



AGENDA FOR REGULAR MEETING VILLAGE OF TINLEY PARK PLAN COMMISSION

December 2, 2021 – 7:00 P.M.
Council Chambers
Village Hall – 16250 S. Oak Park Avenue

Regular Meeting Called to Order

Pledge of Allegiance

Roll Call Taken

Communications

Approval of Minutes: Minutes of the November 18, 2021 Regular Meeting

ITEM #1 PUBLIC HEARING – 16050 76TH AVENUE, GONZALEZ – CORNER FENCE VARIATION

Consider recommending that the Village Board grant Sergio Gonzalez (property owner) a Variance from Section III.J. of the Zoning Code (Fence Regulations) at the property located at 16050 76th Avenue in the R-4 Single Family Residential zoning district. This Variance would permit the Petitioner to install a six-foot (6') high privacy style fence to encroach twenty-five feet (25') into the required secondary front yard and located on the property line.

ITEM #2 PUBLIC HEARING – THE RESIDENCE AT BROOKSIDE GLEN/ MAGNUSON APARTMENTS – SPECIAL USE FOR A PUD SUBSTANTIAL DEVIATION

Consider recommending that the Village Board grant the Petitioner, Karli Mayer on behalf of One Magnuson Lane, LLC, a Special Use Permit for a Substantial Deviation from the Brookside Glen Planned Unit Development (a.k.a. The Residence at Brookside Glen) to modify the elevations of the residential structures at the properties 19248-88 Magnuson Lane in the R-6 PD (Medium Density Residential) Zoning District.

Receive Comments from the Public

Good of the Order

Adjourn Meeting



**MINUTES OF THE REGULAR MEETING OF THE
PLAN COMMISSION, VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS**

November 18, 2021

The meeting of the Plan Commission, Village of Tinley Park, Illinois, was held in the Council Chambers located in the Village Hall of Tinley Park, 16250 Oak Park Avenue, Tinley Park, IL on November 18, 2021.

CALL TO ORDER – CHAIRMAN GRAY called to order the Regular Meeting of the Plan Commission for November 18, 2021 at 7:03 p.m.

Lori Kosmatka called the roll.

Present and responding to roll call were the following:

Chairman Garrett Gray
James Gaskill
Frank Loscuito
Ken Shaw
Kurt Truxal

Absent Plan Commissioners:

Angela Gatto
Eduardo Mani

Village Officials and Staff:

Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner

Petitioners:

None

Members of the Public:

William Foster

COMMUNICATIONS –

CHAIRMAN GRAY welcomed new Plan Commissioner Kurt Truxal.

There were no communications from Village Staff.

APPROVAL OF MINUTES - Minutes of the October 21, 2021 Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER GASKILL. The motion was seconded by COMMISSIONER SHAW to approve the October 21, 2021 minutes. CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE NOVEMBER 18, 2021 REGULAR MEETING

ITEM #1 PUBLIC HEARING – RESIDENCE AT BROOKSIDE GLEN/MAGNUSON APARTMENTS, SPECIAL USE FOR A PUD SUBSTANTIAL DEVIATION

Consider recommending that the Village Board grant the Petitioner, Karli Mayer on behalf of One Magnuson Lane, LLC, a Special Use Permit for a Substantial Deviation from the Brookside Glen Planned Unit Development (a.k.a. The Residence at Brookside Glen) to modify the elevations of the residential structures at the properties 19248-88 Magnuson Lane in the R-6 PD (Medium Density Residential) Zoning District.

Present Plan Commissioners: Chairman Garrett Gray
James Gaskill
Frank Loscuito
Ken Shaw
Kurt Truxal

Absent Plan Commissioners: Angela Gatto
Eduardo Mani

Village Officials and Staff: Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner

Petitioners: None

Members of the Public: None

CHAIRMAN GRAY noted that he was informed by Staff that the application submitted by the developer seeking the Substantial Deviation is incomplete and did not include a number of deviations from the original PUD ordinance. Therefore he asked for a motion to continue the public hearing for the Residence at Brookside Glen Magnuson Apartments Special Use for a PUD Substantial Deviation to December 16, 2021 so that a completed application may be completed and considered by the Commission.

A motion was made by COMMISSIONER GASKILL. The motion was seconded by COMMISSIONER TRUXAL.

CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE NOVEMBER 18, 2021 REGULAR MEETING

ITEM #2 PUBLIC HEARING – TOBACCO AND NICOTINE-RELATED RETAIL USES – ZONING ORDINANCE TEXT AMENDMENT

Consider recommending that the Village Board adopt a proposed text amendment to the Tinley Park Zoning Ordinance amending Section II.B. (Definitions) and Section V.B. Schedule I (Schedule of Permitted Uses – By Use Type) regulating tobacco and nicotine-related retail uses.

Present Plan Commissioners: Chairman Garrett Gray
James Gaskill
Frank Loscuito
Ken Shaw
Kurt Truxal

Absent Plan Commissioners: Angela Gatto
Eduardo Mani

Village Officials and Staff: Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner

Petitioners: None

Members of the Public: William Foster

CHAIRMAN GRAY asked for a motion to open the Public Hearing. Motion made by COMMISSIONER GATTO, seconded by COMMISSIONER SHAW. CHAIRMAN LOSCUITO requested a voice vote asking if any were opposed to the motion; hearing none, he declared the motion carried.

CHAIRMAN GRAY stated he received proof of the Notice of Publication for this Public Hearing. He invited staff to start with the presentation of this item.

Lori Kosmatka, Associate Planner, summarized the Staff Report for the Commission.

CHAIRMAN GRAY asked the Commissioners for any comments.

COMMISSIONER LOSCUITO asked if this was an overreaction. We are looking at the exception compared to the rule. He noted the cluster in question is at the corner of Will and Cook Counties. He asked if this was an issue across the entire Village requiring the need to amend the zoning ordinance.

Lori Kosmatka responded that existing businesses under the same ownership would be allowed to continue. The concern is for additional businesses to come in creating a higher density of that use. She noted this issue is being raised in response to the Committee of the Whole's direction. Staff has also seen an increase in call volume for businesses interested in opening tobacco stores. She noted the Village of Orland Park's regulations only went into effect this year.

COMMISSIONER LOSCUITO expressed his concerns that this could potentially create a windfall for an entrepreneur in Will County versus Cook County. The stores often go to Will County to avoid the Cook County sales tax. He felt it seems like overregulation due to an overreaction. He could understand if there were multiple clusters or around schools.

CHAIRMAN GRAY noted that Will County could be attractive to tobacco store entrepreneurs. He noted staff's increase in call volume. He felt it would be good to have some sort of restrictions in place to avoid clusters. He asked staff if the callers identify where they are looking in the Village.

Lori Kosmatka responded that callers identify specific addresses so that staff can check the zoning. In the last few weeks staff has also explained the current amendment consideration to callers.

COMMISSIONER GASKILL had no comment.

COMMISSIONER TRUXAL asked a zoning lot would include an outlot such as at the current cluster.

Kimberly Clarke, Community Development Director responded the outlot is a separate zoning lot from the remainder of the surrounding part of the corner. She noted a multitenant building would have one lot.

CHAIRMAN GRAY noted the current cluster could stay as-is unless it changed ownership. He asked what would be permitted at the current cluster if the new regulations go into effect.

Lori Kosmatka responded Accessory would be permitted.

CHAIRMAN GRAY noted that there could be up to one primary use. He also noted the childcare was there before the tobacco stores. He felt this is a concern from a public health standpoint. He commented other communities have put in more restrictive distances. He felt it may be beneficial to have some sort of language for distances. He preferred to have a method of measurement from the building's portal, not the lot line because if it's a big lot, it might be excessive.

Kimberly Clarke responded that is why the amendment is proposed as a Special Use. Without getting into the details of measuring, the Special Use could better allow for someone to make an argument if it's a unique lot. Measuring from a building's portal also can be problematic because buildings can change.

COMMISSIONER GASKILL asked what the objection was to clustering.

Kimberly Clarke responded that there's no specific objection, but that there are uses that when clustered can affect the community and businesses in certain ways. There is also a desire to look at the use as other communities have moved ahead regulating more strictly. The Village is receiving the influx of businesses. When cannabis first came out, there were businesses that did not associate cannabis to be complementary and did not wish to be near that business use. Cash-for-gold and pawn shop type stores had this type of reputation as well. Spreading out a certain use helps avoid a superblock concentration.

COMMISSIONER GASKILL asked how many tobacco shops were at the cluster at 183rd and 80th Avenue.

Lori Kosmatka responded the front building holds six tenant spaces, four of which are tobacco or vaping. Immediately behind this building another building has an additional tobacco shop and liquor store which has accessory tobacco sales.

COMMISSIONER GASKILL asked if this was clustering.

Kimberly Clarke responded that many specific primary tobacco uses in one area seems high.

COMMISSIONER GASKILL asked what was wrong with this. We want businesses in the Village, and don't want to chase anyone out.

Kimberly Clarke responded that this is similar to how liquor is not by-right in most communities. Liquor comes with a public health concern, and requires licensing and review by liquor commission. For tobacco, staff did not want to go to the extent of licensing and that zoning would be a better way to address the concerns. Tobacco can be considered a necessary business, but having the option and choice to review them on a case-by-case basis allows us to avoid being inundated by them and help provide parameters for locating and regulating them.

CHAIRMAN GRAY noted that if this code allows them to still come in and be spread out, then this is even better. The business would not be next door to a competitor, although some of these may be complementary. He was not sure.

COMMISSIONER GASKILL noted he believed the building was owned by the same people.

Lori Kosmatka responded she believed that four spaces in the building had two competing owners.

COMMISSIONER TRUXAL noted it's a hot corner bordering Cook County but having Will County taxes. However, if there are citizens in the area questioning it going to the Village Board, they should be heard out.

COMMISSIONER SHAW said he struggled with this proposal in that he tended to agree with Commissioner Loscuito on less government intervention, but there is also a balance that needs to be struck in terms of community in what makes it attractive versus unattractive. When looking at the standards for Special Use, one of them is "the extent to which a Special Use contributes directly or indirectly to the economic development of the community as a whole". You can look at this as the extent to which regulating tobacco use would detract from economic development. The cluster at 183rd & 80th is being used as an example only, and this regulation isn't intended to be aimed at those businesses. Under the proposal they would be allowed to continue until a change of ownership. Those businesses are perfectly legal in operating and following the rules. He asked if that didn't exist, then would we still design it that way as a community. The clustering sets off a certain flavor or presentation to the community and surrounding communities. He does not feel this is what the community overall would support. With respect to the Will and Cook County borders and their taxes, there could be a few other bordering areas that could follow this same path if left unchecked. It's important for us to get ahead of this. He pointed out it's legal now, but asked if this is this how we want it designed. He personally did not think that we would. Our Will County neighbors to the south are restrictive so it narrows the opportunity for these businesses and aims them at our Village. He is in support to the proposed amendment. He feels we should stay away from a specific distance. He feels that a maximum of one tobacco store per lot is reasonable. He agrees with the B-2 and B-3 zoning Special Use allowances, and that the Legacy District should remain as-is.

CHAIRMAN GRAY concurred with Commissioner Shaw that the distance should not be specified. He feels the retail use chart showing one primary tobacco store with accessory sales seems reasonable. This is a regulation to avoid design of a mini-mall having that many tobacco clusters. That cluster happened within the current rules and could happen somewhere else if it's not regulated in some form. He feels this is a step in the right direction. If there are people directed to Tinley Park because of the restrictive nature of other communities, then at least they have opportunities to move in within a spread out manner. He asked if Staff received enough information on the open items.

Lori Kosmatka responded yes.

CHAIRMAN GRAY asked if there was anyone from the public wishing to speak.

A member of the public in the audience noted it was a bad idea.

CHAIRMAN GRAY asked the member of the public to come up to the microphone and be sworn in.

William Foster, member of the public, was sworn in. He felt it was a bad idea to zone based on lot, that the resulting distance could range, only 50 feet from another lot, or 200 feet. If you want this to be a bedroom community, you are asking for trouble by bringing in all the tobacco stores. Your reputation is built on being that kind of community. He agrees he is against big government, but that we would be taking in whatever comes in.

CHAIRMAN GRAY clarified the proposed amendment is for restrictions on tobacco stores coming in.

William Foster noted he liked what Frankfort and Orland Park are doing. 1,000 feet distance is a great idea. When he was a surveyor, he had to measure from the door threshold of a tobacco shop to the storefront of the children's center. It had to be 1,000 feet. It was a measured distance. People will try to otherwise cut corners.

COMMISSIONER SHAW agreed with William Foster in principle. If you have two lots 50 feet away, they would both be Special Use. If one existed and was approved, and a second one came in, it would be likely not approved simply because the Plan Commission and Village Board would review it. Conversely, if the regulations were 1,000 feet and you have two locations 1,500 feet away and if the Village denied it, they could argue they meet the distance requirements.

William Foster noted he is referring to schools and daycares, not business to business. He commented that at the cluster you could have an additional tobacco shop at the bank outlot because it is a separate lot. He asked if we need that many tobacco shops in the Village.

COMMISSIONER SHAW responded no, the Village does not need that many.

William Foster noted there is a tobacco shop at Brookside Market. He asked how close and how many tobacco shops are needed.

COMMISSIONER SHAW asked if his objection was regarding the certain institutions like schools and daycares.

William Foster noted that there already is tobacco also being sold in gas stations. The Speedway is nearby. He asked how many more places are needed to sell tobacco.

COMMISSIONER SHAW asked William Foster if the Village should be more restrictive than currently proposed.

William Foster responded yes especially for children's centers, churches, and schools.

COMMISSIONER SHAW stated he is not dead-set against having a number.

CHAIRMAN GRAY noted the business to business would be regulated and within the rules but be next to a daycare or other certain institutions. The daycare and the tobacco clustering seems out of place. He asked if the Commission should look into distances from certain institutions.

COMMISSIONER LOSCUITO responded he would agree with that more than the clustering. He is for the free market as long as they are not near a school, park, church, or childcare facilities. He does not see the clustering around Tinley Park, only at that intersection.

COMMISSIONER GASKILL had no comment.

COMMISSIONER TRUXAL thinks setting a distance is a reasonable request.

CHAIRMAN GRAY agreed. He asked if there was any way to get distancing from certain institutions in the language. This would not include business to business but rather protect certain institutions.

Lori Kosmatka noted that Chapter 120 Comprehensive Regulation of Tobacco currently regulates a minimum of 100 feet from schools, childcare facilities or other buildings used for education/recreation programs for persons under 18. That does not fall within the zoning code. The concern is that it would create a conflict with other existing regulations.

COMMISSIONER SHAW noted the conflict would be that if we set a number that is less restrictive. If we said it needed to be 1,000 feet, it would be in conflict and would need to be reconciled in some way.

William Foster asked if the existing businesses could be grandfathered in.

CHAIRMAN GRAY noted it won't be an issue as proposed unless they change ownership. It should not affect current owners if they stay current owners.

Kimberly Clarke stated that it could be noted to Village Board so they could make the change to the Chapter 120 code. It's under a different code which is not under the Plan Commission's purview.

CHAIRMAN GRAY noted the intent to revisit this issue was in the interest of public health. The certain institutions are probably the target groups perhaps most vulnerable or susceptible being under 18. He felt it was reasonable to get that specified. He was OK with the remaining portions of what was presented tonight for the zoning code amendment. He acknowledged amending the distance to certain institutions is not under this umbrella of the zoning code amendment, but rather under a different authority. He requested that the distance to certain institutions be revisited to address public health concerns. He entertained greater distances such as 1,000 feet.

COMMISSIONER SHAW acknowledged he misunderstood the conflict of having the minimum distance in the zoning code. He noted the Commission's zoning amendment would not include a minimum, but would include a recommendation to the board to amend Chapter 120. He asked if this form of advising would be the appropriate way to only address the minimum distance in one code.

Kimberly Clarke responded yes.

CHAIRMAN GRAY asked if the motion should be modified.

Kimberly Clarke responded the Village Board could determine where the minimum distance to certain institutions could go.

COMMISSIONER LOSCUITO asked if Chapter 120 were amended to 1,000 feet, then would it necessitate the other motion to change the zoning. He asked if the proposed zoning amendment was just to address the clustering.

Kimberly Clarke responded that the proposed zoning amendment is to have all new tobacco stores as a Special Use to be reviewed on a case-by-case basis. Within those reviews, the Village would only consider one per zoning lot. It could be noted an additional distance requirement was discussed at Plan Commission, which is currently under Chapter 120 licensing.

CHAIRMAN GRAY felt 1,000 feet from the lot line is reasonable.

Kimberly Clarke noted that cannabis was regulated by measuring from the lot line.

COMMISSIONER LOSCUITO noted he was against the business to business same lot regulation. He felt it hindered landowners to lease their business, and provide adequate competition with a free market. He agreed that 1,000 feet from certain institutions would be reasonable.

COMMISSIONER GASKILL and COMMISSIONER SHAW agreed.

COMMISSIONER TRUXAL asked if we knew how it would impact existing tobacco shops if it were 500 feet.

Kimberly Clarke responded they would be nonconforming. They would be allowed to operate until change in ownership.

COMMISSIONER SHAW noted that between now and when this item goes to Village Board, staff could advise what the specific impact would be. The Board may want to scale it back to 500 feet.

COMMISSIONER TRUXAL noted his only concern would be code compliance issues, but if it doesn't impact businesses and a number such as 1,000 feet is set, that would be reasonable.

COMMISSIONER GASKILL felt it would be a detriment to the businesses. If you have a tobacco shop too close to a daycare center and it was allowed before, and they sell it, then it does not fit in the parameter and they can no

longer have a tobacco shop there. Generally, the new owner would want to buy the specific business use not the building. This would mean the current owner would not be able to sell his business.

CHAIRMAN GRAY agreed that would be an example. He acknowledged that there would be some unintended hardships for the owner selling his business.

Kimberly Clarke noted this is common. In the Legacy District, the mechanic shop on 171st Street kept their business open just to continue the nonconformity. At some point you want the change to happen or you do not.

COMMISSIONER SHAW noted it is a delicate balance free market versus bedroom community in how you design it. With the proposed amendment, only one could survive in a zoning lot as a special use, but if we enact a distance then perhaps none could survive. He asked if we design this by intent knowing there's a daycare center there, then is this what we want in the first place? He feels probably not. He noted Freddy Bear Sports has existed a long time but he cannot sell it. That type of business is not allowed in the Legacy District. He personally disagrees with it, but that is the code.

COMMISSIONER GASKILL noted this is detriment to the business where the owner cannot sell.

COMMISSIONER SHAW commented that the Plan Commission is an advisory board in this matter and this is a delicate balance.

COMMISSIONER LOSCUITO asked if 1,000 feet to certain institutions is passed, and a smoke shop opens up, and a daycare wants to open up in the strip mall, then are they prohibited in the stripmall because the business would place it in nonconformity. He is not referring to just daycares as a special use, but also for schools.

CHAIRMAN GRAY agreed that if it's a restriction then it should be a restriction both ways.

Kimberly Clarke noted if a tobacco store comes in first and a daycare wanted to come in then she believes the response would be that it would be too close to the tobacco store.

CHAIRMAN GRAY agreed this is a nuanced item not without casualties. It is a delicate balance, but we would not want to disservice an owner to not being able to sell.

COMMISSIONER SHAW noted if you wanted to change design of a building, you have to abide by the new code and it can be expensive. He explained this is why legal nonconformities exist.

William Foster asked why the existing business licenses cannot just be grandfathered in to that location until the business itself shuts down. He commented if one sells a tobacco shop they should be selling the license, carrying it over to the next person.

CHAIRMAN GRAY noted that the proposed amendment is to avoid licensing for tobacco stores.

Kimberly Clarke noted even if the owner sells their license, the new owner has to be in compliance which would trigger them to come forward to request the Special Use. The review would look at the number of businesses in the area. This code is created to eventually see some of these cease to exist, otherwise the use would not stop. Current owners wanting to sell would have a hard decision.

CHAIRMAN GRAY thanked William Foster for his input. He asked if the motion should be modified for the Village Board to discuss potential restrictions of lineal feet to protect certain institutions.

Kimberly Clarke noted the Legacy Code's prohibited uses section states that by the nature of codes being changed it's inevitable that uses will become nonconforming. She noted the code says any existing prohibited use such as a mechanic shop may change owners as long as no new prohibited use is created. The mechanic shop stayed open and never discontinued business so they could sell it. Once you discontinue the business, you are done. The Legacy Code says ownership is allowed to change with a prohibited use as long as no new prohibited use is created. This is

per the status quo meaning do not increase the use. Whatever the use is should remain as is. The use could continue but eventually phase out if a new redevelopment opportunity happens.

CHAIRMAN GRAY clarified as long as the owner runs the same business then they are protected. He asked if Commissioner Gaskill's example of an owner selling his business could continue as long as it is kept in operation, but only in the Legacy Code.

Kimberly Clarke noted that Special Uses are different. Special Uses run with the owner and not the land. The mechanic shop example was in the Legacy District where it was previously allowed then prohibited, not a Special Use. Thus this conversation is challenging because Special Uses run with the owner, and when the owner sells it needs to be reviewed. The Special Use review ensures that the use is being operated under the same standings as when it was initially granted. A business may change over time. The Special Use gives the Village the opportunity to review if there was a problem with the use. She noted Starbucks drive thrus have changed. Conditions may change. The Village may not want to allow a Special Use in a case where they did before. New conditions may occur.

CHAIRMAN GRAY acknowledged double drive thrus were not the standard 15 years ago. He asked for guidance on verbiage to add to the motion.

COMMISSIONER TRUXAL asked if we are moving to amend the text amendment as stated and come back with the distance separately as two separate motions.

CHAIRMAN GRAY noted this would be for the Village Board to consider. He feels there are salient points including Commissioner Gaskill's comment on an owner selling a business as well as Commissioner Loscutoff's comment on the reverse, if a tobacco store exists and a daycare wants to open. He noted that staff addressed the reverse.

COMMISSIONER GASKILL commented that someone wanting to buy a tobacco store would be able to buy it. It is an established business.

Kimberly Clarke responded then it would not be able to be a Special Use. She noted that's the difference between a permitted use and a non-permitted use and allowing a non-permitted use that became non-permitted because of a zoning change to continue. We are placing another level where that these have to be Special Uses. She noted if it wasn't a Special Use and we regulated these without a Special Use and put someone in nonconformity because of distance or a maximum of one per zoning lot and there was no Special Use, then she believed that nonconforming language could be permitted that similar to the Legacy Code that as long as the owner, but because of the layer of the Special Use, you cannot negate that process because of the owner. We are not dealing with a permitted versus a no longer prohibited use. It is going to be a Special Use.

COMMISSIONER GASKILL asked why it had to be Special Use and not stay the same with the exception of putting a distance on it.

Kimberly Clarke responded there was a desire to have a better review of these stores on a case-by-case basis. There are certain uses that by nature based on their location need further review of the surrounding area. Otherwise if there was no concern about this type of business and its potential effects, you would just consider it a permitted use.

COMMISSIONER GASKILL agreed with limiting them in the future if it falls within the specified distance. He clarified his concern is just with the established businesses becoming someone else's business regardless of the distances.

Kimberly Clarke responded a decision would either need to be made to make it not a Special Use and structure it based on one per zoning lot. The definitions would be created and either the Village Board through the Chapter 120 licensing would establish a distance requirement. She asked Lori Kosmatka to clarify if any districts are being opened up.

Lori Kosmatka responded tobacco stores have been permitted in B-2 and B-3 as a general retail use and would keep those zoning districts but as a Special Use.

Kimberly Clarke noted in that case the Special Use component would need to be removed and permit it with a footnote of one per zoning lot.

COMMISSIONER GASKILL asked then if that would affect an owner's ability to sell the business.

CHAIRMAN GRAY asked if it would remain status quo.

Kimberly Clarke agreed because there is no other overarching zoning that would come in to apply. In that case there would be no Special Use needed to review.

COMMISSIONER SHAW noted some Commissioners are not in favor of Special Use, but that there is some consensus on the definitions portion of the zoning text amendment, as well as distance under the Chapter 120 code. He proposed this be split into separate motions. This will help the Village Board understand where the split among the Commission lies.

COMMISSIONER LOSCUITO concurred.

CHAIRMAN GRAY agreed both sides have good points. He asked if there was a way to reconfigure the motion to take out the Special Use.

Kimberly Clarke responded the Commission could amend the motion to remove the Special Use requirement.

COMMISSIONER LOSCUITO noted that some of the Commissioners did agree on the Special Use.

COMMISSIONER SHAW noted that he would be in support of a Special Use.

COMMISSIONER TRUXAL asked if there would be a separate motion for distance.

COMMISSIONER SHAW confirmed and asked Commissioner Truxal if he would be in favor of a Special Use.

COMMISSIONER TRUXAL asked if the resident's concern with the distance could still be addressed.

CHAIRMAN GRAY stated that his understanding was that if the Special Use was removed, then an existing owner could sell his business, whereas the Special Use would come to the Plan Commission and would be subject to the rules we set.

COMMISSIONER TRUXAL asked if this meant once ownership changes hands then it has to conform to the one per zoning lot if regulated as such. He felt this did not seem reasonable.

Kimberly Clarke noted the protocol would be for a motion to be entertained and if the motion fails, then someone has to propose a new motion. If a motion fails, the dissenting Commissioners can note why they are not in support. This can be brought to Village Board. The Village Board will take the understandings of the yes and no votes to come to their own decision.

CHAIRMAN GRAY asked if there would be a need for a second motion.

COMMISSIONER SHAW suggested the second motion recommend the Village Board amend Chapter 120 to change the distance from 100 feet to 1,000 feet.

Motion made by COMMISSIONER LOSCUITO, seconded by COMMISSIONER SHAW. CHAIRMAN GRAY requested a voice vote asking if any were opposed to the motion; hearing none, he declared the motion carried.

CHAIRMAN GRAY asked for the standards.

Lori Kosmatka noted that Staff typically does not respond to the standards, but has drafted an ordinance.

There were two motions for this item.

Motion 1:-

COMMISSIONER SHAW made a motion to recommend the Village Board amend various sections of the Zoning Ordinance to as described in the November 18, 2021 Staff Report and drafted ordinance amending Section II.B. (Definitions), Section V.B. Schedule 1 (Schedule of Permitted Uses – By Use Type), and Section XII, Section 3.A, Table 3.A.2. (Legacy Code - Prohibited Uses) by defining and regulating tobacco and nicotine related retail uses to allow Tobacco Stores as a Special Use in the B-2 (Community Shopping) and B-3 (General Business & Commercial) zoning districts with a maximum of one per zoning lot, and to allow Accessory Tobacco Sales as a permitted use in the B-1 (Neighborhood Shopping), B-2 (Community Shopping), B-3 (General Business & Commercial), B-4 (Office and Service Business), and B-5 (Automotive Service Business) zoning districts.

Motion seconded by COMMISSIONER LOSCUITO. Vote taken by Roll Call; COMMISSIONERS GASKILL, LOSCUITO, TRUXAL voted nay. COMMISSIONER SHAW and CHAIRMAN GRAY vote aye. CHAIRMAN GRAY declared the motion failed.

Motion 2:-

COMMISSIONER SHAW made a motion to recommend that the Village Board amend Chapter 120 “Comprehensive Regulation of Tobacco Products” to change the minimum required distance from 100 feet to 1,000 feet to certain institutions (school, childcare facility or other building used for education or recreational programs for persons under the age of 18 years).

Motion seconded by COMMISSIONER GASKILL. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

CHAIRMAN GRAY asked staff what the next step was given the outcome of the split motions.

Kimberly Clarke responded staff would take the discussion to the Village Board. She will note there was not majority support for making it a Special Use, and that there was unanimous recommendation to increase the section with the distance. She also noted all other parts of the recommendation presented such as definitions was supported and that the maximum of one per zoning lot was discussed.

CHAIRMAN GRAY wished the Village Board good luck in their decisions. He asked which Village Board meeting it will be on.

Kimberly Clarke noted there may need to be additional consideration on when it can be brought to the Village Board.

GOOD OF THE ORDER –

Kimberly Clarke provided an update. She attended the Avocado theory ribbon cutting. It was good to hear their family story and why they chose Tinley Park. There is a different feel when they participate in this community. Staff is working with Papa's Gourmet Popcorn, and they are working on getting their plans approved. They would like to be open before the holidays. The 7 Eleven on 171st and Harlem had their grand opening. It is a beautiful store. She thanked Dan Ritter, Planning Manager, who worked this project. Staff knew there were concerns about traffic and access points and he did a great job. This project improves the intersection. South of this project, the proposed Starbucks is pending MWRD approval and should hopefully start construction in the coming weeks. It will be a great addition to the corridor. There is also positive activity on the former Tribes property. A Change of Use was submitted and it will be a similar entity.

CHAIRMAN GRAY commented it is a nice building in a good location.

Kimberly Clarke also noted that the Village will soon post for two vacancies for the Plan Commission. She noted in addition to Kehla West, Jennifer Vargas is also stepping down. She asked if the Commissioners know of any good candidates to please let the Village know, with the understanding on the time and dedication it takes to be on the Commission.

CHAIRMAN GRAY welcomed Kurt Truxal again to the Commission.

COMMENTS FROM THE PUBLIC – CHAIRMAN GRAY asked if there were comments from the public. Hearing none, he asked to adjourn the meeting.

CLOSE MEETING -

A Motion was made by COMMISSIONER GASKILL, seconded by COMMISSIONER LOSCUITO to adjourn the November 18, 2021 Plan Commission meeting.

CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried and adjourned the meeting at 8:33 P.M.

PLANNING & ZONING COMMISSION STAFF REPORT

December 2, 2021 – Public Hearing

Petitioner

Sergio Gonzalez
(Property Owner)

Property Location

16050 76th Avenue

PIN

27-24-105-034-0000

Zoning

Bremontowne Estates
PUD
R-4 Zoning District

Approvals Sought

Variation

Gonzalez – Corner Lot Fence Setback Variation

16050 76th Avenue



EXECUTIVE SUMMARY

The Petitioner, Sergio Gonzalez, is seeking a 25-foot fence setback Variation from Section III.J. (Fence Regulations) of the Zoning Ordinance to permit a six-foot-high privacy-style cedar fence encroaching 25 feet into the required secondary front yard, where a fence encroachment is not permitted at 16050 76th Avenue in the R-4 (Single-Family Residential) zoning district.

The Petitioner has requested the setback Variation to provide outdoor space and security for his family on their corner property. The corner property has a unique placement in relation to the neighboring property. The subject property is located immediately west of 76th Avenue's transition from a single two-way roadway to a boulevard. This unique situation creates a large right-of-way area between the east property line of the secondary front yard and the west side of the 76th Avenue sidewalk, extending up to 69 feet. Additionally the neighboring property has an existing and legal fence that is adjacent to the Petitioner's front yard.

Secondary front yard fences are required to be located at the building setback line of 25 feet in the R-4 zoning district if it is a privacy fence. The proposed fence will not cause visibility concerns from intersections or private driveways, nor set an unnecessary precedent because of this lot's unique siting.

Project Planner

Lori Kosmatka
Associate Planner

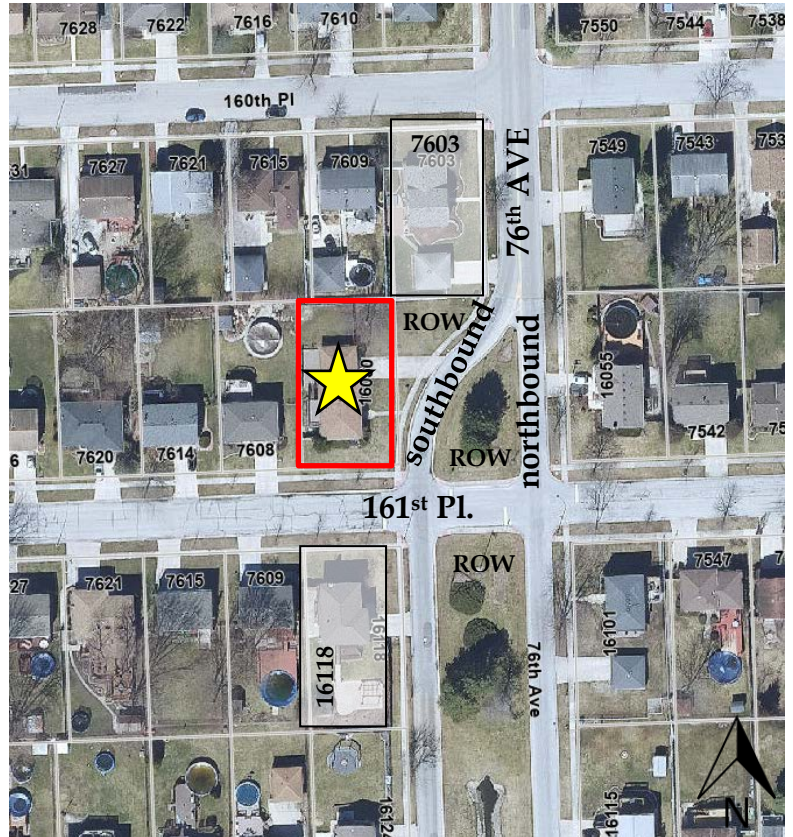
EXISTING SITE & HISTORY

The subject property is located in the Brementowne Estates Subdivision on the northwest corner of 76th Avenue and 161st Street. The lot is approximately 8842 sq. ft., with 70.74 feet primary frontage on 161st Street, and 125 feet secondary frontage on 76th Avenue. The home is oriented toward 76th Avenue.

The property is uniquely situated due to the roadway alignment of 76th Avenue traffic, which splits into a boulevard beginning east of the subject property. The home is oriented along the secondary front yard on 76th Avenue, and abuts a large roughly triangular right-of-way lawn due to the curvature of the southbound roadway of 76th Avenue. As a result, the right-of-way lawn extensively sets back the subject property from the sidewalk and southbound roadway. The home's east property line along 76th Avenue is approximately aligned with the west property line of the neighboring home to the north along 76th Avenue (7603 160th Place).

The property currently has an existing brown wood 6' tall privacy closed-style fence that is situated alongside the home's 25' building setbacks on 76th Avenue (secondary frontage) and on 161st Place (primary frontage).

Recently, in October 2021, the owner added a concrete driveway extension to the north of driveway. The extension is 7' wide, with lengths of 35' at the north end and 40' at the south end meeting diagonally. This improvement is not yet reflected in the aerial image or plat of survey, but is hand-drawn in on the plat of survey.



ZONING & NEARBY LAND USES

The subject property is a corner lot within the R-4 Zoning District and part of the Brementowne Estates Planned Unit Development (PUD), which was annexed into the Village in 1971 (Ordinance 71-O-026). All properties surrounding the subject property are within the PUD and have underlying zoning in the R-4 single-family residential zoning district. The subject property's area is 8842 sq. ft., with a lot width of 70.74 feet primary frontage along 161st Street. The lot area and lot width are less than the minimum zoning requirements which require 75 feet of corner lot width and 10,000 sq. ft. of corner lot area in the R-4 zoning district. However, the property was developed as part of the Brementowne Estates PUD. It is typical for PUDs to establish unique lot size requirements that do not fall within the underlying zoning district requirements.



Zoning Map

The Zoning Ordinance requires primary and secondary yard setbacks of 25 feet each within the R-4 zoning district. Fences are not permitted in these setbacks, however, open style fences with a maximum of 5 feet in height can encroach up to 10 feet into the required secondary front yard setback in the R-4 District.

The subject property is located immediately west of 76th Avenue's transition from a traditional two-way roadway to a boulevard. As a result, there is a large right-of-way lawn adjacent to the property, and the next property to the north along 76th Avenue (7603 160th Place) is located diagonally northeast of the subject property. The home at 7603 160th Place has an existing white plastic 6' tall privacy closed-style fence extending 45' along its width, approximately 24' from the west edge of the sidewalk. Thus the 45' of the neighbor's fence corresponds with the right-of-way established immediately east of the subject property.

Across 161st Place to the south, the corner lot home at 16118 76th Avenue has a nonconforming six-foot tall privacy closed-style fence located approximately seven feet from the west edge of the sidewalk. The home south of this at 16124 76th Avenue has a 5-foot-tall open-style fence aligning with the 16118 76th Avenue fencing. Further south, 16142 and 16150 76th Avenue have 5-foot-tall open-style fences approximately one foot from the sidewalk.



Looking east from subject property's boundary showing extensive right-of-way lawn and neighbor 7603 160th Pl.'s white fence



Existing fence approximately 7 feet from west edge of sidewalk at 16118 76th Ave (south of subject property as shown in the background)

VARIATION REQUEST

The Petitioner is requesting a Variation from the Zoning Code to construct two connecting right-angle runs (totaling 50 lineal feet) of a new six-foot-high privacy closed-style cedar fence. The first run of 25 lineal feet will be along the eastern property line along 76th Avenue, encroaching the full 25 feet into the secondary front yard setback. The second run of 25 lineal feet will be two feet north of the new concrete driveway extension, and continue west at a right angle connecting to the existing fencing and gate located along the 25' building setback line.



Sample of Proposed Fence by Petitioner

The Petitioner has requested the setback Variation to provide outdoor space and security for his family on their corner property. The Petitioner claims the property currently enclosed to the northwest is small and has water stagnation issues. The Petitioner also notes concerns for safety. There is no stop sign on 76th Avenue at the intersection in front of the home. The Petitioner notes that vehicles often exceed the speed limit on this southbound roadway, separated from oncoming traffic via a boulevard. The Petitioner also noted a recent incident where a vehicle veered into his front yard.

The Petitioner has also pointed out the unique siting where his property has a large right-of-way lawn extending up to 69 feet. The Petitioner's diagonal neighbor to the north (7603 160th Pl.) has a permitted fence along 76th Avenue extending 45 feet beyond his proposed fence.

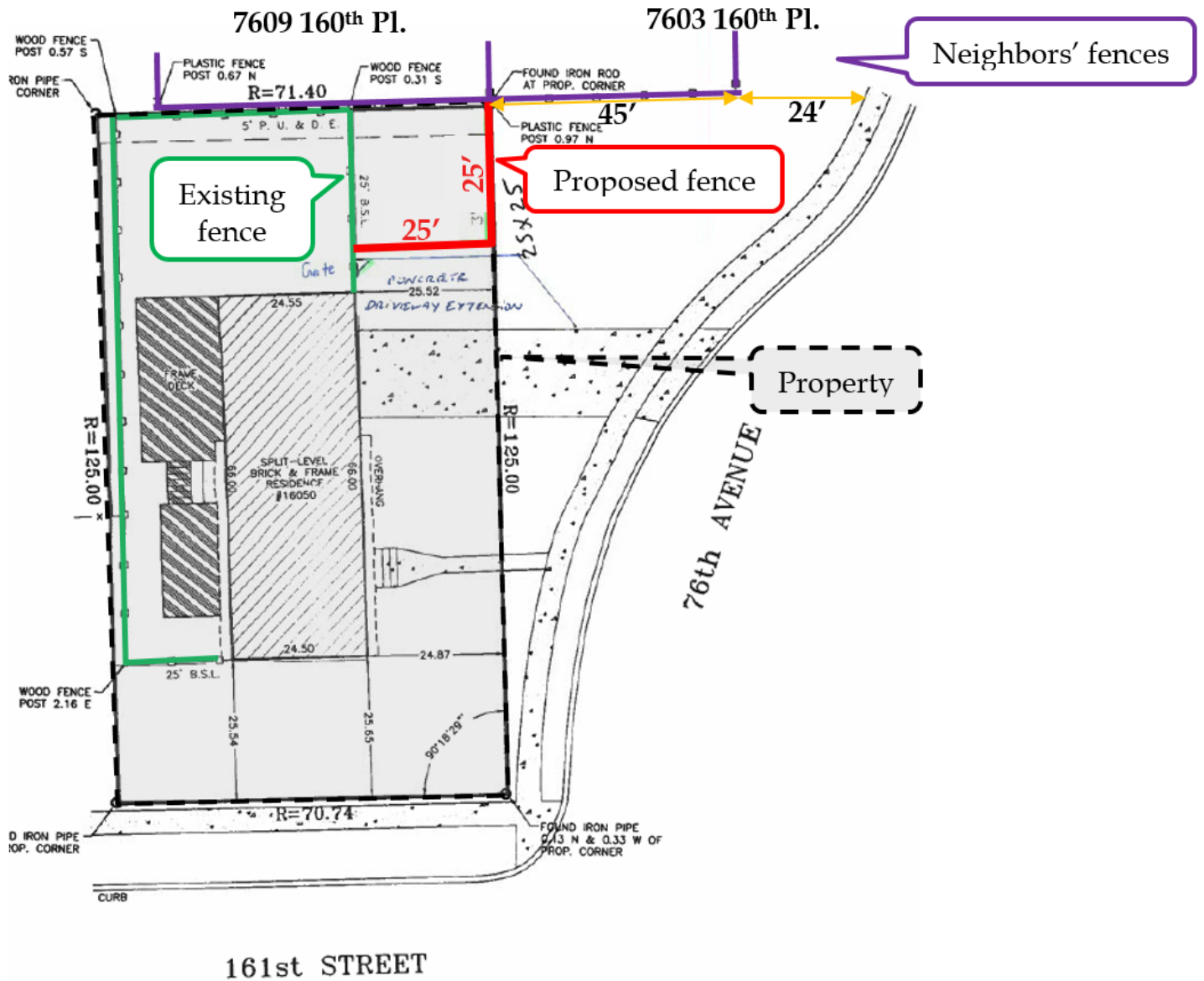
Staff notes that due to neighbor's fence, the proposed fence location would not be positioned out of line. Additionally, due to the unique siting, the proposed fence location will not obstruct traffic visibility. The Village's code requirement typically requires a 30-foot visibility triangle; the requested location meets this requirement. The analysis showed no concerns of vehicles or pedestrian visibility due to its right-of-way lawn setback.



Looking North: Approximate fence location in red; Neighbor's fence extends 45' east and is set back 24' from west edge of sidewalk



Looking Northwest at area of proposed encroachment; Owner's existing brown wood fence is at 25' secondary front yard setback line



Proposed Fence Location (Marked up Plat of Survey)

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request.

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
The proposed fence location creates a more useful property that is similar in location to the neighboring fencing to the north and northeast. The proposed fence location is consistent with the neighboring adjacent fencing location, and does not result in any visual sightline issues.
2. The plight of the owner is due to unique circumstances.
The property is uniquely sited at the beginning of a roadway separation for a boulevard. It abuts a large roughly triangular right-of-way lawn due to the curvature of the southbound roadway of 76th Avenue. As a result, the right-of-way lawn extensively sets back the subject property from the sidewalk and southbound roadway.
3. The Variation, if granted, will not alter the essential character of the locality.
The proposed fence location would not be positioned out of line due to the large right-of-way lawn and location of neighboring fencing.
4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
 - e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
 - f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

MOTION TO CONSIDER

If the Plan Commission wishes to act, an appropriate wording of the motions would read:

“...make a motion to recommend that the Village Board grant a 25-foot Variation to the Petitioner, Sergio Gonzalez, from Section III.J. (Fence Regulations) of the Zoning Ordinance, to permit a six-foot-high privacy fence encroaching 25 feet into the required secondary front yard, where a fence encroachment is not permitted at 16050 76th Avenue in the R-4 PD (Single-Family Residential, Brementowne Estates PUD) Zoning District, consistent with the Submitted Plans and adopt Findings of Fact as proposed by Village Staff in the December 2, 2021 Staff Report.”

[any conditions that the Commissioners would like to add]



PL-2021-09-00336

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

SEP - 9 2021

VILLAGE OF TINLEY PARK, ILLINOIS
PLANNING AND ZONING GENERAL APPLICATION

\$250.00
Pd 9.9.21
#1396 (pl)

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- ☐ Special Use for: _____
- ☐ Planned Unit Development (PUD) ☐ Concept ☐ Preliminary ☐ Final ☐ Deviation
- ☒ Variation ☐ Residential ☐ Commercial for _____
- ☐ Annexation
- ☐ Rezoning (Map Amendment) From _____ to _____
- ☐ Plat (Subdivision, Consolidation, Public Easement ☐ Preliminary ☐ Final
- ☐ Site Plan
- ☐ Landscape Change Approval
- ☐ Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: Frontyard fence variation

Project Description: creating fence in the frontyard of my house

Project Address: 16250 S Oak Ave Property Index No. (PIN): 21241050349000

Zoning District: _____ Lot Dimensions & Area: _____

Estimated Project Cost: \$5000

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: Ego to Conifer Company: WM

Street Address: 16250 S Oak Ave City, State & Zip: _____

E-Mail Address: _____ Phone Number: _____

APPLICANT INFORMATION

☒ Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: _____ Company: _____

Relation To Project: _____

Street Address: _____ City, State & Zip: _____

E-Mail Address: _____ Phone Number: _____



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized representative.

I hereby authorize _____ (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agree _____

Property Owner Signature: _____

Property Owner Name (Print): Sergio A Gonzalez

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct.

Property Owner Signature: _____

Property Owner Name (Print): Sergio A Gonzalez

Applicant Signature:
(If other than Owner)

Applicant's Name (Print): _____

Date: 9/8/2021



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS VARIATION ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they will not be accepted and may delay the review and hearing dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a **Variation** from the terms of the Zoning Ordinance. This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements and receive preliminary feedback on any concept ideas or plans prior to making a submittal.

- ☒ General Application form is complete and is signed by the property owner(s) and applicant (if applicable).
- ☒ Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.
- ☒ A written project narrative detailing the specific variation(s) from code requirements that are being requested, the reasoning for requiring the variation, the general nature and specific aspects of the proposal being requested. Any additional requests such as a Special Use or Site Plan approval should be indicated in the narrative as well.
- ☒ A Plat of Survey of the property that is prepared by a register land surveyor and has all up-to-date structures and property improvements indicated. All proposed improvements shall be indicated on the survey and be appropriately scaled with all setbacks and dimensions clearly indicated.
- ☐ Any applicable site plan, engineering/grading plans, exterior elevations or interior layout plans that indicate the full scope of the project and the Standards for a Variation.
- ☒ Responses to all Standards for a Variation on the following page (can be submitted separately along with the narrative, but all standards must be covered).
- ☒ Residential Variation Hearing Fee - ~~\$250~~ + \$75 per additional Variation
Commercial Variation Hearing Fee - \$500 + \$75 per additional Variation

STANDARDS AND CRITERIA FOR A VARIATION

Section X.G.1 of the Village of Tinley Park Zoning Ordinance requires that the Zoning Board of Appeals determine compliance with the following standards and criteria. In order for a variance to be approved, the Petitioner must respond to all the following statements and questions related to the Standards with factual evidence and information to support the requested Variation. If additional space is required, you may provide the responses on a separate document or page.

- A. Describe the difficulty that you have in conforming with the current regulations and restrictions relating to your property, and describe how this hardship is not caused by any persons presently having an interest in the property. (Please note that a mere inconvenience is insufficient to grant a Variation). For example, does the shape or size of the lot, slope, or the neighboring surroundings cause a severe problem in completing the project in conformance with the applicable Ordinance requirement?**

The problem is that I want to have safety assured for my children, and those of family and friends while in my front yard.

- B. Describe any difficulties or hardships that current zoning regulations and restrictions would have in decreasing your property value compared to neighboring properties.**

In reality, we're not talking specifically about the value of my property. As I have stated, this is a safety issue.

- C. Describe how the above difficulty or hardship was created.**

By not allowing me to put a fence in the front yard. In the past, a car has ran over a child in the front of my house, and I see traffic going very fast around the corner in front of my house.

- D. Describe the reasons this Variance request is unique to this property only and is not applicable, in general, to other properties within the same Zoning District.**

As far as I have seen, I am one of the only properties in the area with such a two-way street design in front of it.

- E. Explain how this Variance would not be regarded as an attempt at financial gain, but only because of personal necessity. For example, the intent of the Variance is to accommodate related living for an elderly relative as opposed to adding an additional income source.**

As stated, this is about safety, not value.

- F. Describe how granting this Variance request will not be detrimental to the public welfare or injurious to other properties or improvements in the neighborhood in which the property is located.**

The fence will improve safety and by no way of decreasing property values around me.

- G. Explain how granting this Variance will not alter the essential character of the neighborhood or locality.**

It is a single fence, much like any other fence in the neighborhood.

- H. Describe how the requested Variance will not:**

- 1. Impair an adequate supply of light and air to adjacent properties.**

We will install light fixtures on the fence.

- 2. Substantially increase the congestion of the public streets.**

This will not be in the street so this is a non-issue.

- 3. Increase the danger of fire.**

It will be safely kept.

- 4. Impair natural drainage or create drainage problems on adjacent property.**

This will not be a fixture.

- 5. Endanger the public safety.**

This will increase public safety.

- 6. Substantially diminish or impair property values within the neighborhood.**

This does not have the ability to do that.

16050 76th Avenue Corner Fence Variation Petitioner Narrative

The reason I ask for the fence is because I would like to have a space to play with my nephews and my dogs in a safe locked place. The space I have in the northern part is very small and when it rains the water stagnates for a few days. About a year a drunk driver drove into my front yard while travelling south on 76th Avenue, actually did some damages. A police report was filed. This is why I want to fence the north part. The speed limit here is 25 or lower per the curve but on weekends I can see it people flying. Often they are traveling 40 mph. There is no stop sign on 76th Avenue at 161st Street.

My neighbor's fence to the north extends about 45 feet past my east property line fronting 76th Avenue.

The neighbors to the south at 16118, 16124, 16142, 16150 76th Avenue all have fences all close to the sidewalk along the same side of 76th Avenue. The fences appear to be six or five feet tall.



16118 S. 76th Ave.



16142 and 16150 S. 76th Ave.

Petitioner Photo Submittal

Property



Samples of Possible Fence Designs





Residential
Commercial
ALTA

PLAT OF SURVEY

Studnicka and Associates, Ltd.
studnicka2000@gmail.com

05/26/2021

Topographical
Condominium
Site Plans

Tel. 815 485-0445
Fax 815 485-0528

17901 Haas Road
Mokena, Illinois 60448

LOT 269 IN BREMENTOWNE ESTATES UNIT 3, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



Scale: 1" = 20 feet

Distances are marked in feet and decimals.

Ordered by: Klunk Law Office

Order No.: 20-5-132

Compare all points before building by same and at once report any difference.

For building lines, restrictions, or easements not shown hereon, refer to abstract, deed or ordinance.

Field work completed: 5/26/20

Drawn by: J.G.S.

Proofed by: T.S.

Design Firm Registration # 184-002791

STATE OF ILLINOIS } ss
COUNTY OF WILL



Studnicka and Associates, Ltd., an Illinois Land Surveying Corporation does hereby certify that this professional service conforms to the current Illinois standards for boundary survey.

Mokena, IL. May 27, A.D. 2020

by

License No. 3304 Expires 11/30/20

PLAN COMMISSION STAFF REPORT

December 2, 2021 - Workshop

Oak Ridge Subdivision (DR Horton)

SEC Ridgeland Ave. & Oak Park Ave

Petitioner

DR Horton Inc - Midwest

Property Location

SEC Ridgeland Ave. &
Oak Park Ave

PINs

28-29-200-030-0000

28-29-200-036-0000

28-29-300-041-0000

Zoning

Current: ORI (Office and
Restricted Industrial)

Proposed: R-5 (Low
Density Residential)

Approvals Sought

- Special Use for a Preliminary PUD
- Preliminary Plat Approval
- Rezoning
- Variation
- Site Plan Approval

Project Planner

Daniel Ritter, AICP
Planning Manager



EXECUTIVE SUMMARY

The Petitioner, DR Horton Inc - Midwest, is a national home builder and developer proposing to develop a ±39.19 acres of vacant land for Oak Ridge Subdivision. The location of the development would be on a portion of the former Panduit Headquarters property located on the southeast corner of Ridgeland Avenue and Oak Forest Avenue. The development would include 162 attached single-family townhomes and 81 detached single-family homes. The Petitioner is requesting a Special Use for Preliminary PUD Approval, Rezoning, Variations, Preliminary Plat Approval, and Site Plan Approval.

The proposal would change the underlying zoning from ORI (Office and Restricted Industrial) to R-5 (Low-Density Residential). The area surrounding the development has transitioned significantly since its original development in the 1950-60s. The subject site is largely surrounded by residential uses without easy access to state highways or expressways. Panduit maintains a research facility on a portion of the site (and relocated its corporate offices to 80th Avenue/I-80 in Tinley Park in 2010). The Legacy TIF Redevelopment plan adopted in 2016, recognized the Panduit site and former ABC Supply Co. properties would be occupied for residential uses due to the poor location for commercial development but close location to the train station, downtown, and schools. The Planned Unit Development would allow for some exceptions to the zoning ordinance required to allow for the development. Additionally, variations are required from the PUD regulations in Section XII of the Zoning Ordinance to allow for reduced building setbacks and open recreational space.

EXISTING SITE & HISTORY

The ±60-acre area on the east side of Ridgeland Avenue between Oak Forest Avenue and 175th Street has been the principal location of Panduit International Headquarters since 1955 until 2010 when they built a new international headquarters building off of 80th Avenue and Interstate I-80. Panduit retained their innovation center research facility on 20-acres at the subject site but demolished the majority of their existing manufacturing/office space. Following the move, Panduit donated an 8-acre portion of the land at the northeast corner of Ridgeland Avenue and 175th Street to the Village of Tinley Park for the development of a regional pond called Freedom Pond. The pond accepts stormwater from certain downtown redevelopment projects and prevents the need for expensive individual onsite detention facilities which hinders positive redevelopment opportunities. The pond also functions as a small naturalized park area with a multi-use path and elevated pier overlook.

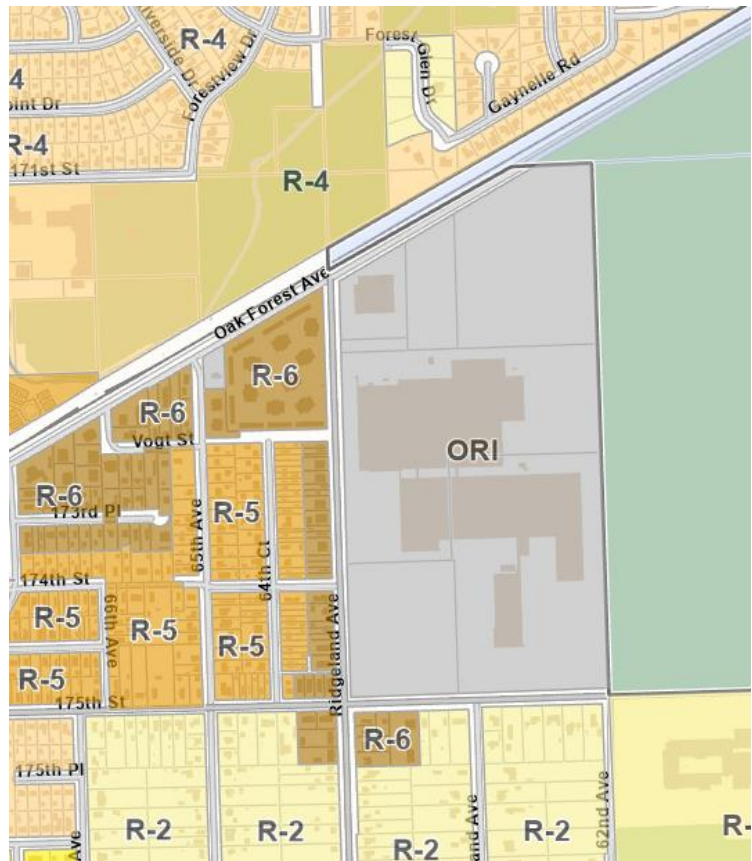
Panduit has looked for redevelopment partners for the remaining portion of their property. The area is surrounded by residential uses and has limited roadway and interstate access. Additionally, Cook County commercial tax rates also make a new commercial development further unlikely. Panduit approached the Village about residential uses, which was seen as reasonable based upon the surrounding land uses, and desirability for housing near the downtown and schools. Any changes to the zoning would be based on a specific development proposal.



ZONING & NEARBY LAND USES

The subject property is currently zoned ORI (Office and Restricted Industrial). Surrounding zoning and uses include:

- West: The property to the west includes the former ABC Supply Co. building which is vacant and zoned ORI. Across Ridgeland Avenue includes a mix of multi-family residential properties zoned R-6 (Medium Density Residential).
- North: To the north of the property is Oak Forest Avenue and the Metra Rock Island Line Train tracks. North of that is a forest/park area owned by the Tinley Park Park District and zoned R-4.
- East: To the east is unincorporated property owned by the Cook County Forest Preserve district (zoned P-1, Public Land District).
- South: To the south is the Panduit Innovation Center, zoned ORI.



Rezoning

The Petitioner's concept is to construct a residential development with a mixture of single-family detached and townhomes. Due to the location and market price point, the detached homes were desired to have smaller lots. The Petitioner had a few options including requesting two different zoning districts for each portion of the development. However, the allowances for lot development and uses in the R-5 (Low-Density Residential) seemed to meet their intent for both developments closely and brought the simplest approach to the zoning. The zoning also seems like a proper transition with both single-family zoning districts (R-1, R-2, R-3, and R-4), medium-density zoning (R-6) nearby, and remaining nearby commercial/office zoning (ORI).

While R-5 zoning allows for a variety of uses depending on lot sizes, the PUD requirements ensure that townhomes, duplexes, or two-family units cannot be proposed within the detach single-family portion of the subject development in the future.

The Petitioner has requested a single residential zoning district of R-5 that will encompass two development areas: attached single-family (townhomes) and detached single-family homes. A Special Use for a Planned Unit Development (PUD) is requested to encompass the development. The PUD allows for some controls to be put in place for the overall subdivision concept but also allows for some flexibility in the planning and zoning for the developer. PUD's and zoning flexibility are common among infill and redevelopment sites with limited development area. The site is attractive to residential uses because it is within walking distance of the downtown, parks, forest preserve, and schools (most notably Tinley Park High School less than a half mile away). While it has remained zoned ORI, the anticipation of residential uses has been expected due to the advantages listed above, but also the difficult access/visibility of commercial and the high commercial tax rates within Cook County and Bremen Township.

District	Minimum Lot Requirements					Minimum Yards and Setbacks <i>(feet)</i>				Maximum Building Height (feet)	Maximum Floor Area Ratio
	Interior Lots		Corner Lots		Lot Area per D.U. (square feet)	Front Yard	Side Yards ²		Rear Yard		
	Lot Area (square feet)	Lot Width (feet)	Lot Area (square feet)	Lot Width (feet)			One	Total of Two			
R-1 Single-Family Residential	20,000	100	25,000	125	20,000	40	15	30	40	40	0.3
R-2 Single-Family Residential	13,000	90	16,250	115	13,000	30	10	20	35	40	0.4
R-3 Single-Family Residential	10,000	75	12,500	95	10,000	25	8	16	30	35	0.4
R-4 Single-Family Residential	8,000	60	10,000	75	8,000	25	7.5	15	30	35	0.5
R-5 Low Density Residential ¹											
Single-Family Detached	7,500	60	7,500	60	7,500	25	5	10	30	35	0.5
Single-Family Attached	5 acres	30	5 acres	30	3,000	25	0	0	30	35	0.7
Single-Family Semi-Detached		40		40	4,000	25	10	10	30	35	0.7
Two-Family	7,500	60	7,500	60	3,750	25	5	15	30	35	0.7

Open Item #1: Review the long-term suitability of the proposed R-5 zoning district for the development of the subject property utilizing the LaSalle Standards.

PROPOSED USE

The subdivision provides for 81 detached single-family homes and 162 attached single-family townhomes. The mix of the development types was originally questioned by staff in regards to market demand in the area as well as the specific demand for the townhome products proposed.

SITE DATA

LAND USE	UNITS	AREA (sq. ft)	AREA (Ac)
SINGLE-FAMILY HOMES	81	770,426	17.69
TOWNHOMES	162	422,459	9.70
R.O.W.	-	343,092	7.88
PUBLIC OPEN SPACE	-	171,214	3.93
TOTAL	243	1,707,191	39.19

DR Horton believed based on their experience in the area that the townhome product will be very successful. They also believe in the detached product and have built in flexibility into the different models including two-story and ranch-style homes with two and three car garage options. They believe the mix of housing proposed along with the land planning, is the best combination that will sell quickest at this location. A professional market study was completed before they pursued this site and is supplied as part of their submittal package.

Open Item #2: Review the proposed uses and mix of housing types.

A prior schedule was supplied in 2018 when DR Horton first expressed interest. However, there were delays due to a required environmental study and then the COVID-19 pandemic. Staff is requesting a revised schedule for development including anticipated sales data and completion date.

Open Item #3: Petitioner to supply a revised development schedule with anticipated start and completion dates.

PRELIMINARY PUD & SITE PLAN APPROVALS

Special Use for a PUD

The Special Use is being requested so that the PUD allows some additional control of the development for the Village in the future but also provides flexibility in the zoning regulations that are sometimes difficult to adhere to on infill development projects.

There are various approval levels that bring different review processes and entitlements with PUDs. Most often, PUD changes are minor and they can go straight to final approval. However, in bigger and multi-phased development "Conceptual" and "Preliminary" approvals are important. By spreading out the review into different levels, the level of detail becomes clearer. This is a benefit to the Plan Commission and Village Board to better understand the specific PUD's proposal and purpose. It also benefits the developer by having them only spend time and money developing plans they need. Preliminary and Final approvals including a public hearing and a recommendation will then be forwarded from the Plan Commission to the Village Board of Trustees for final action.

In the request by DR Horton on this project, conceptual approval was not requested because they are looking for some specific assurances on zoning, so they have increased the level of detail in their submittal to make it a preliminary review/approval. The Preliminary CC&Rs (Covenants, Conditions, and Restrictions) and plans will all be exhibits of the approved ordinance and the final plans, plats, and CC&R's will need to be in substantial conformance with them. Preliminary approval essentially gives them the ability to do what they are proposing as long as final plans are substantially in conformance with the plans and proposal. They will need to come back for final PUD and Plat approvals, however, those are usually just a formality once final engineering and architectural design plans are completed for a certain phase of the project. The Petitioner has shown a conceptual layout of the former ABC Supply Co. parcel for site and roadway planning purposes but that site is not under their control and no formal review or approval of those plans are being sought at this time.

Open Item #4: Review the request for establishment of a PUD approval for the development.

Exceptions Requested

Any items that don't meet the Zoning Ordinance are considered "Exceptions" instead of Variations and are covered by the PUD approval. While it is not necessary to call out all Exceptions shown in the Plans, staff often outlines these so that the Commission and Village Board understand what flexibility is being given to the development through the PUD process. The requested exceptions are as follows:

- First-Floor Rear Brick on Townhomes – Brick has not been shown on the rear of the townhomes. The Petitioner has noted a waiver on the rear of the structures makes sense because there is not much material on the first-floor with it being predominately garage doors. Brick does generally look more attractive than all siding, but can become a maintenance issue and would largely not be noticed on these rear elevations.



Open Item #5: Discuss requested exception to allow the townhomes to have no first-floor masonry on the rear elevations.

- First-Floor Side Brick on Townhomes – Brick is not proposed up to the first full ground floor (only up to the partial first-floor). The masonry requirements require brick to the top of the first full floor and the townhomes will be designed to have half of the first-floor sides below street grade. The requirement for first-floor brick has been upheld on all recent residential developments in the Village, including townhomes developments. Staff has noted that the side elevations on the townhomes will all be highly visible from public and private roadways or from adjacent building fronts. Additionally, the brick will align with the vertical level of brick on the front elevations and will create a better transition rather than stopping brick at a corner. The Petitioner has noted there is a high cost to the brick and prefers to only have it up to the partial first floor.



Open Item #6: Discuss requested exception to allow the townhomes to have only partial first-floor masonry on the side elevations or requiring them to have it up to the top of the first full floor.

- Detached Single Family Lot Coverage - A lot coverage of up to 40% on all lots is proposed as opposed to a maximum of 35%. Only one model is expected to exceed the maximum lot coverage (and only on some lots). However, the size of some homes would prevent and restrict many homeowners from constructing future additions or accessory structures (sheds, pools, pergolas, etc.) on their lots. The slight increase will give some built-in flexibility to these future homeowners.

Open Item #7: Discuss allowance for increased lot coverage allowance of 40% for all single-family detached lots to allow for development of the largest ranch model and flexibility for future resident changes.

PUD Restrictions Proposed

In addition to Exceptions from the Zoning Ordinance, PUDs can conversely have additional restrictions and requirements. Most detached single-family neighborhoods are in R-1 to R-4 zoning districts, so most of these are to help clarify certain reoccurring issues and control any negative consequences of slightly denser single-family home development. Some of these “restrictions” are already requirements but have been added to the list for clarity purposes. The current list of additional restrictions is listed below.

- a) The detached single-family home portion of the development is only permitted to have detached single-family homes and does not permit attached single-family, semi-detach single-family, or two-family residences typically permitted in R-5 zoning.
- b) A minimum combined side yard setback of 15’ between two neighboring principal structures is required, as opposed to the R-5 requirements of 5’ minimum side yard setback and minimum 10’ combined between structures.
- c) Public right-of-way aprons and private driveways shall be limited to a width of 22’ for two-car garages and 28’ for three-car garages. These widths shall include any “flares” at the roadway.
- d) No detached garages shall be permitted within the development.
- e) Attached garages shall not be permitted to be converted to living space.
- f) Any single-family home additions shall be constructed of matching masonry on the first floor, including sunrooms and three-season rooms.
- g) Townhomes shall not be permitted any future building/structure additions including sunrooms, three-season rooms, etc.
- h) Only detached single-family home and townhome elevations approved with the original PUD shall be constructed. Any other elevations shall require approval of a substantial deviation.
- i) The association shall be required to enter into a parking enforcement agreement with the Village to allow

- Police enforcement of parking and traffic violations on any private roadways.
- j) Parking restrictions on all private streets shall be the same as public streets and limited to one side of the roadway to allow for fire department and emergency response access.
 - k) A minimum of 50% of the front yard for single-family homes shall be pervious surface (landscaping, turf, etc.)

Open Item #8: Discuss proposed additional restrictions to be listed in the PUD.

Variation – Open Space

To request a PUD, certain “conditions” are required to be met. Some are specific to all PUDs and others are specific to commercial, residential, or mixed-use developments. If these are not complied with, they would require a Variation be requested for that requirement to indicate why it cannot be complied with or how it may be being offset. For example, the most common PUD request has historically been the requirement that all PUDs be a minimum of 5 acres, which many infill sites are not. However, other requirements may also become difficult to comply with on infill and development sites due to the limited land flexibility and financial feasibility of redevelopment properties.

In order to request a PUD, the Petitioner requests one variation for total park/recreational open space within the development. Recreational open spaces are required at a total of 10% of land area or 750 sq. ft. per dwelling, whichever is greater. The preference is for land to be dedicated to the Park District and open to the general public since an association-maintained park is costly for residents and difficult to restrict public access to. Eventually most become poorly maintained or even eventually removed due to liability and insurance costs. However, land can be under common association ownership if planned properly and meets the requirements of open recreational space. On the subject property, it results in the requirement of 4.17 acres of recreational open space.

The proposed site includes the proposed dedication of a 3-acre park in the center of the development. The Petitioner has been working with the Park District and they have indicated their willingness to accept the public park, subject to their design requirements. Other small open space areas will remain under the association’s common ownership and function more as small open areas for people or dogs but do not meet the needs or goals of the Park District to accept as a public dedication. An addition .93 acres of open space will be controlled by the townhome association for their private use. The areas will be open and have a use for pets or relaxation. There is a total of 3.93 acres of open space, short of the PUD requirement by .24 acres. The Petitioner has noted that the site layout and economics of the site restrict the ability to add additional open space. They have noted they are adjacent to a large forest preserve and Freedom Pond that provides additional recreational amenities and open space nearby to help offset the small difference.

Open Item #9: Discuss the requested Variation for a reduction in open recreational space as it relates to the Standards for a Variation.

SITE PLAN

Cook County – Ridgeland Ave, 175th Street, Oak Forest Avenue Improvements

The county in conjunction with the Village’s Public Works department, is planning improvements to Ridgeland Avenue along with portions of 175th Street and Oak Forest Avenue. Improvements will include roadway reconstruction, installation of curb/gutter, drainage improvements, installation of a multi-use path, and installation of turn lanes. The plans for this work have driven some of the roadway planning along with decisions related to sidewalk and roadway requirements. The plan has been for the Village to accept 175th Street and Ridgeland Avenue once fully reconstructed. Oak Forest Avenue would remain under Cook County Jurisdiction since it is not proposed to be fully reconstructed to Village standards at this time.

Overall Layout

The overall site plan is indicated below showing the development of the townhomes and detached single-family areas. Subdivision access is proposed with one full access point along Oak Forest Avenue and two full access points on Ridgeland Avenue. These locations were located at specific points on Ridgeland Avenue to align with existing access points on the west side of the roadway. The access point on Oak Forest Avenue was designed in conjunction with the Cook County improvements to the intersection that would taper the lane from the intersection. The access point was placed after the proposed taper would end. All access points and major streets would be publicly dedicated roads (only a few roadways in the townhomes area will remain private and owned by the association).

After access points were established, the geometry of the lots after are driven by the location of a centralized park and the creation of natural separation between the detached homes and townhome areas. There are a few "eyebrow" extensions that are not typically preferred but there are few alternative options that wouldn't create lots with very little width, odd shapes, or unutilized "leftover" space. Additionally, there is not adjacent land able to be developed, so roadway layouts were limited.



Single Family Setbacks

The R-5 Zoning District is denser than many single-family residential only neighborhoods. The density allows for some flexibility within the development to fit in a number of lots that making it financially feasible. However, the reductions are fairly minor between the R-4 and R-5 zoning districts. The most noticeable difference would be the reduction of the side yard setbacks from 7.5' minimum in the R-4 to 5 feet in the R-5 district.

The concern would be with two two-story homes next to each other and only 10' away, this could begin to look very dense and "tight". However, the lots have many different

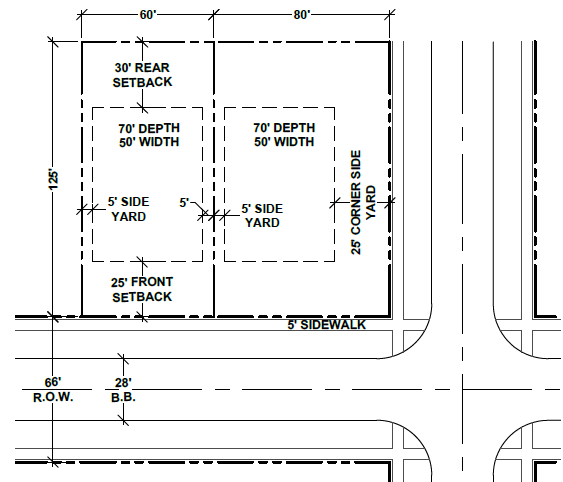
MINIMUM SINGLE-FAMILY HOME DESIGN STANDARDS

REGULAR LOT (60'x125' Typ.)

FRONT YARD	= 25'
SIDE YARD	= 5'
REAR YARD	= 30'

CORNER (80'x125' Typ.)

FRONT YARD	= 25'
SIDE YARD	= 5'
STREET SIDE YARD	= 25'
REAR YARD	= 30'



TYPICAL SINGLE FAMILY HOME DESIGN STANDARDS

widths and the models chosen have differing widths and well. Most models would result in at least 7.5' side yard setbacks. However, the option to have a three-car garage would be prevented on some of the smaller width lots. To avoid these concerns, they are proposing a minimum principal structure setback of 15'. This would result in a similar appearance from the streetscape as the R-4 district's minimum setbacks. To limit the amount of parkway streetscape that is paved and allow for on-street parking spaces, driveway widths have also been limited due to the decreased lot widths.

Townhome Setbacks

The townhomes have met the setback requirements outlined in the residential PUD requirements. Section VII.C.2.p, (Residential Planned Unit Development Standards) *"When single-family attached dwellings are proposed within a Residential Planned Unit Development, the front or rear facade of a dwelling unit shall not be less than sixty (60) feet from the front or rear facade of another dwelling unit. The unattached side face of a single-family attached building shall not be less than twenty (20) feet from the side face of another such building and not less than forty (40) feet from the front or rear face of another such building or unit;"*

Private roads are utilized in the townhome portion of the development but are primarily areas that function as a driveway with garages facing them, rather than a tradition roadway. These roads would be under the maintenance of the townhome association but to ensure speeding or traffic is not a concern, would be required to be policed and have limited parking. The association is required to have a traffic enforcement agreement with the Village to avoid those issues.

MINIMUM REAR-LOADED TOWNHOME DESIGN STANDARDS

MINIMUM SETBACKS

FRONT YARD	= 25'
CORNER SIDE YARD	= 15'
BUILDING FRONT YARD TO PERIMETER	= 25'
SIDE YARD	= 20'

BUILDING SEPARATIONS

FRONT TO FRONT	= 60'
FRONT TO SIDE	= 40'
SIDE TO SIDE	= 20'
SIDE TO REAR	= 40'
REAR TO REAR	= 50'
GARAGE TO GARAGE	= 60'

Open Item #10: Review the proposed site plans, setbacks, and overall subdivision design.

Special Service Area (SSA)

A dormant SSA is recommended to be established by the developer and required to be in place for all future property owners. The intent is to ensure that the associations maintain all common areas as proposed within the PUD. If an association is dissolved or fails to maintain certain requirements like landscape buffers, fences, private roadways, private utilities, open space, etc. the Village can activate the SSA to pay for the associated costs for the development. This protects the Village's general fund from being utilized to maintain areas that primarily benefit only a small group

of residents and designed to be paid for by a future association. This is a recommended condition of the Preliminary PUD approval that it be established prior to final approval or any site permits.

Open Item #11: Review staff's proposed requirement for establishment of an SSA over the development.

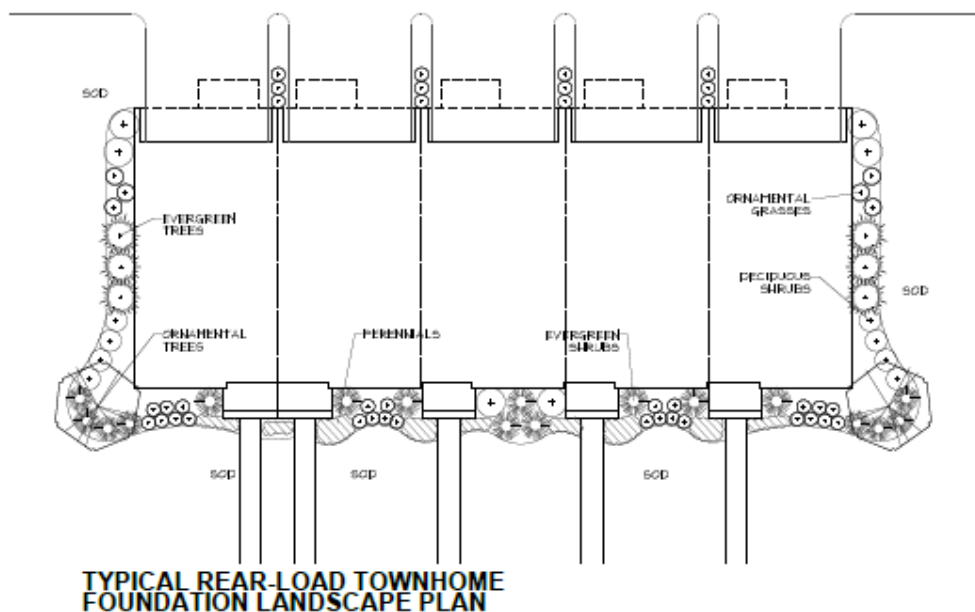
Sidewalks

Sidewalks are proposed on all new internal public streets. The development is also required to install sidewalks on any adjacent public streets or rights-of-way. However, the Village and county are already working towards plans to install a multi-use path along Ridgeland Avenue. Additionally, there will be some changes to Oak Forest Avenue, which currently has swales, and the utilities in the area. To avoid installing sidewalks in a manner not in the long-term interest of the area. Village Planning and public works staff has suggested a cash-in-lieu payment for the required sidewalks that can be used by the public works department in the best way possible for the area. The goal is to hopefully connect the subdivision down Oak Forest Avenue (adjacent to the former ABC Supply Co. property) to make walking to the downtown easier. The Village Engineer has estimated a cost of \$82,279 for the required sidewalks that would be required to be paid prior to the issuance of any site permits.

LANDSCAPE

A landscape buffer is proposed along the entire perimeter to serve as a buffer to roadways and adjacent uses (see attached landscape plan). This buffer ranges in depth from 15' at its narrowest to 30' at its widest. This is in addition to the residential structure setbacks for the detached homes and townhomes. The landscape buffer along the perimeter of the property mostly meets the bufferyard requirements. The reductions have largely been shrub plantings that serve little purpose in buffering views. Shrubs have been proposed in the townhome area through and around the entrances to the subdivision to make an attractive entrance. The landscape plans are part of the attached documents to this staff report.

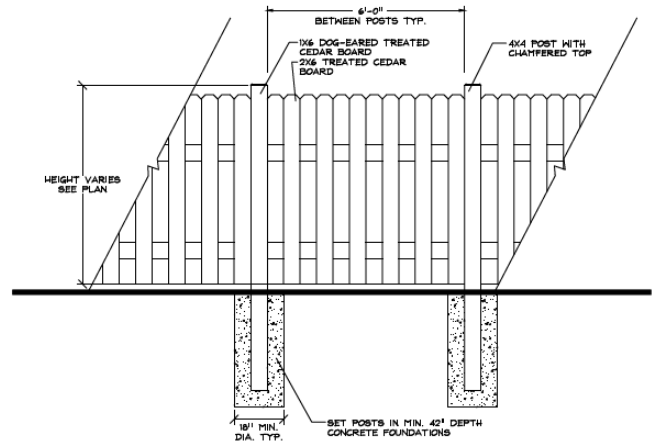
The bufferyard along the single-family homes is proposed to be owned and maintained by the homeowners since it is for their primary benefit. That was a recommendation by staff as opposed to the alternative of having them in a separate outlot area. In that situation, the area could be fenced in and become a difficult alley area to maintain. Additionally, the costs would be bared by all of the detached single-family home residents for the benefit of only the homes that are adjacent to the Panduit site.



Open Item #12: Review proposed landscape plan including buffers.

Additionally, 6' high privacy fencing has been proposed to be installed along the Panduit property as well as the homes that back up to Oak Forest Avenue. The fence will ensure residents have a buffered view from the commercial use from the beginning. However, future maintenance will be on the individual homeowners. The fence along Oak Forest Avenue is proposed to be maintained by the HOA since its purpose is to provide a uniform appearance along the roadway instead of having different heights, styles, and colors.

Open Item #13: Review the proposed fence design and locations.



6' BOARD ON BOARD FENCE DETAIL

ARCHITECTURE

Single Family Home Design

A few different models have been proposed for the detached single-family homes. All detached homes will have first floor brick or stone masonry products as required by the code. There are both two-story and ranch style homes. Options include a variety of exterior materials, colors, window styles, and other bonus options. There are options to add a full porch and to add three-car garages on a few of the models. The specific models and options are largely left to the purchaser. However, DR Horton has a set of anti-monotony standards in place that will be adopted with the PUD to ensure models and colors are varied throughout.

Staff suggested creating some varying designs on the front elevations, particularly with three-car garage models. The main concern was that these models and elevations would be dominated by the garage door. Staff suggested some of the following changes that would provide for a more attractive streetscape design:

- a. Varying siding colors
- b. Substituting brick/stone on the front facades.
- c. Offering varying window options.
- d. Changing roof lines to be less bulky/massed from the front elevation.
- e. Offering varying garage door options (include windows).
- f. Offering a gable option on the porch roofs.

A few changes were made to add some premium features as a standard on these models, but ultimately, they are looking for flexibility to market different options and models. Additionally, some of their models are standardized across their developments for efficiency purposes in design and construction. The Petitioner can better review these models at the workshop meeting. Color renderings were given for a few of the model types as well to better understand how they will look.



Open Item #14: Review the varying single-family home model options, provide and suggestions for additions, removals, or changes.

Key Lots

Certain “Key Lots” have been indicated by the developer. These lots will be some of the most visible lots due to their locations on corners or being in line with roadways. The developer has noted these lots would get some upgraded design options that would benefit the overall appearance and feel of the subdivision. Revised plans with the new layout will need to be supplied, along with the details on the model upgrades prior to the public hearing.

Open Item #15: Petitioner to revise key lot exhibit to new layout and clearly indicate specific details or permanent “upgrades” are proposed on these lots.

Townhomes

Similar to other townhomes developments, the design of the townhomes will be consistent across all buildings. Brick has been brought up vertically in a number of areas along with varying entrance styles to give it an appealing appearance. Brick has only been proposed on the partial first floor on the side elevations, requiring a request for an Exception as part of the PUD. Staff has noted this requirement can be met and that the brick will carry around the sides of the townhome better if brought up to the top of the first full floor (second story in the house).









PARKING

Parking in single-family neighborhoods is traditionally not a problem as there is sufficient driveway and garage spaces for homeowners to park. There is usually on-street parking availability for any parties or events residents may occasionally have. However, with a slightly denser development, there are concerns that if driveway expanded over time to the allowable 30’ maximum width, that many on-street parking spaces would be eliminated due to the increase in driveway widths at the road. Additional controls over the widths have been put in place to limit 2-car driveways to 20’ maximum and 3-care driveways to 26’ maximum.

The townhome area creates a different challenge due to an increase in density and limited on-street parking opportunities. Staff has raised concerns about the need for some off-street guest parking areas within the development. However, the Petitioner has noted they believe that the onsite spaces (2 garage and 2 driveway) along with surrounding public roadway on-street parking will be sufficient even if it is not immediately adjacent to some units. They provided a parking exhibit to show where parking availability is located for the townhomes.



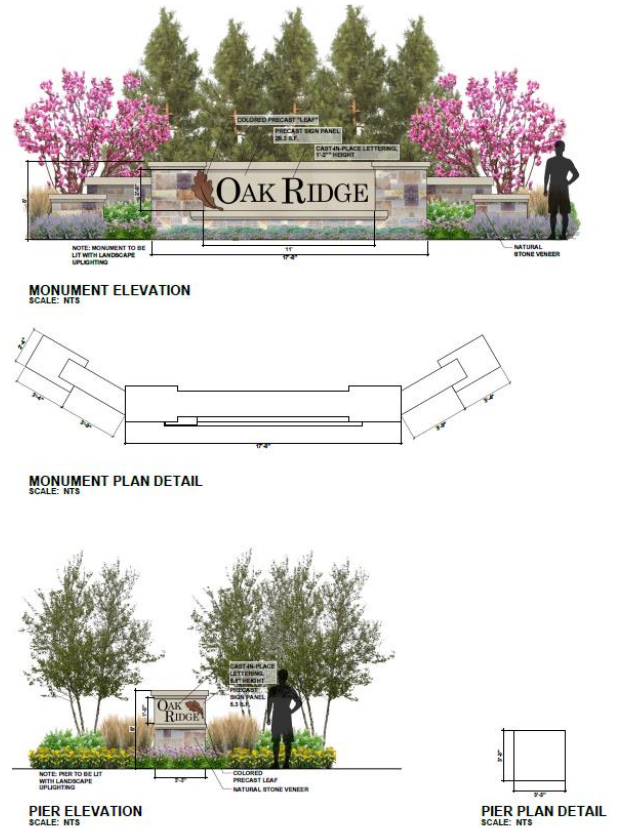
PARKING	REQUIRED	PROPOSED
 GARAGE	-	320 (2 PER UNIT)
 DRIVEWAY	-	320 (2 PER UNIT)
 GUEST PARKING	-	2
 ON-STREET PARKING	-	29
TOTAL	480 (3:1)	671 (4.2:1)

Open Item #16: Discuss proposed parking, including no dedicated off-street parking for guests in the townhome area.

SIGNAGE

Details on the location of signage has not yet been determined yet due to some changes to the site plan layout. The specific locations will be supplied prior to the Public Hearing. All signage shall be located on association owned property. This may require a separate lot for the signage be created in the detached single-family area, as opposed to an easement on a private lot.

Open Item #17: Petitioner to submit revised signage plans and revised preliminary plat showing separate sign lots.



ENGINEERING

Publicly dedicated roadways include typical canopy trees, street lights, and traffic control signage. The proposed design generally shows it is compliant with the Village's standard details. Specifics of the roadway design will be reviewed with final engineering and final approval. It is recommended that a condition clarifying that final engineering approval is required for the site and all public right-of-way details.

Open Item #18: Petitioner to supply revised Preliminary engineering plans prior to the Public Hearing. All plans are subject to final engineering review and approval, which will be submitted with the Final PUD approval in the future.

PRELIMINARY PLAT APPROVAL

Unlike the Final Plat, the Preliminary Plat does not formally create any lots of record. However, this plat shows likely dimensions of the proposed residential lots and outlots and gives the developer the right to move forward with the subdivision. The final plat will need to be in substantial conformance with this preliminary plat but requires additional information like signature blocks, exact property lines, and easement locations. A preliminary plat stops short of being final because final engineering usually has not been completed and minor changes may still be required. The Petitioner will return for Final Plat and PUD approval once final engineering has been completed. Due to some site layout changes the preliminary plat requires revision prior to the public hearing.

Open Item #19: Petitioner to supply revised Preliminary Plat prior to the Public Hearing.

SUMMARY OF OPEN ITEMS

Staff identified the following open items for discussion at the workshop:

1. Review the long-term suitability of the proposed R-5 zoning district for the development of the subject property utilizing the LaSalle Standards.
2. Review the proposed uses and mix of housing types.
3. Petitioner to supply a revised development schedule with anticipated start and completion dates.
4. Review the request for establishment of a PUD approval for the development.
5. Discuss requested exception to allow the townhomes to have no first-floor masonry on the rear elevations.
6. Discuss requested exception to allow the townhomes to have only partial first-floor masonry on the side elevations or requiring them to have it up to the top of the first full floor.
7. Discuss allowance for increased lot coverage allowance of 40% for all single-family detached lots to allow for development of the largest ranch model and flexibility for future resident changes.
8. Discuss proposed additional restrictions to be listed in the PUD.
9. Discuss the requested Variation for a reduction in open recreational space as it relates to the Standards for a Variation.
10. Review the proposed site plans, setbacks, and overall subdivision design.
11. Review staff's proposed requirement for establishment of an SSA over the development.
12. Review proposed landscape plan including buffers.
13. Review the proposed fence design and locations.
14. Review the varying single-family home model options, provide and suggestions for additions, removals, or changes.
15. Petitioner to revise key lot exhibit to new layout and clearly indicate specific details or permanent "upgrades" are proposed on these lots.
16. Discuss proposed parking, including no dedicated off-street parking for guests in the townhome area.
17. Petitioner to submit revised signage plans and revised preliminary plat showing separate sign lots.
18. Petitioner to supply revised Preliminary engineering plans prior to the Public Hearing. All plans are subject to final engineering review and approval, which will be submitted with the Final PUD approval in the future.
19. Petitioner to supply revised Preliminary Plat prior to the Public Hearing.

STANDARDS FOR REZONING APPROVAL

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases. The following “LaSalle Standards” have been supplied for the Commission to consider. Staff will prepare draft responses for these conditions within the next Staff Report.

- a. The existing uses and zoning of nearby property;
- b. The extent to which property values are diminished by the particular zoning;
- c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
- e. The suitability of the property for the zoned purpose;
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
- g. The public need for the proposed use; and
- h. The thoroughness with which the municipality has planned and zoned its land use.

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission when analyzing a Special Use request. Staff will provide draft Findings for the Commission’s review in the next Staff Report.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance; and
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

STANDARDS AND CRITERIA FOR A PLANNED UNIT DEVELOPMENT

Section VII.C. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission for a Planned Unit Development (PUD). The Plan Commission is encouraged to consider these standards (listed below) as well as the Applicant's responses (attached) when analyzing the PUD request. Staff will provide draft Findings for the Commission's review in the next Staff Report.

- a. The site of the proposed planned unit development is not less than five (5) acres in area, is under single ownership and/or unified control, and is suitable to be planned and developed, or redeveloped, as a unit and in a manner consistent with the purpose and intent of this Ordinance and with the Comprehensive Plan of the Village.
- b. The planned development will not substantially injure or damage the use, value and enjoyment of the surrounding property nor hinder or prevent the development of surrounding property in accordance with the land use plan of the Village.
- c. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated.
- d. The proposed development will not impose an undue burden on public facilities and services, such as sewer and water systems, police and fire protection.
- e. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer.
- f. The street system serving the planned development is adequate to carry the traffic that will be imposed upon the streets by the proposed development, and that the streets and driveways on the site of the planned development will be adequate to serve the residents or occupants of the proposed development.
- g. When a Planned Unit Development proposes the use of private streets, common driveways, private recreation facilities or common open space, the developer shall provide and submit as part of the application the method and arrangement whereby these private facilities shall be operated and maintained.
- h. The general development plan shall contain such proposed covenants, easements and other provisions relating to the bulk, location and density of residential buildings, non-residential uses and structures and public facilities as are necessary for the welfare of the planned development and the Village. All such covenants shall specifically provide for enforcement by the Village of Tinley Park in addition to the land owners within the development.
- i. The developer shall provide and record easements and covenants, and shall make such other arrangements as furnishing a performance bond, escrow deposit, or other financial guarantees as may be reasonably required to assure performance in accordance with the development plan and to protect the public interest in the event of abandonment of said plan before completion.
- j. Any exceptions or modifications of the zoning, subdivision, or other regulations that would otherwise be applicable to the site are warranted by the design of the proposed development plan, and the amenities incorporated in it, are consistent with the general interest of the public.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff will prepare draft responses for these Standards within the next Staff

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
2. The plight of the owner is due to unique circumstances.
3. The Variation, if granted, will not alter the essential character of the locality.
4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
 - e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
 - f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

STANDARDS FOR SITE PLAN & ARCHITECTURAL APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required, but all standards shall be considered to have been met upon review from the Plan Commission.

Site Design

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
- b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
- c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
- d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
- e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

RECOMMENDATION

Following a successful workshop, proceed to a Public Hearing at the December 16, 2021 Plan Commission meeting.

LIST OF REVIEWED PLANS – WORKSHOP (To Be Revised With Final Dates At Public Hearing)

Submitted Sheet Name		Prepared By	Date On Sheet
	Project Narrative		
	Plat of Topography		
	Alta Survey		
	Preliminary Site Plan		
	Preliminary Zoning Analysis Table		
	Preliminary Landscape Plan		
	Photometric Exhibit		
	Preliminary Engineering Plans		
	Preliminary Signage Plans		
	Single Family Detached Model Elevations (B&W)		
	Single Family Detached Elevation Select Color Renderings		
	Townhome Elevations and Renderings		
	Preliminary Plat of Subdivision		
	Traffic Study		
	Monotony Plan for Single Family Detached		
	Subdivision Specifications		
	Key Lot Exhibit		
	Estimated Child Generation		
	Market Study		
	Parking Exhibit		



Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS
PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

☐ Special Use for: _____
☒ Planned Unit Development (PUD) ☒ Concept ☒ Preliminary ☐ Final ☐ Deviation
☐ Variation ☐ Residential ☐ Commercial for _____
☐ Annexation
☒ Rezoning (Map Amendment) From ORI to R-5 PUD
☒ Plat (Subdivision, Consolidation, Public Easement) ☒ Preliminary ☐ Final
☒ Site Plan
☐ Landscape Change Approval
☐ Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: Fieldstone Oak Ridge
Project Description: New SF and TH construction
Project Address: NE corner 175th and Ridgeland Property Index No. (PIN): 28-29-300-030; 28-29-300-4
Zoning District: ORI Lot Dimensions & Area: approx. 37 acres
Estimated Project Cost: \$ _____

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: Panduit Corporation Company: _____
Street Address: 18900 Panduit Drive City, State & Zip: Tinley Park, IL 60487
E-Mail Address: _____ Phone Number: _____

APPLICANT INFORMATION

☐ Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: D.R. Horton, Inc. - Midwest Company: _____
Relation To Project: Contract Purchaser
Street Address: _____ City, State & Zip: _____
E-Mail Address: _____ Phone Number: _____

VILLAGE OF TINLEY PARK, ILLINOIS
PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized representative.

I hereby authorize DR Horton Inc - Midwest (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature: _____

Property Owner Name (Print): _____

Chief Administrative Officer - Panduit Corp

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: _____

Property Owner Name (Print): _____

-CAO Panduit Corp

Applicant Signature:
(If other than Owner)

Applicant's Name (Print): _____

Date: _____

1-18-21



Village of Tinley Park
Community Development Dept.
16750 S. Oak Park Ave.
Tinley Park, IL 60477
708.464.5100

VILLAGE OF TINLEY PARK, ILLINOIS
PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize DR Horton Homes, Inc. - Midwest (print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.

Property Owner Signature: _____

Property Owner Name (Print): _____

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: _____

Property Owner Name (Print): _____

Applicant Signature:
(If other than Owner)

Applicant's Name (Print): _____

Date: _____

D.R. Horton, Inc. - Midwest



Village of Tinley Park
Community Development Dept.
15250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- ☐ Special Use for: _____
- ☒ Planned Unit Development (PUD) ☐ Concept ☒ Preliminary ☐ Final ☐ Deviation
- ☐ Variation ☐ Residential ☐ Commercial for _____
- ☐ Annexation
- ☒ Rezoning (Map Amendment) From ORI to R-5 PUD
- ☒ Plat (Subdivision, Consolidation, Public Easement) ☒ Preliminary ☐ Final
- ☐ Site Plan
- ☐ Landscape Change Approval
- ☐ Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: Oak Ridge

Project Description: New single Family and Townhome construction

Project Address: South side of Hickory Street East of Ridgeland

Zoning District: ORI Property Index No. (PIN): _____

Estimated Project Cost: \$ _____ Lot Dimensions & Area: approximately 3 acres

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: 6301 Oak Forest Avenue LLC Company: _____

Street Address: 6301 Oak Forest Avenue City, State & Zip: Tinley Park, IL 60477

E-Mail Address: _____ Phone Number: _____

APPLICANT INFORMATION

☐ Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: _____ Company: DR Horton, Inc. - Midwest

Relation To Project: contract Purchaser

Street Address: _____ City, State & Zip: _____

E-Mail Address: _____ Phone Number: _____

standards and design features will ensure that approval of the Planned Development will not substantially injure or damage the use, value, and enjoyment of the surrounding properties nor hinder or prevent the development of surrounding property in accordance with the land use plan of the Village.

C. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated.

The Developer feels that the site is viable for a residential PUD and there seems to be agreement and interest in the planning and future growth of the Village that supports this viability. The Village's Legacy Plan has been developed to guide development in the Village's downtown. Traditional Single-Family units will promote a family lifestyle with Townhome units providing an attractive maintenance free lifestyle. Both unit types will provide residential density to support existing Downtown businesses with access to public transit opportunities.

D. The proposed development will not impose an undue burden on public facilities and services, such as sewer and water systems, police and fire protection.

The Proposed Development will provide its own connection to sewer and water systems, integrate with existing planned improvements, and cooperate with local police and fire protection to ensure no undue or unnecessary burden on public facilities and services.

E. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer.

It is anticipated that the project would be completed in phases with project amenities such as park space/open spaces, landscaped areas and paths developed in phase one. Two product stores will help sales velocity and ensure that project construction, delivery, and completion goals are met within the schedule of development.

F. The street system serving the planned development is adequate to carry the traffic that will be imposed upon the streets by the proposed development, and that the streets and driveways on the site of the planned development will be adequate to serve the residents or occupants of the proposed development.

At this time, the street system of the PUD is planned according to the typical Village cross section. The Plan is designed with two access points along Ridgeland Avenue and one access point on Oak Forest Avenue with cross access and interconnectivity through the neighborhood. Single-family homes present either side yards or rear yards along public streets with considerable landscape buffering and townhomes are rear loaded with consolidated access points located on internal roadways. These design choices will ensure that traffic impacts will be focused on proposed internal roadways versus existing Village roads.

G. When a Planned Unit Development proposes the use of private streets, common driveways, private recreation facilities or common open space, the developer shall provide and submit as part of the application the method and arrangement whereby these private facilities shall be operated and maintained.

PANDUIT PROPERTY – VILLAGE OF TINLEY PARK

LASALLE FACTORS/CRITERIA FOR REZONING (MAP AMENDMENT)

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases, *LaSalle Bank of Chicago v. Count of Cook* (1957) and *Sinclair Pipeline v. Village of Richton Park* (1960), when evaluating the validity of zoning changes. The so-called “LaSalle factors” are listed below. Village staff and officials will take these factors into consideration when evaluating and deciding rezoning requests. The petitioner should prepare their own responses to the “LaSalle Factors” with factual evidence to defend the requested rezoning. If additional space is required, you may provide the responses on a separate document or page.

A. The existing uses and zoning of nearby property;

The existing uses and zoning adjacent to this property are R-4 to the north across Oak Forest Ave., R-5 and R-6 to the west, Forest Preserve to the east and ORI to the south. As you can see, most uses adjacent to this site are either residential or open space. In addition, the frontage of the ORI use to the south is about 40% stormwater detention and the remaining area will be buffered through a combination of landscaping and building setbacks. Given these factors, this site is fully compatible and consistent with adjacent uses.

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

Property values will not be diminished as a result of this rezoning due to the compatibility of uses.

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

As noted above, there will be no destruction of property values.

