Village of Westmont

31 West Quincy Street, Westmont, Illinois 60559

villageboard@westmont.il.gov
westmont.illinois.gov | 630-981-6200

LEGAL NOTICE / PUBLIC NOTICE
VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
MEETING AGENDA

The Village of Westmont Planning and Zoning Commission will hold its regular meeting on Wednesday, July 8, 2026 at 6:00 PM, at the Village of Westmont, 31 W. Quincy St., Westmont, IL 60559.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Swearing-in of testifying attendees
5. Reminder to Silence All Electronic Devices
6. Reminder to Sign-In for Any Public Testimony
7. Approval of Minutes
    a. Approval of the Minutes of the June 10, 2026 regular meeting
8. Review of Public Hearing Procedures
9. Old Business
10. New Business
    a. **PUBLIC HEARING PZC 011-2025**
    Requests from Holladay Property Services Midwest, Inc. d/b/a Holladay Properties (Petitioner) and the Village of Westmont (Owner) for the properties at 1 North Cass Avenue, 14 North Linden Avenue, and 20 North Linden Avenue, Westmont, Illinois, 60559, for the following:
        1. Special Use Permit for a Planned Unit Development (PUD) in the B-1(A) Downtown Core District for a five-story, 119-unit mixed-use (storefront) building with parking facilities, including the following associated deviations from the Zoning Ordinance:
            a. Minimum Front Streetwall;
            b. Required top-story setback;
            c. Permitted number and size of wall and ground signs;
            d. Parking design standards;
            e. Parking and Loading Locations;
            f. Minimum required loading zones;

g. Emergency generator type and location; and
h. Such other deviations as may be necessary based on the Petitioner's PUD Development Plan;

2. Planned Unit Development (PUD) Development Plan in the B-1(A) Downtown Core District;
3. Planned Unit Development (PUD) Major Site Plan in the B-1(A) Downtown Core District;
4. Preliminary Plan of Subdivision to consolidate two (2) lots into one (1) lot (14 and 20 North Linden Avenue);
5. Comprehensive Plan Map Amendment to amend the future land use designation of 14 and 20 North Linden Avenue from Single Family Detached Residential to Downtown Mixed-Use;
6. Zoning Map Amendment to rezone the property located at 14 North Linden Avenue from the R-5 General Residential District to B-1(A) Downtown Core District;
7. Zoning Map Amendment to rezone the property located at 20 North Linden Avenue from the R-3 Single-Unit Residential District to B-1(A) Downtown Core District.

11. Open Forum

The public comment rules and procedures are set forth in Chapter 2, Section 2-66 of the Westmont Code of Ordinances. Public comment is allowed for matters of public concern that are not on the agenda. Public comment is limited to 3 minutes per speaker.

12. Miscellaneous

a. General Updates
1. Discussion — reestablishment of vice-chairperson rotation to preside over the meetings of the commission in the absence of the chairperson per Village Municipal Code, Sec. 2-446
2. Next Regular PZC Meeting on August 12, 2026

13. Adjourn

Note: Any person who has a disability requiring a reasonable accommodation to participate in the meeting should contact the ADA Compliance Officer, 9:00 A.M. to 4:00 P.M. Monday through Friday, Village of Westmont, Illinois, 60559; or telephone (630) 981-6210 voice, within a reasonable time before the meeting. Listen Everywhere, an assistive listening, mobile app, is now available to visitors attending Board and Commission Meetings held in the Village Hall Board Room.

https://westmont.illinois.gov/581/ADA-Listen-Everywhere

Village of Westmont
COMMUNITY DEVELOPMENT

31 West Quincy Street, Westmont, Illinois 60559

cd@westmont.il.gov | 630-981-6250
westmont.illinois.gov | 630-981-6200

Village of Westmont
Planning & Zoning Commission
June 10, 2026 - Draft Minutes

The Village of Westmont Planning and Zoning Commission held its regular meeting on Wednesday, **June 10, 2026, at 6:00 p.m.**, at the Westmont Village Hall located at 31 W. Quincy Street, Westmont, Illinois, 60559.

1. Call to Order

Chair Doug Carmichael called the meeting to order at **6:00 PM**.

2. Roll Call

Present: **5-** Chair Doug Carmichael, Commissioners Dan Charleston, Conor Donoghue, John F. Simpson IV, Craig Thomas
Absent: **2 -** Secretary Jill Peterson, Commissioner Michael Lynn

A QUORUM WAS PRESENT TO TRANSACT BUSINESS

Staff: Scott Williams (Senior Planner), Adam Walsh (Planner), John Zemenak (Village Attorney)

3. Pledge of Allegiance

4. Swearing-in of testifying attendees

5. Reminder to silence all electronic devices

6. Reminder to sign-in for any public testimony

7. Approval of the Minutes of the May 13, 2026, regular meeting.

MOTION by **Thomas** to approve the regular meeting minutes from May 13, 2026.

Seconded by **Donoghue**.

VOTING:
Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2-** Lynn, Peterson

Motion Passed

8. Review of Public Hearing Procedures

9. Old Business

PZC 010-2026
Request from 814 CRE, LLC (Petitioner), and Encore CW, LLC (Owner) for the property at 6120 South Cass Avenue, Westmont, Illinois, 60559, for the following:

1) Major Site Plan for a Daycare Center in the C-1 Commercial District.

Presentation:
Mark Kellenberger, petitioner, presented the request. Kellenberger explained the revisions made since the previous meeting.

Staff Comment:
Scott Williams, Senior Planner, presented the staff report, listing staff's recommended conditions of approval.

Commissioner Comments:
Chair Carmichael appreciated the revisions made to the site plan.

Motion by **Charleston** to recommend to the Village Board of Trustees to approve a request from 814 CRE, LLC (Petitioner), and Encore CW, LLC (Owner), for the property at 6120 South Cass Avenue, Westmont, Illinois, 60559, ***for a Major Site Plan for a daycare center in the C-1 Commercial Zoning District, subject to the conditions listed in the staff report.***

Seconded by **Simpson**.

VOTING:
Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2 -** Lynn, Peterson

Motion Passed

10. New Business

PUBLIC HEARING PZC 018-2026
Request from Community Unit School District 201 for the property at 909 Oakwood Drive, Westmont, Illinois, 60559, for the following:

1) Special Use Permit for an electronic message board sign for Westmont High School in the R-3 Single-Unit Residential District.

Presentation:
Joe Smith, Director of Facilities, presented the request.

Staff Comment:
Adam Walsh, Planner, presented the staff report.

Public Comment:
None.

Commissioner Comments:
Carmichael asked how the sign could be dimmed and turned off. Smith and Luis Ortega, the petitioner's contractor, explained that the sign's controls can be set on a recurring timer instead of being turned off or dimmed manually.

MOTION 1

Motion by **Donoghue** to recommend to the Village Board of Trustees to approve a request from Community Unit School District 201 for the property at 909 Oakwood Drive, Westmont, Illinois, 60559, for a ***Special Use Permit for an electronic message board sign for Westmont High School in the R-3 Single-Unit Residential District.***

Seconded by **Thomas**.

VOTING:

Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2 -** Lynn, Peterson

Motion Passed

PUBLIC HEARING PZC 019-2026
Request from The Mahj House, LLC, d/b/a The Mahj House (Petitioner), and Richmond Station LLC (Owner), for the property at 38 South Cass Avenue, Westmont, Illinois, 60559, for the following:

1) Special Use Permit to operate an Indoor Other Participant Entertainment business in the B-1 Downtown Edge District.

Presentation:
Melissa Mueller, petitioner, presented the request.

Staff Comment:
Adam Walsh, Planner, presented the staff report.

Public Comment:
Margaret Bourke, Westmont resident, spoke in support of the request.

Commissioner Comments:
Carmichael expressed support for the request.

MOTION 1

Motion by **Thomas** to recommend to the Village Board of Trustees to approve a request from The Mahj House, LLC, d/b/a The Mahj House (Petitioner), and Richmond Station LLC (Owner), for the property at 38 South Cass Avenue, Westmont, Illinois, 60559, for a ***Special Use Permit to operate an Indoor Other Participant Entertainment business in the B-1 Downtown Edge District.***

Seconded by **Simpson**.

VOTING:
Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2 -** Lynn, Peterson

Motion Passed

PUBLIC HEARING PZC 020-2026
Request from Richard Strohmaier Jr. for the property at 29 North Washington Street, Westmont, Illinois, 60559, for the following:

1) Zoning Ordinance Variance to the maximum lot coverage in the R-3 Single-Unit Residential District for two patios.

Presentation:
Tristan Razzetti, the petitioner's contractor, presented the request. Carmichael and Razzetti discussed the pergola's roof.

Staff Comment:
Scott Williams, Senior Planner, presented the staff report.

Public Comment:
None.

Commissioner Comments:
Commissioner Thomas asked if the petitioner agrees with the engineer's recommended conditions of approval regarding the pergola's roof. Razzetti replied yes.

Commissioner Simpson asked if the commission should recommend approval with the condition that the patio be required to be made of permeable materials and not have a louvered roof. Williams replied the commission should amend the motion. John Zemenak, Village Attorney, further discussed that if approved, the ordinance can require that the structures built must comply with the submitted site plan.

Commissioner Charleston asked for the area of the individual patios. Razzetti replied 423 square feet and 144 square feet. Razzetti added that two patios are proposed since there are two exterior doors. Charleston preferred for the requested variance to be at or below 40% by having one patio with a walkway to the second exterior door.

Commissioner Donoghue and Razzetti discussed the location and construction of the stepping stones.

Carmichael shared Charleston's comments regarding the second patio.

The commission discussed recommending approval contingent on amending the site plan to remove one patio and replace it with a walkway, as long as the lot coverage does not exceed 40%.

MOTION 1

Motion by **Simpson** to recommend to the Village Board of Trustees to approve a request from Richard Strohmaier Jr. for the property at 29 North Washington Street, Westmont, Illinois, 60559 for a ***Zoning Ordinance Variance to the maximum lot coverage in the R-3 Single-Unit Residential District, with the condition that the site plan be revised to include only one patio and a walkway from the second exterior door, not to exceed 40% lot coverage.***

Seconded by **Donoghue**.

VOTING:

Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

Chair Carmichael explained that the public hearings for the downtown rezonings would not begin until 7:30 p.m., as stated on the agenda. Therefore, the following motion was made:

MOTION

Motion by **Charleston** to recess the meeting at 6:45 p.m. until 7:30 p.m.

Seconded by **Donoghue**.

The motion carried on a unanimous voice vote.

A 45 minute recess was taken.

Chair Doug Carmichael called the meeting back to order at **7:30 PM.**

Present: **5-** Chair Doug Carmichael, Commissioners Dan Charleston, Conor Donoghue, John F. Simpson IV, Craig Thomas
Absent: **2 -** Secretary Jill Peterson, Commissioner Michael Lynn

A QUORUM WAS PRESENT TO TRANSACT BUSINESS

Staff: Scott Williams (Senior Planner), Joseph Hennerfiend (Community Development Director), Adam Walsh (Planner), John Zemenak (Village Attorney)

Due to the related nature of the remaining three (3) public hearings, Chair Carmichael opened the public hearings for PZC 014-2026, PZC 015-2026, and PZC 016-2026 concurrently.

Chair Carmichael swore in all members of the public who intended to provide testimony.

PUBLIC HEARING PZC 014-2026
Request from the Village of Westmont for the following:

1) Zoning Map Amendment to rezone the properties from the B-1 Downtown Edge District to the B-1(A) Downtown Core District, as listed on the agenda.
2) Zoning Map Amendment to rezone 20-26 East Quincy Street from the M-1 Limited Manufacturing District to the B-1(A) Downtown Core District.
3) Comprehensive Plan Map Amendment to change the future land use designation of 20-26 East Quincy Street from Single Family Attached Residential to Downtown Mixed-Use.
4) Zoning Map Amendment to rezone the split-zoned property at 139 North Cass Avenue from the B-1 Downtown Edge District and the R-3 Single-Unit Residential District to the B-1(A) Downtown Core District.
5) Comprehensive Plan Map Amendment to change the future land use designation of 139 North Cass Avenue from Single Family Detached Residential to Downtown Mixed-Use.
6) Zoning Map Amendment to rezone the split-zoned property at 18 West Quincy Street from being partially unzoned and from the R-5 General Residential District to the B-1(A) Downtown Core District.

PUBLIC HEARING PZC 015-2026
Request from the Village of Westmont for the following:

1) Zoning Map Amendment to rezone the properties from the R-5 General Residential District to the B-1 Downtown Edge District, as listed on the agenda.

PUBLIC HEARING PZC 016-2026
Request from the Village of Westmont for the following:

1) Zoning Map Amendment to rezone the properties from the R-5 General Residential District to the

R-7 Downtown Residential District, as listed on the agenda.

2) Comprehensive Plan Amendment to change the future land use designation of the properties from Single Family Detached Residential to Single Family Attached Residential, as listed on the agenda.

3) Comprehensive Plan Amendment to change the future land use designation of 205 East Burlington Avenue from Public/Semi Public to Single Family Attached Residential.

Presentation:
Joseph Hennerfeind, Community Development Director, introduced the request. Scott Williams, Senior Planner, presented the requests.

Margaret Bourke, Westmont resident, asked if 139 North Cass Avenue will remain as a bank if rezoned. Williams replied yes.

Public Comment:
Kevin Droz, owner of properties being rezoned, expressed support for the rezonings.

Bourke raised concerns about future developments negatively impacting stormwater. Williams explained that when a development is proposed, staff reviews the potential impacts to determine the best course of action.

Jim Fernandez, Westmont resident, expressed concerns about 20-26 East Quincy Street being rezoned B-1(A) Downtown Core ("B-1(A)"). Williams answered that the Village purchased the property for future redevelopment and explained that the Commercial Design Guidelines support the rezoning.

Stephanie Kilpatrick, Westmont resident, recommended limiting the northern boundary of the B-1(A) to Irving Street.

Brian Schuering, Westmont resident, referenced Downtown Downers Grove as an example of successful rezonings and expressed support for the requests.

Joseph Dunphy, Westmont resident, raised concerns about the rezonings impacting property taxes. Zemenak explained that the Township Assessor and DuPage County are responsible for setting taxes. Dunphy asked if new uses are being introduced to the area. Williams explained that the uses allowed in the R-7 Downtown Residential ("R-7") are largely similar to the R-5 General Residential. Dunphy questioned the future of Bale's once they close. Williams answered that zoning does not dictate the market. Zemenak explained the context of Bale's closing.

Jeff Laski, Westmont resident, expressed excitement about the proposed rezoning.

Elizabeth Musch, Westmont resident, asked how a smaller lot can be redeveloped if sold. Williams explained how detached houses can continue to be single-family if sold. Musch asked how affordable housing is addressed in the rezoning proposal. Zemenak explained that the Village meets all State of Illinois requirements for affordable housing.

Rick Martin, Westmont resident, expressed support for rezonings, hoped development would occur quickly, and requested that the public continue to be consulted.

Patrick Murray, Westmont resident, voiced concerns about rezoning the R-7 negatively impacting existing single-family homes. Hennerfeind explained that the zoning ordinance allows for existing detached houses to be improved in accordance with the R-5 district regulations. Zemenak further clarified how existing detached homes can be improved if rezoned R-7, including applicable nonconforming regulations.

Commissioner Charleston explained that the school districts receive most of the property taxes and gave a brief overview of how taxes are levied.

Noreen Kratz, Westmont resident, asked about a developer-led community meeting scheduled for the following week. Williams explained the logistics of the meeting. Kratz questioned the purpose of the rezonings and the intended result. Hennerfeind explained the rezoning proposal is highly influenced by the 2013 Comprehensive Plan, and attempts to direct development to a more appropriate location. Kratz stated the Metra ridership is low, so residents may not only be walking to the train station, and questioned why the Village is following the trends of adjacent municipalities.

Michelle Coffey, Westmont resident, asked if a special use permit may be required if an existing detached home is damaged to a certain extent. Williams and Zemenak discussed transitional provisions and nonconformity regulations. Coffey asked about impacts on the school districts. Hennerfeind explained that the impact fees are collected and paid to the Park District, Library District, and school districts. Adam Walsh, Planner, explained that the main trigger for impact fees are subdivisions.

Andrew Cornay asked how the rezoning proposal would be impacted by an economic collapse. Zemenak answered that the Village has some financial incentive programs to assist business and properties.

Laurel Rugen, Westmont resident, asked how efforts to increase redevelopment preserve the existing character, expressed concerns about traffic and parking, and displacement of existing residents.

Candace Robbins, Wesmont resident, appreciated the existing character of the Village and said the rezonings may negatively alter the character and create a tunnel effect.

Bonnie Waymann-Dodd, Westmont resident, shared the sentiments of previous speakers regarding traffic, stormwater, loss of green space, quality of development, tax increases, quantity of multi-family and townhouses in the Village, and the future of the Bale’s property.

John Havemann, Westmont resident, explained how the property taxes of his property changed when the detached house was redeveloped with a duplex. While not opposed to the rezoning, Havemann commented on how redevelopments will alter the character of the neighborhood.

Joseph Dunphy felt reassured about the rezonings, but hypothesized that it may not spur the intended development, and asked if the Village has intentions for developing other parts of the Village. Hennerfeind answered that the updated Comprehensive Plan will evaluate the future land use of other

parts of the Village. Dunphy stated that what happened to Naperville may not happen in Westmont.

Jim Fernandez felt that a majority of the rezoning proposal was a good idea, but voiced concerns about increasing the residential population along East Quincy Street.

Bonnie Waymann-Dodd felt that the Village does not have the space to develop as much as intended.

Candace Robbins raised concerns about how potential redevelopment projects may be impacted by the BNSF railroad.

Commissioner Comments:
Walsh explained to the commission and public how the rest of the public hearing would operate.

Commissioner Simpson referenced public comments regarding nonconforming uses, explaining how nonconforming uses are typically regulated, and commented on increased property values and the future land use of a property, if sold.

Charleston asked for clarification on the northern limit of the B-1(A) proposal. Williams explained that the proposal was informed by the Comprehensive Plan and multiple conversations at Community Development Committee meetings. Charleston and Williams discussed the comprehensive zoning ordinance amendments that created and amended the downtown zoning districts.

The commission discussed Stephanie Kilpatrick's comments regarding the B-1(A) creating a tunnel effect. Williams explained that the zoning ordinance has regulations that require a top story setback and façade articulation.

PZC 014-2026 MOTION 1
Motion by **Thomas** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Zoning Map Amendment to rezone the properties from the B-1 Downtown Edge District to the B-1(A) Downtown Core District, as listed on the agenda.***

Seconded by **Simpson**.

VOTING:

Ayes:	**5 -**	Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays:	**0**	
Absent:	**2 -**	Lynn, Peterson

Motion Passed

PZC 014-2026 MOTION 2
Motion by **Simpson** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Zoning Map Amendment to rezone 20-26 East Quincy Street from the M-1 Limited Manufacturing District to the B-1(A) Downtown Core District.***

Seconded by **Charleston**.

VOTING:
Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

PZC 014-2026 MOTION 3
Motion by **Charleston** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Comprehensive Plan Map Amendment to change the future land use designation of 20-26 East Quincy Street from Single Family Attached Residential to Downtown Mixed-Use.***

Seconded by **Thomas**.

VOTING:
Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

PZC 014-2026 MOTION 4
Motion by **Simpson** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Zoning Map Amendment to rezone the split-zoned property at 139 North Cass Avenue from the B-1 Downtown Edge District and the R-3 Single-Unit Residential District to the B-1(A) Downtown Core District.***

Seconded by **Donoghue**.

VOTING:
Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

PZC 014-2026 MOTION 5
Motion by **Thomas** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Comprehensive Plan Map Amendment to change the future land use designation of 139 North Cass Avenue from Single Family Detached Residential to Downtown Mixed-Use.***

Seconded by **Donoghue**.

VOTING:

Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2 -** Lynn, Peterson

Motion Passed

PZC 014-2026 MOTION 6

Motion by **Donoghue** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Zoning Map Amendment to rezone the split-zoned property at 18 West Quincy Street from being partially unzoned and from the R-5 General Residential District to the B-1(A) Downtown Core District.***

Seconded by **Simpson**.

VOTING:

Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2 -** Lynn, Peterson

Motion Passed

PZC 015-2026 MOTION 1

Motion by **Donoghue** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Zoning Map Amendment to rezone the properties from the R-5 General Residential District to the B-1 Downtown Edge District, as listed on the agenda.***

Seconded by **Charleston**.

VOTING:

Ayes: **5 -** Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: **0**
Absent: **2 -** Lynn, Peterson

Motion Passed

PZC 016-2026 MOTION 1

Motion by **Simpson** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Zoning Map Amendment to rezone the properties from the R-5 General Residential District to the R-7 Downtown Residential District, as listed on the agenda.***

Seconded by **Donoghue**.

DISCUSSION:
Charleston questioned why 205 East Burlington Avenue was proposed to be rezoned R-7 Downtown Residential. Walsh explained that is to avoid spot zoning, which is a discouraged practice.

VOTING:
Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

PZC 016-2026 MOTION 2
Motion by **Thomas** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Comprehensive Plan Amendment to change the future land use designation of the properties from Single Family Detached Residential to Single Family Attached Residential, as listed on the agenda.***

Seconded by **Simpson**.

VOTING:
Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

PZC 016-2026 MOTION 3
Motion by **Charleston** to recommend to the Village Board of Trustees to approve a request from the Village of Westmont for a ***Comprehensive Plan Amendment to change the future land use designation of 205 East Burlington Avenue from Public/Semi Public to Single Family Attached Residential.***

Seconded by **Simpson**.

VOTING:
Ayes: 5 - Carmichael, Charleston, Donoghue, Simpson, Thomas
Nays: 0
Absent: 2 - Lynn, Peterson

Motion Passed

11. Open Forum
Nobody spoke during the Open Forum.

12. Miscellaneous Items

- **a.** Carmichael recognized Commissioner Thomas' 25th anniversary of being on the Planning & Zoning Commission.
- **b.** Carmichael thanked the members of the public for attending the meeting and providing comments.
- **c.** The next regular PZC meeting is on July 8th.

13. Adjourn

Motion by **Donoghue** to adjourn the meeting.
Second by **Simpson**.

The motion carried on a unanimous voice vote.

Meeting adjourned at 9:49 p.m.

VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION
AGENDA ITEM

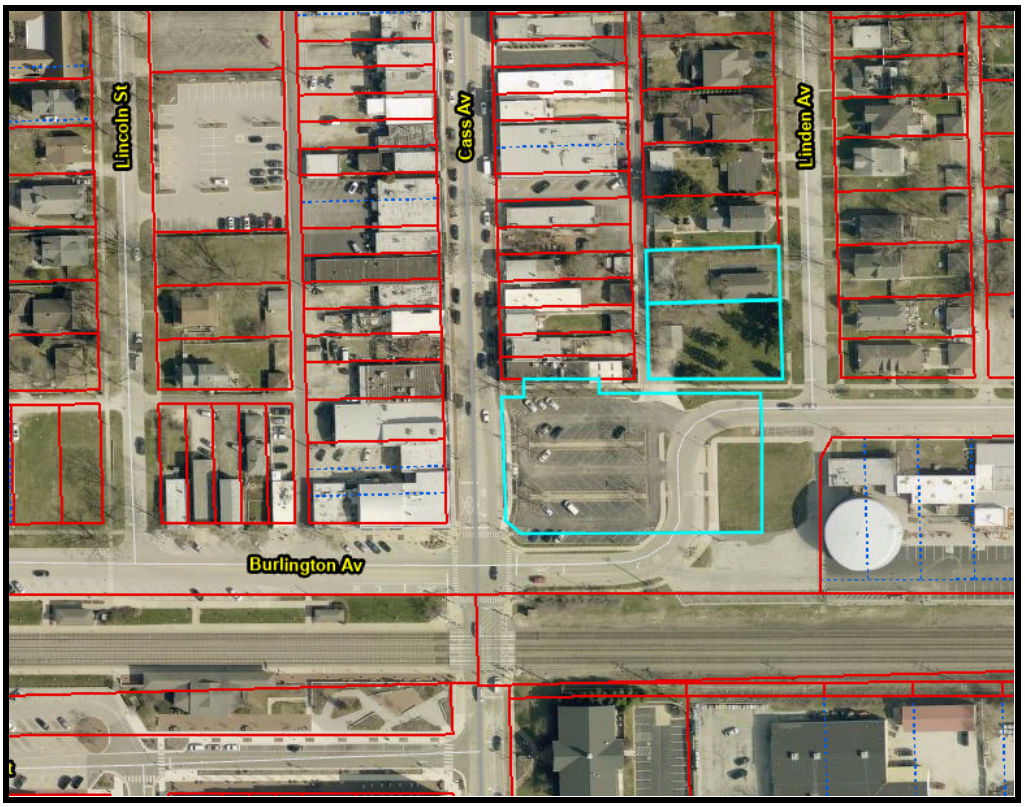
MEETING DATE: July 8, 2026 **PZC 011-2025**

TITLE: A request from Holladay Property Services Midwest, Inc. d/b/a Holladay Properties (Petitioner) and the Village of Westmont (Owner) for the properties at 1 North Cass Avenue, 14 North Linden Avenue, and 20 North Linden Avenue, Westmont, Illinois, 60559, for the following:

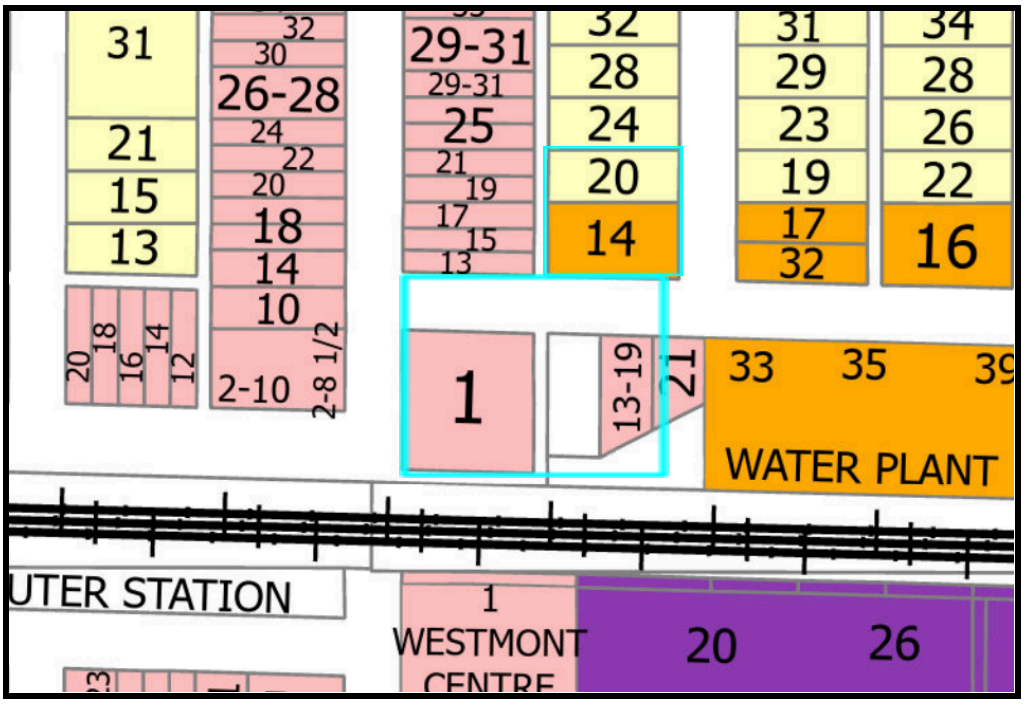
1. Special Use Permit for a Planned Unit Development (PUD) in the B-1(A) Downtown Core District for a five-story, 119-unit mixed-use (storefront) building with parking facilities, including the following associated deviations from the Zoning Ordinance:
    a. Minimum Front Streetwall;
    b. Required top-story setback;
    c. Permitted number and size of wall and ground signs;
    d. Parking design standards;
    e. Parking and Loading Locations;
    f. Minimum required loading zones;
    g. Emergency generator type and location; and
    h. Such other deviations as may be necessary based on the Petitioner's PUD Development Plan.
2. Planned Unit Development (PUD) Development Plan in the B-1(A) Downtown Core District
3. Planned Unit Development (PUD) Major Site Plan in the B-1(A) Downtown Core District
4. Preliminary Plan of Subdivision to consolidate two (2) lots into one (1) (14 and 20 North Linden Avenue)
5. Comprehensive Plan Map Amendment to amend the future land use designation of 14 and 20 North Linden Avenue from Single Family Detached Residential to Downtown Mixed-Use.
6. Zoning Map Amendment to rezone the property located at 14 North Linden Avenue from the R-5 General Residential District to B-1(A) Downtown Core District.
7. Zoning Map Amendment to rezone the property located at 20 North Linden Avenue from the R-3 Single-Unit Residential District to B-1(A) Downtown Core District.

I. BACKGROUND OF ITEM

A. Location: 1 North Cass Avenue is located at the northeast intersection of Cass Avenue and East Burlington Avenue. Earlier this year, the Village initiated a subdivision of parcels, lots, and rights-of-way to consolidate the many pieces into one buildable lot for a future redevelopment in addition to the on-going Burlington Avenue reconfiguration. The site is currently improved with a public parking lot consisting of 51 parking spaces and portions of a roadway. The new lot is roughly 168 feet wide by 270 feet deep, for an area of approximately 1.08 acres. 14 and 20 North Linden Avenue are located at the northwest corner of Burlington and Linden Avenues. Other than a detached garage on 14 N. Linden, the two lots have been vacant since the demolition of the single-unit detached houses. Together, the two lots are approximately 148 feet wide by 150 feet deep, for a combined area of 0.51 acres.



Aerial Map - 1 North Cass Avenue & 14-20 North Linden Avenue (source: DuPage County Parcel Viewer)



Zoning Map - 1 North Cass Avenue & 14-20 North Linden Avenue

(note the 2026 Zoning Map does not reflect the consolidation of 1 North Cass approved in February 2026)

B. Zoning Designations:

The zoning of 1 North Cass Avenue, and many of the adjacent properties, are currently pending a Village initiated rezoning (zoning map amendment) to the B-1(A) Downtown Core District. The Planning & Zoning Commission held a public hearing & recommended approval of the proposed rezoning at their regular meeting on June 10, 2026. It is scheduled for Village Board review for July 9, 2026. The properties at 14 and 20 North Linden Avenue were not included in the Village initiated rezoning request.

1 North Cass Avenue

SUBJECT PROPERTY	B-1 Downtown Edge *(pending rezoning to B-1(A) Downtown Core)*
NORTH & WEST	B-1 Downtown Edge *(pending rezoning to B-1(A) Downtown Core)*
WEST	R-5 General Residential
SOUTH	Unzoned BNSF railroad parcel

14 & 20 North Linden Avenue

SUBJECT PROPERTIES	R-5 General Residential & R-3 Single-Unit Residential, respectively
NORTH	R-3 Single-Unit Residential
EAST	R-5 General Residential & R-3 Single-Unit Residential
SOUTH	B-1 Downtown Edge *(pending rezoning to B-1(A) Downtown Core)*
WEST	B-1 Downtown Edge *(pending rezoning to B-1(A) Downtown Core)*

C. Neighborhood Characteristics

The subject properties were all originally located in A.T. McIntosh & Co.'s 1st Addition to Westmont, which was recorded in 1921. Being at the center of Downtown Westmont, surrounding land uses include a mix of commercial uses along Cass, the Westmont Metra Station and Quincy Station to the southwest, the Public Works facility to the southeast, and detached homes to the north and east.

Drone View - 1 North Cass Avenue (looking northwest)

Street View - 1 North Cass Avenue (view from Cass Avenue, source: Google Street View)

Street View - 1 North Cass Avenue (view from Burlington Avenue, source: Google Street View)

Street View - 14-20 North Linden Avenue (prior to demolition, source: Google Street View)

II. PREVIOUS ZONING APPROVALS

Before analyzing the proposed development, it is important to understand the history of previous developments of this site and the context of other improvements made in the downtown to offset the impacts of any future development of this site.

A. Previously Approved Development: In 2020, Westmont Apartments LLC (a different petitioner) proposed a seven (7) story mixed-use building with 174 dwelling units and 7,240 square feet of retail space on the ground floor, 149 interior parking spaces, plus a surface parking lot with 54 private parking spaces at 14 and 20 North Linden Avenue. A comparison of the previous and current proposals is provided for context.

However, it is important to note that these two developments were reviewed under entirely different zoning regulations and require different paths for zoning approval. The previous iteration relied on zoning variances, whereas the current proposal is being evaluated as a PUD with specific deviations. Therefore, the current development should be reviewed strictly on its own merits using the required evaluation criteria for each request being sought.

Comparison of the Previous and Proposed Developments

Development Name	Sentinel Station (proposed)	The Residences at Cass Avenue Station (previous)
Number of Stories	5	7
Building Height (to top of parapet)	63' 7 1/2"	82'
Number of Dwelling Units	119	174
Number of Parking Spaces (inside, outside)	168 (121, 47)	203 (149, 54)
Residential Parking Ratios	1.19	1.16
Gross Floor Area (GFA)	175,259 sf	262,893 sf
Total Number of Zoning Approvals	7 (+8 deviations)	21

B. North Lincoln Street Public Parking Lot: Recognizing that the parking lot at Cass and Burlington was going to be replaced by a building, the Village of Westmont acquired properties on North Lincoln Street south of Irving Street. In September 2020, the Village Board approved a consolidation and site plan to create a public parking lot with 62 parking spaces to offset the loss of the Cass and Burlington parking lot (which had approximately 51 spaces).

C. Termination of the Westmont Apartments LLC Proposal: In 2022, the Village terminated all approvals granted to Westmont Apartments LLC as a result of not meeting their obligations. Since all approvals were terminated, the lots were never formally consolidated and the Final Plat was never recorded.

D. Reconsolidation of 1 North Cass Avenue: The Village initiated a subdivision request to reconsolidate 1 North Cass Avenue to be development ready, including realigning the East Burlington Avenue S-curve. Initially approved in December of 2024, the consolidation plat and plat of vacation were re-approved by the Board in February of 2026. The Final Plat for 1 North Cass Avenue was officially recorded with DuPage County in 2026.

E. Downtown Map Amendments Pending Approvals: The Village initiated Zoning Map and Comprehensive Plan Map amendments for various properties throughout the downtown area, including 1 North Cass Avenue. The public hearing at PZC was held on June 10, 2026, and was unanimously recommended for approval. A final action is still pending on the rezoning, which is anticipated to be on the July 9, 2026, Village Board Agenda. 14 and 20 North Linden Avenue were not included in the Village initiated map amendments.

III. PETITIONER REQUEST:

To allow for the construction of a five-story, 119-unit mixed-use (storefront) building with associated parking facilities, the petitioner has requested approval of a special use permit for a planned unit development (PUD) with associated deviations, a PUD development plan, and a PUD site plan for the entire development. A preliminary plan of consolidation, zoning map amendments, and comprehensive plan map amendments have been requested for the subject properties on Linden Avenue.

IV. ZONING ANALYSIS

A. Zoning and Comprehensive Plan Designations

As discussed in Section II(E) “Zoning Designations”, 1 North Cass Avenue is pending a rezoning from its current designation of B-1 Downtown Edge District to B-1(A) Downtown Core District. Since the Planning & Zoning Commission gave a positive recommendation on the rezoning of this property, it is assumed that the property will be zoned B-1(A).

The purpose of the B-1(A) district is to to maintain and enhance a vibrant, main-street, storefront development pattern within the central business district. The Comprehensive Plan designates the future land use of this property as Downtown Mixed-Use, which should accommodate first floor retail and restaurant uses and dwelling units on the upper stories. For properties very close to the Westmont Metra Station, the plan states that *“...Downtown provides a tremendous opportunity for transit-oriented development which should consist primarily of mixed-use development that fosters an active pedestrian oriented node.”* Furthermore, 1 North Cass Avenue is located within the Downtown subarea’s Mixed Use Core framework. Here, businesses should include specialty retail, pedestrian-intensive services, and restaurants, with high-quality building design built to the front property line.

