



MEETING AGENDA

PLAN COMMISSION
Wednesday, July 12, 2017
7:30 P.M.
MEMORIAL HALL – MEMORIAL BUILDING
(Tentative & Subject to Change)

1. CALL TO ORDER

2. MINUTES - Minutes of June 14, 2017

3. FINDINGS AND RECOMMENDATIONS

- a) Case A-14-2017 – Shred415 Hinsdale, LLC – Special Use Permit Amendment to change current First Class time from 6 AM to 5 AM.
- b) Case A-40-2016 – 722-724 N. York Rd. – Hinsdale Animal Hospital – Exterior Appearance/Site Plan review for new Pet Hospital in the B-1 Community Business District (in relation to the approved Text Amendment and Special Use Permit on 03/07/17 per O2017-10 and O2017-11, respectively).

4. SCHEDULE OF PUBLIC HEARING - No discussion will take place except to determine a time and date of hearing.

- a) Case A-23-2017 – 5819 S. Madison St.. – Plate 28 – Special Use Permit for 1,400 SF fitness studio
- b) Case A-25-2017 – 55th St./County Line Rd. – Hinsdale Meadows Venture, LLC – Detailed Plan and Special Use Permit for a 64-unit residential Planned Development.

5. ADJOURNMENT

The Village of Hinsdale is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact Darrell Langlois, ADA Coordinator at 630.789-7014 or **by TDD at 789-7022** promptly to allow the Village of Hinsdale to make reasonable accommodations for those persons. Web Site: www.villageofhinsdale.org

Approved

**MINUTES
VILLAGE OF HINSDALE
PLAN COMMISSION
June 14, 2017
MEMORIAL HALL
7:30 P.M.**

Chairman Cashman called the meeting to order at 7:30 p.m., Wednesday, June 14, 2017, in Memorial Hall, the Memorial Building, 19 East Chicago Avenue, Hinsdale, Illinois.

PRESENT: Chairman Cashman, Commissioner Krillenberger, Commissioner Fiascone, Commissioner Crnovich, Commissioner Jablonski, Commissioner Braselton

ABSENT: Commissioner Peterson, Commissioner Willobee, Commissioner Unell

ALSO PRESENT: Chan Yu, Village Planner:
Applicant Representatives for Case: A-19-17, A-20-17, A-14-17, A-40-16

Approval of Minutes

Chairman Cashman asked for comments on May 10th meeting minutes, no concerns were shared & Chairman Cashman motioned to approve the minutes. Commissioner Crnovich motioned & Commissioner Krillenberger seconded, the motion was unanimously approved (5-0, 3 absent, 1 abstained).

Findings and Recommendations - Case A-16-2017 – 100 S. Garfield Ave. – CCSD 181/Village of Hinsdale – Major Adjustment to a Site Plan/Exterior Appearance Plan to add a Parking Deck for a new Hinsdale Middle School. Chairman Cashman asked for comments and concerns in regards to this case. No members shared any, Chairman Cashman added he spoke with the architect and some brick was added to the design of the tower.

The PC, with no questions, **unanimously approved** the Findings and Recommendations as submitted, 6-0 (3 absent).

Findings and Recommendations - Case A-07-2017 – Village of Hinsdale – Text Amendment to Section 9-104 of the Hinsdale Zoning Code as it relates to Regulation of the Location of Secondary Access Drives to Commercial Properties. With no comments or suggested revisions, Chairman Cashman asked for a motion to approve the Findings and Recommendations as submitted. Commissioner Crnovich motioned and Commissioner Braselton seconded the motion.

The PC, with no questions, **unanimously approved** the Findings and Recommendations as submitted, 6-0 (3 absent).

Plan Commission Minutes

June 14, 2017

Findings and Recommendations - Case A-08-2017 – Village of Hinsdale – Text Amendment to Section 5-105(C) to allow Educational Services with a Special Use Permit in the B-2 Central Business District (but not on the first floor of any structure in the B-2) and B-3 General Business District.

Commissioner Krillenberger motioned to approve and Commissioner Braselton seconded the motion.

The PC, with no questions, **unanimously approved** the Findings and Recommendations as submitted, 6-0 (3 absent).

Sign Permit Review - Case A-19-2017 – 12 E. First St. – EFP Opticians – Wall and Window Sign (window sign retroactive) application in the Historic Downtown District. Chan Yu clarified the HPC supported the sign and the sign will not be back lit. The applicant added the sign was solid wood, engraved, and a design keeping with the neighboring businesses. The sign would be illuminated by black goose neck lights. With no further concerns, Commissioner Crnovich motioned to approve the application and Commissioner Braselton seconded the motion.

The PC expressed support for the request and **unanimously approved** the sign application as submitted, 6-0 (3 absent).

Sign Permit Review - Case A-20-2017 – 500 Chestnut Street – Huntington Bank – 1 ATM Wall Sign Application. The applicant described the sign as an ATM surround with no increase in size from previous sign, containing 3 colors to complement existing signage and one that falls within Village requirements.

With no concerns, The PC expressed support for the request and **unanimously approved** the sign application as submitted, 6-0 (3 absent).

Public Hearing - Case A-14-2017 – Shred415 Hinsdale, LLC – Special Use Permit Amendment to change current First Class time from 6 AM to 5 AM. The applicant's attorney gave a brief summary of the request from 2014 with the 5 am start time and reviewed "trial period" conditions and course of actions taken since. No issues or concerns from neighbors have resulted since 2014 and the business would like to add a class with a beginning 5 a.m. start time as a result of client requests. Brief discussion followed about noise from the parking lot to the residents of single family neighborhood nearby. Chairman Cashman spoke with a neighbor to the business earlier in the day who was in agreement that no issues had resulted from the business. The PC expressed appreciation that Shred415 had met all the requirements of the trial period by making daily accommodations. Commissioner Krillenberger motioned to approve the application, Commissioner Jablonski seconded the motion.

Plan Commission Minutes

June 14, 2017

The PC **unanimously approved** the Special Use permit application as submitted, 6-0 (3 absent).

(Please see the attached transcript for Case A-14-2017 included as part of this record, Attachment 1)

Exterior Appearance and Site Plan Review -Case A-40-2016 – 722-724 N. York Rd. – Hinsdale Animal Hospital – Exterior Appearance/Site Plan review for new Pet Hospital in the B-1 Community Business District (in relation to the approved Text Amendment and Special Use Permit on 03/07/17 per O2017-10 and O2017-11, respectively). The applicant's architect gave a brief description of the current design plan based on suggestions from various boards. The current plan calls for the building to be relocated further back on the lot, no exterior pet area, a 35 foot tower with the main building being 30 feet tall and constructed of brick with stone accents. Design for signage would come to the PC in the future. The landscape architect was also present for any questions.

Further discussion took place about what benefit this new building would offer in relation to the current facility. No new services would be offered in the updated facility but all services offered in the current location would be greatly increased in efficiency due to larger space of the new building. The PC suggested the applicant reach out to PD before proceeding too far in the signage process to eliminate any potential safety concerns. Parking lot lighting will be further addressed when the application moves forward to the Board for first reading.

The PC expressed support for the request and **unanimously approved** the Exterior Appearance and Site Plan application as submitted, 6-0 (3 absent).

Adjournment

The meeting was adjourned at 8:12 PM, after a unanimous vote.

Respectfully Submitted,
Jennifer Spires, Community Development Secretary

STATE OF ILLINOIS)
) ss:
 COUNTY OF DU PAGE)

BEFORE THE HINSDALE PLAN COMMISSION

In the Matter of:)
)
)
 SHRED415 HINSDALE, LLC)
 Special Use Amendment)
 Case No. A-14-2017.)

REPORT OF PROCEEDINGS had and testimony
 taken at the hearing of the above-entitled
 matter before the Hinsdale Plan Commission, at
 19 East Chicago Avenue, Hinsdale, Illinois, on
 June 14, 2017, at the hour of 7:30 p.m.

BOARD MEMBERS PRESENT:

MR. STEPHEN CASHMAN, Chairman;
 MS. DEB BRASELTON, Member;
 MS. ANNA FIASCONE, Member;
 MR. GERALD JABLONSKI, Member;
 MS. JULIE CRNOVICH, Member; and
 MR. JIM KRILLENBERGER, Member.

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| <div>2</div> <div>1 ALSO PRESENT:</div> <div>2 MR. CHAN YU, Village Planner;</div> <div>3 MR. PETER COULES, Attorney for</div> <div>4 Applicant;</div> <div>5 MS. ERINN VEHRs, Applicant's Manager;</div> <div>6 MS. MARIA SHEPHERD, Applicant's</div> <div>7 Witness.</div> <hr/> <div>8 CHAIRMAN CASHMAN: Case A-14-2017,</div> <div>9 Shred415 Hinsdale, LLC special use permit</div> <div>10 amendment to change the current first class time</div> <div>11 from 6:00 a.m. to 5:00 a.m. Most of you were</div> <div>12 here when Shred415 first came through and I</div> <div>13 think at that time this was the starting time</div> <div>14 they wanted. So I imagine we have a</div> <div>15 representative?</div> <div>16 (WHEREUPON, Mr. Coules and</div> <div>17 Ms. Shepherd were</div> <div>18 administered the oath.)</div> <div>19 MR. COULES: We do.</div> <div>20 CHAIRMAN CASHMAN: If you could just</div> <div>21 give us a quick overview.</div> <div>22 MR. COULES: Peter Coules on behalf of</div> | <div>4</div> <div>1 everything. There's no one here for an</div> <div>2 opposition.</div> <div>3 People from Hinsdale actually</div> <div>4 started asking to have it open earlier again.</div> <div>5 They want to use the gym. I kept them at bay</div> <div>6 for a little while and said let's really see how</div> <div>7 many people are building up. Momentum kept</div> <div>8 building up. Momentum kept building up.</div> <div>9 Because people like to come and workout when one</div> <div>10 parent can still stay home with the children,</div> <div>11 especially if both are working it makes it</div> <div>12 rather difficult, and a lot of other gyms do</div> <div>13 open that early in the morning, especially when</div> <div>14 they are not being a nuisance.</div> <div>15 We all know there's no noise</div> <div>16 complaints, we would all hear about it by now.</div> <div>17 That's why we have a history of this gym running</div> <div>18 without any problems. The parking is working;</div> <div>19 the noise is working; the neighbors are happy.</div> <div>20 All the neighbors have submitted,</div> <div>21 as you can see, their approval of changing it</div> <div>22 back to 5:00 a.m. and it's been all driven by</div> |
| <div>3</div> <div>1 the owner of the property. Actually, not the</div> <div>2 owner of the property, the owner of the</div> <div>3 business. They are a renter there.</div> <div>4 When we came originally we asked</div> <div>5 for the 5 o'clock time as one of the conditions.</div> <div>6 When we went before the village board, they said</div> <div>7 they wanted to see how it went with the</div> <div>8 neighbors.</div> <div>9 Remember, there were four</div> <div>10 conditions, all of them had to do with really</div> <div>11 the neighbors: Parking before 8 a.m.; blocking</div> <div>12 off certain parking spots until later in the</div> <div>13 day; putting up a new fence for them and</div> <div>14 starting classes at 6 o'clock versus 5 o'clock.</div> <div>15 CHAIRMAN CASHMAN: How long ago was</div> <div>16 that?</div> <div>17 MR. COULES: 2014 in September it was</div> <div>18 approved. Both neighbors are very happy. The</div> <div>19 manager is even here tonight. That's Erinn.</div> <div>20 (Indicating.) She's been the manager for them</div> <div>21 for over two years. Any time there's ever been</div> <div>22 any questions, she answers them, takes care of</div> | <div>5</div> <div>1 the people that want to utilize the classes.</div> <div>2 That's solely the reason why we are here to</div> <div>3 serve the people from Hinsdale that want to</div> <div>4 utilize the gym.</div> <div>5 I understand that we have to go</div> <div>6 back in front of the village board also to get</div> <div>7 approval because it's a special use.</div> <div>8 CHAIRMAN CASHMAN: Any questions for</div> <div>9 the applicant?</div> <div>10 MS. CRNOVICH: I have a question. One</div> <div>11 of your neighbor letters says, Thanks, Matt, for</div> <div>12 the update on parking procedure. Has something</div> <div>13 changed?</div> <div>14 MR. COULES: No. What had changed is</div> <div>15 they were having problems with the actual</div> <div>16 parking on the one side by Koshgarian was</div> <div>17 complaining where the neighbors were actually</div> <div>18 parking on the street overnight and was nothing</div> <div>19 to do with Shred and they clarified it. I</div> <div>20 talked to Mr. Koshgarian himself. I said, it's</div> <div>21 not our people. That's why he put up a big</div> <div>22 sign. I don't know if anyone has seen the big</div> |

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| <p style="text-align: center;">6</p> <p>1 no parking sign. He was having trouble on the 2 side street there.</p> <p>3 No, there's been no issues. They 4 are very, very happy. They would be here if 5 they weren't and they wrote letters last time 6 and it's the same neighbors again. They have 7 been there since '14.</p> <p>8 CHAIRMAN CASHMAN: Actually, I know a 9 neighbor who's two doors south of the lot and 10 just went over there and talked to them about 11 this and they said it's been great. They have 12 no concerns. When I was there, it seemed like 13 things are hopping. I saw a lot of people 14 coming in and leaving the classes and going 15 there.</p> <p>16 And I appreciate the fact that they 17 basically did this in a way as a trial to see, 18 and it's effort on their part going out with the 19 cones each day and doing all that. It's all 20 about fitness so that's another cardio dragging 21 the cones out.</p> <p>22 MR. COULES: Right. That's why we</p> | <p style="text-align: center;">8</p> <p>1 MS. CRNOVICH: How many people would 2 you have at the early morning class?</p> <p>3 MR. COULES: Max is 30.</p> <p>4 MS. CRNOVICH: So 30 and how many 5 employees?</p> <p>6 MR. COULES: Two people.</p> <p>7 CHAIRMAN CASHMAN: Does this allow an 8 extra class to fit into the day or are things 9 just sliding?</p> <p>10 MR. COULES: Extra class. They are 11 doing great. There's people coming in. People 12 want to use the place.</p> <p>13 CHAIRMAN CASHMAN: It's nice to see. 14 Any other comments, questions?</p> <p>15 MR. KRILLENBERGER: Glad we can be 16 supportive of a business.</p> <p>17 MR. COULES: There's someone else here 18 and I hope that she wants to speak here who 19 utilizes the classes and lives in town.</p> <p>20 CHAIRMAN CASHMAN: Sure. We would love 21 to hear from one of our citizens.</p> <p>22 MS. SHEPHERD: My name is Maria</p> |
| <p style="text-align: center;">7</p> <p>1 wanted to do this because we wanted to make sure 2 there's a history making sure this would work 3 and there would be no problems.</p> <p>4 CHAIRMAN CASHMAN: Any other questions 5 for the applicant, comments?</p> <p>6 MR. JABLONSKI: Do most of the clients 7 enter from Elm or from Ogden?</p> <p>8 MR. COULES: Ogden. They come straight 9 in and pull along the side.</p> <p>10 CHAIRMAN CASHMAN: I haven't been there 11 at 6:00 in the morning but everyone I saw was 12 coming in off of Elm.</p> <p>13 MR. COULES: Early in the morning it's 14 easy to go up and down. You know my office is 15 just north of there on Salt Creek. I go to work 16 at 6 a.m. It's easy at that hour. 9 o'clock 17 it's not so easy.</p> <p>18 MS. BRASELTON: They still enter from 19 Elm, right, Ogden to Elm to the parking lot?</p> <p>20 CHAIRMAN CASHMAN: Is that a one way or 21 is that two ways?</p> <p>22 MR. COULES: One way in.</p> | <p style="text-align: center;">9</p> <p>1 Shepherd. I have been a resident of Hinsdale 2 for about five years, and I'm just here to 3 support Shred. As a very frequent user of the 4 business, I would love to see more classes. 5 This 5 a.m. would be an additional class. It 6 would serve many Hinsdale residents and I think 7 it would be greatly appreciated.</p> <p>8 MS. BRASELTON: Thank you.</p> <p>9 CHAIRMAN CASHMAN: Thank you.</p> <p>10 MS. CRNOVICH: If you read the 11 transcript, I'm sure you all know I was hesitant 12 last time about the early start time with the 13 business being adjacent to a single family 14 residential neighborhood and the increased 15 traffic and parking. Sounds like the parking 16 has not been a problem.</p> <p>17 I did look at your list of clients 18 who made a request. A few of them are from 19 Hinsdale. Most of them are from other towns.</p> <p>20 I'm just thinking 4:30 in the morning you have 21 people arriving, that's too early.</p> <p>22 MR. COULES: The only people it would</p> |

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| <p style="text-align: center;">10</p> <p>1 impact are those two neighbors and they are fine</p> <p>2 with it. Everyone else is a business in the</p> <p>3 frontage.</p> <p>4 MS. CRNOVICH: Right. But the traffic</p> <p>5 coming through and, again, the parking lot does</p> <p>6 not have a buffer zone and I do realize you have</p> <p>7 been parking away from the neighbors. I just</p> <p>8 think that's something we should consider.</p> <p>9 CHAIRMAN CASHMAN: Well, ironically,</p> <p>07:53:52PM 10 the neighbor I was telling you about that I had</p> <p>11 talked to, they had no issues, no sound issues</p> <p>12 at all from them. Their problem is really over</p> <p>13 on Gateway Square garbage trucks 4:30 in the</p> <p>14 morning. They are dumping the dumpsters and</p> <p>15 banging and everything at 4:30 in the morning,</p> <p>16 which it sounds like it's a -- not exactly a</p> <p>17 violation of village code, but they have had no</p> <p>18 -- and these people are up early. They said</p> <p>19 everyone is very polite. When it's really busy</p> <p>07:54:22PM 20 some cases people will park on Elm during the</p> <p>21 day, like later in the day, and they said</p> <p>22 nothing but positive.</p> | <p style="text-align: center;">12</p> <p>1 try this. If there is trouble, I'm sure that</p> <p>2 that will raise itself again.</p> <p>3 MR. COULES: If there's trouble, we</p> <p>4 will hear about it, I'm sure.</p> <p>5 MS. FIASCONE: It seems like if there's</p> <p>6 not been an issue at 6, there's not going to be</p> <p>7 an issue at 5.</p> <p>8 CHAIRMAN CASHMAN: Any questions,</p> <p>9 comments?</p> <p>07:55:40PM 10 (No response.)</p> <p>11 Can I have a motion to approve the</p> <p>12 special use permit amendment application to</p> <p>13 allow 5:00 a.m. start for Shred415 Hinsdale,</p> <p>14 LLC?</p> <p>15 MR. KRILLENBERGER: I so motion.</p> <p>16 MR. JABLONSKI: I second.</p> <p>17 CHAIRMAN CASHMAN: Anna?</p> <p>18 MS. FIASCONE: Aye.</p> <p>19 MS. CRNOVICH: Aye.</p> <p>20 CHAIRMAN CASHMAN: Aye.</p> <p>21 MR. JABLONSKI: Aye.</p> <p>22 MS. BRASELTON: Aye.</p> |
| <p style="text-align: center;">11</p> <p>1 MR. COULES: People are going to</p> <p>2 workout, they are not going to party. They are</p> <p>3 not getting out of their cars loud. They are</p> <p>4 coming by themselves usually, too, so there's no</p> <p>5 conversation outside.</p> <p>6 MS. CRNOVICH: I'm thinking of car</p> <p>7 doors closing.</p> <p>8 MR. COULES: The neighbors have zero</p> <p>9 issues. They have kids.</p> <p>07:54:46PM 10 CHAIRMAN CASHMAN: I know these friends</p> <p>11 of mine pretty well and if they had any beef,</p> <p>12 they would have told me. They have been there a</p> <p>13 long time, longer than the neighbor next door</p> <p>14 that's immediately adjacent. They have been</p> <p>15 there pretty long on that street and have dealt</p> <p>16 with everything from Koshgarian, the dealership</p> <p>17 and everything going on there. They think it's</p> <p>18 a good thing.</p> <p>19 MR. KRILLENBERGER: As Steve mentioned,</p> <p>07:55:12PM 20 it's great, I think, that the business went</p> <p>21 through the trial period and came up with this</p> <p>22 conclusion and now comes back and says, let us</p> | <p style="text-align: center;">13</p> <p>1 MR. KRILLENBERGER: Aye.</p> <p>2 CHAIRMAN CASHMAN: Thank you. Good</p> <p>3 luck.</p> <p>4 (WHICH, were all of the</p> <p>5 proceedings had, evidence</p> <p>6 offered or received in the</p> <p>7 above entitled cause.)</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> |

1 STATE OF ILLINOIS)
2) ss:
3 COUNTY OF DU PAGE)

3 I, KATHLEEN W. BONO, Certified
4 Shorthand Reporter, Notary Public in and for the
5 County DuPage, State of Illinois, do hereby
6 certify that previous to the commencement of the
7 examination and testimony of the various
8 witnesses herein, they were duly sworn by me to
9 testify the truth in relation to the matters
10 pertaining hereto; that the testimony given by
11 said witnesses was reduced to writing by means
12 of shorthand and thereafter transcribed into
13 typewritten form; and that the foregoing is a
14 true, correct and complete transcript of my
15 shorthand notes so taken aforesaid.

16 IN TESTIMONY WHEREOF I have
17 hereunto set my hand and affixed my notarial
18 seal this 19th day of June, A.D. 2017.

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KATHLEEN W. BONO,
C.S.R. No. 84-1423

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| | 2:8 A.D [1] - 14:18 a.m [7] - 2:11, 3:11, 4:22, 7:16, 9:5, 12:13 above-entitled [1] - 1:10 actual [1] - 5:15 additional [1] - 9:5 adjacent [2] - 9:13, 11:14 administered [1] - 2:18 affixed [1] - 14:17 aforesaid [1] - 14:15 ago [1] - 3:15 allow [2] - 8:7, 12:13 ALSO [1] - 2:1 amendment [2] - 2:10, 12:12 Amendment [1] - 1:6 anna [1] - 12:17 ANNA [1] - 1:18 answers [1] - 3:22 Applicant [1] - 2:3 applicant [2] - 5:9, 7:5 Applicant's [2] - 2:4, 2:5 application [1] - 12:12 appreciate [1] - 6:16 appreciated [1] - 9:7 approval [2] - 4:21, 5:7 approve [1] - 12:11 approved [1] - 3:18 arriving [1] - 9:21 Attorney [1] - 2:3 Avenue [1] - 1:12 Aye [4] - 12:18, 12:19, 12:20, 12:21 aye [2] - 12:22, 13:1 | building [3] - 4:7, 4:8 business [6] - 3:3, 8:16, 9:4, 9:13, 10:2, 11:20 busy [1] - 10:19 | 5:17 complaints [1] - 4:16 complete [1] - 14:14 concerns [1] - 6:12 conclusion [1] - 11:22 conditions [2] - 3:5, 3:10 cones [2] - 6:19, 6:21 consider [1] - 10:8 conversation [1] - 11:5 correct [1] - 14:14 COULES [17] - 2:3, 2:19, 2:22, 3:17, 5:14, 6:22, 7:8, 7:13, 7:22, 8:3, 8:6, 8:10, 8:17, 9:22, 11:1, 11:8, 12:3 Coules [2] - 2:16, 2:22 County [1] - 14:5 COUNTY [2] - 1:2, 14:2 Creek [1] - 7:15 CRNOVICH [8] - 1:20, 5:10, 8:1, 8:4, 9:10, 10:4, 11:6, 12:19 current [1] - 2:10 | effort [1] - 6:18 Elm [5] - 7:7, 7:12, 7:19, 10:20 employees [1] - 8:5 enter [2] - 7:7, 7:18 entitled [2] - 1:10, 13:7 Erinn [1] - 3:19 ERINN [1] - 2:4 especially [2] - 4:11, 4:13 evidence [1] - 13:5 exactly [1] - 10:16 examination [1] - 14:7 extra [2] - 8:8, 8:10 |
| | | C | | |
| | C.S.R [1] - 14:21 car [1] - 11:6 cardio [1] - 6:20 care [1] - 3:22 cars [1] - 11:3 Case [1] - 1:7 case [1] - 2:8 cases [1] - 10:20 CASHMAN [19] - 1:16, 2:8, 2:20, 3:15, 5:8, 6:8, 7:4, 7:10, 7:20, 8:7, 8:13, 8:20, 9:9, 10:9, 11:10, 12:8, 12:17, 12:20, 13:2 certain [1] - 3:12 Certified [1] - 14:3 certify [1] - 14:6 CHAIRMAN [18] - 2:8, 2:20, 3:15, 5:8, 6:8, 7:4, 7:10, 7:20, 8:7, 8:13, 8:20, 9:9, 10:9, 11:10, 12:8, 12:17, 12:20, 13:2 Chairman [1] - 1:16 CHAN [1] - 2:2 change [1] - 2:10 changed [2] - 5:13, 5:14 changing [1] - 4:21 Chicago [1] - 1:12 children [1] - 4:10 citizens [1] - 8:21 clarified [1] - 5:19 class [5] - 2:10, 8:2, 8:8, 8:10, 9:5 classes [5] - 3:14, 5:1, 6:14, 8:19, 9:4 clients [2] - 7:6, 9:17 closing [1] - 11:7 code [1] - 10:17 coming [5] - 6:14, 7:12, 8:11, 10:5, 11:4 commencement [1] - 14:6 comments [3] - 7:5, 8:14, 12:9 COMMISSION [1] - 1:3 Commission [1] - 1:11 complaining [1] - | | | |
| | | | D | |
| | | dealership [1] - 11:16 dealt [1] - 11:15 DEB [1] - 1:17 difficult [1] - 4:12 door [1] - 11:13 doors [2] - 6:9, 11:7 down [1] - 7:14 dragging [1] - 6:20 driven [1] - 4:22 DU [2] - 1:2, 14:2 duly [1] - 14:8 dumping [1] - 10:14 dumpsters [1] - 10:14 DuPage [1] - 14:5 during [1] - 10:20 | | |
| | | | E | |
| | | early [6] - 4:13, 7:13, 8:2, 9:12, 9:21, 10:18 East [1] - 1:12 easy [3] - 7:14, 7:16, 7:17 | | |
| | | | F | |
| | | | fact [1] - 6:16 family [1] - 9:13 fence [1] - 3:13 few [1] - 9:18 FIASCONI [3] - 1:18, 12:5, 12:18 fine [1] - 10:1 first [2] - 2:10, 2:12 fit [1] - 8:8 fitness [1] - 6:20 five [1] - 9:2 foregoing [1] - 14:13 form [1] - 14:13 four [1] - 3:9 frequent [1] - 9:3 friends [1] - 11:10 front [1] - 5:6 frontage [1] - 10:3 | |
| | | | G | |
| | | | garbage [1] - 10:13 Gateway [1] - 10:13 GERALD [1] - 1:19 given [1] - 14:10 glad [1] - 8:15 great [3] - 6:11, 8:11, 11:20 greatly [1] - 9:7 gym [3] - 4:5, 4:17, 5:4 gyms [1] - 4:12 | |
| | | | H | |
| | | | hand [1] - 14:17 happy [3] - 3:18, 4:19, 6:4 | |

| | | | | |
|--|--|---|---|---|
| <p>hear [3] - 4:16, 8:21, 12:4</p> <p>hearing [1] - 1:10</p> <p>hereby [1] - 14:5</p> <p>herein [1] - 14:8</p> <p>hereto [1] - 14:10</p> <p>hereunto [1] - 14:17</p> <p>hesitant [1] - 9:11</p> <p>himself [1] - 5:20</p> <p>HINSDALE [2] - 1:3, 1:6</p> <p>Hinsdale [9] - 1:11, 1:12, 2:9, 4:3, 5:3, 9:1, 9:6, 9:19, 12:13</p> <p>history [2] - 4:17, 7:2</p> <p>home [1] - 4:10</p> <p>hope [1] - 8:18</p> <p>hopping [1] - 6:13</p> <p>hour [2] - 1:13, 7:16</p> | <p>KRILLENBERGER [5] - 1:21, 8:15, 11:19, 12:15, 13:1</p> | <p>12:5, 12:18, 12:19, 12:22</p> | <p>part [1] - 6:18</p> <p>party [1] - 11:2</p> <p>people [16] - 4:3, 4:7, 4:9, 5:1, 5:3, 5:21, 6:13, 8:1, 8:6, 8:11, 9:21, 9:22, 10:18, 10:20, 11:1</p> <p>period [1] - 11:21</p> <p>permit [2] - 2:9, 12:12</p> <p>pertaining [1] - 14:10</p> <p>PETER [1] - 2:3</p> <p>Peter [1] - 2:22</p> <p>place [1] - 8:12</p> <p>PLAN [1] - 1:3</p> <p>Plan [1] - 1:11</p> <p>Planner [1] - 2:2</p> <p>polite [1] - 10:19</p> <p>positive [1] - 10:22</p> <p>PRESENT [2] - 1:15, 2:1</p> <p>pretty [2] - 11:11, 11:15</p> <p>previous [1] - 14:6</p> <p>problem [2] - 9:16, 10:12</p> <p>problems [3] - 4:18, 5:15, 7:3</p> <p>procedure [1] - 5:12</p> <p>proceedings [1] - 13:5</p> <p>PROCEEDINGS [1] - 1:9</p> <p>property [2] - 3:1, 3:2</p> <p>Public [1] - 14:4</p> <p>pull [1] - 7:9</p> <p>put [1] - 5:21</p> <p>putting [1] - 3:13</p> | <p>relation [1] - 14:9</p> <p>remember [1] - 3:9</p> <p>renter [1] - 3:3</p> <p>REPORT [1] - 1:9</p> <p>Reporter [1] - 14:4</p> <p>representative [1] - 2:15</p> <p>request [1] - 9:18</p> <p>resident [1] - 9:1</p> <p>residential [1] - 9:14</p> <p>residents [1] - 9:6</p> <p>response [1] - 12:10</p> <p>running [1] - 4:17</p> |
| <p>I</p> <p>ILLINOIS [2] - 1:1, 14:1</p> <p>Illinois [2] - 1:12, 14:5</p> <p>imagine [1] - 2:14</p> <p>immediately [1] - 11:14</p> <p>impact [1] - 10:1</p> <p>IN [1] - 14:16</p> <p>increased [1] - 9:14</p> <p>Indicating [1] - 3:20</p> <p>ironically [1] - 10:9</p> <p>issue [2] - 12:6, 12:7</p> <p>issues [4] - 6:3, 10:11, 11:9</p> <p>itself [1] - 12:2</p> | <p>L</p> <p>last [2] - 6:5, 9:12</p> <p>leaving [1] - 6:14</p> <p>letters [2] - 5:11, 6:5</p> <p>list [1] - 9:17</p> <p>lives [1] - 8:19</p> <p>LLC [3] - 1:6, 2:9, 12:14</p> <p>look [1] - 9:17</p> <p>loud [1] - 11:3</p> <p>love [2] - 8:20, 9:4</p> <p>luck [1] - 13:3</p> | <p>N</p> <p>name [1] - 8:22</p> <p>neighbor [4] - 5:11, 6:9, 10:10, 11:13</p> <p>neighborhood [1] - 9:14</p> <p>neighbors [10] - 3:8, 3:11, 3:18, 4:19, 4:20, 5:17, 6:6, 10:1, 10:7, 11:8</p> <p>new [1] - 3:13</p> <p>next [1] - 11:13</p> <p>nice [1] - 8:13</p> <p>noise [2] - 4:15, 4:19</p> <p>north [1] - 7:15</p> <p>notarial [1] - 14:17</p> <p>Notary [1] - 14:4</p> <p>notes [1] - 14:15</p> <p>nothing [2] - 5:18, 10:22</p> <p>nuisance [1] - 4:14</p> | <p>O</p> <p>o'clock [4] - 3:5, 3:14, 7:16</p> <p>oath [1] - 2:18</p> <p>OF [5] - 1:1, 1:2, 1:9, 14:1, 14:2</p> <p>offered [1] - 13:6</p> <p>office [1] - 7:14</p> <p>Ogden [3] - 7:7, 7:8, 7:19</p> <p>one [8] - 3:5, 4:1, 4:9, 5:10, 5:16, 7:20, 7:22, 8:21</p> <p>open [2] - 4:4, 4:13</p> <p>opposition [1] - 4:2</p> <p>originally [1] - 3:4</p> <p>outside [1] - 11:5</p> <p>overnight [1] - 5:18</p> <p>overview [1] - 2:21</p> <p>owner [3] - 3:1, 3:2</p> | <p>S</p> <p>Salt [1] - 7:15</p> <p>saw [2] - 6:13, 7:11</p> <p>seal [1] - 14:18</p> <p>second [1] - 12:16</p> <p>see [6] - 3:7, 4:6, 4:21, 6:17, 8:13, 9:4</p> <p>September [1] - 3:17</p> <p>serve [2] - 5:3, 9:6</p> <p>set [1] - 14:17</p> <p>SHEPHERD [2] - 2:5, 8:22</p> <p>Shepherd [2] - 2:17, 9:1</p> <p>Shorthand [1] - 14:4</p> <p>shorthand [2] - 14:12, 14:15</p> <p>Shred [2] - 5:19, 9:3</p> <p>Shred415 [3] - 2:9, 2:12, 12:13</p> <p>SHRED415 [1] - 1:6</p> <p>side [3] - 5:16, 6:2, 7:9</p> <p>sign [2] - 5:22, 6:1</p> <p>single [1] - 9:13</p> <p>sliding [1] - 8:9</p> <p>solely [1] - 5:2</p> <p>someone [1] - 8:17</p> <p>sound [1] - 10:11</p> <p>sounds [2] - 9:15, 10:16</p> <p>south [1] - 6:9</p> <p>Special [1] - 1:6</p> <p>special [3] - 2:9, 5:7, 12:12</p> <p>spots [1] - 3:12</p> <p>Square [1] - 10:13</p> <p>ss [2] - 1:1, 14:1</p> <p>start [2] - 9:12, 12:13</p> <p>started [1] - 4:4</p> <p>starting [2] - 2:13, 3:14</p> <p>State [1] - 14:5</p> <p>STATE [2] - 1:1, 14:1</p> |
| <p>J</p> <p>JABLONSKI [4] - 1:19, 7:6, 12:16, 12:21</p> <p>JIM [1] - 1:21</p> <p>JULIE [1] - 1:20</p> <p>June [2] - 1:13, 14:18</p> | <p>M</p> <p>Manager [1] - 2:4</p> <p>manager [2] - 3:19, 3:20</p> <p>MARIA [1] - 2:5</p> <p>Maria [1] - 8:22</p> <p>Matt [1] - 5:11</p> <p>Matter [1] - 1:4</p> <p>matter [1] - 1:11</p> <p>matters [1] - 14:9</p> <p>max [1] - 8:3</p> <p>means [1] - 14:11</p> <p>Member [5] - 1:17, 1:18, 1:19, 1:20, 1:21</p> <p>MEMBERS [1] - 1:15</p> <p>mentioned [1] - 11:19</p> <p>mine [1] - 11:11</p> <p>momentum [2] - 4:7, 4:8</p> <p>morning [7] - 4:13, 7:11, 7:13, 8:2, 9:20, 10:14, 10:15</p> <p>most [3] - 2:11, 7:6, 9:19</p> <p>motion [2] - 12:11, 12:15</p> <p>MR [28] - 1:16, 1:19, 1:21, 2:2, 2:3, 2:19, 2:22, 3:17, 5:14, 6:22, 7:6, 7:8, 7:13, 7:22, 8:3, 8:6, 8:10, 8:15, 8:17, 9:22, 11:1, 11:8, 11:19, 12:3, 12:15, 12:16, 12:21, 13:1</p> <p>MS [18] - 1:17, 1:18, 1:20, 2:4, 2:5, 5:10, 7:18, 8:1, 8:4, 8:22, 9:8, 9:10, 10:4, 11:6,</p> | <p>P</p> <p>p.m [1] - 1:13</p> <p>PAGE [2] - 1:2, 14:2</p> <p>parent [1] - 4:10</p> <p>park [1] - 10:20</p> <p>parking [12] - 3:11, 3:12, 4:18, 5:12, 5:16, 5:18, 6:1, 7:19, 9:15, 10:5, 10:7</p> | <p>Q</p> <p>questions [5] - 3:22, 5:8, 7:4, 8:14, 12:8</p> <p>quick [1] - 2:21</p> | |
| <p>K</p> <p>KATHLEEN [2] - 14:3, 14:20</p> <p>kept [3] - 4:5, 4:7, 4:8</p> <p>kids [1] - 11:9</p> <p>Koshgarian [3] - 5:16, 5:20, 11:16</p> | | | <p>R</p> <p>raise [1] - 12:2</p> <p>rather [1] - 4:12</p> <p>read [1] - 9:10</p> <p>realize [1] - 10:6</p> <p>really [4] - 3:10, 4:6, 10:12, 10:19</p> <p>reason [1] - 5:2</p> <p>received [1] - 13:6</p> <p>reduced [1] - 14:11</p> | |

| | |
|---|---|
| stay ^[1] - 4:10 STEPHEN ^[1] - 1:16 Steve ^[1] - 11:19 still ^[2] - 4:10, 7:18 straight ^[1] - 7:8 street ^[3] - 5:18, 6:2, 11:15 submitted ^[1] - 4:20 support ^[1] - 9:3 supportive ^[1] - 8:16 sworn ^[1] - 14:8 | VEHRS ^[1] - 2:4 versus ^[1] - 3:14 Village ^[1] - 2:2 village ^[3] - 3:6, 5:6, 10:17 violation ^[1] - 10:17 |
| T | W |
| testify ^[1] - 14:9 TESTIMONY ^[1] - 14:16 testimony ^[3] - 1:9, 14:7, 14:10 THE ^[1] - 1:3 themselves ^[1] - 11:4 thereafter ^[1] - 14:12 thinking ^[2] - 9:20, 11:6 tonight ^[1] - 3:19 town ^[1] - 8:19 towns ^[1] - 9:19 traffic ^[2] - 9:15, 10:4 transcribed ^[1] - 14:12 transcript ^[2] - 9:11, 14:14 trial ^[2] - 6:17, 11:21 trouble ^[3] - 6:1, 12:1, 12:3 trucks ^[1] - 10:13 true ^[1] - 14:14 truth ^[1] - 14:9 try ^[1] - 12:1 two ^[5] - 3:21, 6:9, 7:21, 8:6, 10:1 typewritten ^[1] - 14:13 | wants ^[1] - 8:18 ways ^[1] - 7:21 WHEREOF ^[1] - 14:16 WHEREUPON ^[1] - 2:16 WHICH ^[1] - 13:4 Witness ^[1] - 2:6 witnesses ^[2] - 14:8, 14:11 workout ^[2] - 4:9, 11:2 writing ^[1] - 14:11 wrote ^[1] - 6:5 |
| | Y |
| | years ^[2] - 3:21, 9:2 YU ^[1] - 2:2 |
| | Z |
| | zero ^[1] - 11:8 zone ^[1] - 10:6 |
| U | |
| up ^[8] - 3:13, 4:7, 4:8, 5:21, 7:14, 10:18, 11:21 update ^[1] - 5:12 user ^[1] - 9:3 utilize ^[2] - 5:1, 5:4 utilizes ^[1] - 8:19 | |
| V | |
| various ^[1] - 14:7 | |

HINSDALE PLAN COMMISSION

RE: Case A-14-2017 – Applicant: Shred415 – 230 E. Ogden Avenue

Request: Special Use Permit amendment to allow for an earlier start time at 5 AM each day vs. current 6 AM

DATE OF PLAN COMMISSION (PC) REVIEW: June 14, 2017

DATE OF BOARD OF TRUSTEES 1ST READING: July 11, 2017

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. The PC heard testimony from the applicant's representative, Mr. Peter Coules, for the proposed Special Use permit amendment to allow an earlier class start time at 5 AM each day rather than current the 6 AM condition (per the current special use permit approved in 2014 (Ordinance O2014-31)). Mr. Coules reviewed that the applicant initially requested for the 5 AM start time in 2014. However, the Board of Trustees at the time wanted to see how the 6 AM start time could potentially affect the residential neighborhood. Mr. Coules also mentioned that the manager of Shred415 is also here for any questions the PC may have.
2. Mr. Coules reviewed that there are no neighbors here in opposition of the application. The application is driven by people from Hinsdale, asking to have the gym open earlier. Mr. Coules explained that there are no noise complaints, and there is a history of the gym without any problems.
3. A Plan Commissioner asked about a letter by a neighbor that referenced an update on the parking procedure. Mr. Coules responded that the parking referenced in the neighbor's letter is irrelevant to the applicant, and is related to overnight street parking by the Koshgarian parking side.
4. Chairman Cashman reviewed that he talked to the neighbor two houses south of the lot and they said the use has been great, and have no concerns.
5. A Plan Commissioner asked if most of the clients enter the gym from Elm Street or Ogden Avenue. Mr. Coules responded from Ogden Avenue, and clarified that the entrance from Ogden Ave. is a one way into the parking lot.
6. A Plan Commissioner asked how many people are there in an early morning class. Mr. Coules explained that the maximum is 30, plus 2 employees. The 1 hour difference (5 AM vs. 6 AM), allows for an extra class.
7. There was a Hinsdale resident during the public hearing who spoke in support for the application. She explained that she is a frequent user at Shred415, and would love to see more classes. This was the only public comment at the meeting.
8. A Plan Commissioner expressed concern for the earlier start time, and potential traffic issues to the neighbors, should be considered. However, the Plan Commission, in general, was supportive for the request since there it has not been an issue by the neighbors during the "trial period" at 6 AM.

II. RECOMMENDATIONS

Following a motion to recommend approval of the proposed Special Use Permit as submitted, the Village of Hinsdale Plan Commission, on a vote of six (6) "Ayes," and three (3) "Absent," recommends that the President and Board of Trustees approve the Special Use Permit application as submitted.

THE HINSDALE PLAN COMMISSION By: _____, Chairman

Dated this _____ day of _____, 2017.

HINSDALE PLAN COMMISSION

RE: Case A-40-2016 – Applicant: Dr. Kremer, Hinsdale Animal Hospital – 722-724 N. York Road

Request: Exterior Appearance and Site Plan Review for a New Building for a pet hospital with boarding kennels and grooming services

DATE OF PLAN COMMISSION (PC) REVIEW: June 14, 2017

DATE OF BOARD OF TRUSTEES 1ST READING: July 11, 2017

FINDINGS AND RECOMMENDATION

I. FINDINGS

1. The PC heard testimony from the applicant (Dr. Kremer and project architect Michael Matthys) for the proposed Exterior Appearance and Site Plan to construct a new animal hospital at 722-724 N. York Road. Mr. Matthys reviewed the Zoning Board of Appeals (ZBA) process and where the approved variations are illustrated on the exhibits. A few examples include the 17-foot front yard setback of the building, smaller building footprint and maximum 35-foot building height (for the tower element of the building). The elimination of the outdoor dog walk area was also reviewed.
2. Mr. Matthys reviewed the exterior features of the new building, including the tower which marks the entrance. The entire building is masonry (“reddish” tone brick) with the exception of some metal accents. There is also stone banding to add character to the building as well as establishing a rhythm on the south wall with windows. Mr. Matthys also mentioned that the landscape architect is also present to answer any questions the Plan Commission (PC) may have (there were none).
3. The PC Chair asked if a separate sign application will be submitted, referencing a ground sign shown in the exhibit. The applicant confirmed correct, the ground sign in the exhibit only illustrates an example of a potential sign. In regards to a future ground sign, a Commissioner asked the applicant to be mindful about visibility due to the high traffic on York Road. The applicant concurred to be mindful for potential signage.
4. A Plan Commissioner asked where the dogs “go” with the elimination of the outdoor dog walk area. Dr. Kremer responded the dogs will not leave the facility for that, and there is an indoor exercise area where they learn to go.
5. The PC in general was supportive of the new building, expressed that it looks good, and believes it may drive redevelopment in the area. It was also mentioned that the masonry fits in well with Gateway Square (across the street).
6. Dr. Kremer reviewed the improvement in services the new building will help provide compared to the existing facility. The number of additional boarding space, exam rooms, surgery suites, and adoption space will increase, which also helps with turnaround time.

II. RECOMMENDATIONS

Following a motion to recommend approval of the proposed Exterior Appearance and Site Plan as submitted, the Village of Hinsdale Plan Commission, on a vote of six (6) “Ayes,” and three (3) “Absent,” recommends that the President and Board of Trustees approve the Exterior Appearance and Site Plan application as submitted.

THE HINSDALE PLAN COMMISSION By: _____

Chairman

Dated this _____ day of _____, 2017.




MEMORANDUM

DATE: July 12, 2017

TO: Chairman Cashman and Plan Commissioners

CC: Kathleen A. Gargano, Village Manager
Robb McGinnis, Director of Community Development/Building Commissioner

FROM: Chan Yu, Village Planner 

RE: **Scheduling of Public Hearing** for Special Use Permit Application to allow for a Fitness Studio in the B-1 Community Business District
Plate28 – 5819 S. Madison Street – Case A-23-2017

Summary

This Plan Commission (PC) Agenda item is to schedule the Public Hearing for the August 9 PC meeting. The applicant, Plate 28, a fitness studio, is requesting approval for a Special Use permit in the B-1 Community Business District at 5819 S. Madison Street, located in the center of a shopping center.

Request and Analysis

Plate 28 is requesting a Special Use permit to occupy a 1,400 square foot space to operate a physical fitness studio. The fitness studio offers a maximum of 8 proprietary “Power Plate” machines (Attachment 2). To that end, the maximum patrons is 8 at a time, in addition to 1 to 2 employees. The class duration is 28 minutes long, and the business goal is to offer 10 to 20 classes per day. The proposed hours of operation are 5 AM to 8 PM.

Per the Code, physical fitness facilities are required a parking space for each 3 persons of design capacity. As such, the parking spaces needed for Plate 28 is 4. For comparison, a retail store or restaurant requires 1 parking space per 200 SF of net floor area, which is 7 parking spaces. Per the applicant, the shopping center has 36 designated parking spaces for the building tenants.

The shopping center is located in the B-1 Community Business District, and is surrounded by the R-5 Multiple Family Residential District to the north and south, R-6 Multiple Family Residential District to the east, and unincorporated residential to the west. However, the 5819 S. Madison Street tenant space is in the center of the shopping center, and immediately surrounded by commercial spaces. The tenants of the center include a food mart, nail salon, dry cleaner and catering company.

Process

Within forty five (45) days following the conclusion of the public hearing, the PC shall transmit to the Village Board its recommendation in the form specified by subsection [11-103\(H\)](#). The failure of the PC to act within forty five (45) days following the conclusion of such hearing, or such further time to which the



MEMORANDUM

applicant may agree, shall be deemed a recommendation for the approval of the proposed amendment as submitted.

Attachments:

- Attachment 1 – Special Use Permit, Plan Commission Application
- Attachment 2 - Power Plate Information
- Attachment 3 - Zoning Map and Location of 5819 S. Madison Street
- Attachment 4 - Birds Eye View of 5819 S. Madison Street



**VILLAGE
OF HINSDALE** FOUNDED IN 1873

**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

PLAN COMMISSION APPLICATION

I. GENERAL INFORMATION

Applicant

Name: Plate 28, LLC
Address: 5799 S Grant Street
City/Zip: Hinsdale, IL 60521
Phone/Fax: () 312.405 / 8341
E-Mail: katiemueller3@yahoo.com

Owner

Name: Kelly Milne and Katie Mueller
Address: 5805 S. Grant Street
City/Zip: Hinsdale, IL 60521
Phone/Fax: () 914.629. / 5685
E-Mail: milne.kelly@gmail.com

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: Bill Mueller
Title: Attorney
Address: 404 N. Hershey Road
City/Zip: Bloomington, IL 60521
Phone/Fax: () 309.827 / 4055
E-Mail: bill@mrh-law.com

Name: Germaine Mulhern
Title: CPA
Address: 15 Salt Creek Lane, Ste. 200
City/Zip: Hinsdale, IL 60521
Phone/Fax: () 630.850 / 7509
E-Mail: germaine@mulherncpa.com

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) None
- 2) _____
- 3) _____

CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
 2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
 3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
 4. Location, size, and arrangement of all outdoor signs and lighting.
 5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
 6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
 7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 15th, day of June, 2017, I/We have read the above certification, understand it, and agree to abide by its conditions.

Kelley Milne
Signature of applicant or authorized agent

Kelley Milne
Name of applicant or authorized agent

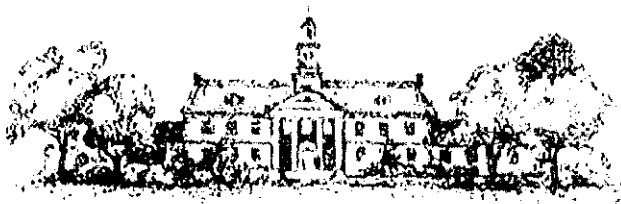
Kate Mueller
Signature of applicant or authorized agent

Kate Mueller
Name of applicant or authorized agent

SUBSCRIBED AND SWORN
to before me this 15th day of
June, 2017.

Brandon E. Garrett
Notary Public
4





VILLAGE OF HINSDALE

FOUNDED IN 1873

COMMUNITY DEVELOPMENT DEPARTMENT SPECIAL USE PERMIT CRITERIA

Must be accompanied by completed Plan Commission Application

Address of proposed request: 5819 S. Madison Street, Hinsdale, IL 60521

Proposed Special Use request: Plate 28--Personal training and group fitness studio

Is this a Special Use for a Planned Development? ☒ No ☐ Yes (If so this submittal also requires a completed Planned Development Application)

REVIEW CRITERIA

Section 11-602 of the Hinsdale Zoning Code regulates Special use permits. Standard for Special Use Permits: In determining whether a proposed special use permit should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Plan Commission and Board of Trustees should weigh, among other factors, the below criteria. Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

FEES for a Special Use Permit: \$1,225 (must be submitted with application)

1. **Code and Plan Purposes.** The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established.

Yes. We will adhere to the requirements of Sec. 5-101. Our business will provide a 1,400 sq. ft. boutique physical fitness studio with group fitness classes and a retail component to the Hinsdale community. It will be small in size with 1-2 employees at a time, 1 bathroom, no locker rooms or showers. The business will compliment current neighboring businesses. Our business plan includes a maximum of 8 patrons per class and 10 to 20 class per day depending on demand.

2. **No Undue Adverse Impact.** The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.

Yes. As Hinsdale residents with children residing at D181 schools we believe our business will enhance the community. There will be no adverse effects upon the adjacent property, the character of the area or the public health.

3. ***No Interference with Surrounding Development.*** The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations

Yes. We are a small fitness studio catering to 6-8 clients at a time. Our proposed hours of operation are 5a.m. to 8p.m. There is Hidden Lakes apartment building at 301 West 59th Street zoned as a R-5 building. The back of the proposed property faces the back of the apartment building. The proposed business will not interfere with the neighboring residential property.

4. ***Adequate Public Facilities.*** The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.

Yes. The property is adequately served by public facilities.

5. ***No Traffic Congestion.*** The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.

Yes. The proposed business will provide service to a maximum of 8 people at a time. There is ample allocated parking and a primary thoroughfare that does not run through a residential community. The property is removed from busy downtown streets. The proposed business will not add traffic, parking or any undesirable aspects to the area different than those uses that are allowed under the zoning classification without a Special Use Permit.

6. ***No Destruction of Significant Features.*** The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.

Yes. There will be no exterior changes or damage to existing natural, scenic or historic features.

7. ***Compliance with Standards.*** The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

Yes. According to the Village of Hinsdale business district code Sec. 5-102 Permitted Uses; a physical fitness facility (7991) is allowed in the proposed B1 location with the approval of a Special Use Permit. The designated parking lot adheres to the zoning code which states there must be 1 parking space for every 3 patrons using the business.

8. ***Special standards for specified special uses.*** When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district.

Plate 28 agrees to meet any special standards for the district which could be imposed for this special use.

9. **Considerations.** In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider the following:

Public benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

The proposed business entity is a small boutique fitness studio which will provide the community with efficient daily group exercise classes using whole body vibration training. This is a unique business model that provides a quick efficient 28-minute workout. It will be the first studio of this kind in the Midwest. The services provided will enhance the public health and general welfare of Hinsdale. Our classes will be conducted using a Power Plate. A Power Plate is a medical device used as exercise equipment. It consists of a vibrating base which vibrates up and down 1 to 2 millimeters, 25 to 50 times per second. All exercises that can be conducted on the floor can be done on this machine.






Alternate locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

The proposed site is zoned as a designated B1 area which allows for a first floor physical fitness studio with a Special Use Permit. The close proximity and easy access from the parking lot to front door compliments our business plan to service community residents. As an affluent, active community, patrons will satisfy their most basic wellness needs at this location. The Hinsdale community as a whole would benefit from an efficient workout in close proximity to all the other amenities Hinsdale has to offer.

Mitigation of adverse impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

We will not be changing the building structure design or landscape from the previous business which occupied this space. Our plan does include interior updates.

pro5

-  Accelerates and maximizes results
-  PrecisionWave Technology™
-  Patented multidirectional vibration
-  Helps boost recovery time
-  A complete workout in only 15 minutes

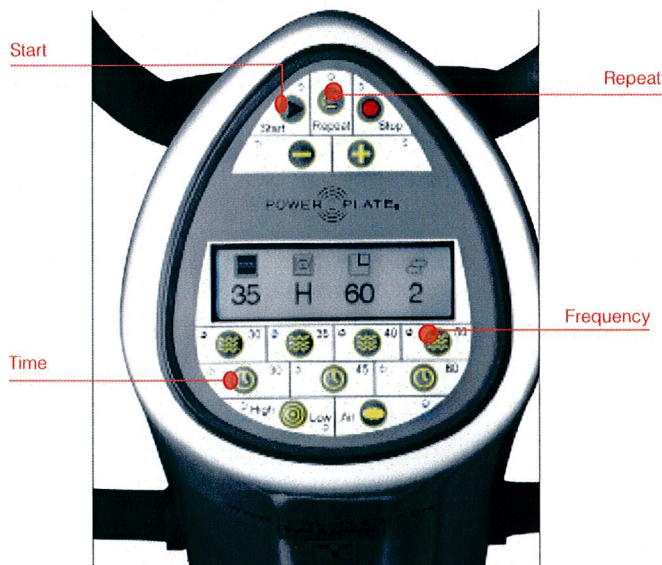
Advanced Fitness Level.

This is the culmination of decades of research and development in the field of whole body vibration training. The Power Plate® pro5™ brings the latest technology together to provide a wide range of frequency and time settings. By letting you increase vibration levels incrementally, it can take you as far as you want to go with your fitness goals while letting you move at your own pace. The large plate surface provides vibration to more parts of your body. More plate surface also means more exercise options. This model is ideal as a home health solution and it's also a proven success in commercial settings for wellness, beauty, fitness, active aging, sports performance, medicine, or rehabilitation.

Welcome to future of your workout.



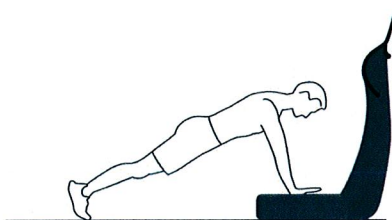
POWER  PLATE®



Power Plate® pro5™ Features

71-PR5-3100
71-PR5-3200

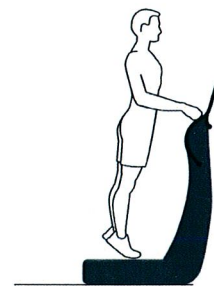
| | |
|--------------------------------|---|
| Color (Standard) | Silver or Black |
| Dimensions (W x D x H) | 34in x 43in x 61in / 87cm x 109cm x 155cm |
| Platform Dimensions (W x D) | 34in x 37in / 87cm x 93cm |
| Weight | 328lb / 149kg |
| Power Supply | 90-240 VAC, 50/60Hz, Universal Voltage |
| Nominal Power in Operation | 200-225W |
| Maximum Load | 400lb / 182kg |
| Operation | User-friendly interactive display with Stage 2 accreditation from the Inclusive Fitness Initiative (IFI) |
| DualSync™ Twin Motor System | DualSync Twin Motor System maintains precise balance at any frequency and amplitude level, allowing perfect synchronisation of vibration for maximum muscle response and efficiency |
| Precision Wave™ Technology | High-fidelity harmonic vibration system that provides uncompromising performance for unsurpassed results |
| Frequency/ Pre-set Frequencies | 25-50Hz / 30, 35, 40, and 50 Hz |
| Time Selections | 30, 45, or 60 seconds / up to 9 minutes |
| Amplitude / Vibration Setting | Low or High |
| Certifications | CE and EMC; RoHS / WEEE compliant CB, NRTL, C-NRTL, PSE MDD certified FDA listed as Class 1 device, 501k exempt |
| Warranty | 3 years hardware / 1 year electronics / 1 year labor |
| Key Features | Secondary timer and controls |



Push-Up



Squat w/Static Strap



Calf Stretch



Performance Health Systems LLC
401 Huehl Rd., Suite 2A
Northbrook, IL 60062

(877) 877-5283
info@powerplate.com
powerplate.com

Attachment 2

...s with Power Plate®

ing platform that helps you
form better, and **recover**
u feel better by stimulating
sing muscle activation, and
Power Plate enhances any
complex, typically performed

, builds explosive power

tion, coordination,

es blood flow to strengthen
tem.

enhances metabolism.

ance of cellulite for smoother,

hormones, benefiting skin

ery of damaged muscles and
ain, and improves joint function.



pro5

| | |
|---------------------|--|
| Description | A professional model with a large plate surface and multiple settings for greater training versatility |
| Vibration | 30, 35, or 40 Hz pre-settings One-step increments possible High / Low verticle displacement |
| Dimensions | 34in x 42in x 61in / 87cm x 107cm x156cm |
| Weight | 330lb / 150kg |
| Accessories | 2 upper body straps, 1 countoured mat |
| Motor | Special application patented DualSync Twin Motor System |
| Key Features | Secondary timer and controls |



pro7^{HC}

| | |
|---------------------|---|
| Description | A professional model with a larger plate surface featuring an integrated touch screen and heart rate monitor with embedded multidirectional cables, range of motion tracking, and real-time variable resistance display |
| Vibration | 0 – 8 (with 27 sublevels of intensity) |
| Dimensions | 38in x 46in x 60in / 96cm x 116cm x 152cm |
| Weight | 434 lb / 197 kg |
| Accessories | 2 Upper body straps, 1 contoured mat |
| Motor | Special application patented DualSync Twin Motor System |
| Key Features | Three tension adjustment proMotion embedded cable system, modular attachment option, interactive touch screen display |

member, every visit. As movement preparation, it warms muscles to prevent injury. Integrated within activating a larger percentage of muscle fibers and Power Plate for recovery and massage to decrease pain

Prepare



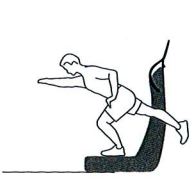
Flexor Stretch



Calf Stretch



Single Leg Balance



Single Leg RDL

Perform



Front Plank



V-Sit



Dumbbell Row

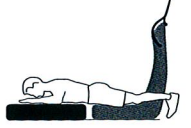


Bicep Hold with Straps

Recover



Massage



Quad Massage

POWER PLATE®
Commercial
Equipment



pro6+

Description

A professional model with a larger plate surface featuring a touch screen monitor and proMOTION embedded cable system

Vibration

0 – 8

Dimensions

38in x 46in x 60in/ 96 cm x 116 cm x 152 cm

Weight

402.4 lb / 182.5 kg

Accessories

2 Upper body straps, 1 contoured mat

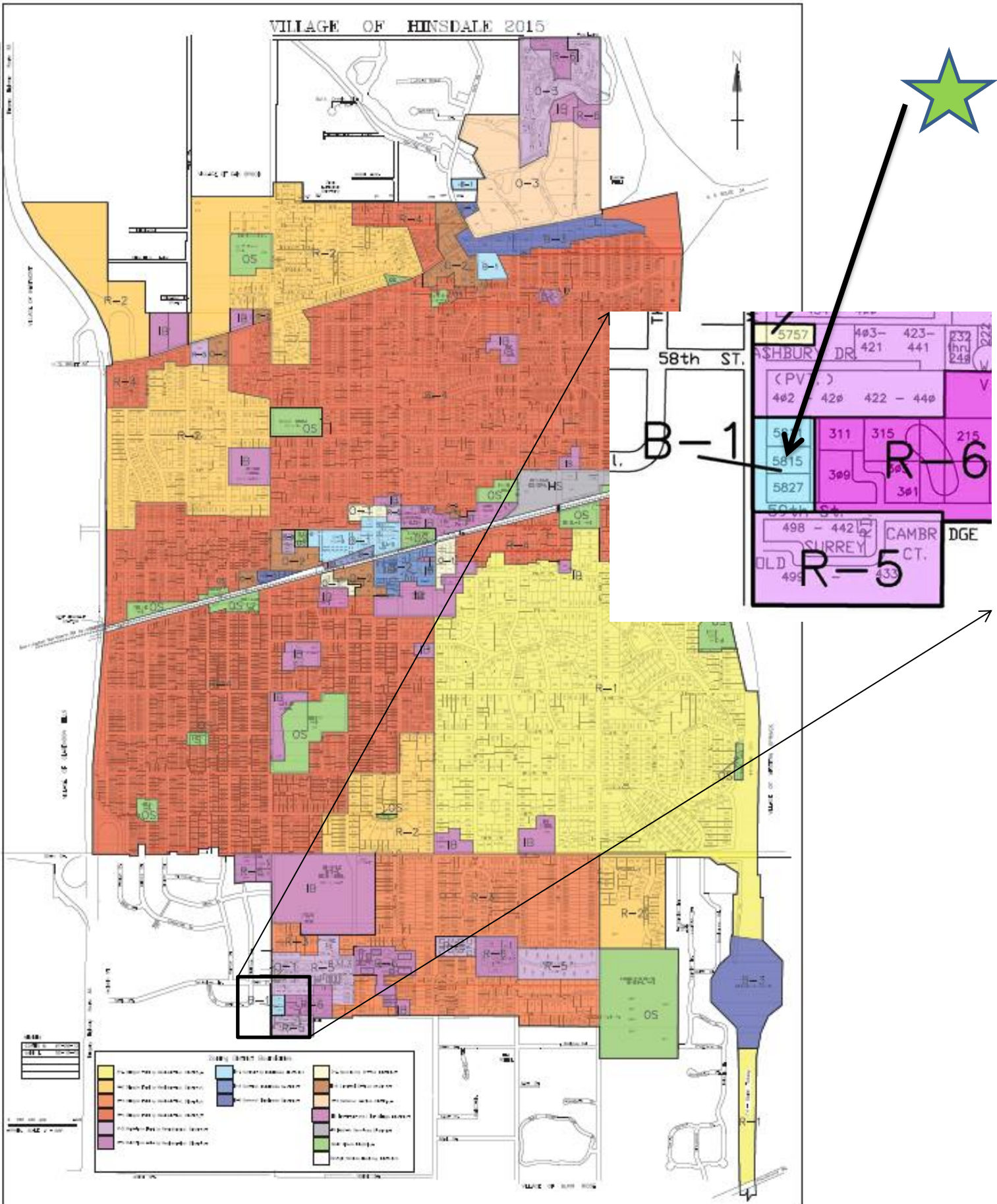
Motor

Special application patented DualSync Twin Motor System

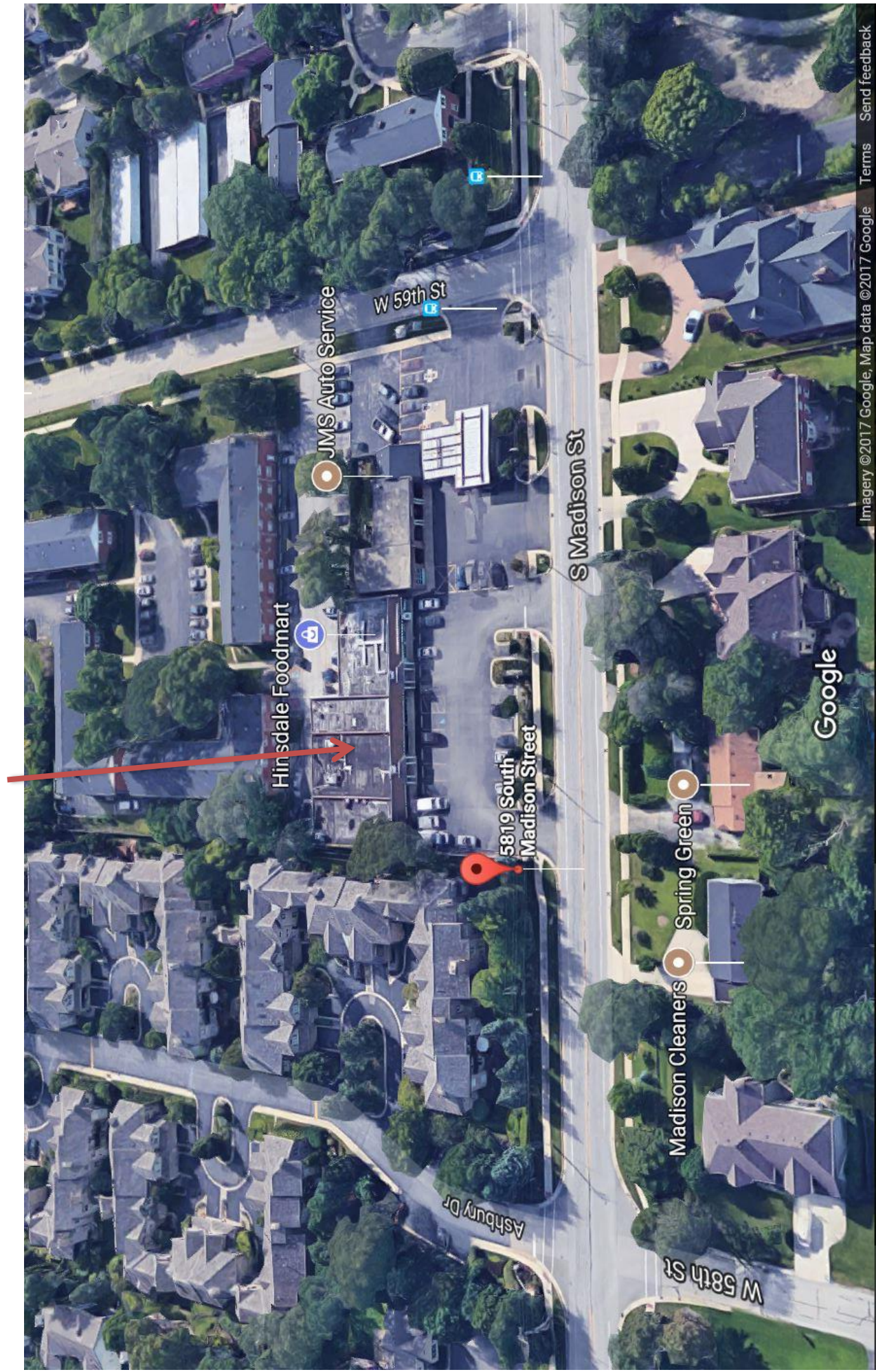
Key Features

Three tension adjustment proMotion embedded cable system, modular attachment option, interactive touch screen display

Attachment 3: Village of Hinsdale Zoning Map and Project Location



Attachment 4: Birds Eye View of 5819 S. Madison Street (facing east)






MEMORANDUM

DATE: July 12, 2017

TO: Chairman Cashman and Plan Commissioners

CC: Kathleen A. Gargano, Village Manager
Robb McGinnis, Director of Community Development/Building Commissioner

FROM: Chan Yu, Village Planner 

RE: **Scheduling of Public Hearing** for Detailed Plan and Special Use Permit for a 64-Unit Planned Development at the 24.5 Acre Site of S. E. Corner of 55th Street and County Line Road in the R-2 District
Hinsdale Meadows Ventures, LLC - Case A-25-2017 (in relation to Case A-18-2016)

Summary

This Plan Commission (PC) Agenda item is to schedule the Public Hearing for the August 9, 2017, PC meeting. The applicant, Hinsdale Meadows Venture, LLC, is requesting approval for a Detailed Plan and Special Use Permit at the 24.5 acre site in the R-2 District Single Family Residential District.

On March 7, 2017, the Village Board approved an Ordinance to allow Planned Developments as a Special Use in single family residential districts (O2017-07), and an Ordinance approving a Planned Development Concept Plan and Special Use Permit for Hinsdale Meadows Venture, LLC (O2017-08) for a 64-unit site plan with a mix of single family and duplex homes. The Concept Plan site plan features 22 single family homes (SFH) with an average lot area of 13,994 SF and 42 duet homes (DH) with an average combined lot area of 15,969 SF (Attachment 2).

The Detailed Plan features the same layout and combination of 22 SFH and 42 DH. However, the average lot area of a SFH is 12,250 SF and the average combined lot area of a DH is 17,892 SF. The aggregate site area of the Concept Plan SFH is 7.07 acres and the Detailed Plan SFH is 6.19 acres. The Concept Plan DH site area is 7.70 acres and the Detailed Plan is 8.63 acres. The right-of-way area has decreased slightly from 4.38 acres to 4.33 acres, respectively. And the detention/open space are did not change at 5.35 acres.

The applicant will be requesting a total of 333 square feet of FAR relief for the proposed 64 unit plan (Attachment 3). The proposed total combined FAR for both single family residences and duet units totals 231,631, exceeding the 231,298 maximum. The maximum FAR was calculated by applying the applicable FAR formulas to the lot areas of all 43 residential lots and the 6 open space lots not used for detention.



MEMORANDUM

It should be noted that staff used the largest model possible on any given lot in order to determine worst-case scenarios. Using this approach ensures that the applicant does not need to come back for subsequent approvals given that they do not know which models will be built on any given lot.

On February 21, 2017, the applicant stated that it is their hope to offer pricing that ranged from the low to mid-\$800's for a majority of the duplex residences. Per the submitted Detailed Plan application cover letter dated July 6, 2017, this price range for the duplex homes is still the target, with the additional information regarding monthly assessments in the mid \$200 per month.

The Village Attorney is currently reviewing the language of the Homeowners Association Declaration and Development Agreement and has expressed no concerns so far. The Village engineering consultant is also currently reviewing the overall grading plan and plat of subdivision. A final analysis is expected prior to the public hearing.

Planned Development Concept Plan Background

On September 14, 2016, the PC scheduled the public hearing for October 12, 2016. The PC public hearing was continued to the November 9, 2016, December 14, 2016, and formally closed on January 11, 2017. Staff received and shared 14 emails/correspondence by the public to the PC in regards to the application. Of the fourteen, 9 were supportive and 5 were against the application.

A motion by the PC to recommend approval for the Text Amendment as submitted, contingent on further staff consideration of how its wording might be revised in order to preserve its general applicability throughout the Village while ensuring that applications for Planned Developments in single-family zoning districts would be infrequent, passed, 6-1, (2 absent).

A motion by the PC to recommend approval for the Planned Development Concept Plan for 59-units, as amended, during the course of the Public Hearing, and Special Use permit application was approved contingent on; no basement bedrooms allowed; a detailed traffic study be provided for any future Detailed Plan approval; continued discussion between the Developer and Village staff as to storm water management and impacts; further investigation of making the development age restricted for a limited time; and further discussion of proposed public benefits, with a vote of 5-2, (2 absent).

On July 12, 2016, the applicant presented its initial concept site plan with elevation illustrations and floor models to the Village Board as a discussion item. The presentation material was posted on the Village's website and in the lobbies of Village Hall and the Hinsdale Public Library for feedback to the BOT.

On August 9, 2016, the BOT (First Reading item to refer to the PC) reviewed the application and summarized the main issues for further PC discussion including: age-targeted versus age-restricted, architecture of the homes, price point of the homes, public benefits and green space. The applicant summarized the request and answered some of the concerns by the BOT. On September 6, 2016,



MEMORANDUM

(Second Reading Agenda item) the Board referred the application packet for consideration by the PC.

On February 7, 2017, the applicant presented the request as a First Reading item to the Board of Trustees after the PC public hearing formally closed on January 11, 2017. The Board discussed and was satisfied with the proposed public benefit, the age-targeted, as opposed to age-restricted, nature of the development, and with the fee in lieu of BMP requirement proposed by the Petitioner relative to storm water management. Changes to the Declaration of Covenants, Conditions, Easements and Restrictions for Hinsdale Meadows for Article IX, Paragraphs 20 and 18, was discussed and requested to reflect: no basement bedrooms by the Developer or Owners; no recreational devices of any kind permitted on a lot within the Planned Development; and no full bathrooms in the basements of the units.

On February 21, 2017, the Board of Trustees requested that the applicant provide an alternative 64-unit site plan to review. The applicant submitted a 64-unit site plan with a revised mix of 42 duplex homes and 22 single family detached homes. Per the applicant, it is their hope to offer pricing that ranges from the low to mid-\$800's for a majority of the duplex residences.

On March 7, 2017, the Village Board approved an Ordinance to allow Planned Developments as a Special Use in single family residential districts (O2017-07), and an Ordinance approving a Planned Development Concept Plan and Special Use Permit for Hinsdale Meadows Venture, LLC (O2017-08) for a 64-unit site plan with a mix of single family and duplex homes.

Public Hearing Process

Within forty five (45) days following the conclusion of the public hearing, the PC shall transmit to the BOT its recommendation in the form specified by subsection [11-103\(H\)](#). The failure of the PC to act within forty five (45) days following the conclusion of such hearing, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the proposed amendment as submitted.

Attachments:

Attachment 1 – Detailed Plan/Special Use Permit Application (dated July 6, 2017)

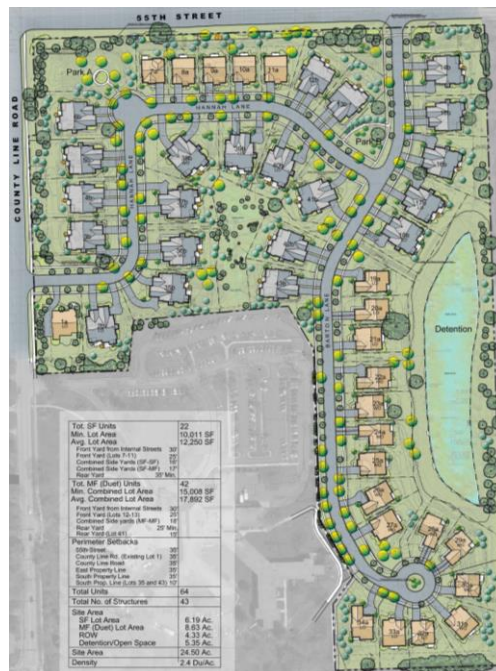
Attachment 2 - Approved Concept Plan Site Plan and Ordinances O2017-07 and O2017-08

Attachment 3 - F.A.R. Calculation Spreadsheet

PLANNED DEVELOPMENT PROPOSAL
FOR
Hinsdale Meadows
FINAL PLAN SUBMITTAL

July, 2017

Presented to
The Village of Hinsdale



By:



Hinsdale Meadows Venture

July 6, 2017

Commissioners, Plan Commission Village of Hinsdale
Board of Trustees, Village of Hinsdale
Kathleen Gargano, Village Manager
Rob McGinnis, Director of Community Development
Chan Yu, Village Planner

Re: Plan Commission Public Hearing, August 2017

We are pleased to present additional and final documentation for Hinsdale Meadows, after receiving approval by the Village Trustees of the site plan and density for Hinsdale Meadows. We look forward to our meeting with you at the public hearing in August.

In collaboration with the Village Board, at their March 2017 meeting, the Board approved the final site plan, which including 42 Duplex and 22 Single Family homes. The approved site plan is included with the attached documents and the changes are explained below:

- The five Single Family homes along County Line Road, north of the existing County Line Rd. entrance, lots 3-7, were changed to four Duplex homes now shown as lots 3-6. The two Single Family homes on lots 12 and 13 were also changed to Duplex homes. The total number of buildings were reduced from 44 to 43.
- The increase and makeup of the unit types resulted in 42, previously 30, Duplex homes and 22, previously 29, single family homes. Both plans include the existing SF home on lot 1.

With the additional units and makeup of the unit types, we expect the sales prices for the Duplex homes to begin in the low to mid 800K's and the monthly assessments in the mid \$200 / per month.

A copy of the HOA Declaration dated May 18, 2017 is attached. The Declaration includes "housekeeping changes and clarifications" and may be reviewed in the attached, Exhibit A.

Site Plan Changes/ Engineering

We are requesting as shown on the detailed site plan and Table of Compliance an increase in the setback from 55th Street, of 5' for lots 7-13 to accommodate a screen wall along 55th Street and allow the natural drainage along the screen wall and provide a more level rear yard between the home and screen wall along 55th Street. This results in a reduction of the front yard setback from 30' to 25' for lots 7-13.

In further collaboration with the Village and RML Hospital, we will install an emergency gate, as shown on the site plan, between the two properties. Access will only be by the fire department or other emergency vehicles.

Hinsdale Meadows Venture

The other documents in the attached booklet are as follows and include the following:

- Section 1: Applications and Table of Compliance
- Section 2: Final Site Plan and Plat of Subdivision
- Section 3: Final Landscape Plan Package
- Section 4: Final Engineering Plans and Summary Stormwater Report
- Section 5: Final Building Elevations and Floorplans
- Section 6: Traffic Impact Study
- Section 7: Final Homeowners Association Declaration
- Section 8: Development Agreement

We look forward to our meeting with you and thank you again for your cooperation.

Sincerely yours,

A handwritten signature in black ink, appearing to read "E.R. James", with a stylized, flowing script.