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

The gain to the public will be realized through the addition of more compatible uses as well as the provision of a larger population base that will help support existing retail uses in the downtown area as well as throughout the community.

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

Given the trend of development, the surrounding land uses and zoning, the residential market demand and the general shape and topography of the property, this site is highly suitable for the proposed use.

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

This property has been vacant as zoned for a long period of time. The marketing of the property has not resulted in any other uses as provided for under the current ORI zoning. Interest in redevelopment has only been for residential purposes.

G. The public need for the proposed use; and

The demand for residential single family and townhome zoning in this market and throughout the Chicagoland area has been strong. Unfortunately, due to the lack of available housing on the market to meet this demand many families have not been able to find housing to meet their needs. This proposed rezoning will help fulfill this need and will also serve as a needed boost for businesses in the community.

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

This proposed re-zoning will be thoroughly reviewed and vetted by Village staff and officials through a rigorous review and public hearing process. All aspects of the project will be designed and reviewed by expert professionals and the public will have direct input through the required public hearing process.

Oak Ridge – Tinley Park, Illinois

Project Narrative

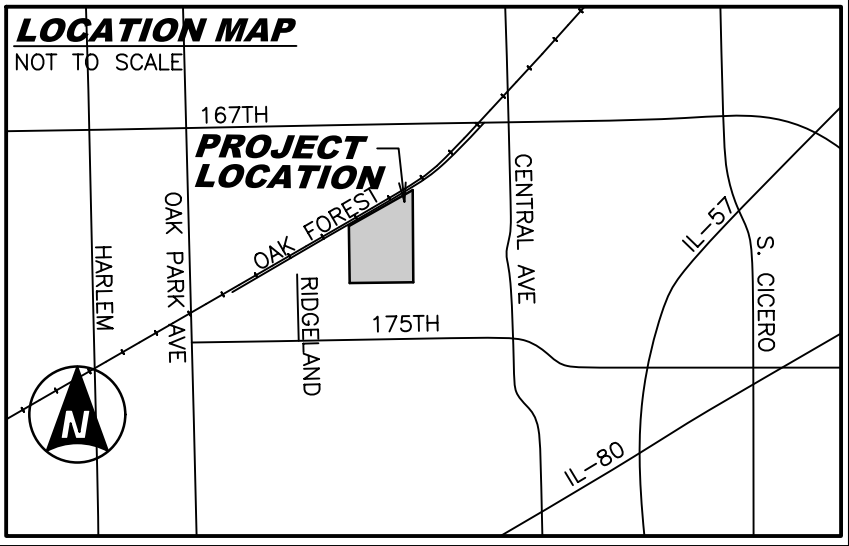
Oak Ridge is a proposed residential community by DR Horton, Inc. which is located at the southeast corner of Oak Forest Ave. and Ridgeland Ave. in the Village of Tinley Park. The property consists of 39.19 acres which was formerly part of the Panduit Corporation facility and has now been demolished. The property is ideally located for a residential community given the surrounding uses which consists of residential on both the west and the north and a Forest Preserve to the east. South of the property is a regional storm water detention facility and the existing Panduit Corporation building. Storm water detention will be provided in this existing Village owned basin south of the property.

DR Horton is proposing a Residential Planned Development which consists of 82 single family detached homes and 160 townhomes. This community is designed to attract a variety of market segments. The townhomes are designed as a courtyard type product that has garage access to the rear with living space above the garage. This allows the front of the homes to be free of any garage doors creating a more attractive streetscape. This is especially obvious along the Ridgeland Ave. frontage where the view to passers by will strictly be the attractive front elevations of the homes. The townhome units will attract a wide segment of the market including young professionals, young families starting out with their first home as well as empty nesters who want the maintenance free living.

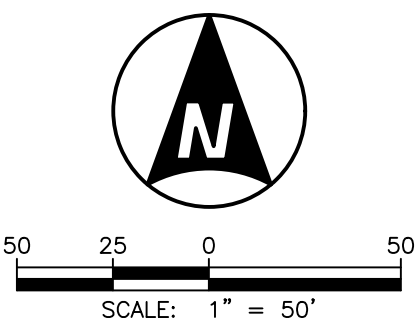
The single family detached homes will provide housing for families within the general area and specifically includes three ranch homes in order to provide a variety of options for single level living for empty nesters and retired people in the area wanting a product that does not require stairs.

These homes are all deigned within a planned community centered on a central park site of over 4 acres in order to meet the recreational needs of the community and to supplement the vast open spaces of the Forest Preserve adjacent to the east. The plan also provides for consistent architecture and perimeter landscape buffers as well as additional landscaping throughout the community. In order to accommodate possible future redevelopment, the plan also provides for public streets to stub into and connect with the current ABC Supply building property. This would provide for the ability to extend residential development into the site should it ever be rezoned in the future. A connection is provided from both the south and the east of the property.

The property will be controlled and maintained by a Homeowners Association. The Association will be responsible for the maintenance of any hardscape and landscaping in all common areas as well as the common driveways and alleys serving the townhome area. The exterior of the townhome buildings will also be maintained by the Association.



TOPOGRAPHIC EXHIBIT



AREA:
PROPERTY CONTAINS 1,550,508 SQUARE FEET OR 35.595 ACRES MORE OR LESS

P.I.N.:
28-29-300-031
28-29-300-034
28-29-300-035
28-29-300-030

LEGEND:

- BOUNDARY LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- SECTION LINE
- SANITARY SEWER
- STORM SEWER
- WATER MAIN
- OVERHEAD WIRE
- ELECTRIC LINE
- GAS LINE
- FENCE
- GUARDRAIL
- TREE LINE
- RAILROAD
- EDGE OF WATER
- MANHOLE (STMH/SAMH)
- CATCH BASIN (CB)
- INLET (INL)
- FLARED END SECTION (FES)
- VALVE VAULT (VV)
- VALVE BOX (VB)
- BUFFALO BOX (BB)
- CLEANOUT (CO)
- BOLLARD (BOL)
- GAS VALVE (GV)
- FIRE HYDRANT (FH)
- ELECTRIC MANHOLE (EMH)
- TELEPHONE MANHOLE (TMH)
- HANDHOLE (HH)
- LIGHT (LHT)
- POWER POLE (PP)
- GUY WIRE (GW)
- CABLE PEDESTAL (PEDC)
- ELECTRIC PEDESTAL (PEDE)
- TELEPHONE PEDESTAL (PEDT)
- TRANSFORMER
- SIGN
- MAILBOX (MB)
- DECIDUOUS TREE (SIZE IN INCHES)
- CONIFEROUS TREE (SIZE IN INCHES)
- CONTOUR LINE
- SPOT ELEVATION
- PAVEMENT ELEVATION
- TOP OF CURB ELEVATION
- TOP OF DEPRESSED CURB ELEVATION
- WALK ELEVATION
- CHAIN LINK FENCE
- CORRUGATED PLASTIC PIPE
- DUCTILE IRON PIPE
- VITRIFIED CLAY PIPE
- HIGH DENSITY POLYETHYLENE PIPE
- ELECTRIC METER
- GAS METER
- INVERT
- POLYVINYL CHLORIDE PIPE
- REINFORCED CONCRETE PIPE
- RETAINING WALL
- SANITARY
- SITE BENCHMARK
- STORM
- STRUCTURE
- TOP OF PIPE
- CONCRETE (CONC)
- GRAVEL
- HOT MIX ASPHALT (HMA)
- BUILDING
- DEPRESSED CURB



NOTES:

1. ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE HEREON DESCRIBED PROPERTY FALLS WITHIN ZONE "X". AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 1703100709, MAP REVISED DATE OF AUGUST 19, 2008, SUBJECT TO MAP INTERPRETATION AND SCALING.
2. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
3. REFER TO THE DEED, TITLE INSURANCE POLICY AND LOCAL ORDINANCES FOR ADDITIONAL RESTRICTIONS.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENTS.
5. CONTACT JULIE AT 1-800-892-0123 FOR EXACT LOCATION OF BURIED UTILITIES PRIOR TO DIGGING.
6. OBSERVABLE ABOVE GROUND UTILITIES AND ABOVE GROUND EVIDENCE OF UNDERGROUND UTILITIES LOCATED AND SHOWN HEREON. UNDERGROUND UTILITY ROUTINGS PROTRACTED HEREON ARE BASED UPON PROVIDED MAPPING AND FIELD OBSERVATION AND IS BELIEVED TO BE CORRECT BUT NOT WARRANTED.
7. EXHIBIT IS BASED ON FIELD WORK COMPLETED ON 06-22-21.

BENCHMARKS:

SOURCE BENCHMARK: C006/AJ2772
STATION IS LOCATED IN THE CITY LIMITS OF OAK FOREST IN SECTION 20, T36N, R13E. TO REACH FROM THE JUNCTION OF IL RT 43 AND RT 6 PROCEED 1.5 MI EAST ON US RT 6, LOCATED 1.6 MI WEST OF RT 50 (CIGERO) AND 110 EAST OF CENTERLINE OF ARROYO DR ON FOREST PRESERVE PROPERTY. STATION IS 61 FT SOUTHWEST OF A LIGHTPOLE, 45 FT SOUTH OF THE EASTBOUND CENTERLINE OF RT 6, 35 FT SOUTHWEST OF AN INLET, 47 FT SOUTHEAST OF A TRAFFIC SIGNAL POLE, 29 FT NORTH OF THE CENTERLINE OF THE BIKEPATH, 46 FT EAST OF CENTERLINE OF BIKE PATH, 30 FT SOUTH OF THE BACK OF CURB OF RT 6, AND 2 FT NORTH OF AN ORANGE FIBERGLASS WITNESS POST. NOTE- ACCESS TO DATUM POINT THROUGH 6 INCH LOGO CAP. DATUM POINT IS 0.45 FT BELOW CAP. THE ROD WAS DRIVEN TO REFUSAL AND ANCHORED. PK NAILS WERE SET IN WOOD PHYSICAL TIES. ELEVATION = 697.51 (NAVD 88)

SITE BENCHMARK #1:
IRON ROD WITH CAP LOCATED ON A SOUTH LINE OF PARCEL ONE 320.6 FEET WEST OF THE SOUTHEAST CORNER, 8.0 FEET SOUTH OF HMA PAVEMENT, AND 25.0' NORTHWEST OF AFLARED END SECTION. ELEVATION = 699.41

SITE BENCHMARK #2:
IRON ROD WITH CAP LOCATED ON NORTH SIDE OF OAK FOREST AVENUE, 3.8 FEET NORTHWEST OF EDGE OF PAVEMENT, AND 118.3 FEET NORTHEAST OF A TELE HAND HOLE. ELEVATION = 701.54

CLIENT:
D.R. HORTON 750 EAST BUNKER COURT
America's Builder VERNON HILLS, ILLINOIS 60061



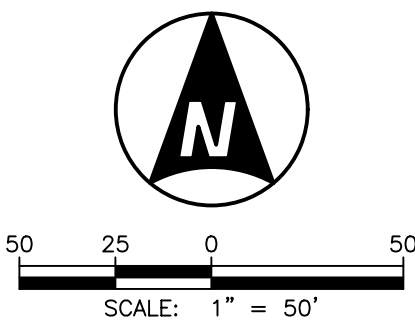
Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

			DESIGNED	
			DRAWN	KMF
			APPROVED	RPO
			DATE	11-13-18
06-23-21	UPDATE TOPOGRAPHY AT NORTH END OF SITE	MRD	SCALE	1"=50'
DATE	DESCRIPTION OF REVISION	BY		

TOPOGRAPHIC EXHIBIT PANDUIT SITE TINLEY PARK, ILLINOIS

SHEET	1 OF 2
PROJECT NUMBER:	3603
© MACKIE CONSULTANTS, LLC, 2018	
ILLINOIS FIRM LICENSE	184-002694

TOPOGRAPHIC
EXHIBIT



CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY
OAK FOREST AVENUE

PARCEL 2
STANDING CORN FIELD AT TIME OF SURVEY

PARCEL 1

CLIENT:
D.R. HORTON
America's Builder
750 EAST BUNKER COURT
VERNON HILLS, ILLINOIS 60061



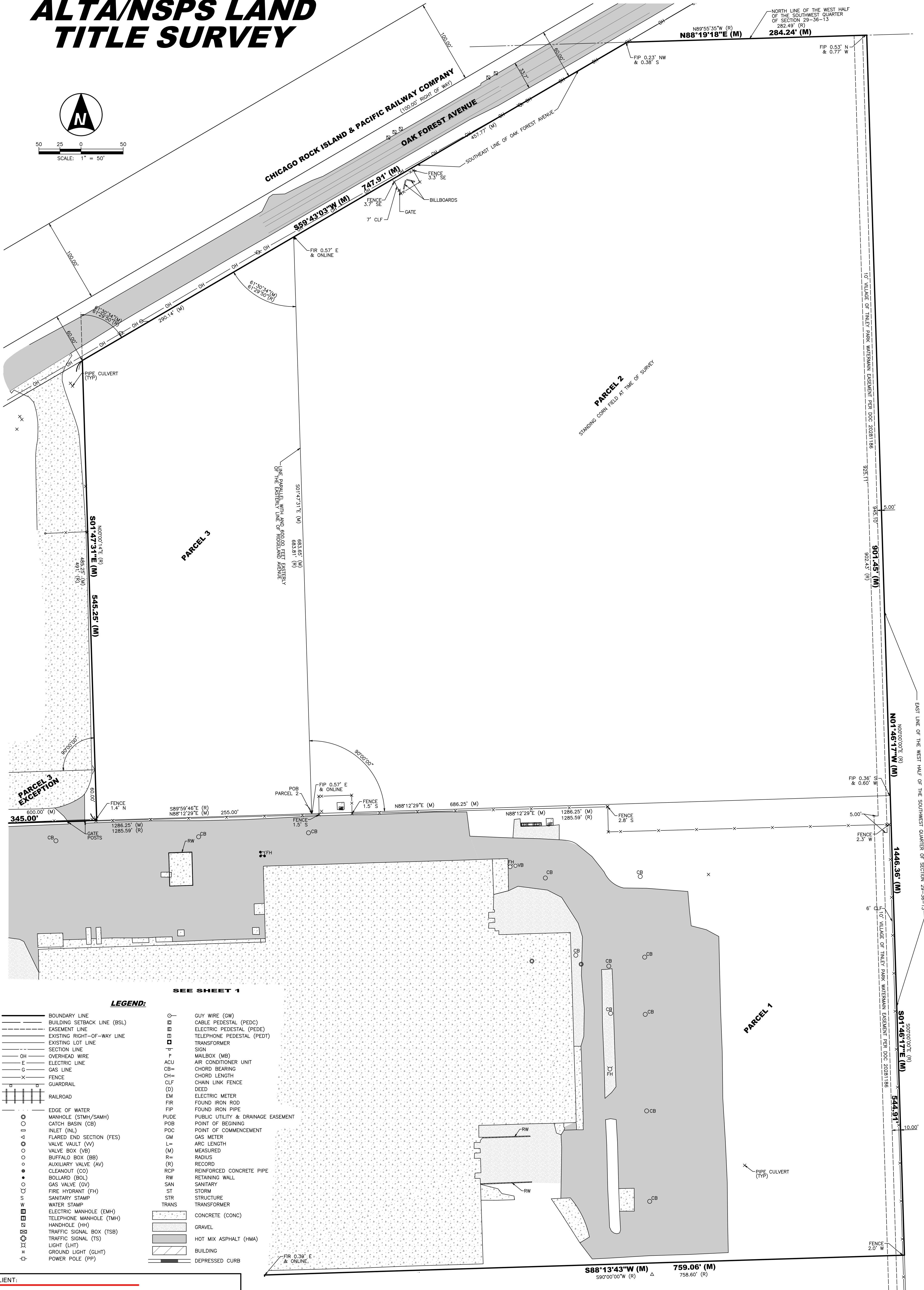
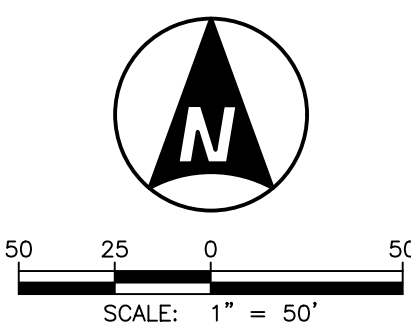
Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

			DESIGNED	
			DRAWN	KMF
			APPROVED	RPO
			DATE	11-13-18
06-23-21	UPDATE TOPOGRAPHY AT NORTH END OF SITE	MRD	SCALE	1"=50'
DATE	DESCRIPTION OF REVISION	BY		

**TOPOGRAPHIC EXHIBIT
PANDUIT SITE
TINLEY PARK, ILLINOIS**

SHEET
2 OF 2
PROJECT NUMBER: 3603
© MACKIE CONSULTANTS, LLC, 2018
ILLINOIS FIRM LICENSE 184-002694

ALTA/NSPS LAND
TITLE SURVEY



SEE SHEET 1

LEGEND:

- | | |
|-----------------------------|---|
| BOUNDARY LINE | GUY WIRE (GW) |
| BUILDING SETBACK LINE (BSL) | CABLE PEDESTAL (PEDC) |
| EASEMENT LINE | ELECTRIC PEDESTAL (PEDE) |
| EXISTING RIGHT-OF-WAY LINE | TELEPHONE PEDESTAL (PEDT) |
| EXISTING LOT LINE | TRANSFORMER |
| SECTION LINE | SIGN |
| OH OVERHEAD WIRE | MAILBOX (MB) |
| E ELECTRIC LINE | AIR CONDITIONER UNIT |
| G GAS LINE | CHORD BEARING |
| X FENCE | CHORD LENGTH |
| GUARDRAIL | CHAIN LINK FENCE |
| RAILROAD | DEED |
| EDGE OF WATER | EM ELECTRIC METER |
| MANHOLE (STMH/SAMH) | FIR FOUND IRON ROD |
| CATCH BASIN (CB) | FIP FOUND IRON PIPE |
| INLET (INL) | PUDE PUBLIC UTILITY & DRAINAGE EASEMENT |
| FLARED END SECTION (FES) | POB POINT OF BEGINNING |
| VALVE VAULT (VV) | POC POINT OF COMMENCEMENT |
| VALVE BOX (VB) | GM GAS METER |
| BUFFALO BOX (BB) | L= ARC LENGTH |
| AUXILIARY VALVE (AV) | (M) MEASURED |
| CLEANOUT (CO) | R= RADIUS |
| BOLLARD (BOL) | (R) RECORD |
| GAS VALVE (GV) | RCP REINFORCED CONCRETE PIPE |
| FIRE HYDRANT (FH) | RW RETAINING WALL |
| SANITARY STAMP | SAN SANITARY |
| WATER STAMP | ST STORM |
| ELECTRIC MANHOLE (EMH) | STR STRUCTURE |
| TELEPHONE MANHOLE (TMH) | TRANS TRANSFORMER |
| HANDHOLE (HH) | CONCRETE (CONC) |
| TRAFFIC SIGNAL BOX (TSB) | GRAVEL |
| TRAFFIC SIGNAL (TS) | HOT MIX ASPHALT (HMA) |
| LIGHT (LHT) | BUILDING |
| GROUND LIGHT (GLHT) | DEPRESSED CURB |
| POWER POLE (PP) | |

CLIENT:

D.R. HORTON
America's Builder

750 EAST BUNKER
COURT
VERNON HILLS,
ILLINOIS 60061

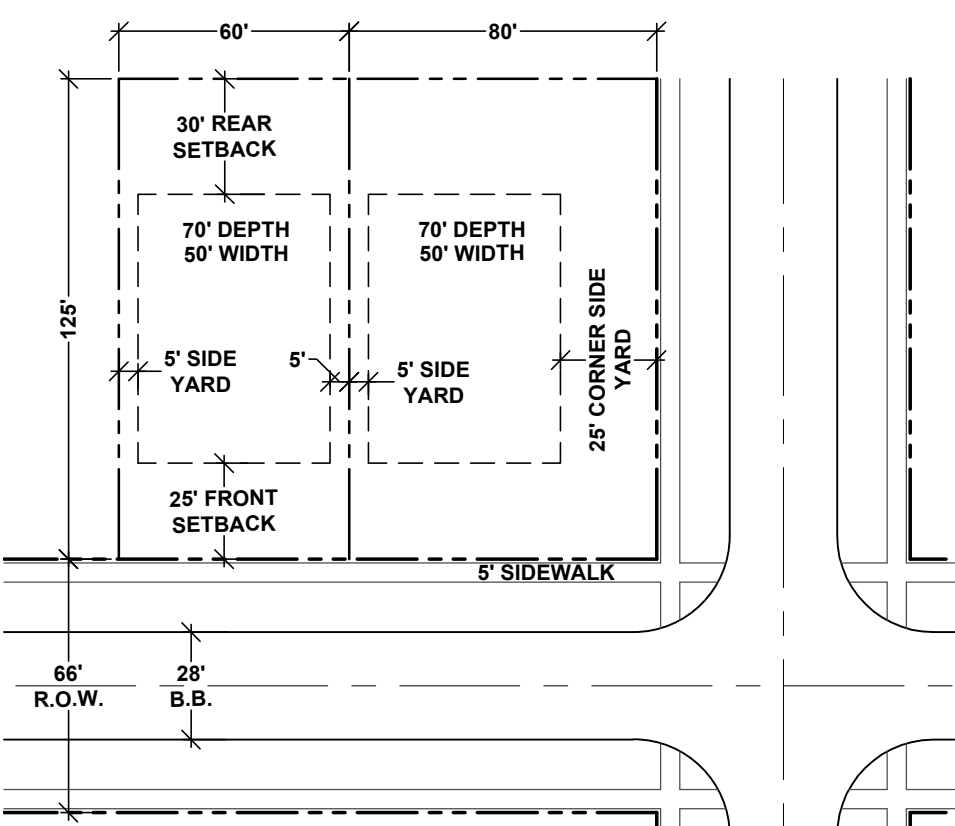
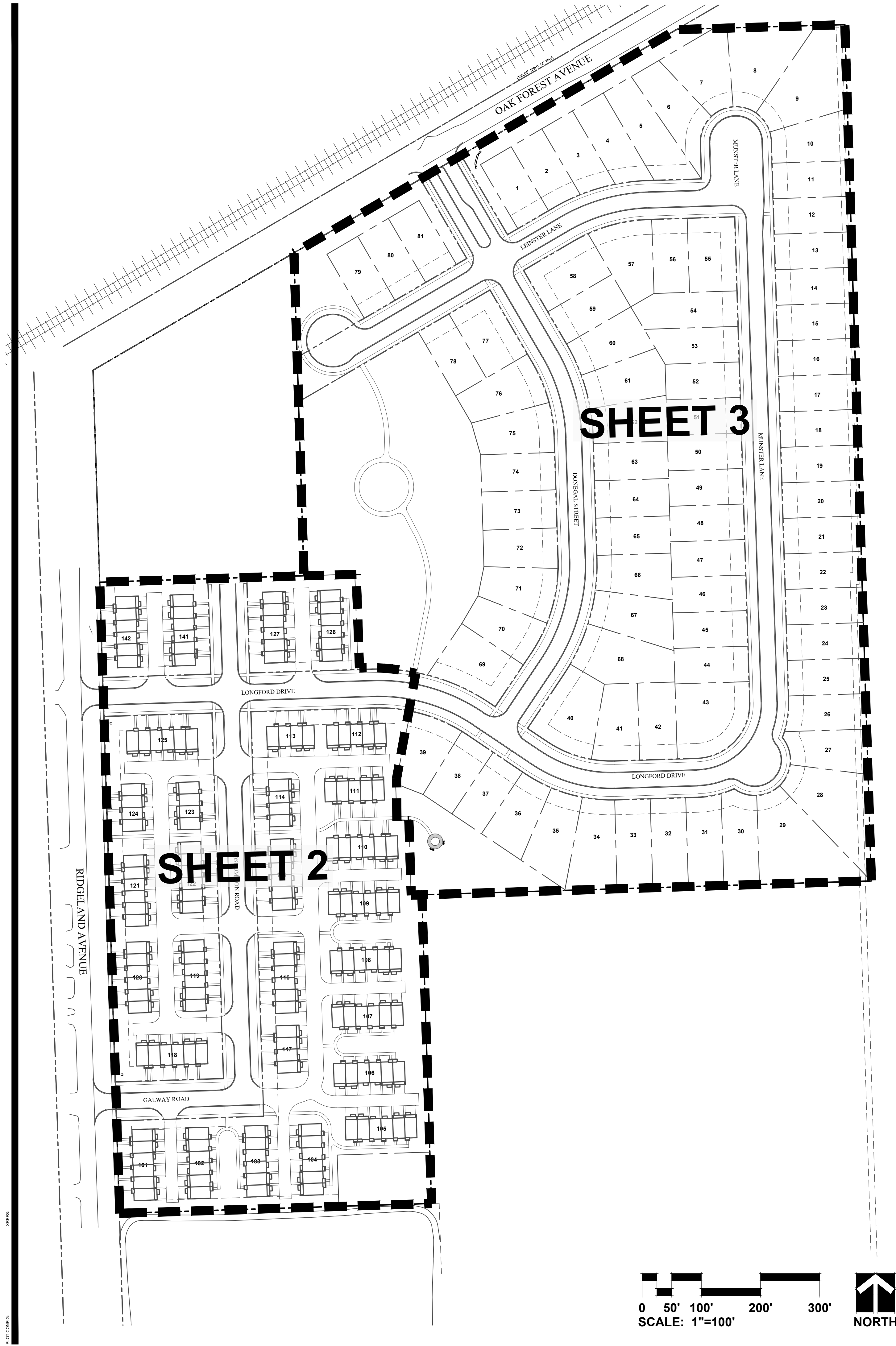


Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

DESIGNED		
DRAWN	KMF	
APPROVED	RPO	
DATE	11-13-18	
SCALE	1"=50'	
08/05/21	ADDED PARCEL 3 PER NEW TITLE COMMITMENT	MRD
DATE	DESCRIPTION OF REVISION	BY

ALTA/NSPS LAND TITLE SURVEY
PANDUIT SITE
TINLEY PARK, ILLINOIS

SHEET	
2	OF 2
PROJECT NUMBER:	3603
© MACKIE CONSULTANTS, LLC, 2021	
ILLINOIS FIRM LICENSE 184-002694	



TYPICAL SINGLE FAMILY HOME
DESIGN STANDARDS
SCALE 1"=50'

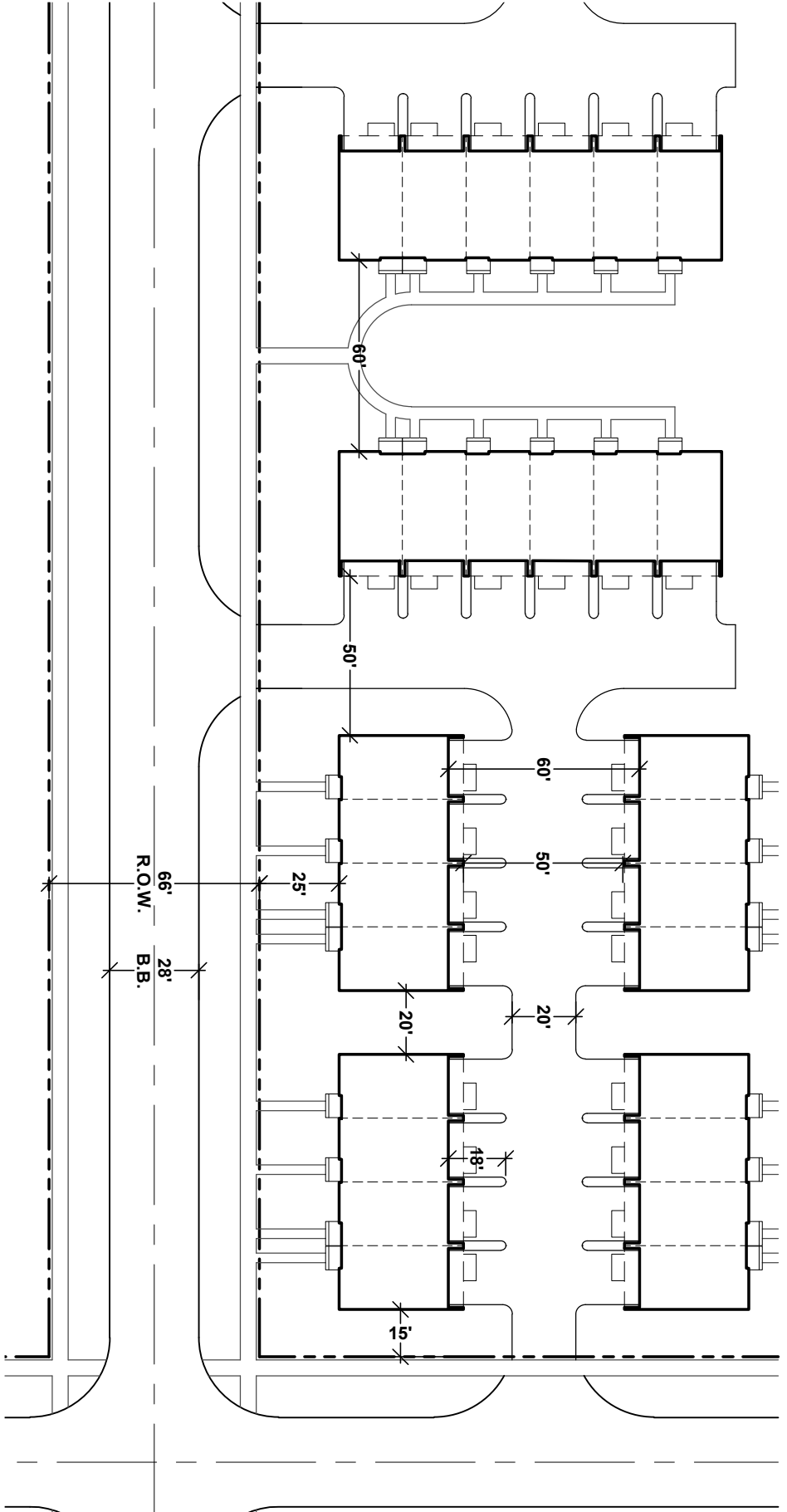
PROPERTY DESCRIPTION:

PARCEL 1:
THAT PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF OAK FOREST AVENUE (SAID LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND AND PACIFIC RAILWAY COMPANY) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, ALONG SAID EAST LINE OF RIDGELAND AVENUE, 358.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 59 MINUTES 46 SECONDS EAST, 88.65 FEET TO THE EAST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4; THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, 577.00 FEET OF SAID SOUTHWEST 1/4; THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, 577.00 FEET TO THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES 57 MINUTES 33 SECONDS WEST, PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST 1/4, 527.00 FEET TO THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE NORTH 0 DEGREES 00 MINUTES 14 SECONDS EAST, 1066.33 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF OAK FOREST AVENUE (SAID LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND AND PACIFIC RAILWAY COMPANY) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS EAST, 358.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89 DEGREES 59 MINUTES 46 SECONDS EAST, 88.65 FEET TO THE EAST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST, 577.00 FEET TO THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES 57 MINUTES 33 SECONDS WEST, 527.00 FEET TO THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE NORTH 0 DEGREES 00 MINUTES 14 SECONDS EAST, 1066.33 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
A PARCEL OF LAND IN THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHEASTERLY LINE OF SOUTH OAK FOREST AVENUE (SAID SOUTHEASTERLY LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND AND PACIFIC RAILWAY COMPANY) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST 1/4); THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, 577.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89 DEGREES 59 MINUTES 46 SECONDS EAST, 88.65 FEET TO THE EAST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST, 577.00 FEET TO THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES 57 MINUTES 33 SECONDS WEST, 527.00 FEET TO THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE NORTH 0 DEGREES 00 MINUTES 14 SECONDS EAST, 1066.33 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

*AMENDED SCRIVNER'S ERROR



TYPICAL TOWNHOUSE
DESIGN STANDARDS
SCALE 1"=50'

SITE DATA

LAND USE	UNITS	AREA (sq. ft)	AREA (Ac)
SINGLE-FAMILY HOMES	81	770,426	17.69
TOWNHOMES	162	422,459	9.70
R.O.W.	-	343,092	7.88
PUBLIC OPEN SPACE	-	171,214	3.93
TOTAL	243	1,707,191	39.19

TOWNHOME PARKING REQUIRED: = 486 SPACES @ 3:1

TOWNHOME PARKING PROVIDED:
GARAGE = 324 SPACES
DRIVEWAY = 324 SPACES
ON-STREET GUEST PARKING = 29 SPACES
OFF-STREET GUEST PARKING = 2 SPACES
TOTAL = 679 SPACES @ 4:1

MINIMUM SINGLE-FAMILY HOME
DESIGN STANDARDS

REGULAR LOT (60'x125' Typ.)

FRONT YARD = 25'
SIDE YARD = 5'
REAR YARD = 30'
CORNER (80'x125' Typ.)
FRONT YARD = 25'
SIDE YARD = 5'
STREET SIDE YARD = 25'
REAR YARD = 30'

MINIMUM REAR-LOADED TOWNHOME
DESIGN STANDARDS

MINIMUM SETBACKS

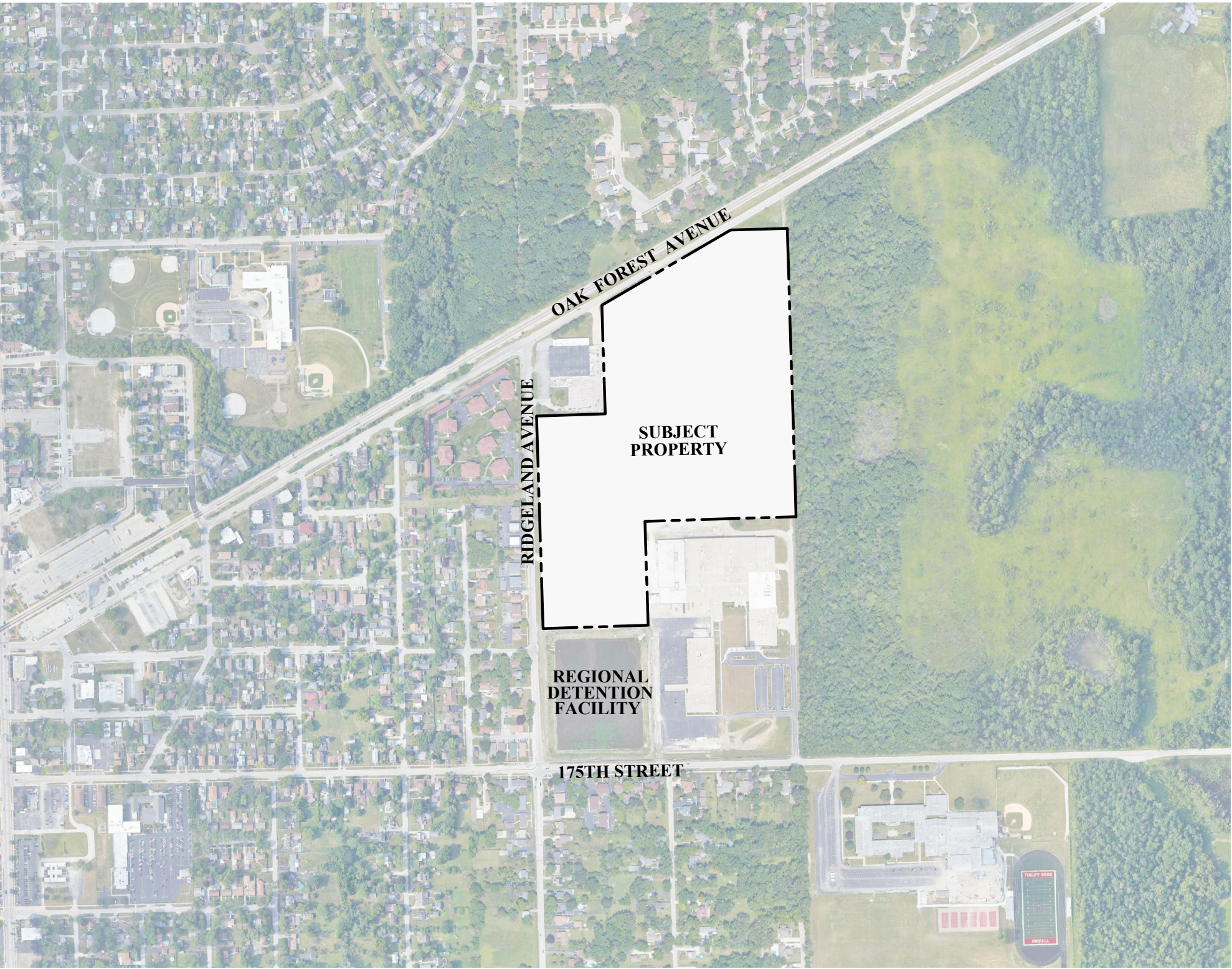
FRONT YARD = 25'
CORNER SIDE YARD = 15'
BUILDING FRONT YARD TO PERIMETER = 25'
SIDE YARD = 20'

BUILDING SEPARATIONS

FRONT TO FRONT = 60'
FRONT TO SIDE = 40'
SIDE TO SIDE = 20'
SIDE TO REAR = 40'
REAR TO REAR = 50'
GARAGE TO GARAGE = 60'

MINIMUM RIGHT-OF-WAY
DESIGN STANDARDS

RIGHT-OF-WAY WIDTH = 66'
MINIMUM CENTERLINE RADIUS = 125'
STREET BACK-TO-BACK = 28'
CURB RETURN RADIUS = 25'



LOCATION MAP
SCALE: 1"=600'



GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 WEST LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CLIENT

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America's Builder
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VERNON HILLS, IL 60061
DW. ENGINEER
MACKIE CONSULTANTS
9575 W. HIGGINS ROAD
SUITE 500
ROSEMONT, ILLINOIS 60018

OAK RIDGE
TINLEY PARK, ILLINOIS

PRELIMINARY SITE PLAN

2	11.24.2021
1	10.15.2021
REVISIONS	

DATE	
PROJECT NO.	DR1704
DRAWN	GFB
CHECKED	MGM
SHEET NO.	

1 OF 3



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ASSOCIATES, INC.
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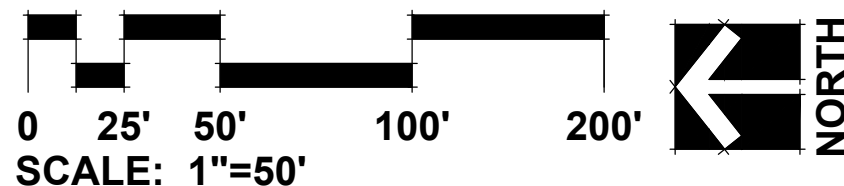
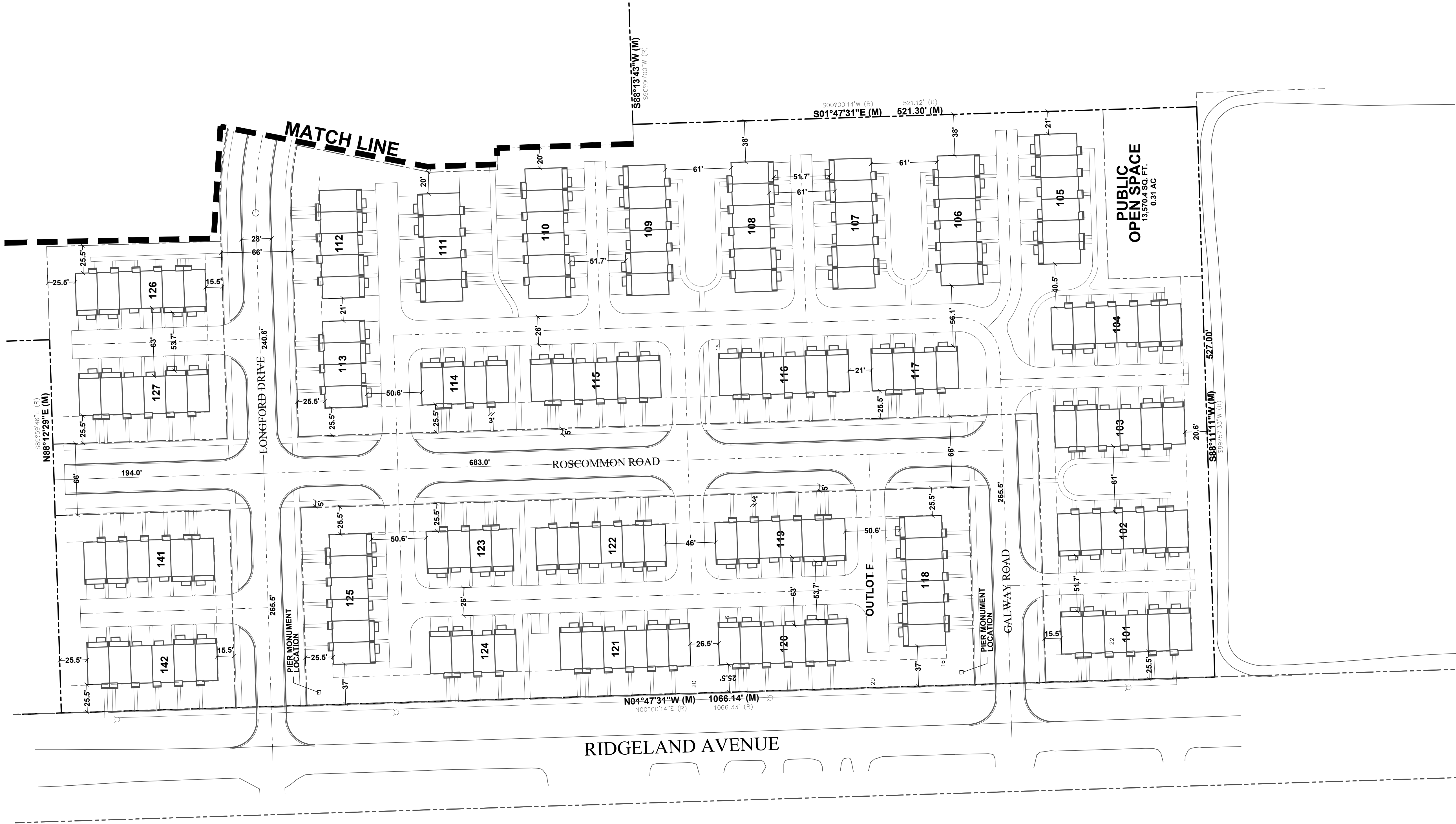
TINLEY PARK, ILLINOIS

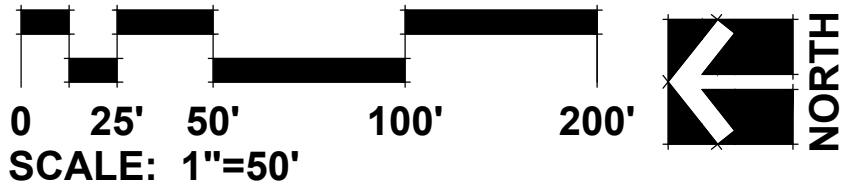
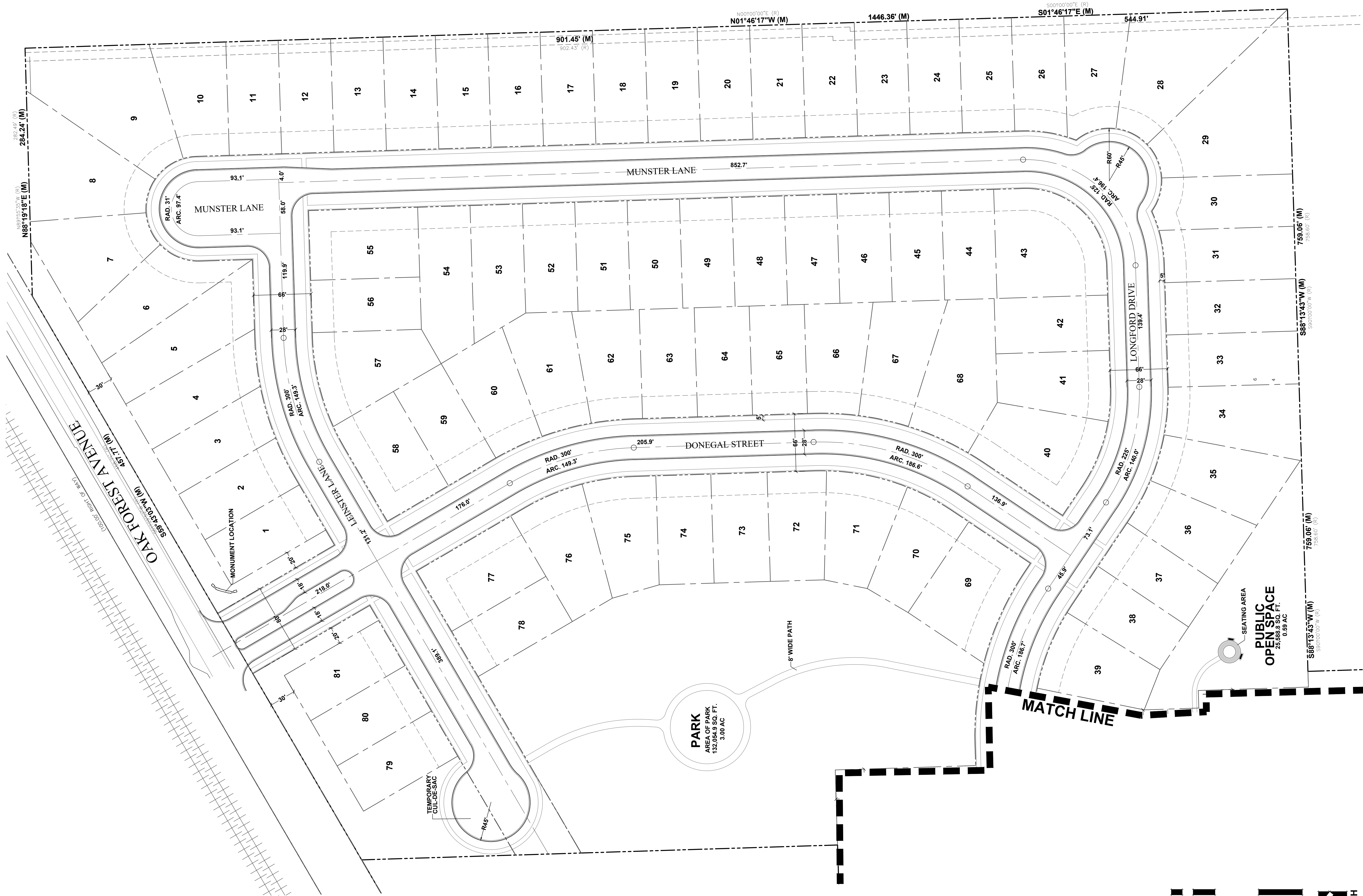
PRELIMINARY SITE PLAN

2	11.24.2021
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REVISIONS	

DATE	
PROJECT NO.	DR1704
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SHEET NO.	

2 OF 3





REVISIONS	DATE
2	11.24.2021
1	10.15.2021

PROJECT NO.	DR1704
DRAWN	GFB
CHECKED	MGM
SHEET NO.	

R-5 Zoning Comparison: Low Density Residential

SINGLE-FAMILY DETACHED	REGULATION	PROPOSED
Lot Area	7,500 SF	7,500 SF
Interior Lot Width	60'	60'
Corner Lot Area	7,500 SF	7,500 SF
Corner Lot Width	60'	60'
Lot Area per D.U.	7,500 SF	9162
Front Yard	25'	25'
Side Yard	5'	5'
Rear Yard	30'	30'
Maximum Building Height	35'	35'

SINGLE-FAMILY ATTACHED	REGULATION	PROPOSED
Lot Area	5 Acres	
Interior Lot Width	30'	N/A (see Proposed PUD Standards below)
Corner Lot Area	5 Acres	
Corner Lot Width	30'	
Lot Area per D.U.	3000 SF	2723
Front Yard	25'	25'
Side Yard	0	N/A (see Proposed PUD Standards below)
Rear Yard	30'	
Maximum Building Height	35'	35'

Maximum Floor Area Ratio 0.7 0.48 (1)

1) Calculated for project as a whole. Includes total site area net area within ROW

SUPPLEMENTARY DISTRICT REQUIREMENTS	REGULATION	PROPOSED
Maximum Lot Coverage	Detached Single Family: 35%	40% (Ranch Home X453) 35% All other plans
Maximum Lot Coverage	Attached Single Family: 35%	N/A
Minimum Useable Floor Area	Single Family Attached:1200 SF	1200 SF
Open Space	3.92 Acres (10% of 39.2 Acre Site)	4.06 Acres

Spacing Between Buildings

Building front to building front or rear	60'	60'
Building rear to rear when rear is used for parking or garages	65'	60' Garage to Garage 50' Rear to Rear
Building side to front or rear	40'	40'
Building side to side	20'	20'
Spacing between two non parallel buildings	20'	20'

Residential Planned Unit Developments

SINGLE-FAMILY ATTACHED	REGULATION	PROPOSED
Minimum Setbacks:		
Building Front to ROW	25'	25'
Building Side to ROW	25'	15'
Building Front to Perimeter	25'	25'
Building Side to Perimeter	25'	20'
Building Rear to Perimeter	25'	30'
Minimum Building Separations:		
Building Front to Front	60'	60'
Building Side to Side	20'	20'
Building Side to Rear	40'	40'
Building Rear to Rear	60'	50'
Building Garage Face to Garage Face	N/A	60'

OFF-STREET PARKING	REGULATION	PROPOSED
Required Parking Spaces: Single Family	3 Spaces Per Unit (3:1)=480 Spaces	Townhome Garages:320 Townhome Driveways:320 Off-Street Guest: 2 Total Parking Provided: 642 (4:1)

Preliminary Landscape Plan

OAK RIDGE

Tinley Park, Illinois

November 24, 2021

CONSULTANTS:



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



CIVIL ENGINEER:
MACKIE CONSULTANTS
9575 W. HIGGINS ROAD, SUITE 500
ROSEMONT, ILLINOIS 60018



LOCATION MAP

SCALE: 1"=600'

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
0	COVER SHEET
1	OVERALL LANDSCAPE PLAN
2	PRELIMINARY LANDSCAPE PLAN
3	PRELIMINARY LANDSCAPE PLAN
4	LANDSCAPE DETAILS



LANDSCAPE REQUIREMENTS
TABLE

Buffer Yard Landscaping	
North 1	
Bufferyard "D"	
Length: 345'	
Width: 15'	
Note: Existing fence halves required plantings	
Required: 6.6 / 2 = 3.3 Canopy Tree/ 100 L.F.	
3.3 / 2 = 1.65 Understory Tree/ 100 L.F.	
28 / 2 = 14 Shrubs/ 100 L.F.	
345 L.F. / 100 = 11.4 Canopy Trees	
5.7 Understory Trees	
48.3 Shrubs	
Provided:	
12 Canopy Trees	
6 Understory Trees	
49 Shrubs	
North 2	
Bufferyard "B"	
Length: 748'	
Width: 20'	
Note: Proposed 6' fence halves required plantings	
Required: 2.4 / 2 = 1.2 Canopy Tree/ 100 L.F.	
0.6 / 2 = 0.3 Understory Tree/ 100 L.F.	
12 / 2 = 6 Shrubs/ 100 L.F.	
748 L.F. / 100 = 8.9 Canopy Trees	
2.2 Understory Trees	
44.9 Shrubs	
Provided:	
20 Canopy Trees	
34 Understory Trees	
119 Shrubs	
6' Board on Board Fence	
West 1	
Bufferyard "B"	
Length: 1065'	
Width: 20'	
Required: 2.4 Canopy Tree/ 100 L.F.	
.6 Understory Tree/ 100 L.F.	
12 Shrubs/ 100 L.F.	
1065 L.F. / 100 = 25.6 Canopy Trees	
6.4 Understory Trees	
127.8 Shrubs	
Provided:	
26 Canopy Trees	
6 Understory Trees	
84 Shrubs	
West 2	
Bufferyard "D"	
Length: 545'	
Width: 30'	
Note: Existing fence halves required plantings	
Required: 6.6 / 2 = 3.3 Canopy Tree/ 100 L.F.	
3.3 / 2 = 1.65 Understory Tree/ 100 L.F.	
28 / 2 = 14 Shrubs/ 100 L.F.	
545 L.F. / 100 = 18.0 Canopy Trees	
9.0 Understory Trees	
76.3 Shrubs	
Provided:	
18 Canopy Trees	
12 Understory Trees	
80 Shrubs	
South 1	
Bufferyard "C"	
Length: 527'	
Width: 15'	
Note: Existing fence halves required plantings	
Required: 4.5 Canopy Tree/ 100 L.F.	
1.8 Understory Tree/ 100 L.F.	
18 Shrubs/ 100 L.F.	
527 L.F. / 100 = 23.7 Canopy Trees	
9.5 Understory Trees	
94.9 Shrubs	
Provided:	
24 Canopy Trees	
10 Understory Trees	
95 Shrubs	
South 2	
Bufferyard "C"	
Length: 759'	
Width: 25'	
Note: Proposed 6' fence halves required plantings	
Required: 3.5 / 2 = 1.75 Canopy Tree/ 100 L.F.	
1.4 / 2 = 0.7 Understory Tree/ 100 L.F.	
14 / 2 = 7 Shrubs/ 100 L.F.	
759 L.F. / 100 = 13.2 Canopy Trees	
5.3 Understory Trees	
53.1 Shrubs	
Provided:	
15 Canopy Trees	
7 Understory Trees	
105 Shrubs	
East 1	
Bufferyard "C"	
Length: 521'	
Width: 15'	
Note: Proposed 6' fence halves required plantings	
Required: 4.5 / 2 = 2.25 Canopy Tree/ 100 L.F.	
1.8 / 2 = 0.9 Understory Tree/ 100 L.F.	
18 / 2 = 9 Shrubs/ 100 L.F.	
521 L.F. / 100 = 11.7 Canopy Trees	
4.7 Understory Trees	
46.7 Shrubs	
Provided:	
13 Canopy Trees	
9 Understory Trees	
47 Shrubs	

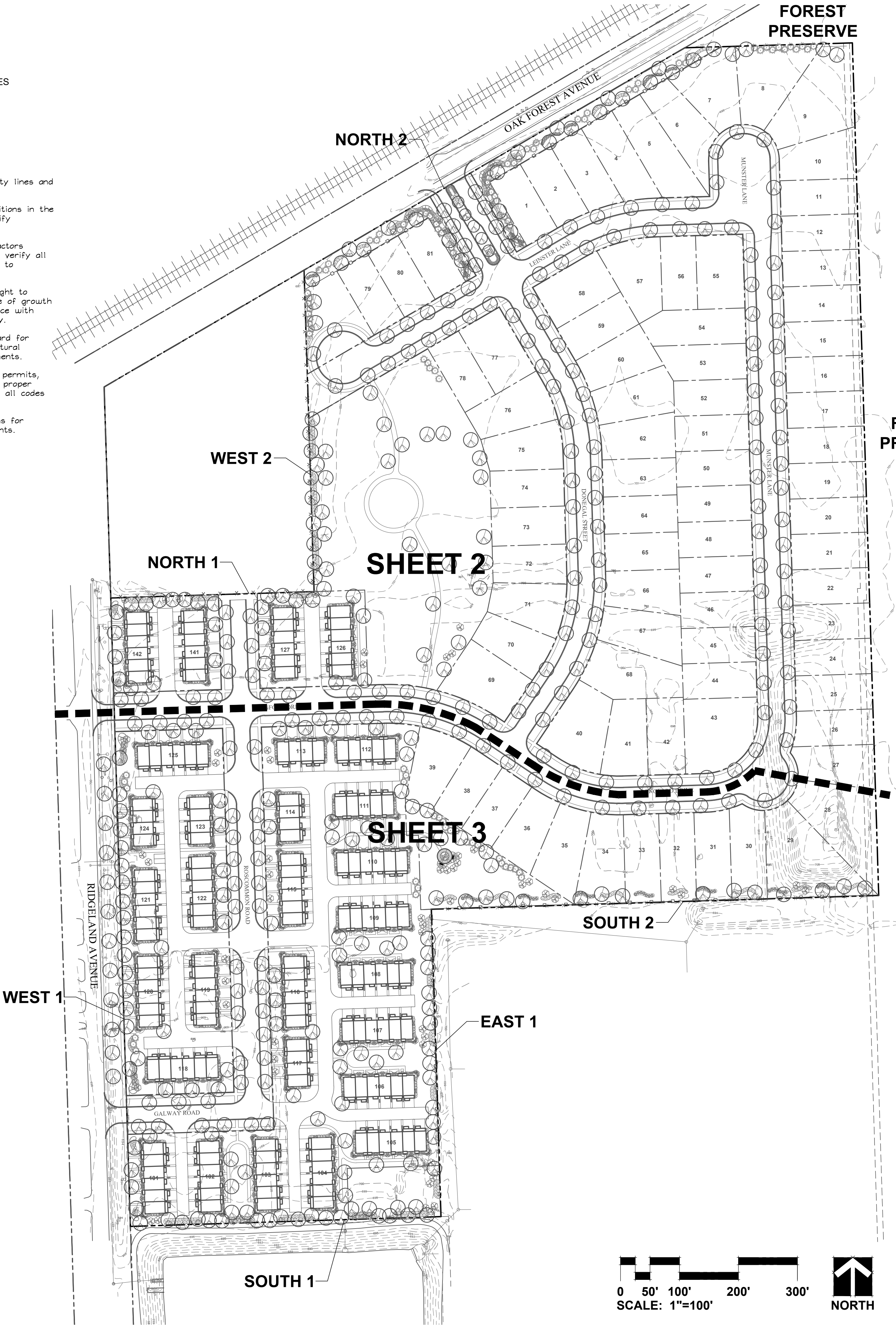
PARKWAY TREE
REQUIREMENTS

STREETS (9,809 L.F. FRONTAGE)
LANDSCAPING REQUIRED:
1 SHADE TREE / 50 L.F. = 196 SHADE TREES

LANDSCAPING PROVIDED:
201 SHADE TREES

GENERAL NOTES

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



REPRESENTATIVE PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	SHADE TREES		
	Acer x freemanii 'Autumn Blaze' MAPLE	2.5" Cal.	
	Acer x freemanii 'Marmo' 'Marmo' FREEMAN MAPLE	2.5" Cal.	
	Acer miyabei 'Morton' STATE STREET MAPLE	2.5" Cal.	
	Celtis occidentalis COMMON HACKBERRY	2.5" Cal.	
	Platanus x acerifolia 'Morton Circle' EXCLAMATION! LONDON PLANETREE	2.5" Cal.	
	Quercus imbricaria SHINGLE OAK	2.5" Cal.	
	Quercus bicolor SWAMP WHITE OAK	2.5" Cal.	
	Quercus macrocarpa BUR OAK	2.5" Cal.	
	Quercus rubra RED OAK	2.5" Cal.	
	Tilia americana 'McSentry' SENTRY AMERICAN LINDEN	2.5" Cal.	
	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN	2.5" Cal.	
	Ulmus carpinifolia 'Regal' REGAL SMOOTHLEAF ELM	2.5" Cal.	
	ORNAMENTAL TREES		
	Amelanchier grandiflora APPLE SERVICEBERRY	6' Tall	Multi-stem
	Betula nigra RIVER BIRCH	6' Tall	Multi-stem
	Cornus mas CORNELIANCHERRY DOGWOOD	6' Tall	Multi-stem
	Crataegus crus-galli inermis THORNLESS COCKSPUR HAWTHORN	6' Tall	Multi-stem
	Malus 'Prairifire' PRAIRIFIRE CRABAPPLE	6' Tall	Multi-stem
	EVERGREEN TREES		
	Abies concolor WHITE FIR	6' Tall	
	Picea glauca 'Densata' BLACK HILLS SPRUCE	6' Tall	
	Picea pungens GREEN COLORADO SPRUCE	6' Tall	
	Pinus strobus EASTERN WHITE PINE	6' Tall	
	Thuja occidentalis 'Nigra' DARK GREEN ARBORVITAE	6' Tall	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Bailey' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
	Syringa meyeri 'Palibin' DWARF KOREAN LILAC	24" Tall	4' O.C.
	Viburnum trilobum 'Hahn's' HAH'S CRANBERRYBUSH VIBURNUM	36" Tall	4' O.C.
	Viburnum x juddii JUDD VIBURNUM	36" Tall	4' O.C.
	Weigela florida 'Bramwell' FINE WINE WEIGELA	24" Tall	3' O.C.
	EVERGREEN SHRUBS		
	Buxus 'Glencoe' CHICAGOLAND GREEN BOXWOOD	24" Wide	3' O.C.
	Juniperus chinensis 'Kallays Compact' KALLAYS COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
	Juniperus chinensis 'Seagreen' SEA GREEN JUNIPER	24" Wide	4' O.C.
	Juniperus virginiana 'Blue Mountain' NORDIC BLUE JUNIPER	24" Wide	4' O.C.
	PERENNIALS AND ORNAMENTAL GRASSES		
	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	30" O.C.
	Echinacea 'CBG Cone 2' PIXIE MEADOWBRITE CONEFLOWER	#1	18" O.C.
	Panicum virgatum 'Heavy Metal' HEAVY METAL SWITCHGRASS	#1	24" O.C.
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Sporobolus heterolepis PRAIRIE DROPSOED	#1	18" O.C.

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PHONE: 630-668-7197

CLIENT

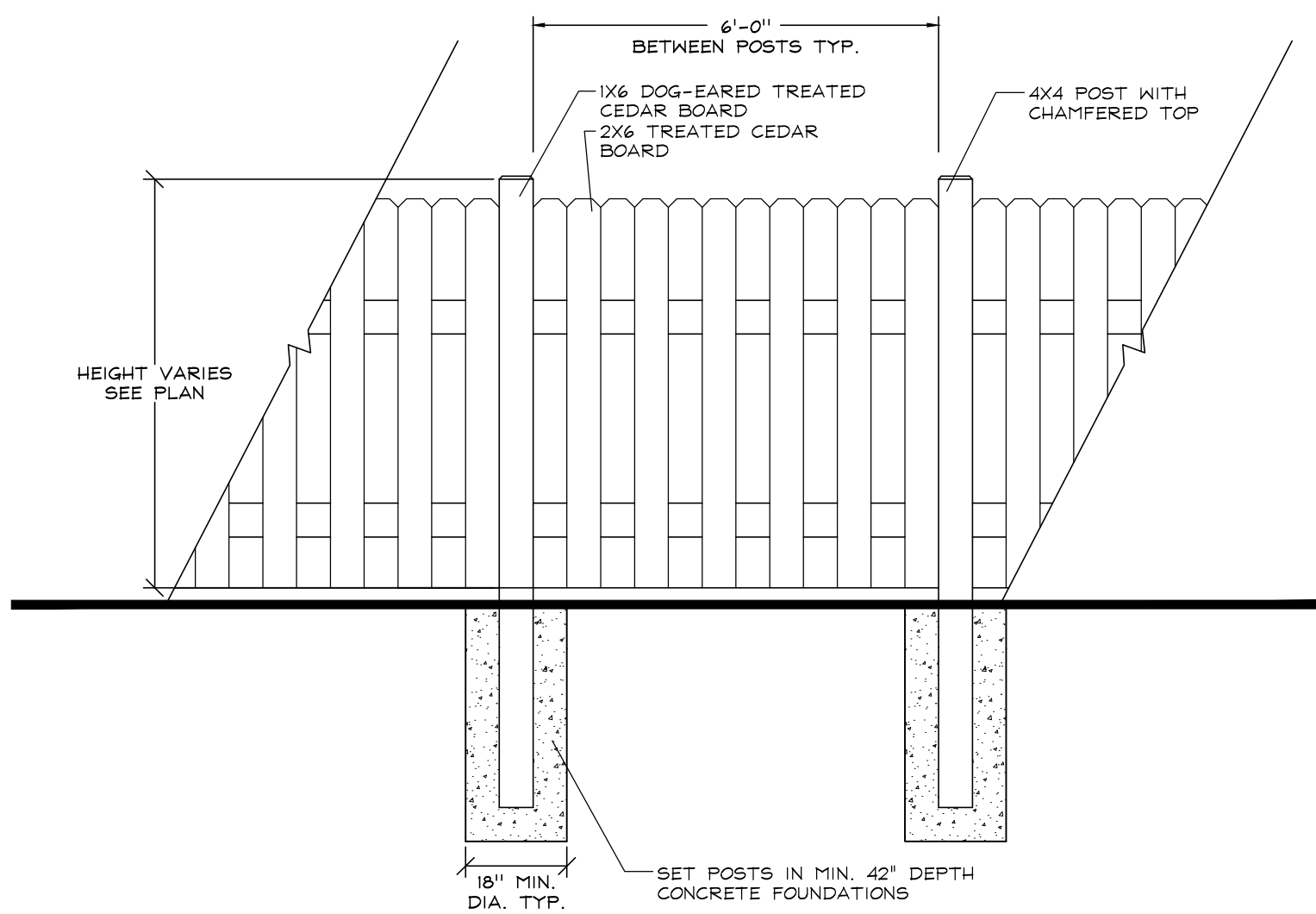
750 E. BUNKER COURT, SUITE 500
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ONLINE DESIGNER
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SUITE 500
ROSEMONT, ILLINOIS 60018

OAK RIDGE
TINLEY PARK, ILLINOIS
OVERALL LANDSCAPE PLAN

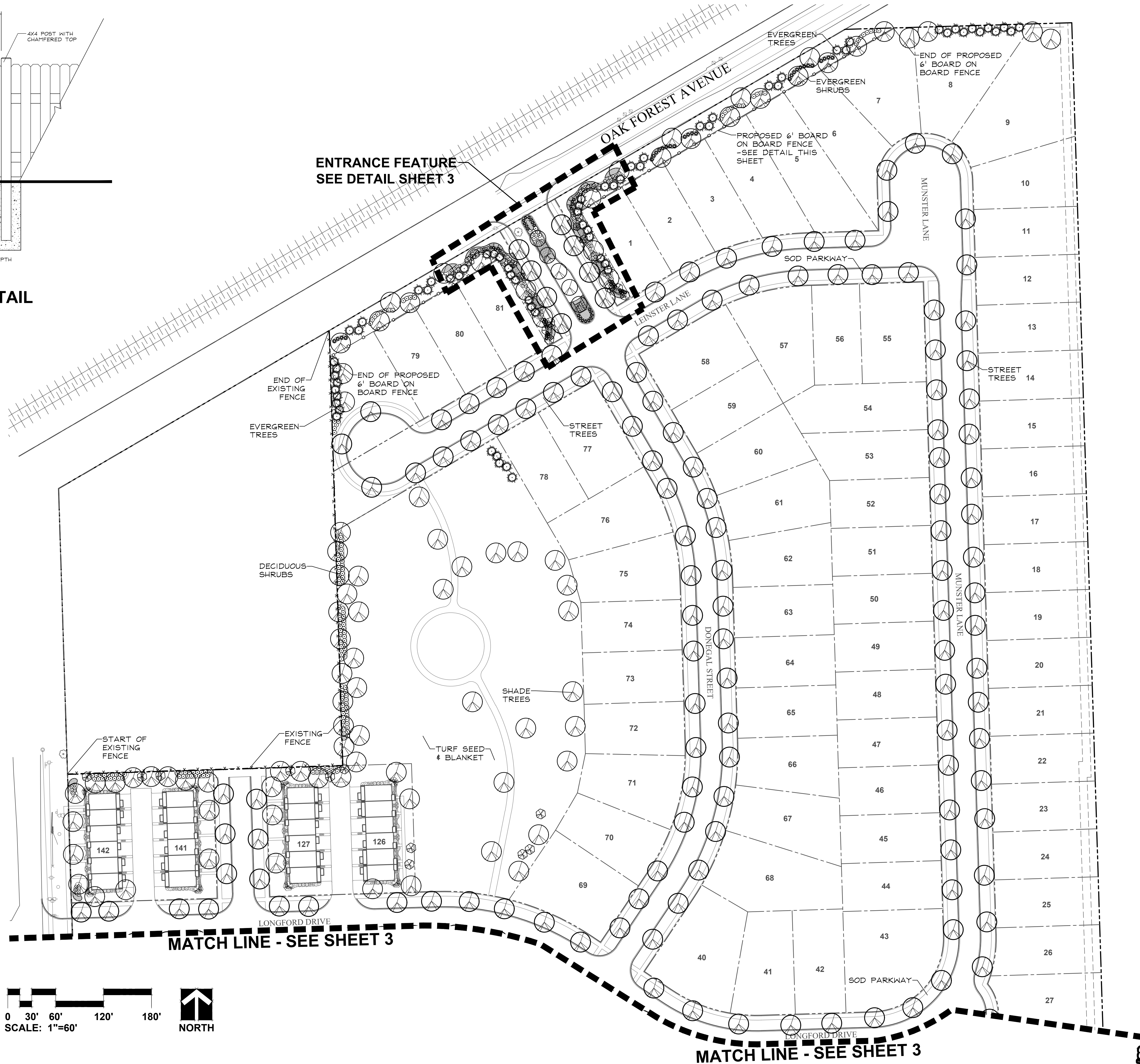
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1	10.15.2021

REVISIONS

DATE	
PROJECT NO.	DR1704
DRAWN	CLE
CHECKED	MGM
SHEET NO.	



6' BOARD ON BOARD FENCE DETAIL
SCALE: N.T.S.



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OAK RIDGE
TINLEY PARK, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

2	11.24.2021
1	10.15.2021
REVISIONS	

DATE
PROJECT NO. DR1704
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ROSEMONT, ILLINOIS 60018

OAK RIDGE

TINLEY PARK, ILLINOIS

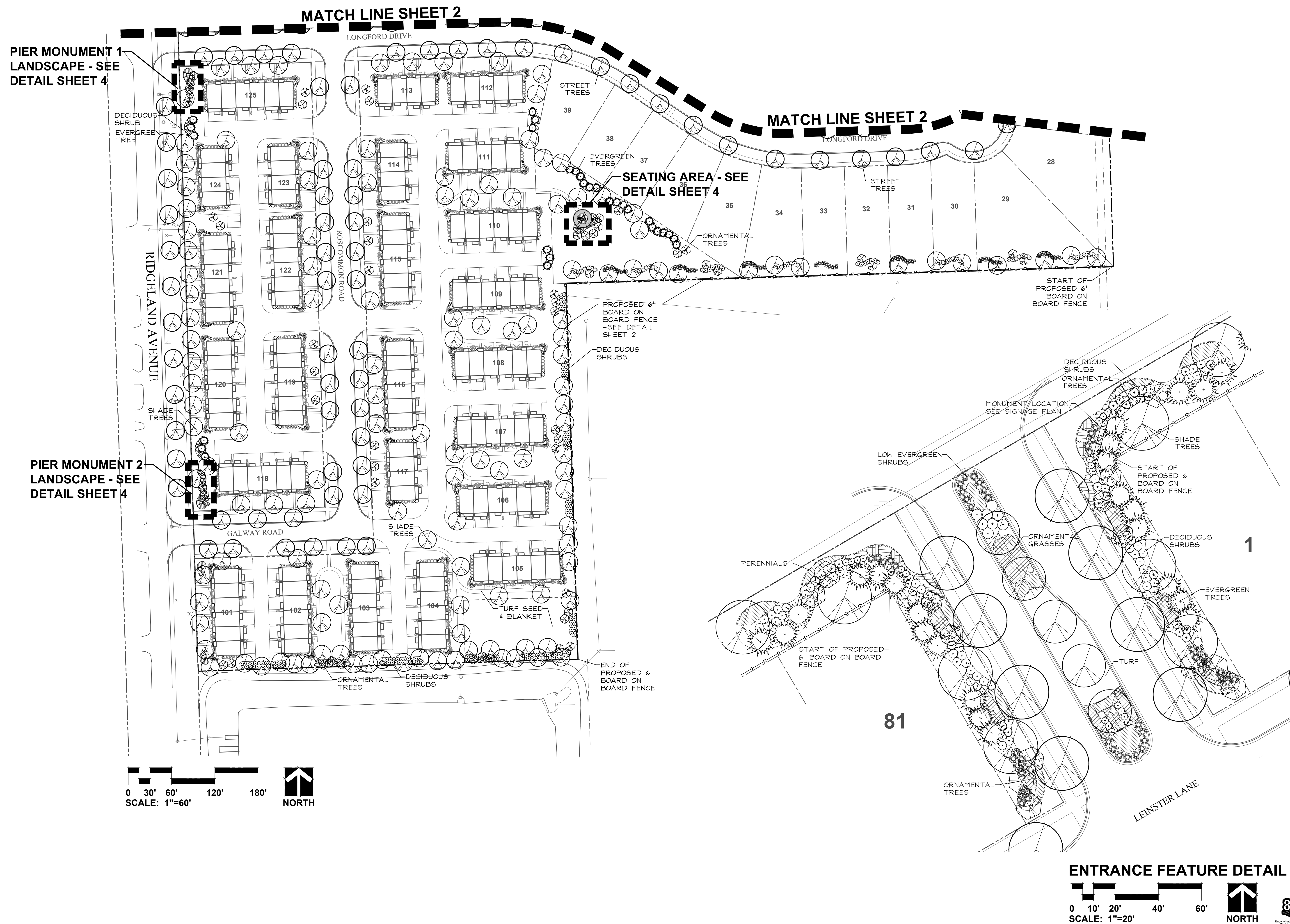
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2	11.24.2021
1	10.15.2021

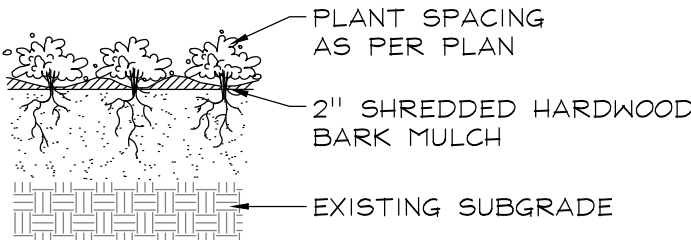
REVISIONS

DATE
PROJECT NO. DR1704
DRAWN CLE
CHECKED MGM
SHEET NO.

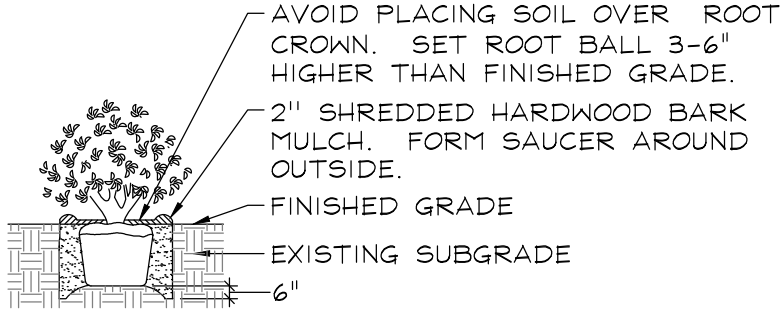
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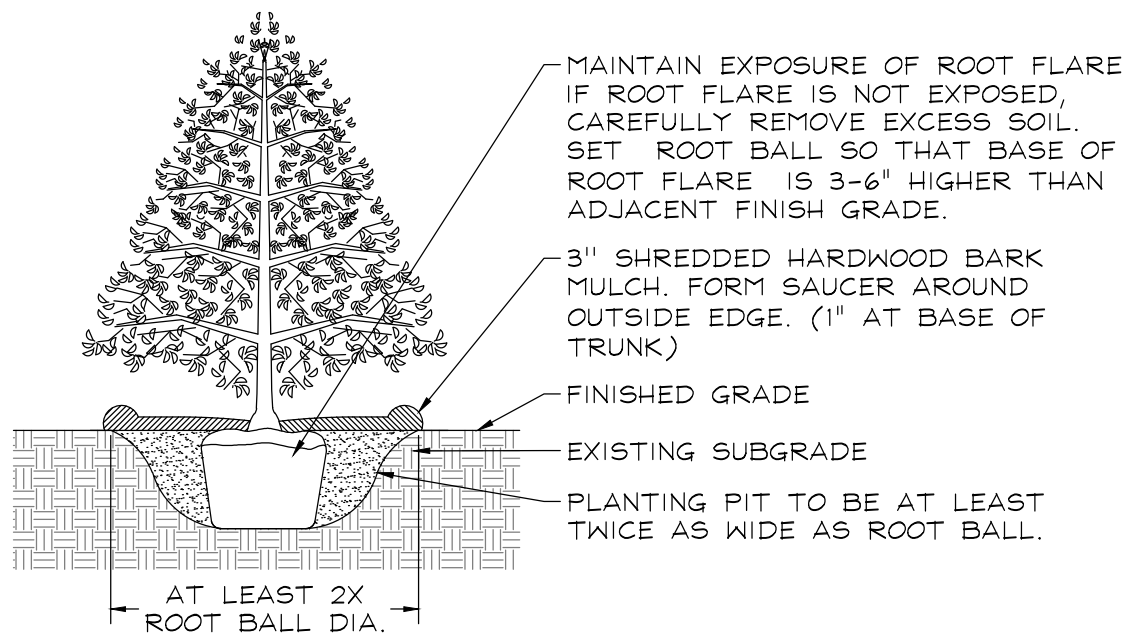
PLANTING DETAILS



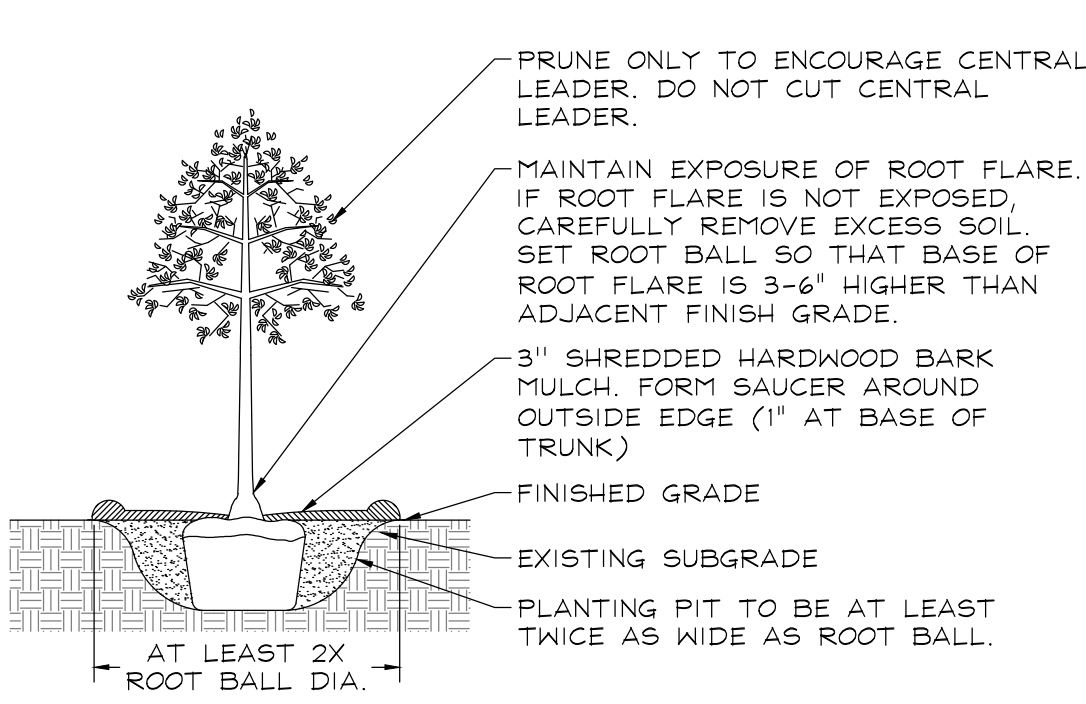
PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



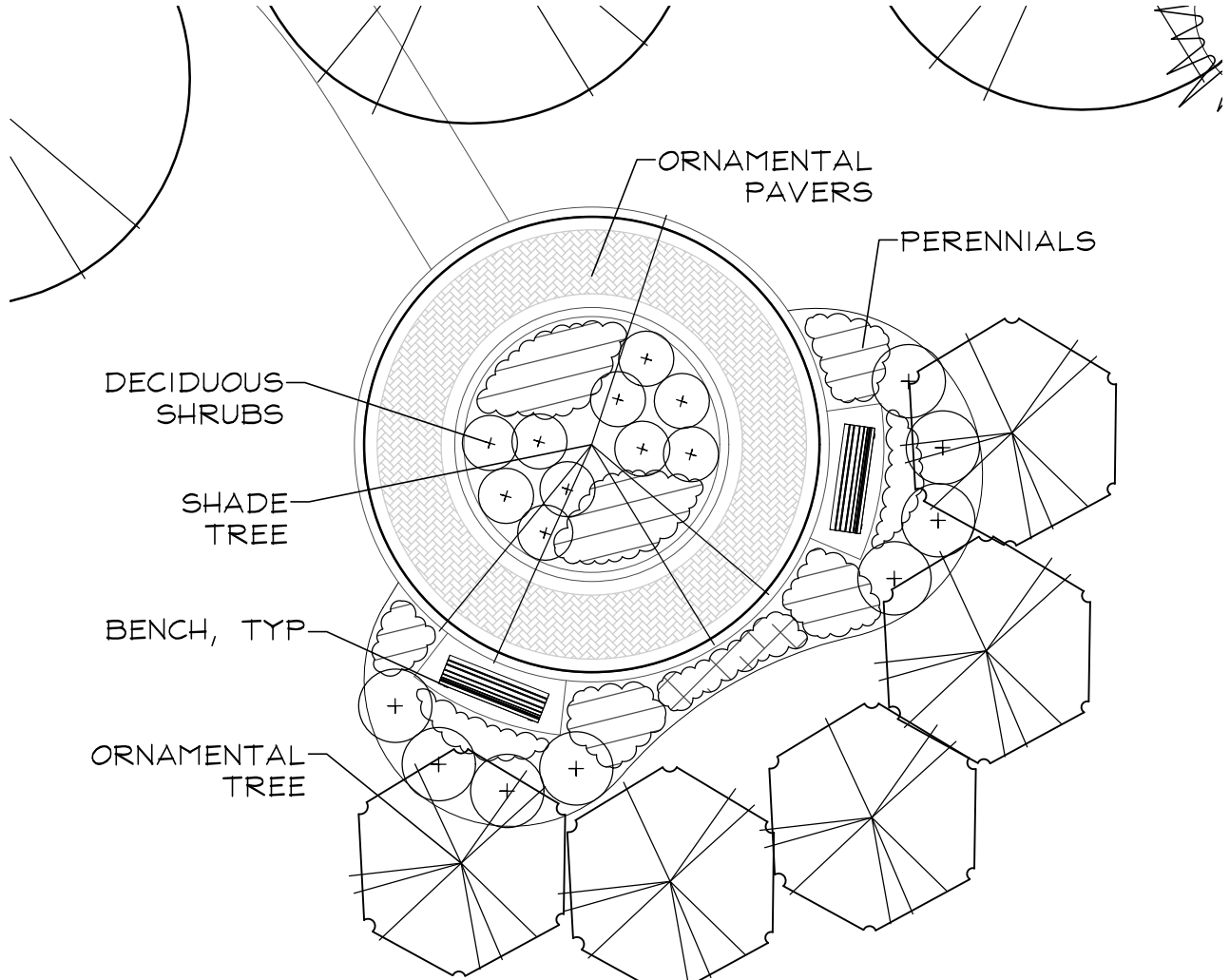
DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE



EVERGREEN TREES
NOT TO SCALE

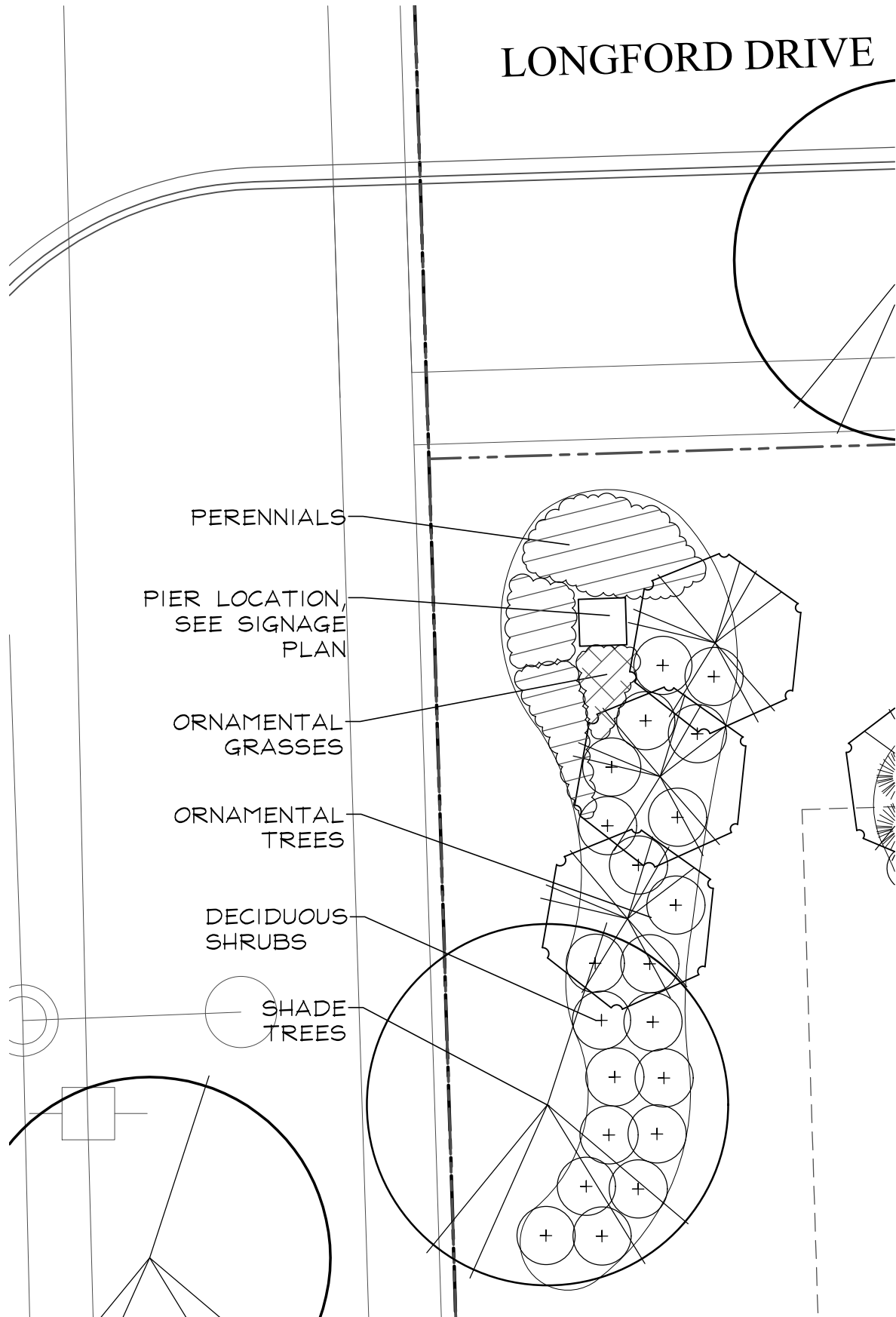


DECIDUOUS TREES
NOT TO SCALE



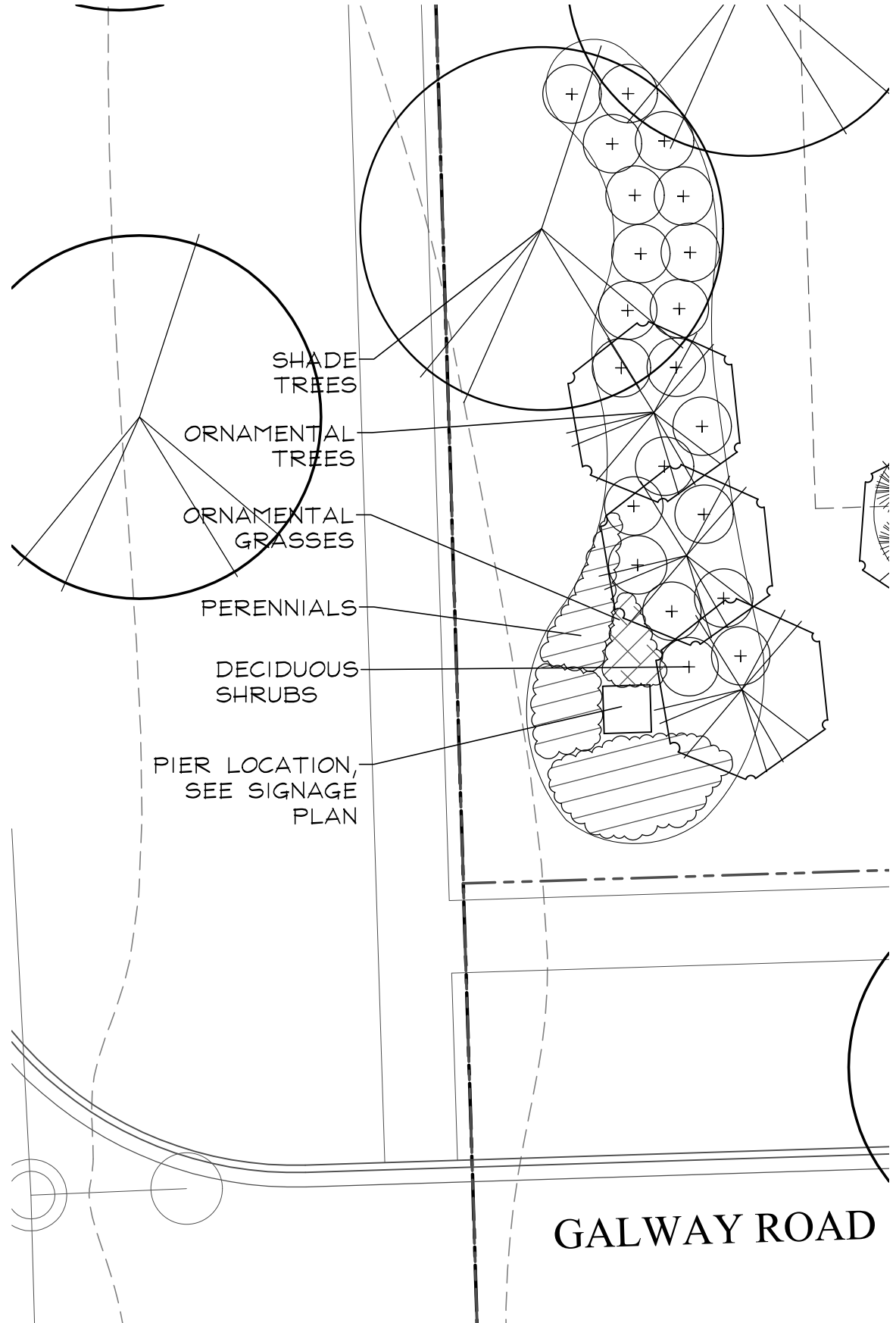
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SCALE: 1"=10'



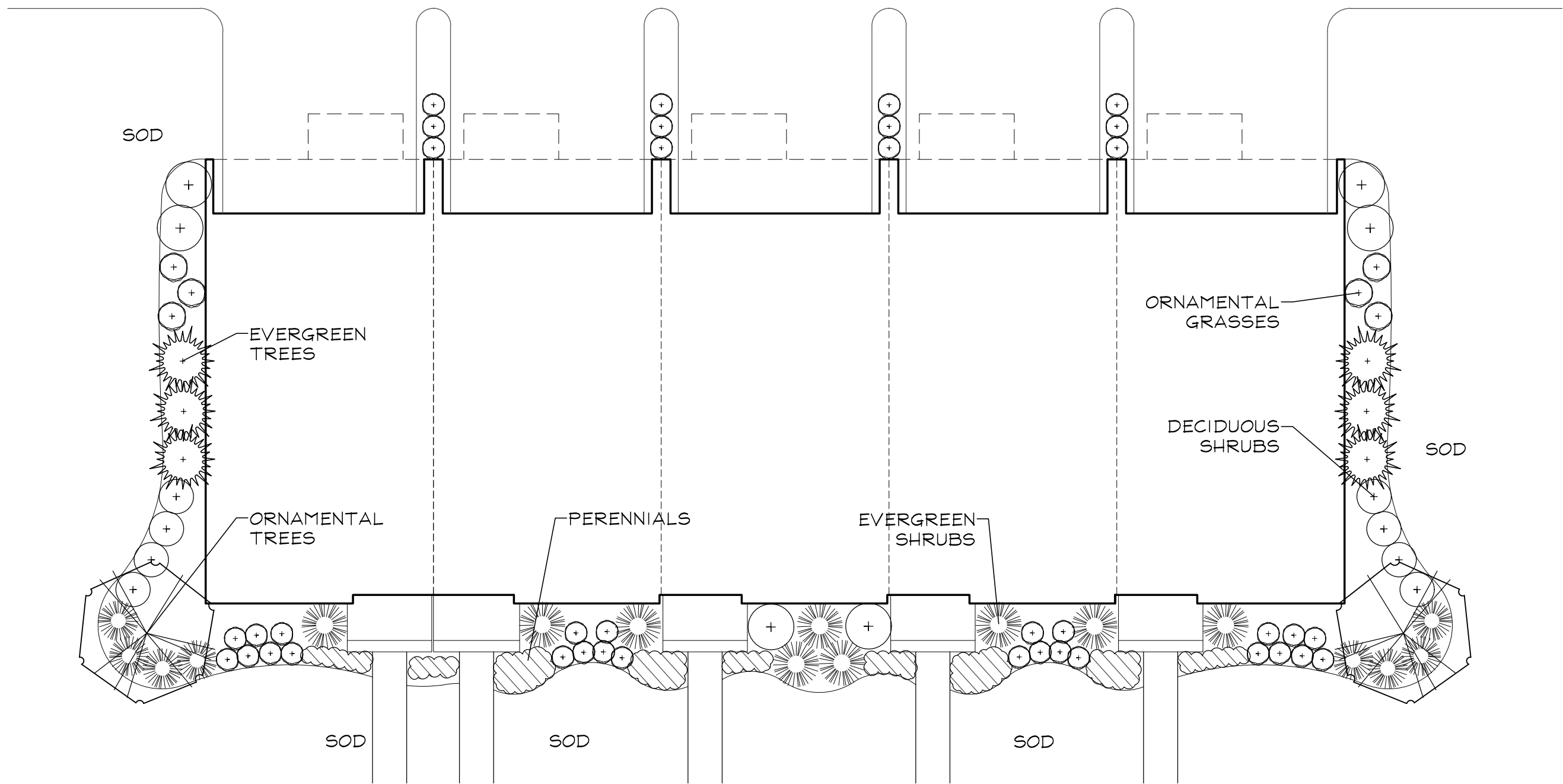
PIER MONUMENT 1 LANDSCAPE DETAIL

0 5' 10' 20' 30'
SCALE: 1"=10'



PIER MONUMENT 2 LANDSCAPE DETAIL

0 5' 10' 20' 30'
SCALE: 1"=10'



TYPICAL REAR-LOAD TOWNHOME
FOUNDATION LANDSCAPE PLAN
SCALE: 1"=10'

TYPICAL FOUNDATION PLAN
(NORTH FACING) PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	ORNAMENTAL TREES		
	Malus 'Jewelcole' RED JEWEL GRABAPPLE	6' Ht.	Clump form
	Magnolia stellata 'Royal Star' ROYAL STAR MAGNOLIA	6' Ht.	Clump form
	EVERGREEN TREES		
	Thuja occidentalis 'Smaragd' EMERALD GREEN ARBORVITAE	6' Tall	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Bailey' BAILEY'S REDTING DOGWOOD	36" Tall	5' O.C.
	Anonia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	3' O.C.
	Hydrangea quercifolia 'Alice' OAKLEAF HYDRANGEA	36" Tall	4' O.C.
	Syringa meyeri 'Palibin' DWARF KOREAN LILAC	24" Tall	4' O.C.
	Viburnum 'Juddii' JUDD VIBURNUM	36" Tall	5' O.C.
	EVERGREEN SHRUBS		
	Juniperus sabina 'Blue Forest' BLUE FOREST JUNIPER	24" Wide	4' O.C.
	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
	ORNAMENTAL GRASSES		
	Calamagrostis acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	24" O.C.
	Pennisetum alopecuroides 'Hameln' DWARF FOUNTAIN GRASS	#1	24" O.C.
	PERENNIALS		
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Hosta 'Patriot' PATRIOT HOSTA	#1	18" O.C.
	Heuchera 'Georgia Peach' GEORGIA PEACH CORAL BELLS	#1	18" O.C.

