-through is a special use in the B-3 zoning district and will be requested in the proposed PUD.
5. The landscape plan data chart makes a reference to Westmont's code. Please remove the reference and ensure Lemont's code is being followed.

6. The site appears to be 8 parking stalls less than required by the UDO. The reduced parking can be an exception in the UDO. The following amount of parking stalls are required for the UDO:
 - a. 6,000 sf for Pub (1/150 Gross Floor Area GFA for Tavern): 40 stalls
 - b. 2,000 sf for Retail/Office (1/250 GFA for retail): 8 stalls
 - c. 2,000 sf for Coffee/Café (1/200 for café/coffee shop): 10 stalls
 - d. Multi-family dwellings: (1.5 per dwelling unit): 4.5
7. Are certain parking stalls delineated for the residences? Provide any details (i.e. location, signage, etc.) on if certain parking stalls will be assigned to the residences.
8. For mixed use buildings, shared parking and collective parking arrangements may apply. Provide a narrative/response regarding the hours for the businesses. This should help with the exception request in the PUD.
9. Provide any signage details. Verify the signage will meet the UDO. Will there be a monument sign? If there is a monument sign, it must be landscaped according to §17.20.
10. Provide details on trash enclosure. It must be surrounded by a solid material (wood, masonry) and a gate. Chain link is not an allowed material for a trash enclosure.
11. Any PUD with a residential component should consist of at least 15% open space. The 3 apartment units trigger this requirement although the proposal is a majority of pub, retail and coffee/café. The lack of common open space will be a requested exception in the PUD.
12. Provide the parking stall dimensions. The stalls shall be a minimum of 9x18 feet.

Landscaping.

13. Verify there is 35 sf per parking stall (1,925 sf for 55 parking stalls) of interior lot landscaping required per §17.20.070 C.1.
14. Provide a tree preservation plan/document to verify the opportunities to preserve any existing trees, specifically the species of the trees that are proposed to stay.
15. The internal walkway for the sidewalk connection the proposed multi-use building to the existing street sidewalk must feature landscaping for at least 50% of its length.

Architecture and Commercial Design Standards.

16. The use of 'thermally modified wood cladding' will be a requested exception in the PUD.
17. Verify the rooftop mechanical equipment (if applicable) is concealed from public view.
18. Verify the 'overhang' over the customer entrances projects at least 3 feet from the supporting wall.

The purpose of this review is to make certain its general compliance with Village ordinances and standard practices regarding site development, landscaping and design. This review is only for general conformance with the design criteria established by the Village and is subject to both the completeness of the information submitted by the developer's professional staff and also the actual ability of the plan to perform in accordance with its intent. Actual field conditions may vary and additional items may arise which are not readily apparent based on this submittal.



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The developer's design professionals are responsible for performing and checking all design computations, dimensions, and details relating to design, construction, compliance with all applicable codes and regulations, and obtaining all permits. Additionally, other bodies of government may have jurisdiction over various aspects of this development. The developer should be advised that additional measures may be required based on actual field conditions and formal approvals of the other agencies.

Best Regards,

A handwritten signature in black ink that reads 'Jamie Tate'.

Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860



December 23, 2019

Mr. Mark Herman
Community Development Manager
Village of Lemont
418 Main Street
Lemont, IL 60439

RE: 1297 McCarthy Road – Review #1

Dear Mark:

As requested, I have reviewed the Preliminary PUD submittal / plans. The following comments summarize my review.

1. The parkway trees are to be 3" caliper.
2. Sheet L1.00 – Landscape Ordinance Review: Westmont, Illinois?
3. Besides the existing canopy trees that are shown, what is the composition of the rest of the Woodland understory trees?
4. The trees to be saved should be inventoried and an action plan should be developed that shows to how they will be saved and maintained.
5. The trees to be saved and planted along Walker Road are on both sides of the power lines that run along the edge of the sidewalk.
6. How are the trees to be saved in the bio-swales going to be saved?
7. My assumption is that the 5 Catalpa trees will be Catalpa Speciosa 'HIAWATHA 2' which is an interesting tree but it still has large seed pods. I do not recommend catalpa trees for the parkway or close to the power lines.
8. The Landscape Plan does not include a required maintenance plan as noted in Section 17.20.120 of the UDO particularly item A3.

Sincerely,
URBAN FOREST MANAGEMENT, INC.