Edward R. James

CC: Jerry James
Michael Balas

Hinsdale Meadows - Final Plan Approval
Document Index for Plan Commission Review
7/6/17 Submittal Date

| | Document | Prepared by | Document Date |
|-----------|---|---------------|-------------------|
| Section 1 | Applications | | |
| A | Plan Commission Application | ERJ | N/A |
| B | Table of Compliance & Supporting Calculations | ERJ | N/A |
| | - Site Area Summary | ERJ | N/A |
| | - Floor Area & Building Coverage by Model Type | ERJ | N/A |
| | - Building Height and Elevation Calculations | ERJ | N/A |
| | - Floor Area Ratio Calculations | ERJ | N/A |
| | - Building & Lot Coverage Calculations | ERJ | N/A |
| C | Planned Development Criteria | ERJ | N/A |
| D | Special Use Permit Criteria | ERJ | N/A |
| E | Application for Certificate of Zoning | ERJ | N/A |
| Section 2 | Final Site Plan and Plat of Subdivision | | |
| A | Rendered Site Plan | BSB Design | 6/15/2017 |
| B | Plat of Subdivision | Spaceco, Inc. | 6/21/2017 |
| Section 3 | Final Landscape Plan Package | | |
| A | Final Landscaping Plans | BSB Design | 6/15/2017 |
| B | Example Photos of Proposed Screen Wall Treatment along 55th Street | ERJ | N/A |
| C | Example Photos of Fence Cloth to be Added along RML Hospital Property Line | ERJ | N/A |
| Section 4 | Final Engineering Plans | | |
| A | Site Improvement Plans | Spaceco, Inc. | 6/20/2017 |
| B | Existing Grades and Designation of Lower Levels as Cellars, Basements, or Stories | Spaceco, Inc. | 6/8/2017 |
| C | Stormwater Management Summary | Spaceco, Inc. | 4/12/2017 |
| D | IHPA Historic Resource Preservation Compliance Letter | Spaceco, Inc. | 6/1/2017 |
| Section 5 | Building Elevations and Floorplans | | |
| A | New Haven SF Model | BSB Design | 1/20/17 & 4/11/17 |
| B | Ridgefield SF Model | BSB Design | 1/20/17 & 4/11/17 |
| C | Torrington SF Model | BSB Design | 1/20/17 & 4/11/17 |
| D | Torrington SF Ranch Model | BSB Design | 1/20/17 & 4/11/17 |
| E | Woodbridge SF Model | BSB Design | 1/20/17 & 4/11/17 |
| F | SF Option Elevations | BSB Design | 1/20/17 & 4/11/17 |
| G | SF Height Exhibit - Torrington Model | BSB Design | 6/20/2017 |
| H | Duplex Attached SF Models | BSB Design | 1/20/17 & 4/11/17 |
| I | Duplex Height Exhibit | BSB Design | 6/20/2017 |
| Section 6 | Traffic Impact Study | KLOA | 2/27/2017 |
| Section 7 | Final Homeowners Association Declaration of Covenants, Conditions, Easements and Restrictions | ERJ | 5/18/2017 |
| Section 8 | Development Agreement | ERJ | 5/17/2017 |



**VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT
DEPARTMENT**

PLAN COMMISSION APPLICATION

I. GENERAL INFORMATION

Applicant

Name: _____

Address: _____

City/Zip: _____

Phone/Fax: (____) _____/_____

E-Mail: _____

Owner

Name: _____

Address: _____

City/Zip: _____

Phone/Fax: (____) _____/_____

E-Mail: _____

Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)

Name: _____

Title: _____

Address: _____

City/Zip: _____

Phone/Fax: (____) _____/_____

E-Mail: _____

Name: _____

Title: _____

Address: _____

City/Zip: _____

Phone/Fax: (____) _____/_____

E-Mail: _____

Disclosure of Village Personnel: (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

1) _____

2) _____

3) _____

II. SITE INFORMATION

Address of subject property: _____

Property identification number (P.I.N. or tax number): ____ - ____ - ____ - ____

Brief description of proposed project: _____

General description or characteristics of the site: _____

Existing zoning and land use: _____

Surrounding zoning and existing land uses:

North: _____

South: _____

East: _____

West: _____

Proposed zoning and land use: _____

Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:

☐ Site Plan Approval 11-604

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☐ Special Use Permit 11-602E

Special Use Requested: _____

☐ Map and Text Amendments 11-601E

Amendment Requested: _____

☐ Planned Development 11-603E

☐ Development in the B-2 Central Business District Questionnaire

Attachment to Plan Commission Application General Information

Land Planner

Terry Smith, BSB Design, Inc
1540 East Dundee Road, Suite 310
Palatine, IL 60074
Phone: 847 705 2200
E mail: TSmith@BSBDesign.com

Architect

Jeff Mulcrone, BSB Design
1540 East Dundee Rd.
Palatine, IL 60074
Phone: 847 705 2200
E mail: JMulchrone@BSBdesign.com

Engineer

Brett Duffy, SpaceCo, Inc.
9575 W. Higgins Road, Suite 700
Rosemont, IL 60018
Phone: 847 696 4060
E mail: bduffy@spacecoinc.com

Attorney

Hal Francke, Meltzer, Purtill & Steele LLC
1515 East Woodfield Road, Suite 250
Schaumburg, IL 60173
Phone: 847 330 6068
Mobile: 847 814 8489
E mail: hfrancke@mpslaw.com

Tax Impact Consultants

Scott Goldstein, Teska Associates, Inc.
627 Grove Street
Evanston, IL 60201
Phone: 847 869 2015 Ext. 9724
E mail: SGoldstein@TeskaAssociates.Com

Traffic Consultants

Luay Aboona, Kenig, Lingren, O'Hara, Aboona, Inc.
9575 West Higgins Road, Suite 400
Rosemont, IL 60018
Phone: 847 518 9990
Mobile: 847 571 4331
E mail: laboona@kloainc.com

| LOT # | ADDRESS HINSDALE, IL 60521 | PIN |
|--------------------|---|--------------------|
| 1 | 502 Hannah Lane | 18-18-109-001-0000 |
| 2 | 506 Hannah Lane | 18-18-109-002-0000 |
| 3 | 510 Hannah Lane | 18-18-109-003-0000 |
| 4 | 514 Hannah Lane | 18-18-109-004-0000 |
| 5 | 518 Hannah Lane | 18-18-109-005-0000 |
| 6 | 522 Hannah Lane | 18-18-109-006-0000 |
| 7 | 526 Hannah Lane | 18-18-109-007-0000 |
| 8 | 530 Hannah Lane | 18-18-109-008-0000 |
| 9 | 534 Hannah Lane | 18-18-109-009-0000 |
| 10 | 5532 Barton Lane | 18-18-109-010-0000 |
| 11 | 5538 Barton Lane | 18-18-109-011-0000 |
| 12 | 5648 Barton Lane | 18-18-109-012-0000 |
| 13 | 5644 Barton Lane | 18-18-109-013-0000 |
| 14 | 5641 Barton Lane | 18-18-109-014-0000 |
| 15 | 5633 Barton Lane | 18-18-109-015-0000 |
| 16 | 5629 Barton Lane | 18-18-109-016-0000 |
| 17 | 5623 Barton Lane | 18-18-109-017-0000 |
| 18 | 5615 Barton Lane | 18-18-109-018-0000 |
| 19 | 5603 Barton Lane | 18-18-109-019-0000 |
| 20 | 5543 Barton Lane | 18-18-109-020-0000 |
| 21 | 5539 Barton Lane | 18-18-109-021-0000 |
| 22 | 5531 Barton Lane | 18-18-109-022-0000 |
| 23 | 5525 Barton Lane | 18-18-109-023-0000 |
| 24 | 5519 Barton Lane | 18-18-109-024-0000 |
| 25 | 5511 Barton Lane | 18-18-109-025-0000 |
| 26 | 5501 Barton Lane | 18-18-109-026-0000 |
| 27 | 5500 Barton Lane | 18-18-110-001-0000 |
| 28 | 535 Hannah Lane | 18-18-110-002-0000 |
| 29 | 531 Hannah Lane | 18-18-110-003-0000 |
| 30 | 527 Hannah Lane | 18-18-110-004-0000 |
| 31 | 523 Hannah Lane | 18-18-110-005-0000 |
| 32 | 519 Hannah Lane | 18-18-110-006-0000 |
| 33 | 515 Hannah Lane | 18-18-110-007-0000 |
| 34 | 509 Hannah Lane | 18-18-110-008-0000 |
| 35 | 505 Hannah Lane | 18-18-110-009-0000 |
| 36 | 501 Hannah Lane | 18-18-110-010-0000 |
| <u>Other PINs:</u> | | 18-18-109-027-0000 |
| | | 18-18-109-028-0000 |
| | | 18-18-109-029-0000 |
| | | |

DRAFT – TO BE FINALIZED PRIOR TO AUGUST 9th

PUBLIC HEARING

TABLE OF COMPLIANCE – Hinsdale Meadows

Address of subject property: SE Corner of County Line Road and 55th Street

The following table is based on the R-2 Zoning District.

| | Minimum Code Requirements | Proposed - Single Family Homes | Proposed -Duplex Homes |
|-----------------------------------|--|--|---|
| Minimum Lot Area (s.f.) | 20,000 | 10,000 | 15,000 |
| Minimum Lot Depth | 125' | 125' | 125' |
| Minimum Lot Width | 100' | 56' (Lot 31 in cul de sac – See site map) | 76' (Lot 12 – See site map) |
| Building Height | 30' | 30' | Requesting .21' of relief for worst-case 30.21' for Lot 38 |
| Building Elevation | 35.5' Single family / 36.25' Duets | Requesting 5.25' of relief for worst-case 40.75' for walk out units | Requesting 6.67' of relief for worst-case 42.92' for walk out units |
| Number of Stories | 3 | 3 | 3 |
| Front Yard Setback | 35' | Requesting 10' of relief to 25' for lots 7,8,9,10,& 11 / Requesting 5' of relief to 30' for remaining lots | Requesting 10' of relief to 25' for lots 12&13 / Requesting 5' of relief to 30' for remaining lots |
| Corner Side Yard Setback | 35' | Requesting 5' of relief to 30' | Requesting 5' of relief to 30' |
| Interior Side Yard Setback | 10' | Requesting 2' of relief to 8' | Requesting 1' of relief to 9' |
| Combination Side Yard Setback | TBD prior to August 9 th public hearing | TBD prior to August 9 th public hearing | TBD prior to August 9 th public hearing |
| Rear Yard Setback | 50' | Requesting 15' of relief to 35' / Requesting 20' of relief to 30' along pond | Requesting 25' of relief to 25' / Requesting 35' of relief to 15' Lot 41 due to corner lot configuration and existing storm sewer |
| Maximum Floor Area Ratio (F.A.R.) | 231,298 Square Feet | Requesting 333 square feet of relief to 231,631 (single family FAR totals 107,090 and duet FAR totals 124,541) | |
| Maximum Total Building Coverage* | 25% | Requesting 6% of relief for worst-case 31% | Requesting 7% of relief for worst-case 32% |

| | | | |
|------------------------------------|-----|-----|-----|
| Maximum Total Lot Coverage* | 50% | 50% | 50% |
| Parking Requirements | N/A | N/A | N/A |
| Parking front yard setback | N/A | N/A | N/A |
| Parking corner side yard setback | N/A | N/A | N/A |
| Parking interior side yard setback | N/A | N/A | N/A |
| Parking rear yard setback | N/A | N/A | N/A |
| Loading Requirements | N/A | N/A | N/A |
| Accessory Structure Information | N/A | N/A | N/A |

* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance:

The Village Zoning Code provides the Village the authority to approve a Special Use for a Planned Development, provided applicable criteria are met. Under a Planned Development, clustering of lots is contemplated in order to provide Common Open Space, and accordingly, proposed lot sizes and lot dimensions may be decreased and waivers granted to meet the Planned Development objectives. A decrease in lot sizes necessitates the need for a waiver of the maximum Building Coverage ratio and setbacks. With respect to Building Height and Elevation, a waiver is necessary due to the existing topography of the property and the need to provide walkout basements on certain lots. Finally, with respect to F.A.R., the Zoning Code states that for Planned Developments it is calculated for the site as a whole. The requested waiver is due to variations in the topography and existing grades, which cause the floor area of the lower level (basements) on certain lots to be included in the F.A.R. calculation.

In addition to the above waiver requests for the Zoning Code, we are also requesting approval of a Subdivision Code waiver, to allow the use of open-web floor and roof trusses in conjunction with interior fire sprinkler systems for all the homes, in lieu of the use of standard dimensional lumber. This will allow for better consistency in home dimensions along with efficiency for building construction and in the placement of the mechanical systems. We believe this provides for increased quality of construction, enhanced safety for our residents, and corresponding benefits for the Village and Fire Department.

Hinsdale Meadows

Site Area Summary, per Plat of Subdivision

| | <u>Sq. Ft.</u> | <u>Acres</u> |
|---------------------------------|----------------|--------------|
| Total Lot Area | 645,246 | 14.813 |
| Right-of-way | 188,656 | 4.331 |
| Common Open Space | | |
| Total Detention Area | 137,479 | 3.156 |
| Total Park A Area | 30,475 | 0.700 |
| Total Park B Area | 8,889 | 0.204 |
| Center Open Space Area | 32,848 | 0.754 |
| Legge Park Walk Connection | 2,326 | 0.053 |
| Fringe Open Space - Barton Lane | 1,661 | 0.038 |
| Fringe Open Space Area A | 9,104 | 0.209 |
| Fringe Open Space Area B | 10,451 | 0.240 |
| Total Common Open Space | 233,233 | 5.354 |
| Total Site Area | 1,067,135 | 24.498 |

| Hinsdale Meadows "For Sale" Square Footage for Marketing Purposes | | | | | | | |
|---|-----------|------------|------------|--------------------|------------|--------|--------|
| | New Haven | Ridgefield | Torrington | Torrington - Ranch | Woodbridge | Duet A | Duet B |
| Main Floor | 1875 | 1940 | 2294 | 2318 | 2211 | 1729 | 1447 |
| Upper Floor | 807 | 737 | 924 | 0 | 1022 | 929 | 1039 |
| Total SF | 2682 | 2677 | 3218 | 2318 | 3233 | 2658 | 2486 |
| Hinsdale Meadows Gross Floor Areas - Per Hinsdale Zoning Code | | | | | | | |
| | New Haven | Ridgefield | Torrington | Torrington - Ranch | Woodbridge | Duet A | Duet B |
| Main Floor | 1875 | 1940 | 2294 | 2318 | 2211 | 1729 | 1447 |
| Upper Floor | 932 | 926 | 1441 | 0 | 1141 | 1262 | 1771 |
| Garage | 513 | 537 | 498 | 497 | 472 | 484 | 450 |
| Subtotal GFA | 3320 | 3403 | 4233 | 2815 | 3824 | 3475 | 3668 |
| Main Floor Options | | | | | | | |
| Opt. Sunroom or | | | | | | 163 | 182 |
| Opt. Screened Porch | 136 | 138 | 155 | 155 | 207 | | |
| Opt. Extended Living Room | 108 | 138 | 0 | 0 | 102 | 0 | 0 |
| Opt. Owner's Bay | 15 | 15 | 15 | 15 | 15 | 0 | 0 |
| Subtotal GFA | 259 | 291 | 170 | 170 | 324 | 163 | 182 |
| Total Main Floor GFA w/options | 2647 | 2768 | 2962 | 2985 | 3007 | 2376 | 2079 |
| Upper Floor Options | | | | | | | |
| Opt. Bath 3 | 0 | 37 | 0 | 0 | 0 | 0 | 0 |
| Opt. Bath 4 | 0 | 108 | 0 | 0 | 0 | 0 | 0 |
| Bonus Room | 216 | 385 | 187 | 0 | 334 | 0 | 0 |
| Subtotal GFA | 216 | 530 | 187 | 0 | 334 | 0 | 0 |
| Total Upper Floor GFA w/options | 1148 | 1456 | 1628 | 0 | 1475 | 1262 | 1771 |
| Lower Floor Options | | | | | | | |
| Standard Cellar N/A (See Note 1) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Look Out Cellar N/A (See Note 1) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Out Basement (See Note 1) | 1875 | 1940 | 2294 | 2318 | 2211 | 1729 | 1447 |
| W/ Opt. Extended Living | 108 | 138 | 0 | 0 | 102 | 0 | 0 |
| W/ Opt. Sunroom | 136 | 138 | 155 | 155 | 207 | 163 | 182 |
| Opt Owner's Bay | 15 | 15 | 15 | 15 | 15 | 0 | 0 |
| Subtotal GFA | 2134 | 2231 | 2464 | 2488 | 2535 | 1892 | 1629 |
| 50% Subtotal GFA | 1067 | 1116 | 1232 | 1244 | 1268 | 946 | 815 |
| Total Possible GFA | 4862 | 5340 | 5822 | 4229 | 5750 | 4584 | 4665 |
| GFA WITHOUT BASEMENT | 3795 | 4224 | 4590 | 2985 | 4482 | 3638 | 3850 |

| Hinsdale Meadows Building Coverage Areas | | | | | | | |
|--|-----------|------------|------------|--------------------|------------|--------|--------|
| | New Haven | Ridgefield | Torrington | Torrington - Ranch | Woodbridge | Duet A | Duet B |
| Front porch area, before excluded area (See Note 2): | 116 | 84 | 128 | 115 | 203 | 107 | 58 |
| Building Footprint Coverage by Model Type: | | | | | | | |
| Main Floor | 1875 | 1940 | 2294 | 2318 | 2211 | 1729 | 1447 |
| Garage | 513 | 537 | 498 | 497 | 472 | 484 | 450 |
| Front Porch on Duplex Model A, if it does not face front or corner side yard | | | | | | 107 | |
| Front Porch > 200 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Standard Footprint Total | 2388 | 2477 | 2792 | 2815 | 2686 | 2320 | 1897 |
| Max Options | 259 | 291 | 170 | 170 | 324 | 163 | 182 |
| Maximum Coverage | 2647 | 2768 | 2962 | 2985 | 3010 | 2483 | 2079 |

Standard Duet, if A Unit Porch faces front or corner side yard 4217
Standard Duet, if A Unit Porch doesn't face front or corner side yard 4324
Max Duet, with all options 4562

ALL AREAS ARE PRELIMINARY SCHEMATIC DESIGN NUMBERS AND SUBJECT TO CHANGE DURING THE CONSTRUCTION DOCUMENT PROCESS

Note 1: For the informational purposes of this chart, all standard and lookout basements are being reflected as "Cellars", and all walkout basements are being reflected as "Basements", as those terms are defined in the Zoning Code. However, the actual determination of whether a lower level is considered a "Cellar" or "Basement" is also determined on a lot by lot basis, by the existing grades of the proposed four corners of the new buildings. See Bldg Coverage tab for coverage ratios by lot.

Note 2: Per the Bulk Standards, the first 200 square feet of a porch is excluded from the calculation of building coverage, if it faces a front or corner side yard and meets certain other criteria. Accordingly, the Building Coverage calculations on this analysis account for those provisions.

HINSDALE MEADOWS
SF BUILDING HEIGHT AND ELEVATIONS

| | | | | | | |
|--------|----------|--------|--------|------------------------|-----------|------------|
| Lot 7 | t/ridge | 125.95 | Height | | Elevation | |
| STD | mean | 115.53 | 115.53 | mean | 125.95 | T/ridge |
| | high t/f | 94.20 | 91.63 | existing average grade | 94.20 | low t/f |
| | low t/f | 94.20 | 23.90 | proposed | 31.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -6.10 | over/under | 30.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | -4.75 | over/under |
| | | | | | | |
| Lot 8 | t/ridge | 125.25 | Height | | Elevation | |
| STD | mean | 114.83 | 114.83 | mean | 125.25 | T/ridge |
| | high t/f | 93.50 | 89.93 | existing average grade | 93.50 | low t/f |
| | low t/f | 93.50 | 24.90 | proposed | 31.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.10 | over/under | 30.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | -4.75 | over/under |
| | | | | | | |
| Lot 9 | t/ridge | 123.75 | Height | | Elevation | |
| STD | mean | 113.33 | 113.33 | mean | 123.75 | T/ridge |
| | high t/f | 92.00 | 88.7 | existing average grade | 91.50 | low t/f |
| | low t/f | 91.50 | 24.63 | proposed | 32.25 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.37 | over/under | 31.25 | proposed |
| | | | | | 35.50 | max |
| | | | | | -4.25 | over/under |
| | | | | | | |
| Lot 10 | t/ridge | 122.25 | Height | | Elevation | |
| STD | mean | 111.83 | 111.83 | mean | 122.25 | T/ridge |
| | high t/f | 90.50 | 86.01 | existing average grade | 89.50 | low t/f |
| | low t/f | 89.50 | 25.82 | proposed | 32.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -4.18 | over/under | 31.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | -3.75 | over/under |
| | | | | | | |
| Lot 11 | t/ridge | 120.25 | Height | | Elevation | |
| STD | mean | 109.83 | 109.83 | mean | 120.25 | T/ridge |
| | high t/f | 88.50 | 85.46 | existing average grade | 87.50 | low t/f |
| | low t/f | 87.50 | 24.37 | proposed | 32.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.63 | over/under | 31.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | -3.75 | over/under |
| | | | | | | |
| Lot 19 | t/ridge | 112.75 | Height | | Elevation | |
| LO | mean | 102.33 | 102.33 | mean | 112.75 | T/ridge |
| | high t/f | 81.00 | 74.69 | existing average grade | 76.50 | low t/f |
| | low t/f | 76.50 | 27.64 | proposed | 36.25 | |

HINSDALE MEADOWS
SF BUILDING HEIGHT AND ELEVATIONS

| | | | | | | |
|--------|----------|--------|--------|------------------------|-------------|-------------------|
| | | | 30 | max | 1.00 | per code |
| | | | -2.36 | over/under | 35.25 | proposed |
| | | | | | 35.50 | max |
| | | | | | -0.25 | over/under |
| | | | | | | |
| Lot 20 | t/ridge | 113.35 | Height | | Elevation | |
| LO | mean | 102.93 | 102.93 | mean | 113.35 | T/ridge |
| | high t/f | 81.60 | 73.67 | existing average grade | 77.10 | low t/f |
| | low t/f | 77.10 | 29.26 | proposed | 36.25 | |
| | | | 30 | max | 1.00 | per code |
| | | | -0.74 | over/under | 35.25 | proposed |
| | | | | | 35.50 | max |
| | | | | | -0.25 | over/under |
| | | | | | | |
| Lot 21 | t/ridge | 113.65 | Height | | Elevation | |
| LO | mean | 103.23 | 103.23 | mean | 113.65 | T/ridge |
| | high t/f | 81.90 | 75.16 | existing average grade | 77.40 | low t/f |
| | low t/f | 77.40 | 28.07 | proposed | 36.25 | |
| | | | 30 | max | 1.00 | per code |
| | | | -1.93 | over/under | 35.25 | proposed |
| | | | | | 35.50 | max |
| | | | | | -0.25 | over/under |
| | | | | | | |
| Lot 22 | t/ridge | 116.15 | Height | | Elevation | |
| WO | mean | 105.73 | 105.73 | mean | 116.15 | T/ridge |
| | high t/f | 84.40 | 76.94 | existing average grade | 75.40 | low t/f |
| | low t/f | 75.40 | 28.79 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -1.21 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| | | | | | | |
| Lot 23 | t/ridge | 118.15 | Height | | Elevation | |
| WO | mean | 107.73 | 107.73 | mean | 118.15 | T/ridge |
| | high t/f | 86.40 | 79.2 | existing average grade | 77.40 | low t/f |
| | low t/f | 77.40 | 28.53 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -1.47 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| | | | | | | |
| Lot 24 | t/ridge | 119.55 | Height | | Elevation | |
| WO | mean | 109.13 | 109.13 | mean | 119.55 | T/ridge |
| | high t/f | 87.80 | 82.53 | existing average grade | 78.80 | low t/f |
| | low t/f | 78.80 | 26.60 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -3.40 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |

HINSDALE MEADOWS
SF BUILDING HEIGHT AND ELEVATIONS

| | | | | | | |
|--------|----------|--------|--------|------------------------|-------------|-------------------|
| Lot 25 | t/ridge | 120.65 | Height | | Elevation | |
| WO | mean | 110.23 | 110.23 | mean | 120.65 | T/ridge |
| | high t/f | 88.90 | 84.66 | existing average grade | 79.90 | low t/f |
| | low t/f | 79.90 | 25.57 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -4.43 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| Lot 26 | t/ridge | 121.95 | Height | | Elevation | |
| WO | mean | 111.53 | 111.53 | mean | 121.95 | T/ridge |
| | high t/f | 90.20 | 84.45 | existing average grade | 81.20 | low t/f |
| | low t/f | 81.20 | 27.08 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -2.92 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| Lot 27 | t/ridge | 121.95 | Height | | Elevation | |
| WO | mean | 111.53 | 111.53 | mean | 121.95 | T/ridge |
| | high t/f | 90.20 | 84.94 | existing average grade | 81.20 | low t/f |
| | low t/f | 81.20 | 26.59 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -3.41 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| Lot 28 | t/ridge | 120.05 | Height | | Elevation | |
| WO | mean | 109.63 | 109.63 | mean | 120.05 | T/ridge |
| | high t/f | 88.30 | 81.1 | existing average grade | 79.30 | low t/f |
| | low t/f | 79.30 | 28.53 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -1.47 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| Lot 29 | t/ridge | 120.35 | Height | | Elevation | |
| WO | mean | 109.93 | 109.93 | mean | 120.35 | T/ridge |
| | high t/f | 88.60 | 80.41 | existing average grade | 79.60 | low t/f |
| | low t/f | 79.60 | 29.52 | proposed | 40.75 | |
| | | | 30 | max | 1.00 | per code |
| | | | -0.48 | over/under | 39.75 | proposed |
| | | | | | 35.50 | max |
| | | | | | 4.25 | over/under |
| Lot 30 | t/ridge | 119.85 | Height | | Elevation | |
| WO | mean | 109.43 | 109.43 | mean | 119.85 | T/ridge |
| | high t/f | 88.10 | 81.05 | existing average grade | 79.10 | low t/f |

HINSDALE MEADOWS
SF BUILDING HEIGHT AND ELEVATIONS

| | |
|---------|-------|
| low t/f | 79.10 |
|---------|-------|

| | |
|-------|------------|
| 28.38 | proposed |
| 30 | max |
| -1.62 | over/under |

| | |
|-------------|-------------------|
| 40.75 | |
| 1.00 | per code |
| 39.75 | proposed |
| 35.50 | max |
| 4.25 | over/under |

| | | |
|--------|----------|--------|
| Lot 31 | t/ridge | 120.45 |
| LO | mean | 110.03 |
| | high t/f | 88.70 |
| | low t/f | 84.20 |

| | |
|--------|------------------------|
| Height | |
| 110.03 | mean |
| 83.67 | existing average grade |
| 26.36 | proposed |
| 30 | max |
| -3.64 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 120.45 | T/ridge |
| 84.20 | low t/f |
| 36.25 | |
| 1.00 | per code |
| 35.25 | proposed |
| 35.50 | max |
| -0.25 | over/under |

| | | |
|--------|----------|--------|
| Lot 32 | t/ridge | 120.55 |
| LO | mean | 110.13 |
| | high t/f | 88.80 |
| | low t/f | 84.30 |

| | |
|--------|------------------------|
| Height | |
| 110.13 | mean |
| 85.44 | existing average grade |
| 24.69 | proposed |
| 30 | max |
| -5.31 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 120.55 | T/ridge |
| 84.30 | low t/f |
| 36.25 | |
| 1.00 | per code |
| 35.25 | proposed |
| 35.50 | max |
| -0.25 | over/under |

| | | |
|--------|----------|--------|
| Lot 33 | t/ridge | 120.45 |
| LO | mean | 110.03 |
| | high t/f | 88.70 |
| | low t/f | 84.20 |

| | |
|--------|------------------------|
| Height | |
| 110.03 | mean |
| 84.94 | existing average grade |
| 25.09 | proposed |
| 30 | max |
| -4.91 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 120.45 | T/ridge |
| 84.20 | low t/f |
| 36.25 | |
| 1.00 | per code |
| 35.25 | proposed |
| 35.50 | max |
| -0.25 | over/under |

| | | |
|--------|----------|--------|
| Lot 34 | t/ridge | 120.55 |
| LO | mean | 110.13 |
| | high t/f | 88.80 |
| | low t/f | 84.30 |

| | |
|--------|------------------------|
| Height | |
| 110.13 | mean |
| 82.73 | existing average grade |
| 27.40 | proposed |
| 30 | max |
| -2.60 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 120.55 | T/ridge |
| 84.30 | low t/f |
| 36.25 | |
| 1.00 | per code |
| 35.25 | proposed |
| 35.50 | max |
| -0.25 | over/under |

29.52 Max Height

BLDG HEIGHT WORST CASE LOT 29 MEASURES 0.48' UNDER THE MAXIMUM AT 29.52'

BLDG ELEVATION FOR STANDARD W/O BRICK LEDGES MEASURE 4.75' UNDER THE MAXIMUM AT 30.75'

BLDG ELEVATION FOR LOOK OUTS MEASURES 0.25' UNDER THE MAXIMUM AT 35.25'

BLDG ELEVATION FOR WALK OUTS MEASURES 4.25' ABOVE THE MAXIMUM AT 40.75'

July 12 PC Meeting to Schedule Hearing

Attachment 1

HINSDALE MEADOWS
DUPLEX BUILDING HEIGHT AND ELEVATIONS

| | | | | | | |
|--------|----------|--------|--------|------------------------|-----------|------------|
| Lot 2 | t/ridge | 131.32 | Height | | Elevation | |
| LO | mean | 119.32 | 119.32 | mean | 131.32 | T/ridge |
| | high t/f | 96.40 | 92.66 | existing average grade | 91.90 | low t/f |
| | low t/f | 91.90 | 26.66 | proposed | 39.42 | |
| | | | 30 | max | 1.00 | per code |
| | | | -3.34 | over/under | 38.42 | proposed |
| | | | | | 36.25 | max |
| | | | | | 2.17 | over/under |
| | | | | | | |
| Lot 3 | t/ridge | 130.32 | Height | | Elevation | |
| STD | mean | 118.32 | 118.32 | mean | 130.32 | T/ridge |
| | high t/f | 95.40 | 93.45 | existing average grade | 95.40 | low t/f |
| | low t/f | 95.40 | 24.87 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.13 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 4 | t/ridge | 130.72 | Height | | Elevation | |
| STD | mean | 118.72 | 118.72 | mean | 130.72 | T/ridge |
| | high t/f | 95.80 | 92.69 | existing average grade | 95.80 | low t/f |
| | low t/f | 95.80 | 26.03 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -3.97 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 5 | t/ridge | 131.72 | Height | | Elevation | |
| STD | mean | 119.72 | 119.72 | mean | 131.72 | T/ridge |
| | high t/f | 96.80 | 95.6 | existing average grade | 96.80 | low t/f |
| | low t/f | 96.80 | 24.12 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.88 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 6 | t/ridge | 132.92 | Height | | Elevation | |
| STD | mean | 120.92 | 120.92 | mean | 132.92 | T/ridge |
| | high t/f | 98.00 | 95.68 | existing average grade | 98.00 | low t/f |
| | low t/f | 98.00 | 25.24 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -4.76 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 12 | t/ridge | 121.92 | Height | | Elevation | |
| STD | mean | 109.92 | 109.92 | mean | 121.92 | T/ridge |
| | high t/f | 87.00 | 84.44 | existing average grade | 87.00 | low t/f |
| | low t/f | 87.00 | 25.48 | proposed | 34.92 | |

HINSDALE MEADOWS
DUPLEX BUILDING HEIGHT AND ELEVATIONS

| | | | | | | |
|--------|----------|--------|--------|------------------------|-----------|------------|
| | | | 30 | max | 1.00 | per code |
| | | | -4.52 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 13 | t/ridge | 119.92 | Height | | Elevation | |
| STD | mean | 107.92 | 107.92 | mean | 119.92 | T/ridge |
| | high t/f | 85.00 | 84.12 | existing average grade | 85.00 | low t/f |
| | low t/f | 85.00 | 23.80 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -6.20 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 14 | t/ridge | 117.02 | Height | | Elevation | |
| STD | mean | 105.02 | 105.02 | mean | 117.02 | T/ridge |
| | high t/f | 82.10 | 80.79 | existing average grade | 82.10 | low t/f |
| | low t/f | 82.10 | 24.23 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.77 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 15 | t/ridge | 117.22 | Height | | Elevation | |
| STD | mean | 105.22 | 105.22 | mean | 117.22 | T/ridge |
| | high t/f | 82.30 | 80.87 | existing average grade | 82.30 | low t/f |
| | low t/f | 82.30 | 24.35 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -5.65 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 16 | t/ridge | 117.12 | Height | | Elevation | |
| STD | mean | 105.12 | 105.12 | mean | 117.12 | T/ridge |
| | high t/f | 82.20 | 79.46 | existing average grade | 82.20 | low t/f |
| | low t/f | 82.20 | 25.66 | proposed | 34.92 | |
| | | | 30 | max | 1.00 | per code |
| | | | -4.34 | over/under | 33.92 | proposed |
| | | | | | 36.25 | max |
| | | | | | -2.33 | over/under |
| | | | | | | |
| Lot 17 | t/ridge | 116.22 | Height | | Elevation | |
| LO | mean | 104.22 | 104.22 | mean | 116.22 | T/ridge |
| | high t/f | 81.30 | 76.27 | existing average grade | 76.80 | low t/f |
| | low t/f | 76.80 | 27.95 | proposed | 39.42 | |
| | | | 30 | max | 1.00 | per code |
| | | | -2.05 | over/under | 38.42 | proposed |
| | | | | | 36.25 | max |
| | | | | | 2.17 | over/under |

HINSDALE MEADOWS
DUPLEX BUILDING HEIGHT AND ELEVATIONS

| | | | | | | | | |
|--------|----------|--------|--|--------|------------------------|--|-----------|------------|
| Lot 18 | t/ridge | 115.42 | | Height | | | Elevation | |
| LO | mean | 103.42 | | 103.42 | mean | | 115.42 | T/ridge |
| | high t/f | 80.50 | | 75.62 | existing average grade | | 76.00 | low t/f |
| | low t/f | 76.00 | | 27.80 | proposed | | 39.42 | |
| | | | | 30 | max | | 1.00 | per code |
| | | | | -2.20 | over/under | | 38.42 | proposed |
| | | | | | | | 36.25 | max |
| | | | | | | | 2.17 | over/under |
| Lot 35 | t/ridge | 130.42 | | Height | | | Elevation | |
| WO | mean | 118.42 | | 118.42 | mean | | 130.42 | T/ridge |
| | high t/f | 95.50 | | 91.96 | existing average grade | | 86.50 | low t/f |
| | low t/f | 86.50 | | 26.46 | proposed | | 43.92 | |
| | | | | 30 | max | | 1.00 | per code |
| | | | | -3.54 | over/under | | 42.92 | proposed |
| | | | | | | | 36.25 | max |
| | | | | | | | 6.67 | over/under |
| Lot 36 | t/ridge | 129.92 | | Height | | | Elevation | |
| WO | mean | 117.92 | | 117.92 | mean | | 129.92 | T/ridge |
| | high t/f | 95.00 | | 88.3 | existing average grade | | 86.00 | low t/f |
| | low t/f | 86.00 | | 29.62 | proposed | | 43.92 | |
| | | | | 30 | max | | 1.00 | per code |
| | | | | -0.38 | over/under | | 42.92 | proposed |
| | | | | | | | 36.25 | max |
| | | | | | | | 6.67 | over/under |
| Lot 37 | t/ridge | 129.92 | | Height | | | Elevation | |
| WO | mean | 117.92 | | 117.92 | mean | | 129.92 | T/ridge |
| | high t/f | 95.00 | | 89.28 | existing average grade | | 86.00 | low t/f |
| | low t/f | 86.00 | | 28.64 | proposed | | 43.92 | |
| | | | | 30 | max | | 1.00 | per code |
| | | | | -1.36 | over/under | | 42.92 | proposed |
| | | | | | | | 36.25 | max |
| | | | | | | | 6.67 | over/under |
| Lot 38 | t/ridge | 130.42 | | Height | | | Elevation | |
| WO | mean | 118.42 | | 118.42 | mean | | 130.42 | T/ridge |
| | high t/f | 95.50 | | 88.25 | existing average grade | | 86.50 | low t/f |
| | low t/f | 86.50 | | 30.17 | proposed | | 43.92 | |
| | | | | 30 | max | | 1.00 | per code |
| | | | | 0.17 | over/under | | 42.92 | proposed |
| | | | | | | | 36.25 | max |
| | | | | | | | 6.67 | over/under |
| Lot 39 | t/ridge | 124.92 | | Height | | | Elevation | |
| LO | mean | 112.92 | | 112.92 | mean | | 124.92 | T/ridge |
| | high t/f | 90.00 | | 86.93 | existing average grade | | 85.50 | low t/f |

HINSDALE MEADOWS
DUPLEX BUILDING HEIGHT AND ELEVATIONS

| | |
|---------|-------|
| low t/f | 85.50 |
|---------|-------|

| | |
|-------|------------|
| 25.99 | proposed |
| 30 | max |
| -4.01 | over/under |

| | |
|-------|------------|
| 39.42 | |
| 1.00 | per code |
| 38.42 | proposed |
| 36.25 | max |
| 2.17 | over/under |

| | | |
|--------|----------|--------|
| Lot 40 | t/ridge | 121.42 |
| LO | mean | 109.42 |
| | high t/f | 86.50 |
| | low t/f | 82.00 |

| | |
|--------|------------------------|
| Height | |
| 109.42 | mean |
| 83.21 | existing average grade |
| 26.21 | proposed |
| 30 | max |
| -3.79 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 121.42 | T/ridge |
| 82.00 | low t/f |
| 39.42 | |
| 1.00 | per code |
| 38.42 | proposed |
| 36.25 | max |
| 2.17 | over/under |

| | | |
|--------|----------|--------|
| Lot 41 | t/ridge | 117.22 |
| STD | mean | 105.22 |
| | high t/f | 82.30 |
| | low t/f | 82.30 |

| | |
|--------|------------------------|
| Height | |
| 105.22 | mean |
| 80.26 | existing average grade |
| 24.96 | proposed |
| 30 | max |
| -5.04 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 117.22 | T/ridge |
| 82.30 | low t/f |
| 34.92 | |
| 1.00 | per code |
| 33.92 | proposed |
| 36.25 | max |
| -2.33 | over/under |

| | | |
|--------|----------|--------|
| Lot 42 | t/ridge | 116.62 |
| STD | mean | 104.62 |
| | high t/f | 81.70 |
| | low t/f | 81.70 |

| | |
|--------|------------------------|
| Height | |
| 104.62 | mean |
| 79.99 | existing average grade |
| 24.63 | proposed |
| 30 | max |
| -5.37 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 116.62 | T/ridge |
| 81.70 | low t/f |
| 34.92 | |
| 1.00 | per code |
| 33.92 | proposed |
| 36.25 | max |
| -2.33 | over/under |

| | | |
|--------|----------|--------|
| Lot 43 | t/ridge | 117.12 |
| STD | mean | 105.12 |
| | high t/f | 82.20 |
| | low t/f | 82.20 |

| | |
|--------|------------------------|
| Height | |
| 105.12 | mean |
| 86.81 | existing average grade |
| 18.31 | proposed |
| 30 | max |
| -11.69 | over/under |

| | |
|-----------|------------|
| Elevation | |
| 117.12 | T/ridge |
| 82.20 | low t/f |
| 34.92 | |
| 1.00 | per code |
| 33.92 | proposed |
| 36.25 | max |
| -2.33 | over/under |

30.17 Max Height

BLDG HEIGHT WORST CASE LOT 38 MEASURES 0.17' ABOVE THE MAXIMUM AT 30.17'

BLDG ELEVATION FOR STANDARD MEASURES 2.33' BELOW THE MAXIMUM AT 33.92'

BLDG ELEVATION FOR LOOK OUTS MEASURES 2.17' ABOVE THE MAXIMUM AT 38.42'

BLDG ELEVATION FOR WALK OUTS MEASURES 6.67' ABOVE THE MAXIMUM AT 42.92'

July 12 PC Meeting to Schedule Hearing

Attachment 1

| | Lowest level | Lowest level SF * | First Floor* | Second Floor * | Total Max | Maximum | Overage |
|---------------|-------------------|-------------------|--------------|----------------|--------------|----------------|----------------|
| Lot 2 | 50% basement | 1761 | 4455 | 3033 | 9248.5 | 6022.40 | 3226.10 |
| Lot 3 | 0 cellar | 0 | 4455 | 3033 | 7488 | 6496.00 | 992.00 |
| Lot 4 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5586.72 | 1901.28 |
| Lot 5 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5554.80 | 1933.20 |
| Lot 6 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5865.36 | 1622.64 |
| Lot 7 | 0 cellar | 0 | 2647 | 1148 | 3795 | 3602.64 | 192.36 |
| Lot 8 | 50% basement | 1232 | 2962 | 1628 | 5822 | 3619.20 | 2202.80 |
| Lot 9 | 0 cellar | 0 | 2962 | 1628 | 4590 | 3618.24 | 971.76 |
| Lot 10 | 50% basement | 1232 | 2962 | 1628 | 5822 | 3623.52 | 2198.48 |
| Lot 11 | 0 cellar | 0 | 2962 | 1628 | 4590 | 4229.28 | 360.72 |
| Lot 12 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5046.96 | 2441.04 |
| Lot 13 | 0 cellar | 0 | 4455 | 3033 | 7488 | 4892.40 | 2595.60 |
| Lot 14 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5304.48 | 2183.52 |
| Lot 15 | 0 cellar | 0 | 4455 | 3033 | 7488 | 4973.76 | 2514.24 |
| Lot 16 | 0 cellar | 0 | 4455 | 3033 | 7488 | 6398.60 | 1089.40 |
| Lot 17 | 50% basement | 1761 | 4455 | 3033 | 9248.5 | 5131.44 | 4117.06 |
| Lot 18 | 50% basement | 1761 | 4455 | 3033 | 9248.5 | 5024.16 | 4224.34 |
| Lot 19 | 100% story | 2464 | 2962 | 1628 | 7054 | 4071.84 | 2982.16 |
| Lot 20 | 100% story | 2464 | 2962 | 1628 | 7054 | 3654.00 | 3400.00 |
| Lot 21 | 100% story | 2464 | 2962 | 1628 | 7054 | 3669.60 | 3384.40 |
| Lot 22 | 100% story | 2464 | 2962 | 1628 | 7054 | 3872.16 | 3181.84 |
| Lot 23 | 100% story | 2464 | 2962 | 1628 | 7054 | 3669.12 | 3384.88 |
| Lot 24 | 50% basement | 1232 | 2962 | 1628 | 5822 | 3669.36 | 2152.64 |
| Lot 25 | 50% basement | 1232 | 2962 | 1628 | 5822 | 3669.36 | 2152.64 |
| Lot 26 | 50% basement | 1232 | 2962 | 1628 | 5822 | 4020.96 | 1801.04 |
| Lot 27 | 50% basement | 1232 | 2962 | 1628 | 5822 | 4362.00 | 1460.00 |
| Lot 28 | 100% story | 2464 | 2962 | 1628 | 7054 | 3641.76 | 3412.24 |
| Lot 29 | 100% story | 2464 | 2962 | 1628 | 7054 | 4567.92 | 2486.08 |
| Lot 30 | 100% story | 2134 | 2647 | 1148 | 5929 | 4164.96 | 1764.04 |
| Lot 31 | 50% basement | 1232 | 2962 | 1628 | 5822 | 6935.99 | -1113.99 |
| Lot 32 | 0 cellar | 0 | 2647 | 1148 | 3795 | 4170.96 | -375.96 |
| Lot 33 | 50% basement | 1232 | 2962 | 1628 | 5822 | 3739.44 | 2082.56 |
| Lot 34 | 100% story | 1232 | 2962 | 1628 | 5822 | 5496.48 | 325.52 |
| Lot 35 | 50% basement | 1761 | 4455 | 3033 | 9248.5 | 6548.20 | 2700.30 |
| Lot 36 | 100% story | 3521 | 4455 | 3033 | 11009 | 4836.00 | 6173.00 |
| Lot 37 | 50% basement | 1761 | 4455 | 3033 | 9248.5 | 5193.36 | 4055.14 |
| Lot 38 | 100% story | 3521 | 4455 | 3033 | 11009 | 6482.60 | 4526.40 |
| Lot 39 | 0 cellar | 0 | 4455 | 3033 | 7488 | 4826.40 | 2661.60 |
| Lot 40 | 0 cellar | 0 | 4455 | 3033 | 7488 | 4861.44 | 2626.56 |
| Lot 41 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5644.08 | 1843.92 |
| Lot 42 | 0 cellar | 0 | 4455 | 3033 | 7488 | 4802.16 | 2685.84 |
| Lot 43 | 0 cellar | 0 | 4455 | 3033 | 7488 | 5496.24 | 1991.76 |
| Combined GFA | | 46,315 | 154,812 | 96,441 | 297,568 | | |

*footprint + max options

Duet

Code Definitions per Section 12-206 of the Zoning Code:

Floor Area Ratio (FAR): The gross floor area of a building divided by the total lot area of the zoning lot on which it is located. For planned developments, the FAR shall be determined by dividing the gross floor area of all principal buildings by the net area of the site.

Area, Net: The gross area of a parcel less land and water areas required or proposed to be publicly dedicated, or land to be devoted to private easements of access or egress. Both land and water areas not so publicly dedicated or devoted shall be included in the calculation of net area.

| Calculation of H.M. max allowable FAR, per Code: | |
|--|----------------|
| Total Lot Area - Lots 2-43 | 625,193 |
| Lot 1 Area | 20,053 |
| Combined Lot Area | 645,246 |
| Divided by 43 lots | 43 |
| Average Lot Size | 15,006 |
| Max FAR Calculation, per Code: | |
| Average Lot Size | 15,006 |
| Allowable FAR Ratio - Sec 3-110 | 0.24 |
| Allowable FAR before added 1,200 sf | 3,601 |
| Plus 1,200 sf per lot | 1,200 |
| Allowable FAR/lot before Open Space | 4,801 |
| Max FAR Ratio, Hinsdale Meadows per Code | 0.32 |

| Calculation of H.M. Max Allowable GFA & FAR, per Code: | | |
|--|----------------|---------------|
| | Total | Per Lot |
| Total Lot Area | 645,246 | 15,006 |
| Plus: Common Area Space | 95,754 | 2,227 |
| Plus: Detention Area | 137,479 | 3,197 |
| Net Site Area | 878,479 | 20,430 |
| Max FAR Ratio, Hinsdale Meadows per Code | 0.32 | 0.32 |
| Max Allowable GFA | 281,086 | 6,537 |

| Calculation of H.M. Proposed Max GFA and FAR | | |
|--|-------------------|----------------|
| | W/out Lower Level | W/ Lower Level |
| Requested Waiver - Max Gross Floor Area | | |
| Max GFA, Largest Models & All Options, Lots 2-43 | 251,253 | 297,568 |
| Lot 1 GFA, per Construction Documents | 6,003 | 6,003 |
| Total Site GFA | 257,256 | 303,571 |
| Max Allowable GFA | 281,086 | 281,086 |
| Requested Waiver GFA due to Lower Levels | N/A | 22,484 |

| | W/out Lower Level | W/ Lower Level |
|--|-------------------|----------------|
| Requested Waiver - Max Site FAR | | |
| Total Site GFA | 257,256 | 303,571 |
| Net Site Area | 878,479 | 878,479 |
| Proposed Max Floor Area Ratio | 0.293 | 0.346 |
| Max FAR Ratio Per Code | 0.320 | 0.320 |
| Requested Waiver FAR due to Lower Levels | N/A | 0.026 |

Hinsdale Meadows
SF Building Coverage

| SF Model | Footprint | | |
|--------------|-----------|---------|-------|
| | Base | Options | Total |
| New Haven * | 2388 | 259 | 2647 |
| Ridgefield * | 2477 | 291 | 2768 |
| Torrington | 2815 | 170 | 2985 |
| Woodbridge * | 2686 | 324 | 3010 |

*front porches are
all < 200 and are
not counted towards

Building Coverage

| | Lot area | max BLDG Cov | Biggest Model | Footprint | SF option | Proposed | Overage | Coverage % |
|--------------|---------------|----------------|-------------------|-----------|-----------|----------|----------|--------------|
| Lot 7 | 10,011 | 2502.75 | New Haven | 2388 | 259 | 2647 | 144.25 | 26.44 |
| Lot 8 | 10,080 | 2520.00 | Torrington | 2815 | 170 | 2985 | 465.00 | 29.61 |
| Lot 9 | 10,076 | 2519.00 | Torrington | 2815 | 170 | 2985 | 466.00 | 29.62 |
| Lot 10 | 10,098 | 2524.50 | Torrington | 2815 | 170 | 2985 | 460.50 | 29.56 |
| Lot 11 | 12,622 | 3155.50 | Torrington | 2815 | 170 | 2985 | -170.50 | 23.65 |
| Lot 19 | 11,966 | 2991.50 | Woodbridge | 2686 | 324 | 3010 | 18.50 | 25.15 |
| Lot 20 | 10,225 | 2556.25 | Woodbridge | 2686 | 324 | 3010 | 453.75 | 29.44 |
| Lot 21 | 10,290 | 2572.50 | Woodbridge | 2686 | 324 | 3010 | 437.50 | 29.25 |
| Lot 22 | 11,134 | 2783.50 | Woodbridge | 2686 | 324 | 3010 | 226.50 | 27.03 |
| Lot 23 | 10,288 | 2572.00 | Woodbridge | 2686 | 324 | 3010 | 438.00 | 29.26 |
| Lot 24 | 10,289 | 2572.25 | Woodbridge | 2686 | 324 | 3010 | 437.75 | 29.25 |
| Lot 25 | 10,289 | 2572.25 | Woodbridge | 2686 | 324 | 3010 | 437.75 | 29.25 |
| Lot 26 | 11,754 | 2938.50 | Woodbridge | 2686 | 324 | 3010 | 71.50 | 25.61 |
| Lot 27 | 13,175 | 3293.75 | Torrington | 2815 | 170 | 2985 | -308.75 | 22.66 |
| Lot 28 | 10,174 | 2543.50 | Woodbridge | 2686 | 324 | 3010 | 466.50 | 29.59 |
| Lot 29 | 14,033 | 3508.25 | Torrington | 2815 | 170 | 2985 | -523.25 | 21.27 |
| Lot 30 | 12,354 | 3088.50 | New Haven | 2388 | 259 | 2647 | -441.50 | 21.43 |
| Lot 31 | 19,735 | 4933.75 | Torrington | 2815 | 170 | 2985 | -1948.75 | 15.13 |
| Lot 32 | 12,379 | 3094.75 | New Haven | 2388 | 259 | 2647 | -447.75 | 21.38 |
| Lot 33 | 10,581 | 2645.25 | Torrington | 2815 | 170 | 2985 | 339.75 | 28.21 |
| Lot 34 | 17,902 | 4475.50 | Woodbridge | 2686 | 324 | 3010 | -1465.50 | 16.81 |
| | 249,455 | | | 56544 | 5377 | 61921 | -442.75 | 24.82 |

WORST CASE = LOT 9 with 29.62% Building Coverage

29.62

Hinsdale Meadows
Duplex Building Coverage

| Duet Models | Footprint* | | |
|--------------------------------------|------------|---------|-------|
| | Base | Options | Total |
| A = A-Unit Porch in Corner Side Yard | 4110 | 345 | 4455 |
| B = A-Unit Porch in Side Yard | 4217 | 345 | 4562 |

*front porches are
all < 200 and are
not counted towards
Building Coverage

| | Lot area | max BLDG Cov | Building Type | Footprint | Duplex Options | Proposed | Overage | Coverage% |
|---------------|---------------|----------------|---------------|-----------|----------------|-------------|---------------|--------------|
| Lot 2 | 20,112 | 5028.00 | B | 4217 | 345 | 4562 | -466.00 | 22.68 |
| Lot 3 | 22,480 | 5620.00 | A | 4110 | 345 | 4455 | -1165.00 | 19.82 |
| Lot 4 | 18,278 | 4569.50 | B | 4217 | 345 | 4562 | -7.50 | 24.96 |
| Lot 5 | 18,145 | 4536.25 | B | 4217 | 345 | 4562 | 25.75 | 25.14 |
| Lot 6 | 19,439 | 4859.75 | B | 4217 | 345 | 4562 | -297.75 | 23.47 |
| Lot 12 | 16,029 | 4007.25 | B | 4217 | 345 | 4562 | 554.75 | 28.46 |
| Lot 13 | 15,385 | 3846.25 | A | 4110 | 345 | 4455 | 608.75 | 28.96 |
| Lot 14 | 17,102 | 4275.50 | B | 4217 | 345 | 4562 | 286.50 | 26.68 |
| Lot 15 | 15,724 | 3931.00 | B | 4217 | 345 | 4562 | 631.00 | 29.01 |
| Lot 16 | 21,993 | 5498.25 | B | 4217 | 345 | 4562 | -936.25 | 20.74 |
| Lot 17 | 16,381 | 4095.25 | B | 4217 | 345 | 4562 | 466.75 | 27.85 |
| Lot 18 | 15,934 | 3983.50 | B | 4217 | 345 | 4562 | 578.50 | 28.63 |
| Lot 35 | 22,741 | 5685.25 | B | 4217 | 345 | 4562 | -1123.25 | 20.06 |
| Lot 36 | 15,150 | 3787.50 | B | 4217 | 345 | 4562 | 774.50 | 30.11 |
| Lot 37 | 16,639 | 4159.75 | B | 4217 | 345 | 4562 | 402.25 | 27.42 |
| Lot 38 | 22,413 | 5603.25 | A | 4110 | 345 | 4455 | -1148.25 | 19.88 |
| Lot 39 | 15,110 | 3777.50 | B | 4217 | 345 | 4562 | 784.50 | 30.19 |
| Lot 40 | 15,256 | 3814.00 | B | 4217 | 345 | 4562 | 748.00 | 29.90 |
| Lot 41 | 18,517 | 4629.25 | A | 4110 | 345 | 4455 | -174.25 | 24.06 |
| Lot 42 | 15,009 | 3752.25 | B | 4217 | 345 | 4562 | 809.75 | 30.40 |
| Lot 43 | 17,901 | 4475.25 | B | 4217 | 345 | 4562 | 86.75 | 25.48 |
| | 375,738 | | | 88129 | 7245 | 95374 | 1439.5 | 25.38 |

WORST CASE = LOT 42 with 30.40% Building Coverage

30.40

Hinsdale Lot Coverage

Duet Models

A = A-Unit Porch in Corner Side Yard

B = A-Unit Porch in Side Yard

| | Lot area | max LOT Cov | Biggest Model | Max Bldg Coverage | Add back porch area | Service Walks | Patio SF | Driveway SF | Total Lot Coverage | Coverage % |
|----------------------|----------|-------------|---------------|-------------------|---------------------|---------------|----------|-------------|--------------------|------------|
| Lot 2 | 20,112 | 10056 | B | 4562 | 58 | 325 | 303 | 1,385 | 6,633 | 32.98 |
| Lot 3 | 22,480 | 11240 | A | 4455 | 165 | 325 | 303 | 1,779 | 7,027 | 31.26 |
| Lot 4 | 18,278 | 9139 | B | 4562 | 58 | 325 | 303 | 1,098 | 6,346 | 34.72 |
| Lot 5 | 18,145 | 9073 | B | 4562 | 58 | 325 | 303 | 1,333 | 6,581 | 36.27 |
| Lot 6 | 19,439 | 9720 | B | 4562 | 58 | 325 | 303 | 1,144 | 6,392 | 32.88 |
| Lot 7 | 10,011 | 5006 | New Haven | 2647 | 116 | 68 | 254 | 643 | 3,728 | 37.24 |
| Lot 8 | 10,080 | 5040 | Torrington | 2985 | 115 | 61 | 157 | 577 | 3,895 | 38.64 |
| Lot 9 | 10,076 | 5038 | Torrington | 2985 | 115 | 61 | 151 | 577 | 3,889 | 38.60 |
| Lot 10 | 10,098 | 5049 | Torrington | 2985 | 115 | 61 | 151 | 577 | 3,889 | 38.51 |
| Lot 11 | 12,622 | 6311 | Torrington | 2985 | 115 | 61 | 151 | 635 | 3,947 | 31.27 |
| Lot 12 | 16,029 | 8015 | B | 4562 | 58 | 325 | 303 | 1,105 | 6,353 | 39.63 |
| Lot 13 | 15,385 | 7693 | A | 4455 | 165 | 325 | 303 | 1,188 | 6,436 | 41.83 |
| Lot 14 | 17,102 | 8551 | B | 4562 | 58 | 167 | 303 | 1,765 | 6,855 | 40.08 |
| Lot 15 | 15,724 | 7862 | B | 4562 | 58 | 325 | 303 | 1,100 | 6,348 | 40.37 |
| Lot 16 | 21,993 | 10997 | B | 4562 | 58 | 167 | 303 | 1,865 | 6,955 | 31.62 |
| Lot 17 | 16,381 | 8191 | B | 4562 | 58 | 167 | 520 | 1,808 | 7,115 | 43.43 |
| Lot 18 | 15,934 | 7967 | B | 4562 | 58 | 167 | 520 | 1,803 | 7,110 | 44.62 |
| Lot 19 | 11,966 | 5983 | Woodbridge | 3010 | 203 | 61 | 263 | 986 | 4,523 | 37.80 |
| Lot 20 | 10,225 | 5113 | Woodbridge | 3010 | 203 | 158 | 263 | 542 | 4,176 | 40.84 |
| Lot 21 | 10,290 | 5145 | Woodbridge | 3010 | 203 | 61 | 250 | 621 | 4,145 | 40.28 |
| Lot 22 | 11,134 | 5567 | Woodbridge | 3010 | 203 | 61 | 263 | 1,084 | 4,621 | 41.50 |
| Lot 23 | 10,288 | 5144 | Woodbridge | 3010 | 203 | 61 | 250 | 621 | 4,145 | 40.29 |
| Lot 24 | 10,289 | 5145 | Woodbridge | 3010 | 203 | 158 | 263 | 542 | 4,176 | 40.59 |
| Lot 25 | 10,289 | 5145 | Woodbridge | 3010 | 203 | 61 | 250 | 744 | 4,268 | 41.48 |
| Lot 26 | 11,754 | 5877 | Woodbridge | 3010 | 203 | 61 | 263 | 1,001 | 4,538 | 38.61 |
| Lot 27 | 13,175 | 6588 | Torrington | 2985 | 115 | 61 | 250 | 570 | 3,981 | 30.22 |
| Lot 28 | 10,174 | 5087 | Woodbridge | 3010 | 203 | 158 | 263 | 635 | 4,269 | 41.96 |
| Lot 29 | 14,033 | 7017 | Torrington | 2985 | 115 | 158 | 335 | 520 | 4,113 | 29.31 |
| Lot 30 | 12,354 | 6177 | New Haven | 2647 | 116 | 68 | 254 | 672 | 3,757 | 30.41 |
| Lot 31 | 19,735 | 9868 | Torrington | 2985 | 115 | 61 | 250 | 980 | 4,391 | 22.25 |
| Lot 32 | 12,379 | 6190 | New Haven | 2647 | 116 | 68 | 254 | 672 | 3,757 | 30.35 |
| Lot 33 | 10,581 | 5291 | Torrington | 2985 | 115 | 61 | 250 | 874 | 4,285 | 40.50 |
| Lot 34 | 17,902 | 8951 | Woodbridge | 3010 | 203 | 61 | 250 | 1,950 | 5,474 | 30.58 |
| Lot 35 | 22,741 | 11371 | B | 4562 | 58 | 167 | 520 | 2,265 | 7,572 | 33.30 |
| Lot 36 | 15,150 | 7575 | B | 4562 | 58 | 325 | 520 | 1,124 | 6,589 | 43.49 |
| Lot 37 | 16,639 | 8320 | B | 4562 | 58 | 167 | 520 | 2,321 | 7,628 | 45.84 |
| Lot 38 | 22,413 | 11207 | A | 4455 | 165 | 167 | 520 | 1,949 | 7,256 | 32.37 |
| Lot 39 | 15,110 | 7555 | B | 4562 | 58 | 167 | 520 | 1,761 | 7,068 | 46.78 |
| Lot 40 | 15,256 | 7628 | B | 4562 | 58 | 167 | 520 | 1,841 | 7,148 | 46.85 |
| Lot 41 | 18,517 | 9259 | A | 4455 | 165 | 167 | 303 | 1,570 | 6,660 | 35.97 |
| Lot 42 | 15,009 | 7505 | B | 4562 | 58 | 325 | 303 | 1,172 | 6,420 | 42.77 |
| Lot 43 | 17,901 | 8951 | B | 4562 | 58 | 325 | 303 | 1,210 | 6,458 | 36.08 |
| Subtotal - Lots 2-43 | 625,193 | 312,597 | | 157,295 | 4,944 | 6,935 | 13,134 | 48,609 | 230,917 | 36.94 |
| Lot 1 | 20,053 | 10,027 | | 3,304 | 115 | 195 | 807 | 1,385 | 5,806 | 28.95 |
| Total All Lots | 645,246 | 322,623 | | 160,599 | 5,059 | 7,130 | 13,941 | 49,994 | 236,723 | 36.69 |

Duplex

Worst Case - Lot 40 Duplex at 46.85% Lot Coverage. No waiver request necessary.



PLANNED DEVELOPMENT CRITERIA

Community Development Department

***Must be accompanied by completed Plan Commission Application**

Address of proposed request: _____

Proposed Planned Development request: _____

REVIEW CRITERIA:

Section 11-603 of the Hinsdale Zoning Code regulates Planned developments. The Board of Trustees, in accordance with the procedures and standards set out in Section 11-603 and by ordinance duly adopted, may grant special use permits authorizing the development of planned developments, but only in the districts where such developments are listed as an authorized special use. Planned developments are included in the Zoning Code as a distinct category of special use. As such, they are authorized for the same general purposes as all other special uses. In particular, however, the planned development technique is intended to allow the relaxation of otherwise applicable substantive requirements based on procedural protections providing for detailed review of individual proposals for significant developments. This special regulatory technique is included in the Code in recognition of the fact that traditional bulk, space, and yard regulations of substantially developed and stable areas may impose inappropriate pre-regulations and rigidities upon the development or redevelopment of parcels or areas that lend themselves to an individual, planned approach.

1. *Special use permit standards.* No special use permit for a planned development shall be recommended or granted pursuant to this Section unless the applicant shall establish that the proposed development will meet each of the standards made applicable to special use permits pursuant to Subsection 11-602E of the Zoning Code.

2. *Additional standards for all planned developments.* No special use permit for a planned development shall be recommended or granted unless the applicant shall establish that the proposed development will meet each of the following additional standards:
 - a. *Unified ownership required.*
 - b. *Minimum area.*
 - c. *Covenants and restrictions to be enforceable by village.*
 - d. *Public open space and contributions.*

e. *Common open space.*

Amount, location, and use.

Preservation.

Ownership and maintenance.

Property owners' association.

f. *Landscaping and perimeter treatment.*

g. *Building and spacing.*

h. *Private streets.*

i. *Sidewalks.*

j. *Utilities.*

Additional standards for specific planned developments.

List all waivers being requested as part of the planned development.



COMMUNITY DEVELOPMENT DEPARTMENT SPECIAL USE PERMIT CRITERIA

Must be accompanied by completed Plan Commission Application

Address of proposed request: _____

Proposed Special Use request: _____

Is this a Special Use for a Planned Development? **No** **Yes** (If so this submittal also requires a completed Planned Development Application)

REVIEW CRITERIA

Section 11-602 of the Hinsdale Zoning Code regulates Special use permits. Standard for Special Use Permits: In determining whether a proposed special use permit should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Plan Commission and Board of Trustees should weigh, among other factors, the below criteria Please respond to each criterion as it relates to the application. Please use an additional sheet of paper to respond to questions if needed.

FEES for a Special Use Permit: \$1,225 (must be submitted with application)

1. *Code and Plan Purposes.* The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established.
2. *No Undue Adverse Impact.* The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.

3. *No Interference with Surrounding Development.* The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations
4. *Adequate Public Facilities.* The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.
5. *No Traffic Congestion.* The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
6. *No Destruction of Significant Features.* The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.
7. *Compliance with Standards.* The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.
8. *Special standards for specified special uses.* When the district regulations authorizing any special use in a particular district impose special standards to be met by such use in such district.

9. Considerations. In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider the following:

Public benefit. Whether and to what extent the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community.

Alternate locations. Whether and to what extent such public goals can be met by the location of the proposed use and development at some other site or in some other area that may be more appropriate than the proposed site.

Mitigation of adverse impacts. Whether and to what extent all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping, and screening.

VILLAGE OF HINSDALE
COMMUNITY DEVELOPMENT DEPARTMENT
19 East Chicago Avenue
Hinsdale, Illinois 60521-3489
630.789.7030

Application for Certificate of Zoning Compliance

You must complete all portions of this application. If you think certain information is not applicable, then write "N/A." If you need additional space, then attach separate sheets to this form.

Applicant's name: Hinsdale Meadows Venture

Owner's name (if different): _____

Property address: 55th and County Line

Property legal description: [attach to this form]

Present zoning classification: R-2, Single Family Residential

Square footage of property: 25 acres

Lot area per dwelling: Varies

Lot dimensions: Var x Var

Current use of property: Undeveloped R-2 Subdivision

Proposed use: ☐ Single-family detached dwelling
☒ Other: Planned Development

Approval sought: ☐ Building Permit ☐ Variation
☒ Special Use Permit ☒ Planned Development
☐ Site Plan ☐ Exterior Appearance
☐ Design Review
☒ Other: Zoning & Building Code Waivers

Brief description of request and proposal:

Final approval for Hinsdale Meadows Planned Development

Plans & Specifications: [submit with this form]

Provided: Required by Code:

Yards:

| | | |
|-------------------------|---------------------|-----------------------|
| front: | <u>30/25</u> | <u>35</u> |
| interior side(s) | <u>8</u> / <u>9</u> | <u>10</u> / <u>10</u> |

Provided:

Required by Code:

| | | |
|---|---------------|--------------|
| corner side | <u>30</u> | <u>35</u> |
| rear | <u>Varies</u> | <u>35</u> |
| Setbacks (businesses and offices): | | |
| front: | <u>N/A</u> | <u>N/A</u> |
| interior side(s) | <u>N/A /</u> | <u>N/A /</u> |
| corner side | <u>N/A</u> | <u>N/A</u> |
| rear | <u>N/A</u> | <u>N/A</u> |
| others: | <u>N/A</u> | <u>N/A</u> |
| Ogden Ave. Center: | <u>N/A</u> | <u>N/A</u> |
| York Rd. Center: | <u>N/A</u> | <u>N/A</u> |
| Forest Preserve: | <u>N/A</u> | <u>N/A</u> |

Building heights:

| | | |
|------------------------|---------------|------------|
| principal building(s): | <u>30.17'</u> | <u>30'</u> |
| accessory building(s): | <u>N/A</u> | <u>N/A</u> |

Maximum Elevations:

| | | |
|------------------------|------------------|------------------|
| principal building(s): | <u>40.8/42.9</u> | <u>35.5/36.3</u> |
| accessory building(s): | <u>N/A</u> | <u>N/A</u> |

| | | |
|------------------------|---------------|---------------|
| Dwelling unit size(s): | <u>varies</u> | <u>varies</u> |
|------------------------|---------------|---------------|

| | | |
|--------------------------|--------------|-----------|
| Total building coverage: | <u>30/31</u> | <u>25</u> |
|--------------------------|--------------|-----------|

| | | |
|---------------------|----------------|------------|
| Total lot coverage: | <u><50%</u> | <u>50%</u> |
|---------------------|----------------|------------|

| | | |
|-------------------|--------------|------------|
| Floor area ratio: | <u>34.6%</u> | <u>32%</u> |
|-------------------|--------------|------------|

| | | |
|------------------------|------------|--|
| Accessory building(s): | <u>N/A</u> | |
|------------------------|------------|--|

Spacing between buildings: [depict on attached plans]

| | | | |
|------------------------|--------------|------------------|---------|
| principal building(s): | <u>16/18</u> | <u>30% width</u> | <u></u> |
| accessory building(s): | <u>N/A</u> | <u>N/A</u> | <u></u> |

Number of off-street parking spaces required: N/A

Number of loading spaces required: N/A

Statement of applicant:

I swear/affirm that the information provided in this form is true and complete. I understand that any omission of applicable or relevant information from this form could be a basis for denial or revocation of the Certificate of Zoning Compliance.

By: 

Applicant's signature

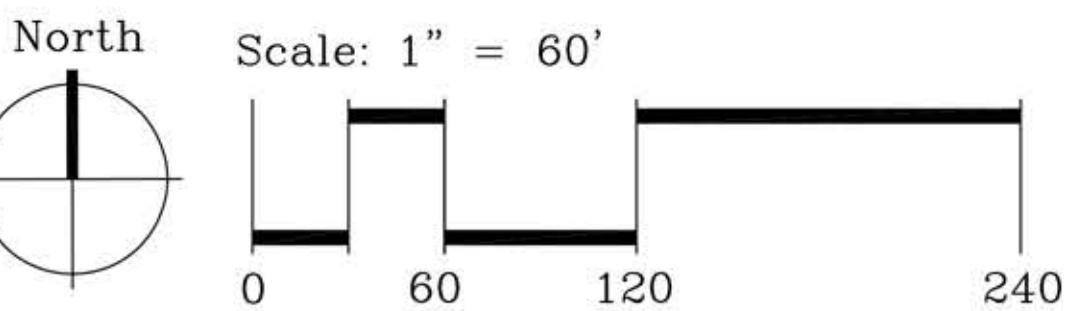
Edward R. James

Applicant's printed name

Dated: 7/6, 2017.



| | |
|-----------------------------------|------------|
| Tot. SF Units | 22 |
| Min. Lot Area | 10,011 SF |
| Avg. Lot Area | 12,250 SF |
| Front Yard from Internal Streets | 30' |
| Front Yard (Lots 7-11) | 25' |
| Combined Side Yards (SF-SF) | 16' |
| Combined Side Yards (SF-MF) | 17' |
| Rear Yard | 35' Min. |
| Tot. MF (Duet) Units | 42 |
| Min. Combined Lot Area | 15,008 SF |
| Avg. Combined Lot Area | 17,892 SF |
| Front Yard from Internal Streets | 30' |
| Front Yard (Lots 12-13) | 25' |
| Combined Side yards (MF-MF) | 18' |
| Rear Yard | 25' Min. |
| Rear Yard (Lot 41) | 15' |
| Perimeter Setbacks | |
| 55th Street | 35' |
| County Line Rd. (Existing Lot 1) | 35' |
| County Line Road | 35' |
| East Property Line | 35' |
| South Property Line | 35' |
| South Prop. Line (Lots 35 and 43) | 10' |
| Total Units | 64 |
| Total No. of Structures | 43 |
| Site Area | |
| SF Lot Area | 6.19 Ac. |
| MF (Duet) Lot Area | 8.63 Ac. |
| ROW | 4.33 Ac. |
| Detention/Open Space | 5.35 Ac. |
| Site Area | 24.50 Ac. |
| Density | 2.4 Du/Ac. |



EDWARD R. JAMES PARTNERS, LLC

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

July 12 PC Meeting to Schedule Hearing

Sheet L-0
Hinsdale Meadows
Illustrative Site Plan

Date: June 15, 2017
Rev: --



FINAL PLAT OF SUBDIVISION OF HINSDALE MEADOWS

BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF
SECTION 18, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE
THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

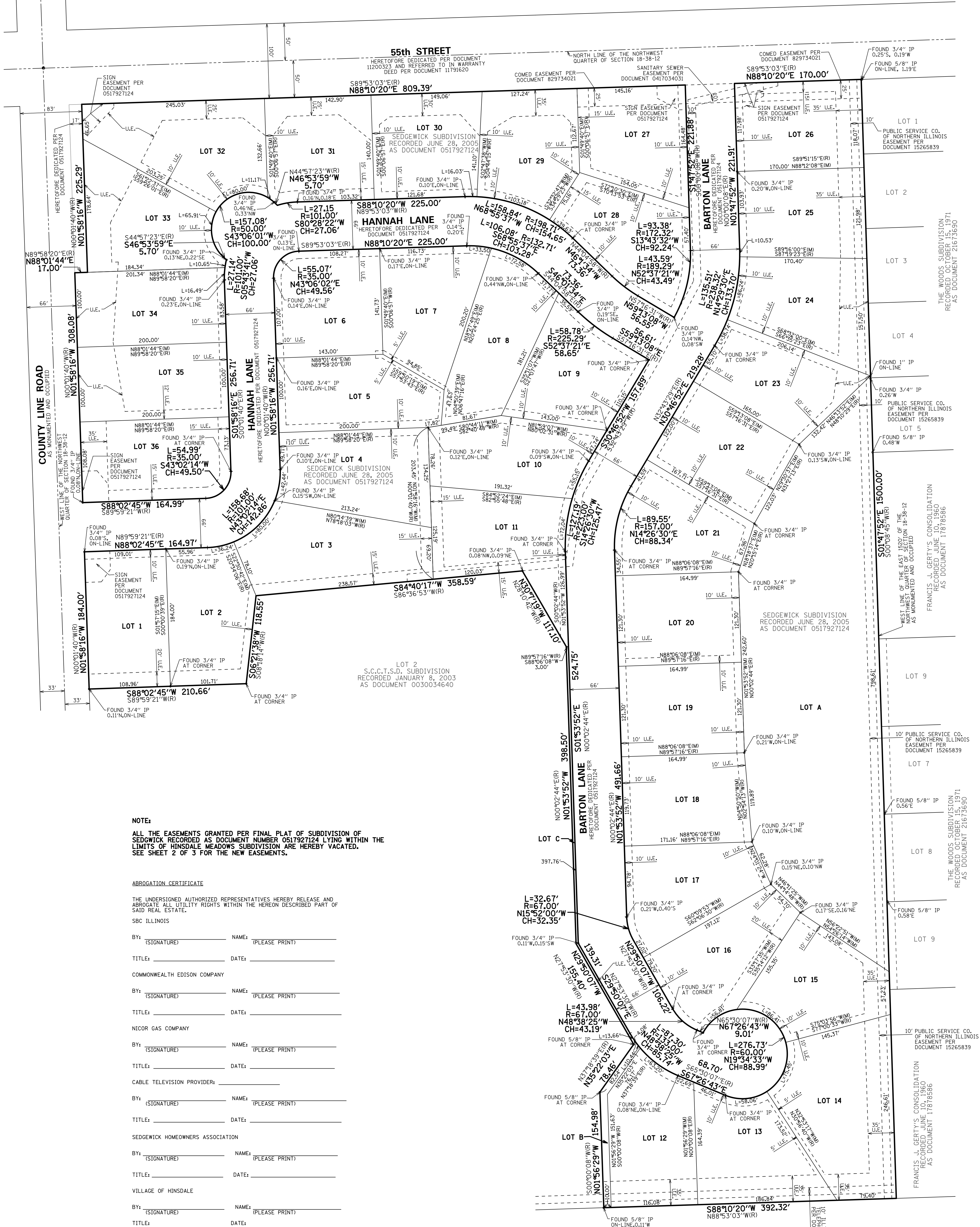
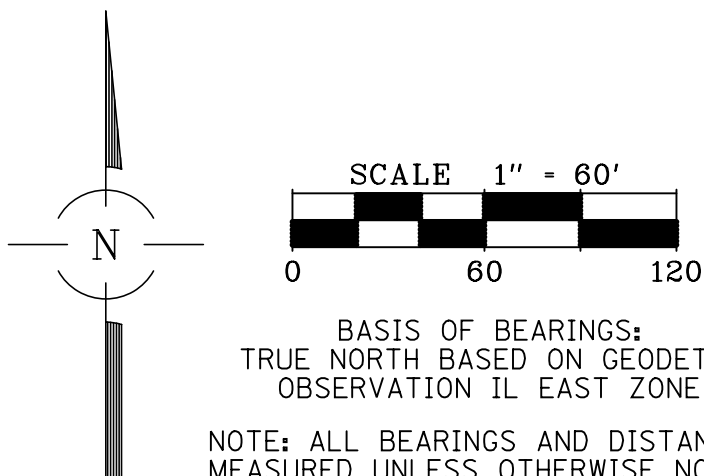
EXISTING BOUNDARY INFORMATION

LEGEND:

U.E. = UTILITY EASEMENT PER DOCUMENT
0517927124

(M) = MEASURED DISTANCE OR BEARING

(R) = RECORD DISTANCE OR BEARING



NOTE:

ALL THE EASEMENTS GRANTED PER FINAL PLAT OF SUBDIVISION OF SEDGWICK RECORDED AS DOCUMENT NUMBER 0517927124 LYING WITHIN THE LIMITS OF HINSDALE MEADOWS SUBDIVISION ARE HEREBY VACATED. SEE SHEET 2 OF 3 FOR THE NEW EASEMENTS.

ABROGATION CERTIFICATE

THE UNDERSIGNED AUTHORIZED REPRESENTATIVES HEREBY RELEASE AND ABROGATE ALL UTILITY RIGHTS WITHIN THE HEREON DESCRIBED PART OF SAID REAL ESTATE.

SBC ILLINOIS

BY: (SIGNATURE) NAME: (PLEASE PRINT)

TITLE: DATE:

COMMONWEALTH EDISON COMPANY

BY: (SIGNATURE) NAME: (PLEASE PRINT)

TITLE: DATE:

NICOR GAS COMPANY

BY: (SIGNATURE) NAME: (PLEASE PRINT)

TITLE: DATE:

CABLE TELEVISION PROVIDER:

BY: (SIGNATURE) NAME: (PLEASE PRINT)

TITLE: DATE:

SEDGWICK HOMEOWNERS ASSOCIATION

BY: (SIGNATURE) NAME: (PLEASE PRINT)

TITLE: DATE:

VILLAGE OF HINSDALE

BY: (SIGNATURE) NAME: (PLEASE PRINT)

TITLE: DATE:

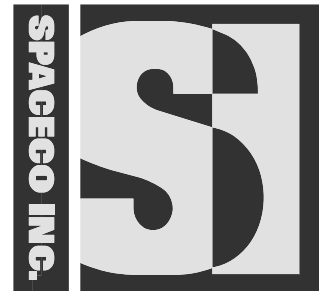
SHEET INDEX

- SHEET 1 OF 3 EXISTING BOUNDARY INFORMATION
- SHEET 2 OF 3 NEW LOT LAYOUT
- SHEET 3 OF 3 CERTIFICATES AND LEGAL DESCRIPTION

FOR REVIEW
PURPOSES ONLY

PREPARED FOR:
EDWARD R. JAMES PARTNERS, LLC
2550 WAUKEGAN ROAD
GLENVIEW, IL 60025

| REVISIONS: | |
|------------|------|
| 04/25/2017 | G.P. |
| 05/01/2017 | G.P. |
| 05/05/2017 | G.P. |
| 05/11/2017 | G.P. |
| 05/19/2017 | G.P. |
| 06/21/2017 | G.P. |



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

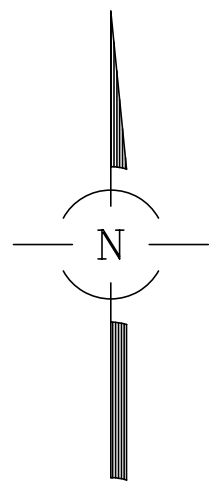
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

| |
|---------------------|
| DATE: 04/14/2017 |
| JOB NO: 9016 |
| FILENAME: SUB-01 |
| SHEET 1 OF 3 |

FINAL PLAT OF SUBDIVISION OF HINSDALE MEADOWS

BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF
SECTION 18, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE
THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

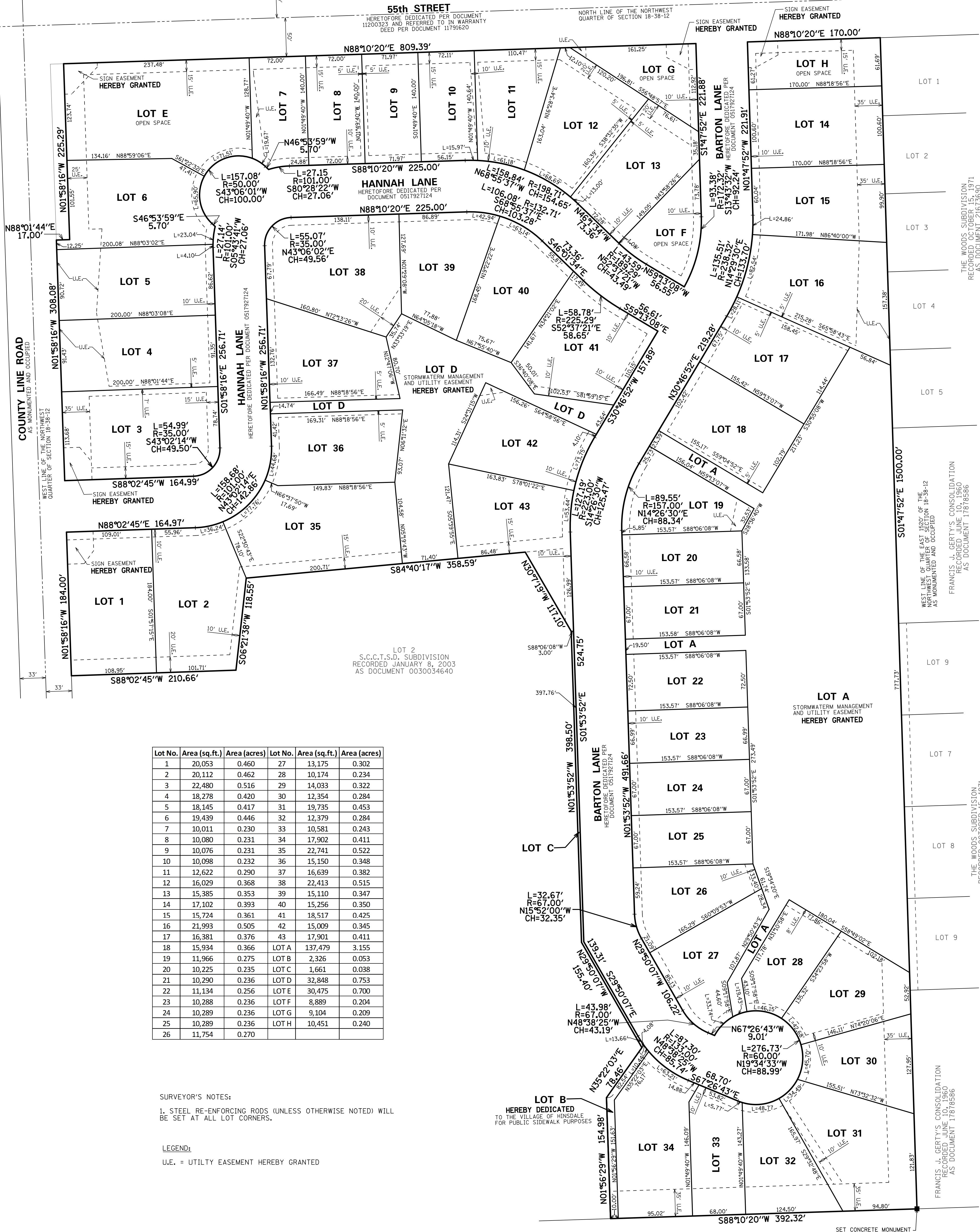
NEW LOT LAYOUT



SCALE 1" = 60'
0 60 120

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE
MEASURED UNLESS OTHERWISE NOTED.



| Lot No. | Area (sq.ft.) | Area (acres) | Lot No. | Area (sq.ft.) | Area (acres) |
|---------|---------------|--------------|---------|---------------|--------------|
| 1 | 20,053 | 0.460 | 27 | 13,175 | 0.302 |
| 2 | 20,112 | 0.462 | 28 | 10,174 | 0.234 |
| 3 | 22,480 | 0.516 | 29 | 14,033 | 0.322 |
| 4 | 18,278 | 0.420 | 30 | 12,354 | 0.284 |
| 5 | 18,145 | 0.417 | 31 | 19,735 | 0.453 |
| 6 | 19,439 | 0.446 | 32 | 12,379 | 0.284 |
| 7 | 10,011 | 0.230 | 33 | 10,581 | 0.243 |
| 8 | 10,080 | 0.231 | 34 | 17,902 | 0.411 |
| 9 | 10,076 | 0.231 | 35 | 22,741 | 0.522 |
| 10 | 10,098 | 0.232 | 36 | 15,150 | 0.348 |
| 11 | 12,622 | 0.290 | 37 | 16,639 | 0.382 |
| 12 | 16,029 | 0.368 | 38 | 22,413 | 0.515 |
| 13 | 15,385 | 0.353 | 39 | 15,110 | 0.347 |
| 14 | 17,102 | 0.393 | 40 | 15,256 | 0.350 |
| 15 | 15,724 | 0.361 | 41 | 18,517 | 0.425 |
| 16 | 21,993 | 0.505 | 42 | 15,009 | 0.345 |
| 17 | 16,381 | 0.376 | 43 | 17,901 | 0.411 |
| 18 | 15,934 | 0.366 | LOT A | 137,479 | 3.155 |
| 19 | 11,966 | 0.275 | LOT B | 2,326 | 0.053 |
| 20 | 10,225 | 0.235 | LOT C | 1,661 | 0.038 |
| 21 | 10,290 | 0.236 | LOT D | 32,848 | 0.753 |
| 22 | 11,134 | 0.256 | LOT E | 30,475 | 0.700 |
| 23 | 10,288 | 0.236 | LOT F | 8,889 | 0.204 |
| 24 | 10,289 | 0.236 | LOT G | 9,104 | 0.209 |
| 25 | 10,289 | 0.236 | LOT H | 10,451 | 0.240 |
| 26 | 11,754 | 0.270 | | | |

SURVEYOR'S NOTES:

1. STEEL RE-ENFORCING RODS (UNLESS OTHERWISE NOTED) WILL
BE SET AT ALL LOT CORNERS.

LEGEND:

U.E. = UTILITY EASEMENT HEREBY GRANTED

PREPARED FOR:
EDWARD R. JAMES PARTNERS, LLC
2550 WAUKEGAN ROAD
GLENVIEW, IL 60025

FOR REVIEW
PURPOSES ONLY

REVISIONS:
04/25/2017 G.P.
05/01/2017 G.P.
05/05/2017 G.P.
05/11/2017 G.P.
05/19/2017 G.P.
06/21/2017 G.P.