TYPICAL FOUNDATION PLAN
(SOUTH FACING) PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	ORNAMENTAL TREES		
	Amelanchier x grandiflora APPLE SERVICEBERRY	6' Ht.	Clump form
	Cornus mas CORNELIANCHERRY DOGWOOD	6' Ht.	Clump form
	EVERGREEN TREES		
	Thuja occidentalis 'Techny' MISSION ARBORVITAE	6' Tall	
	DECIDUOUS SHRUBS		
	Forsythia x intermedia 'New Hampshire Gold' 36" Tall NEW HAMPSHIRE GOLD FORSYTHIA	36" Tall	5' O.C.
	Forsythia 'nimbus' SHOW OFF SUGAR BABY FORSYTHIA	24" Tall	
	Hydrangea paniculate 'Bulk' QUICKFIRE HYDRANGEA	36" Tall	4' O.C.
	Weigela florida 'Bokrasopin' SONIC BLOOM PINK WEIGELA	24" Tall	4' O.C.
	Cotinus coggygria 'NCCO1' WINECRAFT BLACK SMOKEBUSH	36" Tall	5' O.C.
	EVERGREEN SHRUBS		
	Pinus mugo 'Slowmound' DWARF MOUNTAIN PINE	24" Wide	4' O.C.
	Buxus 'Glencoe' CHICAGOLAND GREEN BOXWOOD	24" Wide	4' O.C.
	ORNAMENTAL GRASSES		
	Miscanthus sinensis 'Purpurascens' PURPLE MAIDEN GRASS	#1	24" O.C.
	Sporobolus heterolepis PRAIRIE DROPSOED	#1	18" O.C.
	PERENNIALS		
	Phlox 'Forever Pink' FOREVER PINK PHLOX	#1	12" O.C.
	Liriope muscari 'Big Blue' BIG BLUE LILYTURF	#1	18" O.C.
	Hemerocallis 'Rosy Returns' ROSY RETURNS DAYLILY	#1	18" O.C.

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OAK RIDGE
TINLEY PARK, ILLINOIS
LANDSCAPE DETAILS

REVISIONS	
2	11.24.2021
1	10.15.2021

DATE	
PROJECT NO.	DR1704
DRAWN	CLE
CHECKED	MGM
SHEET NO.	



STREET LIGHTING PLAN GENERAL NOTES

1. ONLY STREETLIGHTS ASSOCIATED WITH THE OAK RIDGE RESIDENTIAL DEVELOPMENT HAVE BEEN MODELED AS A PART OF THIS PHOTOMETRIC PLAN.
2. REFER TO THE VILLAGE OF TINLEY PARK STREET LIGHTING CONSTRUCTION STANDARDS AND SPECIFICATIONS FOR POLE PROTECTION, POLE FOUNDATION, CONTROLLER SCHEDULE, AND ELECTRICAL CABLE TRENCH DETAILS.
3. INDIVIDUAL UNIT AND GARAGE LIGHTING NOT INCLUDED IN PHOTOMETRIC ANALYSIS.

REFER TO SHEET 2
FOR FOR LUMINAIRE COUNT
AND MODEL DETAILS



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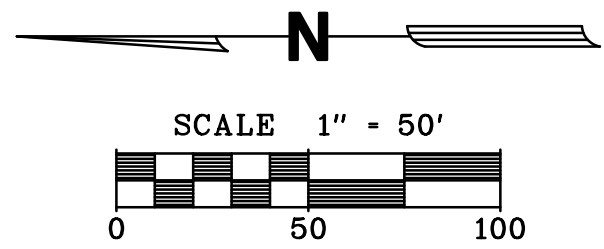
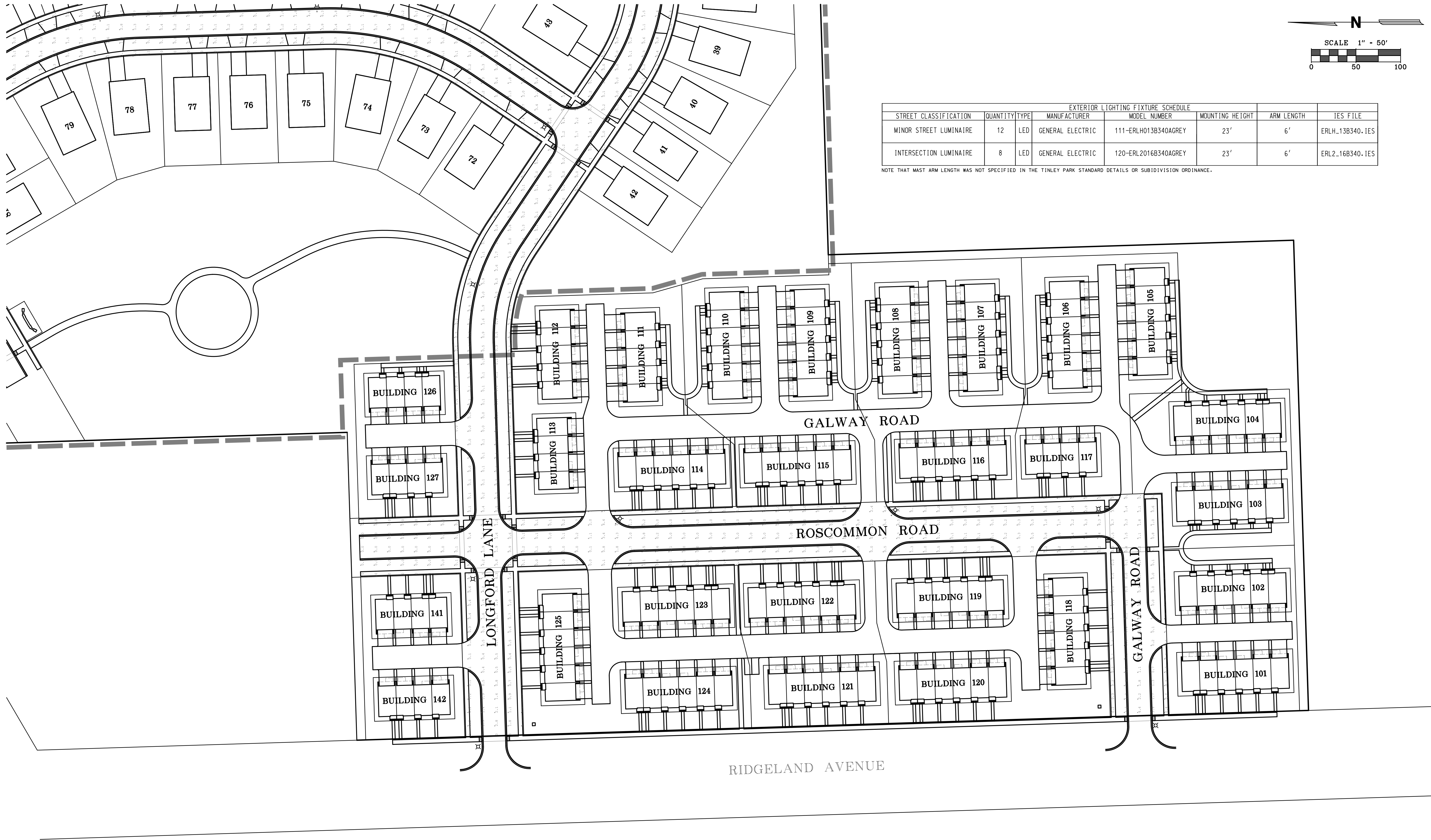
DESIGNED	SS
DRAWN	DM
APPROVED	KJM
DATE	09/03/2021
SCALE	1" = 50'
10/15/2021	REVISED PER VILLAGE COMMENTS
DATE	DESCRIPTION OF REVISION
SGS	BY

PRELIMINARY PHOTOMETRIC EXHIBIT - EAST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS

SHEET

1 OF **2**

PROJECT NUMBER: 3603
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EXTERIOR LIGHTING FIXTURE SCHEDULE							
STREET CLASSIFICATION	QUANTITY	TYPE	MANUFACTURER	MODEL NUMBER	MOUNTING HEIGHT	ARM LENGTH	IES FILE
MINOR STREET LUMINAIRE	12	LED	GENERAL ELECTRIC	111-ERLH013B340AGREY	23'	6'	ERLH_13B340.IES
INTERSECTION LUMINAIRE	8	LED	GENERAL ELECTRIC	120-ERL2016B340AGREY	23'	6'	ERL2_16B340.IES

NOTE THAT MAST ARM LENGTH WAS NOT SPECIFIED IN THE TINLEY PARK STANDARD DETAILS OR SUBDIVISION ORDINANCE.

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		DRAWN	DM
		APPROVED	KJM
		DATE	09/03/2021
10/15/2021	REVISED PER VILLAGE COMMENTS	SGS	SCALE
DATE	DESCRIPTION OF REVISION	BY	1" = 50'

PRELIMINARY PHOTOMETRIC EXHIBIT - WEST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS

SHEET	
2 OF 2	
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PRELIMINARY ENGINEERING PLANS

OAK RIDGE SUBDIVISION

TINLEY PARK, ILLINOIS

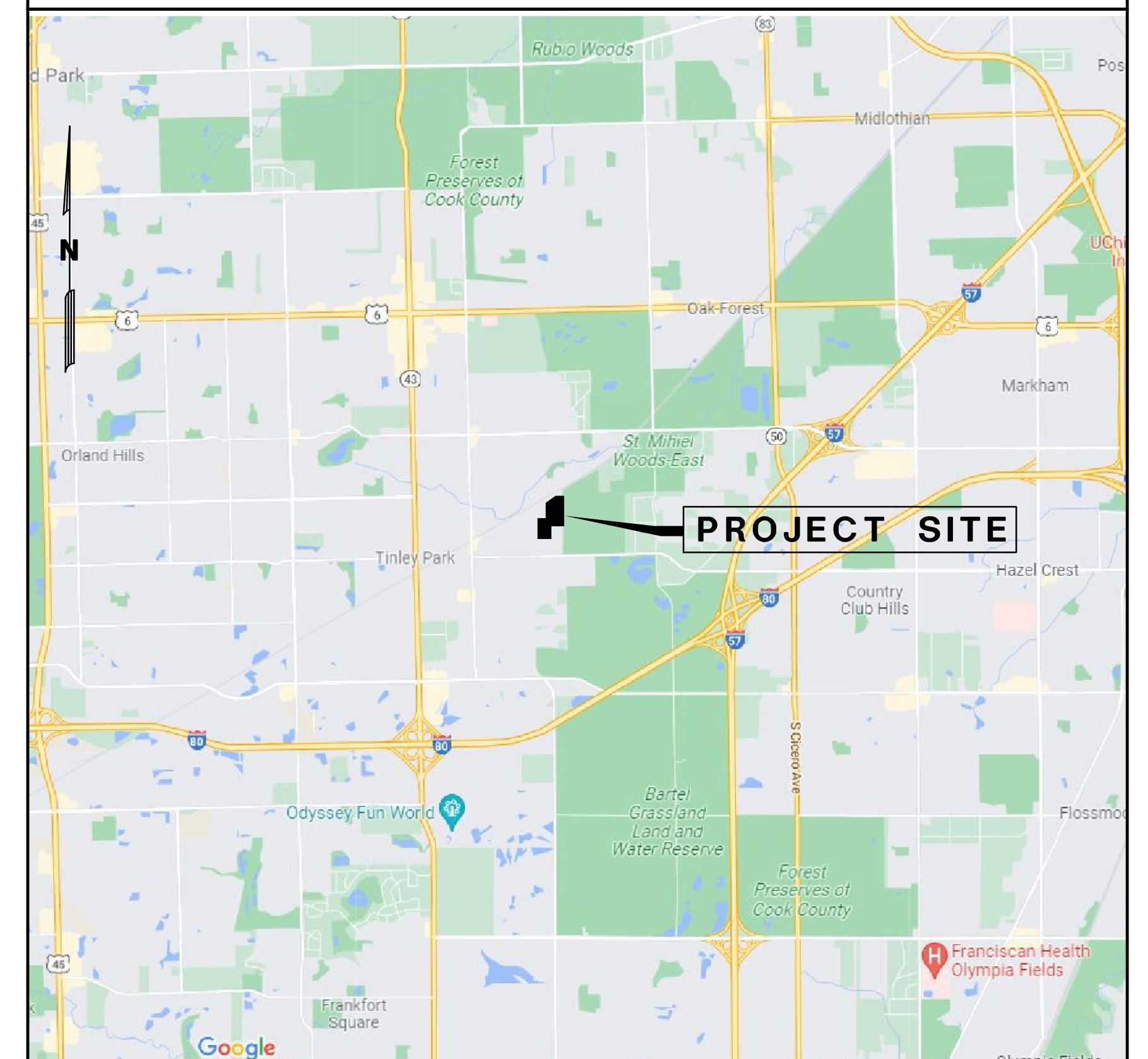
LEGEND

EXISTING	PROPOSED
SANITARY SEWER	8" PVC
FORCE MAIN	FM
STORM SEWER	12" RCP
UNDERDRAIN	UD
MANHOLE	⊙
CATCH BASIN	⊙
INLET	⊙
CLEANOUT	⊙
WATER MAIN	WM
VALVE VAULT	⊙
VALVE BOX	⊙
FIRE HYDRANT	⊙
FLARED END SECTION	⊙
COMBINED SEWER	⊙
STREET LIGHT/PARKING LOT LIGHT	⊙
POWER POLE	⊙
STREET SIGN	⊙
FENCE	⊙
GAS MAIN	GM
OVERHEAD LINE	OH
TELEPHONE LINE	TL
ELECTRIC LINE	EL
CABLE TV LINE	CTV
HIGH WATER LEVEL	HWL XXX
NORMAL WATER LEVEL	NWL XXX
CONTOUR LINE	XXX.XX
TOP OF CURB ELEVATION	TC XXX.XX
TOP OF DEPRESSED CURB	TDC XXX.XX
PAVEMENT ELEVATION	P XXX.XX
SPOT ELEVATION	XXX.XX
FINISHED FLOOR ELEVATION	FF + XXX.XX
TOP OF FOUNDATION	TF + XXX.XX
GRADE AT FOUNDATION	GF + XXX.XX
HIGH OR LOW POINT	⊙
OVERLAND FLOOD ROUTE	⊙
PAVEMENT FLOW DIRECTION	⊙
SWALE FLOW DIRECTION	⊙
DEPRESSED CURB AND GUTTER	⊙
REVERSE CURB AND GUTTER	⊙

INDEX OF SHEETS

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- 3 EXISTING CONDITIONS & DEMOLITION PLAN
- 4 PRELIMINARY GRADING PLAN - NORTHEAST
- 5 PRELIMINARY GRADING PLAN - EAST
- 6 PRELIMINARY GRADING PLAN - SOUTHEAST
- 7 PRELIMINARY GRADING PLAN - NORTHWEST
- 8 PRELIMINARY GRADING PLAN - WEST
- 9 PRELIMINARY GRADING PLAN - SOUTHWEST
- 10 PRELIMINARY OVERALL UTILITY PLAN
- 11 PRELIMINARY UTILITY PLAN - NORTHEAST
- 12 PRELIMINARY UTILITY PLAN - EAST
- 13 PRELIMINARY UTILITY PLAN - SOUTHEAST
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- 15 PRELIMINARY UTILITY PLAN - WEST
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LOCATION MAP



THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION, DIRECTION AND MEANS & METHODS OF CONSTRUCTION

ABBREVIATIONS

AC	ACRE	HWL	HIGH WATER ELEVATION	SAN	SANITARY SEWER
BC	BACK OF CURB	INL	INLET	SMH	SANITARY MANHOLE
BTM	BOTTOM	INV	INVERT	STA	STATION
CB	CATCH BASIN	LF	LINEAL FEET/FOOT	STM	STORM SEWER
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE	SY	SQUARE YARD
CY	CUBIC YARD	LT	LEFT	SWPP	STORMWATER POLLUTION PREVENTION PLAN
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL	TDC	TOP OF DEPRESSED CURB
DWM	DUCTILE IRON WATER MAIN	MAX	MAXIMUM	TC	TOP OF CURB
EL	ELEVATION	MH	MANHOLE	TF	TOP OF FOUNDATION
EP	EDGE OF PAVEMENT	MIN	MINIMUM	T/W	TOP OF RETAINING WALL
FF	FINISHED FLOOR	NWL	NORMAL WATER ELEVATION	TYP	TYPICAL
FES	FLARED END SECTION	OCS	OUTLET CONTROL STRUCTURE	VB	VALVE BOX
FT	FOOT/FEET	P	PAVEMENT ELEVATION	VC	VERTICAL CURVE
G	GUTTER ELEVATION	PVC	POLYVINYL CHLORIDE PIPE	VV	VALVE VAULT
GR	GRADE AT FOUNDATION	R	RADIUS	W	WALK ELEVATION
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RCP	REINFORCED CONCRETE PIPE	WM	WATER MAIN
HYD	FIRE HYDRANT	RT	RIGHT	VP1	VERTICAL POINT OF INTERSECTION
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY		

BENCHMARKS

SOURCE BENCHMARK: C006/AJ2772
STATION IS LOCATED IN THE CITY LIMITS OF OAK FOREST IN SECTION 20, T36N, R13E, TO REACH FROM THE JUNCTION OF IL RT 43 AND RT 6 PROCEED 1.5 MI EAST ON US RT 6, LOCATED 1.6 MI WEST OF RT 50 (CICERO) AND 110 EAST OF CENTERLINE OF ARROYO DR ON FOREST PRESERVE PROPERTY. STATION IS 61 FT SOUTHWEST OF A LIGHTPOLE, 45 FT SOUTH OF THE EASTBOUND CENTERLINE OF RT 6, 35 FT SOUTHWEST OF AN INLET, 47 FT SOUTHEAST OF A TRAFFIC SIGNAL POLE, 29 FT NORTH OF THE CENTERLINE OF THE BIKEPATH, 46 FT EAST OF CENTERLINE OF BIKE PATH, 30 FT SOUTH OF THE BACK OF CURB OF RT 6, AND 2 FT NORTH OF AN ORANGE FIBERGLASS WITNESS POST. NOTE - ACCESS TO DATUM POINT THROUGH 6 INCH LOGO CAP. DATUM POINT IS 0.45 FT BELOW CAP. THE ROD WAS DRIVEN TO REFUSAL AND ANCHORED. PK ELEVATION = 697.51 (NAVD 88)

SITE BENCHMARK #1:
IRON ROD WITH CAP LOCATED ON A SOUTH LINE OF PARCEL ONE 320.6 FEET WEST OF THE SOUTHEAST CORNER, 8.0 FEET SOUTH OF HMA PAVEMENT, AND 25.0' NORTHWEST OF AFLARED END SECTION.
ELEVATION = 699.41

SITE BENCHMARK #2:
IRON ROD WITH CAP LOCATED ON NORTH SIDE OF OAK FOREST AVENUE, 3.8 FEET NORTHWEST OF EDGE OF PAVEMENT, AND 118.3 FEET NORTHEAST OF A TELE HAND HOLE.
ELEVATION = 701.54



NOTES:

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

- STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
- VILLAGE OF TINLEY PARK MUNICIPAL ORDINANCE

IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

DRAINAGE CERTIFICATION

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SAID IMPROVEMENTS OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREA, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE IMPROVEMENTS.

LICENSED ENGINEER

ENGINEER'S SEAL

CLIENT:

DESIGNED	SGS
DRAWN	SGS
APPROVED	KJM
DATE	09/03/2021
SCALE	N.T.S.
10/15/2021	REVISED PER VILLAGE COMMENTS
DATE	DESCRIPTION OF REVISION

SITE PLAN GENERAL NOTES

1.

ALL DIMENSIONS ARE TO BACK OF CURB OR FACE OF BUILDING, UNLESS OTHERWISE NOTED.
2.

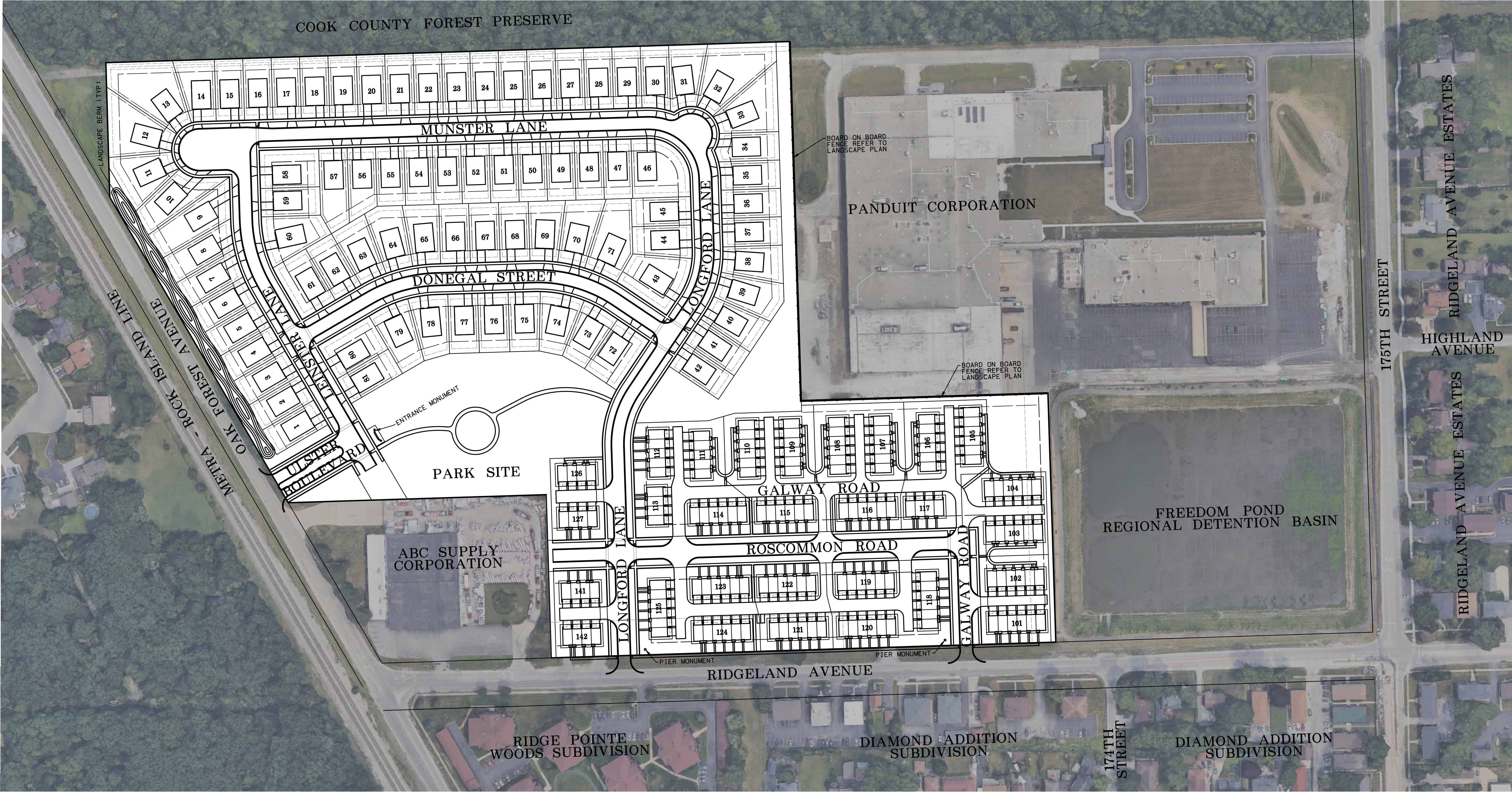
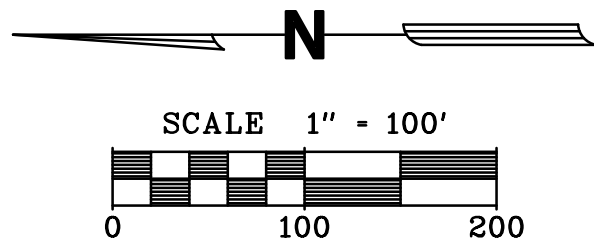
ALL RADII ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.
3.

ALL BUILDING DIMENSIONS ARE BASED ON PRELIMINARY ARCHITECTURAL PLANS. CONTRACTOR SHALL REFER TO FINAL ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND CONTACT THE ARCHITECT FOR ANY DISCREPANCIES.
4.

ALL ONSITE PAVEMENT MARKINGS SHALL BE PAINTED, UNLESS OTHERWISE NOTED.
5.

ALL PROPOSED CURB AND GUTTER SHALL BE M3.12 AND SHALL BE DEPRESSED CURB WHERE SIDEWALK MEETS A STREET, UNLESS OTHERWISE INDICATED. CURB DEPRESSIONS SHALL MEET ADA REQUIREMENTS AS NOTED IN THE CONSTRUCTION DETAILS.
6.

ALL JOINTS MADE WITH EXISTING PAVEMENT, CURB, WALK OR CURB AND GUTTER ARE TO BE SAWCUT FULL DEPTH WITHIN 24 HOURS OF PLACEMENT.



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		DRAWN	SGS
		APPROVED	KJM
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10/15/2021	REVISED PER VILLAGE COMMENTS	SGS	SCALE
DATE	DESCRIPTION OF REVISION	BY	1" = 100'

**OVERALL SITE PLAN
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

SHEET	
2 OF 16	
PROJECT NUMBER:	3603
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10/15/2021	REVISED PER VILLAGE COMMENTS	SGS	
DATE	DESCRIPTION OF REVISION	BY	SCALE
			1" = 100'

EXISTING CONDITIONS & DEMOLITION PLAN OAK RIDGE SUBDIVISION TINLEY PARK, ILLINOIS

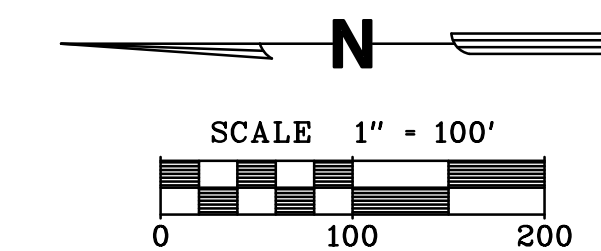
SHEET

3 OF **16**

PROJECT NUMBER: 3603
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DEMOLITION PLAN GENERAL NOTES:

- CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REQUIREMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR DEMOLITION WORK AND ASSOCIATED UTILITY DISCONNECT FEES.
- THE MUNICIPALITY AND THE OWNER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- THIS PLAN WAS PREPARED FROM TOPOGRAPHIC SURVEY PREPARED BY MACKIE CONSULTANTS, LLC, DATED 06-02-2021 AND AVAILABLE RECORDS. CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES SHOWN AND NOT SHOWN BEFORE COMMENCING WORK AND NOTIFY THE ENGINEER OR OWNER OF ANY DISCREPANCIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO BEGINNING DEMOLITION WORK FOR THE EXACT LOCATIONS OF THE UTILITIES. THE CONTRACTOR SHALL ARRANGE FOR THE DISCONNECTION, PROTECTION OR RELOCATION OF ANY EXISTING UTILITY SERVICES, INCLUDING WATER, SEWER, GAS, ELECTRIC, TELEPHONE AND CABLE.
- THE CONTRACTOR IS REQUIRED TO ASSURE HIMSELF OF LOCATION AND DEPTH OF EXISTING UTILITIES AND RELATED FEATURES AND SHALL REPORT AT ONCE TO THE OWNER OR ENGINEER ANY DISCREPANCIES WITH RESPECT TO INFORMATION INDICATED IN THE CONTRACT DOCUMENTS.
- GRAVEL BASE MATERIALS SHALL BE STOCKPILED ONSITE AND USED FOR TEMPORARY ROADS OR GENERAL FILL, AS APPROVED BY THE OWNER OR DEVELOPER AND THE VILLAGE. ANY BASE MATERIALS REMAINING UPON COMPLETION OF THE PROPOSED IMPROVEMENTS SHALL BE HAULED TO AN OFFSITE LOCATION.
- DEMOLISHED HMA & CONCRETE PAVEMENT SHALL BE RECYCLED ONSITE TO MEET IDOT STANDARDS AND GRADATION FOR USE AS BACKFILL AND/OR BASE COURSE.
- ALL UTILITIES TO REMAIN AS NOTED SHALL BE ADJUSTED TO THE FINAL GRADES AS PROVIDED ON THE UTILITY PLANS.
- GAS, TELEPHONE AND ELECTRIC DISTRIBUTION SYSTEM REMOVALS AND ADJUSTMENTS SHALL BE DONE BY RESPECTIVE UTILITY AND PAID FOR SEPARATELY BY OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THIS WORK INCIDENTAL TO THE CONTRACT. ALL ENVIRONMENTAL REMEDIATION WILL BE COMPLETED BY OWNER PRIOR TO START OF CONSTRUCTION.
- ALL EXISTING UTILITIES ARE TO REMAIN IN SERVICE UNLESS SPECIFICALLY SHOWN TO BE REMOVED.
- ALL PIPES TO BE ABANDONED IN PLACE SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET NON-SHRINK CONCRETE MORTAR PLUGS. ANY STRUCTURES TO REMAIN SHALL HAVE THE BOTTOM BROKEN TO FACILITATE DRAINAGE AND FILLED WITH SAND OR PEA GRAVEL.
- ALL EXISTING TREES, BRUSH, AND MISCELLANEOUS APPURTENANCES, SUCH AS FENCES, WHEEL STOPS, POLES LIGHTS AND MISCELLANEOUS DEBRIS SHALL BE HAULED TO AN OFFSITE LOCATION.
- THE CONTRACTOR SHALL ENSURE THAT ALL ADJOINING AREAS, INCLUDING ADJACENT STREETS AND DRIVEWAYS, SHALL BE FREE OF DEBRIS AT ALL TIMES.
- PAVEMENT, CURB AND GUTTER AND SIDEWALK SHALL BE SAWCUT FULL DEPTH AT THE LIMITS OF REMOVAL.
- ANY DAMAGE DONE TO EXISTING STRUCTURES OR OBJECTS NOT SHOWN TO BE REMOVED OR REPLACED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.



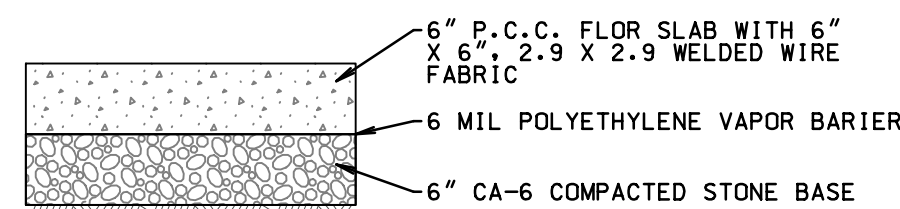
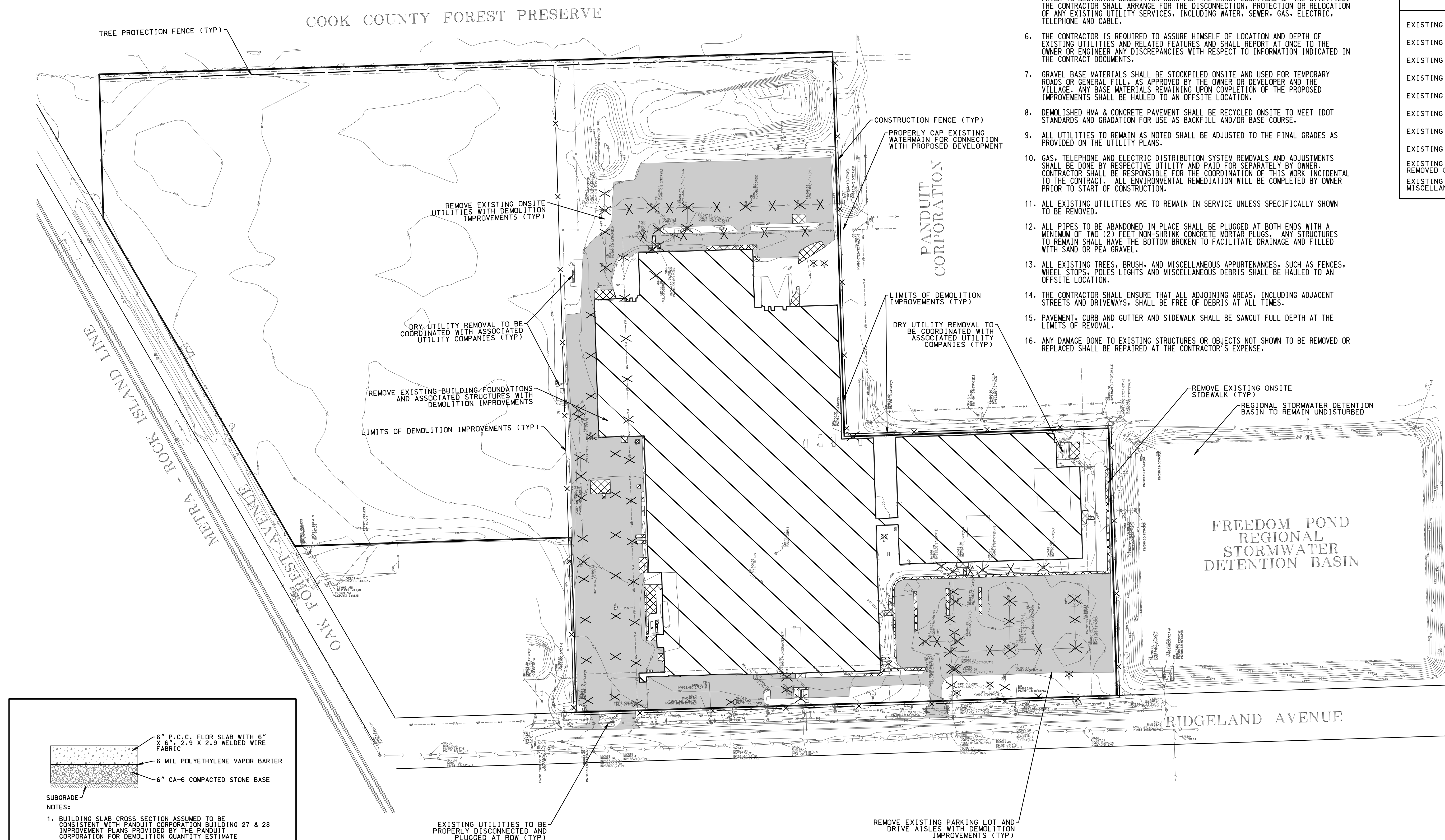
DEMOLITION LEGEND

EXISTING BUILDING TO BE REMOVED	
EXISTING CONCRETE TO BE REMOVED	
EXISTING HMA PAVEMENT TO BE MILLED	
EXISTING HMA PAVEMENT TO BE REMOVED	
EXISTING GRAVEL TO BE REMOVED	
EXISTING CURB TO BE REMOVED	
EXISTING UTILITY TO BE REMOVED	
EXISTING UTILITY TO BE ABANDONED	
EXISTING UTILITY TO BE REMOVED OR ABANDONED AS NEEDED	
EXISTING STRUCTURE, TREE, MISCELLANEOUS OBJECT TO BE REMOVED	

EXISTING FOUNDATIONS AND CONCRETE & HMA PAVEMENT TO BE CRUSHED TO IDOT GRADATION AND RECYCLED AS ROADWAY SUBGRADE WHERE SUITABLE

ALL ROADS SHALL REMAIN FREE OF DIRT AND DEBRIS AT ALL TIMES

CONTRACTOR TO ENSURE THAT EXISTING UTILITIES TO REMAIN ARE UNDISTURBED AND IN SERVICE DURING CONSTRUCTION ACTIVITIES



SUBGRADE

NOTES:

- BUILDING SLAB CROSS SECTION ASSUMED TO BE CONSISTENT WITH PANDUIT CORPORATION BUILDING 27 & 28 IMPROVEMENT PLANS PROVIDED BY THE PANDUIT CORPORATION FOR DEMOLITION QUANTITY ESTIMATE PURPOSES

ANTICIPATED SLAB DEMOLITION CROSS SECTION
NOT TO SCALE

STORMWATER DETENTION AND VOLUME CONTROL BEST
MANAGEMENT PRACTICES HAVE BEEN PROVIDED WITHIN
THE VILLAGE OF TINLEY PARK REGIONAL BASIN

REFER TO SHEET 5
FOR GRADING PLAN NOTES

REFER TO SHEET 5
TYPICAL LOT GRADING

REFER TO SHEET 6
FOR PAVEMENT SECTIONS

SCALE 1" = 30'

METRA ROCK ISLAND LINE
OAK FOREST AVENUE
4' LANDSCAPE BERM
ROADWAY DRAINAGE TRIBUTARY TO CULVERT
ACCESS TO OAK FOREST AVENUE TO BE COORDINATED WITH
COOK COUNTY HIGHWAY DEPARTMENT
MATCH EXISTING ROADWAY GRADES

PROPOSED SUBDIVISION TO BE COORDINATED
WITH THE OAK FOREST AVENUE ROADWAY
IMPROVEMENTS BY VILLAGE OF
EXISTING OAK FOREST AVENUE
ROADSIDE SLOPE TO REMAIN
UNDISTURBED

COOK COUNTY - FOREST PRESERVE

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CLIENT:

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America's Builder

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750 EAST BUNKER COURT
VERNON HILLS, ILLINOIS 60061

DATE	DESCRIPTION OF REVISION	SGS BY
10/15/2021	REVISED PER VILLAGE COMMENTS	

DESIGNED	SGS
DRAWN	SGS
APPROVED	KJM
DATE	09/03/2021
SCALE	1"=30'

**PRELIMINARY GRADING PLAN - NORTHEAST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

SHEET

4 OF 16

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MATCHLINE - REFER TO SHEET 7

PARK SITE

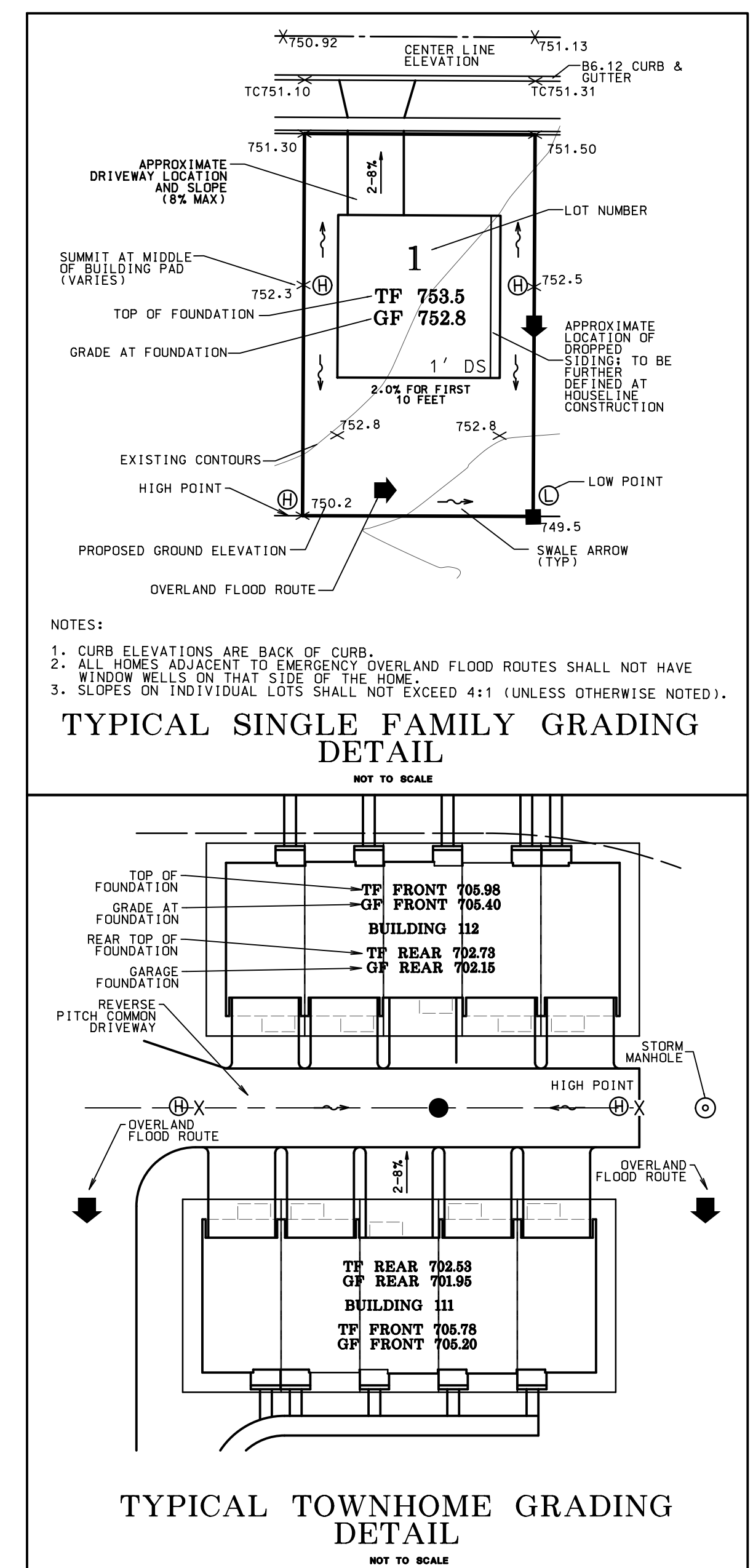
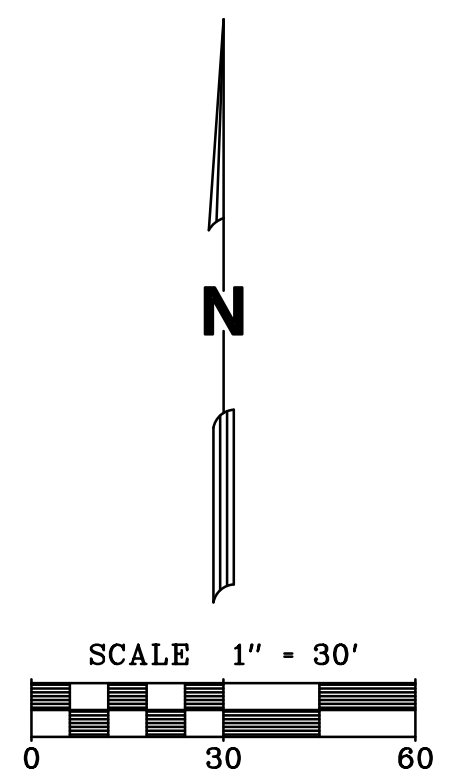
MATCHLINE
REFER TO SHEET 8

MATCHLINE - REFER TO SHEET 4

MATCHLINE - REFER TO SHEET 6

GRADING PLAN GENERAL NOTES

1. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS ON 08-02-2021. CONTRACTOR SHALL FIELD CHECK EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES.
2. ALL DISTURBED AREAS SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL AND SEEDED.
3. EXCAVATION AND EMBANKMENT SHALL BE PERFORMED PER THE DETAILED SPECIFICATIONS AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
4. ALL CURB ELEVATIONS ARE TO BE TOP OF CURB. ALL GUTTER ELEVATIONS ARE 3" BELOW TOP OF CURB ELEVATION UNLESS OTHERWISE NOTED.
5. DRIVEWAY SLOPES FROM THE RIGHT-OF-WAY SHALL BE A MINIMUM OF 2% AND A MAXIMUM OF 8%.
6. GRADING INDICATED MAY NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES WITH FIELD CONDITIONS PRIOR TO FINE GRADING.
7. BUILDING AREA INDICATED IS APPROXIMATE AND REPRESENTS ONE POSSIBLE OPTION OF HOME. GRADING MAY NEED TO BE ADJUSTED AS OTHER HOMES ARE SOLD.
8. ALL DRAIN TILES ENCOUNTERED DURING MASS GRADING/UTILITY WORK MUST BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM. A RECORD MUST BE KEPT, OF ANY DRAIN TILE ENCOUNTERED, TO BE INCLUDED IN RECORD DRAWINGS.
9. WINDOW WELLS SHALL NOT BE ALLOWED ON EITHER SIDE OF OVERLAND FLOOD ROUTES WHEN THEY OCCUR BETWEEN HOUSES.
10. OVERFLOW DRAINAGE ROUTES AND SWALES MUST BE INSTALLED AT THE ELEVATION AND LOCATION SHOWN.
11. DO NOT INTERRUPT DRAINAGE FROM OFF SITE DURING CONSTRUCTION OPERATIONS. PROVIDE TEMPORARY DRAINAGE DITCHES WHERE REQUIRED.
12. CONTRACTOR SHALL MEET EXISTING GROUND ELEVATIONS AT PROPERTY LINE, UNLESS OTHERWISE NOTED AND THE APPROPRIATE EASEMENTS OR PERMISSION HAS BEEN OBTAINED.



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			DRAWN	SGS
			APPROVED	KJM
10/15/2021	REVISED PER VILLAGE COMMENTS	SGS	DATE	09/03/2021
DATE	DESCRIPTION OF REVISION	BY	SCALE	1" = 30'

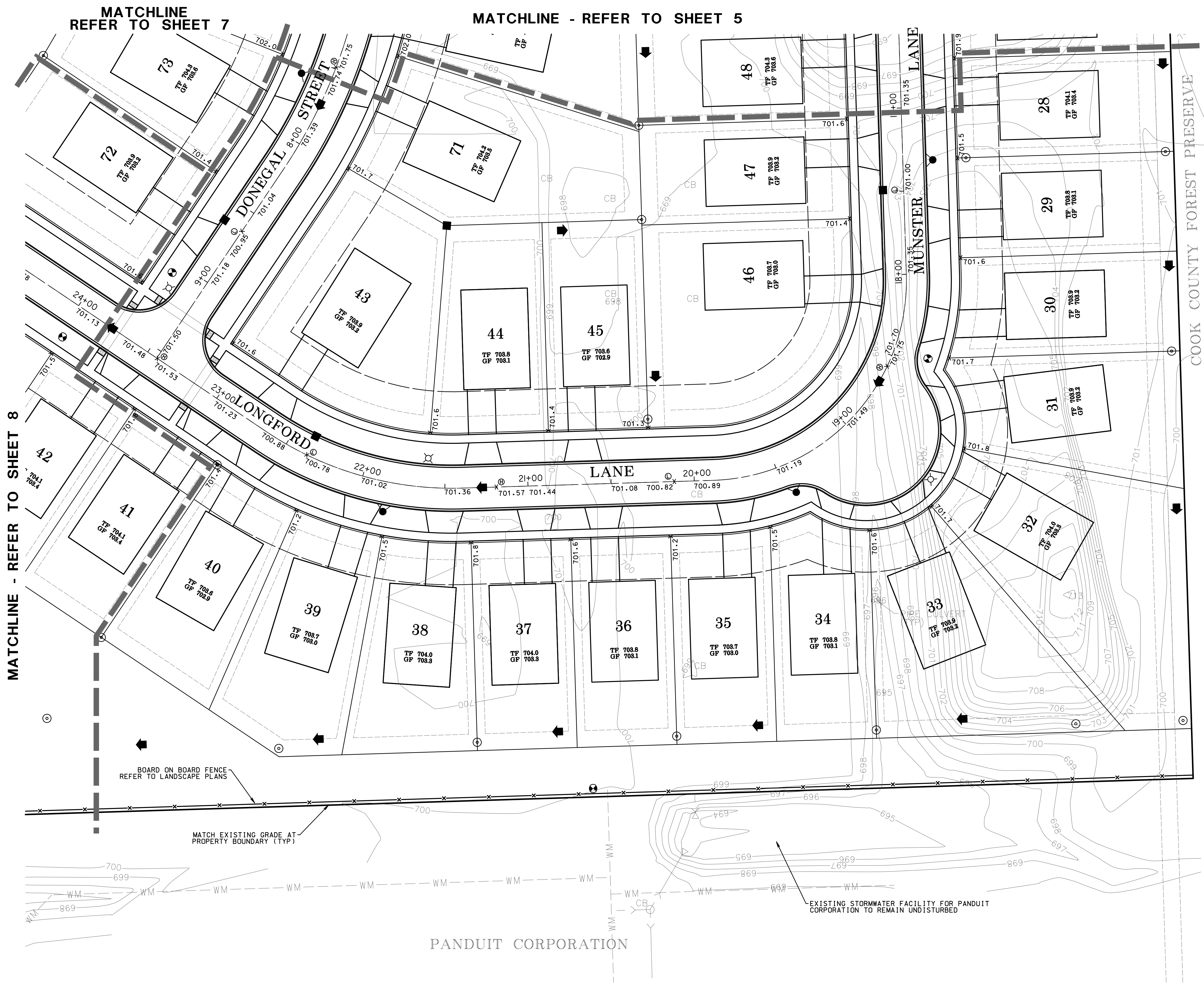
**PRELIMINARY GRADING PLAN - EAST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

SHEET

5 OF 16

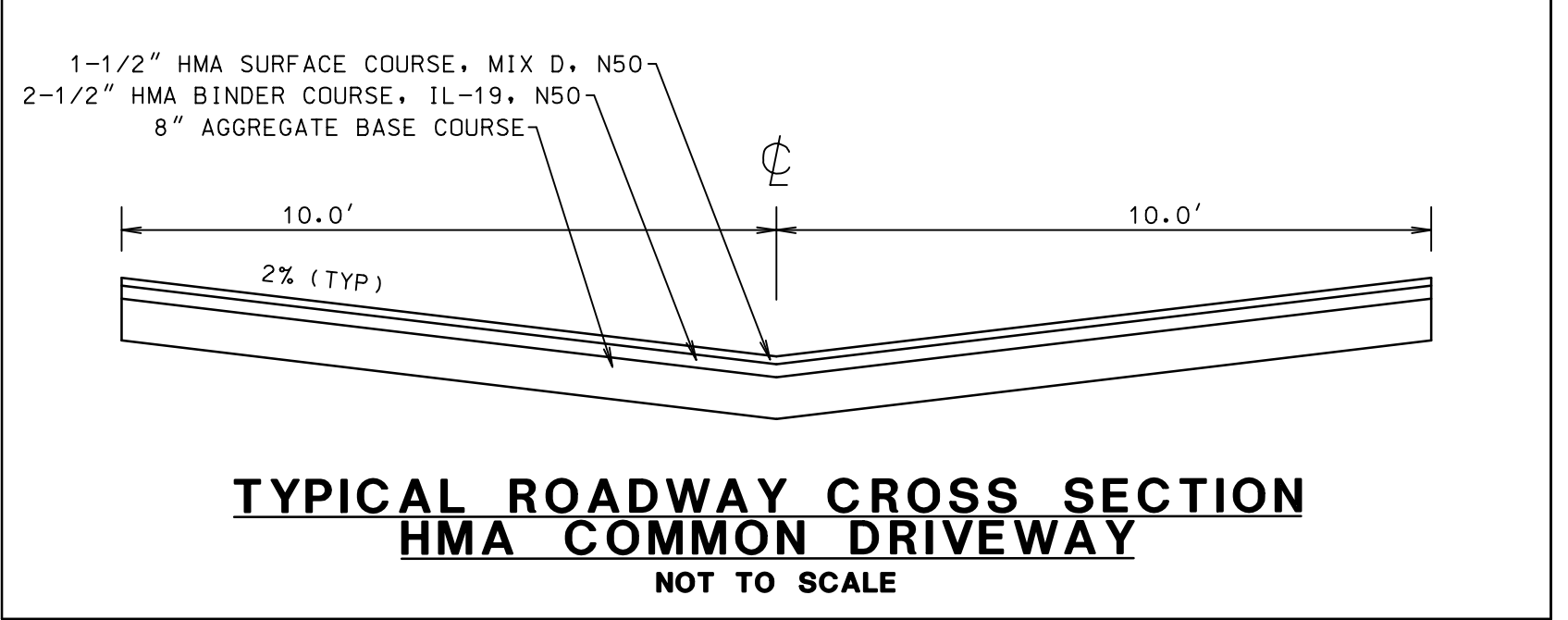
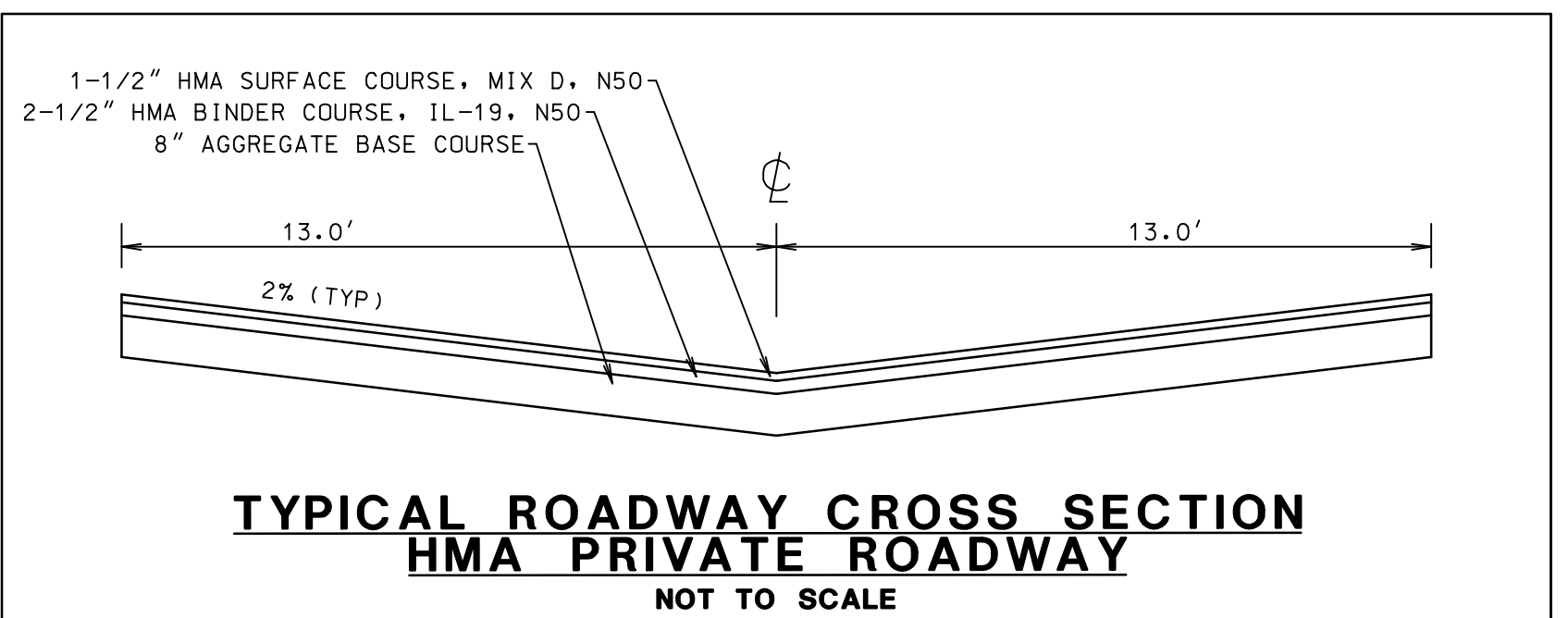
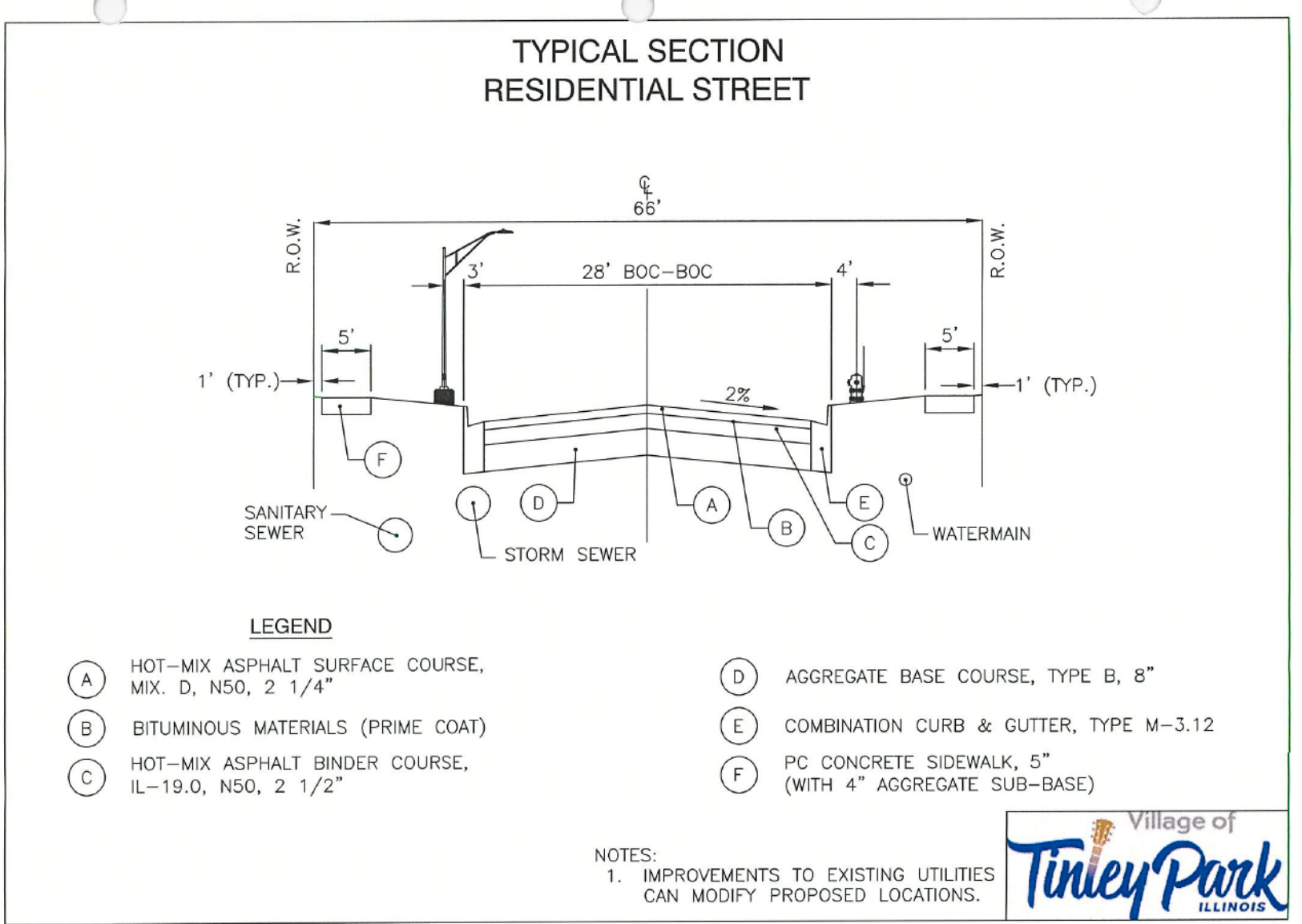
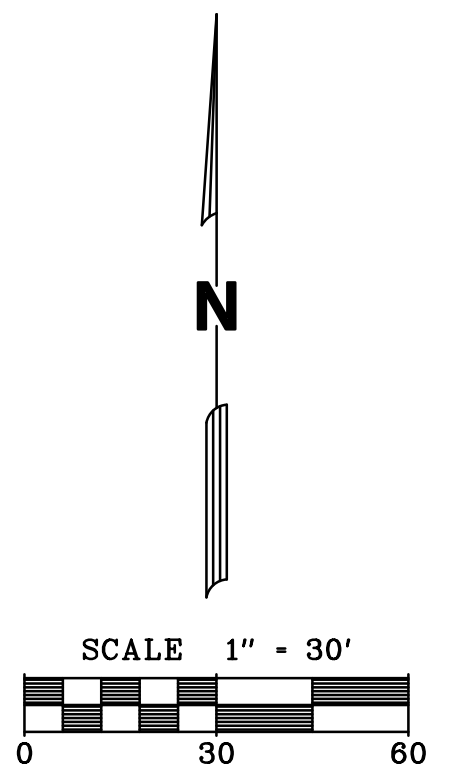
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REFER TO SHEET 5
FOR GRADING PLAN NOTES

REFER TO SHEET 5
TYPICAL LOT GRADING



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DRAWN	SGS
APPROVED	KJM
DATE	09/03/2021
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10/15/2021	REVISED PER VILLAGE COMMENTS
DATE	DESCRIPTION OF REVISION

**PRELIMINARY GRADING PLAN - SOUTHEAST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

SHEET
6 OF 16
PROJECT NUMBER: 3603
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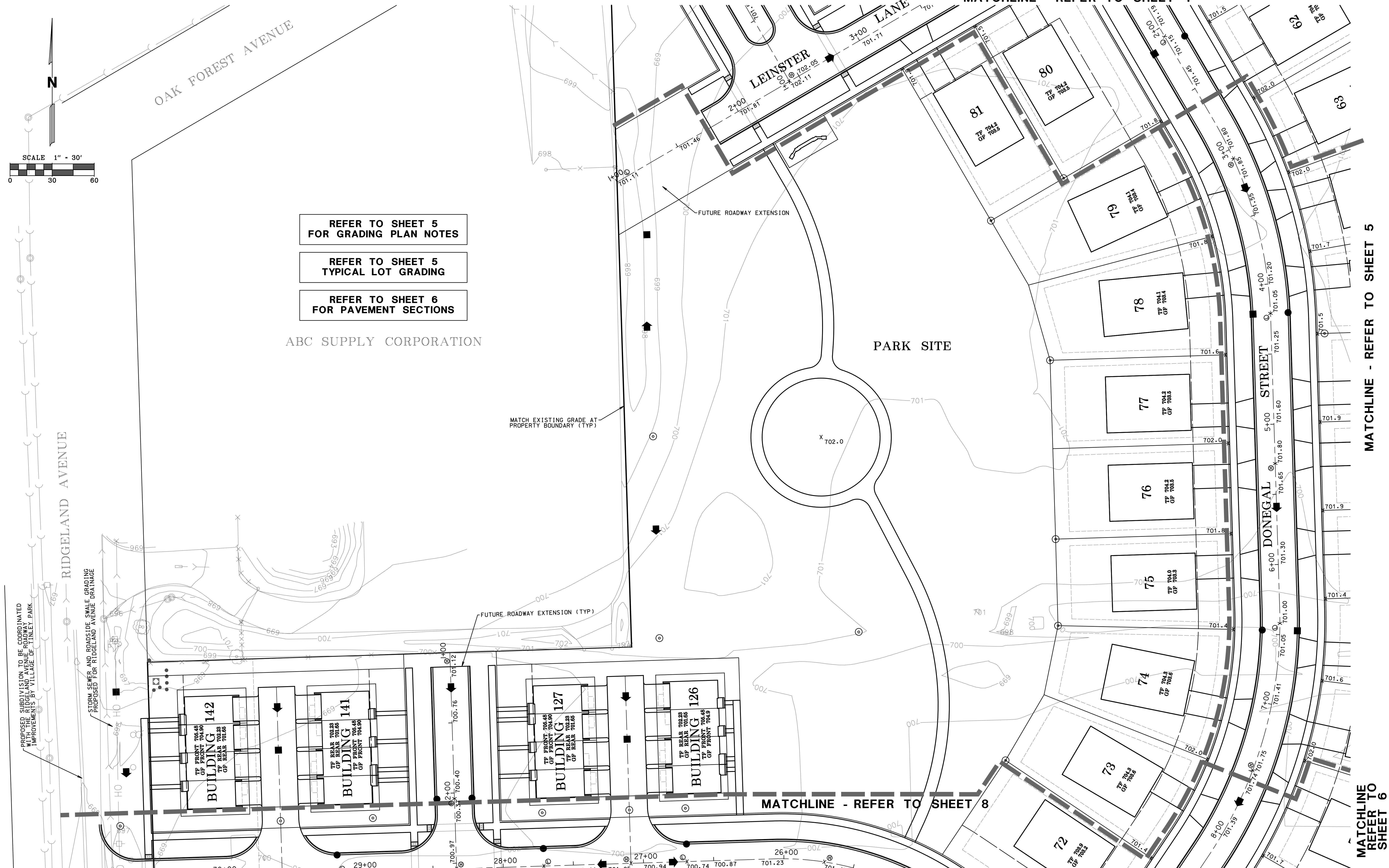
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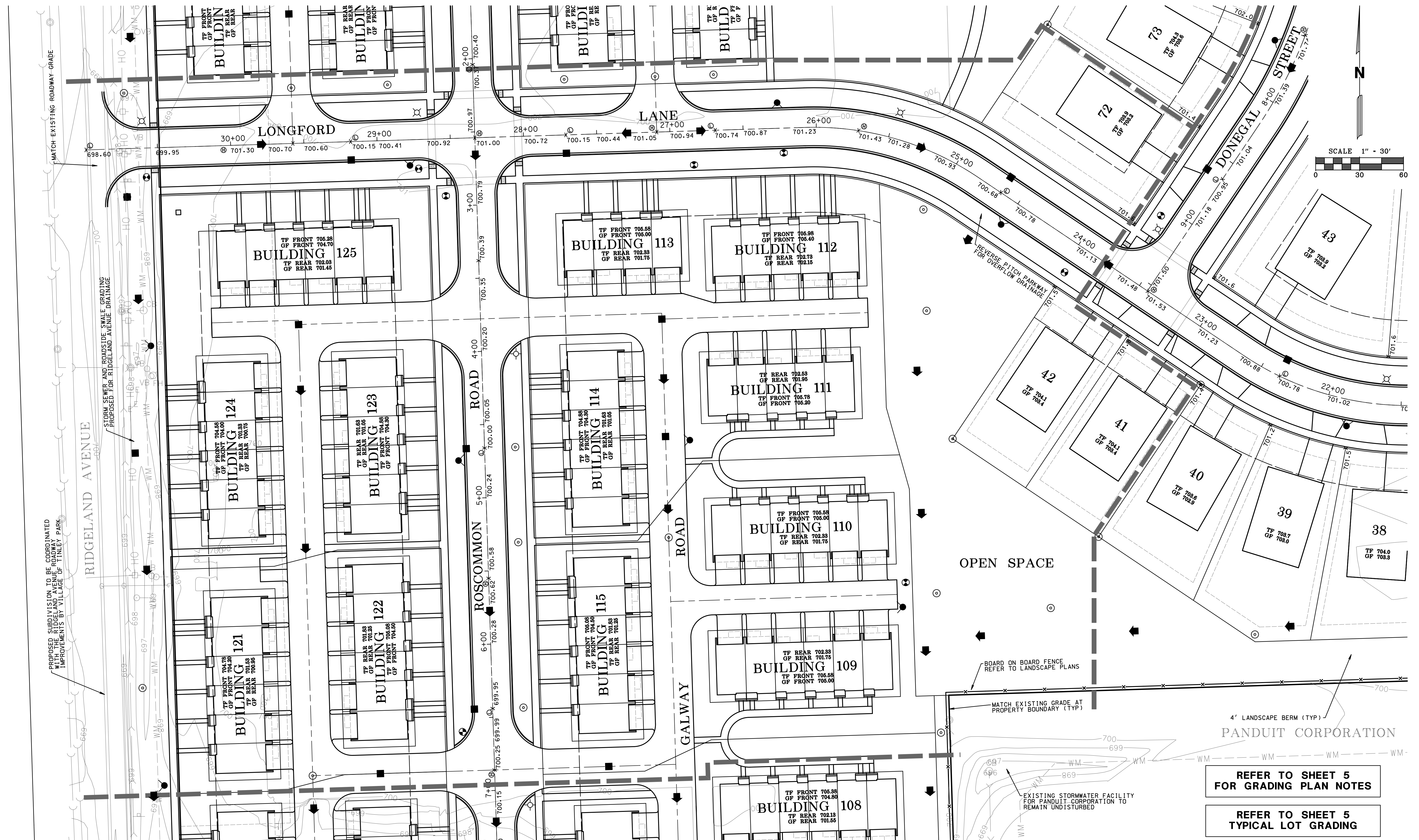
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APPROVED	KJM
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DATE	DESCRIPTION OF REVISION
SGS	BY

PRELIMINARY GRADING PLAN - NORTHWEST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS

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7 OF 16
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MATCHLINE - REFER TO SHEET 7



MATCHLINE - REFER TO SHEET 5

MATCHLINE - REFER TO SHEET 9

REFER TO SHEET 5
FOR GRADING PLAN NOTES

REFER TO SHEET 5
TYPICAL LOT GRADING

REFER TO SHEET 6
FOR PAVEMENT SECTIONS

MATCHLINE - REFER TO SHEET 8

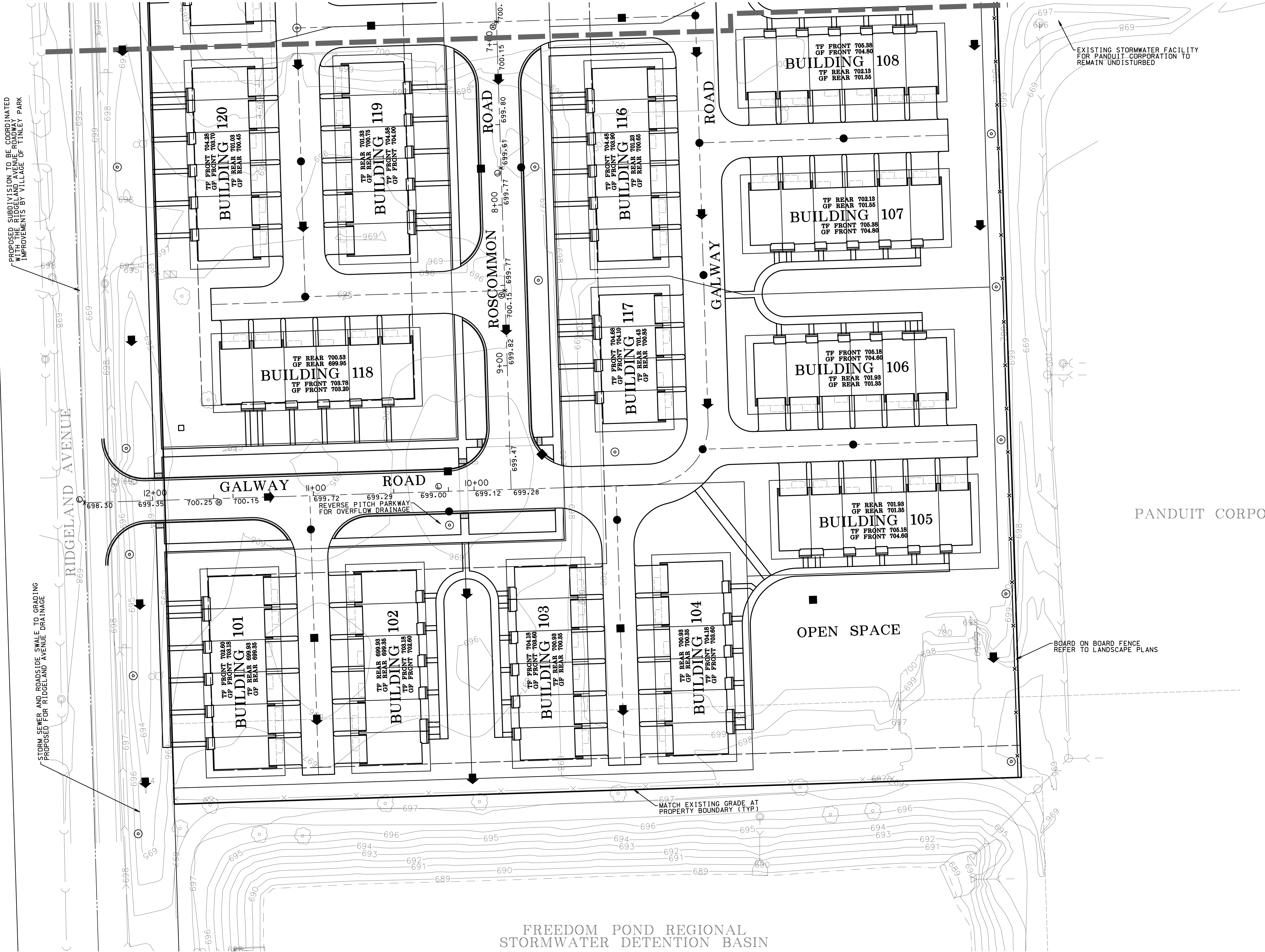
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STORM SEWER AND ROADSIDE SWALE TO GRADING PROPOSED FOR RIDGELAND AVENUE DRAINAGE

EXISTING STORMWATER FACILITY FOR PANDUIT CORPORATION TO REMAIN UNDISTURBED

PANDUIT CORPORATION

BOARD ON BOARD FENCE REFER TO LANDSCAPE PLANS



REFER TO SHEET 5
FOR GRADING PLAN NOTES

REFER TO SHEET 5
TYPICAL LOT GRADING

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FOR PAVEMENT SECTIONS

FREEDOM POND REGIONAL
STORMWATER DETENTION BASIN



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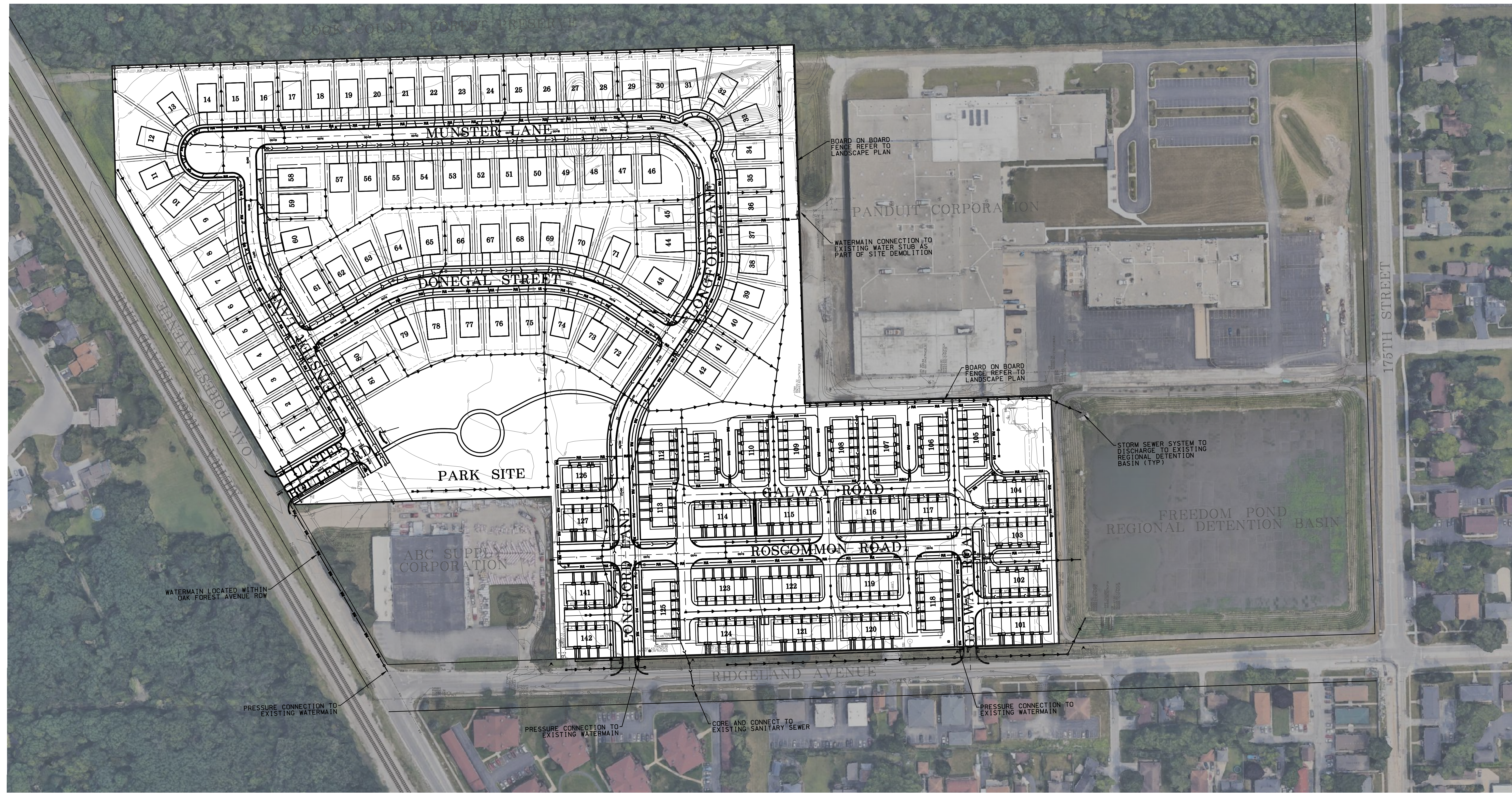
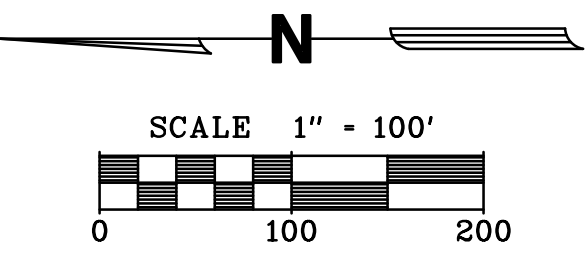
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DATE	DESCRIPTION OF REVISION

**PRELIMINARY GRADING PLAN - SOUTHWEST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

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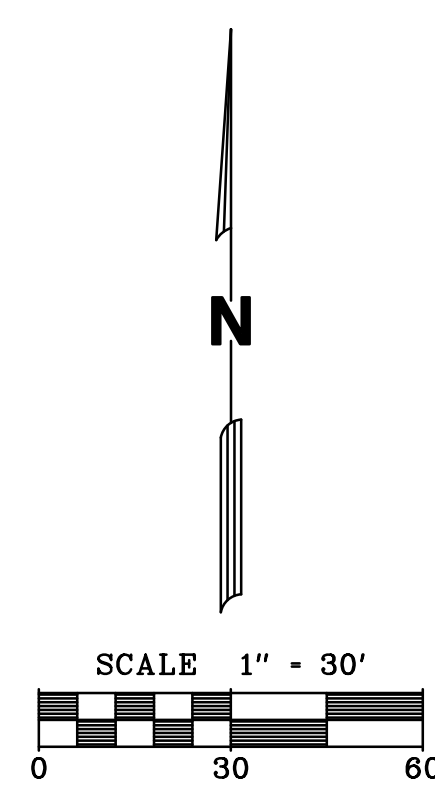


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PRELIMINARY OVERALL UTILITY PLAN
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS

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STORMWATER DETENTION AND VOLUME CONTROL BEST MANAGEMENT PRACTICES HAVE BEEN PROVIDED WITHIN THE VILLAGE OF TINLEY PARK REGIONAL BASIN

REFER TO SHEET 11
FOR UTILITY PLAN NOTES

REFER TO SHEET 12
TYPICAL UTILITY LAYOUT



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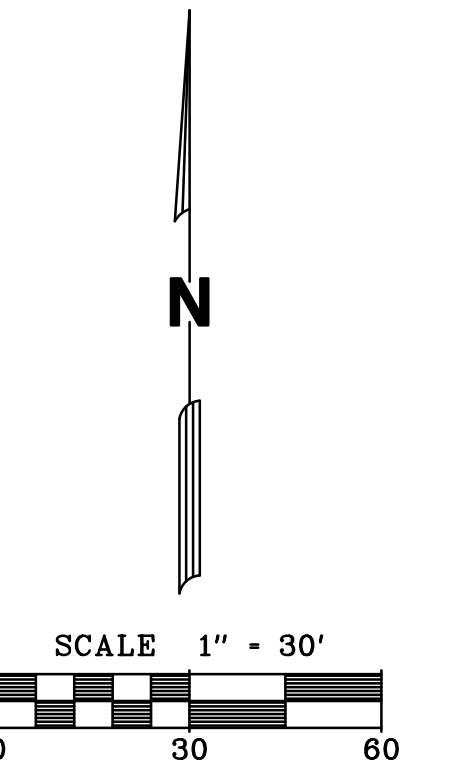
**PRELIMINARY UTILITY PLAN - NORTHEAST
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TINLEY PARK, ILLINOIS**

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MATCHLINE - REFER TO SHEET 14

MATCHLINE - REFER TO SHEET 13

- REFER TO SHEET 13
TYPICAL UTILITY LAYOUT**



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DATE	DESCRIPTION OF REVISION	BY	SCALE	1" = 30'

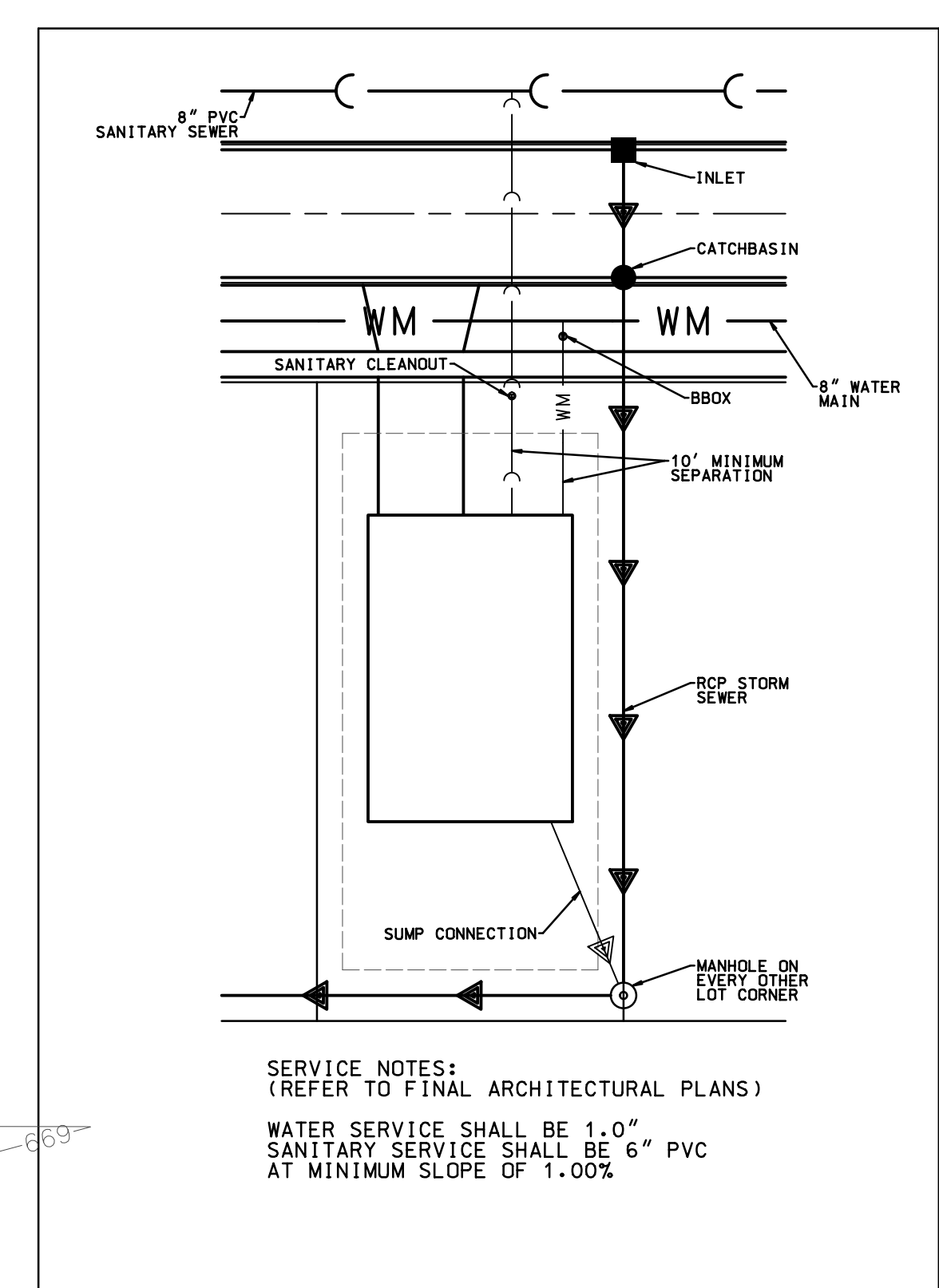
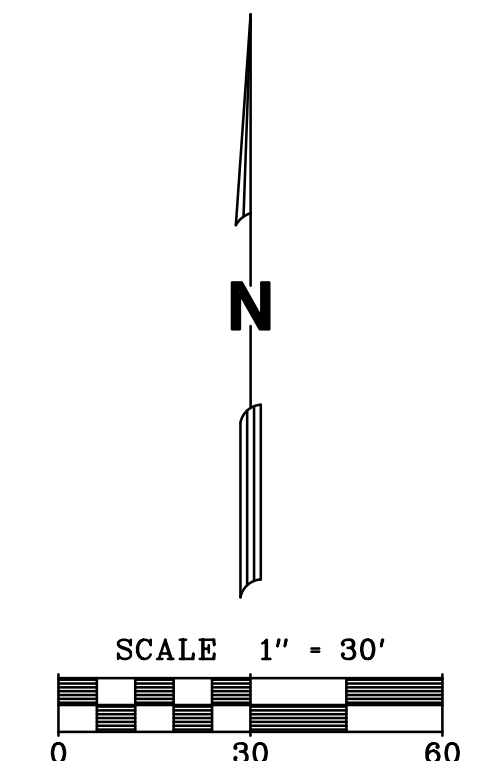
**PRELIMINARY UTILITY PLAN - EAST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

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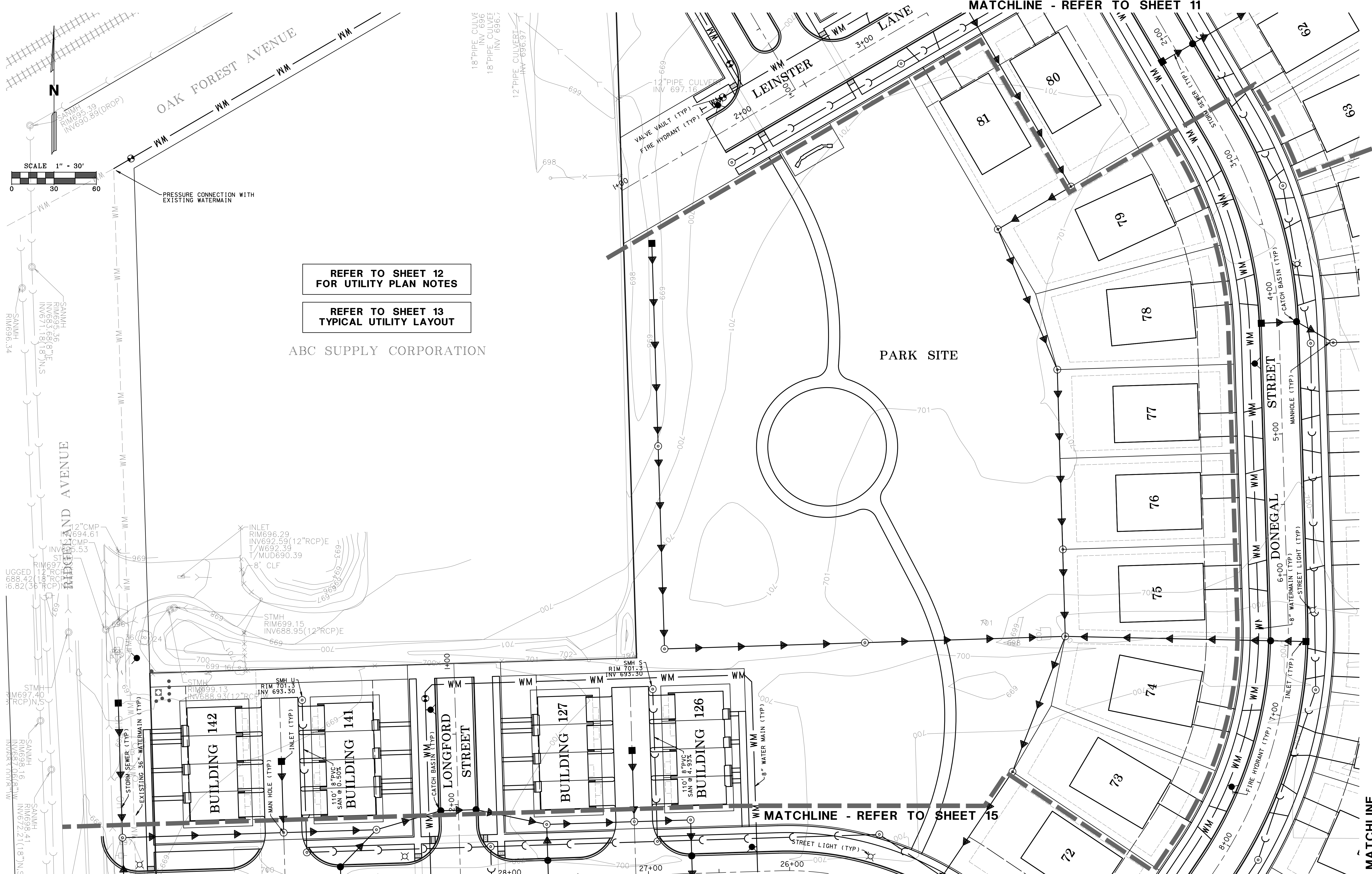
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REFER TO SHEET 12
FOR UTILITY PLAN NOTES



REFER TO SHEET 12
FOR UTILITY PLAN NOTES

REFER TO SHEET 13
TYPICAL UTILITY LAYOUT

ABC SUPPLY CORPORATION

PARK SITE

MATCHLINE - REFER TO SHEET 15

MATCHLINE - REFER TO SHEET 11

MATCHLINE
REFER TO
SHEET 13

MATCHLINE - REFER TO SHEET 12



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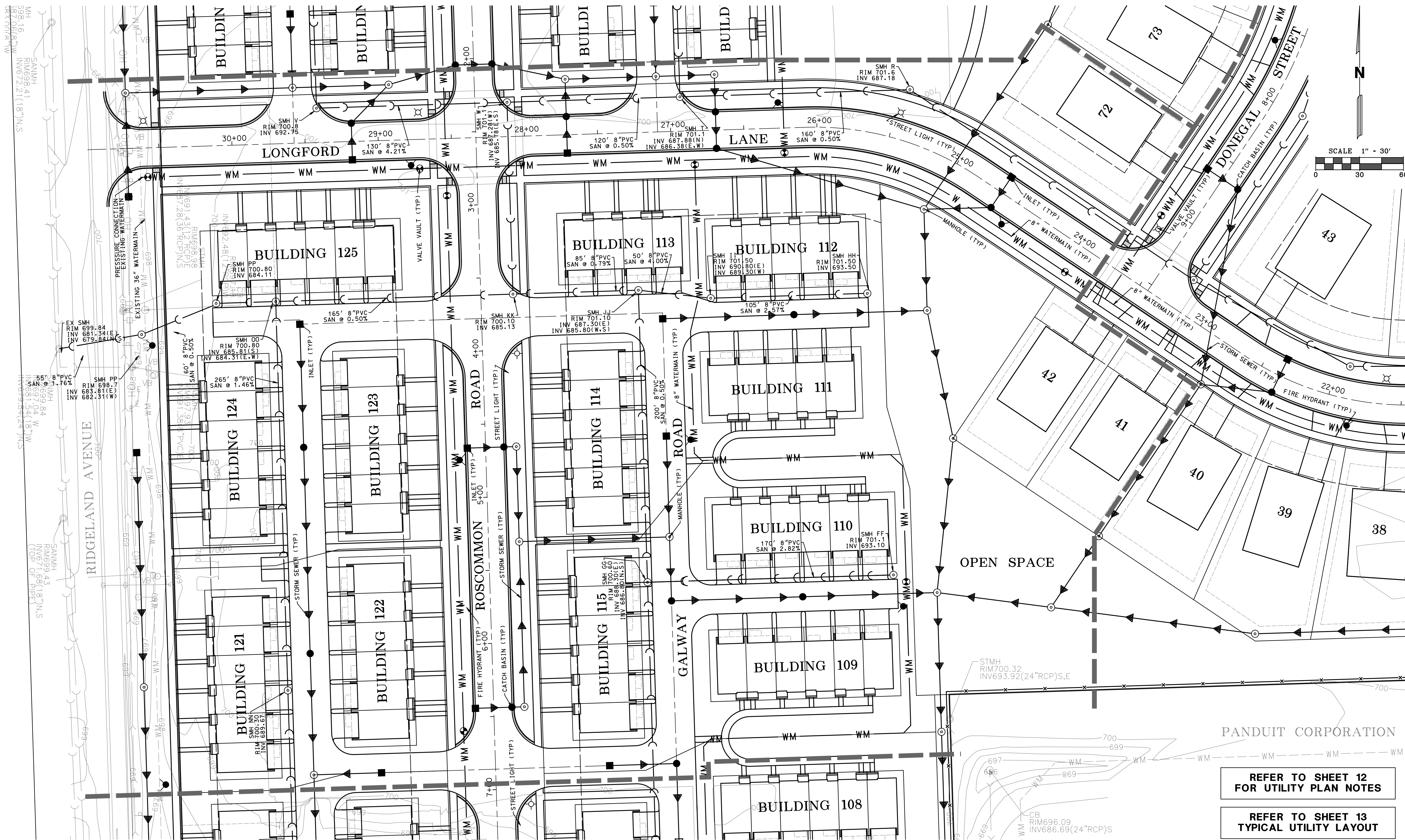
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DATE	09/03/2021
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**PRELIMINARY UTILITY PLAN - NORTHWEST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS**

SHEET
14 OF **16**

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PANDUIT CORPORATION

REFER TO SHEET 12
FOR UTILITY PLAN NOTES

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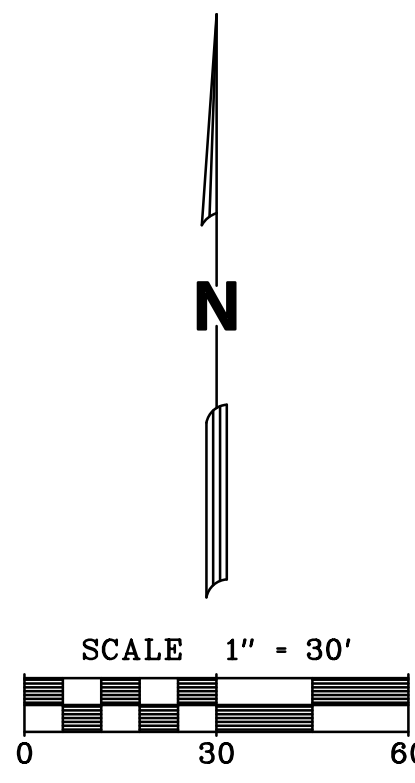
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TINLEY PARK, ILLINOIS**

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PANDUIT CORPORATION

FREEDOM POND REGIONAL
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PRELIMINARY UTILITY PLAN - SOUTHWEST
OAK RIDGE SUBDIVISION
TINLEY PARK, ILLINOIS

SHEET
16 OF 16

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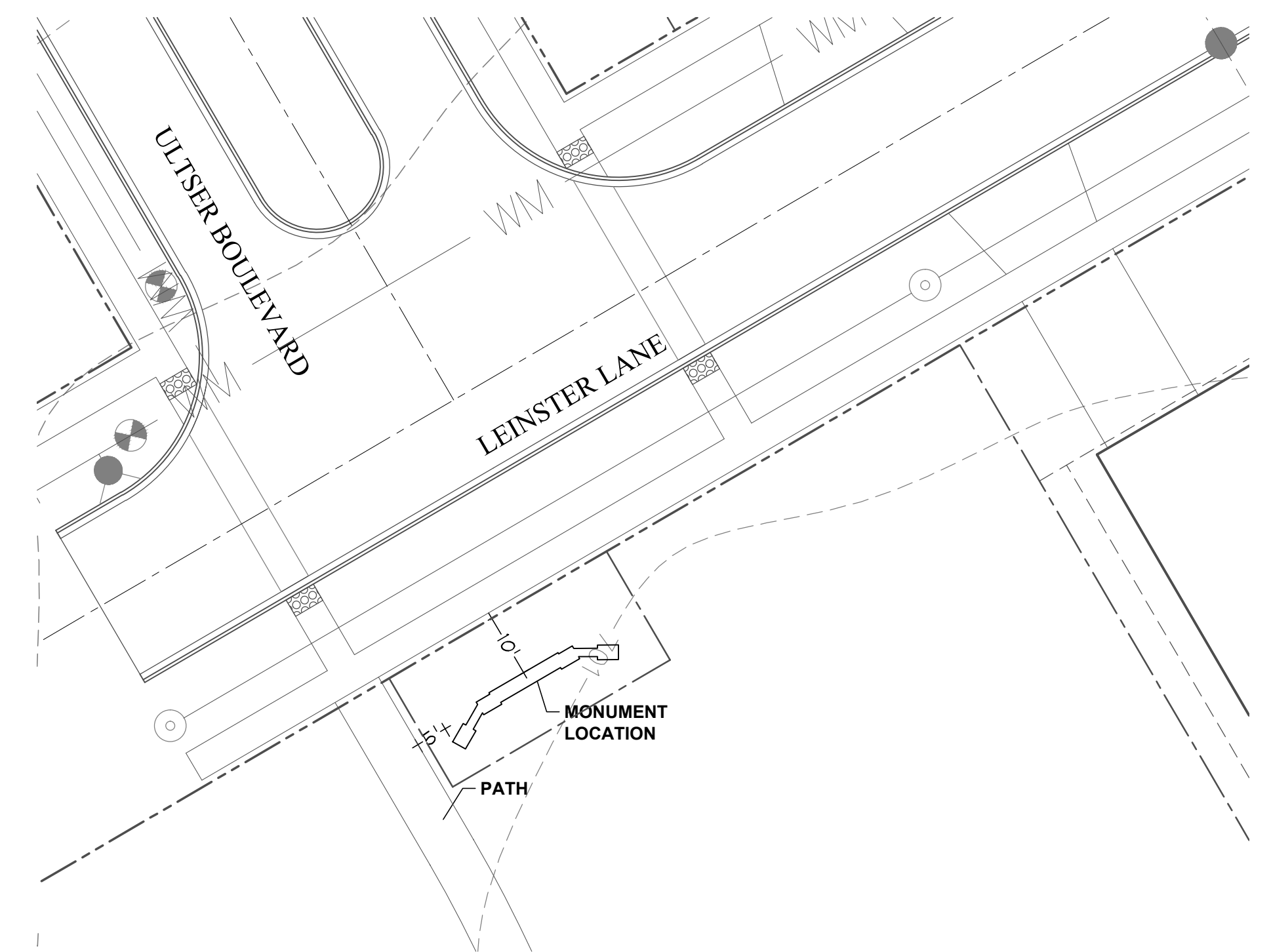
GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
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PHONE: 630-668-7197

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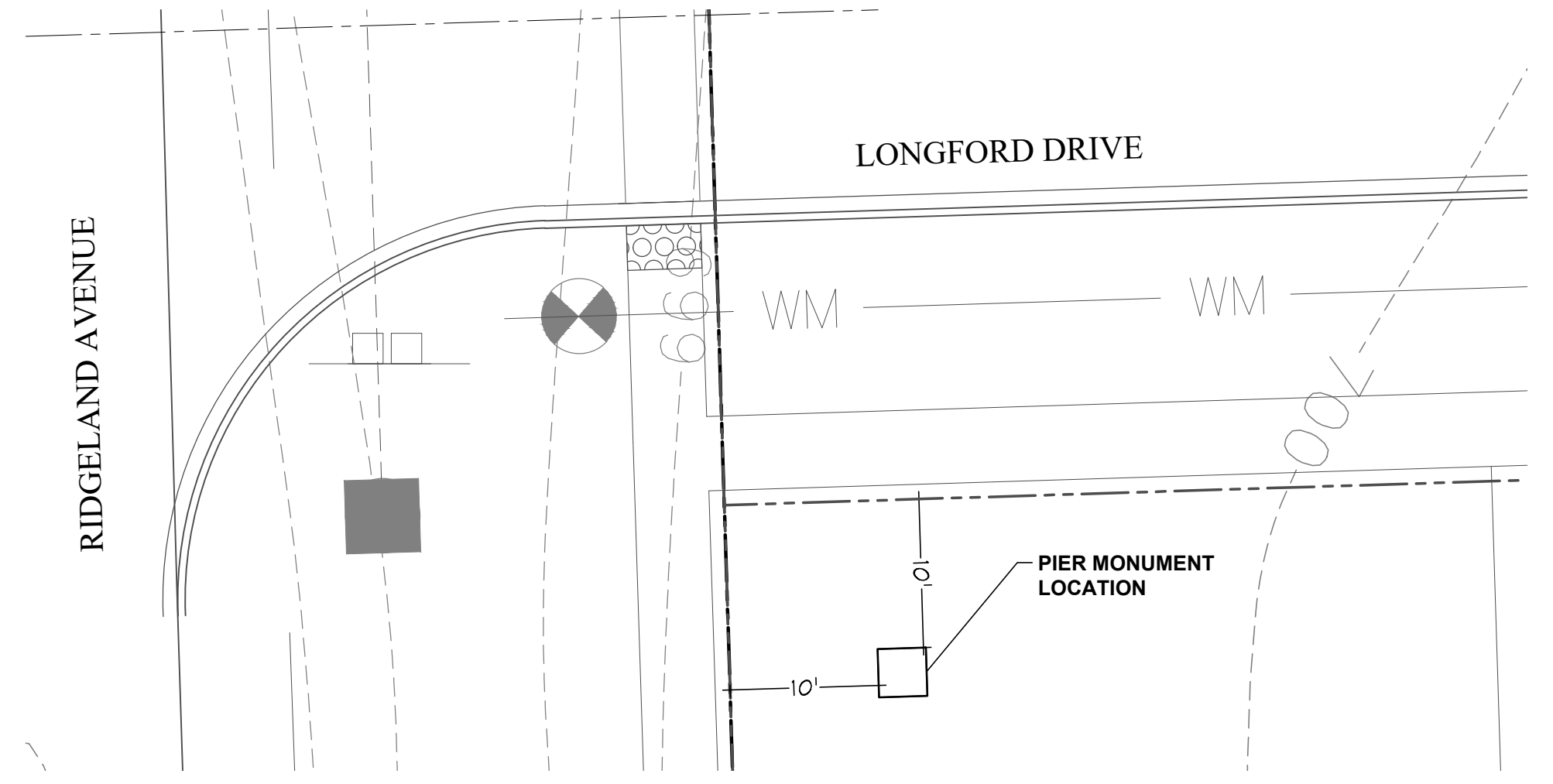
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TINLEY PARK, ILLINOIS
PRELIMINARY SIGNAGE PLAN

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REVISIONS

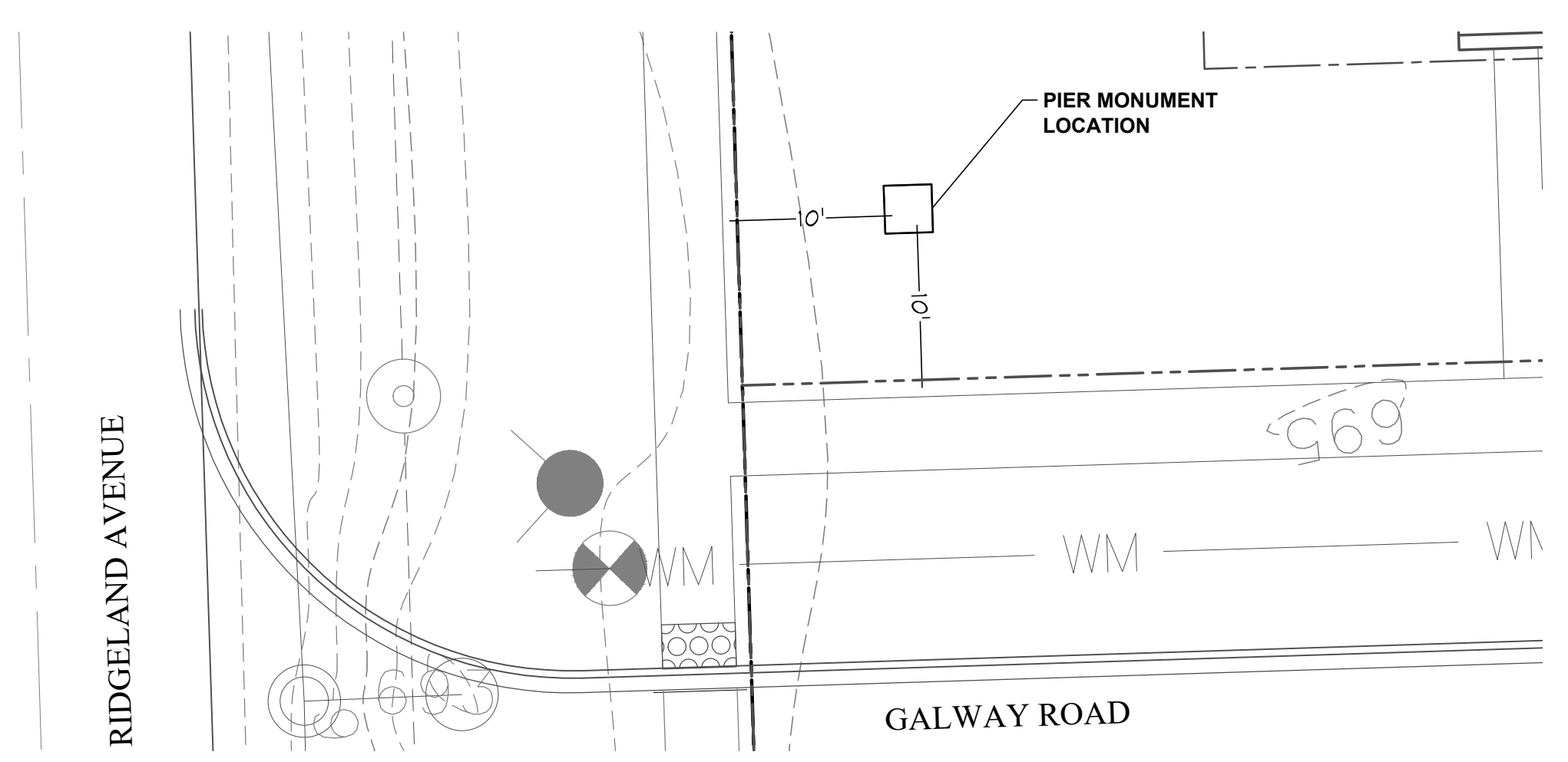
DATE
PROJECT NO. DR1704
DRAWN MGM
CHECKED MGM
SHEET NO.