Charles A. Stewart CF 106
Vice-President

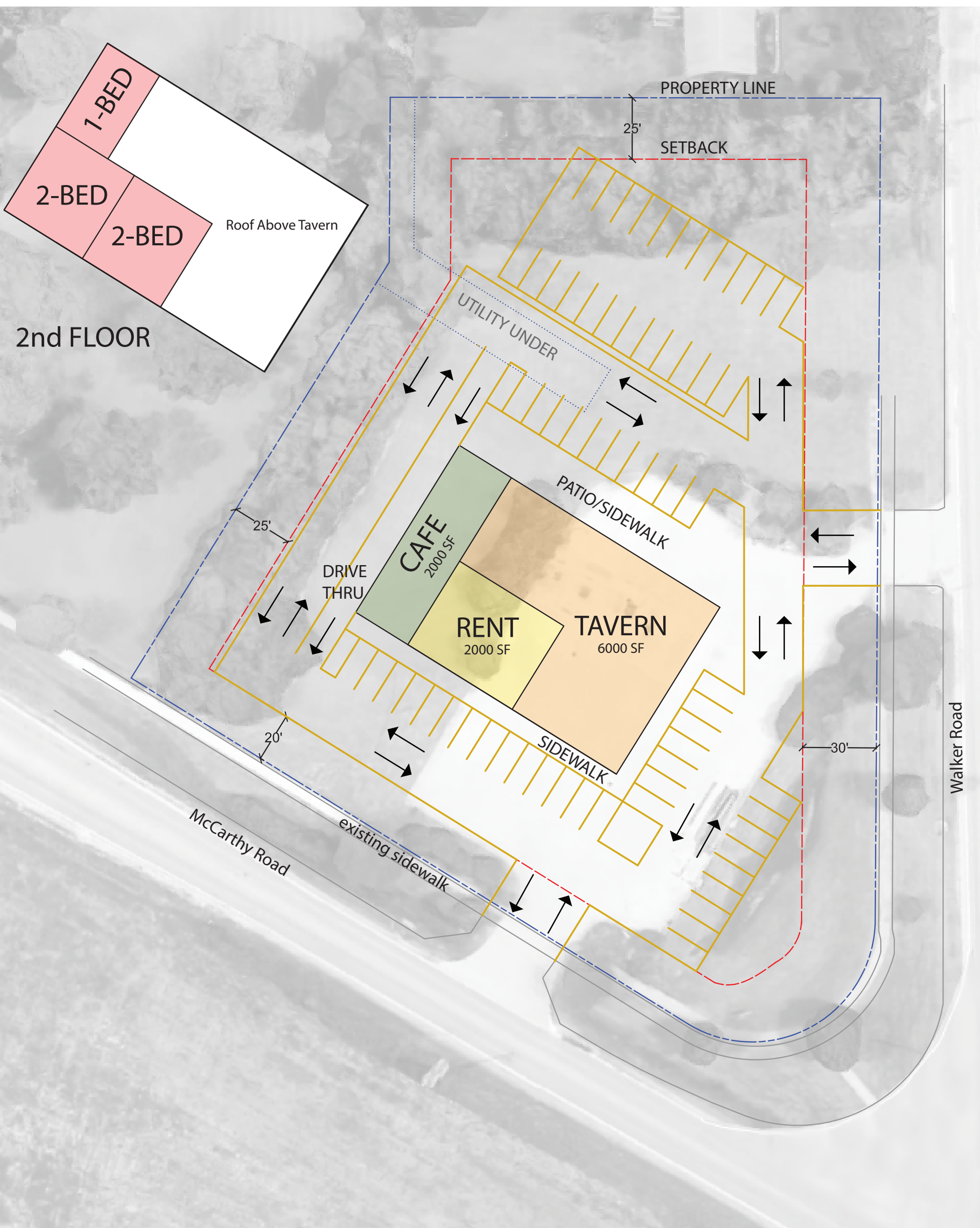
Attachment 6

TRC Plan and Comments

Zoning:	
B-3: Neighborhood Retail	Setbacks: 20Fr, 25Si, 30Co
83,113sf total parcel	55,200sf with setbacks
	TABLE 17-07-2
35 foot max height	80% coverage allowed
Drive-Thru must be in back	

Parking	
Tavern: 1 per 150 sq. ft. of GFA	6000 sf = 40 spaces
Coffee Shop/Café: 1 per 200 sq. ft. of GFA	2000 sf = 10 spaces
Office: 1 per 300 sq. ft. of GFA	2000 sf = 7 spaces
*Bed and Breakfast: 1 per guest room	3 rooms = 3 spaces
Multi-Family: 1.5 per dwelling unit	3 units = 5 spaces
TABLE 17-10-02.	Min. Total: 62 spaces
*Not included in calculated total	