SPACECO INC.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 04/14/2017
JOB NO: 9016
FILENAME:
SUB-01
SHEET
2 OF 3

FINAL PLAT OF SUBDIVISION OF HINSDALE MEADOWS

BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF
SECTION 18, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE
THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CERTIFICATES AND LEGAL DESCRIPTION

P.L.N.:

| | |
|--------------------|--------------------|
| 18-18-109-001-0000 | 18-18-109-020-0000 |
| 18-18-109-002-0000 | 18-18-109-021-0000 |
| 18-18-109-003-0000 | 18-18-109-022-0000 |
| 18-18-109-004-0000 | 18-18-109-023-0000 |
| 18-18-109-005-0000 | 18-18-109-024-0000 |
| 18-18-109-006-0000 | 18-18-109-025-0000 |
| 18-18-109-007-0000 | 18-18-109-026-0000 |
| 18-18-109-008-0000 | 18-18-109-027-0000 |
| 18-18-109-009-0000 | 18-18-109-028-0000 |
| 18-18-109-010-0000 | 18-18-109-029-0000 |
| 18-18-109-011-0000 | 18-18-110-001-0000 |
| 18-18-109-012-0000 | 18-18-110-002-0000 |
| 18-18-109-013-0000 | 18-18-110-003-0000 |
| 18-18-109-014-0000 | 18-18-110-004-0000 |
| 18-18-109-015-0000 | 18-18-110-005-0000 |
| 18-18-109-016-0000 | 18-18-110-006-0000 |
| 18-18-109-017-0000 | 18-18-110-007-0000 |
| 18-18-109-018-0000 | 18-18-110-008-0000 |
| 18-18-109-019-0000 | 18-18-110-009-0000 |
| 18-18-109-020-0000 | 18-18-110-010-0000 |

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

THIS IS TO CERTIFY THAT HINSDALE MEADOWS VENTURE, AN ILLINOIS GENERAL PARTNERSHIP IS OWNER OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED THE SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE THEREON INDICATED.

THIS IS TO ALSO CERTIFY THAT AS OWNER(S) OF THE PROPERTY AS LEGALLY DESCRIBED ON THIS PLAT, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIE.

SCHOOL DISTRICTS

ELEMENTARY SCHOOL DISTRICT NO. 181
HIGH SCHOOL DISTRICT NO. 86
JUNIOR COLLEGE DISTRICT NO. 502

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

SIGNED: _____

PRINTED NAME AND TITLE

SIGNED: _____

PRINTED NAME AND TITLE

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF _____) SS

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY

AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____, TITLE _____ AND _____, TITLE _____

OF _____ WHO IS/ARE PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

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

NOTARY PUBLIC

MORTGAGEE'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF _____) SS

THE UNDERSIGNED, _____, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED AND RECORDED IN THE RECORDER'S OFFICE OF _____ COUNTY, ILLINOIS ON THE ____ DAY OF _____, A.D. 20 ____.

AS DOCUMENT NUMBER _____, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED THIS ____ DAY OF _____, 20 ____.

BY _____

PRINTED NAME AND TITLE

ATTEST _____

MORTGAGEE'S NOTARY PUBLIC

STATE OF ILLINOIS)
COUNTY OF _____) SS

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY

AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____

OF SAID BANK WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ____ DAY OF _____, 20 ____.

NOTARY PUBLIC

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF _____) SS

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, ADEQUATE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL NOT BE DEPOSITED ON THE PROPERTY OF ADJOINING LAND OWNERS IN SUCH CONCENTRATIONS AS MAY CAUSE DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

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

OWNER(S) OR DULY AUTHORIZED ATTORNEY

REGISTERED PROFESSIONAL ENGINEER, LICENSE NO. _____

LICENSE EXPIRES: _____

I.D.O.T. CERTIFICATE

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

NOTES: NO DIRECT ACCESS TO 55TH STREET FROM LOTS 7-12, E, G AND H SHALL BE ALLOWED.

ANTHONY J. OUGLEY, P.E.
REGION ONE ENGINEER

EASEMENT PROVISIONS

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF HINSDALE AND THE HINSDALE SANITARY DISTRICT AND OTHER PUBLIC UTILITIES, AND HOLDERS OF EXISTING FRANCHISES GRANTED BY THE VILLAGE OF HINSDALE, ILLINOIS, OR OTHERWISE OPERATING UNDER ILLINOIS LAW, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "U.E.", "UTILITY EASEMENT" (OR SIMILAR DESIGNATION), TO SURVEY, CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE, INSPECT, MAINTAIN, OPERATE AND ABANDON IN PLACE, TRANSMISSION AND DISTRIBUTION SYSTEMS AND LINES UNDER AND UPON THE SURFACE OF THE EASEMENT, INCLUDING WITHOUT LIMITATION TO TELEPHONE CABLES, GAS MAINS, CABLE TELEVISION LINES, COMMUNICATION LINES, AND ALL NECESSARY FACILITIES APPURTENANT THERETO, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES, AND TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON.

A NON-EXCLUSIVE EASEMENT IS ALSO HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF HINSDALE, ILLINOIS, AND THE HINSDALE SANITARY DISTRICT TO CONSTRUCT, INSTALL, RECONSTRUCT, REPAIR, REMOVE, REPLACE AND INSPECT FACILITIES FOR THE TRANSMISSION AND DISTRIBUTION OF WATER, STORM SEWERS, AND SANITARY SEWERS, WITHIN THE EASEMENT AREAS, TOGETHER WITH A RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES.

THE ABOVE NAMED ENTITIES ARE HEREBY GRANTED THE RIGHT TO ENTER UPON EASEMENT AREAS HERE IN DESCRIBED FOR THE USES HEREIN SET FORTH AND THE RIGHT TO CUT, TRIM, OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS WITHIN THE EASEMENT AREAS WHICH INTERFERE WITH THE CONSTRUCTION, INSTALLATION, RECONSTRUCTION, REPAIR, REMOVAL, REPLACEMENT, MAINTENANCE, AND OPERATION OF THEIR TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO. NO PERMANENT BUILDINGS, STRUCTURES, OR OBSTRUCTIONS SHALL BE CONSTRUCTED IN UPON OR OVER ANY AREAS DESIGNATED AS EASEMENT, BUT SUCH AREAS MAY BE USED FOR GARDENS, SHRUBS, TREES, LANDSCAPING, PARKING, DRIVEWAYS, STORM WATER STORAGE, AND OTHER RELATED PURPOSES THAT DO NOT UNREASONABLY INTERFERE WITH THE USES HEREIN DESCRIBED, UPON APPROVAL BY THE VILLAGE MANAGER OF THE VILLAGE OF HINSDALE.

THE OCCUPATION AND USE OF THE NON-EXCLUSIVE EASEMENT AREAS HEREIN GRANTED AND RESERVED FOR THE ABOVE NAMED ENTITIES BY EACH OF SUCH ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH OR PRECLUDE THE OCCUPATION AND USE THEREOF BY OTHER SUCH EASEMENT AREAS ARE GRANTED AND RESERVED. THE CROSSING AND RE-CROSSING OF SAID EASEMENT AREAS BY THE ABOVE NAMED ENTITIES SHALL BE DONE IN SUCH A MANNER SO AS NOT TO INTERFERE WITH, DAMAGE, OR DISTURB ANY TRANSMISSION AND DISTRIBUTION SYSTEMS AND FACILITIES APPURTENANT THERETO EXISTING WITHIN THE EASEMENT AREAS BEING CROSSED OR RE-CROSSED. NO USE OR OCCUPATION OF SAID EASEMENT AREAS BY THE ABOVE NAMED ENTITIES SHALL CAUSE ANY CHANGE IN GRADE OR IMPAIR OR CHANGE THE SURFACE DRAINAGE PATTERNS.

ANY WORK PERFORMED BY ANY GRANTEE UNDER EASEMENT RIGHTS HEREBY GRANTED SHALL INCLUDE RESTORATION, REPAIR AND REPLACEMENT OF ANY LANDSCAPING, PAVEMENT, CURB, GUTTERS, STORMWATER STRUCTURES OR OTHER ELEMENTS OF THE PROPERTY DISTURBED BY SUCH WORK.

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Telephone Company, Grantees.

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electric communications, sounds and signals, in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas, to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantee's facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(a), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

EASEMENT PROVISIONS

An easement is hereby reserved for and granted to NORTHERN ILLINOIS GAS COMPANY, an Illinois corporation, doing business as NICOR GAS COMPANY, its successors and assigns (hereinafter "Nicor") to install, operate, maintain, repair, replace and remove facilities used in connection with the transmission and distribution of natural gas in, over, under, across, along and upon the surface of the property shown on this plat marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E.", "Public Utility & Drainage Easement", "P.U.D.E.", "Common Area or Areas" (or similar designations), streets and alleys, whether public or private, and the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", together with the right to install required service connections over or under the surface of each lot and Common Area or Areas to serve improvements thereon, or on adjacent lots, and Common Area or Areas, and to serve other property, adjacent or otherwise, and the right to remove obstructions, including but not limited to, trees, bushes, roots and fences, as may be reasonably required incident to the rights herein given, and the right to enter upon the property for all such purposes. Obstructions shall not be placed over Nicor facilities or in, upon or over the property identified on this plat for utility purposes without the prior written consent of Nicor. After installation of any such facilities, the grade of the property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have that meaning set forth for such term in Section 605/2(e) of the "Condominium Property Act" (Illinois Compiled Statutes, Ch. 765, Sec. 605/2(e)), as amended from time to time.

The term "Common Area or Areas" is defined as a lot, parcel or area of real property, including real property surfaced with interior driveways and walkways, the beneficial use and enjoyment of which is reserved in whole as an appurtenance to the separately owned lots, parcels or areas within the property, even though such areas may be designated on this plat by other terms.

STORMWATER MANAGEMENT EASEMENT PROVISIONS.

THE OBLIGATION OF MAINTAINING THE STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) AND THE APPURTENANCES THERETO AS DESCRIBED HEREON SHALL BE THAT OF THE OWNER, ENTIRELY OR ITS SUCCESSORS AND ASSIGNS HOLDING TITLE TO SAID STORMWATER MANAGEMENT EASEMENT (S.W.M.E.). HOWEVER, THE VILLAGE OF HINSDALE SHALL HAVE THE RIGHT PURSUANT TO THIS GRANT OF EASEMENT, TO ENTER THE PREMISES DESCRIBED HEREON AS STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) AT ANY TIME IT DEEMS NECESSARY TO INSPECT, REPAIR OR MAINTAIN DETENTION/RETENTION POND AND APPURTENANCES THERETO, WHICH THE OWNER OR ASSOCIATION FAILS OR REFUSES TO MAINTAIN, FOLLOWING WRITTEN NOTICE TO DO SO FROM THE VILLAGE. IN THE EVENT OF PERFORMANCE BY THE VILLAGE OF HINSDALE OR ITS AGENTS OF ANY SUCH REPAIR OR MAINTENANCE WORK, THE COST THEREOF (INCLUDING BOTH DIRECT AND INDIRECT COSTS) SHALL BE PAID BY THE OWNER, ASSOCIATION OR THE INDIVIDUAL MEMBERS OR SHARE HOLDERS OF THE ASSOCIATION AND SHALL CONSTITUTE A LIEN UPON THE ABOVE-OBSERVED STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) AND THE ADJACENT ENTIRE REAL ESTATE, WITHIN THE LIMITS OF SAID PLAT, WHICH THE DETENTION POND AND APPURTENANCES SERVE. SUCH LIEN MAY BE ENFORCED BY THE VILLAGE, WHICH SHALL ALSO RECOVER ALL REASONABLE COSTS AND ATTORNEY'S FEES IN DOING SO, IN THE MANNER PROVIDED BY LAW OR ENFORCEMENT AND FORECLOSURE OF LIENS.

SIGN EASEMENT PROVISIONS

A SIGN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE HOMEOWNER ASSOCIATION, ITS SUCCESSORS AND ASSIGNS FOR THE USE AND BENEFIT OF SAID HOMEOWNERS ASSOCIATION TO INSTALL, MAINTAIN, RECONSTRUCT AND REMOVE, FROM TIME TO TIME, SIGNS ACROSS, ALONG AND UPON A SURFACE OF THE PROPERTY CONTAINED WITHIN THE DASHED LINES SHOWN HEREON AND MARKED "SIGN EASEMENT", ALSO GRANTED HERETO THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE EASEMENTS WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION, MAINTENANCE, RECONSTRUCTION OR REMOVAL OF ANY SIGNS, THE GRADE OF THE PROPERTY SHALL BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

COOK COUNTY HIGHWAY DEPARTMENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

THIS PLAT HAS BEEN APPROVED BY THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS WITH RESPECT TO ROADWAY ACCESS PURSUANT TO 765 ILCS 205/2, HOWEVER, A HIGHWAY PERMIT, CONFORMING TO THE STANDARDS OF THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS IS REQUIRED BY THE OWNER OF THE PROPERTY FOR THIS ACCESS.

____ DAY OF _____, 20 ____.

SUPERINTENDENT OF TRANSPORTATION AND HIGHWAYS
COOK COUNTY, ILLINOIS

VILLAGE PRESIDENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF HINSDALE, ILLINOIS, THIS ____ DAY OF _____, A.D. 20 ____.

SIGNED: _____

PRESIDENT

ATTEST: _____

VILLAGE CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF HINSDALE, COOK AND DUPAGE COUNTY, ILLINOIS.

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

SIGNED: CHAIRMAN _____

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

APPROVED BY THE VILLAGE ENGINEER OF OF THE VILLAGE OF HINSDALE, COOK AND DUPAGE COUNTY, ILLINOIS,

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

SIGNED: VILLAGE ENGINEER _____

VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, _____, TREASURER FOR THE VILLAGE OF HINSDALE, COOK AND DUPAGE COUNTY, ILLINOIS, HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSIGNMENTS THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND IN THE SUBJECT PLAT.

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

BY: VILLAGE COLLECTOR _____

PROPERTY DESCRIPTION:

LOTS A, B AND C AND LOTS I THROUGH 36, INCLUSIVE, IN SEDGEWICK SUBDIVISION, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED JUNE 28, 2005 AS DOCUMENT 051927124, IN COOK COUNTY, ILLINOIS.

STATE OF ILLINOIS)
COUNTY OF COOK) SS

WE DECLARE THAT THE ABOVE DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-00151, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

SAID PROPERTY CONTAINS 878,479 SQUARE FEET OR 20.166 ACRES, MORE OR LESS.

WE FURTHER DECLARE THAT THE LAND IS WITHIN THE VILLAGE OF HINSDALE WHICH HAS ADOPTED A CITY COMPREHENSIVE PLAN AND MAP AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

WE FURTHER DECLARE, BASED UPON A REVIEW OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.) COMMUNITY PANEL/MAP NUMBER 1705000003 WITH EFFECTIVE DATE JANUARY 1, 2011, THAT IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES WITHIN "ZONE C" - AREAS OF MINIMAL FLOODING (NO SHADING), AS IDENTIFIED BY SAID F.I.R.M. MAP.

WE FURTHER DECLARE THAT STEEL REINFORCING RODS (UNLESS OTHERWISE NOTED) WILL BE SET AT ALL LOT CORNERS.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, AS APPLICABLE TO PLATS OF SUBDIVISION.

GIVEN UNDER OUR HAND AND SEAL THIS ____ DAY OF _____, 20 ____ IN ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S. No. 035-2841
LICENSE EXPIRES: 11-30-2018

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

PLAT SUBMITTED BY/
MAIL FAX BILLS TO:
HINSDALE MEADOWS VENTURE
2550 WAUKEGAN ROAD, SUITE 220
GLENVIEW, ILLINOIS 60025

PREPARED FOR:
EDWARD R. JAMES PARTNERS, LLC
2550 WAUKEGAN ROAD
GLENVIEW, IL 60025

FOR REVIEW
PURPOSES ONLY

| REVISIONS: | |
|------------|------|
| 04/25/2017 | G.P. |
| 05/01/2017 | G.P. |
| 05/05/2017 | G.P. |
| 05/11/2017 | G.P. |
| 05/11/2017 | G.P. |
| 06/21/2017 | G.P. |



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

| |
|---------------------|
| DATE: 04/14/2017 |
| JOB NO: 9016 |
| FILENAME: SUB-01 |
| SHEET 3 OF 3 |

COUNTY LINE ROAD

55TH STREET

Existing 6' Metal Fence to Remain

Proposed 8' Screen Wall

Existing Corner Monument
Existing 6' Metal Fence to Remain

Existing Entrance Monument
Sign Lettering on West Side Only

Park A

7a

8a

9a

10a

11a

12b

13b

14b

15b

16b

Park B

6b

5b

4b

3b

38b
WO

39b
LO

40b
LO

41b

42b

43b

19a
LO

20a
LO

21a
LO

22a

37b
WO

36b
WO

35b
WO

1a
LO

2b
LO

HANNAH LANE

BARTON LANE

Existing Entrance Monument
Sign Lettering on North Side Only

OUTLOT D

OUTLOT D

OUTLOT D

OUTLOT D

OUTLOT A

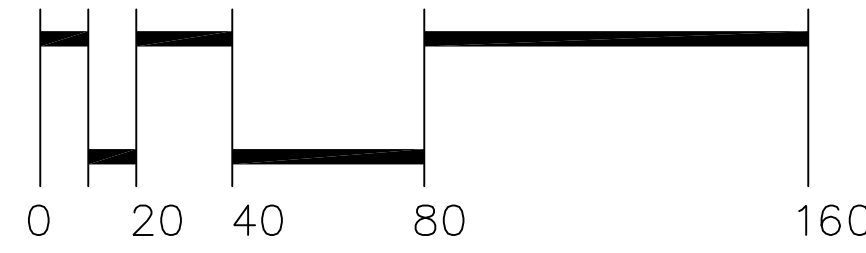
OUTLOT A

Detention

NORTH AREA
SOUTH AREA

OUTLOT A

North



Typical Rear Yard (SF)

Typical Front Setback

Duplex Setback

Rear Yard Variance Request
(Lot 41)

Typical Rear Yard (Duplex)

10' Wide Turf Block Access to Pond

ISSUE DATE: 06-15-2017

REVISIONS

EDWARD R. JAMES HOMES
EXCEPTIONAL HOMES... EXCEPTIONAL PLACES

Hinsdale Meadows
Site Landscape Documents
Hinsdale, Illinois



BSB
DESIGN

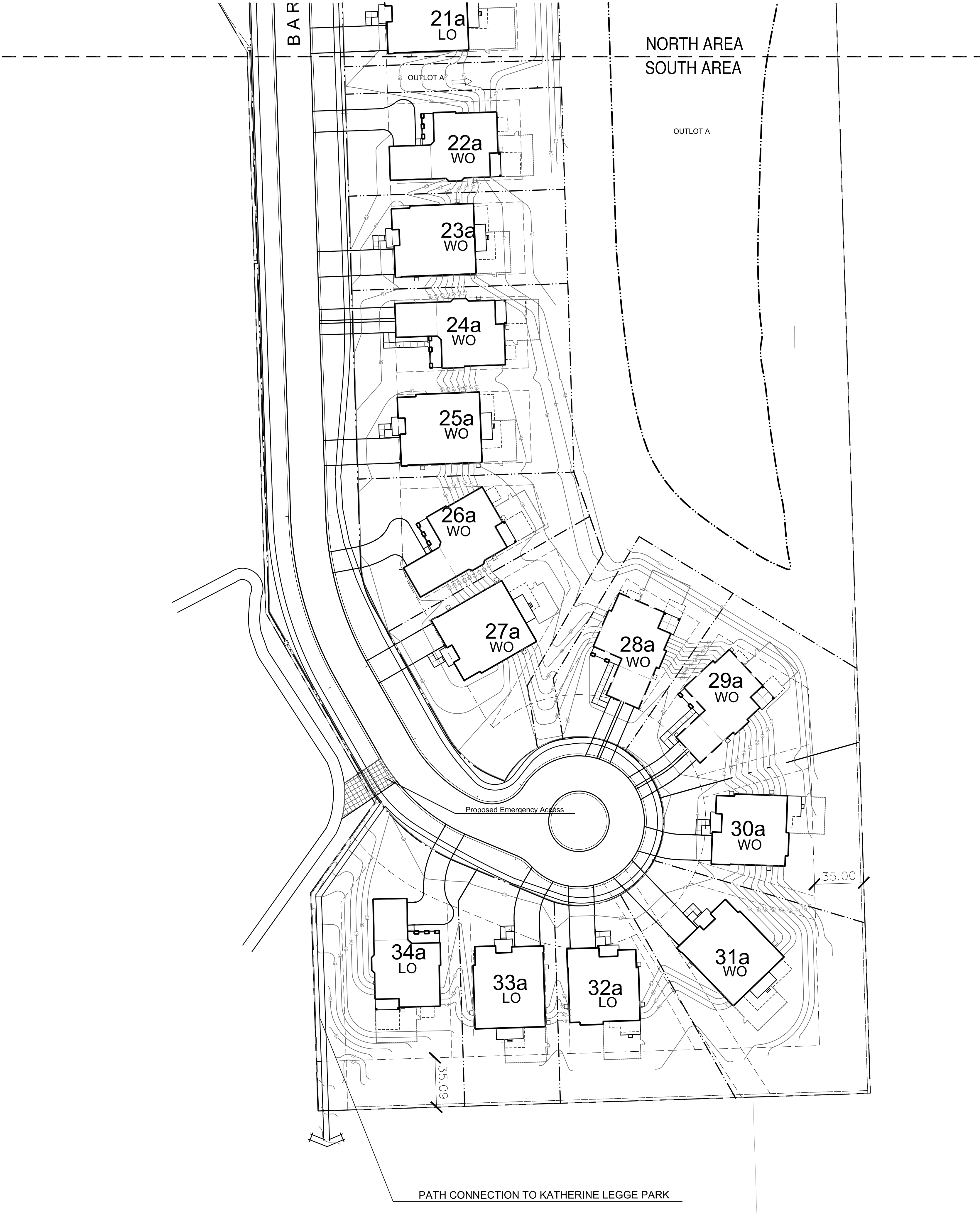
www.bsbdesign.com

1540 Dundee Road
Palatine, Illinois 60074
847.705.2200

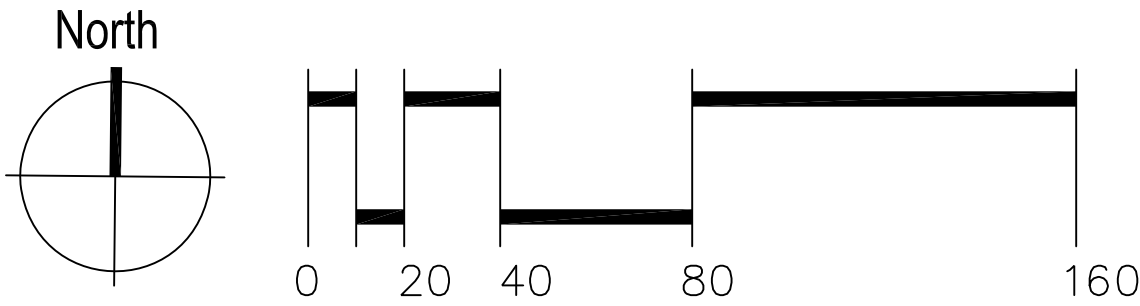
JOB NO: TS PROJ MGR: JM
DRAWN: TS CHECKED:

SITE LAYOUT PLAN
NORTH AREA

LS 1.1



| | |
|-----------------------------------|------------|
| Tot. SF Units | 22 |
| Min. Lot Area | 10,011 SF |
| Avg. Lot Area | 12,250 SF |
| Front Yard from Internal Streets | 30' |
| Front Yard (Lots 7-11) | 25' |
| Combined Side Yards (SF-SF) | 16' |
| Combined Side Yards (SF-MF) | 17' |
| Rear Yard | 35' Min. |
| Tot. MF (Duet) Units | 42 |
| Min. Combined Lot Area | 15,008 SF |
| Avg. Combined Lot Area | 17,892 SF |
| Front Yard from Internal Streets | 30' |
| Front Yard (Lots 12-13) | 25' |
| Combined Side yards (MF-MF) | 18' |
| Rear Yard | 25' Min. |
| Rear Yard (Lot 41) | 15' |
| Perimeter Setbacks | |
| 55th Street | 35' |
| County Line Rd. (Existing Lot 1) | 35' |
| County Line Road | 35' |
| East Property Line | 35' |
| South Property Line | 35' |
| South Prop. Line (Lots 35 and 43) | 10' |
| Total Units | 64 |
| Total No. of Structures | 43 |
| Site Area | |
| SF Lot Area | 6.19 Ac. |
| MF (Duet) Lot Area | 8.63 Ac. |
| ROW | 4.33 Ac. |
| Detention/Open Space | 5.35 Ac. |
| Site Area | 24.50 Ac. |
| Density | 2.4 Du/Ac. |



| | |
|-------------|------------|
| ISSUE DATE: | 06-15-2017 |
| REVISIONS | |
| REV 1 | - |
| REV 2 | - |
| REV 3 | - |
| REV 4 | - |
| REV 5 | - |
| REV 6 | - |
| REV 7 | - |
| REV 8 | - |

EDWARD R. JAMES HOMES
EXCEPTIONAL HOMES... EXCEPTIONAL PLACES

Hinsdale Meadows
Site Landscape Documents
Hinsdale, Illinois


BSB
DESIGN
www.bsbdesign.com
1540 Dundee Road
Palatine, Illinois 60074
847.705.2200

JOB NO: _____ PROJ MGR: JM
DRAWN: TS CHECKED: _____
SITE LAYOUT PLAN
SOUTH AREA

LS 1.2



- LEGEND**
- EXISTING TREE TO REMAIN
 - EXISTING TREE TO BE TRANSPLANTED
 - TRANSPLANTED DECIDUOUS TREE PROPOSED LOCATION
 - TRANSPLANTED EVERGREEN TREE PROPOSED LOCATION
 - EXISTING TREE TO BE REMOVED

ISSUE DATE: 06-15-2017

| REV | DATE | DESCRIPTION |
|-------|------|-------------|
| REV 1 | | |
| REV 2 | | |
| REV 3 | | |
| REV 4 | | |
| REV 5 | | |
| REV 6 | | |
| REV 7 | | |
| REV 8 | | |

EDWARD R. JAMES HOMES
EXCEPTIONAL HOMES... EXCEPTIONAL PLACES

Hinsdale Meadows
Site Landscape Documents
Hinsdale, Illinois

BSB DESIGN

www.bsbdesign.com
1540 Dundee Road
Palatine, Illinois 60074
847.705.2200

JOB NO: DRAWN: TS PROJ MGR: JM CHECKED:

EXISTING TREE MGT. PLAN
NORTH AREA

LS2.0

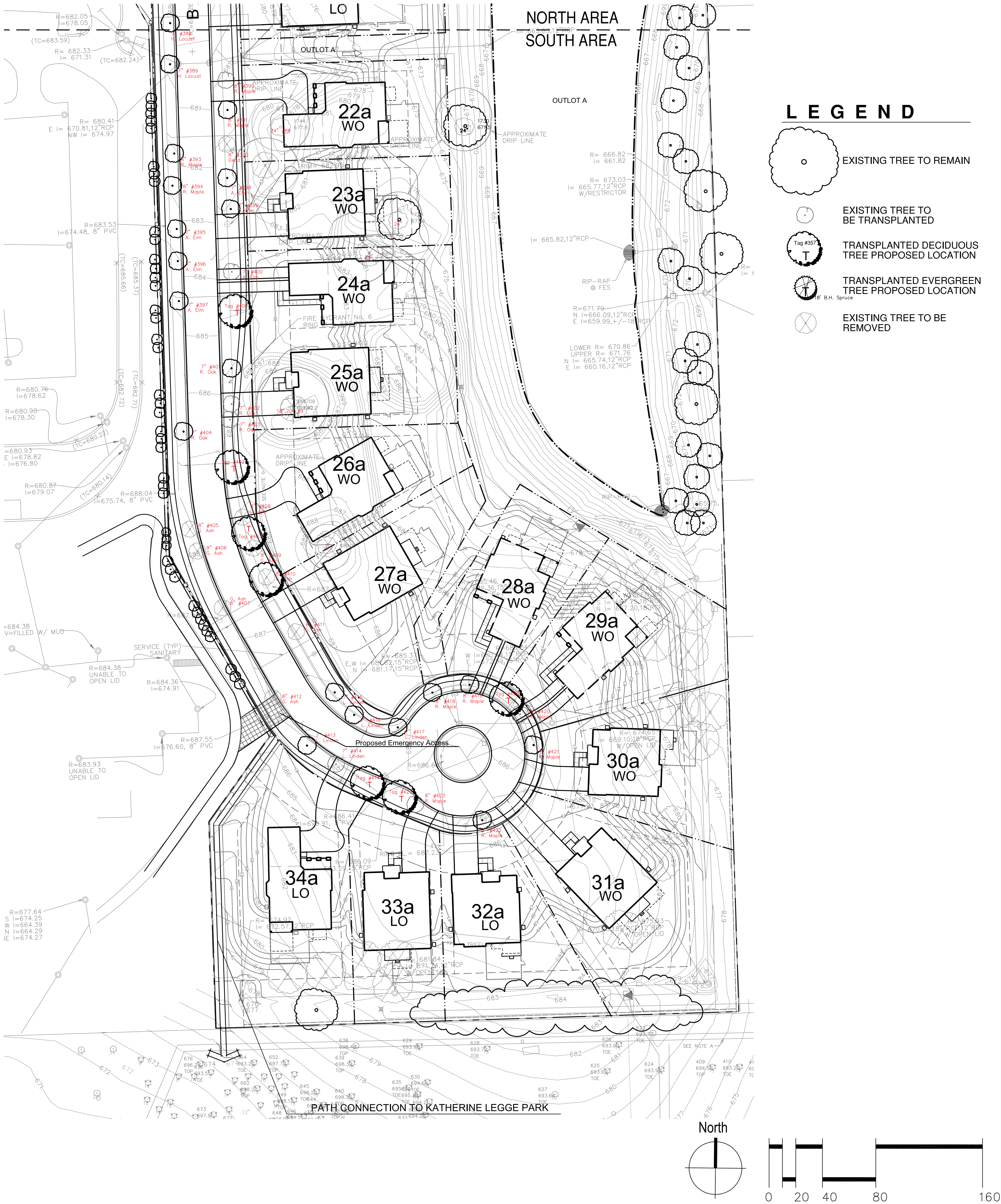
EXISTING TREE LEGEND

PARKWAY TREES

| Tree # | Size | Tree Species | Status | Notes |
|--------|-------|--|------------|-------|
| #300 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #301 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #302 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #303 | 7" | Bradford Pear / P. calleryana 'Bradford' | Transplant | |
| #304 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #305 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #306 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #307 | 7" | Bradford Pear / P. calleryana 'Bradford' | Remain | |
| #308 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |
| #309 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #310 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #311 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #312 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |
| #313 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |
| #314 | 6" | Kentucky Coffee Tree / G. dioica | Remain | |
| #424 | 6" | Kentucky Coffee Tree / G. dioica | Remain | |
| #315 | 6" | Kentucky Coffee Tree / G. dioica | Transplant | |
| #316 | 6" | Kentucky Coffee Tree / G. dioica | Transplant | |
| #317 | 6" | Kentucky Coffee Tree / G. dioica | Remain | |
| #318 | 6" | Kentucky Coffee Tree / G. dioica | Transplant | |
| #319 | 6" | Kentucky Coffee Tree / G. dioica | Transplant | |
| #320 | 6" | Kentucky Coffee Tree / G. dioica | Transplant | |
| #321 | 6" | Kentucky Coffee Tree / G. dioica | Remain | |
| #322 | 6" | Kentucky Coffee Tree / G. dioica | Remain | |
| #323 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #324 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #325 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #425 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #426 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #427 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #428 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #429 | 8" | Green Ash/ F. pennsylvanica | Dead | |
| #326 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #327 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #328 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |
| #329 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #330 | 8" | Kentucky Coffee Tree / G. dioica | Remain | |
| #331 | 8" | Kentucky Coffee Tree / G. dioica | Transplant | |
| #332 | 8" | Red Oak / Q. rubra | Remain | |
| #333 | 8" | Red Oak / Q. rubra | Transplant | |
| #334 | 8" | Red Oak / Q. rubra | Remain | |
| #335 | Clump | Red Oak / Q. rubra | Remain | |
| #336 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |
| #337 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #338 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |
| #339 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #340 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #341 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #342 | 8" | Red Maple / A. Rubrum 'Freemani' | Remain | |
| #343 | 8" | Red Maple / A. Rubrum 'Freemani' | Transplant | |

PERIMETER TREES TO BE TRANSPLANTED

| Tree # | Size | Tree Species | Status | New Transplant Location |
|--------|------|---|------------|-------------------------|
| #500 | 24' | Colorado Spruce/Pice pungens | Transplant | West Property Line |
| #501 | 18' | Norway Spruce/Pice abies | Transplant | West Property Line |
| #502 | 20' | Norway Spruce/Pice abies | Transplant | West Property Line |
| #503 | 22' | Colorado Spruce/Pice pungens | Transplant | West Property Line |
| #504 | 20' | Colorado Spruce/Pice pungens | Transplant | West Property Line |
| #505 | 12" | Swamp White Oak / Quercus bicolor | Transplant | North Property Line |
| #506 | 18' | Black Hills Spruce/ P. glauca 'Densata' | Transplant | West Property Line |
| #507 | 18' | Black Hills Spruce/ P. glauca 'Densata' | Transplant | West Property Line |
| #508 | 18' | Black Hills Spruce/ P. glauca 'Densata' | Transplant | West Property Line |
| #509 | 18' | Black Hills Spruce/ P. glauca 'Densata' | Transplant | West Property Line |
| #510 | 16' | Norway Spruce/Pice abies | Transplant | West Property Line |
| #511 | 16' | Norway Spruce/Pice abies | Transplant | West Property Line |
| #512 | 16' | Norway Spruce/Pice abies | Transplant | West Property Line |
| #513 | 18' | Concolor Fir / Abies concolor | Transplant | West Property Line |
| #514 | 16' | Concolor Fir / Abies concolor | Transplant | West Property Line |
| #515 | 18' | Colorado Spruce/Pice pungens | Transplant | South Property Line |
| #516 | 18' | Colorado Spruce/Pice pungens | Transplant | South Property Line |
| #517 | 18' | Colorado Spruce/Pice pungens | Transplant | West Property Line |
| #518 | 18' | Colorado Spruce/Pice pungens | Transplant | West Property Line |
| #519 | 10" | Norway Maple / Acer platanoides | Transplant | North Property Line |
| #520 | 20' | Norway Spruce/Pice abies | Transplant | South Property Line |
| #521 | 20' | Norway Spruce/Pice abies | Transplant | South Property Line |
| #522 | 20' | Norway Spruce/Pice abies | Transplant | South Property Line |
| #523 | 18' | Norway Spruce/Pice abies | Transplant | South Property Line |
| #524 | 18' | Norway Spruce/Pice abies | Transplant | South Property Line |



| ISSUE DATE: | 06-15-2017 |
|-------------|------------|
| REVISIONS | |
| REV 1 | |
| REV 2 | |
| REV 3 | |
| REV 4 | |
| REV 5 | |
| REV 6 | |
| REV 7 | |
| REV 8 | |

EDWARD R. JAMES HOMES
EXCEPTIONAL HOMES... EXCEPTIONAL PLACES

Hinsdale Meadows
Site Landscape Documents
Hinsdale, Illinois

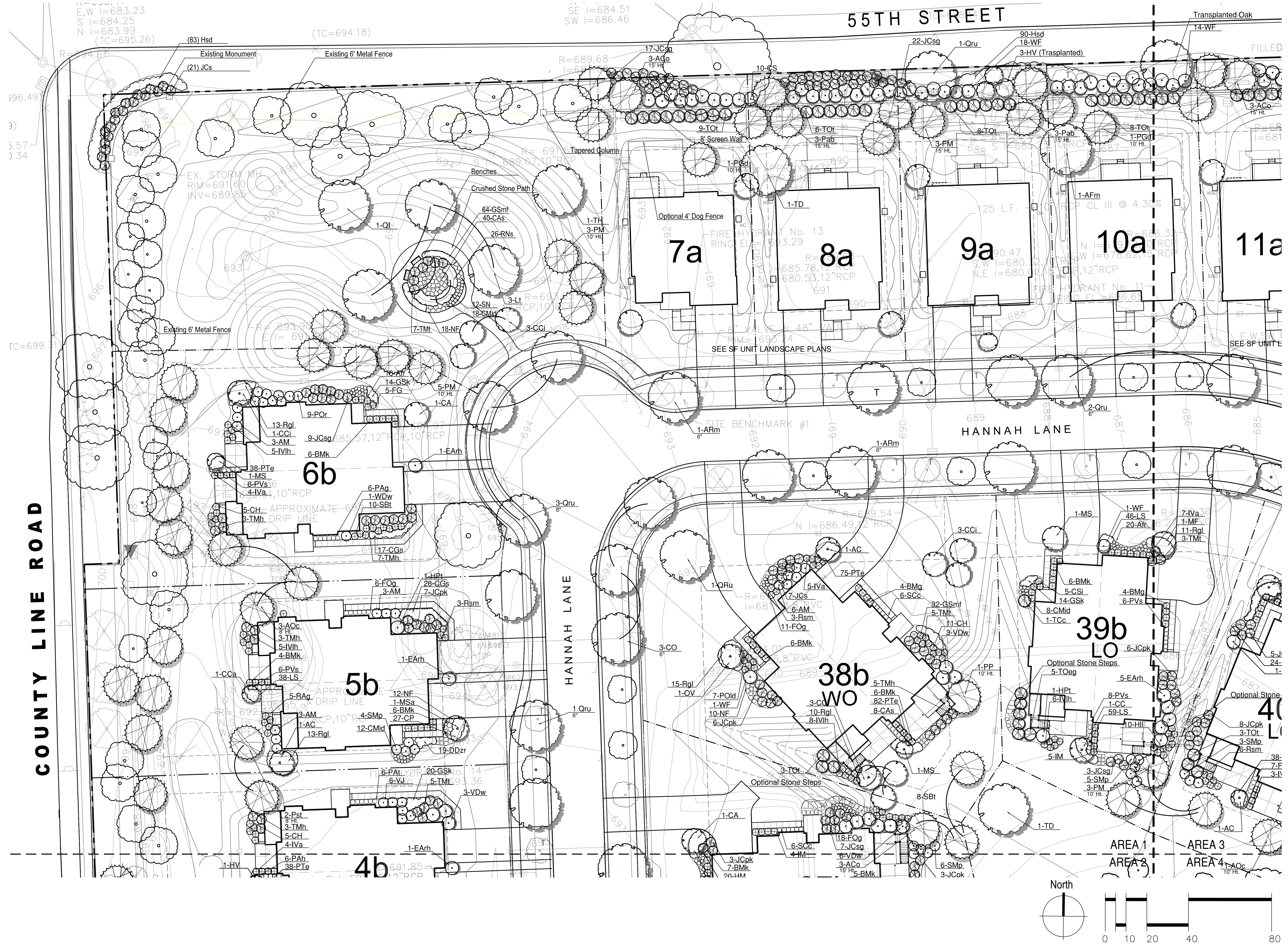


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EXISTING TREE MGT. PLAN
SOUTH AREA

LS2.1



ISSUE DATE: 06-15-2017

| REV | DATE | DESCRIPTION |
|-------|------------|-------------------|
| REV 1 | 06-15-2017 | ISSUED FOR PERMIT |
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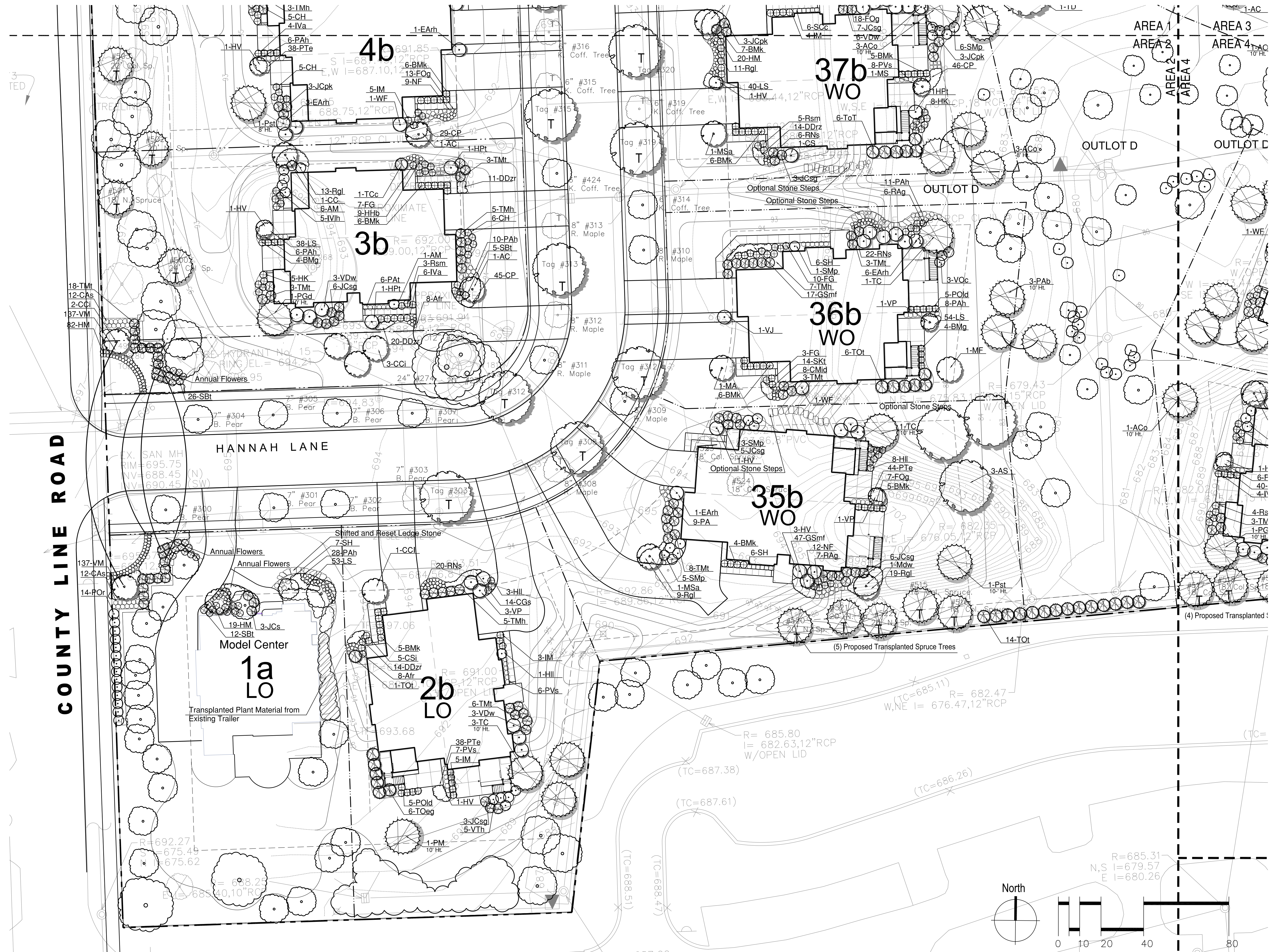
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LANDSCAPE PLAN
AREA ONE

LS3.1

COUNTY LINE ROAD



ISSUE DATE: 06-15-2017

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|-----|------------|-------------------|
| 1 | 06-15-2017 | ISSUED FOR PERMIT |
| 2 | 06-15-2017 | ISSUED FOR PERMIT |
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| 4 | 06-15-2017 | ISSUED FOR PERMIT |
| 5 | 06-15-2017 | ISSUED FOR PERMIT |
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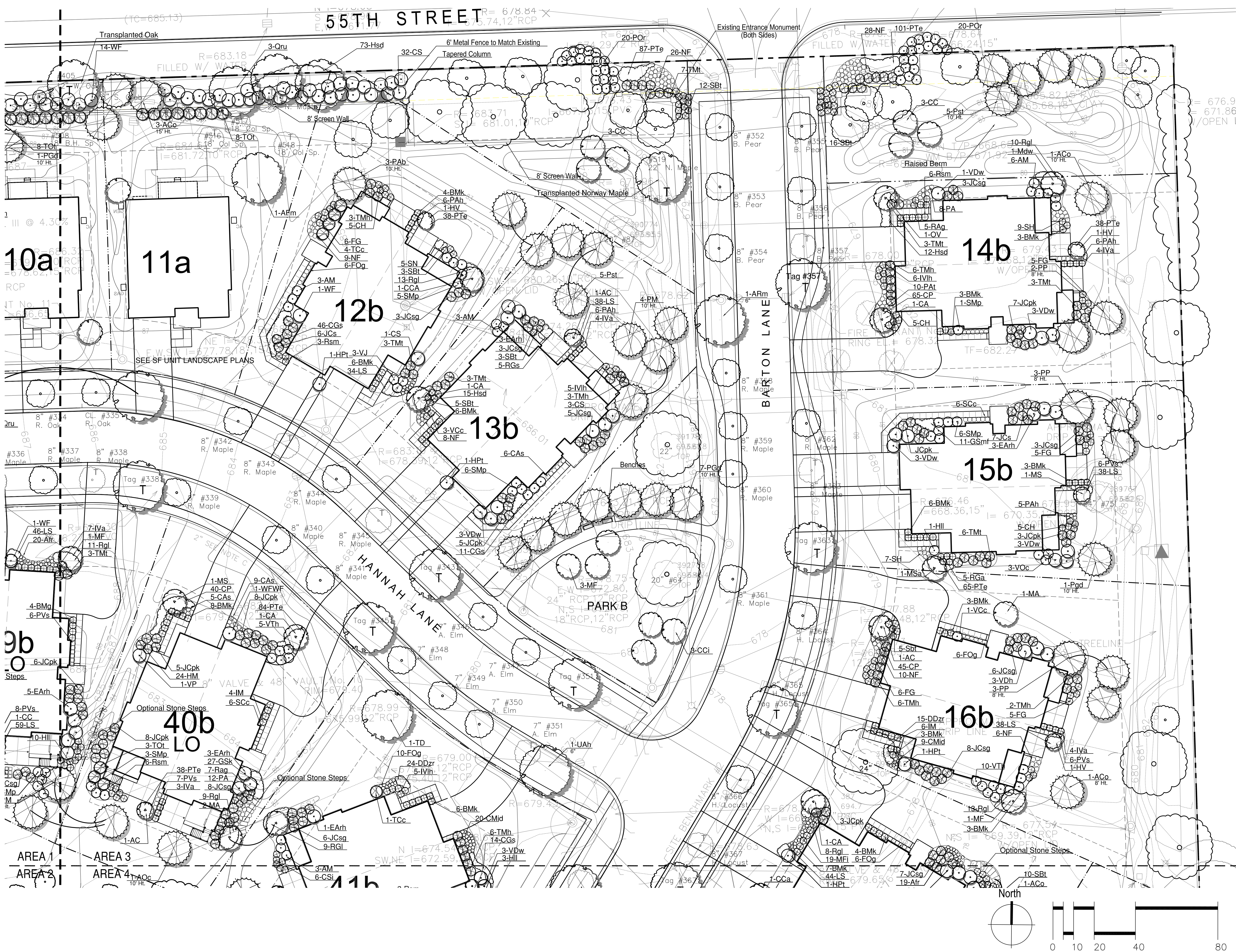
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LANDSCAPE PLAN
AREA TWO

LS 3.2



ISSUE DATE: 06-15-2017

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| REV 1 | 06-15-2017 | ISSUED FOR PERMIT |
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| REV 4 | 06-15-2017 | ISSUED FOR PERMIT |
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| REV 6 | 06-15-2017 | ISSUED FOR PERMIT |
| REV 7 | 06-15-2017 | ISSUED FOR PERMIT |
| REV 8 | 06-15-2017 | ISSUED FOR PERMIT |

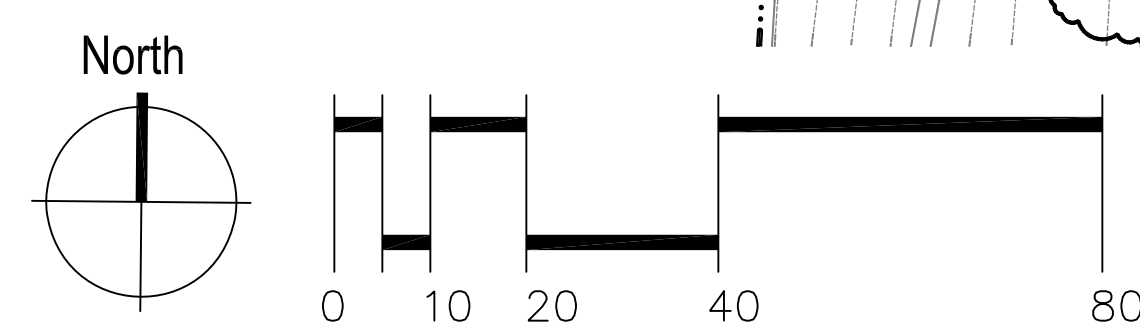
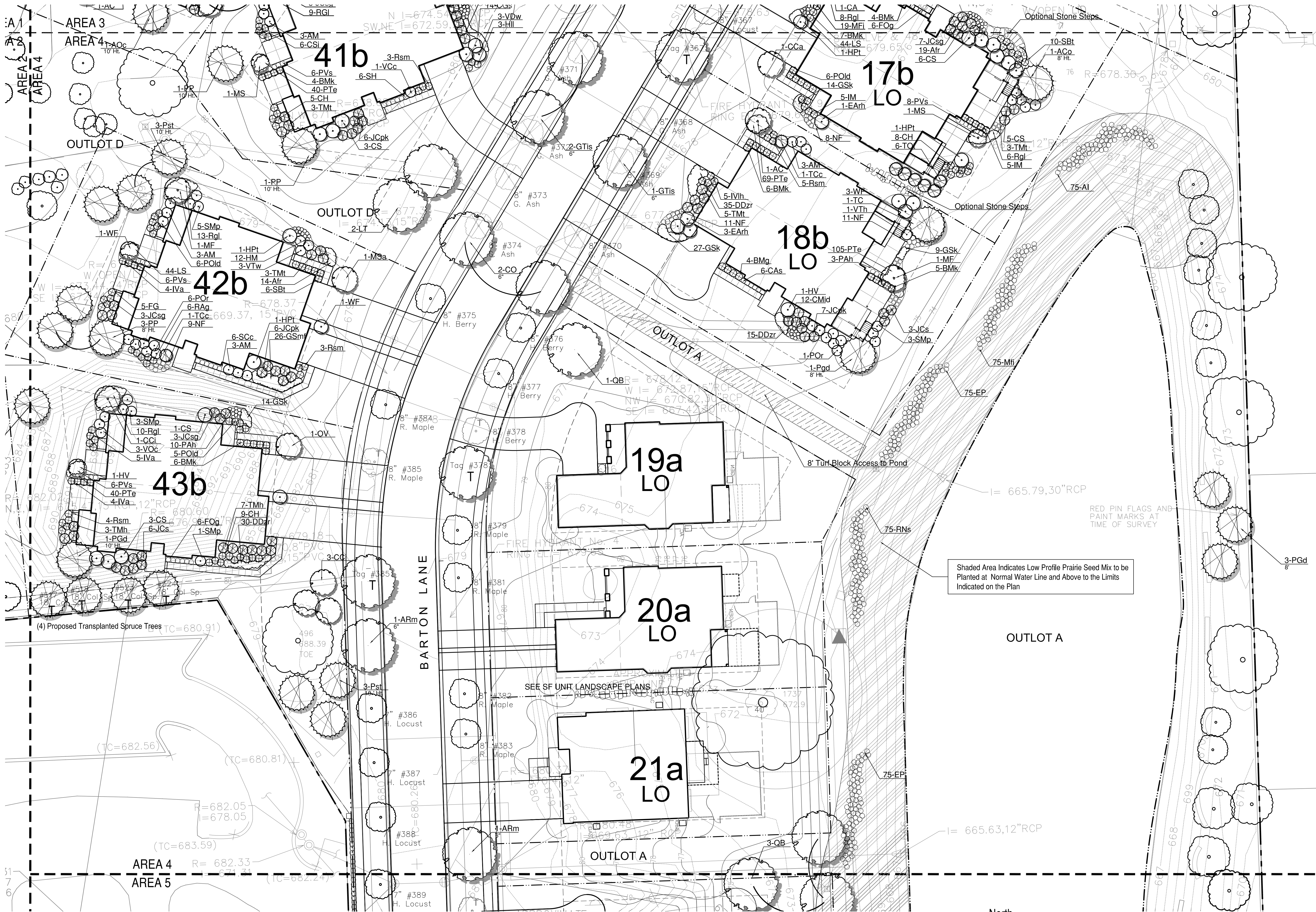
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AREA THREE



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| REVISIONS |
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| REV 6 |
| REV 7 |
| REV 8 |

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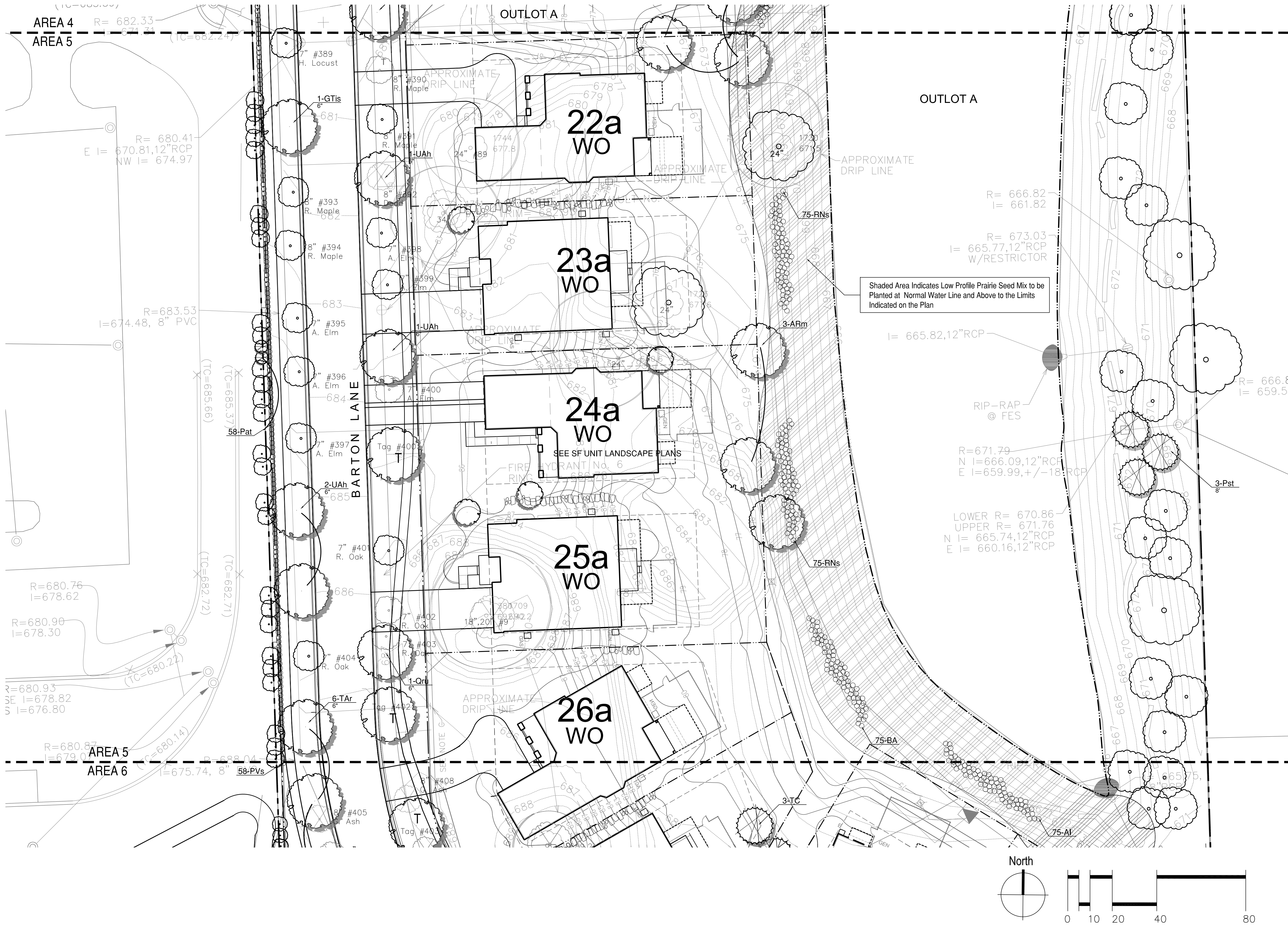


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LANDSCAPE PLAN
AREA FOUR

LS 3.4



ISSUE DATE: 06-15-2017

| REV | DATE | DESCRIPTION |
|-------|------|-------------|
| REV 1 | - | - |
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| REV 5 | - | - |
| REV 6 | - | - |
| REV 7 | - | - |
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LANDSCAPE PLAN
AREA FIVE

LS 3.5

Note: Optional 4' Pet Fence Shall be a 4' Black Commercial Grade Aluminum Rail Fence that Matches the style of the Existing Fence Along 55th Street and County Line Road.

| NEW HAVEN- B Lookout/Walkout PALETTE N-BI PLANT KEY | | | |
|--|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| N-BI 1 | 1-HV | 1-MF | |
| N-BI 2 | 1-Tot | 1-TCc | |
| N-BI 3 | 5-FG | 5-CAs | |
| N-BI 4 | 3-JCpk | 3-TMt | |
| N-BI 5 | 6-SBt | 6-TMh | |
| N-BI 6 | 7-SMp | 7-VJ | |
| N-BI 7 | 14-GSm | 14-CGs | |
| N-BI 8 | 15-PAh | 15-NF | |
| N-BI 10 | 3-Tot | 3-TOeg | |
| N-BI 11 | 6-CAs | 6-PA | |
| N-BI 12 | 1-HV | 1-HPt | |
| N-BI 13 | 4-TMh | 4-TMh | |
| N-BI 14 | 5-JCsg | 5-TMt | |
| N-BI 15 | 19-HM | 19-MFI | |
| N-BI 16 | 3-Tot | 3-Tcc | |
| N-BI 17 | 3-JCsg | 3-JCpk | |
| N-BI 20 | 1-AC | 1-CCI | |
| N-BI 21 | 3-EArh | 3-VDw | |

| WOODBIDGE -A Lookout/Walkout PALETTE W-AI PLANT KEY | | | |
|--|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| W-AI 1 | 1-AC | 1-CCI | |
| W-AI 2 | 75-PTe | 33-CP | |
| W-AI 3 | 8-VTh | 8-VCC | |
| W-AI 4 | 1-HPt | 1-HV | |
| W-AI 5 | 16-NF | 16-PAh | |
| W-AI 6 | 3-Rsm | 3-Hll | |
| W-AI 7 | 4-TMh | 4-TMh | |
| W-AI 8 | 3-SMp | 3-CS | |
| W-AI 9 | 1-MS | 1-HPt | |
| W-AI 10 | 5-TMt | 5-JCsg | |
| W-AI 11 | 1-PCj | 1-CCa | |
| W-AI 12 | 11-Rgl | 45-CP | |
| W-AI 13 | 11-Fog | 11-PA | |
| W-AI 14 | 6-CS | 6-AM | |
| W-AI 15 | 3-EArh | 3-VDw | |
| W-AI 16 | 5-SBt | 5-RAg | |
| W-AI 17 | 3-Tot | 3-TOeg | |
| W-AI 18 | 3-JCpk | 3-TMt | |
| W-AI 21 | 3-TMt | 3-TMt | |

| PALETTE T-As PLANT KEY | | | |
|------------------------|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| T-As 1 | 1-CC | 1-CCI | |
| T-As 2 | 10-Rgl | 41-CP | |
| T-As 3 | 7-AM | 7-Smp | |
| T-As 4 | 6-SBt | 6-FG | |
| T-As 5 | 13-Aft | 13-DL | |
| T-As 6 | 1-HV | 1-HPt | |
| T-As 7 | 4-DDzr | 4-GSK | |
| T-As 8 | 1-EArh | 1-MS | |
| T-As 9 | 3-IVh | 3-CSI | |
| T-As 11 | 5-JCpk | 5-TMt | |
| T-As 12 | 7-EMg | 7-WFmw | |
| T-As 13 | 8-FG | 8-PVs | |
| T-As 15 | 3-Rsm | 3-SB t | |
| T-As 16 | 3-VJ | 3-VCC | |
| T-As 17 | 7-FG | 7-SBt | |
| T-As 20 | 10-GSm | 10-CGs | |
| T-As 21 | 3-Rsm | 3-Hll | |
| T-As 22 | 3-JCpk | 3-JCsg | |

| TORRINGTON- C Lookout/Walkout PALETTE T-CI PLANT KEY | | | |
|---|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| T-CI 1 | 1-MDw | 1-OV | |
| T-CI 2 | 10-Rgl | 41-CP | |
| T-CI 3 | 14-NF | 14-PAh | |
| T-CI 4 | 4-TMh | 4-TMh | |
| T-CI 5 | 1-HV | 1-HPt | |
| T-CI 6 | 3-Rsm | 3-Hll | |
| T-CI 7 | 26-DDzr | 26-Gsk | |
| T-CI 8 | 7-Afr | 7-Hsd | |
| T-CI 9 | 7-Gsk | 7-DDzr | |
| T-CI 10 | 3-JCsg | 3-TMt | |
| T-CI 11 | 1-MS | 1-HV | |
| T-CI 14 | 5-Tot | 5-TCc | |
| T-CI 15 | 13-PA | 13-PVs | |
| T-CI 16 | 8-IVh | 8-HK | |
| T-CI 17 | 147-LS | 65-CP | |
| T-CI 18 | 1-CA | 1-CC | |
| T-CI 19 | 5-SMp | 5-CS | |
| T-CI 21 | 5-AM | 5-VCC | |

| NEW HAVEN- A Standard PALETTE N-As PLANT KEY | | | |
|---|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| N-As 1 | 3-JCpk | 3-TMt | |
| N-As 2 | 3-TMh | 3-TMh | |
| N-As 3 | 8-GSK | 8-DDzr | |
| N-As 4 | 5-BMk | 5-BMk | |
| N-As 5 | 15-AIt | 15-MFI | |
| N-As 6 | 6-SBt | 6-IVh | |
| N-As 7 | 3-Por | 3-POId | |
| N-As 8 | 15-NF | 15-PAh | |
| N-As 9 | 52-PTe | 23-CP | |
| N-As 10 | 1-MDw | 1-AC | |
| N-As 11 | 3-TMt | 3-JCpk | |
| N-As 13 | 4-JCpk | 4-TMt | |
| N-As 14 | 1-MS | 1-HV | |
| N-As 15 | 11-PVs | 11-Fog | |
| N-As 16 | 1-HPt | 1-HV | |
| N-As 17 | 16-CMId | 16-Hsd | |
| N-As 18 | 6-SMp | 6-CS | |
| N-As 19 | 3-TMh | 3-TMh | |
| N-As 20 | 59-LS | 59-PTe | |
| N-As 21 | 1-MDw | 1-CCI | |
| N-As 22 | 3-EArh | 3-VDw | |

| TORRINGTON- B Standard PALETTE T-Bs PLANT KEY | | | |
|--|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| T-Bs 1 | 1-HV | 1-MS | |
| T-Bs 2 | 4-AM | 4-CS | |
| T-Bs 3 | 3-Hll | 3-Rsm | |
| T-Bs 4 | 3-WFmw | 3-BMk | |
| T-Bs 5 | 13-NF | 13-PAh | |
| T-Bs 6 | 1-VJ | 1-SMp | |
| T-Bs 7 | 1-CA | 1-CA | |
| T-Bs 8 | 60-PTe | 60-LS | |
| T-Bs 9 | 10-GSK | 10-DDzr | |
| T-Bs 10 | 3-JCsg | 3-TMt | |
| T-Bs 11 | 1-HV | 1-HPt | |
| T-Bs 13 | 1-EArh | 1-VDw | |
| T-Bs 14 | 17-NF | 17-PAh | |
| T-Bs 15 | 1-MDw | 1-CCA | |
| T-Bs 16 | 5-HK | 5-FG | |
| T-Bs 17 | 3-TMh | 3-TMh | |
| T-Bs 18 | 8-CAs | 8-PVs | |
| T-Bs 19 | 3-IVh | 3-SBt | |
| T-Bs 20 | 1-AC | 1-OV | |
| T-Bs 21 | 38-LS | 38-PTe | |
| T-Bs 22 | 5-TMh | 5-TMh | |
| T-Bs 23 | 3-VDw | 3-EArh | |
| T-Bs 25 | 3-TMt | 9-TMt | |

| WOODBIDGE- B Standard PALETTE W-Bs PLANT KEY | | | |
|---|----------|----------|--|
| Plant # | Alt. "1" | Alt. "2" | |
| W-Bs 1 | 12-RNs | 12-HHb | |
| W-Bs 2 | 8-TMh | 8-TMh | |
| W-Bs 3 | 13-GSK | 19-DDzr | |
| W-Bs 4 | 9-Rgl | 37-CP | |
| W-Bs 5 | 1-MF | 1-AC | |
| W-Bs 6 | 3-Rsm | 3-Hll | |
| W-Bs 7 | 15-Afr | 15-DL | |
| W-Bs 8 | 1-Por | 1-VJ | |
| W-Bs 9 | 6-BMk | 6-BMk | |
| W-Bs 10 | 61-LS | 61-PTe | |
| W-Bs 11 | 1-CA | 1-MA | |
| W-Bs 12 | 3-TMt | 3-JCsg | |
| W-Bs 13 | 12-NF | 12-PAh | |
| W-Bs 15 | 3-EArh | 3-VDw | |
| W-Bs 16 | 3-TMh | 3-TMh | |
| W-Bs 17 | 3-Rsm | 3-Hll | |
| W-Bs 18 | 1-HV | 1-HPt | |
| W-Bs 19 | 1-AC | 1-CC | |
| W-Bs 20 | 52-CP | 13-Rgl | |
| W-Bs 21 | 3-SMp | 3-VDw | |
| W-Bs 23 | 3-POId | 3-VJ | |
| W-Bs 24 | 1-HV | 1-HPt | |

PLANT LIST

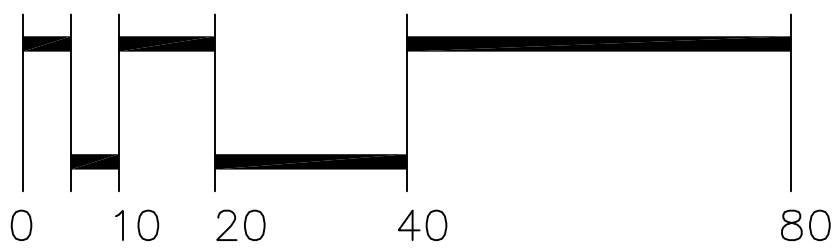
| SHADE TREES | | | |
|-------------|-------------------------------------|-------------------------|---------|
| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
| AFm | Acer rubrum 'Frank Jr' | Red Pointe Maple | 3.0" BB |
| AS | Acer saccharum | Sugar Maple | 3.0" BB |
| CO | Celtis occidentalis 'Chicagoland' | Chicagoland Hackberry | 3.0" BB |
| GD | Gymnodadus dioica | Kentuck Coffee-Tree | 3.0" BB |
| LT | Liriodendron tulipifera | Tulip Tree | 3.0" BB |
| PLA | Platanus acerifolia | London Planetree | 3.0" BB |
| QB | Quercus bicolor | Swamp White Oak | 2.0" BB |
| QI | Quercus imbricaria | Shingle Oak | 2.0" BB |
| Oru | Quercus rubra | Red Oak | 2.0" BB |
| RP | Robinia pseudacacia 'Chicago Blues' | Chicago Blues Robinia | 3.0" BB |
| TD | Taxodium distichum | Bald Cypress | 3.0" BB |
| TAr | Tilia americana 'Redmond' | Redmond American Linden | 3.0" BB |
| TH | Tilia heterophylla | Beetree Linden | 3.0" BB |
| UP | Ulmus parvifolia | Lacebark Elm | 3.0" BB |
| UaH | Ulmus americana 'Homestead' | Homestead Elm | 3.0" BB |

| INTERMEDIATE AND EVERGREEN TREES | | | |
|----------------------------------|------------------------------|-----------------------------|-----------|
| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
| AC | Amelanchier canadensis | Serviceberry | 8' CL. BB |
| CCA | Carpinus caroliniana | Hornbeam | 3.0" BB |
| CC | Cercis canadensis | Red Bud | 3.0" BB |
| CA | Cornus alternifolia | Pagoda Dogwood | 3.0" BB |
| CCI | Craetegus crus-galli inermis | Thornless Cockspur Hawthorn | 3.0" BB |
| HV | Hamamelis vernalis | Vernal Witchhazel | 5' HT. BB |
| MDw | Malus 'Donald Wyman' | Donald Wyman Crab | 3.0" BB |
| MF | Malus floribunda | Floribunda Crab | 3.0" BB |
| MA | Malus 'Adams' | Adam's Crab | 3.0" BB |
| MS | Magnolia stellata | Star Magnolia | 5' HT. BB |
| OV | Ostrya virginiana | Ostrya | 3.0" BB |
| ACo | Abies concolor | Concolor Fir | 10' HT BB |
| PP | Picea pungens | Colorado Spruce | 10' HT BB |
| Pst | Pinus strobus | White Pine | 10' HT BB |
| TC | Tsuga canadensis | Hemlock | 10' HT BB |
| PCj | Pyrus calleryana 'Jazzam' | Jazzam Callery Pear | 3.0" BB |
| VP | Viburnum prunifolium | Blackhaw Viburnum | 5' HT. BB |

| SHRUBS | | | |
|--------|--|------------------------------|---------------|
| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
| AM | Aronia melanocarpa | Black Chokeberry | 24" BB (Typ.) |
| BMk | Buxus microphylla 'Koreana' | Korean Littleleaf Boxwood | 3 Gal. Cont. |
| BMg | Buxus microphylla 'Green Mountain' | Green Mountain Boxwood | 3 Gal. Cont. |
| CH | Cotoneaster 'Hessli' (36" On Center) | Hess Cotoneaster | 3 Gal. Cont. |
| CS | Cornus sericea | Redtwig Dogwood | 48" BB |
| CSi | Cornus sericea 'Isanti' | Isanti Redtwig Dogwood | 24" BB |
| EArh | Euonymus alata 'Ruby Haag' | Ruby Haag Dwarf Euonymus | 48" BB |
| FG | Fothergilla gardenii | Dwarf Fothergilla | 18" BB |
| HA | Hydrangea arborescens | Smooth Hydrangea | 3 Gal. Cont. |
| Hll | Hydrangea 'Lets Dance-Rhapsody Blue' | Rhapsody Blue Hydrangea | 3 Gal. Cont. |
| HPt | Hydrangea paniculata 'Tardiva' | Tardiva Hydrangea | 42" BB |
| HK | Hypericum kalmianum | Kalm St. John's Wort | 18" BB |
| Iva | Ilex verticillata 'Red Sprite' (Include One Male Plant / Planting) | Red Sprite Holly | 18" BB |
| IVh | Itea virginica 'Little Henry' | Little Henry Itea | 18" BB |
| JCsg | Juniperus chinensis 'Sea Green' | Sea Green Juniper | 5 Gal. Cont. |
| JCpk | Juniperus chinensis 'Pfitzeriana Kallay' | Kallay Pfitzer Juniper | 5 Gal. Cont. |
| JCS | Juniperus chinensis 'Sargentii' | Sargent's Juniper | 3 Gal. Cont. |
| POId | Physocarpus opulifolius 'Little Devil' | Little Devil Nine Bark | 24" BB |
| POr | Physocarpus opulifolius 'Red Baron' | Red Baron Nine Bark | 36" BB |
| Rsm | Rosa 'Scarlet Meidland' | Scarlet Meidland Shrub Rose | 3 Gal. Cont. |
| RAg | Ribes alpinum 'Green Mound' | Green Mound Alpine Currant | 30" BB |
| Rgl | Rhus aromatica 'Grow-Low' (36" On Center) | Grow-Low Sumac | 3 Gal. Cont. |
| SBI | Spiraea betulifolia 'Tor' | Tor Birchleaf Spiraea | 24" BB |
| SMp | Syring meyeri 'Palabin' | Palabin Lilac | 30" BB |
| TMt | Taxus medii 'Tauntoni' | Taunton's Yew | 24" BB |
| TCC | Taxus cuspidata 'Capitata' | Upright Yew | 5' BB |
| TMh | Taxus medii 'Hicksii' | Hick's Yew | 30" BB |
| TOt | Thuja occidentalis 'Technyi' | Techny Arborvitae | 5' Ht. BB |
| TOeg | Thuja occidentalis 'Emerald Green' | Emerald green Arborvitae | 5' Ht. BB |
| VDw | Viburnum dentatum 'Wentworth' | Wentworth Arrowwood Vib. | 36" BB |
| VCC | Viburnum carlesii 'Compactum' | Compact Koreanspice Vib. | 18" BB |
| VJ | Viburnum judii | Judd Viburnum | 30" BB |
| VOC | Viburnum opulus 'Compactum' | Compact Euro. Cranberry Vib. | 24" BB |
| VTh | Viburnum trilobum 'Hahs' | Hahs Amer. Cranberry Vib. | 36" BB |
| WF | Weigela florida 'Red Prince' | Red Prince Weigela | 48" BB |
| WFmw | Weigela florida 'Midnight Wine' | Midnight Wine Weigela | 3 Gal. Cont. |

| PERENNIALS AND GROUNDCOVER | | | |
|----------------------------|------------------------------------|----------------------------|---------------------------|
| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
| Afr | Astilbe 'Fanal Red' | Fanal Red Astilbe | 1 Gal. 24" On Center |
| AI | Asclepius incarnata | Swamp Milkweed | 1 Gal. 18" On Center |
| BA | Baptisia australis | Blue Indigo | 1 Gal. 24" On Center |
| CAs | Calamagrostis acutifolia 'Stricta' | Feather Reed Grass | 1 Gal. 18" On Center |
| CMId | Carex morrowi 'Ice Dance' | Ice Dance Sedge | 1 QT. Cont. 18" On Center |
| CP | Carex pennsylvanicum | Pennsylvania Sedge | 1 QT. Cont. 18" On Center |
| CGs | Coreopsis grandiflora 'Stingray' | Stingray Tickseed | 1 Gal. 24" On Center |
| DL | Dicentra 'Luxuriant' | Luxuriant Bleeding Heart | 1 Gal. 24" On Center |
| DDzr | Dianthus deltoides 'Zing Rose' | Zing Rose Dianthus | 1 QT. Cont. 18" On Center |
| EP | Echinacea purpurea | Purple Cone Flower | 1 Gal. 24" On Center |
| Fog | Festuca ovina 'Glaucia' | Blue Fescue | 1 QT. Cont. 18" On Center |
| GSmf | Geranium sanguineum 'Max Frei' | Max Frei Geranium | 1 Gal. 24" On Center |
| GCK | Geranium cantabrigiense 'Karmina' | Karmina Geranium | 1 Gal. 18" On Center |
| Hhb | Hosta 'Hadsen Blue' | Hadsen Blue Hosta | 1 Gal. 24" On Center |
| Hsd | Hemerocallis 'Stella D'Oro' | Stella D'Oro Daylily | 1 Gal. 24" On Center |
| HM | Heuchera micrantha 'Palace Purple' | Palace Purple Coral Bells | 1 Gal. 24" On Center |
| LS | Liriope spicata | Lilly Turf | 1 Qt. 12" On Center |
| MFI | Monarda fistulosa | Bee Balm | 1 Gal. 24" On Center |
| NF | Nepeta fassenii 'Walker's Low' | Walker's Low Catmint | 1 Gal. 24" On Center |
| PTE | Pachysandra terminalis | Japanese Spurge | 1 Qt. 12" On Center |
| PAT | Perovskia atriplicifolia | Russian Sage | 1 Gal. 30" On Center |
| PVs | Panicum virgatum 'Shennandoah' | Shennandoah Switch Grass | 1 Gal. 24" On Center |
| PA | Pennisetum alopecuroides | Fountain Grass | 1 Gal. 24" On Center |
| PAH | Sesleria autumnalis | Autumn Moor Grass | 1 Gal. 18" On Center |
| RNs | Rudbeckia neumanii 'Summer Blaze' | Summer Bl. Blackeyed Susan | 1 Gal. 24" On Center |

Scale" 1"=20'



ISSUE DATE: 06-15-2017.

| REVISIONS | | | | | |
|-----------|--|--|--|--|--|
| REV 1 | | | | | |
| REV 2 | | | | | |
| REV 3 | | | | | |
| REV 4 | | | | | |
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| REV 6 | | | | | |
| REV 7 | | | | | |
| REV 8 | | | | | |

DATE: 06-15-2017 09:47 AM
DRAWN: JAMES R. JAMES
CHECKED: JAMES R. JAMES

EDWARD R. JAMES HOMES
EXCEPTIONAL HOMES... EXCEPTIONAL PLACES

Hinsdale Meadows
Site Landscape Documents
Hinsdale, Illinois



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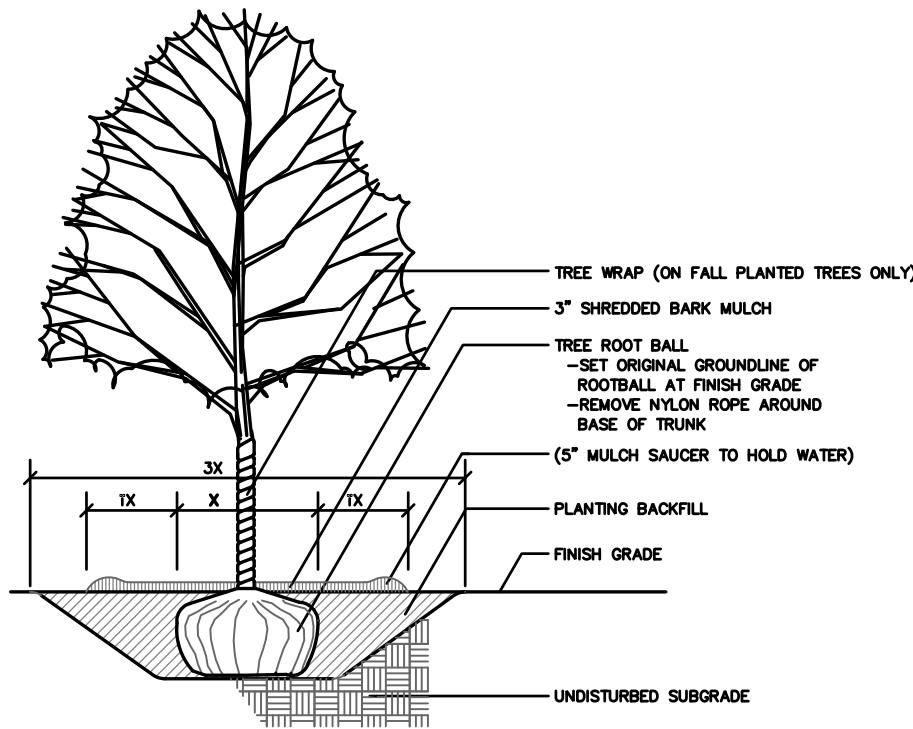
JOB NO: 1540
DRAWN: TS
PROJ MGR: JM
CHECKED:

LANDSCAPE PLAN
TYPICAL SINGLE FAMILY
FOUNDATION PLANTINGS

LS 3.7

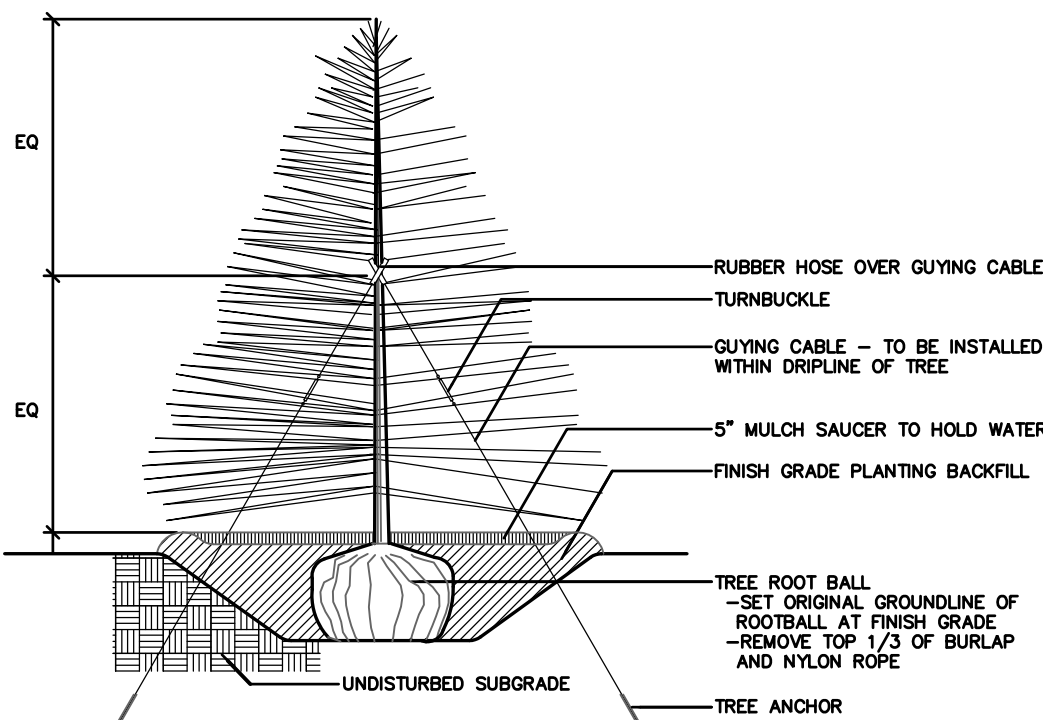
Planting Details

Scale: 1/2"=1'-0"