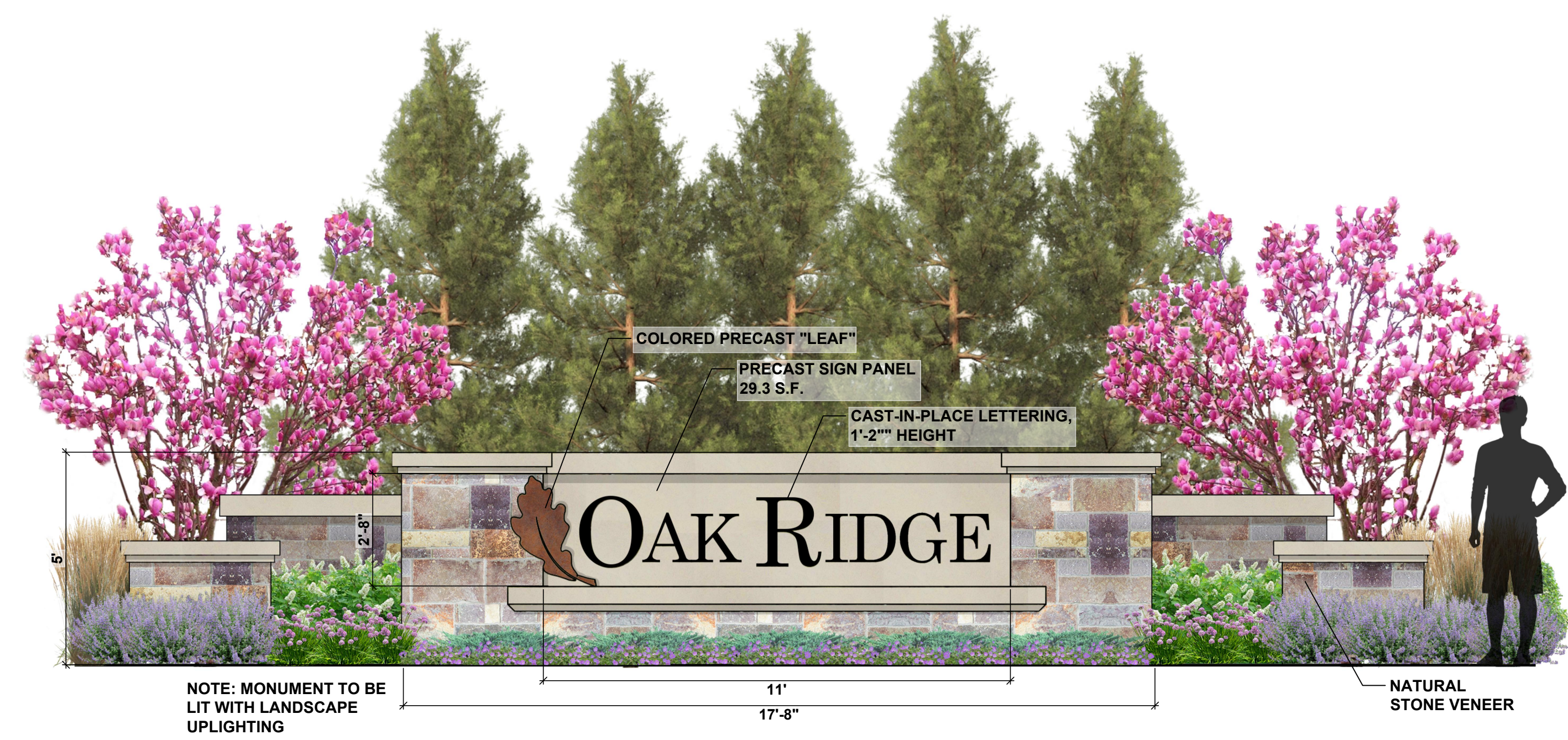
MONUMENT LOCATION PLAN
0 10' 20' 40' 60'
SCALE: 1"=20'
NORTH



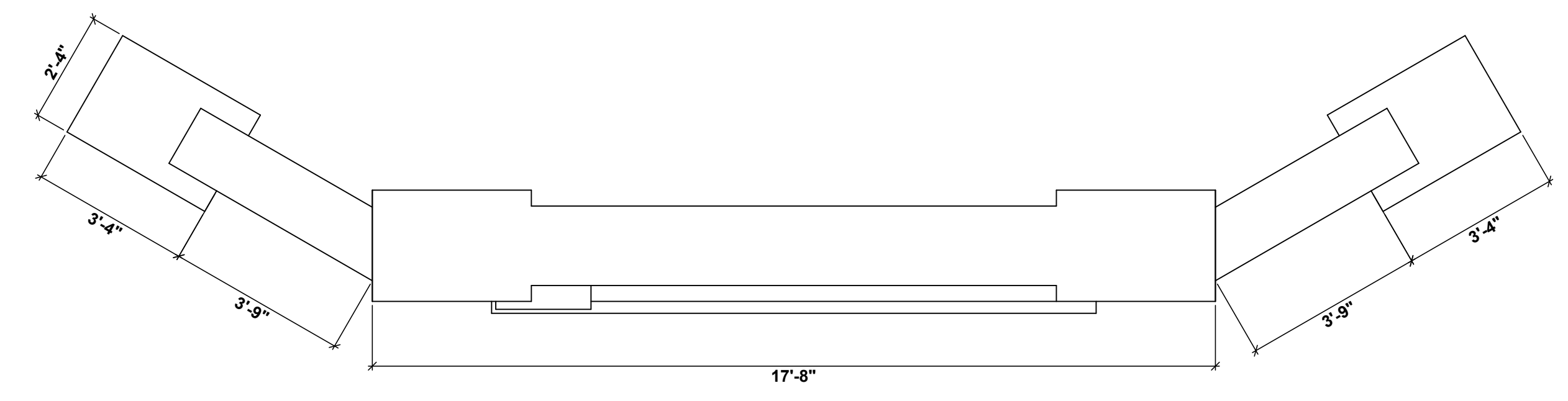
PIER LOCATION PLAN 1
0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH



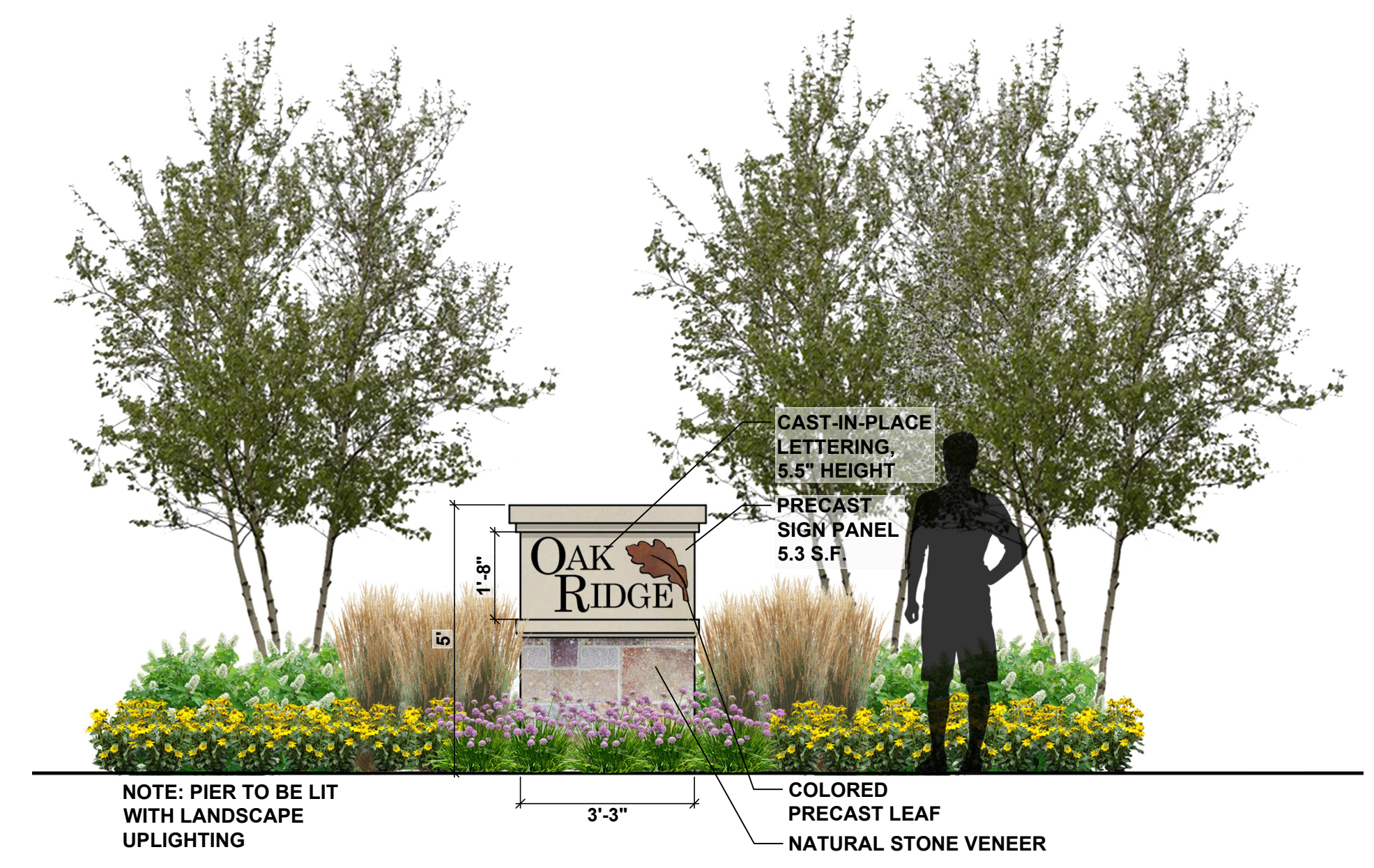
PIER LOCATION PLAN 2
0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH



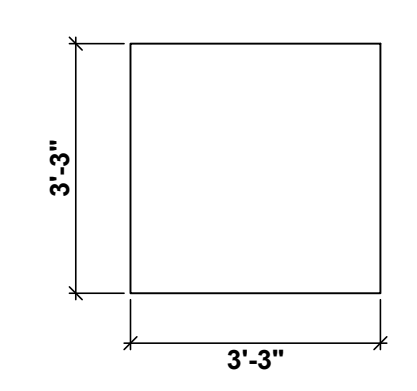
MONUMENT ELEVATION
SCALE: NTS



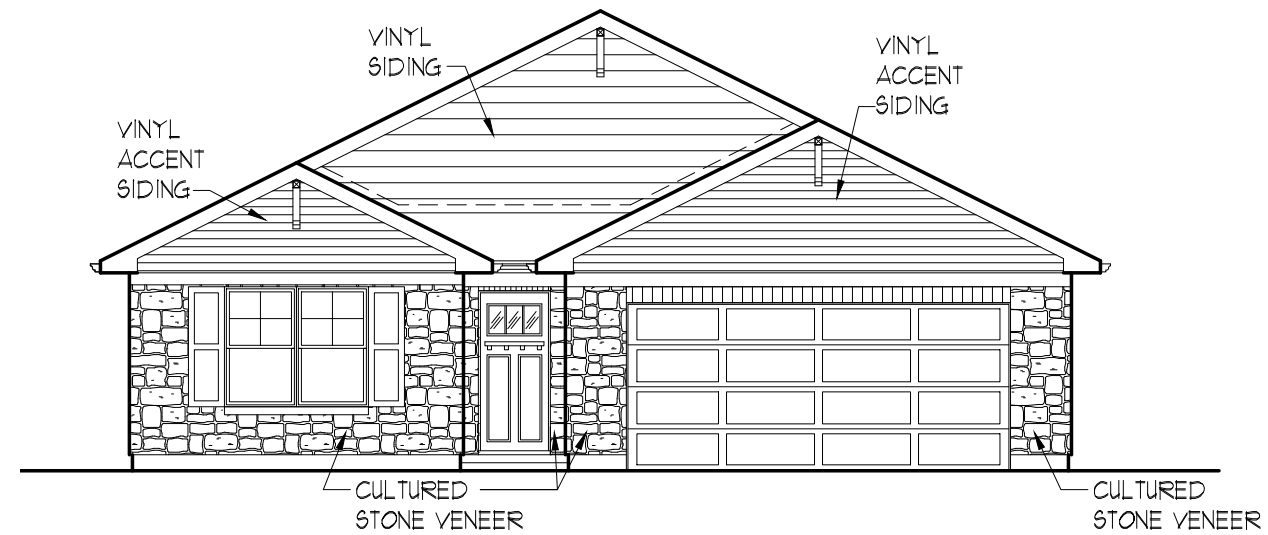
MONUMENT PLAN DETAIL
SCALE: NTS



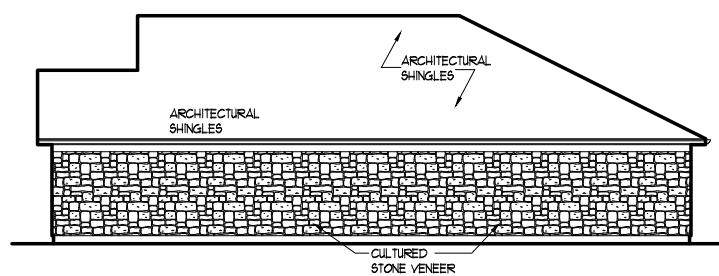
PIER ELEVATION
SCALE: NTS



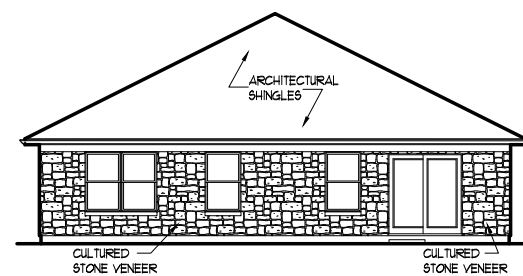
PIER PLAN DETAIL
SCALE: NTS



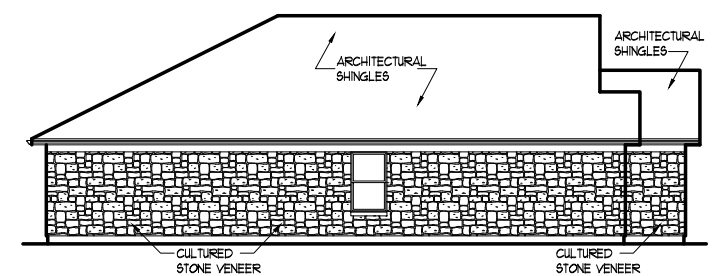
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

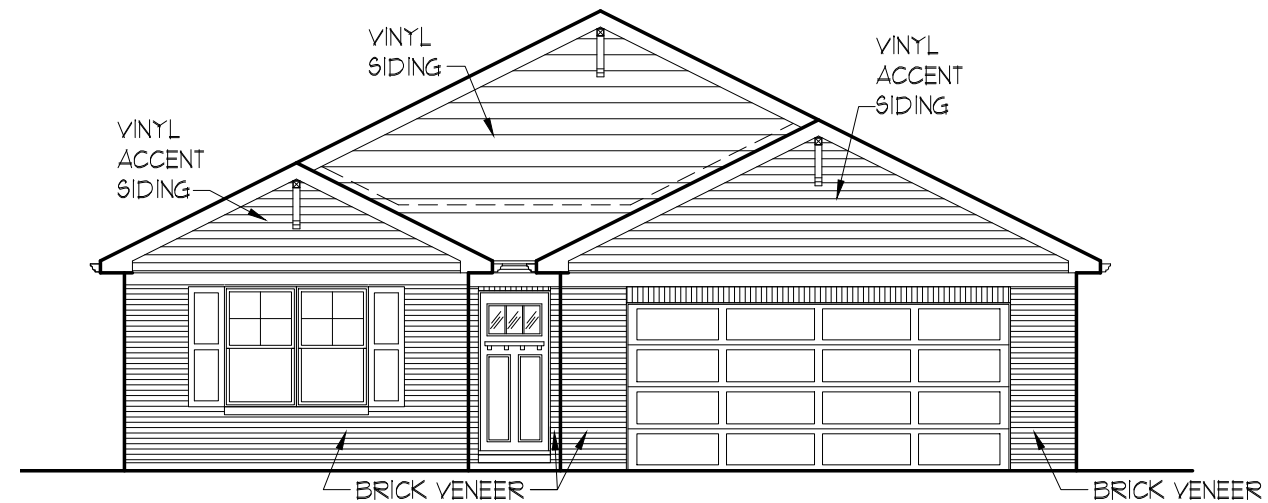


TYPICAL LEFT ELEVATION

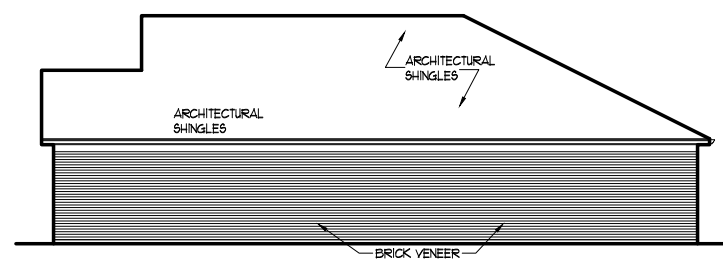
x421 ELEVATION "A5"

X-SERIES

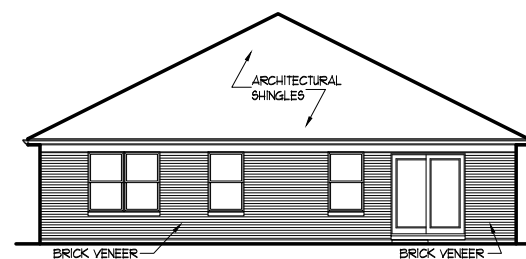
OAK RIDGE
TINLEY PARK, IL



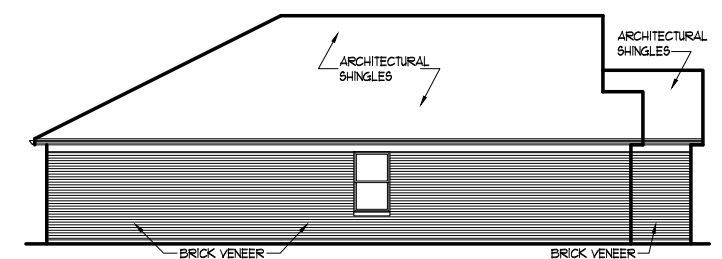
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

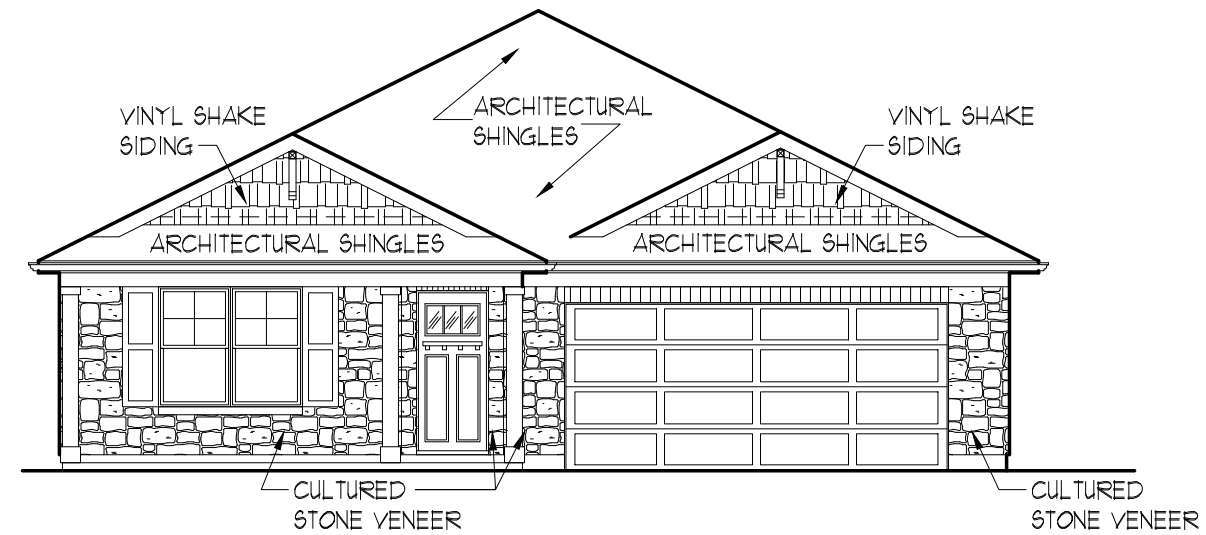


TYPICAL LEFT ELEVATION

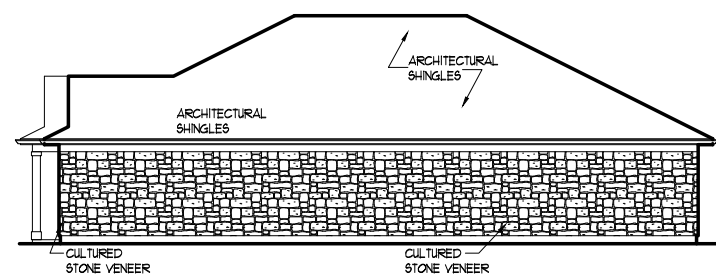
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X-SERIES

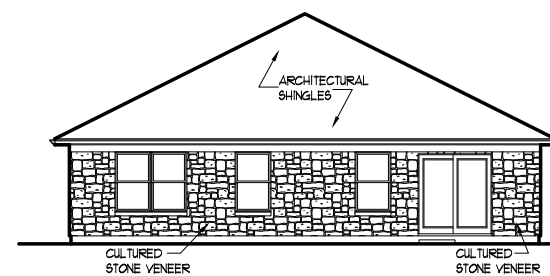
OAK RIDGE
TINLEY PARK, IL



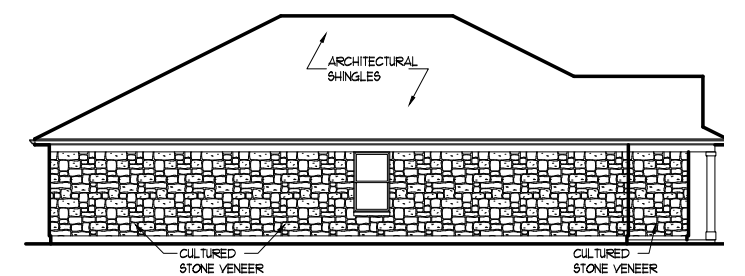
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

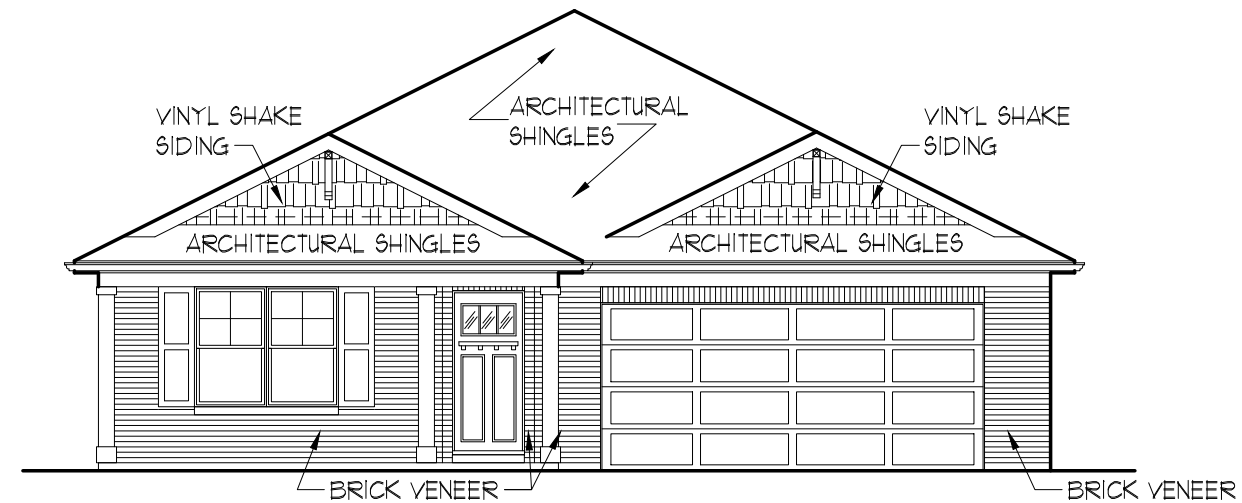


TYPICAL LEFT ELEVATION

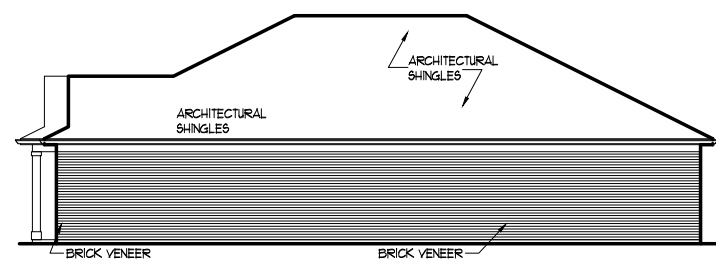
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X-SERIES

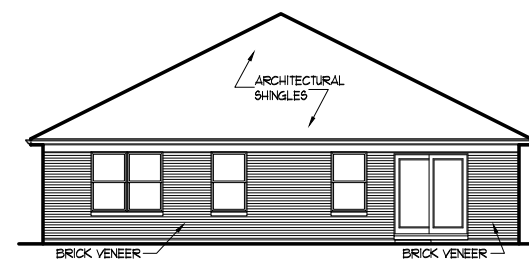
OAK RIDGE
TINLEY PARK, IL



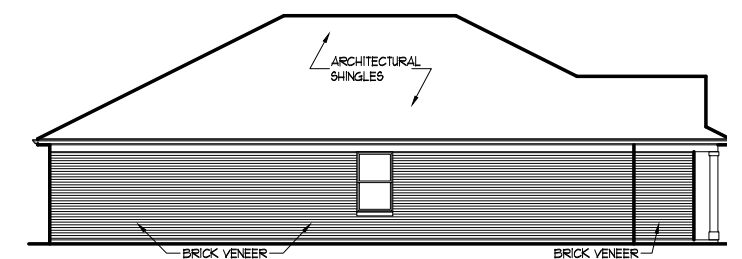
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

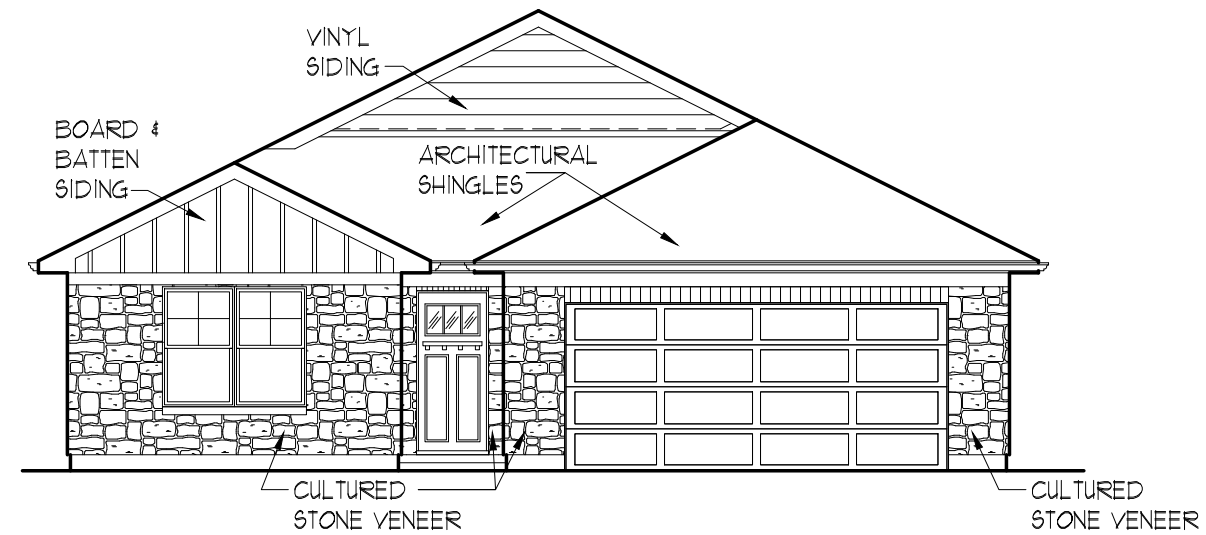


TYPICAL LEFT ELEVATION

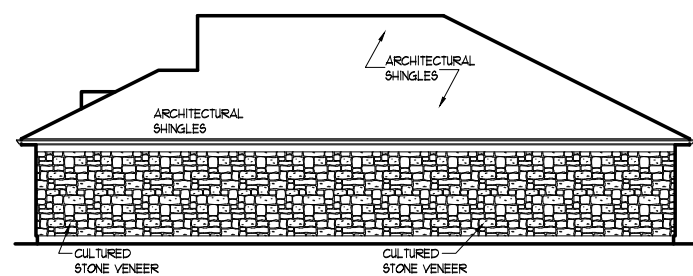
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X-SERIES

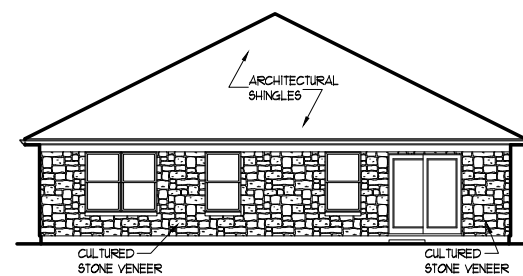
OAK RIDGE
TINLEY PARK, IL



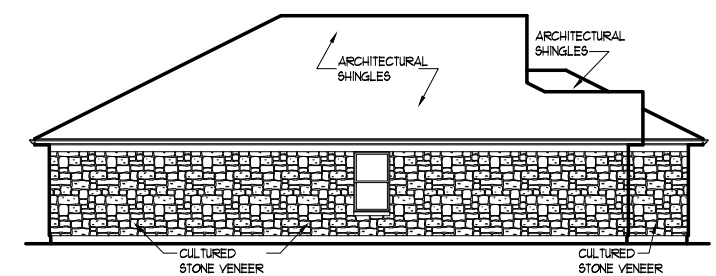
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

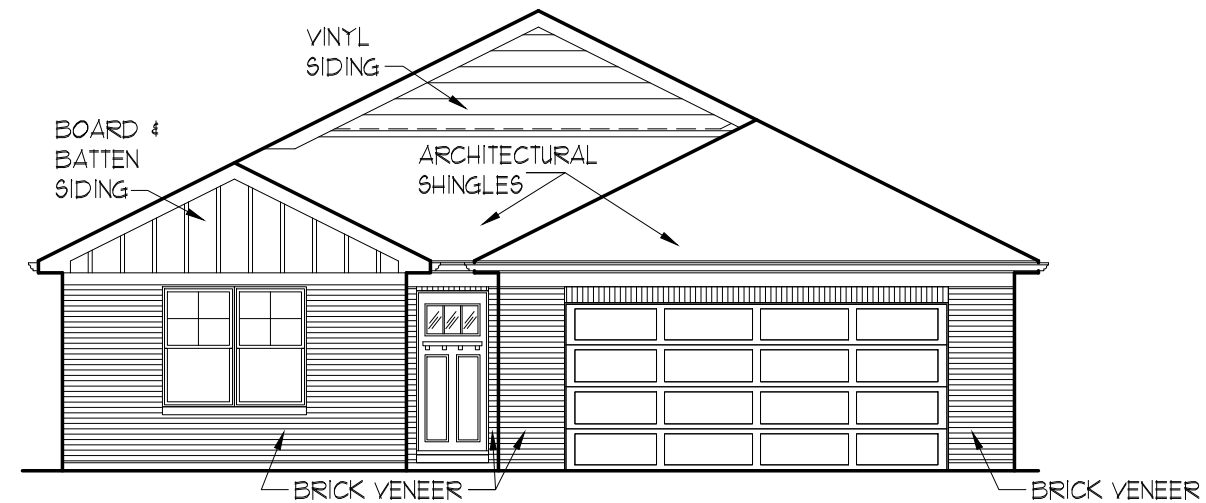


TYPICAL LEFT ELEVATION

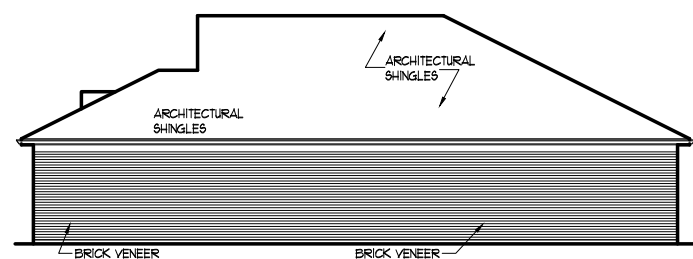
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X-SERIES

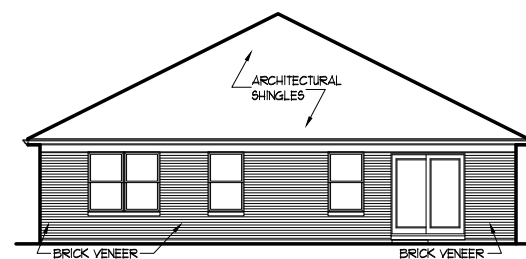
OAK RIDGE
TINLEY PARK, IL



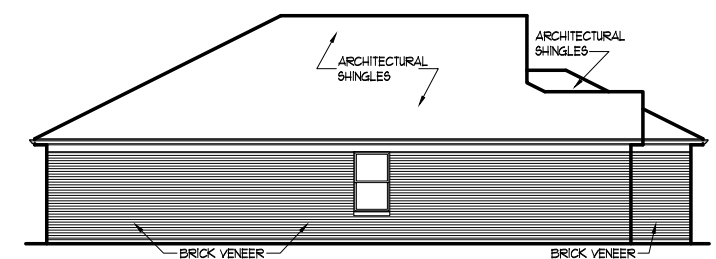
ELEVATION "C6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

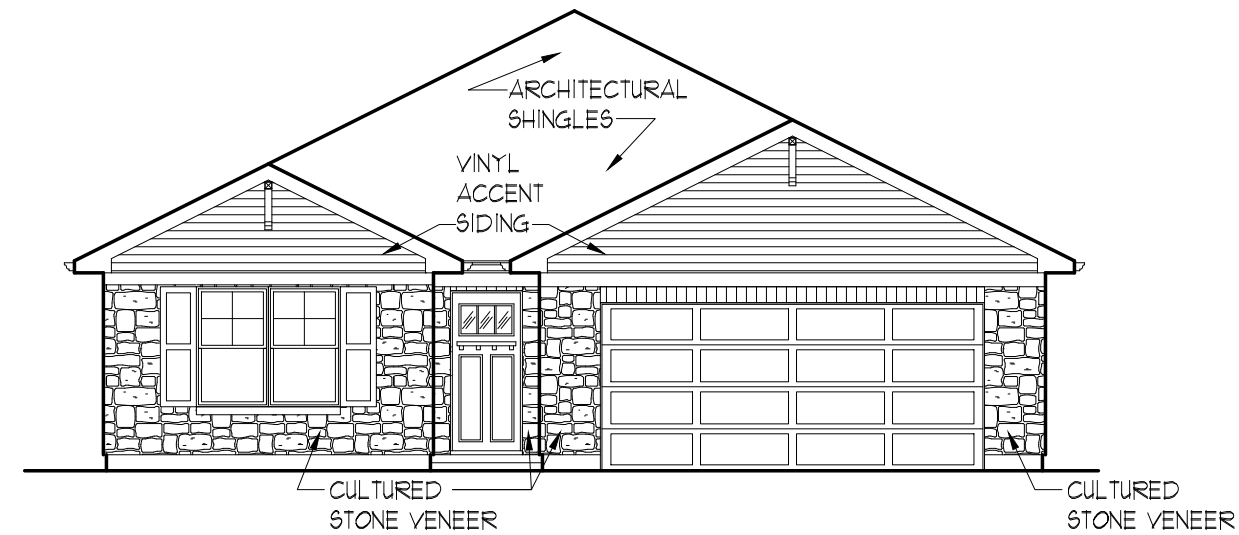


TYPICAL LEFT ELEVATION

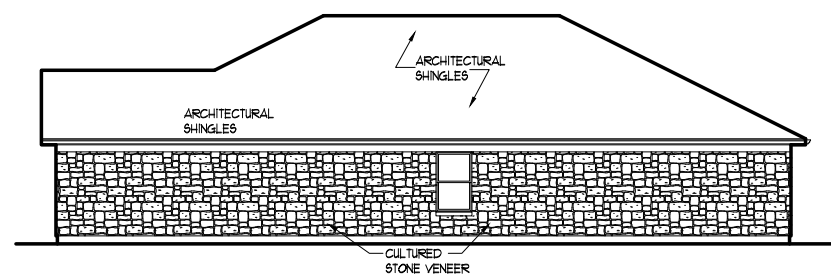
X421 ELEVATION "C6"

X-SERIES

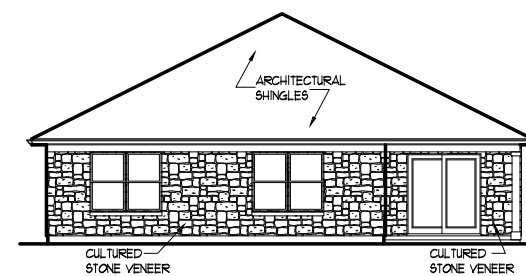
OAK RIDGE
TINLEY PARK, IL



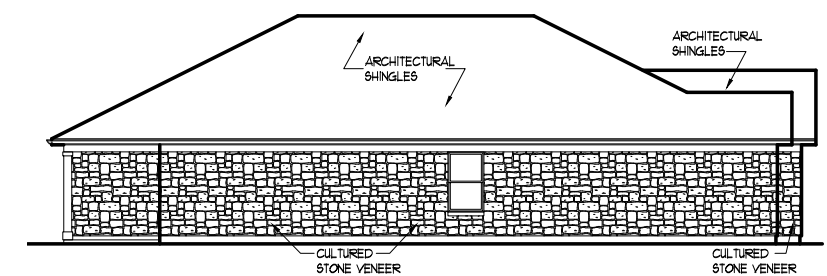
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

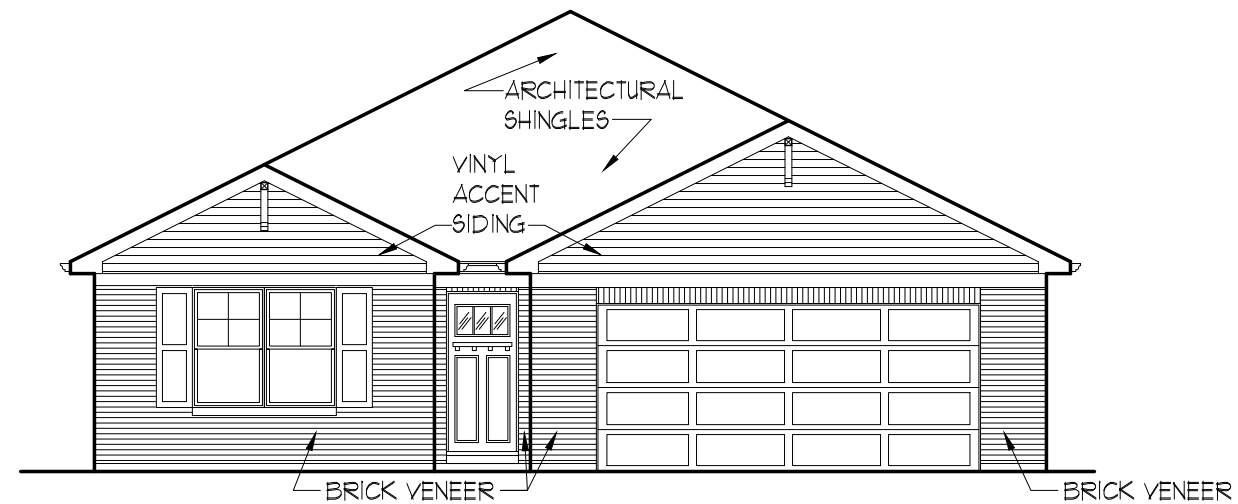


TYPICAL LEFT ELEVATION

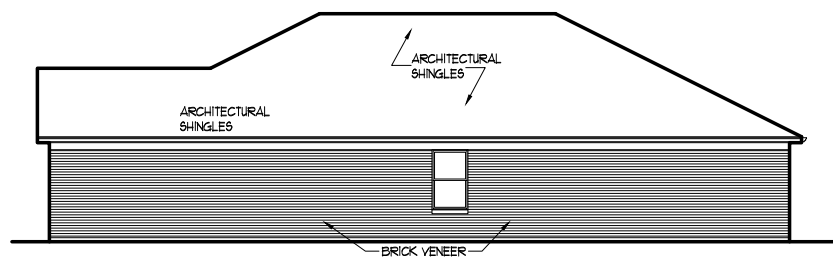
x422 ELEVATION "A5"

X-SERIES

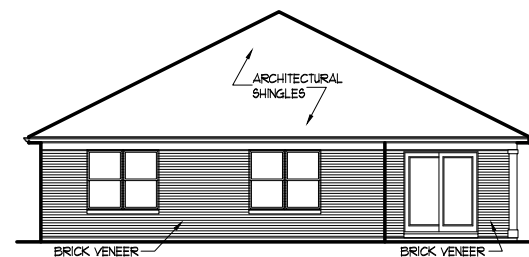
OAK RIDGE
TINLEY PARK, IL



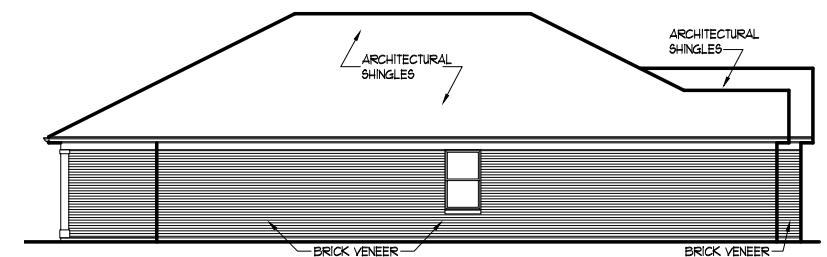
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

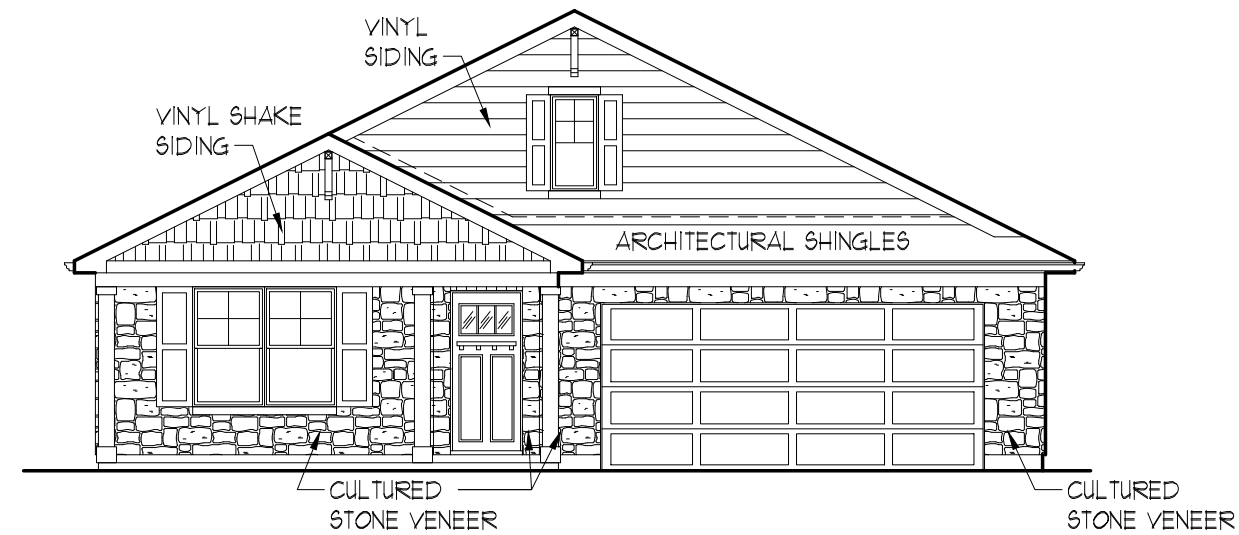


TYPICAL LEFT ELEVATION

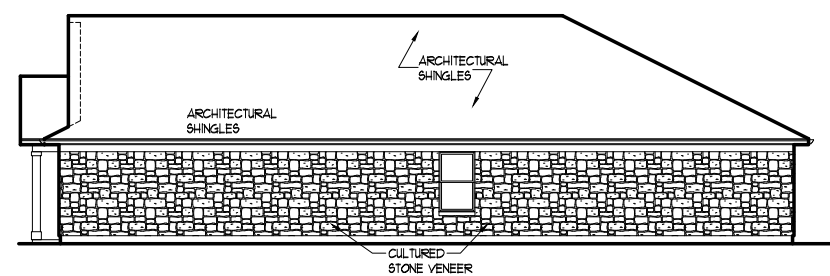
X422 ELEVATION "A6"

X-SERIES

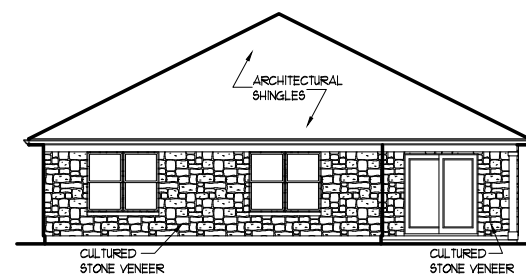
OAK RIDGE
TINLEY PARK, IL



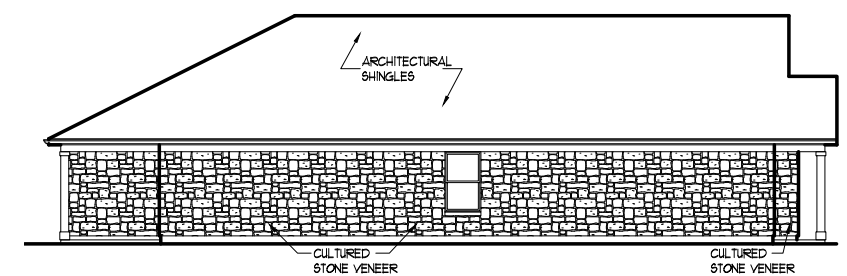
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

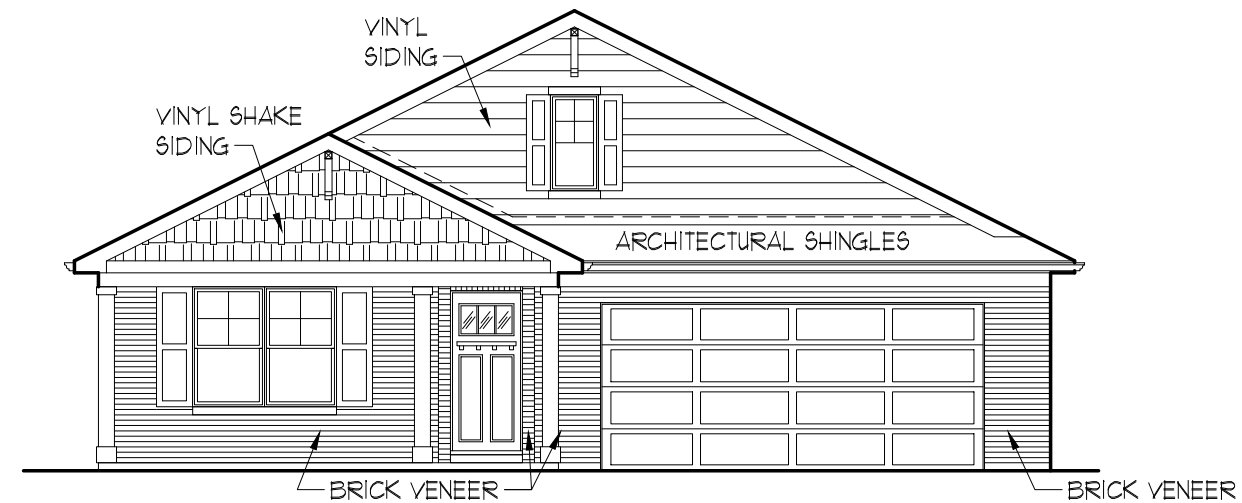


TYPICAL LEFT ELEVATION

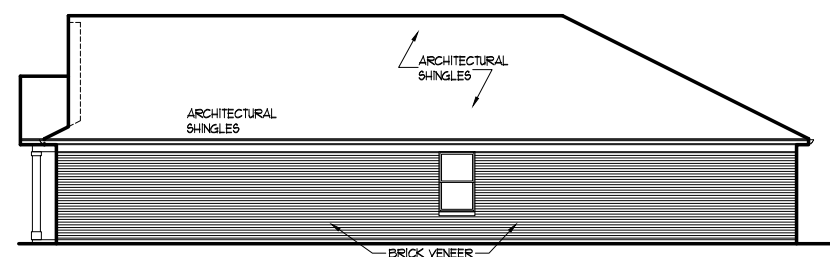
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X-SERIES

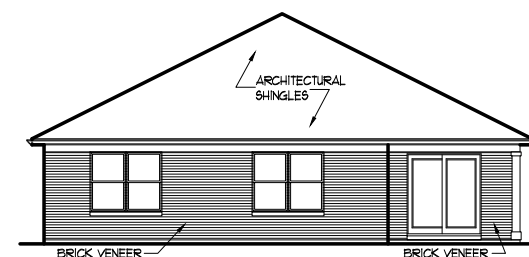
OAK RIDGE
TINLEY PARK, IL



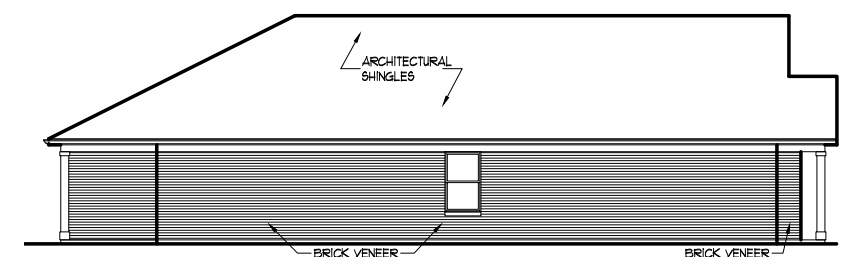
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

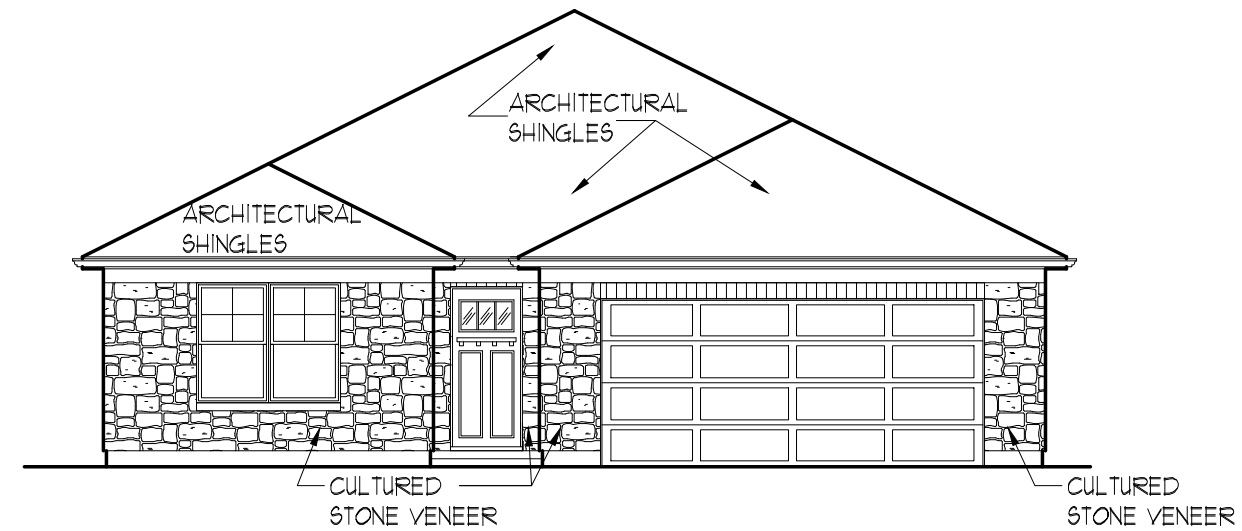


TYPICAL LEFT ELEVATION

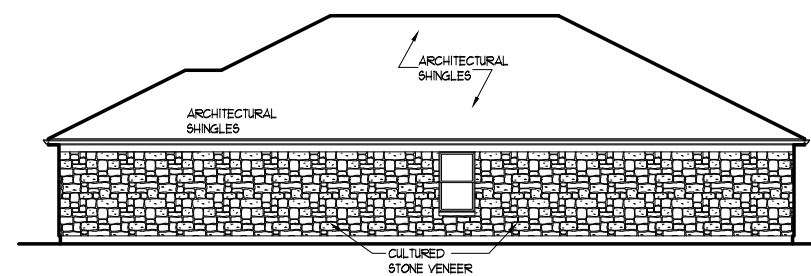
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X-SERIES

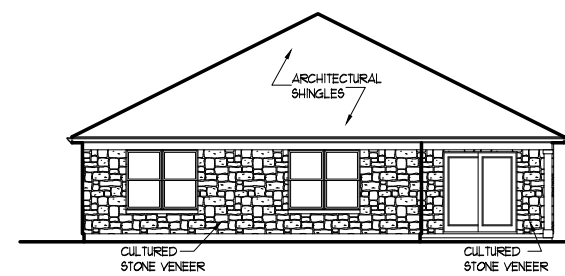
OAK RIDGE
TINLEY PARK, IL



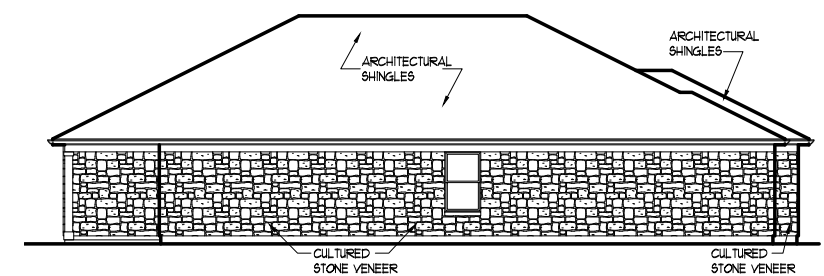
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

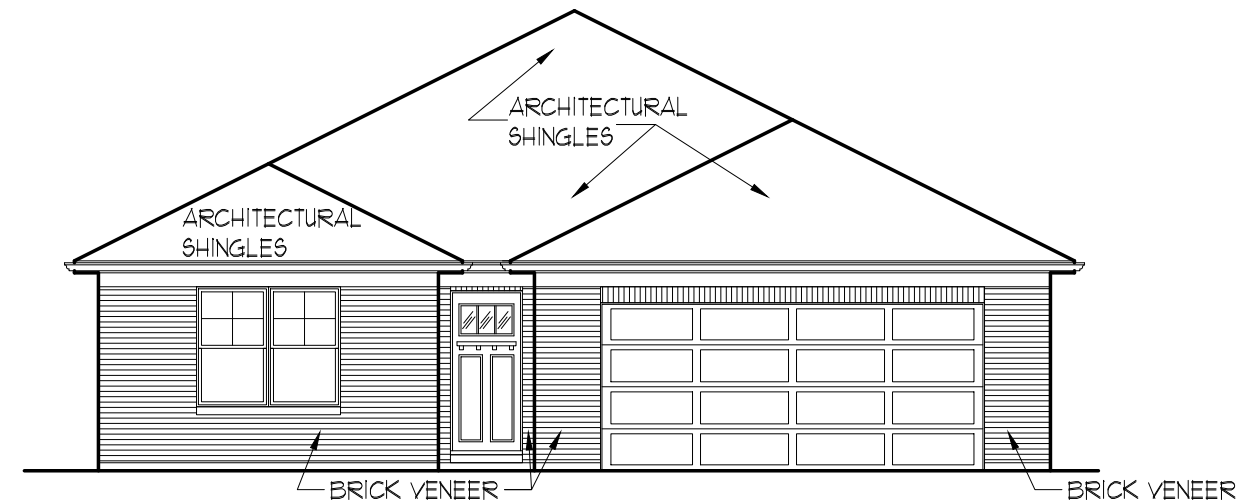


TYPICAL LEFT ELEVATION

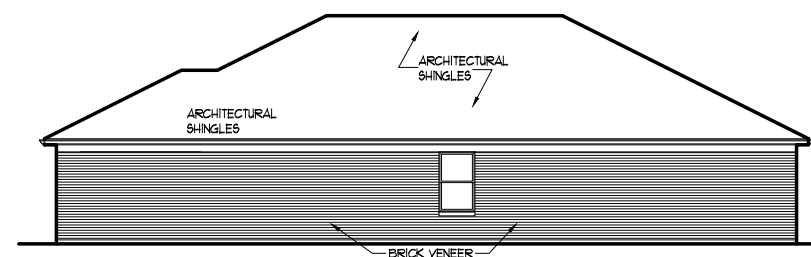
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X-SERIES

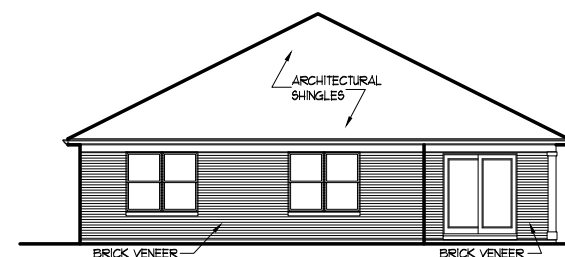
OAK RIDGE
TINLEY PARK, IL



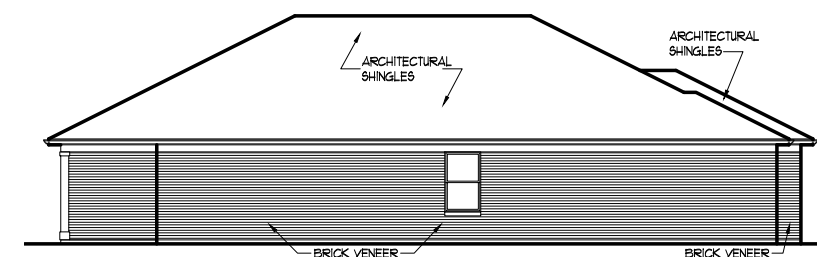
ELEVATION "C6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

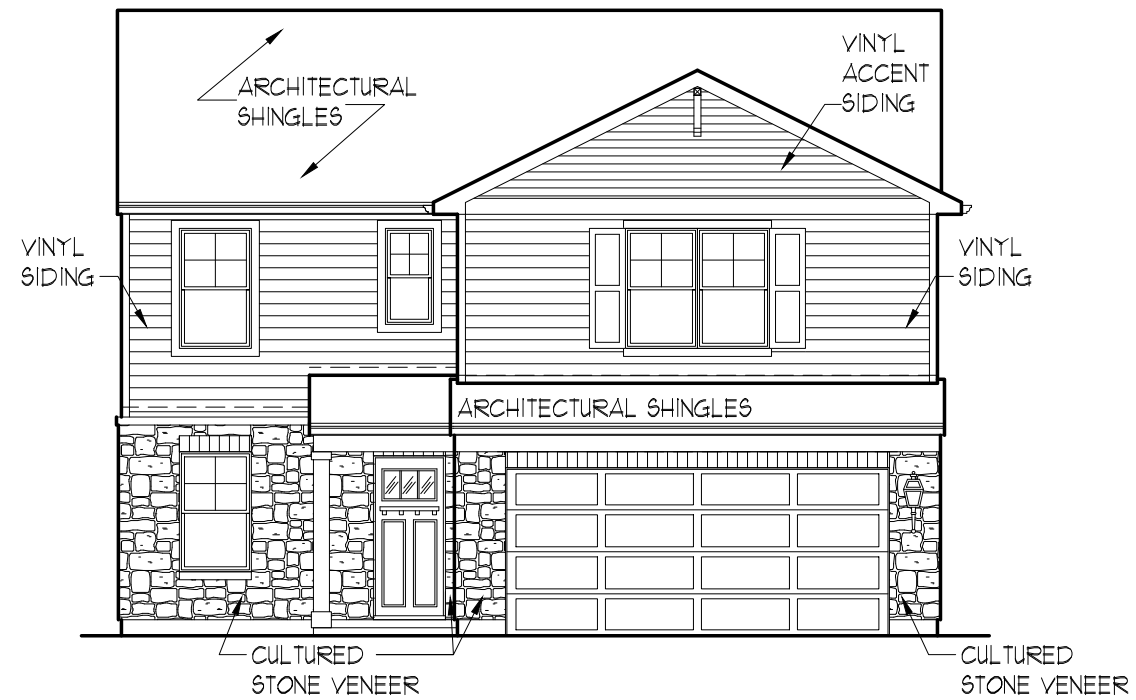


TYPICAL LEFT ELEVATION

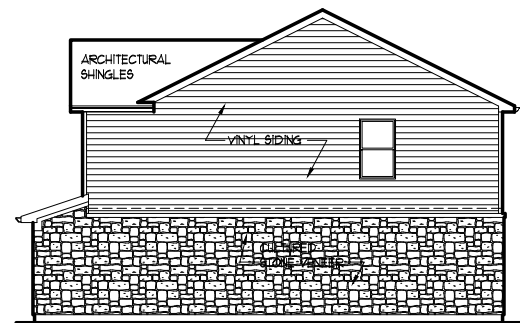
X422 ELEVATION "C6"

X-SERIES

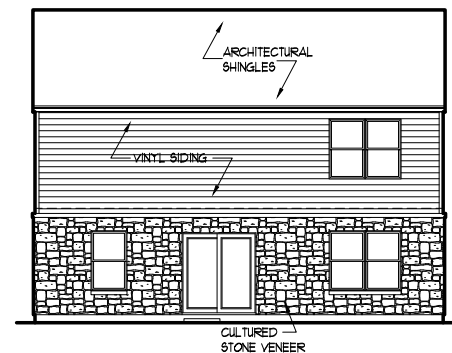
OAK RIDGE
TINLEY PARK, IL



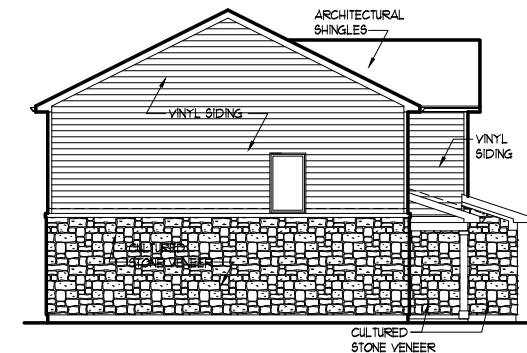
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

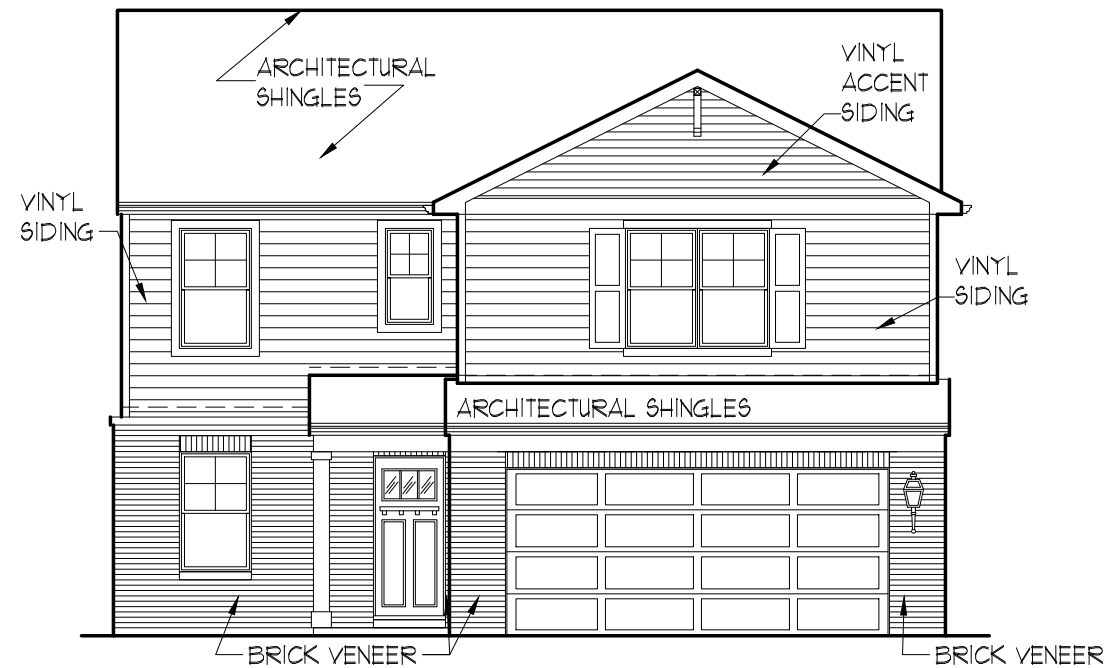


TYPICAL LEFT ELEVATION

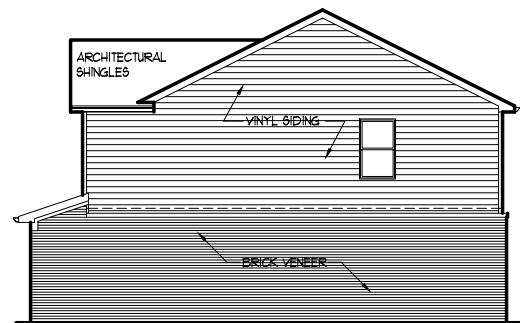
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X-SERIES

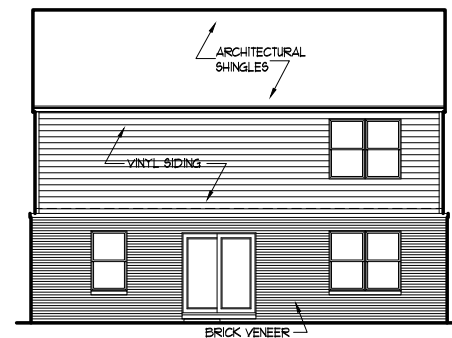
OAK RIDGE
TINLEY PARK, IL



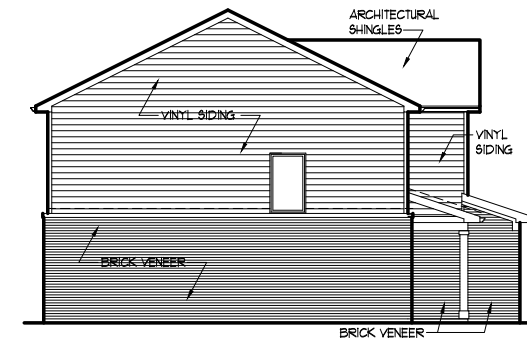
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

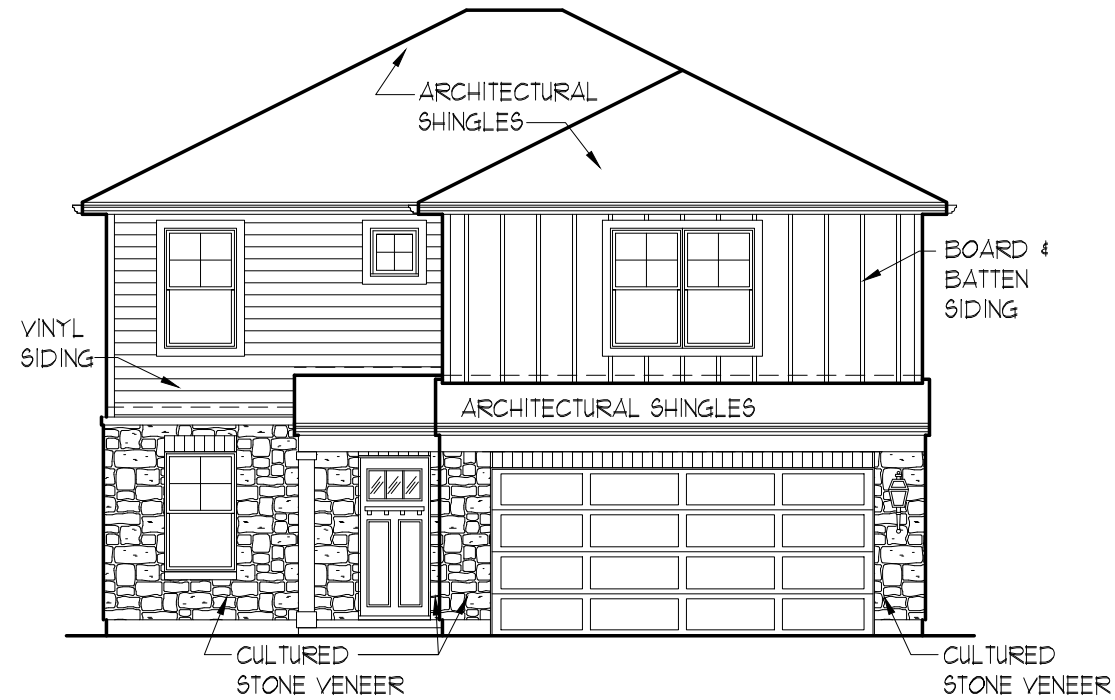


TYPICAL LEFT ELEVATION

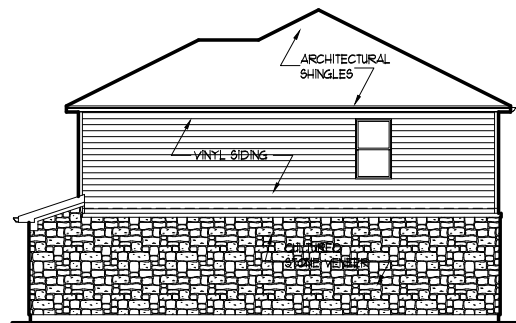
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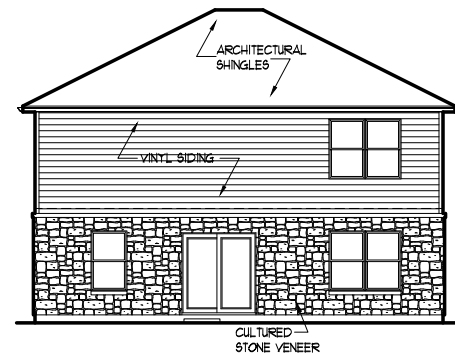
OAK RIDGE
TINLEY PARK, IL



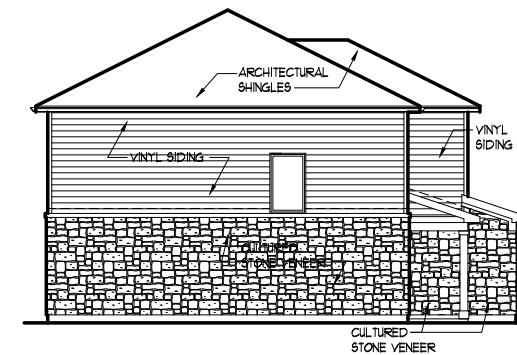
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

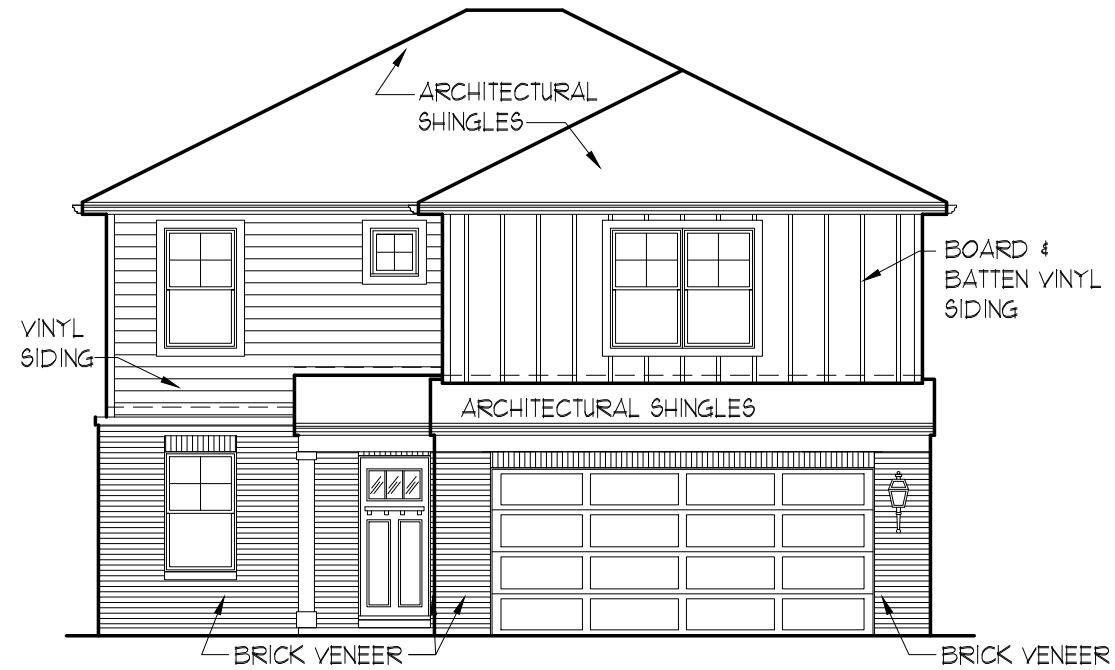


TYPICAL LEFT ELEVATION

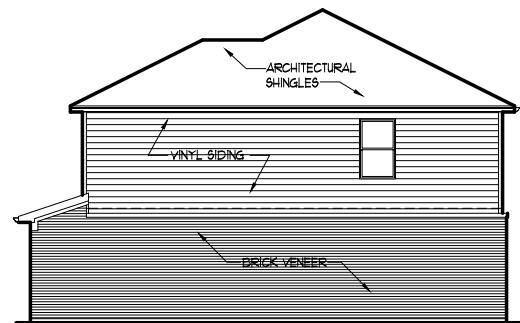
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X-SERIES

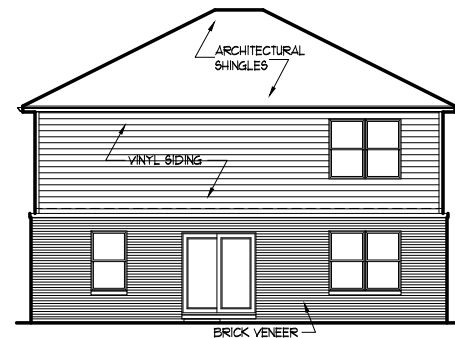
OAK RIDGE
TINLEY PARK, IL



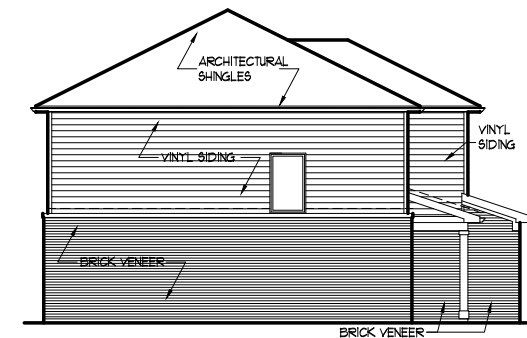
ELEVATION "C6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

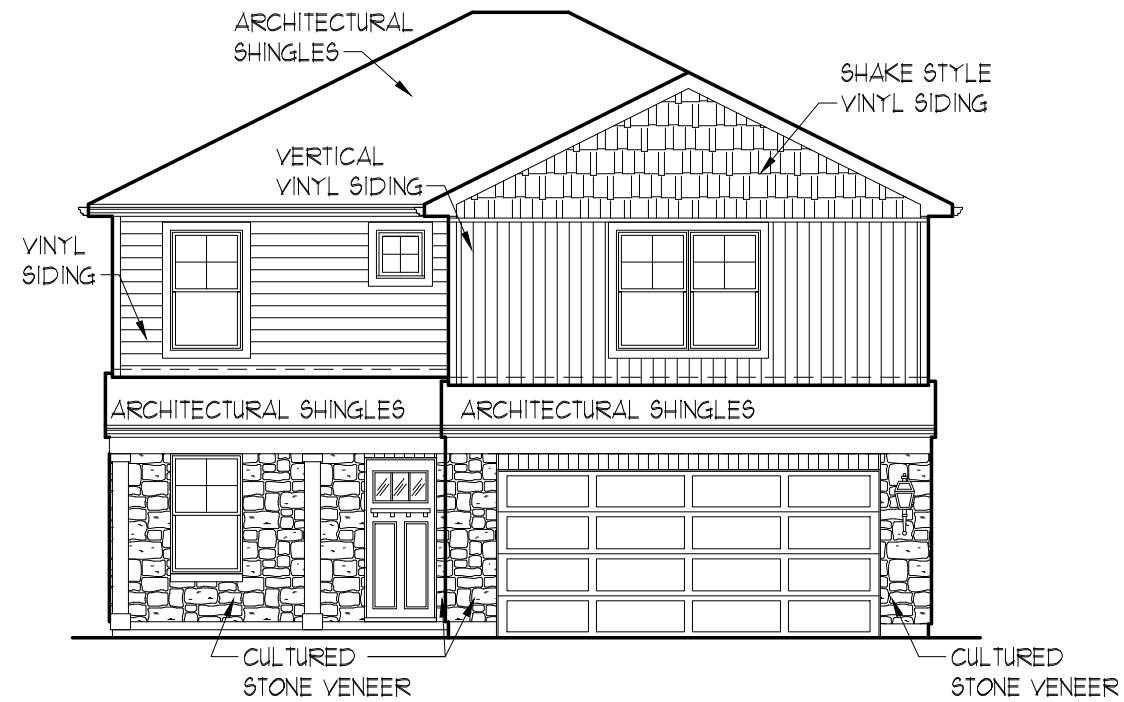


TYPICAL LEFT ELEVATION

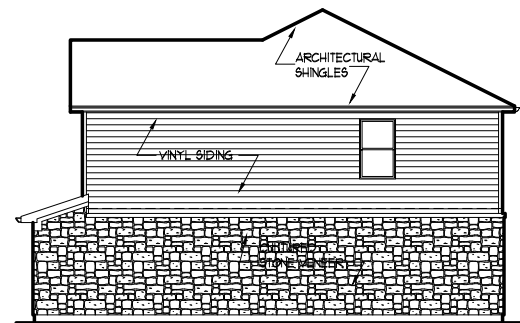
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X-SERIES

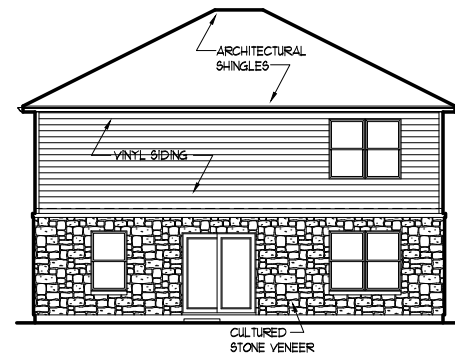
OAK RIDGE
TINLEY PARK, IL



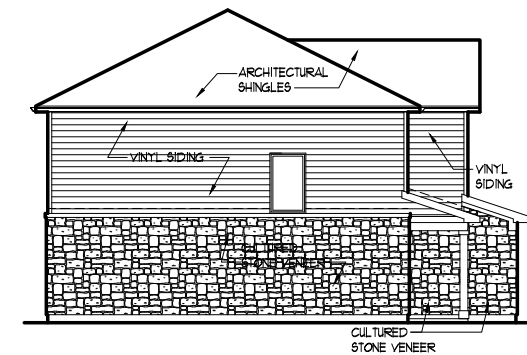
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

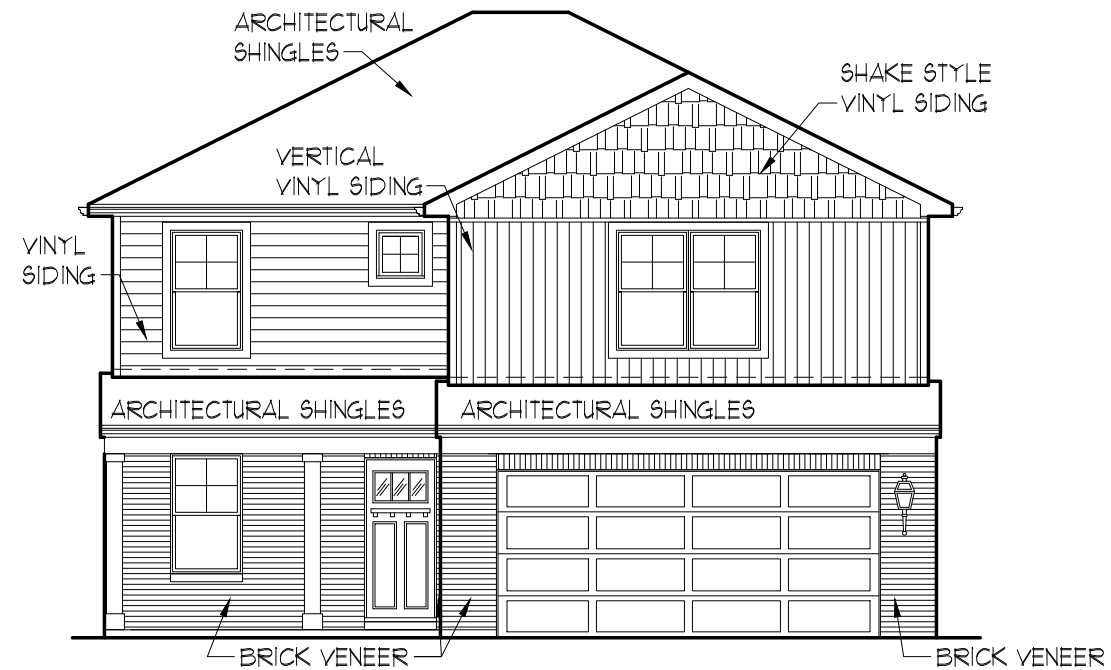


TYPICAL LEFT ELEVATION

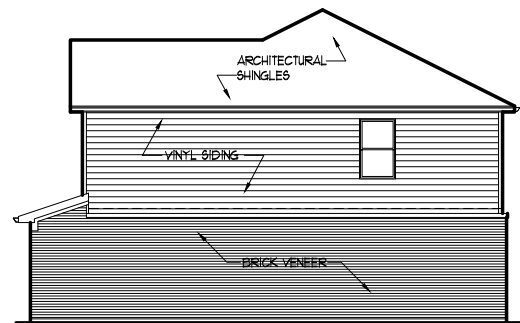
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X-SERIES

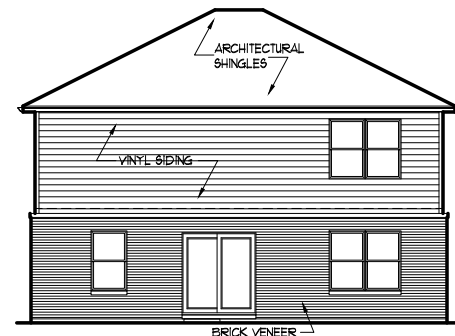
OAK RIDGE
TINLEY PARK, IL



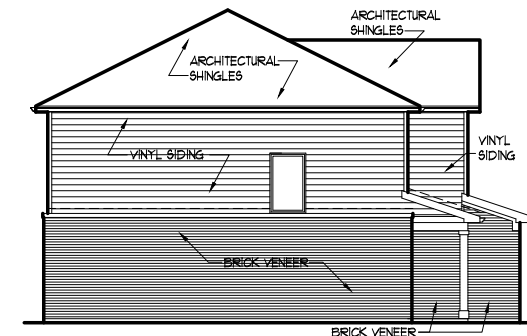
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

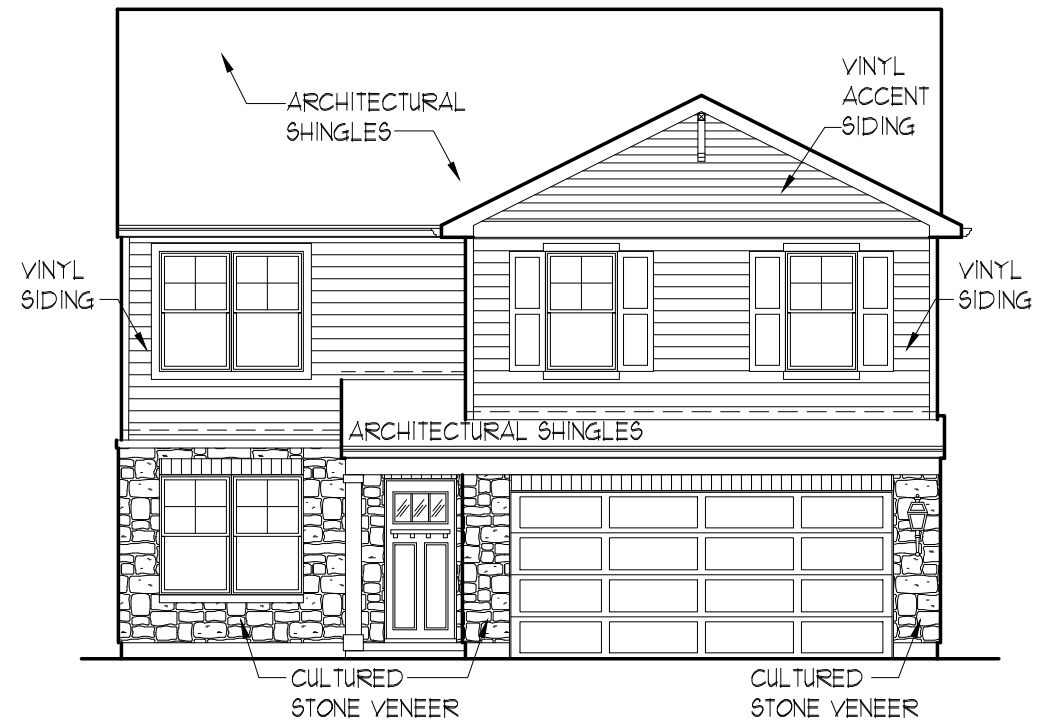


TYPICAL LEFT ELEVATION

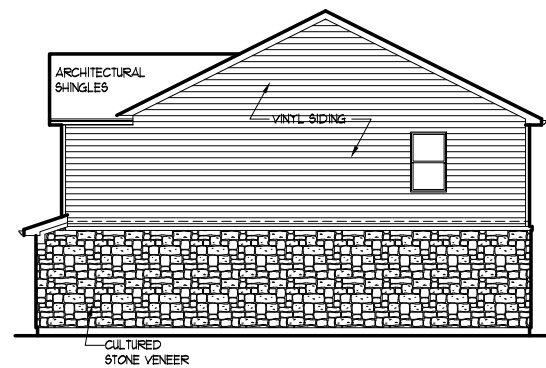
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X-SERIES

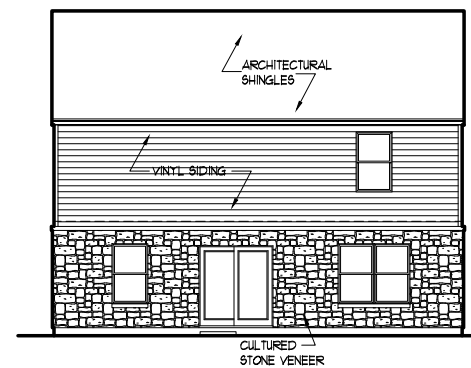
OAK RIDGE
TINLEY PARK, IL



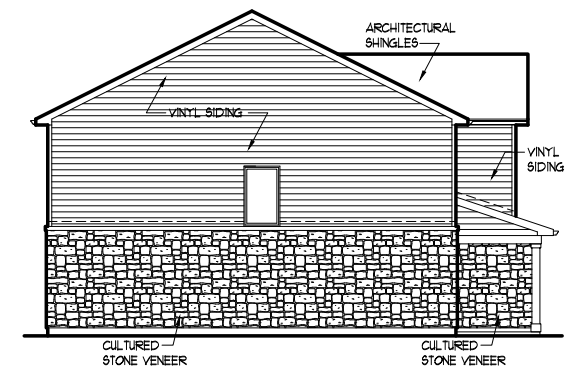
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