14 North Linden Avenue is zoned R-5 General Residential, which allows a wide variety of housing types. 20 North Linden Avenue is zoned R-3 Single-Unit Residential, which allows primarily detached homes. Like 1 North Cass, it is located within the Downtown subarea’s Mixed Use Core. However, the future land use designation is Single Family Detached Residential.

B. Entitlement Request

The petitioner has provided a project narrative and supporting documentation for the following requests. Any corresponding standards for entitlement approval consideration can be referenced in item V(B) below.

- **Special Use Permit for a Planned Unit Development (PUD), with associated deviations, in the B-1(A) District**

Planned Unit Developments (PUDs) are a distinct category of special use allowed in all zoning districts. This regulatory approach recognizes that the requirements of the zoning ordinance may impose inappropriate rigidities on significant developments that are better processed on an individual and planned approach. Deviations can be requested along with a PUD to relax certain zoning

regulations. Through a deviation, the Village Board can also approve principal and accessory uses not normally allowed in the underlying zoning district in order to accommodate mixed-use developments, housing diversity, and unique economic development opportunities, if the deviation is determined to be in the public interest. The petitioner has provided the necessary responses to the special use standards as well as the PUD criteria as listed in Section V(B) of this report. The petitioner is requesting approval of a Special Use Permit for a PUD, with the deviations discussed below.

Deviation to the minimum front streetwall requirement:
Per Sec. 4.08, in the B-1(A) district, storefront buildings must have at least a 90% streetwall along the front street, which is Cass Avenue. The streetwall is measured by the width of the building wall within the build-to-zone and then dividing it by the length of the front line. The reasoning behind a higher street wall frontage in a downtown is to provide vibrant, walkable, and commercially viable downtown cores. Though 90% is required, only 74% is proposed. The reduced street wall frontage is largely due to the unique configuration of the proposed building along the street frontage as there is a portion of the frontage dedicated to a pedestrian alley to the north, outdoor dining on both the north and south side, and a significant portion of the street frontage is taken up by a large plaza at the corner of Cass and Burlington. Although a deviation is being requested from the strict requirement, the intent of the regulation is still being achieved through the plaza and outdoor dining spaces.

Deviation to the required top-story setback:
For buildings over 3 stories, Sec. 4.08 requires the top story of a storefront building to be setback 7 feet from the facade immediately below. The intent of this regulation is to reduce the perceived mass, especially from the street. The petitioner justifies this deviation by explaining that the second through fifth floors facing Cass are uniformly setback approximately 48 feet, fully behind the ground floor retail. A strict interpretation of the zoning ordinance would mean that the fifth floor would need to be setback another 7 feet to meet this requirement. Although a deviation is being requested from the strict requirement, the intent of the regulation is still being maintained by the proposed uniform setback of the second through fifth floors.

Deviation to the permitted number and size of wall and ground signs:
The petitioner has provided a sign package detailing the overall signage plan, which supplements the signage already identified on the building elevations. Because of the unique characteristics of the site and the code being ambiguous for specific signage allotments for micro-retail spaces, staff advised the petitioner to request a formal deviation from Article XI “Signs” of the zoning ordinance regarding the size, number, and location of the proposed signs.

The proposed package features 11 total primary signs. This includes six wall signs allocated across the building's individual units (two for the micro-retail spaces, three for the commercial spaces, and one building identifier), alongside two perpendicular signs for the micro-retail center, and one ground sign facing the intersection of Cass Avenue and Burlington Avenue. Four wayfinding signs are also proposed around the perimeter of the site to aid in directing visitors.

Under standard zoning rules, wall signs are restricted to facades with direct right-of-way frontage, only a single ground sign is permitted per property, and just one perpendicular sign is allowed per unit. Further, directional wayfinding signage is typically prohibited entirely within the B-1(A) District. A deviation from strict zoning regulations regarding signage is warranted due to the micro-retail spaces lacking direct street frontage, making on-site wayfinding critical to the success of the site layout.

While the code would allow for a maximum of 378 square feet of total signage for this proposal in the B-1(A) district, the petitioner is requesting a reduced area of only 300 square feet in total. Although the petitioner is requesting less overall signage square footage, the total allotment is being distributed in an untraditional and unique manner throughout the site rather than being concentrated strictly on the street frontages.

Deviation to the parking design standards:
Sec. 9.07 outlines standard design requirements for parking spaces and drive aisles. Due to the unique configuration of the proposed outdoor parking along the alleyway, the required drive aisle is not fully contained within the property boundaries. While staff typically discourages drive aisles that interact directly with public streets due to increased traffic conflict risks, alleyways operate at much lower speeds with significantly less congestion. Because of these traditional operational characteristics, staff is supportive of the proposed parking layout and the additional spaces it provides.

Deviation to parking and loading locations:
Sec. 9.10 outlines the regulations for off-street loading, specifically that off-street loading spaces are meant to accommodate uses that regularly receive material, merchandise, and large delivery vehicles. The zoning ordinance dictates that all required off-street loading spaces must be located on the same lot as the use to be served operations must occur on private property. Additionally, Sec. 4.07 provides minimum setback requirements for parking and loading locations for the downtown zoning districts which requires a five foot setback from all side and rear lot lines. The petitioner is proposing three loading zones, all of which are located within the public right-of-way necessitating a deviation request. However, the applicant is providing three off-site loading zones to service the development: one within the alleyway, one east of the building on Burlington Avenue, and one south of the building near the intersection of Cass and Burlington.

Deviation to the minimum required loading zones:
As previously noted, Section 9.10 regulates Off-Street Loading requirements, establishing a minimum number of loading zones based on a development's specific mix of residential units and commercial square footage. Under these standard metrics, the proposed building is required to provide two on-site loading zones. Because the proposed loading areas are located off-site, the technical count of off-street loading zones provided within the property lines is zero. As mentioned prior the applicant is providing 3 off-site loading zones.

Deviation to the type and location of an emergency generator:
Among the various site improvements proposed, the petitioner is also proposing an exterior emergency generator at the south property line of the proposed surface parking lot at 14 and 20 North Linden Ave. The proposed exterior emergency generator, planned for the northeast corner of the property, does not comply with several requirements in Section 7.16 of the Zoning Ordinance regarding maximum size, fuel type, and setbacks.

> Fuel Type: The generator proposes to use diesel fuel, which is not an allowable fuel type. Section 7.16 permits only natural gas or propane generators for standby (emergency backup) electrical power.
>
> Setback: The generator is located approximately 39 feet from the side wall of the building. The regulations permit a projection of up to 10 feet into the required rear setback, but only if the equipment is within 5 feet of the side or rear wall. Therefore, the proposed location does

not meet the minimum requirement.

Size: Based on a similar project, it is anticipated that the proposed generator and its sound attenuation enclosure significantly exceed the maximum size requirement of 30 square feet and 5 feet in height. However, specifications have not been provided at this time.

- **PUD Development Plan**

Development plans must be requested in conjunction with a PUD for the purpose of depicting a general plan for the type, amount, and physical character of a development of the subject property. The intent of a development plan is to provide greater certainty to review and decision-making bodies when a PUD is requested. Since a major site plan is also being requested at this time, further discussion and analysis of the development plan occurs in the following section.

Principal and Accessory Uses:
Sec. 14.03(E)(1) of the zoning ordinance requires for development plans to list the categories of uses to be permitted. The petitioner has provided a list of uses they request to be allowed which is attached under 2(h) of this report. The commission is encouraged to thoroughly review all attachments, however, below are uses of note.

For the large commercial spaces facing Cass Avenue, the uses requested (both as permitted and special) are all allowable uses in the underlying B-1(A) Zoning District. However, the petitioner has noted that their goal is to have restaurant user(s) occupy the space(s).

In the micro-spaces facing the northern pedestrian alley, the petitioner requests to allow personal improvement services on the ground floor and animal grooming businesses as a permitted use instead of as a special use.

If approved, any business seeking to operate on the subject property will need to be one of the uses listed. Should the petitioner desire to lease a space to a business not found on the list, an amendment to the approved development plan must be requested in accordance with Sec. 14.03(I).

- **PUD Major Site Plan Approval for a Storefront Building**

Site Plan approval is mandated by Sec.14.05 when certain thresholds are met. This specific application requires major site plan review because the total gross floor area of the building and outdoor area exceeds 10,000 square feet. Site plans involve the adoption of the site plan, landscaping plan, and building elevations by the Village Board.

Final action to approve or deny a major site must be based on whether the new or modified improvements shown on the site plan, as proposed, comply with the regulations of the zoning ordinance and all other applicable village ordinances and regulations. In reviewing and acting on major site plans, review and decision-making bodies may also consider and be guided in the reasonable exercise of their discretion by the following standards and criteria (Ch. 95, Sec. 14.05(G)(1)):

> *(a) Whether the proposed plans will protect the public health, safety, and welfare;*
> *(b) Whether the proposed plans will avoid substantial injury to the value of other property in the area;*
> *(c) Whether the proposed plans will provide for protection of community appearance and the function of the natural environment, including floodplains, soil and geologic characteristics,*

and preservation of vegetation;
(d) Whether the proposed plans comply with all applicable village and county stormwater regulations; and
(e) Whether the proposed plans comply with adopted building and site design guidelines

Building and Site:
The proposed development consists of a 5-story, mixed-use storefront building totaling over 141,000 square feet. The building has a footprint of approximately 38,000 square feet and a peak height of just under 67 feet, inclusive of the parapet wall. The building incorporates a combination of exterior materials, utilizing prominent stone and aluminum along major street frontages, alongside masonry and brick veneer on the upper floors and alleyways to achieve an Art Deco inspired design.

As proposed, the building's ground floor integrates 4,583 square feet of commercial space (divisible into one or two units) fronting Cass Avenue, as well as two 407 square-foot micro-retail spaces facing an integrated pedestrian alleyway to the north. At the core of the downtown, an open private plaza will be constructed at the intersection of Cass and Burlington Avenue, which will feature a landscape wall with a ground sign and flagpoles. The project includes two designated dining areas, with one located directly within the northern pedestrian alleyway and the second positioned near the open private plaza. The upper four floors accommodate 119 dwelling units, supported by a combination of underground and ground-floor resident parking. Ground-floor amenities include a leasing office, fitness center, and a private residential lobby, while the second floor features a 1,000+ square foot clubhouse connected to an 8,000+ square foot outdoor amenity deck equipped for activities such as grilling and a dog run.

The bus stop that was previously located at the existing parking lot has been temporarily relocated to Irving Street while Burlington Avenue is being reconfigured, with anticipated plans for a permanent stop south of the train tracks. In conjunction with this relocation, the existing bus pull-out lane will be removed, and the developer will coordinate reconstruction of the area into a more pedestrian-friendly sidewalk with Public Works.

Parking:
The development also includes parking facilities located at 14 and 20 North Linden Avenue. The parking lot consists of 47 parking spaces with 21 being utilized for residents of the building and 26 of which will be allowed for public use, including parking for the commercial spaces. The parking lot also includes bike parking and the location of public and private mechanical equipment including the previously discussed emergency generator. The north property line will also include a combination six foot and three foot tall solid red cedar fence

In addition to the surface parking, the building includes a total of 121 parking spaces between the lower and first levels of the building all reserved for the residential tenants that are accessible exclusively from the northern alleyway. The resulting total of 168 parking spaces being provided for the entire development.

Under the State of Illinois People Over Parking Act (50 ILCS 845/Art. 5) which went into effect on June 1st, 2026, municipalities are restricted from enforcing mandatory off-street parking minimums for properties located within one-half mile of a public transportation hub or one-eighth mile of a public transportation corridor. Since all subject properties within the development are within this public transportation hub, the Westmont Metra Station, the Village’s parking minimums cannot be applied to this development.

However, for context and to ensure the project aligns with the community's practical needs, staff evaluated the proposal against the standard zoning requirements that would have otherwise applied.

Parking Category	Required per People of Parking Act	Zoning Ordinance B-1(A) Requirement	Proposed
Residential	0	131	142
Commercial	0	17	0
Public	0	0	26
Total Site Parking	**0**	**148**	**168**

While the B-1(A) District's minimum parking restrictions are superseded by the People Over Parking Act, the developer is voluntarily providing parking facilities. The proposed 168 spaces adequately mitigate potential overflow concerns, comfortably absorbing the 148 spaces that would have been required for a mixed-use project of this scale. Additionally, the petitioner has noted that 26 of the outdoor spaces will be unreserved and utilized to accommodate the commercial space and additional public parking. However, it is not required by code that the petitioner keep the excess parking available for the public to use. Attachment 2(j) is a traffic study from KLOA, Inc., which finds that the development is providing sufficient off-street parking and will not exacerbate traffic in the surrounding area.

Landscaping:
The petitioner has submitted a landscape plan that complies with all minimum requirements of the zoning ordinance. However, due to the unique nature of the proposed development, staff recommends that the PUD agreement includes a condition allowing for future revisions to the landscape plan, primarily along the street frontages. This flexibility is necessary to align with ongoing municipal capital improvement projects and the anticipated Downtown Streetscape Master Plan. If approved, it will be essential for the petitioner to work closely with the Public Works Department to ensure the final landscape design supports the goals of these public initiatives.

The Major Site Plan, inclusive of the building elevations and landscape plan, all comply with the minimum zoning ordinance regulations, adopted plans, and design guidelines, other than the previously-discussed deviations.

- **Preliminary Plan of Subdivision [14 & 20 North Linden Avenue]**

The petitioner wishes to improve the properties at 14 & 20 North Linden Avenue with a surface parking lot. To do so, the petitioner has requested to consolidate the two lots into one. In the B-1(A) district, there are no minimum lot width, depth, or area requirements. The Village Engineer and Community Development consulting engineer have reviewed the preliminary plan for compliance with Appendix B, and do not have any outstanding comments regarding the plan. The existing parking lot at 1 North Cass Avenue provides stormwater detention on its surface. The petitioner is proposing to provide that same volume in an underground system beneath the proposed parking lot.

- **Comprehensive Plan Map Amendment to amend the future land use designation from Single Family Detached Residential to Downtown Mixed-Use [14 & 20 North Linden Avenue]**

As previously stated in Section 4(A) of this report, both properties on Linden Avenue have a future land use designation of Single Family Detached Residential. In the Downtown subarea, the Comprehensive Plan recommends that parking lots be strategically located on the periphery of Downtown Westmont. Amending the future land use designation to Downtown Mixed-Use aligns with the planned use of the property for a mixed-use building with parking facilities and with the subarea's land use framework designation of Mixed Use Core.

- **Zoning Map Amendment to rezone from the R-5 General Residential District to B-1(A) Downtown Core District [14 North Linden Avenue]**

14 North Linden Avenue is currently zoned R-5 General Residential, which is a district that allows a wide variety of housing types from detached homes to multi-unit residences. The petitioner is requesting a map amendment to the B-1(A) Downtown Core to develop an off-street surface parking lot serving both the residential and commercial components of the development. Approval of the map amendment achieves greater consistency in zoning across the entire development. Although not strictly required, it is best practice and recommended to have consistent underlying zoning for PUDs.

- **Zoning Map Amendment to rezone from the R-3 Single-Unit Residential District to B-1(A) Downtown Core District [20 North Linden Avenue]**

20 North Linden Avenue is zoned R-3 Single-Unit Residential, which allows primarily detached houses. Like 14 North Linden, the map amendment is requested by the petitioner to develop an off-street parking lot and achieve greater consistency in zoning across the entire development. As mentioned prior, it is best practice and recommended to have consistent underlying zoning for PUDs.

V. SUMMARY

The petitioner is requesting approval for a Planned Unit Development (PUD) and related requests to construct a five-story, 119-unit mixed-use building with associated parking facilities in the B-1(A) Downtown Core District. The request largely complies with both the requirements of the Zoning Ordinance and the recommendations from the Comprehensive Plan, provided the requested deviations and associated map amendments are approved. The recommendation made by the Planning and Zoning Commission will be referred to the Village Board for a final decision. If approved, a final plat will be required to be approved by the Village Board within one year.

VI. LEGAL

A. Notification: A legal notice was published in Westmont Suburban Life on June 18, 2026.
B. Code References: Chapter 95, Articles IV, V, VI, VII, IX, X, XI, and XIV; and Appendix B, Article II
C. Other Action: The recommendation made by the Planning and Zoning Commission will be referred to the Village Board for a final decision.

VII. DOCUMENTS ATTACHED:

1. Publication notice appearing in the June 18, 2026 Westmont Suburban Life.
2. Petitioner Application received June 3, 2025 (Edited for PZC):
   a. Application processed on June 3, 2025
   b. Cover Letter prepared by Holladay Properties dated June 3, 2026
   c. Responses to PUD and SUP standards undated
   d. PUD Development Plan prepared by Tandem Architecture dated May 26, 2026
   e. Site Plan and Elevations prepared by Tandem Architecture dated May 26, 2026

f. Landscape Plan prepared by Kathryn Talty Landscape Architecture dated April 07, 2026
g. Signage Plan prepared by Holladay Properties undated
h. List of Allowable Uses undated
i. Preliminary Plan of Subdivision prepared by Spaceco dated May 28, 2026
j. Traffic Study (abbreviated) prepared by KOLA, Inc. dated June 18, 2026
k. Memorandum of Understanding between the Village of Westmont and Holladay Property Services, Inc. dated May 8, 2023.
l. Plats
    i. Final Plat of Blue Village Resubdivision (R2026-025000) (1 North Cass Avenue)
    ii. Plat of Survey prepared by ARS Surveying dated December 5, 2017 (14 North Linden Avenue)
    iii. Play of Survey prepared by Associated Survey Group, LLC dated December 15, 2010 (20 North Linden Avenue)

Certificate of the Publication

Westmont Suburban Life

Description:1 N CASS /14 & 20 N LINDE
2331824

VILLAGE OF WESTMONT
31 W QUINCY ST
WESTMONT IL 60559

Shaw Media certifies that it is the publisher of the Westmont Suburban Life. The Westmont Suburban Life is a secular newspaper, has been continuously published weekly for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the Village of Westmont, County of DuPage, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 ILCS 5/5.

A notice, a true copy of which is attached, was published one time(s) in the Westmont Suburban Life, namely one time per week for one successive week(s). Publication of the notice was made in the newspaper, dated and published on
06/18/2026

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2.1.
In witness, Shaw Media has signed this certificate by Jennifer Heintzelman, its Director of Public Notices, at Westmont, Illinois, on
18th day of June, A.D. 2026

Shaw Media By:

Shaw Media, Director of Public Notices

By: /Jennifer Heintzelman/
its Director of Public Notices

Account Number 10074602

Amount $292.94

LEGAL NOTICE / PUBLIC NOTICE VILLAGE OF WESTMONT
PLANNING AND ZONING COMMISSION NOTICE OF PUBLICATION

NOTICE IS HEREBY GIVEN that a public hearing has been scheduled before the Westmont Planning and Zoning Commission to be held on Wednesday, July 8, 2026 at 6:00 P.M. in the Westmont Village Hall, 31 W. Quincy St., Westmont, Illinois 60559.

The purpose of the hearing is to consider requests from Holladay Property Services Midwest, Inc. d/b/a Holladay Properties (Petitioner) and the Village of Westmont (Owner) for the properties at 1 North Cass Avenue, 14 North Linden Avenue, and 20 North Linden Avenue, Westmont, Illinois, 60559, for the following:

1. Special Use Permit for a Planned Unit Development (PUD) in the B-1(A) Downtown Core District for a five-story, 119-unit mixed-use (storefront) building with parking facilities, including the following associated deviations from the Zoning Ordinance:
a. Minimum Front Streetwall; b. Required top-story setback; c. Permitted number and size of wall and ground signs; d. Parking design standards; e. Parking and Loading Locations; f. Minimum required loading zones; g. Emergency generator type and location; and
h. Such other deviations as may be necessary based on the Petitioner's PUD Development Plan.
2. Planned Unit Development (PUD) Development Plan in the B-1(A) Downtown Core District
3. Planned Unit Development (PUD) Major Site Plan in the B-1(A) Downtown Core District
4. Preliminary Plan of Subdivision to consolidate two (2) lots into one (1) (14 and 20 North Linden Avenue)
5. Comprehensive Plan Map Amendment to amend the future land use designation of 14 and 20 North Linden Avenue from Single Family Detached Residential to Downtown Mixed-Use.
6. Zoning Map Amendment to rezone the property located at 14 North Linden Avenue from the R-5 General Residential District to B-1(A) Downtown Core District.
7. Zoning Map Amendment to rezone the property located at 20 North Linden Avenue from the R-3 Single-Unit Residential District to B-1(A) Downtown Core District.

14 North Linden Avenue PIN: 09-10-112-021
20 North Linden Avenue PIN: 09-10-112-020

1 North Cass Avenue Legal Description: LOTS 16 THRU 22 IN BLOCK 13 IN ARTHUR T. MCINTOSH AND COMPANY'S FIRST ADDITION TO WESTMONT, BEING A SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 10, 1921 AS DOCUMENT 150101, AND ALSO, THE VACATED 16 FOOT ALLEY BETWEEN LOT 18 AND LOTS 19 THRU 22 IN AFORESAID BLOCK 13, AND ALSO, THAT PART OF BURLINGTON AVENUE LYING EAST OF CASS AVENUE AND BETWEEN LOTS 7 AND 8 IN BLOCK 12 AND LOTS 16 THRU 19 IN SAID BLOCK 13 MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 19, THENCE NORTH 01 DEGREES 51 MINUTES 52 SECONDS WEST ALONG THE EAST LINE OF SAID CASS AVENUE 46.02 FEET, THENCE NORTH 89 DEGREES 36 MINUTES 48 SECONDS EAST 25.00 FEET, THENCE NORTH 00 DEGREES 23 MINUTES 12 SECONDS WEST 20.00 FEET TO THE SOUTH LINE OF SAID LOT 8, THENCE ALONG SAID SOUTH LINE SOUTH 89 DEGREES 36 MINUTES 48 SECONDS WEST 85.00 FEET, THENCE SOUTH 00 DEGREES 23 MINUTES 12 SECONDS EAST 16.00 FEET, THENCE NORTH 89 DEGREES 36 MINUTES 48 SECONDS EAST 181.50 FEET, THENCE SOUTH 00 DEGREES 23 MINUTES 12 SECONDS EAST TO THE NORTH LINE OF SAID LOT 16, THENCE SOUTH 89 DEGREES 36 MINUTES 48 SECONDS WEST ALONG THE NORTH LINES OF SAID LOTS 16 THRU 19 A DISTANCE OF 290.32 FEET TO THE POINT OF BEGINNING, AND ALSO, THAT PART OF LOTS 15 AND 23 IN AFORESAID BLOCK 13 LYING WEST OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 23, THENCE NORTH 89 DEGREES 36 MINUTES 48 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 23 A DISTANCE OF 351.80 FEET FOR THE POINT OF BEGINNING, THENCE NORTH 00 DEGREES 23 MINUTES 12 SECONDS WEST 150.00 FEET, THENCE NORTH 28 DEGREES 54 MINUTES 39 SECONDS EAST 28.61 FEET TO THE NORTH LINE OF SAID LOT 15, ALL IN DUPAGE COUNTY, ILLINOIS

Village Code(s) Applicable: Chapter 95, Sections: Articles IV, V, VI, VII, IX, X, XI, and XIV. Appendix B, Article II

Note: Any person who has a disability requiring a reasonable accommodation to participate in the meeting should contact the ADA Compliance Officer, 8:00 A.M. to 4:00 P.M. Monday through Friday, Village of Westmont, Illinois, 60559; or telephone (630) 981-6210 voice, within a reasonable time before the meeting. All interested persons in attendance will be allowed to express their views.

WESTMONT PLANNING AND ZONING COMMISSION Doug Carmichael, Chairperson

(Published in Westmont Suburban Life Jun. 18, 2026) 2331824

Attachment 2(a)
Planning & Zoning Development Application

Village of Westmont
Planning and Zoning
Application and Instructions

Community Development Department
31 West Quincy Street
Westmont, Illinois 60559
630-981-6260

Office Use Only
Date Received: _____
By: _____

PROJECT NAME: Sentinel Station

Subject Property Street Address: 14 N. Linden Ave., 20 N. Linden Ave., 1 N. Cass Ave.

PIN Number(s): 14 N. Linden Ave.: 09-10-112-021, 20 N. Linden Ave.: 09-10-112-020, 1 N. Cass Ave. (NO PIN YET)

PETITIONER / BILLING CONTACT (Agent and Project Manager for the Petition):

Petitioner (and corporation if applicable): HOLLADAY PROPERTIES

Address: 1 Walker Ave. Suite 300 Clarendon Hills, IL 60514

Phone: [redacted]

Email: [redacted]

Relationship of Petitioner to Property Owner: Contract Purchaser

PROJECT DESCRIPTION: SEE ATTACHED PROJECT NARRATIVE

PROPERTY OWNER INFORMATION (IF DIFFERENT THAN PETITIONER):

Property owner(s): VILLAGE OF WESTMONT

Address: 31 W. QUINCY STREET WESTMONT, IL

Phone: 630-981-6250

Email:

BUSINESS OWNER INFORMATION (IF DIFFERENT THAN PETITIONER and PROPERTY OWNER):

Property owner(s): NA

Address:

Phone:

Email:

Signature(s)

By signing below, the Petitioner certifies that all of the above statements in this Application and statements on any documents or drawings submitted with this Application are true and correct to the best of my (our) information and belief.

BY SIGNING BELOW, THE PROPERTY OWNER (1) GRANTS PERMISSION TO THE PETITIONER (IF DIFFERENT THAN THE PROPERTY OWNER) TO SUBMIT THIS APPLICATION AND TO SEEK THE ZONING AND DEVELOPMENT APPROVALS CONTAINED IN THE APPLICATION FOR THE PROPERTY, AND (2) AGREES TO BE BOUND BY AND TO COMPLY WITH ANY CONDITIONS ESTABLISHED BY THE VILLAGE FOR THE DEVELOPMENT/USE OF THE PROPERTY.

By signing below, the petitioner and property owner acknowledge that the ***Application fees are non-refundable*** and that submitting this form is not a guarantee that the requests will appear before the Planning and Zoning Commission or Village Board. The petitioner and property owner further acknowledge that all items to be considered by the Planning and Zoning Commission shall receive technical reviews by Village Staff or consultants, as deemed appropriate by the zoning administrator, before being considered by the Planning and Zoning Commission.

PETITIONER SIGNATURE:

MICHAEL C. O'CONNOR
SVP DEVELOPMENT & LEASING
HOLLADAY PROPERTY SERVICES MIDWEST, INC.
DBA HOLLADAY PROPERTIES

Print Name of **Petitioner**

Michael C. O'Connor 6-22-2020

Signature of **Petitioner** and Date

OWNER SIGNATURE
***(if different than the petitioner)*:**

Print Name of **Property Owner**

Signature of **Property Owner** and Date

Signature(s)

By signing below, the Petitioner certifies that all of the above statements in this Application and statements on any documents or drawings submitted with this Application are true and correct to the best of my (our) information and belief.

BY SIGNING BELOW, THE PROPERTY OWNER (1) GRANTS PERMISSION TO THE PETITIONER (IF DIFFERENT THAN THE PROPERTY OWNER) TO SUBMIT THIS APPLICATION AND TO SEEK THE ZONING AND DEVELOPMENT APPROVALS CONTAINED IN THE APPLICATION FOR THE PROPERTY, AND (2) AGREES TO BE BOUND BY AND TO COMPLY WITH ANY CONDITIONS ESTABLISHED BY THE VILLAGE FOR THE DEVELOPMENT/USE OF THE PROPERTY.

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PETITIONER SIGNATURE:

Print Name of **Petitioner**	Signature of **Petitioner** and Date

OWNER SIGNATURE
***(if different than the petitioner)*:**

JAMES GUNTHER, VM	
Print Name of **Property Owner**	Signature of **Property Owner** and Date

Attachment 2(b)
Cover Letter

HOLLADAY PROPERTIES
Building Solutions Since 1952

6370 AmeriPlex Dr. Ste. 110 | Portage Indiana 46368 PHONE (219) 841-6416 | FAX (219) 764-0446

June 3, 2026

Mr. Scott Williams
Senior Planner
Village of Westmont
Community Development Department
Westmont, IL.

Re: Planning and Zoning Application, B-1 Development Permit Application-
Sentinel Station 1 N Cass Ave.

Dear Scott:

On behalf of Holladay Properties we are pleased to present our Planning and Zoning Application and B-1 Development Permit Application for Sentinel Station to be located at 1 N Cass Ave. in Downtown Westmont. Following many months of effort we are now prepared to work with the Village of Westmont to fulfill the long term vision of the village and create a destination development at this important focal point in the Village.

We realize that a change of use at this important site will require input from numerous stakeholders within the Village of Westmont. This process will require both patience and perseverance but we wish to assure you that we will retain our proven commitment to the Village and this project for the duration.

We are confident that our proposed development, ***Sentinel Station***, to be located at the heart of Westmont's vibrant downtown district will be a further transformative catalyst for the continued growth of the thriving, walkable, urban living environment attracting both new and existing residents to live work and play in downtown Westmont.

We have enclosed our Planning and Zoning Application and B-1 Development Application along with supporting documentation including architectural plans, floor plans, site plan/concept landscape plan, building elevations, building rendering, preliminary engineering plans, photometric lighting plan, traffic study, list of required variances and development data table. Our application materials are intended to provide the Village of Westmont both a concise overview of the project and detailed design plans for the proposed development.

Our development team is led by Holladay Properties, developer of the highly acclaimed Quincy Station development located near to the Sentinel Station site. In addition, our team includes Tandem Architecture, Spaceco Engineering and our traffic and parking consultant KLOA. We have recently completed similar projects in Downers Grove, Glen Ellyn, Lombard and we are nearing completion of our newest developments in Downtown Itasca, Illinois and downtown Wooddale, Illinois.

The following is a summary of important aspects of our proposal:

- Holladay has entered into a Memorandum of Understanding with the Village of Westmont to develop the site in accordance with mutually agreeable objectives.
- Holladay will develop a market rate luxury residential apartment building with 119 upscale dwelling units as well as an approximate 4,583 SF restaurant /retail space, two micro retail spaces of 407 sf each, hotel style concierge lobby entrance, enclosed parking area for resident use along with surface parking for residents, guests and public use.
- Building residents will enjoy state of the art unit designs and unmatched building amenities including, electric vehicle charging stations, dedicated in-unit laundry rooms, walk-in closets, storage spaces, business center on-site management and concierge services, secure package handling, outdoor amenity deck, resident club room, fitness center and pet-spa.
- Holladay will develop an enhanced streetscape on Cass Ave and Burlington Street as well as a plaza feature at the very corner of Cass and Burlington.
- Enclosed parking for residents will be located on the first floor and basement level and there will be four levels of residential dwelling units on the upper floors. Surface parking available for resident and public use will be located on Linden Ave.
- Holladay will request minimal zoning variances for bulk standards including building height, floor area ratio and setbacks as well as off street parking count to be consistent with successful transit-oriented developments. In addition, certain building code variances will be requested consistent with typical non- high-rise, podium structures.

Holladay's experience in similar projects reveals that a true partnership between the developer and municipality is essential for a development project to be successful. It is only via this joint effort with a shared vision, high level of communication , and emphasis on follow-through/execution, that a truly transformative developments may thrive. Our experience further reveals that such a partnership will create a strong foundation for further high quality investment and development, as quality development begets quality development.

We appreciate this opportunity and look forward to working with the Village of Westmont once again!

Sincerely,
Holladay Property Services, Inc.

Michael O'Connor — SVP – Development & Leasing

Donald Tomei — Director of Development

Attachment 2(c)
Responses to PUD and SUP Standards

Sentinel Station

Planned Unit Development Description

The proposed Sentinel Station development at 1 N Cass Ave. is comprised of a total gross floor area of 175,259 sf including 1119 dwelling units comprising 103,136 sf; 121 interior parking spaces comprising 38,228 sf; 4,583 sf commercial space as well as common area and amenity space comprising 4,839 sf. The project also includes an adjacent surface parking lot which will include a total of 47 parking spaces (approximately 26 parking spaces will be available for public parking).

Special Use Standards

1. That the proposed use or activity is expressly authorized in this zoning ordinance as a special use. ***The proposed Mixed Use Residential and Commercial Planned Unit Development is a permitted use in the B-1(A) Downtown Core zoning district.***

2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community. ***The proposed Mixed Use Residential and Commercial Planned Unit Development will offer dwelling units currently in high demand offering a walkable, urban lifestyle in the downtown and will provide prominent new commercial space at the desirable 1 N Cass Ave. location which will add vibrancy to this important gateway to downtown Westmont.***

3. That the proposed use will not, in the particular case, be detrimental to the general welfare of persons residing or working in the vicinity or be injurious to the property values or improvements in the vicinity. ***The proposed Mixed Use Residential and Commercial Planned Unit Development will contribute additional residents and potential employment opportunities within the downtown in order to support both existing and new businesses in the community. The economic activity generated by the proposed use will serve to improve property values in the vicinity.***

4. That approval of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district. The proposed Mixed Use Residential and Commercial Planned Unit Development will continue the recent private and public improvements and investment in the downtown and will attract future development and improvement of surrounding properties consistent with the variety of permitted uses in the B-1(A) Downtown Core district.

5. That the proposed special use will be served by adequate utilities, access roads, parking, drainage and other important necessary facilities, infrastructure and community services. ***The proposed Mixed Use Residential and Commercial Planned Unit Development will be***

adequately served by existing and planned infrastructure in the vicinity of Cass Ave. and Burlington St. including reconfigured Burlington St. with associated new utilities in the ROW, new parking facilities within the proposed building and adjacent proposed exterior surface parking lot, transit facilities immediately adjacent to the site and community services within the downtown.

6. That the proposed special use complies with the procedures of the zoning ordinance except as expressly approved in accordance with the procedures of the zoning ordinance. ***The proposed Mixed Use Residential and Commercial Planned Unit Development complies with the requirements of the zoning ordinance and specifically the B-1 (A) Downtown Core requirements.***

Sentinel Station

Planned Unit Development Standards

Findings of Fact

1. The entire property of the PUD is under single ownership or under unified control to ensure that the property will be developed as a unified whole. ***The proposed Mixed Use Residential and Commercial Planned Unit Development site is to be developed as a unified whole by the applicant and will be under single ownership and unified control.***

2. Except for such deviations that are specifically set forth in the PUD ordinance, the development complies with the regulations of the zoning district in which it is located and complies with the other zoning regulations applicable to the development. ***The proposed Mixed Use Residential and Commercial Planned Unit Development will comply with the regulations of the B-1 (A) Downtown Core Zoning District in which it is located and will comply with all zoning regulations applicable to the development.***

3. Deviations from allowable uses, zoning bulk regulations, other zoning regulations, and other ordinances and regulations of the Village, if any, will enhance the quality of the development, and will not cause substantial adverse impacts on surrounding properties, and are in the public interest. ***The proposed Mixed Use Residential and Commercial Planned Unit Development requires few deviations from zoning regulations and will enhance the quality of the development as required by the unique location and configuration of the site. The few deviations will not adversely impact surrounding properties and are in the public interest to enable development of this important site.***

4. The development will provide for (a) adequate connection to and service from the Village's water systems, (b)adequate stormwater management facilities, (c) adequate streets and/or means of safe access to public streets and sidewalks, (d) adequate connection to and service from the sanitary sewer system, (e) adequate connection to and service from necessary utilities, and (f) adequate service by such other facilities which are deemed necessary to serve the development. ***The proposed Mixed Use Residential and Commercial Planned Unit Development will be adequately served by existing and planned infrastructure in the vicinity of Cass Ave. and Burlington St. including reconfigured Burlington St. with associated new utilities in the ROW including new water main, streets, sidewalks sanitary sewer, utility connections and services. In addition, the proposed development provides on site underground storm detention facilities, new parking facilities within the proposed building and adjacent proposed exterior surface parking lot, transit facilities immediately adjacent to the site and community services within the downtown.***

5. The dominant use within the proposed PUD is consistent with the recommendations of the Comprehensive Plan. ***The proposed Mixed Use Residential and Commercial Planned Unit Development providing residential dwelling units on upper floors and active commercial uses on the ground floor spaces activating the adjacent streetscape is consistent with recommendations of the Comprehensive Plan pertaining to this important gateway to the downtown. The proposed transit oriented development fulfills the vision of the Village***

Comprehensive plan for this important site at the heart of the downtown and adjacent to the Metra Train Station.