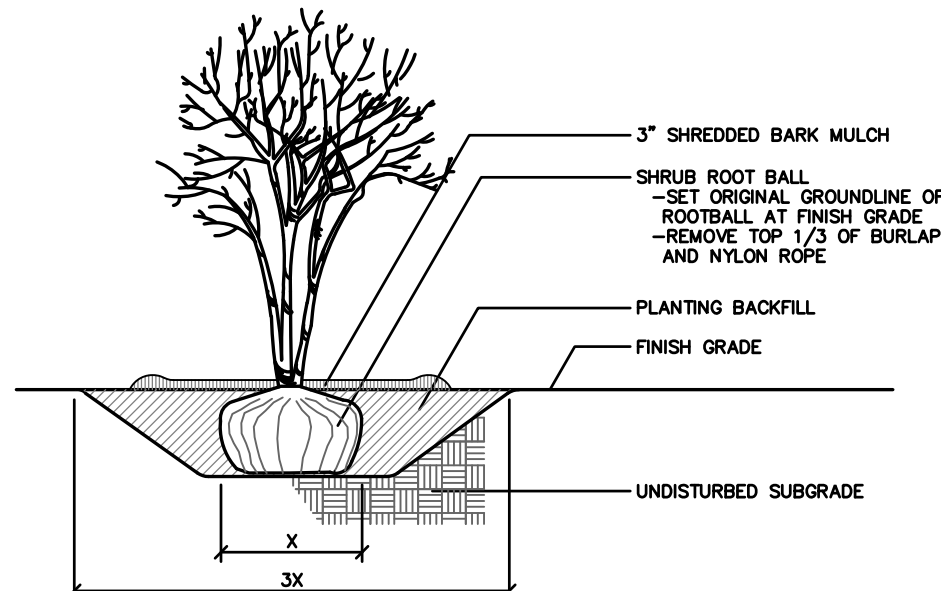
1 TREE PLANTING DETAIL

SCALE: NONE



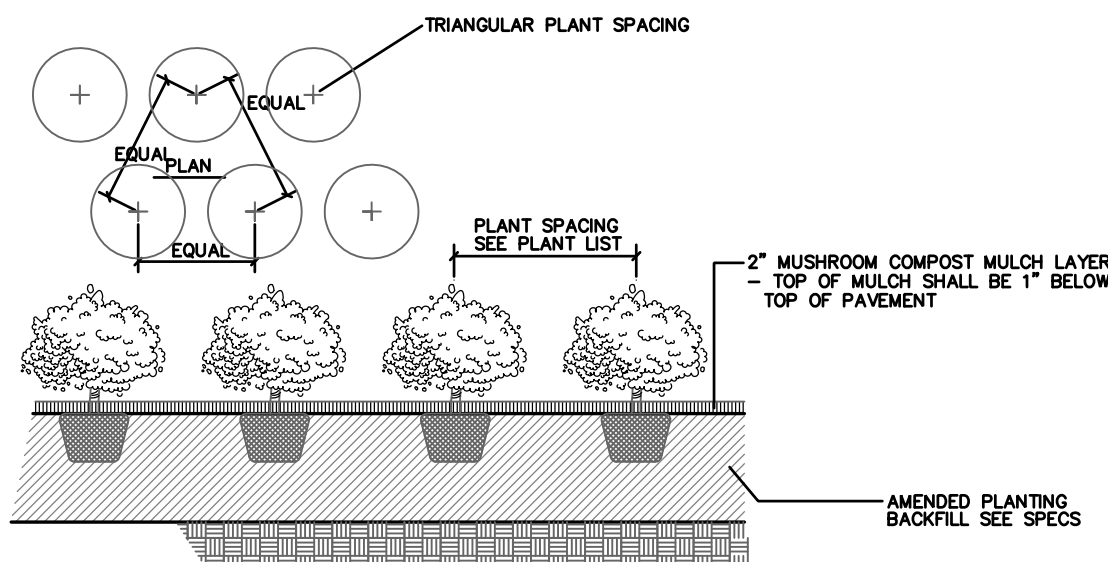
2 EVERGREEN TREE PLANTING DETAIL

SCALE: NONE



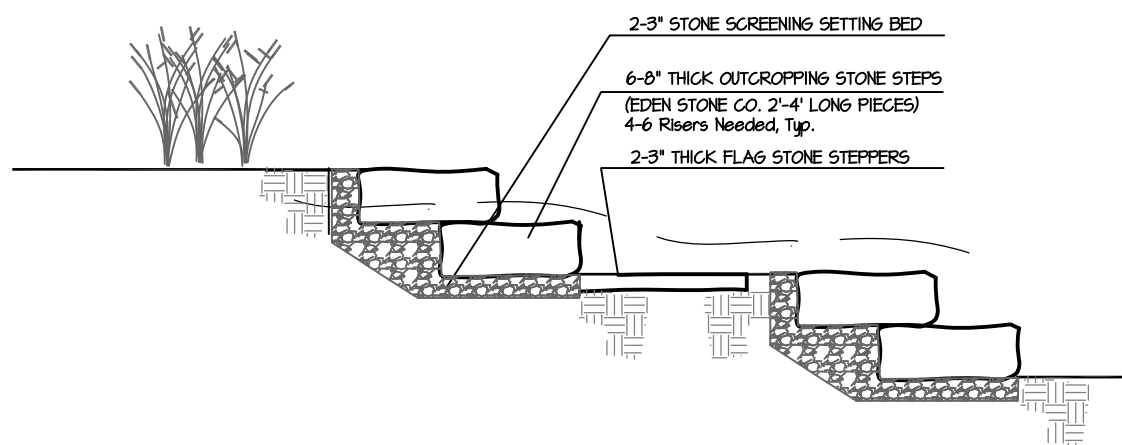
3 SHRUB PLANTING DETAIL

SCALE: NONE



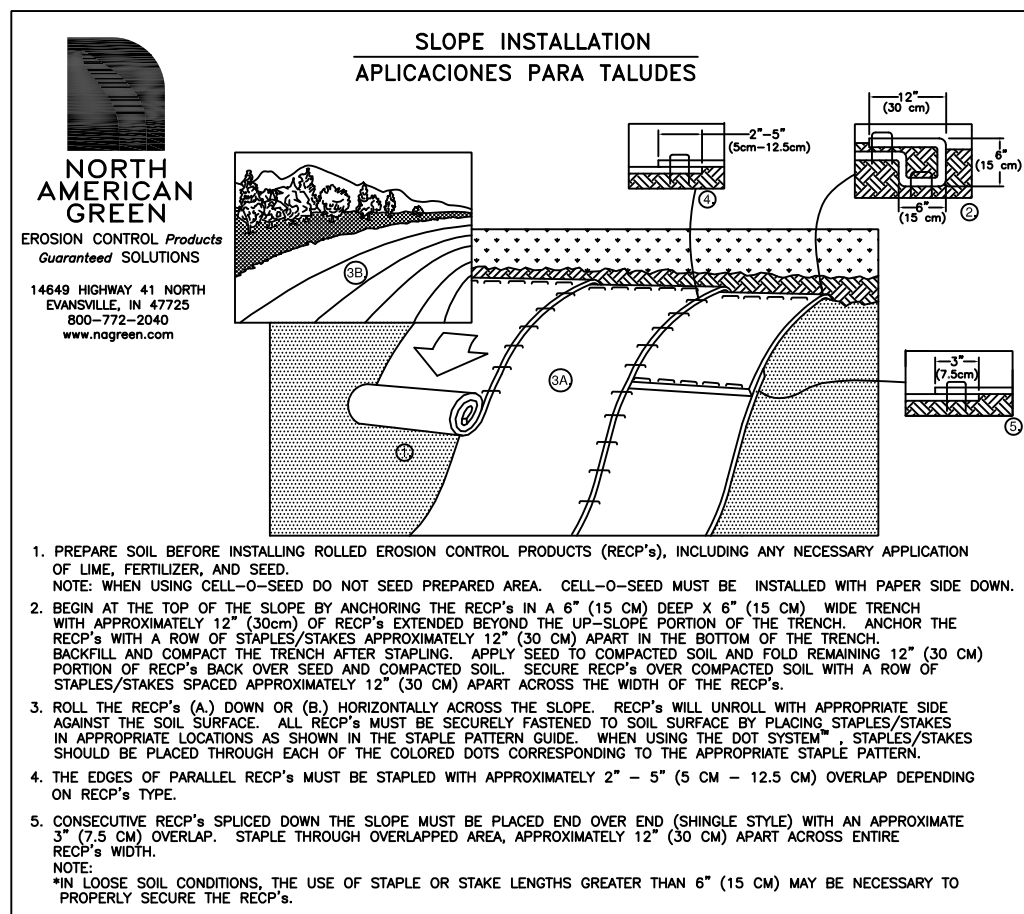
4 GROUND COVER/PERENNIAL PLTG. DETAIL

SCALE: NONE



Stone Steps (Optional on Lookout/ Walkouts)

Scale: 1/2"=1'-0"



4 EROSION CONTROL BLANKET

SCALE: NONE

PLANT LIST

| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
|-----|------------------------------------|-------------------------|---------|
| AFm | Acer rubrum 'Frank Jr' | Red Pointe Maple | 3.0" BB |
| AS | Acer saccharum | Sugar Maple | 3.0" BB |
| CO | Celtis occidentalis 'Chicagoland' | Chicagoland Hackberry | 3.0" BB |
| GD | Gymmodadus dioica | Kentuck Coffee-Tree | 3.0" BB |
| LT | Lirodendron tulipifera | Tulip Tree | 3.0" BB |
| PLA | Platanus acerifolia | London Planetree | 3.0" BB |
| QB | Quercus bicolor | Swamp White Oak | 2.0" BB |
| QI | Quercus imbricaria | Shingle Oak | 2.0" BB |
| Qru | Quercus rubra | Red Oak | 2.0" BB |
| RP | Robinia pseudacaia 'Chicago Blues' | Chicago Blues Robinia | 3.0" BB |
| TD | Taxodium distichum | Bald Cypress | 3.0" BB |
| TAr | Tilia americana 'Redmond' | Redmond American Linden | 3.0" BB |
| TH | Tilia heterophylla | Beetree Linden | 3.0" BB |
| UP | Ulmus parvifolia | Lacebark Elm | 3.0" BB |
| UaH | Ulmus americana 'Homestead' | Homestead Elm | 3.0" BB |

INTERMEDIATE AND EVERGREEN TREES

| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
|-----|------------------------------|-----------------------------|-----------|
| AC | Amelanchier canadensis | Serviceberry | 8' CL. BB |
| CCA | Carpinus caroliniana | Hornbeam | 3.0" BB |
| CC | Cercis canadensis | Red Bud | 3.0" BB |
| CA | Cornus alternifolia | Pagoda Dogwood | 3.0" BB |
| CCi | Craelegus crus-galli inermis | Thornless Cockspur Hawthorn | 3.0" BB |
| HV | Hamamelis vernalis | Vernal Witchhazel | 5' HT. BB |
| Mdw | Malus 'Donald Wyman' | Donald Wyman Crab | 3.0" BB |
| MF | Malus floribunda | Floribunda Crab | 3.0" BB |
| MA | Malus 'Adams' | Adam's Crab | 3.0" BB |
| MS | Magnolia stellata | Star Magnolia | 5' HT. BB |
| OV | Ostrya virginiana | Ostrya | 3.0" BB |
| ACo | Abies concolor | Concolor Fir | 10' HT BB |
| PP | Picea pungens | Colorado Spruce | 10' HT BB |
| Pst | Pinus strobus | White Pine | 10' HT BB |
| TC | Tsuga canadensis | Hemlock | 10' HT BB |
| PCj | Pyrus calleryana 'Jazzam' | Jazzcam Gallery Pear | 3.0" BB |
| VP | Viburnum prunifolium | Blackhaw Viburnum | 5' HT. BB |

SHRUBS

| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
|------|--|------------------------------|---------------|
| AM | Aronia melanocarpa | Black Chokeberry | 24" BB (Typ.) |
| BMk | Buxus microphylla 'Koreana' | Korean Littleleaf Boxwood | 3 Gal Cont. |
| BMg | Buxus microphylla 'Green Mountain' | Green Mountain Boxwood | 3 Gal Cont. |
| CH | Cotoneaster 'Hessli' (36" On Center) | Hess Cotoneaster | 3 Gal Cont. |
| CS | Cornus sericea | Redtwig Dogwood | 48" BB |
| CSI | Cornus sericea 'Isanti' | Isanti Redtwig Dogwood | 24" BB |
| EArh | Euonymus alata 'Ruby Haag' | Ruby Haag Dwarf Euonymus | 48" BB |
| FG | Fothergilla gardenii | Dwarf Fothergilla | 18" BB |
| HA | Hydrangea arborescens | Smooth Hydrangea | 3 Gal Cont. |
| Hil | Hydrangea 'Lets Dance-Rhapsody Blue' | Rhapsody Blue Hydrangea | 3 Gal Cont. |
| HPl | Hydrangea paniculata 'Tardiva' | Tardiva Hydrangea | 42" BB |
| HK | Hypericum kalmianum | Kalm St. John's Wort | 18" BB |
| Iva | Ilex verticillata 'Red Sprite' (Include One Male Plant / Planting) | Red Sprite Holly | 18" BB |
| IVih | Itea virginica 'Little Henry' | Little Henry Itea | 18" BB |
| JCsg | Juniperus chinensis 'Sea Green' | Sea Green Juniper | 5 Gal Cont. |
| JCpk | Juniperus chinensis 'Pfitzeriana Kallay' | Kallay Phitzer Juniper | 5 Gal Cont. |
| JCs | Juniperus chinensis 'Sargentii' | Sargent's Juniper | 3 Gal Cont. |
| POld | Physocarpus opulifolius 'Little Devil' | Little Devil Nine Bark | 24" BB |
| POr | Physocarpus opulifolius 'Red Baron' | Red Baron Nine Bark | 36" BB |
| Rsm | Rosa 'Scarlet Meidland' | Scarlet Meidland Shrub Rose | 3 Gal Cont. |
| RAg | Ribes alpinum 'Green Mound' | Green Mound Alpine Currant | 30" BB |
| Rgl | Rhus aromatica 'Grow-Low' (36" On Center) | Grow-Low Sumac | 3 Gal Cont. |
| SBl | Spiraea betulifolia 'Tor' | Tor Birchleaf Spirea | 24" BB |
| SMp | Syring meyeri 'Palabin' | Palabin Lilac | 30" BB |
| TMt | Taxus medii 'Tauntoni' | Taunton's Yew | 24" BB |
| TCc | Taxus cuspidata 'Capitata' | Upright Yew | 5' BB |
| TMh | Taxus medii 'Hicksii' | Hick's Yew | 30" BB |
| TOT | Thuja occidentalis 'Techny' | Techny Arborvitae | 5' Ht. BB |
| TOeg | Thuja occidentalis 'Emerald Green' | Emerald green Arborvitae | 5' Ht. BB |
| VDw | Viburnum dentatum 'Wentworth' | Wentworth Arrowwood Vib. | 36" BB |
| VCc | Viburnum carlesii 'Compactum' | Compact Koreanspice Vib. | 18" BB |
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| VOc | Viburnum opulus 'Compactum' | Compact Euro. Cranberry Vib. | 24" BB |
| VTh | Viburnum trilobum 'Hahns' | Hahs Amer. Cranberry Vib. | 36" BB |
| WF | Weigela florida 'Red Prince' | Red Prince Weigela | 48" BB |
| WFMw | Weigela florida 'Midnight Wine' | Midnight Wine Weigela | 3 Gal Cont. |

PERENNIALS AND GROUND COVER

| KEY | SCIENTIFIC NAME | COMMON NAME | SIZE |
|------|------------------------------------|----------------------------|--------------------------|
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| CMid | Carex morrowi 'Ice Dance' | Ice Dance Sedge | 1 QT Cont. 18" On Center |
| CP | Carex pennsylvanicum | Pennsylvania Sedge | 1 QT Cont. 18" On Center |
| CGs | Coreopsis grandiflora 'Stingray' | Stingray Tickseed | 1 Gal. 24" On Center |
| DL | Dicentra 'Luxuriant' | Luxuriant Bleeding Heart | 1 Gal. 24" On Center |
| DDzr | Dianthus deltoides 'Zing Rose' | Zing Rose Dianthus | 1 QT Cont. 18" On Center |
| EP | Echinacea purpurea | Purple Cone Flower | 1 Gal. 24" On Center |
| EQ | Festuca ovina 'Glauc' | Blue Fescue | 1 QT Cont. 18" On Center |
| GSmf | Geranium sanguineum 'Max Frei' | Max Frei Geranium | 1 Gal. 24" On Center |
| GCK | Geranium cantabrigiense 'Karmina' | Karmina Geranium | 1 Gal. 18" On Center |
| Hhb | Hosta 'Hadsen Blue' | Hadsen Blue Hosta | 1 Gal. 24" On Center |
| Hsd | Hemerocallis 'Stella D'Oro' | Stella D'Oro Daylily | 1 Gal. 24" On Center |
| HM | Heuchera micrantha 'Palace Purple' | Palace Purple Coral Bells | 1 Gal. 24" On Center |
| LS | Liriope spicata | Lilly Turf | 1 Qt. 12" On Center |
| MFI | Monarda fistulosa | Bee Balm | 1 Gal. 24" On Center |
| NF | Nepeta fasseni 'Walker's Low' | Walker's Low Catmint | 1 Gal. 24" On Center |
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| PAI | Pierovskia atriplicifolia | Russian Sage | 1 Gal. 30" On Center |
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| | |
|-------------|-------------|
| ISSUE DATE: | 06-15-2017- |
| REVISIONS | |
| REV 1 | |
| REV 2 | |
| REV 3 | |
| REV 4 | |
| REV 5 | |
| REV 6 | |
| REV 7 | |
| REV 8 | |

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EDWARD R. JAMES HOMES
EXCEPTIONAL HOMES ... EXCEPTIONAL PLACES

Hinsdale Meadows
Site Landscape Documents
Hinsdale, Illinois

BSB DESIGN
www.bsbdesign.com
1540 Dundee Road
Palatine, Illinois 60074
847.705.2200

JOB NO.: PROJ MGR: JIM
DRAWN: TS CHECKED:

LANDSCAPE PLAN
DETAILS AND SPECIFICATIONS

LS3.8



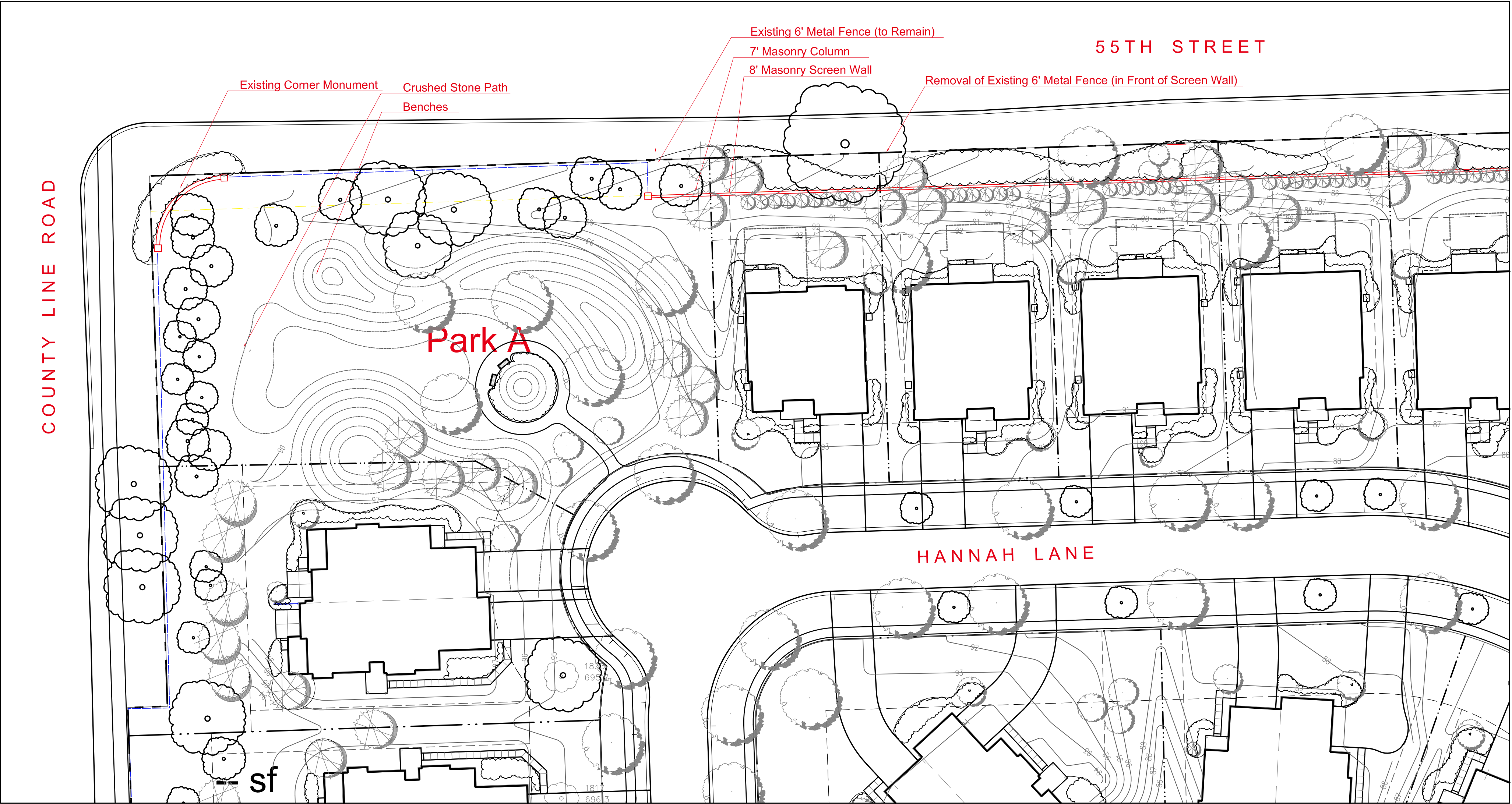
View of Existing Corner Monument



View Looking East Along 55th Street



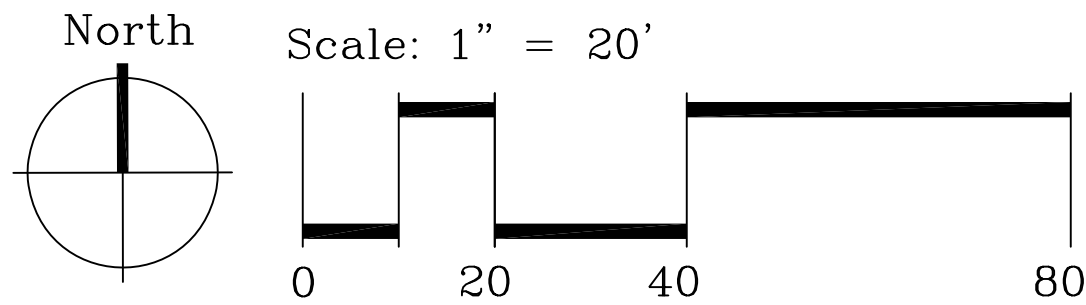
Proposed Screen Wall
Simtek Ecostone Wall (Beige Color) - 8' Height (Two Stacked 4'x8' Panels)
Posts - 5" Square 9' On Center



North Property Line - West End Plan



Proposed Metal Fence
Perimeter Fence to be 6' Ht. (to Match Existing Fence)
Optional Backyard SF Pet Fence to be 4' Ht., Similar Style



ISSUE DATE: 06-15-2017

| REV | DESCRIPTION |
|-------|-------------|
| REV 1 | |
| REV 2 | |
| REV 3 | |
| REV 4 | |
| REV 5 | |
| REV 6 | |
| REV 7 | |
| REV 8 | |

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Hinsdale Meadows

Site Landscape Documents

Hinsdale, Illinois

EDWARD R. JAMES HOMES

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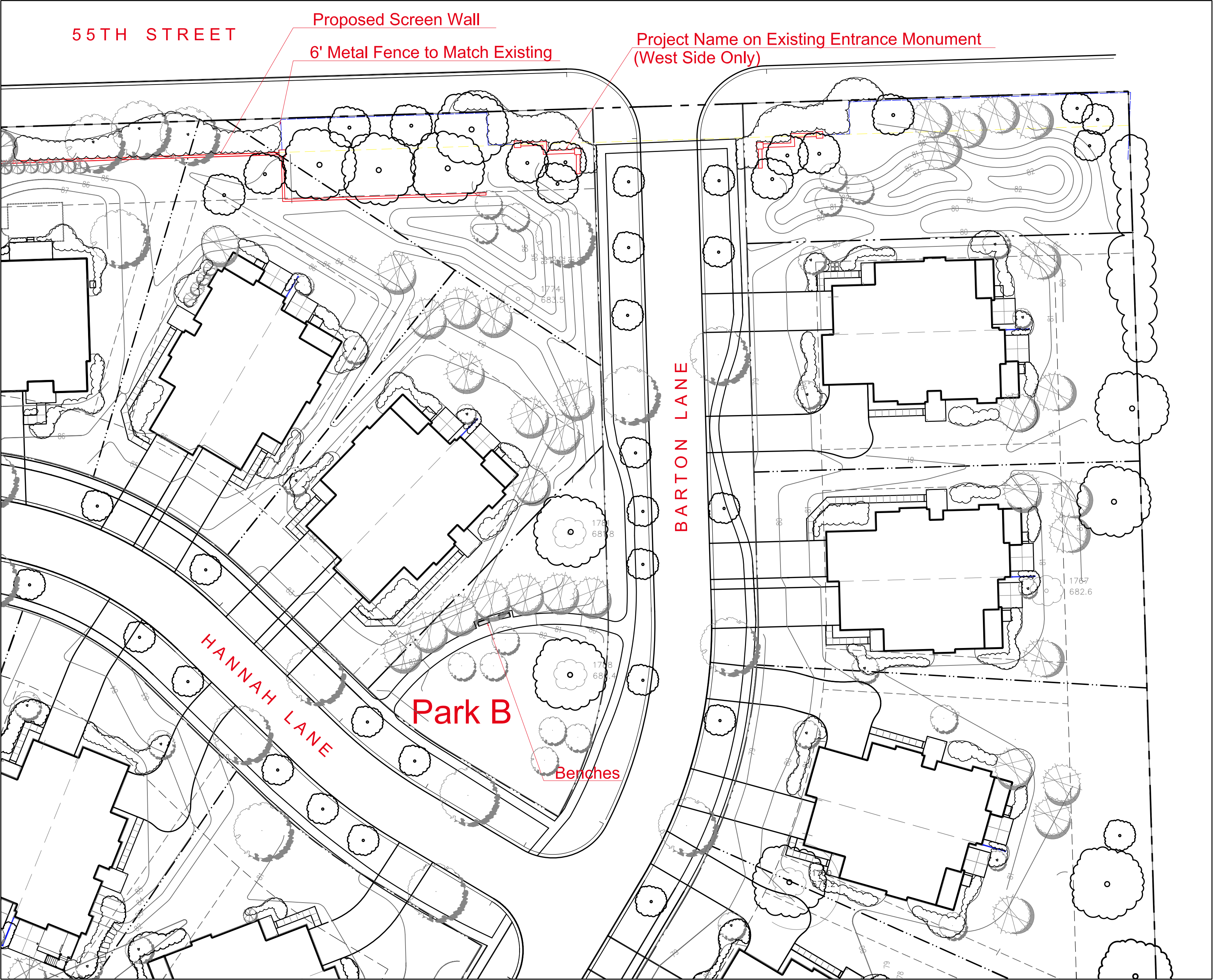
JOB NO: _____ PROJ MGR: JM
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LANDSCAPE PLAN
North Property Line Parks

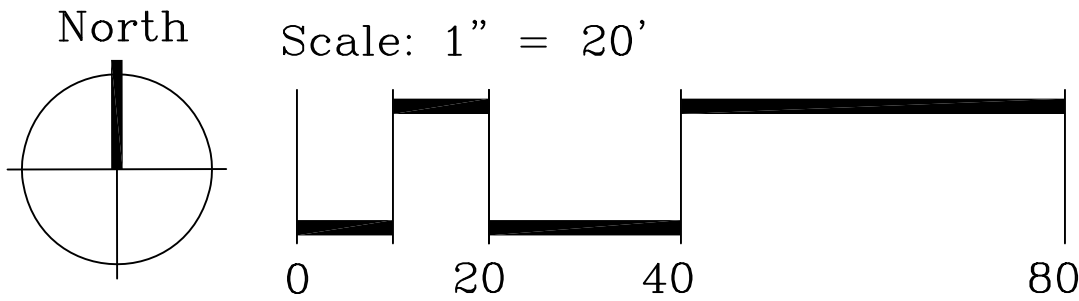
LS 4.1



View of Entry Monument at 55th Street and County Line Road Entrances



North Property Line - East End Plan



| ISSUE DATE: 06-15-2017 | |
|------------------------|---|
| REVISIONS | |
| REV 1 | - |
| REV 2 | - |
| REV 3 | - |
| REV 4 | - |
| REV 5 | - |
| REV 6 | - |
| REV 7 | - |
| REV 8 | - |

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Hinsdale, Illinois



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LANDSCAPE PLAN
North Property Line Parks

LS 4.2



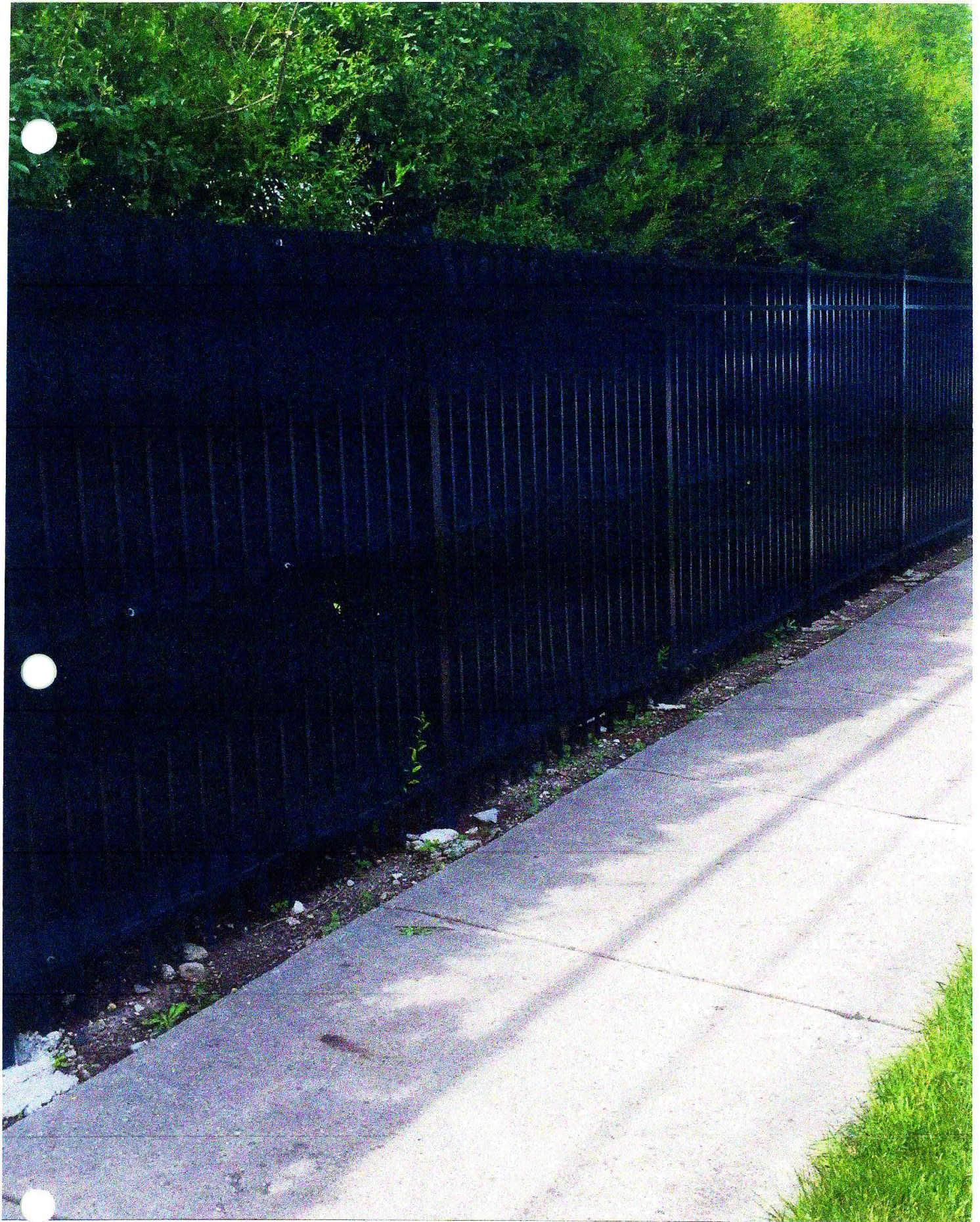
Screen Wall Fence, 55th Street as noted on site plan



Screen Wall Fence, 55th Street as noted on site plan



Screen Wall Fence, 55th Street as noted on site plan



Fence Cloth for existing Hospital Perimeter Fence

1. REFERENCED CODES

A. ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (ISSRC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS; ADOPTED APRIL 1, 2016 BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERETO; AND IN ACCORDANCE WITH THE REGISTRATION OF THE CONTRACT WITH THE MUNICIPALITY EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.

B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, PUBLISHED JANUARY 2014, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISIONS SHALL APPLY.

C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES, WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.

D. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE TO BE CONSIDERED, IN ADDITION TO THE CONTRACT, INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

2. UTILITY LOCATIONS

A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS FURTHER, THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN OR VERIFY THE LOCATION OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL 811, I.E., AT 800-392-0213 AND THE MUNICIPALITY FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.

C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DURING CONSTRUCTION. IF ANY EXISTING UTILITY LINES OF EXISTING NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

3. UTILITY COORDINATION

A. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF HIS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.

B. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COORDINATION WITH OTHERS. AT THAT TIME, HE CONTACTED ONE MONTH PRIOR TO START OF CONSTRUCTION IN ITS UTILITY AREAS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.

4. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER'S LOCAL AND GRADE STAKE LOCATIONS TO THE PROJECT. IF THE CONTRACTOR DISCOVERS ANY DISCREPANCIES, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK. OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

5. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

6. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS IN THE PROPOSED WORK AREAS. IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.

7. COMMENCING CONSTRUCTION
- A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNER'S, IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.
- B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.
8. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.
9. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.
10. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, AND GUTTER, CULVERTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.
11. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT.
12. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
13. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
14. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (SSRBC) ARTICLE 201.05.

- A. SLOPE SLOPES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.
- B. PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACINGS, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR WILL BE RESPONSIBLE FOR SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH OSHA AND GOVERNING AUTHORITY.
- C. PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADE AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUCTION AND DISCHARGE LINES AND OTHER WATERING SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITY HAVING JURISDICTION. MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
- D. IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.

16. FINAL ACCEPTANCE

- A. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED, BY THE CONTRACTOR FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WATERWEAR NATURE DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.
- B. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.
- C. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, CONCRETE, SURFACE, OR PRIOR TO PLACING ANY OTHER FORMS THAT HAVE BEEN SET.
- D. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

1. UNDERGROUND NOTES

- A. UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
- B. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.
- C. ANY DETERIORATING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DETERIORATING. IN THE EVENT THAT SOFT MATERIALS, WITH UNCONFINED COHESIVE STRENGTH LESS THAN 1,000 PSF ARE ENCOUNTERED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING UPON APPROVAL OF THE OWNER AND/OR ENGINEER OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.
- D. TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS AND UTILITIES, AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING LOD# CA-6 GRADATION. (SBR-6) SPECIFICALLY FITTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.
- E. THE CONTRACTOR SHALL INSTALL A 4" x 4" x 8' (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLET AND WATER VAULTS. THE POST SHALL EXTEND 4" ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.
- F. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL, STORM INLET LOCATIONS, AND OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY ACCUMULATES AS REQUIRED BY THE MUNICIPALITY OF FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AN MAY VARY FROM PLAN GRADES.)
- G. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE WAUL COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY AND ALL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY OF FINAL INSPECTION OF THE PROJECT.
- H. THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATIONS OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.

18. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS. "SAFE" : MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTIONS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.

DETAIL NO. 42

INSTALL 4# REINFORCING BARS, 12" LONG, EMBEDDED 6" AT ALL CONNECTIONS BETWEEN NEW AND EXISTING SIDEWALKS. (TYP. FOR 3) BARS SHALL BE SPACED A MINIMUM OF 6" INCHES FROM EACH OTHER AND FROM EDGES OF WALK.

5'

5" (6" AT DRIVEWAYS)

2 1/2"

CA-6 STONE BASE

NOTES:

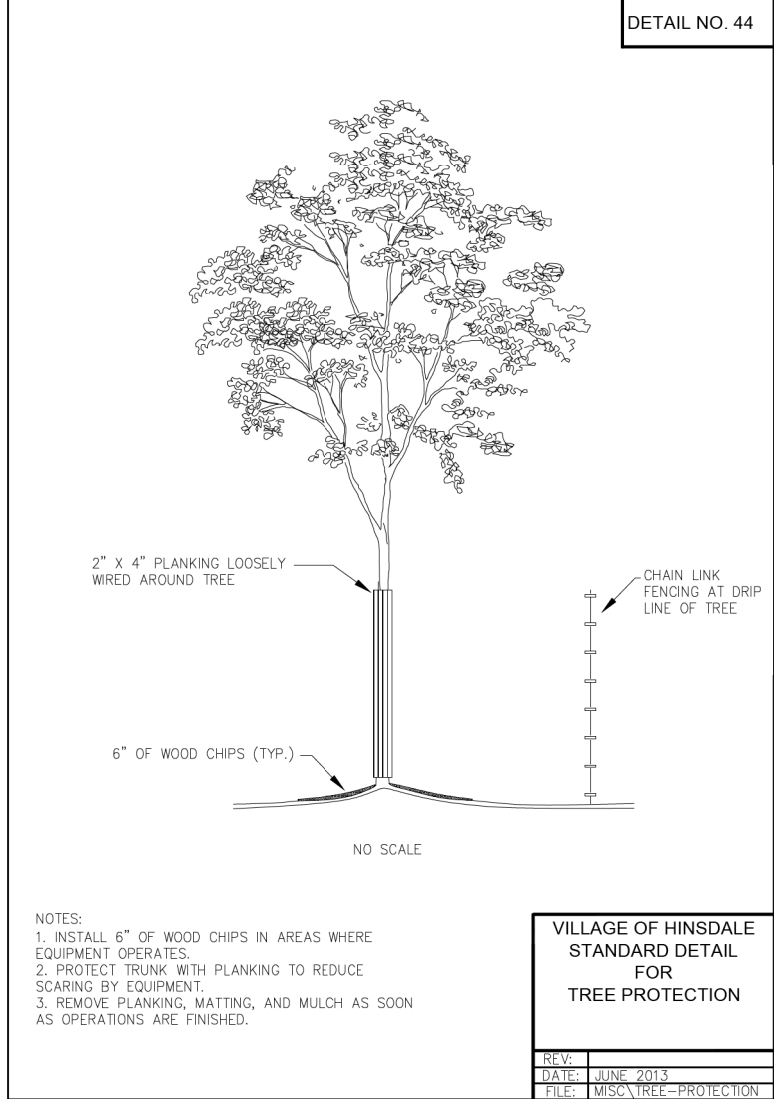
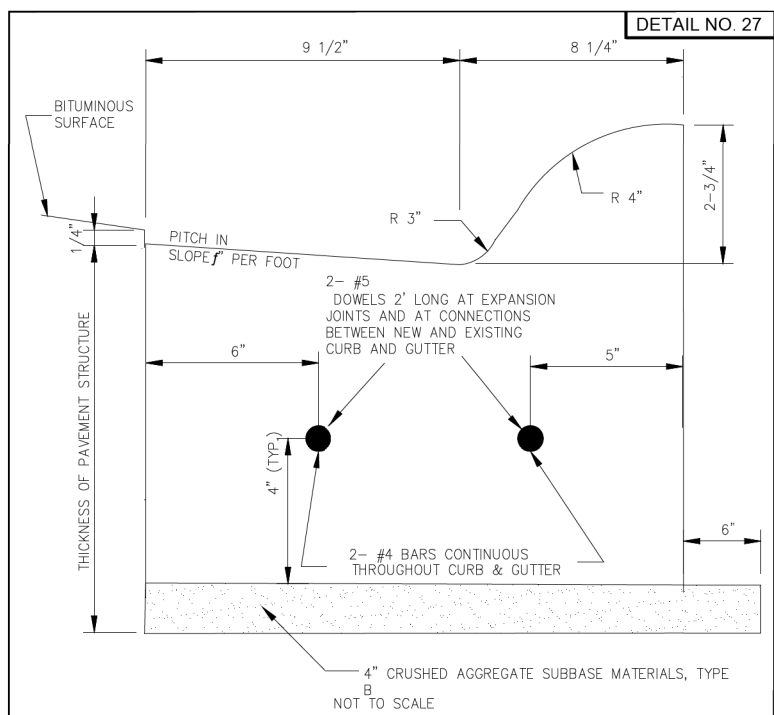
1. SIDEWALKS ADJACENT TO THE BACK OF CURB SHALL BE A MINIMUM OF 6" W. WIDTH
2. ALL SIDEWALK SHALL BE CONSTRUCTED WITH 6001 CLASS "D" CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 14 DAYS
3. PREFORMED EXPANSION JOINTS (1/4" THICK) SHALL BE CONSTRUCTED IN SIDEWALK EVERY 100 FEET AND AT ALL ABUTTING DRIVEWAYS AND CURBS AND GUTTERS
4. TIEBOLTED CONTRACTION JOINTS SHALL BE CONSTRUCTED IN SIDEWALK EVERY FIVE FEET.
5. SIDEWALK SHALL HAVE 1/4" PER FOOT CROSS-SLOPE
6. SIDEWALKS SHALL BE TESTED PER VILLAGE CODE 11-6-6(B).

VILLAGE OF HINSDALE
STANDARD DETAIL
FOR
SIDEWALK

REV. NO. _____
DATE _____
BY _____
FOR _____



- [illegible]



| EXISTING | DESCRIPTION | PROPOSED |
|----------|---|----------|
| | DRAIN TILE | |
| | STORM SEWER | |
| | SANITARY SEWER | |
| | SANITARY TRUNK SEWER | |
| | | |
| | PIPE TRENCH BACKFILL | |
| | GAS MAIN | |
| | TELEPHONE LINES | |
| | ELECTRIC LINE | |
| | FENCE | |
| | RIGHT-OF-WAY | |
| | EASEMENT | |
| | PROPERTY LINE | |
| | SETBACK LINE | |
| | CENTERLINE | |
| | CONTOUR | |
| | SANITARY MANHOLE | |
| | STORM MANHOLE | |
| | CATCH BASIN | |
| | INLET | |
| | FIRE HYDRANT | |
| | PRESSURE CONNECTION | |
| | PIPE REDUCER | |
| | VALVE AND VAULT, VALVE | |
| | FLARED END SECTION | |
| | STREET LIGHT | |
| | UTILITY POLE | |
| | CONTROL POINT | |
| | SIGN | |
| | SPOT ELEVATION | |
| | SOIL BORING | |
| | OVERLAND FLOW ROUTE | |
| | DRAINAGE SLOPE | |
| | GUARDRAIL | |
| | WATER'S EDGE | |
| | CONCRETE | |
| | REVERSE PITCH CURB | |
| | TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE | |

| | | |
|---------------------------|-------------------------------|------------------------|
| M - STORM MANHOLE | I - INVERT OR INLET | T/P - TOP OF PIPE |
| S - SANITARY MANHOLE | TF - TOP OF FOUNDATION | B/P - BOTTOM OF PIPE |
| CB - CATCH BASIN | GF - GARAGE FLOOR | WM - WATERMAN |
| LP - LIGHT POLE | TC - TOP OF CURB | SAN - SANITARY SEWER |
| VV - VALVE VAULT | TD - TOP OF DEPRESSED CURB | STM - STORM SEWER |
| E - END SECTION | TW - TOP OF RETAINING WALL | LO - LOOK OUT |
| FH - FIRE HYDRANT | BP - BOTTOM OF RETAINING WALL | PLO - PARTIAL LOOK OUT |
| GR - GRADE RING (HYDRANT) | OP - OUTLET OF PIPE | |

| DESCRIPTION | LOG NO. | PERMIT NO. | DATE ISSUED |
|-----------------------------|-----------|------------|-------------|
| IDNR ECOCAT | 1707286 | 1707286 | 02/15/17 |
| ORIGINAL MWPD PERMIT SPO | | 03-477 | 12/12/03 |
| IHPA | 008052417 | 008052417 | 06/01/17 |
| IEPA NPDES (NOI) | ILR10Y721 | | |

WIDE OPEN WEST
(630) 536-3139
CONTACT PERSON: PAUL FLINKOW

AT&T
1000 COMMERCE DRIVE
OAK BROOK, IL 60523
PHONE - (630) 573-5450
CONTACT: BRIAN CHAMBERLAN

DuPAGE COUNTY DEPT.
OF TRANSPORTATION
130 N.COUNTY FARM ROAD
P.O.BOX 298
WHEATON, IL. 60187
(630) 407-6890
CONTACT PERSON: ROBERT GREEN

DNN21001: BRASS DISK IN CONCRETE AT SOUTHEAST CORNER
 OF OAK STREET AND CHICAGO AVENUE, SOUTH SIDE OF
 DRIVEWAY OF HOUSE NUMBER 23.
 ELEVATION = 677.09 NAVD29

 SITE BENCHMARK #1:
 EAST BONNET BOLT ON FIRE HYDRANT ON NORTH SIDE OF
 HANNAH LANE AT LOT 31.
 ELEVATION = 695.26 NAVD29

 SITE BENCHMARK #2:
 NORTHERLY BONNET BOLT ON FIRE HYDRANT ON EAST SIDE OF
 BARTON LANE BETWEEN LOTS 22 AND 23.
 ELEVATION = 680.14 NAVD29

 TO CONVERT FROM NAVD29 TO NAVD88 SUBTRACT 0.27 FROM
 ELEVATIONS.

COMMONWEALTH EDISON
JOLIET, IL
(309) 396-8224
CONTACT PERSON: ENG. DEPT.

**VILLAGE OF
HINSDALE**
225 SYMONDS DRIVE
HINSDALE, IL 60521
(309) 789-7030
CONTACT: DAN DEETER

MWRDGC
1001 EAST ERIE STREET
CHICAGO, IL 60611
(312) 751-5600
CONTACT PERSON: JOE SCHUESSLER

COMCAST
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
(630) 600-6352
CONTACT: MARTHA GIERAS

GAS TECHNOLOGY
(415) 782-7465
CONTACT PERSON: CECIL KUHS

REDSPEED ILLINOIS, LLC
(630) 317-5705
CONTACT PERSON: JOSE CHAVEZ

NICOR GAS
1844 FERRY ROAD
NAVERVILLE, IL 60563
(630) 388-3046
CONTACT: BRUCE KOPPING

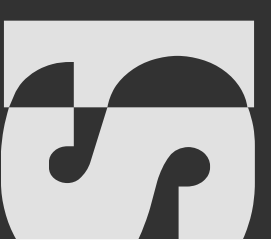
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TYPICAL SECTIONS AND GENERAL NOTES

HINSDALE MEADOWS
HINSDALE, ILLINOIS

**CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS**

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



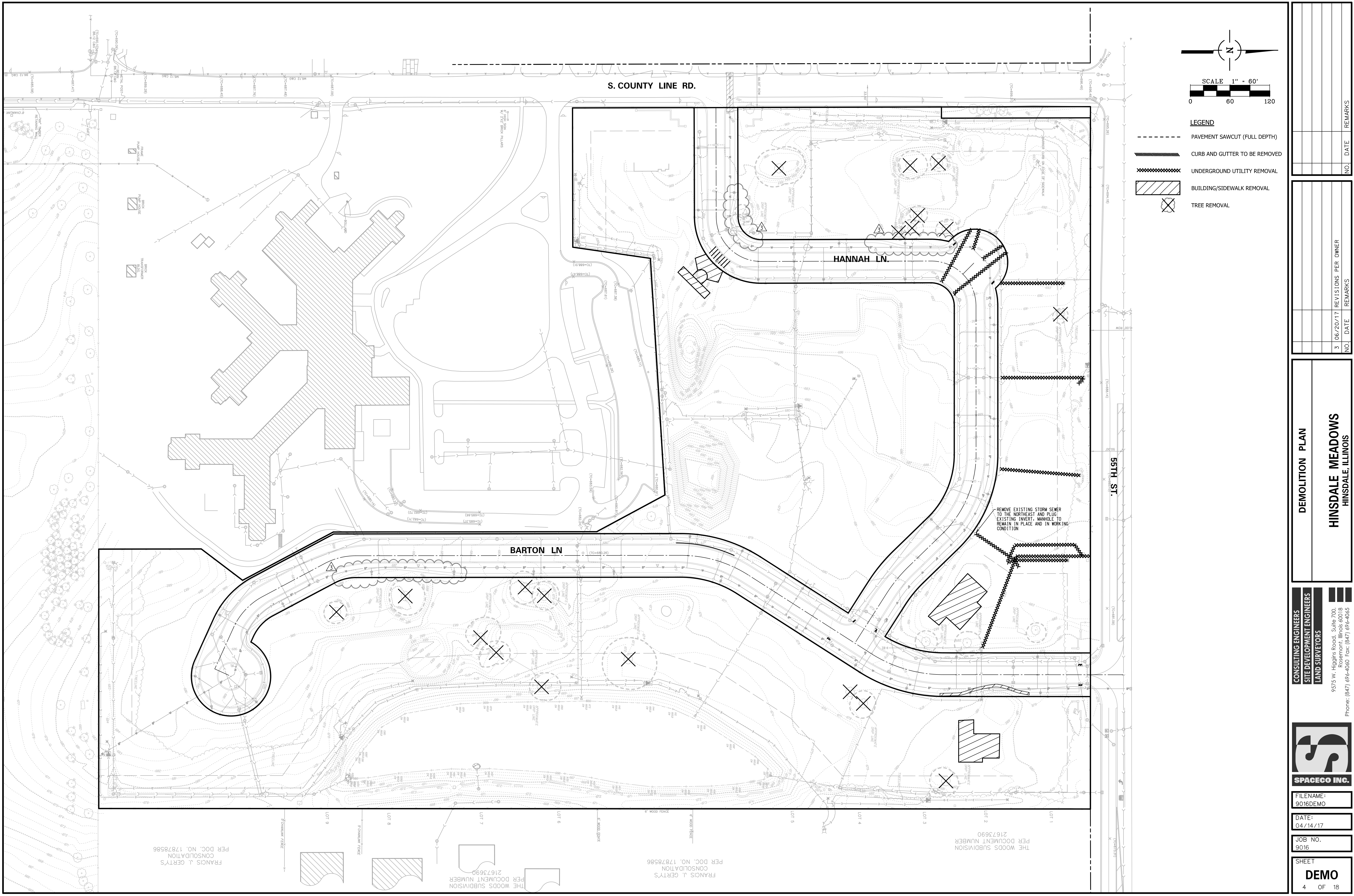
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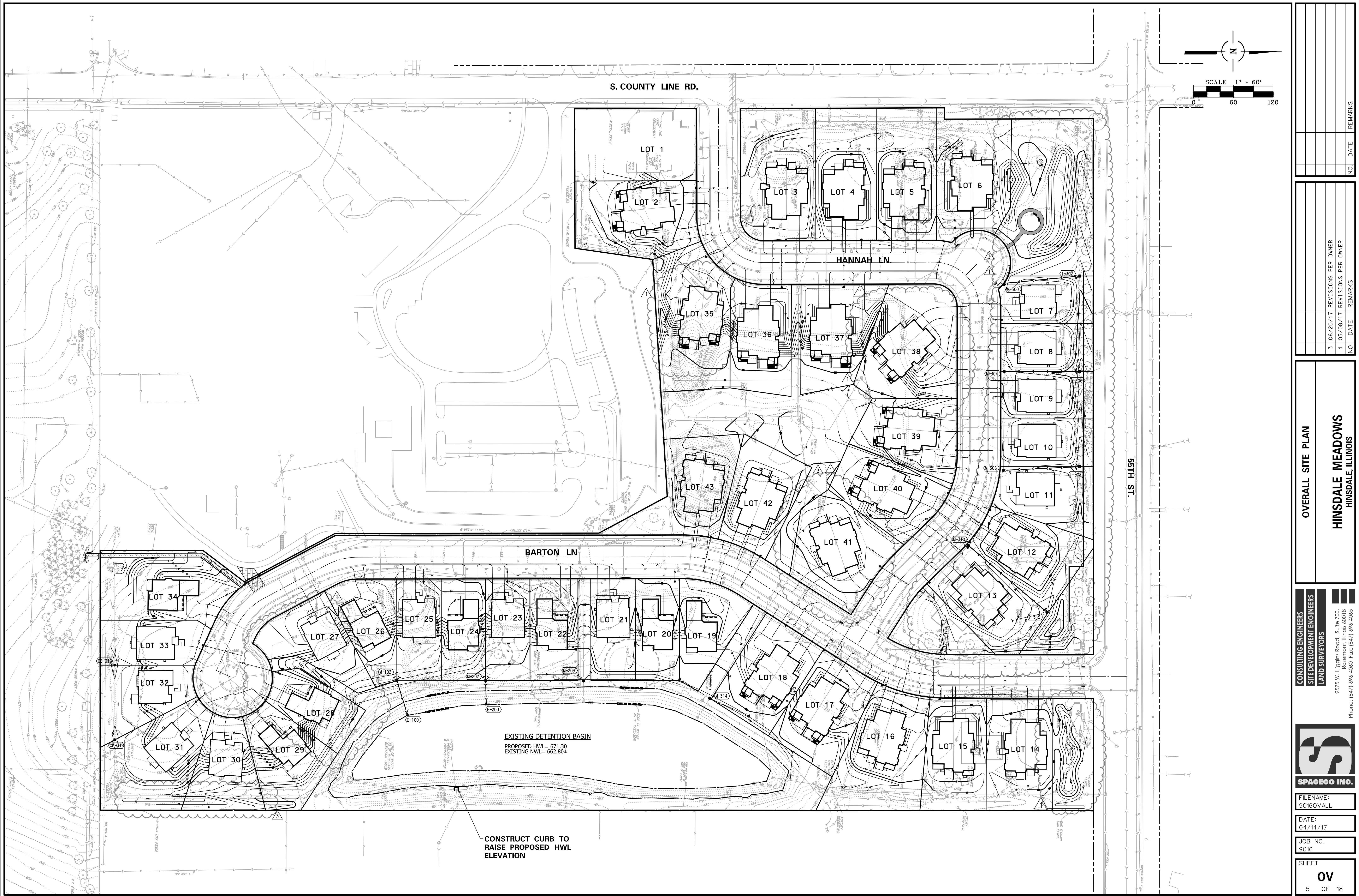
DATE:
04/14/17

JOB NO.
9016

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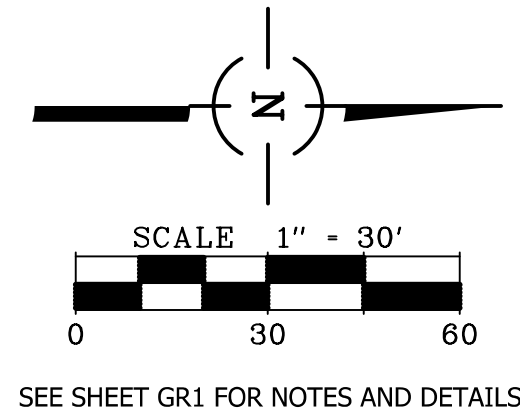
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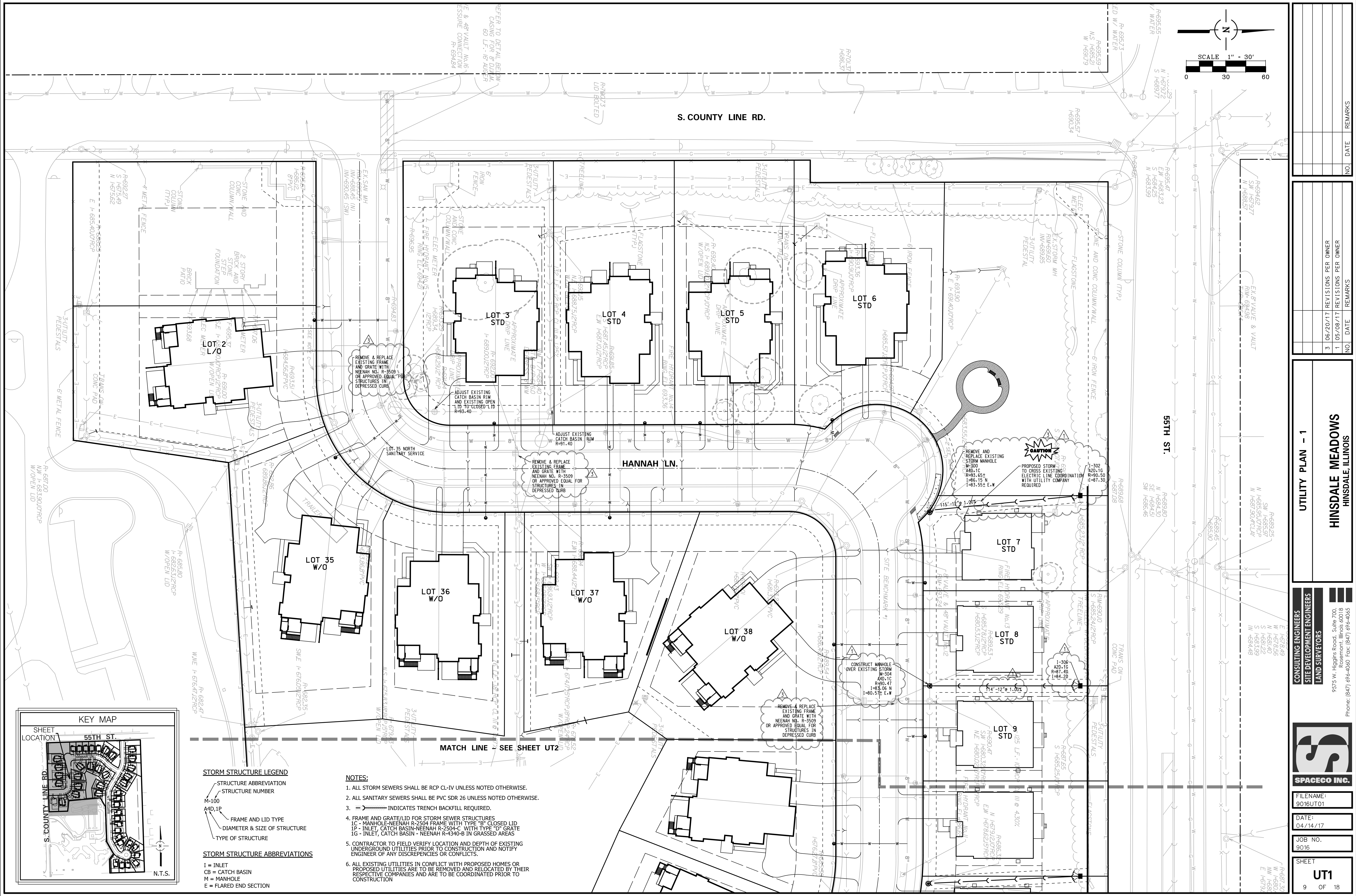


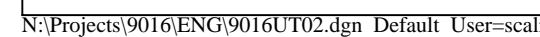


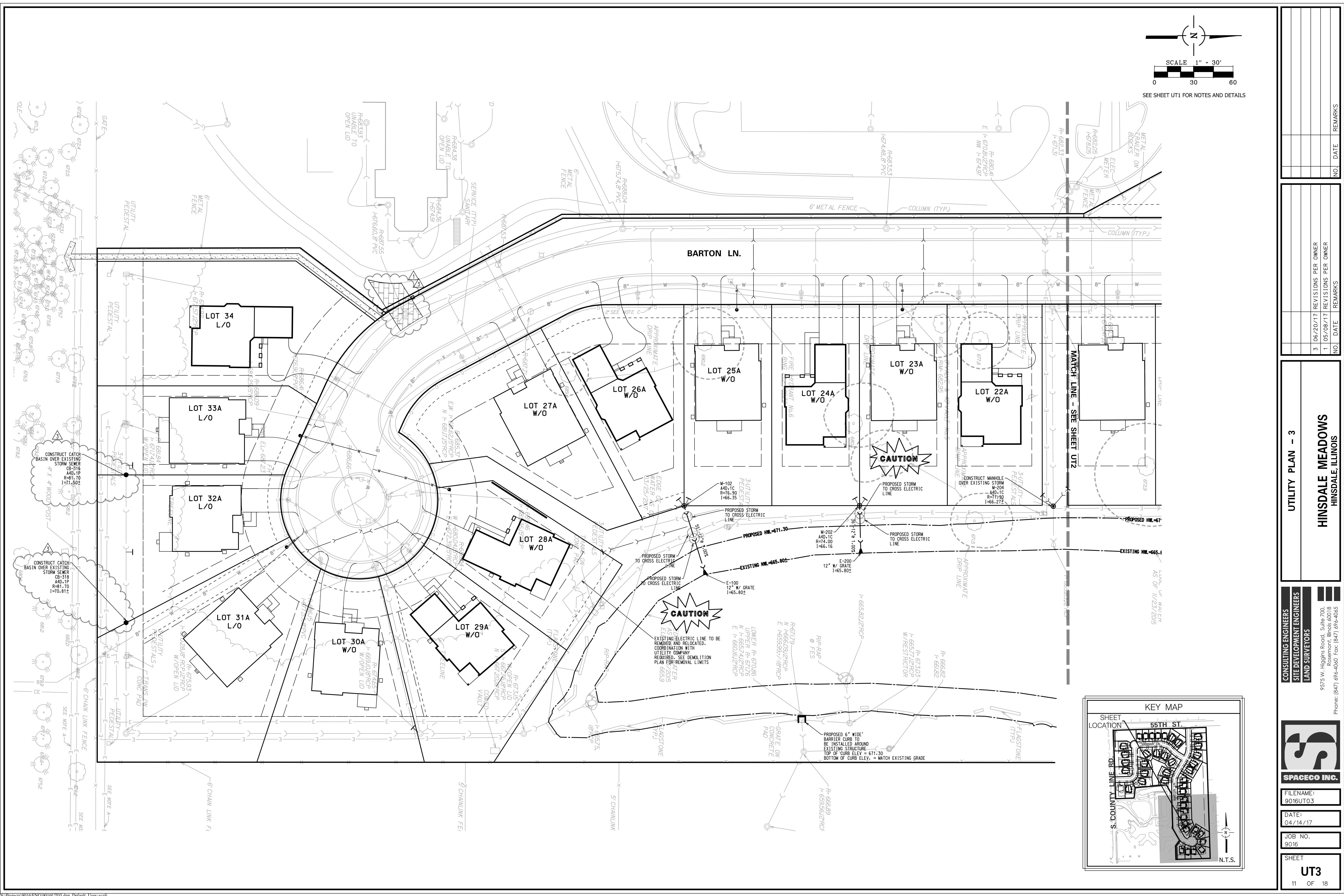
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|---|------|--------------------------------|------|
| CONSULTING ENGINEERS | | OVERALL SITE PLAN | |
| SITE DEVELOPMENT ENGINEERS | | HINSDALE MEADOWS | |
| LAND SURVEYORS | | HINSDALE, ILLINOIS | |
| 9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 676-4060 Fax: (847) 676-4065 | | 3 06/20/17 REVISIONS PER OWNER | |
| | | 1 05/08/17 REVISIONS PER OWNER | |
| NO. | DATE | NO. | DATE |
| REMARKS | | REMARKS | |
| FILENAME: 9016OVALL | | DATE: 04/14/17 | |
| JOB NO. 9016 | | SHEET OV | |
| 5 OF 18 | | | |









| NO. | DATE | REMARKS |
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| NO. | DATE | REVISIONS PER OWNER |
|-----|----------|---------------------|
| 3 | 06/20/17 | REVISIONS PER OWNER |
| 1 | 05/08/17 | REVISIONS PER OWNER |

UTILITY PLAN - 3

HINSDALE MEADOWS
HINSDALE, ILLINOIS

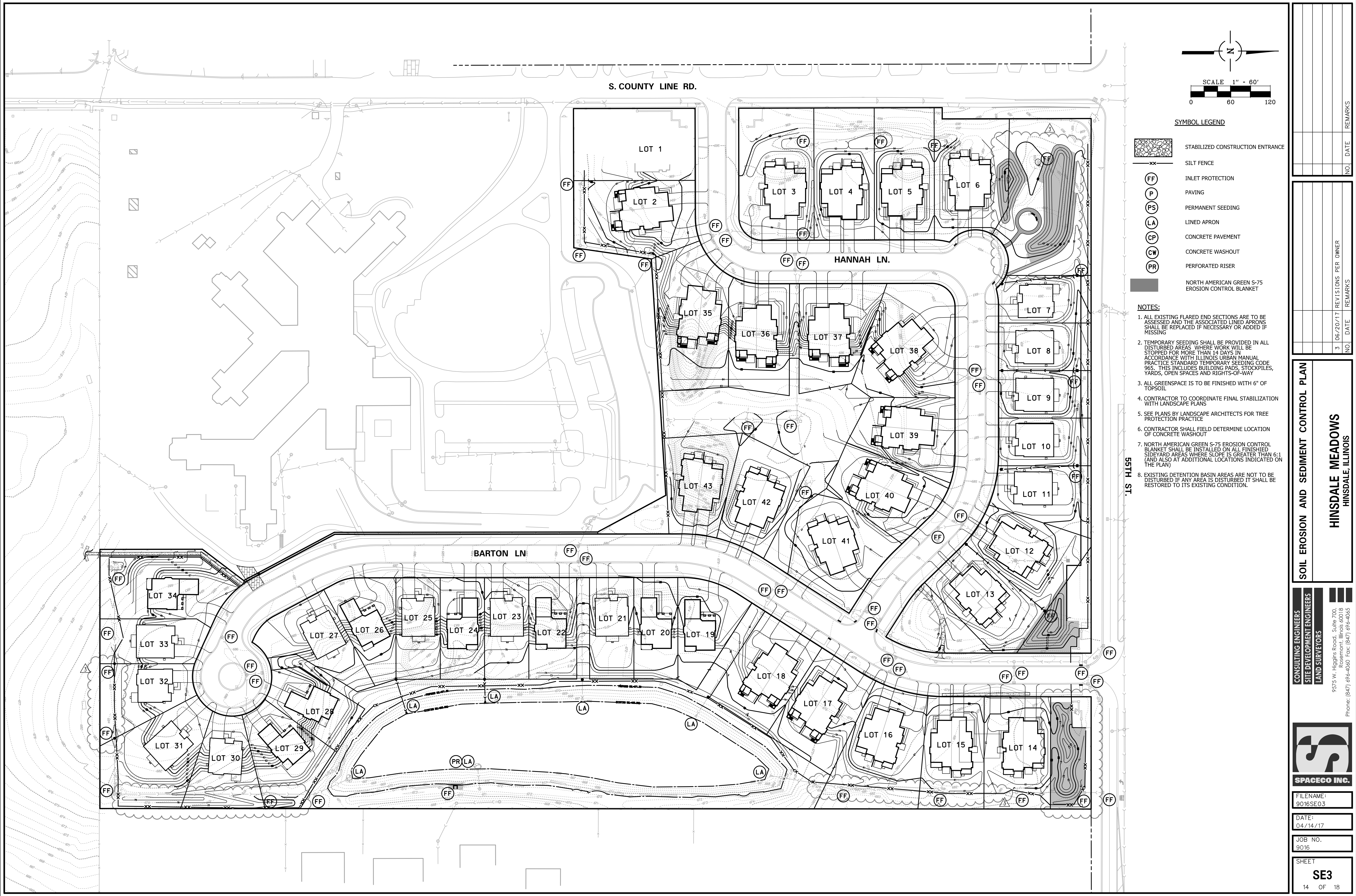
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 676-4060 Fax: (847) 676-4065

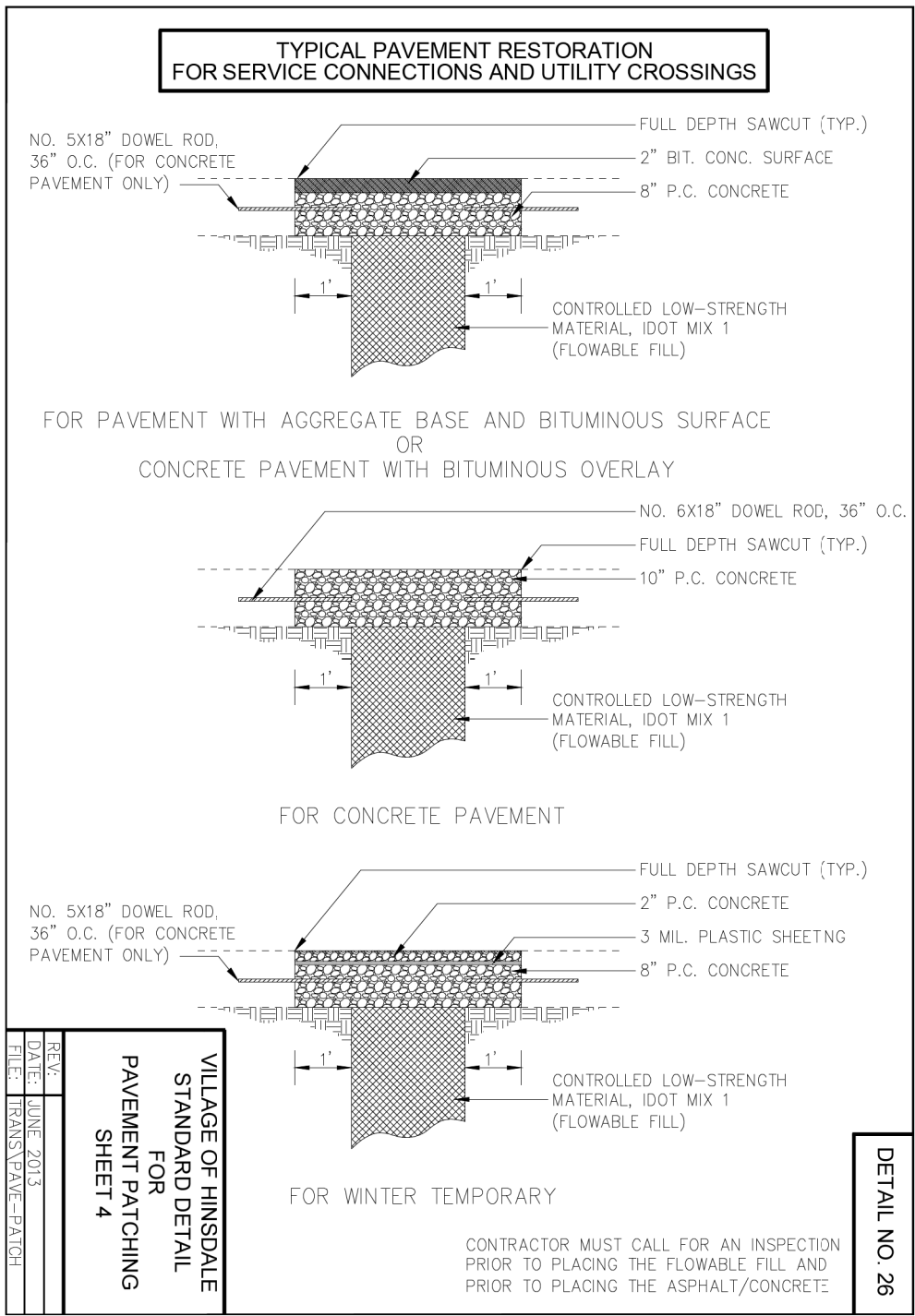
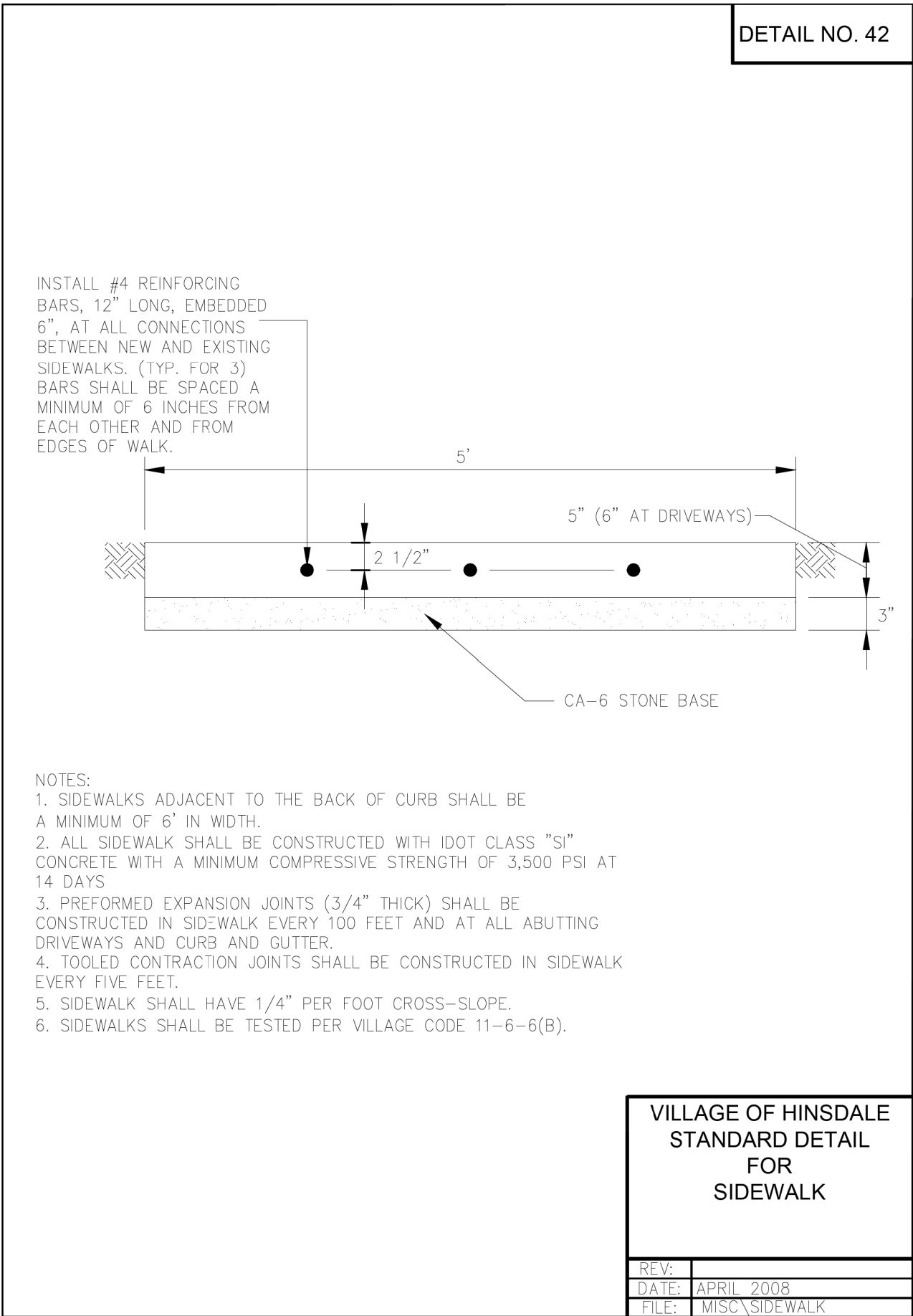