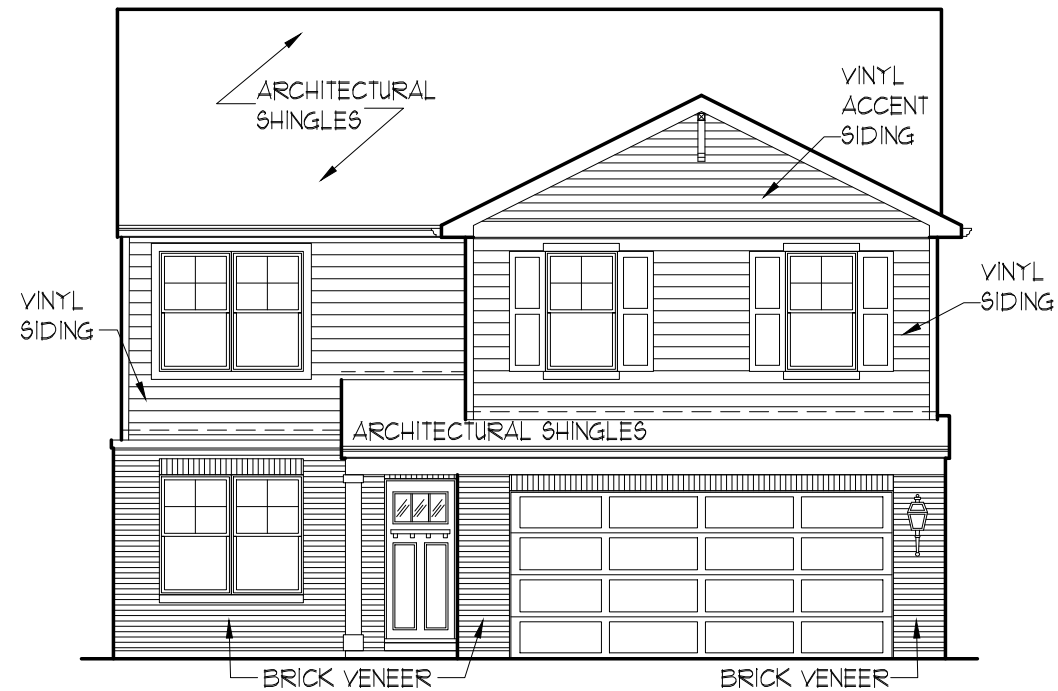


TYPICAL LEFT ELEVATION

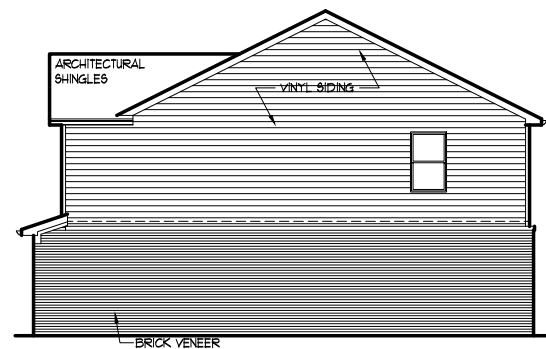
X424 ELEVATION "A5"

X-SERIES

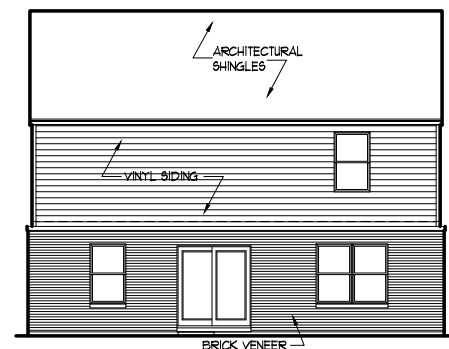
OAK RIDGE
TINLEY PARK, IL



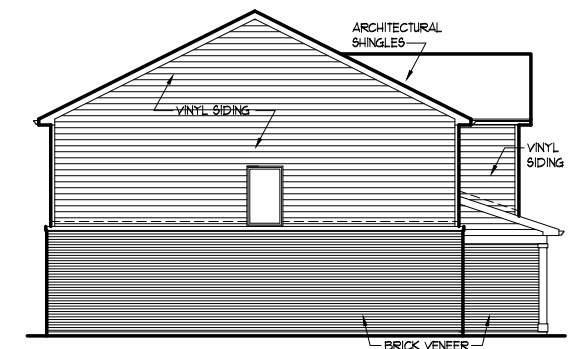
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

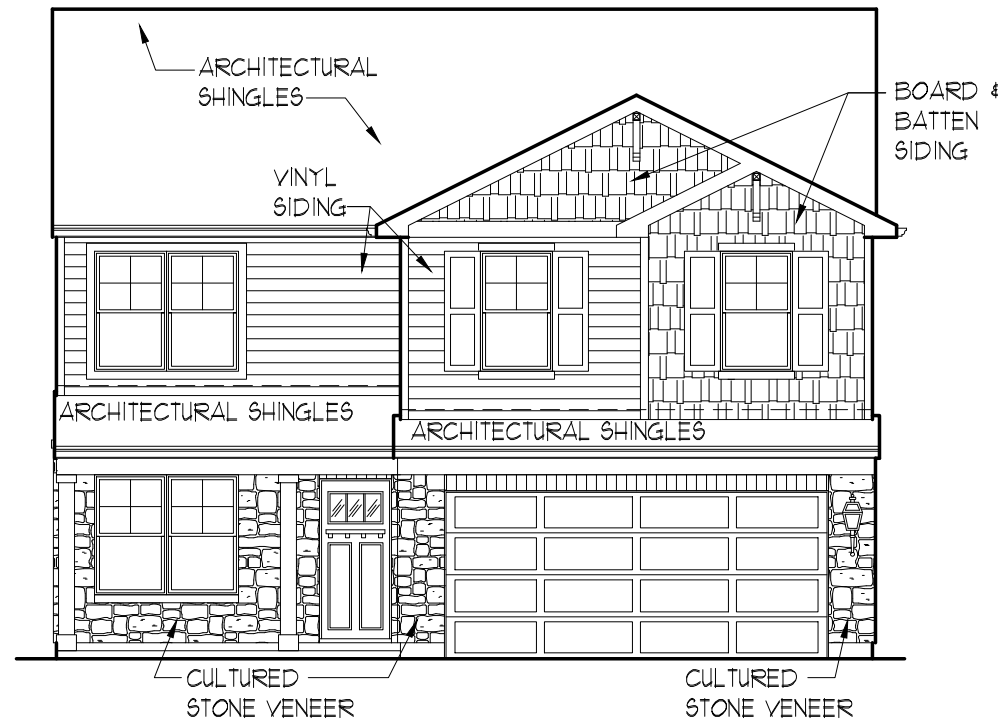


TYPICAL LEFT ELEVATION

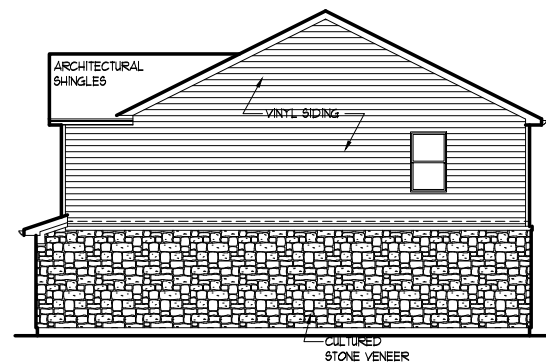
X424 ELEVATION "A6"

X-SERIES

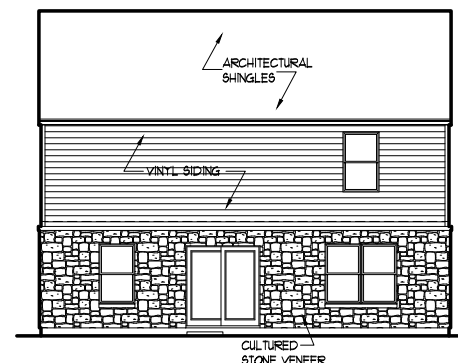
OAK RIDGE
TINLEY PARK, IL



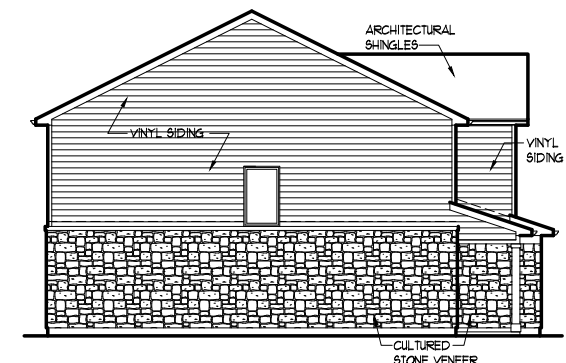
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

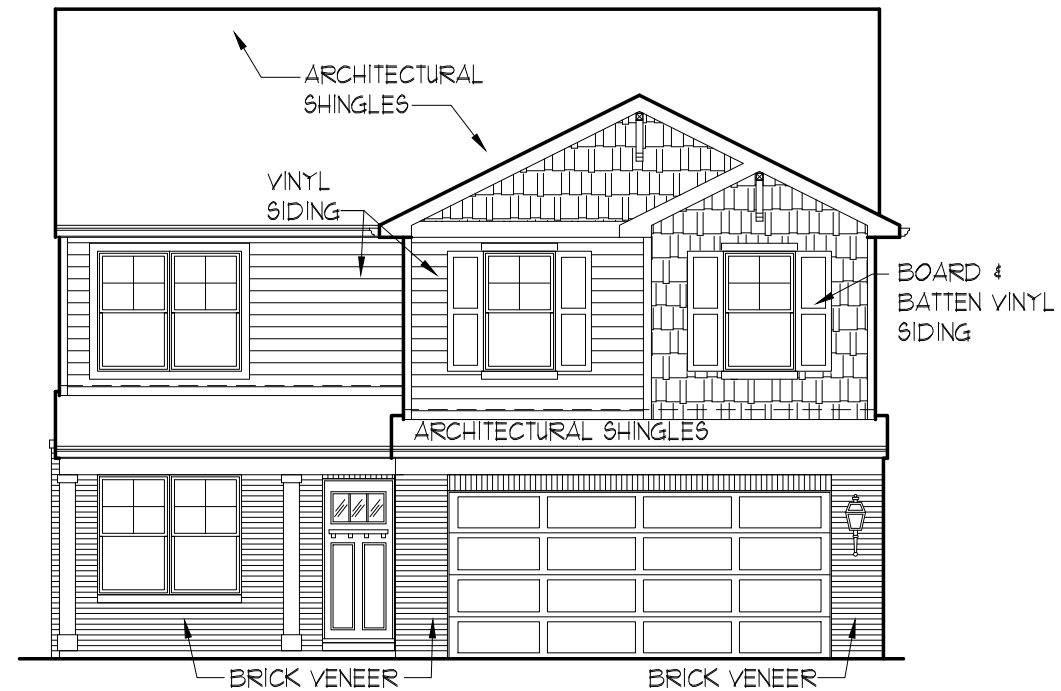


TYPICAL LEFT ELEVATION

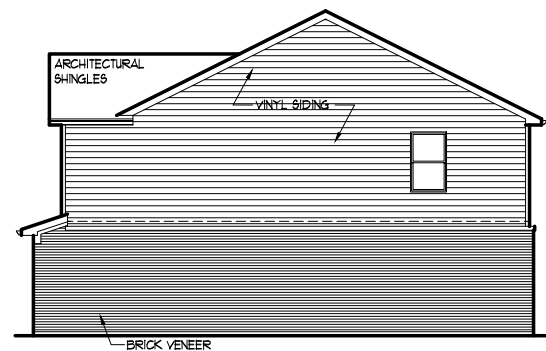
X424 ELEVATION "B5"

X-SERIES

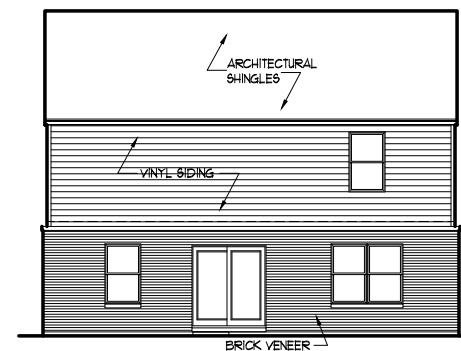
OAK RIDGE
TINLEY PARK, IL



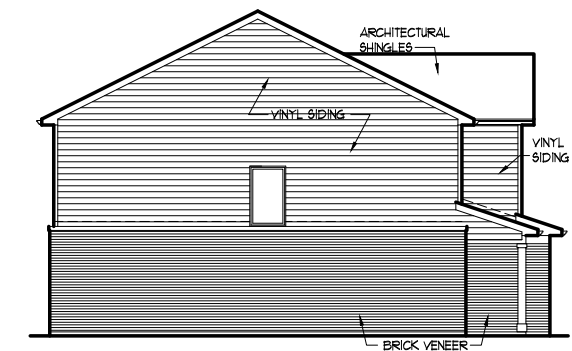
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

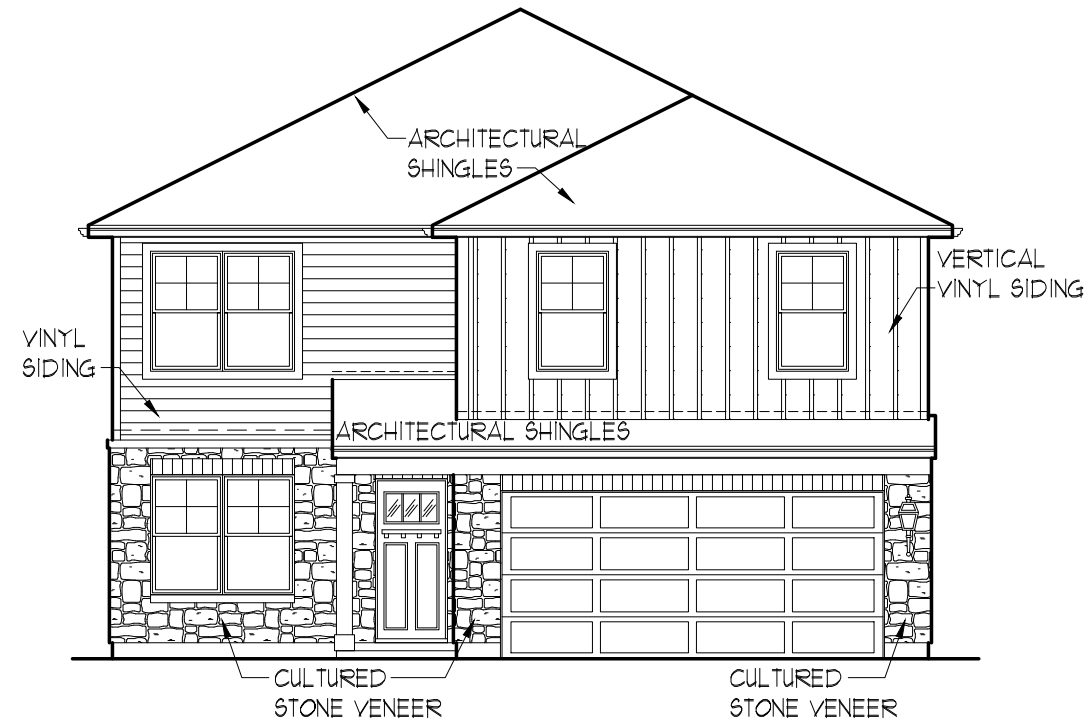


TYPICAL LEFT ELEVATION

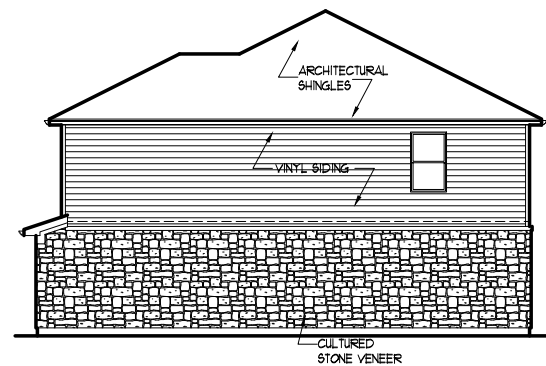
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X-SERIES

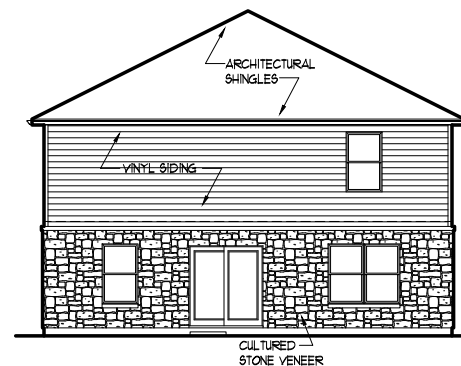
OAK RIDGE
TINLEY PARK, IL



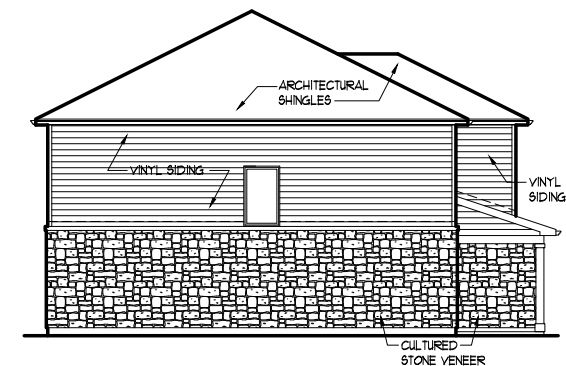
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

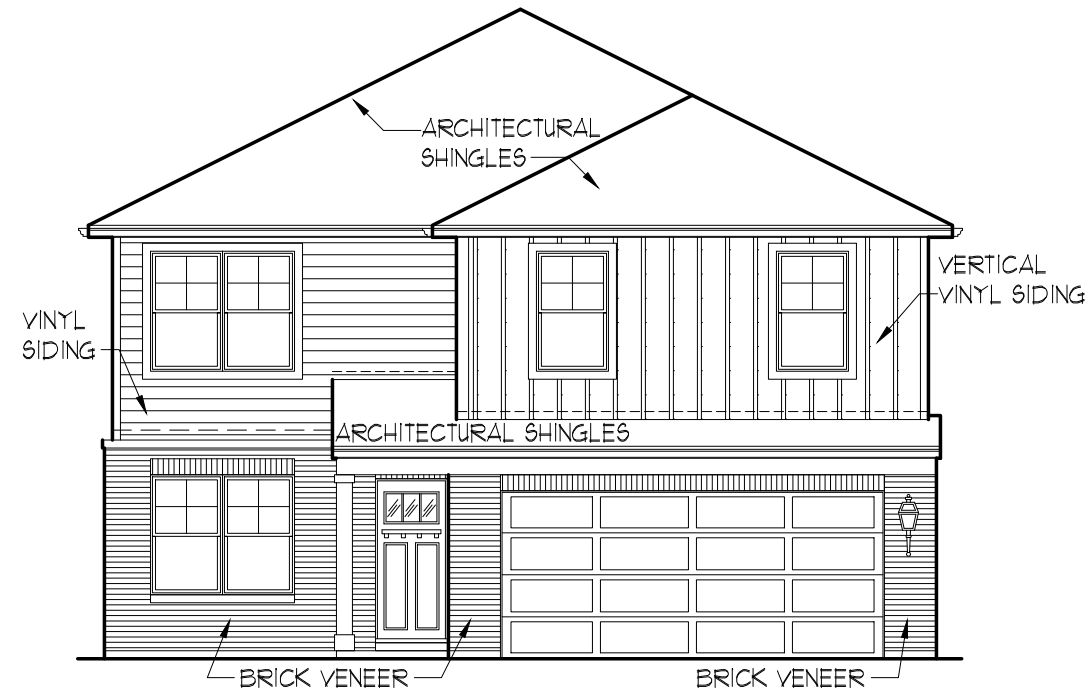


TYPICAL LEFT ELEVATION

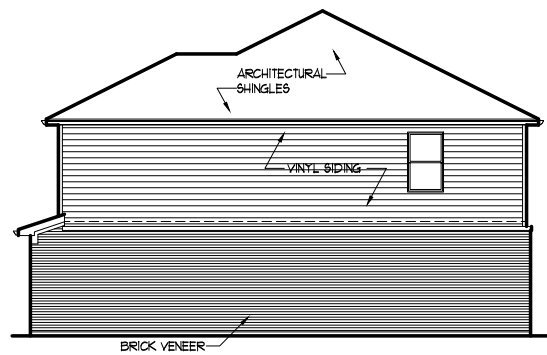
x424 ELEVATION "C5"

X-SERIES

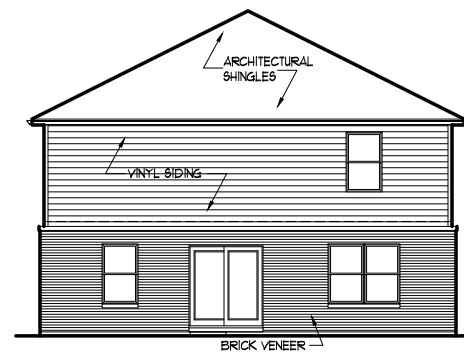
OAK RIDGE
TINLEY PARK, IL



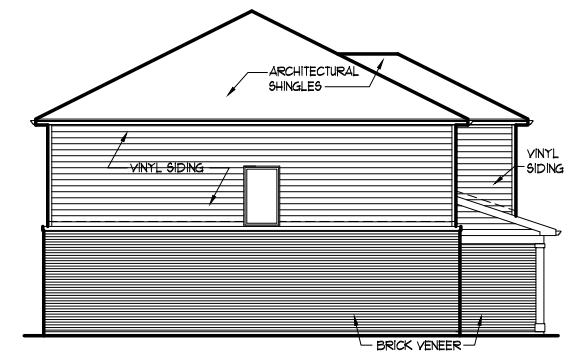
ELEVATION "C6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

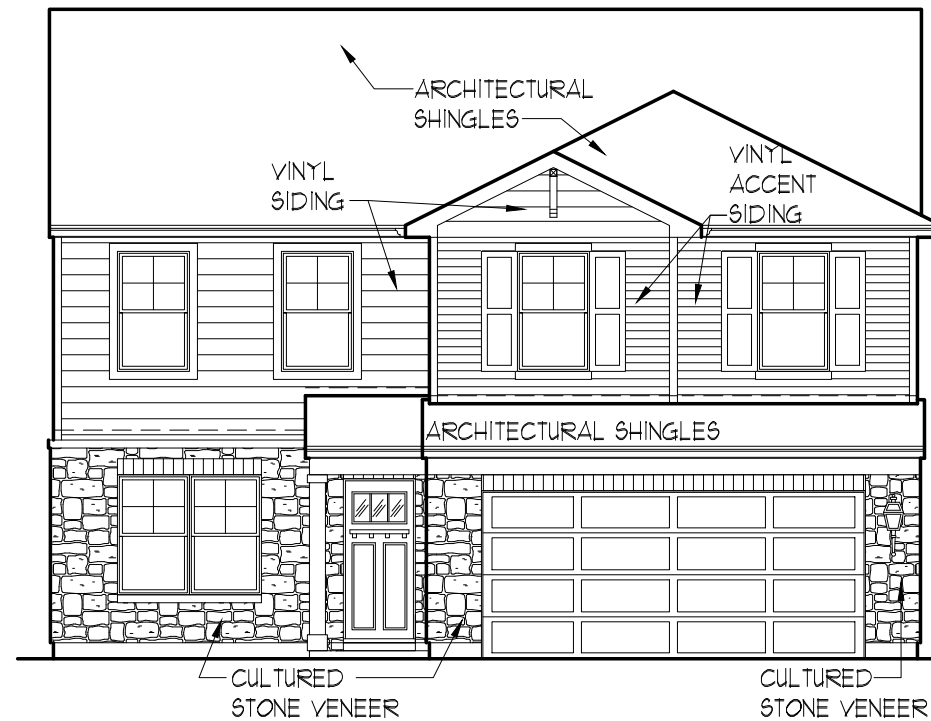


TYPICAL LEFT ELEVATION

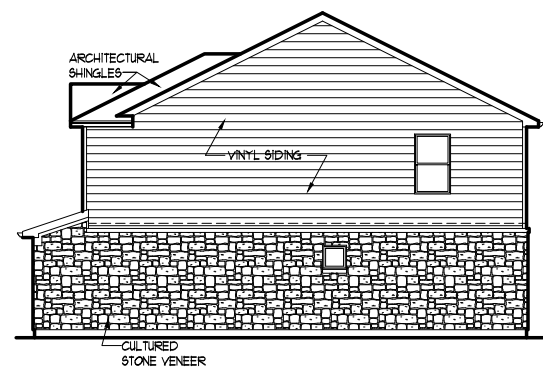
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X-SERIES

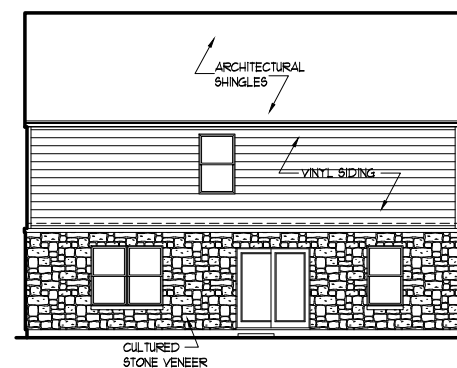
OAK RIDGE
TINLEY PARK, IL



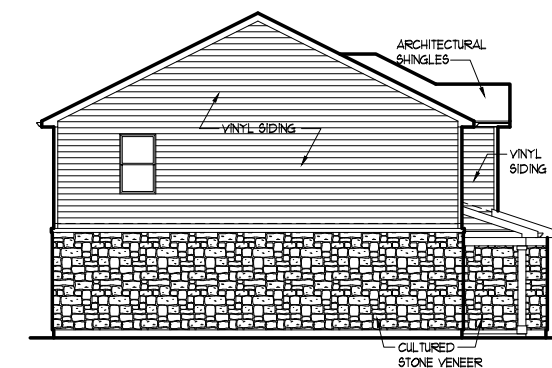
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

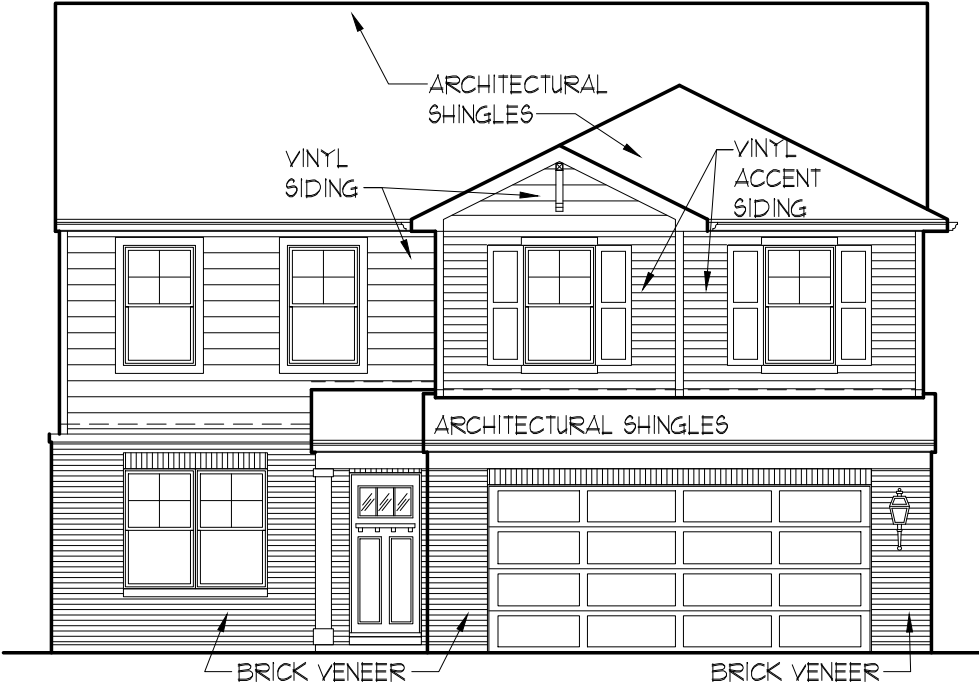


TYPICAL LEFT ELEVATION

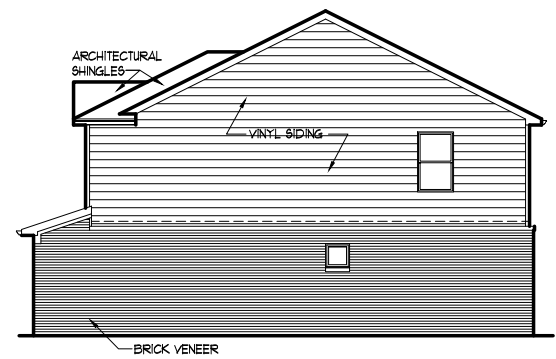
x426 ELEVATION "A5"

X-SERIES

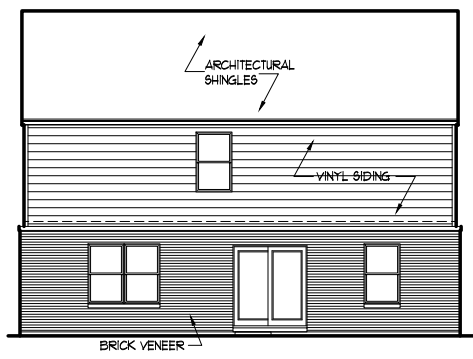
OAK RIDGE
TINLEY PARK, IL



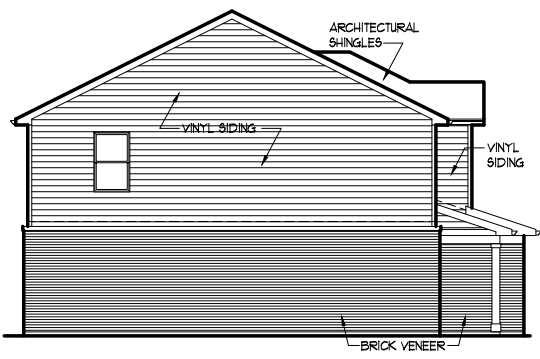
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

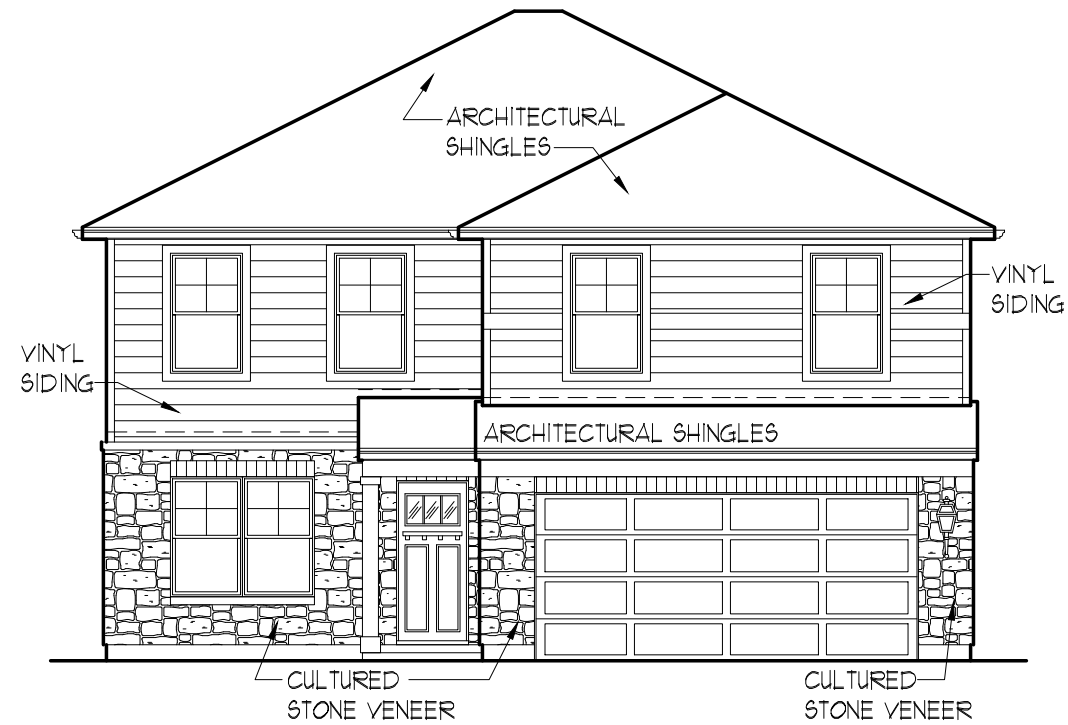


TYPICAL LEFT ELEVATION

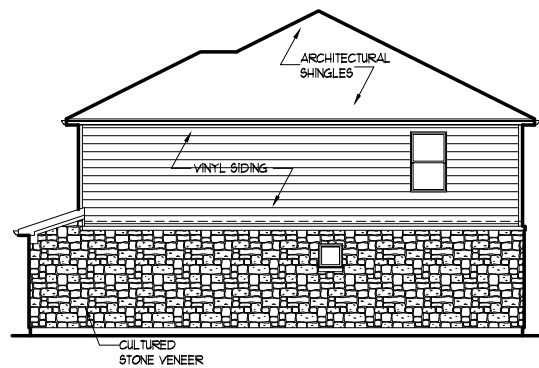
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X-SERIES

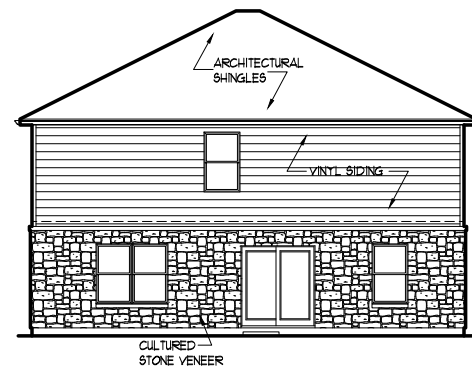
OAK RIDGE
TINLEY PARK, IL



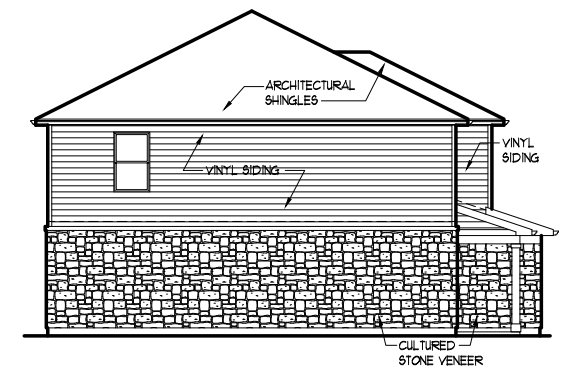
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

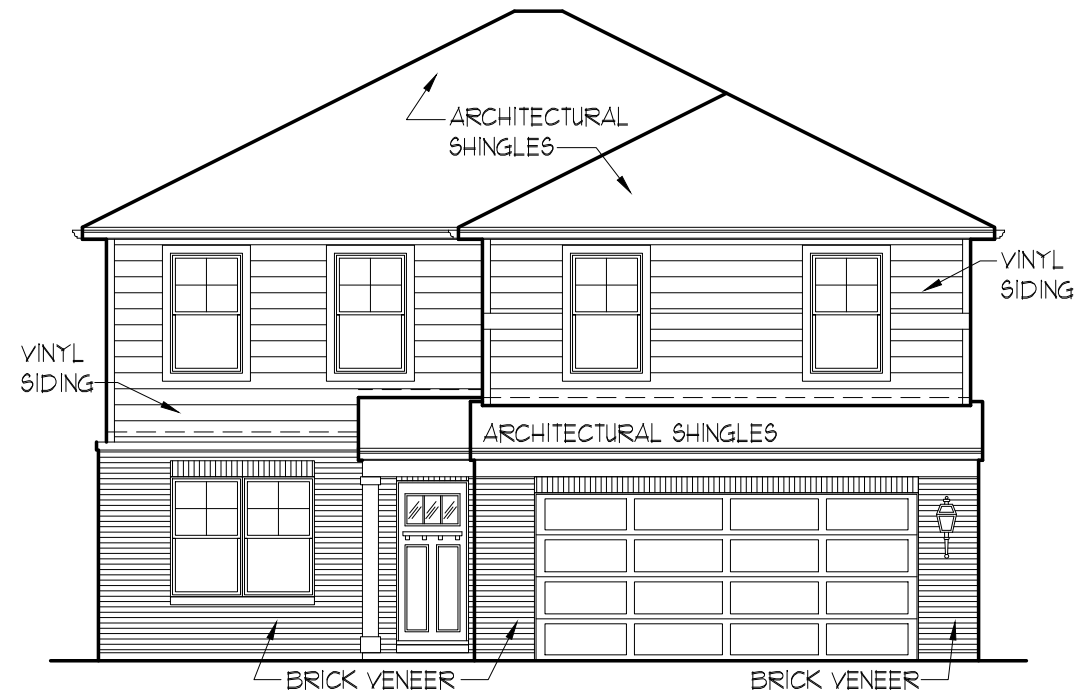


TYPICAL LEFT ELEVATION

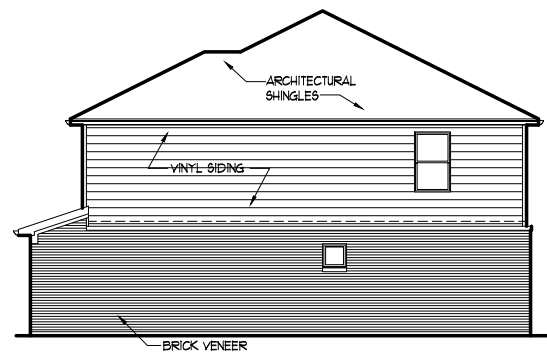
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X-SERIES

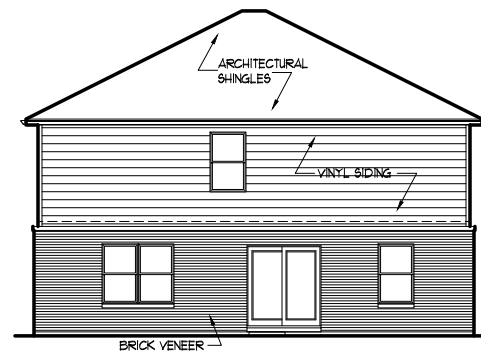
OAK RIDGE
TINLEY PARK, IL



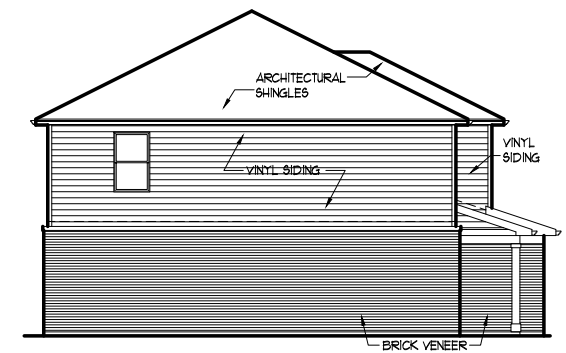
ELEVATION "C6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

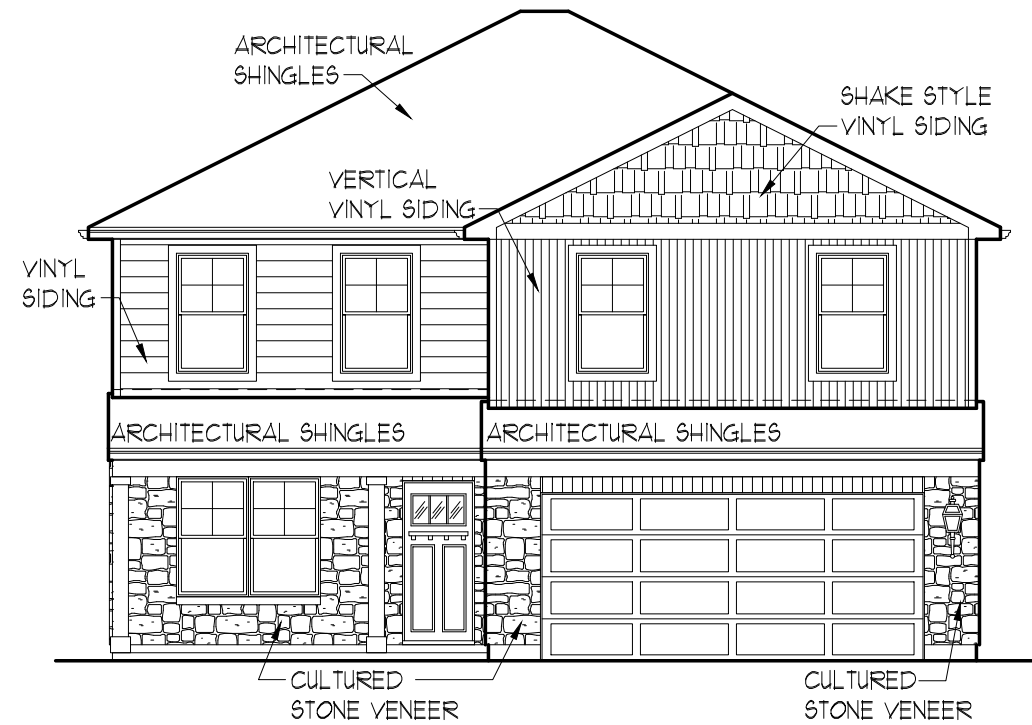


TYPICAL LEFT ELEVATION

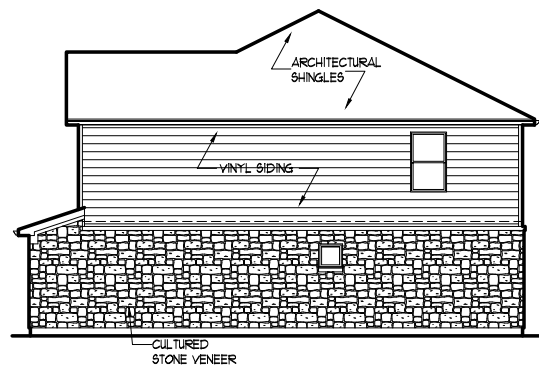
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X-SERIES

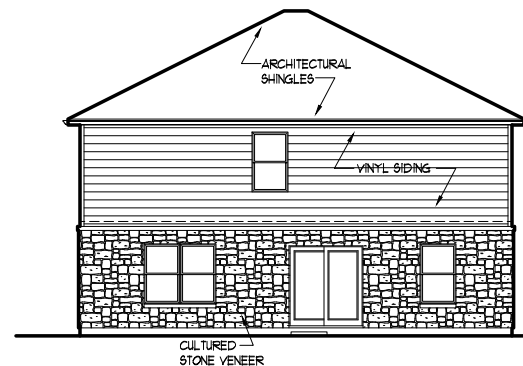
OAK RIDGE
TINLEY PARK, IL



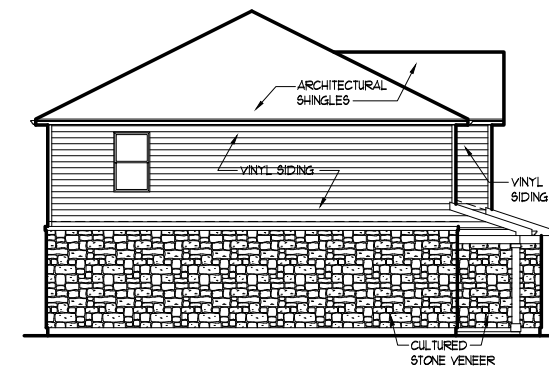
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

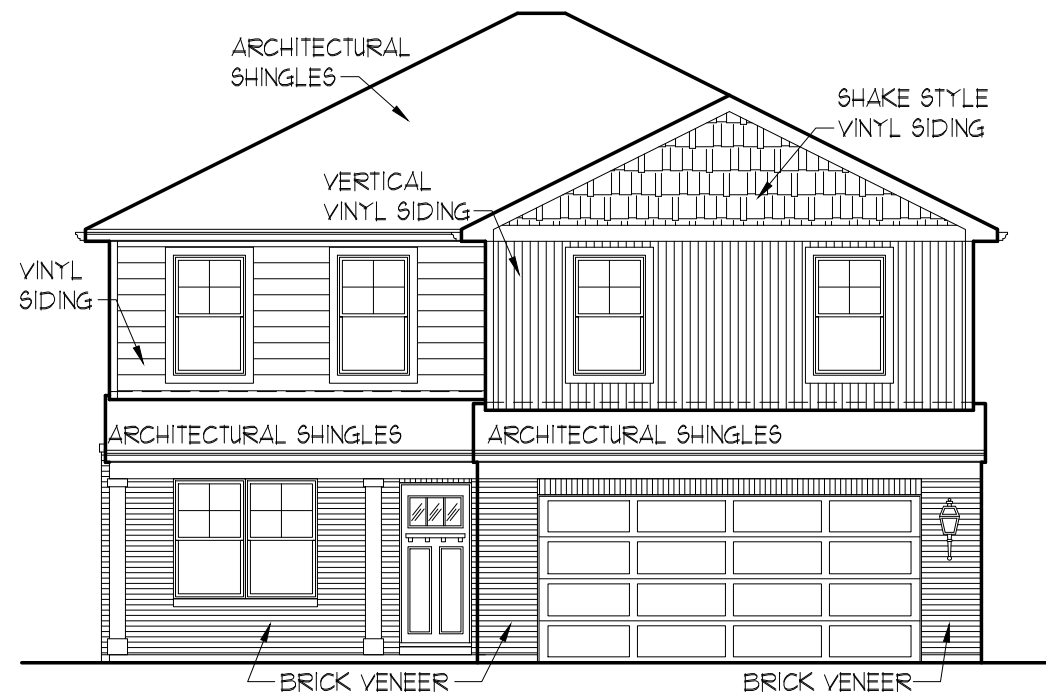


TYPICAL LEFT ELEVATION

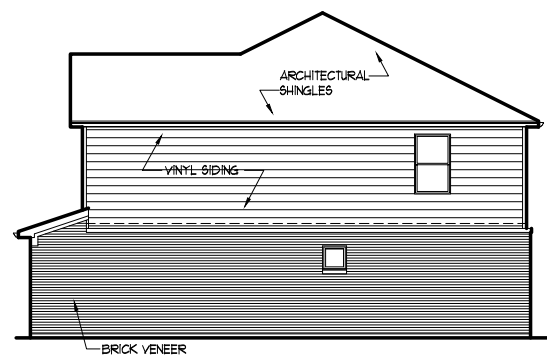
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X-SERIES

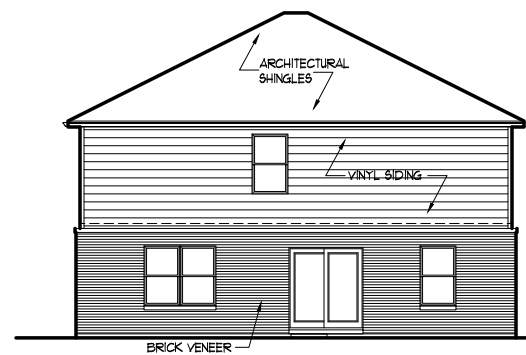
OAK RIDGE
TINLEY PARK, IL



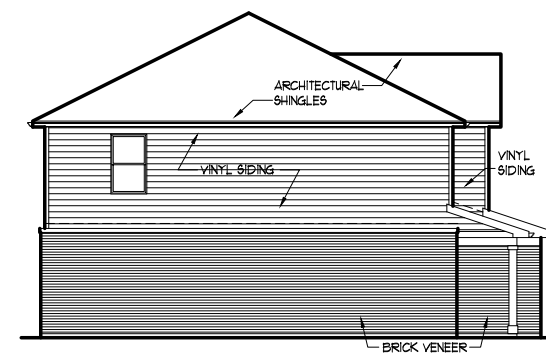
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

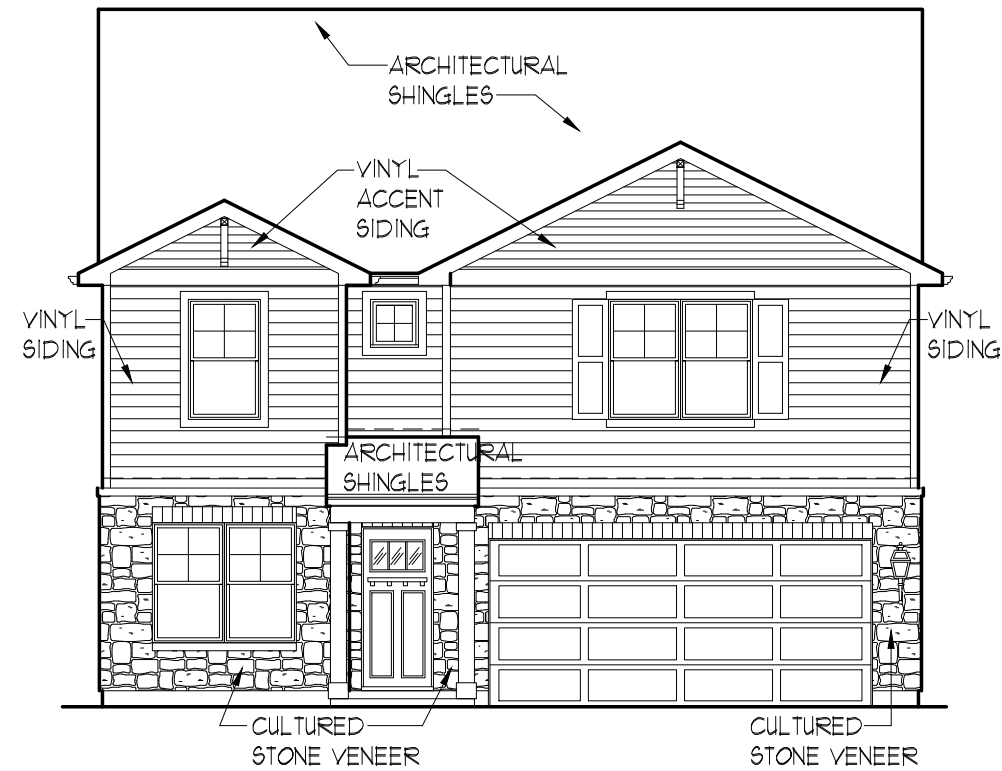


TYPICAL LEFT ELEVATION

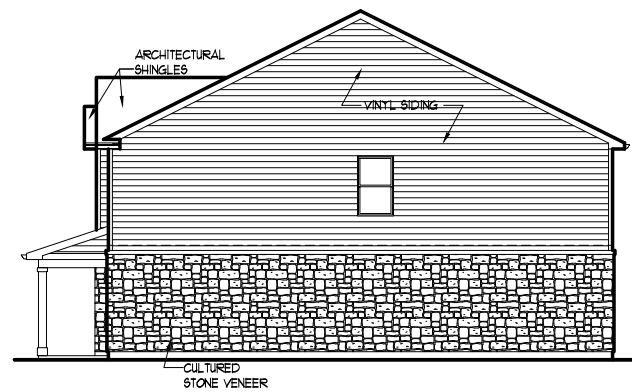
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X-SERIES

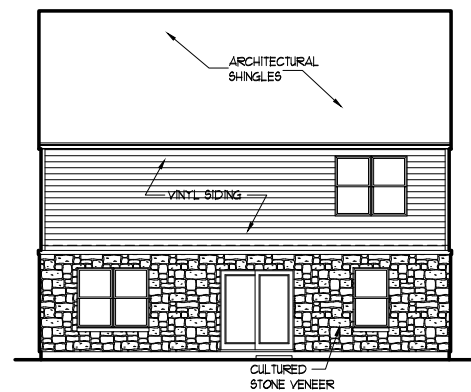
OAK RIDGE
TINLEY PARK, IL



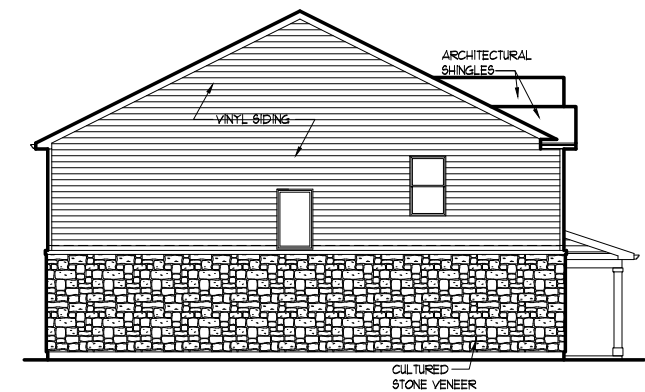
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

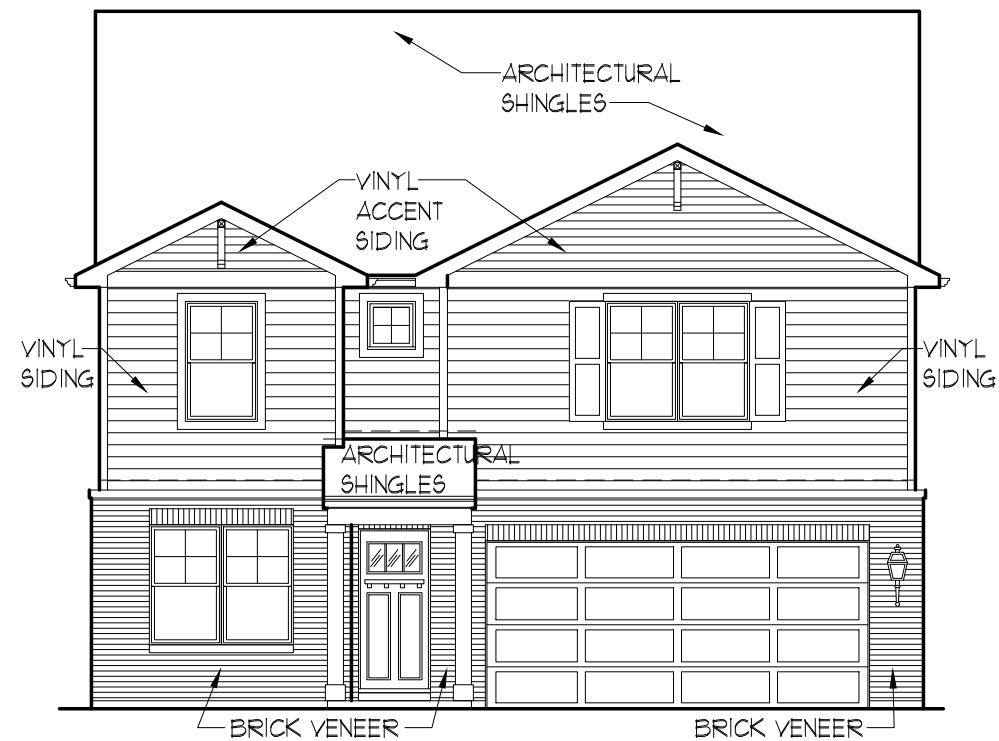


TYPICAL LEFT ELEVATION

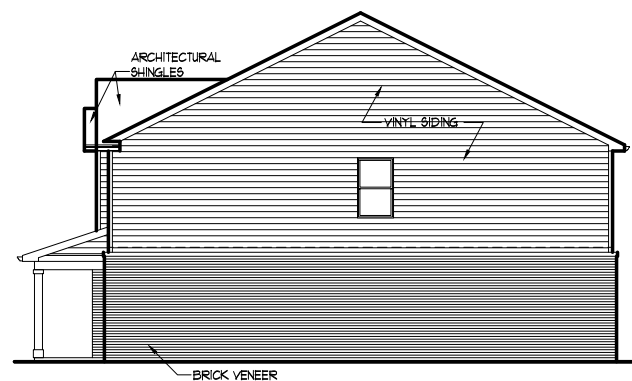
X427 ELEVATION "A5"

X-SERIES

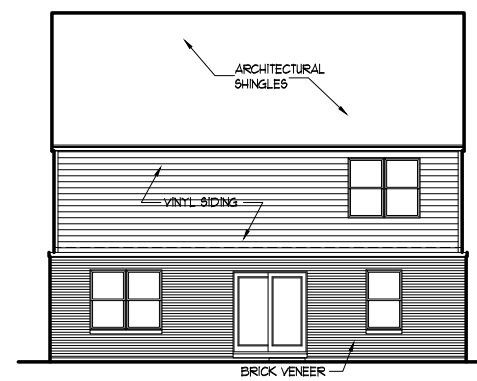
OAK RIDGE
TINLEY PARK, IL



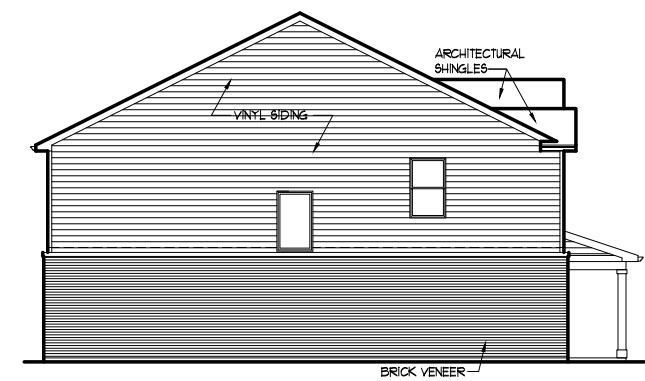
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

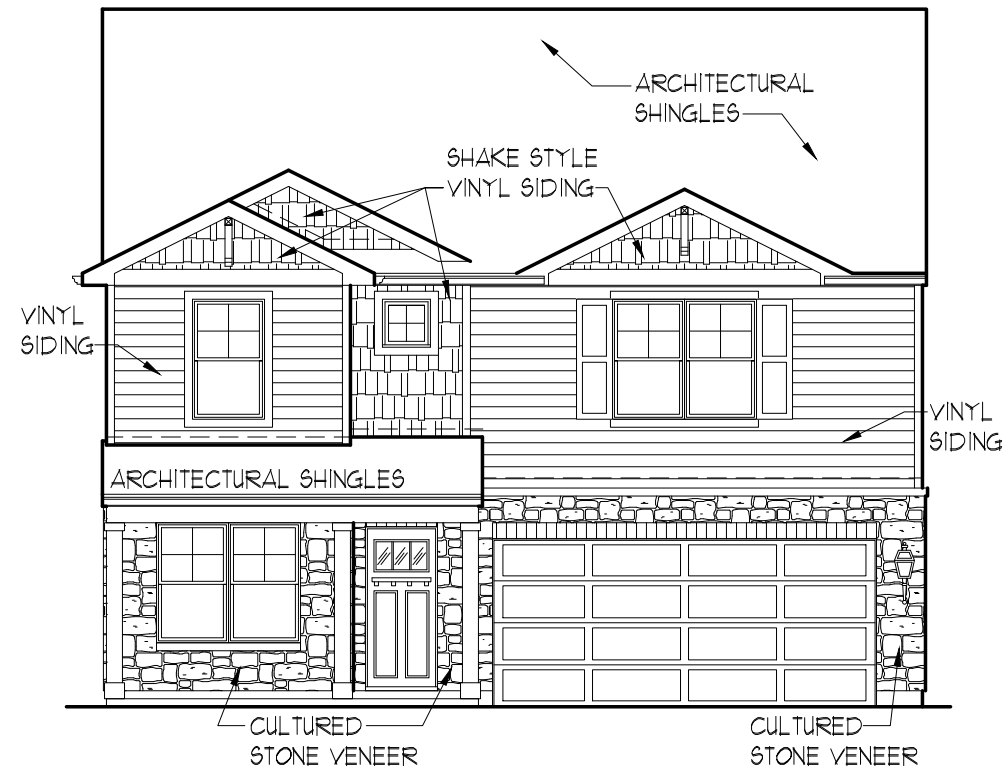


TYPICAL LEFT ELEVATION

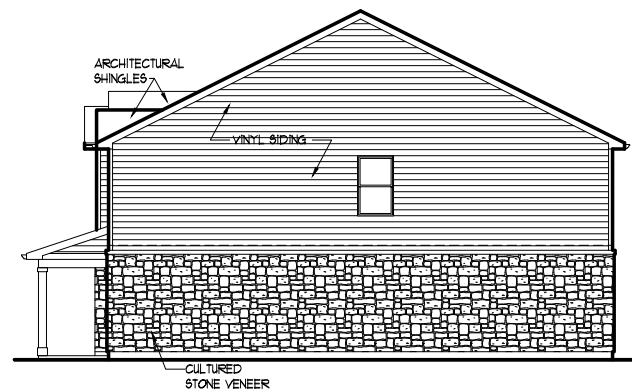
X427 ELEVATION "A6"

X-SERIES

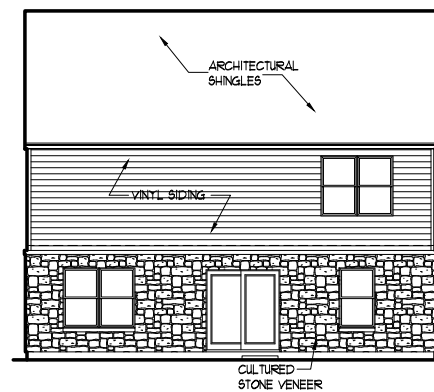
OAK RIDGE
TINLEY PARK, IL



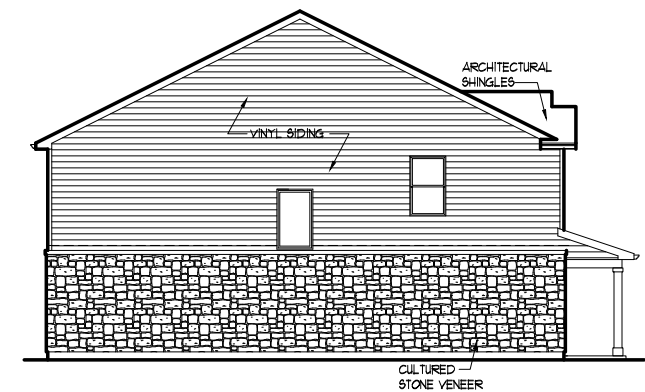
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

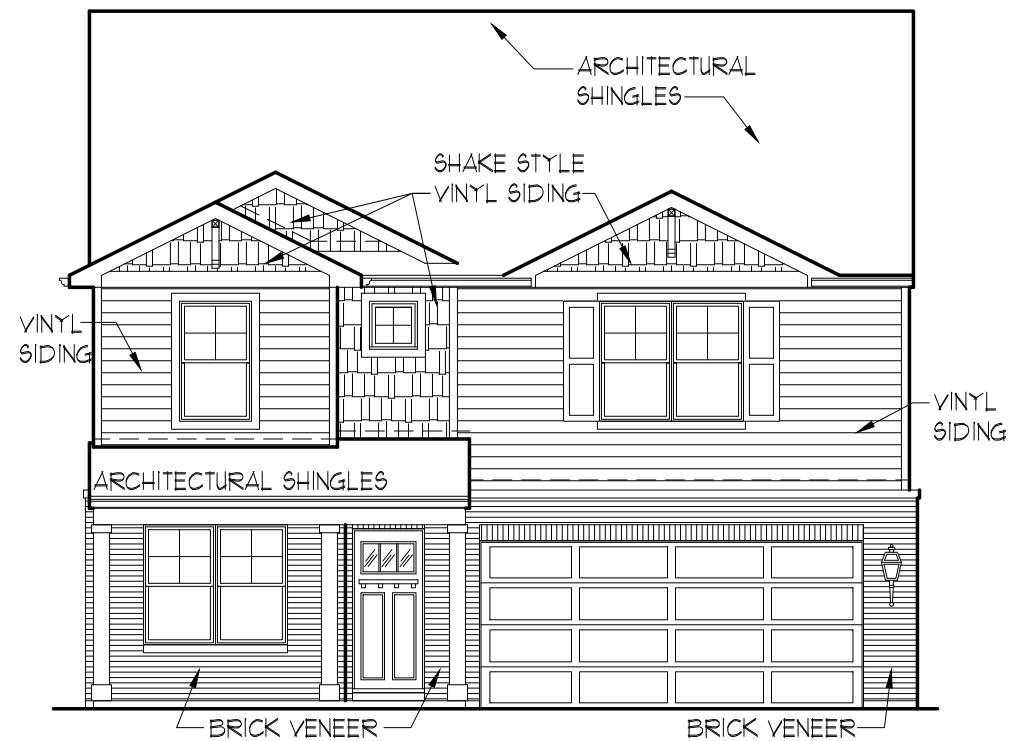


TYPICAL LEFT ELEVATION

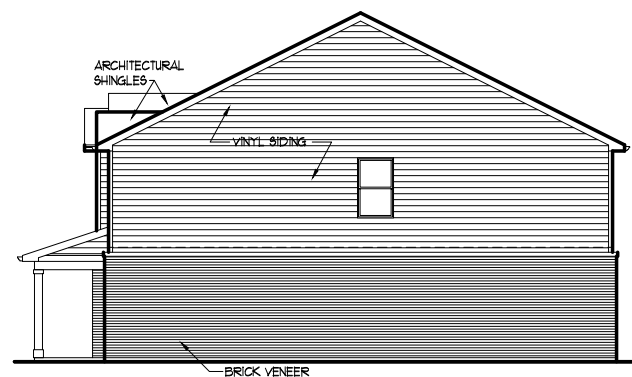
x427 ELEVATION "B5"

X-SERIES

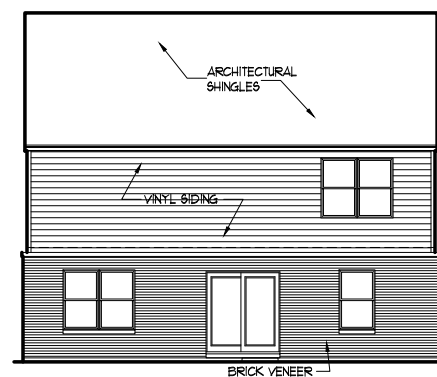
OAK RIDGE
TINLEY PARK, IL



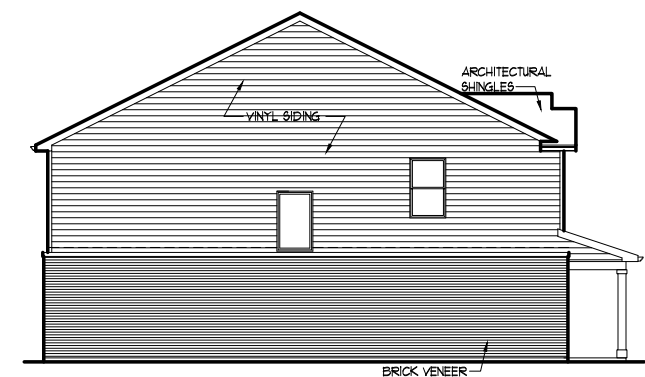
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

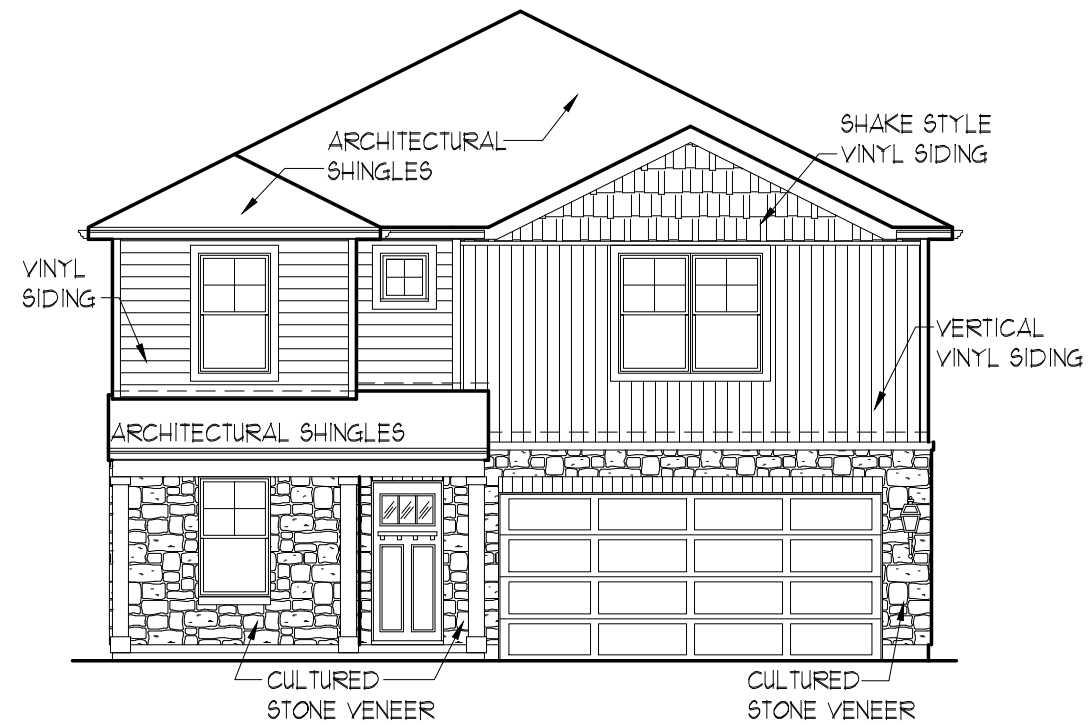


TYPICAL LEFT ELEVATION

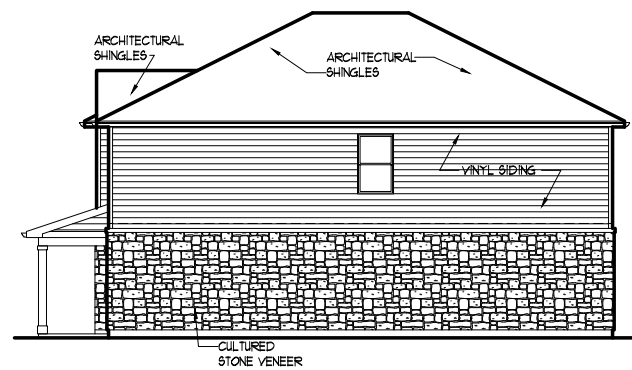
X427 ELEVATION "B6"

X-SERIES

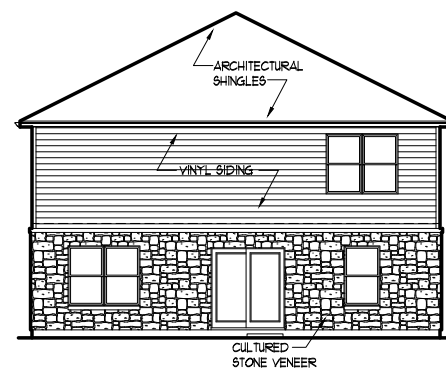
OAK RIDGE
TINLEY PARK, IL



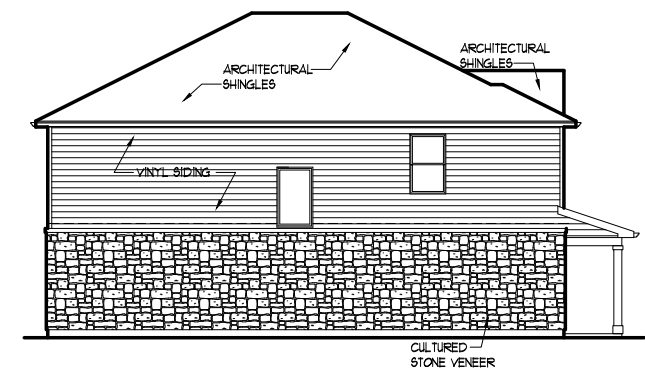
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

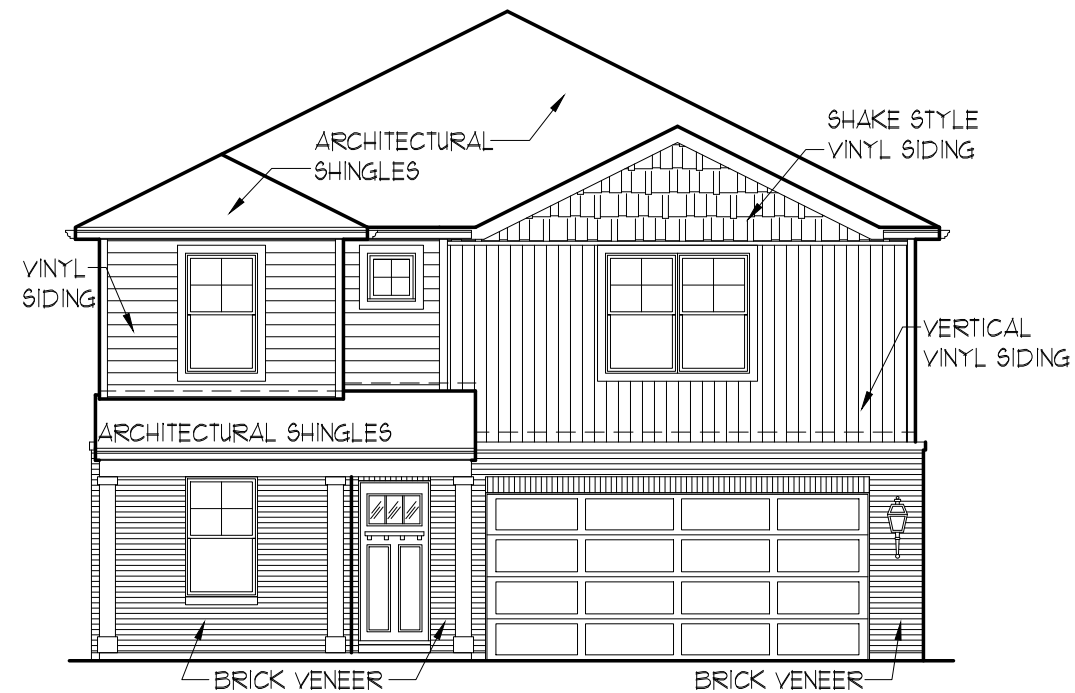


TYPICAL LEFT ELEVATION

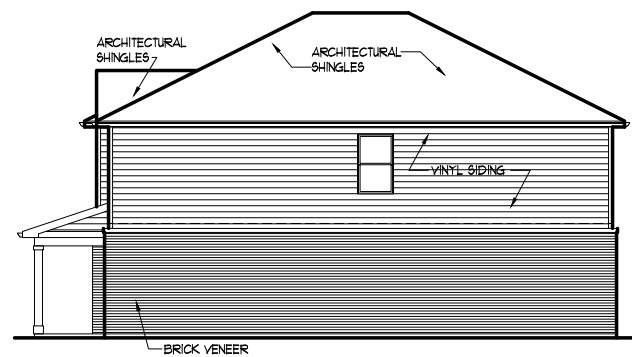
X427 ELEVATION "D5"

X-SERIES

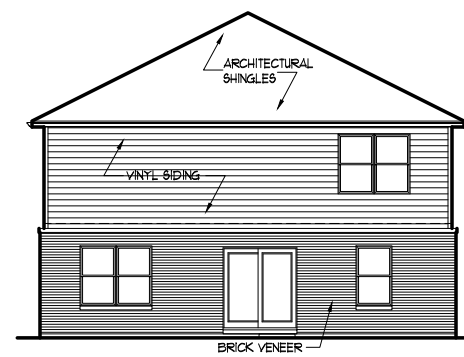
OAK RIDGE
TINLEY PARK, IL



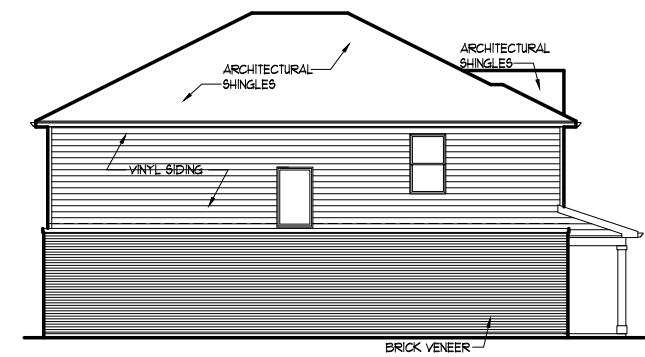
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

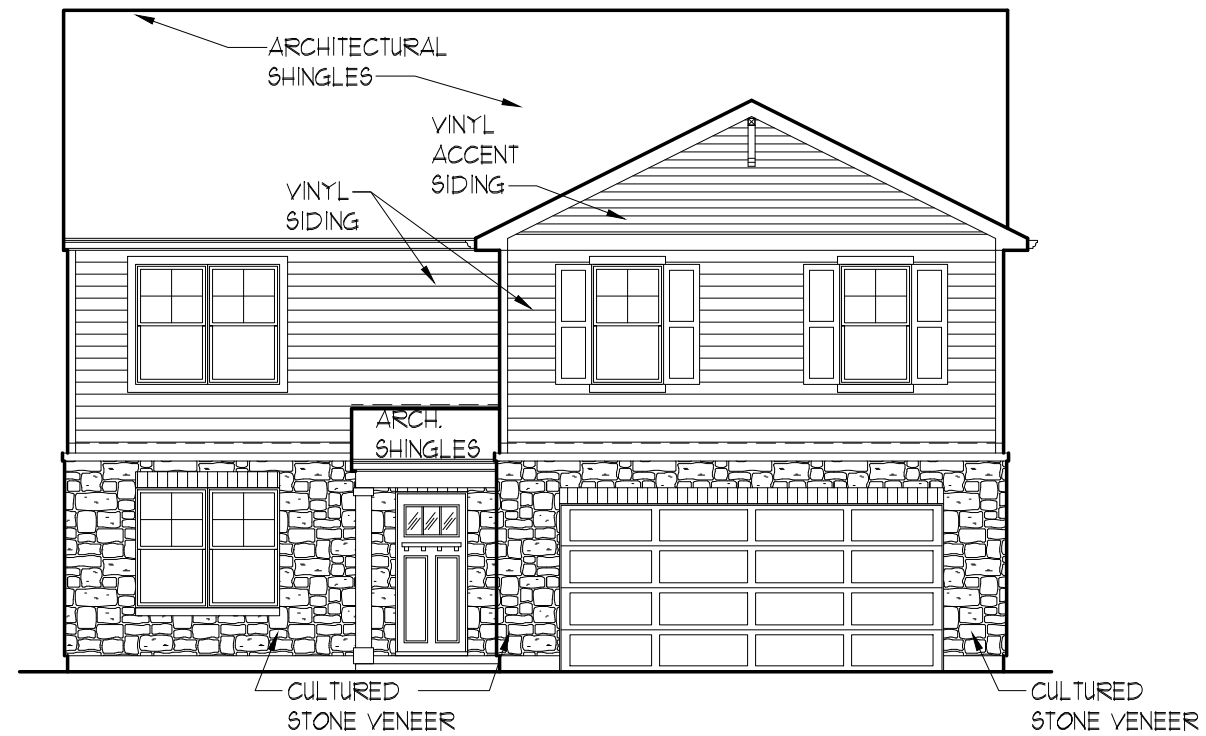


TYPICAL LEFT ELEVATION

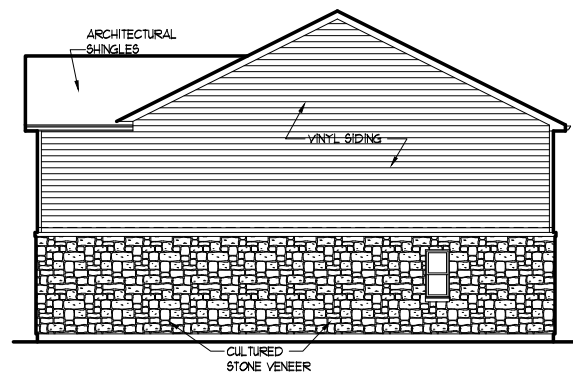
X427 ELEVATION "D6"

X-SERIES

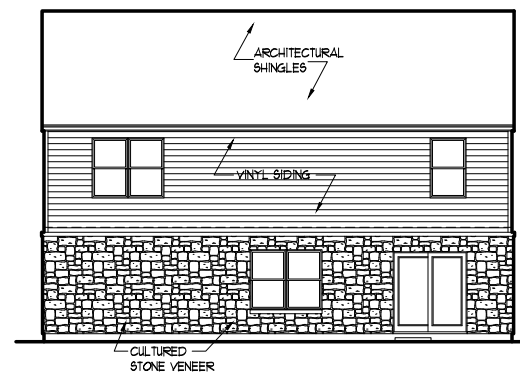
OAK RIDGE
TINLEY PARK, IL



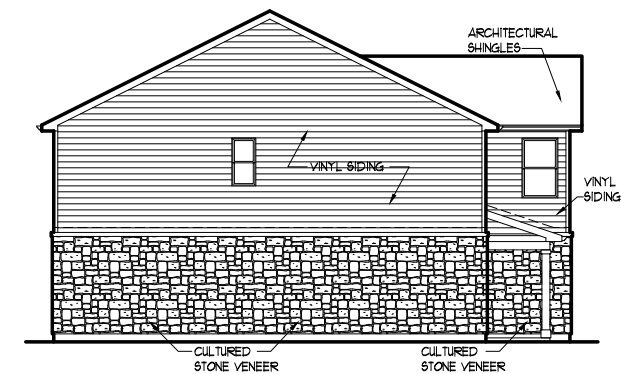
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

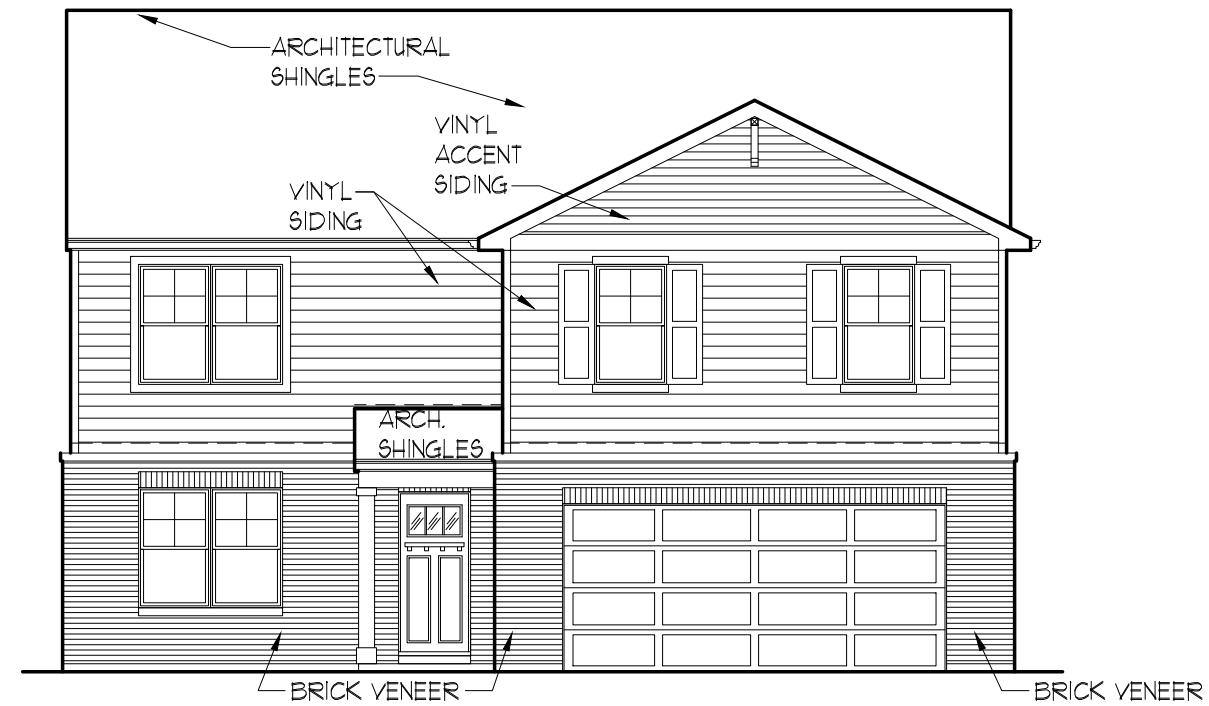


TYPICAL LEFT ELEVATION

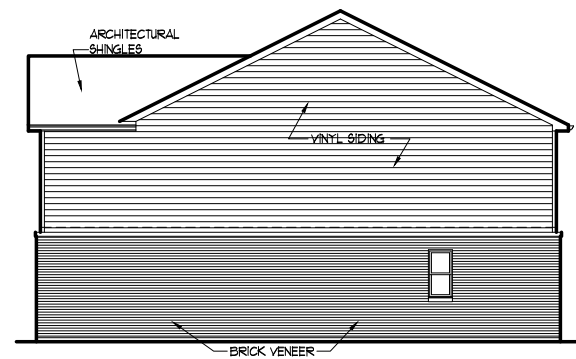
x429 ELEVATION "A5"

X-SERIES

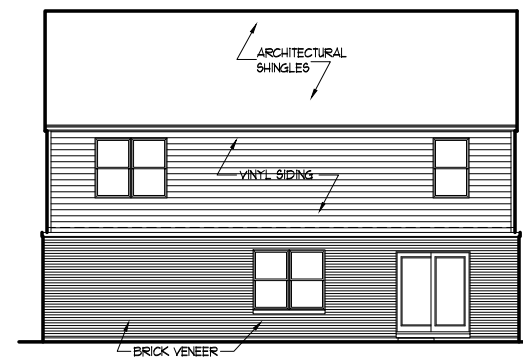
OAK RIDGE
TINLEY PARK, IL



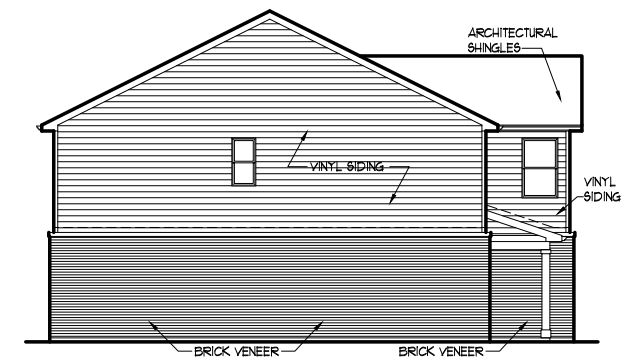
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

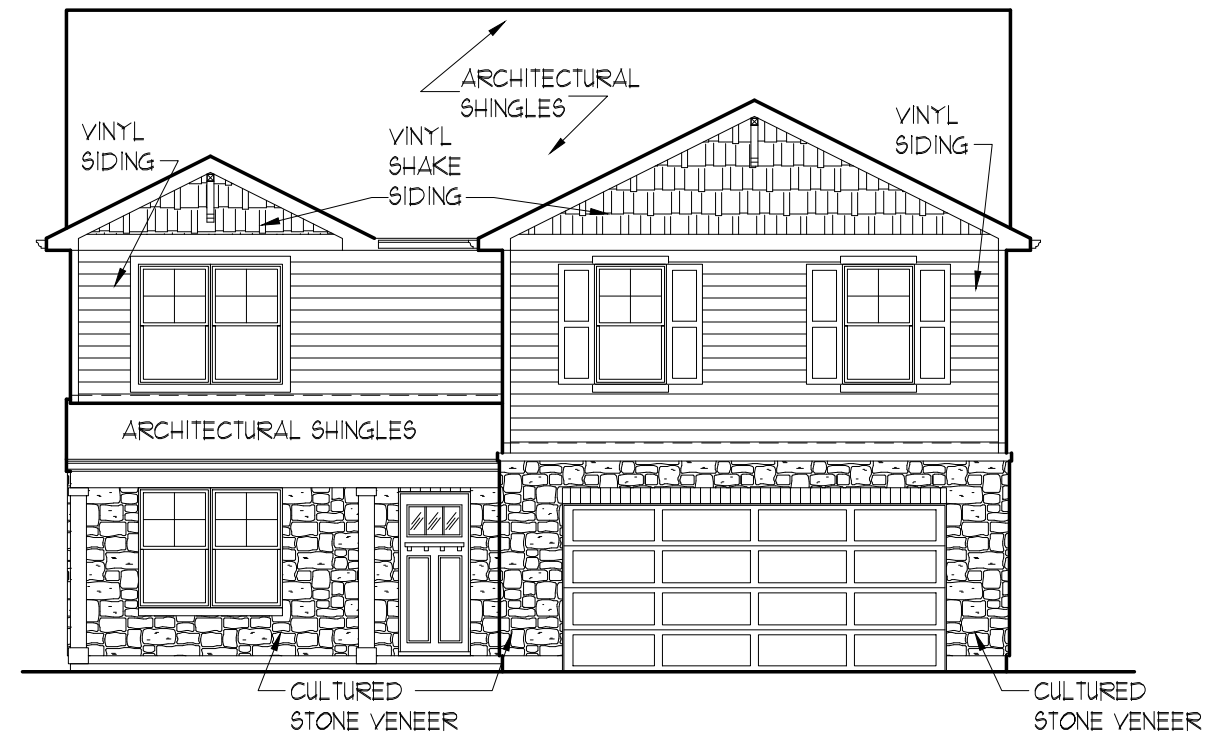


TYPICAL LEFT ELEVATION

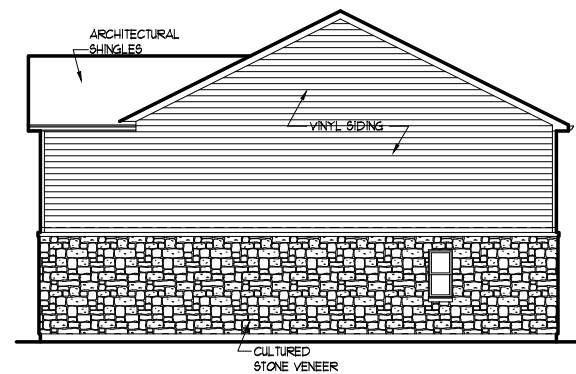
X429 ELEVATION "A6"

X-SERIES

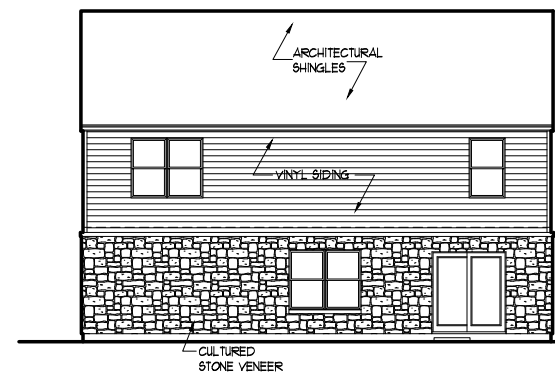
OAK RIDGE
TINLEY PARK, IL



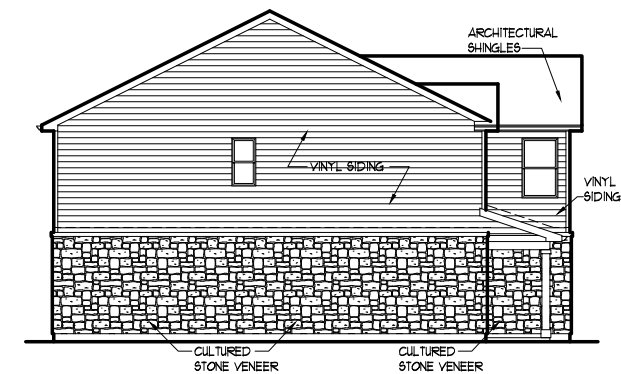
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

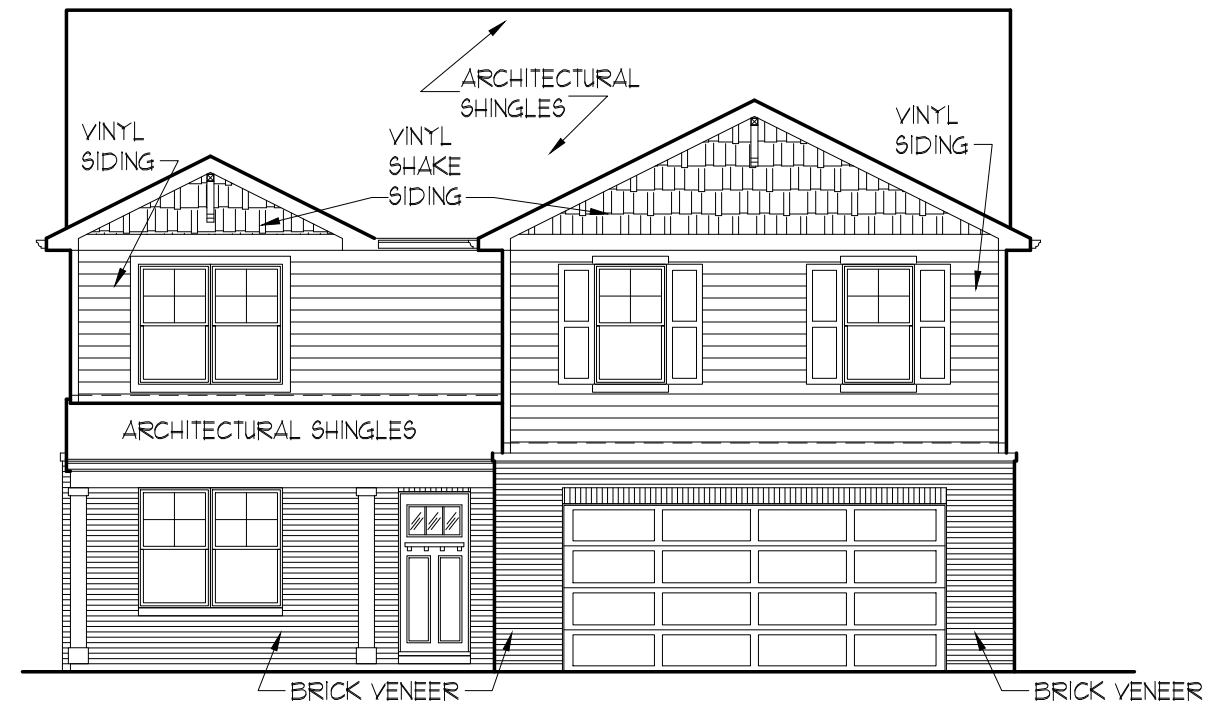


TYPICAL LEFT ELEVATION

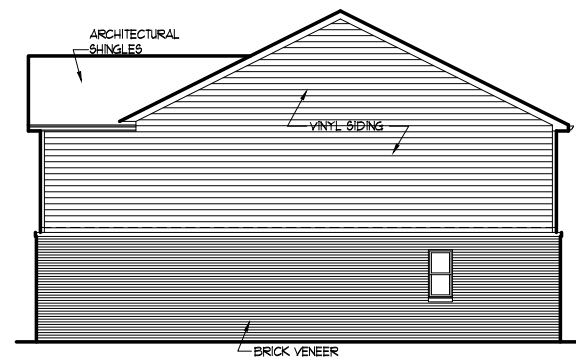
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X-SERIES

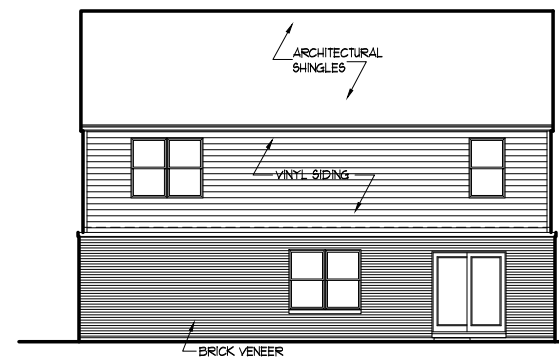
OAK RIDGE
TINLEY PARK, IL



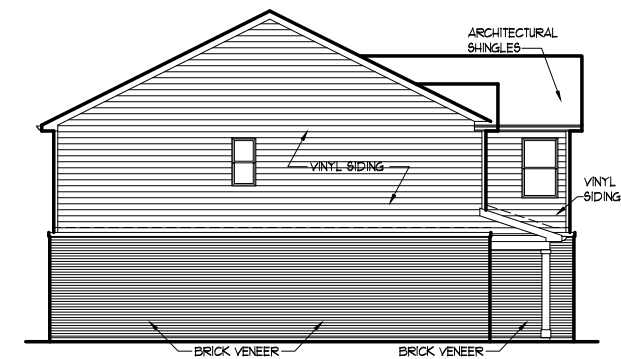
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

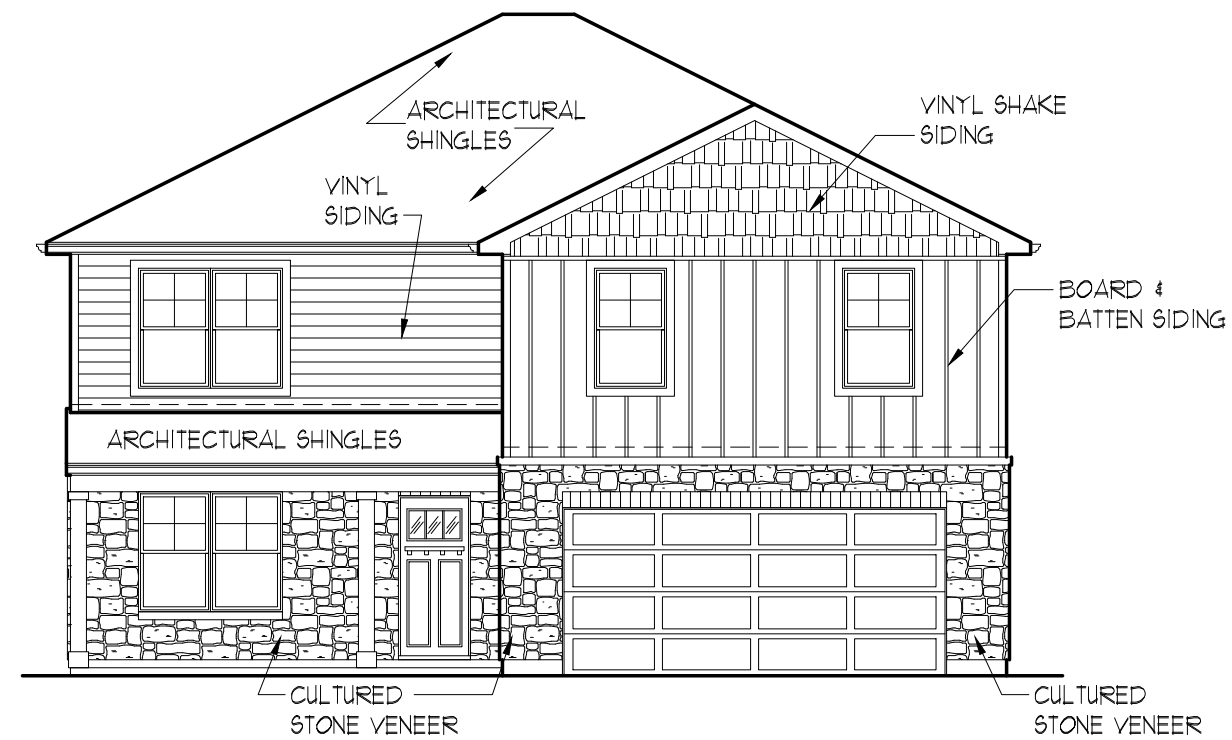


TYPICAL LEFT ELEVATION

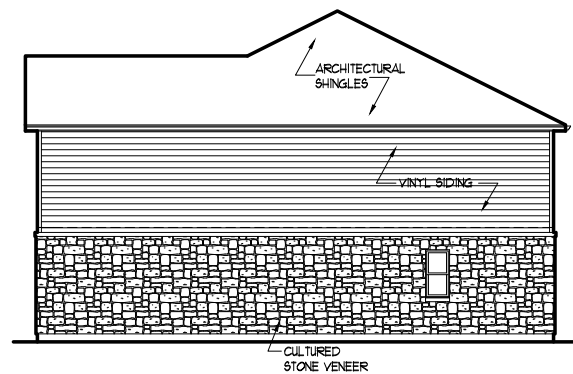
x429 ELEVATION "B6"