6. The development provides sufficient open space and/or preservation of natural resources or provides other amenities to offset the lack of open space. ***The proposed Mixed Use Residential and Commercial Planned Unit Development provides open space within a plaza level and outdoor dining space along with an elevated outdoor court yard amenity space which is programmed with both active and passive outdoor amenity areas as well as a dog walk area for enjoyment of the residents. In addition, there are a variety of indoor amenity spaces which provide opportunity for recreation and gathering within the community. This includes bicycle storage and maintenance facilities to allow residents to enjoy the variety of outdoor spaces provided within the Village of Westmont.***

7. The development is in the public interest, will provide a public benefit, and will not unreasonably strain public services or facilities. ***The proposed Mixed Use Residential and Commercial Planned Unit Development provides a desirable urban, walkable lifestyle which is currently in demand in the Village while also enhancing the economic viability of both existing and future businesses in the downtown. By providing important residential and commercial spaces in this prominent location in the downtown, the proposed development provides significant public benefit, supports the public interest and will not strain public services or facilities.***

Attachment 2(d)
PUD Development Plan

HOLLADAY PROPERTIES
Building Solutions Since 1952

CASS & BURLINGTON - DATA OVERVIEW	
ITEM	**UNIT SF**
Site (incls parking lot) (1.06 acres)	**46,320**
Total Dwelling Units	**119**
Main Building Height	**5 Stories**
Main Parking Level (SF)	26,595
Lower Parking Level (SF)	25,823
Total Parking Area SF	**52,418**
Main Level Utilities (Trash, Elec, Pump Rm) (SF)	2,001
Main Level Garage Stair & Elevator (SF)	582
Lower Level Garage Stairs & Elevator (SF)	745
Total Utility Areas, Garage Stair & Elevator	**3,328**
Second Level Amenity Deck (SF)	8,072
Level 1 Leasing, Offices, Fitness & Lobby (SF)	3,662
Level 2 Club Room	1,177
Retail Space (SF)	4,583
Main Level (sf)	38,228
Level 2 (SF)	25,784
Level 3 (SF)	25,784
Level 4 (SF)	25,784
Level 5 (SF)	25,784
Total Building SF	**141,364**
Total Building SF (incl. Amenity Deck & LL parking)	**175,259**
Indoor Parking Spaces - non-handicapped	116
Indoor Parking Spaces - handicapped	5
Outdoor Parking Spaces - Assigned to Residents	21
Outdoor Parking Spaces - Public	24
Outdoor Parking Spaces - Public Handicapped	2
Total Site Parking Spaces	**168**
Resident Parking Spaces (1.19 ratio)	**142**
Outdoor - Staff & Retail Parking Spaces	**26**

21 N CASS AVE
19 N CASS AVE
17 N CASS AVE
15 N CASS AVE
13 N CASS AVE
20 N LINDEN AVE
14 N LINDEN AVE
47 SPACES
21 PRIVATE
26 PUBLIC
N. LINDEN AVE.
ALLEY
(INTERIOR SIDE YARD)
CASS AVENUE (FRONT)
BURLINGTON AVENUE
(STREET SIDE YARD)
VILLAGE PLAZA
CONC WALK
LOADING
LOAD NG
CONC DRIVE
MICRO RETAIL 1 407sf
MICRO RETAIL 2 407sf
UTILITY HALLWAY
TRASH
RESTR
RETAIL 4,583sf
RAMP UP
RAMP DN
ELEC RM
PUMP RM
BIKES
LOADING ZONE
STORAGE
59 RESIDENT PARKING
RESIDENT
GEN
S
T
T
SG
PRIVATE PLAZA
LEASING/ AMENITY
MAIL
PKG
PET SPA
REST
RAMP
MAINT OFFICE
ELEV
REC
LEASE
BUSINESS CENTER
FITNESS
STAGING / MOVE - IN AREA
STANDING / LOADING ZONE
ONLY
PARKING ONLY

Sentinel Station
Development Plan
05/26/2026 SCALE : 1/16" = 1'-0"

TANDEM ARCHITECTURE

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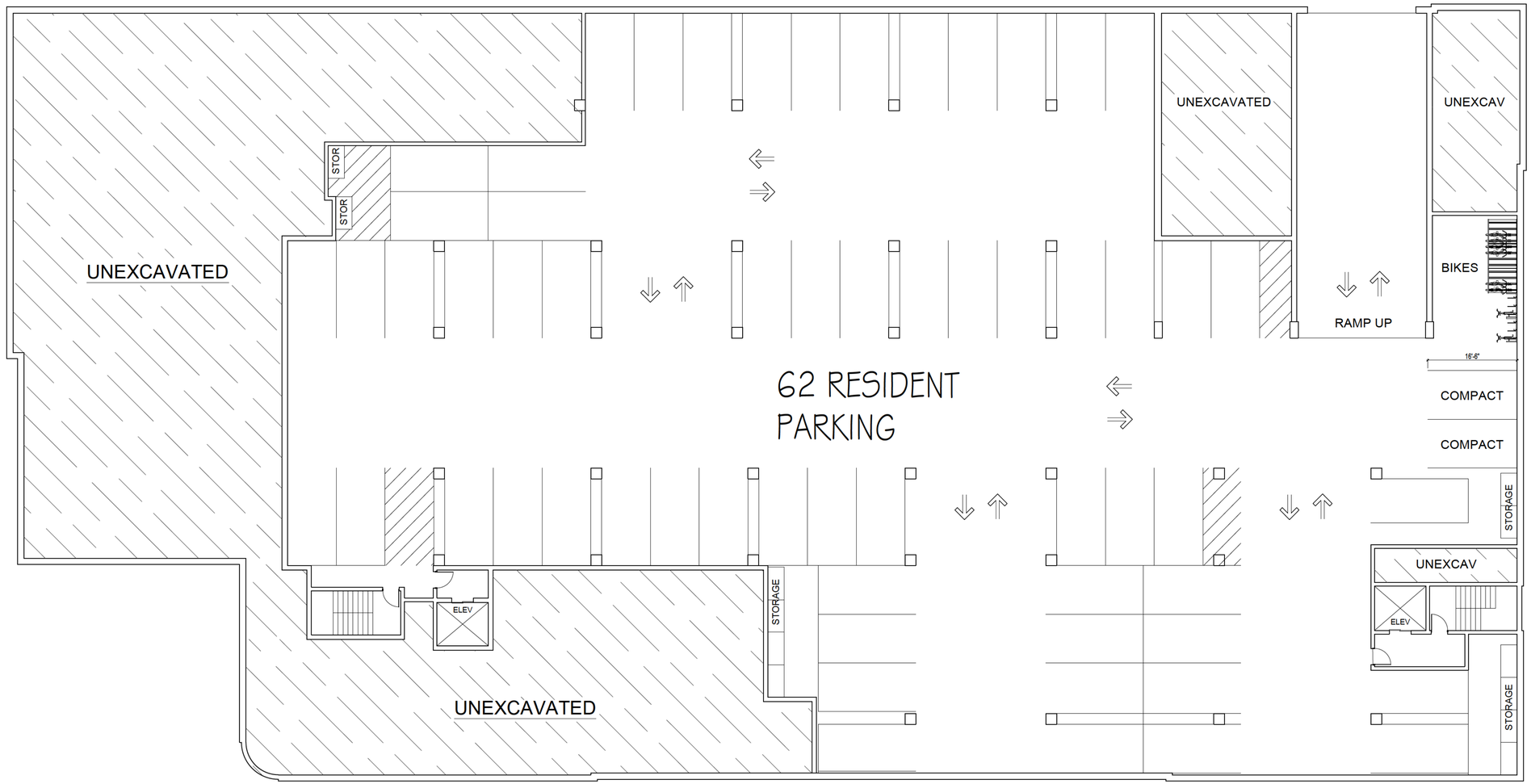

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LOWER LEVEL PLAN

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Plans

5/26/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

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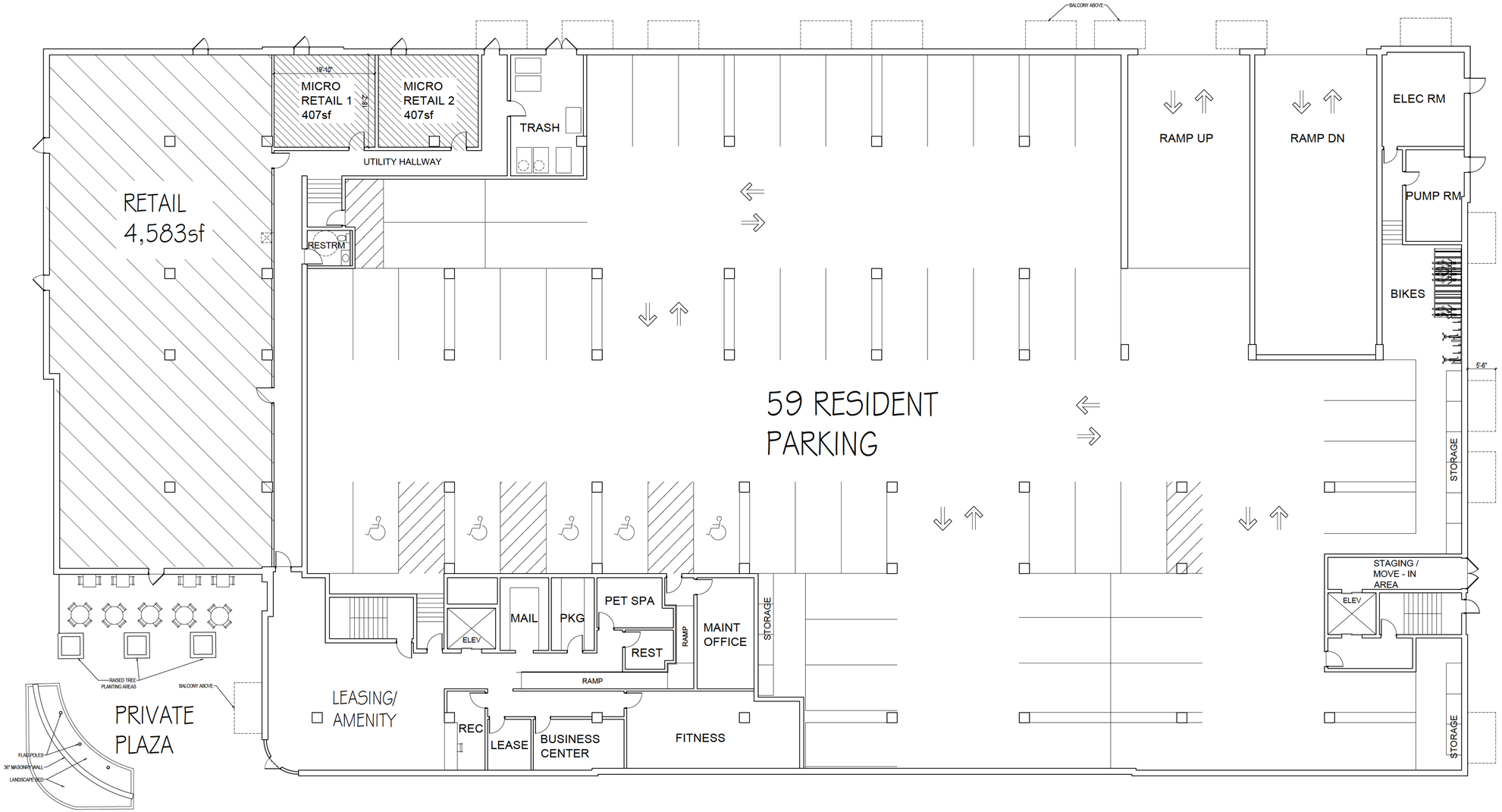

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MAIN LEVEL PLAN

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Plans

5/26/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

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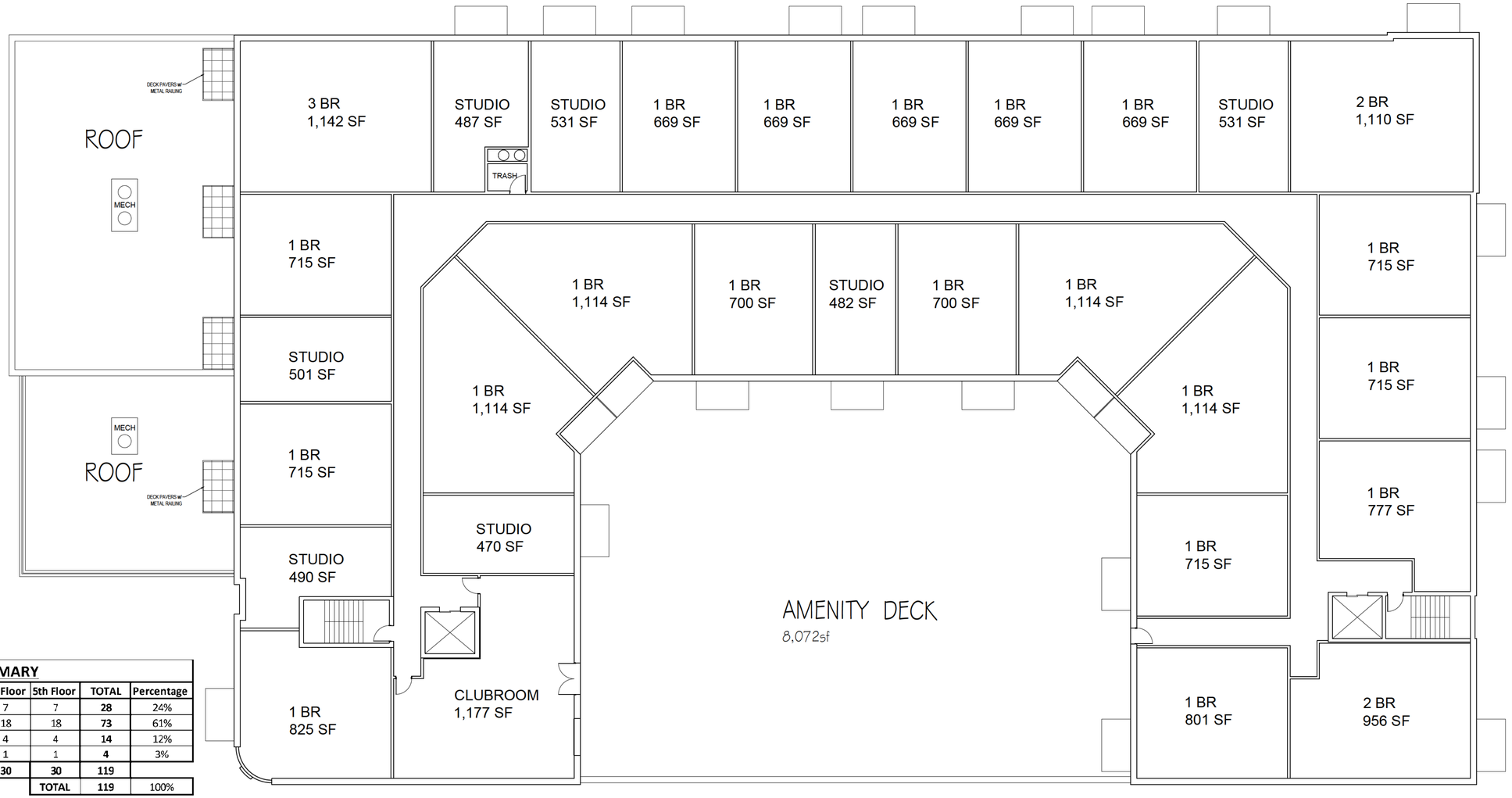

UNIT SUMMARY

Unit Style	2nd Floor	3rd Floor	4th Floor	5th Floor	TOTAL	Percentage
Studio	7	7	7	7	**28**	24%
1 Bedroom	19	18	18	18	**73**	61%
2 Bedroom	2	4	4	4	**14**	12%
3 Bedroom	1	1	1	1	**4**	3%
Total Per Floor	**29**	**30**	**30**	**30**	**119**	
				TOTAL	**119**	100%

N

29 APARTMENTS

SECOND LEVEL PLAN

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Plans

5/26/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

N

30 APARTMENTS

TYPICAL LEVEL PLAN (3rd - 5th FLOORS)

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Plans

5/26/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

Attachment 2(e)
Site Plan and Elevations

HOLLADAY PROPERTIES
Building Solutions Since 1952

CASS & BURLINGTON - DATA OVERVIEW	
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Site (incls parking lot) (1.06 acres)	**46,320**
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20 N LINDEN AVE
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47 SPACES
21 PRIVATE
26 PUBLIC
N. LINDEN AVE.
ALLEY
(INTERIOR SIDE YARD)
CASS AVENUE (FRONT)
BURLINGTON AVENUE
(STREET SIDE YARD)
VILLAGE PLAZA
CONC WALK
LOADING
LOAD NG
CONC DRIVE
MICRO RETAIL 1 407sf
MICRO RETAIL 2 407sf
UTILITY HALLWAY
TRASH
RESTR
RETAIL 4,583sf
RAMP UP
RAMP DN
ELEC RM
PUMP RM
BIKES
59 RESIDENT PARKING
STORAGE
LOADING ZONE
STAGING / MOVE - IN AREA
ELEV
MAIL
PKG
PET SPA
REST
RAMP
MAINT OFFICE
LEASING/ AMENITY
REC
LEASE
BUSINESS CENTER
FITNESS
PRIVATE PLAZA
STANDING / LOADING ZONE
RESIDENT
GEN
S
T
SG
ONLY

Sentinel Station
Site Plan
05/26/2026 SCALE : 1/16" = 1'-0"

TANDEM ARCHITECTURE

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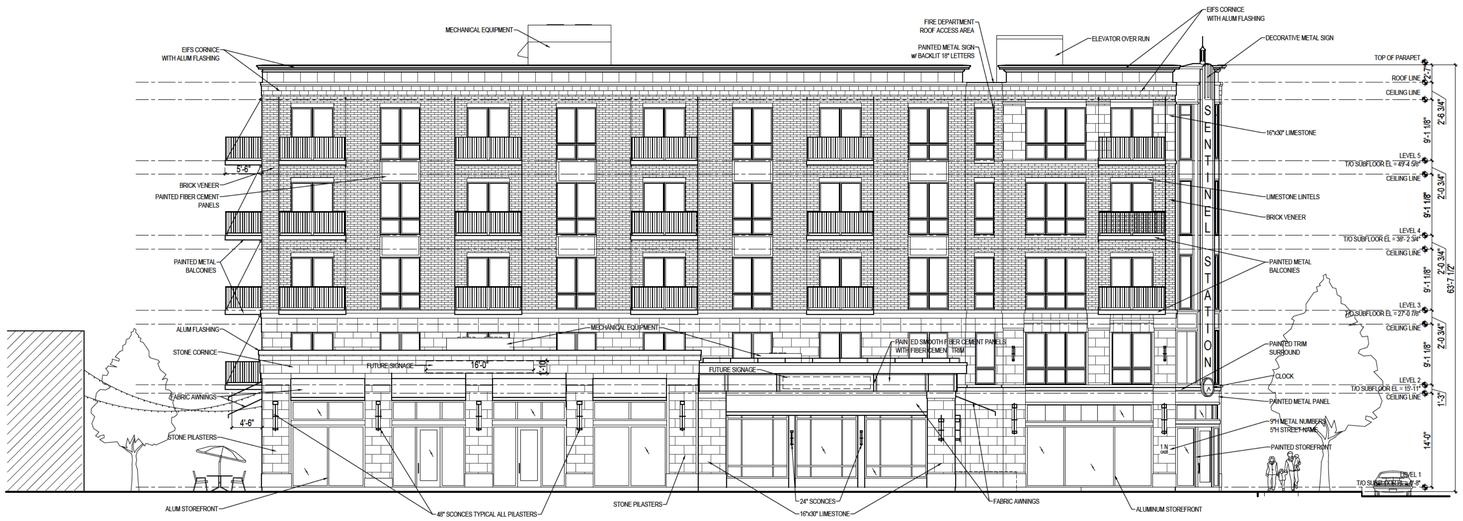
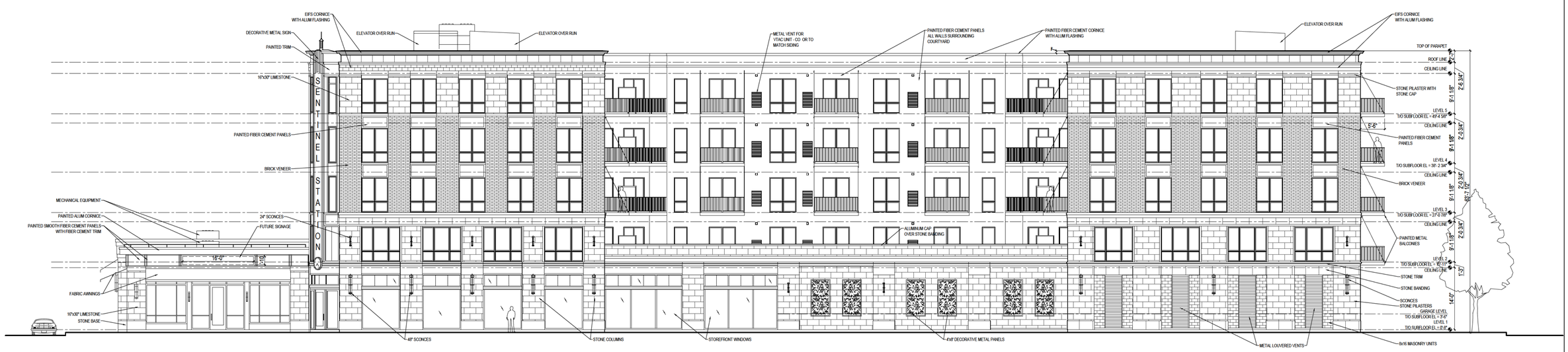


WEST ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Elevations

5/26/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

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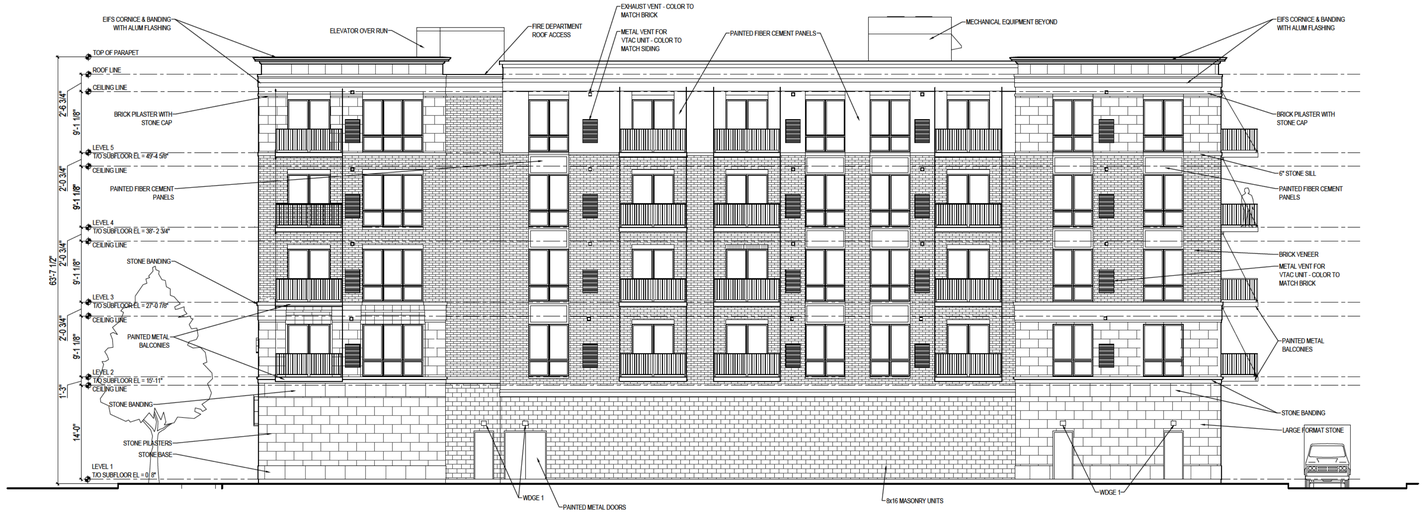
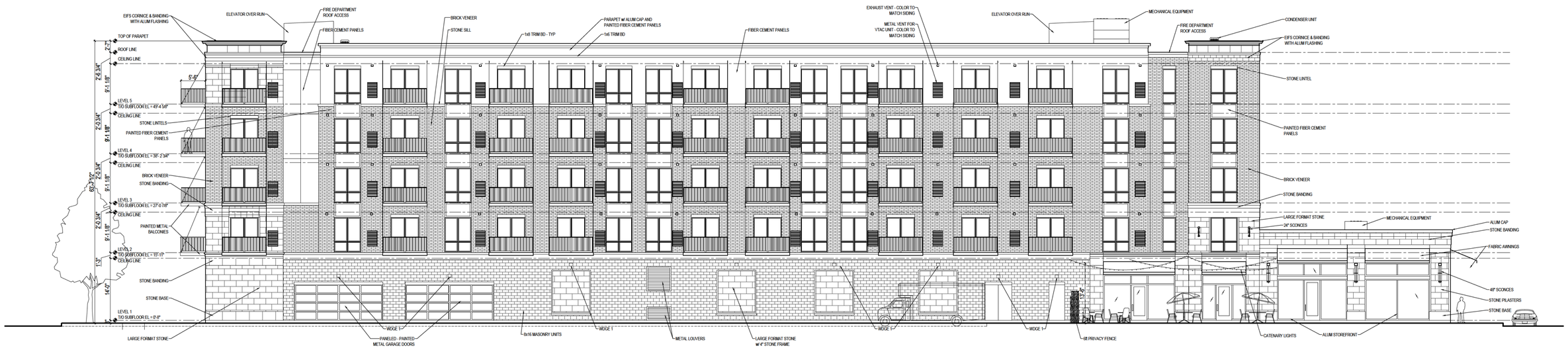


EAST ELEVATION

SCALE: 3/32" = 1'-0"



NORTH ELEVATION

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Plans

5/26/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

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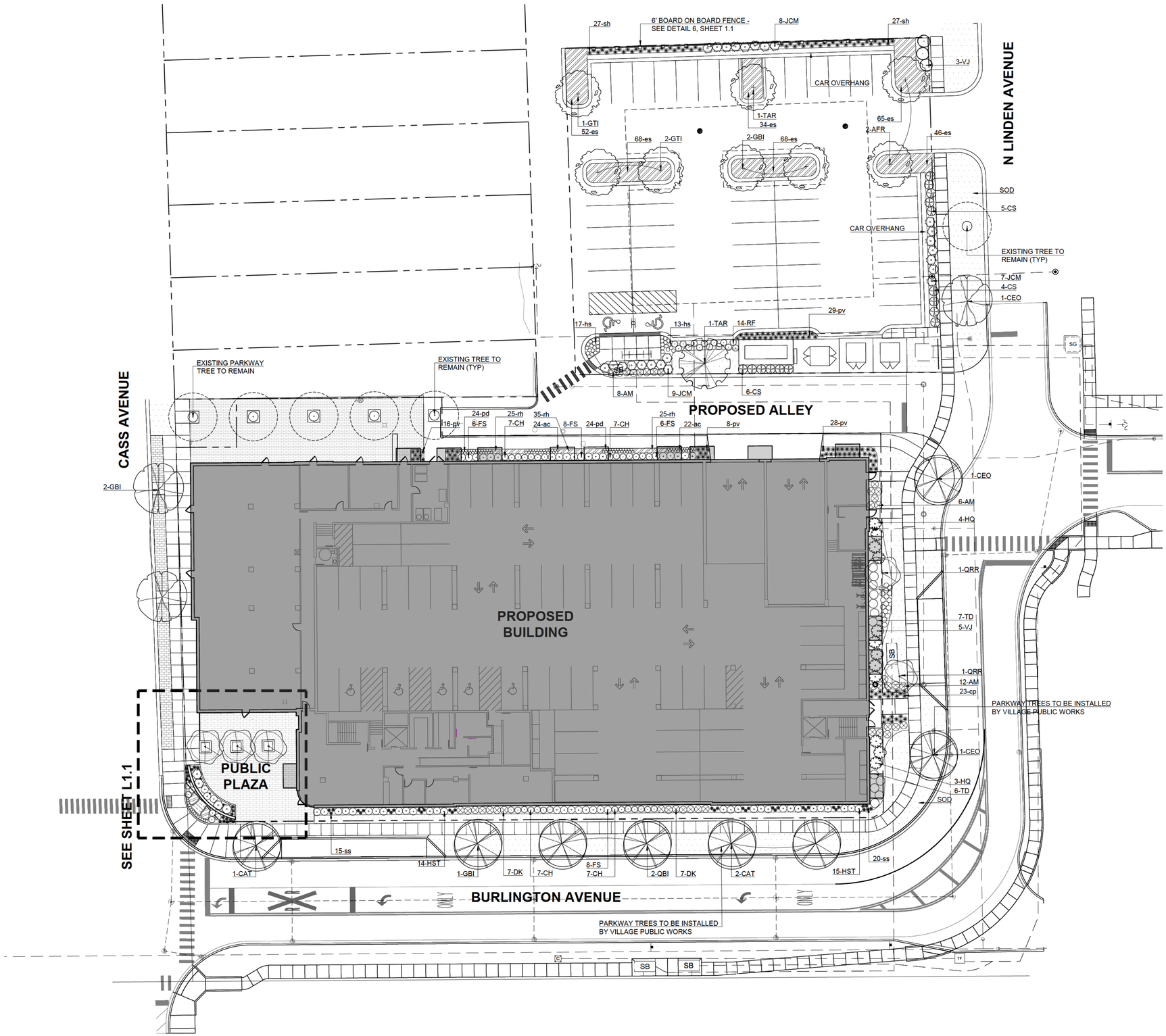
Attachment 2(f)
Landscape Plan



OVERALL LANDSCAPE PLAN

SCALE: 1" = 20'-0"

N

0 10' 20' 40'

Village of Westmont Landscape Ordinance Landscape requirement Summary			
		Required	Proposed/Existing
Parking Lot Interior (North Lot)	***16,062 SF***		
Trees over 3 DBH	1:1500 SF for 6000 SF	4	4
Trees over 3 DBH	1:3000 SF additional	3	3
Parking Lot screening (North Lot)	***370 LF***		
4' Ht Screening adjacent to lot lines	100%	322 LF	322 LF
3' HT screening from ROW	100%	138 LF	138 LF
Parkway Trees	***1:35 LF (1:25 LF with utilities)***		
Burlington Avenue	443 LF	13	10
Cass Avenue	170 LF	5	3
Linden Avenue	140 LF	4	3

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.ktlandarch.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR PLAN COMMISSION	DSP	04-07-26

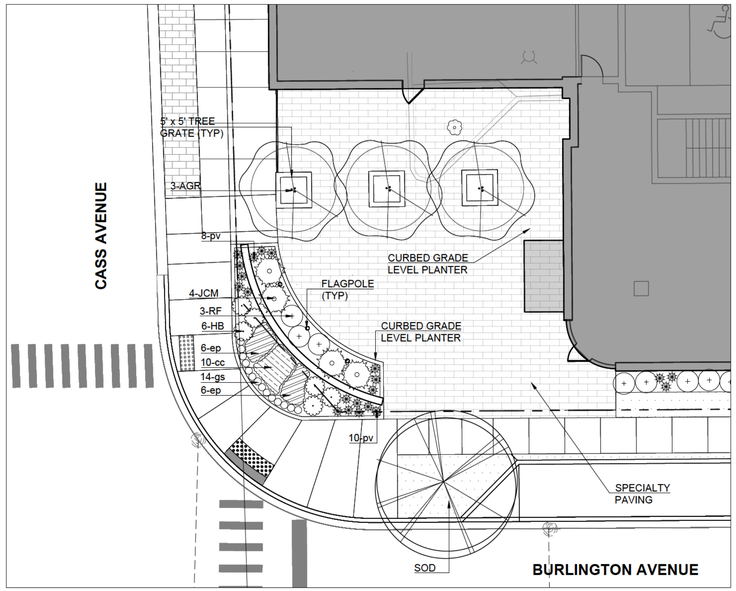
SENTINEL STATION
1N CASS AVENUE
WESTMONT, ILLINOIS

OVERALL LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

date. 09-23-25
drawn DSP
checked KMT

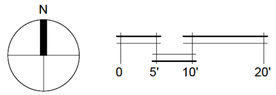
job no. 25420

sheet no. L1.0



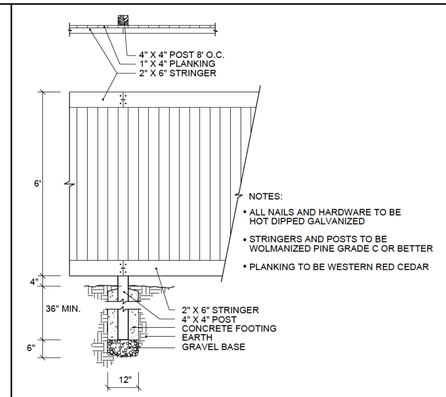
PRIVATE PLAZA ENLARGEMENT

SCALE: 1" = 10'-0"

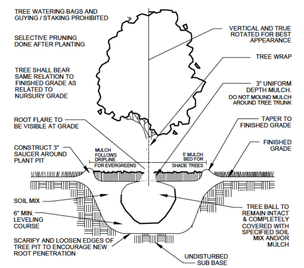


Master Plant List

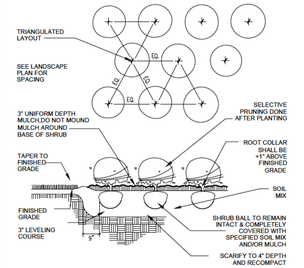
Symbol	Quantity	Botanical Name	Common Name	Size	Origin	Notes
		Shade Trees				
AFR	2	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB		
CAT	3	CATALPA SPECIOSA	NORTHERN CATALPA	3" BB	NATIVE	
CEO	3	CELTUS OCCIDENTALIS	HACKBERRY	3" BB	NATIVE	
GBI	5	GINKGO BILOBA 'AUTUMN GOLD'	GINKGO	3" BB		MALE SPEC. ONLY
GTI	3	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	3" BB		
QBI	2	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	NATIVE	
QRR	2	QUERCUS ROBUR x BICOLOR 'LONG'	REGAL PRINCE OAK	3" BB		COLUMNAR
TAR	2	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" BB	NATIVAR	
		Ornamental Trees				
AGR	3	ACER GRISEUM	PAPERBARK MAPLE	3" BB		
		Evergreen Shrubs				
JCM	28	JUNIPERUS CHINENSIS 'MINT JULIP'	MINT JULIP SPREADING JUNIPER	24" BB		
TD	13	TAXUS x MEDIA 'DENSIFORMIS'	DENSE YEW	24" BB		SPREADING
		Deciduous Shrubs				
AM	25	ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	IROQUOIS BEAUTY BLACK CHOKEBERR	5 GAL	NATIVAR	
CS	15	CORNUS STOLONIFERA 'ARCTIC FIRE'	ARCTIC FIRE DOGWOOD	5 GAL	NATIVAR	
CH	28	COTONEASTER 'HESSEI'	HESSE COTONEASTER	3 GAL		
DK	14	DIERVILLA KODIAK 'FRESH'	BUSH-HONEYSUCKLE	3 GAL	NATIVE	
FS	28	FORSYTHIA x INTERMEDIA SHOW OFF 'SUGAR BA	SHOW OFF SUGAR BABY FORSYTHIA	5 GAL		
HB	6	HYDRANGEA PANICULATA 'BOBO'	BOBO HYDRANGEA	3 GAL		
HST	29	HYDRANGEA SERRATA TUFF STUFF	MOUNTAIN HYDRANGEA	5 GAL		
HQ	7	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	36" BB		
RF	17	ROSA 'FLOWER CARPET'	FLOWER CARPET SHRUB ROSE	2 GAL		
VJ	8	VIBURNUM X JUDDI	JUDD VIBURNUM	36" BB		
		Groundcover				
es	460	ERAGROSTIS SPECTABILIS	PURPLE LOVEGRASS	3" POTS	NATIVE	
rh	85	RUELLIA HUMILIS	WILD PETUNIA	3" POTS	NATIVE	
		Perennials				
ac	46	ALLIUM CERNUUM	NODDING WILD ONION	1 GAL	NATIVE	
cc	10	CAMPANULA CARPATICA 'PEARL DEEP BLUE'	BELLFLOWER	1 GAL		
ep	12	ECHINACEA PURPUREA 'KIM'S KNEE HIGH'	CONEFLOWER	1 GAL		
gs	14	GERANIUM SANGUINEUM 'MAX FREI'	BLOODY CRANESBILL	1 GAL		
hs	30	HEMEROCALLIS 'STELLA D'ORO'	SELLA D'ORO DAYLILY	1 GAL		
pd	48	PENSTEMON 'RED RIDINGHOOD'	BEARDTONGUE	1 GAL	NATIVAR	
		Grasses				
cp	23	CAREX PENSYLVANICA	COMMON OAK SEDGE	1 GAL	NATIVE	
pv	99	PANICUM VIRGATUM	SWITCH GRASS	3 GAL	NATIVE	
ss	35	SCHIZACHYRIUM SCOPARUM 'PRAIRIE BLUES'	LITTLE BLUESTEM	1 GAL	NATIVAR	
sh	54	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	1 GAL	NATIVE	



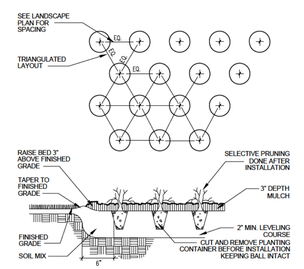
6 L1.1 **6' BOARD ON BOARD FENCE**
SCALE: 1/2" = 1'-0"



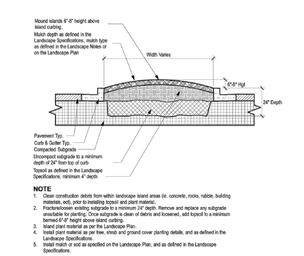
1 L1.1 **TREE PLANTING DETAIL**
SCALE: NO SCALE



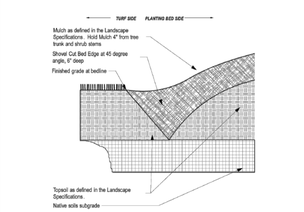
2 L1.1 **SHRUB PLANTING DETAIL**
SCALE: NO SCALE



3 L1.1 **GROUNDCOVER DETAIL**
SCALE: NO SCALE



4 L1.1 **PARKING ISLAND DETAIL**
SCALE: NO SCALE



5 L1.1 **SPADED PLANTING BED EDGE DETAIL**
SCALE: NO SCALE

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, EXCLUDING SHRUB BEDS, TO BE RESTORED WITH TURF GRASS SEED AND COVERED WITH AN EROSION CONTROL BLANKET.
16. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
17. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY
18. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

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RECOGNIZED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR PLAN COMMISSION	DSP	04-07-26

SENTINEL STATION
1N CASS AVENUE
WESTMONT, ILLINOIS

PLAZA LANDSCAPE PLAN
CONSTRUCTION NOTES
PLANTING DETAILS

date. 09-23-25
drawn DSP
checked KMT

job no. 25420

sheet no. L1.1

LANDSCAPE MAINTENANCE SPECIFICATIONS

THE CONTRACTOR SHALL PROV DE AS A SEPARATE BID, MAINTENANCE FOR A PERIOD OF 1 YEAR AFTER F NAL ACCEPTANCE OF THE PROJECT LANDSCAPING. THE CONTRACTOR MUST BE ABLE TO PROVIDE CONTINUED MAINTENANCE F REQUESTED BY THE OWNER OR PROVIDE THE NAME OF A REPUTABLE LANDSCAPE CONTRACTOR WHO CAN PROV DE MAINTENANCE.