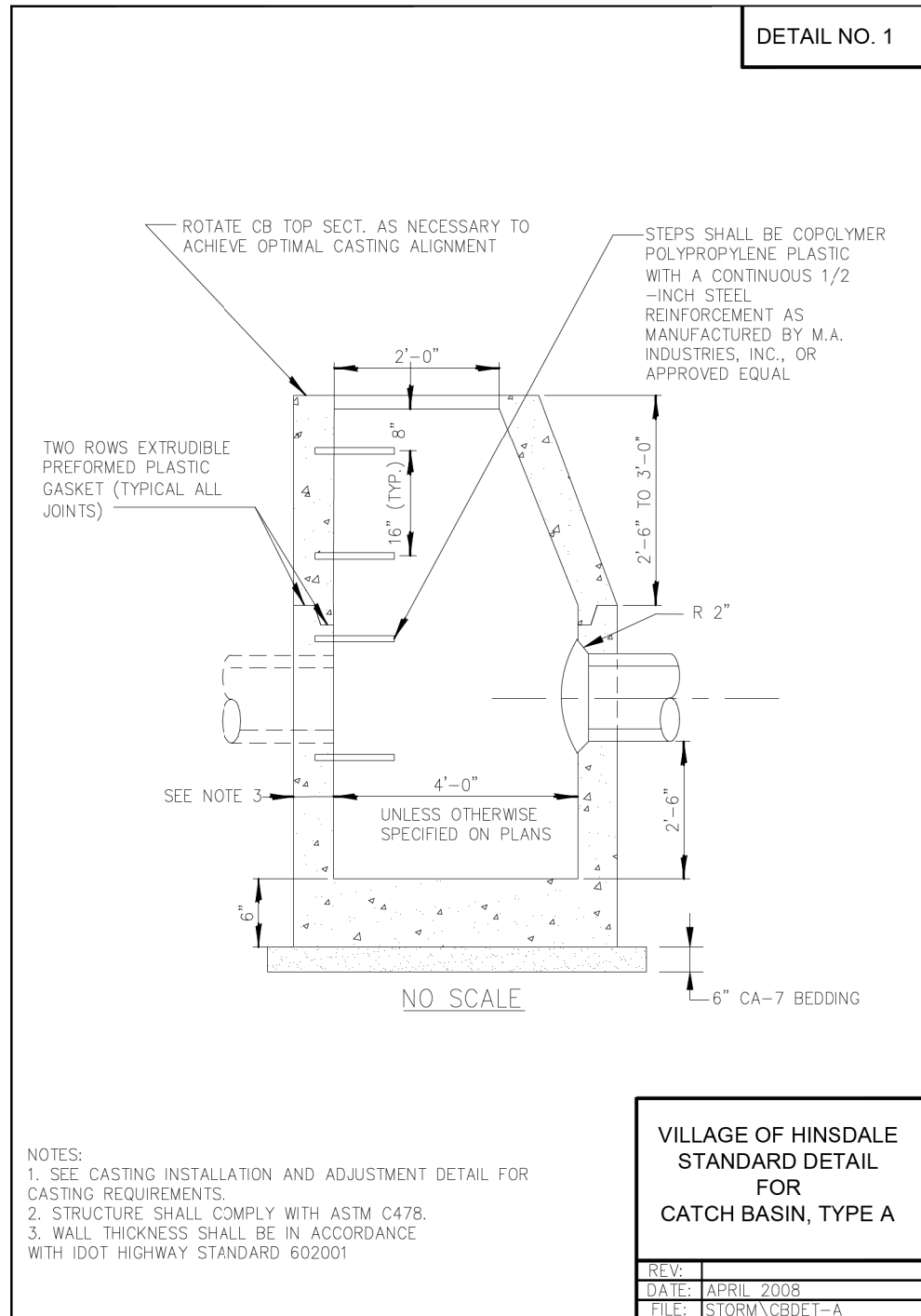
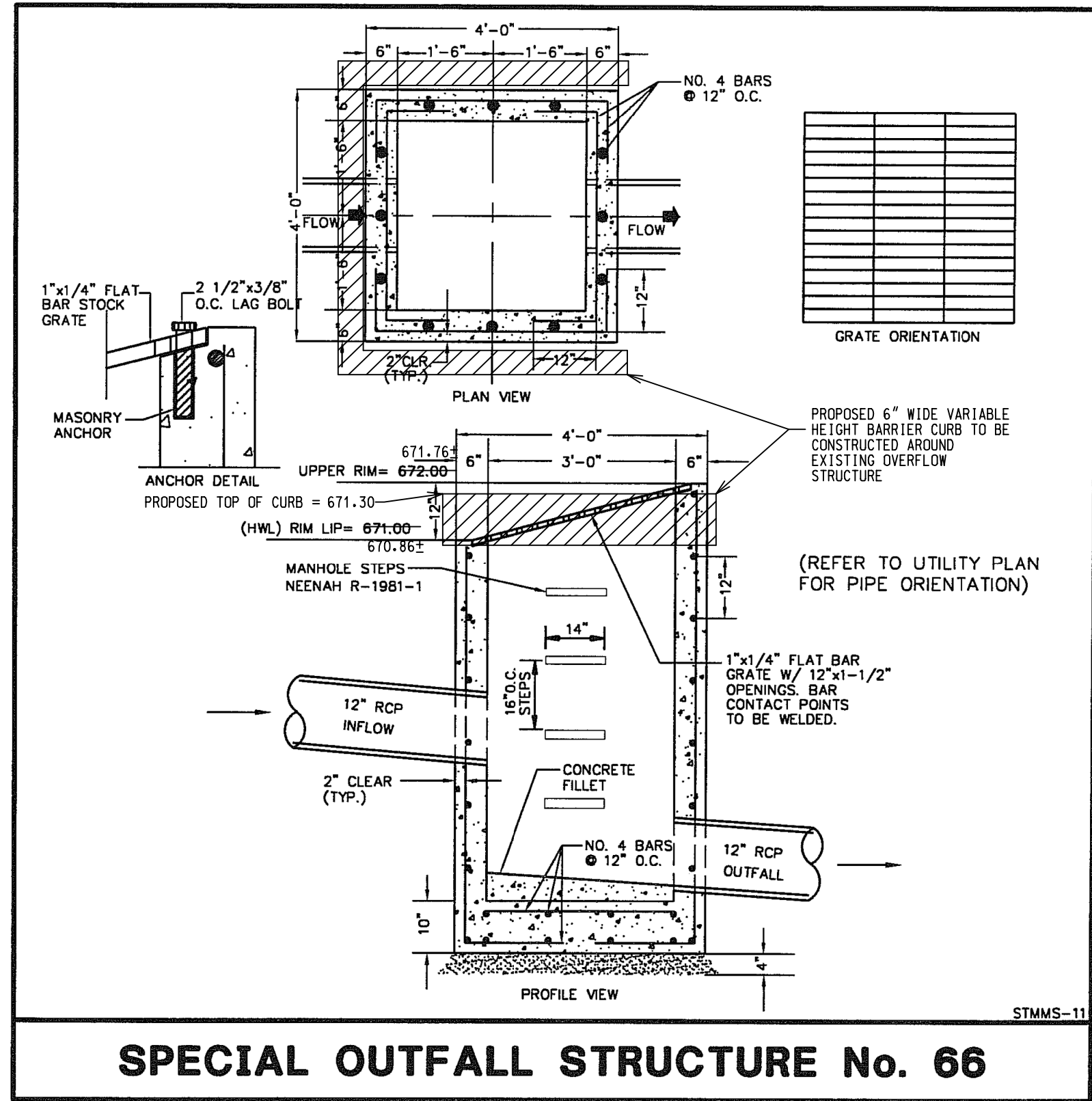
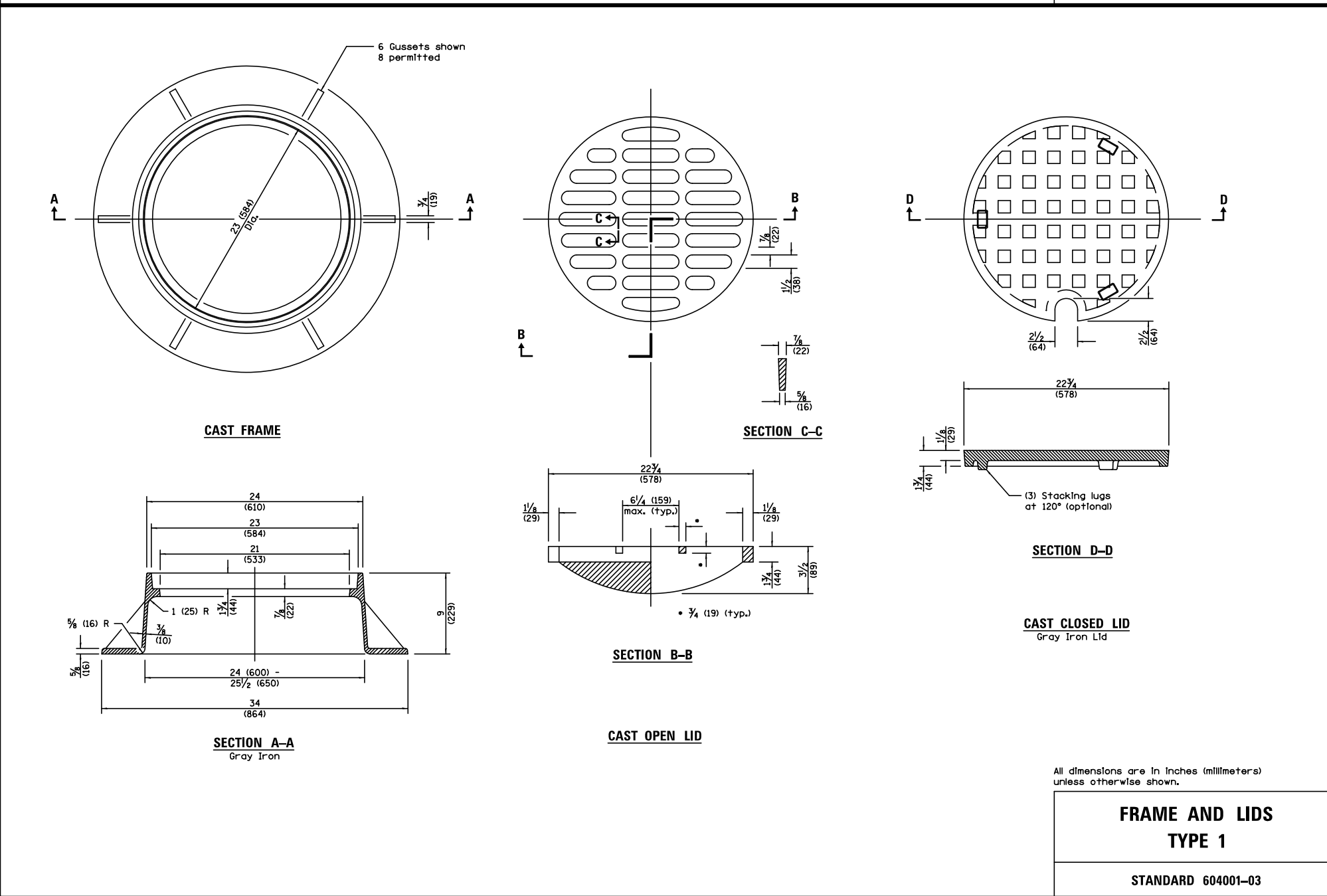
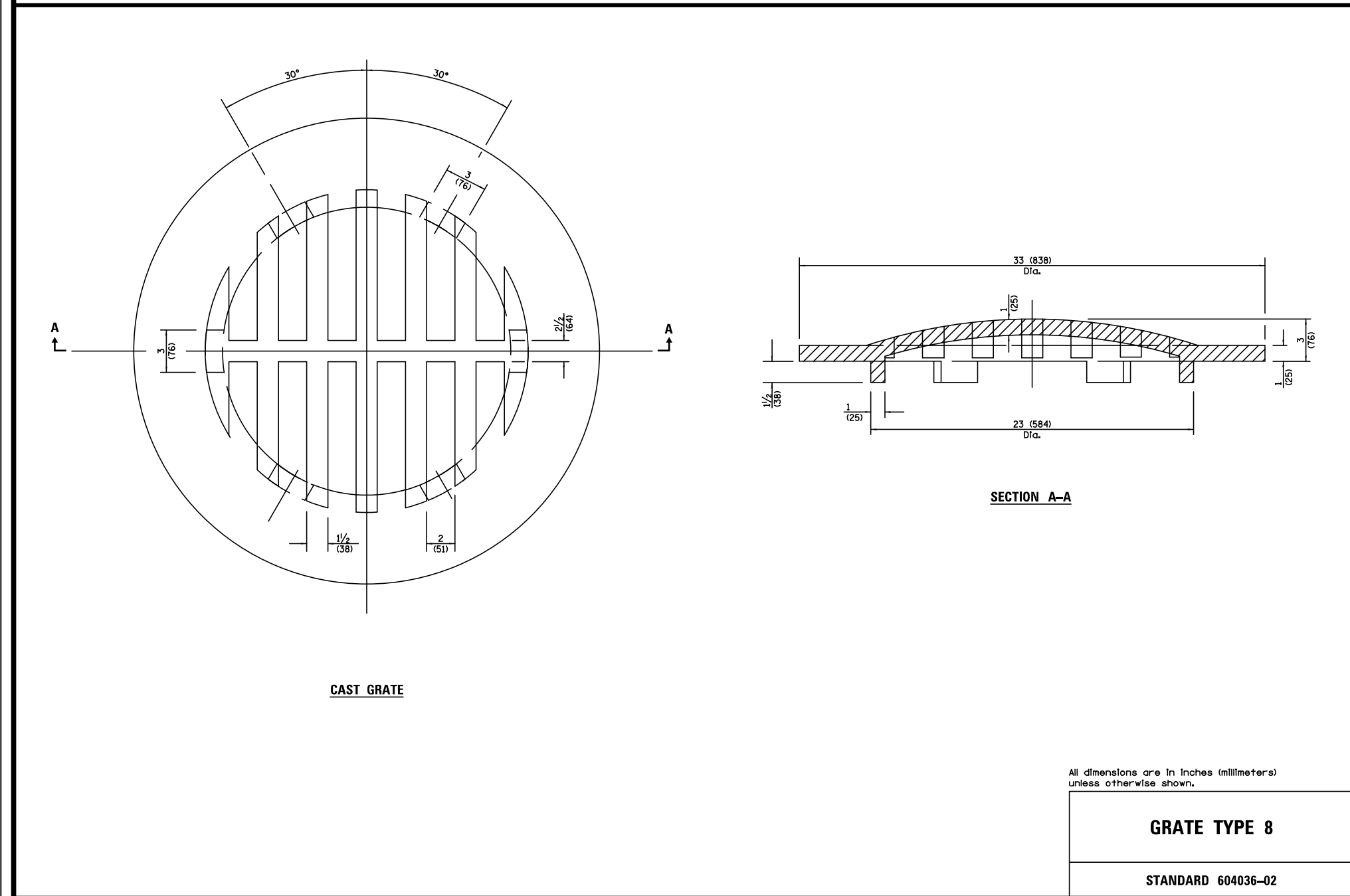
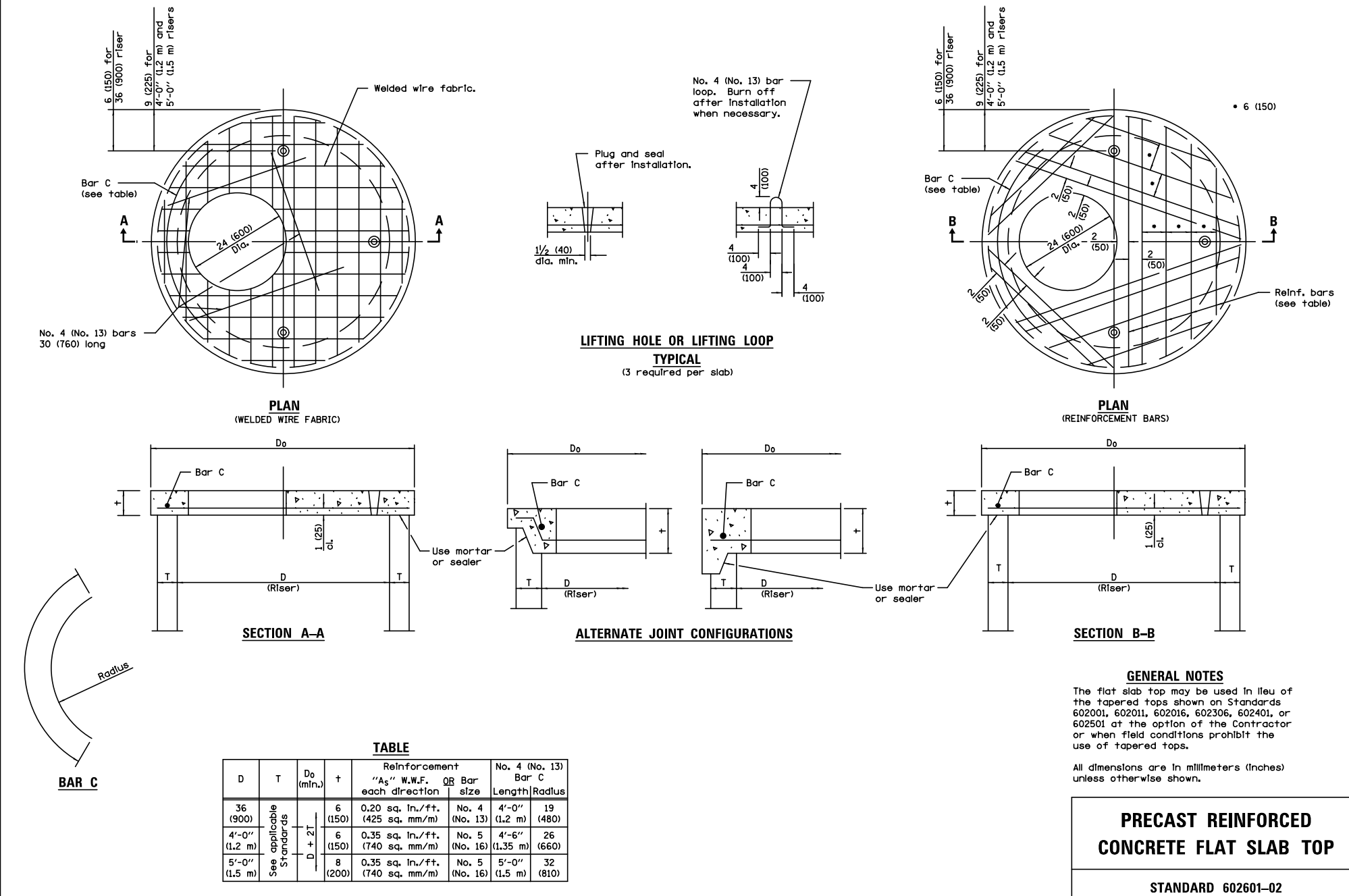
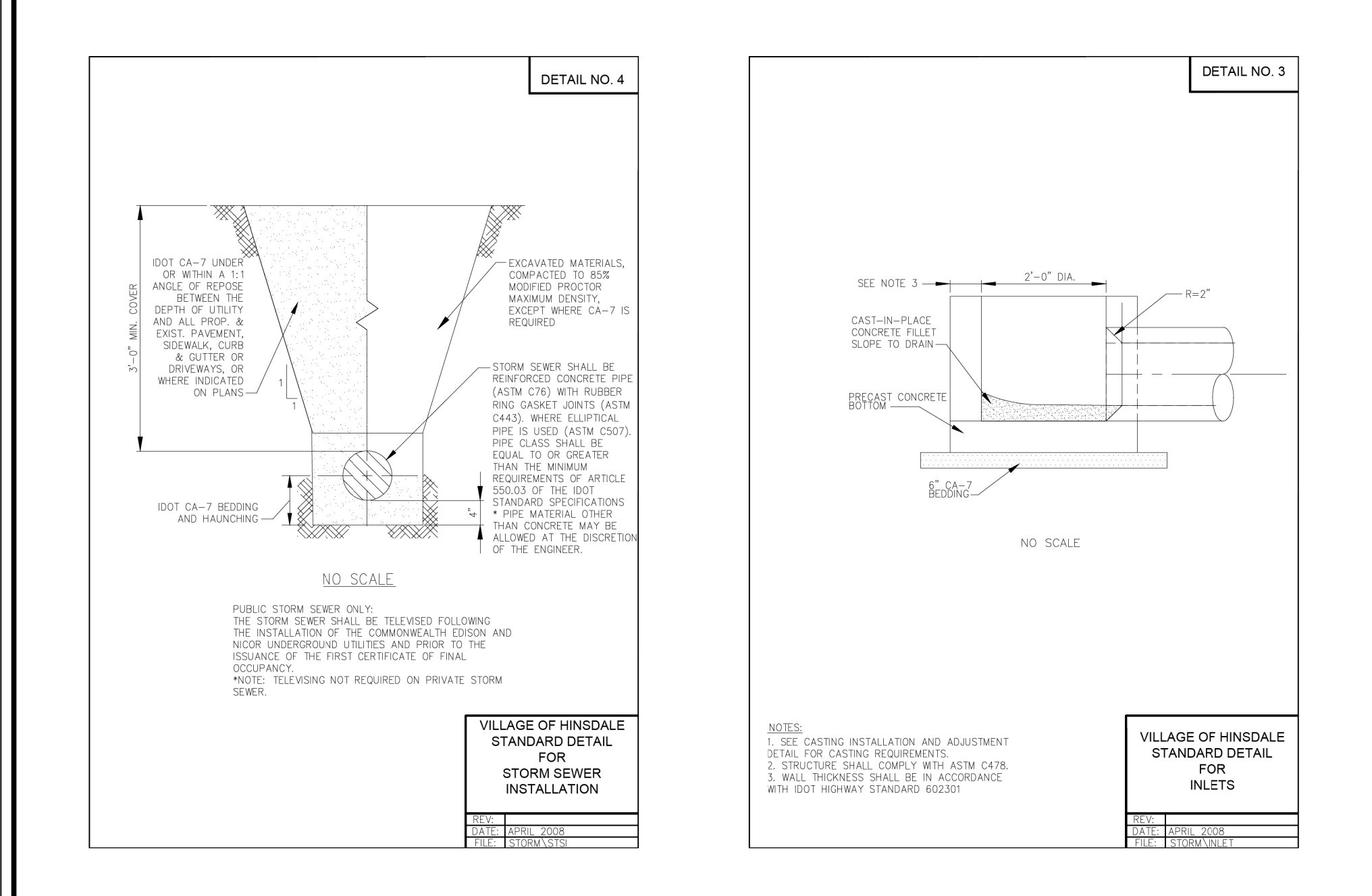
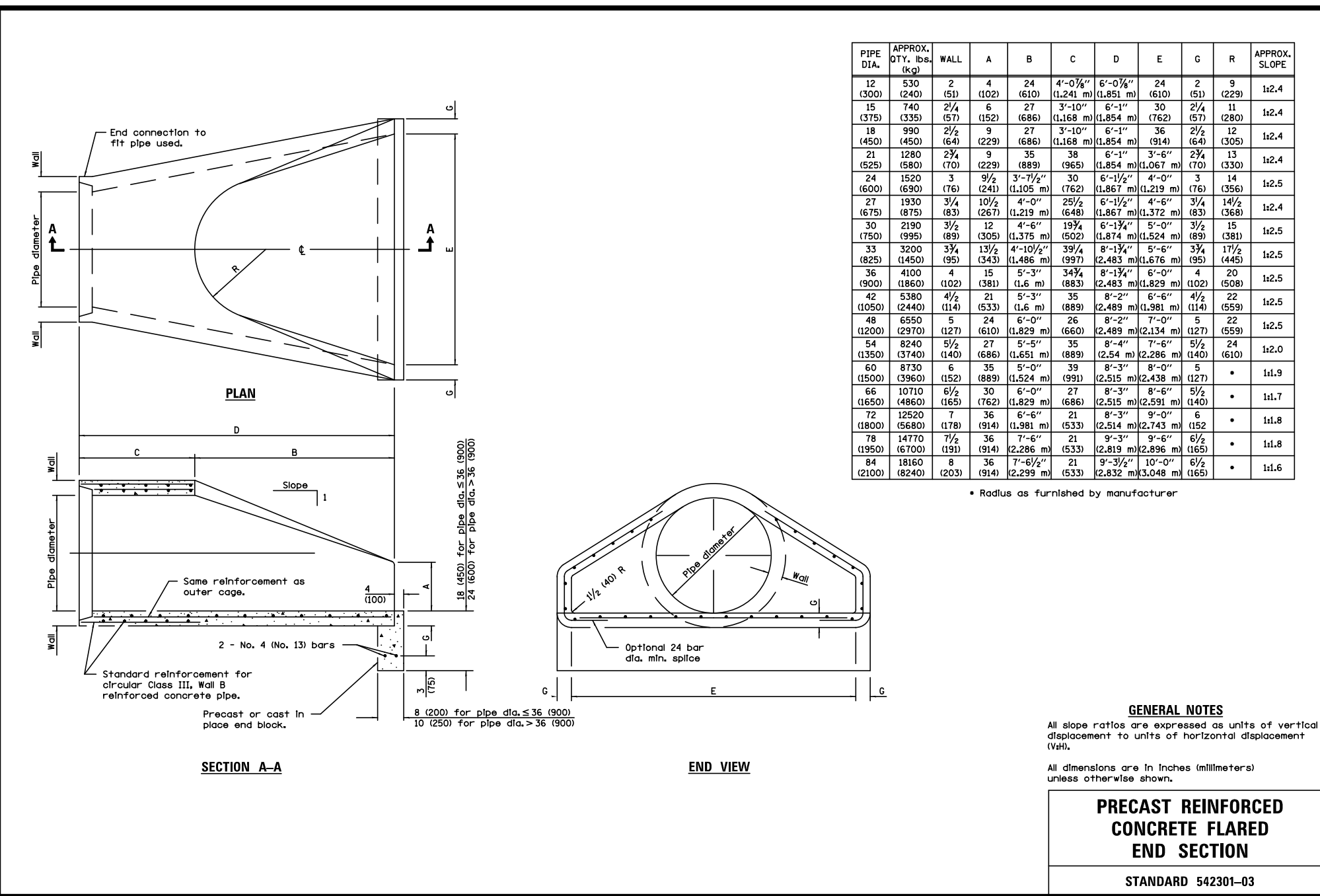
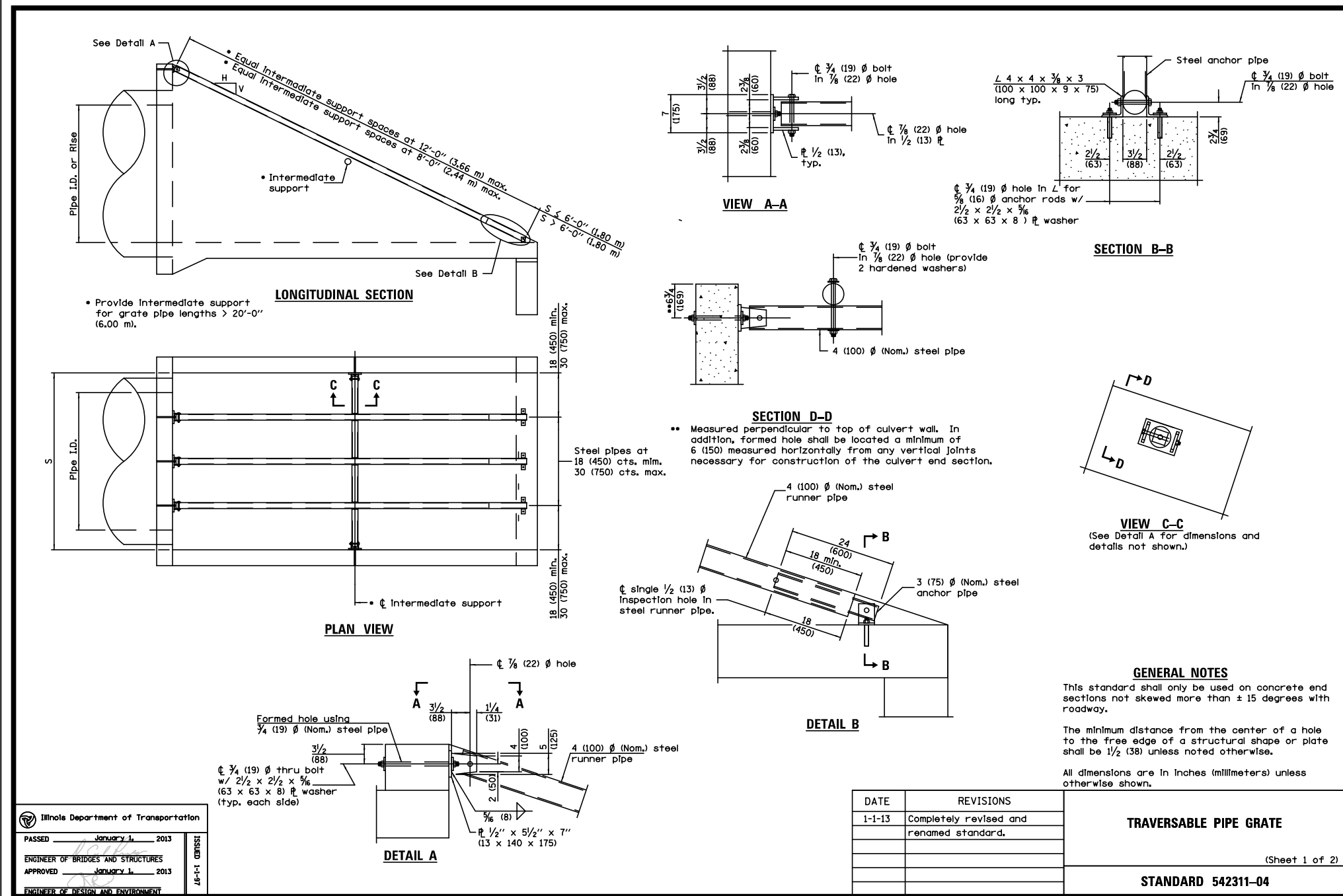
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| DATE: 04/14/17 |
| JOB NO. 9016 |
| SHEET UT3 11 OF 18 |

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| EARTHWORK NOTES | | PAVING NOTES | | SANITARY SEWER NOTES | | STORM SEWER NOTES | | | |
|---|--|---|--|--|--|---|--|--|--|
| <div>1. GENERAL</div> <div>A. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE. THE CONTRACTOR SHALL OBTAIN AND READ THE GEOTECHNICAL REPORTS AVAILABLE FROM THE OWNER.</div> <div>B. ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE SCOPE OF THE PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND APPRAISE HIMSELF OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS LOW BID FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER.</div> <div>C. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC. MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS.</div> <div>D. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION, AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC.</div> <div>E. PLANS FOR THE SITE DRAINAGE, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DRAINAGE DURING CONSTRUCTION.</div> <div>F. THE OWNER SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES". THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC. TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC., SHALL OCCUR BEFORE GRADING BEGINS. A MUNICIPAL EROSION CONTROL INSPECTION MAY BE REQUIRED BEFORE ANY EARTHWORK IS PERFORMED.</div> <div>G. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE OWNER SHALL ERECT A "SNOW FENCE" AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.</div> <div>H. EXCESS MATERIALS, IF NOT UTILIZED AS FILL, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE OWNER.</div> <div>I. ALL EARTHWORK SHALL BE DONE UNDER THE SUPERVISION OF AN ILLINOIS LICENSED ENGINEER WHO SPECIALIZES IN THE GEOTECHNICAL FIELD (SOILS ENGINEER). THIS ENGINEER WILL BE RESPONSIBLE FOR ENSURING THAT ALL UNSUITABLE MATERIALS ARE REMOVED, ALL STRUCTURAL FILL MATERIALS ARE PROPERLY PLACED AND COMPACTED, ALL PAVEMENT SUBGRADES ARE PROPERLY PREPARED, PROOF ROLLING SUBGRADES AND BASE COURSES, AND ENSURING THAT ALL WATER RETAINING EMBANKMENTS ARE PROPERLY CONSTRUCTED. THE DEVELOPER PAYS FOR ALL GEOTECHNICAL SERVICES.</div> <div>2. TOPSOIL EXCAVATION INCLUDES:</div> <div>A. EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.</div> <div>B. PLACEMENT OF THE EXCAVATED MATERIAL IN OWNER DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED, AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STOCKPILE.</div> <div>C. TOPSOIL STOCKPILED FOR RESPREAD SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE.</div> <div>D. TOPSOIL RESPREAD SHALL INCLUDE HAULING AND SPREADING 6" OF TOPSOIL OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR DIRECTED BY THE OWNER.</div> <div>E. MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.</div> <div>3. EARTH EXCAVATION INCLUDES:</div> <div>A. EXCAVATION OF CLAY AND OTHER MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.</div> <div>B. PLACEMENT OF THE CLAY AND OTHER SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION.</div> <div>STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL, TO WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENT OF THE OWNER.</div> <div>C. COMPACTION OF THE CLAY AND OTHER SUITABLE MATERIALS, SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS. COMPACTION SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED SIDEWALKS, ETC.</div> <div>D. EXCAVATION: QUANTITIES OF EARTH EXCAVATION INDICATED ELSEWHERE IN THIS CONTRACT HAVE BEEN COMPUTED BY THE END AREA METHOD AS PROVIDED FOR IN SECTION 202 OF THE STANDARD SPECIFICATIONS. EXCAVATED MATERIALS NOT USED FOR THIS JOB SITE SHALL BE LEGALLY DISPOSED OF. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF EARTH EXCAVATION.</div> <div>4. UNSUITABLE MATERIAL</div> <div>UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL WHICH IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL, AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCURRENT OF THE OWNER.</div> <div>5. MISCELLANEOUS THE CONTRACTOR SHALL:</div> <div>A. SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.</div> <div>B. SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL, IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.</div> <div>C. PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.</div> <div>D. BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL. THE CURBS SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS CURED FOR AT LEAST 7 DAYS.</div> <div>E. TRENCH COMPACTION: ALL TRENCHES SHALL BE COMPACTED BY MECHANICAL TECHNIQUES APPROVED BY THE SOILS ENGINEER UNTIL PROPER COMPACTION IS ACHIEVED. THE REQUIREMENT FOR MECHANICAL COMPACTION MAY BE WAIVED IF, IN THE OPINION OF THE SOILS ENGINEER AND THE MUNICIPAL ENGINEER, THE BACKFILLED TRENCHES MEET THE DENSITY REQUIREMENTS. JETTING OF TRENCHES FOR COMPACTION WILL NOT BE ALLOWED.</div> <div>6. TESTING AND FINAL ACCEPTANCE</div> <div>A. THE OWNER SHALL PROVIDE AS A MINIMUM, A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE MATERIAL. THIS SHALL BE WITNESSED BY MUNICIPAL ENGINEER AND THE OWNER. SEE PAVING SPECIFICATION.</div> <div>B. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL, OR OTHERWISE CORRECTED, APPROVED BY THE SOILS CONSULTANT.</div> <div>C. ANY TESTING THAT IS REQUIRED OF THIS CONSTRUCTION IS CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION. NO SEPARATE PAYMENT WILL BE MADE.</div> | | <div>1. GENERAL</div> <div>A. PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION AND COMPACTION; PLACEMENT OF SUB-BASE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING AND CURING CONCRETE PAVEMENT, CURBS AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.</div> <div>B. COMPACTION REQUIREMENTS: [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)] SUB-GRADE = 93%; SUB-BASE = 93%; AGGREGATE BASE COURSE = 95%; BITUMINOUS COURSES = REFER TO SSRBG ARTICLE 406.07. THE SOILS ENGINEER IS RESPONSIBLE FOR ENSURING THAT MATERIALS ARE PROPERLY PLACED AND COMPACTED.</div> <div>C. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION AND IN ACCORDANCE WITH THE MUNICIPAL CODE.</div> <div>2. CONCRETE WORK</div> <div>A. ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE CLASS 51 OR PV PER (SSRBG) SECTION 1020.04 WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) BAG MIX AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT FOURTEEN (14) DAYS. ALL CONCRETE SHALL BE BROOM FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL. THE ADDITION OF CALCIUM CHLORIDE AND THE SUBSTITUTION OF FLY ASH FOR PORTLAND CEMENT IS PROHIBITED. 1-50 LBS OF COLLOIDAL, FILLBRATED, POLYPROPYLENE OLEFIN FIBERS 0.50 TO 0.75 INCHES IN LENGTH SHALL BE ADDED TO EACH CUBIC YARD OF CONCRETE USED FOR SIDEWALKS. THE FIBERS SHALL BE AS MANUFACTURED UNDER THE NAME "FIBERMESH" OR EQUAL.</div> <div>B. CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS-SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. PREMOLED FIBER EXPANSION JOINTS, WITH TWO 3/4" X 18" EPOXY COATED STEEL DONEL BARS, SHALL BE INSTALLED AT SIXTY (60) FOOT INTERVALS AND AT ALL PC-S, PT-S AND CURB RETURNS. ALTERNATE ENDS OF THE DONEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. SAWED OR FORMED CONSTRUCTION JOINTS SHALL BE PROVIDED AT NO GREATER THAN FIFTEEN (15) FOOT INTERVALS BETWEEN EXPANSION JOINTS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED.</div> <div>C. CURBS SHALL BE DEPRESSED AT LOCATIONS WHERE PUBLIC WALKS/PEDESTRIAN PATHS INTERSECT CURB LINES, AND OTHER LOCATIONS AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY. (SEE CONSTRUCTION STANDARDS FOR DETAIL.). BARRIER CURB SHALL ALSO BE DEPRESSED AT DRIVEWAY LOCATIONS.</div> <div>D. THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE. THE CONCRETE MUST CURE FOR AT LEAST SEVEN DAYS BEFORE THE CURBS ARE BACKFILLED.</div> <div>E. CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5 FOOT INTERVALS AND 1/2 " PREMOLED FIBER EXPANSION JOINTS AT 50 FOOT INTERVALS, AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, ETC.</div> <div>F. CONCRETE DRIVEWAY APRONS SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE 6" X 6" NO. 6 WELDED WIRE MESH IN DRIVEWAYS. PROVIDE 1/2 " PREMOLED FIBER EXPANSION JOINT ADJACENT TO CURBS AND CONCRETE SIDEWALKS. PROVIDE SAWED OR FORMED CONTRACTION JOINT AT MID-POINT AND 15 FOOT MAXIMUM.</div> <div>G. STANDARD REINFORCED CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. SAWED OR FORMED CONTRACTION EXPANSION JOINTS SHALL BE AS SHOWN ON THE PLANS.</div> <div>H. CONCRETE CURING AND PROTECTION SHALL BE IN ACCORDANCE WITH (SSRBG) - METHOD 1, II, OR III.</div> <div>I. THE COST OF AGGREGATE BASE OR SUB-BASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM.</div> <div>3. FLEXIBLE PAVEMENT</div> <div>A. THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, DRIVEWAYS, SIDEWALKS AND PATHS SHALL BE AS DETAILED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE FLEXIBLE PAVEMENTS SHALL CONSIST OF AGGREGATE (BASE COURSE), TYPE B; BITUMINOUS CONCRETE BINDER COURSE; AND BITUMINOUS CONCRETE SURFACE COURSE; OF THE THICKNESS AND MATERIALS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS. THE PAVING IS TO BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS.</div> <div>B. ALL TRAFFIC SHALL BE KEPT OFF THE COMPLETED AGGREGATE BASE UNTIL THE BINDER COURSE IS LAID. THE AGGREGATE BASE SHALL BE UNIFORMLY PRIME COATED AT A RATE OF 0.4 TO 0.5 GALLONS PER SQUARE YARD PRIOR TO PLACING THE BINDER COURSE. PRIME COAT MATERIALS SHALL BE BITUMINOUS M.C. - 30.</div> <div>C. PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE BINDER COURSE SHALL BE CLEANED, AND TACK COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE BINDER, BASE OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE WATER, EQUIPMENT AND MANPOWER NECESSARY, INCLUDING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. THE TACK COAT SHALL BE UNIFORMLY APPLIED TO THE BINDER COURSE AT A RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS SPECIFIED IN (SSRBG) SECTION 406.02.</div> <div>D. SEAMS IN BASE, BINDER AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6".</div> <div>E. FOR NEW STREETS, THE CONTRACTOR SHALL PERMIT THE BITUMINOUS CONCRETE BINDER COURSE TO WEATHER ONE (1) WINTER SEASON PRIOR TO THE INSTALLATION OF THE BITUMINOUS CONCRETE SURFACE COURSE UNLESS OTHERWISE SPECIFIED BY THE MUNICIPAL ENGINEER OR OWNER.</div> <div>4. TESTING AND FINAL ACCEPTANCE</div> <div>A. THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE OWNER AND/OR MUNICIPALITY. TESTING SHALL BE DONE IN ACCORD WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AND THE TESTING REQUIREMENTS OF THE MUNICIPALITY.</div> <div>B. WHEN REQUESTED BY THE OWNER, TEST RESULTS AND DOCUMENTATION FOR THE CONCRETE, BASE COURSE, BITUMINOUS CONCRETE BINDER, AND/OR SURFACE COURSE, SHALL BE SUBMITTED FOR VERIFICATION.</div> <div>C. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN REQUIRED BY THE OWNER OR MUNICIPALITY, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSES OF THICKNESS VERIFICATION.</div> <div>D. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.</div> | | <div>1. GENERAL</div> <div>A. SANITARY SEWER PIPE SHALL BE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE WITH A STANDARD DIMENSION RATIO (SDR) OF 26 CONFORMING TO ASTM D-3034 WITH PUSH-ON JOINTS CONFORMING TO ASTM D-3139 AS SHOWN ON THE PLANS. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF SANITARY SEWER COMPLETE IN PLACE.</div> <div>B. SANITARY SEWER PIPE 18" AND LARGER, WHERE NOTED ON THE PLANS, OR WHERE THE IEPA MINIMUM SEPARATION CANNOT BE MAINTAINED, SHALL BE ONE OF THE FOLLOWING: PLAN CODE DESCRIPTION DIP: DUCTILE IRON WATERMAIN QUALITY PIPE, CLASS 52, (ANSI A-21.51) WITH MECHANICAL OR O-RING GASKETED JOINTS (ANSI A-21.11). PVC: PRESSURE RATED PVC PIPE MEETING ASTM D-2241 WITH ASTM D-3139 GASKETED JOINT, SDR 26</div> <div>C. "BAND-SEAL" OR SIMILAR FLEXIBLE TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. "BAND-SEAL", "FERMOLO", AND "MISSION" TYPE COUPLINGS SHALL NOT BE USED ON ANY SEWER MAIN.</div> <div>D. ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.</div> <div>E. ALL FLOOR DRAINS SHALL CONNECT TO THE SANITARY SEWER.</div> <div>F. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE MUNICIPALITY.</div> <div>G. WATERMANS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH IEPA REQUIREMENTS AS SPECIFIED IN "WATER MAIN" SECTION.</div> <div>H. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE EXCEPT UNDER SPECIAL CIRCUMSTANCES AND THEN ONLY UNDER THE FOLLOWING RULES: a) PERMISSION SHALL BE OBTAINED FROM THE MUNICIPAL ENGINEERING DEPARTMENT IN WRITING PRIOR TO BEGINNING CONSTRUCTION. b) THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF A MINIMUM OF 18" ABOVE THE TOP OF THE SEWER AND 18" HORIZONTALLY AWAY FROM THE EDGE OF THE SEWER.</div> <div>2. BEDDING:</div> <div>A. BEDDING SHALL CONSIST OF A MINIMUM OF FOUR (4") INCHES OF COMPACTED CRUSHED GRAVEL OR STONE, 1/4 " X 3/4 " IN SIZE. THE SEWER SHALL HAVE MECHANICALLY TAMPED CRUSHED GRAVEL OR STONE COVER ABOVE THE TOP OF THE PIPE TO A MINIMUM OF TWELVE (12") INCHES FOR PVC PIPE AND TO THE SPRING LINE FOR DIP. THE BEDDING AND COVER MATERIAL SHALL BE ASTM D-2321 CLASS II FOR PVC PIPE AND ASTM D-448 SIZE 67 FOR DIP PIPE. THE COST OF THE BEDDING AND COVER SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER.</div> <div>B. ALL UNSUITABLE MATERIAL SHALL BE REMOVED BELOW THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CA-6 CRUSHED GRAVEL OR STONE.</div> <div>C. ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF FIVE (5') FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL (CA-6) AND THOROUGHLY MECHANICALLY COMPACTED IN 9" THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED. REFER TO THE TRENCH BACKFILL LIMITS DETAIL.</div> <div>3. MANHOLES:</div> <div>A. SANITARY SEWER MANHOLES SHALL BE 4'-0" I.D. PRECAST CONCRETE SECTIONS CONFORMING TO ASTM D-478 WITH PREFORMED BITUMINOUS OR "O" RING JOINTS, IN ACCORDANCE WITH MUNICIPAL REGULATIONS, AND HAVE AN ECCENTRIC CONE INSTALLED TO LINE UP WITH THE MANHOLE STEPS. ALL MANHOLE STEPS SHALL BE AT 16" O.C. SIMILAR TO NEENAH R-1980.</div> <div>B. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT SLEEVES. THE BOTTOM OF MANHOLE SHALL HAVE A CONCRETE BENCH POURED TO FACILITATE SMOOTH FLOWS.</div> <div>4. FRAMES AND LIDS:</div> <div>A. ALL SANITARY SEWER MANHOLE FRAMES AND LIDS SHALL BE NEENAH R-1712 UNLESS OTHERWISE NOTED ON THE PLANS. THE LIDS SHALL HAVE RECESSED (CONCEALED) PICK HOLE AND BE SELF SEALING WITH AN "O" RING GASKET. THE LIDS SHALL HAVE THE WORDS "SANITARY" EMBOSSED ON THE SURFACE. THE JOINTS BETWEEN FRAME AND CONCRETE SECTION SHALL BE SEALED WITH A BUTYL ROPE.</div> <div>B. A MAXIMUM OF EIGHT (8) INCHES OF CONCRETE ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. RINGS SHALL BE SEALED TOGETHER WITH BUTYL ROPE.</div> <div>5. DROP MANHOLE ASSEMBLIES:</div> <div>A. DROP MANHOLE ASSEMBLIES: DROP MANHOLE ASSEMBLIES SHALL BE PROVIDED AT THE JUNCTION OF SANITARY SEWERS WHERE THE DIFFERENCE IN INVERT GRADES EXCEEDS TWO FEET (2'), OR AS SHOWN ON THE PLANS. THE ENTIRE DROP ASSEMBLY SHALL BE CAST IN CONCRETE MONOLITHICALLY WITH THE MANHOLE BARREL SECTION.</div> <div>9. TEST RESULTS:</div> <div>A. IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED, THE CONTRACTOR SHALL DETERMINE THE CAUSE OR CAUSES OF THE DEFECT AND SHALL, AT HIS OWN EXPENSE, REPAIR OR REPLACE ALL MATERIALS, AND WORKMANSHIP AS MAY BE NECESSARY TO COMPLY WITH THE TEST REQUIREMENTS.</div> <div>10. CERTIFICATION:</div> <div>A. CONTRACTOR SHALL SUBMIT CERTIFIED COPIES OF ALL REPORTS OF TESTS CONDUCTED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD METHOD OF TEST FOR "EXTERNAL LOADING PROPERTIES OF PLASTIC PIPE BY PARALLEL PLATE LOADING", ASTM STANDARDS D-2412 OR D-2241 AS APPROPRIATE FOR THE PIPE TO BE USED. TESTS SHALL ALSO BE CONDUCTED TO DEMONSTRATE JOINT PERFORMANCE AT 5% MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT.</div> <div>11. RECORD DRAWINGS:</div> <div>A. THE CONTRACTOR SHALL PROVIDE ALL INFORMATION TO PREPARE RECORD DRAWING(S) INCLUDING SERVICE STUB LOCATIONS, TO SPACED FOR ALL IMPROVEMENTS TO BE INSTALLED UNDER THESE PLANS. SPACED SHALL PREPARE RECORD DRAWINGS AND SUBMIT TO APPROPRIATE PUBLIC AGENCIES. IF FINAL MEASUREMENTS INDICATE DEFICIENCIES, THE CONTRACTOR, AT HIS OWN COST, WILL ADJUST MANHOLES AND/OR SEWERS TO PROPER ELEVATIONS AND OTHERWISE CORRECT THE DEFICIENCIES.</div> | | <div>2. BEDDING:</div> <div>A. ALL STORM SEWERS SHALL BE INSTALLED ON A TYPE A GRANULAR BEDDING, 1/4" TO 3/4" IN SIZE (CA-15) WITH A MINIMUM THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE BUT NOT LESS THAN 4". BLOCKING OF ANY KIND FOR GRADE IS NOT PERMITTED. THE BEDDING MATERIALS SHALL BE COMPACTED TO 90% OF MODIFIED PROCTOR DENSITY. BEDDING SHALL EXTEND TO THE SPRINGLINE ON ALL RCP AND DIP PIPE. BEDDING SHALL EXTEND TO 12" OVER ANY PVC OR HDPE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS.</div> <div>3. STRUCTURES:</div> <div>A. MANHOLE, CATCH BASIN AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM 4' IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH O-RING OR BUTYL ROPE. A MAXIMUM OF EIGHT (8") INCHES OF ADJUSTING RINGS SHALL BE USED.</div> <div>B. A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES.</div> <div>C. THE FRAME, GRATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE STYLE SHOWN ON THE PLANS.</div> <div>D. MANHOLE LIDS SHALL BE MACHINE SURFACED, NON-ROCKING DESIGN. THE CLOSED LIDS SHALL HAVE THE WORD "STORM" CAST ON THE LID. THE JOINTS BETWEEN CONCRETE SECTION ADJUSTING RINGS, AND FRAME SHALL BE SEALED WITH A MASTIC COMPOUND.</div> <div>4. CASTINGS:</div> <div>A. CASTINGS FOR SEWER OR OTHER STRUCTURES SHALL BE "NEENAH" OR APPROVED EQUAL. COST OF CASTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.</div> | | <div>WATERMAIN NOTES</div> <div>1. PIPE MATERIALS:</div> <div>A. WATERMANS OR SERVICES 3" OR LARGER IN DIAMETER SHALL BE CONSTRUCTED OF BITUMINOUS COATED, CEMENT LINED DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A-21.50 (AWWA C150) AND ANSI A-21.51 (AWWA C151). CEMENT MORTAR LINING SHALL CONFORM TO ANSI A-21.4 (AWWA C-104). THE JOINTS SHALL BE O-RING GASKETED PUSH-ON OR MECHANICAL JOINTS CONFORMING TO ANSI A-21.11 (AWWA C-111).</div> <div>2. FITTINGS:</div> <div>A. ALL FITTINGS SHALL BE CAST-IRON, WITH MECHANICAL JOINTS AND "MEGALUG" RETAINER GLANDS. AND CEMENT LINED PER ANSI A21.4. COST OF FITTINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.</div> <div>B. ALL DUCTILE IRON WATERMAIN AND FITTINGS SHALL BE WRAPPED IN 8-MIL POLYETHYLENE WRAP. ALL MECHANICAL JOINT FITTINGS SHALL USE STAINLESS STEEL NUTS AND BOLTS. PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF WATERMAIN COMPLETE IN PLACE.</div> <div>3. WATER SERVICES:</div> <div>A. WATER SERVICE PIPE, 2" IN DIAMETER OR SMALLER, SHALL BE TYPE K COPPER WATER TUBING, CONFORMING TO ASTM B-88 AND B-251, WITH COMPRESSION OR FLARED JOINTS.</div> <div>4. VALVES:</div> <div>A. GATE VALVES SHALL BE USED ON ALL WATERMAIN 3" AND LARGER. ALL VALVES SHALL TURN COUNTER-CLOCKWISE TO OPEN. VALVES SHALL BE IRON OR STEEL WEDGE GATE VALVES WITH BRONZE MOUNTED SEATS AND NON-RISING STEMS CONFORMING TO AWWA C-509. THE VALVES SHALL HAVE MECHANICAL JOINTS.</div> <div>B. THE MECHANICAL JOINTS AND ALL FASTENERS ON THE VALVE BODY SHALL HAVE STAINLESS STEEL NUTS AND BOLTS.</div> <div>5. VALVE VAULTS:</div> <div>A. VALVE VAULTS SHALL BE PRECAST CONCRETE STRUCTURES AS NOTED ON THE PLANS. THE FRAME AND LID SHALL BE NEENAH R-1712, OR EQUAL, WITH "WATER" EMBOSSED ON THE LID.</div> <div>6. FIRE HYDRANTS:</div> <div>A. FIRE HYDRANTS SHALL CONFORM TO AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARD NO. C-502, LATEST REVISION, AND SHALL BE A MODEL SHOWN ON THE PLANS AND APPROVED BY THE MUNICIPALITY. FIRE HYDRANTS SHALL BE INSTALLED WITH AN AUXILIARY VALVE AND CAST IRON VALVE BOX. THE PUMPER CONNECTION SHALL FACE ROADWAY.</div> <div>B. PROVIDE THE RODS FROM THE MAINLINE TEE TO THE AUXILIARY VALVE, AND BETWEEN THE AUXILIARY VALVE AND HYDRANT BARREL WHERE NOT BOLTED TOGETHER.</div> <div>C. THE BREAK FLANGE AND ALL BELOW GRADE FITTINGS SHALL HAVE STAINLESS STEEL NUTS AND BOLTS.</div> <div>7. CORPORATION STOPS:</div> <div>A. CORPORATION STOPS SHALL BE BRONZE BODY KEY STOPS CONFORMING TO AWWA C-800, AND SHALL INCLUDE "J" BEND, TAIL PIECE, AND COMPRESSION FITTINGS. SIZE AND LOCATION AS SHOWN ON PLANS.</div> <div>B. TAPPING SADDLES SPECIFICALLY DESIGNED FOR USE WITH PVC PIPE SHALL BE IN CONJUNCTION WITH THE CORPORATION STOP.</div> <div>8. SERVICE BOX:</div> <div>A. PROVIDE CURB VALVE AND CURB BOX AS INDICATED ON THE PLANS. BOX SHALL BE EXTENSION TYPE WITH FOOT PIECE AND STATIONARY RODS FOR SIX (6') FEET OF BURIAL.</div> <div>B. MAXIMUM DEFLECTION AT PIPE JOINTS SHALL BE IN ACCORDANCE WITH PIPE MANUFACTURER'S CURRENT RECOMMENDATIONS AND AWWA SPECIFICATIONS.</div> <div>9. BEDDING:</div> <div>A. ALL DUCTILE IRON WATERMAIN SHALL HAVE COARSE SAND BEDDING EXTENDED TO AT LEAST SIX INCHES (6") ABOVE THE TOP OF THE PIPE. COST OF BEDDING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.</div> <div>B. GRANULAR BEDDING MATERIAL OR GRANULAR BACKFILL MATERIAL SHALL BE CAREFULLY PLACED TO 12" OVER THE TOP OF THE PIPE BEFORE FINAL BACKFILLING AND COMPACTION.</div> <div>C. A MINIMUM DEPTH OF COVER OF COVER</div> | |





| Lot # | NW | NE | SE | SW | Average | House Type | TF Front | TF Rear |
|------------|-------|-------|-------|-------|---------|------------|----------|---------|
| Existing 1 | | | | | 0.00 | L/O | | |
| 2 | 94.46 | 93.40 | 90.16 | 92.62 | 92.66 | L/O | 96.40 | 91.9 |
| 3 | 92.95 | 92.20 | 92.44 | 96.20 | 93.45 | STD | 95.40 | |
| 4 | 93.35 | 92.65 | 92.16 | 92.59 | 92.69 | STD | 95.80 | |
| 5 | 98.10 | 97.06 | 93.50 | 93.75 | 95.60 | STD | 96.80 | |
| 6 | 95.67 | 95.04 | 95.54 | 96.46 | 95.68 | STD | 98.00 | |
| 7 | 92.57 | 89.68 | 90.31 | 92.56 | 91.28 | STD | 94.20 | |
| 8 | 89.50 | 90.50 | 90.00 | 90.00 | 90.00 | STD | 93.50 | |
| 9 | 88.85 | 88.03 | 88.02 | 89.51 | 88.60 | STD | 92.00 | |
| 10 | 85.98 | 85.67 | 85.75 | 86.29 | 85.92 | STD | 90.50 | |
| 11 | 85.44 | 85.79 | 85.36 | 85.59 | 85.55 | STD | 88.50 | |
| 12 | 85.04 | 84.33 | 83.59 | 84.44 | 84.35 | STD | 87.00 | |
| 13 | 85.80 | 83.80 | 82.87 | 84.69 | 84.29 | STD | 85.00 | |
| 14 | 82.30 | 80.50 | 79.58 | 80.77 | 80.79 | STD | 82.10 | |
| 15 | 80.16 | 80.87 | 81.52 | 80.94 | 80.87 | STD | 82.30 | |
| 16 | 79.34 | 79.67 | 79.83 | 79.00 | 79.46 | STD | 82.20 | |
| 17 | 77.58 | 77.32 | 75.41 | 74.76 | 76.27 | L/O | 81.30 | 76.80 |
| 18 | 76.92 | 77.36 | 74.47 | 73.73 | 75.62 | L/O | 80.50 | 76.00 |
| 19 | 73.84 | 76.13 | 74.44 | 74.36 | 74.69 | L/O | 81.00 | 76.50 |
| 20 | 73.86 | 72.95 | 74.26 | 73.61 | 73.67 | L/O | 81.60 | 77.10 |
| 21 | 77.93 | 74.98 | 73.39 | 74.32 | 75.16 | L/O | 81.90 | 77.40 |
| 22 | 78.00 | 75.82 | 75.82 | 78.10 | 76.94 | W/O | 84.40 | 75.40 |
| 23 | 78.78 | 75.93 | 78.70 | 83.40 | 79.20 | W/O | 86.40 | 77.40 |
| 24 | 83.69 | 80.21 | 82.36 | 83.84 | 82.53 | W/O | 87.80 | 78.80 |
| 25 | 84.72 | 82.85 | 80.95 | 90.10 | 84.66 | W/O | 88.90 | 79.90 |
| 26 | 86.89 | 81.00 | 80.71 | 89.20 | 84.45 | W/O | 90.20 | 81.20 |
| 27 | 88.40 | 81.39 | 83.58 | 86.39 | 84.94 | W/O | 90.20 | 81.20 |
| 28 | 77.74 | 78.61 | 83.78 | 84.25 | 81.10 | W/O | 88.30 | 79.30 |
| 29 | 82.93 | 79.22 | 76.81 | 82.68 | 80.41 | W/O | 88.60 | 79.60 |
| 30 | 82.48 | 78.00 | 80.46 | 83.27 | 81.05 | W/O | 88.10 | 79.10 |
| 31 | 85.31 | 83.26 | 82.00 | 84.10 | 83.67 | L/O | 88.70 | 84.20 |
| 32 | 85.79 | 85.67 | 85.21 | 85.09 | 85.44 | L/O | 88.80 | 84.30 |
| 33 | 85.30 | 85.80 | 84.90 | 83.76 | 84.94 | L/O | 88.70 | 84.20 |
| 34 | 82.56 | 84.15 | 83.19 | 81.03 | 82.73 | L/O | 88.80 | 84.30 |
| 35 | 93.11 | 89.00 | 93.12 | 92.59 | 91.96 | W/O | 95.50 | 86.50 |
| 36 | 91.67 | 84.60 | 84.69 | 92.25 | 88.30 | W/O | 95.00 | 86.00 |
| 37 | 92.69 | 85.70 | 86.32 | 92.41 | 89.28 | W/O | 95.00 | 86.00 |
| 38 | 88.11 | 90.00 | 86.43 | 86.31 | 87.71 | W/O | 95.00 | 86.00 |
| 39 | 85.79 | 88.54 | 88.24 | 85.13 | 86.93 | L/O | 90.00 | 85.50 |
| 40 | 82.87 | 84.66 | 83.91 | 81.38 | 83.21 | L/O | 86.50 | 82.00 |
| 41 | 80.04 | 80.90 | 80.06 | 80.04 | 80.26 | STD | 82.30 | |
| 42 | 80.73 | 80.55 | 79.51 | 79.18 | 79.99 | STD | 81.70 | |
| 43 | 88.77 | 90.80 | 86.44 | 81.22 | 86.81 | STD | 82.20 | |

Hinsdale Meadows

Lower Level Designation - Cellar, Basement, or Full Story

Based on Change between Top of Foundation (TF) and Existing Grade

| | Bottom of lowest level ceiling (TF+.08) | Existing Average Grade | Change | Cellar BSMT Story | STD LO WO |
|--------|---|------------------------------|--------|-------------------------|-----------------|
| Lot 2 | 96.48 | 92.66 | 3.82 | BSMT | LO |
| Lot 3 | 95.48 | 93.45 | 2.03 | Cellar | STD |
| Lot 4 | 95.88 | 92.69 | 3.19 | Cellar | STD |
| Lot 5 | 96.88 | 95.60 | 1.28 | Cellar | STD |
| Lot 6 | 98.08 | 95.68 | 2.40 | Cellar | STD |
| Lot 7 | 94.28 | 91.63 | 2.65 | Cellar | STD |
| Lot 8 | 93.58 | 89.93 | 3.65 | BSMT | STD |
| Lot 9 | 92.08 | 88.70 | 3.38 | Cellar | STD |
| Lot 10 | 90.58 | 86.01 | 4.57 | BSMT | STD |
| Lot 11 | 88.58 | 85.46 | 3.12 | Cellar | STD |
| Lot 12 | 87.08 | 84.44 | 2.64 | Cellar | STD |
| Lot 13 | 85.08 | 84.12 | 0.96 | Cellar | STD |
| Lot 14 | 82.18 | 80.79 | 1.39 | Cellar | STD |
| Lot 15 | 82.38 | 80.87 | 1.51 | Cellar | STD |
| Lot 16 | 82.28 | 79.46 | 2.82 | Cellar | STD |
| Lot 17 | 81.38 | 76.27 | 5.11 | BSMT | LO |
| Lot 18 | 80.58 | 75.62 | 4.96 | BSMT | LO |
| Lot 19 | 81.08 | 74.69 | 6.39 | Story | LO |
| Lot 20 | 81.68 | 73.67 | 8.01 | Story | LO |
| Lot 21 | 81.98 | 75.16 | 6.82 | Story | LO |
| Lot 22 | 84.48 | 76.94 | 7.54 | Story | WO |
| Lot 23 | 86.48 | 79.20 | 7.28 | Story | WO |
| Lot 24 | 87.88 | 82.53 | 5.35 | BSMT | WO |
| Lot 25 | 88.98 | 84.66 | 4.32 | BSMT | WO |
| Lot 26 | 90.28 | 84.45 | 5.83 | BSMT | WO |
| Lot 27 | 90.28 | 84.94 | 5.34 | BSMT | WO |
| Lot 28 | 88.38 | 81.10 | 7.28 | Story | WO |
| Lot 29 | 88.68 | 80.41 | 8.27 | Story | WO |
| Lot 30 | 88.18 | 81.05 | 7.13 | Story | WO |
| Lot 31 | 88.78 | 83.67 | 5.11 | BSMT | LO |
| Lot 32 | 88.88 | 85.44 | 3.44 | Cellar | LO |
| Lot 33 | 88.78 | 84.94 | 3.84 | BSMT | LO |
| Lot 34 | 88.88 | 82.73 | 6.15 | Story | LO |
| Lot 35 | 95.58 | 91.96 | 3.62 | BSMT | WO |
| Lot 36 | 95.08 | 88.30 | 6.78 | Story | WO |
| Lot 37 | 95.08 | 89.28 | 5.80 | BSMT | WO |
| Lot 38 | 95.08 | 88.25 | 6.83 | Story | WO |
| Lot 39 | 90.08 | 86.93 | 3.15 | Cellar | LO |
| Lot 40 | 86.58 | 83.21 | 3.37 | Cellar | LO |
| Lot 41 | 82.38 | 80.26 | 2.12 | Cellar | STD |
| Lot 42 | 81.78 | 79.99 | 1.79 | Cellar | STD |
| Lot 43 | 82.28 | 86.81 | -4.53 | Cellar | STD |

April 12, 2017

TO: Sedgwick Subdivision, Hinsdale, Cook County, IL Project File
(CBBEL Project No. 16-0311)

Brett Duffy – SPACECO, Inc.

FROM: Donald R. Dressel, PE, CFM

SUBJECT: Evaluation of Existing and Proposed Conditions Detention Pond Evaluation

Study Objective

Evaluate the “As-Built” detention pond conditions, determine if structural modifications are required to meet permit conditions and then determine if additional detention storage volume is required with the proposed land plan.

“As-Built” Conditions Study Results

Christopher B. Burke Engineering, Inc. (CBBEL) has prepared a “As-Built” Conditions TR-20 Hydrologic Model that reflects the following:

- “As-Built” Pond topography, prepared by Cowhey Gudmundson Leder, Ltd. (CGL), dated November 14, 2005 and located in Appendix 1.
- “As-Built” Pond Elevation-Storage Relationship prepared by SPACECO, Inc. SPACECO “As-Built” topography.
- The 6.5” restrictor “As-Built” invert elevation of 665.77’ (Design invert = 665.00’). The “As-Built” plan drawing is located in Appendix 1.
- “As-Built” Special Structure No. 66 (Overflow Structure) crest elevation is 670.86’ (Design crest elevation = 671.0’). The “As-Built” plan drawing is located in Appendix 1.
- Approved Proposed Conditions Runoff Curve Number (RCN) = 83 calculation located in Appendix 3.
- Proposed Conceptual Land Plan, dated February 22, 2017 located in Appendix 3.
- Revised Proposed Conditions RCN = 84 calculations located in Appendix 3.

Table 1 summarizes the modeling results. Appendix 1 contains the “As-Built” Conditions Technical Documentation.

Table 1
Detention Storage
Requirements

| Detention Basin Parameters | Permitted Condition (RCN=83) | "As-Built" Condition (RCN=83) |
|---------------------------------|------------------------------|-------------------------------|
| Inflow (cfs) | 18.7 | 18.7 |
| Outflow (cfs) | 2.45 | 3.34 |
| Elevation (feet) | 670.78 | 671.05 |
| Detention Volume (acre-feet) | 8.94 | 8.84 |

(1) Allowable Release Rate = 2.52 cfs

The "As-Built" Condition indicates that the required detention storage volume was not provided at the design HWL elevation and the Overflow Structure "As-Built" crest elevation (670.86') was lower than the design crest elevation (671.0'), therefore the allowable release rate is exceeded.

Proposed Overflow Structure Modification

The "As-Built" TR-20 hydrologic model was modified by assuming the Overflow Structure crest elevation would be raised to 671.3'. Appendix 2 contains the proposed Overflow Structure modification technical support documents. Table 2 summarizes the results.

Table 2
Proposed Outlet Structure
Modification Summary

| Detention Basin Parameters | Approved Condition (RCN=83) | Proposed Modified Condition (RCN=83) (2) |
|---------------------------------|-----------------------------|--|
| Inflow (cfs) | 18.7 | 18.7 |
| Outflow (cfs) (1) | 2.45 | 2.50 |
| Elevation (feet) | 670.78 | 671.11 |
| Detention Volume (acre-feet) | 8.94 | 9.06 |

(1) Allowable Release Rate = 2.52 cfs

(2) Used Modified Overflow Structure Rating Curve

Proposed Land Plan Conditions

The following proposed land plan was reviewed to determine the proposed RCN:

- Sedgwick Conceptual Land Plan, Sheet L-0, prepared by BSB Design, dated February 22, 2016. The proposed land plan is located in Appendix 3.

The RCN calculation associated with the proposed land plan is located in Appendix 2. The proposed conditions RCN is 84. The proposed Modified Condition TR-20 Hydrologic Model was revised to simulate a RCN=84. Table 3 compares this simulation to the approved condition.

Table 3
Proposed Outlet Structure
Modification Summary

| Detention Basin Parameters | Approved Condition (RCN=83) | Proposed Modified Condition (RCN=84) (2) |
|------------------------------|-----------------------------|--|
| Inflow (cfs) | 18.7 | 18.7 |
| Outflow (cfs) (1) | 2.45 | 2.52 |
| Elevation (feet) | 670.78 | 671.21 |
| Detention Volume (acre-feet) | 8.94 | 9.20 |

(3) Allowable Release Rate = 2.52 cfs

(4) Used Modified Overflow Structure Rating Curve

The TR-20 Hydrologic Model results indicated that the required detention storage volume for a proposed condition RCN=84 is 9.20 acre-feet. Table 3 verifies the modified outlet detention basin will meet the allowable release of 2.52 cfs at a HWL elevation of 671.21' with the required storage volume.

Conclusion

In order to meet the required detention storage volume for the subject site, the existing overflow structure will need to be modified by raising the crest elevation by 0.52 feet from the "As-Built" condition crest elevation. This modification will raise the HWL elevation 0.3 feet above the original approved HWL design elevation. The actual detention storage volume provided in the stormwater basin is calculated from the NWL to HWL elevations. There is no credit given for detention storage for the volume of water below the NWL elevation. Even if the stormwater basin's bottom has silt, the detention storage is still calculated the same as we have summarized in this Technical Memorandum, between the NWL and HWL elevations.

The proposed Overflow Structure modification will provide sufficient detention storage volume at the proposed HWL elevation to maintain the Allowable Release Rate (2.52 cfs) with a proposed conditions RCN of 84.

N:\SPACECO\160311\Water\Docs\TM – Hinsdale Sedgewick Existing Detention Pond Evaluation 4-12-17.dox



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525

www.illinoishistory.gov

Cook County
Hinsdale

Demolition and New Construction, Hinsdale Meadows

SE Corner 55th St. and County Line Road; 502 Hannah Ln., 5511 Barton Ln., 535 Hannah Ln., 510 Hannah Ln.

SPACECO-9016

IHPA Log #008052417

June 1, 2017

Brian Ratajczak
Spaceco, Inc.
9575 W. Higgins Road, Suite 700
Rosemont, IL 60018

Dear Mr. Ratajczak:

This letter is to inform you that we have reviewed the information provided concerning the referenced project.

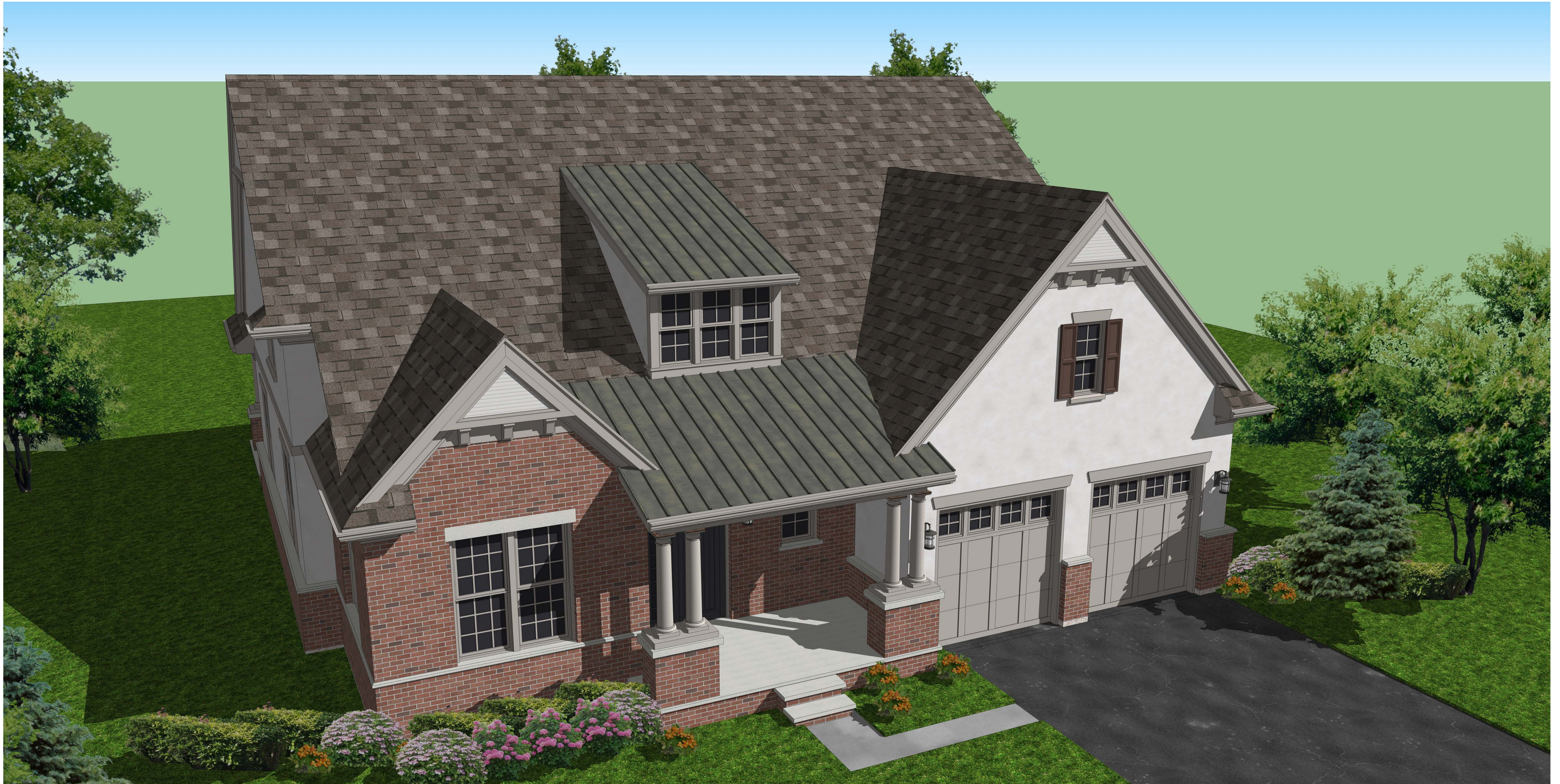
Our review of the records indicates that no historic, architectural or archaeological sites exist within the project area.

Please retain this letter in your files as evidence of compliance with Section 4 of the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420/1 et. seq.). This clearance remains in effect for two years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you have any further questions, please contact David Halpin, Cultural Resources Manager, at 217/785-4998.

Sincerely,

Rachel Leibowitz, Ph.D.
Deputy State Historic
Preservation Officer



New Haven: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL

01-20-2017
 © 2017 BSB Design, Inc.



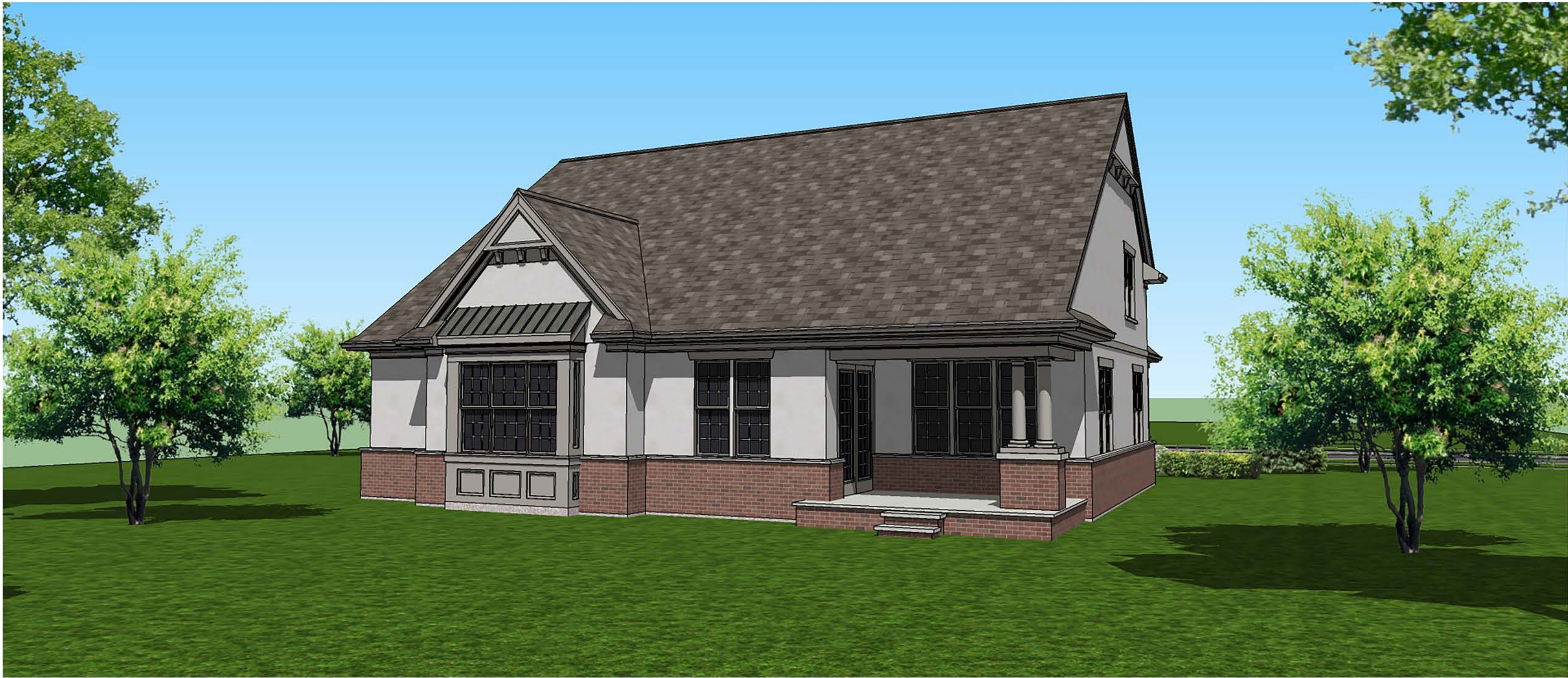


New Haven: Character Elevations

Elevation Style - 2
Hinsdale Meadows
 Hinsdale, IL

01-20-2017
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New Haven: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL

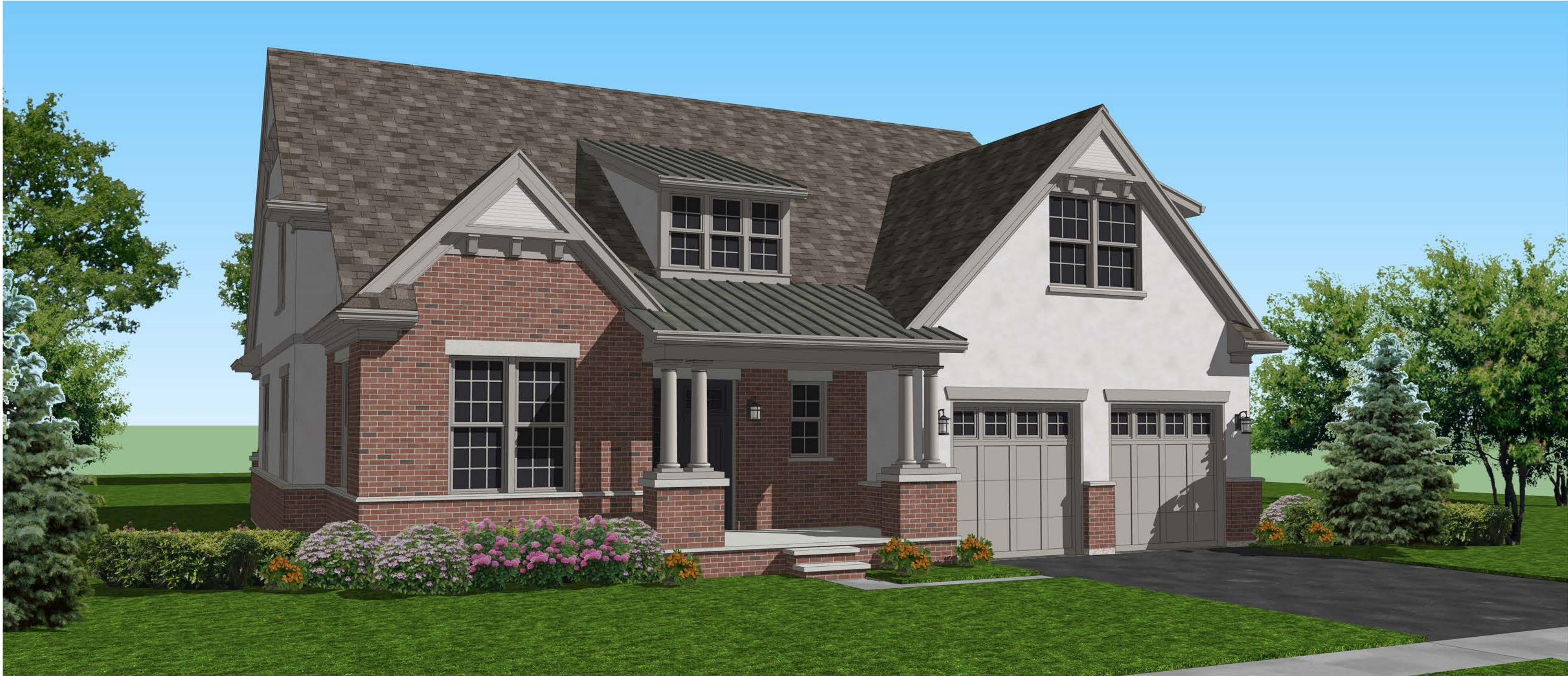




New Haven: Character Elevations

Elevation Style - 2
Hinsdale Meadows
Hinsdale, IL





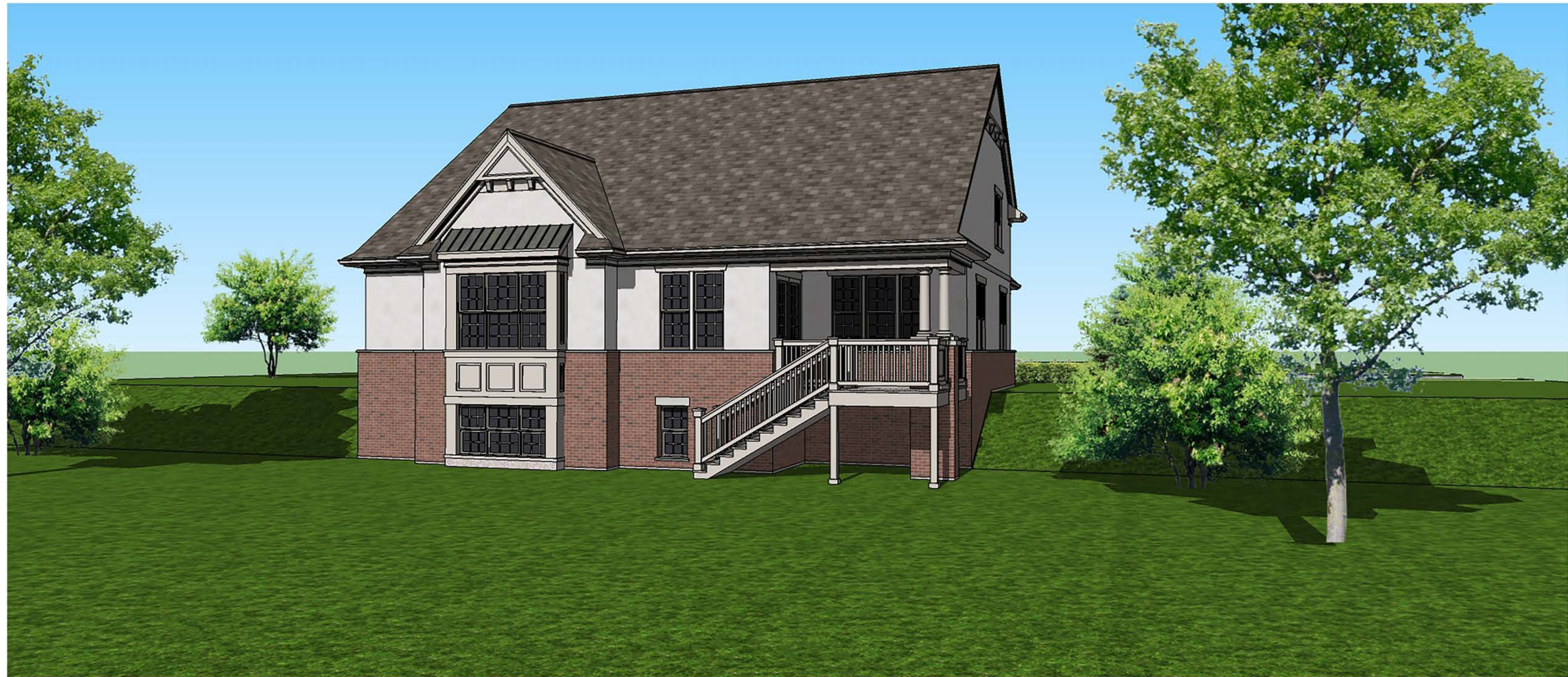
Elevation Style - 1



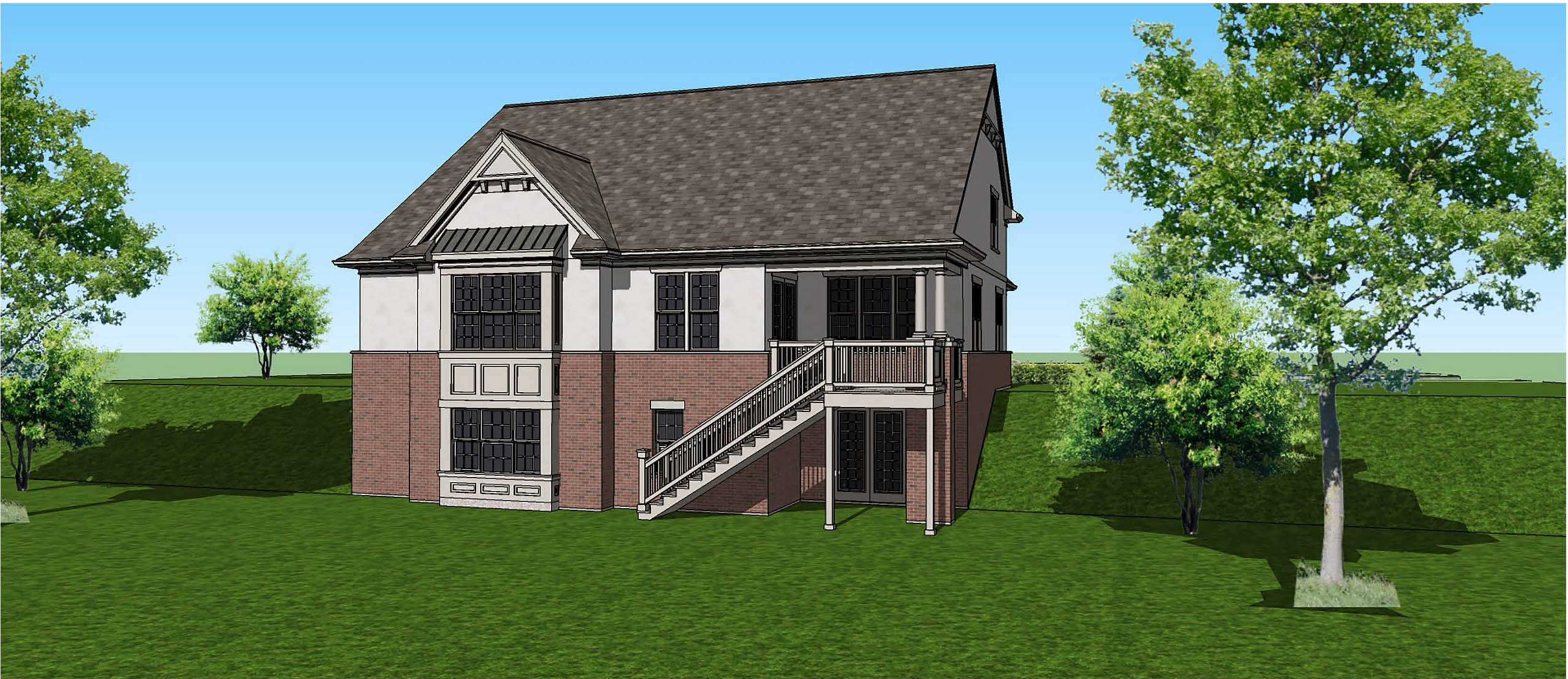
Elevation Style - 2

New Haven: Character Elevations

**Optional Bonus Room
Hinsdale Meadows**
Hinsdale, IL



Lookout Condition



Walkout Condition

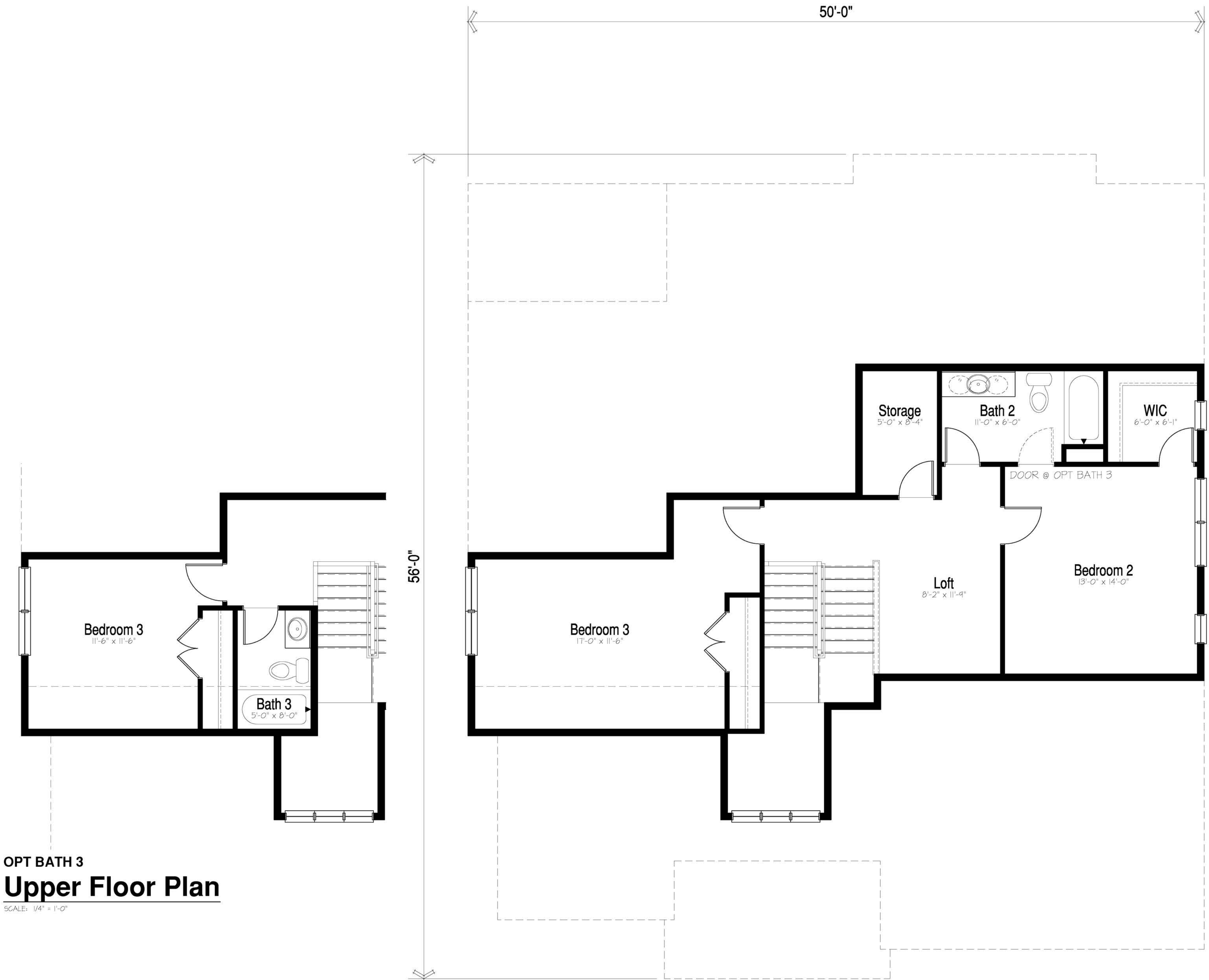
New Haven: Character Elevations

Lookout and Walkout Conditions Hinsdale Meadows

Hinsdale, IL



04-11-2017
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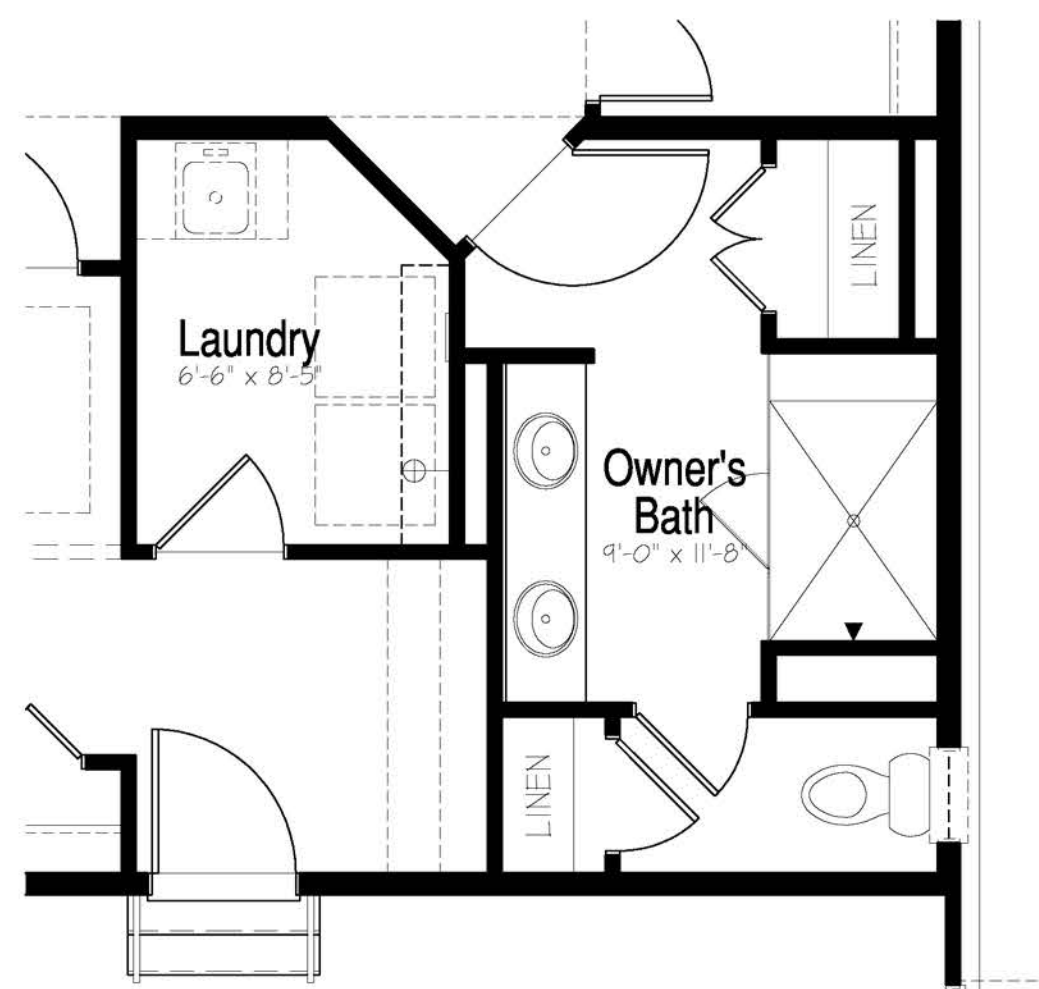
New Haven: Floor Plans