X-SERIES

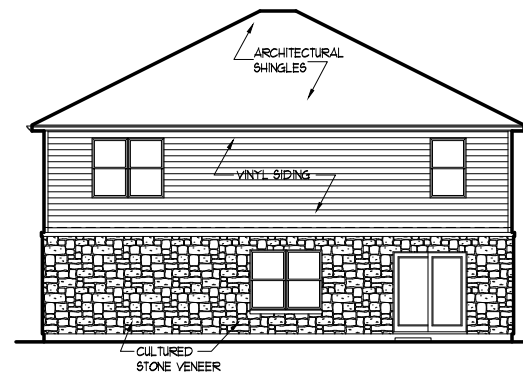
OAK RIDGE
TINLEY PARK, IL



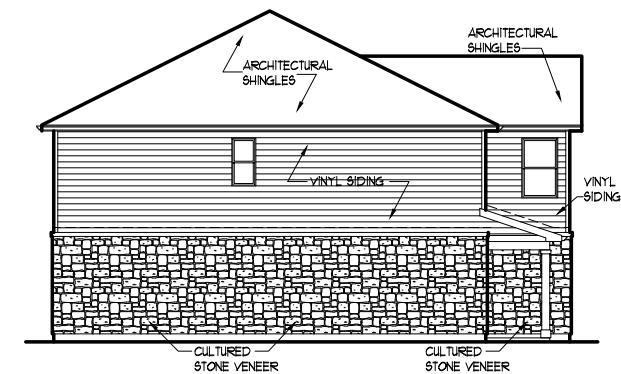
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

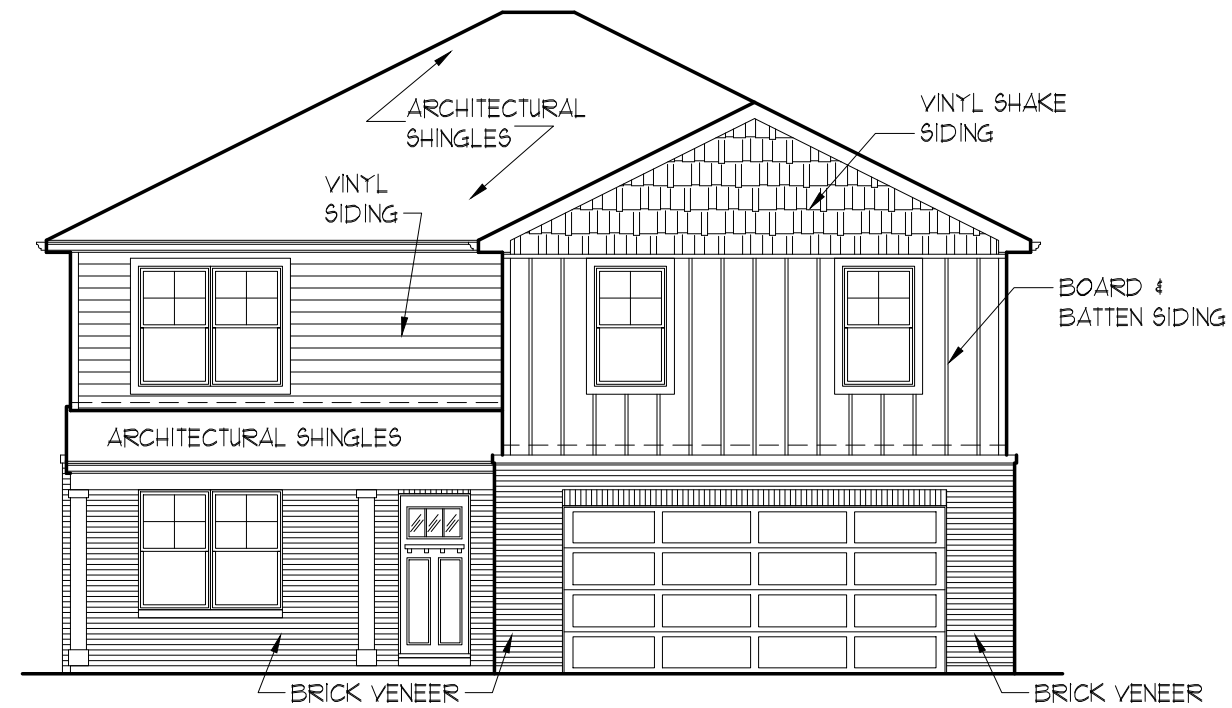


TYPICAL LEFT ELEVATION

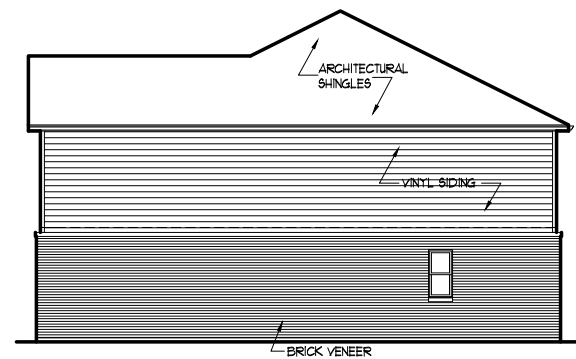
x429 ELEVATION "D5"

X-SERIES

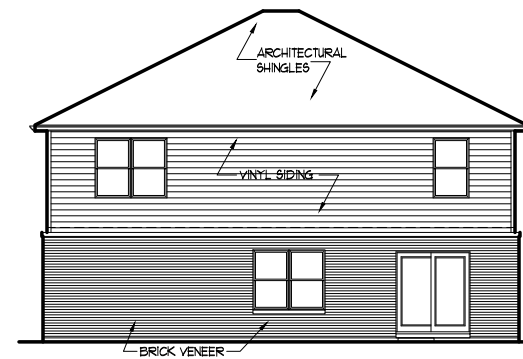
OAK RIDGE
TINLEY PARK, IL



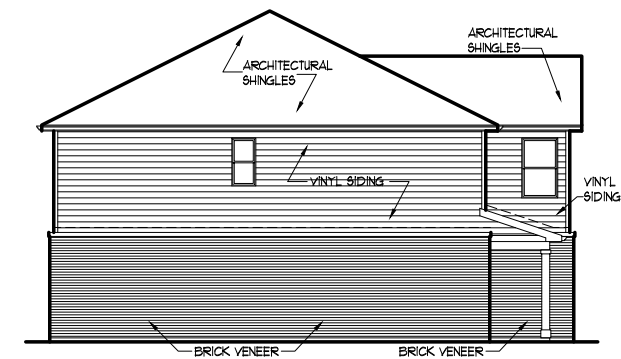
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

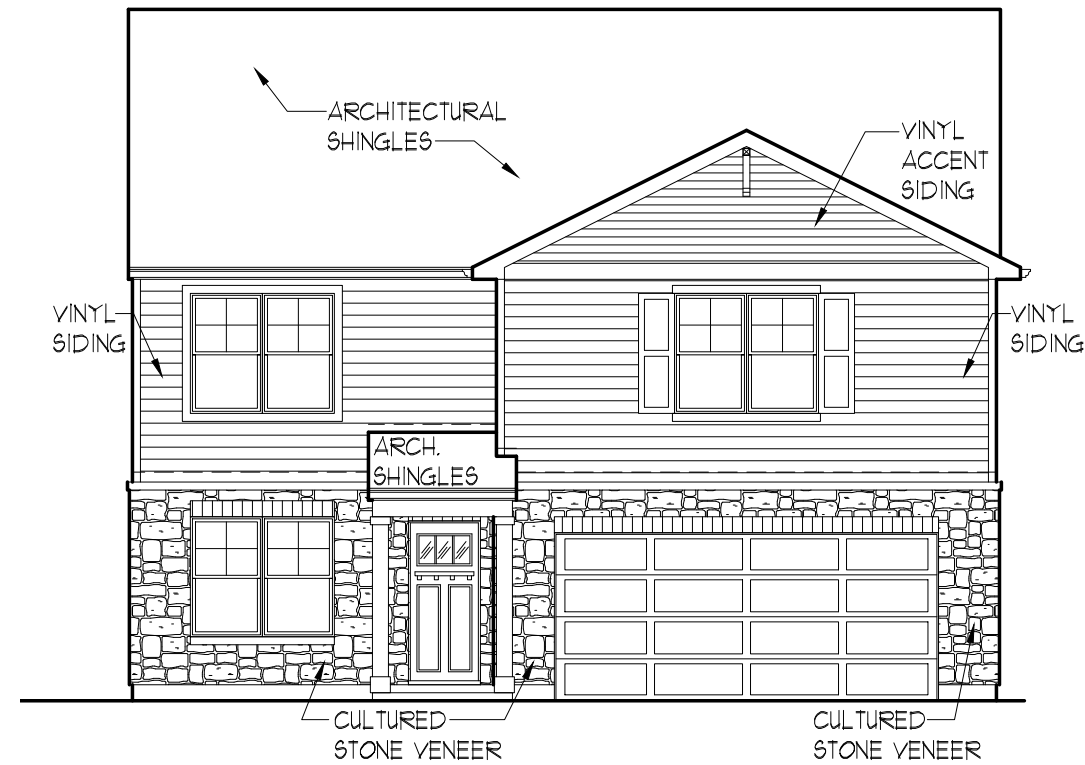


TYPICAL LEFT ELEVATION

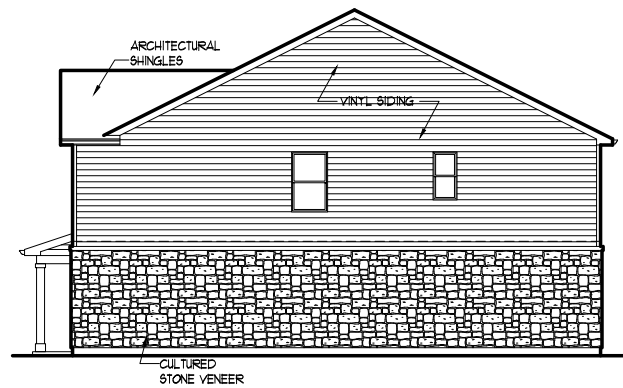
x429 ELEVATION "D6"

X-SERIES

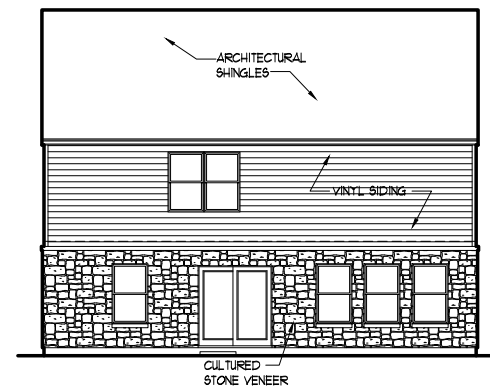
OAK RIDGE
TINLEY PARK, IL



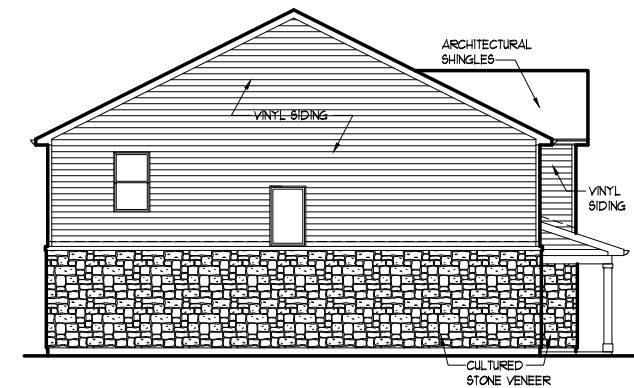
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

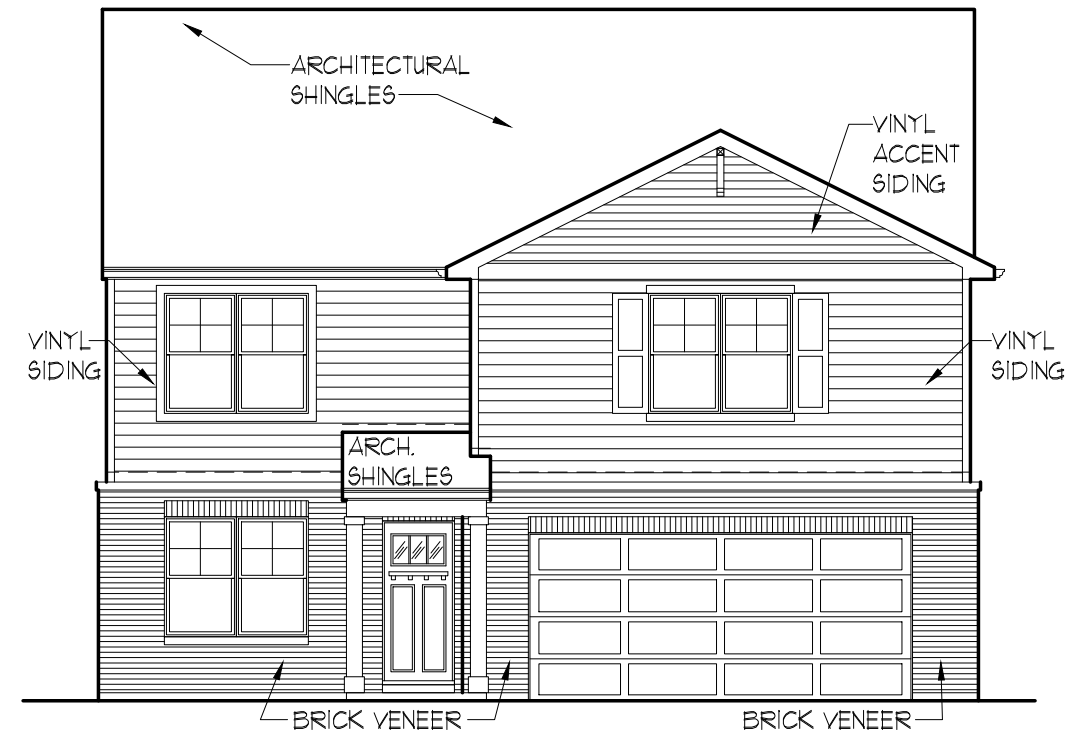


TYPICAL LEFT ELEVATION

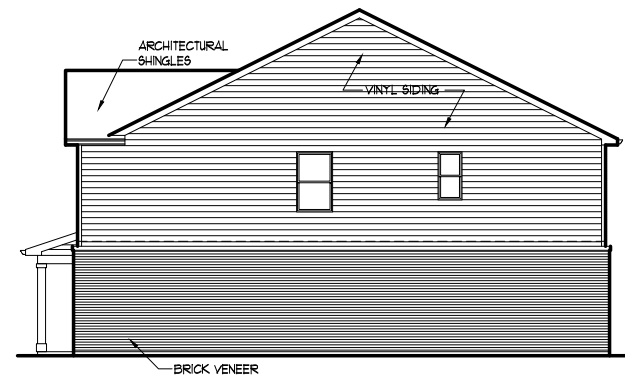
x430 ELEVATION "A5"

X-SERIES

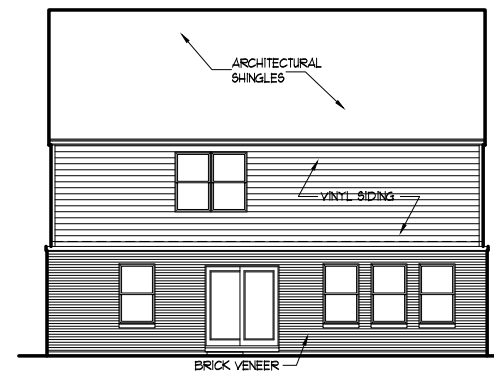
OAK RIDGE
TINLEY PARK, IL



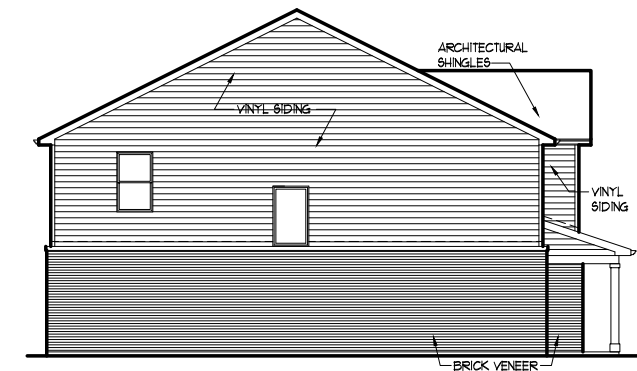
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

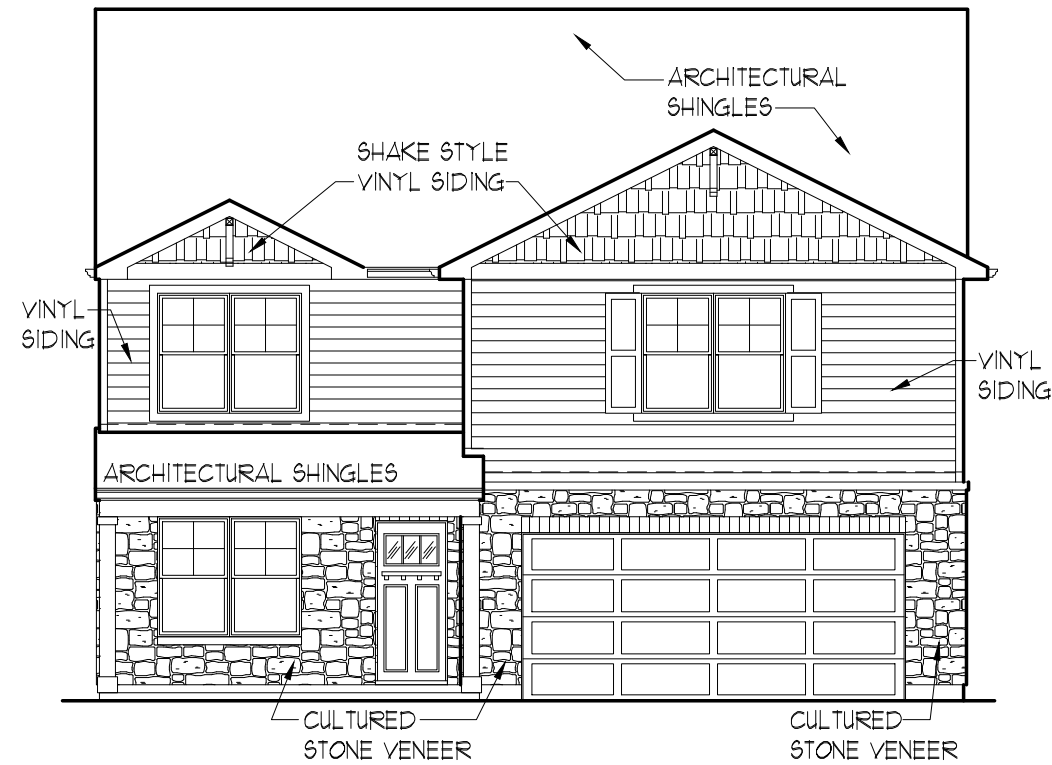


TYPICAL LEFT ELEVATION

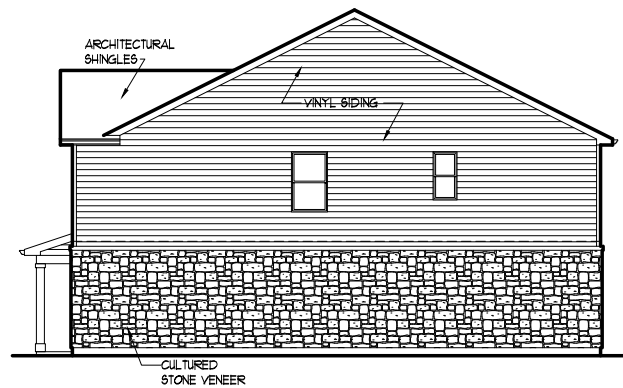
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X-SERIES

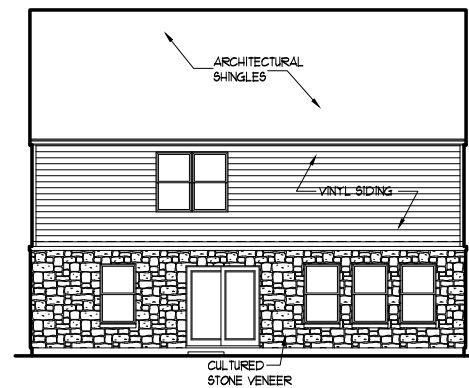
OAK RIDGE
TINLEY PARK, IL



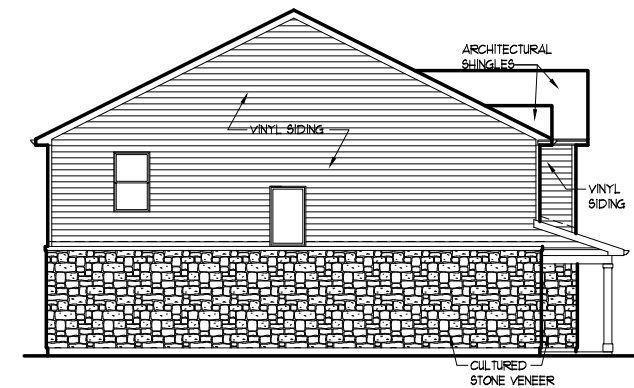
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

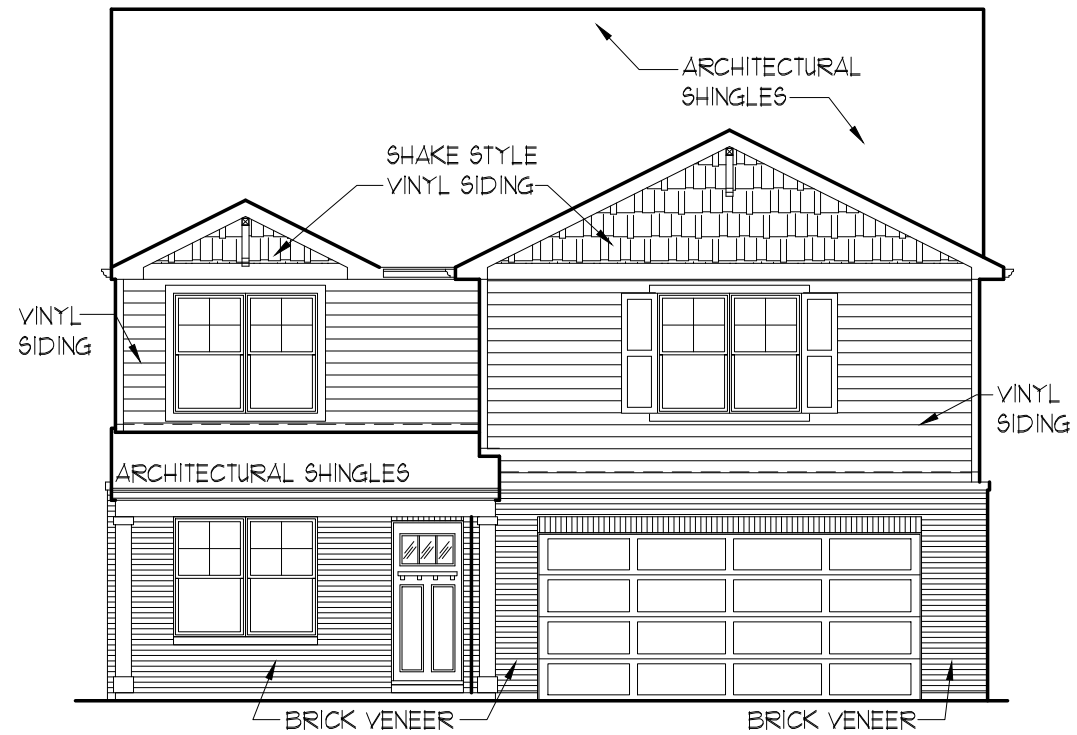


TYPICAL LEFT ELEVATION

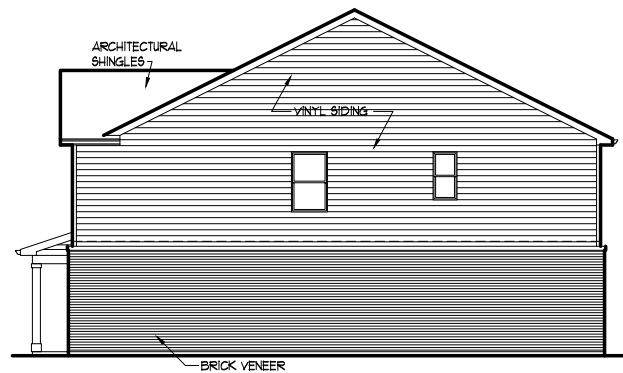
x430 ELEVATION "B5"

X-SERIES

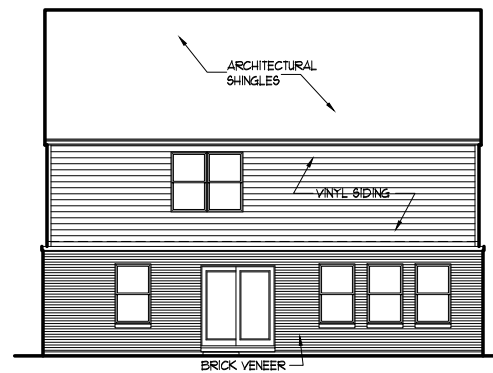
OAK RIDGE
TINLEY PARK, IL



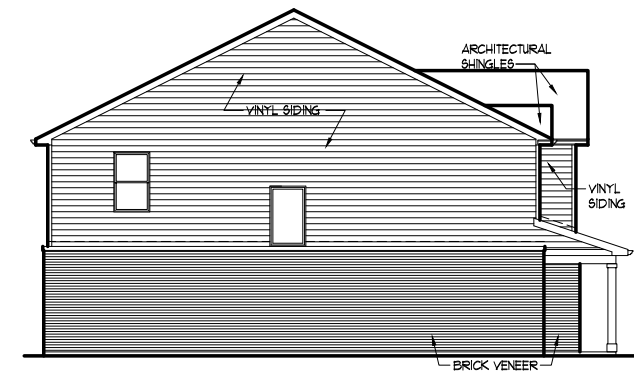
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

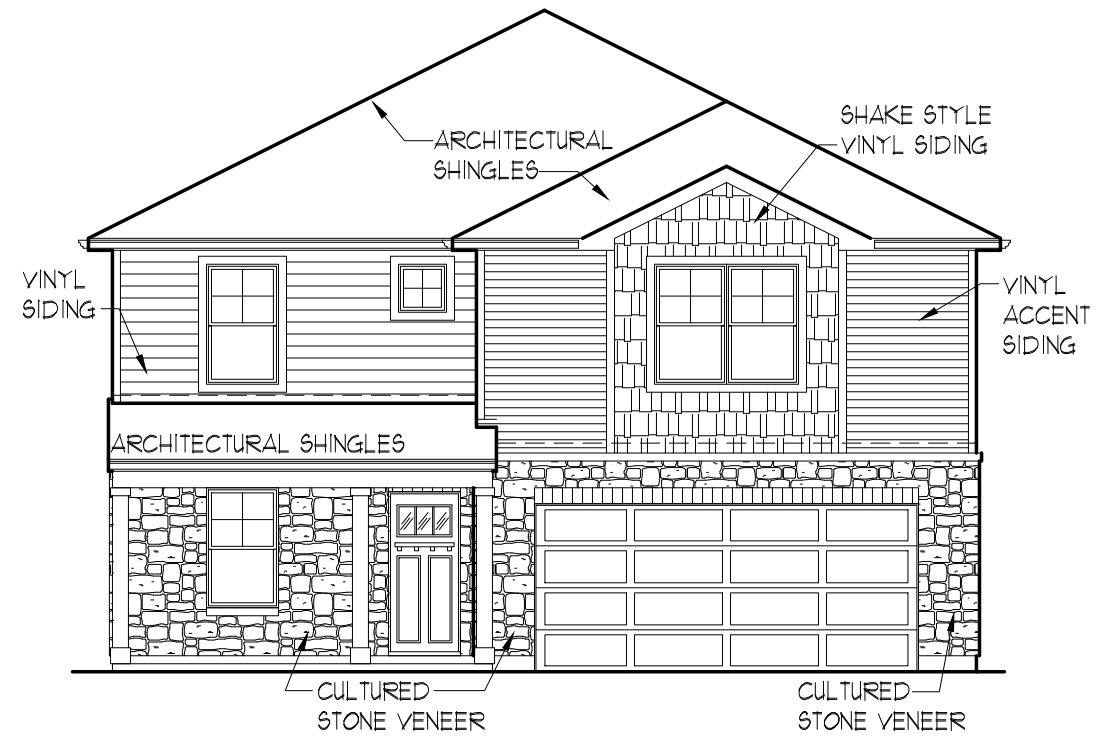


TYPICAL LEFT ELEVATION

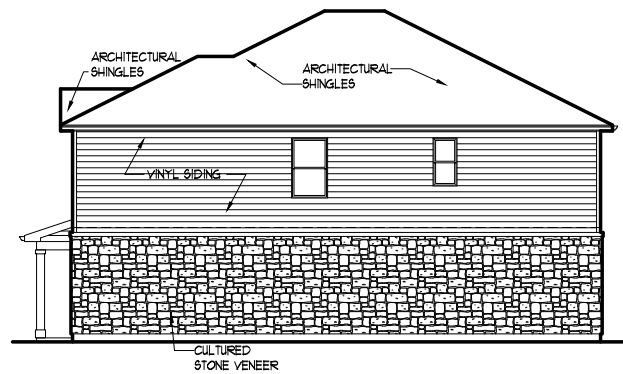
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X-SERIES

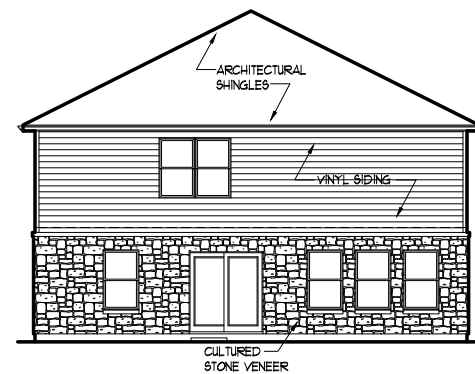
OAK RIDGE
TINLEY PARK, IL



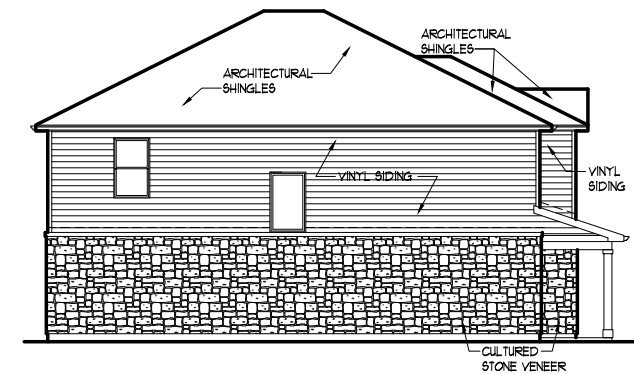
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

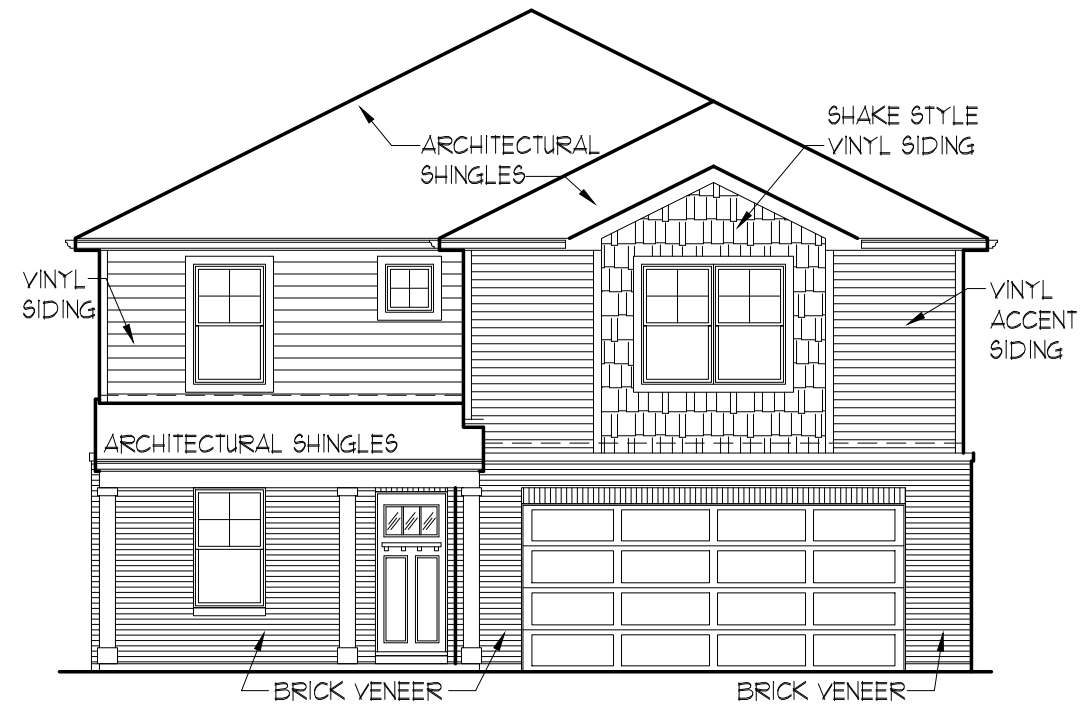


TYPICAL LEFT ELEVATION

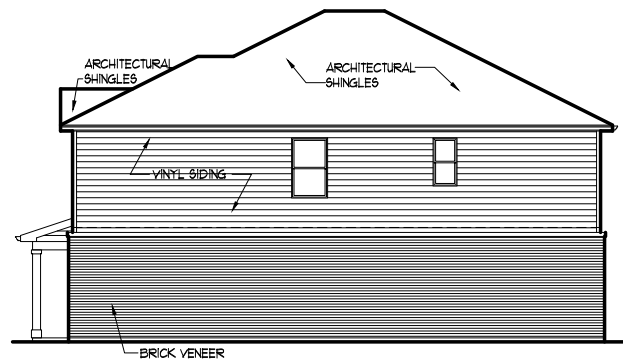
x430 ELEVATION "D5"

X-SERIES

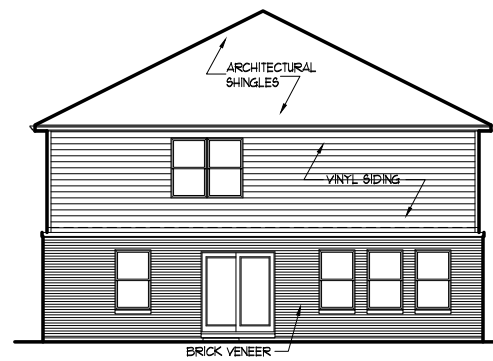
OAK RIDGE
TINLEY PARK, IL



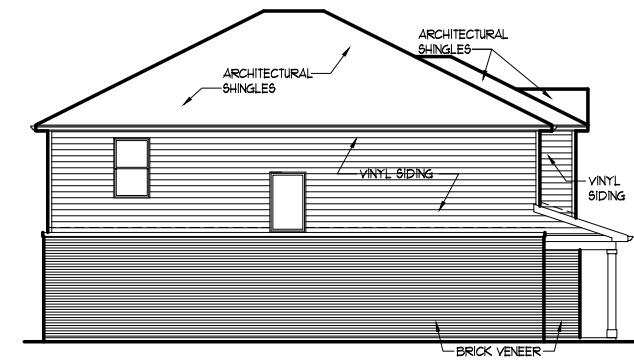
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

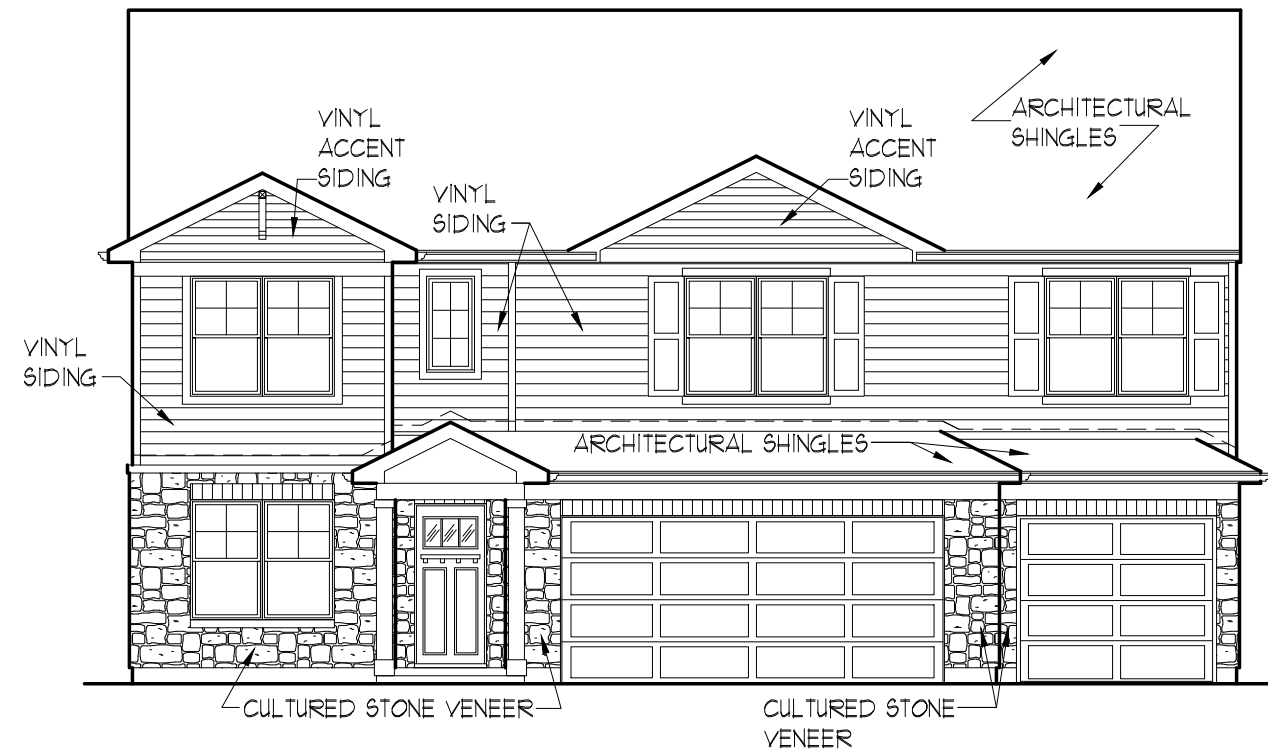


TYPICAL LEFT ELEVATION

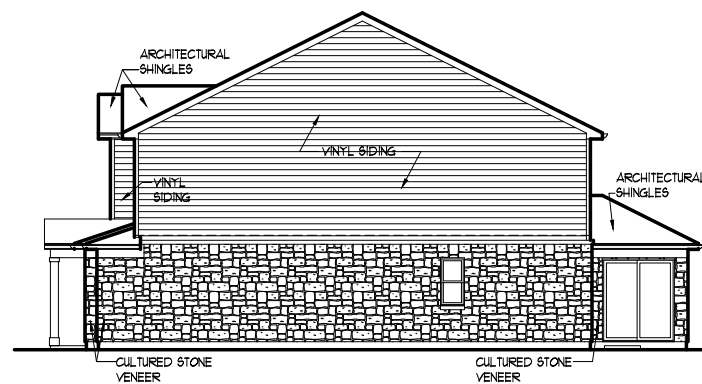
x430 ELEVATION "D6"

X-SERIES

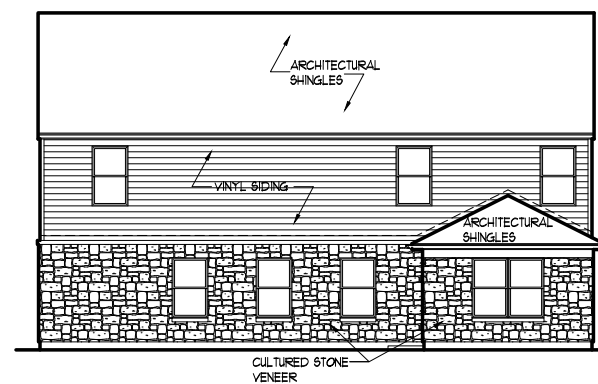
OAK RIDGE
TINLEY PARK, IL



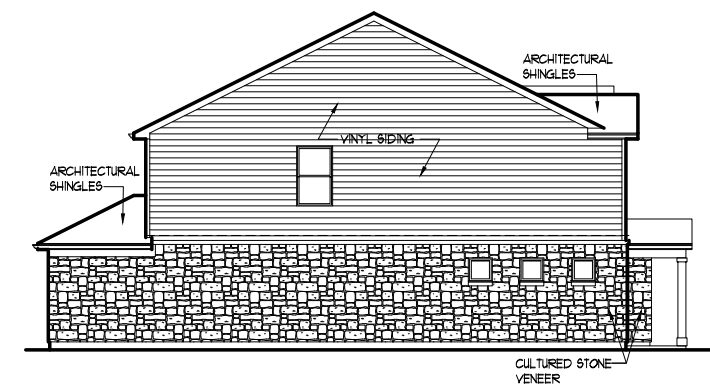
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

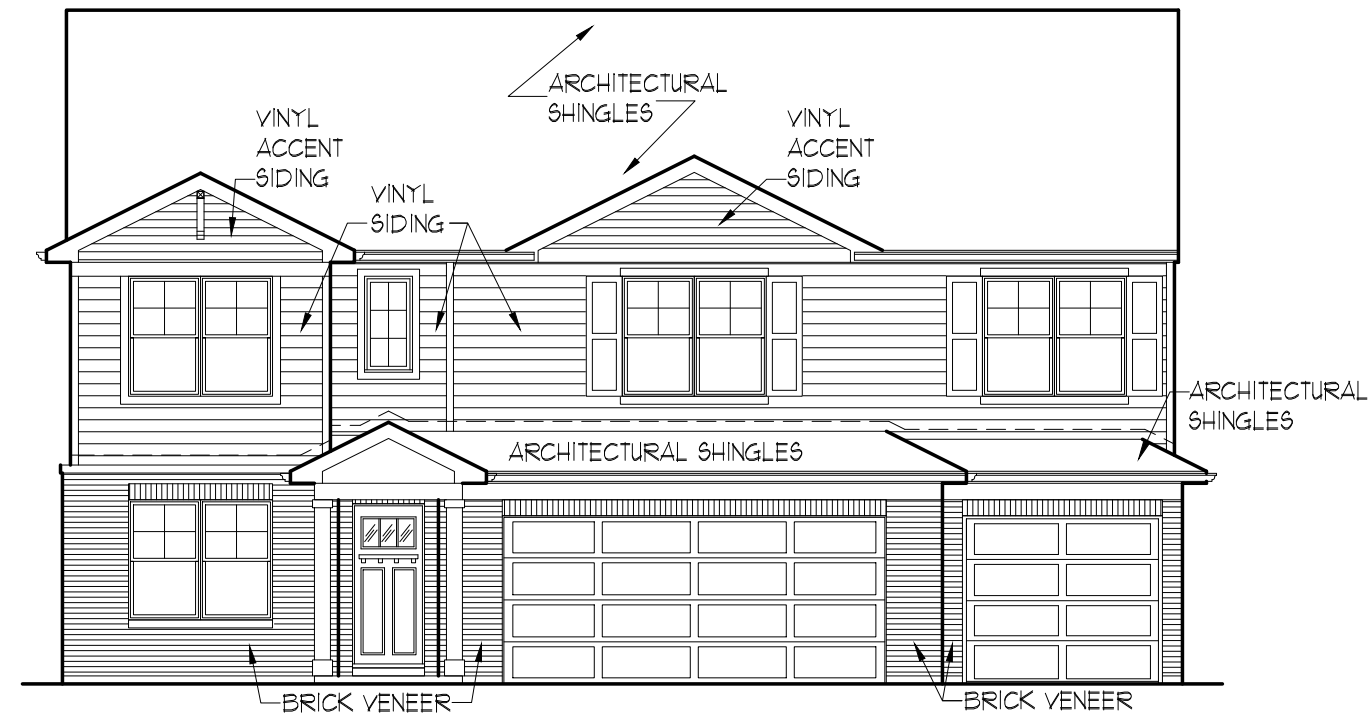


TYPICAL LEFT ELEVATION

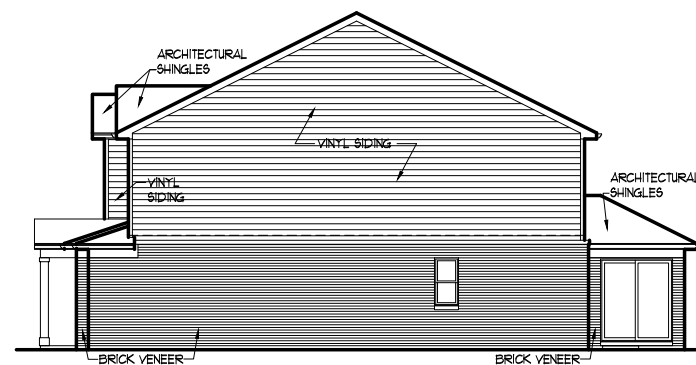
X450 ELEVATION "A5"

X-SERIES

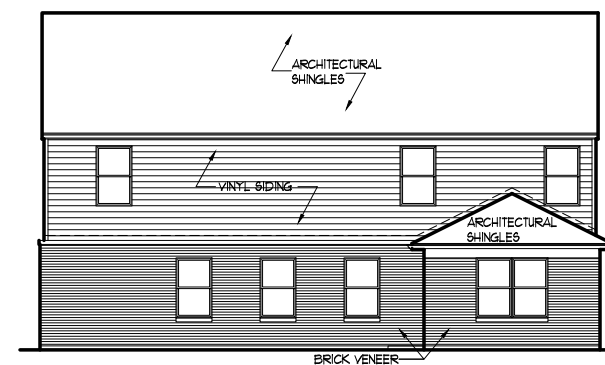
OAK RIDGE
TINLEY PARK, IL



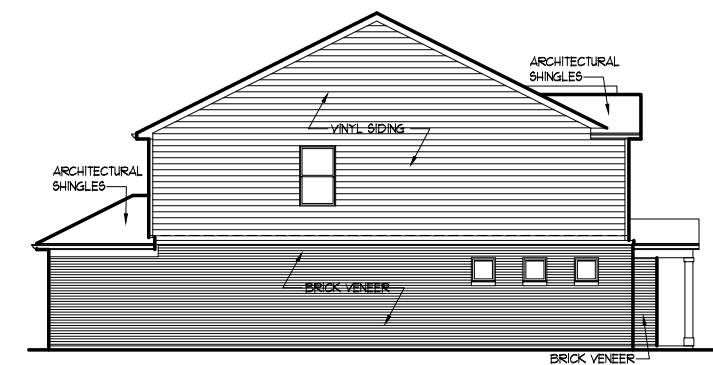
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

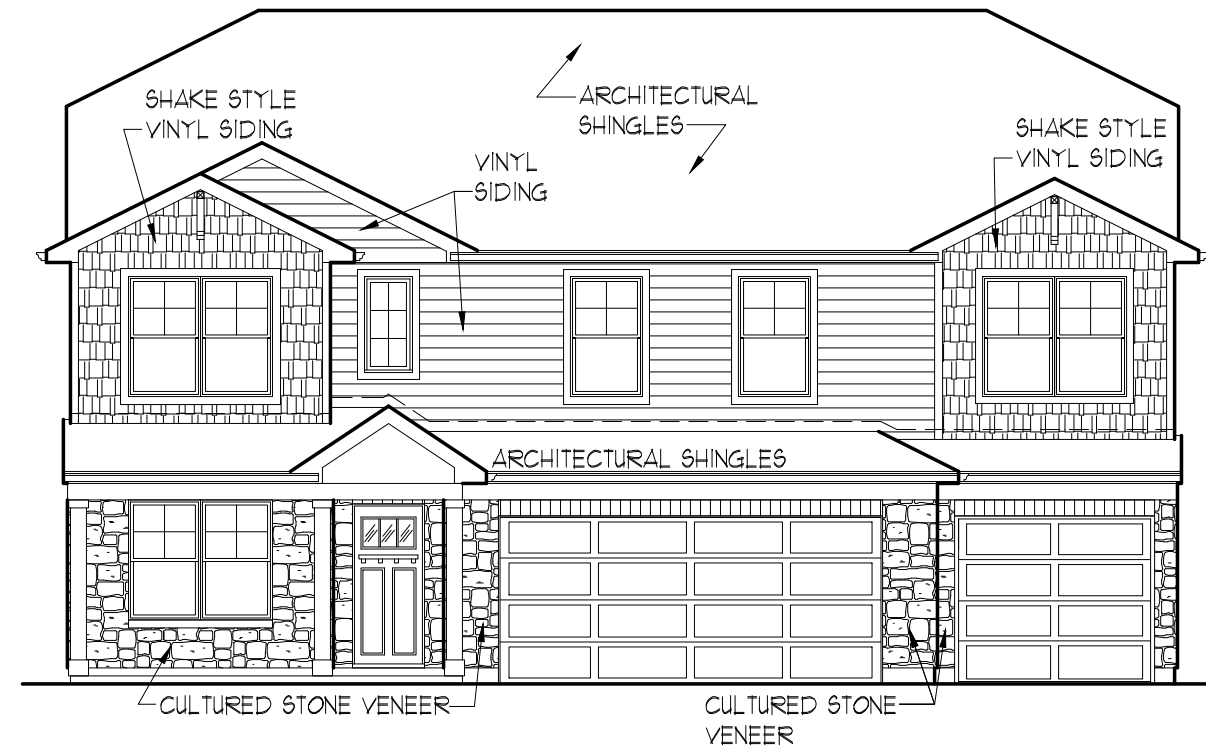


TYPICAL LEFT ELEVATION

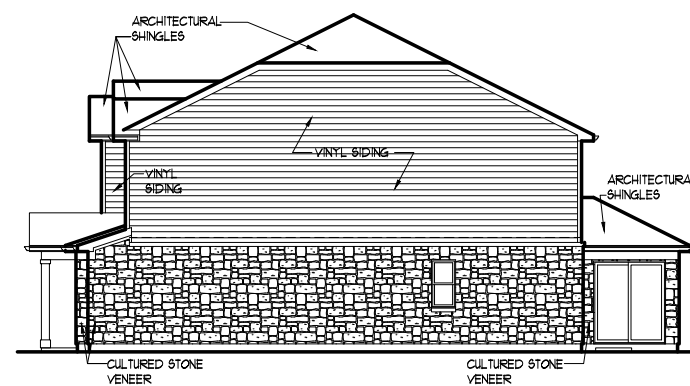
X450 ELEVATION "A6"

X-SERIES

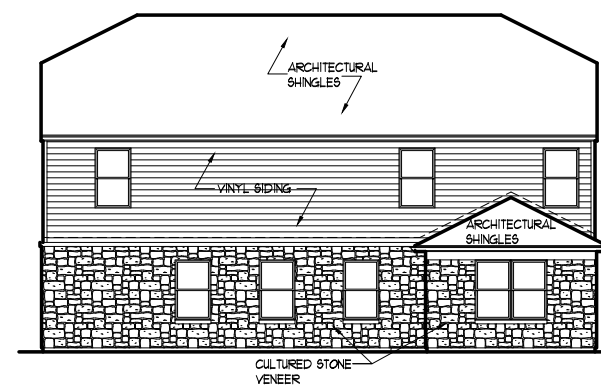
OAK RIDGE
TINLEY PARK, IL



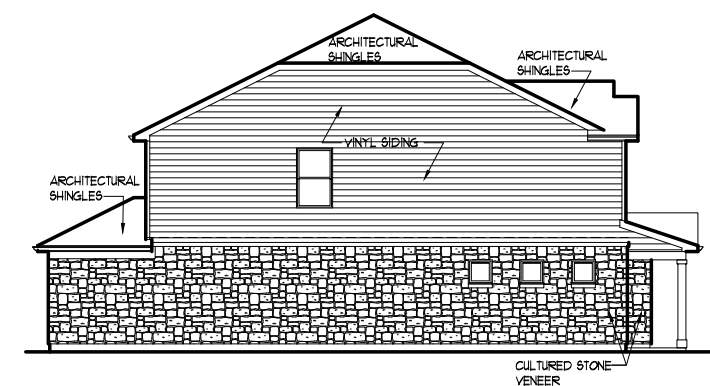
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

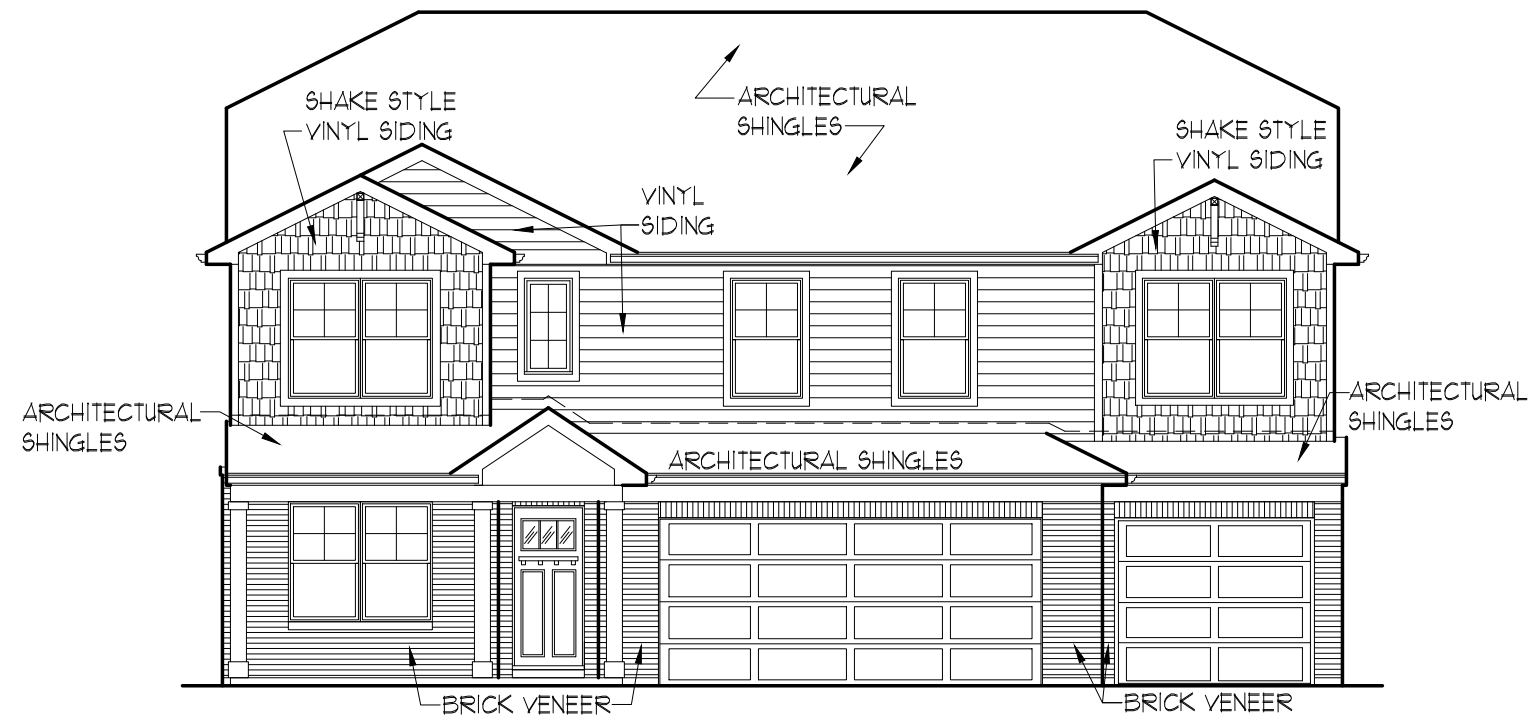


TYPICAL LEFT ELEVATION

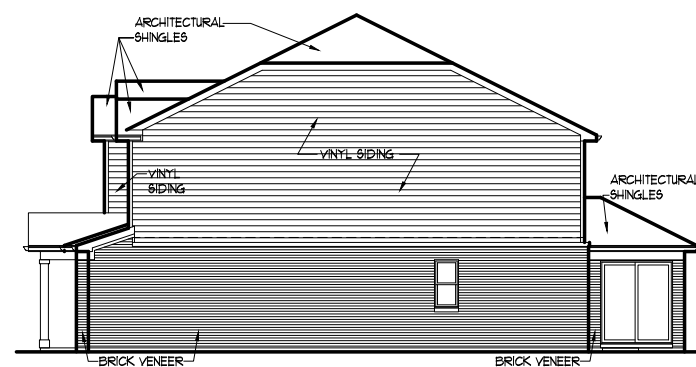
x450 ELEVATION "B5"

X-SERIES

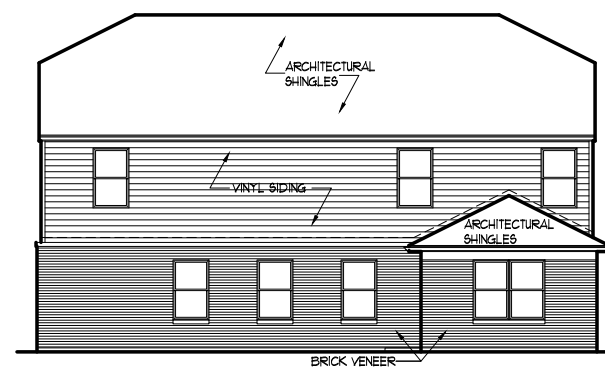
OAK RIDGE
TINLEY PARK, IL



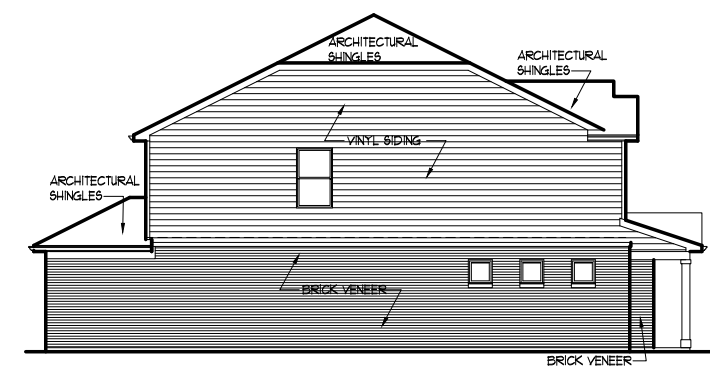
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

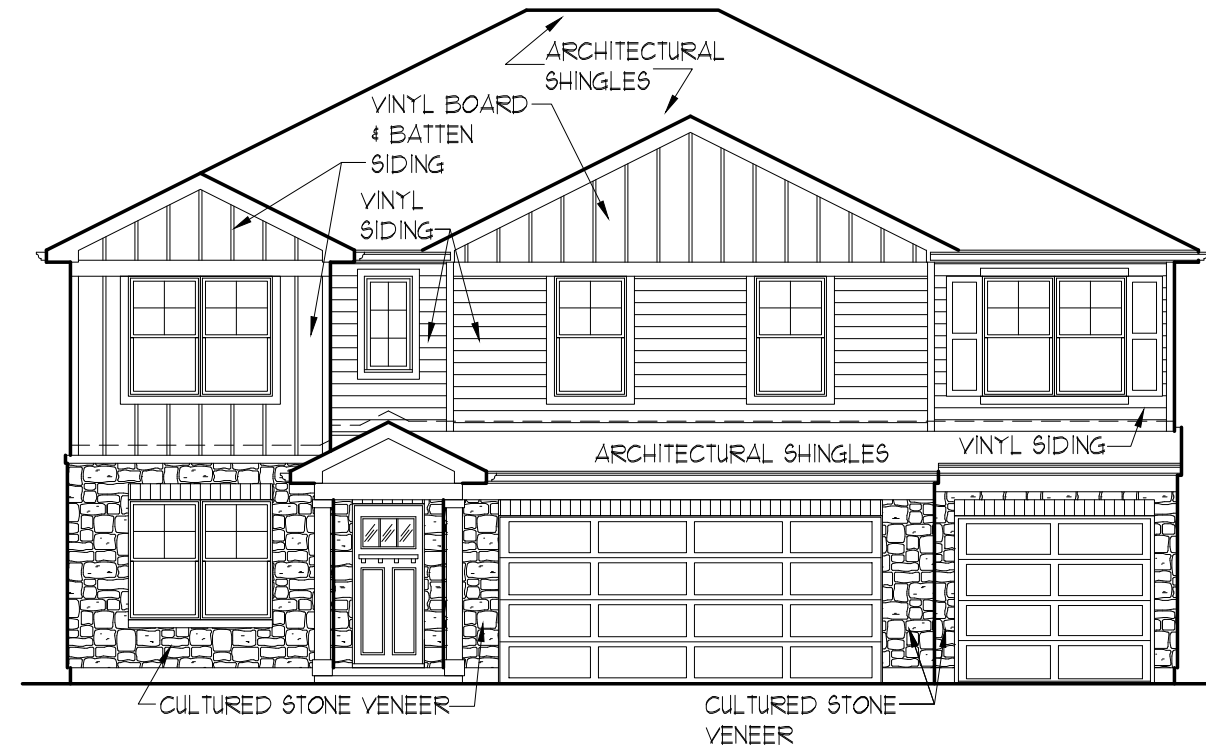


TYPICAL LEFT ELEVATION

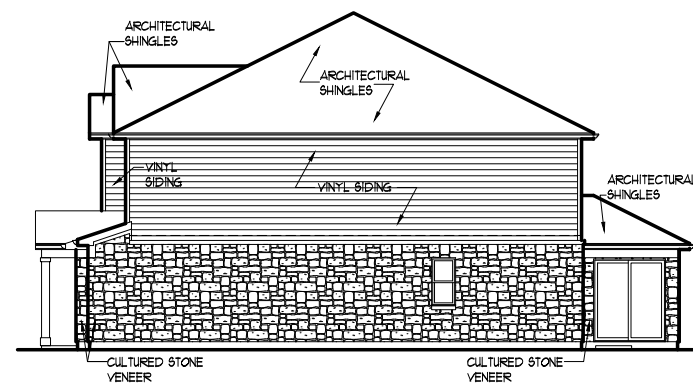
X450 ELEVATION "B6"

X-SERIES

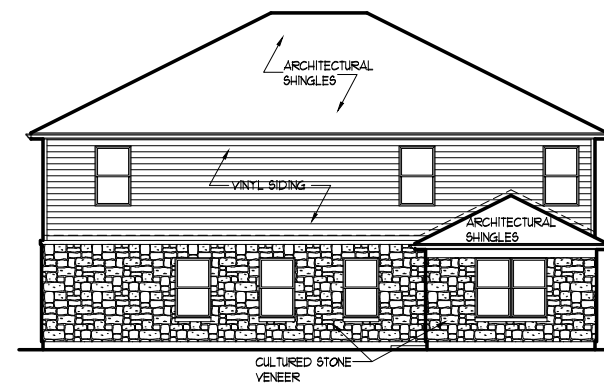
OAK RIDGE
TINLEY PARK, IL



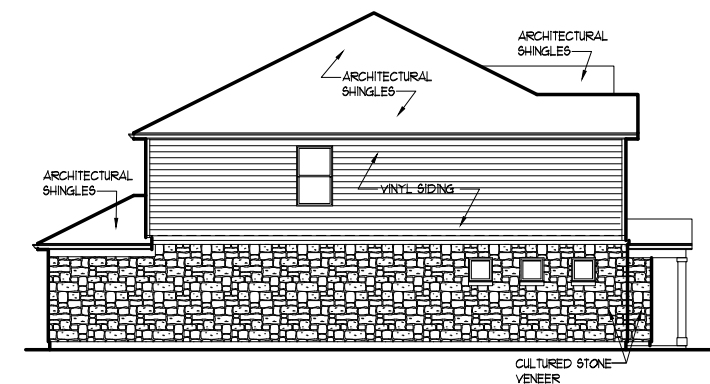
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

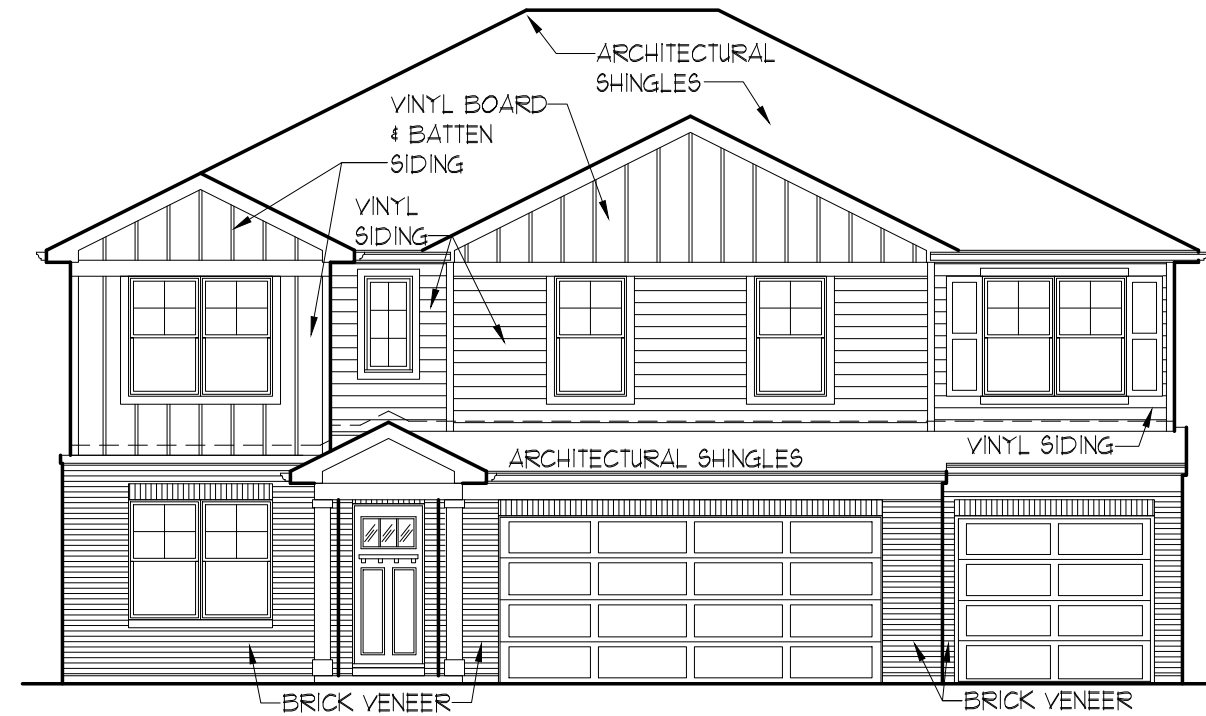


TYPICAL LEFT ELEVATION

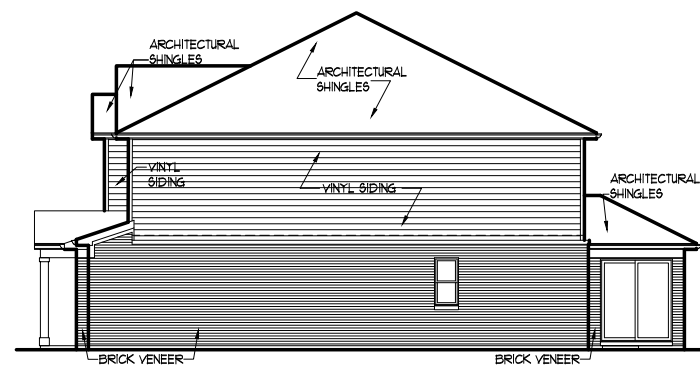
x450 ELEVATION "C5"

X-SERIES

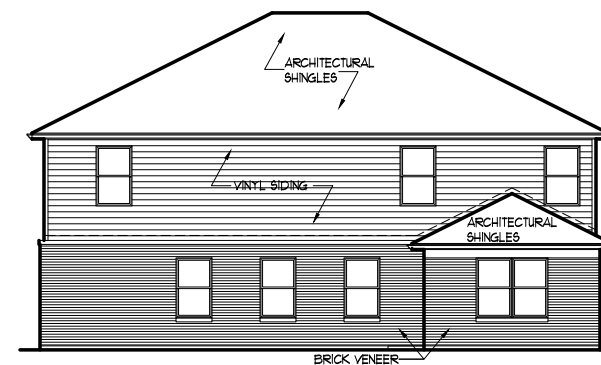
OAK RIDGE
TINLEY PARK, IL



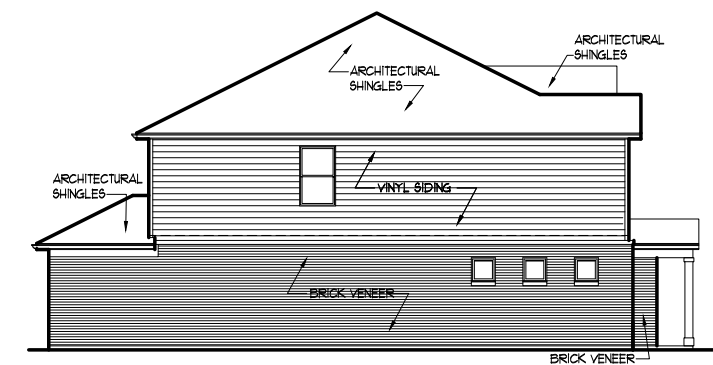
ELEVATION "C6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

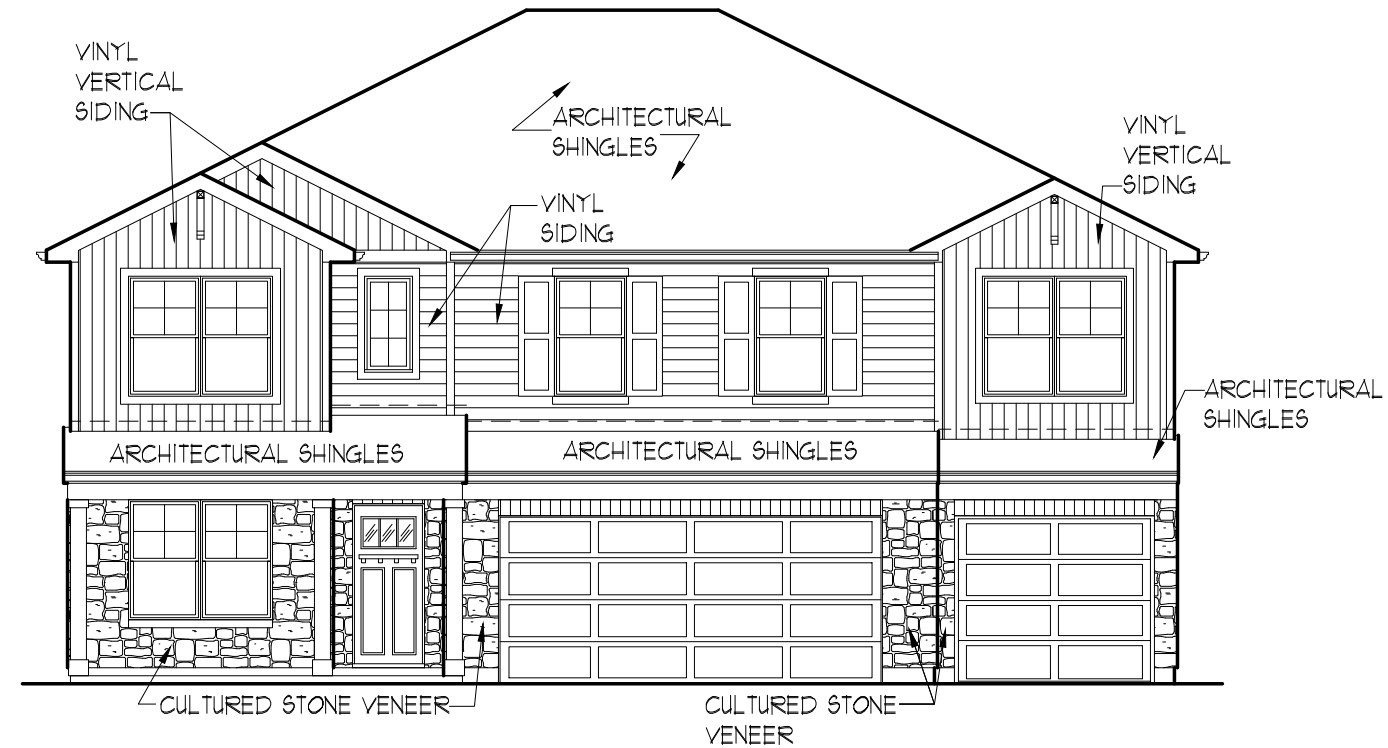


TYPICAL LEFT ELEVATION

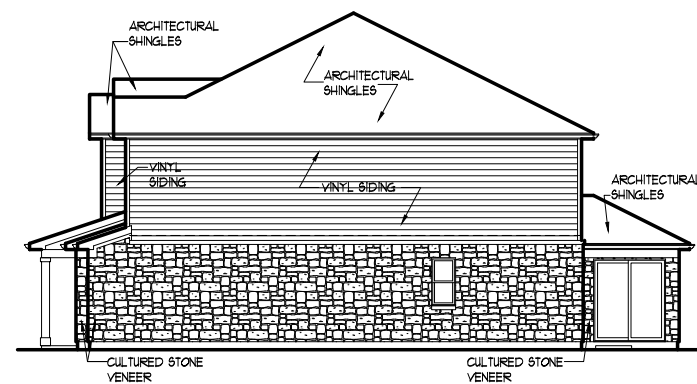
X450 ELEVATION "C6"

X-SERIES

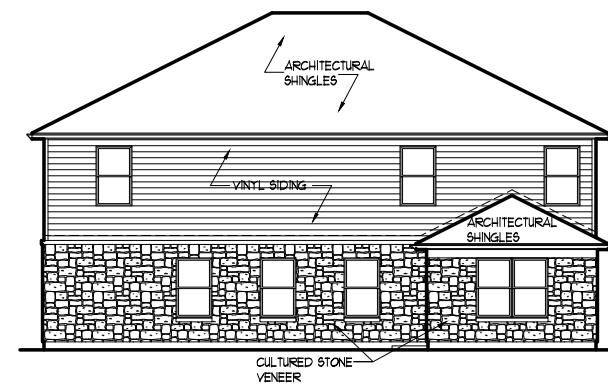
OAK RIDGE
TINLEY PARK, IL



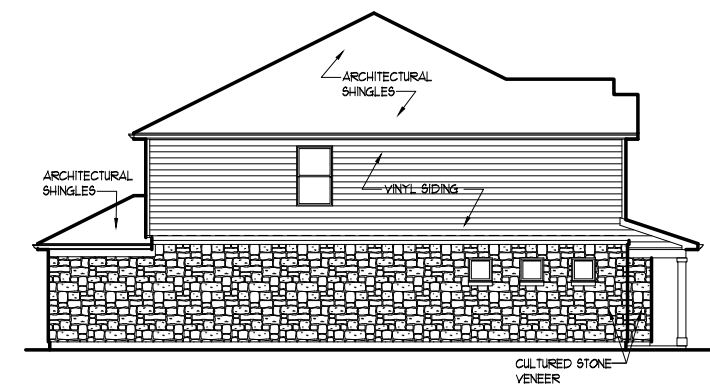
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

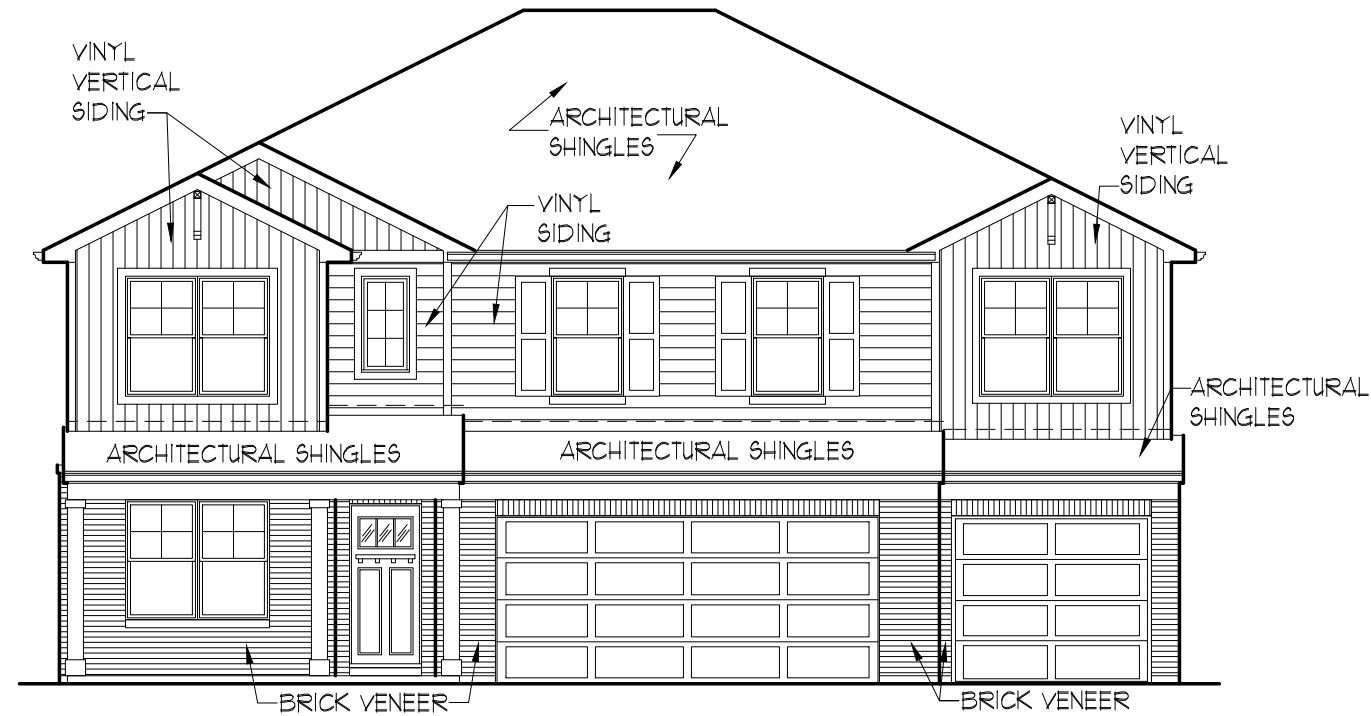


TYPICAL LEFT ELEVATION

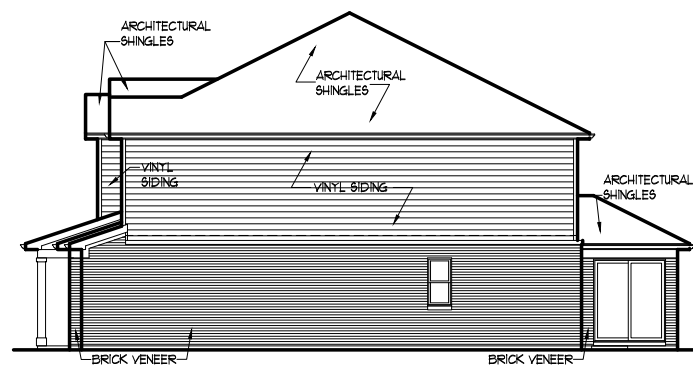
x450 ELEVATION "D5"

X-SERIES

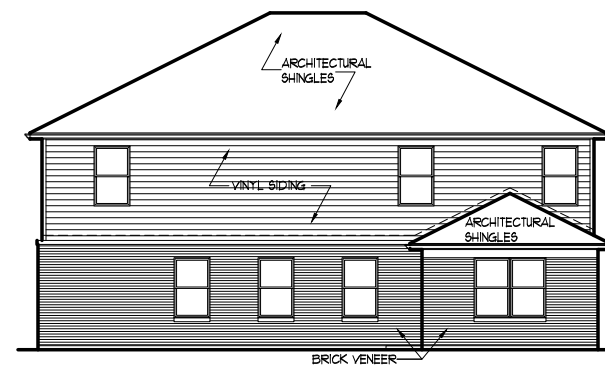
OAK RIDGE
TINLEY PARK, IL



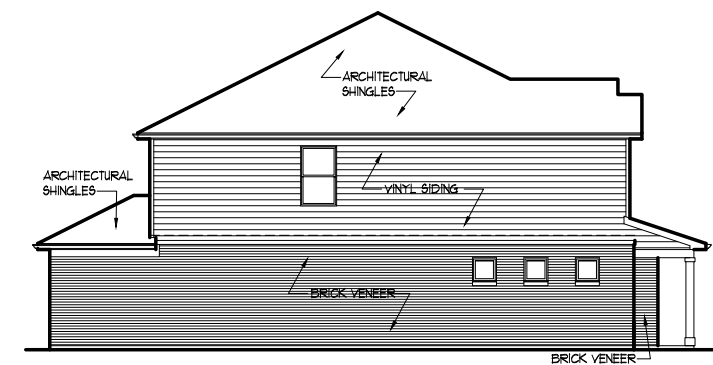
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

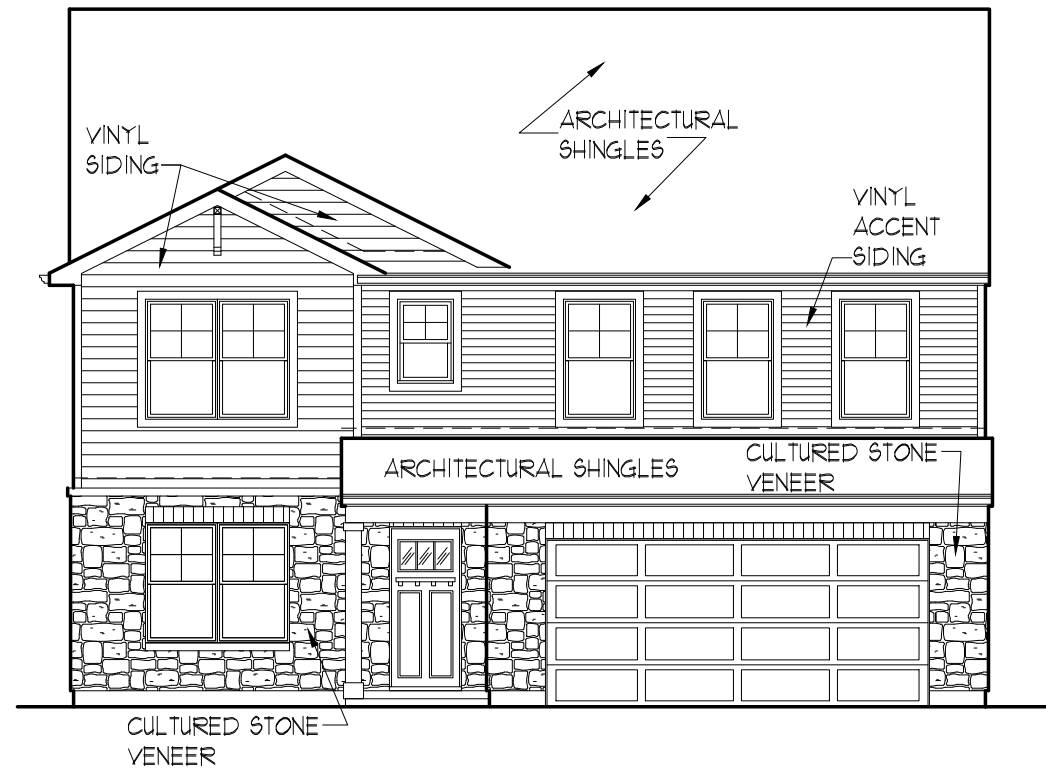


TYPICAL LEFT ELEVATION

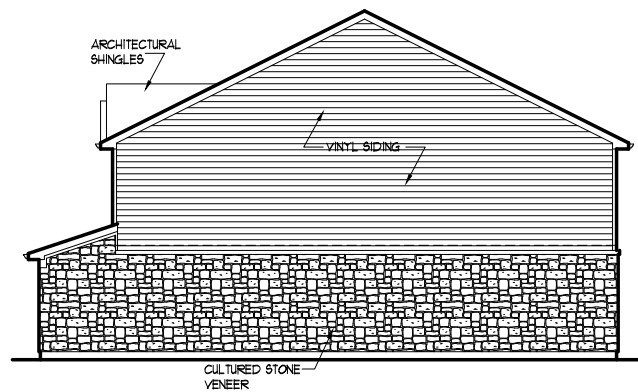
X450 ELEVATION "D6"

X-SERIES

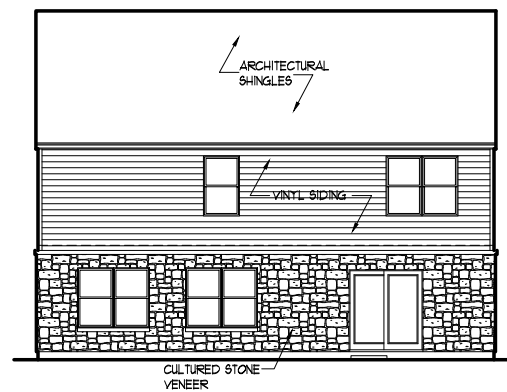
OAK RIDGE
TINLEY PARK, IL



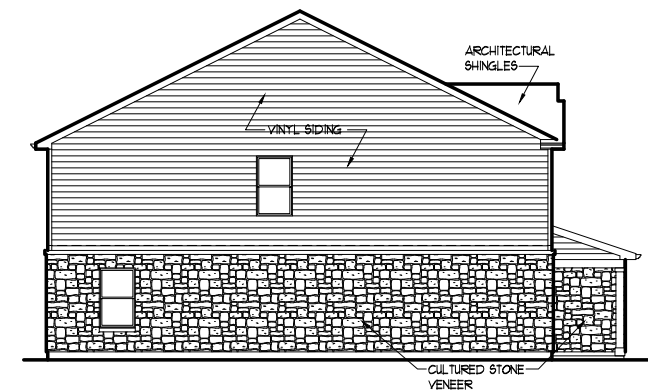
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

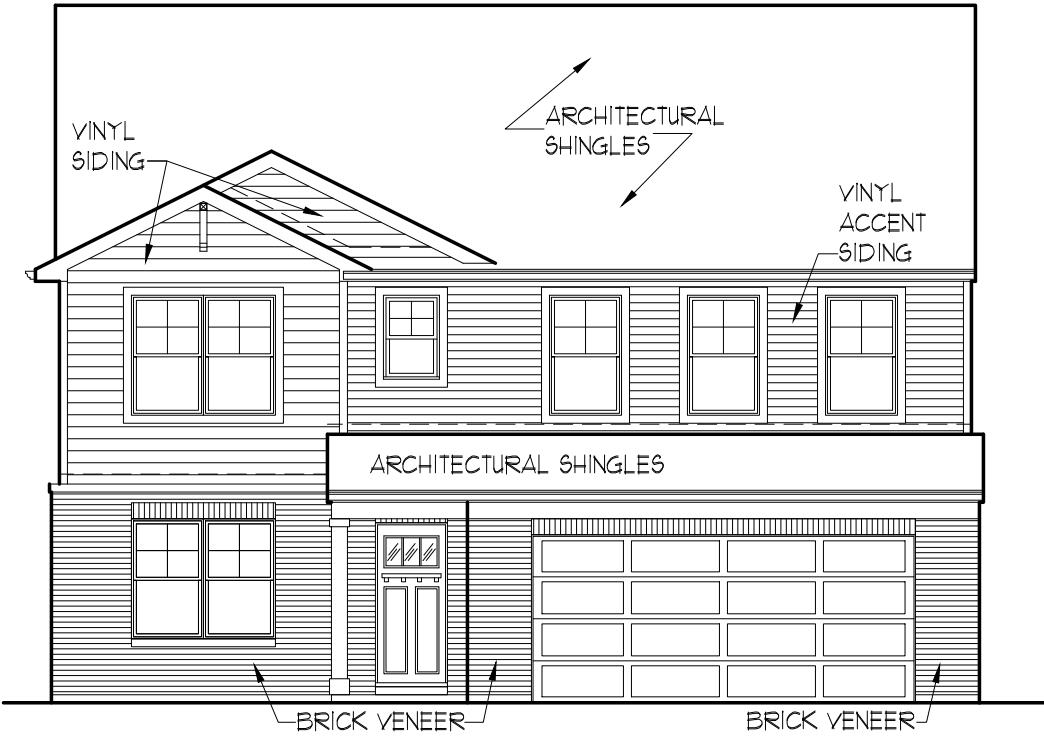


TYPICAL LEFT ELEVATION

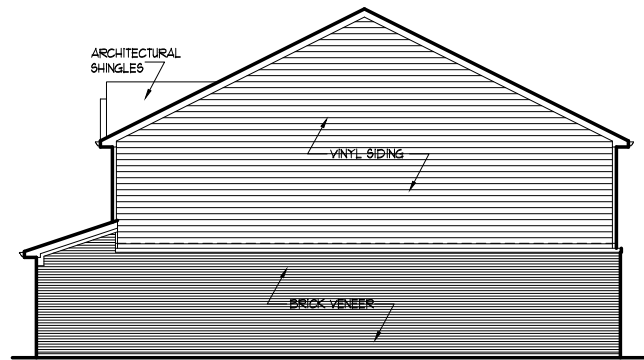
X451 ELEVATION "A5"

X-SERIES

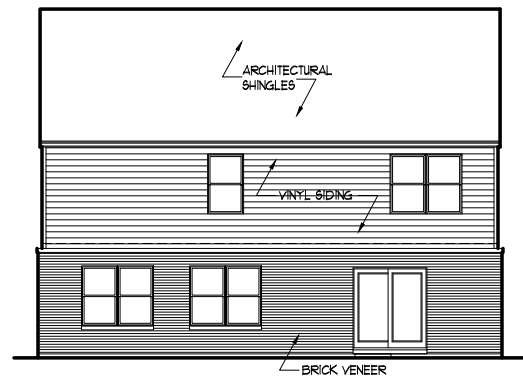
OAK RIDGE
TINLEY PARK, IL



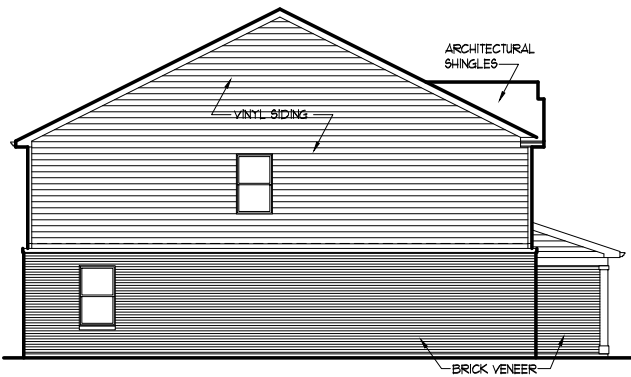
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

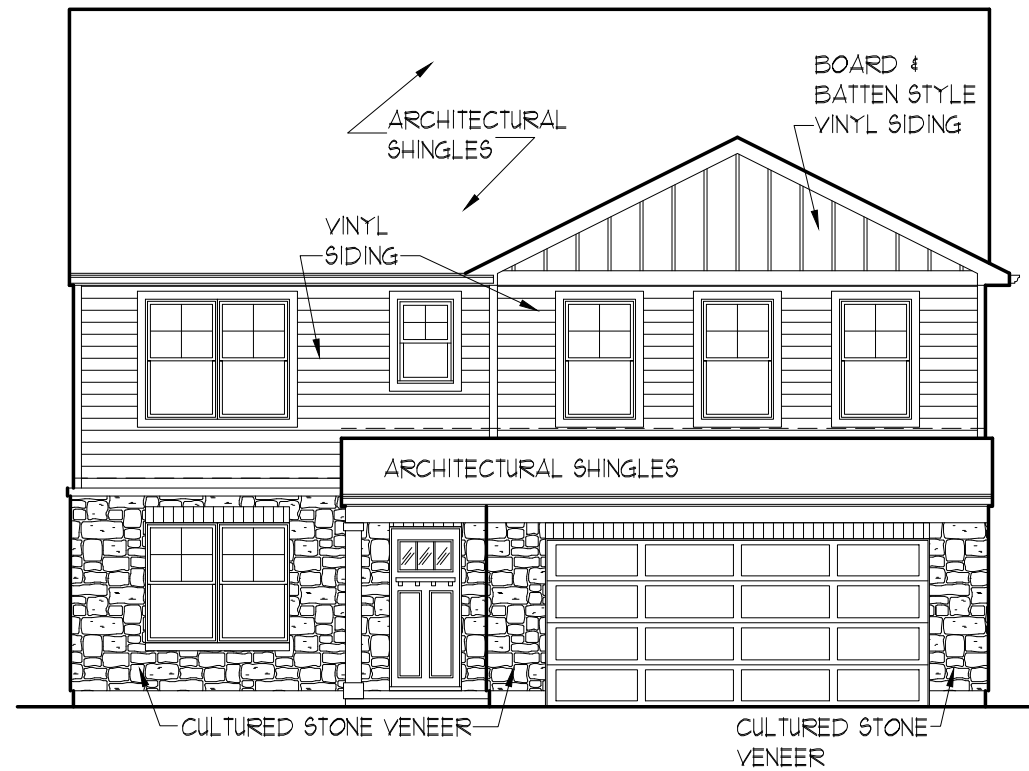


TYPICAL LEFT ELEVATION

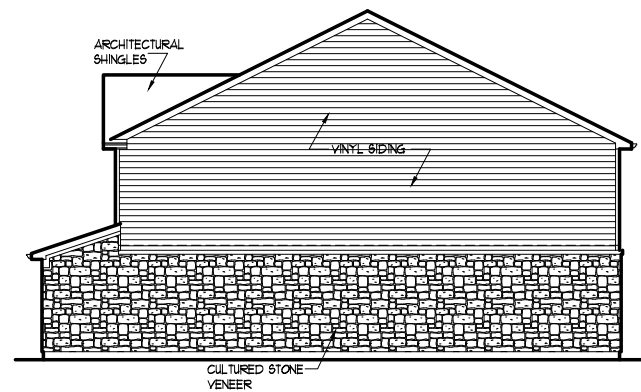
X451 ELEVATION "A6"

X-SERIES

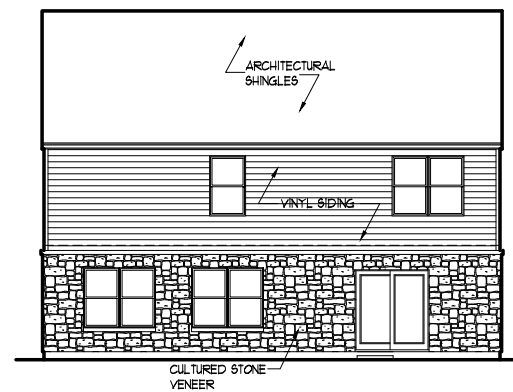
OAK RIDGE
TINLEY PARK, IL



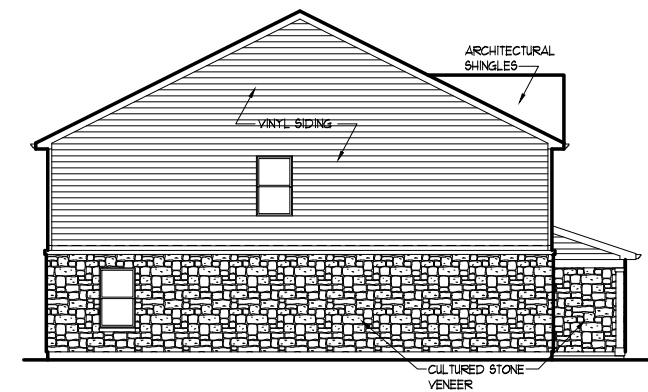
ELEVATION "B5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