STANDARDS

ALL LANDSCAPE MA NTENANCE SERVICES SHALL BE PERFORMED BY TRAINED PERSONNEL USING CURRENT, ACCEPTABLE HORTICULTURAL PRACTICES.

ALL WORK SHALL BE PERFORMED N A MANNER THAT MA NTAINS THE ORIGINAL INTENT OF THE LANDSCAPE DESIGN.

ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT COUNTY, STATE AND FEDERAL LAWS, USING EPA REGISTERED MATERIALS AND METHODS OF APPLICATION. THESE APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERTIF ED APPLICATOR.

APPROVALS

ANY WORK PERFORMED IN ADDITION TO THAT WHICH IS OUTL NED N THE CONTRACT SHALL ONLY BE DONE UPON WRITTEN APPROVAL BY THE OWNER'S REPRESENTATIVE.

ALL SEASONAL COLOR SELECTIONS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO ORDERING AND INSTALLATION.

SOIL TESTING

THE MAINTENANCE CONTRACTOR SHALL PERFORM SOIL TESTS AS NEEDED TO IDENT FY ANY IMBALANCES OR DEFICIENCIES CAUSING PLANT MATERIAL DECL NE. THE OWNER SHALL BE NOT FIED OF THE RECOMMENDATION FOR APPROVAL, AND THE NECESSARY CORRECTIONS MADE AT AN ADDITIONAL COST TO THE OWNER.

ACCEPTABLE SOIL TEST RESULTS:

	LANDSCAPE TREES & SHRUBS	TURF
PH RANGE	5.0-7 0	6.0-7 0
ORGANIC MATTER	>1 5%	>2 5%
MAGNESIUM (MG)	100+LBS./ACRE	100+LBS./ACRE
PHOSPHORUS (P2O5)	150+LBS./ACRE	150+LBS./ACRE
POTASSIUM (K2O)	120+LBS./ACRE	120+LBS./ACRE
SOLUBLE SALTS	NOT TO EXCEED 900PPM/1.9 MMHOS/CM IN SOIL; NOT TO EXCEED 1400 PPM/2.5 MMHOS/CM IN HIGH ORGANIC MIX	NOT TO EXCEED 750PPM/0 75 MMHOS/CM IN SOIL; NOT TO EXCEED 2000 PPM/2.0 MMHOS/CM IN HIGH ORGANIC MIX

FOR UNUSUAL SOIL CONDITIONS, THE FOLLOW NG OPTIONAL TESTS ARE RECOMMENDED WITH LEVELS NOT TO EXCEED:

BORON	3 POUNDS PER ACRE
MANGANESE	50 POUNDS PER ACRE
POTASSIUM (K2O)	450 POUNDS PER ACRE
SODIUM	20 POUNDS PER ACRE

WORKMANSHIP

DUR NG LANDSCAPE MAINTENANCE OPERATIONS, ALL AREAS SHALL BE KEPT NEAT AND CLEAN. PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING STRUCTURES. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER TO THE OPERATORS, THE OCCUPANTS AND ANY PEDESTRIANS.

UPON COMPLETION OF MAINTENANCE OPERATIONS, ALL DEBRIS AND WASTE MATERIAL SHALL BE CLEANED UP AND REMOVED FROM THE SITE, UNLESS PROVISIONS HAVE BEEN GRANTED BY THE OWNER TO USE ON-SITE TRASH RECEPTACLES. ANY DAMAGE TO THE LANDSCAPE, STRUCTURES, OR IRRIGATION SYSTEMS CAUSED BY THE MAINTENANCE CONTRACTOR, SHALL BE REPA RED BY THE MAINTENANCE CONTRACTOR WITHOUT CHARGE TO THE OWNER.

TURF

GENERAL CLEAN UP

PRIOR TO MOWING, ALL TRASH, STICKS, AND OTHER UNWANTED DEBRIS SHALL BE REMOVED FROM LAWNS, PLANT BEDS, AND PAVED AREAS.

MOWING

TURF GRASSES, INCLUD NG BLUE GRASS, TALL FESCUE, PERENNIAL RYEGRASS, ETC., SHALL BE MAINTA NED AT A HEIGHT OF 2" TO 3" N SPRING AND FALL. FROM JUNE THROUGH SEPTEMBER, MOW NG HEIGHT SHALL BE MAINTA NED AT NO LESS THAN 3".

THE MOWING OPERATION INCLUDES TRIMMING AROUND ALL OBSTACLES, RAKING EXCESSIVE GRASS CL PPINGS AND REMOVING DEBRIS FROM WALKS, CURBS, AND PARKING AREAS. CAUTION: MECHANICAL WEEDERS SHOULD NOT BE USED AROUND TREES BECAUSE OF POTENTIAL DAMAGE TO THE BARK.

EDGING

EDG NG OF ALL SIDEWALKS, CURBS AND OTHER PAVED AREAS SHALL BE PERFORMED ONCE EVERY OTHER MOWING. DEBRIS FROM THE EDGING OPERATIONS SHALL BE REMOVED AND THE AREAS SWEPT CLEAN. CAUTION SHALL BE USED TO AVO D FLYING DEBRIS.

FERTILIZING

SEASONALLY STEPPED FERTILIZER SHALL BE APPLIED N AREAS BASED ON THE EXISTING TURF SPECIES.

LAWN WEED CONTROL HERBICIDES

SELECTION AND PROPER USE OF HERBICIDES SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY. ALL CHEMICAL APPLICATIONS SHALL BE PERFORMED UNDER THE SUPERVISION OF A LICENSED CERT FIED APPLICATOR. READ THE LABEL PRIOR TO APPLY NG ANY CHEMICAL.

INSECT & DISEASE CONTROL FOR TURF

THE CONTRACTOR SHALL BE RESPONS BLE FOR MONITOR NG THE SITE CONDITIONS ON EACH VISIT TO DETERMINE F ANY NSECT PEST OR DISEASE PROBLEMS EXIST. THE CONTRACTOR SHALL IDENT FY THE NSECT PEST OR DISEASE, AS WELL AS THE HOST PLANT, AND THEN CONSULT THE MOST CURRENT EDITION OF THE COOPERATIVE EXTENSION SERVICE'S "COMMERCIAL INSECTICIDE RECOMMENDATION FOR TURF" FOR CONTROL. THE LICENSED APPLICATOR SHALL BE FAMILIAR WITH THE LABEL PROV DED FOR THE SELECTED PRODUCT PRIOR TO APPLICATION.

INSPECTION AND TREATMENT TO CONTROL NSECT PESTS SHALL BE NCLUDED IN THE CONTRACT PRICE.

TREES, SHRUBS, & GROUND COVER

PRUNING

ALL ORNAMENTAL TREES, SHRUBS AND GROUND COVER SHALL BE PRUNED WHEN APPROPRIATE TO REMOVE DEAD OR DAMAGED BRANCHES, DEVELOP THE NATURAL SHAPES. DO NOT SHEAR TREES OR SHRUBS. F PREVIOUS MAINTENANCE PRACTICE HAS BEEN TO SHEAR AND BALL, THEN A NATURAL SHAPE WILL BE RESTORED GRADUALLY.

PRUN NG GU DEL NES:

1. PRUNE PLANTS THAT FLOWER BEFORE THE END OF JUNE (SPRING BLOOM NG). MMEDIATELY AFTER FLOWER NG. FLOWER BUDS DEVELOP DURING THE PREVIOUS GROWING SEASON. FALL, W NTER OR SPR NG PRUN NG WOULD REDUCE THE SPRING FLOWER NG DISPLAY.
2. PRUNE PLANTS THAT FLOWER N JULY – SEPTEMBER (SUMMER OR AUTUMN BLOOMING) IN WINTER OR SPRING BEFORE NEW GROWTH BEGINS, SINCE THESE PLANTS DEVELOP FLOWERS ON NEW GROWTH.
3. DELAY PRUN NG PLANTS GROWN FOR ORNAMENTAL FRUITS, SUCH AS COTONEASTERS AND VIBURNUMS.
4. HOLLIES AND OTHER EVERGREENS MAY BE PRUNED DUR NG WINTER N ORDER TO USE THE R BRANCHES FOR SEASONAL DECORATION. HOWEVER, SEVERE PRUNING OF EVERGREENS SHOULD BE DONE IN EARLY SPR NG ONLY.
5. BROADLEAF EVERGREEN SHRUBS SHALL BE HAND-PRUNED TO MAINTAIN THE R NATURAL APPEARANCE AFTER THE NEW GROWTH HARDENS OFF.
6. HEDGES OR SHRUBS THAT REQU RE SHEARING TO MAINTA N A FORMAL APPEARANCE SHALL BE PRUNED AS REQU RED. DEAD WOOD SHALL BE REMOVED FROM SHEARED PLANTS BEFORE THE FIRST SHEARING OF THE SEASON.
7. CONIFERS SHALL BE PRUNED, IF REQUIRED, ACCORDING TO THE R GENUS.
   A. YEWS, JUNIPERS, HEMLOCKS AND ARBORVITAE MAY BE PRUNED AFTER NEW GROWTH HAS HARDENED OFF IN LATE SUMMER. IF SEVERE PRUNING IS NECESSARY, IT MUST BE DONE IN EARLY SPRING.
   B. F RS AND SPRUCES MAY BE LIGHTLY PRUNED IN LATE SUMMER, FALL, OR WINTER AFTER COMPLETING GROWTH. LEAVE SIDE BUDS. NEVER CUT CENTRAL LEADER.
   C. PINES MAY BE LIGHTLY PRUNED IN EARLY JUNE BY REDUCING CANDLES.
8. GROUNDCOVER SHALL BE EDGED AND PRUNED AS NEEDED TO CONTAIN IT WITH N ITS BORDERS.
9. THINNING: REMOVE BRANCHES AND WATER SPROUTS BY CUTT NG THEM BACK TO THEIR POINT OF ORIGIN ON PARENT STEMS. THIS METHOD RESULTS IN A MORE OPEN PLANT, WITHOUT ST MULATING EXCESSIVE GROWTH. THINN NG IS USED ON CRAB APPLES, L LACS, VIBURNUMS, ETC.
10. RENEWAL PRUNING: REMOVE OLDEST BRANCHES OF SHRUB AT GROUND, LEAVING THE YOUNGER, MORE VIGOROUS BRANCHES. ALSO REMOVE WEAK STEMS. ON OVERGROWN PLANTS, THIS METHOD MAY BE BEST DONE OVER A THREE-YEAR PERIOD. RENEWAL PRUN NG MAY BE USED ON FORSYTHIA, HYDRANGEA, SP RAEA, ETC.

PLANTS OVERHANGING PASSAGEWAYS AND PARK NG AREAS AND DAMAGED PLANTS SHALL BE PRUNED AS NEEDED.

SHADE TREES THAT CANNOT BE ADEQUATELY PRUNED FROM THE GROUND SHALL NOT BE INCLUDED IN THE MAINTENANCE CONTRACT. A CERTIF ED ARBORIST UNDER A SEPARATE CONTRACT SHALL PERFORM THIS TYPE OF WORK.

SPRING CLEANUP

PLANT BEDS SHALL RECEIVE A GENERAL CLEANUP BEFORE FERTILIZING AND MULCH NG. CLEANUP INCLUDES REMOVING DEBRIS AND TRASH FROM BEDS AND CUTTING BACK HERBACEOUS PERENNIALS LEFT STANDING THROUGH WINTER, E.G. ORNAMENTAL GRASSES, SEDUM AUTUMN JOY.

FERTILIZING

FOR TREES, THE RATE OF FERTILIZATION DEPENDS ON THE TREE SPECIES, TREE VIGOR, AREA AVAILABLE FOR FERTILIZATION, AND GROWTH STAGE OF THE TREE. MATURE SPEC MENS BENEFIT FROM FERTILIZATION EVERY 3 TO 4 YEARS; YOUNGER TREES SHALL BE FERTILIZED MORE OFTEN DURING RAP D GROWTH STAGES.

THE CURRENT RECOMMENDATION IS BASED ON THE RATE OF 1000 SQUARE FEET OF AREA UNDER THE TREE TO BE FERTILIZED. FOR DEC DUOUS TREES, 2 TO 6 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR
NARROW-LEAF EVERGREENS, 1 TO 4 POUNDS OF NITROGEN PER 1000 SQUARE FEET; FOR BROADLEAF EVERGREENS, 1 TO 3 POUNDS OF NITROGEN PER 1000 SQUARE FEET.

SHRUBS AND GROUNDCOVER SHALL BE TOP-DRESSED WITH COMPOST 1" DEEP OR FERTILIZED ONCE IN MARCH WITH 10-6-4 ANALYSIS FERTILIZER AT THE RATE OF 3 POUNDS PER 100 SQUARE FEET OF BED AREA.
ERICACEOUS MATERIAL SHALL BE FERT LIZED WITH AN ERICACEOUS FERT LIZER AT THE MANUFACTURER'S RECOMMENDATION RATE. IF PLANTS ARE GROWING POORLY, A SOIL SAMPLE SHOULD BE TAKEN.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING

ANNUALLY, ALL TREE AND SHRUB BEDS WILL BE PREPARED AND MULCHED, TO A M NIMUM DEPTH OF 3" WITH QUALITY MULCH TO MATCH EXISTING. BED PREPARATION SHALL INCLUDE REMOVING ALL WEEDS, CLEAN NG UP SAID BED, EDG NG AND CULTIVATING DECAYED MULCH NTO THE SOIL. DEBRIS FROM EDGING IS TO BE REMOVED FROM BEDS WHERE APPLICABLE. IF DEEMED NECESSARY, A PRE-EMERGENT HERBICIDE MAY BE APPL ED TO THE SOIL TO NH BIT THE GROWTH OF FUTURE WEEDS.

ORGANICALLY MAINTAINED GARDENS SHALL NOT RECEIVE ANY PRE-EMERGENT HERBICIDES. MULCH IN EXCESS OF 4" W LL BE REMOVED FROM THE BED AREAS. SPECIAL CARE SHALL BE TAKEN IN THE MULCHING OPERATION NOT TO OVER-MULCH OR COVER THE BASE OF TREES AND SHRUBS. THIS CAN BE DETRIMENTAL TO THE HEALTH OF THE PLANTS.

WEEDING

ALL BEDS SHALL BE WEEDED ON A CONT NUOUS BASIS THROUGHOUT THE GROWING SEASON TO MAINTAIN A NEAT APPEARANCE AT ALL TIMES.

PRE-EMERGENT (SOIL-APPLIED) AND POST-EMERGENT (FOLIAR-APPL ED) HERBIC DES SHALL BE USED WHERE AND WHEN APPLICABLE AND IN ACCORDANCE WITH THE PRODUCT'S LABEL.

INSECT & DISEASE CONTROL TREES, SHRUBS & GROUNDCOVER

THE MAINTENANCE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITOR NG THE LANDSCAPE SITE ON A REGULAR BASIS. THE MONITOR NG FREQUENCY SHALL BE MONTHLY EXCEPT FOR GROWING SEASON, WHICH WILL BE EVERY OTHER WEEK. TRA NED PERSONNEL SHALL MONITOR FOR PLANT DAMAG NG INSECT ACTIVITY, PLANT PATHOGENIC DISEASES AND POTENTIAL CULTURAL PROBLEMS N THE LANDSCAPE. THE PEST OR CULTURAL PROBLEM WILL BE DENTIF ED UNDER THE SUPERVISION OF THE CONTRACTOR.

FOR PLANT DAMAGING NSECTS AND MITES IDENTIFIED IN THE LANDSCAPE, THE CONTRACTOR SHALL CONSULT AND FOLLOW THE RECOMMENDATIONS OF THE MOST CURRENT EDITION OF THE STATE COOPERATIVE SERVICE PUBLICATION ON INSECT CONTROL ON LANDSCAPE PLANT MATERIAL.

PLANT PATHOGENIC DISEASE PROBLEMS IDENT F ED BY THE CONTRACTOR THAT CAN BE RESOLVED BY PRUN NG OR PHYSICAL REMOVAL OF DAMAGED PLANT PARTS WILL BE PERFORMED AS PART OF THE CONTRACT. FOR AN ADDITIONAL CHARGE, PLANT PATHOGENIC DISEASES THAT CAN BE RESOLVED THROUGH PROPERLY TIMED APPLICATIONS OF FUNGIC DES SHALL BE MADE WHEN THE OWNER AUTHORIZES IT.

IF THE CONTRACTOR NOTES AN ESPECIALLY NSECT-OR DISEASE-PRONE PLANT SPECIES N THE LANDSCAPE, HE/SHE WILL SUGGEST REPLACEMENT WITH A MORE PEST-RESISTANT CULTIVAR OR SPEC ES THAT IS CONSISTENT WITH THE NTENT OF THE LANDSCAPE DESIGN.

NOTE: FOR IDENT FICATION OF PLANT-DAMAGING INSECTS AND MITES, A REFERENCE TEXTBOOK THAT CAN BE USED IS NSECTS THAT FEED ON TREES AND SHRUBS BY JOHNSON AND LYON, COMSTOCK PUBLISHING ASSOCIATES. FOR PLAN PATHOGENIC DISEASES, TWO REFERENCES ARE SUGGESTED: SCOUTING AND CONTROLLING WOODY ORNAMENTAL DISEASES N LANDSCAPES AND NURSER ES, AUTHORIZED BY GARY MOORMAN, PUBLISHED BY PENN STATE COLLEGE OF AGRICULTURAL SC ENCES, AND DISEASES OF TREES AND SHRUBS BY S NCLAIR AND LYON, PUBLISHED BY COMSTOCK PUBLISH NG PRESS.

TRASH REMOVAL

THE MAINTENANCE CONTRACTOR SHALL REMOVE TRASH FROM ALL SHRUB AND GROUNDCOVER BEDS WITH EACH VISIT.

LEAF REMOVAL

ALL FALLEN LEAVES SHALL BE REMOVED FROM THE SITE N NOVEMBER AND ONCE IN DECEMBER. F REQUESTED BY THE OWNER, THE MAINTENANCE CONTRACTOR, AT AN ADDITIONAL COST TO THE OWNER SHALL PERFORM SUPPLEMENTAL LEAF REMOVALS.

WINTER CLEAN-UP

THE PROJECT SHALL RECEIVE A GENERAL CLEAN-UP ONCE DURING EACH OF THE WINTER MONTHS, I.E., JANUARY, FEBRUARY, AND MARCH.

CLEAN-UP INCLUDES:

- CLEANING CURBS AND PARK NG AREAS
- REMOV NG ALL TRASH AND UNWANTED DEBRIS
- TURNING MULCH WHERE NECESSARY
- INSPECTION OF GROUNDS

SEASONAL COLOR PERENNIALS, ANNUALS, AND BULBS

THE INSTALLATION OF PERENNIALS, ANNUALS, AND BULBS, UNLESS SPEC FIED HEREIN, SHALL BE REV EWED WITH THE OWNER, AND, IF ACCEPTED, NSTALLED AND B LLED TO THE OWNER.

SEASONAL COLOR MAINTENANCE

PERENNIALIZATION OF BULBS:

1. AFTER FLOWER NG, CUT OFF SPENT FLOWER HEADS.
2. ALLOW LEAVES OF DAFFOD LS AND HYAC NTHS TO REMA N FOR SIX WEEKS AFTER FLOWERS HAVE FADED. CUT OFF AT BASE.
3. ALLOW LEAVES OF OTHER BULBS TO YELLOW NATURALLY AND THEN CUT OFF AT BASE.
4. APPLY FERT LIZER AFTER FLOWERING IN SPRING, POSSIBLY AGAIN N FALL. APPLY 10-10-10 AT THE RATE OF 2 POUNDS PER 1000 SQUARE FEET OR TOP-DRESS WITH COMPOST 1" DEEP. FALL FERTILIZATION WITH A BULB FERTILIZER OR MULCHING WITH 1" OF COMPOST IS OPTIONAL.

FLOWER ROTATION:

1. BULBS: REMOVE THE ENTIRE PLANT AND BULB AFTER FLOWERS HAVE FADED OR AT THE DIRECTION OF THE OWNER AND NSTALL NEW PLANTS F NCLUDED IN CONTRACT.
2. SUMMER ANNUALS OR FALL PLANTS:
   A. DEAD HEADING: P NCH AND REMOVE DEAD FLOWERS ON ANNUALS AS NECESSARY.
   B. FERTILIZING SUMMER ANNUALS: FERT LIZE USING ONE OR TWO METHODS. APPLY A SLOW-RELEASE FERT LIZER IN MAY FOLLOW NG MANUFACTURER'S RECOMMENDATIONS. A BOOSTER SUCH AS 10-10-10 MAY BE NECESSARY IN LATE SUMMER. OR, APPLY LIQUID FERTILIZATIONS OF 20-20-20 WATER-SOLUBLE FERTILIZERS, NOT TO EXCEED 2 POUNDS OF 20-20-20 PER 100 GALLONS OF WATER, MONTHLY, OR MULCH WITH COMPOST 1" DEEP.
   C. REMOVAL: IF FALL PLANTS ARE TO BE NSTALLED, SUMMER ANNUALS SHALL BE LEFT IN THE GROUND UNTIL THE FIRST KILLING FROST AND THEN REMOVED, UNLESS OTHERWISE D RECTED BY THE OWNER.

PERENNIALS

1. AFTER NITIAL INSTALLATION, IF A TIME-RELEASED FERTILIZER HAS BEEN INCORPORATED DUR NG PLANT INSTALLATION, NO MORE FERTILIZER NEED BE APPL ED THE FIRST GROWING SEASON.
2. THE FOLLOW NG YEAR:
   A. FERTILIZE PERENNIALS WITH A SLOW-RELEASE FERTILIZER OR ANY 50% ORGANIC FERT LIZER, OR MULCH PERENNIALS WITH COMPOST 1" DEEP.
   B. CUT ALL DEC DUOUS PERENNIALS FLUSH TO THE GROUND BY MARCH 1, F THIS WAS NOT DONE THE PREVIOUS FALL, TO ALLOW NEW GROWTH TO DEVELOP FREELY.
   C. MULCH THE PERENNIAL BED ONCE IN EARLY SPR NG AT 1"-2" DEPTH. IF SO L IS BARED N LATE FALL, RE-MULCH LIGHTLY AFTER GROUND IS FROZEN TO PROTECT PERENNIALS.
   D. INSPECT FOR INSECT OR DISEASE PROBLEMS ON PERENNIALS. MONITOR AND CONTROL SLUGS ON HOSTAS AND LIGULARIAS. POWDERY MILDEW ON PHLOX, MONARDAS, AND ASTERS CAN BE PREVENTED WITH PROPERLY TIMED FUNGIC DES OR USE OF DISEASE-RESISTANT VARIETIES.
   E. WEED PERENNIAL BED AS SPEC F ED IN "WEEDING" ABOVE.
   F. PRUNE BRANCHING SPECIES TO NCREASE DENSITY. CUT ONLY THE FLOWERING STEMS AFTER BLOOM NG. DO NOT REMOVE THE FOLIAGE.
3. THE FOLLOW NG FALL CUT BACK DETERIORATING PLANT PARTS UNLESS INSTRUCTED TO RETAIN FOR W NTER INTEREST, E.G. SEDUM AUTUMN JOY AND ORNAMENTAL GRASSES.
4. LONG-TERM CARE:
   A. DIVIDE PLANTS THAT OVERCROWD THE SPACE PROVIDED. DIVIDE ACCORD NG TO THE SPECIES. SOME NEED FREQUENT DIVIDING, E.G. ASTERS AND YARROW EVERY TWO YEARS; OTHER RARELY, F EVER, E.G. PEONIES, HOSTAS, AND ASTILBE.
   B. FOR DETA LED INFORMATION REGARDING THE CARE OF SPEC FIC PERENNIALS, REFER TO ALL ABOUT PERENNIALS BY ORTHO; PERENNIALS: HOW TO SELECT, GROW AND ENJOY BY PAMELA HARPER AND FREDERICK MCGOUTY, HP BOOKS PUBLISHER; HERBACEOUS PERENNIAL PLANTS: A TREATISE ON THEIR DENTIFICATION, CULTURE AND GARDEN ATTRIBUTES BY ALLAN ARMITAGE, ST PES PUB LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

1. SOIL ANALYSIS PERFORMED ANNUALLY TO DETERM NE PH. IF PH DOES NOT FALL WITHIN SPECIFIED RANGE, ADJUST ACCORDING TO SO L TEST RECOMMENDATIONS.
2. MAINTA N PROPER FERTILITY AND PH LEVELS OF THE SOIL TO PROVIDE AN ENV RONMENT CONDUCIVE TO TURF VITALITY FOR TURF GRASSES.
3. MOW TURF ON A REGULAR BASIS AND AS SEASON AND WEATHER DICTATES. REMOVE NO MORE THAN THE TOP 1/3 OF LEAF BLADE. CL PPINGS ON PAVED AND BED AREAS WILL BE REMOVED.
4. AERATE WARM SEASON TURF AREAS TO MAINTAIN HIGH STANDARDS OF TURF APPEARANCE.
5. APPLY PRE-EMERGENT TO TURF N TWO APPLICATIONS IN EARLY FEBRUARY AND EARLY APRIL TO EXTEND BARR ER.
6. APPLY POST EMERGENT AS NEEDED TO CONTROL WEEDS.
7. MECHANICALLY EDGE CURBS AND WALKS.
8. APPLY NON-SELECTIVE HERBIC DE, TO MULCHED BED AREAS AND PAVEMENT AND REMOVE EXCESS RUNNERS TO MAINTA N CLEAN DEFINED BEDS.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE

1. PRUNE SHRUBS, TREES AND GROUNDCOVER TO ENCOURAGE HEALTHY GROWTH AND CREATE A NATURAL APPEARANCE.
2. MULCH TO BE APPLIED N FEBRUARY/MARCH WITH A HALF RATE N LATE SUMMER TO TOP DRESS.
3. APPLY PRE-EMERGENT HERBIC DES IN FEBRUARY AND APR L.
4. MANUAL WEED CONTROL TO MAINTAIN CLEAN BED APPEARANCE.
5. APPLY FUNGICIDES AND INSECTICIDES AS NEEDED TO CONTROL INSECTS AND DISEASE.
6. ORNAMENTAL SHRUBS, TREES AND GROUNDCOVERS TO BE FERTILIZED THREE (3) TIMES PER YEAR WITH A BALANCED MATERIAL (JANUARY/FEBRUARY, APRIL/MAY, AND OCTOBER/NOVEMBER)
7. EDGE ALL MULCHED BEDS.
8. REMOVE ALL LITTER AND DEBRIS.

GENERAL MAINTENANCE

1. REMOVE ALL MAN-MADE DEBRIS, BLOW EDGES.
2. INSPECT GROUNDS ON A MONTHLY BASIS AND SCHEDULE INSPECTION WITH UNIT OPERATOR.

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.5154 | www.kcland.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR PLAN COMMISSION	DSP	04-07-26

SENTINEL STATION
1N CASS AVENUE
WESTMONT, ILLINOIS

LANDSCAPE INSTALLATION AND MONITORING SPECIFICATIONS

date. 09-23-25 | drawn. DSP | checked KMT

job no. 25420

sheet no. L2.0

Attachment 2(g)
Signage Plan

Generic wayfinding signage shown. Holladay will incorporate details of the final signage package, designed by Westmont's signage consultant, when available.