Hinsdale Meadows

Hinsdale, IL

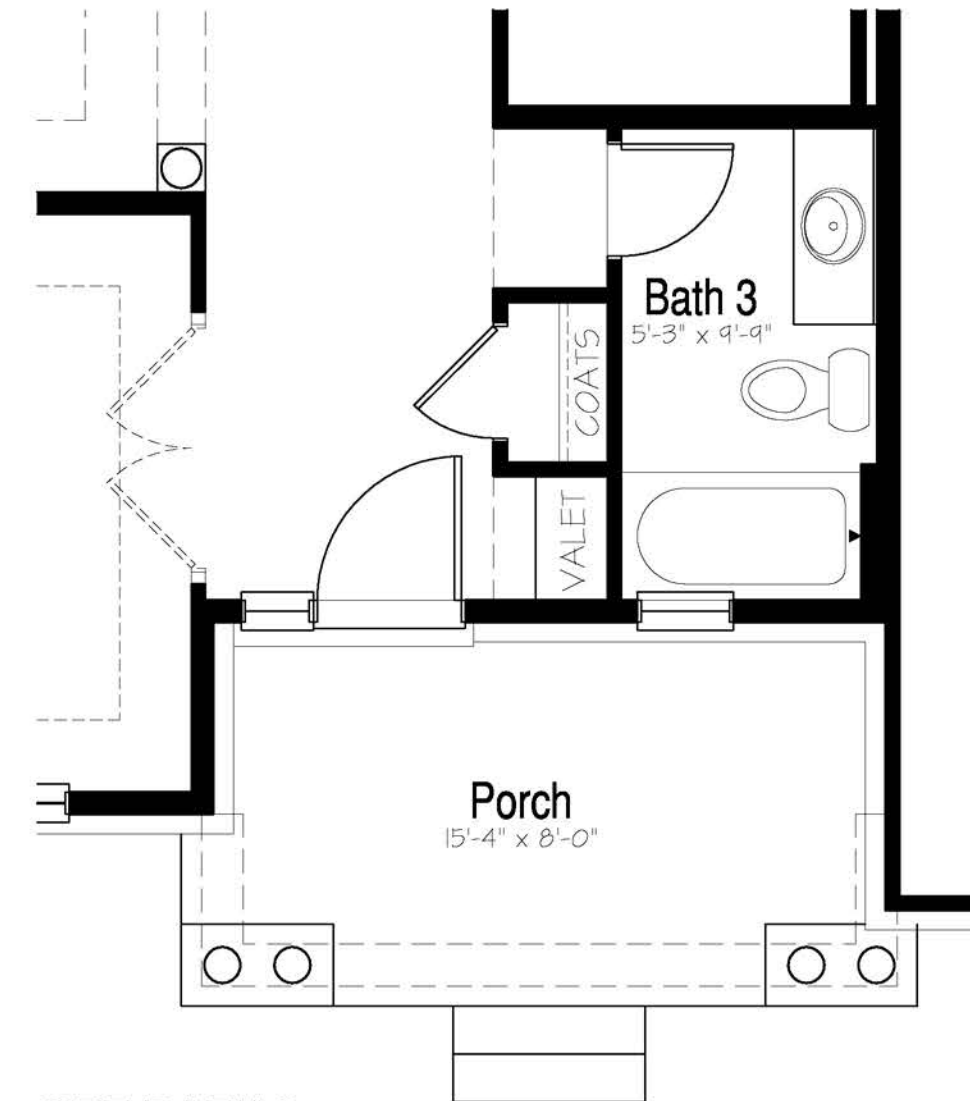


04-11-2017
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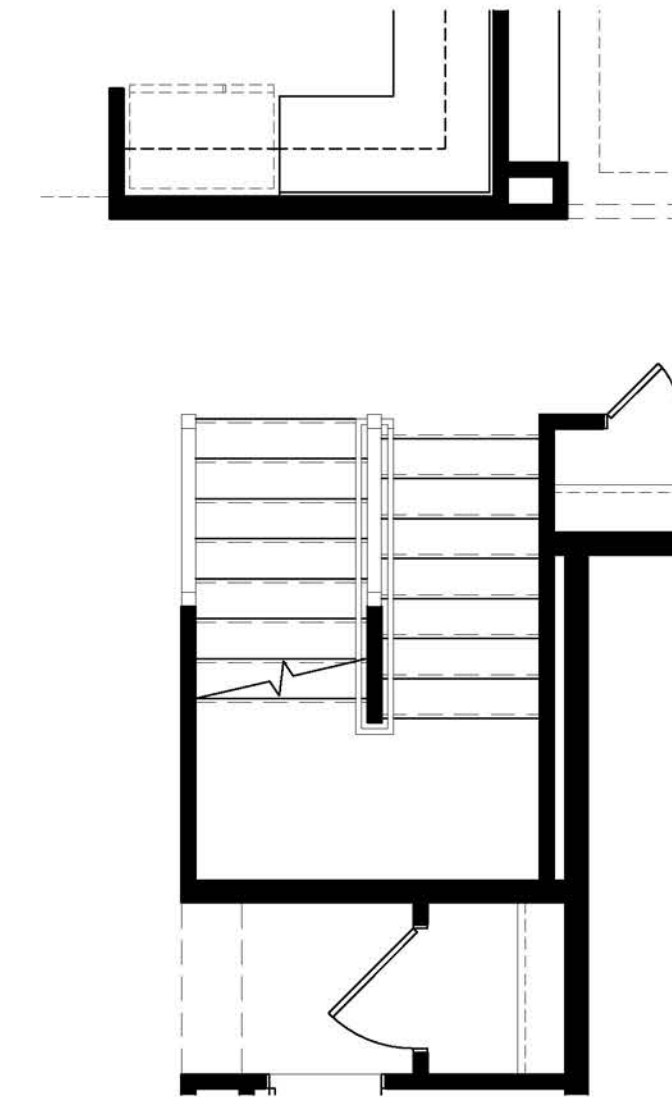
OPT LUXURY OWNER'S BATH
Main Floor Plan

SCALE: 1/4" = 1'-0"



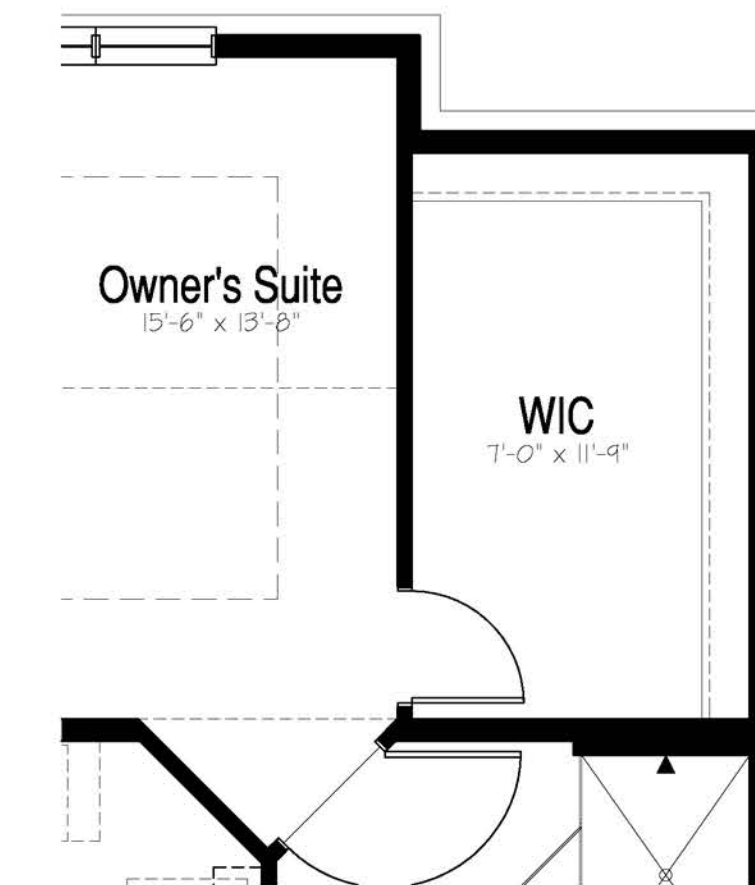
OPT BATH 3
Main Floor Plan

SCALE: 1/4" = 1'-0"



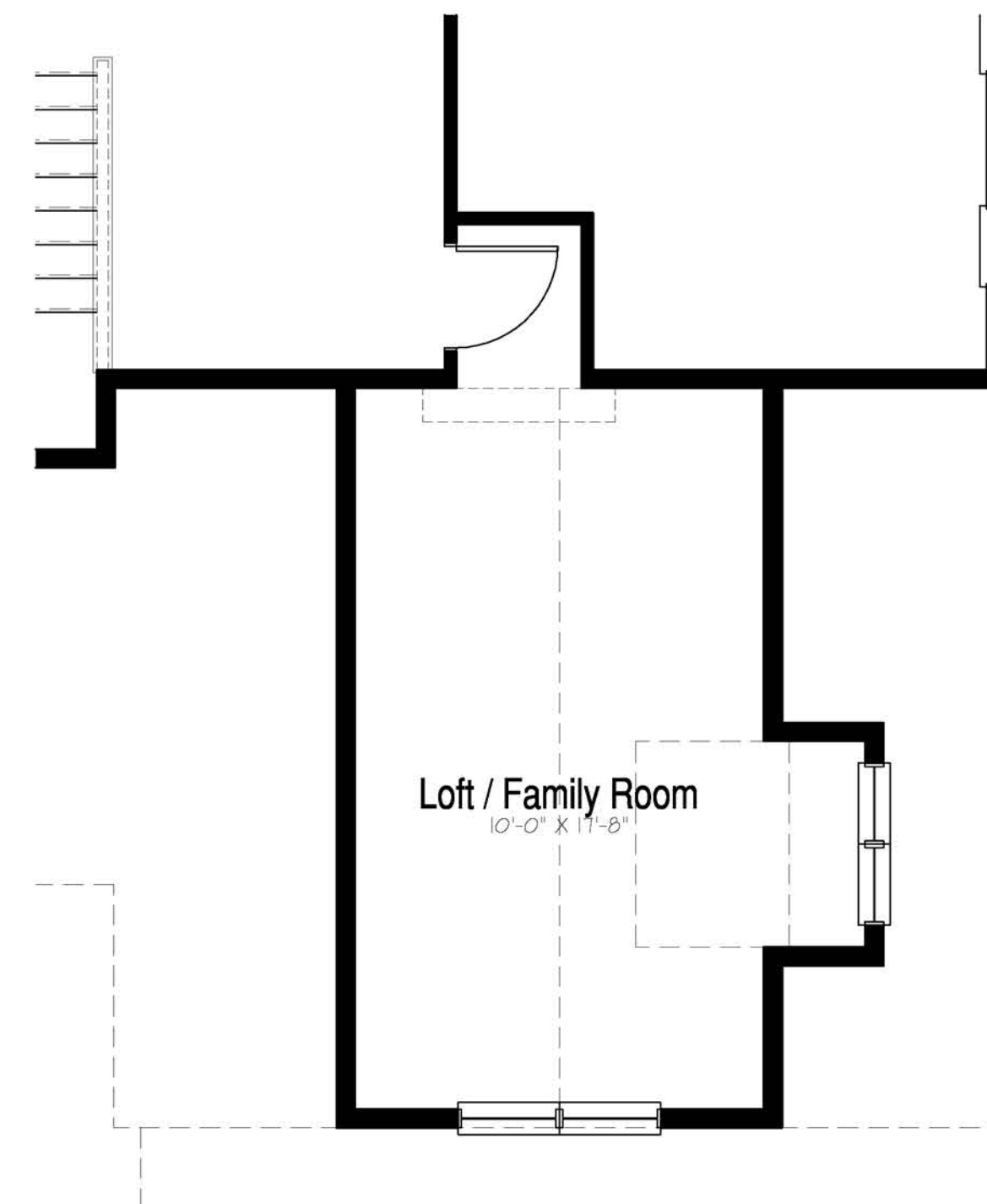
OPT OPEN STAIR
Main Floor Plan

SCALE: 1/4" = 1'-0"



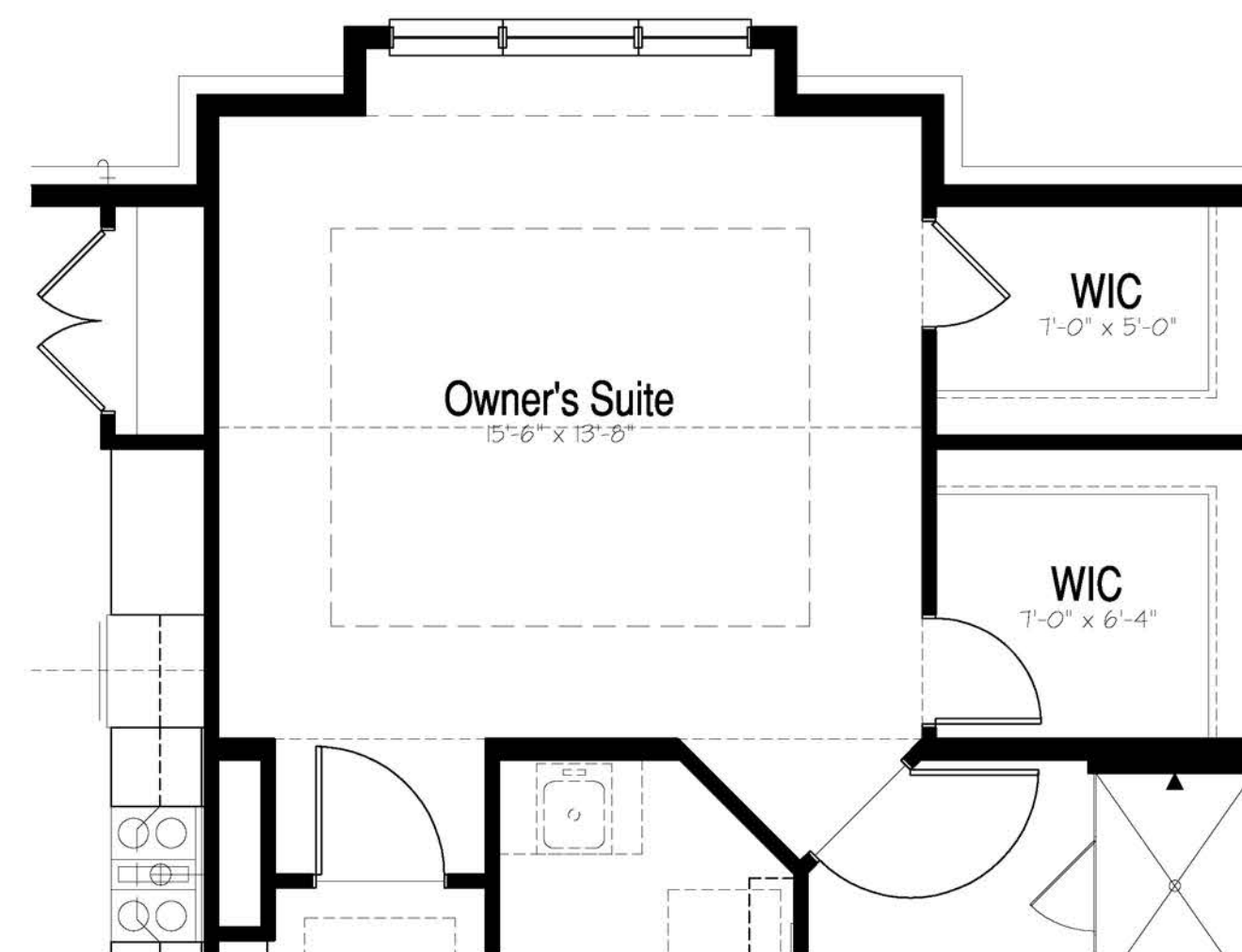
OPT EXPANDED WIC
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT LOFT / FAMILY ROOM
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT OWNER'S SUITE BAY
Main Floor Plan

SCALE: 1/4" = 1'-0"

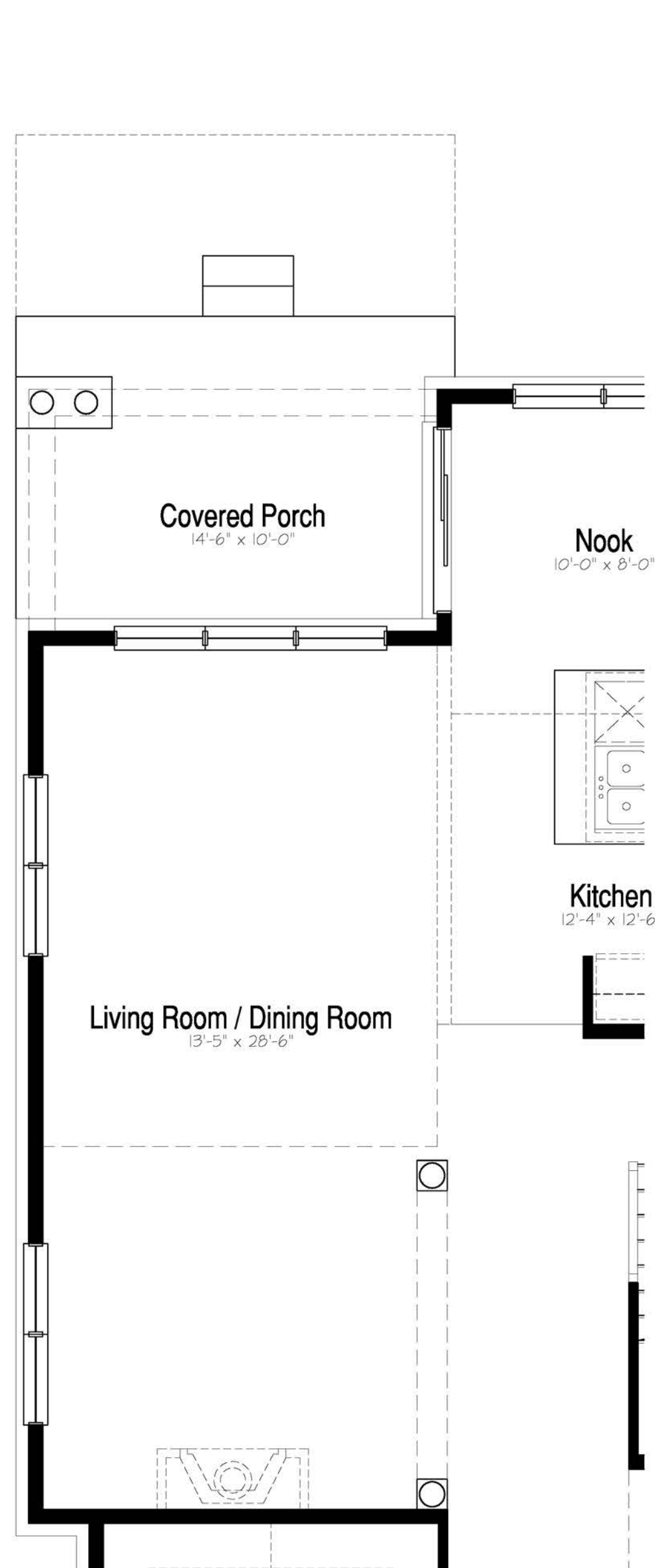
New Haven: Floor Plans - Main Floor Options

Hinsdale Meadows

Hinsdale, IL

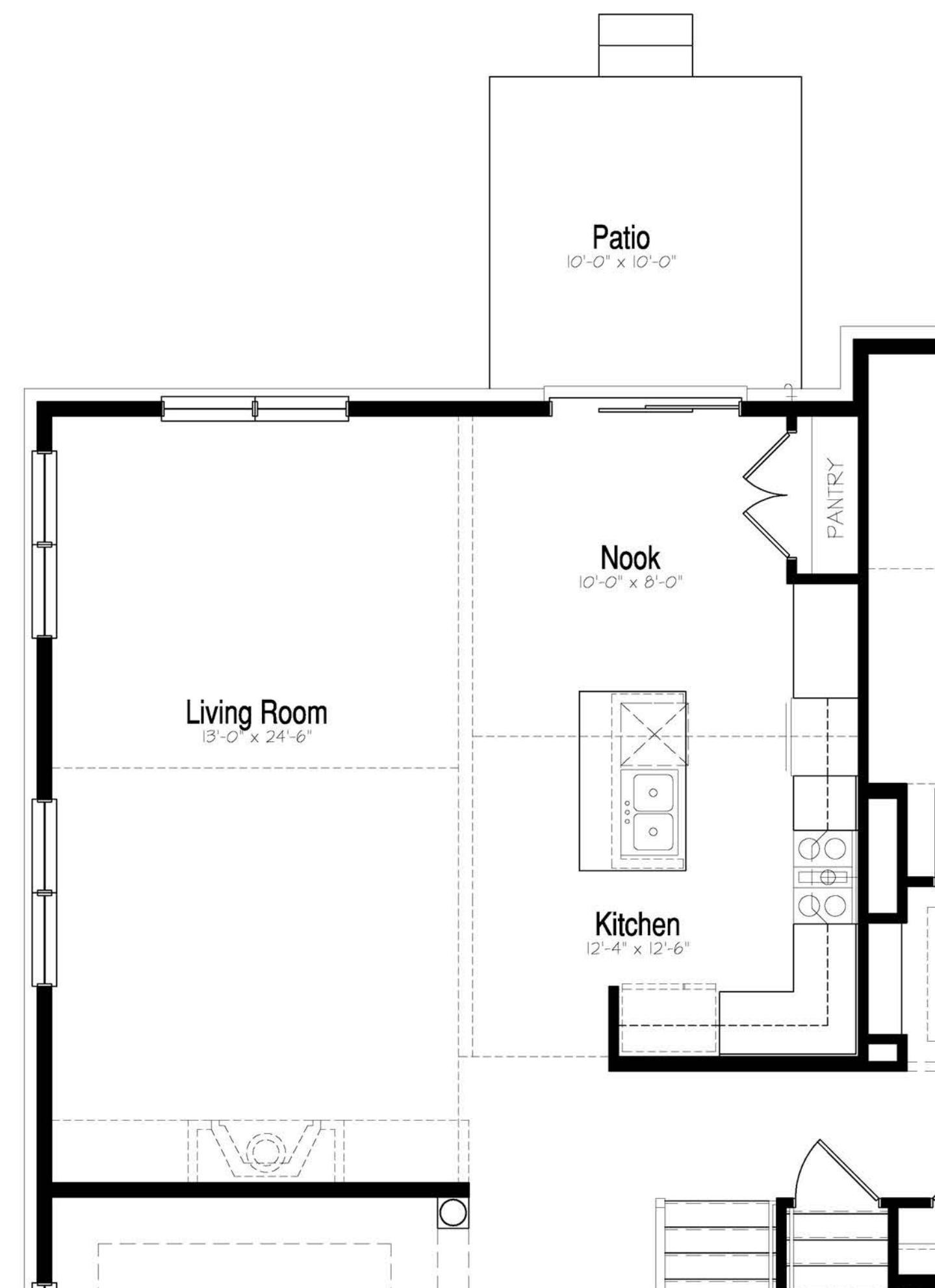
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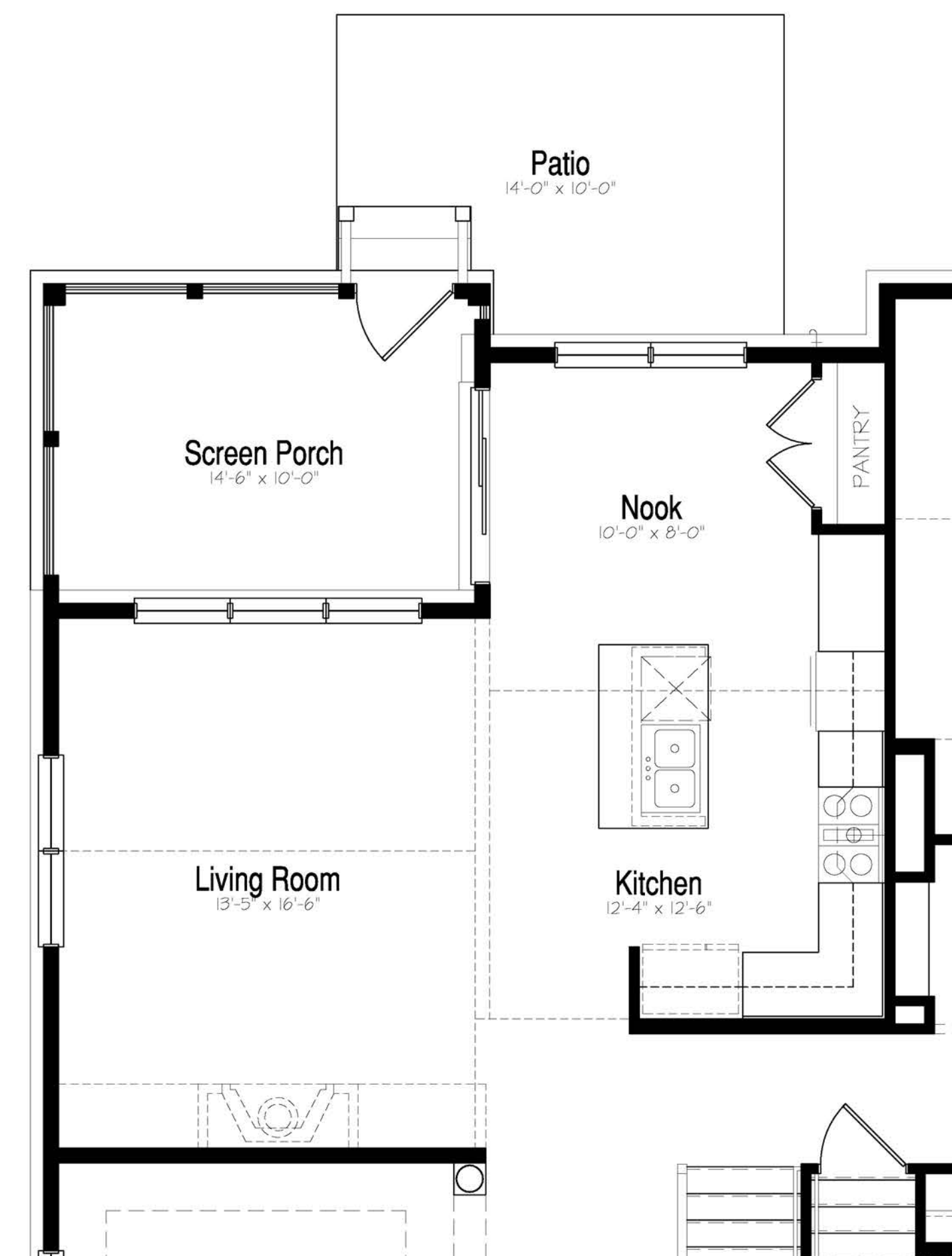
OPT OPEN LIVING / DINING
Main Floor Plan

SCALE: 1/4" = 1'-0"



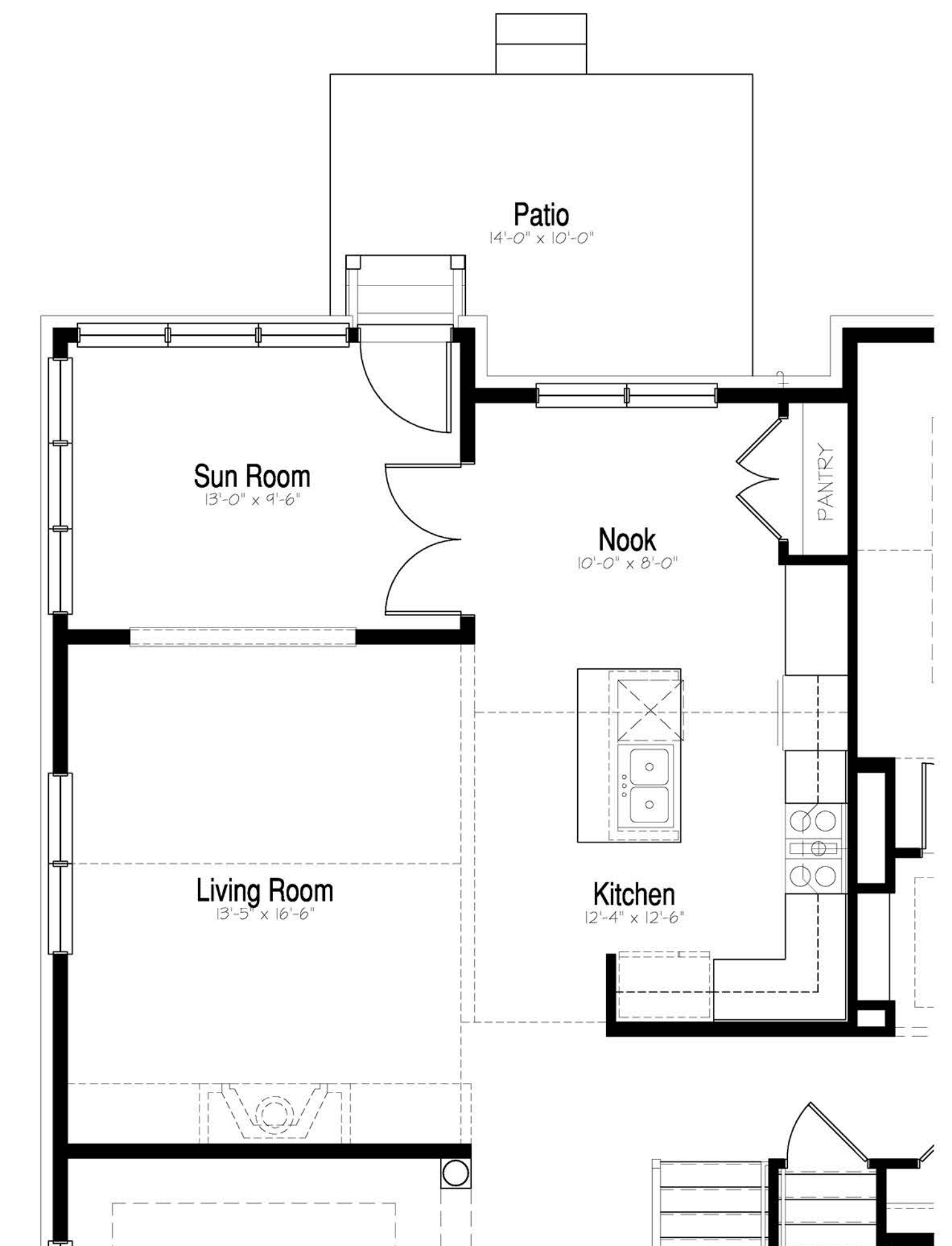
OPT EXTENDED LIVING
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SCREEN PORCH
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SUNROOM
Main Floor Plan

SCALE: 1/4" = 1'-0"

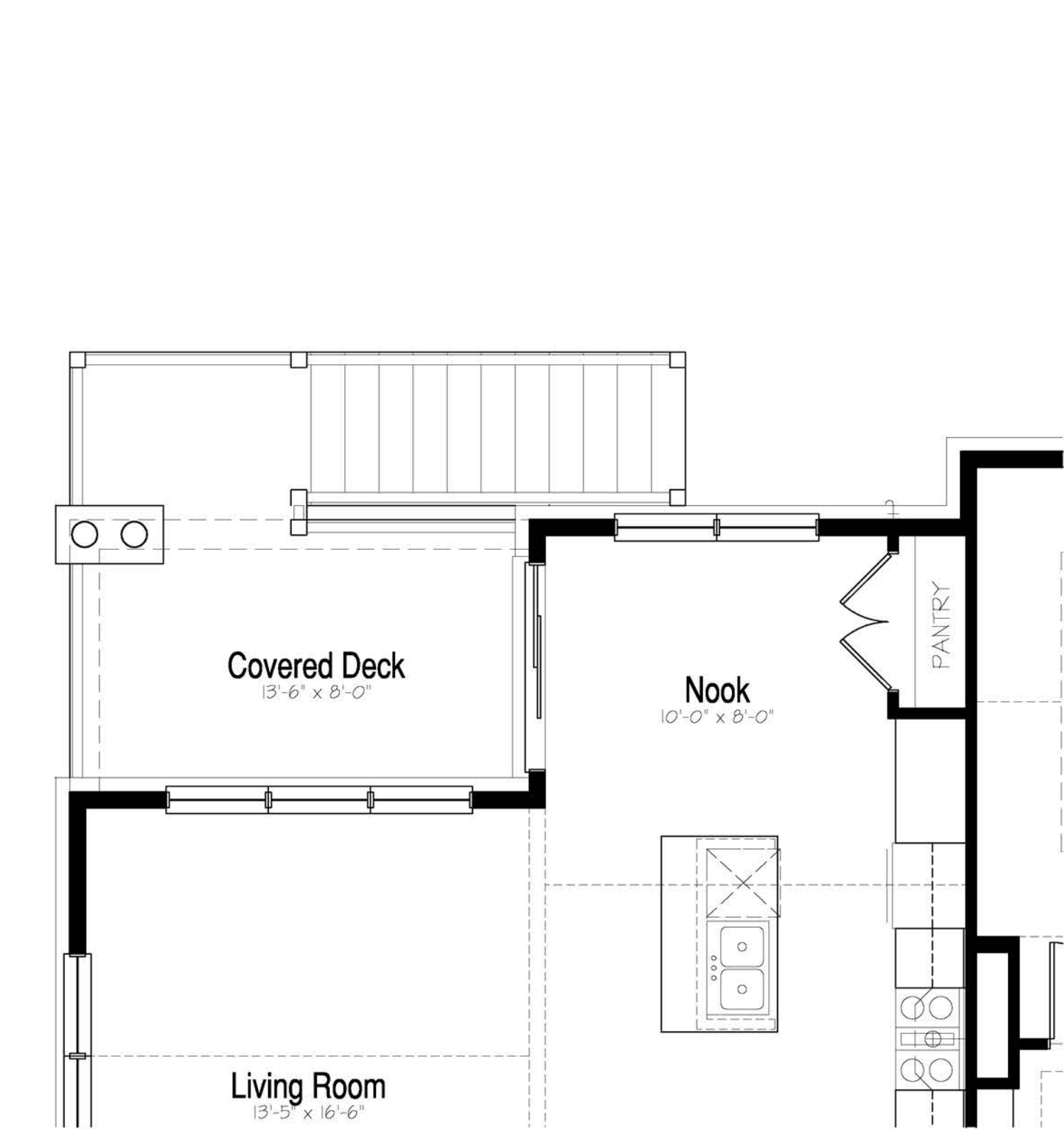
New Haven: Floor Plans - Main Floor Options

Hinsdale Meadows

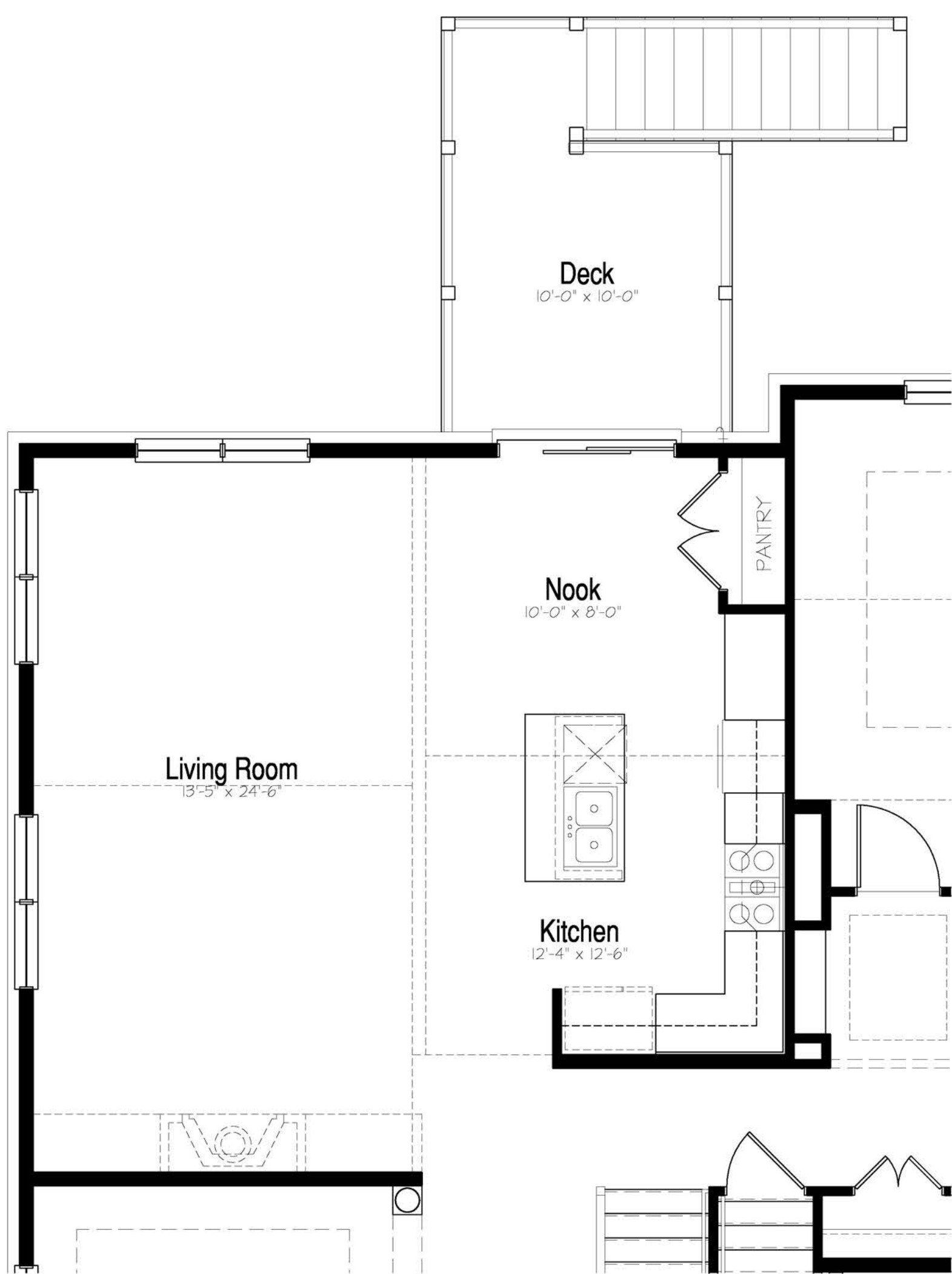
Hinsdale, IL



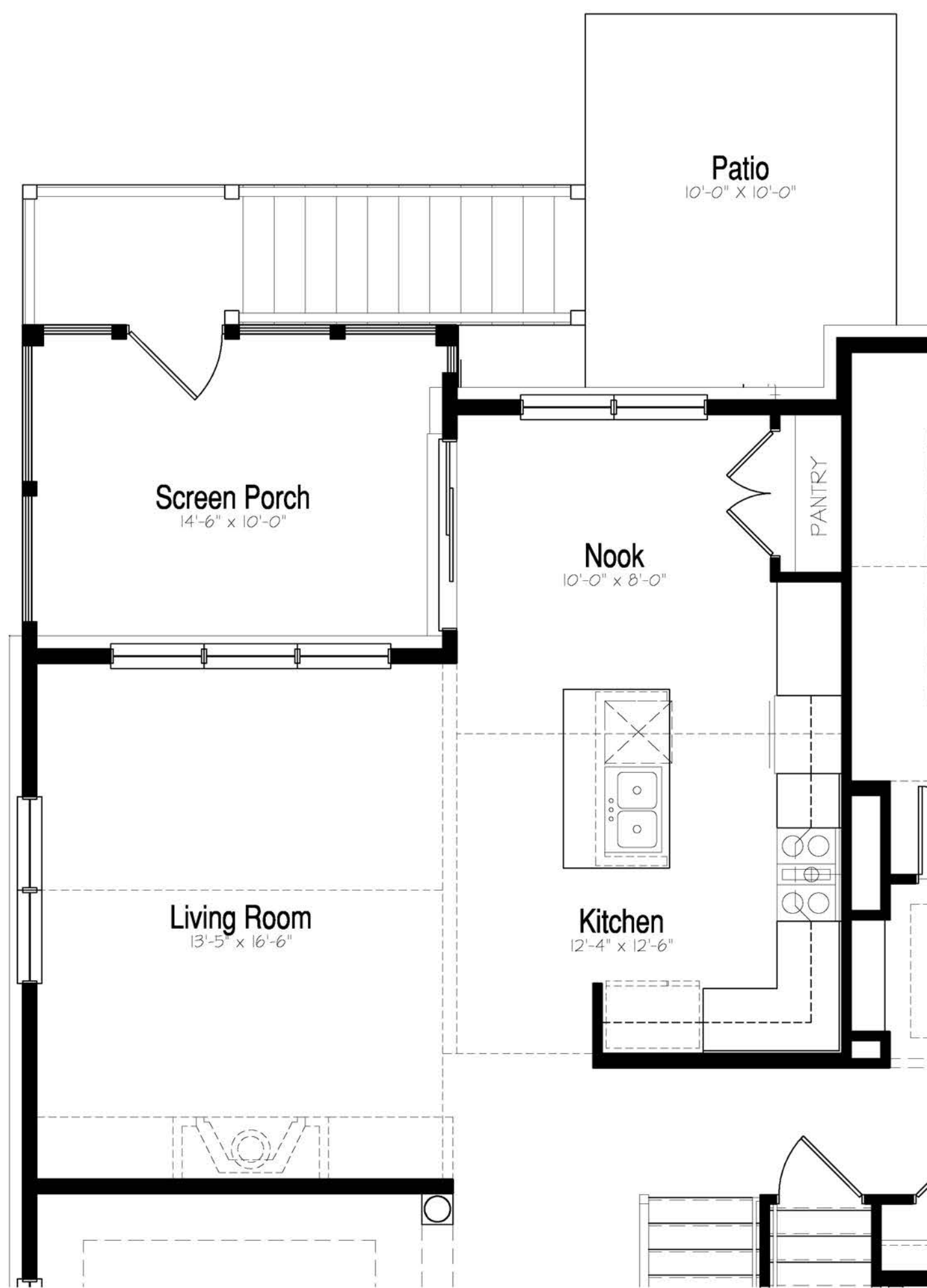
04-11-2017
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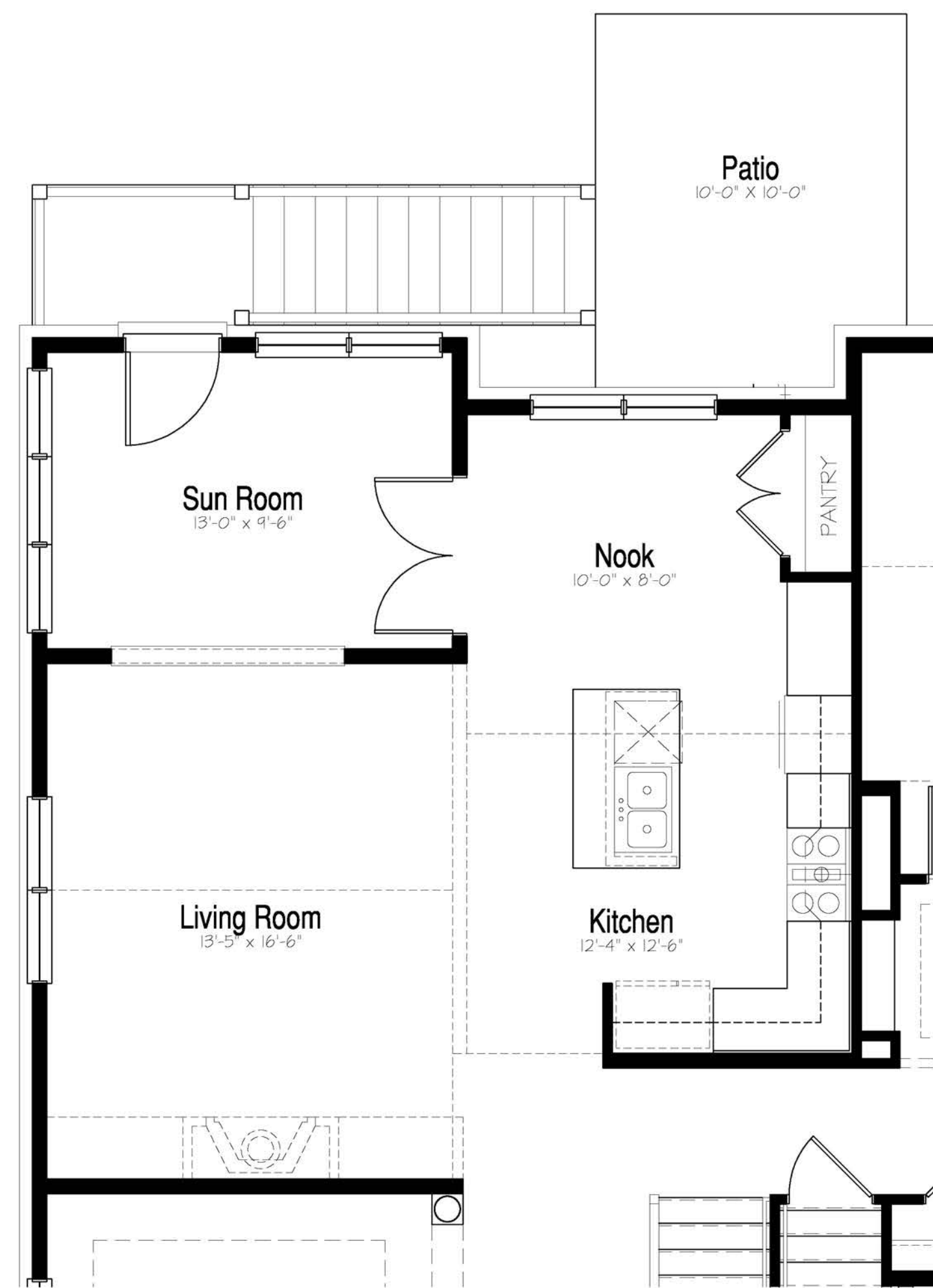
OPT LOOKOUT
Main Floor Plan
SCALE: 1/4" = 1'-0"



OPT EXTENDED LIVING @ LOOKOUT
Main Floor Plan
SCALE: 1/4" = 1'-0"



OPT SCREEN PORCH @ LOOKOUT
Main Floor Plan
SCALE: 1/4" = 1'-0"



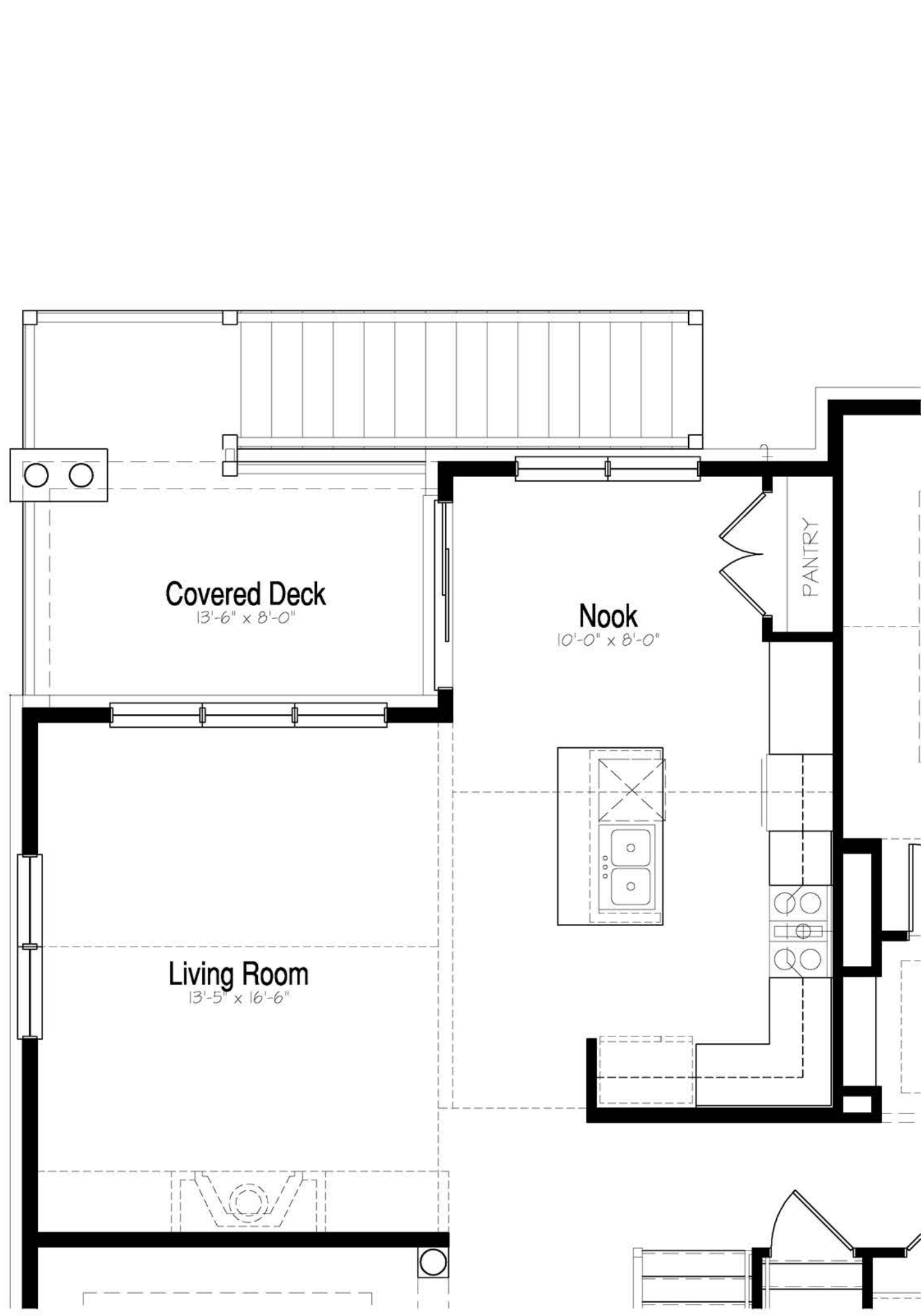
OPT SUNROOM @ LOOKOUT
Main Floor Plan
SCALE: 1/4" = 1'-0"

New Haven: Floor Plans - Lookout Options

Hinsdale Meadows
Hinsdale, IL

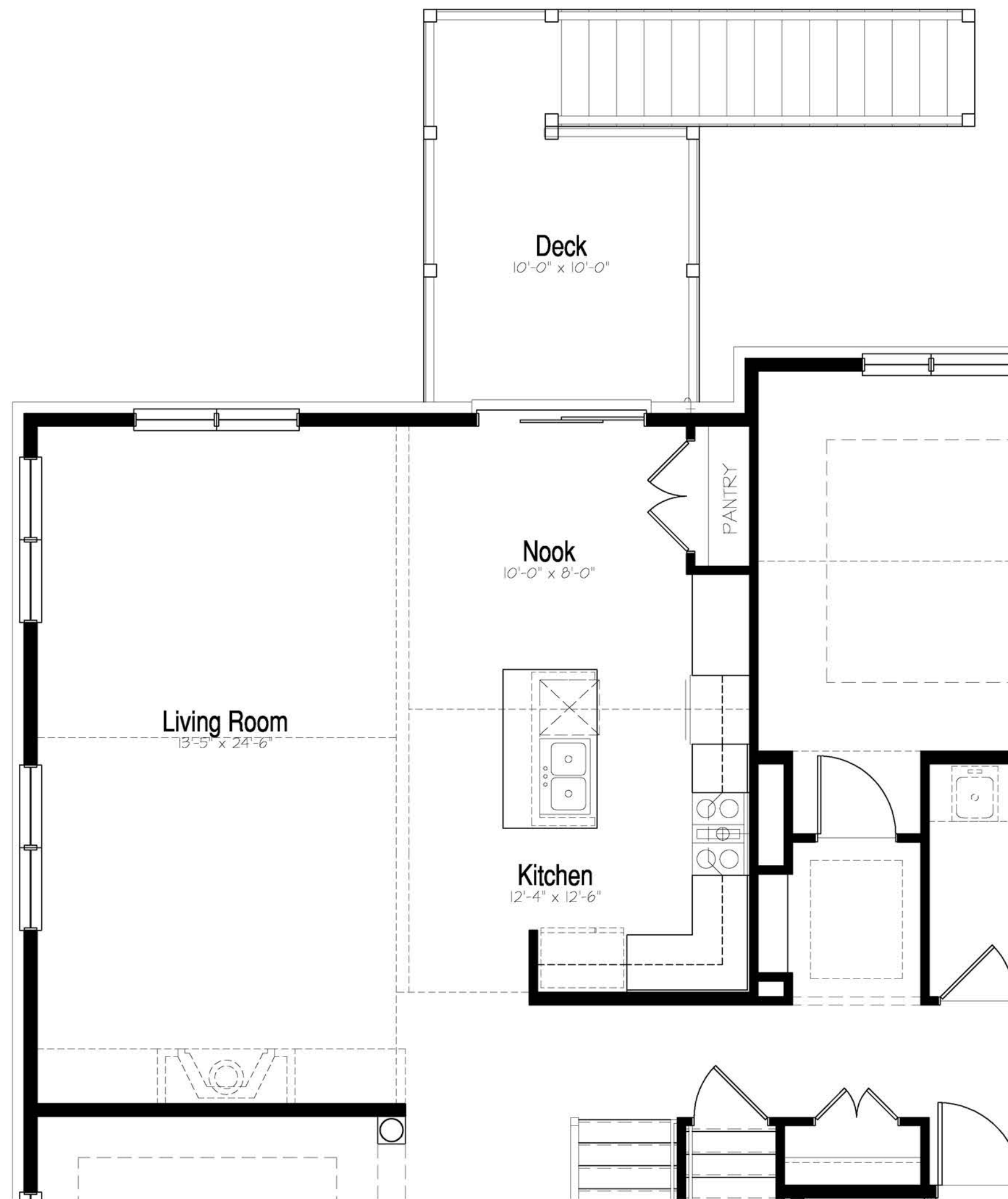


04-11-2017
© 2017 BSB Design, Inc.



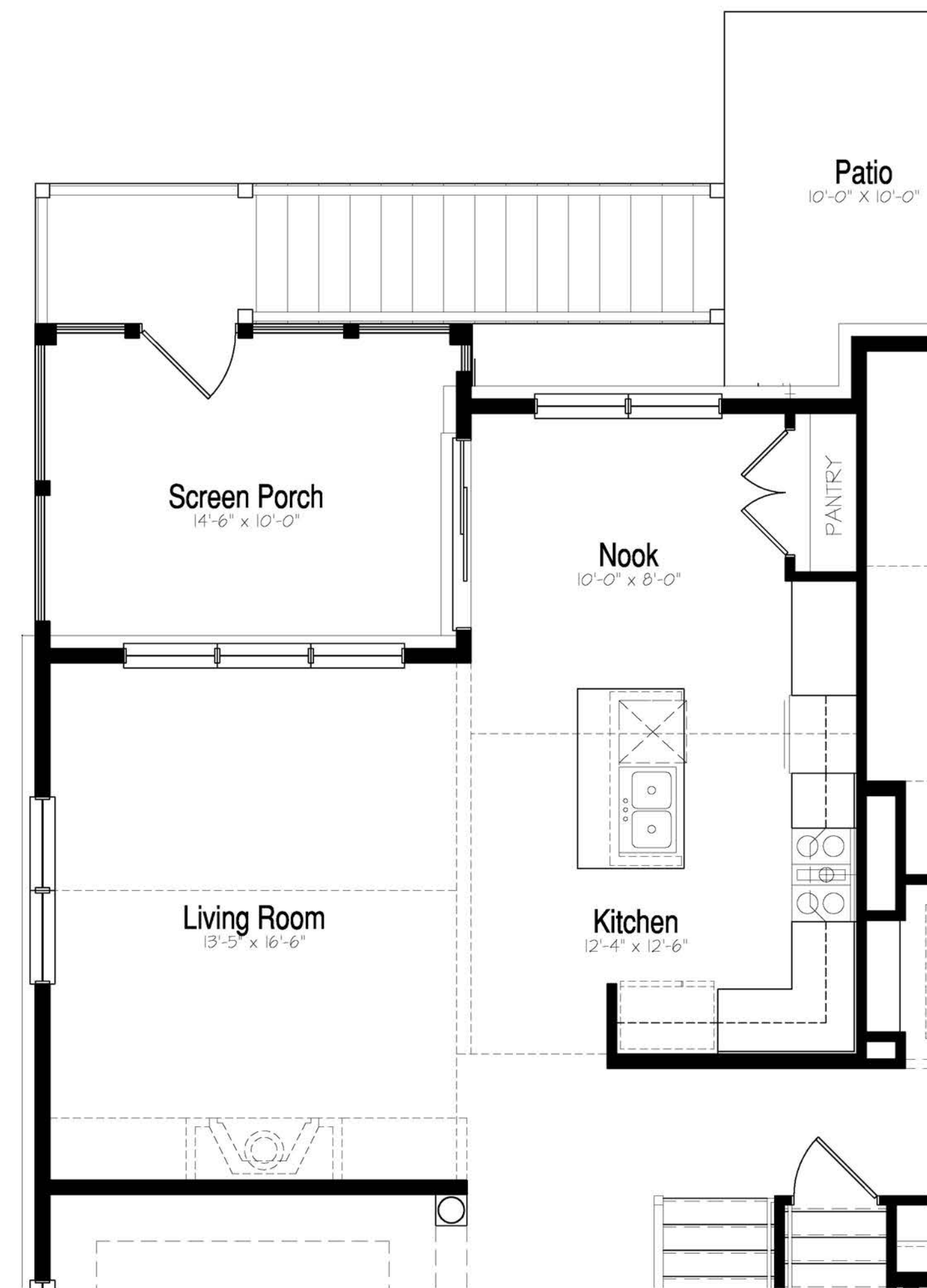
OPT WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



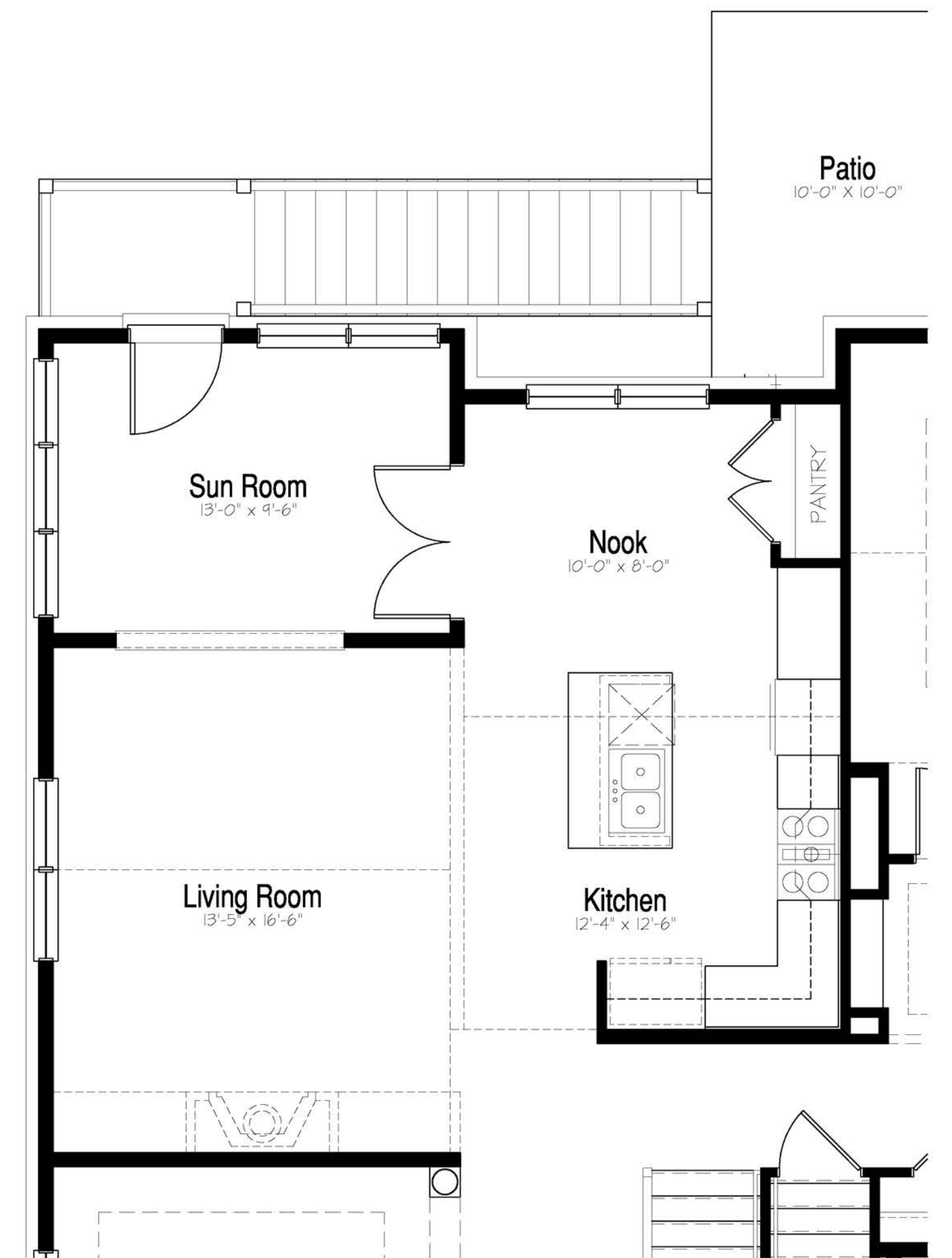
OPT EXTENDED LIVING @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SCREEN PORCH @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SUNROOM @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"

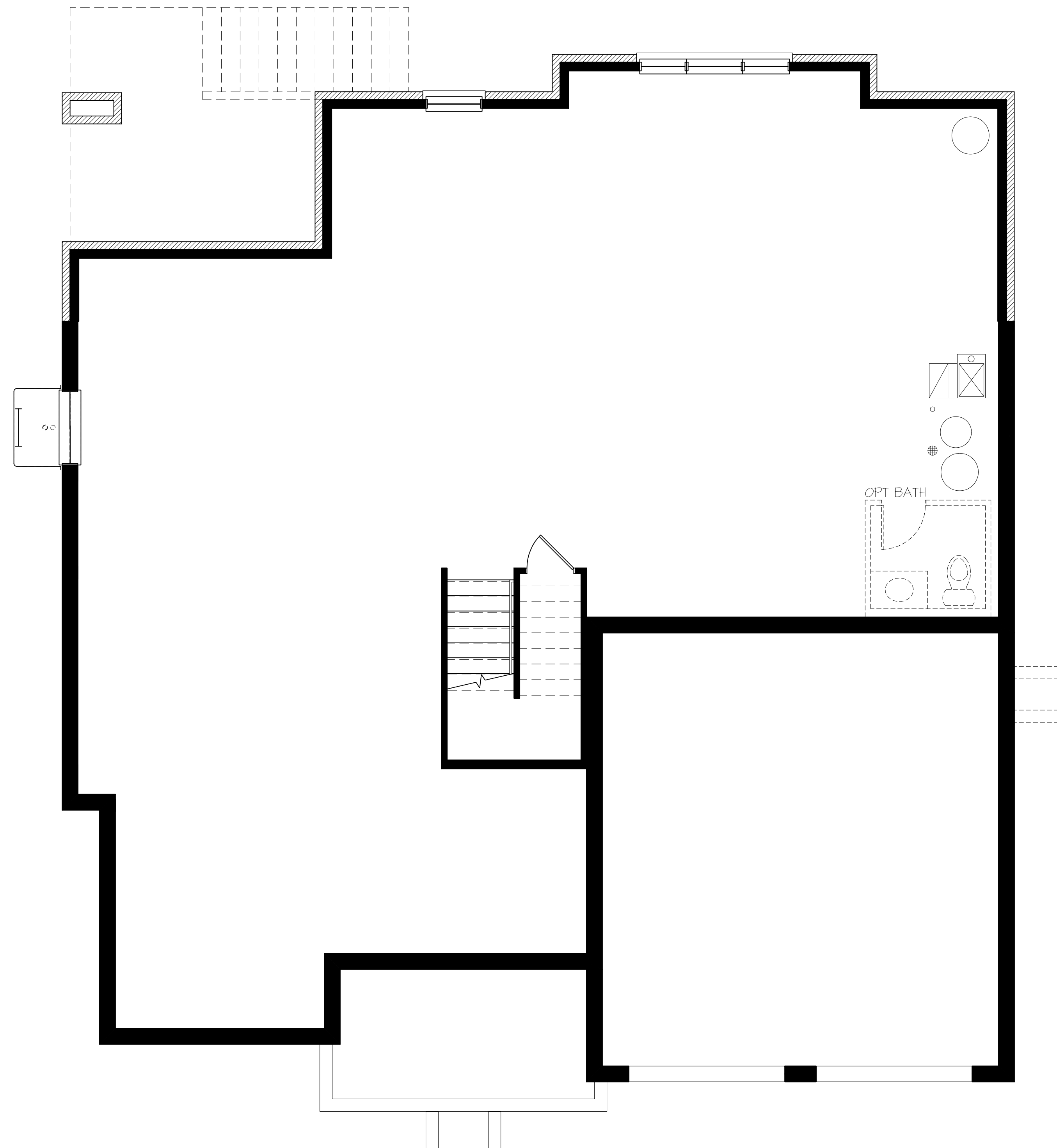
New Haven: Floor Plans - Walkout Options

Hinsdale Meadows

Hinsdale, IL



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Cellar / Lookout Plan

SCALE: 1/4" = 1'-0"

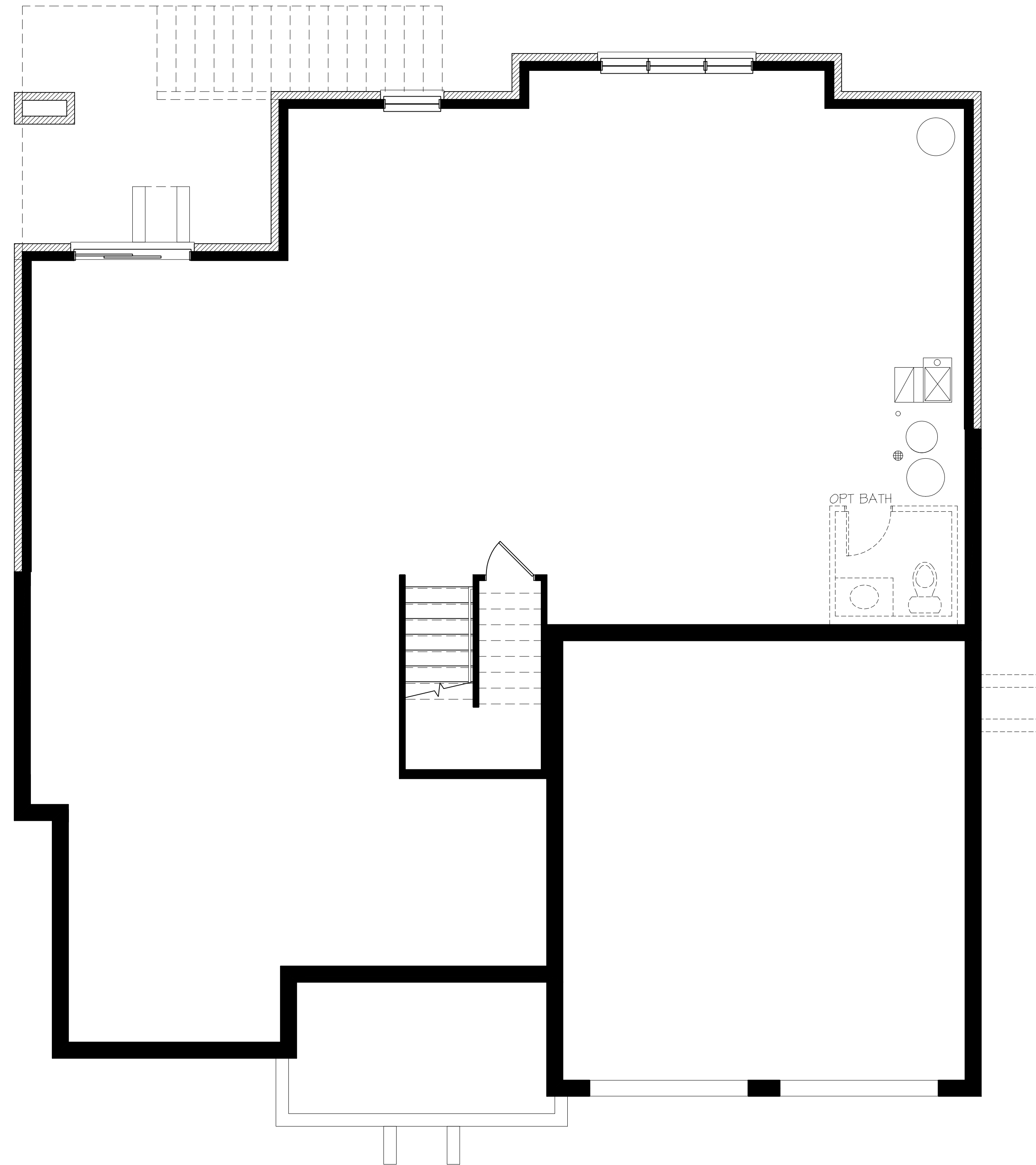
New Haven: Floor Plans

Hinsdale Meadows

Hinsdale, IL

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Basement / Walkout Plan

SCALE: 1/4" = 1'-0"

New Haven: Floor Plans

Hinsdale Meadows

Hinsdale, IL

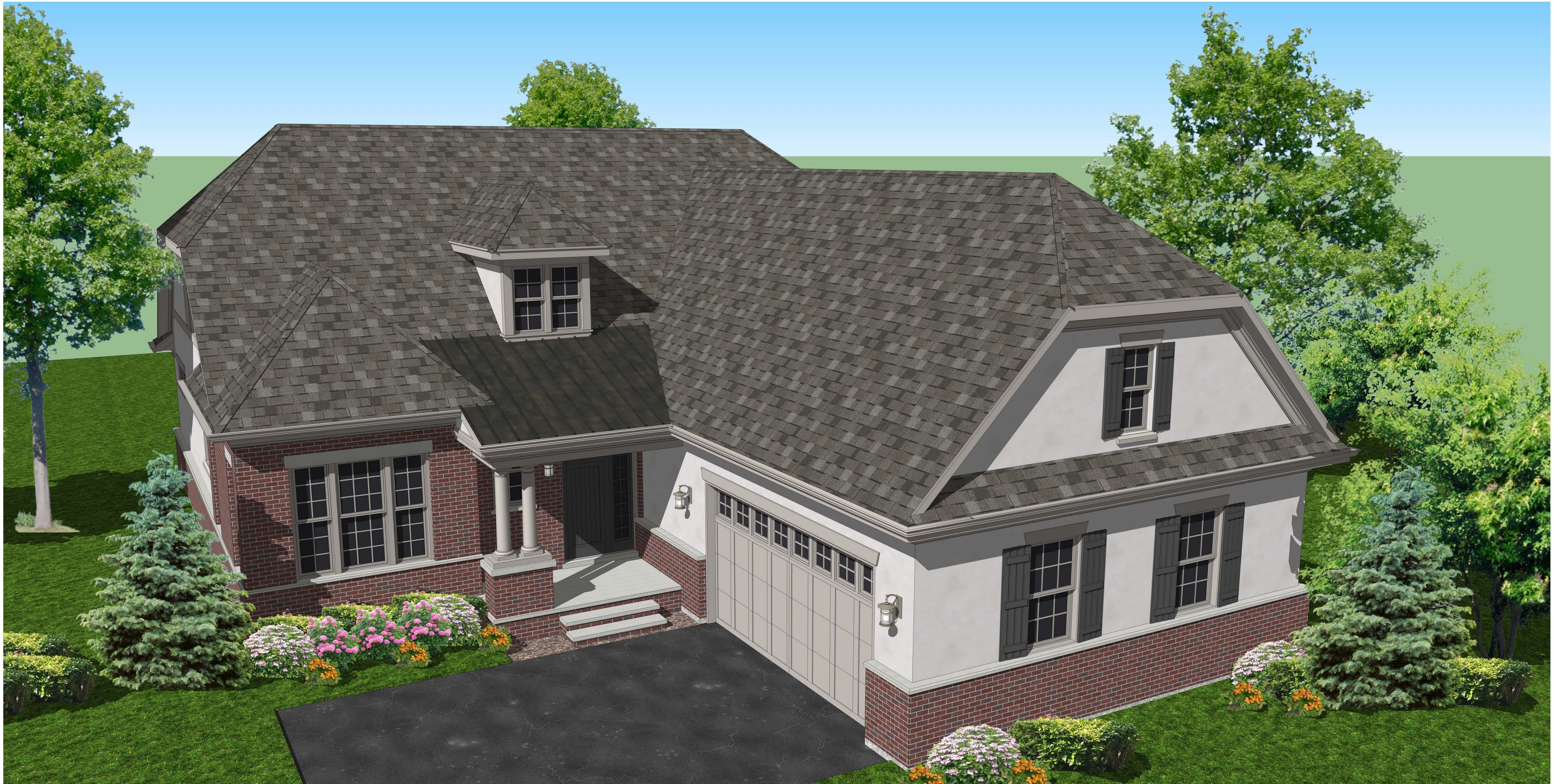


Ridgefield: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL

01-20-2017
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Ridgefield: Character Elevations