64 potential spaces shown below



10/21/2019

Zoning Analysis
LEMONT TAVERN
PRELIMINARY ZONING ANALYSIS STUDY
 1297 McCarthy Road, Lemont, IL 60439

01



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Project: Lemont Tavern Mixed Use

Applicant: Pat & Molly Roche

Location: 1297 McCarthy Road, Lemont IL (22-28-206-021-0000)

Date: October 30, 2019

Proposed plan by: Studio GC Architecture & Interiors dated 10/21/2019 (Pat Callahan)

Site: 83,113 sf (1.91 acre)

Existing zoning: B-3, Arterial Commercial District

Proposed project: New Construction Tavern, Café, Retail space with Multifamily above (Mixed Use)



Comprehensive Plan:

The future land use map in the Lemont 2030 Comprehensive Plan designates this area as Neighborhood Retail (NR). Neighborhood Retail is characterized by “convenience-orientated retail uses; i.e. the shops and offices that local residents need to visit on a regular basis. Buildings in this district are typically buildings occupied by a single business on a stand-alone site or small shopping centers made up of one or two buildings containing a row of attached rental units. On-site parking is generally provided.

Development within the neighborhood retail district will be designed to complement adjacent neighborhoods. Generally, NR developments will be located at the intersection of two arterial roadways or the intersection of an arterial roadway and a collector roadway. Although located along highway traffic streets, developments in this district will be easily and comfortably accessed by walking and bicycling and where applicable, transit.

Developments in this district may include single-tenant retail sites and multi-tenant shopping centers. The shopping centers in this district vary in size from less than 30,000 sf to 125,000 sf on sites up to 5 acres. The

smaller shopping centers in this district may not have an anchor tenant and primarily rely on the population within 1 mile or less for the majority of their customers. The larger centers in this district generally have only one anchor tenant and primarily rely on the population within 3 miles or less for the majority of their customers. Anchor tenants are usually grocers, but less common anchor tenants include pharmacies, dollar/novelty stores, and discount apparel stores. Other tenants in a neighborhood retail center commonly include food service businesses, personal service businesses (i.e. salons) and financial service businesses (i.e. banks).

Process:

- Pre-development meeting
- TRC Meeting (scheduled 10/30/2019)
- Submit plans for a Preliminary PUD review; place on agenda for Planning & Zoning Commission (if the applicant desires commercial mixed with residential [multi-family above the units], a PUD is the best approach).
- Public hearing at Planning & Zoning Commission
- Discussion at Village Board's Committee of the Whole (COW)
- Preliminary PUD approval at the Village Board Meeting
- Prepare and submit final PUD plans
- Once the plans are satisfactory with staff, place on agenda for Final PUD Approval through the Plan Commission, COW and Village Board.

Purpose of the B-3 Zoning District:

This district is intended to accommodate a wide range of retail, service, and commercial uses where patrons arrive by vehicle rather than other modes of transportation. This district is meant for the highest intensities of commercial use.

Planning Comments from the UDO:

1. Residential (multi-family) is not a permitted use in the B-3 zoning district. A bed and breakfast is a permitted use in the B-3 zoning district. A tavern, café and retail are all permitted uses in the B-3 zoning district.
2. A transition yard will be required along the northern and western property line as the adjacent property is zoned and utilized as residential. Transition yards are in addition to the minimum setback requirements.
 - a. Transition yards shall have a minimum depth of 12 feet.
 - b. Screening shall be provided in accordance with the landscape standards of §17.20.060 (i.e. a fence, a berm and plantings).
 - c. The transition yard shall not be used for parking, loading, servicing or storage.
3. Please note, outdoor dining and seating areas on private property with a seating capacity of ten or more shall require a special use permit. §17.06.120 C.
4. A drive-through is a special use in the B-3 zoning district.
 - a. Drive-throughs (standards found in urban design requirements):