HOLLADAY PROPERTIES
Building Solutions Since 1952

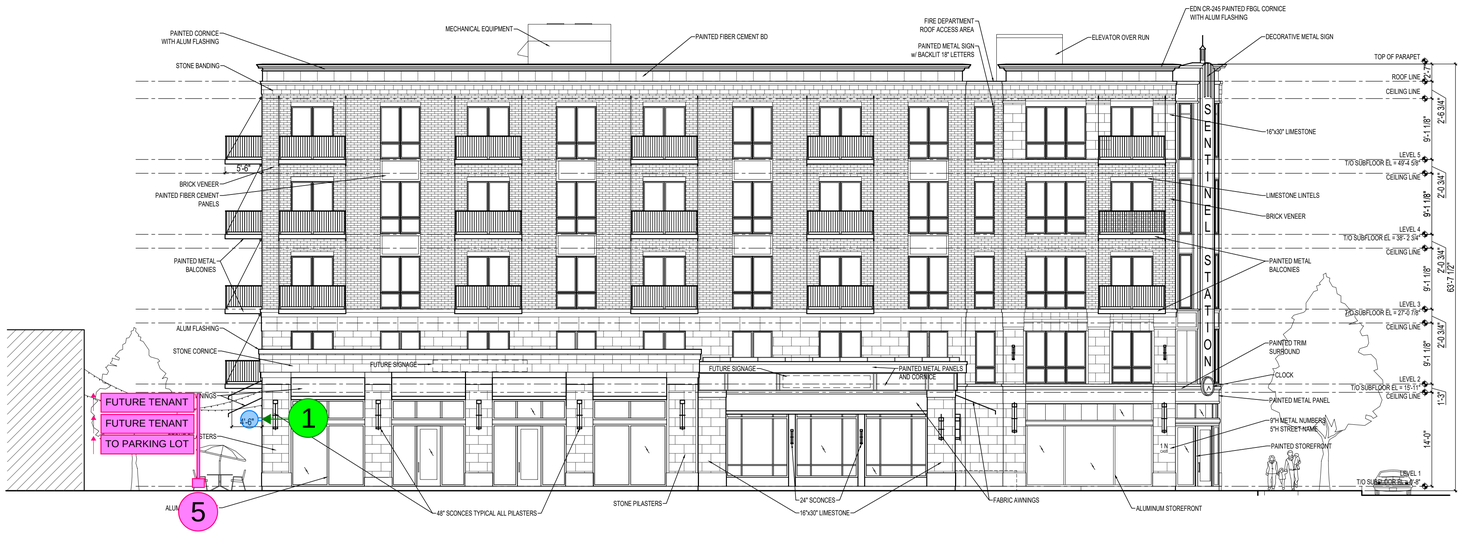
CASS & BURLINGTON - DATA OVERVIEW	
ITEM	**UNIT SF**
Site (incls parking lot) (1.06 acres)	**46,320**
Total Dwelling Units	**119**
Main Building Height	**5 Stories**
Main Parking Level (SF)	26,595
Lower Parking Level (SF)	25,823
Total Parking Area SF	**52,418**
Main Level Utilities (Trash, Elec, Pump Rm) (SF)	2,001
Main Level Garage Stair & Elevator (SF)	582
Lower Level Garage Stairs & Elevator (SF)	745
Total Utility Areas, Garage Stair & Elevator	**3,328**
Second Level Amenity Deck (SF)	8,072
Level 1 Leasing, Offices, Fitness & Lobby (SF)	3,662
Level 2 Club Room	1,177
Retail Space (SF)	4,583
Main Level (sf)	38,228
Level 2 (SF)	25,784
Level 3 (SF)	25,784
Level 4 (SF)	25,784
Level 5 (SF)	25,784
Total Building SF	**141,364**
Total Building SF (incl. Amenity Deck & LL parking)	**175,259**
Indoor Parking Spaces - non-handicapped	116
Indoor Parking Spaces - handicapped	5
Outdoor Parking Spaces - Assigned to Residents	21
Outdoor Parking Spaces - Public	24
Outdoor Parking Spaces - Public Handicapped	2
Total Site Parking Spaces	**168**
Resident Parking Spaces (1.19 ratio)	**142**
Outdoor - Staff & Retail Parking Spaces	**26**

21 N CASS AVE
19 N CASS AVE
17 N CASS AVE
15 N CASS AVE
13 N CASS AVE
20 N LINDEN AVE
47 SPACES
21 PRIVATE
26 PUBLIC
14 N LINDEN AVE
N. LINDEN AVE.
ALLEY
(INTERIOR SIDE YARD)
CASS AVENUE
(FRONT)
BURLINGTON AVENUE
(STREET SIDE YARD)
VILLAGE PLAZA
CONC WALK
LOADING
CONC DRIVE
BALCONY ABOVE
RETAIL
UTILITY HALLWAY
TRASH
RESTRM
RAMP UP
RAMP DN
ELEC RM
PUMP RM
BIKES
59 RESIDENT PARKING
STORAGE
STAGING / MOVE - IN AREA
ELEV
MAIL
PKG
PET SPA
REST
RAMP
MAINT OFFICE
LEASING/ AMENITY
REC
LEASE
BUSINESS CENTER
FITNESS
PRIVATE PLAZA
RAISED TREE PLANTING AREAS
FLAGPOLES
36" MASONRY WALL
LANDSCAPING
RESIDENT
GEN
S
T
ONLY

Sentinel Station
Development Plan
03/23/2025 SCALE : 1/16" = 1'-0"

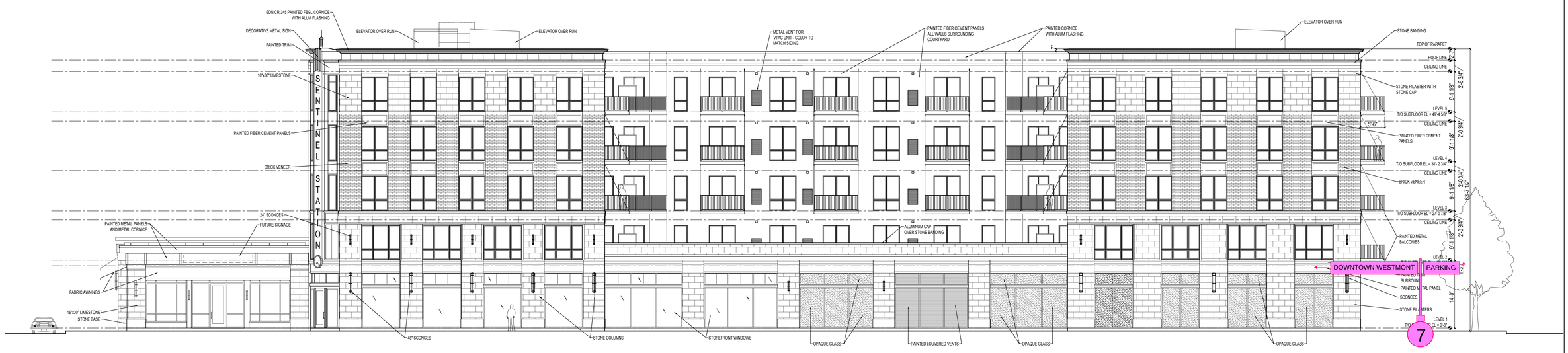
TANDEM ARCHITECTURE

© COPYRIGHT - TANDEM ARCHITECTURE



WEST ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Elevations

3/23/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

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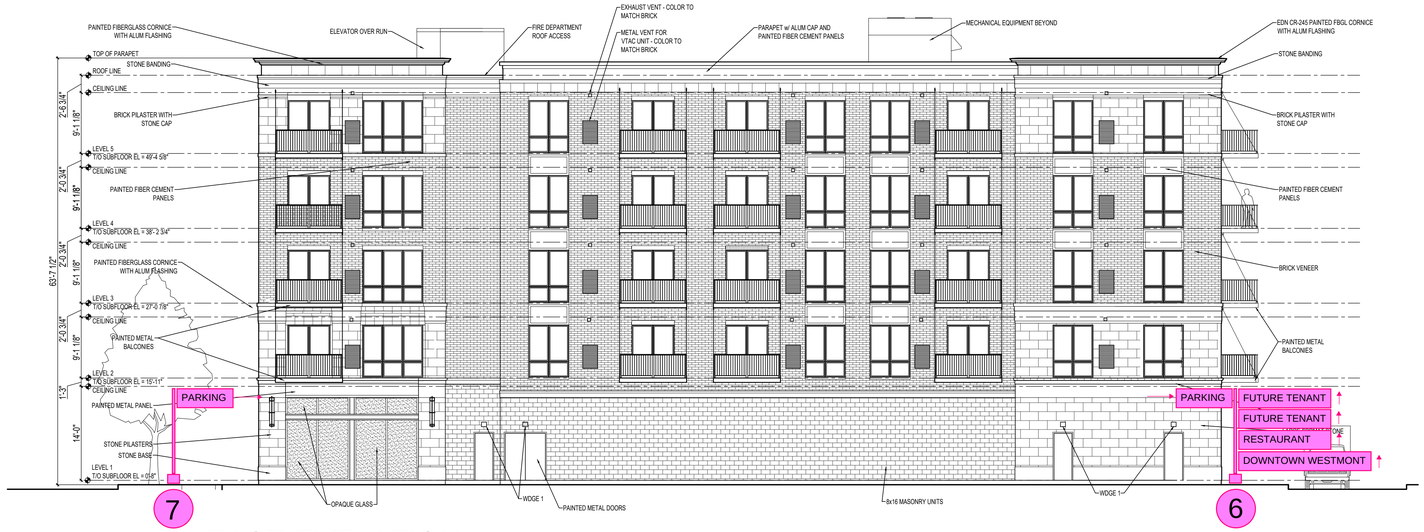
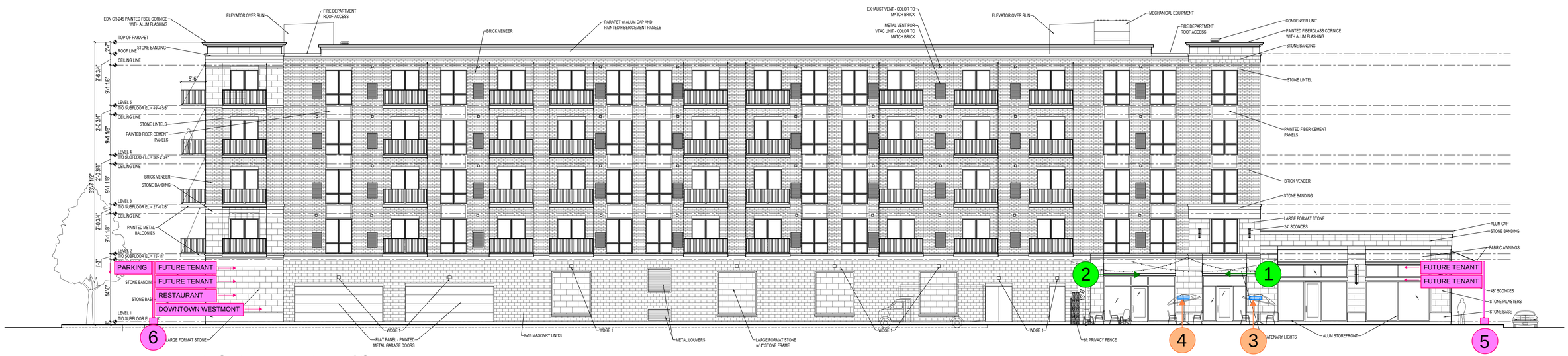


EAST ELEVATION

SCALE: 3/32" = 1'-0"



NORTH ELEVATION

SCALE: 3/32" = 1'-0"

MICRO-RETAIL INSPRIATIONAL IMAGERY

Cass & Burlington Ave. - Westmont, Ill.

Conceptual Plans

3/23/2026

HOLLADAY PROPERTIES
Building Solutions Since 1952

TANDEM ARCHITECTURE

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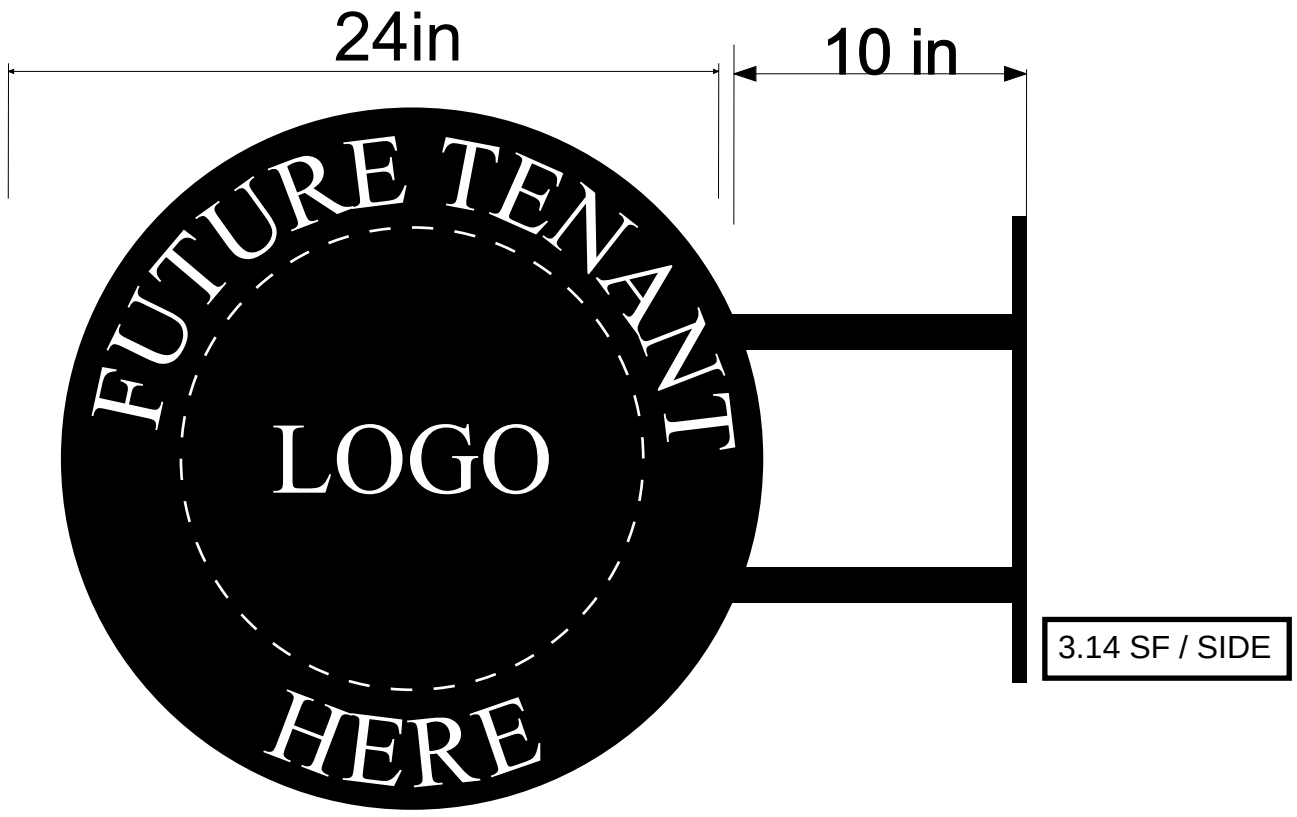
INSPRIATIONAL IMAGERY



1 2

9in deep DF blade sign
trim cap plex faces with vinyl
2inx2in square steel post
White LED internal illuminatio
1/2in steel platen

SENTINEL STATION MICRO-RETAIL FRONTAGE = APPROXIMATELY 20 L.F.

PROPOSE (1) BLADE SIGN PER TENANT

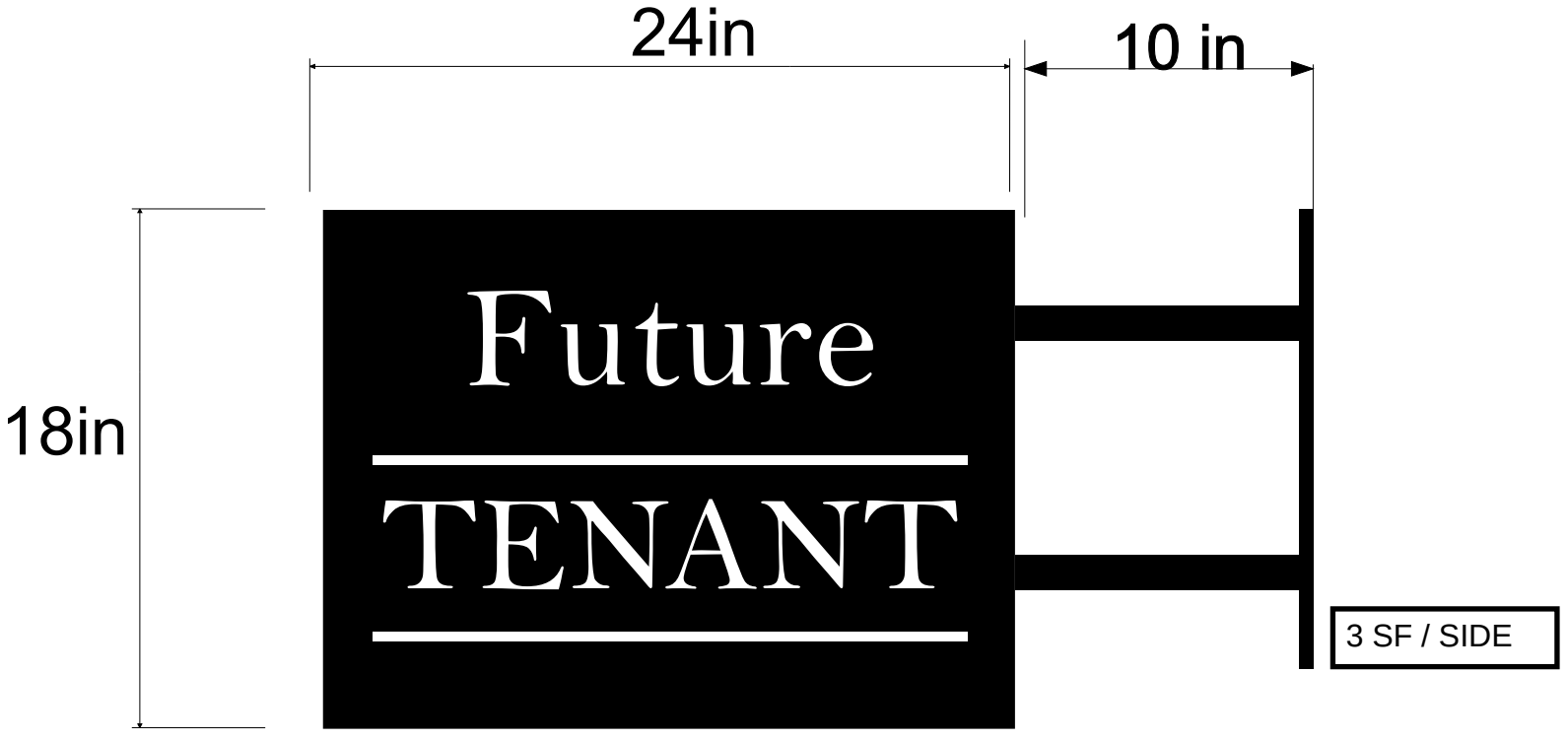
HOLLADAY

SENTINEL STATION

PROPOSED ILLUMINATED HANGING SIGNS

N.T.S.

INSPRIATIONAL IMAGERY



ALTERNATE

1 2

9in deep DF blade sign
trim cap plex faces with vinyl
2inx2in square steel post
White LED internal illuminatio
1/2in steel platen

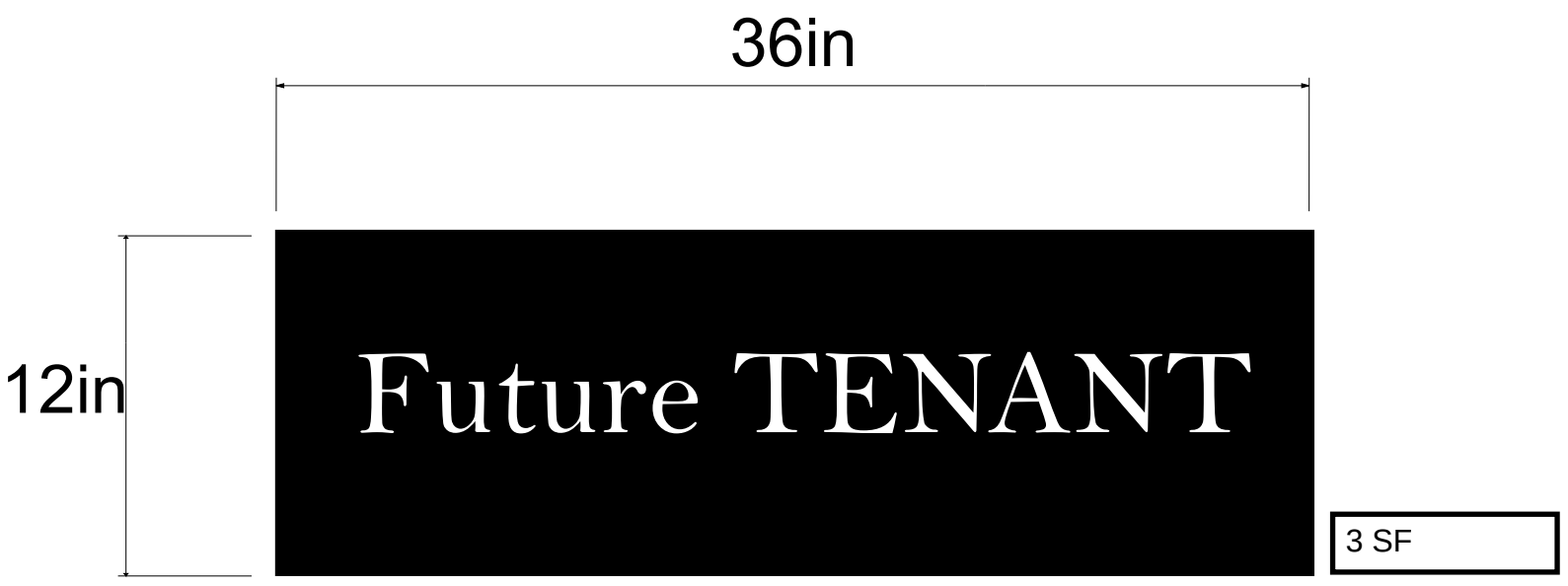
HOLLADAY

SENTINEL STATION

PROPOSED ILLUMINATED HANGING SIGNS

N.T.S.

INSPRIATIONAL IMAGERY



3 4

1/8" Routed Aluminum Sign
Spaced off of wall
Pierced Copy
White LEDs on back of sign
for Halo-Lit effect

SENTINEL STATION MICRO-RETAIL FRONTAGE = APPROXIMATELY 20 L.F.

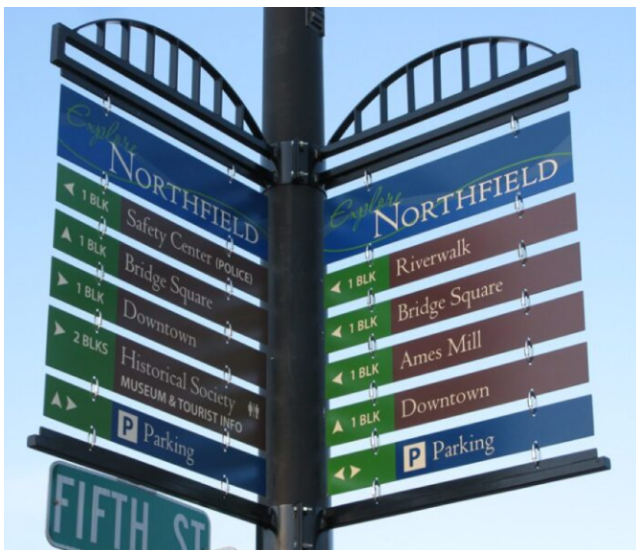
PROPOSE (1) BLADE SIGN PER TENANT

HOLLADAY

SENTINEL STATION

PROPOSED BACK-LIT METAL SIGNS

N.T.S.



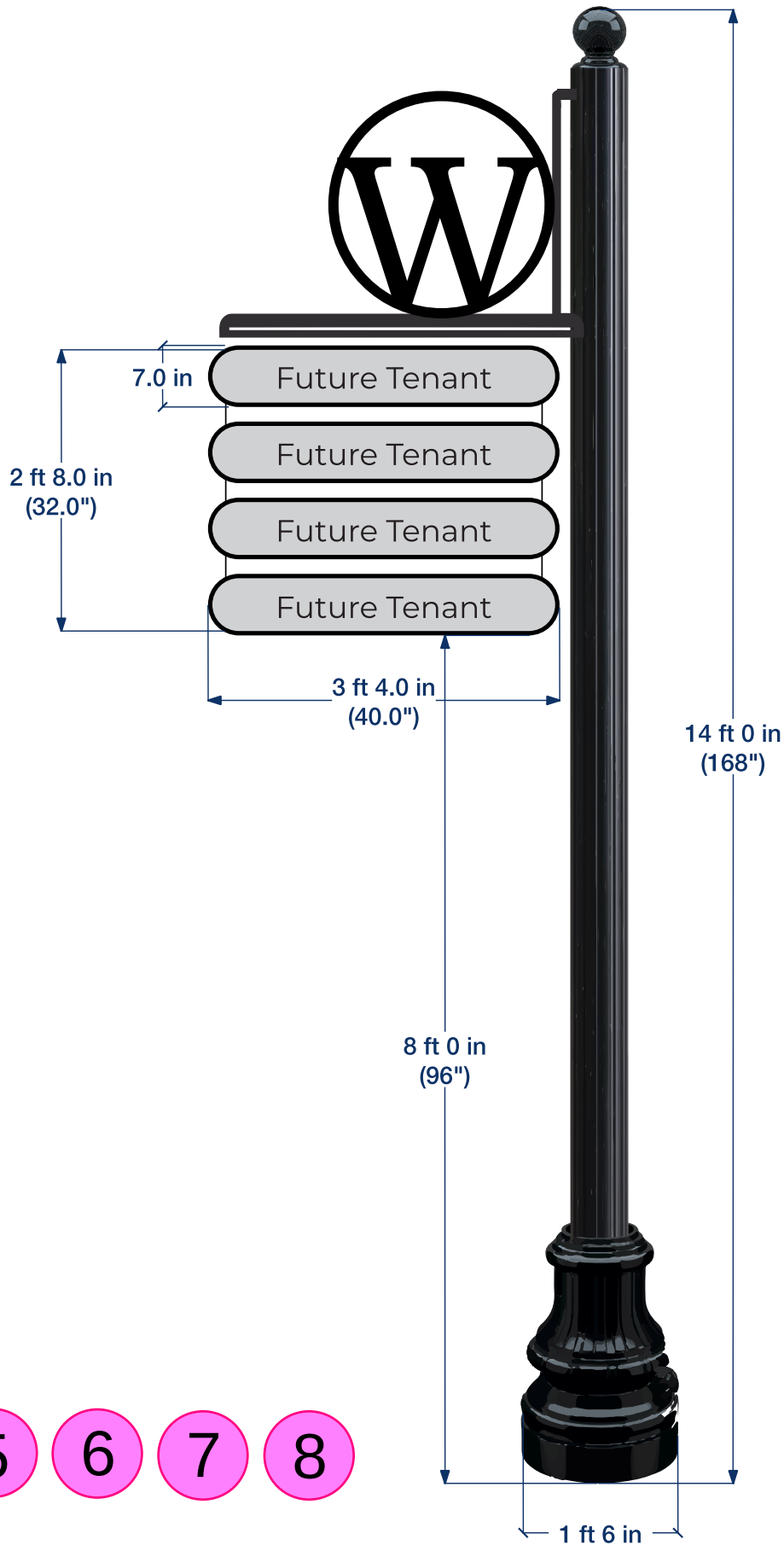
INSPRIATIONAL IMAGERY

Specifications:
Non-Illuminated D/F Directional

(1x) Double Sided Directional Flag sign with decorative post & accents.
-Non-Illuminated Directinal Panels
-Attachment & structure TBD.
-Footing & Depth TBD
*Design is concept only, final elements TBD by customer.

Color Chart

Color A		TBD
Color B		Black



5 6 7 8

HOLLADAY

SENTINEL STATION

PROPOSED DECORATIVE WAYFINDING POST

N.T.S.

Attachment 2(h)
List of Uses

Entire Building (1 N Cass Ave)		
Primary Uses	**Allowance**	**Examples/Definition**
Mixed Use Residential	Permitted	Residential above commercial
Building Mounted Antenna	Special Use	Accessory Mounted antennas

Large Commercial Spaces (Burlington/Cass)		
Primary Uses	**Allowance**	**Examples/Definition**
Retail Sales Indoor	Permitted	groceries, sundry goods, convenience goods, consumer shopping goods, household goods, plants, flowers, or hardware.
Restaurants (with bar service)	Permitted	Cafés, cafeterias, ice cream/yogurt shops, donut shops and coffee shops with accessory alcohol services. (liquor licensing still required)
Craft Alcoholic Beverage Dispenser	Permitted	Beverages produced may be for sale to-go, for on-site consumption, or for distribution to off-site accounts. Food sales are permitted.
Health & Fitness Service	Permitted	health clubs, yoga studios, martial arts studios
Other Eating and Drinking Place	Special	Retail or Meet-up space that also serves food or drink. Tea shops, board games, smoothie bar, culinary shops, etc…((liquor licensing still required)
Other Participant Entertainment Indoor	Special	bowling centers, billiard halls, arcades, escape houses, trampoline centers, rock climbing centers, indoor golf ranges, and miniature golf courses.
Governmental Uses	Special	local, state or federal government services
Library or Cultural exhibits	Special	gallery exhibition of works of art; or collections of books, manuscripts, and similar materials
Business/Professional Office	Special	corporate offices, law offices, architectural firms, insurance companies
Accessory Uses		
Accessory Outdoor Retail	Permitted	For microshops
Accessory Outdoor Dining	Permitted	For restaurants

Micro-Spaces (Alleyway)		
Primary Uses	**Allowance**	**Examples/Definition**
Retail Sales Indoor	Permitted	groceries, sundry goods, convenience goods, consumer shopping goods, household goods, plants, flowers, or hardware.
Showrooms, Temporary Displays		the display and demonstration of goods or products or services temporary in nature.
Restaurants (with bar service)	Permitted	Cafés, cafeterias, ice cream/yogurt shops, donut shops and coffee shops with accessory alcohol services. (liquor licensing still required)
Health & Fitness Service	Permitted	health clubs, yoga studios, martial arts studios
Bank Credit Union/ Savings & Loan	Permitted	Bank Credit Union/ Savings & Loan
Business/Professional Office	Permitted	corporate offices, law offices, architectural firms, insurance companies
Library or Cultural exhibits	Permitted	gallery exhibition of works of art; or collections of books, manuscripts, and similar materials
Other Eating and Drinking Place	Special	Retail or Meet-up space that also serves food or drink. Tea shops, board games, smoothie bar, culinary shops, etc…((liquor licensing still required)
Other Participant Entertainment Indoor	Special	bowling centers, billiard halls, arcades, escape houses, trampoline centers, rock climbing centers, indoor golf ranges, and miniature golf courses.
Acessory Uses		
Accessory Outdoor Retail	Permitted	For microshops

Accessory Outdoor Dining	Permitted	For restaurants
Parking Lot (Linden Ave)		
Primary Uses	**Allowance**	**Examples/Definition**
Parking, Non-Accessory	Permitted	Off-street parking spaces that are not provided to comply with minimum off-street parking requirements and that are not provided exclusively to serve occupants of or visitors to a particular use, but rather are available to the public at-large.
Off-Street Parking, Acessory	Permitted	the display and demonstration of goods or products or services temporary in nature.
Parking, Off-site Nonresidential	Permitted	off-street parking spaces are intended to serve residents, tenants, patrons, employees, or guests of the principal use. Required off-street parking areas may be used solely for the temporary parking of licensed motor vehicles in operating condition.

Attachment 2(i)
Preliminary Plan of Subdivision
(14 & 20 North Linden Avenue)

PRELIMINARY SITE IMPROVEMENT PLANS
for
SENTINEL STATION
1 N CASS AVE
WESTMONT, ILLINOIS
PROJECT NO:13867

ARCHITECT
TANDEM ARCHITECTS
1040 W HURON ST
CHICAGO, IL 60642
PHONE: (312) 255-1153

DEVELOPER
HOLLADAY PROPERTIES
1 WALKER AVE SUITE 300
CLARENDON HILLS, IL 60514
PHONE: (888) 446-5523

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:
COUNTY DUPAGE
CITY, TOWNSHIP WESTMONT
SEC. & ¼ SEC. NO. S9,T38N, R11E
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

BENCHMARK:
THE CONTRACTOR SHALL ENSURE THE CORRECT VERTICAL DATUM IS USED FOR THE VERTICAL LAYOUT OF BURLINGTON AVENUE. THE RECONSTRUCTION OF BURLINGTON AVENUE SHALL UTILIZE THE VILLAGE OF WESTMONT 1995 VERTICAL DATUM, BENCHMARK "BNQ". WHILE THE ADJACENT DEVELOPMENT, 1 N CASS, IS UTILIZING THE NORTH AMERICAN VERTICAL DATUM OF 1988.

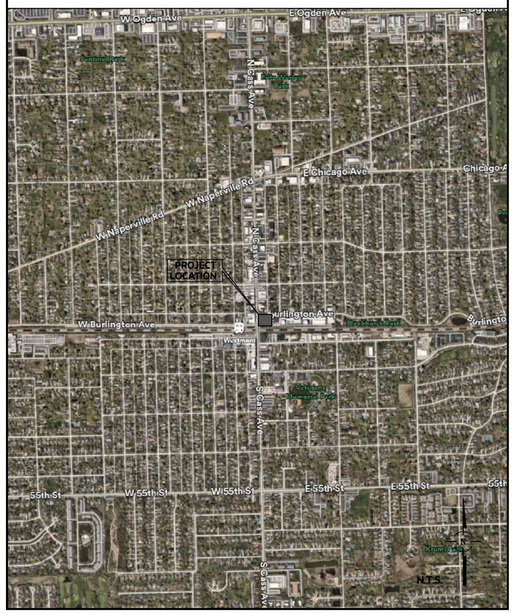
NOTE:
SPACECO, INC. IS TO BE NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO STARTING CONSTRUCTION AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS

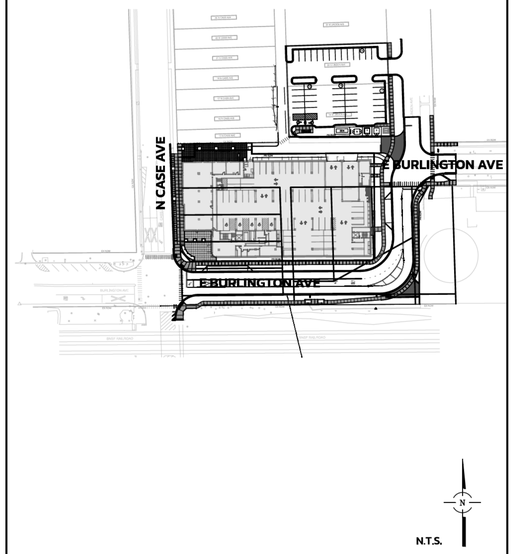
REVISIONS
ORIGINAL PLAN DATE: MAY 23RD, 2025

#	SHEET #	REMARKS	DATE
	ALL	REVISED PER VILLAGE	10/03/25
	ALL	REVISED PER VILLAGE	12/10/25
	ALL	UPDATED SITE PLAN / REVISED PER VILLAGE	04/02/26
	ALL	REVISED PER VILLAGE	05/28/26

INDEX

SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	C1	TITLE
2	P-SITE	PRELIMINARY SITE PLAN
3	P-GR	PRELIMINARY GRADING PLAN
4	P-UT	PRELIMINARY UTILITY PLAN

LOCATION MAP


KEY MAP


SENTINEL STATION
1 N CASS AVE
WESTMONT, ILLINOIS

Rosemont Office
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME: 13867P-TITLE
DATE: 05/28/26
JOB NO. 13867
SHEET C1
1 OF 4

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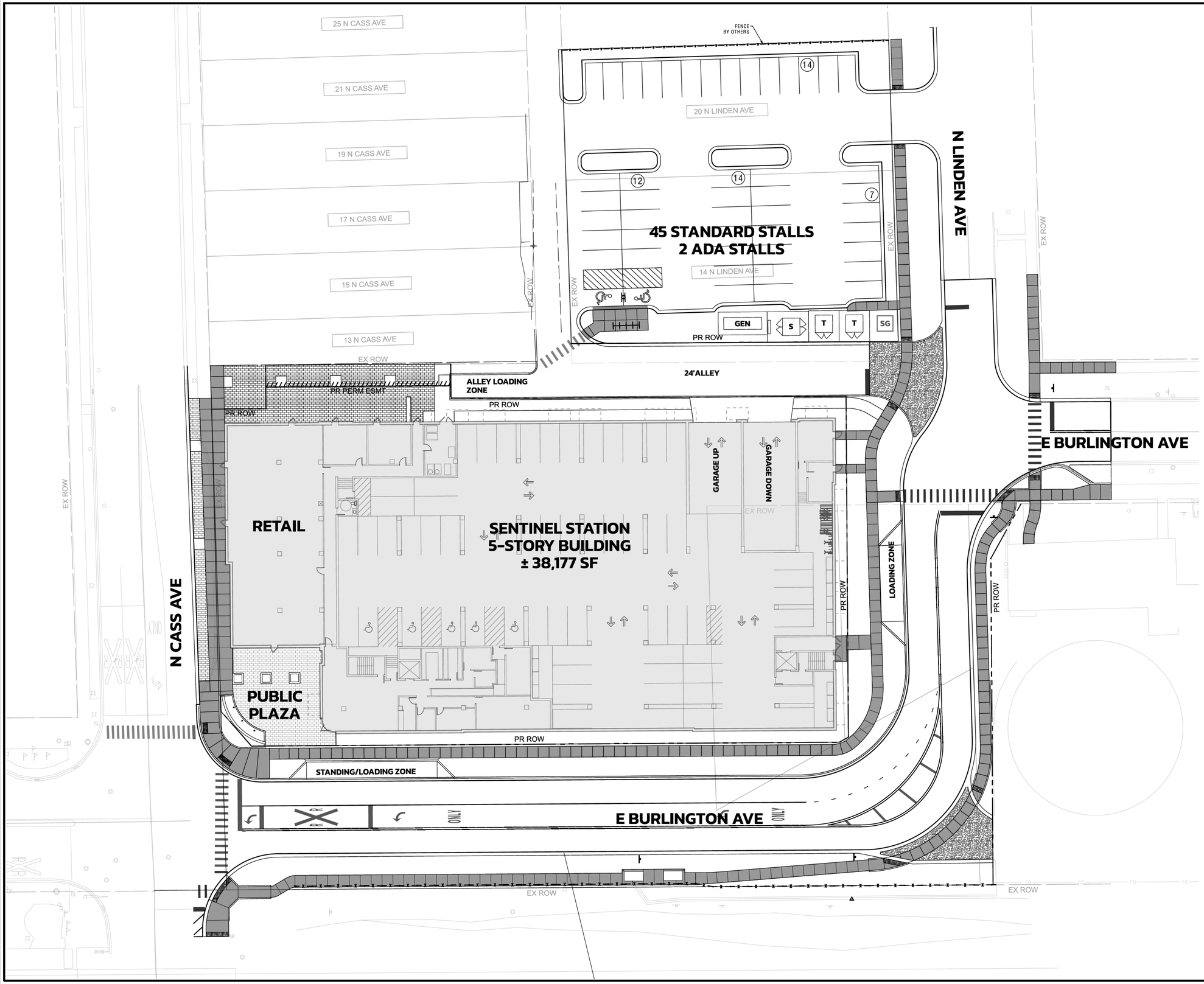

NOTES:

1. BOUNDARY SURVEY PER PLANS BY THOMAS ENGINEERING DATED 02/23/2024.
2. BURLINGTON AVENUE ROADWAY ALIGNMENT PLANS BY THOMAS ENGINEERING DATED 02/23/2024.
3. SITE PLAN DESIGNED BY TANDEM ARCHITECTS AND MODIFIED BY SPACECO.
4. ARCHITECTURAL PLANS FOR BUILDING DESIGNED BY TANDEM ARCHITECTS.