Elevation Style - 2
Hinsdale Meadows
 Hinsdale, IL

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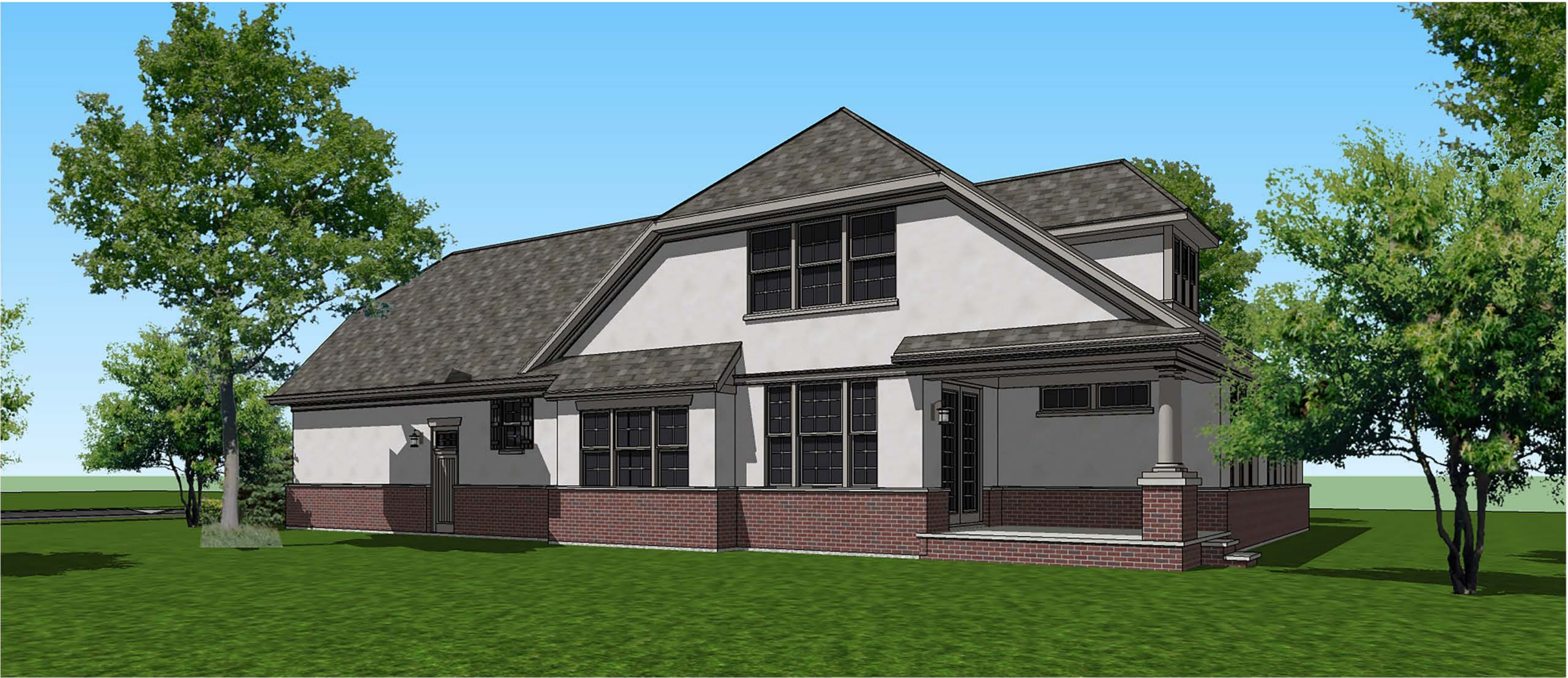


Ridgefield: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL



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Ridgefield: Character Elevations

Elevation Style - 2
Hinsdale Meadows
 Hinsdale, IL



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Elevation Style - 1



Elevation Style - 2

Ridgefield: Character Elevations

Optional Bonus Room
 Hinsdale Meadows
 Hinsdale, IL



Elevation Style 1 - Standard



Elevation Style 1 - Bonus



Elevation Style 2- Standard



Elevation Style 2- Bonus

Ridgefield: Character Elevations

Alt Front-Load Garage
Hinsdale Meadows
Hinsdale, IL



Lookout Condition



Walkout Condition

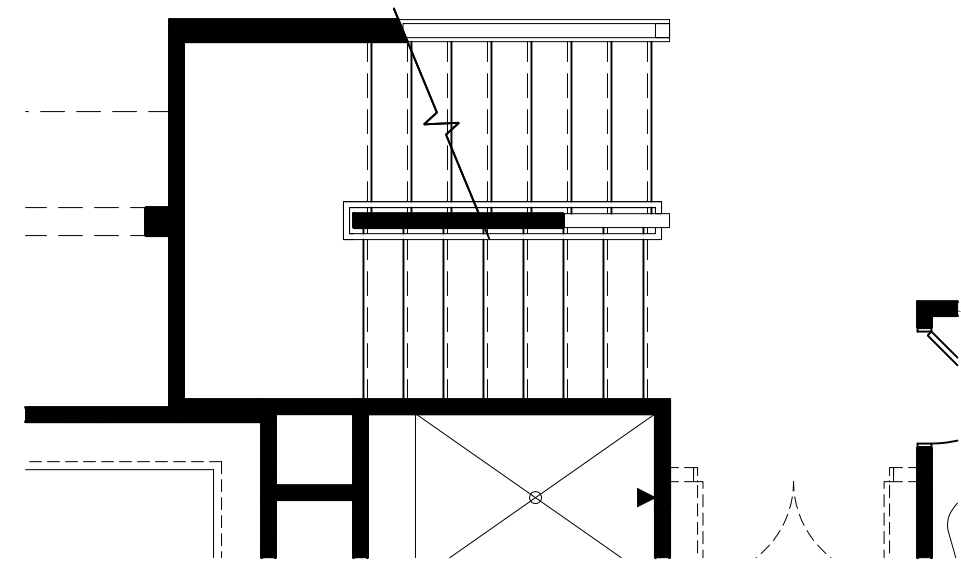
Ridgefield: Character Elevations

Lookout and Walkout Conditions Hinsdale Meadows

Hinsdale, IL

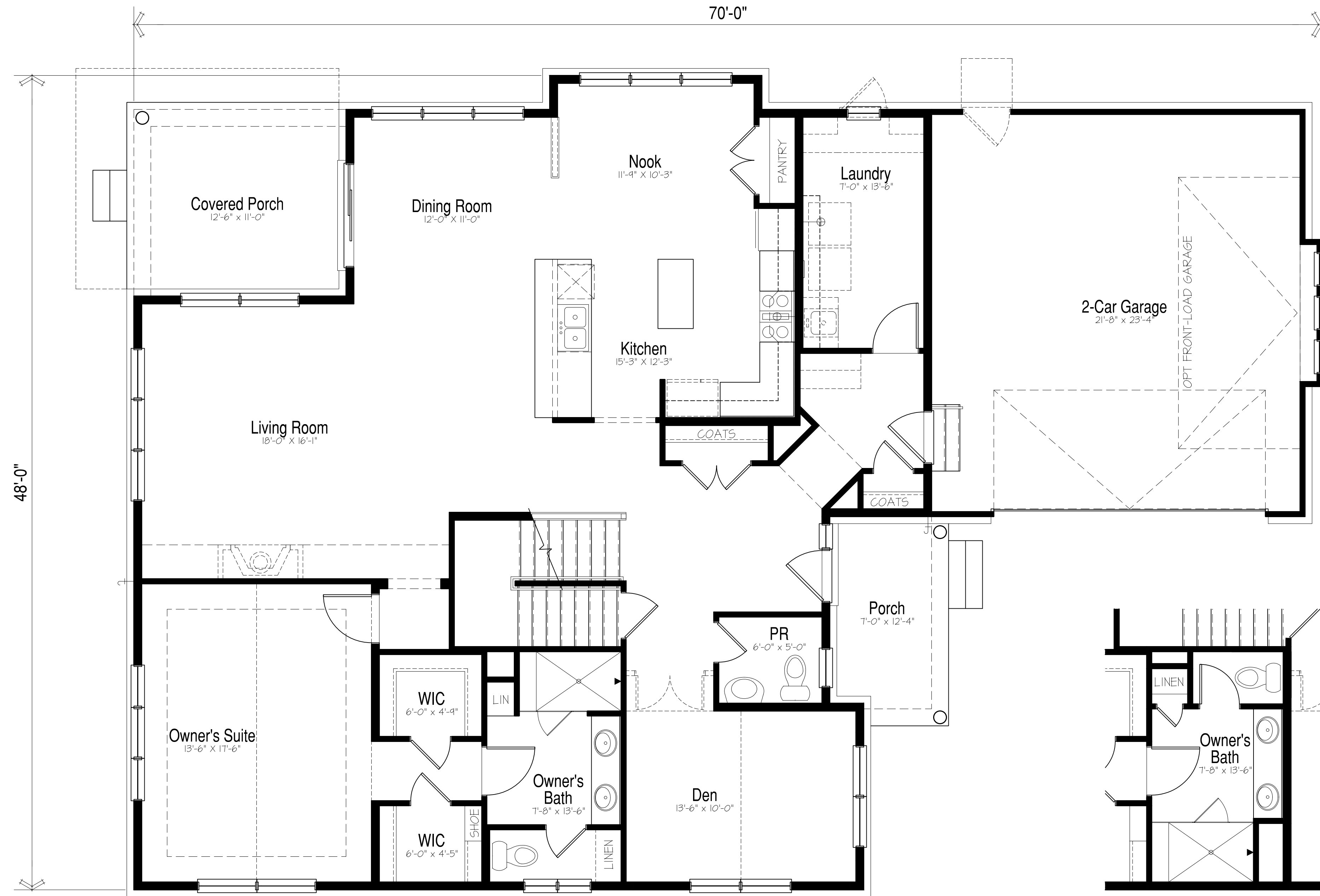


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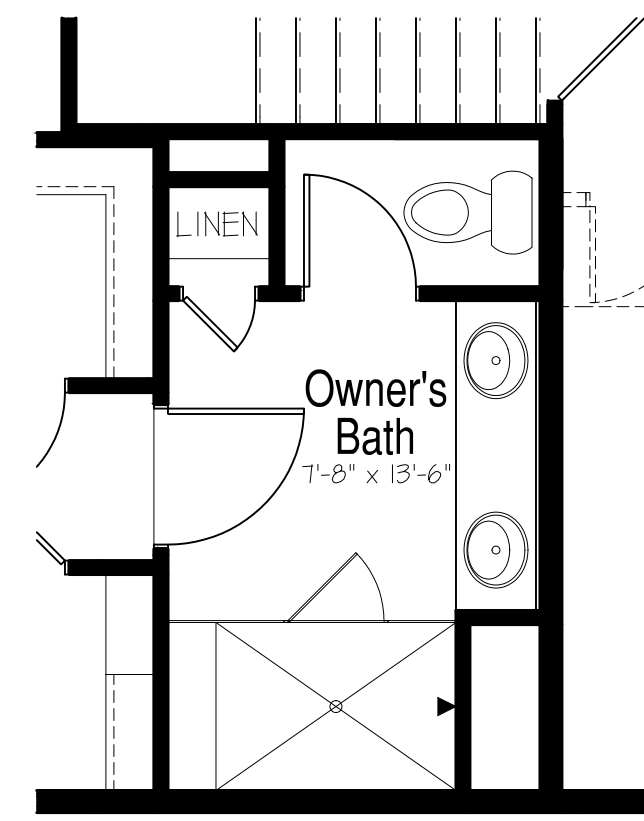
OPT OPEN STAIR
Main Floor Plan

SCALE: 1/4" = 1'-0"



1940 S.F.
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT LUXURY OWNER'S BATH
Main Floor Plan

SCALE: 1/4" = 1'-0"

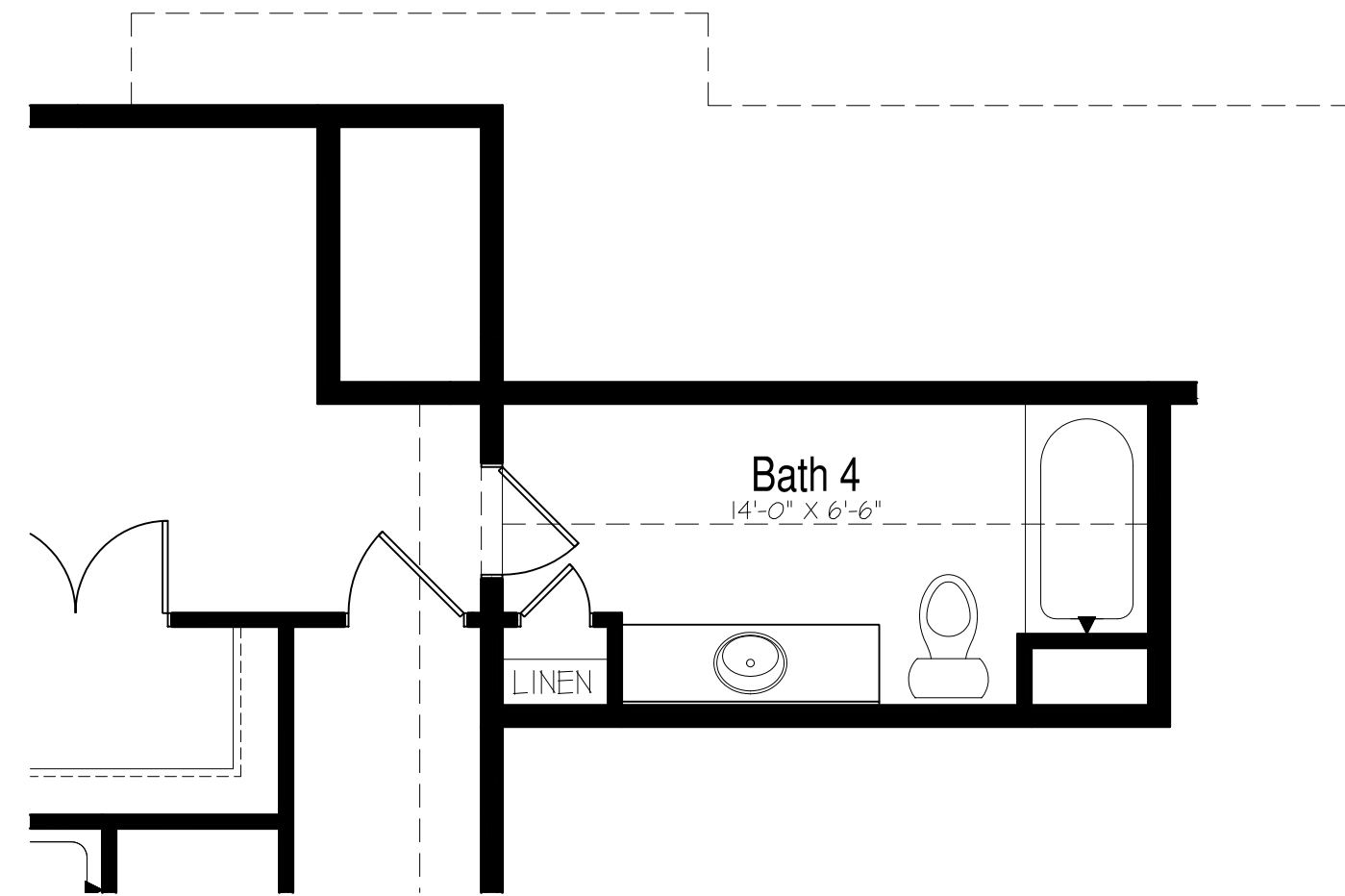
Ridgefield: Floor Plans

Hinsdale Meadows

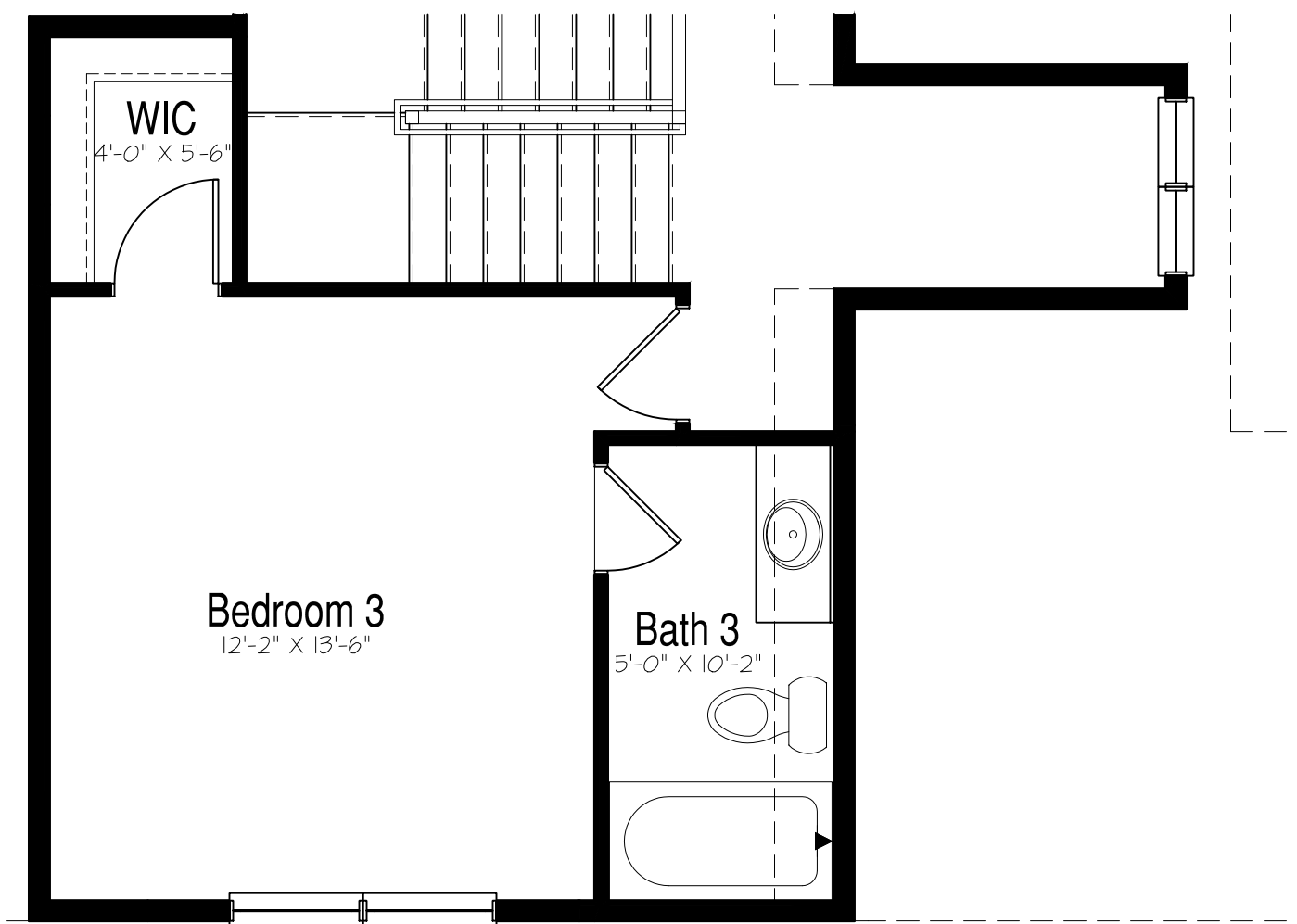
Hinsdale, IL



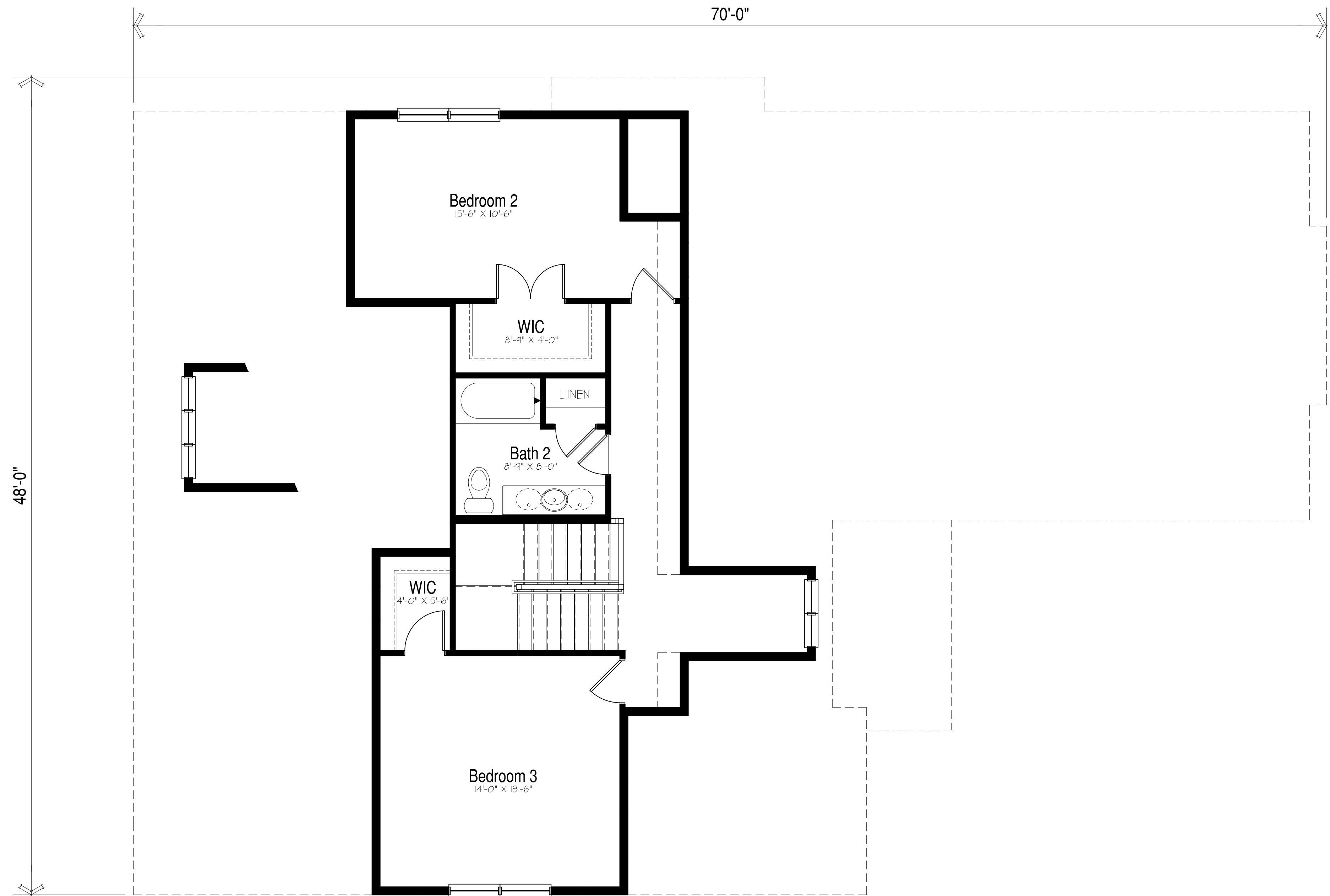
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OPT BATH 3
Upper Floor Plan
SCALE: 1/4" = 1'-0"



OPT BATH 4
Upper Floor Plan
SCALE: 1/4" = 1'-0"



737 S.F.
Upper Floor Plan
SCALE: 1/4" = 1'-0"

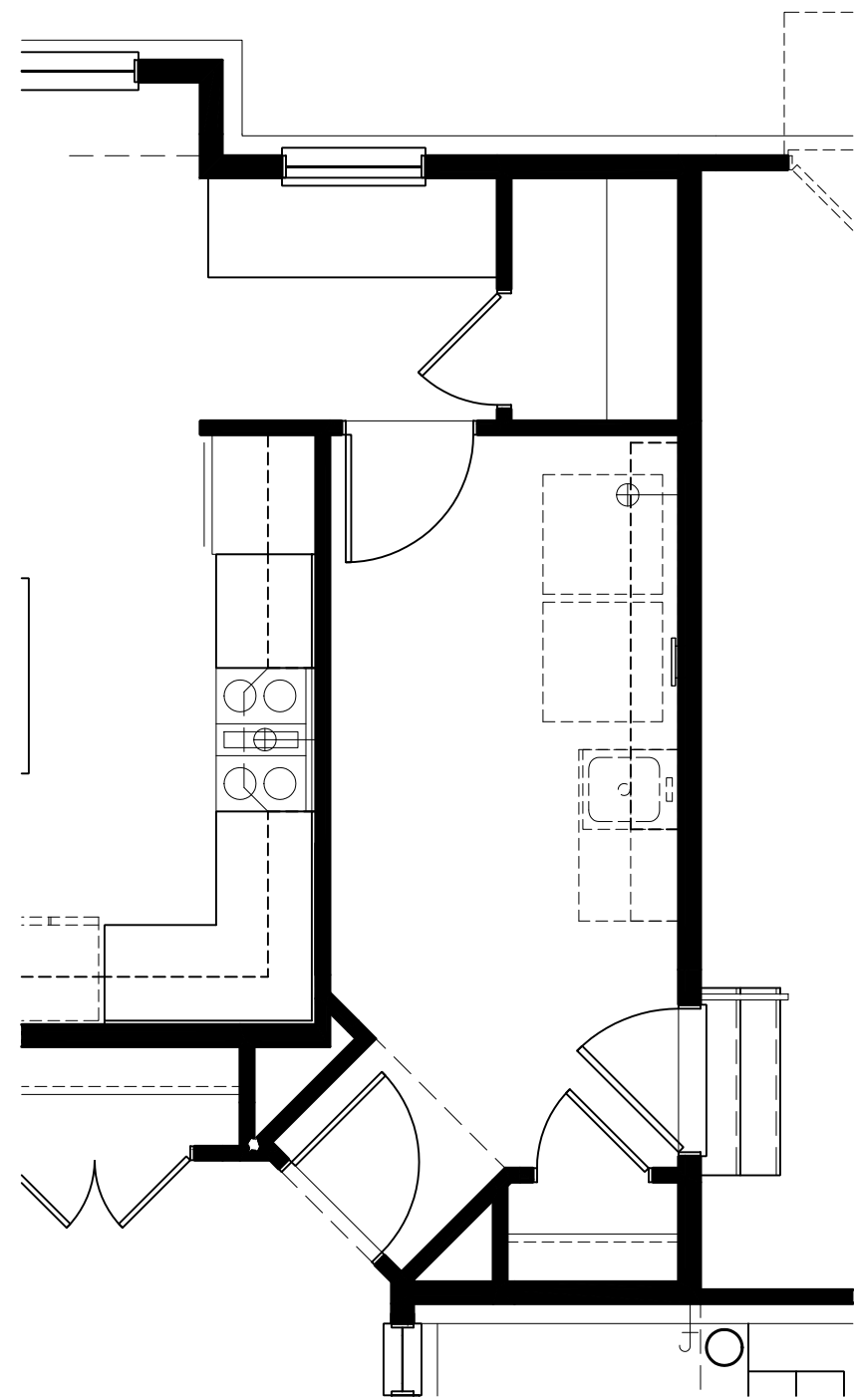
Ridgefield: Floor Plans

Hinsdale Meadows

Hinsdale, IL

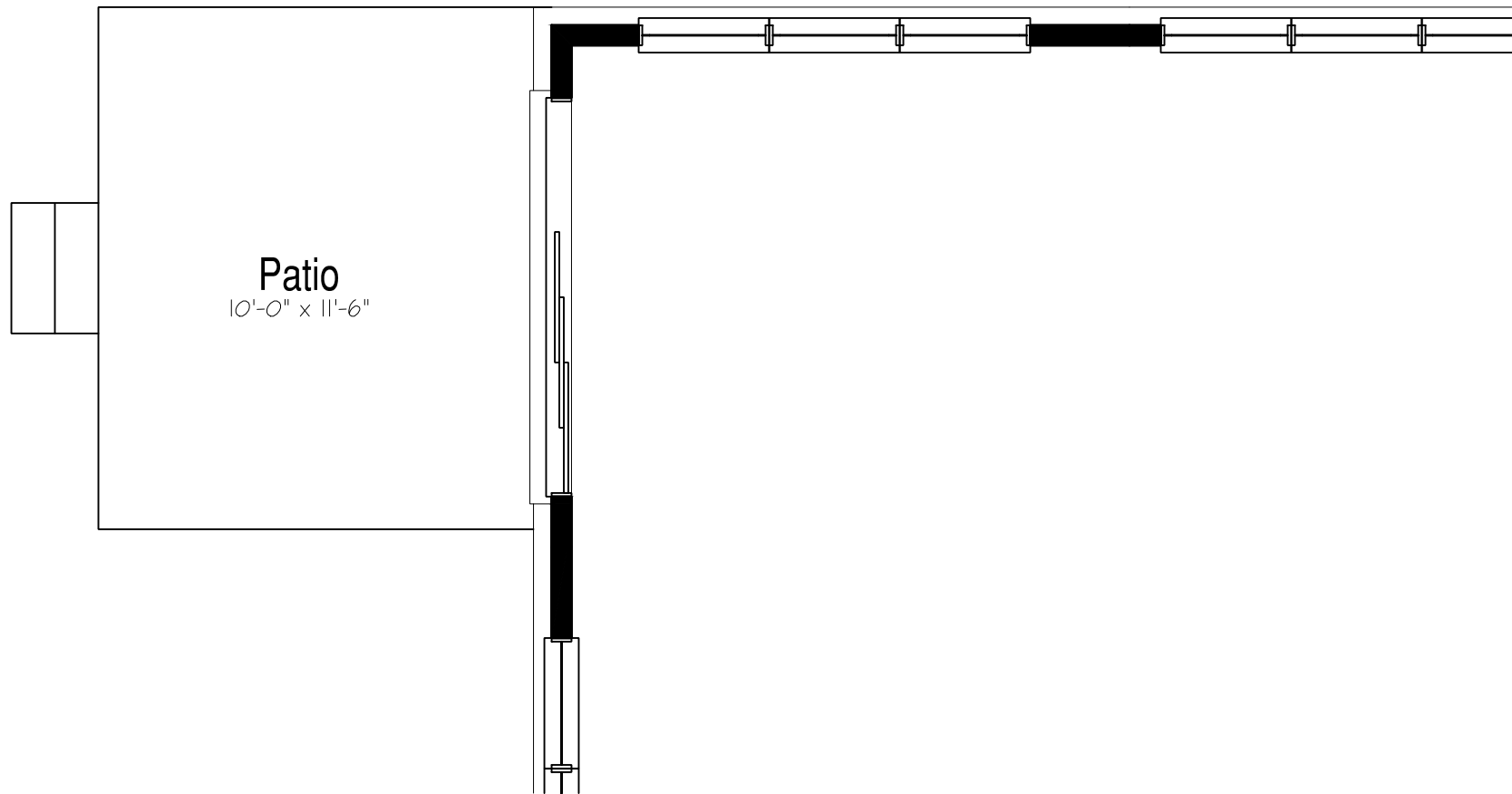


04-11-2017
 © 2017 BSB Design, Inc.



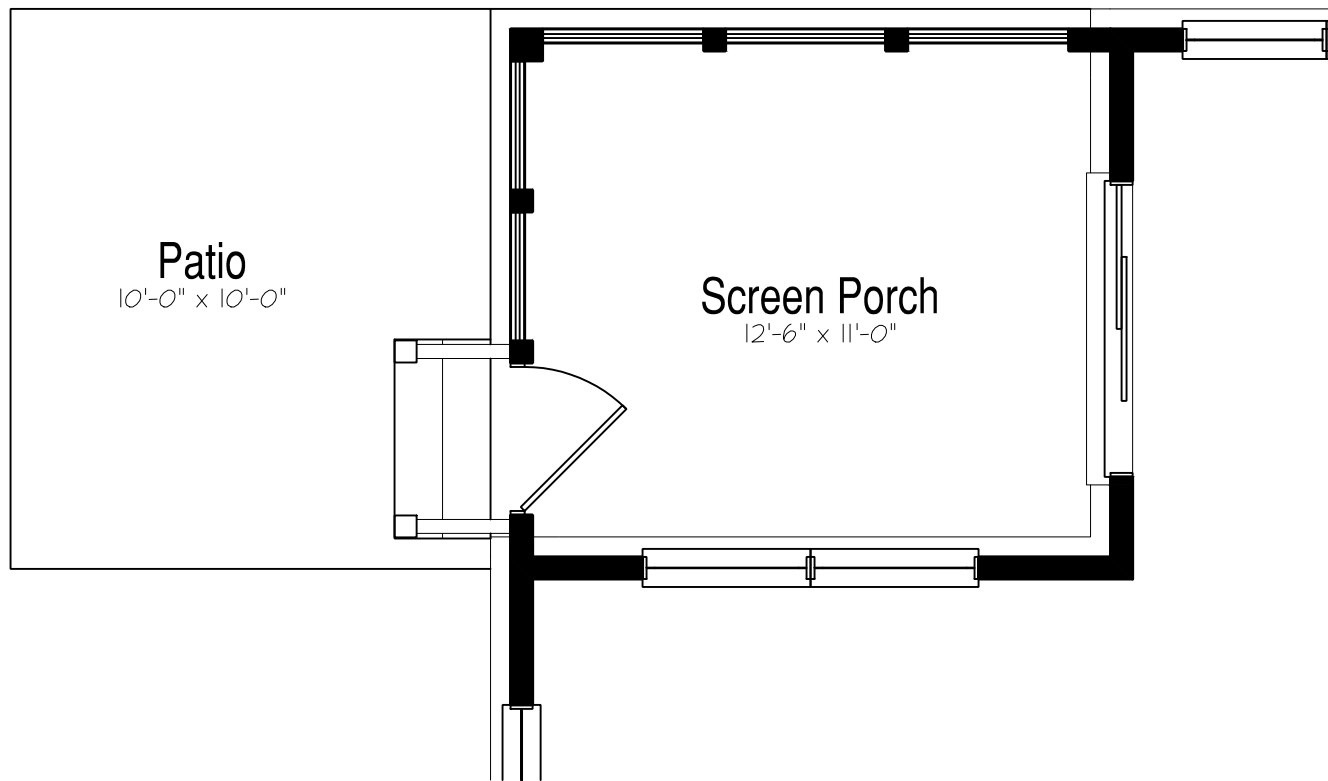
OPT LUXURY LAUNDRY
Main Floor Plan

SCALE: 1/4" = 1'-0"



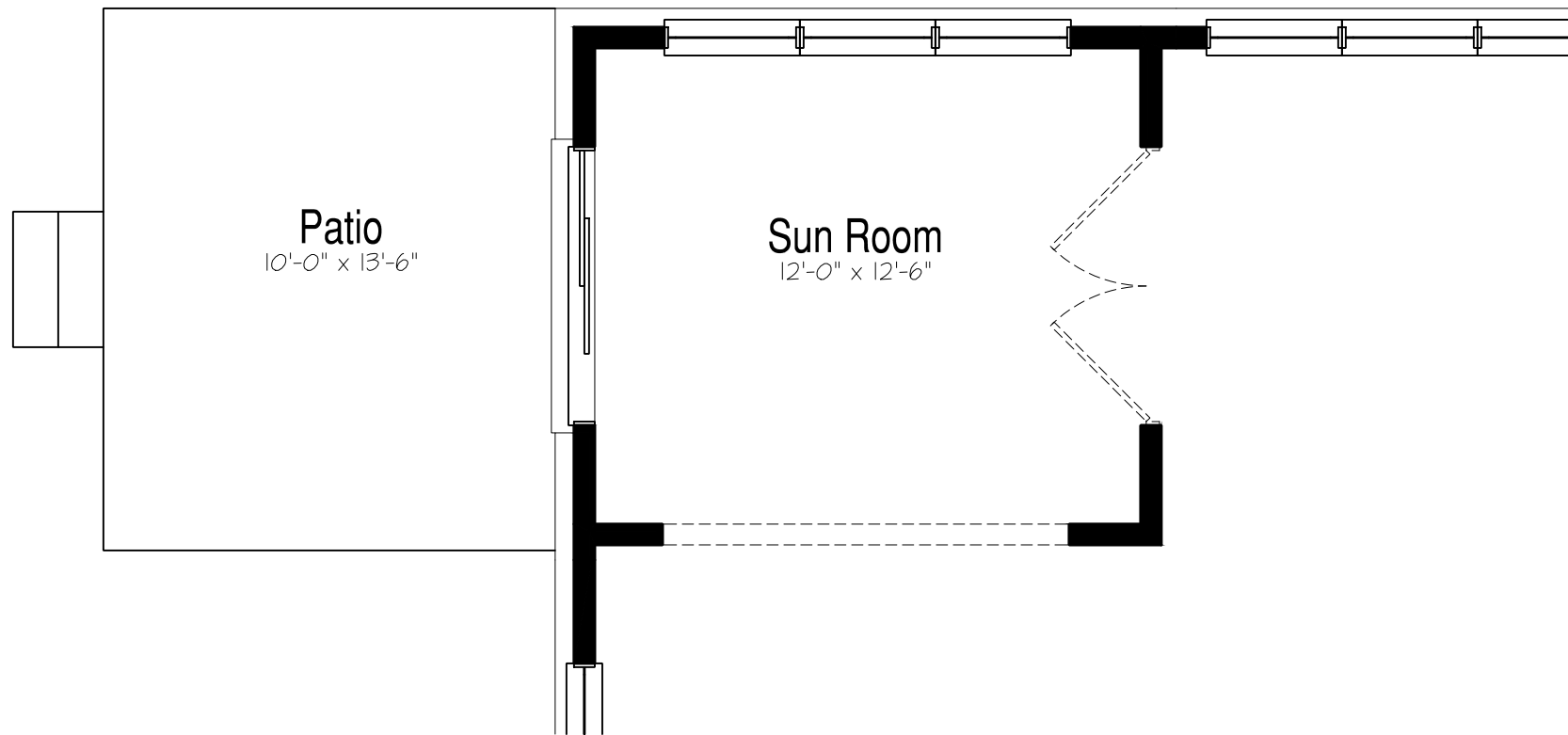
OPT EXTENDED LIVING
Main Floor Plan

SCALE: 1/4" = 1'-0"



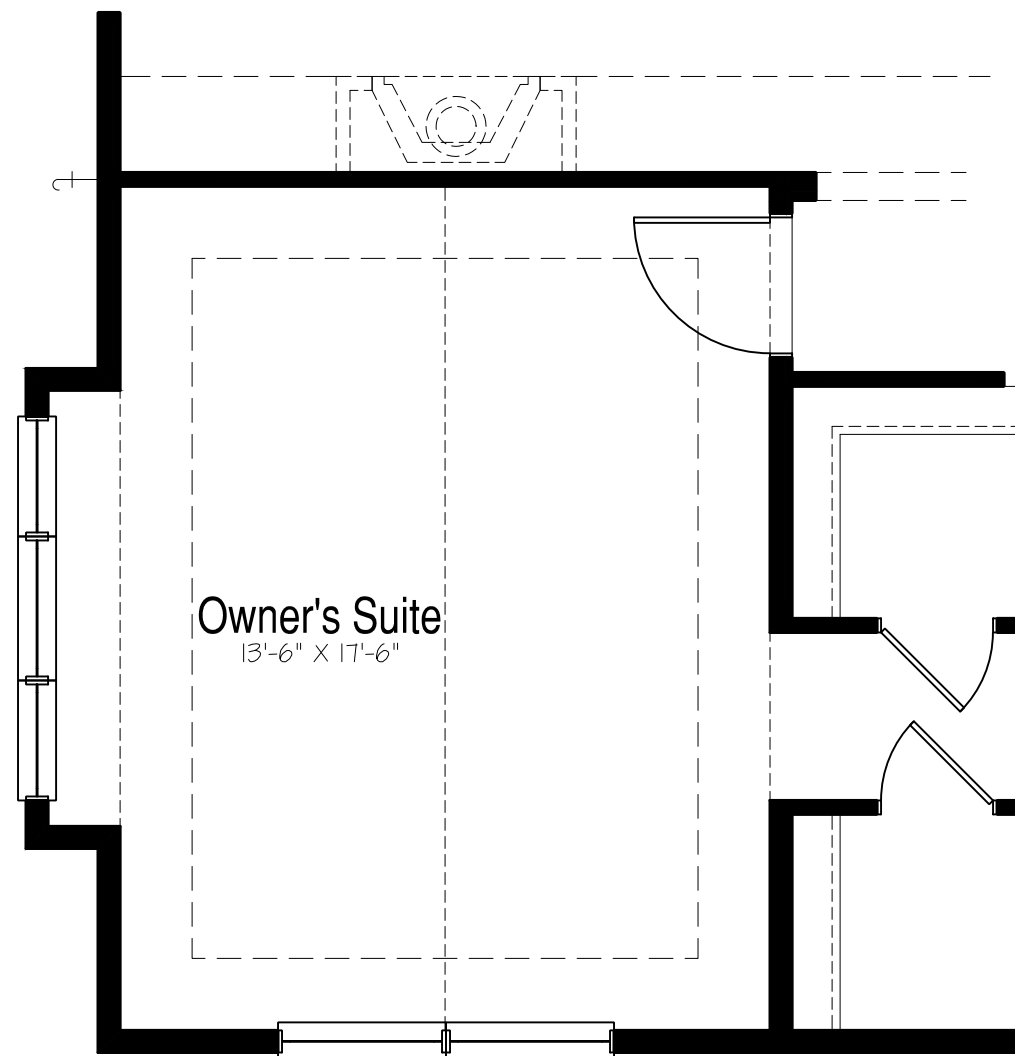
OPT SCREEN PORCH
Main Floor Plan

SCALE: 1/4" = 1'-0"



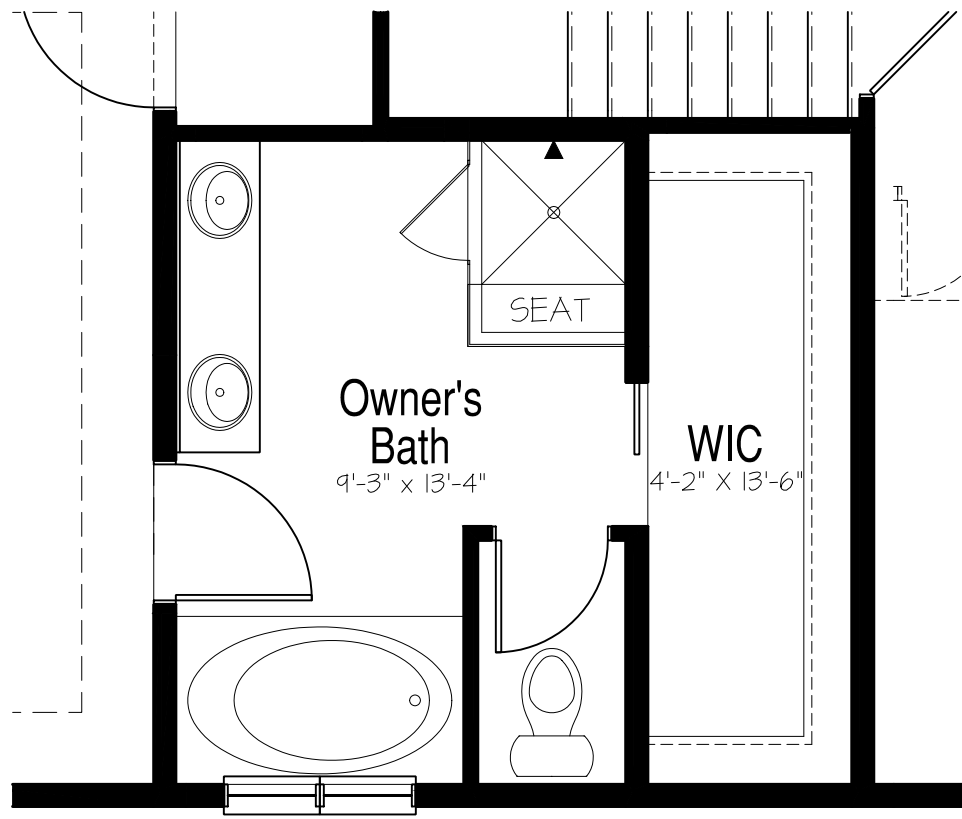
OPT SUNROOM
Main Floor Plan

SCALE: 1/4" = 1'-0"



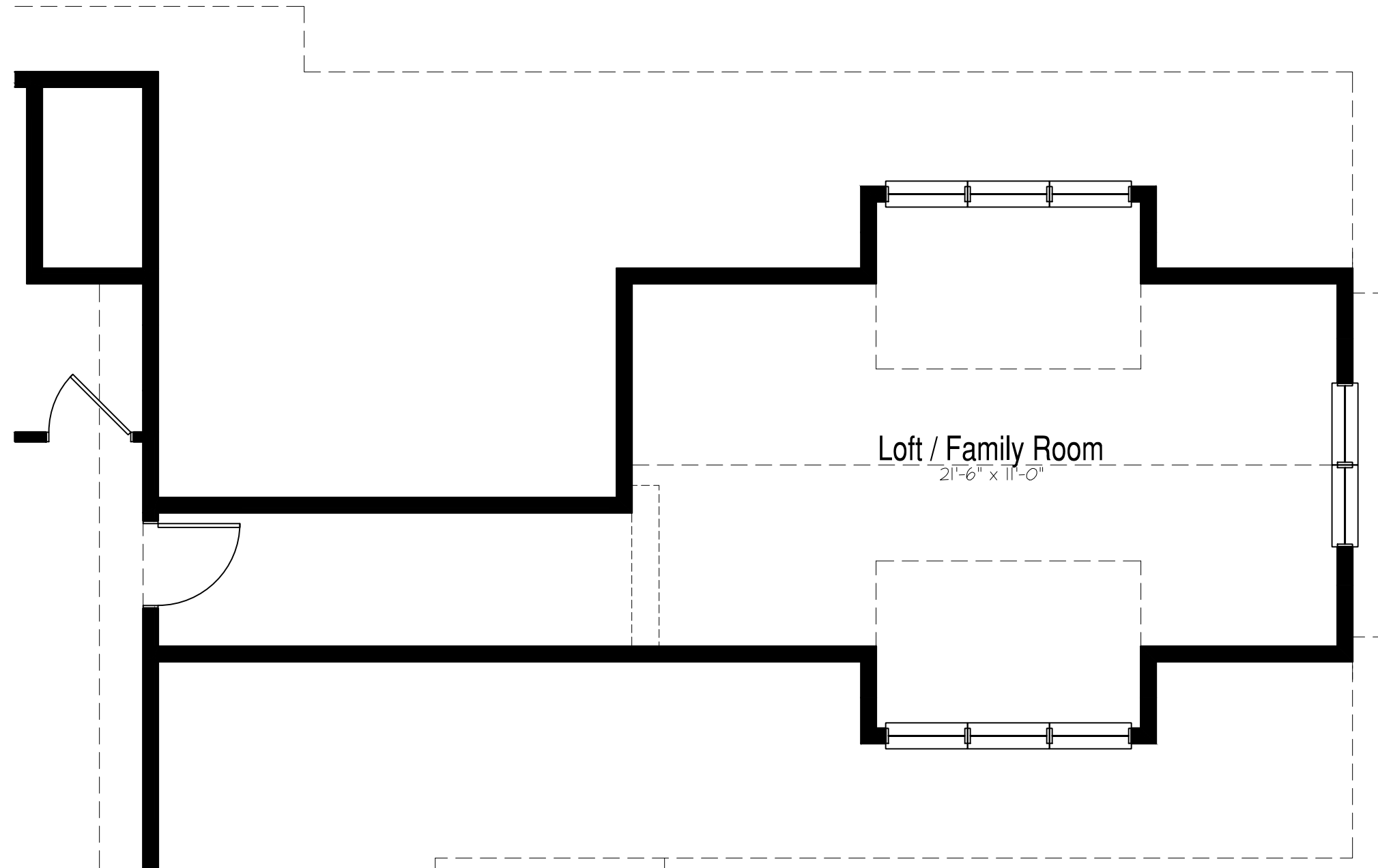
OPT OWNER'S BAY
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT LUXURY OWNER'S BATH
Main Floor Plan

SCALE: 1/4" = 1'-0"



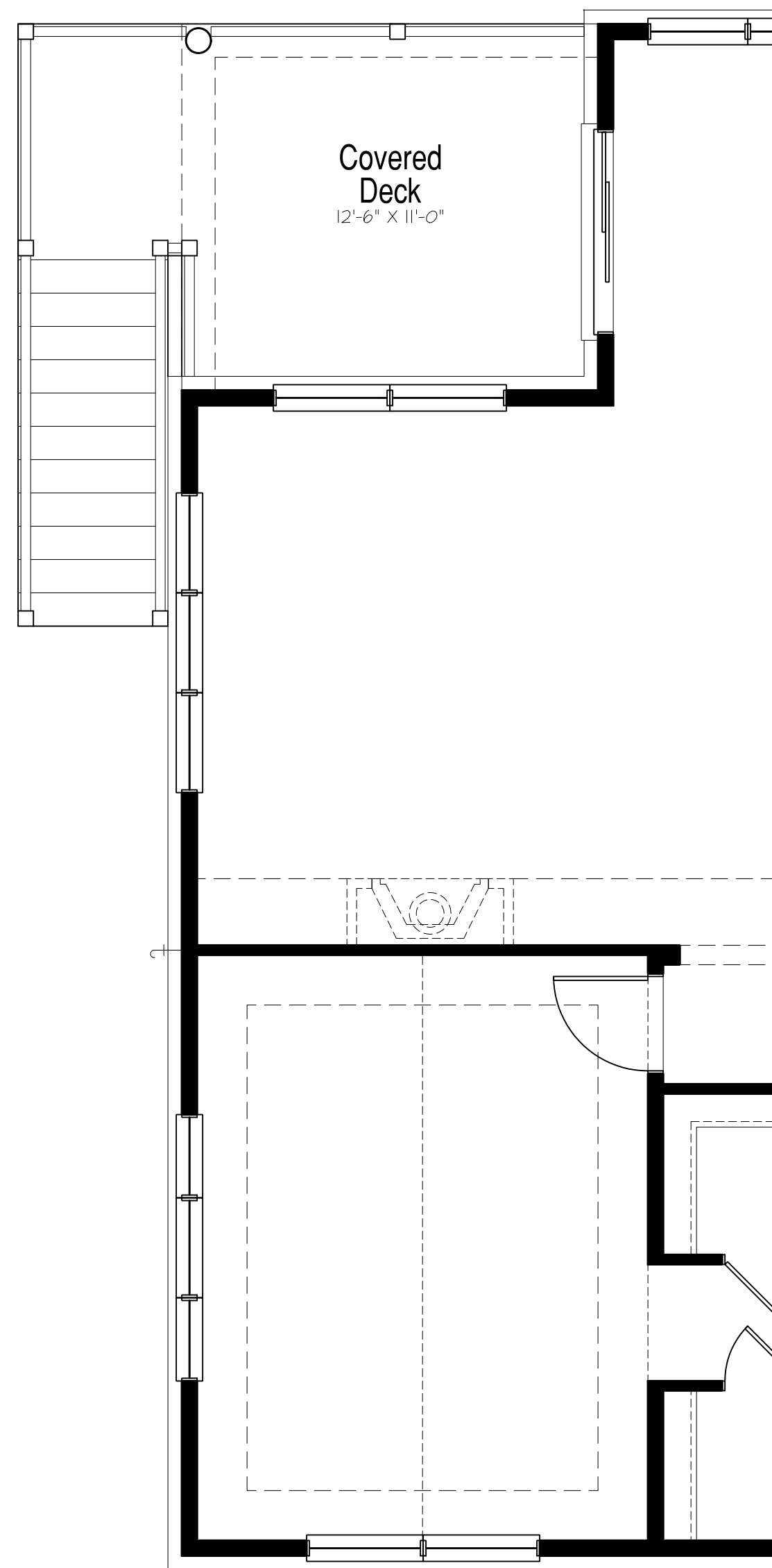
OPT LOFT / FAMILY ROOM
Main Floor Plan

SCALE: 1/4" = 1'-0"

Ridgefield: Floor Plans - Options

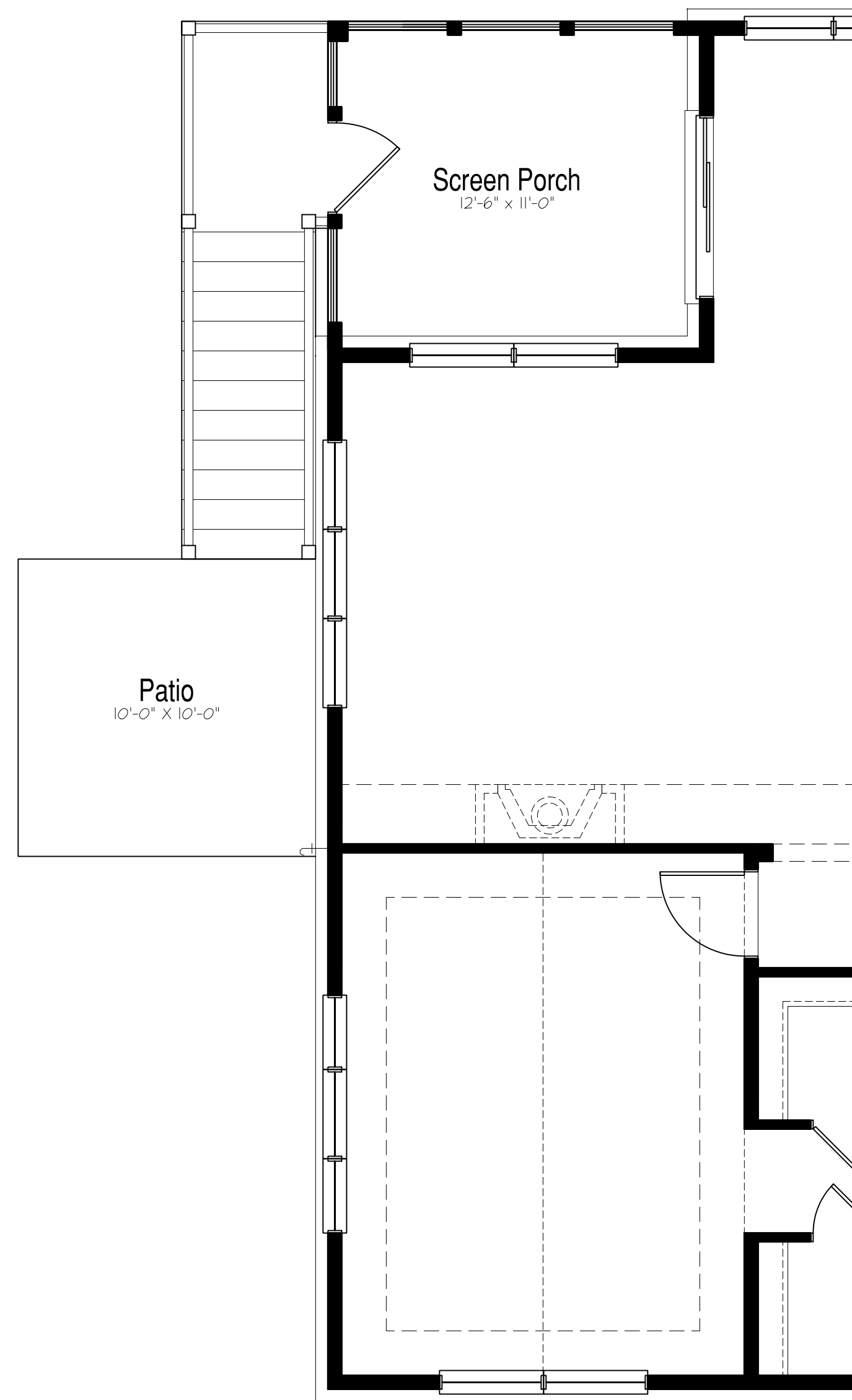
Hinsdale Meadows

Hinsdale, IL



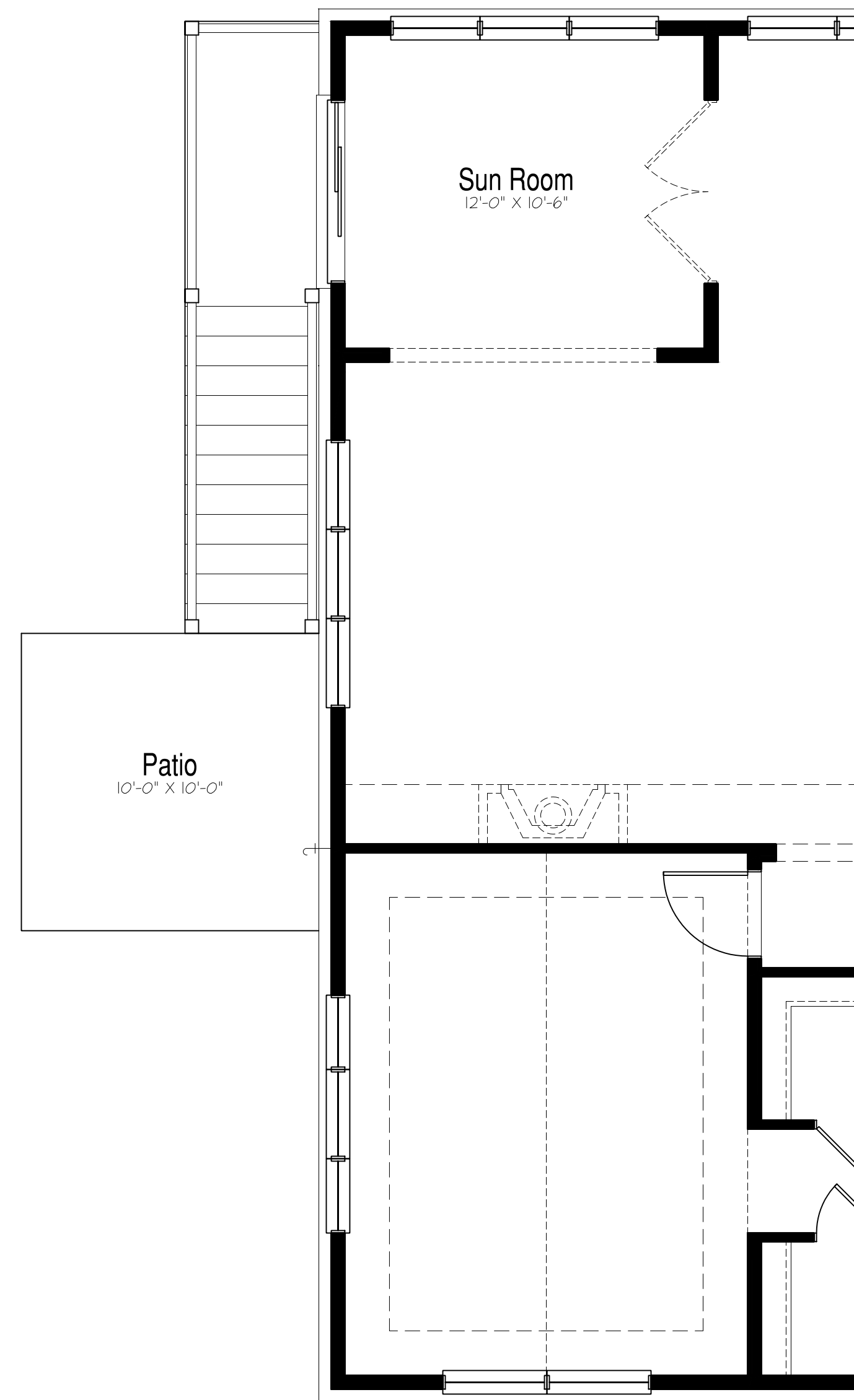
OPT LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



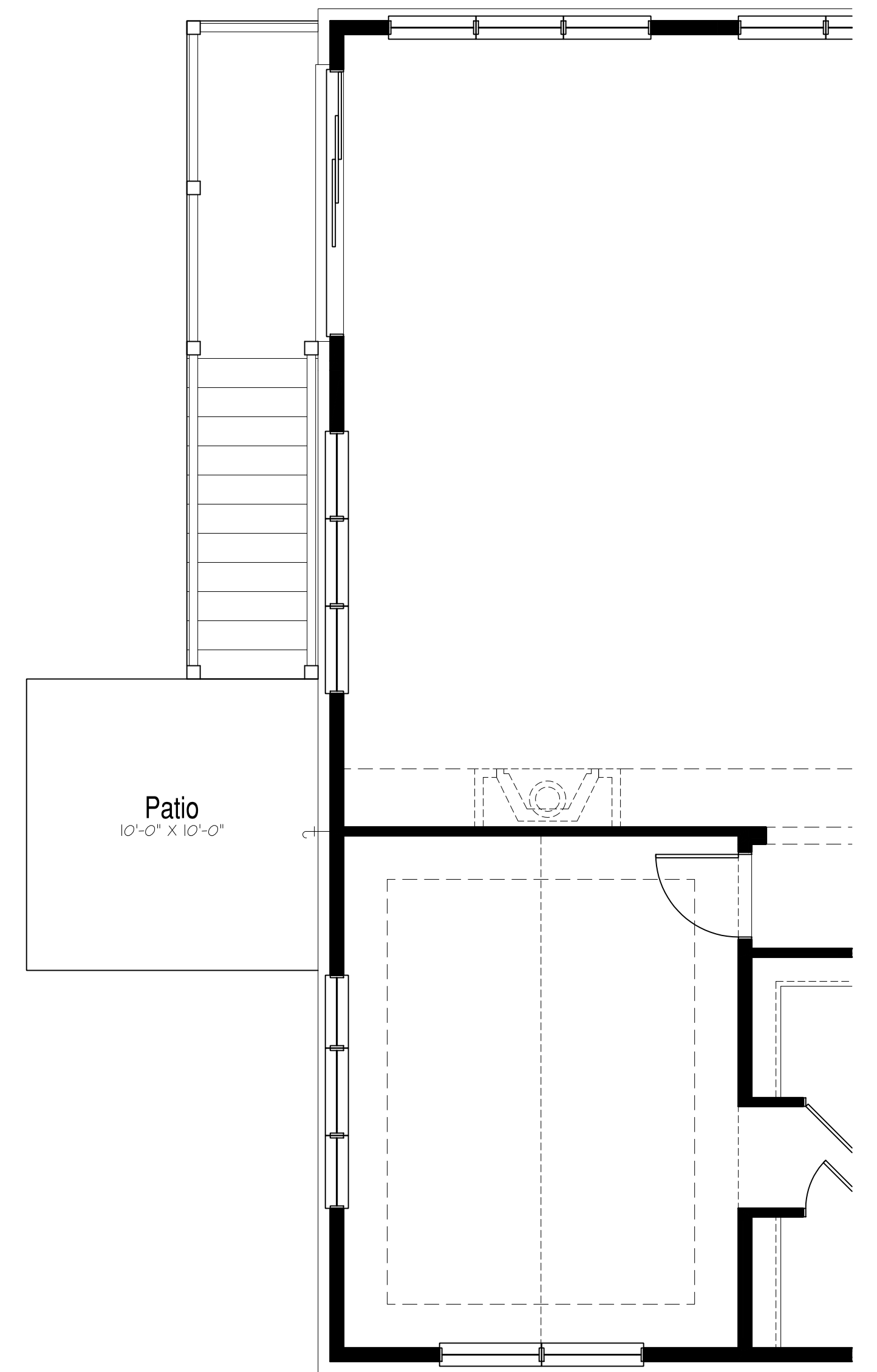
OPT SCREEN PORCH @ LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SUNROOM @ LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT EXTENDED LIVING @ LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"

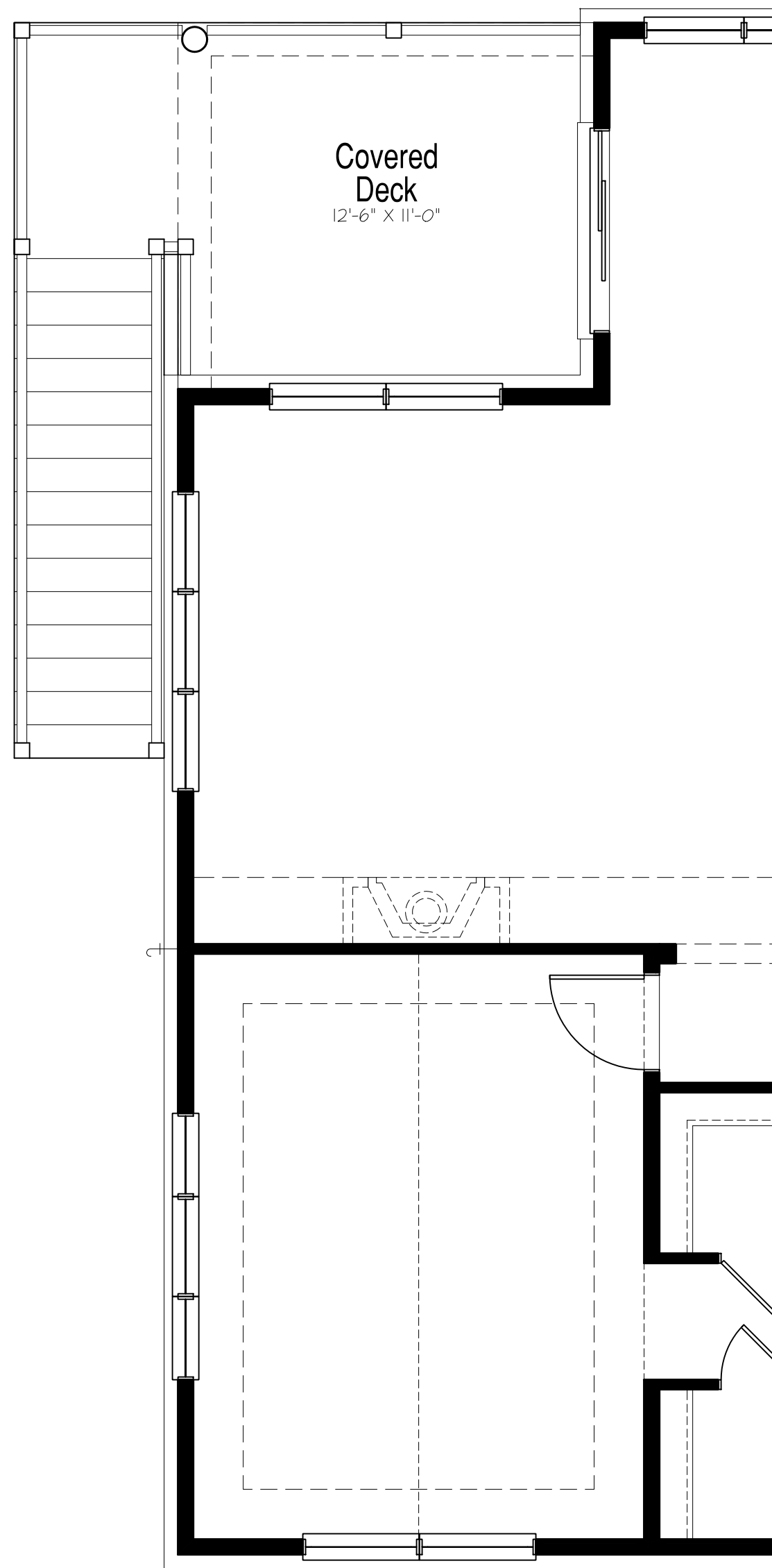
Ridgefield: Floor Plans - Lookout Options

Hinsdale Meadows

Hinsdale, IL

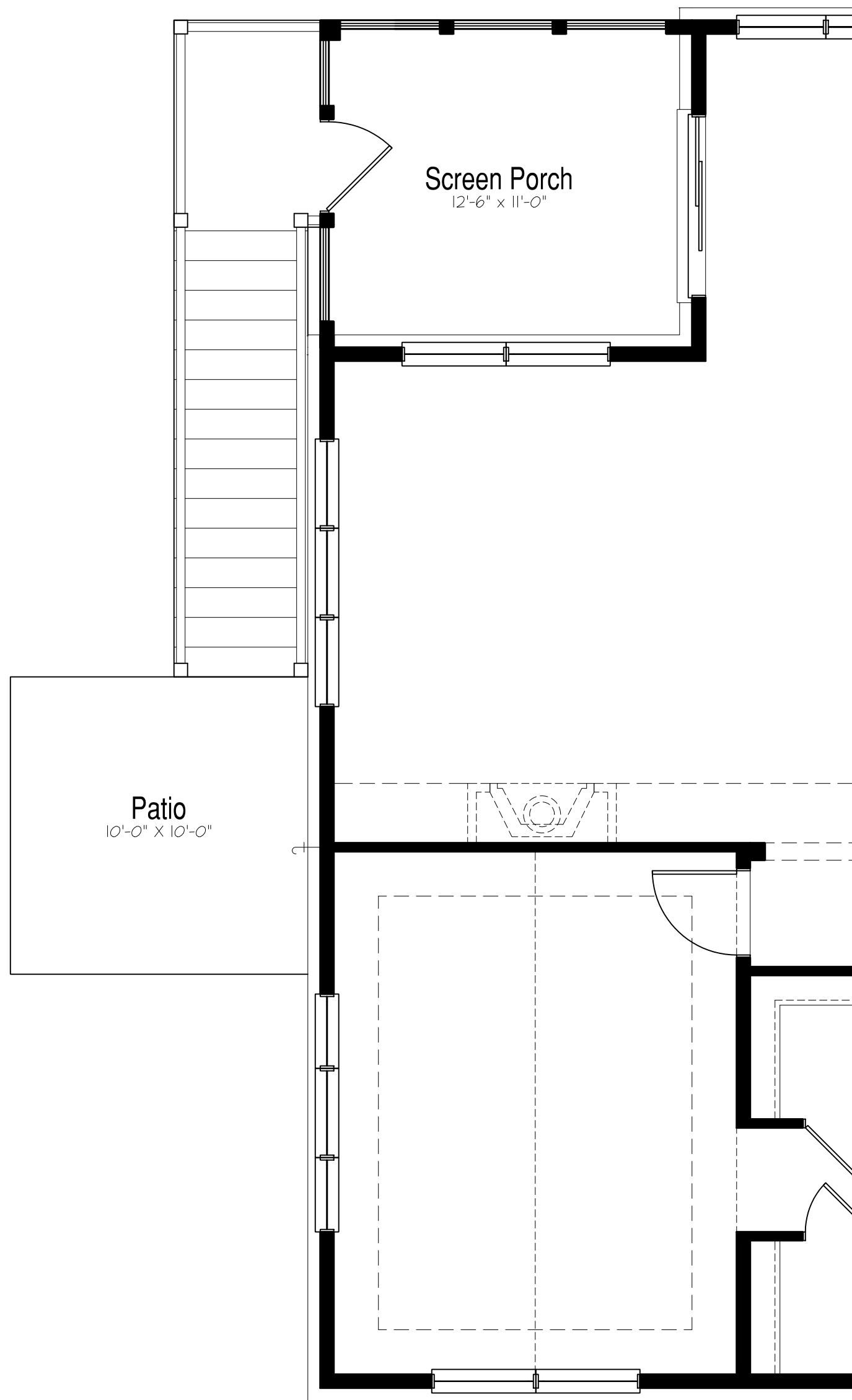


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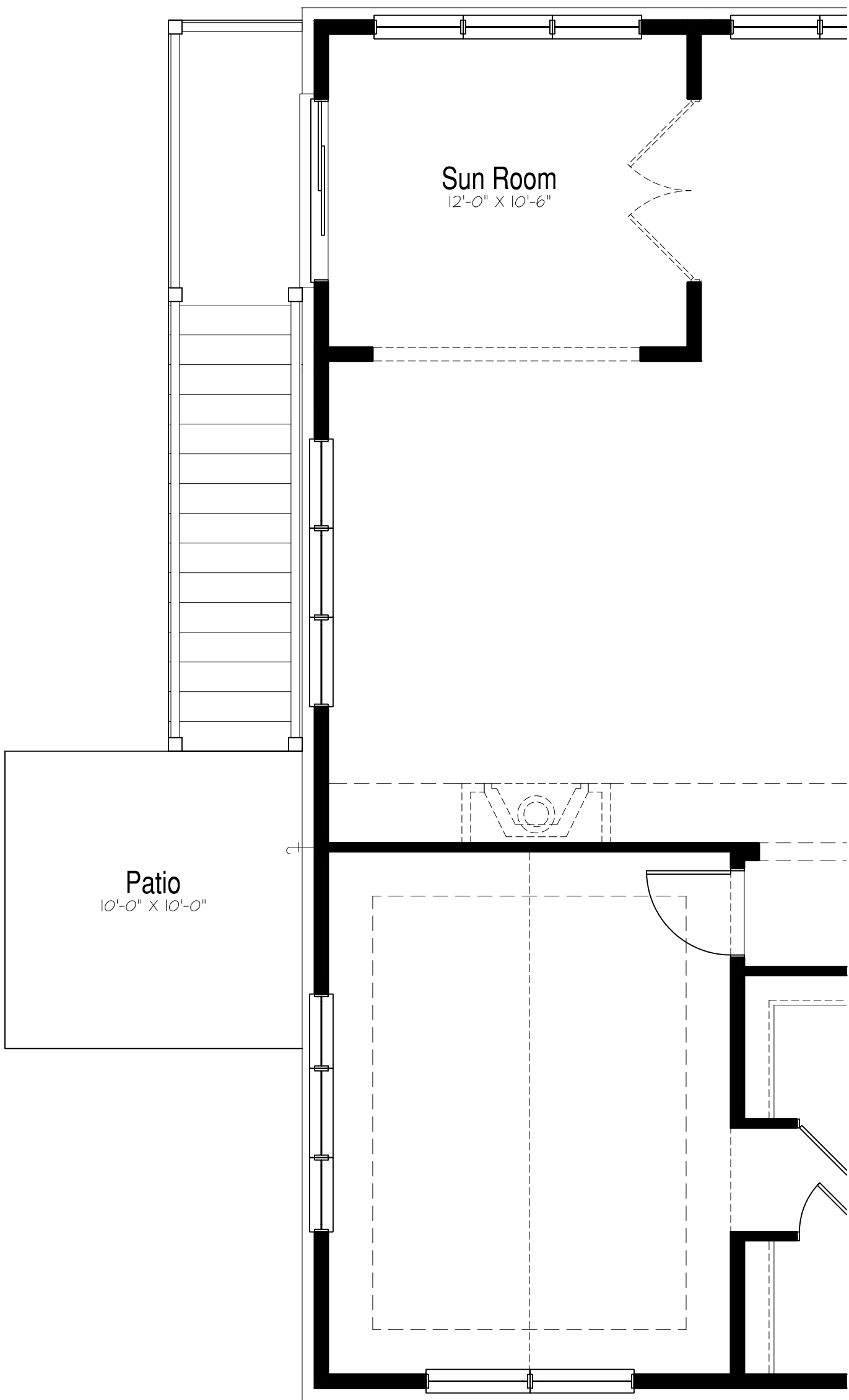
OPT WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



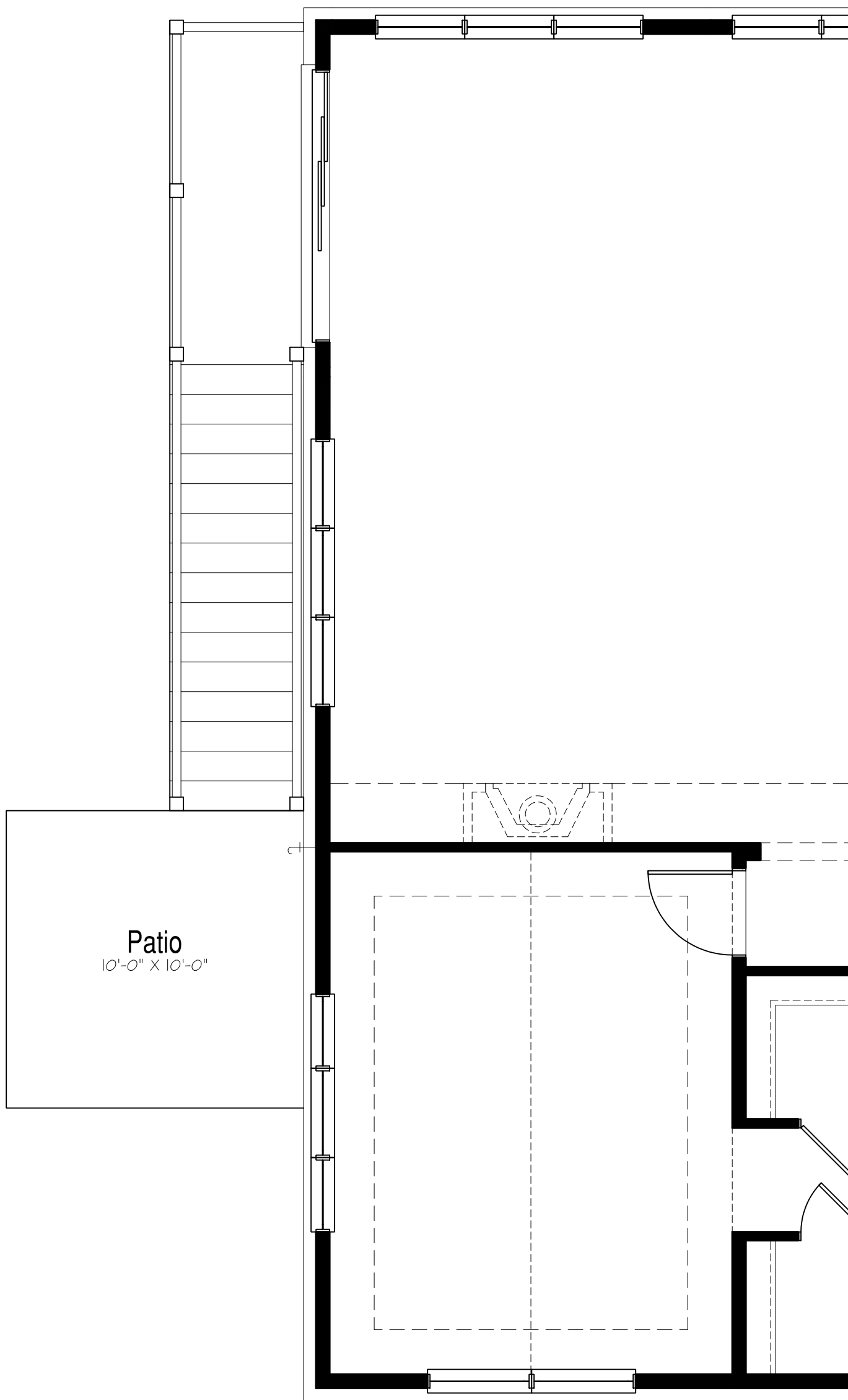
OPT SCREEN PORCH @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SUNROOM @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT EXTENDED LIVING @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"

Ridgefield: Floor Plans - Walkout Options

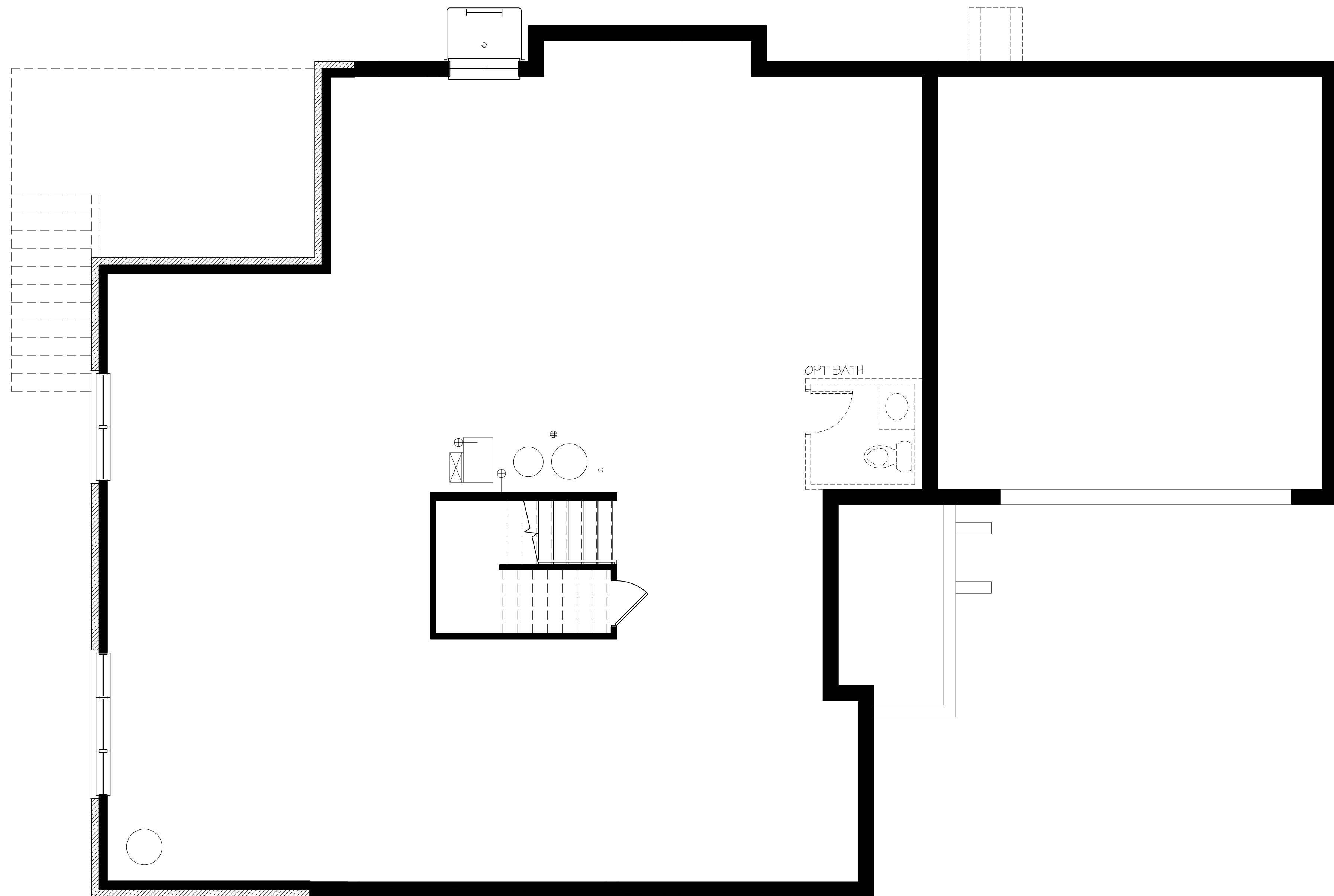
Hinsdale Meadows

Hinsdale, IL



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Cellar / Lookout Plan

SCALE: 1/4" = 1'-0"