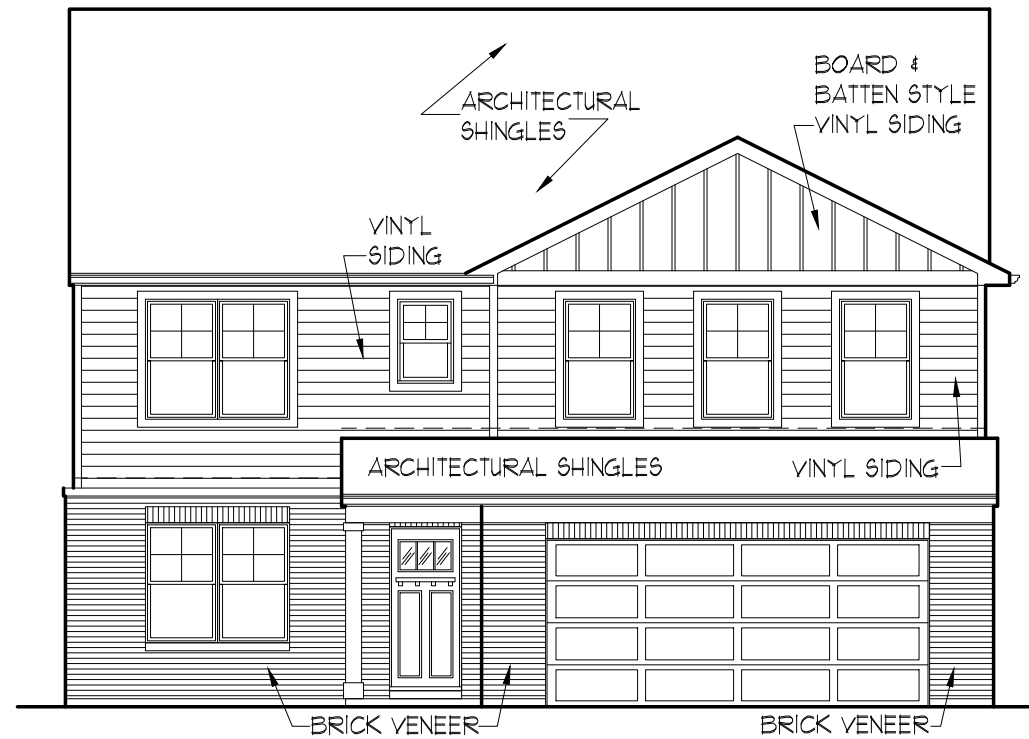


TYPICAL LEFT ELEVATION

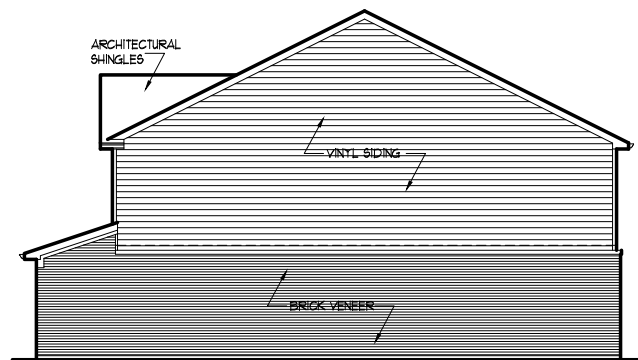
X451 ELEVATION "B5"

X-SERIES

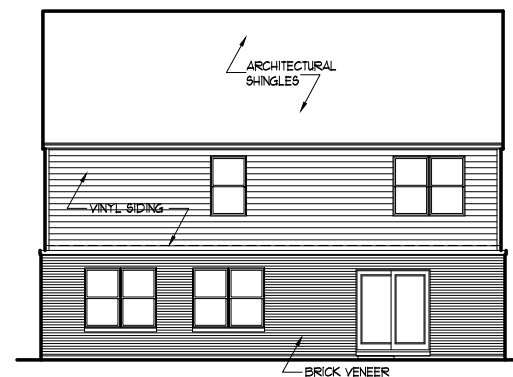
OAK RIDGE
TINLEY PARK, IL



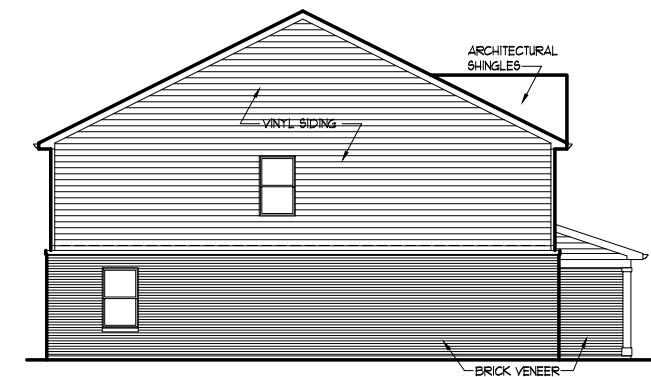
ELEVATION "B6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

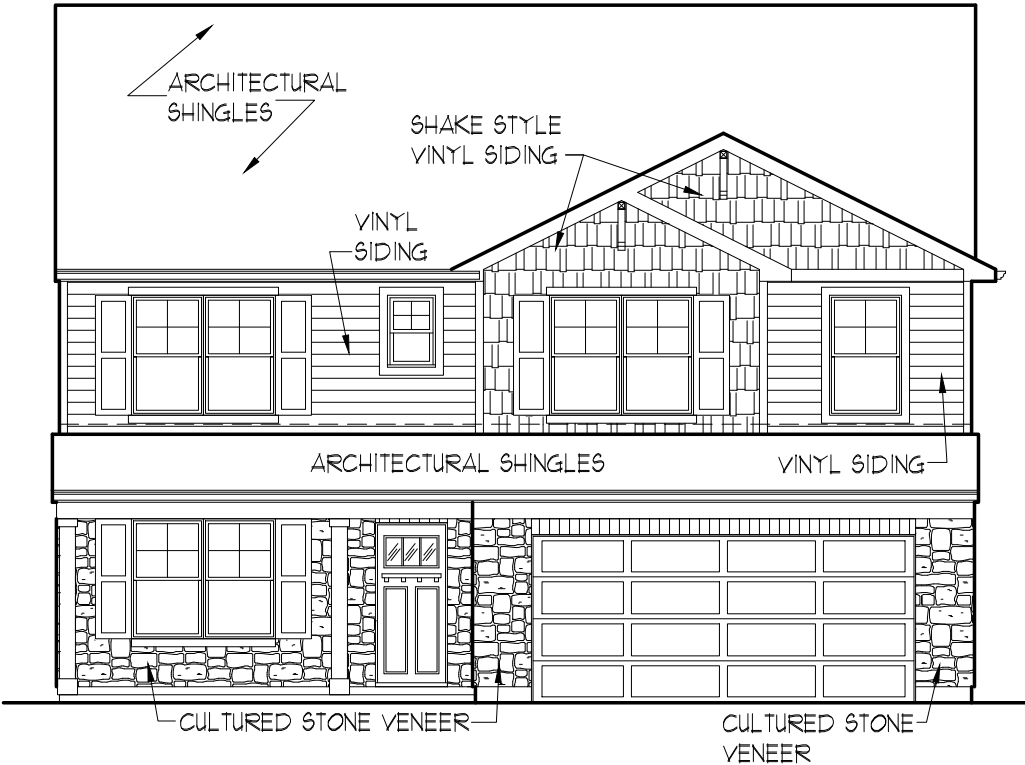


TYPICAL LEFT ELEVATION

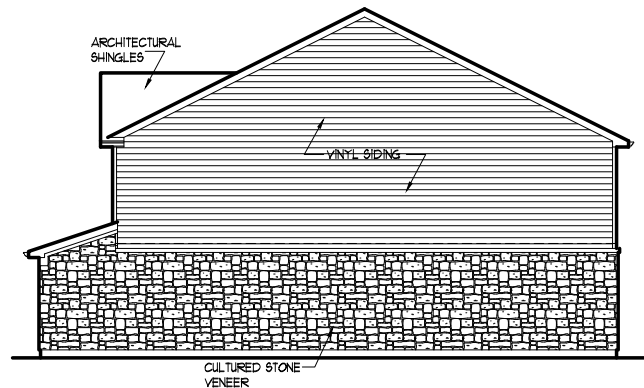
X451 ELEVATION "B6"

X-SERIES

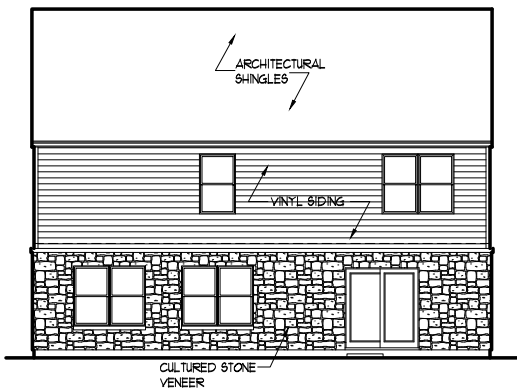
OAK RIDGE
TINLEY PARK, IL



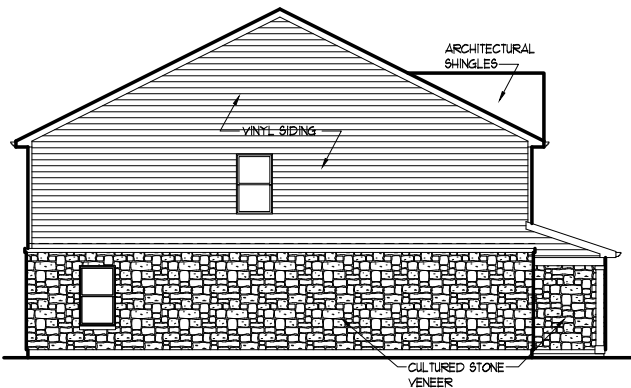
ELEVATION "C5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

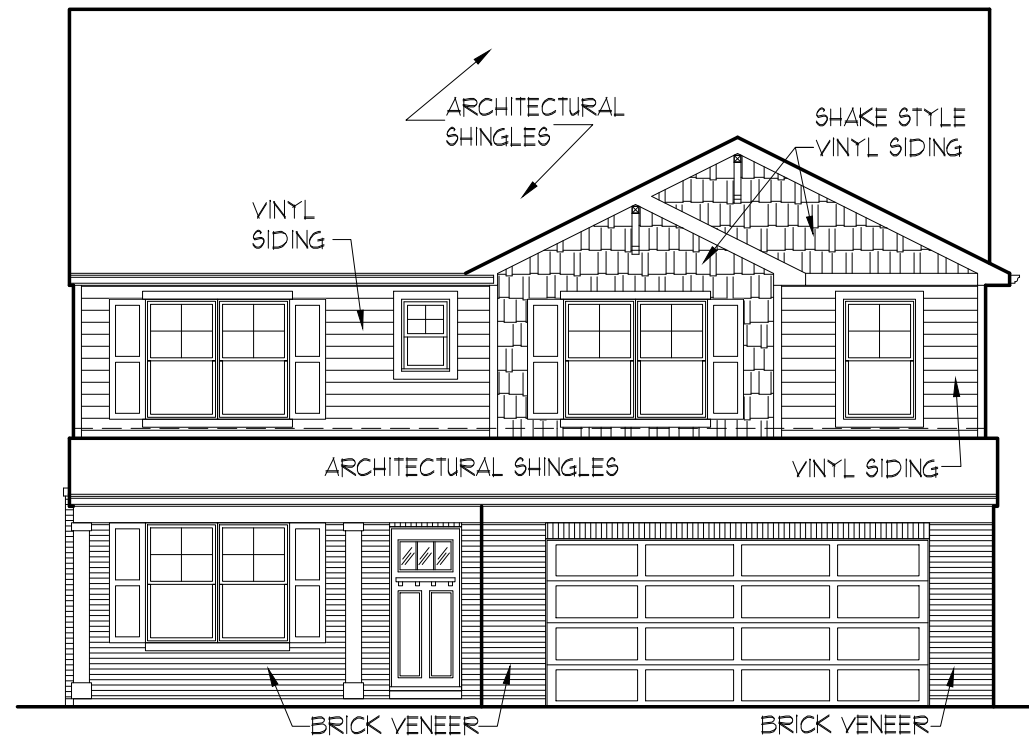


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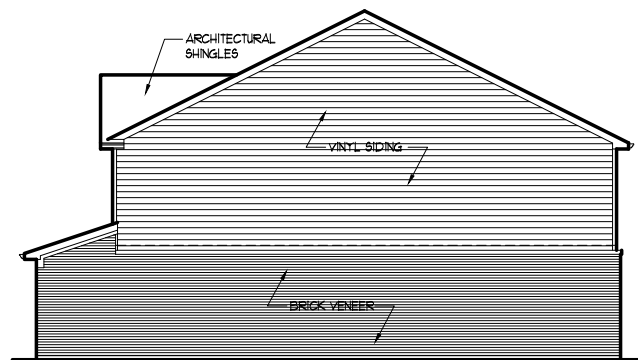
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X-SERIES

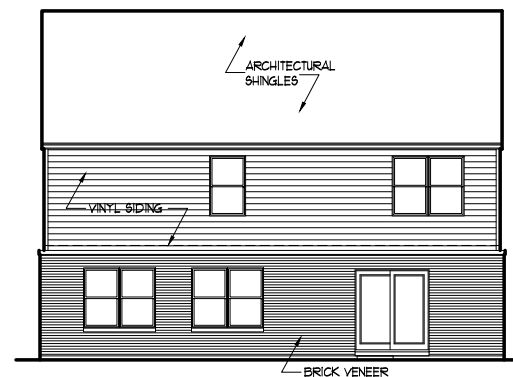
OAK RIDGE
TINLEY PARK, IL



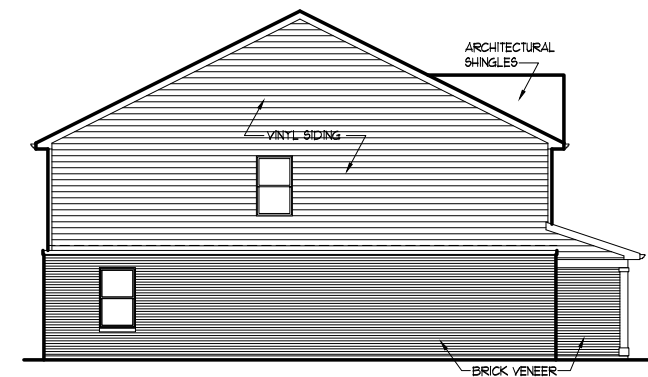
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TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

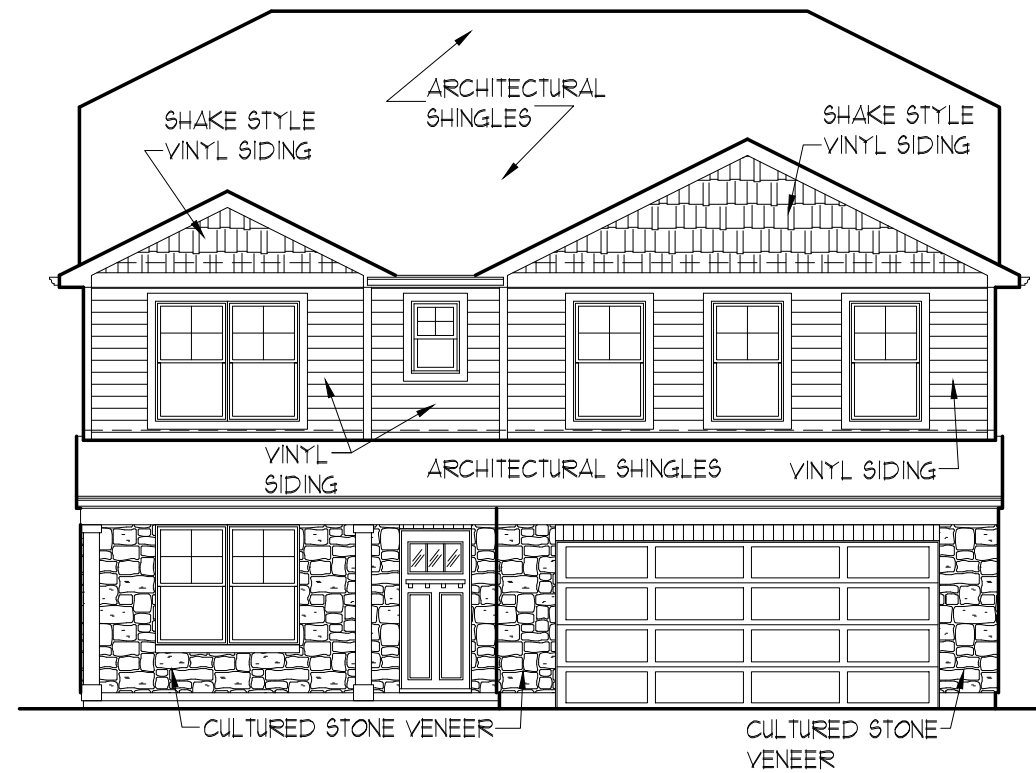


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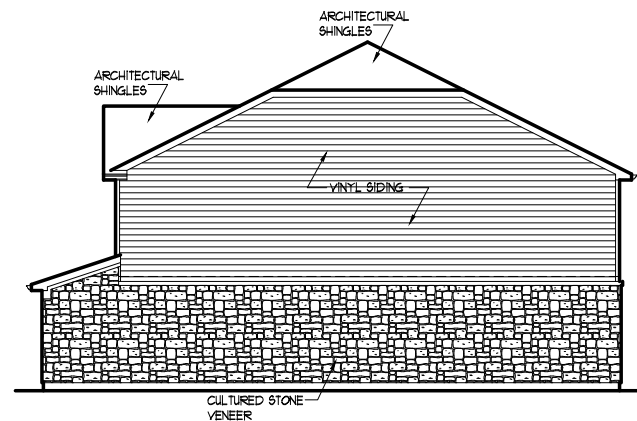
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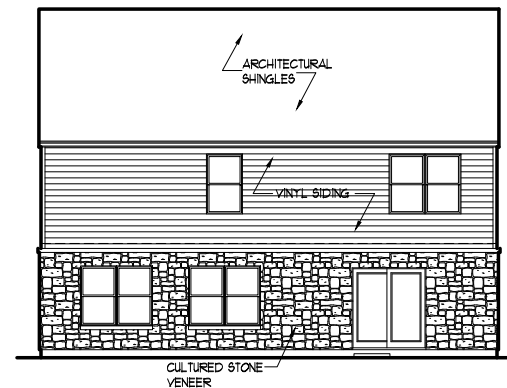
OAK RIDGE
TINLEY PARK, IL



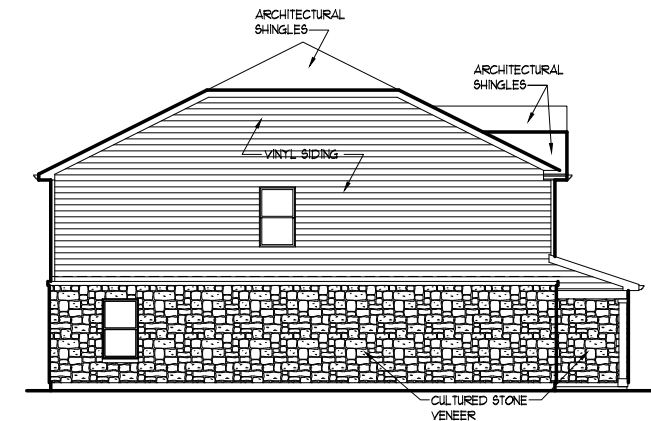
ELEVATION "D5"



TYPICAL RIGHT ELEVATION



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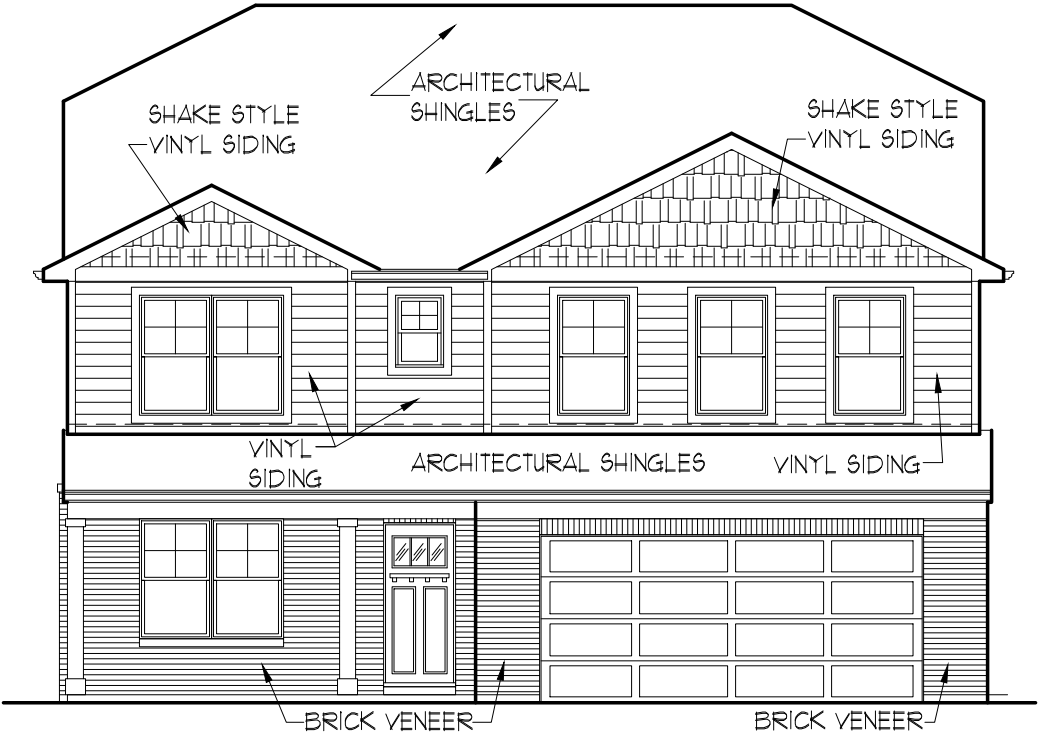


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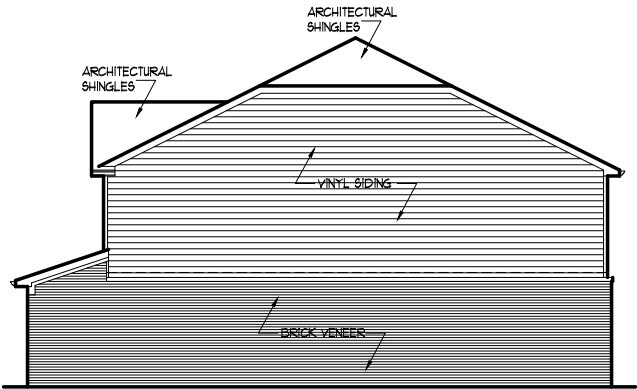
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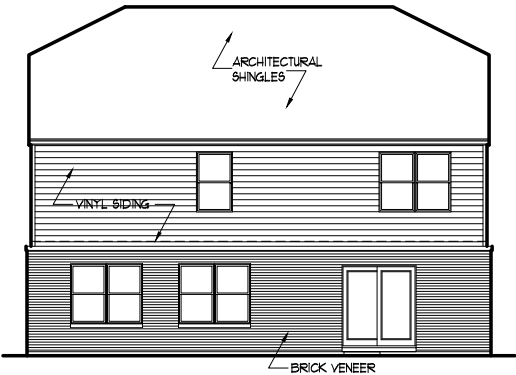
OAK RIDGE
TINLEY PARK, IL



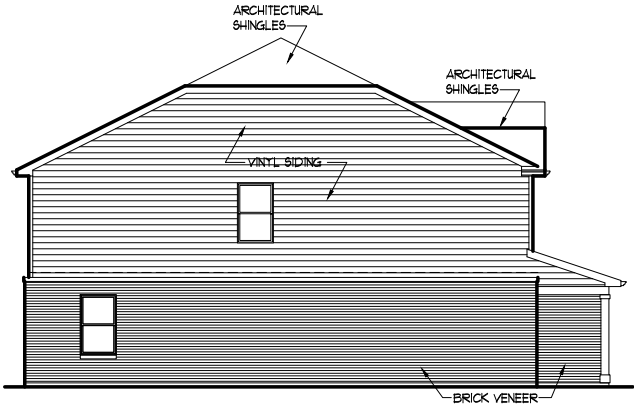
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TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

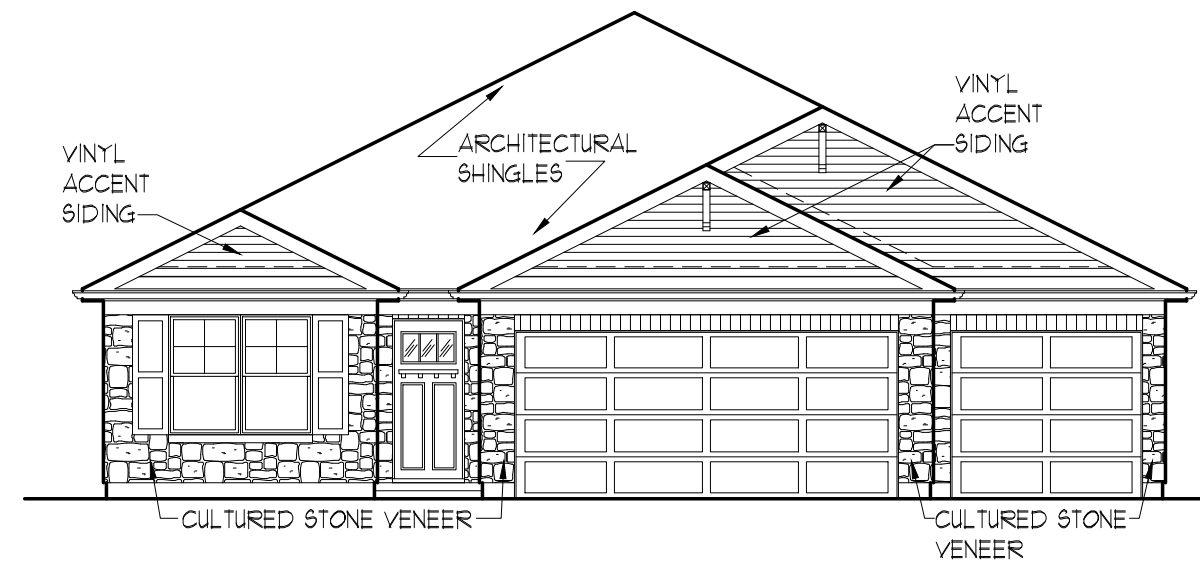


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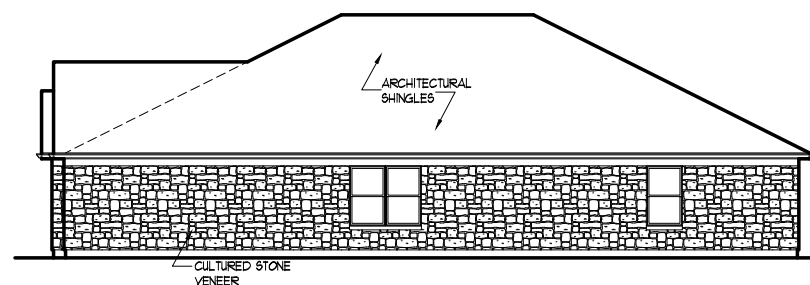
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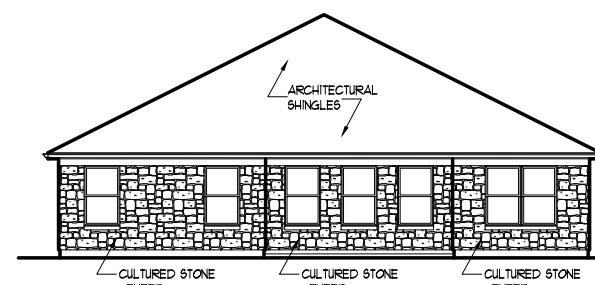
OAK RIDGE
TINLEY PARK, IL



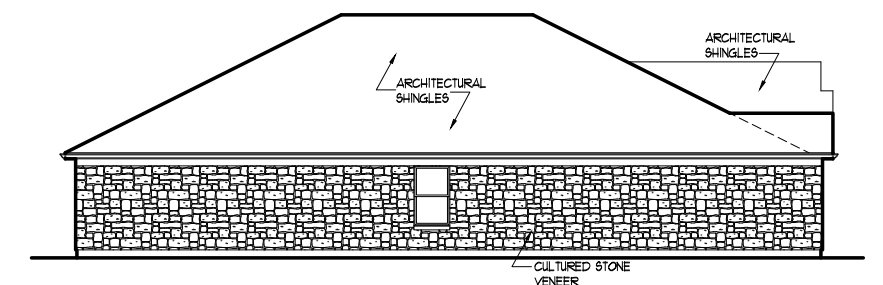
ELEVATION "A5"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

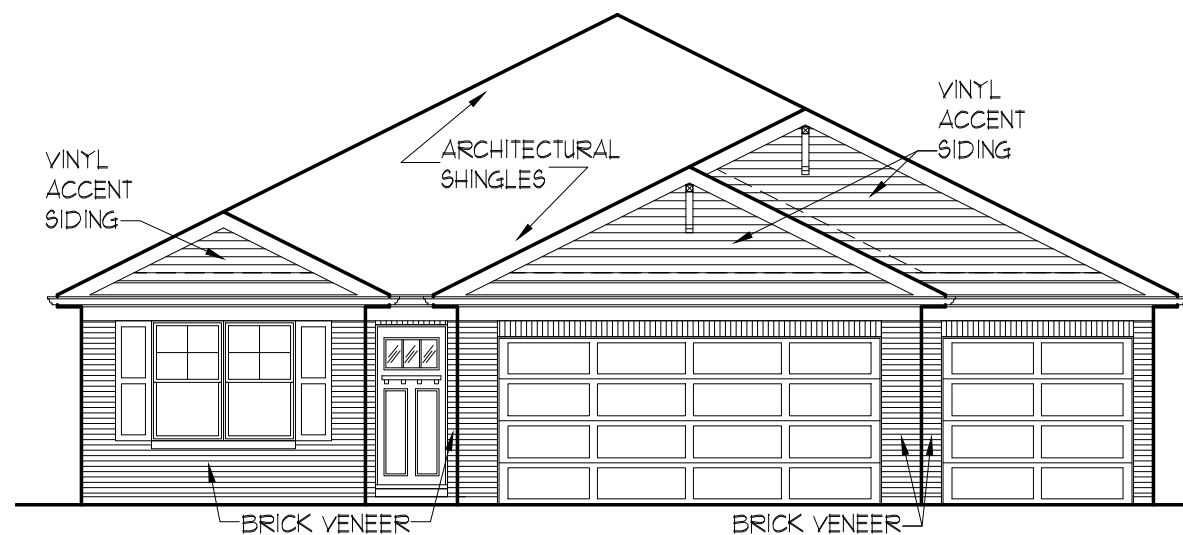


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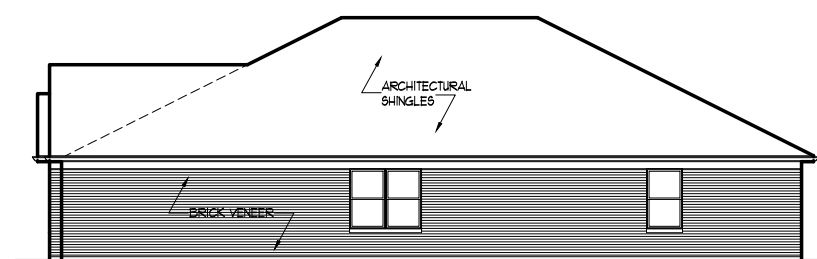
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X-SERIES

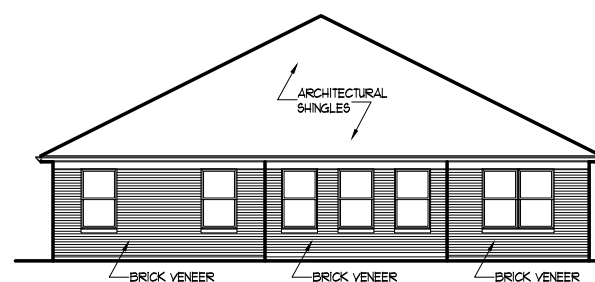
OAK RIDGE
TINLEY PARK, IL



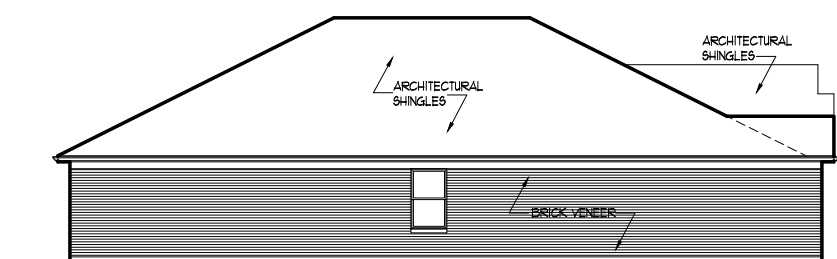
ELEVATION "A6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

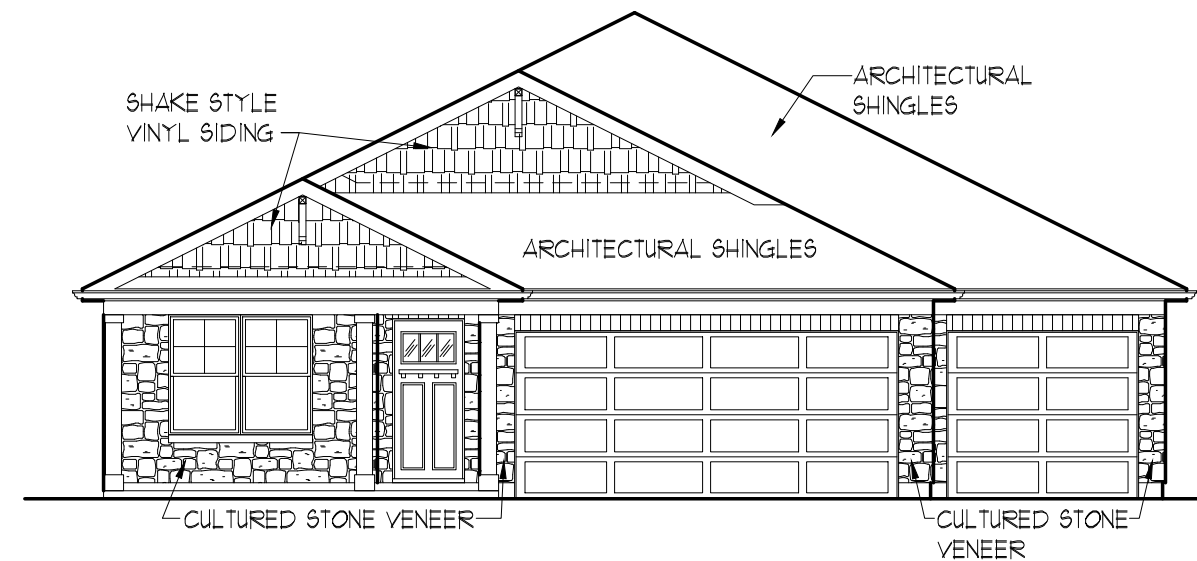


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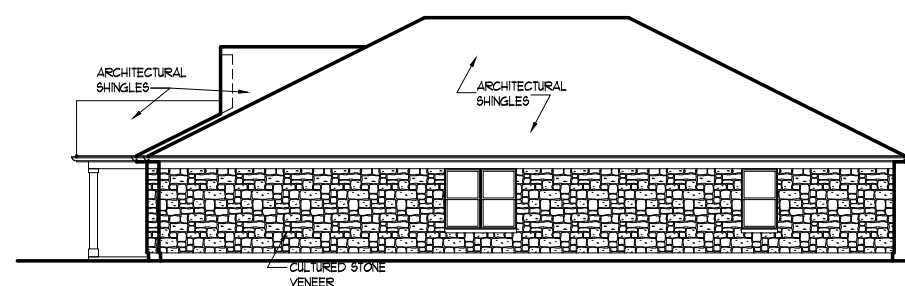
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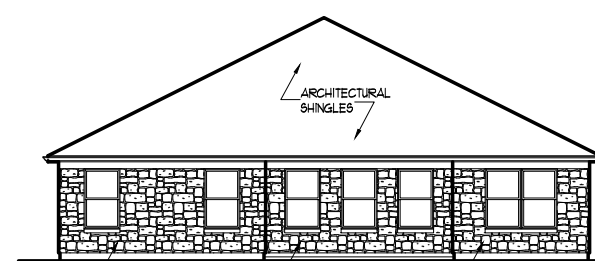
OAK RIDGE
TINLEY PARK, IL



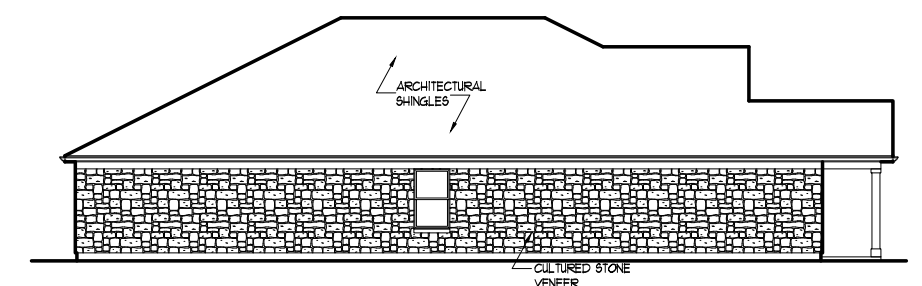
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TYPICAL RIGHT ELEVATION



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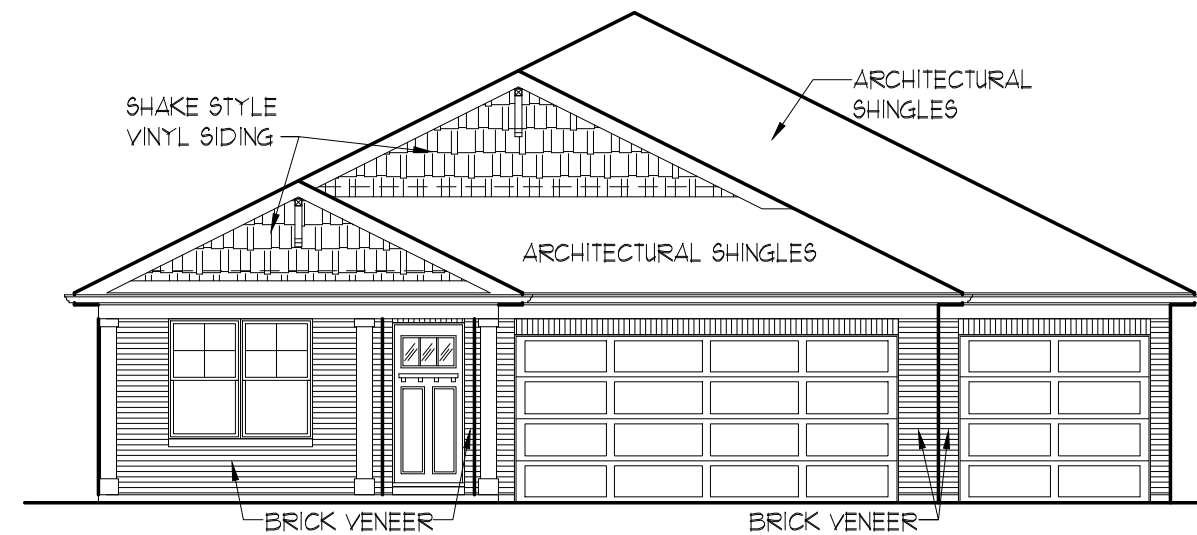


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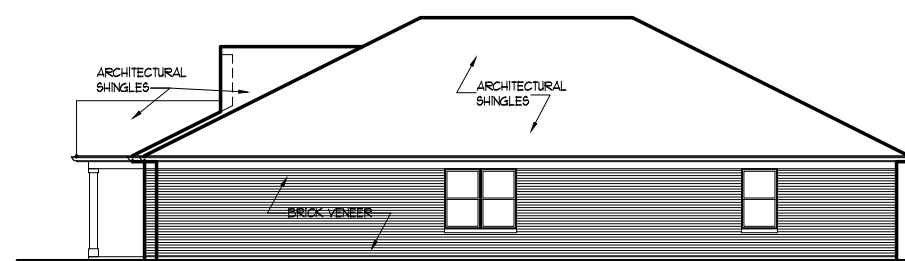
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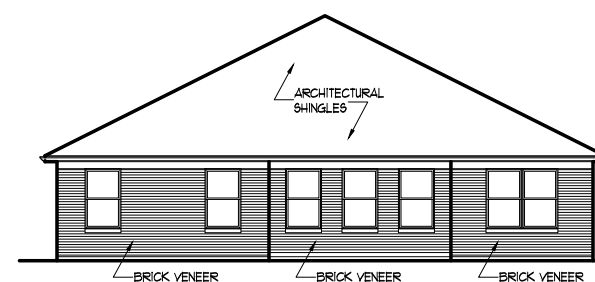
OAK RIDGE
TINLEY PARK, IL



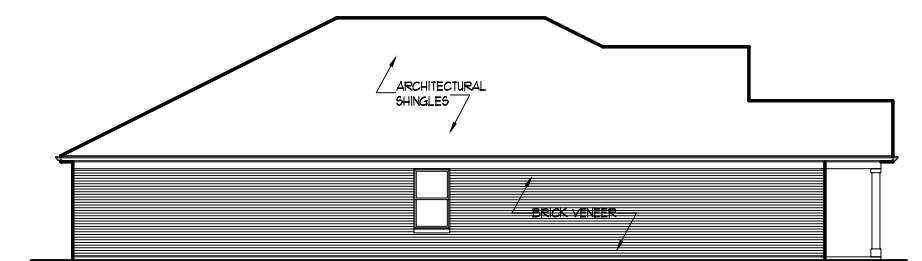
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TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

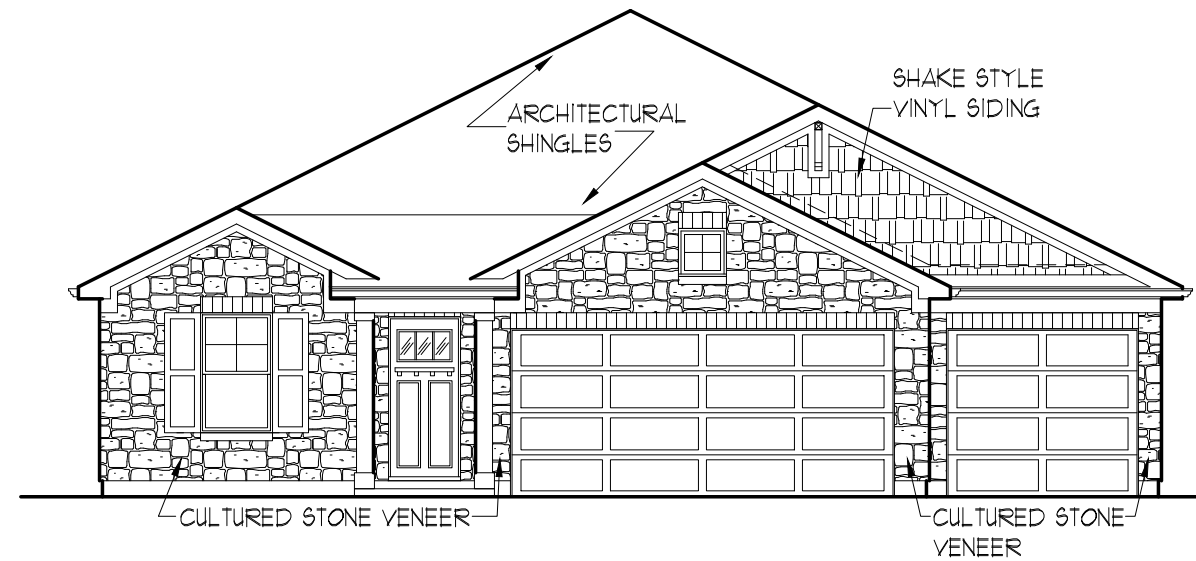


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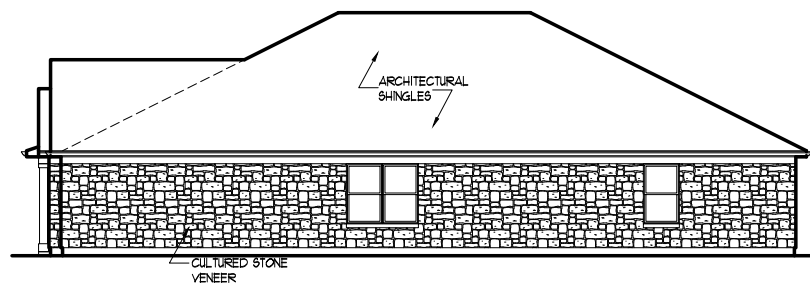
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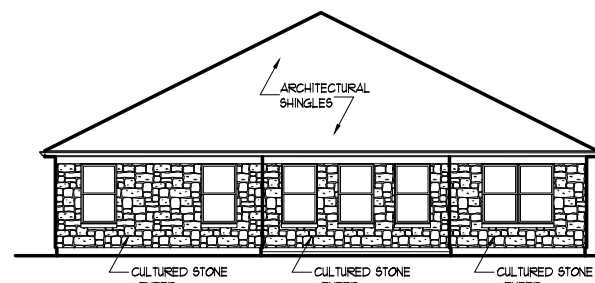
OAK RIDGE
TINLEY PARK, IL



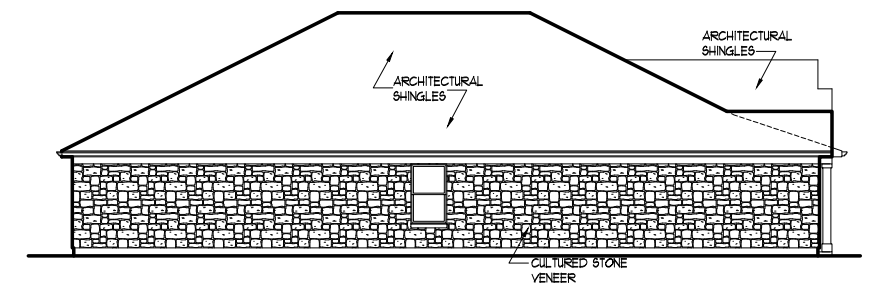
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TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

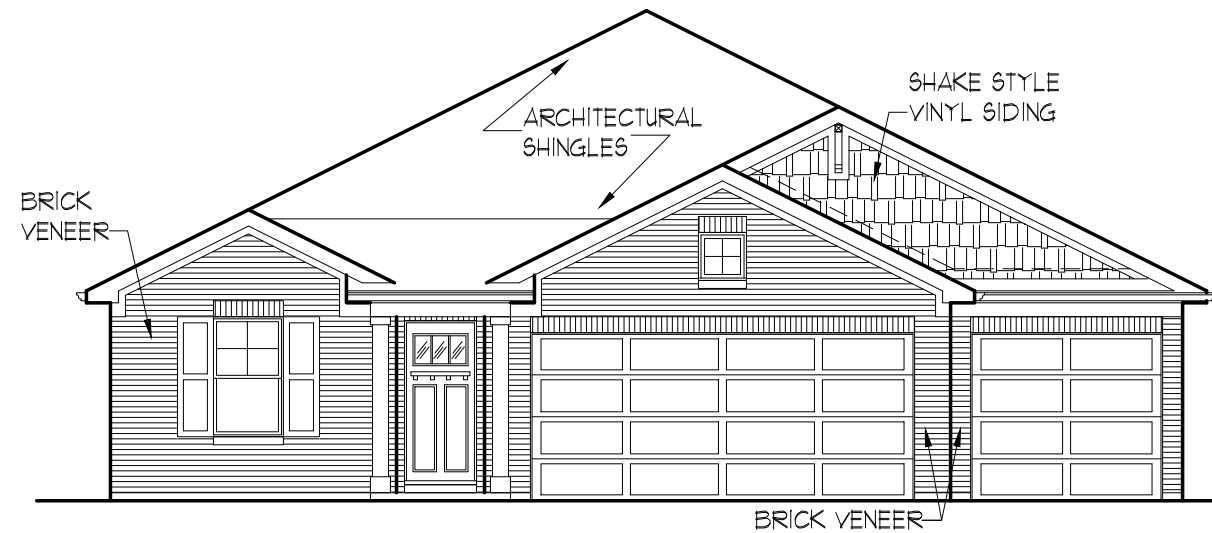


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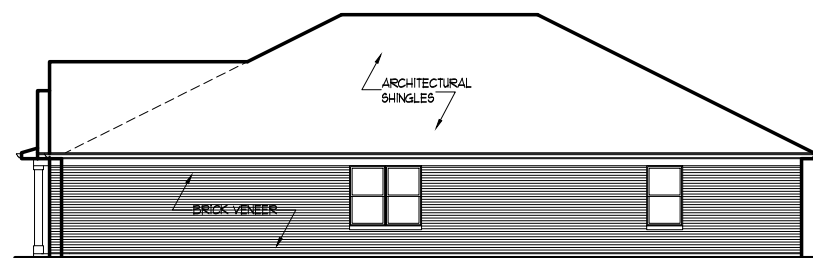
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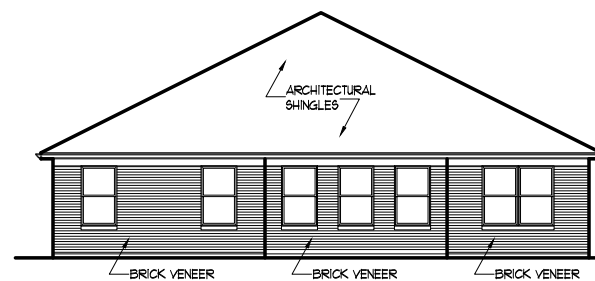
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TINLEY PARK, IL



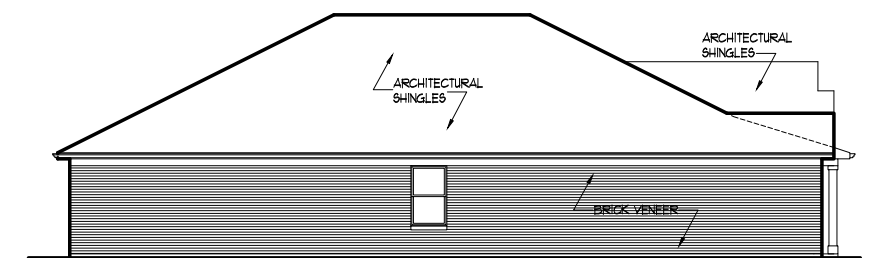
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TYPICAL RIGHT ELEVATION



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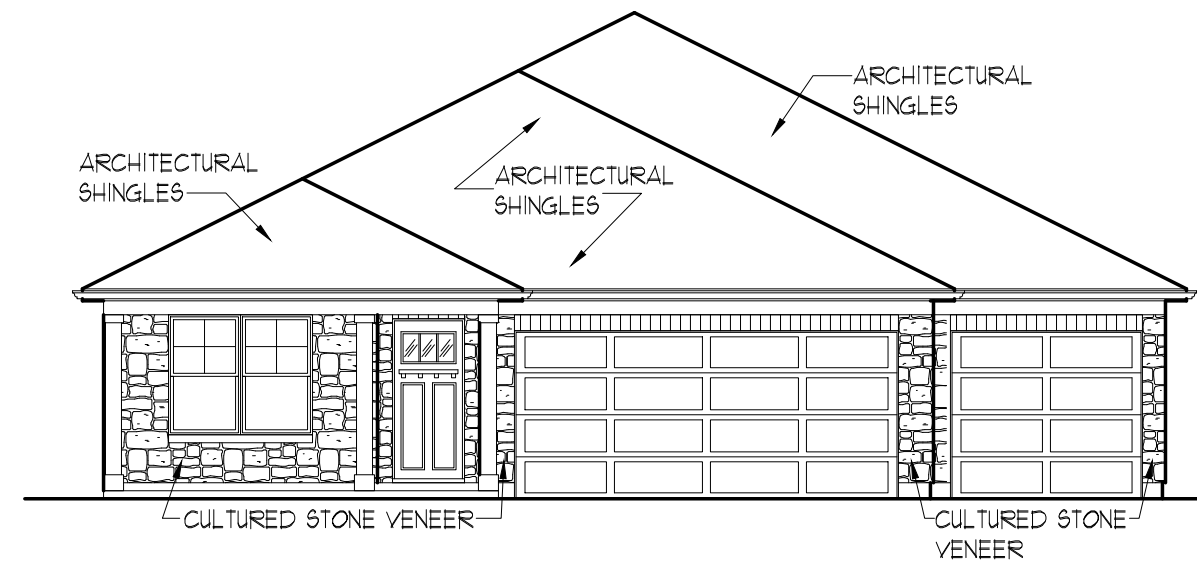


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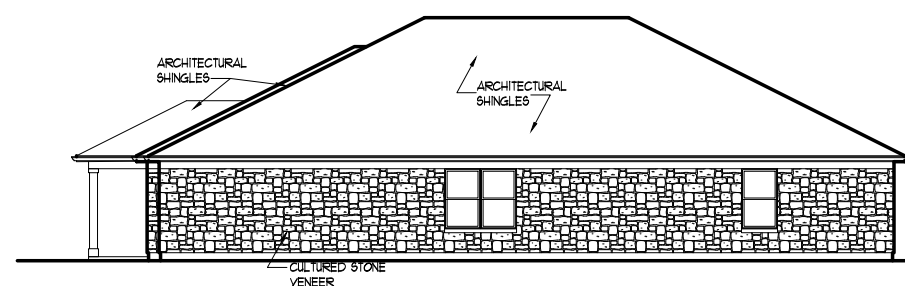
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X-SERIES

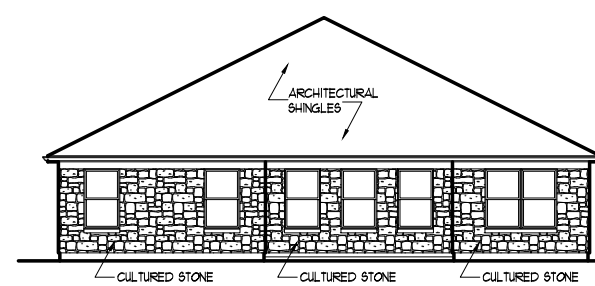
OAK RIDGE
TINLEY PARK, IL



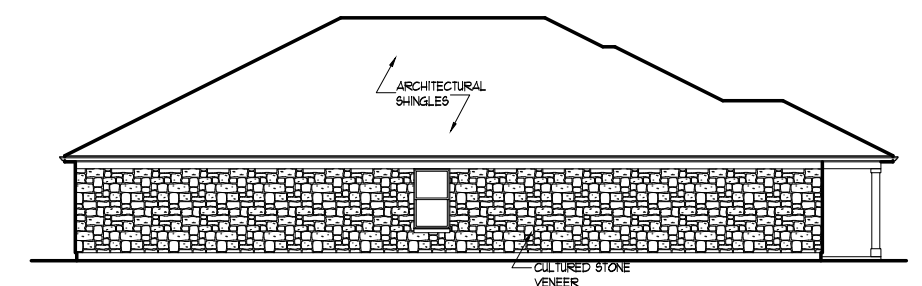
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TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION

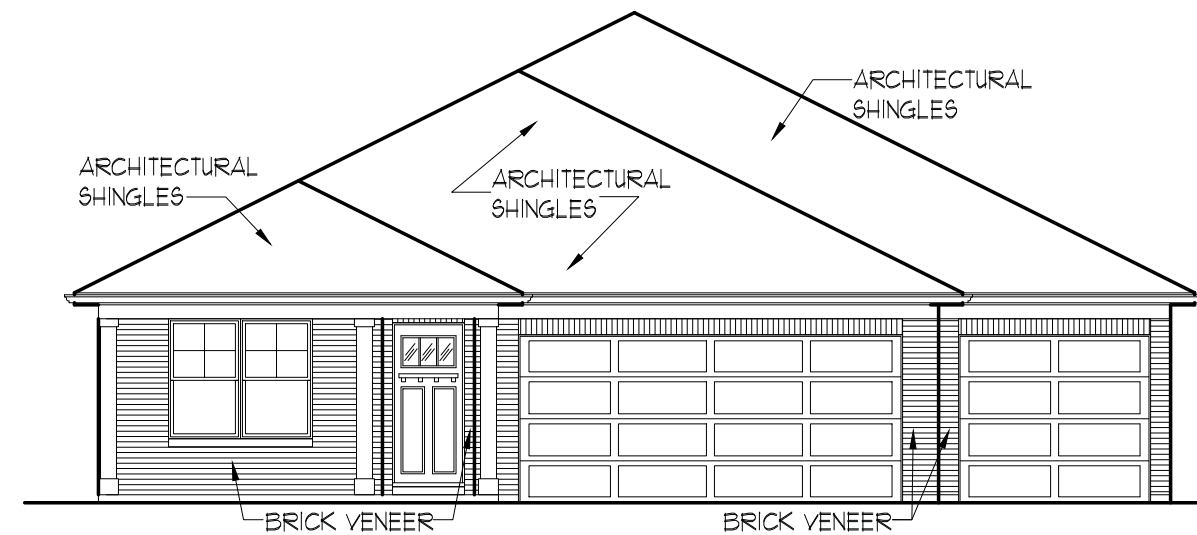


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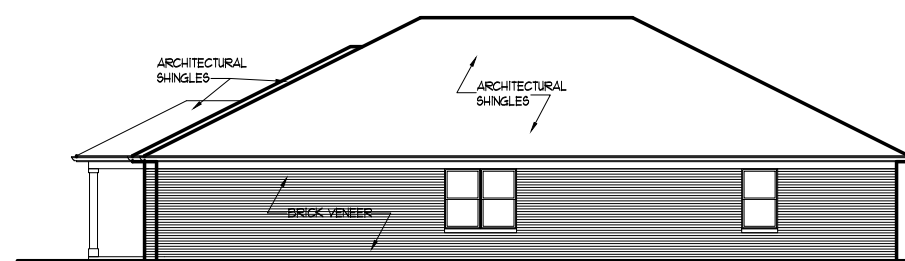
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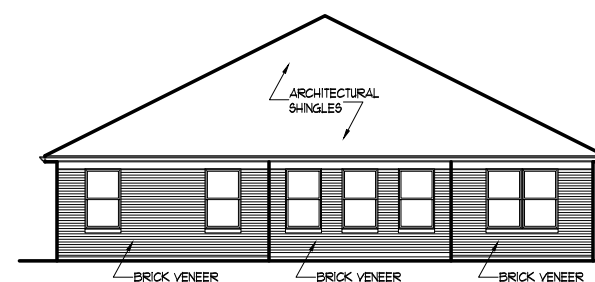
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TINLEY PARK, IL



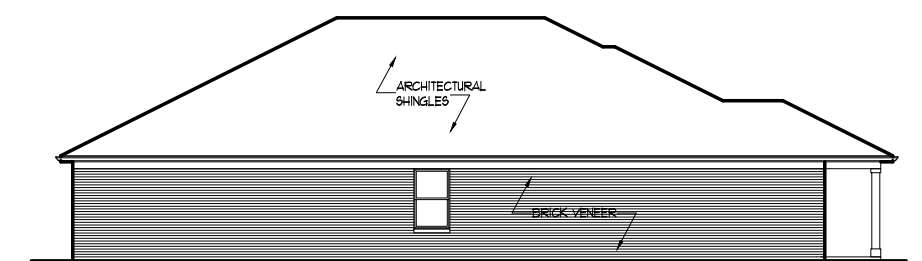
ELEVATION "D6"



TYPICAL RIGHT ELEVATION



TYPICAL REAR ELEVATION



TYPICAL LEFT ELEVATION

x453 ELEVATION "D6"

X-SERIES

OAK RIDGE
TINLEY PARK, IL

















Townhome and Single Family Elevations for Preliminary Approval
Oak Ridge Subdivision - Tinley Park - 10/15/2021



REAR ELEVATION

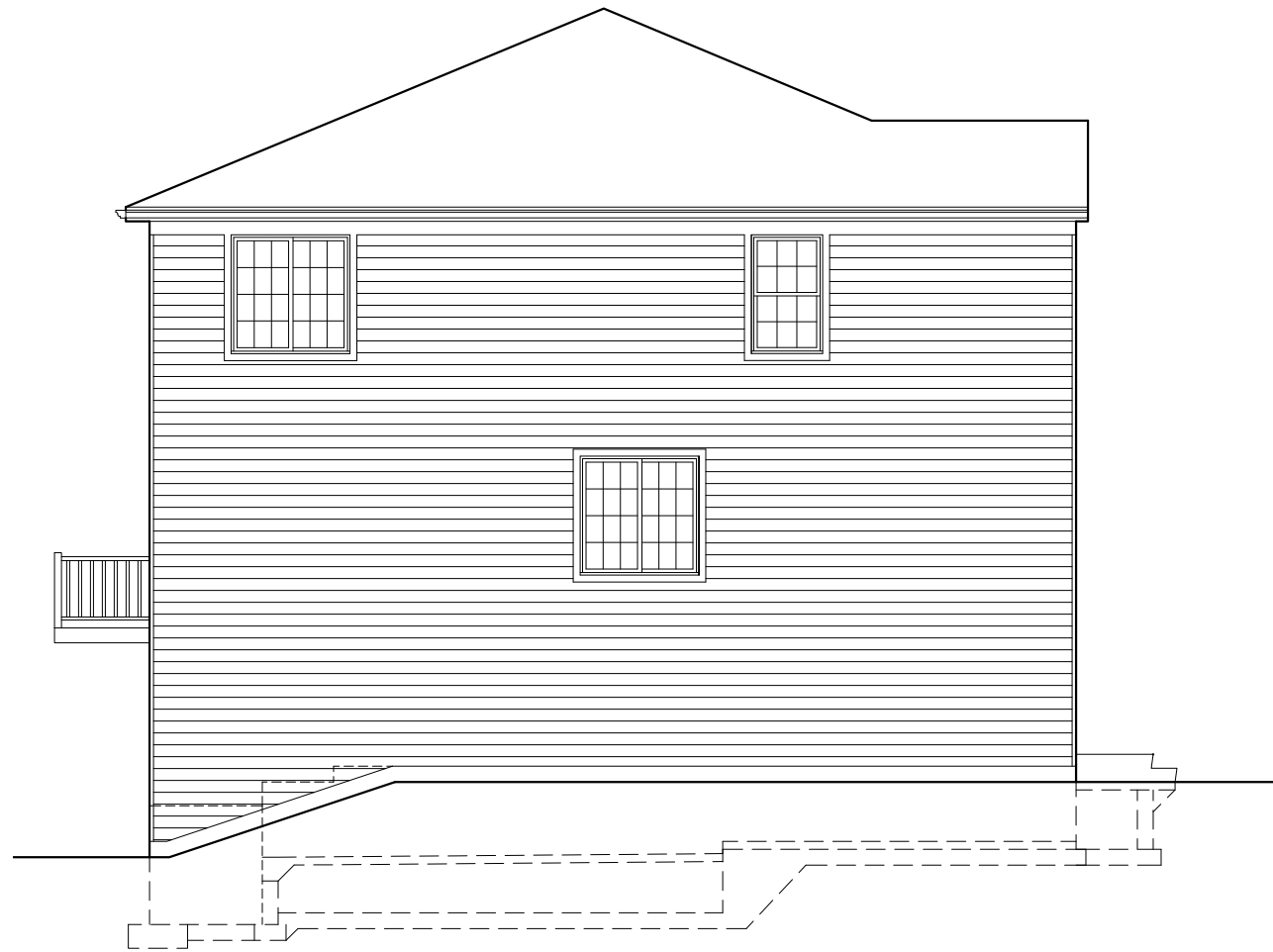
DROPPED GRADE

SCALE: 1/8"=1'-0"



SEABOARD SERIES



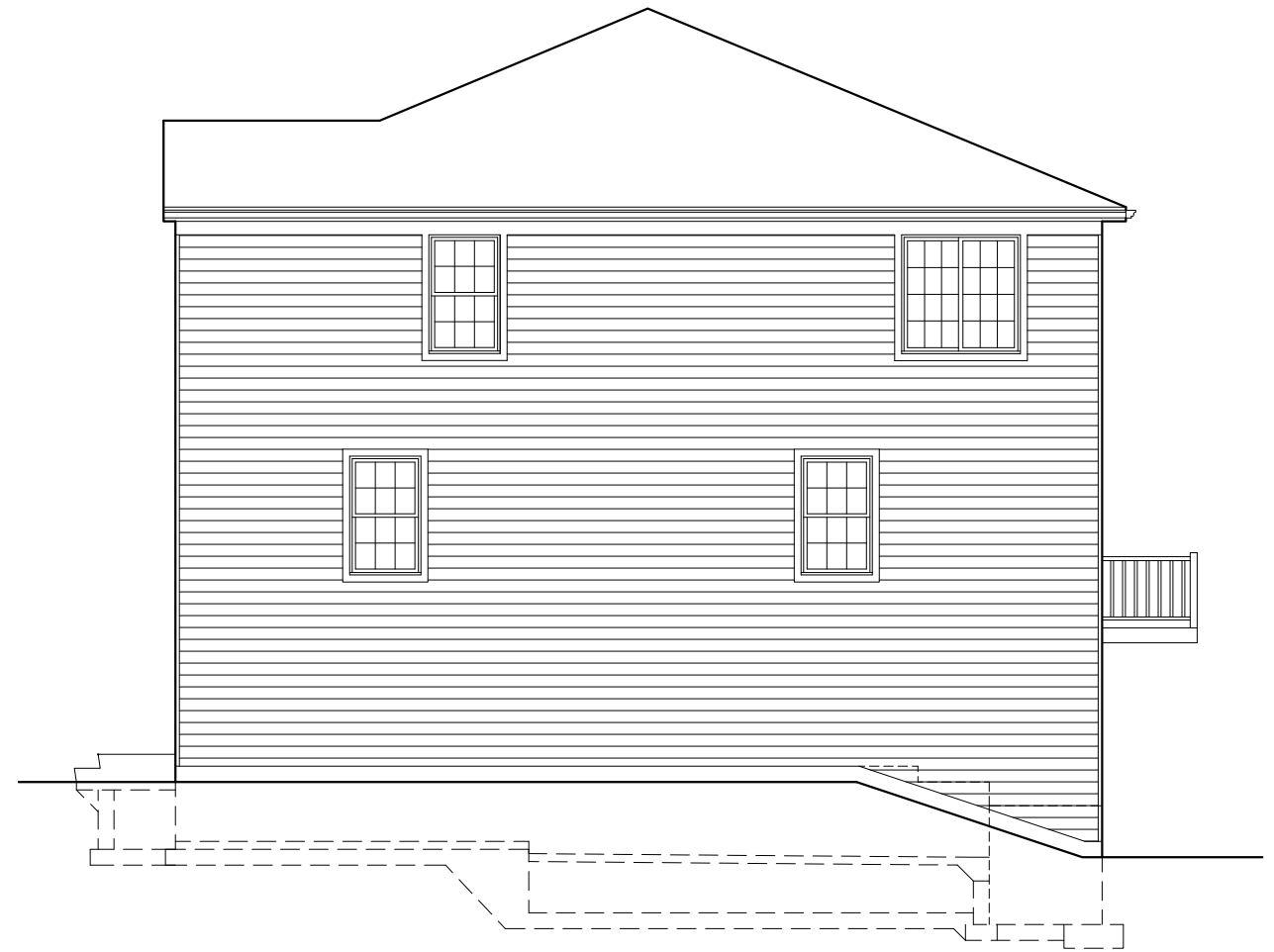


UNIT 1756
ELEV "A"

LEFT ELEVATION

DROPPED GRADE

SCALE: 1/8"=1'-0"



UNIT 1758
ELEV "A"

RIGHT ELEVATION

DROPPED GRADE

SCALE: 1/8"=1'-0"

SEABOARD SERIES



REAR ELEVATION

SCALE: 1/8"=1'-0"

FLUSH GRADE

SEABOARD SERIES



UNIT 1756
ELEV 'A'

LEFT ELEVATION

FLUSH GRADE

SCALE: 1/8"=1'-0"



UNIT 1758
ELEV 'A'

RIGHT ELEVATION

FLUSH GRADE

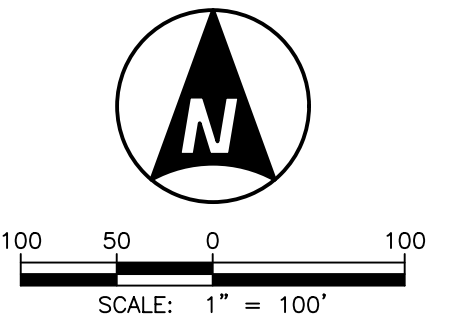
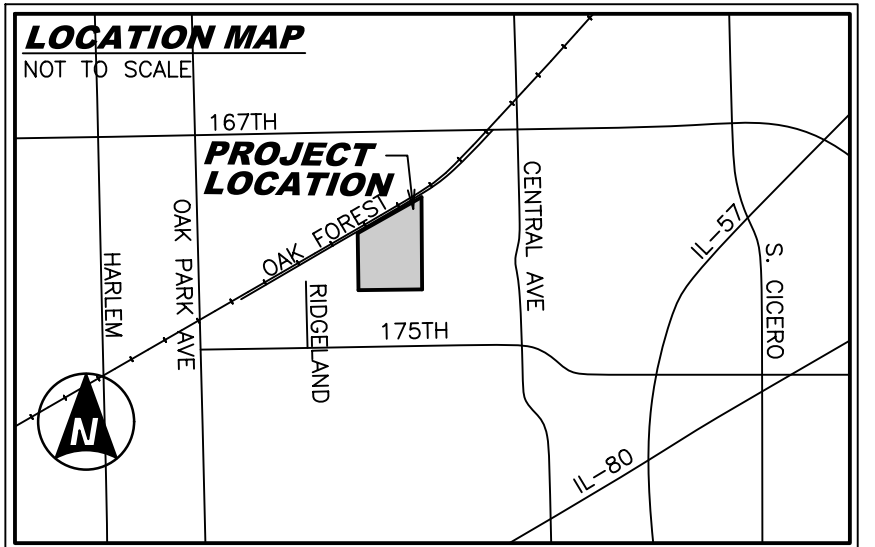
SCALE: 1/8"=1'-0"

SEABOARD SERIES

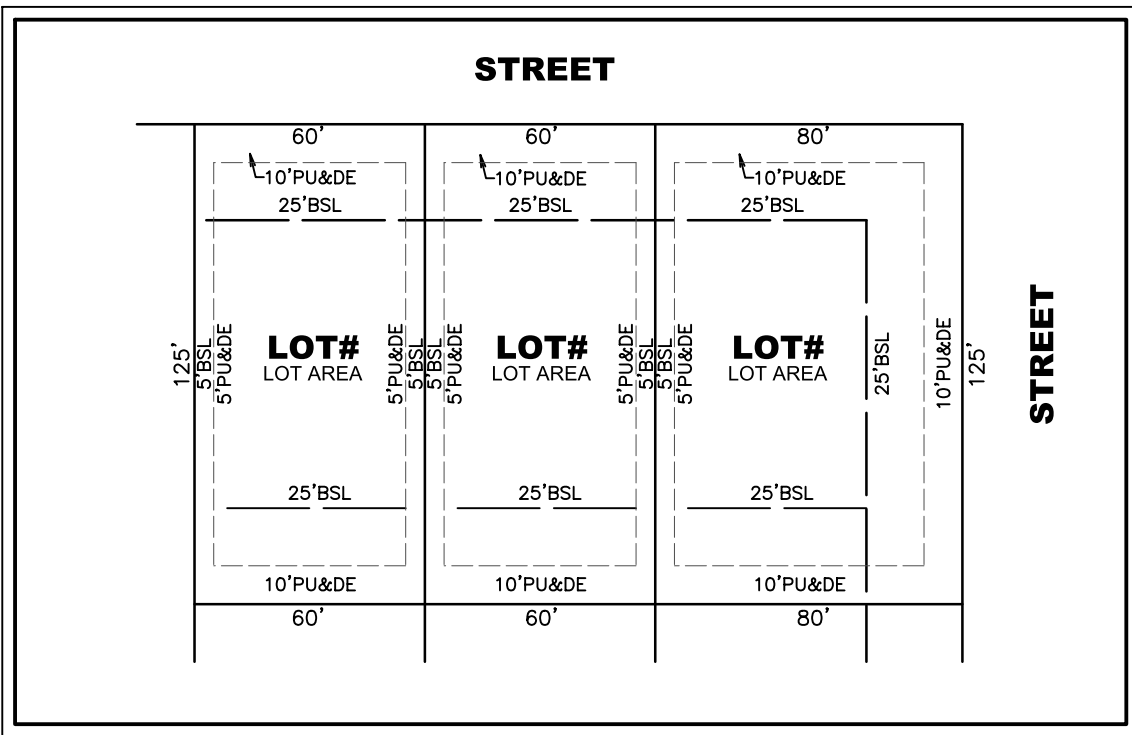
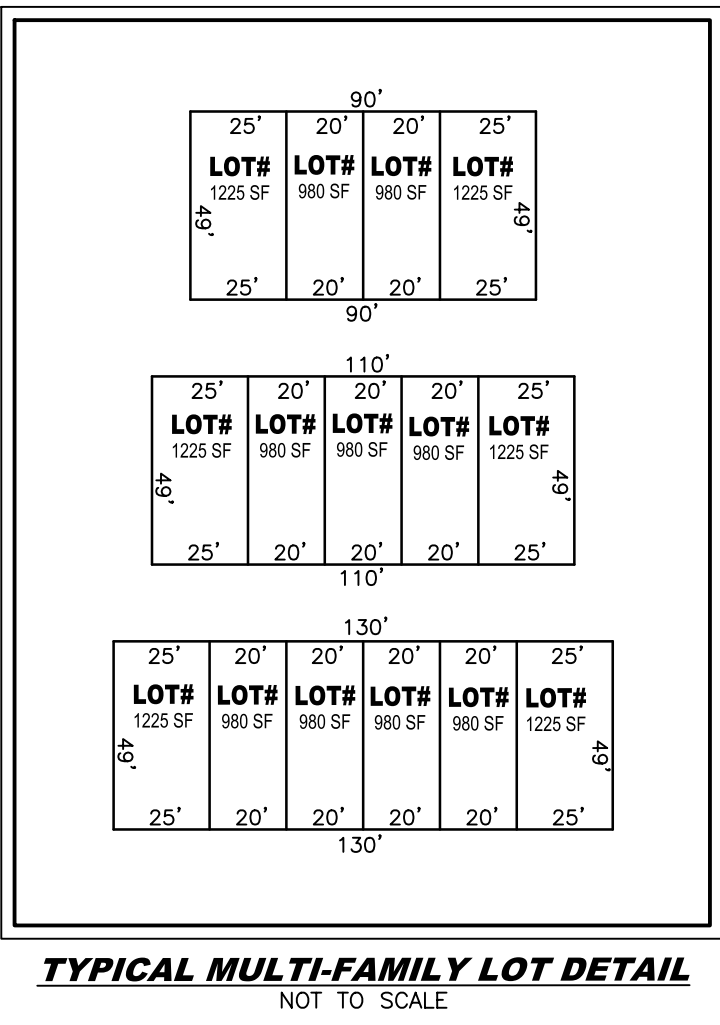


PRELIMINARY PLAT OF OAK RIDGE SUBDIVISION

BEING A SUBDIVISION OF PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH,
RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

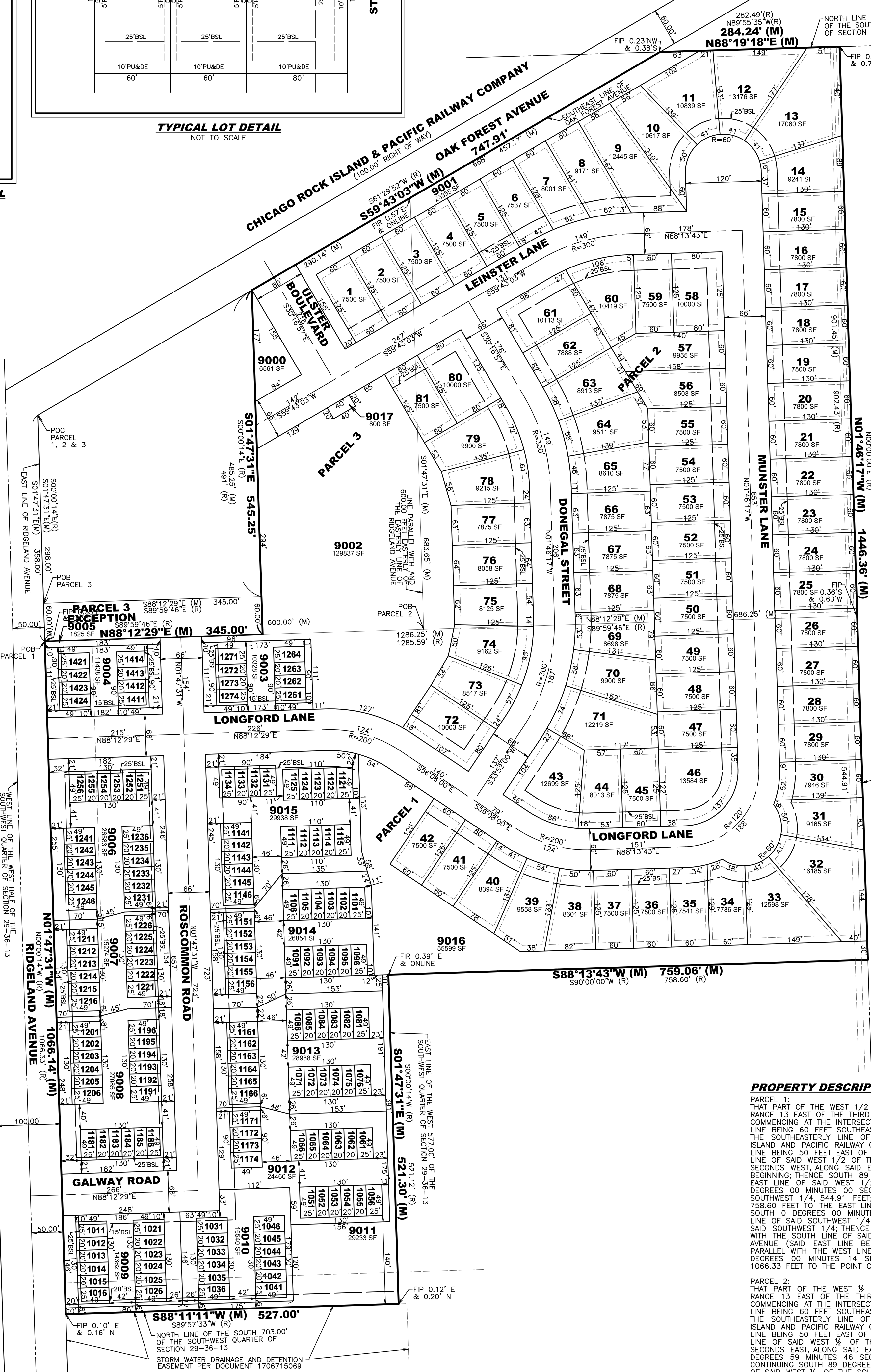


P.L.N.:
28-29-300-031
28-29-300-034
28-29-300-035
28-29-300-030



TYPICAL LOT DETAIL

NOT TO SCALE



PROPERTY DESCRIPTION:

PARCEL 1: THAT PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF OAK FOREST AVENUE (SAID LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY), AND THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, ALONG SAID EAST LINE OF RIDGELAND AVENUE 358.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 59 MINUTES 46 SECONDS EAST 1285.59 FEET TO THE EAST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 28; THENCE SOUTH 0 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE EAST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4, 544.91 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, 758.60 FEET TO THE EAST LINE OF THE SOUTHWEST 1/4 OF SECTION 28; THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST 1/4, 521.12 FEET TO THE NORTH LINE OF THE SOUTH 703 FEET OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES 57 MINUTES 33 SECONDS WEST, PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST 1/4, 527.00 FEET TO THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE NORTH 0 DEGREES 00 MINUTES 14 SECONDS EAST, ALONG SAID EAST LINE OF RIDGELAND AVENUE, 1066.33 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2: THAT PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF OAK FOREST AVENUE (SAID LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY), AND THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE SOUTH 0 DEGREES 00 MINUTES 14 SECONDS EAST, ALONG SAID EAST LINE OF RIDGELAND AVENUE 358.00 FEET; THENCE SOUTH 89 DEGREES 59 MINUTES 46 SECONDS EAST 800.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89 DEGREES 59 MINUTES 46 SECONDS EAST 685.65 FEET TO THE EAST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE LAST DESCRIBED LINE, 602.43 FEET TO THE NORTH LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4; THENCE NORTH 89 DEGREES 59 MINUTES 35 SECONDS WEST, ALONG THE LAST DESCRIBED LINE, 282.49 FEET TO THE AFORESAID SOUTHEASTERLY LINE OF OAK FOREST AVENUE; THENCE SOUTH 61 DEGREES 29 MINUTES 52 SECONDS WEST, ALONG SAID SOUTHEASTERLY LINE, 458.71 FEET TO A LINE THAT IS 600.00 FEET EAST OF AND PARALLEL WITH THE AFORESAID EAST LINE OF RIDGELAND AVENUE; THENCE NORTH 0 DEGREES 00 MINUTES 14 SECONDS WEST, ALONG THE LAST DESCRIBED LINE, 683.86 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

*AMENDED SCRIVENER'S ERROR

PARCEL 3: A PARCEL OF LAND IN THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHEASTERLY LINE OF SOUTH OAK FOREST AVENUE (SAID LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY), WITH THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE SOUTH ALONG THE EAST LINE OF RIDGELAND AVENUE A DISTANCE OF 288.60 FEET TO THE POINT OF BEGINNING; THENCE EAST ON A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 345.00 FEET; THENCE NORTH ON A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 491 FEET TO A POINT IN THE SOUTHEASTERLY LINE OF SOUTH OAK FOREST AVENUE; THENCE NORTHEASTERLY ALONG THE SOUTHEASTERLY LINE OF SOUTH OAK FOREST AVENUE, MAKING AN ANGLE 61 DEGREES 29 MINUTES 50 SECONDS WITH THE LAST DESCRIBED COURSE (AS MEASURED FROM NORTH TO EAST) A DISTANCE OF 280.14 FEET TO A POINT BEING 600 FEET EAST OF AND PARALLEL TO THE EAST LINE OF RIDGELAND AVENUE; THENCE SOUTH ALONG A LINE MAKING AN ANGLE OF 61 DEGREES 29 MINUTES 50 SECONDS WITH THE LAST DESCRIBED COURSE (AS MEASURED FROM SOUTHWESTERLY TO SOUTHEAST) A DISTANCE OF 683.81 FEET TO A POINT OF INTERSECTION WITH A LINE, SAID LINE BEING DRAWN AT RIGHT ANGLES TO THE EAST LINE OF RIDGELAND AVENUE; THENCE NORTH ALONG THE INTERSECTION OF THE SOUTH LINE OF OAK FOREST AVENUE AND THE EAST LINE OF RIDGELAND AVENUE, THENCE WEST ON A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE A DISTANCE OF 600.00 FEET TO THE EAST LINE OF RIDGELAND AVENUE; THENCE NORTH ALONG THE EAST LINE OF RIDGELAND AVENUE, A DISTANCE OF 60 FEET TO THE POINT OF BEGINNING, (EXCEPT THEREFROM A PARCEL OF LAND IN THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 36 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT 288 FEET ALONG THE EAST LINE OF RIDGELAND AVENUE SOUTH FROM THE POINT OF INTERSECTION OF THE SOUTHEASTERLY LINE OF SOUTH OAK FOREST AVENUE (SAID SOUTHEASTERLY LINE BEING 60 FEET SOUTHEASTERLY OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE SOUTHEASTERLY LINE OF THE 100 FOOT WIDE RIGHT-OF-WAY OF THE CHICAGO ROCK ISLAND & PACIFIC RAILROAD COMPANY), WITH THE EAST LINE OF RIDGELAND AVENUE (SAID EAST LINE BEING 50 FEET EAST OF (BY RECTANGULAR MEASUREMENT) AND PARALLEL WITH THE WEST LINE OF SAID WEST 1/2 OF THE SOUTHWEST 1/4); THENCE SOUTH ALONG THE EAST LINE OF RIDGELAND AVENUE, A DISTANCE OF 60 FEET; THENCE EAST IN A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE A DISTANCE OF 345 FEET TO THE PLACE OF BEGINNING).

AREA:

PROPERTY CONTAINS 1,707,192 SQUARE FEET OR 39.192 ACRES MORE OR LESS

DEVELOPER

D.R. HORTON
750 EAST BUNKER COURT
VERNON HILLS, IL 60061
PHONE: 847.362.9100

SURVEYOR

MACKIE CONSULTANTS, LLC
9575 W. HIGGINS ROAD, SUITE 500
ROSEMONT, IL 60018
PHONE: 847.696.1400

NOTES:

- THIS PLAT IS BASED IN PART ON INFORMATION CONTAINED IN COMMITMENT FOR TITLE INSURANCE ISSUED BY CHICAGO TITLE INSURANCE COMPANY ORDER NUMBER 18005620LFE WITH AN EFFECTIVE DATE OF APRIL 23, 2018, AND 2105A68000SLP WITH A COMMITMENT DATE OF FEBRUARY 26, 2021 AND HAS BEEN USED FOR LEGAL DESCRIPTIONS AND APPLICABLE EXCEPTIONS TO TITLE.
- BEARINGS BASED ON NAD83 (2011) ILLINOIS STATE PLANE, EAST ZONE.
- ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
- NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
- ALL EASEMENTS SHOWN HEREON ARE HEREBY GRANTED UNLESS SHOWN OTHERWISE.
- ALL AREAS SHOWN HEREON ARE IN SQUARE FEET OR ACRES, MORE OR LESS.
- ALL CURVES ARE TANGENT TO ADJOINING COURSES UNLESS DEFINED BY CHORD BEARING.
- ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE HEREON DESCRIBED PROPERTY FALLS WITHIN ZONE "X". AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17031C0709U, MAP REVISED DATE OF AUGUST 19, 2008, SUBJECT TO MAP INTERPRETATION AND SCALING.

ZONING:

ACCORDING TO THE VILLAGE OF TINLEY PARK ZONING MAP, THE EXISTING PROPERTY IS ZONED OR1 - OFFICE AND RESTRICTED INDUSTRIAL DISTRICT. PROPOSED PLAT OF SUBDIVISION WITH UNDERLYING R-5 (LOW DENSITY RESIDENTIAL) ZONING HAS THE FOLLOWING SITE REQUIREMENTS:

MINIMUM LOT SIZE (R-5 SINGLE FAMILY LOTS):
LOT AREA: 7,500 SF
LOT WIDTH: 60'
LOT DEPTH: 125'

MINIMUM LOT SIZE (R-5 MULTI-FAMILY LOTS):
LOT AREA: 4,410 SF
LOT WIDTH: 49'

SETBACKS (R-5 SINGLE FAMILY LOTS):
FRONT: 25'
SIDE: 5'
REAR: 25'
CORNER SIDE: 25'

SETBACKS (R-5 MULTI-FAMILY LOTS):
FRONT TO ROW: 25'
FRONT TO PROPERTY: 15'
FRONT TO SIDE: 50'
SIDE TO ROW: 15'
SIDE TO PROPERTY: 25'
SIDE TO SIDE: 20'
SIDE TO REAR: 50'
REAR TO REAR: 50'

LEGEND:

---	BOUNDARY LINE
---	PROPOSED LOT LINE
---	BUILDING SETBACK LINE (BSL)
---	FOUND IRON ROD
---	FOUND IRON PIPE
---	POINT OF CURVATURE
---	POINT OF COMPOUND CURVATURE
---	POINT OF TANGENCY
---	PUBLIC UTILITY & DRAINAGE EASEMENT
---	DRAINAGE & UTILITY EASEMENT
---	ARC LENGTH
(R)	RECORD

CLIENT:
D.R. HORTON
America's Builder
750 EAST BUNKER COURT
VERNON HILLS, ILLINOIS 60061



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www.mackieconsult.com

DESIGNED	KJM
DRAWN	MRD
APPROVED	JDD
DATE	09/02/21
SCALE	1"=100'

PRELIMINARY PLAT OF SUBDIVISION OAK RIDGE SUBDIVISION TINLEY PARK, ILLINOIS

SHEET

1 OF **1**

PROJECT NUMBER: 3603
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ILLINOIS FIRM LICENSE 184-002694

Traffic Impact Study

Oak Ridge Residential Development

Tinley Park, Illinois

August 31, 2021

Prepared for:



Prepared by:

Bill Grieve, P.E., PTOE

Senior Transportation Engineer



Traffic Impact Study

To: **Jeff Ende, P.E.**
Land Development Project Manager - D.R. Horton

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Justin Opitz, AICP
Transportation Planner

Date: August 31, 2021

Subject: ***Oak Ridge Residential Development***
Tinley Park, Illinois

Part I. Project Context and Summary Statement

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the proposed residential community to be known as Oak Ridge. The 42.8-acre site located is in the southeast quadrant of the Oak Forest Avenue intersection with Ridgeland Avenue in Tinley Park, Illinois. The site is currently vacant farmland.

As proposed, Oak Ridge will include 82 single family homes and 156 "Seaboard" townhomes, but could eventually include 82 single family homes and 221 "Seaboard" townhomes if the parcel in the northwest corner of the site is incorporated into the development plan. Access to the site is proposed via two street connections to Ridgeland Avenue and one street connection to Oak Forest Avenue.

The following summarizes our TIS findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are located at the end of this document. Briefly summarizing, we believe that Oak Ridge traffic can readily be accommodated onto the area roadway network. Reasons include:

- The site has good access flexibility.
- The impact on peak hour traffic along the surrounding roadways, including Oak Forest Avenue and Ridgeland Avenue will be minimal.
- Numerous existing property access drives in close proximity to the Oak Forest Avenue / Ridgeland Avenue intersection will be eliminated. This is an example of good access management policy.
- The internal street system will efficiently direct Oak Ridge traffic to the site access intersections. In fact, 75% of site traffic will not have to travel through the Oak Forest Avenue / Ridgeland Avenue intersection.

Part II. Background Information

Site Location Map, Area Land-Uses, and Roadway Inventory

Exhibit 1 provides a location map of the site vicinity. ***Appendix A*** provides a photo inventory of current traffic operations. Pertinent comments on the area land-uses and the adjacent roadways include the following.

Area Land Uses

- The 42.8-acre site is primarily vacant. The ABC Supply company is located in the immediate southeast corner of the Oak Forest Avenue / Ridgeland Avenue intersection, but is relocating.
- The Ridge Pointe Woods residential community lies in the southwest corner of the Oak Forest Avenue / Ridgeland Avenue intersection. Multi-family residences are located to the south.

Roadway Inventory

Oak Forest Avenue

- Oak Forest Avenue is a two-lane east-west route that is under the jurisdiction of the Cook County Department of Transportation and Highways along the site, but changes to a local route west of Ridgeland Avenue.
- Oak Forest Avenue is classified as a major collector on the Illinois Department of Transportation (IDOT) Roadway Functional Classification map.
- A separate westbound left turn lane is provided at its intersection with Ridgeland Avenue.
- The posted speed limit is 35-mph.
- On-street parking is prohibited.

Ridgeland Avenue

- Ridgeland Avenue is a two-lane north-south route that is under the jurisdiction of Cook County and is designated as route W37.
- Ridgeland Avenue is classified as a major collector on the IDOT Roadway Functional Classification map.
- At its intersection with Oak Forest Avenue, which is also its northern terminus, Ridgeland Avenue widens to provide separate northbound left and right turn lanes.
- Ridgeland Avenue has Stop control at Oak Forest Avenue.
- The posted speed limit is 40-mph.
- On-street parking is prohibited.

Non-Auto Facilities

- The Tinley Park Metra station is located about ½ mile to the west along Oak Forest Avenue.
- PACE, the Chicagoland regional bus transit agency, does not operate any routes along Oak Forest Avenue or Ridgeland Avenue along the site.
- Sidewalks are provided along the Ridge Pointe Woods subdivision frontage on both Oak Forest Avenue and Ridgeland Avenue, however, it should be noted that the sidewalk in these locations is not complete and disconnects are present. Additionally, sidewalk is located on Ridgeland Avenue along the multi-family residences to the south and there are no sidewalks along the site.

Crash Summary

In order to evaluate and address potential safety issues at the study area intersections, crash data was obtained from the IDOT Division of Transportation Safety for the last five calendar years available, 2016 through 2020. A summary of the crash data is provided in **Exhibit 2**, with the locations of the IDOT data mapped on the exhibit contained in **Appendix B**. As shown in **Exhibit 2**, there were two crashes at the Oak Forest Avenue / Ridgeland Avenue intersection, four along Oak Forest Avenue, and two along Ridgeland Avenue. Seven of the eight crashes had property damage and one had personal injury.

Existing Traffic

Exhibit 3 summarizes the existing weekday morning and evening peak hour traffic volumes. GHA conducted weekday morning (6:00 – 9:00 AM) peak period and weekday evening (4:00 – 7:00 PM) peak period traffic counts on Thursday, July 15, 2021 at the Oak Forest Avenue / Ridgeland Avenue intersection. The weekday morning peak hour occurred from 7:15 to 8:15 AM and the weekday evening peak hour occurred from 4:30 to 5:30 PM. **Exhibit 3** also provides the Annual Average Daily Traffic (AADT) from the year 2018 obtained from IDOT's website www.gettingaroundillinois.com.

A summary of the traffic counts can be found in **Appendix C**. It should be noted that traffic counts conducted during this post-pandemic time period should be compared to historical data to analyze whether the volumes have increased or decreased. If the volumes have decreased, a Covid factor (e.g., increase volumes by 20%) should be applied to ensure that the maximum impact is tested.

Historical hourly traffic counts (pre-pandemic) from IDOT's database along Oak Forest Avenue and Ridgeland Avenue conducted in 2018 were compared to the traffic counts collected in 2021. The historical IDOT data can be found in Appendix D. As can be seen from **Exhibit 3**:

- Traffic volumes on Oak Forest Avenue were increased by 6% during the AM peak hour but no Covid factor was needed during the PM peak hour as the 2021 traffic volumes are higher than the pre-pandemic historical volumes.
- Traffic volumes on Ridgeland Avenue were increased by 37% during the AM peak hour and 2% during the PM peak hour.

Part III. Traffic Evaluation

No-Build Traffic

Per standard industry practice for Traffic Impact Studies, future traffic volume conditions were developed for the year 2030, build-out year of the development (year 2025) plus five years. **Exhibit 4** summarizes the 2030 No-Build weekday morning and weekday evening peak hour traffic volumes. Traffic growth in the area is a function of expected land development in the region. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see **Appendix E**), traffic volumes along Oak Forest Avenue are expected to grow about 9% and about 6% along Ridgeland Avenue.

Proposed Site Plan

Exhibit 5A presents the Site Plan prepared by Gary R. Weber Associates Inc. (GWA) dated June 16, 2021. As shown, the development includes the construction of 82 single family homes and 156 townhomes. Access to the site is proposed via two street connections to Ridgeland Avenue and one street connection to Oak Forest Avenue.

Oak Ridge may eventually include the parcel in the northwest corner of the property. **Exhibit 5B** presents the Site Plan prepared by GWA dated August 10, 2021. As can be seen, the number of “Seaboard” townhomes would increase from 156 to 221 dwellings. The number of single family homes would remain at 82 residences. No additional access on either Oak Forest Avenue or Ridgeland Avenue would be requested.

Key Finding. Should the property in the northwest corner be included in the overall Oak Ridge development plan, three access drives would be eliminated. This is a good example of access management policy.

Trip Generation and Directional Distribution

Trip Generations

Exhibit 6 – Part A tabulates the traffic generation calculations for the proposed development. Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 10th Edition of the Manual Trip Generation were used to calculate the anticipated site traffic (See **Appendix F**).

Discussion Point. The potential development plan shown in **Exhibit 5B** was utilized to generate traffic. This will help ensure that the maximum Oak Ridge traffic impacts are tested.

Trip Distribution

The anticipated trip distribution of site traffic is summarized in **Exhibit 6 – Part B**. This was based on current travel patterns, the operational characteristics of the street system and site access.

Discussion Point. The well-planned Oak Ridge street network will help minimize the traffic impact on the Oak Forest Avenue / Ridgeland Avenue intersection. About 75% of site traffic will never have to travel through that intersection.

Site and Total Traffic Assignments

Exhibit 7 illustrates the site traffic assignment during the weekday morning and weekday evening peak hours, which is based on the traffic characteristics summarized in **Exhibit 6** (traffic generation and trip distribution). The site traffic assignment was then combined with the 2030 No-Build Traffic (See **Exhibit 4**) volumes to produce 2030 Total Traffic, which is illustrated on **Exhibit 8**.

Intersection Capacity Analyses

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year.

A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Sixth Edition, is provided in **Exhibit 9 – Part A**. **Exhibit 9 – Part B** summarizes the intersection capacity analyses. The summary printouts can be found in **Appendix G**.

Key Finding. As can be seen from **Exhibit 9**, the site traffic impacts on the key Oak Forest Avenue / Ridgeland Avenue intersection will be limited. The additional delay from the 2030 No-Build volumes (see **Exhibit 4**) will be less than one second during both the AM and PM peak hours.

Recommendations

Oak Forest Avenue @ Ridgeland Avenue

- Based on the results of the intersection capacity analyses (see **Exhibit 9**), no operational or geometric improvements are required to accommodate site traffic.

Oak Forest Avenue @ Oak Ridge Street Connection

- Based on the results of the intersection capacity analyses (see **Exhibit 9**) and as supported by the IDOT Bureau of Design and Environment (BDE) Manual, neither a westbound left turn lane nor an eastbound right turn lane are needed to accommodate site traffic.
- One inbound and two outbound lanes are to be provided, separated by a landscaped median as a gateway design feature.
- The site access approach should have Stop control.