LEGEND

PLAZA PAVEMENT

CONCRETE SIDEWALK

NO.	DATE	REMARKS
	05/28/26	REVISED PER VILLAGE
	04/02/26	UPDATED SITE PLAN/REVISED PER VILLAGE
	12/10/25	REVISED PER VILLAGE
	10/03/25	REVISED PER VILLAGE

PRELIMINARY SITE PLAN

SENTINEL STATION
1 N CASS AVE
WESTMONT, IL

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME: 13867P-SITE

DATE: 05/28/26

JOB NO. 13867

SHEET P-SITE 2 OF 4

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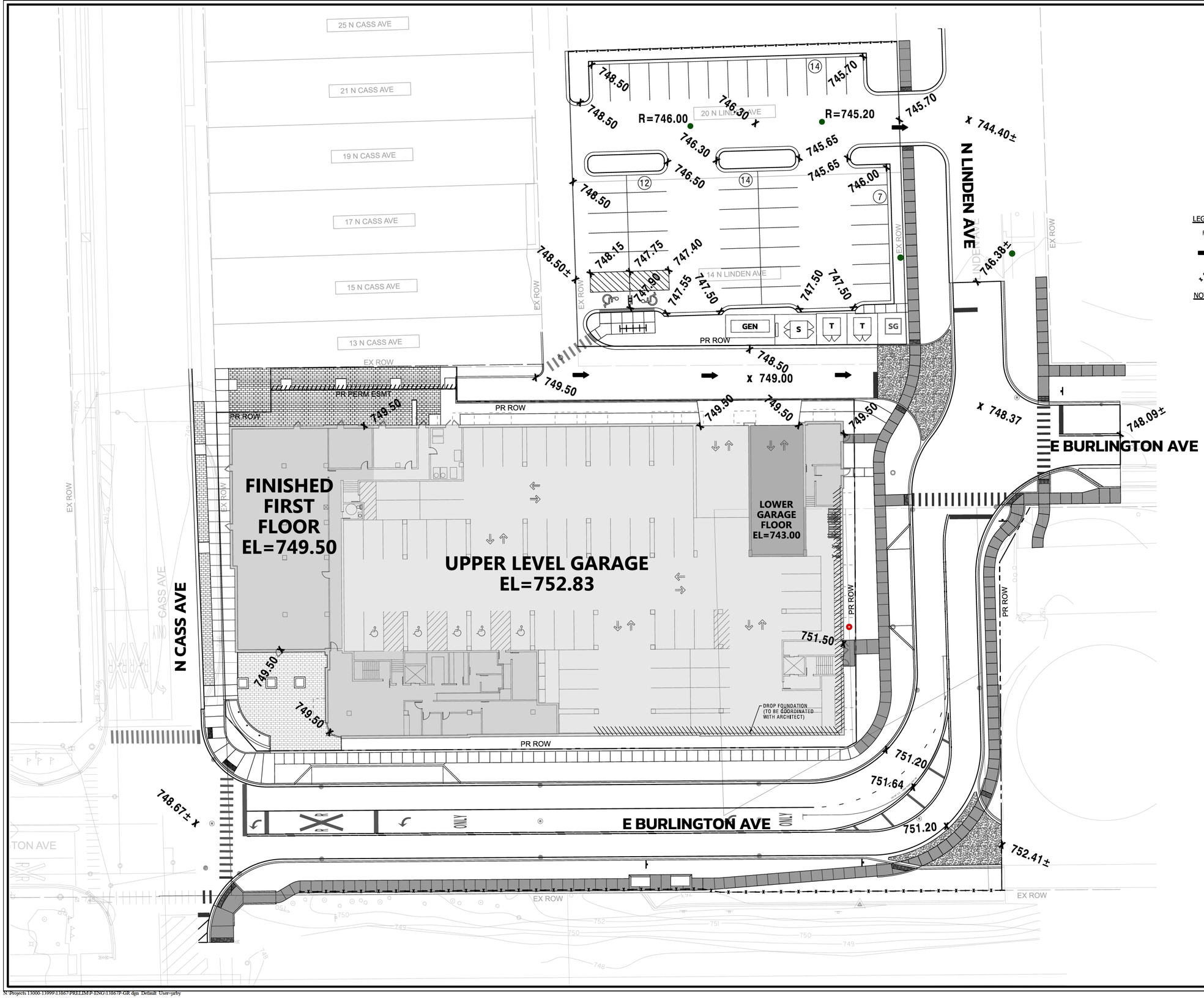

SCALE 1" = 20'

0 20 40

LEGEND

F/F	FINISHED FLOOR
	100-YEAR OVERLAND FLOW ROUTE
x 000.00	SPOT ELEVATION

NOTES:

1. BOUNDARY SURVEY PER PLANS BY THOMAS ENGINEERING DATED 03/19/2026.
2. BURLINGTON AVENUE ROADWAY ALIGNMENT PLANS BY THOMAS ENGINEERING DATED 03/19/2026.

NO.	DATE	REMARKS

NO.	DATE	REMARKS
	05/28/26	REVISED PER VILLAGE
	04/02/26	UPDATED SITE PLAN/REVISED PER VILLAGE
	12/10/25	REVISED PER VILLAGE
	10/03/25	REVISED PER VILLAGE

PRELIMINARY GRADING PLAN

SENTINEL STATION
1 N CASS AVE
WESTMONT, IL

Spaceco
Civil Engineering & Surveying
Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 13867P-GR

DATE: 05/28/26

JOB NO. 13867

SHEET P-GR 3 OF 4

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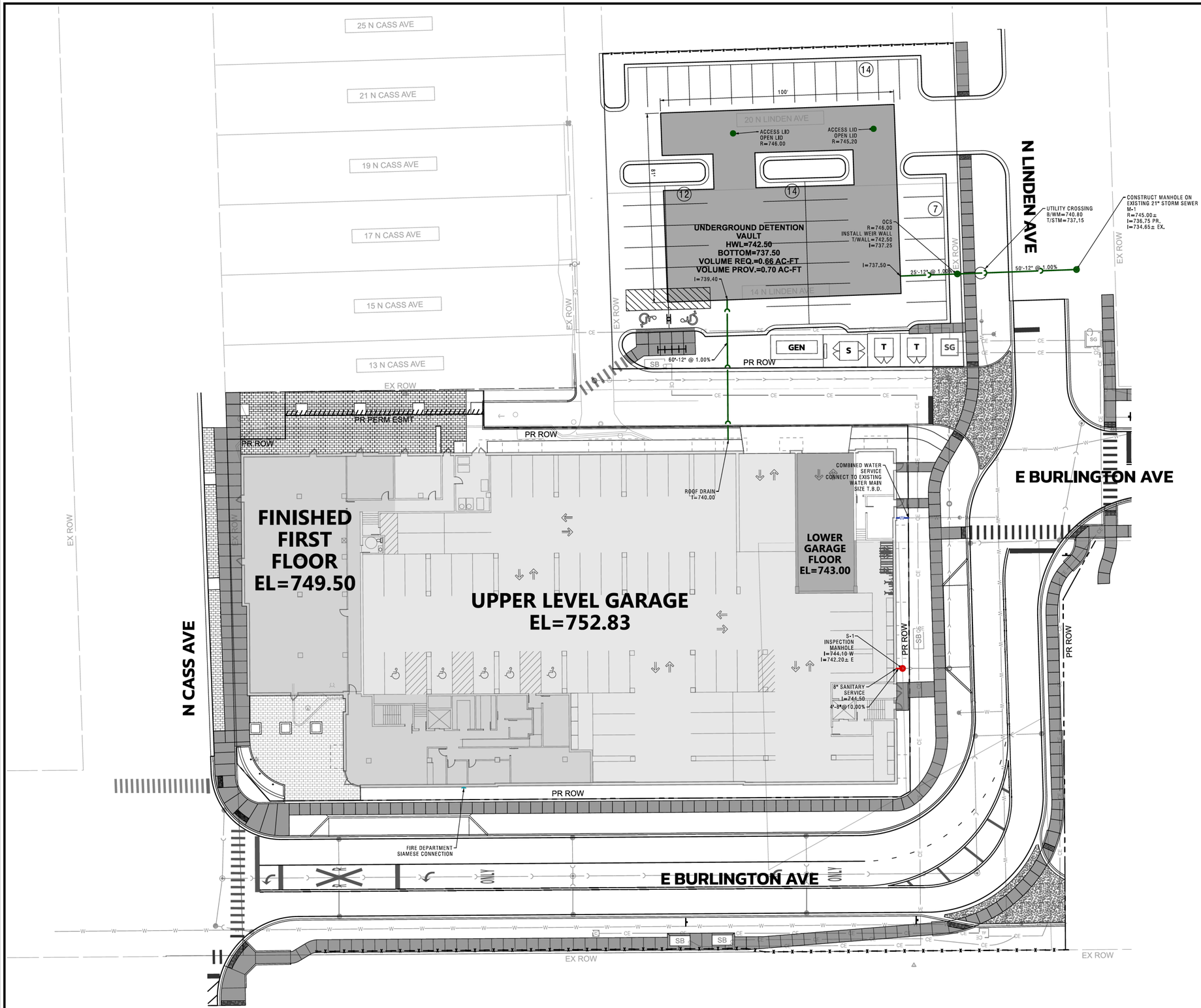

NOTES:

1. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
2. ALL SANITARY SEWERS SHALL BE PVC SDR 35 UNLESS NOTED OTHERWISE.
3. BOUNDARY SURVEY PER PLANS BY THOMAS ENGINEERING DATED 03/19/2026.
4. BURLINGTON AVENUE ROADWAY ALIGNMENT PLANS BY THOMAS ENGINEERING DATED 03/19/2026.
5. PROPOSED WATER, STORM, AND SANITARY UTILITY LINE ROUTING PER PLANS BY THOMAS ENGINEERING DATED 03/19/2026.
6. COMED LINE RELOCATION PER PLANS BY THOMAS ENGINEERING DATED 03/19/2026.
7. EXISTING UTILITIES TO REMAIN PER PLANS BY THOMAS ENGINEERING DATED 03/19/2026.

STORM STRUCTURE LEGEND

M-100
A4D,1P

- STRUCTURE ABBREVIATION
- STRUCTURE NUMBER
- FRAME AND LID TYPE
- DIAMETER & SIZE OF STRUCTURE
- TYPE OF STRUCTURE

STORM STRUCTURE ABBREVIATIONS

OCS = OUTLET CONTROL STRUCTURE

NOTES:

- PROPOSED STORM SEWER (SPACECO)
- PROPOSED SANITARY SEWER (SPACECO)
- PROPOSED WATER SERVICE (SPACECO)
- EXISTING COMED RELOCATION (BY OTHERS)
- EXISTING STORM SEWER (BY THOMAS ENGINEERING)
- EXISTING SANITARY SEWER (BY THOMAS ENGINEERING)
- EXISTING WATER SERVICE (BY THOMAS ENGINEERING)
- UNDERGROUND DETENTION VAULT

NO.	DATE	REMARKS

NO.	DATE	REMARKS
	05/28/26	REVISED PER VILLAGE
	04/02/26	UPDATED SITE PLAN/REVISED PER VILLAGE
	12/10/25	REVISED PER VILLAGE
	10/03/25	REVISED PER VILLAGE

PRELIMINARY UTILITY PLAN

SENTINEL STATION
1 N CASS AVE
WESTMONT, IL

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME: 13867P-UT

DATE: 05/28/26

JOB NO. 13867

SHEET P-UT 4 OF 4

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Attachment 2(j)
Traffic Study

Traffic Impact Study
Sentinel Station

Westmont, Illinois

Prepared For:

HOLLADAY PROPERTIES

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

June 18, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Sentinel Station development to be located in the northeast quadrant of the intersection of Cass Avenue with Burlington Avenue in Westmont, Illinois. The site is bisected by Burlington Avenue and is currently occupied by a public parking lot, a single-family house, a vacant parcel that previously contained various stores, and the now-closed Haraldsen's Garage.

As proposed, the site will be redeveloped with a five-story transit-oriented residential development that will provide 119 apartment units and approximately 4,583 square feet of ground floor commercial space. The building will provide a garage with 121 parking spaces and a surface lot with 47 spaces in the northwest quadrant of the intersection of Burlington Avenue with Linden Avenue. As part of the development, the existing "S" curve alignment of Burlington Avenue will be shifted approximately 160 feet to the east. Access to the parking garage will be provided via two access drives off the east-west public alley that connects to the north-south public alley serving the homes and businesses along Linden Avenue and Cass Avenue, respectively. Access to the surface lot will be provided off Linden Avenue and off the north-south alley.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate the traffic to be generated by the proposed development, and evaluate the adequacy of the proposed parking supply.

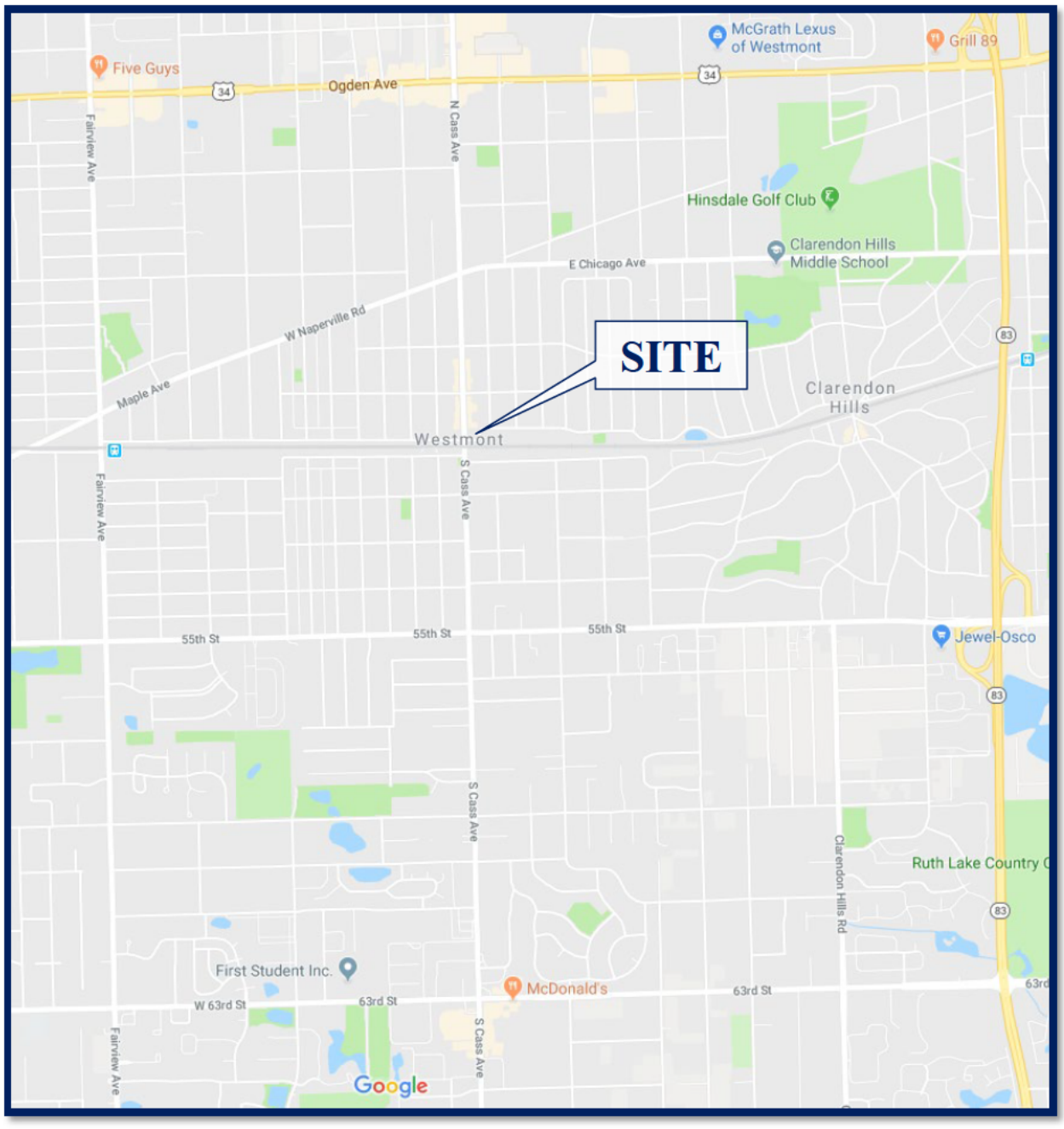
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

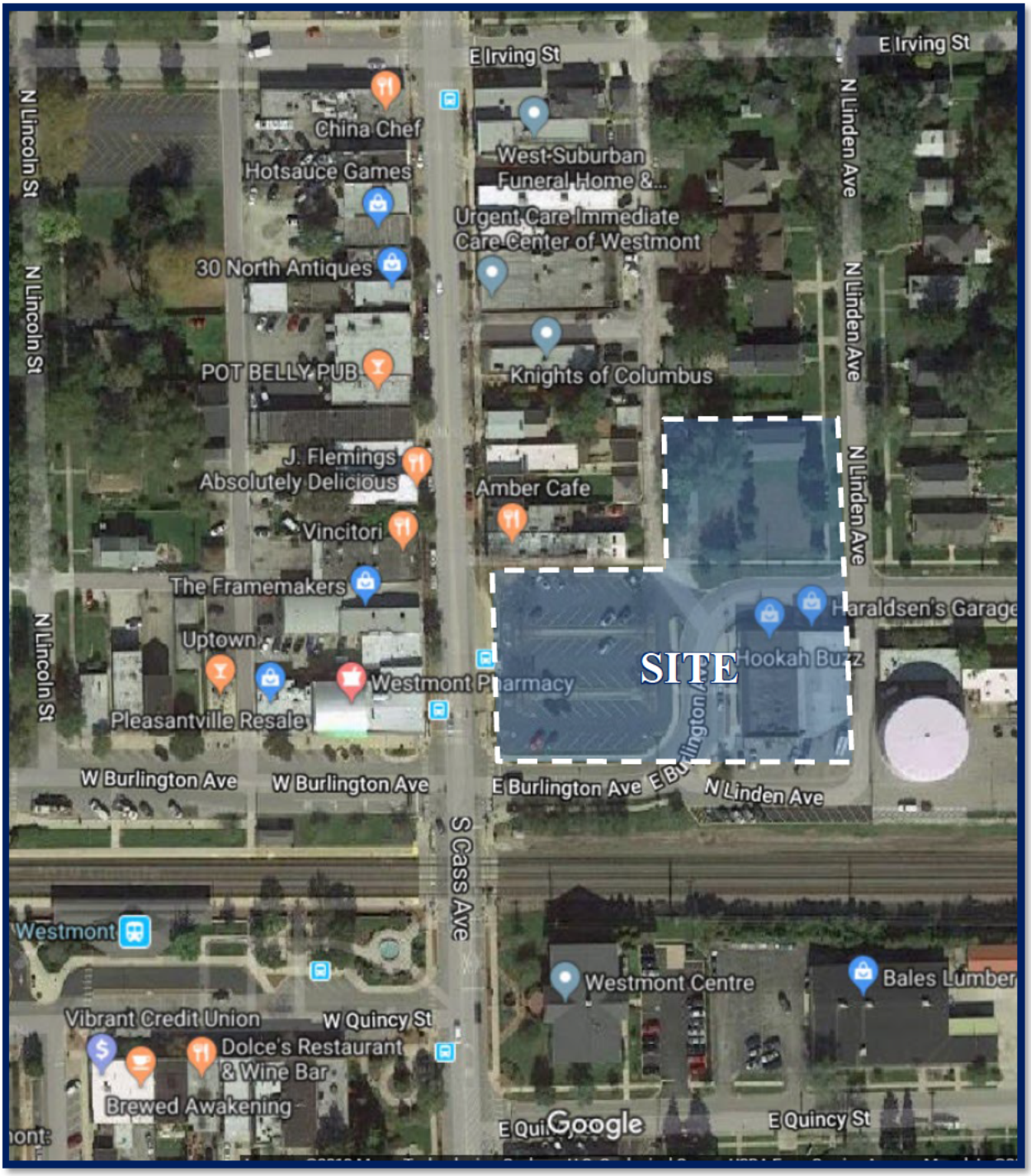
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

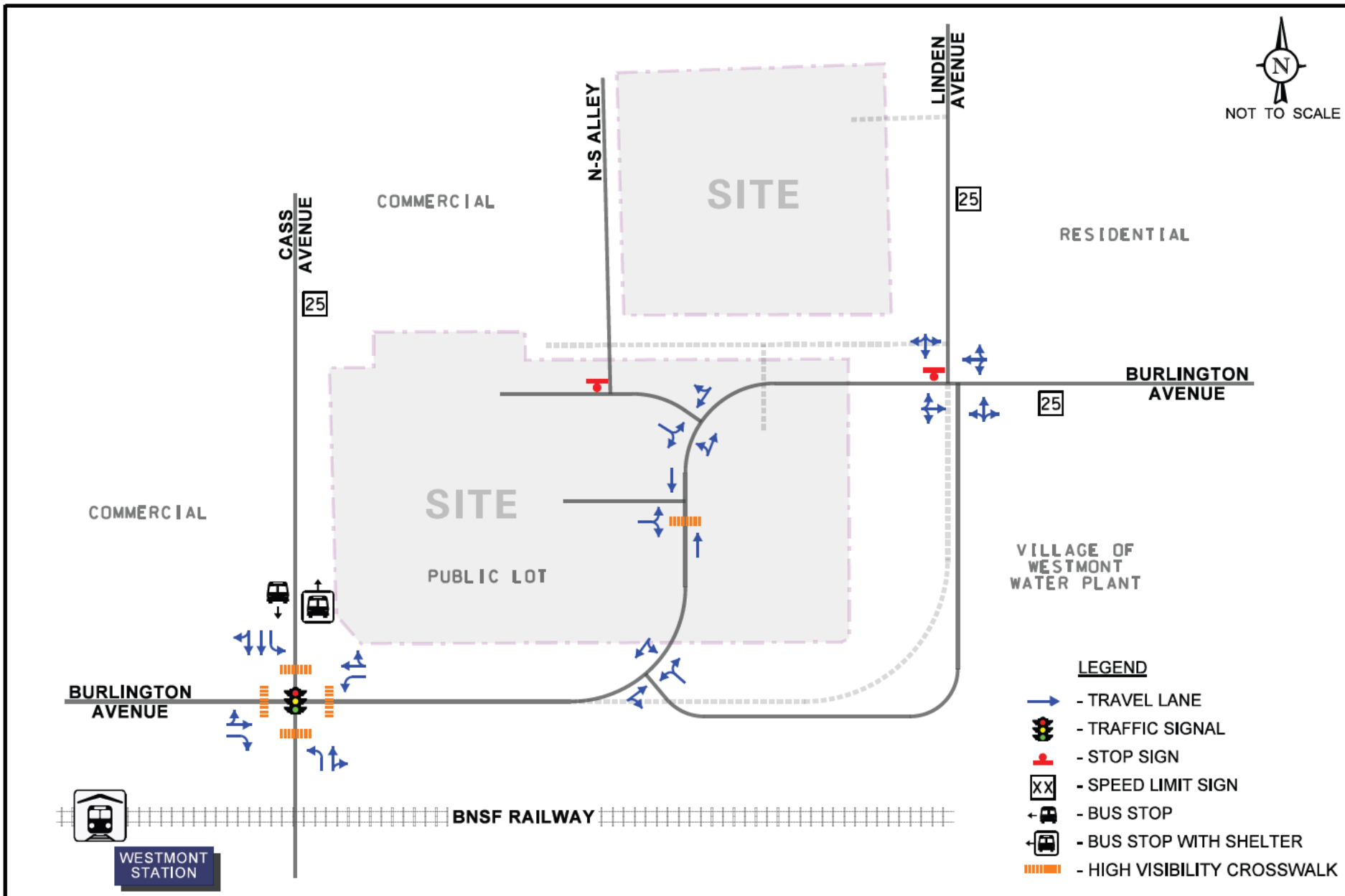
Site Location

The site, which is currently occupied by a public parking lot, a single-family house, and a vacant parcel that previously contained various stores and the now-closed Haraldsen's Garage, is located in the northeast quadrant of the intersection of Cass Avenue with Burlington Avenue. Land uses in the vicinity of the site are single-family homes and retail to the north, the Village of Westmont Public Works to the east, the BNSF Railway right-of-way to the south, and primarily commercial uses to the west. Additionally, the Westmont BNSF Metra station is located approximately 450 feet southwest of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Cass Avenue is a north-south minor arterial roadway that in the vicinity of the site generally provides one through lane in each direction. At its signalized intersection with Burlington Avenue, Cass Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. Both approaches provide a high visibility crosswalk. A lay-by-lane bus stop for Pace Route 715 is provided on the east side of Cass Avenue along the site's frontage. On-street parking is permitted on both sides of Cass Avenue, approximately 225 feet north of Burlington Avenue. Cass Avenue is under the jurisdiction of the Village of Westmont, carries an annual average daily traffic (AADT) volume of 8,350 vehicles (IDOT 2020), and has a posted speed limit of 25 miles per hour. It should be noted that Cass Avenue has an at-grade railroad crossing with the BNSF Railway right-of-way approximately 80 feet south of Burlington Avenue and this at-grade crossing operates in conjunction with the traffic signal provided at the intersection of Cass Avenue with Burlington Avenue.



Sentinel Station
Westmont, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-084

Figure: 3

Burlington Avenue is an east-west roadway that in the vicinity of the site provides one through lane in each direction. East of Cass Avenue, Burlington Avenue is classified as a major collector roadway and west of Cass Avenue as a minor collector roadway. At its signalized intersection with Cass Avenue, Burlington Avenue provides a shared through/left-turn lane and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. Both approaches provide a high visibility crosswalk. No exclusive turn lanes are provided at its unsignalized intersections with Linden Avenue and the inbound and outbound access drives serving the trackside parking and the public parking lot. On-street parking in the vicinity of the site is not allowed on either side of the road. Burlington Avenue carries an AADT volume of 850 vehicles east of Cass Avenue (IDOT 2020) and 1,450 vehicles west of Cass Avenue (IDOT 2016). Burlington Avenue is under the jurisdiction of the Village of Westmont and has a posted speed limit of 25 miles per hour.

Linden Avenue is a north-south local roadway that extends from Chicago Avenue south to its terminus at Burlington Avenue. At its unsignalized intersection with Burlington Avenue, Linden Avenue provides a shared left/through/right-turn lane on both approaches. The southbound approach is under stop sign control. On-street parking limited to four hours from 6:00 A.M. to 6:00 P.M. except Saturday, Sundays, and holidays is allowed on the east side of the road. No on-street parking is allowed on the west side of the road. Linden Avenue is under the jurisdiction of the Village of Westmont, has a posted speed limit of 25 mph, and is a designated bike route.

The commercial and residential developments bounded by Cass Avenue to the west and Linden Avenue to the east are served by a north-south alley system that connects to the south with the public parking lot. The alley is approximately 15 feet wide and allows two-way traffic.

Public Transportation

Metra commuter rail and Pace suburban bus provide public transportation options within downtown Westmont:

- The *Metra BNSF* line provides service between Union Station in downtown Chicago and downtown Aurora. Service is provided seven days a week, including holidays. Additional service may be provided for heavily attended events in Chicago. The Westmont station is located approximately 450 feet southwest of the site. The station provides an indoor waiting area as well as benches and covered outdoor waiting areas. A drop-off area for passenger vehicles is located on the south side of the station on Quincy Street west of Cass Avenue.

- *Pace Bus Route 715 Central DuPage* provides weekday service between the Addison Walmart and Brookhaven Plaza in Darien. Certain trips extend to Argonne National Laboratory. Service is provided from early morning to mid-evening. The nearest northbound stop to the site is located along the site frontage on Cass Avenue utilizing the by-lane. The nearest southbound stop to the site is located on the west side of Cass Avenue in the northwest corner of its intersection with Burlington Avenue.

This bus route and proximity to the Metra BNSF line will provide alternate modes of transportation to future residents of the development.

Pedestrian and Bicycle Facilities

Sidewalks are generally provided on both sides of the roadways within downtown Westmont. The area provides marked crosswalks at most intersections within the downtown area. Pedestrian push buttons and countdown signals are provided at the signalized intersections included in the study area.

Per the Village of Westmont 2020 Bike Route & Trail Map, Burlington Avenue west of Linden Avenue and Linden Avenue north of Burlington Avenue are designated as bike routes. Bike racks are provided throughout the downtown area.

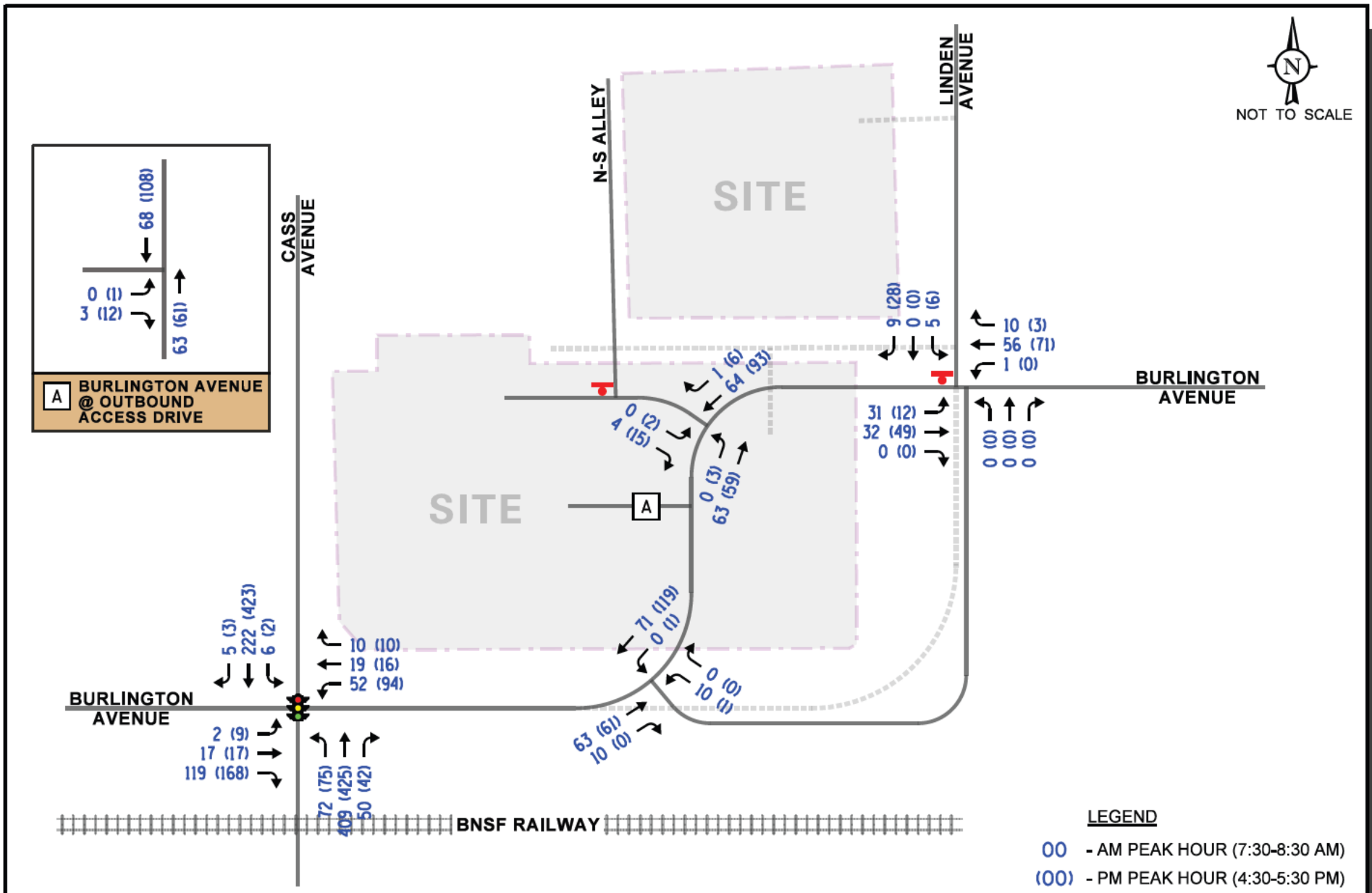
Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units. The traffic counts were performed on Thursday, March 27, 2025 during the weekday morning peak period (7:00 A.M. to 9:00 A.M.) and weekday evening peak period (4:00 P.M. to 6:00 P.M.) at the following intersections:

- Burlington Avenue with Cass Avenue
- Burlington Avenue with Linden Avenue
- Burlington Avenue with Trackside Parking
- Burlington Avenue with Public Parking Outbound Access
- Burlington Avenue with Public Parking Access

The results of the traffic counts show that the weekday morning peak hour of traffic generally occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic generally occurs from 4:30 P.M. to 5:30 P.M.

The existing traffic volumes are illustrated in **Figure 4**. The existing pedestrian/bicycle volumes are illustrated in **Figure 5**. A copy of the traffic count summary sheets is included in the Appendix.



Sentinel Station
Westmont, Illinois

Existing Traffic Volumes

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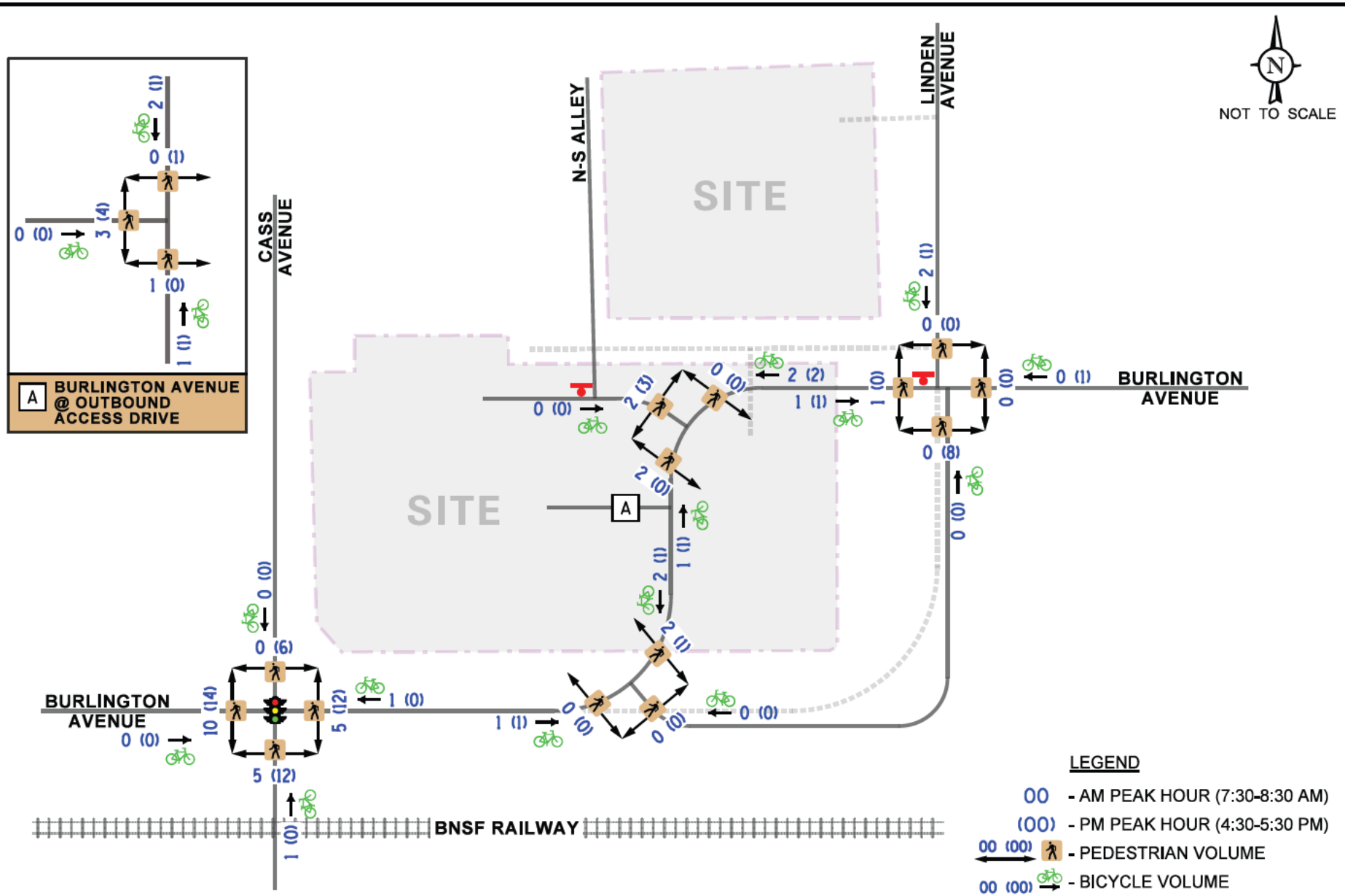
Figure: 4



Sentinel Station
Westmont, Illinois

Existing Pedestrian and Bicycle Traffic Volumes

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Job No: 25-084

Figure: 5

BNSF Right-of-Way and At-Grade Crossings

The BNSF Railway has a three-track right-of-way that runs east-west through downtown Westmont. An at-grade crossing is provided at Cass Avenue approximately 115 feet south of the site. The stop bars for the northbound approach at the right-of-way is approximately 20 feet south of the edge of the railroad track.