- i. Each drive through facility shall be designed so that the drive-through window is not on a side of a building facing a public street.
 - ii. The que area shall not interfere with the other on-site circulation and parking arrangements.
 - iii. How is the drive-through delineated? Is it striping or a hard curb?
 - iv. The type of drive-through proposed is not ideal (adjacent to a multi-directional drive aisle). Provide signage for those leaving the drive through lane to look for traffic behind them.
- 5. A dumpster enclosure will be required per §17.06.030 G. Permitted materials are wood or masonry, no chain link.
- 6. Verify a delivery truck can maneuver through the site. What kind of trucks? Time of day?
- 7. **PUD Requirement:** Each PUD with a residential component should consist of at least 15% open space. The open space should meet the standards found in §17.08.030.
- 8. Parking space dimensions: For head-in or diagonal parking, stalls shall be a minimum of 9x18 feet. For parallel parking, stalls shall be a minimum of 8x22 feet.
- 9. Parking for multi-use buildings. If a building or lot contains more than one land use, the off-street parking and loading requirements shall be based on the total of the off-street parking and loading requirements for all the individual uses. Shared parking and collective parking arrangements may apply. *The parking appears to be sufficient according to the data table.*
- 10. The northern parking lot should have a bump out so vehicles can back up in the northwest corner of the lot. Has there been consideration to attempt to connect the two lots so they have two connections rather than the one in the northeast corner of the site?
- 11. All signs must meet the UDO requirements found in §17.11. It is suggested a sign plan be submitted during the preliminary review in order to verify compliance or if additional approval is required.
- 12. The multi-family component of the proposed development would apply for §17.18 Land/Cash Contributions as the number of dwelling units allowed on the parcel would be increased.

Landscaping (Reference §17.20.30 for the following comments):

- 13. Landscape Plan must be prepared by a registered landscape architect
- 14. §17.20.070 Landscape Standards for parking lots:
 - a. Exterior of parking lot must be landscaped with at least 3 plant units per 100 feet of linear distance surrounding parking lot.
 - b. Interior of parking lot: Landscaped areas totaling at least 35 sf per parking stall shall be provided on the interior of the parking lot.
 - c. Interior parking shall be dispersed throughout the parking lot and should be designed to delineate vehicular and pedestrian circulation patterns.
 - d. Each Landscaped island shall be a minimum 9'x9' in size, as measured from back of curb to back of curb. At least one canopy tree in each island.
- 15. §17.20.090 Foundation beds and plantings.

- e. Minimum 8' in width landscaped area except those areas used for entrances and pedestrian ways shall be located along the front of the building or the side of the building containing the entrance. Specs are in UDO.
 - f. Foundation landscaping shall consist of large and small shrubs, ornamental grasses, perennials, and annuals or some combination of all these plants.
16. All reasonable efforts shall occur in the site design of a proposed development to preserve existing trees. §17.20.130

Commercial Design Standards §17.21.030

17. Building elevations facing a public street shall have a minimum 75%, excluding glass, of the wall area facing the street constructed of one or more of the following materials:
- g. Face brick of clay, or
 - h. Native stone, or
 - i. Fiber cement board siding.
18. Exterior walls not facing a public street shall have a minimum 50%, excluding glass, of the wall area constructed of one or more of the materials listed above.
19. Building exterior walls greater than 100 feet in length shall incorporate recesses and projections a minimum of 3 feet in depth and a minimum 20 contiguous feet within each 100 feet of exterior wall length.
20. Any mechanical equipment (including on the roof) shall be screened from public view.
21. Building entrances:
- j. Must have clearly defined, highly visible customer entrance feature at least 3 of the following:
 - i. Canopies, awnings or porticos, or
 - ii. Overhangs of at least 3 feet from the supporting wall, or
 - iii. Articulation of the building exterior wall, either recessed or projected, at the entrance, or
 - iv. Corniced parapets over the door, or
 - v. Arches or peaked roof forms above entrance, or
 - vi. Architectural details such as tile work, brick soldier course or moldings.
22. Provide a clear pedestrian sidewalk connection to building entrance. This must feature landscaping for at least 50% of its length.
23. Sidewalks shall not be placed adjacent to street curbs, but rather shall be separated from street curbs by parkway of at least 5' of landscaped or sodded area.
24. Sidewalks shall be provided along the full length of any exterior wall featuring a customer entrance and along any exterior wall facing a parking area intended for customers and the general public.
25. A minimum of 40% of the area between 4 feet and 10 feet in height on a building shall be comprised of clear, non-reflective windows that allow views of indoor commercial space or product display areas.
26. Exterior building walls colors shall be low reflectance, subtle, neutral or earth tones. The use of high intensity colors, metallic colors or fluorescent colors is prohibited.

27. The use of metal exterior panels on building elevations is prohibited.

The comments above are preliminary and general in nature and do not constitute a full review of all ordinances and codes in the Village of Lemont. Many comments and suggestions are meant to guide the applicant through the creation of more final documents. Please contact me with questions.

Sincerely,

A handwritten signature in black ink that reads "Jamie Tate". The signature is written in a cursive, slightly slanted style.

Jamie Tate, AICP
Consulting Planner
jtate@lemont.il.us
630.640.5860