Ridgeland Avenue @ Oak Ridge Street Connections

- Based on the results of the intersection capacity analyses (see **Exhibit 9**) and as supported by the IDOT BDE Manual, neither separate southbound left turn or northbound right turn lanes are required at either site street intersection.
- One inbound and one outbound lane is to be provided at both street intersections.
- The site access approach should have Stop control.

On-Site Planning Elements

- Oak Ridge will have a well-planned public street system that will efficiently guide site traffic to the access intersections on Oak Forest Avenue and Ridgeland Avenue.
- Two-lane streets will be provided within 66-foot rights-of-way (ROW).
- Sidewalks should be constructed along both road frontages. A shared use path could be considered in lieu of a sidewalk along Ridgeland Avenue due to its close proximity to Tinley Park High School.
- Sidewalks will be provided on both sides of the internal streets.
- Outlot C will provide a central park area with sidewalk connections to the adjacent streets.

Part IV. Conclusion

A traffic impact study was conducted for the Oak Ridge residential development to be located in the southeast quadrant of the Oak Forest Avenue / Ridgeland Avenue intersection in Tinley Park, Illinois. The proposed development is expected to generate 137 trips and 177 trips (combined inbound and outbound) during the weekday AM and PM peak hours, respectively. The delay increase as a result of the proposed development at the key Oak Forest Avenue / Ridgeland Avenue intersection is below one second. As such, the development is anticipated to have a minimal impact on the area roadway network operations and its traffic generated can be readily accommodated into the system.

Part V. Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Exhibits

1. Site Location Map
2. Crash Data Summary
3. Existing Traffic
4. Year 2030 No-Build Traffic
- 5A. Oak Ridge Site Plan
- 5B. Oak Ridge Potential Site Plan
6. Project Traffic Characteristics
7. Site Traffic
8. Year 2030 Total Traffic
9. Intersection Capacity Analyses

Appendices

- A. Photo Inventory
- B. IDOT Crash Data
- C. GHA Traffic Counts
- D. IDOT Historical Traffic Counts
- E. CMAP Correspondence
- F. ITE 10th Trip Generation Excerpts
- G. Capacity Analyses Printouts

EXHIBITS



GHA GEWALT HAMILTON
ASSOCIATES, INC.
www.gha-engineers.com



1 inch = 1,000
Feet

Map Center: 87.77219°W 41.57786°N

Exhibit 1 - Location Map

Proposed Oak Ridge Residential Development
Tinley Park, IL

Exhibit 2

Crash Summary (2016-2020) ^A

Location	No. of Crashes	Severity ^B					Crash Type ^D								Percent During Wet/Icy Conditions
		PD	PI ^C			F	CM	RE	SSD	HO	FO	A	Ped	Bike	
			A	B	C										
Intersections - Crashes within 200' of intersection															
Oak Forest Ave & Ridgeland Ave	2	1	-	-	1	-	-	-	-	-	-	1	1	-	0%
Segments															
Along Oak Forest Ave site frontage	4	4	-	-	-	-	-	-	1	-	1	2	-	-	25%
Along Ridgeland Ave site frontage	2	2	-	-	-	-	-	-	-	-	2	-	-	-	50%
Total (2016-2020)	8	7	0	0	1	0	0	0	1	0	3	3	1	0	13%

^A Source: IDOT Division of Transportation Safety for the 2016-2020 calendar years.

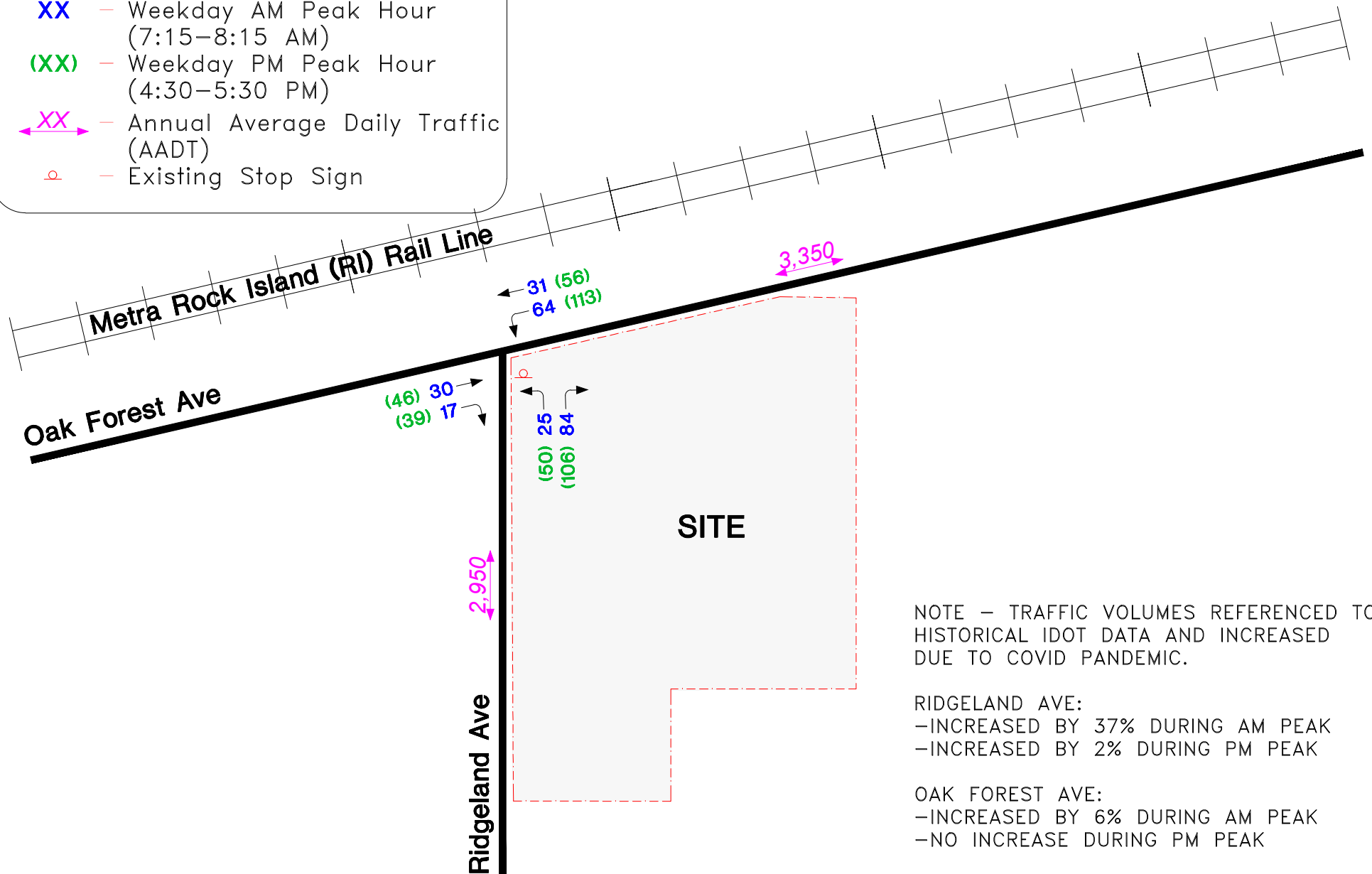
^B PD = property damage only; PI = personal injury; F = fatality.

^C Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

^D CM = cross movement/angle; RE = rear end; SSD = Sideswipe Same Direction; HO = head on; FO = fixed object; A = Animal; Ped = pedestrian.

Legend:

- XX** — Weekday AM Peak Hour
(7:15–8:15 AM)
- (XX)** — Weekday PM Peak Hour
(4:30–5:30 PM)
- XX** — Annual Average Daily Traffic
(AADT)
- o** — Existing Stop Sign



NOTE — TRAFFIC VOLUMES REFERENCED TO HISTORICAL IDOT DATA AND INCREASED DUE TO COVID PANDEMIC.

RIDGELAND AVE:
—INCREASED BY 37% DURING AM PEAK
—INCREASED BY 2% DURING PM PEAK

OAK FOREST AVE:
—INCREASED BY 6% DURING AM PEAK
—NO INCREASE DURING PM PEAK

Legend:

XX — Weekday AM Peak Hour
(7:15–8:15 AM)

(XX) — Weekday PM Peak Hour
(4:30–5:30 PM)

 — Existing Stop Sign

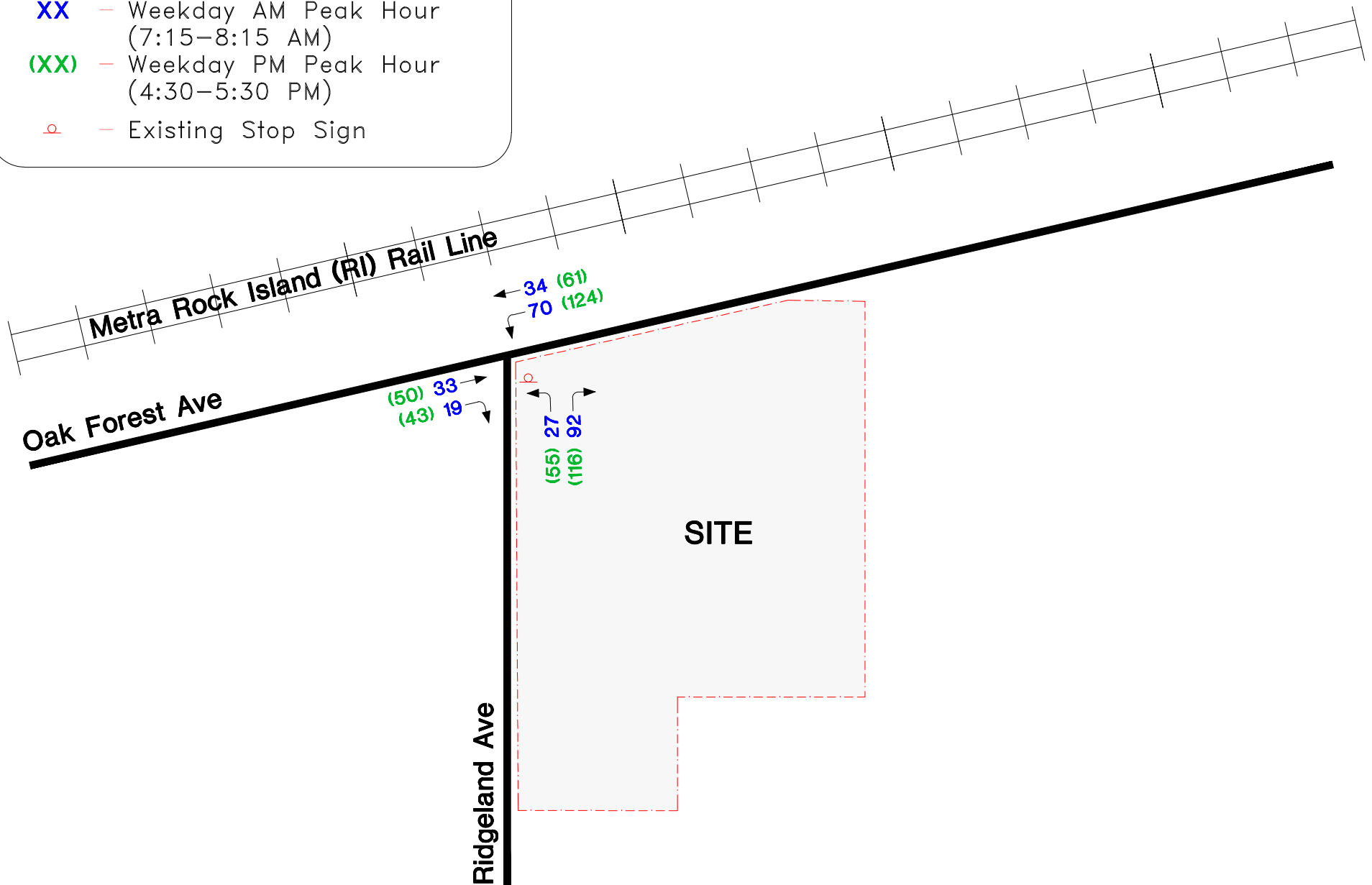


Exhibit 5A - Oak Ridge Site Plan

SITE DATA

LAND USE	UNITS	AREA
TRADITIONAL SINGLE FAMILY (60'w x 125'd TYP.)	82	23.2
TOWNHOMES	156	12.3
PARK AND PATHWAY	-	3.5
TOTAL	238	39.0



CONCEPT PLAN
FIELDSTONE
TINLEY PARK, ILLINOIS

6/16/2021



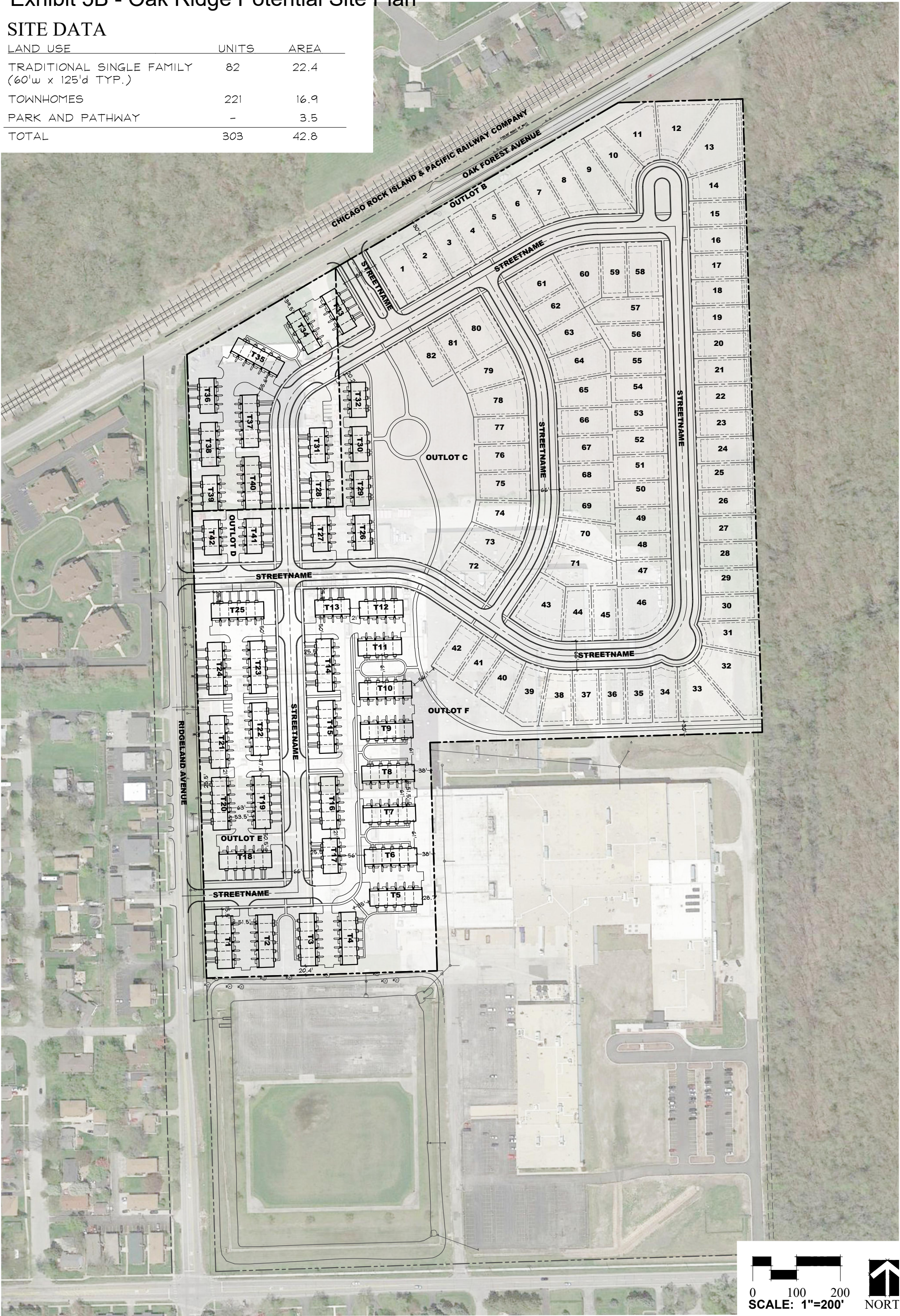
GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

L:\Projects\DR1704\Acad\DR1704_A16_01CP.dwg

Exhibit 5B - Oak Ridge Potential Site Plan

SITE DATA

LAND USE	UNITS	AREA
TRADITIONAL SINGLE FAMILY (60'w x 125'd TYP.)	82	22.4
TOWNHOMES	221	16.9
PARK AND PATHWAY	-	3.5
TOTAL	303	42.8



SITE PLAN A
FIELDSTONE
TINLEY PARK, ILLINOIS

8/10/2021



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

Exhibit 6
Project Traffic Characteristics
Oak Ridge - Tinley Park, IL.

Part A. Traffic Generation Calculations



	ITE Code	Units	Morning Peak Hour			Evening Peak Hour			Daily
			In	Out	Sum	In	Out	Sum	Sum
Single Family Homes	#210	82 dwellings	16	47	63	53	31	84	866
"Seaboard" Multi-Family - 3-story Townhomes	#221	211 dwellings	19	55	74	56	37	93	1,202
Totals =			35	102	137	109	68	177	2,068

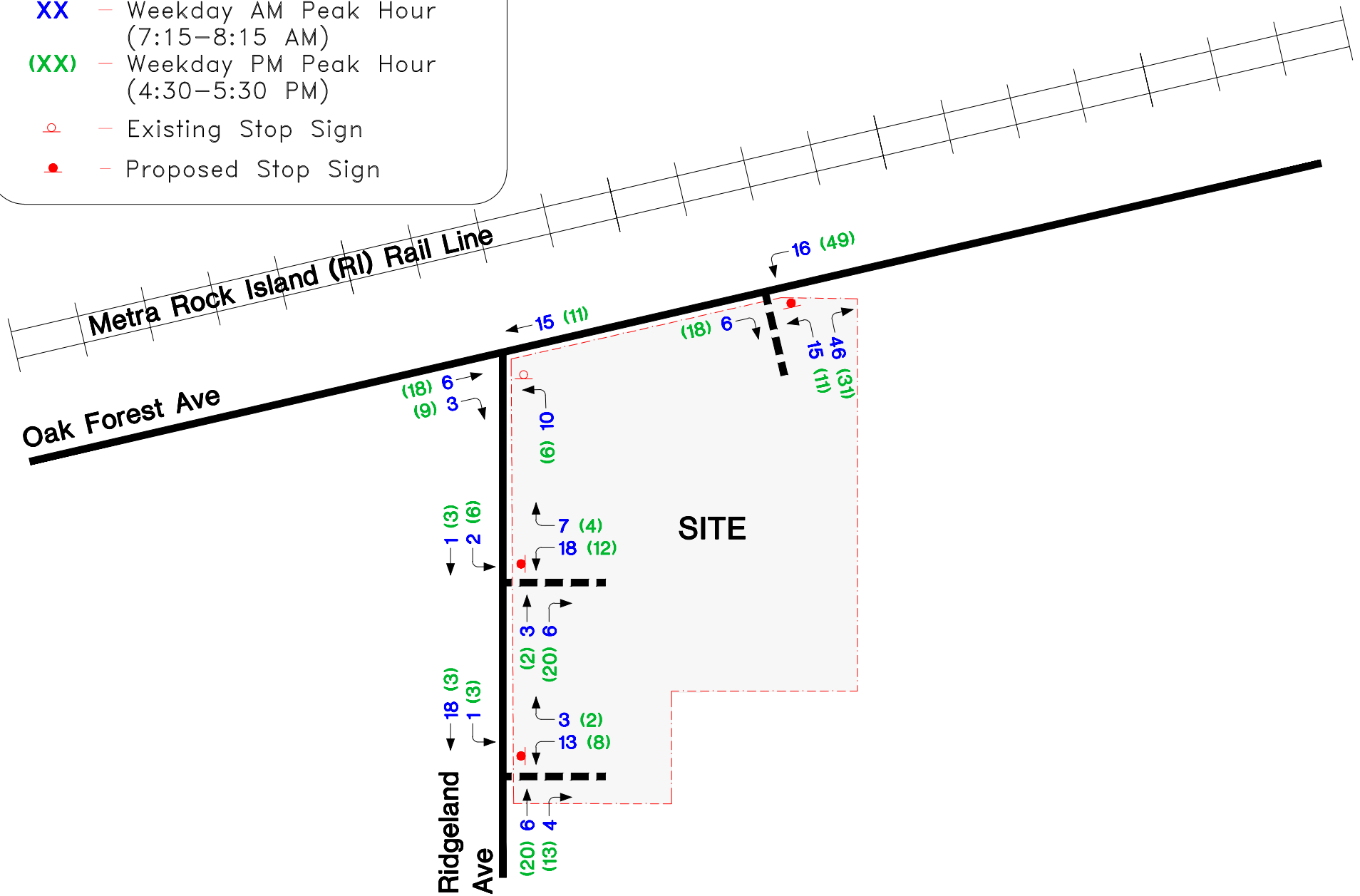
Source: ITE Trip Generation Manual; 10th Edition

Part B. Trip Distribution

Route & Direction	Percent Use by Route	
	Approach Site From	Depart Site to
Oak Forest Avenue		
- East of Site	45%	45%
- West of Ridgeland Avenue	25%	25%
Ridgeland Avenue		
- South of Site	30%	30%
Totals =	100%	100%

Legend:

- XX** — Weekday AM Peak Hour
(7:15–8:15 AM)
- (XX)** — Weekday PM Peak Hour
(4:30–5:30 PM)
-  — Existing Stop Sign
-  — Proposed Stop Sign



Legend:

XX — Weekday AM Peak Hour
(7:15–8:15 AM)

(XX) — Weekday PM Peak Hour
(4:30–5:30 PM)

○ — Existing Stop Sign

● — Proposed Stop Sign

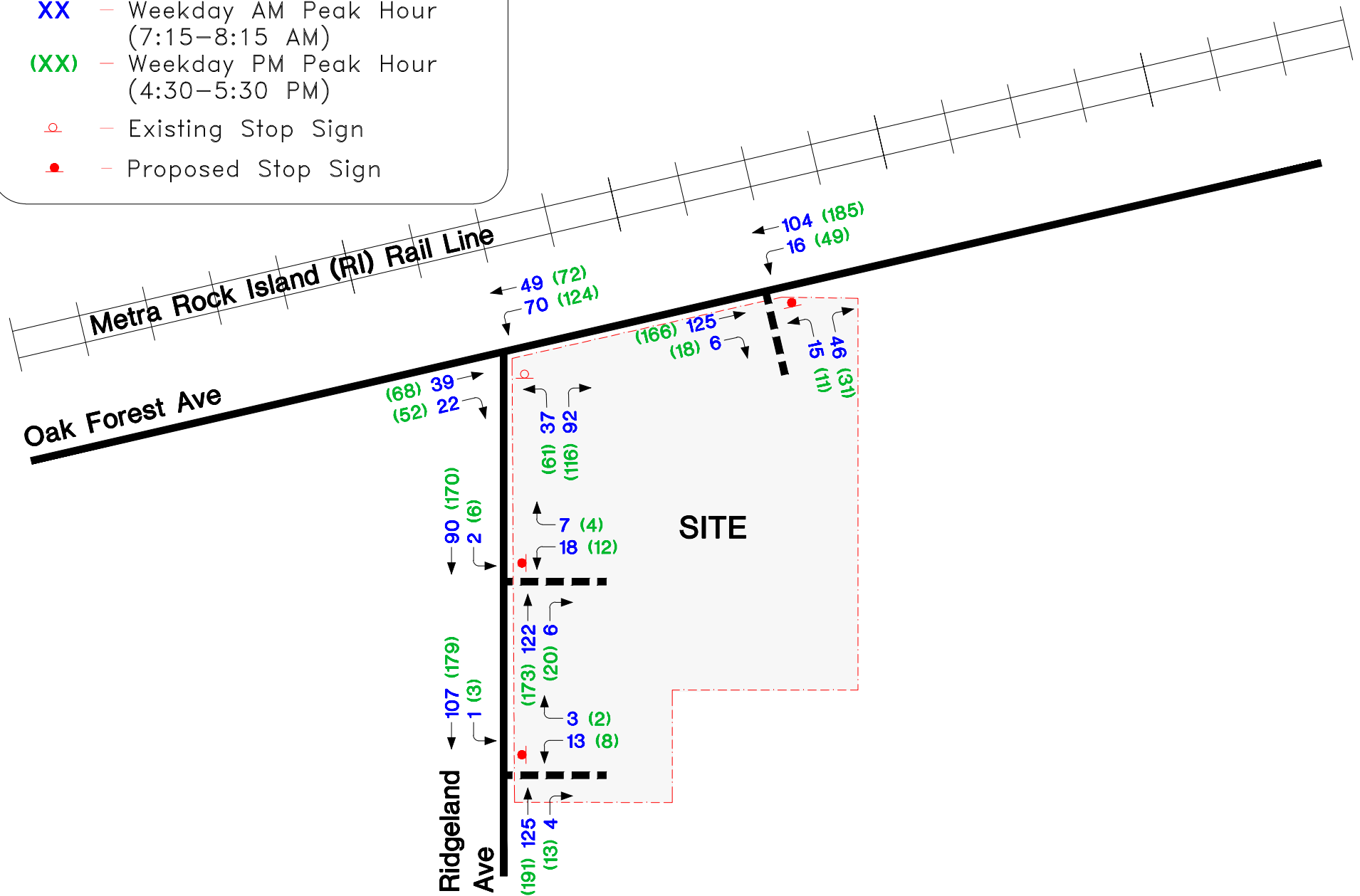


Exhibit 9

Intersection Capacity and Queue Analyses

Oak Ridge - Tinley Park, IL.

Part A. Parameters - Type of Traffic Control (Source: Highway Capacity Manual 6th Edition)

I. Traffic Signals

LOS	Delay (sec / veh)	Description
A	<10	All signal phases clear waiting vehicles without delay
B	>10 and < 20	Minimal delay experienced on select signal phases
C	>20 and < 35	Some delay experienced on several phases; often used as design criteria
D	>35 and < 55	Usually considered as the acceptable delay standard
E	>55 and < 80	Very long delays experienced during the peak hours
F	>80	Unacceptable delays experienced throughout the peak hours

II. Stop Sign

LOS	Delay (sec / veh)
A	< 10
B	>10 and < 15
C	>15 and < 25
D	>25 and < 35
E	>35 and < 50
F	>50

Intersection	Roadway Conditions	LOS Per Movement By Approach												Intersection / Approach	
		> = Shared Lane - = Non Critical or not Allowed Movement												Delay (sec / veh)	LOS
		Eastbound LT TH RT			Westbound LT TH RT			Northbound LT TH RT			Southbound LT TH RT				
1. Oak Forest Ave @ Ridgeland Ave	TWSC - NB Stops													NB Approach Delay	
A. Weekday Morning Peak Hour Existing Traffic (See Exhibit 3)	• Current	-	-	-	A	-	-	B	-	A	-	-	-	9.1	A
2030 No-Build Traffic (See Exhibit 4)	• 95th Queue Length (veh)	-	-	-	<1	-	-	<1	-	<1	-	-	-	-	-
2030 Total Traffic (See Exhibit 8)	• Current	-	-	-	A	-	-	B	-	A	-	-	-	9.2	A
	• 95th Queue Length (veh)	-	-	-	<1	-	-	<1	-	<1	-	-	-	-	-
	• Current	-	-	-	A	-	-	B	-	A	-	-	-	9.5	A
	• 95th Queue Length (veh)	-	-	-	<1	-	-	<1	-	<1	-	-	-	-	-
B. Weekday Evening Peak Hour Existing Traffic (See Exhibit 3)	• Current	-	-	-	A	-	-	B	-	A	-	-	-	10.0	B
2030 No-Build Traffic (See Exhibit 4)	• 95th Queue Length (veh)	-	-	-	<1	-	-	<1	-	<1	-	-	-	-	-
	• Current	-	-	-	A	-	-	B	-	A	-	-	-	10.3	B
	• 95th Queue Length (veh)	-	-	-	<1	-	-	<1	-	<1	-	-	-	-	-
	• Current	-	-	-	A	-	-	B	-	A	-	-	-	10.1	B
	• 95th Queue Length (veh)	-	-	-	<1	-	-	<1	-	<1	-	-	-	-	-
2. Oak Forest Ave @ Site	TWSC - NB Stops													NB Approach Delay	
A. Weekday Morning Peak Hour 2030 Total Traffic (See Exhibit 8)	• As planned	-	-	-	>	A	-	B	-	A	-	-	-	9.5	A
	• 95th Queue Length (veh)	-	-	-	-	<1	-	<1	-	<1	-	-	-	-	-
B. Weekday Evening Peak Hour 2030 Total Traffic (See Exhibit 8)	• As planned	-	-	-	>	A	-	B	-	A	-	-	-	10.2	B
	• 95th Queue Length (veh)	-	-	-	-	<1	-	<1	-	<1	-	-	-	-	-
3. Ridgeland Ave @ North Site	TWSC - WB Stops													WB Approach Delay	
A. Weekday Morning Peak Hour 2030 Total Traffic (See Exhibit 8)	• As planned	-	-	-	A	-	<	-	-	-	A	-	-	9.7	A
	• 95th Queue Length (veh)	-	-	-	<1	-	<1	-	-	-	<1	-	-	-	-
B. Weekday Evening Peak Hour 2030 Total Traffic (See Exhibit 8)	• As planned	-	-	-	B	-	<	-	-	-	A	-	-	10.7	B
	• 95th Queue Length (veh)	-	-	-	<1	-	<1	-	-	-	<1	-	-	-	-
4. Ridgeland Ave @ South Site	TWSC - WB Stops													WB Approach Delay	
A. Weekday Morning Peak Hour 2030 Total Traffic (See Exhibit 8)	• As planned	-	-	-	A	-	<	-	-	-	A	-	-	9.5	A
	• 95th Queue Length (veh)	-	-	-	<1	-	<1	-	-	-	<1	-	-	-	-
B. Weekday Evening Peak Hour 2030 Total Traffic (See Exhibit 8)	• As planned	-	-	-	B	-	<	-	-	-	A	-	-	10.9	B
	• 95th Queue Length (veh)	-	-	-	<1	-	<1	-	-	-	<1	-	-	-	-

APPENDIX A

Photo Inventory



Looking west along Oak Forest Ave at Ridgeland Ave



Looking east along Oak Forest Ave at Ridgeland Ave



Looking north along Ridgeland Ave at Oak Forest Ave

APPENDIX B

IDOT Crash Data



GHA GEWALT HAMILTON
ASSOCIATES, INC.
www.gha-engineers.com



1 inch = 1,000
Feet

Appendix - IDOT Crash Data (2016-2020)

Proposed Oak Ridge Residential Development
Tinley Park, IL

APPENDIX C

GHA Traffic Counts

Oak Forest Avenue & Ridgeland Avenue - TMC

Thu Jul 15, 2021

Full Length (6 AM-9 AM, 4 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 856008, Location: 41.579223, -87.774745



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Oak Forest Ave Eastbound					Oak Forest Ave Westbound					Ridgeland Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-07-15 6:00AM	12	1	0	13	0	5	4	0	9	0	0	11	0	11	0	33
6:15AM	10	0	0	10	0	9	5	0	14	0	2	15	0	17	0	41
6:30AM	7	5	0	12	0	6	1	0	7	1	3	17	0	20	0	39
6:45AM	10	2	0	12	0	8	3	0	11	1	5	11	0	16	1	39
Hourly Total	39	8	0	47	0	28	13	0	41	2	10	54	0	64	1	152
7:00AM	7	0	0	7	0	11	4	0	15	2	3	13	0	16	0	38
7:15AM	7	0	0	7	0	14	3	0	17	0	11	17	0	28	0	52
7:30AM	14	5	0	19	0	16	7	0	23	0	1	8	0	9	0	51
7:45AM	3	6	0	9	0	14	12	0	26	0	4	17	0	21	0	56
Hourly Total	31	11	0	42	0	55	26	0	81	2	19	55	0	74	0	197
8:00AM	4	5	0	9	0	16	7	0	23	3	2	19	0	21	0	53
8:15AM	8	3	0	11	0	12	4	0	16	1	2	5	0	7	0	34
8:30AM	9	4	0	13	0	19	8	0	27	1	3	16	0	19	0	59
8:45AM	5	5	0	10	0	16	8	0	24	0	7	23	0	30	0	64
Hourly Total	26	17	0	43	0	63	27	0	90	5	14	63	0	77	0	210
4:00PM	15	5	0	20	1	29	15	0	44	0	9	25	0	34	0	98
4:15PM	9	10	0	19	0	20	18	0	38	0	10	26	0	36	0	93
4:30PM	6	12	0	18	0	33	15	0	48	0	12	28	0	40	0	106
4:45PM	9	9	0	18	0	25	13	0	38	0	14	26	0	40	0	96
Hourly Total	39	36	0	75	1	107	61	0	168	0	45	105	0	150	0	393
5:00PM	16	7	0	23	0	26	14	0	40	0	12	27	0	39	0	102
5:15PM	15	11	0	26	0	29	14	0	43	0	11	23	0	34	0	103
5:30PM	7	7	0	14	0	28	21	0	49	0	10	19	0	29	0	92
5:45PM	8	15	0	23	0	20	9	0	29	0	7	17	0	24	0	76
Hourly Total	46	40	0	86	0	103	58	0	161	0	40	86	0	126	0	373
6:00PM	10	6	0	16	0	28	13	0	41	0	8	18	0	26	0	83
6:15PM	10	12	0	22	0	15	16	0	31	0	8	21	0	29	0	82
6:30PM	9	4	0	13	0	12	9	0	21	0	10	18	0	28	0	62
6:45PM	7	5	0	12	0	18	12	0	30	0	6	17	0	23	0	65
Hourly Total	36	27	0	63	0	73	50	0	123	0	32	74	0	106	0	292
Total	217	139	0	356	1	429	235	0	664	9	160	437	0	597	1	1617
% Approach	61.0%	39.0%	0%	-	-	64.6%	35.4%	0%	-	-	26.8%	73.2%	0%	-	-	-
% Total	13.4%	8.6%	0%	22.0%	-	26.5%	14.5%	0%	41.1%	-	9.9%	27.0%	0%	36.9%	-	-
Lights	210	137	0	347	-	416	233	0	649	-	157	433	0	590	-	1586
% Lights	96.8%	98.6%	0%	97.5%	-	97.0%	99.1%	0%	97.7%	-	98.1%	99.1%	0%	98.8%	-	98.1%
Articulated Trucks	2	0	0	2	-	1	0	0	1	-	1	1	0	2	-	5
% Articulated Trucks	0.9%	0%	0%	0.6%	-	0.2%	0%	0%	0.2%	-	0.6%	0.2%	0%	0.3%	-	0.3%
Buses and Single-Unit Trucks	5	2	0	7	-	12	2	0	14	-	2	3	0	5	-	26
% Buses and Single-Unit Trucks	2.3%	1.4%	0%	2.0%	-	2.8%	0.9%	0%	2.1%	-	1.3%	0.7%	0%	0.8%	-	1.6%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	9	-	-	-	-	1	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Forest Avenue & Ridgeland Avenue - TMC

Thu Jul 15, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 856008, Location: 41.579223, -87.774745



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Oak Forest Ave Eastbound					Oak Forest Ave Westbound					Ridgeland Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-07-15 7:15AM	7	0	0	7	0	14	3	0	17	0	11	17	0	28	0	52
7:30AM	14	5	0	19	0	16	7	0	23	0	1	8	0	9	0	51
7:45AM	3	6	0	9	0	14	12	0	26	0	4	17	0	21	0	56
8:00AM	4	5	0	9	0	16	7	0	23	3	2	19	0	21	0	53
Total	28	16	0	44	0	60	29	0	89	3	18	61	0	79	0	212
% Approach	63.6%	36.4%	0%	-	-	67.4%	32.6%	0%	-	-	22.8%	77.2%	0%	-	-	-
% Total	13.2%	7.5%	0%	20.8%	-	28.3%	13.7%	0%	42.0%	-	8.5%	28.8%	0%	37.3%	-	-
PHF	0.500	0.667	-	0.579	-	0.938	0.604	-	0.856	-	0.409	0.803	-	0.705	-	0.946
Lights	28	16	0	44	-	53	28	0	81	-	18	61	0	79	-	204
% Lights	100%	100%	0%	100%	-	88.3%	96.6%	0%	91.0%	-	100%	100%	0%	100%	-	96.2%
Articulated Trucks	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	-	1.7%	0%	0%	1.1%	-	0%	0%	0%	0%	-	0.5%
Buses and Single-Unit Trucks	0	0	0	0	-	6	1	0	7	-	0	0	0	0	-	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	10.0%	3.4%	0%	7.9%	-	0%	0%	0%	0%	-	3.3%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Forest Avenue & Ridgeland Avenue - TMC

Thu Jul 15, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 856008, Location: 41.579223, -87.774745



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Oak Forest Ave Eastbound					Oak Forest Ave Westbound					Ridgeland Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2021-07-15 4:30PM	6	12	0	18	0	33	15	0	48	0	12	28	0	40	0	106
4:45PM	9	9	0	18	0	25	13	0	38	0	14	26	0	40	0	96
5:00PM	16	7	0	23	0	26	14	0	40	0	12	27	0	39	0	102
5:15PM	15	11	0	26	0	29	14	0	43	0	11	23	0	34	0	103
Total	46	39	0	85	0	113	56	0	169	0	49	104	0	153	0	407
% Approach	54.1%	45.9%	0%	-	-	66.9%	33.1%	0%	-	-	32.0%	68.0%	0%	-	-	-
% Total	11.3%	9.6%	0%	20.9%	-	27.8%	13.8%	0%	41.5%	-	12.0%	25.6%	0%	37.6%	-	-
PHF	0.719	0.813	-	0.817	-	0.856	0.933	-	0.880	-	0.875	0.929	-	0.956	-	0.960
Lights	45	38	0	83	-	113	56	0	169	-	49	104	0	153	-	405
% Lights	97.8%	97.4%	0%	97.6%	-	100%	100%	0%	100%	-	100%	100%	0%	100%	-	99.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	1	0	2	-	0	0	0	0	-	0	0	0	0	-	2
% Buses and Single-Unit Trucks	2.2%	2.6%	0%	2.4%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.5%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



APPENDIX D

IDOT Historical Traffic Counts

Volume Count Report

LOCATION INFO	
Location ID	016 6600
Type	LINK
Funct'l Class	5
Located On	OAK FOREST AVE
From Road	167th St
To Road	Oak Park Ave
Direction	2-WAY
County	Cook
Community	-
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 7/9/2018
End Date	Tue 7/10/2018
Start Time	9:00:00 AM
End Time	9:00:00 AM
Direction	2-WAY
Notes	
Station	OAKFOREST AVE
Study	
Speed Limit	
Description	
Sensor Type	
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	35
1:00-2:00	24
2:00-3:00	10
3:00-4:00	16
4:00-5:00	37
5:00-6:00	104
6:00-7:00	162
7:00-8:00	224
8:00-9:00 	219
 9:00-10:00	174
10:00-11:00	147
11:00-12:00	194
12:00-13:00	226
13:00-14:00	227
14:00-15:00	250
15:00-16:00	289
16:00-17:00	323
17:00-18:00	333
18:00-19:00	254
19:00-20:00	166
20:00-21:00	153
21:00-22:00	113
22:00-23:00	58
23:00-24:00	48
Total	3,786
AM Peak	07:00-08:00 224
PM Peak	17:00-18:00 333

Volume Count Report

LOCATION INFO	
Location ID	016 5808
Type	LINK
Funct'l Class	5
Located On	Ridgeland Ave
From Road	OAK FOREST AVE
To Road	175th St
Direction	2-WAY
County	Cook
Community	TINLEY PARK
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 7/9/2018
End Date	Tue 7/10/2018
Start Time	9:00:00 AM
End Time	9:00:00 AM
Direction	2-WAY
Notes	
Station	RIDGELAND AVE
Study	
Speed Limit	
Description	
Sensor Type	
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	32
1:00-2:00	16
2:00-3:00	8
3:00-4:00	12
4:00-5:00	20
5:00-6:00	80
6:00-7:00	133
7:00-8:00	186
8:00-9:00 	212
 9:00-10:00	155
10:00-11:00	152
11:00-12:00	171
12:00-13:00	200
13:00-14:00	193
14:00-15:00	200
15:00-16:00	271
16:00-17:00	289
17:00-18:00	310
18:00-19:00	234
19:00-20:00	139
20:00-21:00	127
21:00-22:00	89
22:00-23:00	60
23:00-24:00	34
Total	3,323
AM Peak	08:00-09:00 212
PM Peak	17:00-18:00 310

APPENDIX E

CMAP Correspondence



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

August 9, 2021

Justin Opitz, AICP
Transportation Planner
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: Oak Forest Avenue @ Ridgeland Avenue
IDOT, CCDOTH

Dear Mr. Opitz:

In response to a request made on your behalf and dated August 9, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Oak Forest Ave east of Ridgeland Ave	3,350	4,600
Ridgeland Ave south of Oak Forest Ave	2,950	4,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT); Yonan (CCDOTH)
2021_CY_TrafficForecast\TinleyPark\ck-97-21\ck-97-21.docx

APPENDIX F

ITE 10th Edition Trip Generation Excerpts

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 173

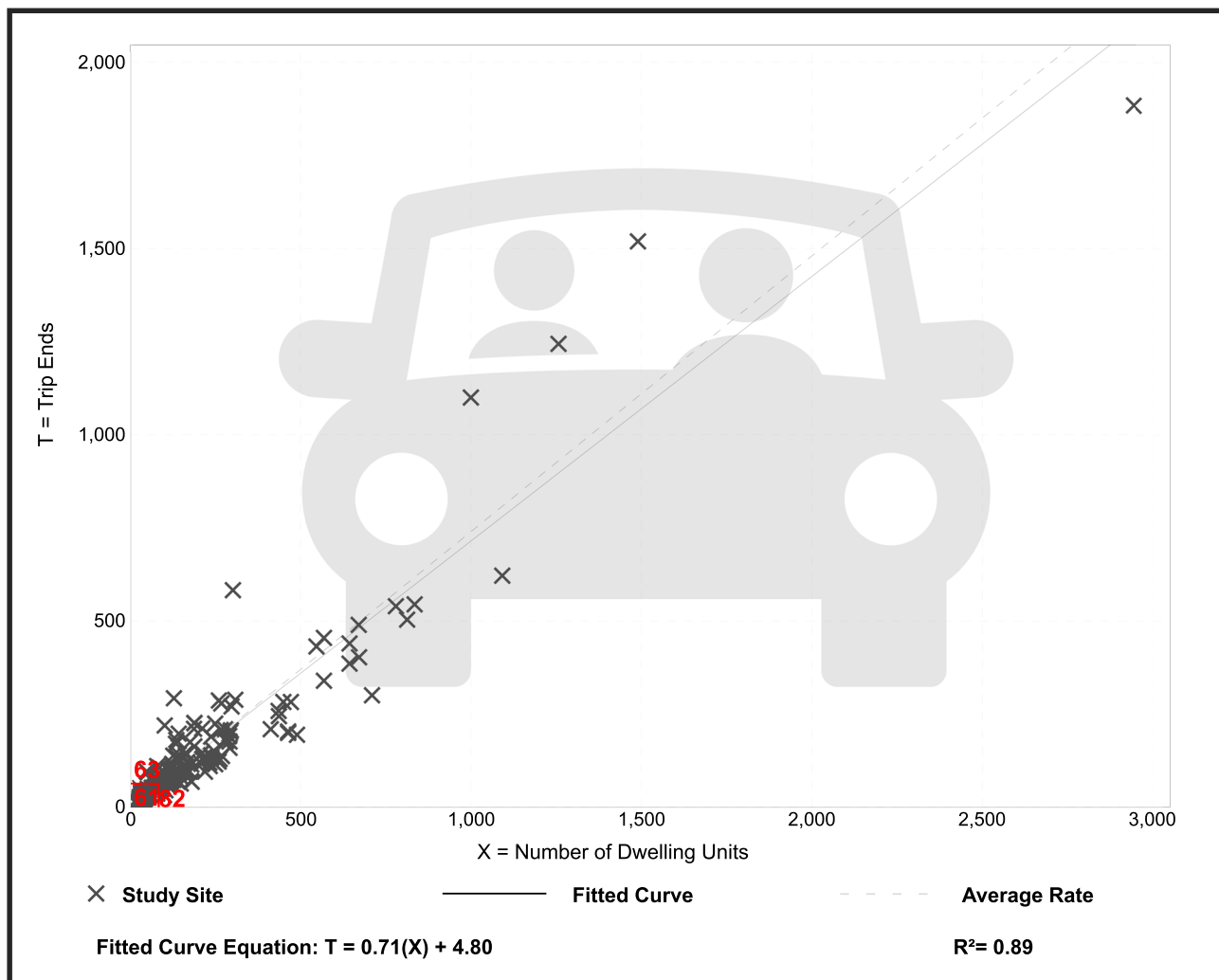
Avg. Num. of Dwelling Units: 219

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

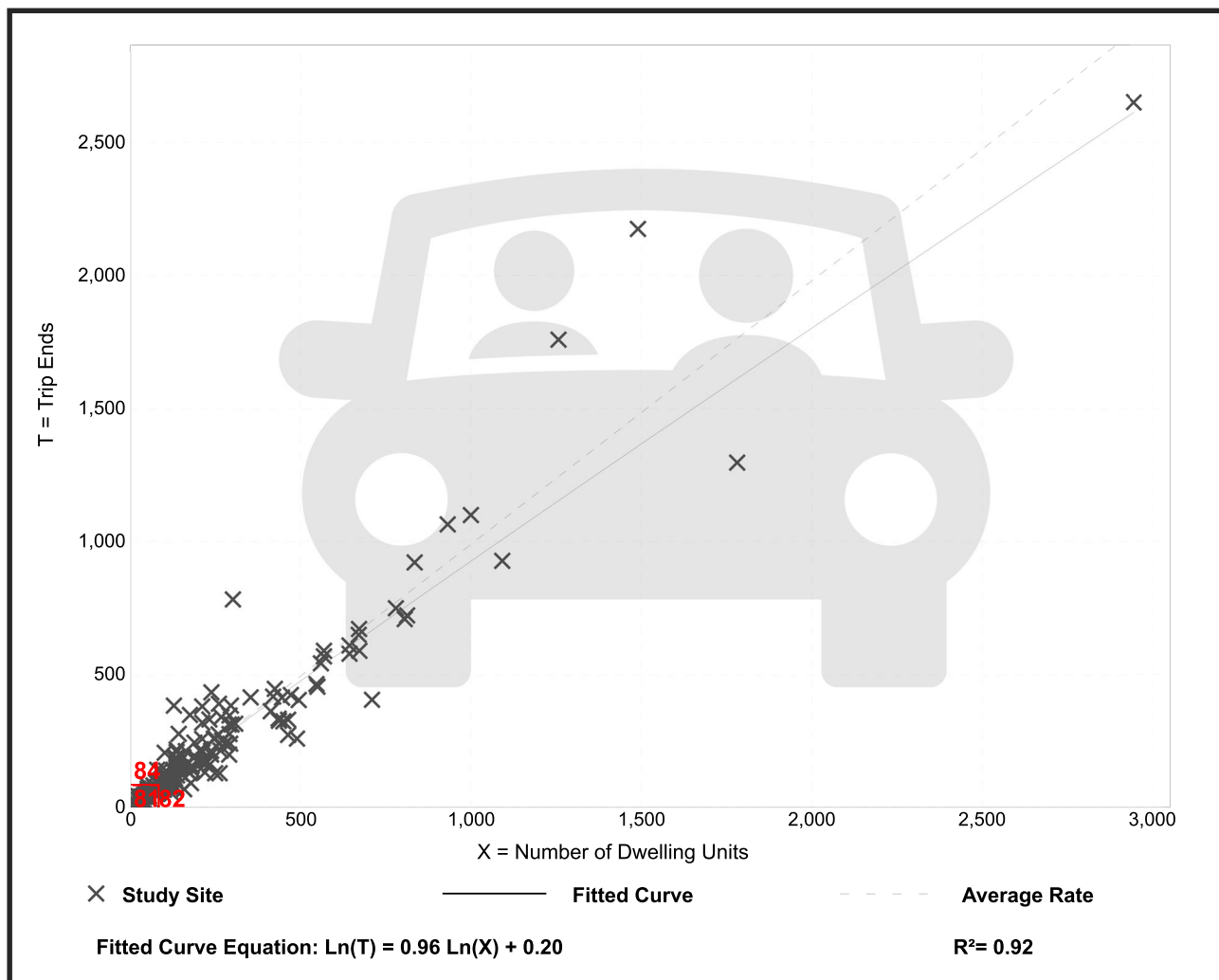
Avg. Num. of Dwelling Units: 242

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 159

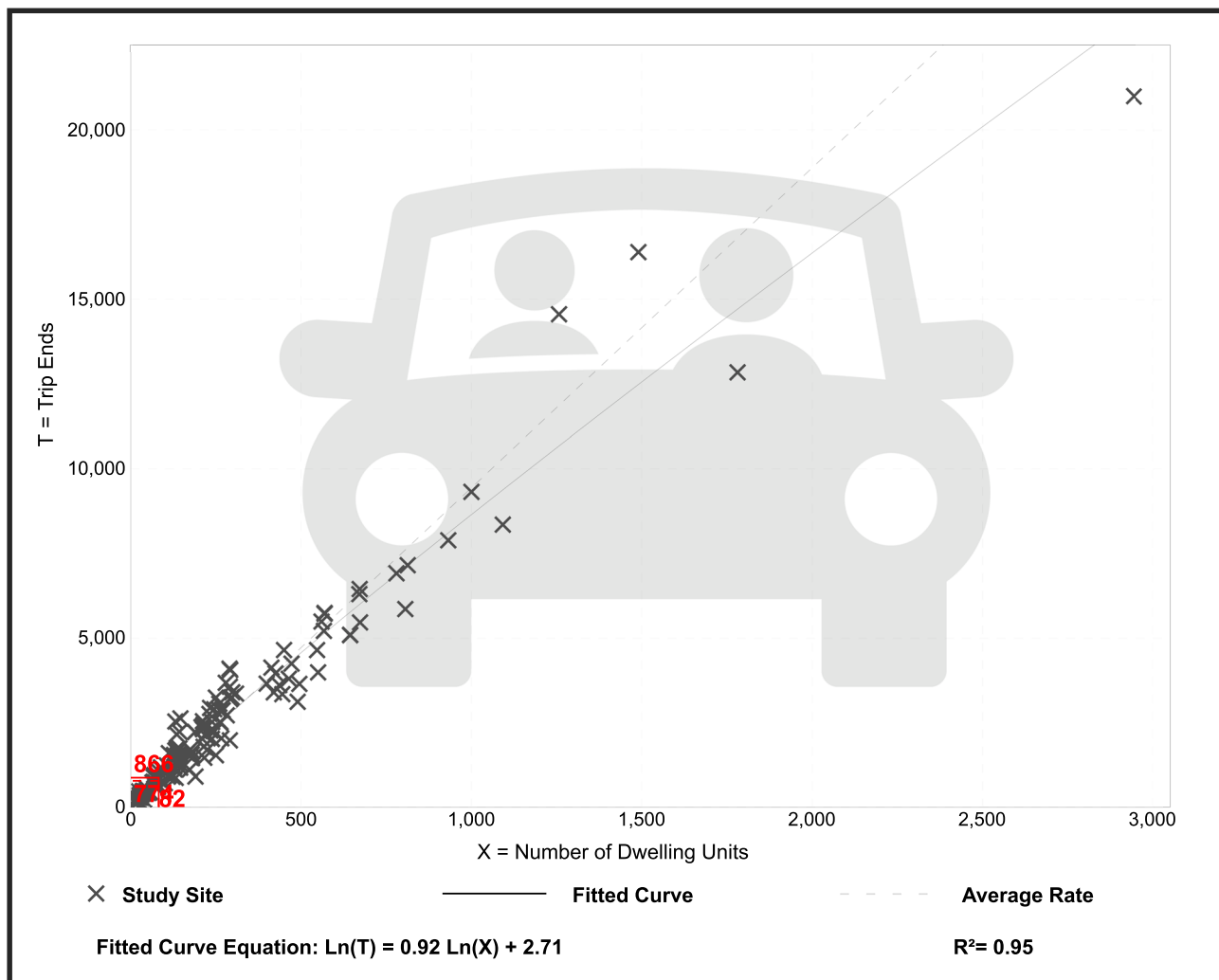
Avg. Num. of Dwelling Units: 264

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 53

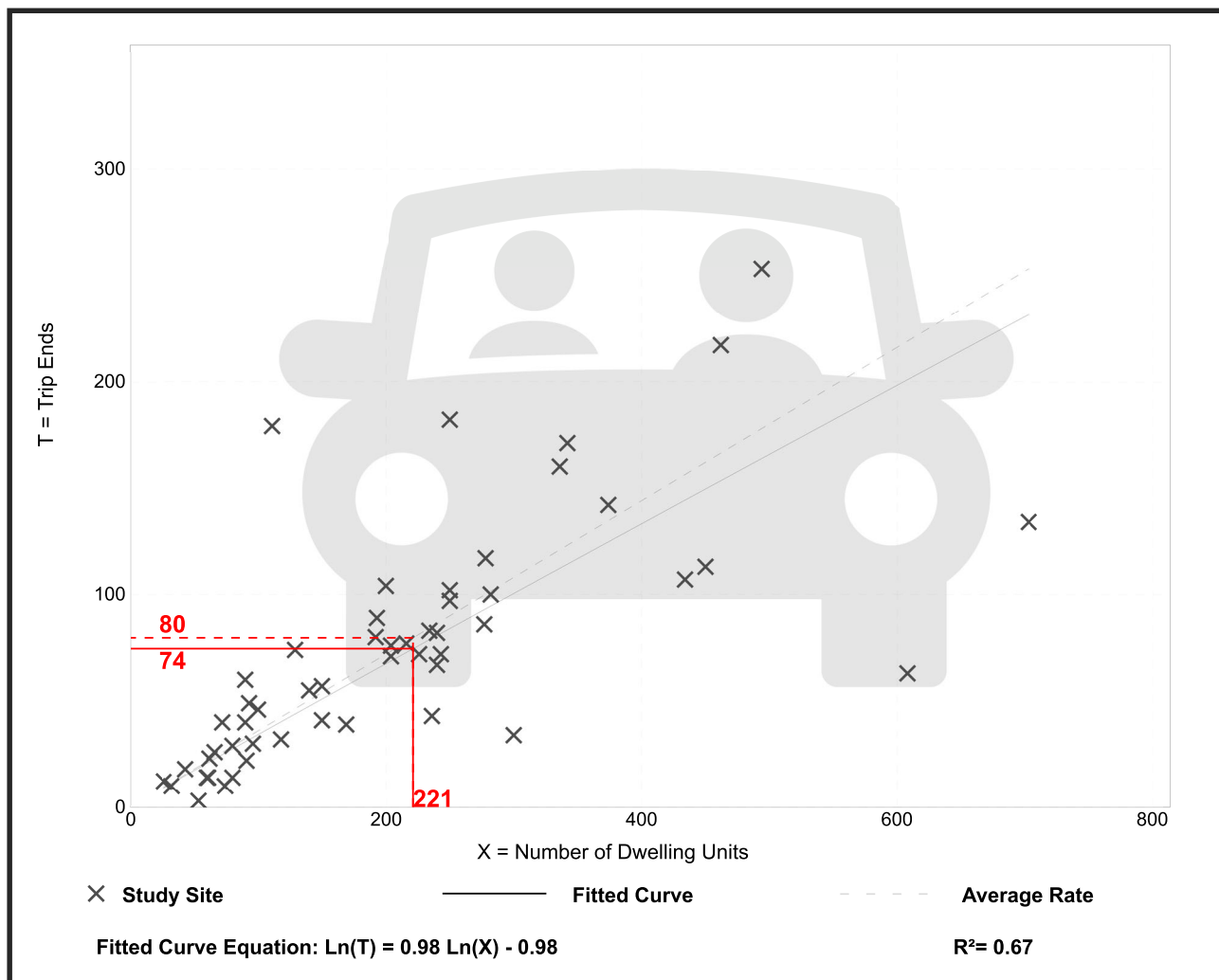
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 60

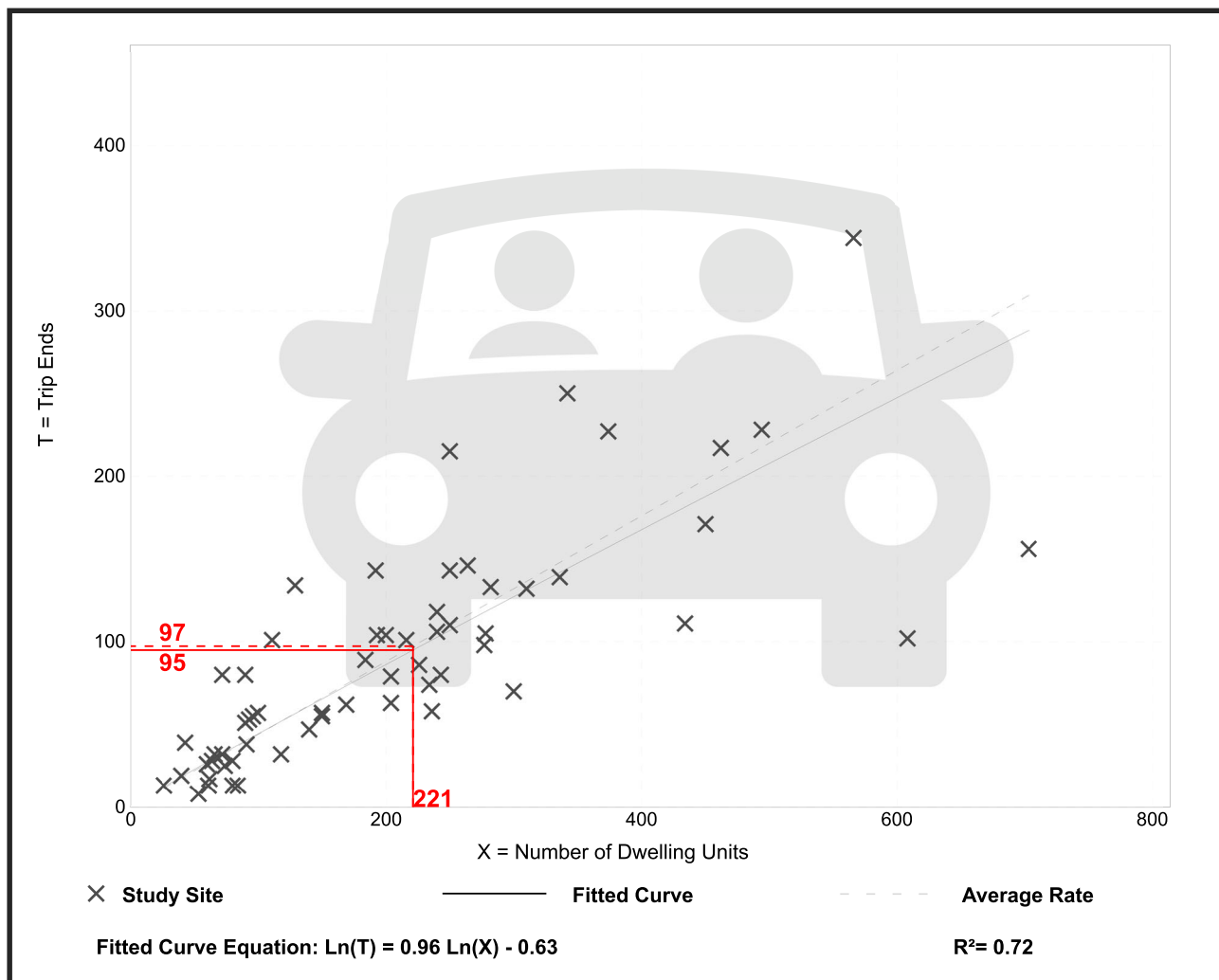
Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

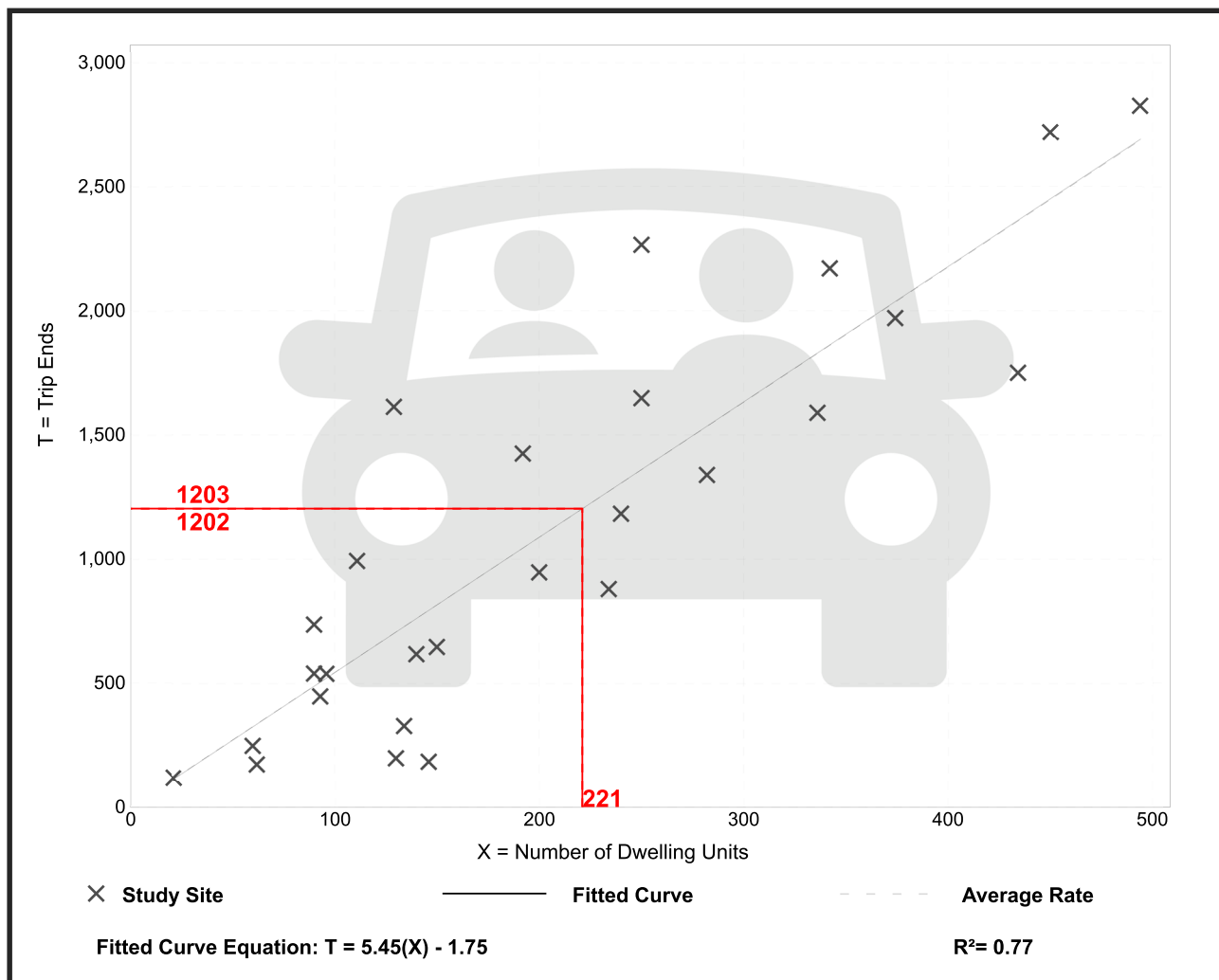
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



APPENDIX G

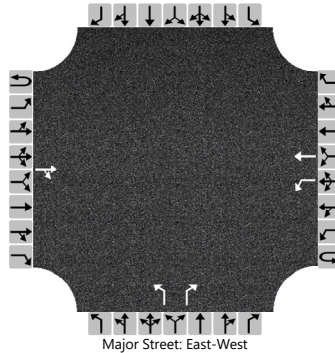
Capacity Analyses Worksheets

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Oak Forest @ Ridgeland
Agency/Co.	GHA	Jurisdiction	Cook County
Date Performed	08/23/21	East/West Street	Oak Forest Ave
Analysis Year	2021	North/South Street	Ridgeland Ave
Time Analyzed	EX AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5269.935		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			30	17		64	31			25		84				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

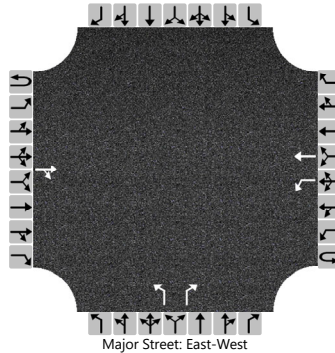
Flow Rate, v (veh/h)						70				27		91				
Capacity, c (veh/h)						1552				737		1027				
v/c Ratio						0.04				0.04		0.09				
95% Queue Length, Q ₉₅ (veh)						0.1				0.1		0.3				
Control Delay (s/veh)						7.4				10.1		8.8				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					5.0				9.1							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Oak Forest @ Ridgeland
Agency/Co.	GHA	Jurisdiction	Cook County
Date Performed	08/23/21	East/West Street	Oak Forest Ave
Analysis Year	2021	North/South Street	Ridgeland Ave
Time Analyzed	EX PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5269.935		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			46	39		113	56			50		106				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

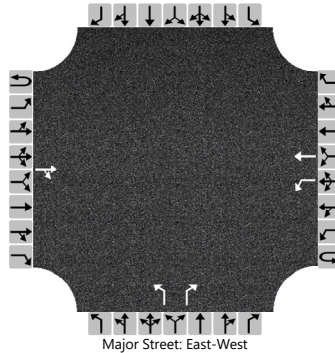
Flow Rate, v (veh/h)						123				54		115				
Capacity, c (veh/h)						1499				572		989				
v/c Ratio						0.08				0.10		0.12				
95% Queue Length, Q ₉₅ (veh)						0.3				0.3		0.4				
Control Delay (s/veh)						7.6				12.0		9.1				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					5.1				10.0							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Oak Forest @ Ridgeland
Agency/Co.	GHA	Jurisdiction	Cook County
Date Performed	08/23/21	East/West Street	Oak Forest Ave
Analysis Year	2030	North/South Street	Ridgeland Ave
Time Analyzed	No-Build AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5269.935		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			33	19		70	34			27		92				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						76				29		100				
Capacity, c (veh/h)						1545				714		1021				
v/c Ratio						0.05				0.04		0.10				
95% Queue Length, Q ₉₅ (veh)						0.2				0.1		0.3				
Control Delay (s/veh)						7.5				10.3		8.9				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					5.0				9.2							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

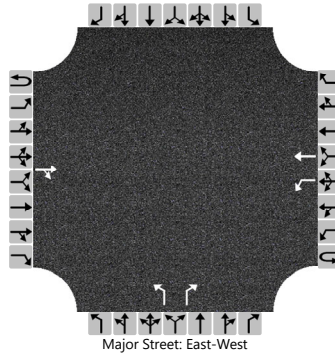
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	5269.935

Site Information

Intersection	Oak Forest @ Ridgeland
Jurisdiction	Cook County
East/West Street	Oak Forest Ave
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			50	43		124	61			55		116				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						135				60		126				
Capacity, c (veh/h)						1489				540		981				
v/c Ratio						0.09				0.11		0.13				
95% Queue Length, Q ₉₅ (veh)						0.3				0.4		0.4				
Control Delay (s/veh)						7.7				12.5		9.2				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					5.1				10.3							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

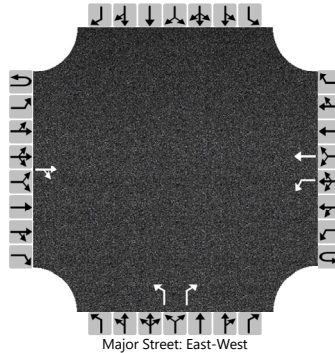
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	TOTAL AM
Intersection Orientation	East-West
Project Description	5269.935

Site Information

Intersection	Oak Forest @ Ridgeland
Jurisdiction	Cook County
East/West Street	Oak Forest Ave
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			39	22		70	49			37		112				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

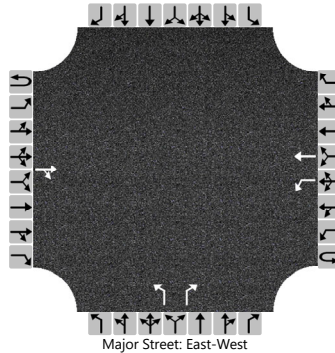
Flow Rate, v (veh/h)						76				40		122				
Capacity, c (veh/h)						1533				691		1010				
v/c Ratio						0.05				0.06		0.12				
95% Queue Length, Q ₉₅ (veh)						0.2				0.2		0.4				
Control Delay (s/veh)						7.5				10.5		9.1				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					4.4				9.4							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Oak Forest @ Ridgeland
Agency/Co.	GHA	Jurisdiction	Cook County
Date Performed	08/23/21	East/West Street	Oak Forest Ave
Analysis Year	2030	North/South Street	Ridgeland Ave
Time Analyzed	TOTAL PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5269.935		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			64	52		124	72			61		116				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						135				66		126				
Capacity, c (veh/h)						1458				516		956				
v/c Ratio						0.09				0.13		0.13				
95% Queue Length, Q ₉₅ (veh)						0.3				0.4		0.5				
Control Delay (s/veh)						7.7				13.0		9.3				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					4.9				10.6							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

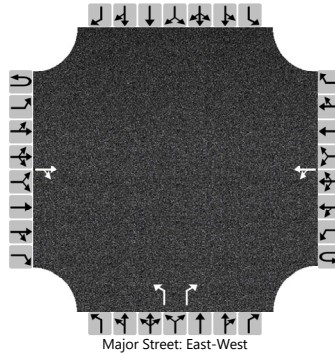
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	TOTAL AM
Intersection Orientation	East-West
Project Description	5269.935

Site Information

Intersection	Oak Forest @ Site
Jurisdiction	Cook County
East/West Street	Oak Forest Ave
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	0	1		0	0	0
Configuration				TR		LT				L		R				
Volume (veh/h)			125	6		16	104			15		46				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17				16		50				
Capacity, c (veh/h)						1438				693		907				
v/c Ratio						0.01				0.02		0.06				
95% Queue Length, Q ₉₅ (veh)						0.0				0.1		0.2				
Control Delay (s/veh)						7.5				10.3		9.2				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					1.1				9.5							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

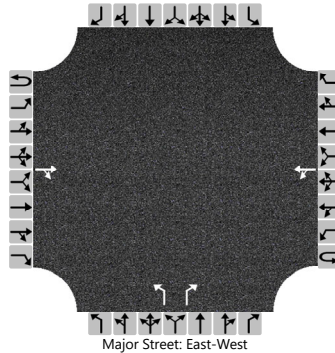
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	TOTAL PM
Intersection Orientation	East-West
Project Description	5269.935

Site Information

Intersection	Oak Forest @ Site
Jurisdiction	Cook County
East/West Street	Oak Forest Ave
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		1	0	1		0	0	0
Configuration				TR		LT				L		R				
Volume (veh/h)			166	18		49	185			11		31				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						53				12		34				
Capacity, c (veh/h)						1370				507		850				
v/c Ratio						0.04				0.02		0.04				
95% Queue Length, Q ₉₅ (veh)						0.1				0.1		0.1				
Control Delay (s/veh)						7.7				12.3		9.4				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					1.9				10.2							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

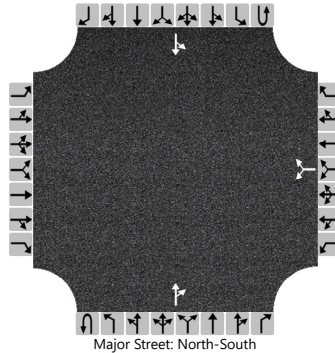
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	TOTAL AM
Intersection Orientation	North-South
Project Description	5269.935

Site Information

Intersection	Ridgeland @ North Site
Jurisdiction	Cook County
East/West Street	Site North
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						18		7			122	6		2	90	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

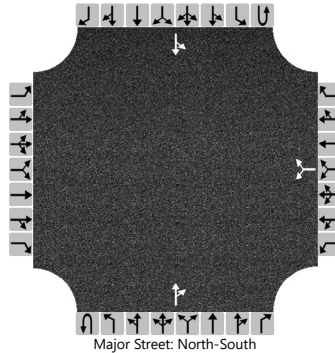
Flow Rate, v (veh/h)						27								2		
Capacity, c (veh/h)						787								1444		
v/c Ratio						0.03								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						9.7								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.7								0.2			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	GHA	Intersection	Ridgeland @ North Site
Agency/Co.	GHA	Jurisdiction	Cook County
Date Performed	08/23/21	East/West Street	Site North
Analysis Year	2030	North/South Street	Ridgeland Ave
Time Analyzed	TOTAL PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5269.935		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						12		4			173	20		6	170	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17								7		
Capacity, c (veh/h)						650								1361		
v/c Ratio						0.03								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						10.7								7.7		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					10.7								0.3			
Approach LOS					B											

HCS7 Two-Way Stop-Control Report

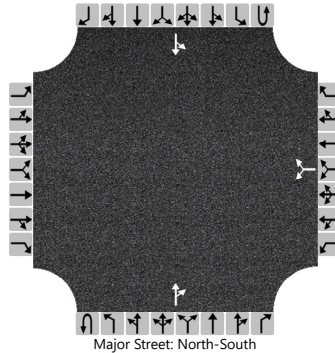
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	TOTAL AM
Intersection Orientation	North-South
Project Description	5269.935

Site Information

Intersection	Ridgeland @ South Site
Jurisdiction	Cook County
East/West Street	Site South
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						13		3			125	4		1	107	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17								1		
Capacity, c (veh/h)						758								1443		
v/c Ratio						0.02								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						9.9								7.5		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					9.9								0.1			
Approach LOS					A											

HCS7 Two-Way Stop-Control Report

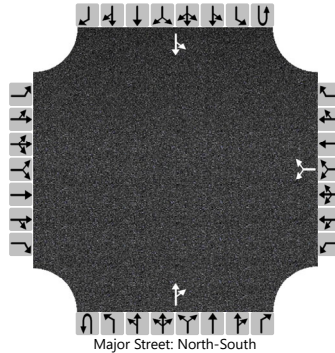
General Information

Analyst	GHA
Agency/Co.	GHA
Date Performed	08/23/21
Analysis Year	2030
Time Analyzed	TOTAL PM
Intersection Orientation	North-South
Project Description	5269.935

Site Information

Intersection	Ridgeland @ South Site
Jurisdiction	Cook County
East/West Street	Site South
North/South Street	Ridgeland Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						8		2			191	13		3	179	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11								3		
Capacity, c (veh/h)						626								1347		
v/c Ratio						0.02								0.00		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						10.9								7.7		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					10.9								0.1			
Approach LOS					B											

MONOTONY CODE FOR DETACHED SINGLE-FAMILY DWELLING UNITS

Elevations:

The same elevation of the same floor plan cannot be repeated within two lots on the same side of the street. In other words, there must be two different elevations between each home. A different elevation is not only defined as a different letter, but must be different in terms of roofline and fenestration.

The same elevations cannot be put “directly across the street” from one another. However, like elevations can be erected across the street from one another as long as the lot boundaries do not overlap by more than 25%: this is not considered “directly across the street.” In the case of a small cul-de-sac (eight sites or less), no duplication of elevations should occur.

Exterior Colors:

On the same side of the street, the same exterior siding color should not be repeated within two lots. In other words, there will be two different siding colors between each house. Similar to the elevation rule, the siding color should not be the same on any house across the street.

As far as the trim, roof and brick colors are concerned, they should not be duplicated more than twice if side by side; i.e., there will not be three homes alongside each other with the same trim color.

There is no monotony code for TH.

GENERAL INFORMATION

Project Name: Oak Ridge
Project Number(s): 53296
Project Location: Tinley Park
County Jurisdiction: Cook
Architects: Premier Architects
Architect Contact: John Kern

**SITE & LANDSCAPING INFORMATION**

Common Area Landscape: Per Landscape Plan
Curb & Curb Cuts: B6.12/Depressed
Driveways: 2" asphalt over 6" gravel
Driveway Approaches: 2" asphalt over 6" gravel
Exterior Flatwork: 3' wide 4" thick service walk from drive to front stoop w/California finish
Landscape Package: Foundation Plantings – Standard (per plan)
Landscaping - Front Yard: Sod
Landscaping - Side Yard: Sod
Landscaping - Rear Yard: Sod
Mailboxes: Yes, specifications per U.S.P.S.
Mulch: Perimeter of Foundation
Parkway: Per Landscape Plan
Public Walks: 5' wide 5" thick (6" at driveway) w/4" crushed stone base – Rebar at Drives
Sewer & Water Req.: 1 1/2" water /6" PVC sewer service (D-2241 minimum)

MISCELLANEOUS INFORMATION

Energy Testing: Energy Smart
Radon Mitigation: Passive Radon system from slab through roof.
Smart Home Features (Amazon): Amazon Echo Dot (Installed Post-Closing)
Smart Home Features (Deadbolt): Kwikset ZWave 888 Electronic deadbolt
Smart Home Features (Doorbell): Skybell Trim Plus video doorbell (Installed Post-Closing)
Smart Home Features (HD Panel): Qolsys IQ2 7" HD Panel (Installed Post-Closing)
Smart Home Features (Light Switch): Eaton/Cooper ZWave light switch

CONSTRUCTION FEATURES

Standard: Slab
Optional: Partial Basement, Full Basement
Stoop: Standard (Per Plan)
1st Floor Ceiling Height: 9' ceiling

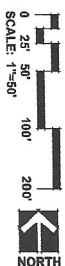
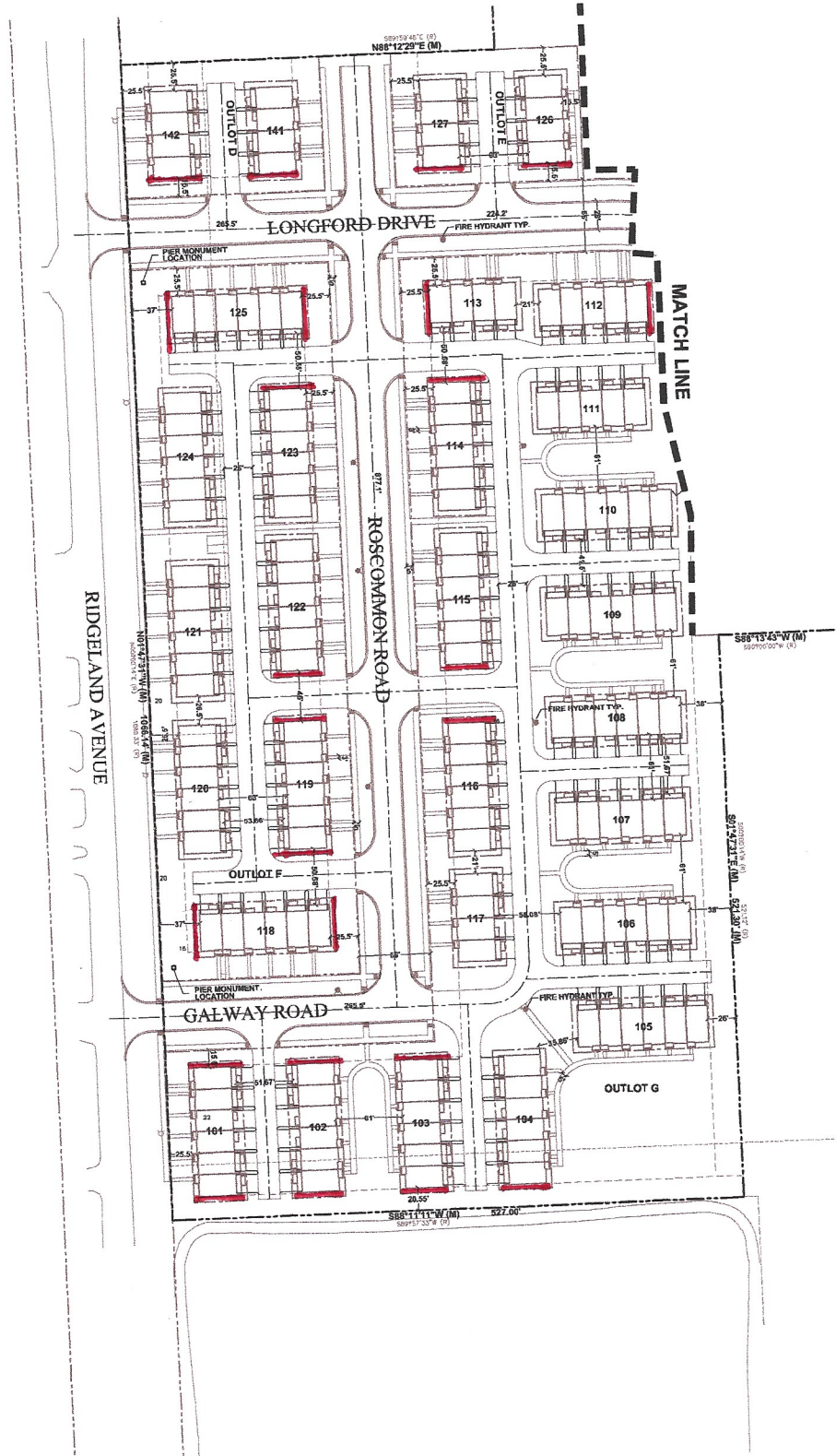
EXTERIOR DESIGN FEATURES

Address Marker: 4" Black plastic house numbers
Corners (Front): Wood Tone Real Trim 4/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Corners (Sides and Rears): Wood Tone Real Trim 4/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Cultured Stone: Face Brick/Stone per D.R. Horton Package, per plan
Decorative Millwork: Decorative millwork mounted on top of vinyl siding. MFG: Fypon or equal
Ext. Garage Service Door: Optional 2-panel square smooth insulated steel, location per plan
Exterior Paint: Sherwin Williams, Colors per D.R. Horton Color Package
Exterior Window Trim: Wood Tone Real Trim 4/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Frieze: Wood Tone Real Trim 4/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Front Exterior Door: Masonite HGS-217-010-2 smooth fiberglass insulated w/deadbolt and dentil shelf
Masonry: Face Brick/Stone per D.R. Horton Package, per plan
Rake Size: Flush
Roof Shingles: IKO Cambridge AR Architectural - Weathered Wood
Shutters (Louver/Panel): Prefinished Vinyl per plan
Siding: Exterior Portfolio Parkview D4.042 Vinyl Siding
Soffit and Fascia: Aluminum, 2x8 subfascia
Trim Boards: Wood Tone Real Trim 4/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Window Energy Efficiency: MI Windows. Low E glass and Argon. U Factor .30
Window Grills: Whole House
Windows: White vinyl single-hung or slider w/integral J channel, tempered glass where required by code

INSULATION

Attic: R-45 at all ceilings
Basements: R-11 blanket at exterior walls from top of foundation to 4' down. 1" closed cell spray foam at rim
Cantilevers: Min. R-35 (fill cavity)
Exterior Walls (2x4 - Per Plan): R-15 Hi-Density Batts
Exterior Walls (2x6 - Per Plan): R-19
Floor Perimeter: Closed cell spray foam at basement rim, 2nd floor rim joist, joist ends at garages, garage HVAC chases, at penetration when garage steel penetrates warm walls and at steel at 3rd car garages when steel carriers 2nd floor.
Garage Ceilings w/Living Space Above: Minimum R-35 (Fill Cavity)
Top Plate Gasket: Minimum 3/8" bead of Great Stuff pro Gasket foam at all exterior and interior top plates contiguous to attic space above.
Warm Walls (house to garage): R-15 / R-19 Hi-Density Batts - Per Plan

Oak Ridge Key Lot Exhibit 10/15/2021



Key Lots

OAK RIDGE
TINLEY PARK, ILLINOIS

PRELIMINARY SITE PLAN

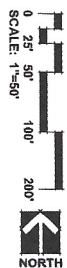
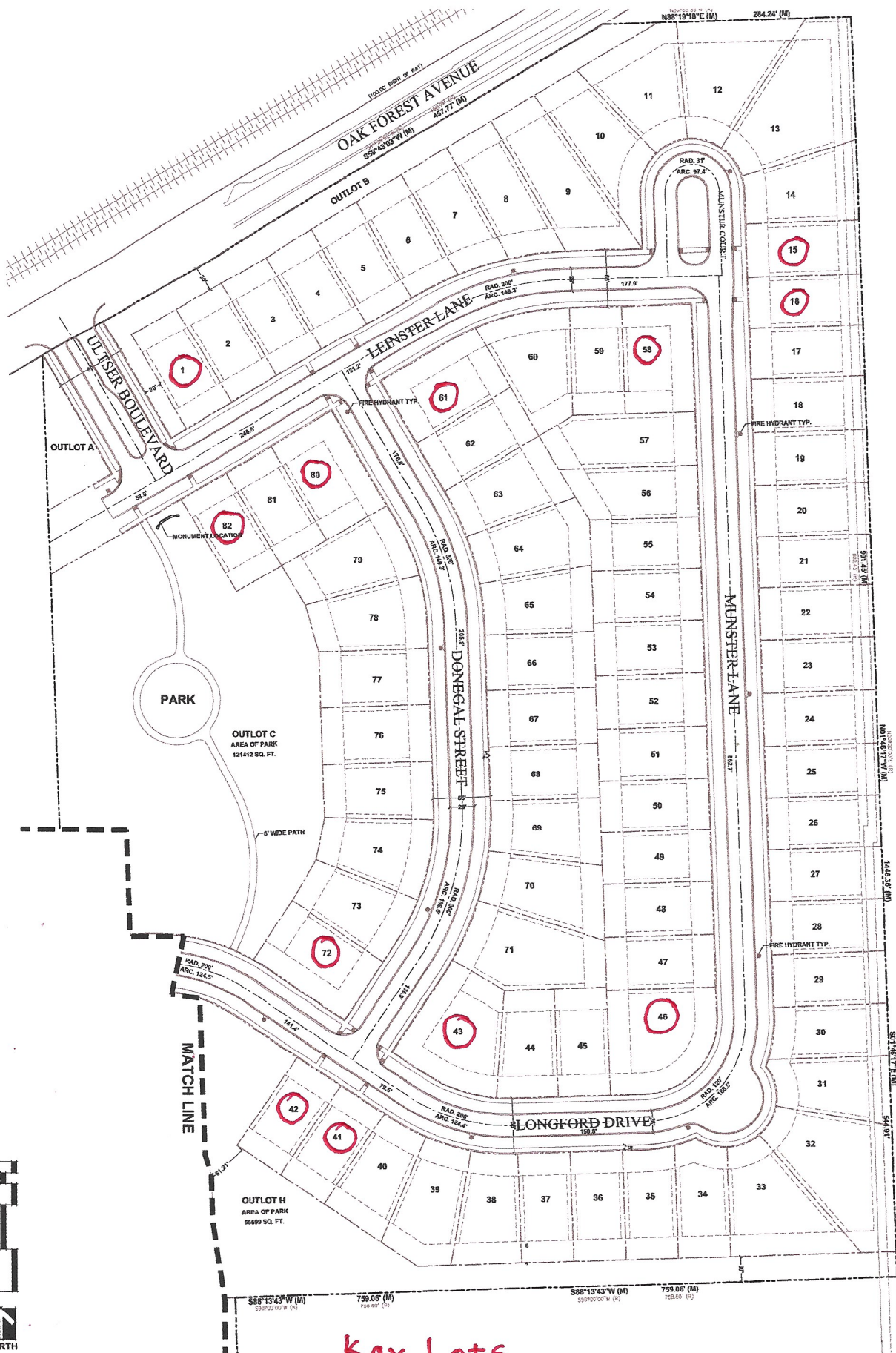
DATE: 09/03/21
PROJECT NO.: 081724
DRAWN: JWG
CHECKED: JWG
SHEET NO.: 2 OF 3

REVISIONS:

GR
GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ENGINEERING
ARCHITECTURE
400 WEST LIBERTY STREET
WILSON, ILLINOIS 60097
TEL: 815.399.1234
FAX: 815.399.1235

HAHNBERRY
Hahnberry & Associates
7501 S. RIVER
SHEPHERD, ILLINOIS 60551
TEL: 630.399.1234
FAX: 630.399.1235

MAISON
MAISON ARCHITECTS, LLC
855 W. ROOSE RD
SHEPHERD, ILLINOIS 60551
TEL: 630.399.1234
FAX: 630.399.1235



DATE: 09/23/21
PROJECT NO.: 09702
DESIGNED BY: JWS
CHECKED BY: JWS
SHEET NO.: 3 OF 3

REVISIONS:

OAK RIDGE
TINLEY PARK, ILLINOIS
PRELIMINARY SITE PLAN

MAJOR CONSULTANTS, LLC
5575 W. HENRI ROAD
ROSEMONT, ILLINOIS 60068

DATE: 09/23/21
70% DESIGN
SHEET NO.

GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ARCHITECTURAL CONSULTING
400 WEST WASHINGTON STREET
CHICAGO, ILLINOIS 60604
PHONE: 312.664.1197



Oak Ridge, Tinley Park, IL estimated school children generation

8/31/2021

SFD	# of Units	ES students/unit	TOTAL ES Students
3BR	33	0.639	21.087
4BR	49	0.961	47.089

SFA			
2BR	96	0.141	13.536
3BR	64	0.143	9.152

TOTAL ES Students 90.864

SFD	# of Units	HS students/unit	TOTAL HS Students
3BR	33	0.135	4.455
4BR	49	0.242	11.858

SFA			
2BR	96	0.03	2.88
3BR	64	0.05	3.2

TOTAL HS Students 22.393

Source: Village of Orland Park Development Ordinance

Note: Pursuant to the IL State Report Card, School District #146 has lost 54 students over the last 5 years and Tinley Park High School has lost 260 students over the last 5 years

Background, Objective, and Key Assumptions

Background, Objective and Key Assumptions

Background

Housing Trends, LLC was retained by DR Horton, Inc. - Midwest to assess the viability of the Subject location and make product and pricing recommendations that will maximize revenue and velocity at the proposed community located in Tinley Park, Cook County, Illinois. The Subject is currently planned to consist of approximately 225 total units (traditional single-family and townhomes).

Objective

The objective of this assignment was to compile and evaluate pertinent housing information in order to provide product, pricing and absorption projections for the recommended product type. To achieve the objective of this assignment, information on the Subject was reviewed, the Subject site was visited, and information was compiled and analyzed on: actively selling new home communities and existing home sales in the Target Market Area (portions of Cook and Will Counties).

Key Assumptions

It is important to note that our pricing recommendations and absorption targets assume certain parameters regarding project execution. To achieve the prices and sales rates reflected in this report, it is assumed that the community will: 1) offer floor plan sizes and types as proposed, 2) be executed in a quality “market appropriate” manner with a community entrance, monumentation, landscaping, amenities, spec levels, and unit finishes in-line with market expectations, 3) have advertising and marketing efforts generating qualified shopper traffic commensurate with market comps achieving comparable sales rates, 4) have an on-site sales office open at least five days per week, 5) have fully decorated model homes reflecting each product type, and 6) have experienced sales agents familiar with the local market. In terms of product, as a general guide we have assumed that Builder product would be commensurate with other new home communities in the Target Market Area. If the Builder does not meet these conditions, it could have adverse impacts on project performance that could impact achievable prices and/or sales rates.

Contact Information

For questions and/or comments regarding this report, please contact:

Lance Ramella, President
Housing Trends, LLC
210 Cedar Avenue
St. Charles, IL 60174
lramella@housingtrendsllc.com
630.544.7826

Executive Summary – For-Sale Product

Executive Summary – Key Observations

- The unemployment rate in the Chicago MSA increased from a historic low of 2.8% in December 2019 to 17.3% in April 2020 and back down to 7.2% in November 2020 before bouncing up to 8.7% in December 2020. Of course, this roller coaster year has been greatly impacted by the Covid-19 pandemic. We expect that it will take another 12 to 18 months for the unemployment rate to reach its pre-pandemic levels.
- Through the economic uncertainty of the past several months, the new home market has been remarkably resilient, with most major homebuilders in the Chicago area reporting sales volumes twice what they were during the same period (May through December) last year. This sales boom has been primarily driven by historically low interest rates, lack of supply in the existing home market and strong demand in the suburbs.
- According to the Illinois Association of Realtors, existing home sales and median prices both surged in the fall (contracts were most likely written in the summer months). We expect this sales surge to continue into 2021 as the real estate market continues its strong rebound.
- Based on resale data per county, every county in the Chicago MSA has seen a strong increase in existing home sales volume. Kendall County led the way with a year-over-year increase of 63.9%, followed by Kane County with a year-over-year increase of 46.5%. Will County and Suburban Cook County, both saw strong but slightly more modest growth rates.
- The median existing home sales price in the Chicago MSA increased at its fastest pace in 15 years with a year-over-year increase of 14.4% as of December 2020. The past six months have seen sales increases of 6.9% (July), 10.5% (August), 12.3% (September), 14.2% (October), 12.0% (November) and 14.4% (December). These price increases demonstrate the recent strength of the real estate market in the Chicago region, particularly the suburban market.
- According to anecdotal evidence (its too soon to have reliable data), the Covid-19 pandemic and the resulting move toward telecommuting has allowed workers that would normally commute to dense employment centers to move to less dense suburbs with larger lots and more outdoor amenities and still maintain their current jobs. These people might be working from home full-time or commuting to their place of employment one or two days per week, which will increase the desirability of distant suburbs with strong amenities, good schools and plenty of outdoor recreational options.
- The Subject is well located in the eastern portion of Tinley Park. The primary shopping corridor is located less than one-mile to the west of the Subject and the Tinley Park Metra Station is located only 1/2 mile west of the site.
- New home development activity has lagged in the Southwest suburbs when compared to the west and northwest suburbs. This has created a pent-up demand situation in this submarket. Our new home demand analysis indicates that this region is severely underbuilt compared to the annual new home demand in the market.



DR Horton, Inc. - Midwest

Tinley Park Market Opportunity Assessment and Demand Analysis

Village of Tinley Park, Cook County, Illinois

March 2021

Executive Summary – Key Observations

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- New home development activity has lagged in the Southwest suburbs when compared to the west and northwest suburbs. This has created a pent-up demand situation in this submarket. Our new home demand analysis indicates that this region is severely underbuilt compared to the annual new home demand in the market.

Executive Summary – Product Recommendations

Based on the results of our New Home Demand Analysis, the current new home and resale market and the demographic profile of the competitive market area (7.5-mile radius from the Subject site). Housing Trends recommends a mix of traditional single-family homes and rear-loaded townhomes at the Subject.





Traditional Single-Family Homes

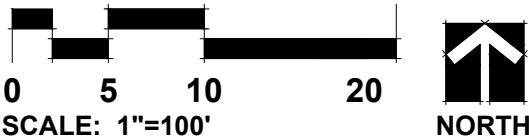
- Most newly built, single-family homes in the region are on minimum 60' wide lots. In order to compete in the local new home market, we recommend minimum 60' lots. For this analysis, we utilized the Client's existing traditional single-family product which ranges in size from approximately 1,498 to 2,836 square feet. We recommend including at least two ranch units with the remaining units traditional two-story, 3- or 4-bedroom and 2.5-bath units. We recommend base prices ranging from approximately \$320,000 to \$380,000 and we anticipate options of approximately 10% of the base prices. The recommended product mix will be targeted toward young and move-up families who are seeking a new home in an established/mature housing market as well as active adult buyers who are seeking single-level living.

Three-story, rear-loaded Townhomes

- According to our New Home Demand Analysis, there is a deep pool of new home buyers in the 30-44 year-old age category (Millennials). This buyer group has a strong preference for 3-story, rear-loaded townhomes primarily due to the flex-space that is typically included on the ground floor of the unit next to the garage. This flex-space has become very important for use as a home office in the past year. This product type also provides a strong street scape with all garage doors located behind the units and no garage doors at the front of the units. This product would be especially appealing facing Ridgeland Road as drive-by traffic would see the front of the units with no garages or curb-cuts. This product type will also provide diversity with the product offerings at the Subject which will allow the Subject property to appeal to a wide variety of buyers, ranging from young millennials (both singles and couples) to young and mature families and active-adults. These buyers are typically first-time buyers and have a strong preference for attached, maintenance-free homes. For these reasons, we recommend three-story, rear-loaded townhomes at the Subject. For this product type, we used the Client's Seaboard Series Townhomes which range in size from 1,579 to 1,756 square feet and have either two- or three-bedrooms and 2.5 bathrooms. Our recommended base prices range from \$265,000 to \$285,000. These units will be targeted toward Millennial couples and singles aged 30-44.



	PARKING	REQUIRED	PROPOSED
	GARAGE	-	320 (2 PER UNIT)
	DRIVEWAY	-	320 (2 PER UNIT)
	GUEST PARKING	-	2
	ON-STREET PARKING	-	29
	TOTAL	480 (3:1)	671 (4.2:1)



PARKING EXHIBIT

OAK RIDGE
TINLEY PARK, ILLINOIS

11/3/2021

D·R·HORTON
America's Builder



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

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