Based on the Illinois Commerce Commission's (ICC) inventory, an average of 102 trains traverse these crossings on a daily basis. Of these, based on the most recent schedule, effective April 29, 2024, approximately 42 trains are inbound Metra trains and approximately 42 are outbound Metra trains. There are an additional eight Amtrak trains that traverse the crossing daily. The at-grade crossing provides signage, lights, gates, and signals.

The traffic signal at Cass Avenue with Burlington Avenue is interconnected with the railroad crossing signal. This results in longer green times for the northbound approach so that traffic clears the railroad crossing.

Train Observations

Cass Avenue has an at-grade railroad crossing with the BNSF Metra Commuter Railway approximately 120 feet north of West Quincy Street and this at-grade crossing operates in conjunction with the traffic signal provided at the intersection of Cass Avenue with Burlington Avenue. Traffic flow in the area was observed during the peak periods, particularly the operation of the at-grade railroad crossing on Cass Avenue. Below is a summary of these observations.

- The crossing gates were lowered for crossing Metra trains eight times during the weekday morning peak hour and ten times during the weekday evening peak hour.
    - The weekday morning peak hour trains consist of:
        - Three inbound express trains
        - Three inbound local trains
        - Two outbound local trains
    - The weekday evening peak hour trains consist of:
        - Four inbound local trains
        - Three outbound express trains
        - Three outbound local trains
    - Local trains stop at the Westmont station while the express trains bypass the station.
- The crossing gates were lowered for one outbound Amtrak train during the weekday morning peak hour. Amtrak trains do not stop at the Westmont station.
- The crossing gates were lowered for two inbound freight trains during the weekday morning peak hour.

- During express train events, the gates were down for an average of 65 seconds and during the events with trains stopping at the Westmont Metra station, the gates were down for an average of 171 seconds.

- Inbound trains stopping at the Westmont station extend onto Cass Avenue, resulting in the crossing gates being down for the time the train is at the station. Some outbound trains stop west-enough of Cass Avenue, allowing the train to be at the station without the crossing gates being down.

- During the weekday morning peak hour, northbound queues on Cass Avenue generally extended south from the at-grade crossing to 55th Street between 8:00 A.M. and 8:15 A.M. These queues are a result of the high frequency of trains during this time period. Outside of the 8:00 A.M. to 8:15 A.M. time period, queues dissipated gradually within one to two cycle lengths following a train event.

- During the weekday evening peak hour, southbound queues on Cass Avenue are noted to extend north to Norfolk Street regularly. These southbound queues generally do not fully dissipate during the peak hour, but do progress with regularity. Eastbound right-turn queues on Burlington Avenue occur during train crossing events. Queues generally clear within two cycle lengths.

Crash Data Summary

KLOA, Inc. obtained crash data from IDOT[1] for the most recent available past five years (2019 to 2023) for the intersection of Cass Avenue with Burlington Avenue. The crash data for the intersection is summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported at the intersection during the review period.

Table 1
CASS AVENUE WITH BURLINGTON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	1	0	0	3	1	2	0	7
2020	0	0	0	1	0	1	0	2
2021	0	0	0	1	0	0	0	1
2022	1	0	0	3	0	1	0	5
2023	0	0	0	4	0	2	0	6
Total	**2**	**0**	**0**	**12**	**1**	**6**	**0**	**21**
Average	**<1.0**	**0.0**	**0.0**	**2.2**	**<1.0**	**1.2**	**0.0**	**4.2**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

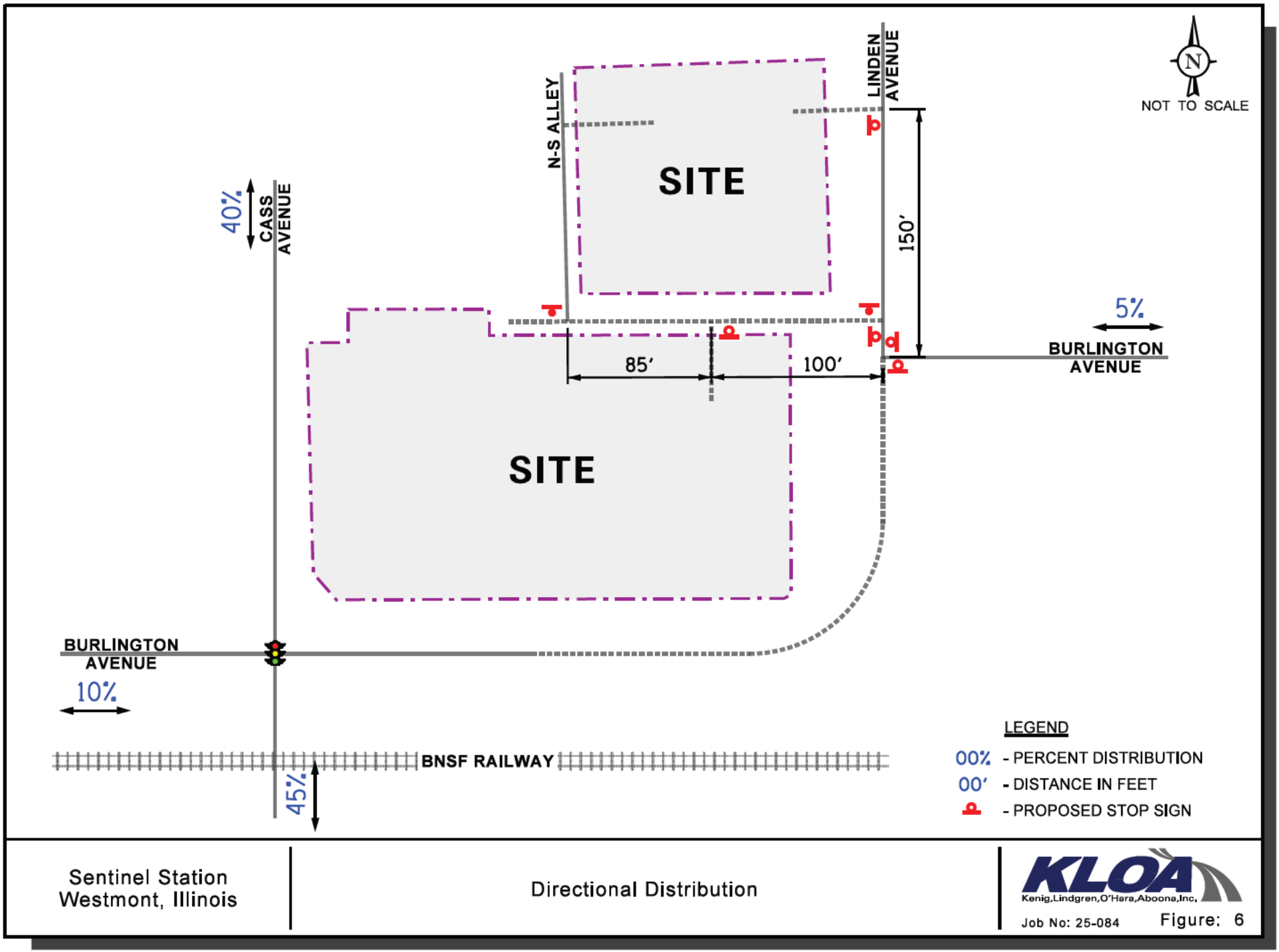
As proposed, the plans call for redeveloping the site with a five-story transit-oriented residential development that will contain 119 apartment units, 4,583 square feet of ground floor commercial space, and a parking garage with 121 parking spaces for the residents of the apartment building. In addition, approximately 47 parking spaces will be provided in a proposed surface parking lot to be located in the northwest quadrant of the intersection of Burlington Avenue with Linden Avenue. These 47 spaces will be allocated as follows: 21 spaces for residents of the apartment building and the remaining 26 spaces for the proposed retail/commercial space.

As part of the development, the existing Burlington Avenue "S" curve alignment will be shifted approximately 160 feet to the east. Access to the parking garage will be provided via two full-movement access drives serving the ramps off the east-west public alley that will connect to the north-south public alley serving Linden Avenue and Cass Avenue. Access to the surface parking lot will be provided off Linden Avenue approximately 150 feet north of Burlington Avenue and off the north-south alley.

A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directions from which residents and patrons of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.



Sentinel Station
Westmont, Illinois

Directional Distribution

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Job No: 25-084

Figure: 6

Estimated Site Traffic Generation

The number of peak hour and daily trips estimated to be generated by the proposed multi-family residential development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). The "Multifamily Housing (Mid-Rise)" (ITE Land-Use Code 221) and "High-Turnover (Sit-Down) Restaurant" (ITE Land-Use Code 932) rates were utilized.

As previously indicated, the proposed development is located immediately adjacent to multiple public transportation options. Based on 2020 census data provided for households located within one-quarter mile of the Westmont Metra station, approximately five percent of residents utilize public transportation to travel to/from work. An additional 25 percent of people within the area work from home. Therefore, the residential trips were reduced by 30 percent to account for the proximity to public transportation and work-from-home.

It should be noted that in order to provide a conservative analysis, the proposed commercial space was assumed to be occupied by a high-turnover sit-down restaurant, as this use generates a higher number of trips during the peak hours than a general retail use. Furthermore, due to the location of the proposed commercial space within downtown Westmont, the number of trips generated by the proposed commercial space were reduced by 10 percent to take into consideration the interaction between the proposed commercial space and the existing commercial and residential developments located within downtown. Additionally, the estimated trip generation is conservative as the existing uses on site currently generate traffic and this traffic was not removed from the study area.

Table 2 tabulates the vehicle trips anticipated for this development. A copy of the ITE trip generation sheets is included in the Appendix.

Table 2
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) (119 Units)	10	34	44	30	17	47	271	271	542
	30% Reduction	*-3*	*-10*	*-13*	*-9*	*-5*	*-14*	*-81*	*-81*	*-162*
	Residential Subtotal	***7***	***24***	***31***	***21***	***12***	***33***	***190***	***190***	***380***
932	High-Turnover (Sit-Down) Restaurant (4,583 SF)	23	18	41	26	16	42	238	238	476
	10% Reduction	*-2*	*-2*	*-4*	*-3*	*-2*	*-5*	*-24*	*-24*	*-48*
	Commercial Subtotal	***21***	***16***	***37***	***23***	***14***	***37***	***214***	***214***	***428***
	Development Total	**28**	**40**	**68**	**44**	**26**	**70**	**404**	**404**	**808**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

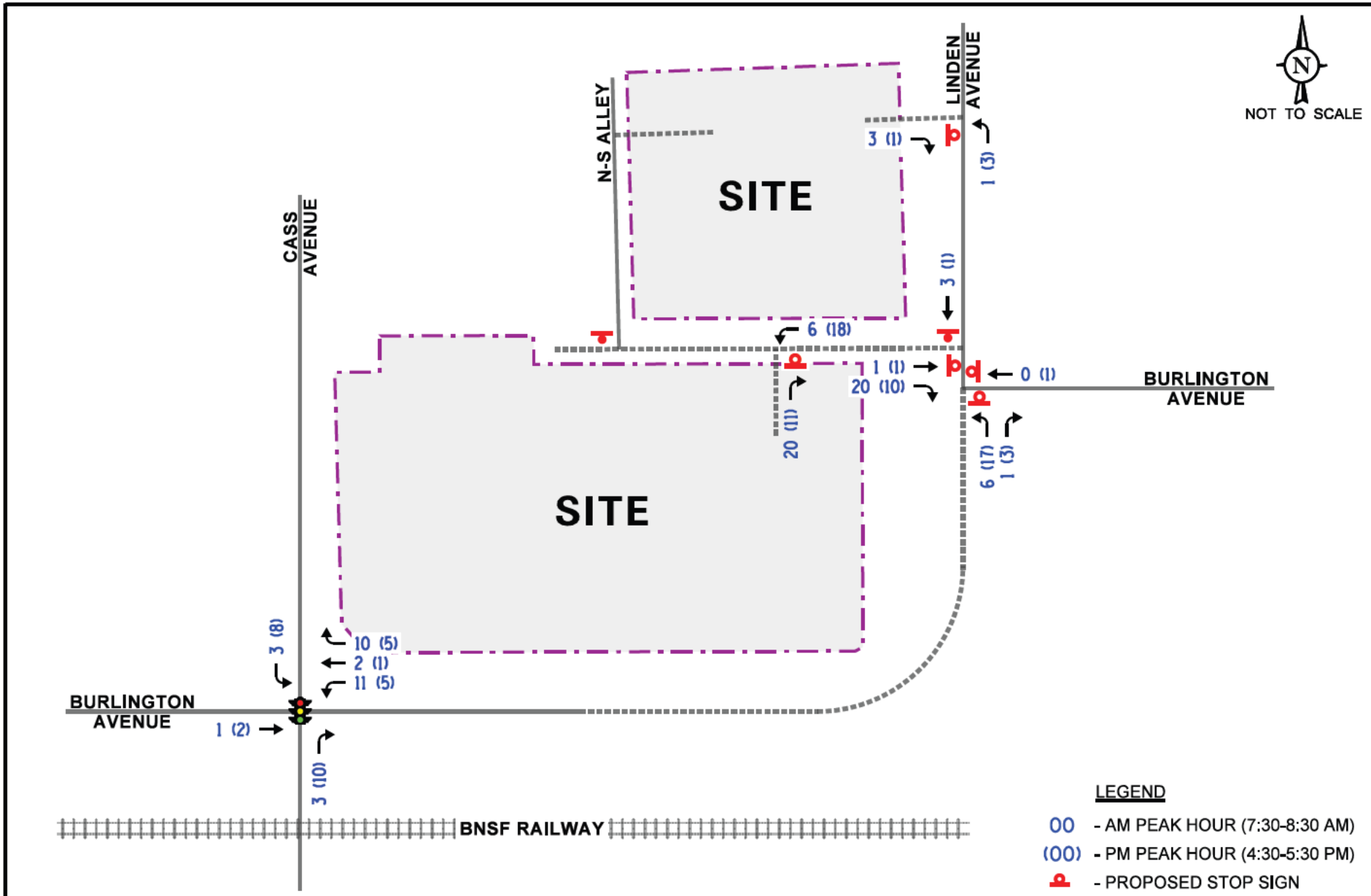
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The total new traffic assignment for the residential units is illustrated in **Figure 7** and the new traffic assignment for the commercial space is illustrated in **Figure 8**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 7, 2025, the existing traffic volumes were increased by an annually compounded growth rate of 0.4 percent for six years (one-year buildout plus five years) totaling approximately two percent to represent Year 2031 background (no-build) conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic for the residential and commercial uses (Figures 7 and 8) were added to the existing traffic volumes accounting for background growth to determine the Year 2031 total projected traffic volumes, as shown in **Figure 9**.



Sentinel Station
Westmont, Illinois

Site-Generated Traffic Volumes - Residential

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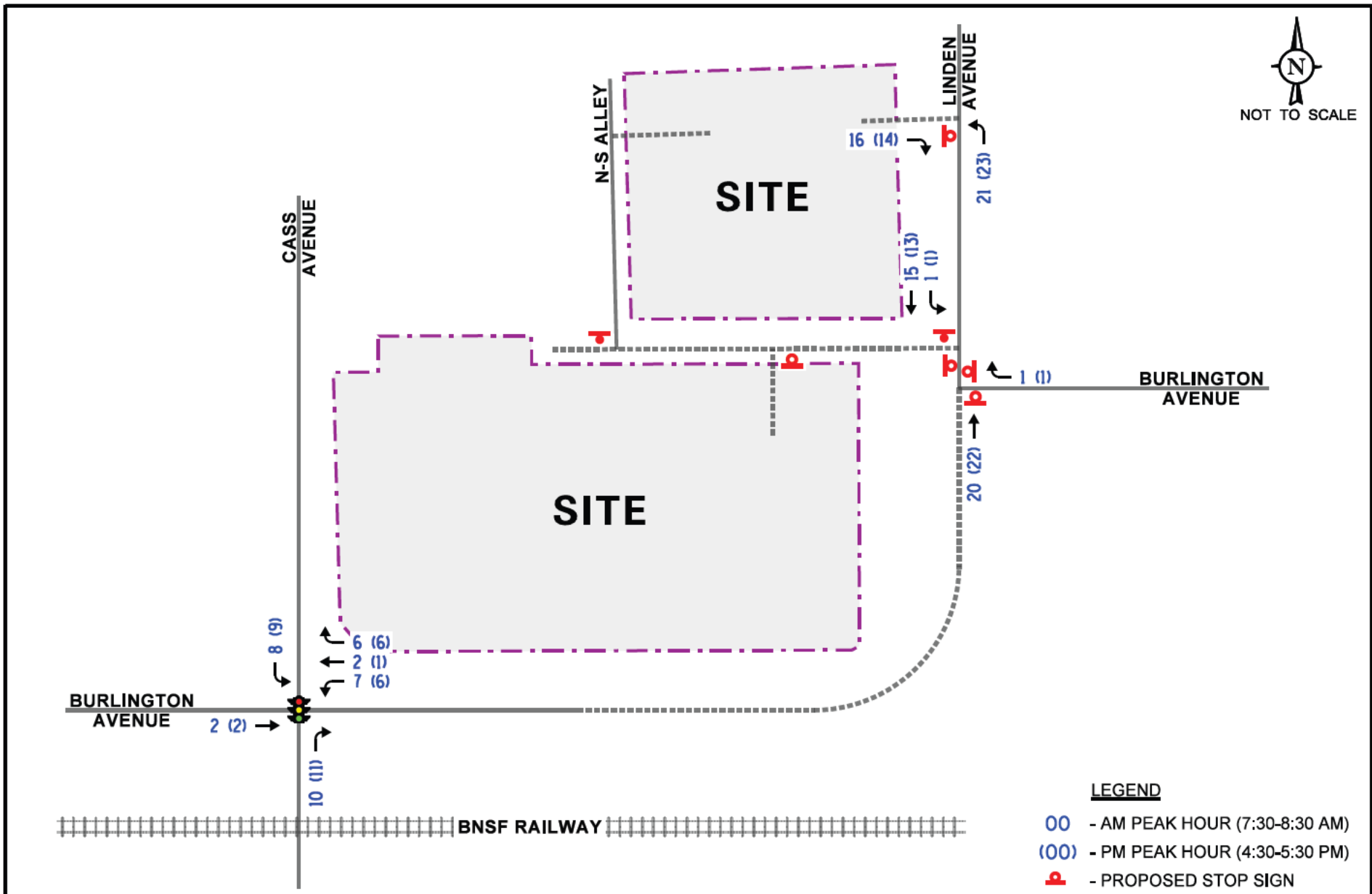
Job No: 25-084 Figure: 7



Sentinel Station
Westmont, Illinois

Site-Generated Traffic Volumes - Retail

KLOA
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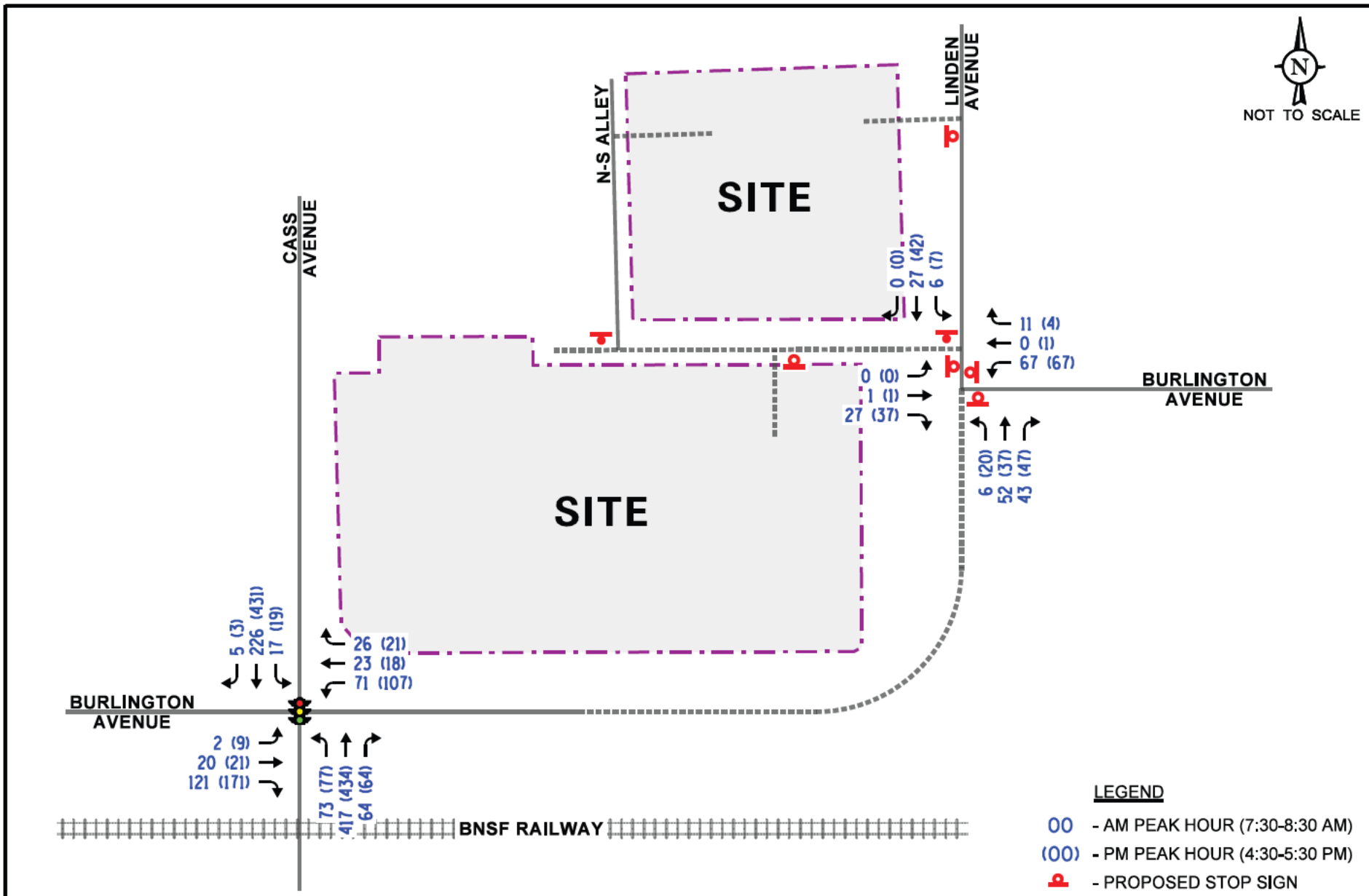
Job No: 25-084

Figure: 8



Sentinel Station
Westmont, Illinois

Year 2031 Total Traffic Volumes

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Job No: 25-084

Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2025) and total projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 computer software. The analyses for the intersection of Cass Avenue with Burlington Avenue were completed utilizing field measured cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2031 total projected conditions are presented in **Tables 3** through **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CASS AVENUE WITH BURLINGTON AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L/T	R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	E 58.9	B 12.0	D 45.8	C 31.2	A 4.3	A 8.2	A 4.8	A 8.0	B 12.0
		B – 18.5		D – 40.6		A – 7.7		A – 7.9		
	Weekday Evening	E 60.6	B 11.5	D 47.7	C 26.3	A 5.9	B 11.1	A 6.5	B 11.0	B 14.8
		B – 18.0		D – 43.0		B – 10.3		B – 11.0		
Projected Conditions	Weekday Morning	E 59.2	B 11.6	D 47.4	C 24.3	A 4.6	B 11.6	A 4.9	A 8.7	B 14.4
		B – 19.1		D – 38.1		B – 10.7		A – 8.4		
	Weekday Evening	E 61.2	B 10.2	D 44.4	C 20.8	A 6.8	B 16.1	A 6.7	B 12.6	B 16.9
		B – 17.8		D – 38.1		B – 14.9		B – 12.3		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 4
UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Burlington Avenue with Linden Avenue[1]				
• Northbound Approach	A	0.0	A	0.0
• Southbound Approach	A	9.4	A	9.0
• Eastbound Left Turn	A	7.5	A	7.4
• Westbound Left Turn	A	7.3	A	0.0
Burlington Avenue with Trackside Parking[1]				
• Eastbound Left Turn	A	7.4	A	7.3
Burlington Avenue with Public Parking Outbound Access Drive[1]				
• Eastbound Approach	A	8.8	A	8.9
Burlington Avenue with Public Parking Access[1]				
• Eastbound Approach	A	8.3	A	8.4

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control

Table 5
UNSIGNALIZED – YEAR 2031 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Burlington Avenue/Linden Avenue/E-W Alley[1]				
• Overall	A	8.0	A	7.7
• Northbound Approach	A	7.9	A	7.6
• Southbound Approach	A	8.1	A	7.9
• Eastbound Approach	A	7.1	A	6.9
• Westbound Approach	A	8.3	A	8.0

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – ICU = Intersection Capacity Utilization

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Cass Avenue with Burlington Avenue

The results of the capacity analysis indicate that the intersection operates overall at level of service (LOS) B during the weekday morning and evening peak hours. All of the turning movements at the intersection of Cass Avenue with Burlington Avenue are operating at an acceptable LOS with the exception of the eastbound left-turn/through lane during the weekday morning and evening peak hours. This is due to the long delays experienced as a result of the long cycle length and the delays that sometimes are experienced as the result of the numerous trains crossing Cass Avenue at the at-grade crossing to the south. Furthermore, during the weekday evening peak hour, eastbound right-turn queues on Burlington Avenue occur due to train crossing events. However, these queues cleared within two cycle lengths.

Under Year 2031 conditions, the intersection will continue to operate at LOS B during the peak hours. All of the turning movements at this intersection will continue to operate at the same LOS with minimal increases in delay over the existing conditions. Further inspection of the capacity analyses indicates that the 95th percentile westbound left-turn queue will increase by approximately one vehicle during both peak hours. Given that the proposed realignment will remove a number of curb cuts along Burlington Avenue, generally queues are not projected to impact access within the immediate area and are not expected to extend to Linden Avenue. However, during train events and as observed under existing conditions, these queues will continue to extend to and sometimes past Linden Avenue requiring two cycle lengths for conditions to clear.

As such, the proposed development-generated traffic is projected to not have a significant impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Burlington Avenue with Linden Avenue

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS A during the weekday morning and weekday evening peak hours. The eastbound and westbound left-turn movements currently operate at LOS A during the peak hours.

Under Year 2031 total projected conditions, the site development will include the realignment of Burlington Avenue and the addition of the east-west public alley acting as a fourth leg at this intersection. It is recommended that this intersection be under all-way stop control.

Based on the results of the capacity analyses assuming the realignment of Burlington Avenue, the addition of the east-west public alley acting as a fourth leg at this intersection and the provision of an all-way stop control, the intersection on an overall basis and all of the approaches will operate at a LOS A. As such, this intersection has sufficient reserve capacity and no additional roadway or traffic control improvements are required at this intersection.

Burlington Avenue with Parking Access Drives

The results of the capacity analysis indicate that the parking access drives currently operate at acceptable levels of service during the weekday morning and weekday evening peak hours. Under Year 2031 total projected conditions, these access drives will be eliminated with the development and the Burlington Avenue realignment thus improving traffic flow along Burlington Avenue.

Parking Evaluation

As proposed, the development is to contain 119 apartments (28 studios, 73 one-bedroom units, and 14 two-bedroom units and four [4] three-bedroom units) with 121 off-street parking spaces in an underground parking garage and an additional 21 parking spaces in the surface parking lot for a total of 142 spaces for the residential portion of the development. It is important to note that parking within the development will not be included as part of the leases for the apartments and an additional monthly fee will be charged to any tenant that desires to park within the development. This will provide economic incentives for tenants to opt out of parking and make better use of alternative travel modes that are available.

Based on the Village of Westmont Code of Ordinances (amended on August 7, 2025) the following off-street parking regulations apply in B-1(A) and B-1 zoning districts.

"New buildings and building expansions constructed after December 17, 2020, must provide off-street parking at the rate of at least one space per 400 square feet of nonresidential gross floor area and at least 1.1 spaces per residential dwelling unit".

Based on this, the residential portion of the development will need to provide 131 parking spaces. As such, the proposed transit-oriented development will be providing 11 spaces above what is required by code. With regards to the required parking for commercial spaces, the required number of parking spaces is anticipated to be accommodated by the proposed public parking spaces.

Transit Oriented Development Parking Characteristics

It should be noted that given the site's proximity to public transportation and its location within the Westmont downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed uses integrated within a walkable neighborhood and located within one-quarter mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking

Parking demand/requirements at a TOD development are much lower than the parking demand of developments that are not located within close proximity to public transportation. Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB), and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a car and own almost half the number of cars of other households.

Census Data Information

Based on a review of the Census 2020 data, as well as on an analysis prepared by the Center for Transit-Oriented Development in cooperation with the Center for Neighborhood Technology, the following is a breakdown of the vehicle ownership within close proximity to the Westmont train station and other vehicle ownership characteristics:

- Auto ownership of owned homes within ¼ mile of train station = 2.02 vehicles
- Auto ownership of rental units within ¼ mile of train station = 1.27 vehicles
- Approximately 43 percent of households within ¼ mile of the train station have one or no vehicle at all

Given that the proposed apartment building is located within approximately 450 feet of the Westmont Metra station and is designated as a transit-oriented development, it is anticipated that the residential units within the proposed development will have the same characteristics as other residential developments within the one-quarter mile radius.

TOD Surveys

KLOA, Inc. also reviewed previous parking surveys conducted at condominium developments in Evanston within close proximity to transit stations to determine their parking characteristics. Based on these surveys the peak parking demand ranged from 0.90 to 1.05 spaces per dwelling unit with an average peak parking demand of 0.95 parking spaces per unit. KLOA, Inc. also reviewed a study conducted by the University of California Transportation Center of 31 different TOD sites in California and Oregon. The surveys indicated that the average peak parking demand was 1.0 parking space per unit. Therefore, all of this data validates the fact that TOD developments do have lower parking demands than developments located farther away from public transportation.

Institute of Transportation Engineers Parking Rates

Based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 6th Edition for Land-Use Code 218 (Multifamily Housing – 1 BR (Mid-Rise)) and Land-Use Code 221 (Multifamily Housing 2+ BR (Mid-Rise) all close to rail transit), the following was determined:

- The average peak parking demand ratio for a studio/one-bedroom unit was 0.61 spaces per unit.

- The average peak parking demand ratio for a two-bedroom unit was 1.14 spaces per unit.

Applying these rates to the unit totals results in a peak parking demand of 83 parking spaces for the residential units (101*0.61 + 18*1.14). Thereby equating to a surplus of 69 parking spaces when considering ITE rates.

Furthermore, the proposed parking ratio of 1.19 spaces per unit is consistent with other apartment developments (built or planned) in the Chicagoland area, which provide parking at an average ratio of 1.26 spaces per unit. The location, number of units, and number of parking spaces provided for these developments are summarized in a table included in the Appendix.

For the commercial portion of the development, it is anticipated that the parking demand will be accommodated by the available downtown on-street parking spaces, public parking lots and the proposed 26 non-resident spaces within the surface lot. Currently, on-street parking along Cass Avenue, the west leg of Burlington Avenue and the west leg of Quincy Street are generally restricted to two-hour parking between 6:00 A.M. and 6:00 P.M. After 6:00 P.M., when a restaurant use will generate its peak parking demand, none of the aforementioned parking locations are time restricted. Furthermore, the Westmont Metra Station Zone A parking lot, which provides approximately 115 parking spaces, is permit parking only from 6:00 A.M. to 8:30 A.M. and provides free public parking after 8:30 A.M. Lastly, the Village of Westmont has constructed a 100+-space public parking lot on Lincoln Avenue just north of Burlington Avenue, which will offset the loss of the public parking spaces within the site.

Best Parking Practices

As it was previously mentioned, the proximity of the Metra BNSF Westmont station and the Pace Bus Route 715 stops close to the site as well as its location within downtown Westmont qualifies the project as a TOD.

Best practices with respect to parking policies that are supportive of Smart Growth and TOD's include strategies that promote walking, biking and the use of public transit while reducing or eliminating the need for private automobiles. These strategies include the following:

- Incorporate transit-friendly parking design behind street-facing retail
- Manage/limit the amount of parking provided
- Reserve parking space for car-sharing services
- Allow for parking to be shared by multiple uses
- Provide enclosed, secured storage facilities for bicycles
- Unbundle parking by separating parking costs from unit leases, which provides economic incentives for tenants to opt out of parking and make better use of alternative travel modes

Car-sharing programs provide participants with convenient and flexible access to centrally-owned and maintained vehicles. Car-sharing offers an alternative to individual car ownership, which effectively increases the number of users per vehicle and contributes to lower auto ownership rates and reduced parking demand. According to recent North American studies and car-sharing member surveys, each car-sharing vehicle removes an average of 15 privately-owned cars from the community.

The incorporation of the above-noted strategies into a development is recognized by the U.S. Green Building Council in the form of credits towards LEED certification of the project.

Based on the above, the proposed transit-oriented development will provide a sufficient number of parking spaces to accommodate the projected parking demand of the proposed residential units within the development and sufficient public parking is provided within the vicinity of the site to accommodate the retail/restaurant parking demand that may be generated by the proposed commercial space within the proposed development.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The volume of traffic estimated to be generated by the proposed apartment units will be reduced due to the proximity of the proposed development to the Metra BNSF Westmont station.

- The traffic that will be generated by the proposed development will have a limited impact on the operations of the study area intersections and no additional roadway improvements or signal modifications will be required.

- The realignment of Burlington Avenue will provide longer stacking/storage distance between its intersection at Cass Avenue and Linden Avenue than the existing distance to the parking lot access drive.

- The recommended all-way stop control at the realigned Burlington Avenue intersection with Linden Avenue and the east-west alley will ensure that orderly traffic flow is maintained.

- The proposed development will result in a reduction in the number of curb cuts along Burlington Avenue between Cass Avenue and Linden Avenue, resulting in fewer conflict points and improved traffic flow along Burlington Avenue.

- The queuing and delays experienced in the study area are primarily a result of the at-grade railroad crossing between Cass Avenue and the BNSF Metra Commuter Railway, particularly the high frequency of trains during the peak 15 minutes of the weekday morning peak hour. The traffic projected to be generated by the proposed development is not projected to exacerbate the queueing experienced under existing conditions.

- The proposed transit-oriented development will provide a sufficient number of parking spaces to accommodate the projected parking demand of the proposed development.

- The parking demand by the retail component of the development will be accommodated via the proposed surface parking spaces and the public parking locations provided within the area.

Attachment 2(k)
MOU Ordinance

MEMORANDUM OF UNDERSTANDING BETWEEN HOLLADAY PROPERTY SERVICES, INC. AND THE VILLAGE OF WESTMONT

This Memorandum of Understanding (hereinafter "Memorandum") is between **HOLLADAY PROPERTY SERVICES, INC.**, a Delaware corporation or its affiliate (hereinafter "Holladay"), and the **VILLAGE OF WESTMONT** (hereinafter "Westmont"), an Illinois municipal corporation, and is entered into as of the date the last of the parties to sign as set forth below.

WHEREAS, Westmont has acquired ownership to two parcels of real property commonly known as 13-19 East Burlington Avenue and 21 East Burlington Avenue, Westmont, Illinois, (collectively, the "Acquisition Parcels"); and

WHEREAS, Westmont is currently the owner of the following parcels which are adjacent to the Acquisition Parcels: (a) 1 N. Cass Avenue, (b) Parcel 09-10-120-033; and (c) 14 N. Linden Street (collectively, the "Village Parcels"); and

WHEREAS, Westmont is currently the owner of public rights-of-way located immediately north and east of 1 N. Cass Avenue, which consists of approximately 22,783 square feet (the "Village ROW"), and which the Village is willing to vacate in favor of Holladay as set forth herein; and

WHEREAS, the Village intends to acquire two (2) additional properties, commonly known at 20 N. Linden Street and 24 N. Linden Street ("Additional Parcels"); and

WHEREAS, the Acquisition Parcels, the Village Parcels, the Village ROW, and the Additional Parcels are collectively referred to herein as the "TOD Site", and the TOD Site is depicted on Exhibit "A" attached hereto; and

WHEREAS, the TOD Site is located within Westmont's Central Business District Tax Incremental Financing District; and

WHEREAS, Westmont further intends to reconfigure the pathway of Burlington Avenue to facilitate the development of the TOD Site and

WHEREAS, in reliance on the foregoing understandings, Holladay intends to plan a new transit oriented design project for the TOD Site (the "Project"), including without limitation site plans necessary for zoning and other approvals from Westmont, and a pro forma budget for the Project to substantiate any tax increment financing required to make the Project financially viable (the "Plans"); and

WHEREAS, Westmont and Holladay anticipate that the Project will include approximately 120 market-rate residential apartments, approximately 5,000 square feet of retail space,

approximately 168 parking spaces (at least 117 of which will be indoors) and will not exceed five stories in height (the "Project Scope"); and

WHEREAS, the parties to this Memorandum intend to negotiate the terms and conditions of an economic development agreement for the Project and a purchase and sale agreement for the TOD Site concurrently with the review and approval of the Plans.

NOW, THEREFORE, in consideration of the foregoing and the mutual agreements as set forth herein below, the parties agree as follows:

SECTION 1. The recitals are hereby incorporated into and made a part of this Memorandum.

SECTION 2. Non-Binding Understanding. This Memorandum is merely an expression of the intent of the parties regarding the subject matter herein and under no circumstances shall this Memorandum constitute a binding agreement of the parties. Westmont represents that the contents of this Memorandum have been discussed by the Westmont corporate authorities in closed session and said corporate authorities have authorized the Westmont Mayor to execute this non-binding Memorandum on Westmont's behalf.

Holladay acknowledges that this Memorandum does not formally bind Westmont, its elected officials, officers or attorneys to take any actions or incur any of the obligations set forth herein, and Holladay acknowledges that this Memorandum does not constitute an enforceable contract between the parties. Holladay further acknowledges that in order for the statements of intent contained in this Memorandum to be binding upon the parties, the following must occur: (1) a subsequent formal economic development agreement consistent with the terms of this Memorandum must be approved in open session by the Westmont's corporate authorities pursuant to a duly passed ordinance or resolution, and said economic development agreement must be executed by the parties and recorded against title to the TOD Site, and (2) Holladay must obtain zoning entitlements for its proposed Project pursuant to duly passed ordinances by Westmont. Nothing in this Memorandum constitutes an agreement to grant any zoning and development approvals to Holladay.

SECTION 3. Westmont and Holladay are committed to work collaboratively on the Project, including without limitation, the Project Scope. Westmont shall have the right to review and approve the Plans for the Project. Westmont shall timely perform such review and shall not unreasonably deny approval of the Plans.

SECTION 4. Westmont and Holladay shall negotiate in good faith to achieve the following goals: a mutually acceptable economic development agreement for the Project and a mutually acceptable purchase and sale agreement for the TOD Site with a purchase price for the TOD Site to be defined in the purchase and sale agreement.

SECTION 5. Provided the parties are negotiating in good faith and in a timely manner, and provided that Holladay is diligently pursuing zoning and other approvals required for the Project, Westmont agrees that it will not actively market for sale or sell any of the properties that

it owns within the TOD Site.

SECTION 6. For purposes of this Memorandum, all notices that are given shall be given to the Parties at the following addresses:

Holladay Properties	Village of Westmont
Attn: Michael O'Connor	Attn: Village Manager
6370 Ameriplex Dr., Ste 110	31 W. Quincy Street
Portage, IN 46368	Westmont, IL 60559

SECTION 7. Invalidation of any Section or part of a Section of this Memorandum shall not affect the validity of the other Sections of this Memorandum.

SECTION 8. This Memorandum constitutes the full understanding between the parties. No terms, conditions, understandings, modifications or amendments purporting to modify or vary any terms herein shall be binding unless hereafter made in writing and signed by both parties.

IN WITNESS WHEREOF, the parties have caused this Memorandum to be executed by their duly authorized representatives.

HOLLADAY PROPERTY SERVICES, INC.

By: Timothy E. Healy

Title: President

Date: 5/8/2023

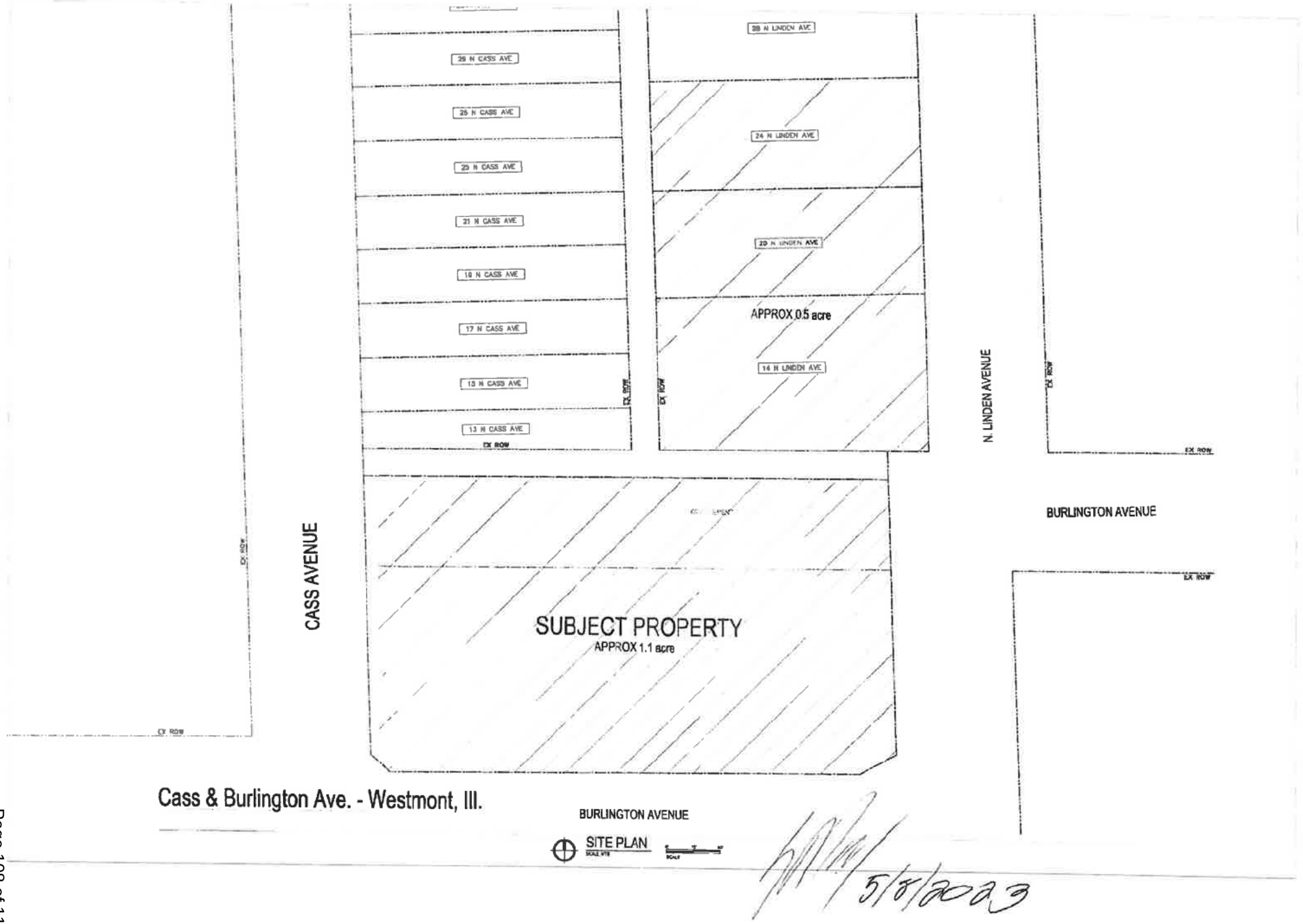
VILLAGE OF WESTMONT

By: Stephen Mar

Title: Village Manager

Date: 5/8/2023

Exhibit A
TOD Site
[To be attached.]



Cass & Burlington Ave. - Westmont, Ill.

SITE PLAN

5/5/2023

Attachment 2(I)
Plats of Survey

thomas engineering group
service at the highest grade

thomas engineering group, llc
2625 butterfield road
suite 209w
oak brook, il 60523
phone: 855-533-1700

SUBMITTED BY / RETURN TO:
VILLAGE OF WESTMONT
31 W. QUINCY STREET
WESTMONT, IL 60559

Elizabeth M. Chaplin
DuPage County Recorder

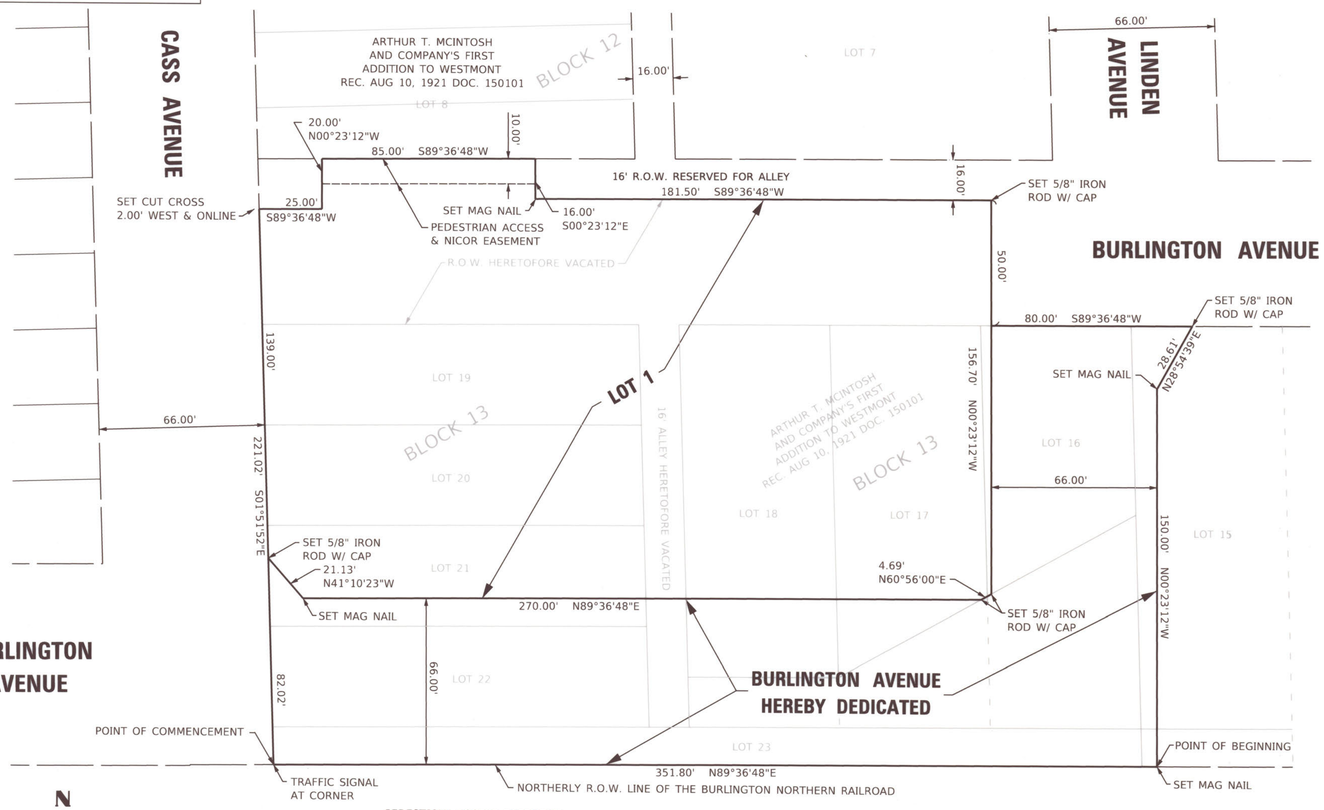
R2026-025000

P.I.N.:	LISTED ADDRESS:
09-10-120-001	BURLINGTON AVE
09-10-120-003	21 E BURLINGTON AVE
09-10-120-033	BURLINGTON AVE
09-10-120-034	13-19 E BURLINGTON AVE
09-10-120-035	BURLINGTON AVE
09-10-120-036	BURLINGTON AVE

WESTMONT, IL 60559

FINAL PLAT OF
BLUE VILLAGE RESUBDIVISION

(SEE BELOW FOR LEGAL DESCRIPTION OF SUBDIVISION)



BASIS OF BEARINGS ON THIS PLAT ARE BASED ON THE IL STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011 ADJ)

AREA:
LOT 1 = 1.0829 ACRE (47,173 SQFT)
DEDICATED R.O.W. = 0.706 ACRE (30,752 SQ FT)
OVERALL = 1.7889 ACRES (77,925 SQ FT)

OWNER:
VILLAGE OF WESTMONT

STREET ADDRESS:
1 N. CASS AVE.
WESTMONT, IL

JOB NO. 21-030

PEDESTRIAN ACCESS EASEMENT

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF WESTMONT AND TO ITS SUCCESSORS AND ASSIGNS, OVER, UPON, ALONG, UNDER, AND THROUGH ALL OF THE AREAS MARKED "PEDESTRIAN ACCESS EASEMENT"AS SHOWN ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO SURVEY, CONSTRUCT, RECONSTRUCT, REPAIR, REPLACE, INSPECT, AND MAINTAIN THE SIDEWALK AS DEEMED NECESSARY BY THE VILLAGE. THE RIGHT IS ALSO GRANTED TO SAID VILLAGE TO CUT DOWN, TRIM, OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OR USE OF ITS SIDEWALK. NO PERMANENT STRUCTURES OR BUILDINGS SHALL BE PLACED ON SAID EASEMENT. THE VILLAGE OF WESTMONT SHALL, UPON COMPLETION OF ANY WORK AUTHORIZED BY THIS GRANT, RESTORE THE EASEMENT TO THE SAME OR BETTER SURFACE CONDITION THAN THAT EXISTING PRIOR TO THE BEGINNING OF WORK.

NICOR EASEMENT PROVISIONS

EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO NICOR AND THEIR SUCCESSORS AND ASSIGNS, OVER THE AREA MARKED "NICOR EASEMENT" ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE, AND AUTHORITY TO INSTALL, CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, OPERATE, AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH GAS PIPELINES TOGETHER WITH ANY NECESSARY MANHOLES, CONNECTIONS, AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY, OVER, UPON, ALONG, UNDER, AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY AS NECESSARY.
NO PERMANENT BUILDINGS OR OBSTRUCTIONS SHALL BE PLACED ON SAID INDICATED EASEMENTS.

REVISIONS

NO.	DATE	DESCRIPTION
1	11-21-2024	PLAT SUBMITTAL TO WESTMONT
2	11-26-2024	UPDATE PLAT NAME
3	12-18-2024	UPDATE SCHOOL DISTRICT
4	12-19-2024	UPDATE PROPERTY CORNERS SET
5	08-19-2025	UPDATE DIMENSIONS
6	01-15-2026	UPDATE LEGAL DESCRIPTION

RECORDER OF DEEDS

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS INSTRUMENT NO. R2026-025000 WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS AFORESAID,

ON THE 17th DAY OF April, A.D. 2026
AT 10:27 O'CLOCK A.M.

Elizabeth M. Chaplin SM
RECORDER OF DEEDS

COUNTY CLERK

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, Jean Kaczmarek, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS DO HEREBY CERTIFY THAT THERE OR NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS 17th DAY OF April, A.D. 2026.

Jean Kaczmarek
COUNTY CLERK

CERTIFICATE OF PLANNING & ZONING COMMISSION

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, Doug Carmichael, CHAIRMAN OF THE VILLAGE OF WESTMONT PLANNING & ZONING COMMISSION, CERTIFY THAT ON 11TH DAY OF December, 2024 THIS PLAT OF RESUBDIVISION WAS DULY APPROVED BY THE PLANNING AND ZONING COMMISSION.

BY: _____ ATTEST: _____
CHAIRMAN SECRETARY

SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, MIKE HOLLAND GENERAL MANAGER FOR THE FLAGG CREEK SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS OF ANY OUTSTANDING UNPAID SPECIAL ASSESSMENTS WHICH HAVE NOT BEEN DIVIDED IN ACCORDANCE WITH THE PROPOSED SUBDIVISION AND DULY APPROVED BY THE COURT THAT CONFIRMED THE SPECIAL ASSESSMENT.

DATED AT BURR RIDGE, ILLINOIS THIS 3RD DAY OF 2026FEBRUARY A.D. 2026

MIKE HOLLAND
GENERAL MANAGER

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, Amanda Seymski, VILLAGE CLERK OF THE VILLAGE OF WESTMONT, ILLINOIS, HEREBY CERTIFY THAT THIS PLAT WAS PRESENTED TO AND BY RESOLUTION DULY APPROVED BY THE BOARD OF TRUSTEES OF SAID VILLAGE AT ITS MEETING HELD ON February 5, 2026 AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF THE IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF I HAVE HERETO SET MY HAND AND SEAL OF THE VILLAGE OF WESTMONT, ILLINOIS, THIS 5TH DAY OF February, A.D. 2026

Amanda Seymski
VILLAGE CLERK

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

DATED AT WESTMONT, ILLINOIS, THIS 30 DAY OF JANUARY, A.D. 2026

Gregory R. Ulreich
VILLAGE ENGINEER

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, Allen Altic, VILLAGE TREASURER OF THE VILLAGE OF WESTMONT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST ANY PART OF THE TRACT OF LAND INCLUDED IN THE ANNEXED PLAT.

DATED AT WESTMONT, ILLINOIS, THIS 10th DAY OF February, A.D. 2026

Allen Altic
VILLAGE TREASURER

OWNER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS (ARE) THE OWNER(S) OF THE LAND DESCRIBED IN THE ATTACHED PLAT AND HAS (HAVE) CAUSED THE SAME TO BE SURVEYED AND PLATTED AS SHOWN BY THE PLAT FOR USES AND PURPOSES AS INDICATED THEREIN, AND DOES (DO) HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

WE FURTHER CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE, THE SUBJECT PROPERTY IS LOCATED WITHIN:
SCHOOL COMMUNITY DISTRICT 201.
COLLEGE OF DUPAGE DISTRICT 502.

DATED AT Westmont ILLINOIS, THIS 11TH DAY OF FEBRUARY, A.D. 2026

BY: _____
TITLE: VILLAGE MANAGER - WESTMONT VILLAGE
ATTEST: Patricia M. Mielcarski
TITLE: Director

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, Alicja Richards, A NOTARY PUBLIC IN AND FOR THE SAID COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT James Gunther + Patricia Mielcarski WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE (SHE) (THEY) SIGNED AND DELIVERED THE SAID INSTRUMENTS AS HIS (HER) (THEIR) OWN FREE AND VOLUNTARY ACT FOR USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL AT Westmont, ILLINOIS, THIS 11TH DAY OF FEBRUARY, A.D. 2026

BY: Alicja Richards
NOTARY PUBLIC
MY COMMISSION EXPIRES FEBRUARY 9TH, 2027

OFFICIAL SEAL
ALICJA RICHARDS
Notary Public - State of Illinois
My Commission Expires 02/09/2027

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT THOMAS ENGINEERING GROUP, LLC, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
LOTS 16 THRU 22 IN BLOCK 13 IN ARTHUR T. MCINTOSH AND COMPANY'S FIRST ADDITION TO WESTMONT, BEING A SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 10, 1921 AS DOCUMENT 150101, AND ALSO,
THE VACATED 16 FOOT ALLEY BETWEEN LOT 18 AND LOTS 19 THRU 22 IN AFORESAID BLOCK 13,
AND ALSO,
THAT PART OF BURLINGTON AVENUE LYING EAST OF CASS AVENUE AND BETWEEN LOTS 7 AND 8 IN BLOCK 12 AND LOTS 16 THRU 19 IN SAID BLOCK 13 MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 19, THENCE NORTH 01 DEGREES 51 MINUTES 52 SECONDS WEST ALONG THE EAST LINE OF SAID CASS AVENUE 46.02 FEET, THENCE NORTH 89 DEGREES 36 MINUTES 48 SECONDS EAST 25.00 FEET, THENCE NORTH 00 DEGREES 23 MINUTES 12 SECONDS WEST 20.00 FEET TO THE SOUTH LINE OF SAID LOT 8, THENCE ALONG SAID SOUTH LINE SOUTH 89 DEGREES 36 MINUTES 48 SECONDS WEST 85.00 FEET, THENCE SOUTH 00 DEGREES 23 MINUTES 12 SECONDS EAST 16.00 FEET, THENCE NORTH 89 DEGREES 36 MINUTES 48 SECONDS EAST 181.50 FEET, THENCE SOUTH 00 DEGREES 23 MINUTES 12 SECONDS EAST TO THE NORTH LINE OF SAID LOT 16, THENCE SOUTH 89 DEGREES 36 MINUTES 48 SECONDS WEST ALONG THE NORTH LINES OF SAID LOTS 16 THRU 19 A DISTANCE OF 290.32 FEET TO THE POINT OF BEGINNING,
AND ALSO,
THAT PART OF LOTS 15 AND 23 IN AFORESAID BLOCK 13 LYING WEST OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 23, THENCE NORTH 89 DEGREES 36 MINUTES 48 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 23 A DISTANCE OF 351.80 FEET FOR THE POINT OF BEGINNING, THENCE NORTH 00 DEGREES 23 MINUTES 12 SECONDS WEST 150.00 FEET, THENCE NORTH 28 DEGREES 54 MINUTES 39 SECONDS EAST 28.61 FEET TO THE NORTH LINE OF SAID LOT 15, ALL IN DUPAGE COUNTY, ILLINOIS.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

WE FURTHER CERTIFY THAT THIS SUBDIVISION LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF WESTMONT, WHICH HAS ADOPTED A MUNICIPAL PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY ARTICLE 11, DIVISION 12 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

WE FURTHER CERTIFY THAT ACCORDING TO THE FLOOD INSURANCE RATE MAP NUMBER 17043C0186J FOR DUPAGE COUNTY, ILLINOIS, AND INCORPORATED AREAS WITH AN EFFECTIVE DATE OF AUGUST 1, 2019, THE SUBJECT PROPERTY LIES WITHIN ZONE "UNSHADED X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 27TH DAY OF JANUARY, 2026

CHRISTOPHER DEYOUNG PE, PLS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003817
LICENSE EXPIRES: NOVEMBER 30, 2026
EMAIL: CHRISD@THOMAS-ENGINEERING.COM
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-005183

PROFESSIONAL LAND SURVEYOR
CHRISTOPHER J. DEYOUNG
035-003817
OAK BROOK IL
STATE OF ILLINOIS

ARS
Surveying Service LLC
REAL ESTATE SURVEYORS

1229 LAKEVIEW COURT
ROMEOVILLE, ILLINOIS 60446
PH:(630) 226-9200 FAX: (630) 226-9234
EMAIL: SURVEY@ARSSURVEY.COM

AREA OF SURVEY:

"CONTAINING 12,883 SQ. FT. 0.296 ACRES MORE OR LESS"

PLAT OF SURVEY

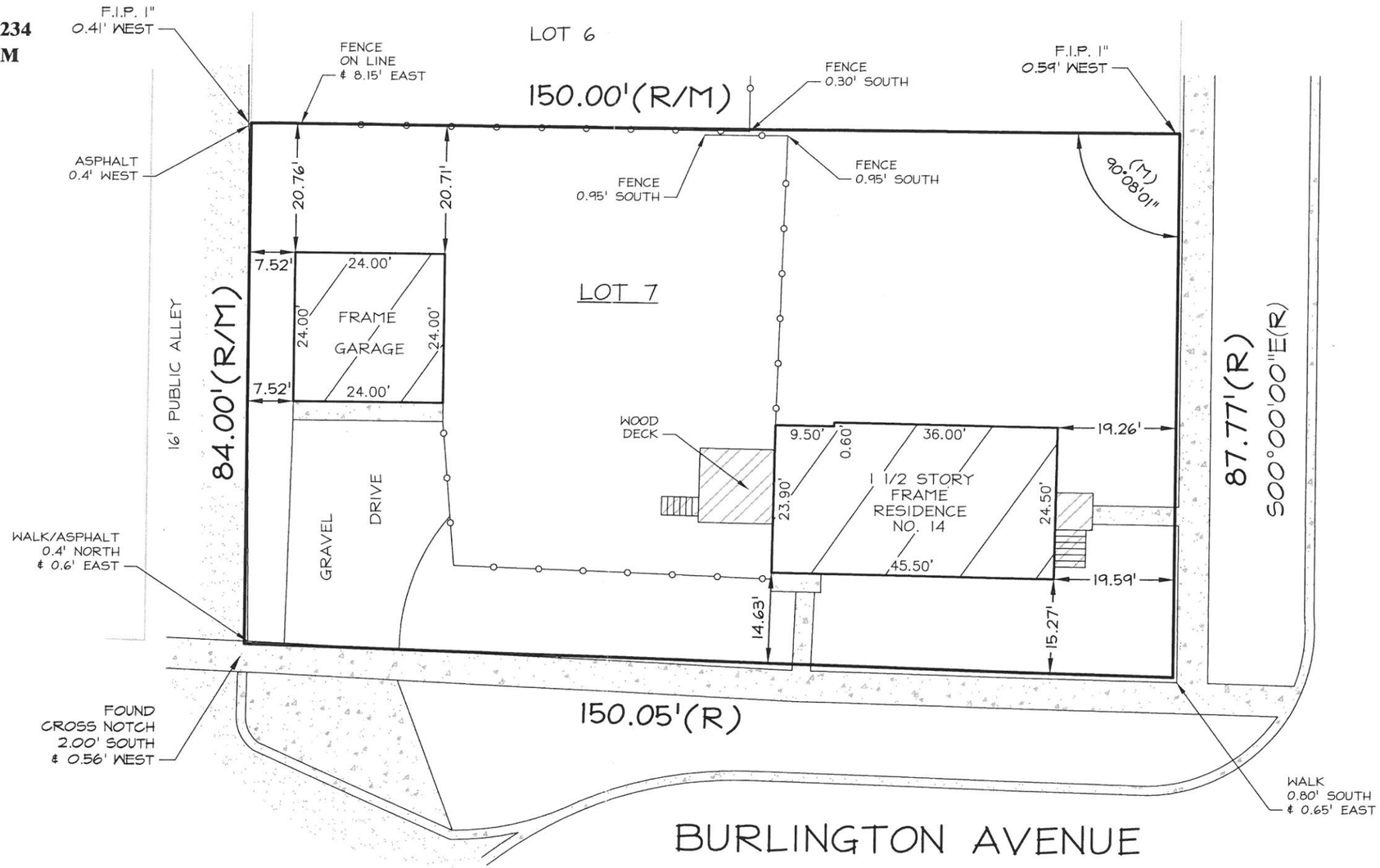
BASIS OF BEARING:

WEST LINE OF LINDEN AVENUE AS MONUMENTED AND OCCUPIED PER RECORDED SUBDIVISION PLAT S 00°00'00"E(A)

N W E S

SCALE: 1"=20'

LOT 7 IN BLOCK 12 IN ARTHUR T. MCINTOSH AND COMPANY'S FIRST ADDITION TO WESTMONT, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.



STATE OF ILLINOIS
}SS
COUNTY OF WILL

I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY," AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

DATED, THIS 5TH **DAY OF** DECEMBER**, A.D., 2017, AT ROMEOVILLE, ILLINOIS.**

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035- 3482

CLIENT BERT

JOB NO. 29898-17

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-2961

FIELDWORK DATE. 12-05-17

LEGEND

(R) = RECORD	(NW) = NORTHWESTERLY	= CHAIN LINK FENCE
(M) = MEASURED	(NE) = NORTHEASTERLY	= WIRE FENCE
(D) = DEED	(SW) = SOUTHWESTERLY	= SPLIT RAIL FENCE
(C) = CALCULATED	(SE) = SOUTHEASTERLY	= WOOD FENCE
(L) = ARC LENGTH	(RAD)= RADIUS	= METAL FENCE
(CH)= CHORD	(A) = ASSUMED	P.U. & D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
(R.O.W.) = RIGHT OF WAY	(F.I.P.) = FOUND IRON PIPE	
	(F.I.R.) = FOUND IRON ROD	B.S.L. = BUILDING SETBACK LINE

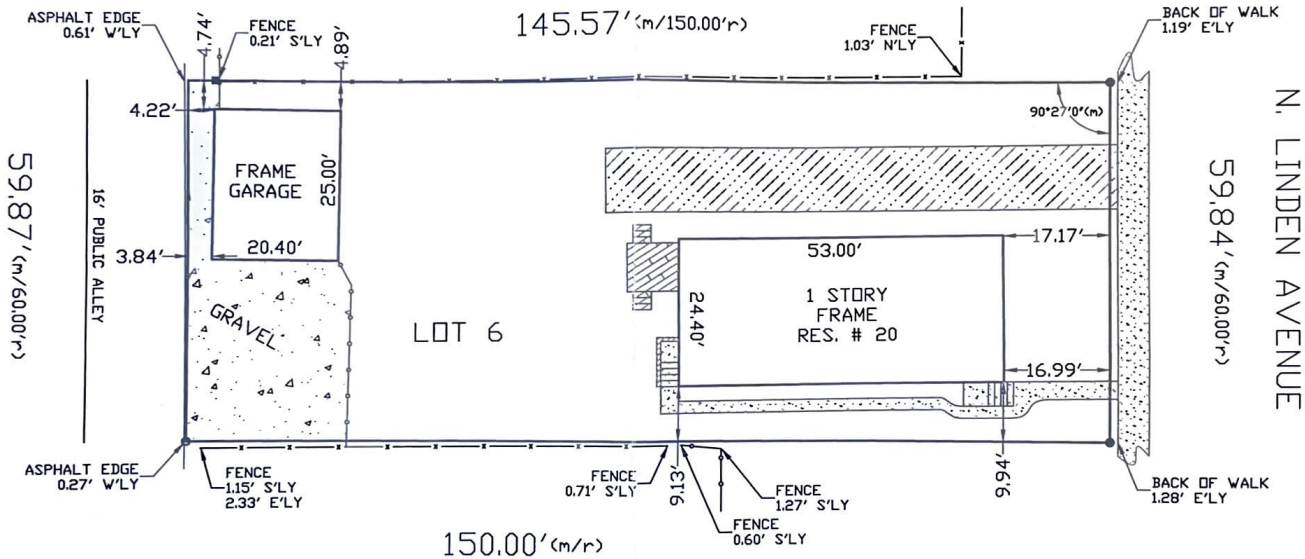
MARK A. LINDSTROM
PROFESSIONAL LAND SURVEYOR NO. 35-3482 ROMEOVILLE, ILLINOIS
STATE OF ILLINOIS

LICENSE EXPIRES ON NOVEMBER 30, 2018

Associated Surveying Group, LLC
Illinois Prof. Design Firm No. 184-004973
P.O. Box 810 Bolingbrook, IL 60440
PH: 630-759-0205 FAX: 630-759-9291

PLAT OF SURVEY

LOT 6 IN BLOCK 12 IN ARTHUR T, MCINTOSH AND COMPANY'S FIRST ADDITION TO WESTMONT, BEING A SUBDIVISION OF THAT PART OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 11, LYING NORTH OF THE NORTH LINE OF THE RIGHT OF WAY OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY, AND SOUTH OF THE CENTER LINE OF THE PUBLIC HIGHWAY KNOWN AS NAPERVILLE ROAD, IN DUPAGE COUNTY, ILLINOIS.



SOME IMPROVEMENTS MAY NOT BE SHOWN DUE TO SNOW.

MICHAEL G. HERWY
35-2900
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
BOLINGBROOK, IL

State of Illinois } SS
County of Will }

I, Michael G. Herwy, an Illinois Professional Land Surveyor, do hereby certify that "This professional service conforms to the current Illinois minimum standards for a boundary survey", and that the Plat hereon drawn is a correct representation of said survey.

Dated, this 15th day of DECEMBER, A.D., 2010, at Bolingbrook, IL.

Michael G. Herwy

Illinois Professional Land Surveyor No. 35-002900
License Expires: November 30, 2012

FIELDWORK DATE: DECEMBER 14, 2010

CLIENT: GOODSPEED

JOB NO.: 70439-10

NOTES:
1. COMPARE THE LEGAL DESCRIPTION ON THIS PLAT WITH YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE; ALSO, COMPARE ALL FIELD MEASURED LOT CORNERS & BUILDING TIES WITH THIS PLAT BEFORE CONSTRUCTION AND REPORT ANY DIFFERENCE AT ONCE.
2. BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO DEPICTED ON THE RECORDED SUBDIVISION PLAT. REFER TO YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE FOR ADDITIONAL ENCUMBRANCES.
3. MEASURED LOT DIMENSIONS ARE SHOWN ONLY WHEN THEY DIFFER FROM RECORD DIMENSIONS BY 0.15 FEET OR MORE.
4. CURVED LINES DENOTED WITH ARC LENGTHS UNLESS OTHERWISE NOTED. ALSO, ALL ARCS ARE TANGENT UNLESS OTHERWISE NOTED.

LEGEND:
(NOT TO SCALE)
ASPHALT, WALL, CONCRETE
WOOD/PVC, BRICK, ENCLOSED/COVERED
SET IRON, IRON PIPE, REBAR/ROD, PIPE, PK NAILS AS NOTCH, CROSS, NOTCH
CHAIN LINK FENCE
WOOD FENCE
ALL OTHER FENCE TYPES

ABBREVIATIONS:
A = ARC LENGTH
R = RADIUS
CH = CHORD LENGTH
(r) = RECORD VALUE
(m) = MEASURED VALUE
P.U.E. = PUBLIC UTILITY EASEMENT
P.U.D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
N'LY = NORTHERLY
S'LY = SOUTHERLY
E'LY = EASTERLY
W'LY = WESTERLY
TYP = TYPICAL

(ASSUMED NORTH)
SCALE 1"= 20'