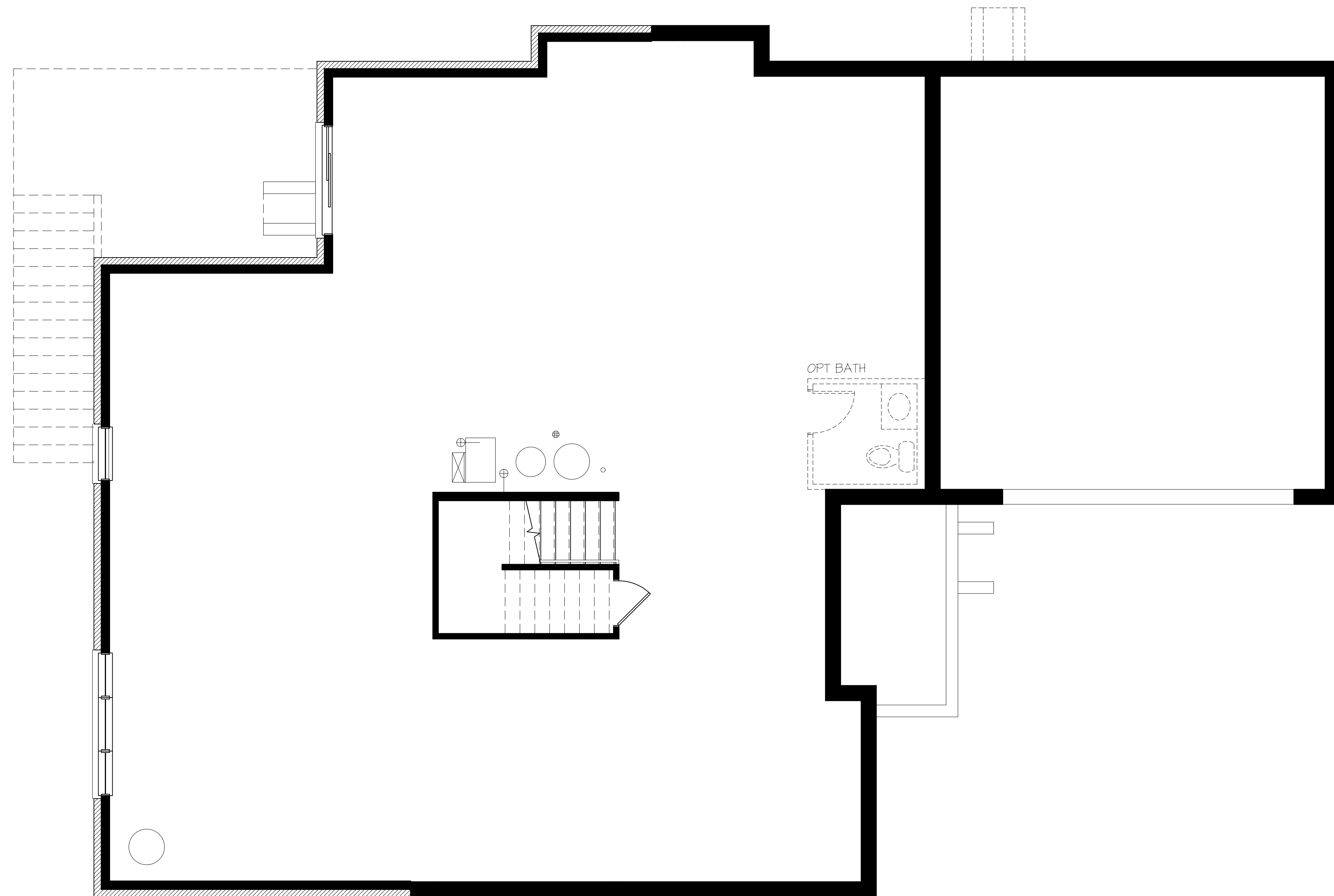
Ridgefield: Floor Plans

Hinsdale Meadows

Hinsdale, IL

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Basement / Walkout Plan

SCALE: 1/4" = 1'-0"

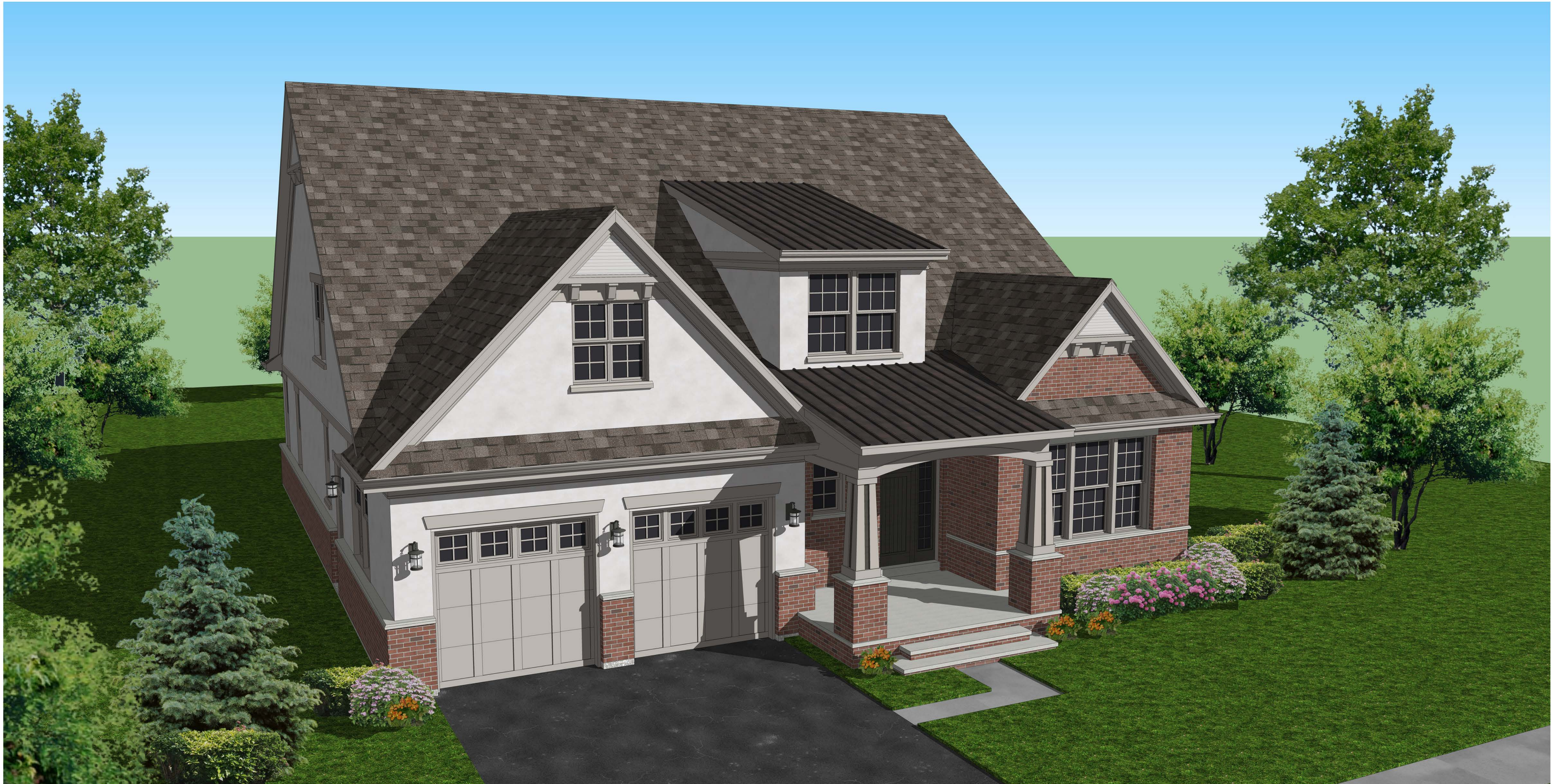
Ridgefield: Floor Plans

Hinsdale Meadows

Hinsdale, IL

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Torrington: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL

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Torrington: Character Elevations

Elevation Style - 2
Hinsdale Meadows
 Hinsdale, IL

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Torrington: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL





Torrington: Character Elevations

Elevation Style - 2
Hinsdale Meadows
Hinsdale, IL



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Elevation Style - 1

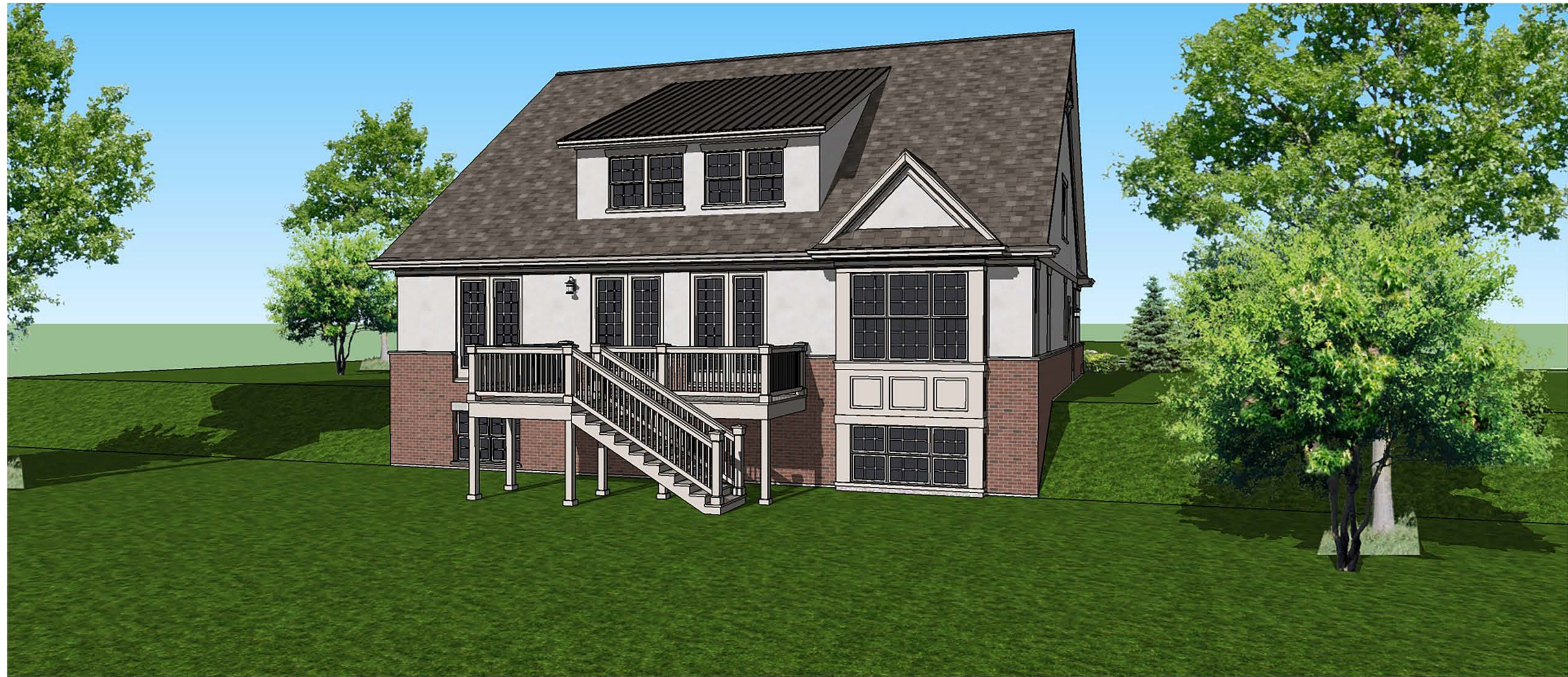


Elevation Style - 2

Torrington: Character Elevations

Optional Bonus Room
Hinsdale Meadows
 Hinsdale, IL





Lookout Condition



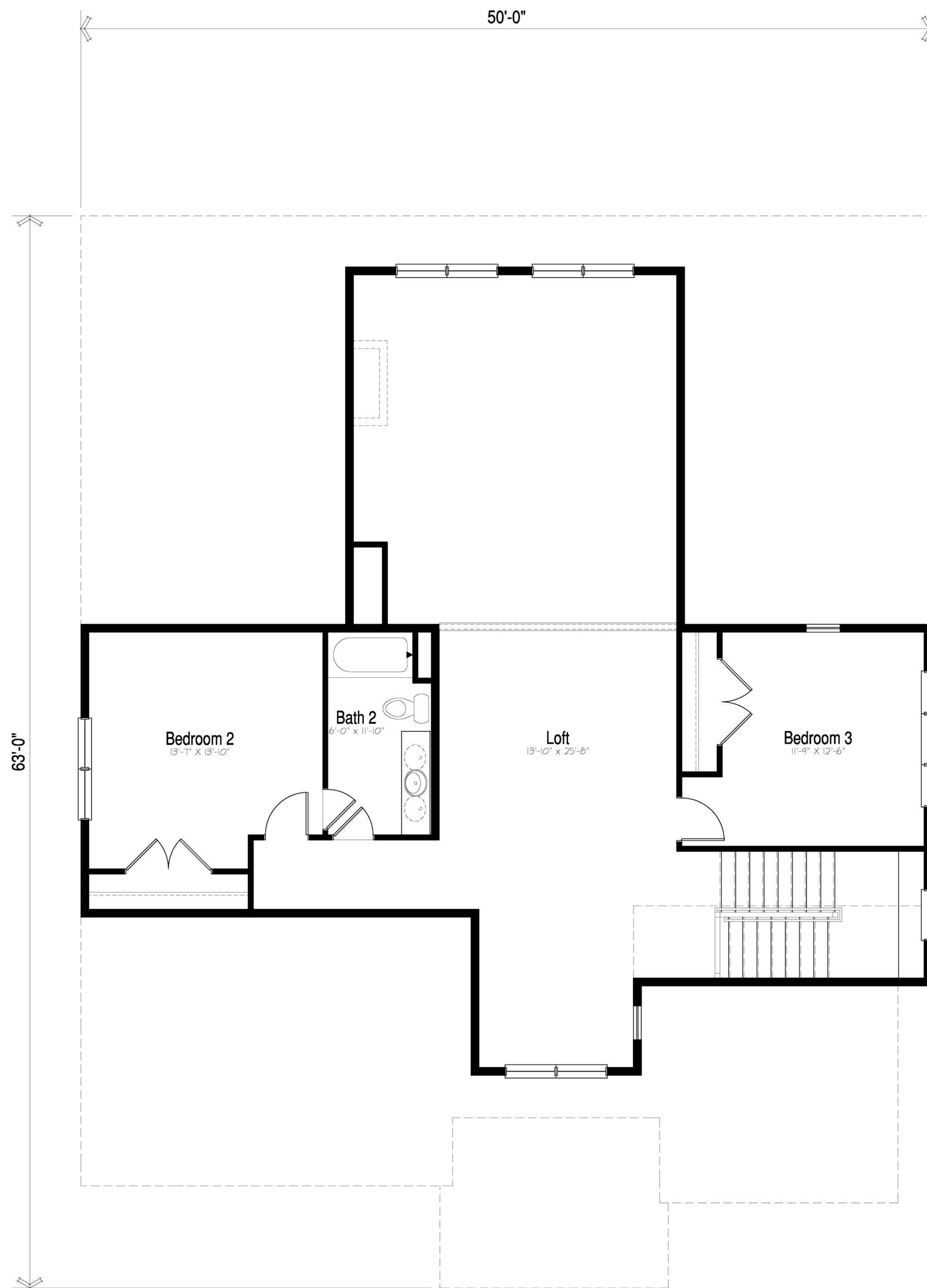
Walkout Condition

Torrington: Character Elevations

Lookout and Walkout Conditions Hinsdale Meadows

Hinsdale, IL





924 S.F.
Upper Floor Plan

SCALE: 3/16" = 1'-0" x1/2"=1



2294 S.F.
Main Floor Plan

SCALE: 3/16" = 1'-0" x1/2"=1

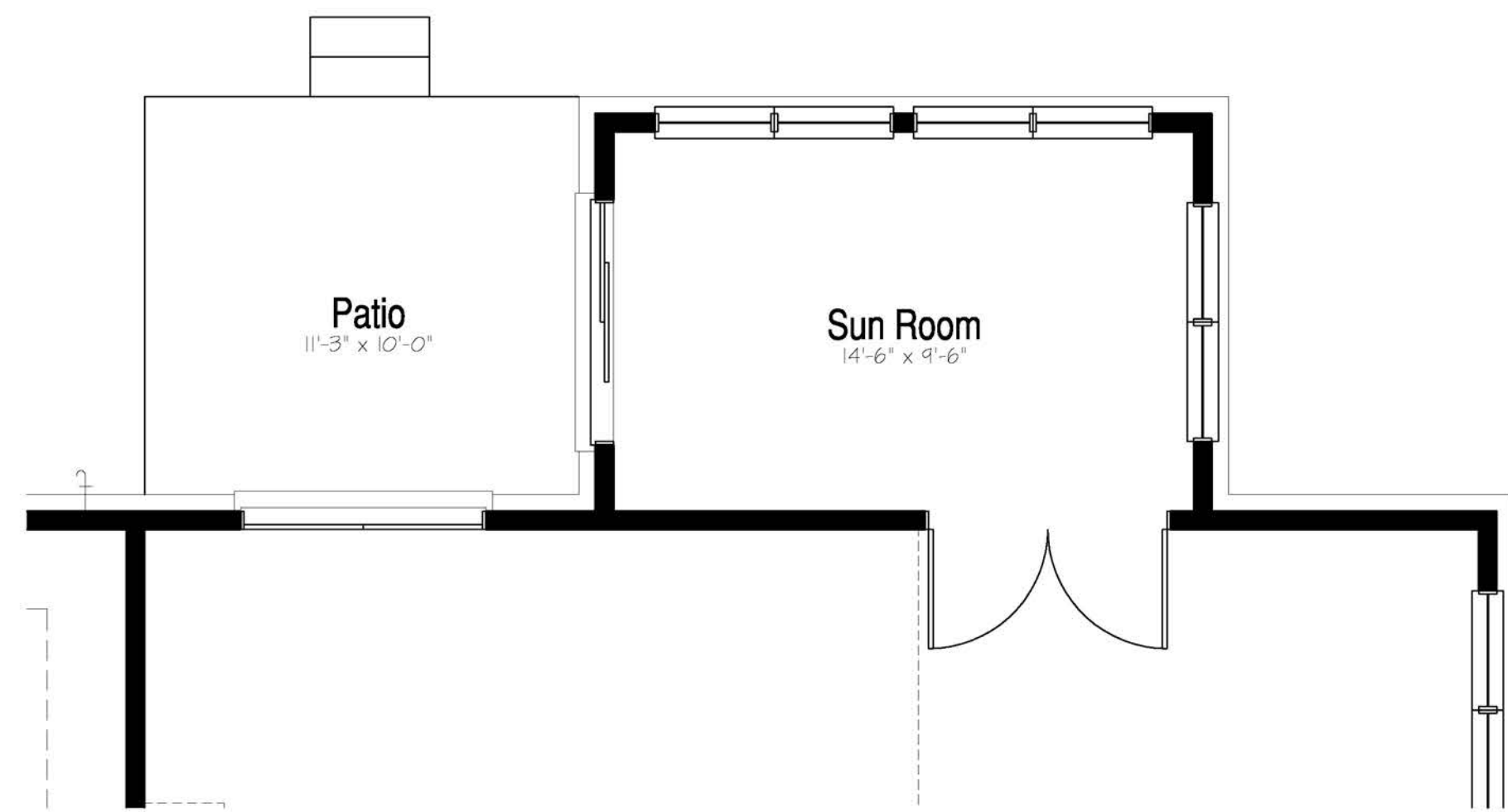
Torrington: Floor Plans

Hinsdale Meadows

Hinsdale, IL

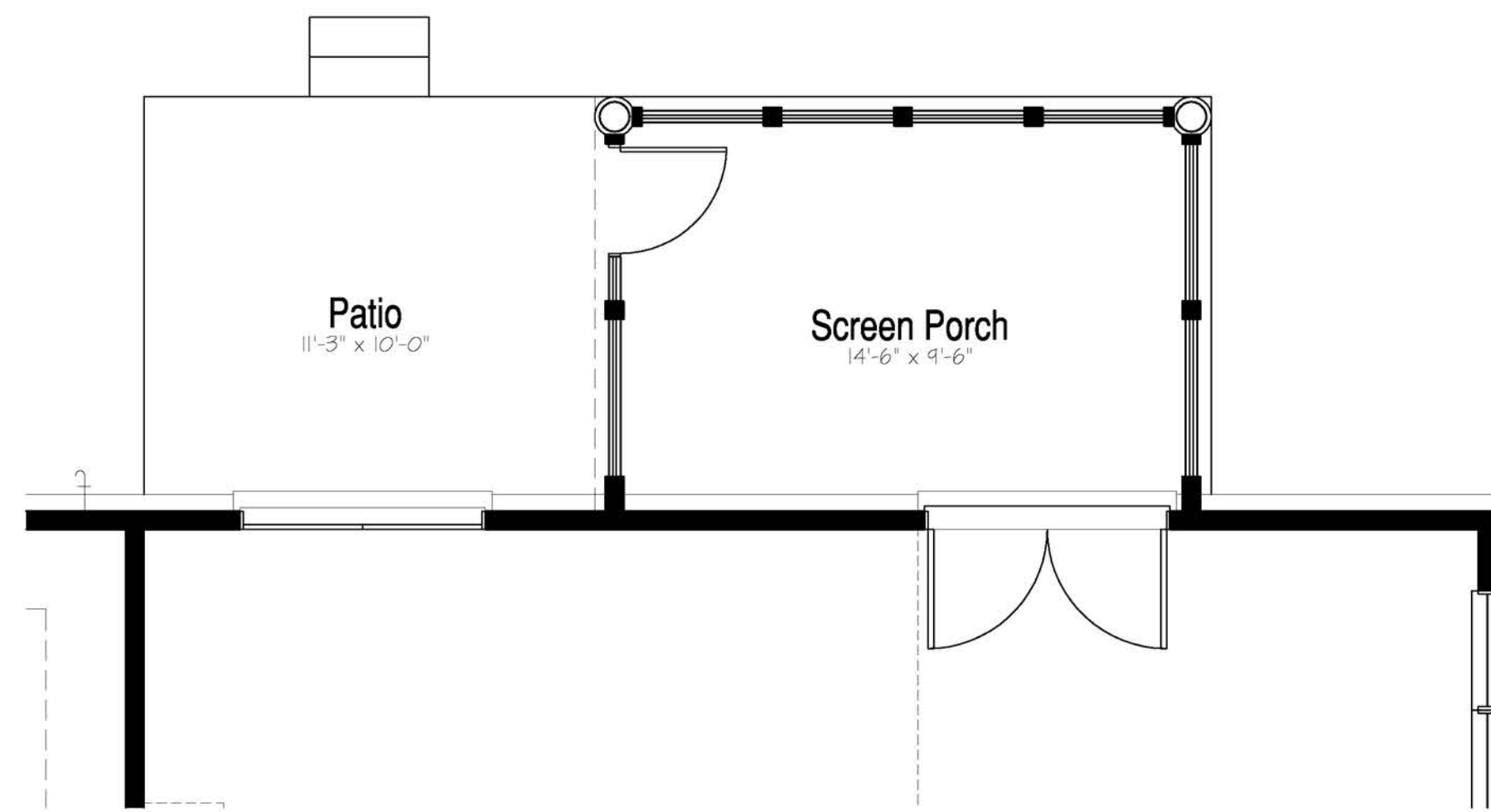
04-11-2017
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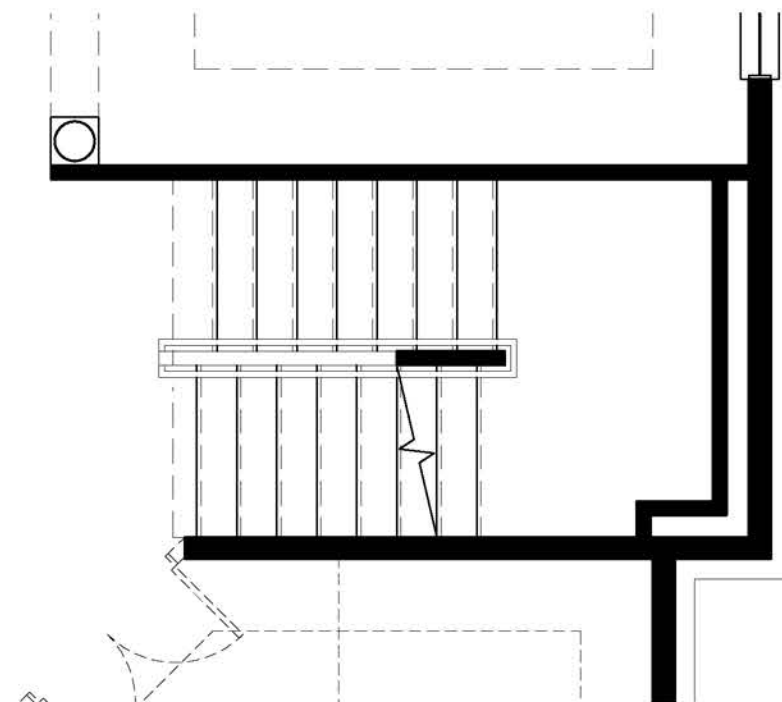
**OPT SUNROOM
Main Floor Plan**

SCALE: 3/16" = 1'-0"



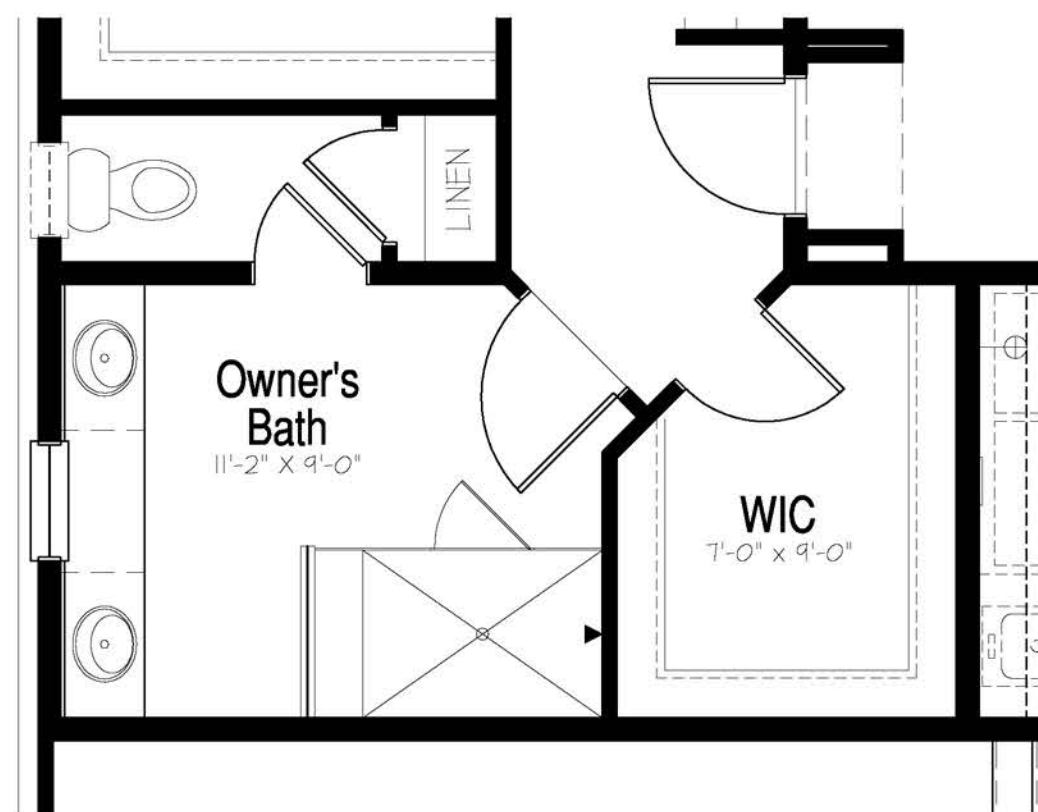
**OPT SCREEN PORCH
Main Floor Plan**

SCALE: 3/16" = 1'-0"



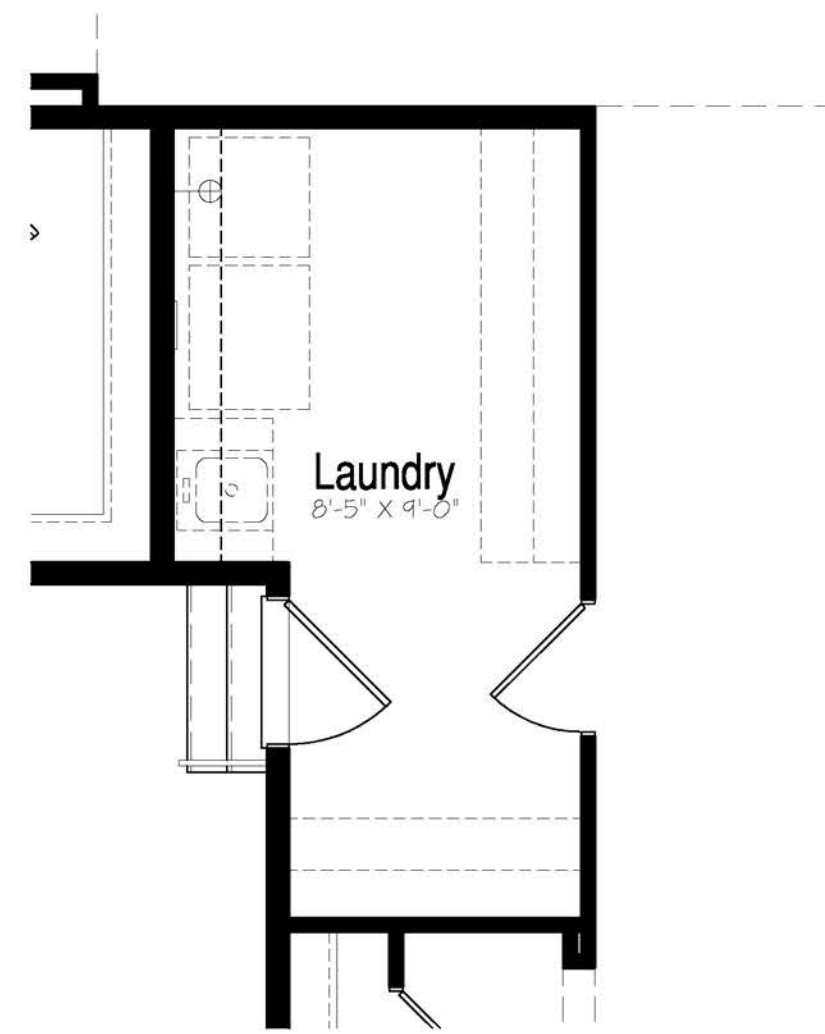
**OPT OPEN STAIR
Main Floor Plan**

SCALE: 3/16" = 1'-0"



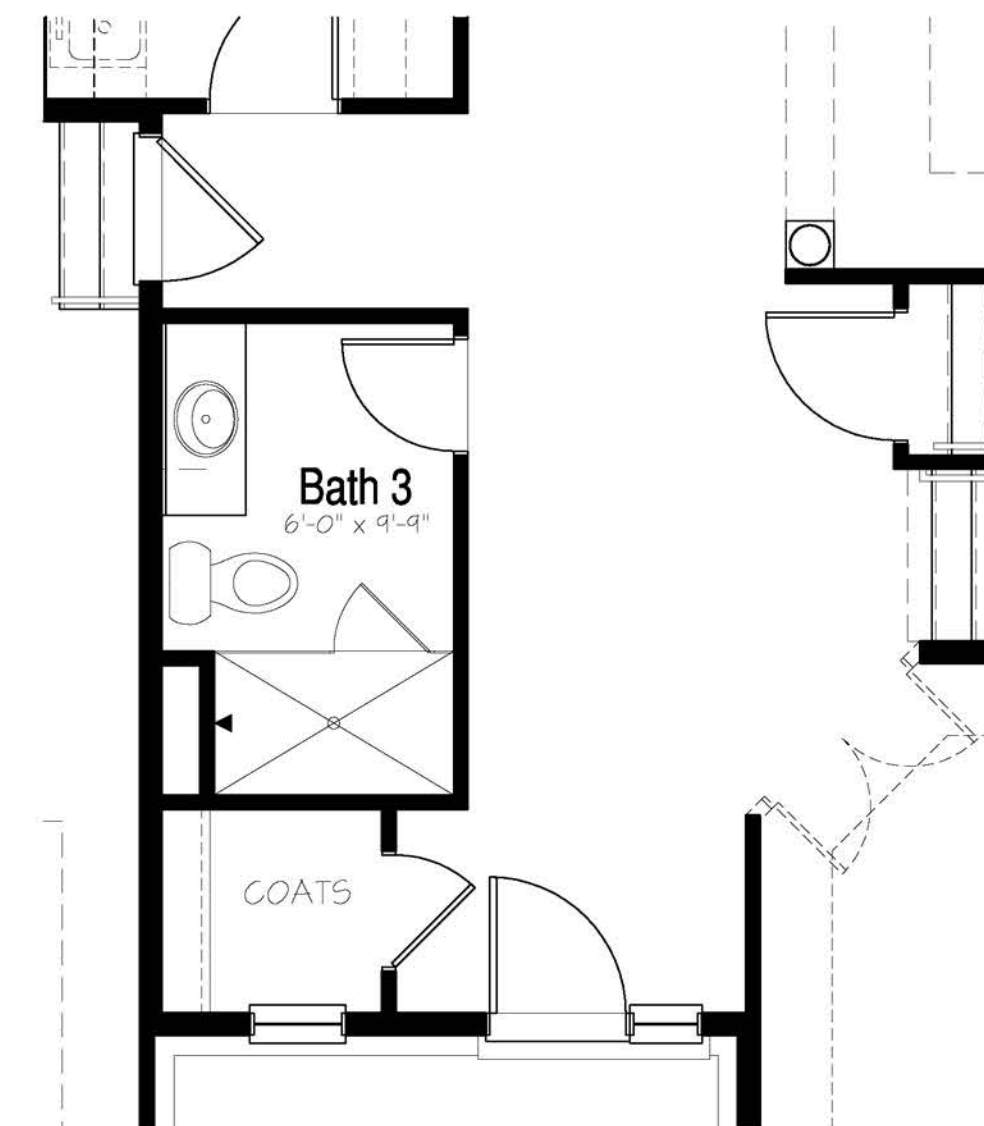
**OPT LUXURY OWNER'S BATH
Main Floor Plan**

SCALE: 3/16" = 1'-0"



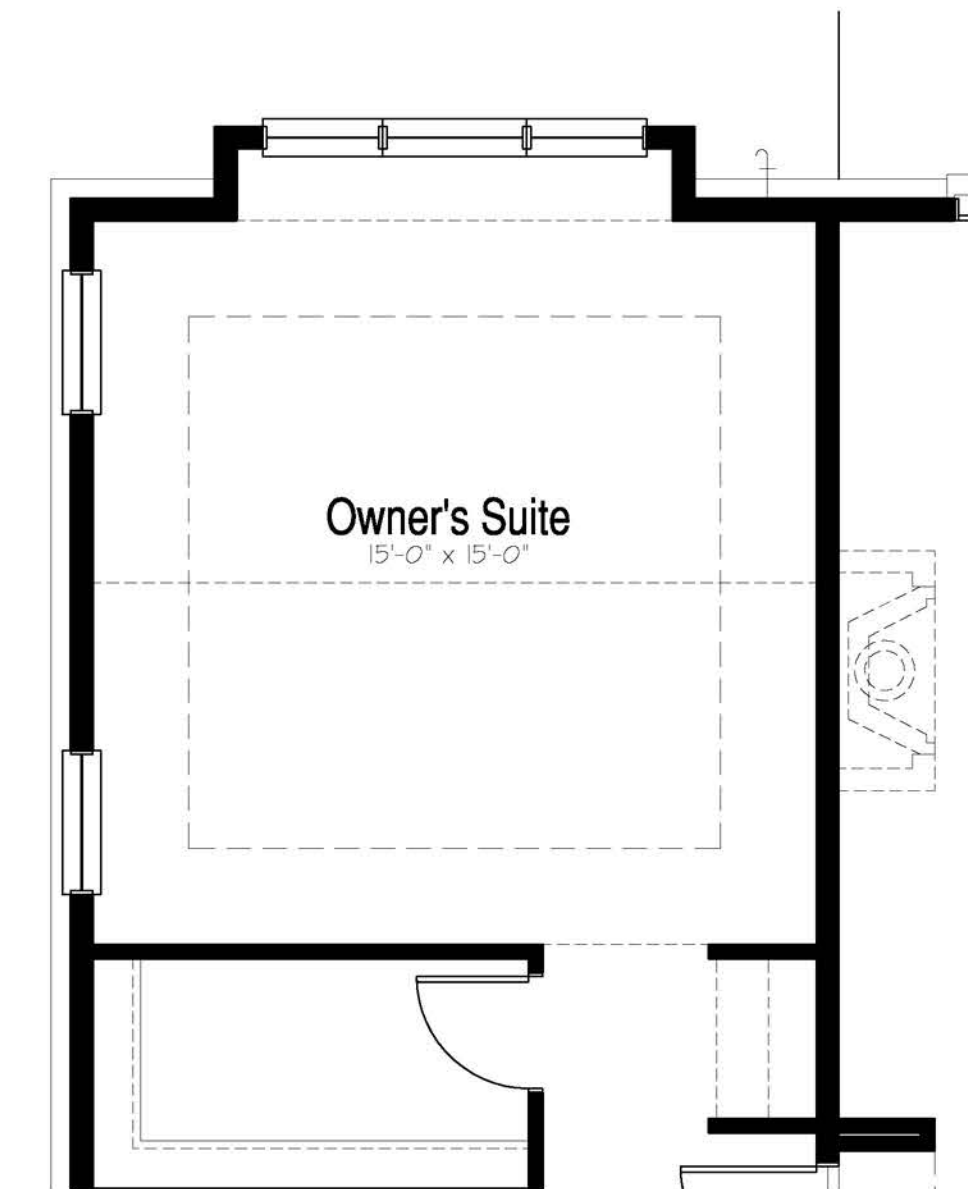
**OPT LUXURY LAUNDRY
Main Floor Plan**

SCALE: 3/16" = 1'-0"



**OPT BATH 3
Main Floor Plan**

SCALE: 3/16" = 1'-0"



**OPT OWNER'S BAY
Main Floor Plan**

SCALE: 3/16" = 1'-0"

Torrington: Floor Plans - Main Floor Options

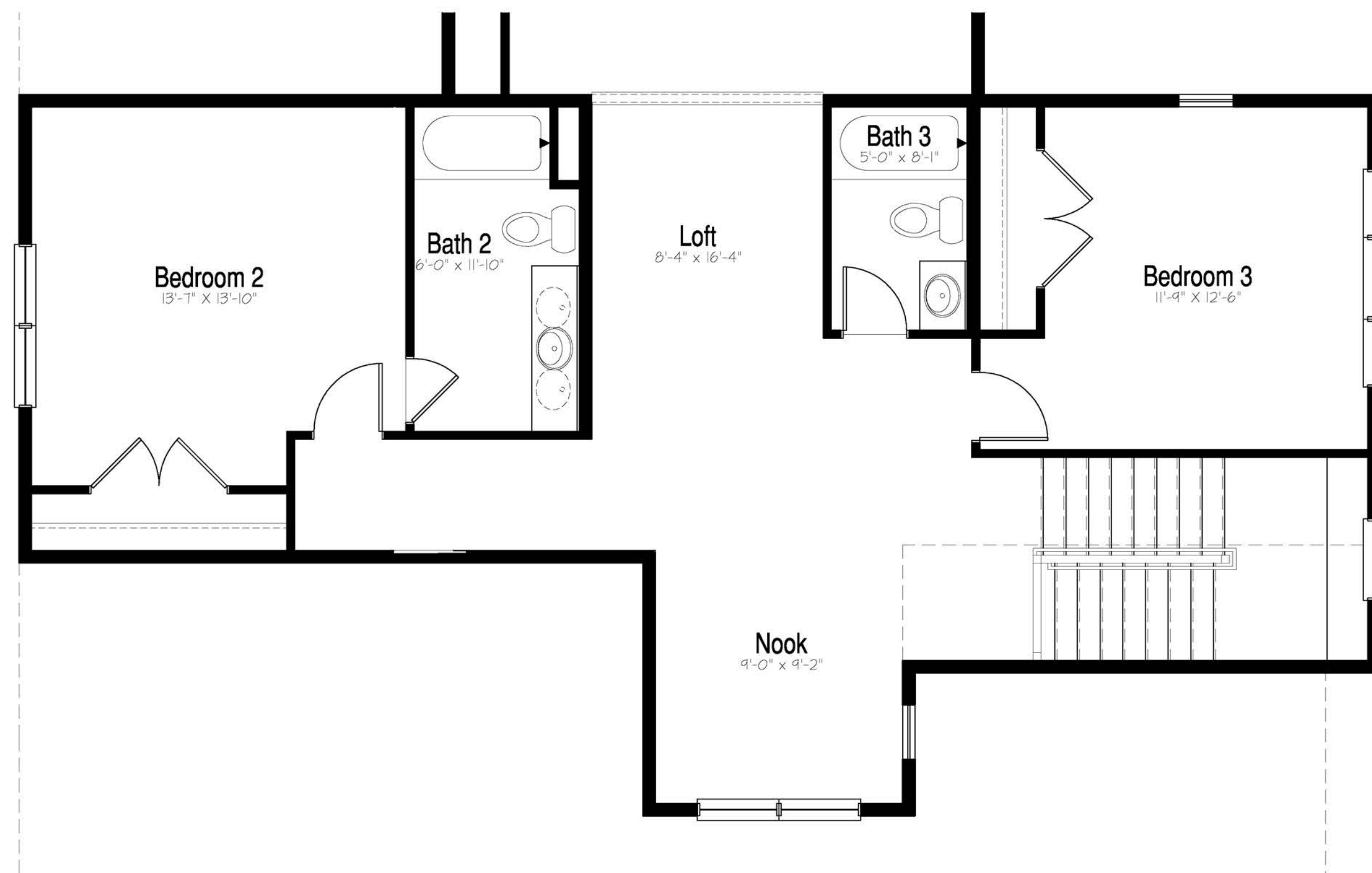
Hinsdale Meadows

Hinsdale, IL

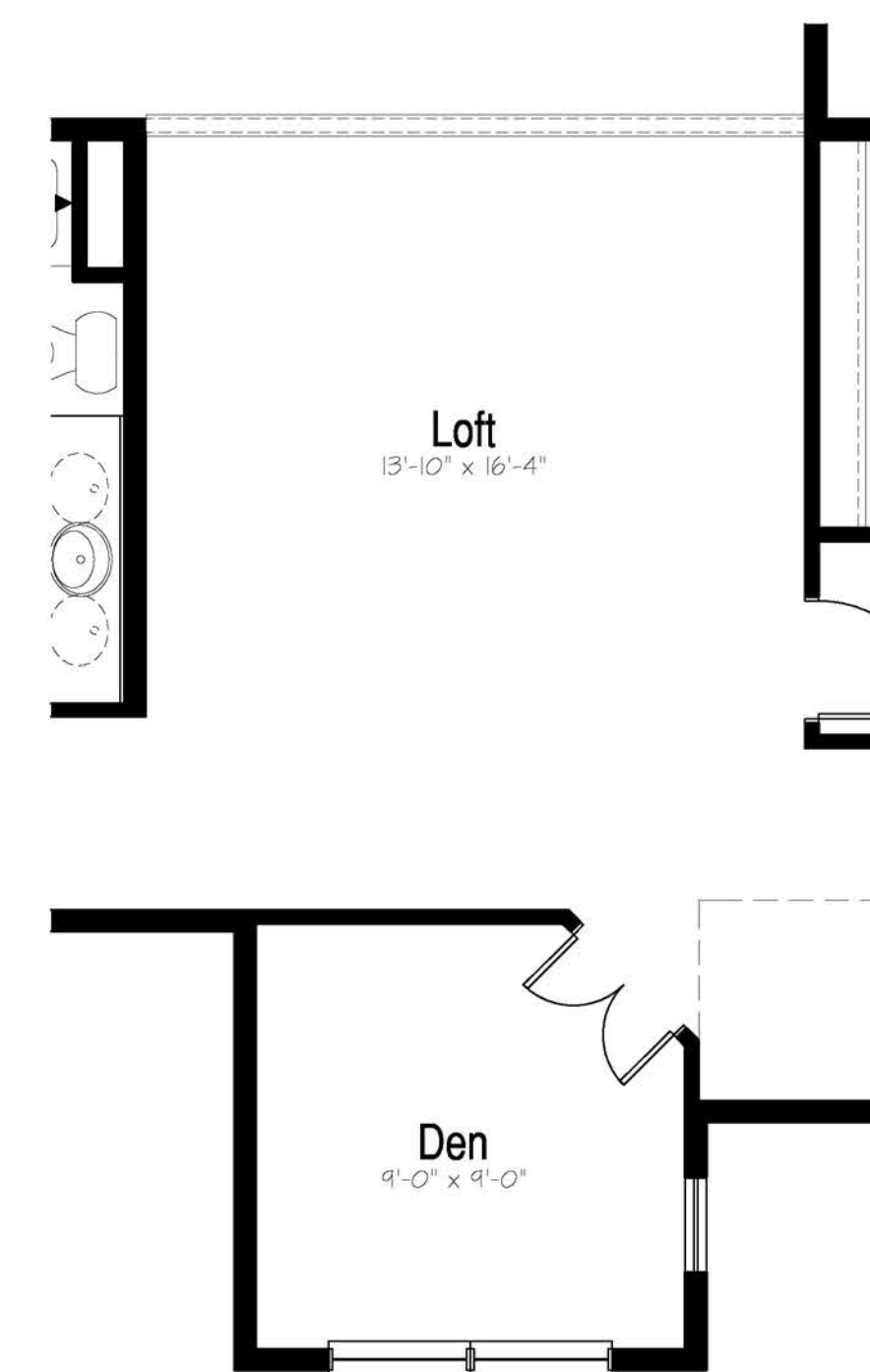
04-11-2017

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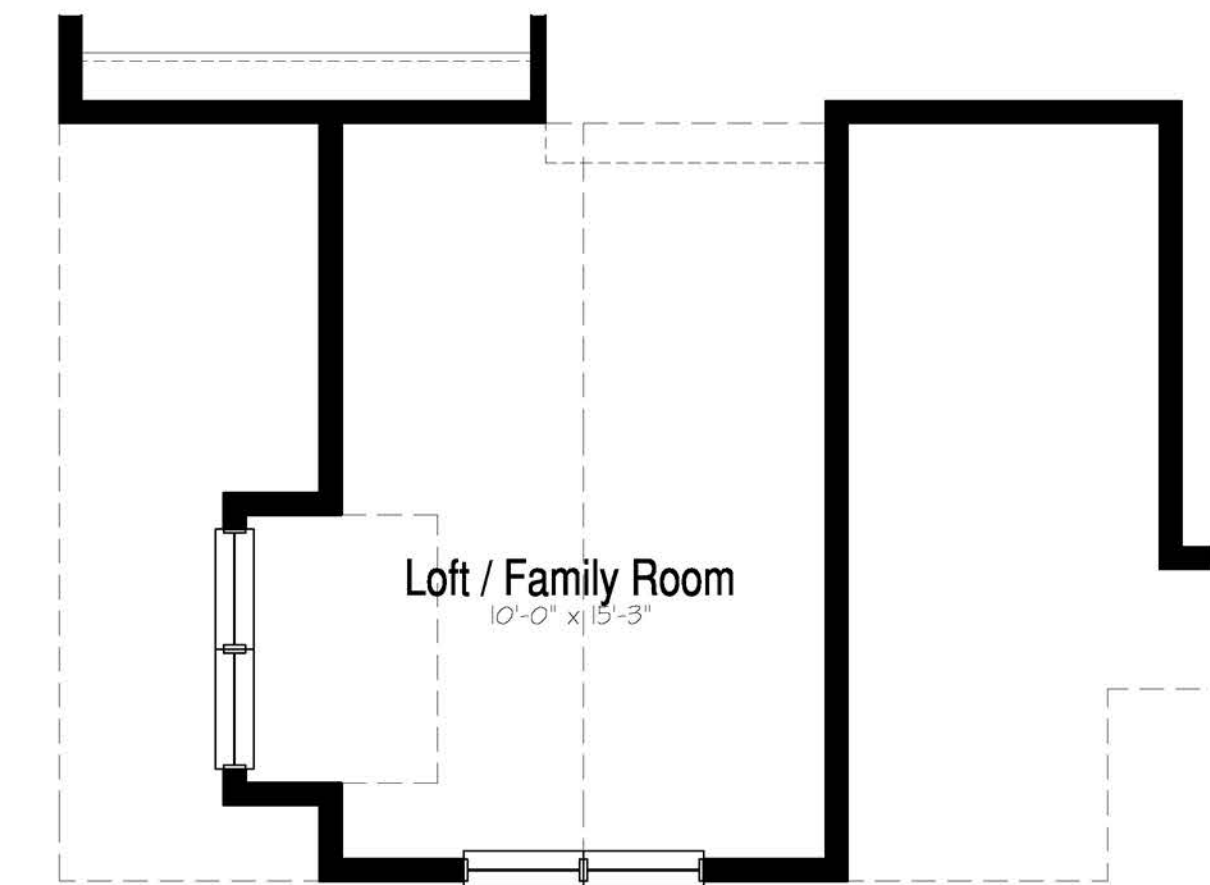




OPT BATH 3
Upper Floor Plan
SCALE: 3/16" = 1'-0"



OPT DEN
Upper Floor Plan
SCALE: 3/16" = 1'-0"



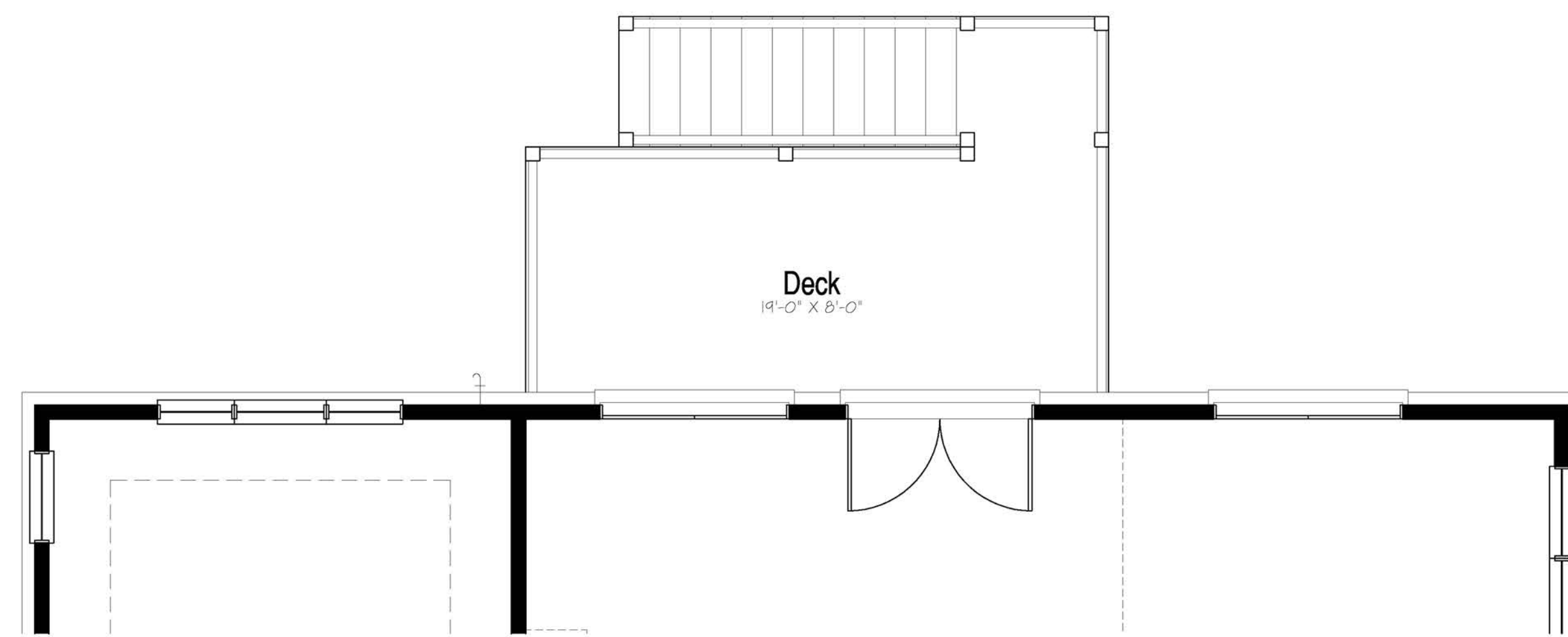
OPT LOFT / FAMILY ROOM
Upper Floor Plan
SCALE: 3/16" = 1'-0"

Torrington: Floor Plans - Upper Floor Options

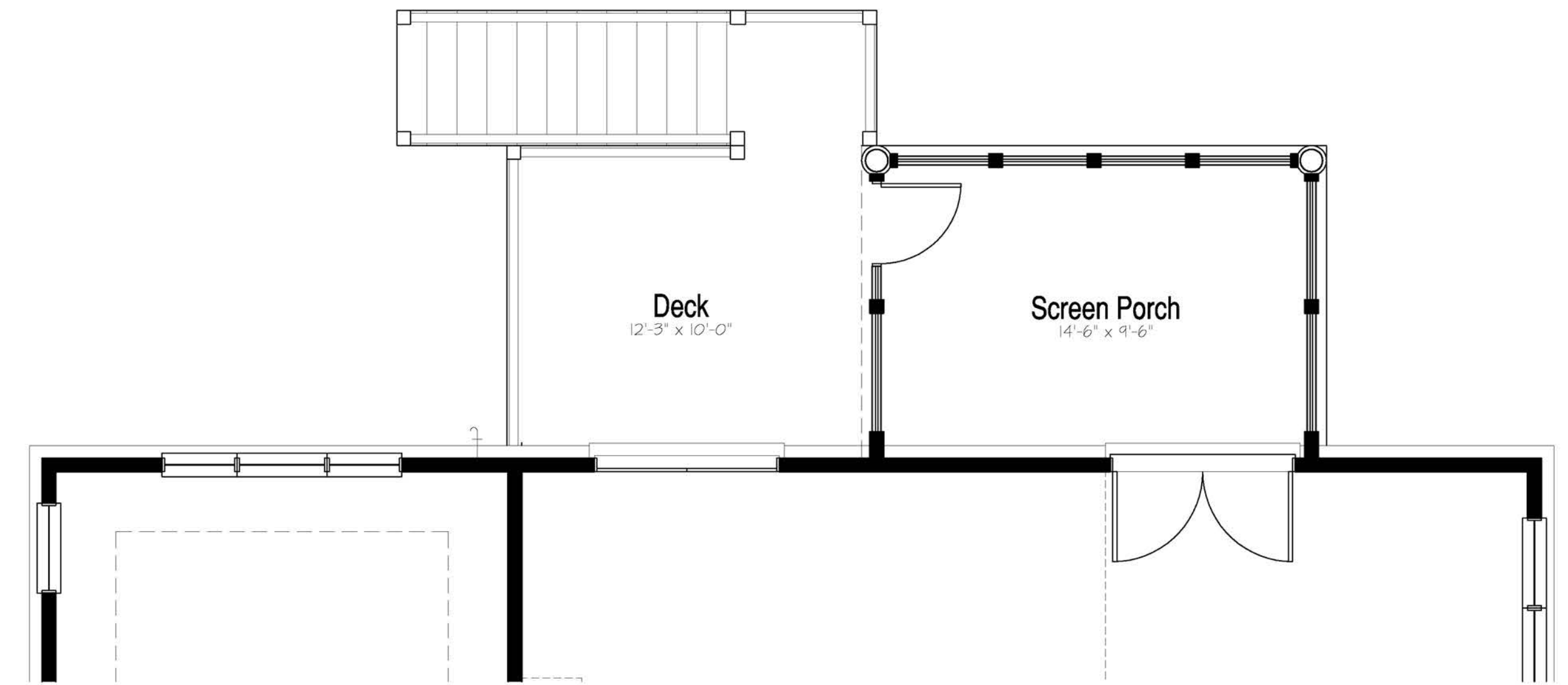
Hinsdale Meadows
Hinsdale, IL

04-11-2017
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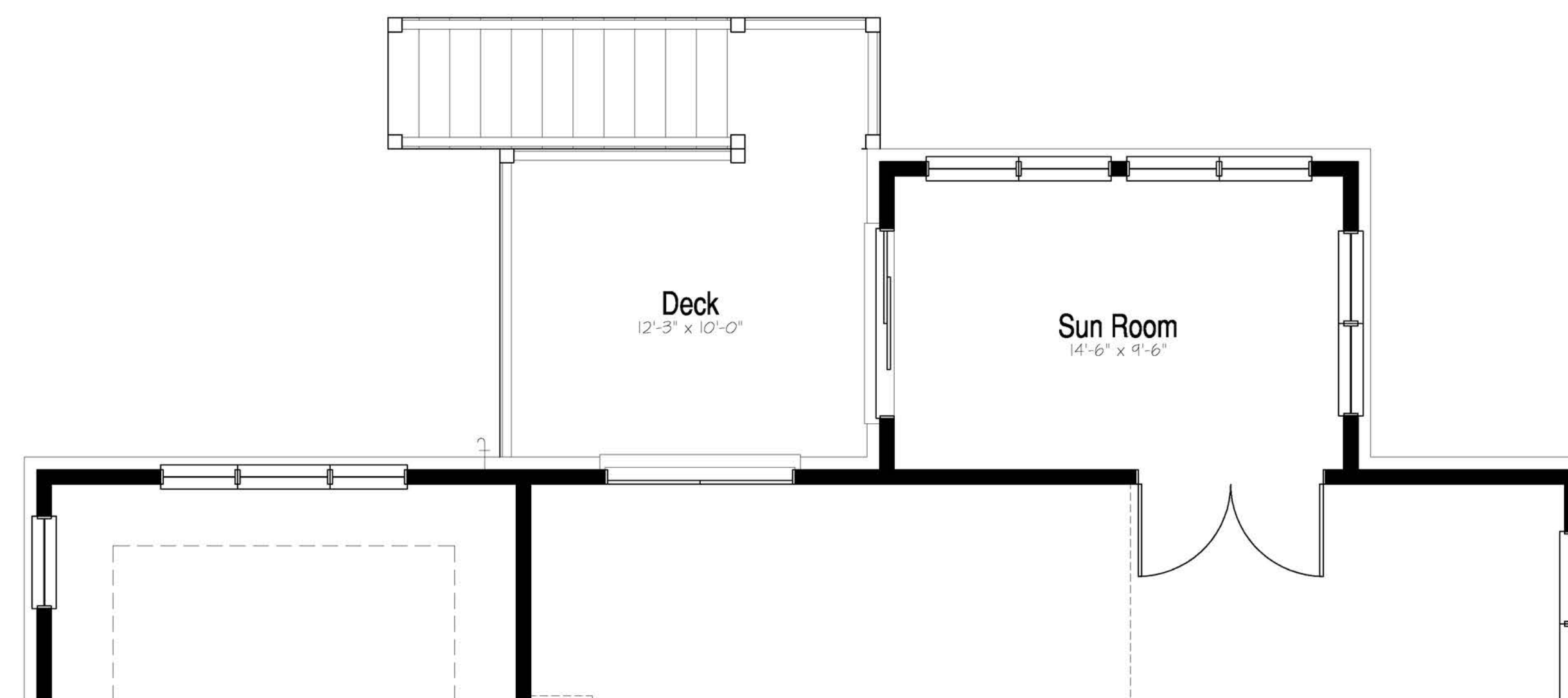




OPT LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"



OPT SCREEN PORCH @ LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"



OPT SUNROOM @ LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

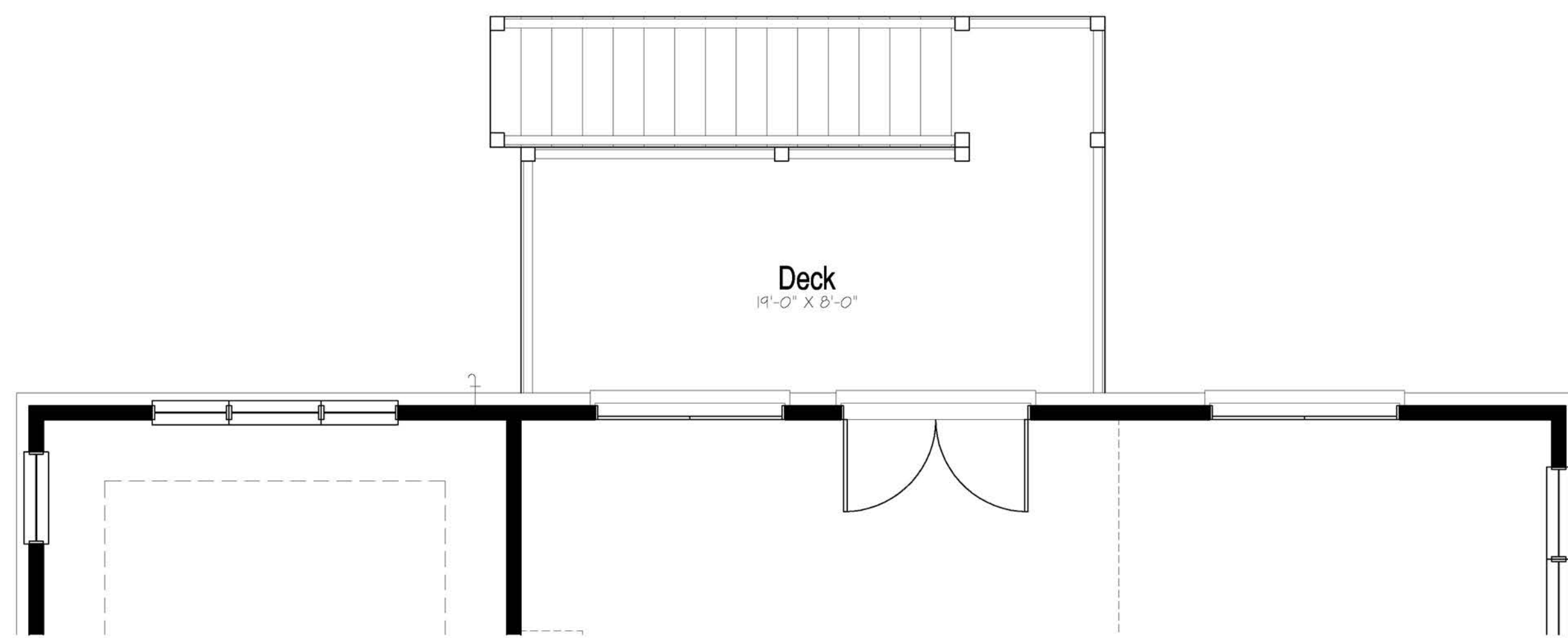
Torrington: Floor Plans - Lookout Options

Hinsdale Meadows

Hinsdale, IL

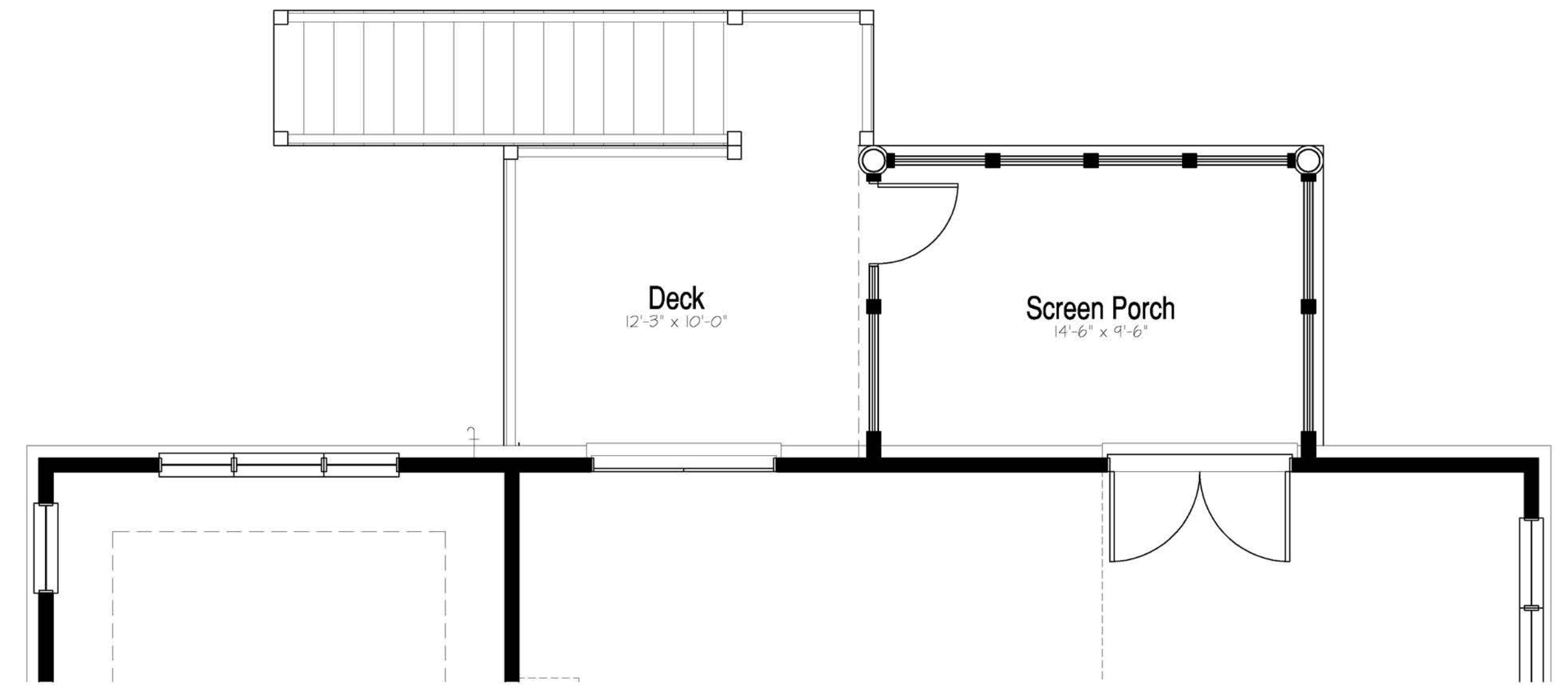
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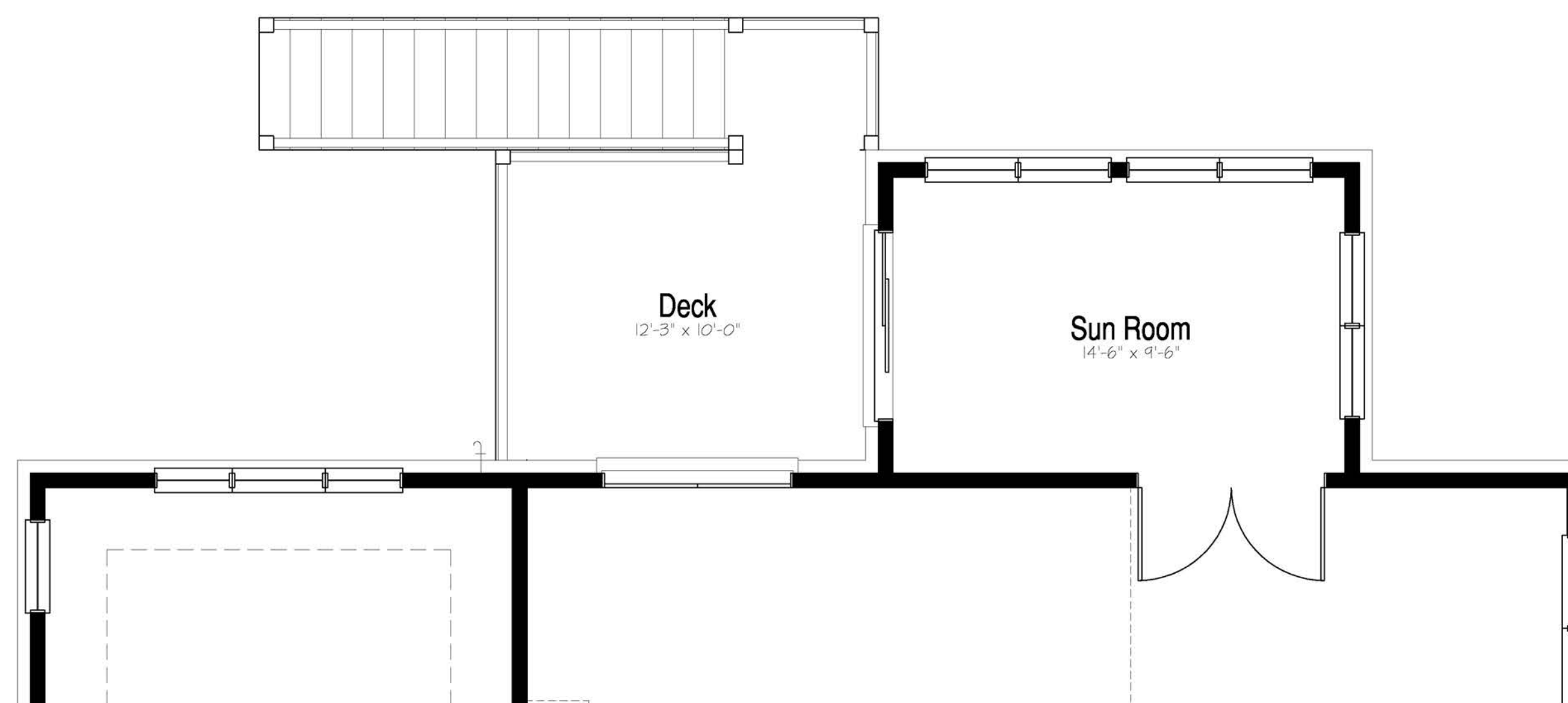
OPT WALKOUT
Main Floor Plan

SCALE: 3/16" = 1'-0"



OPT SCREEN PORCH @ WALKOUT
Main Floor Plan

SCALE: 3/16" = 1'-0"



OPT SUNROOM @ WALKOUT
Main Floor Plan

SCALE: 3/16" = 1'-0"

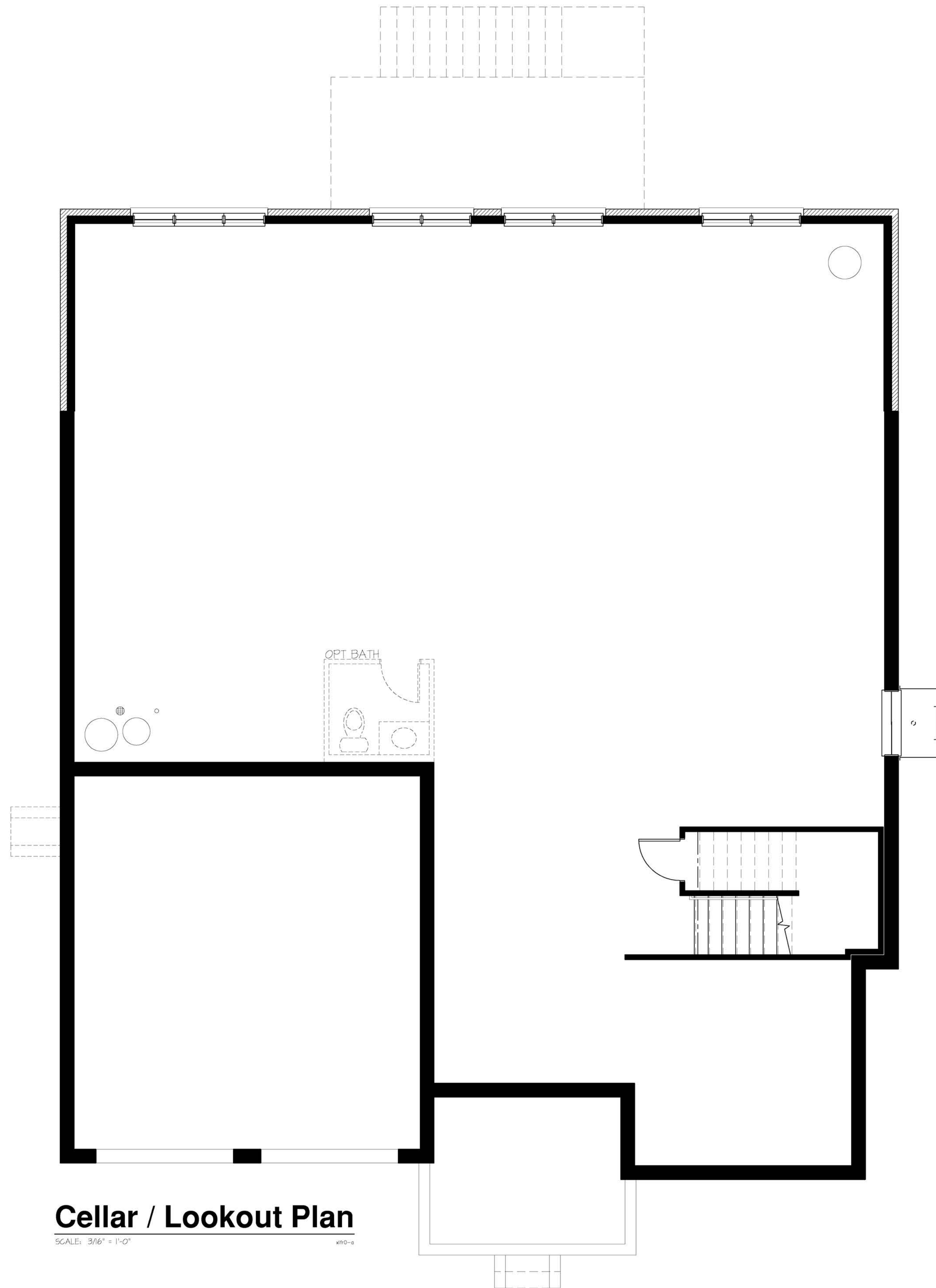
Torrington: Floor Plans - Walkout Options

Hinsdale Meadows

Hinsdale, IL



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Cellar / Lookout Plan

SCALE: 3/16" = 1'-0" X1/10=0

Torrington: Floor Plans

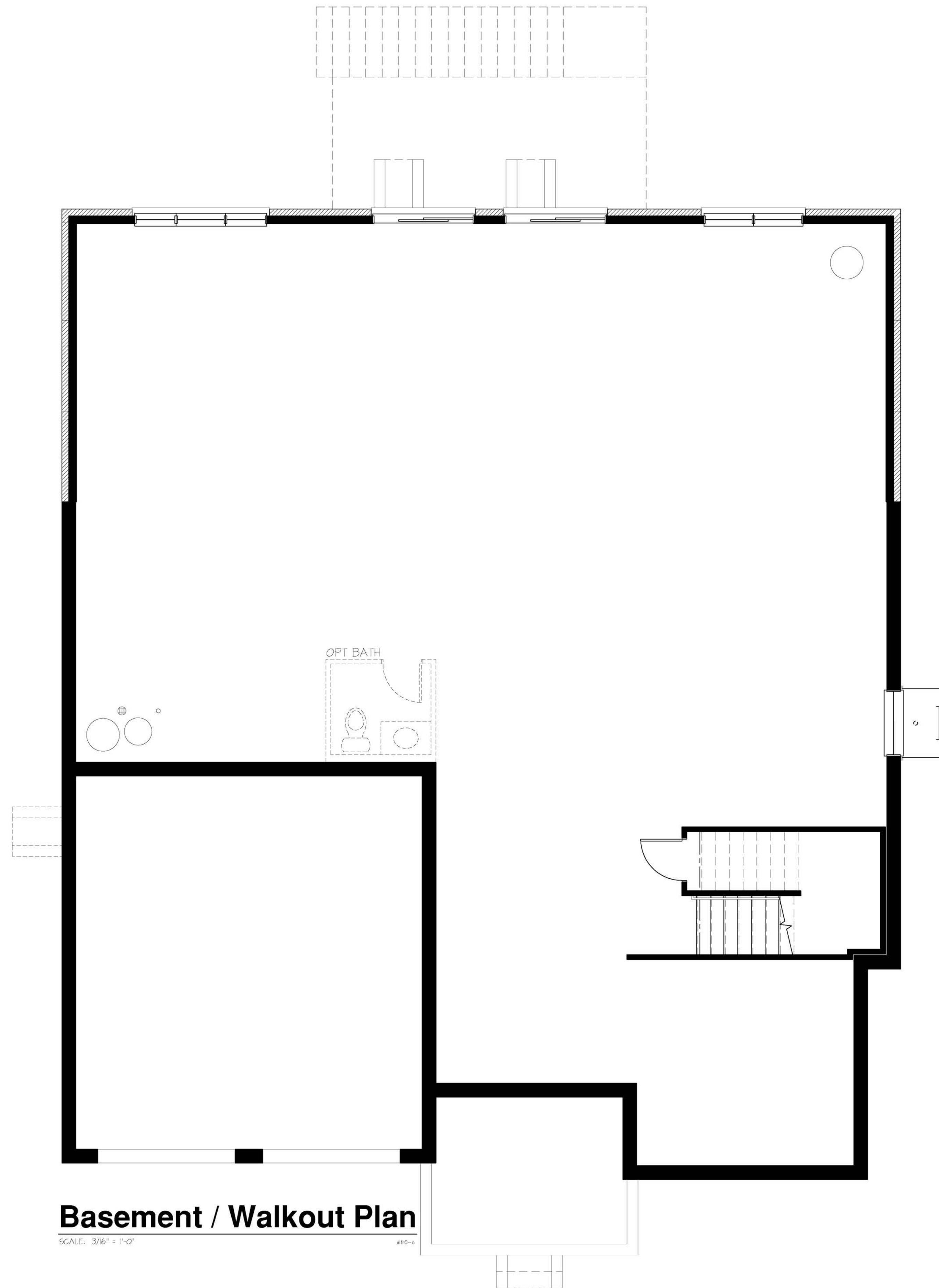
Hinsdale Meadows

Hinsdale, IL



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Basement / Walkout Plan

SCALE: 3/16" = 1'-0"

Torrington: Floor Plans

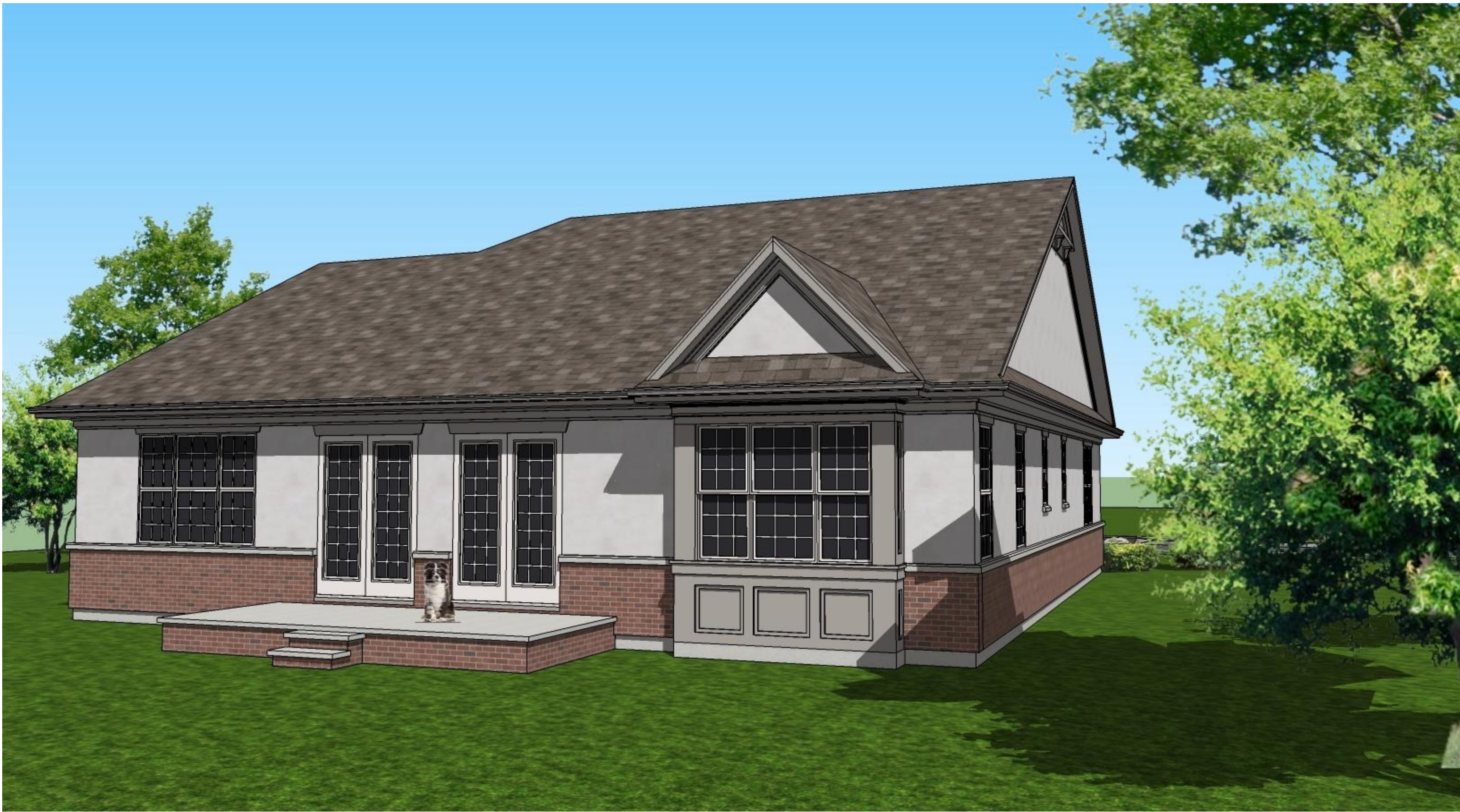
Hinsdale Meadows

Hinsdale, IL

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Rear Elevation



Right Elevation



Left Elevation



Front Elevation

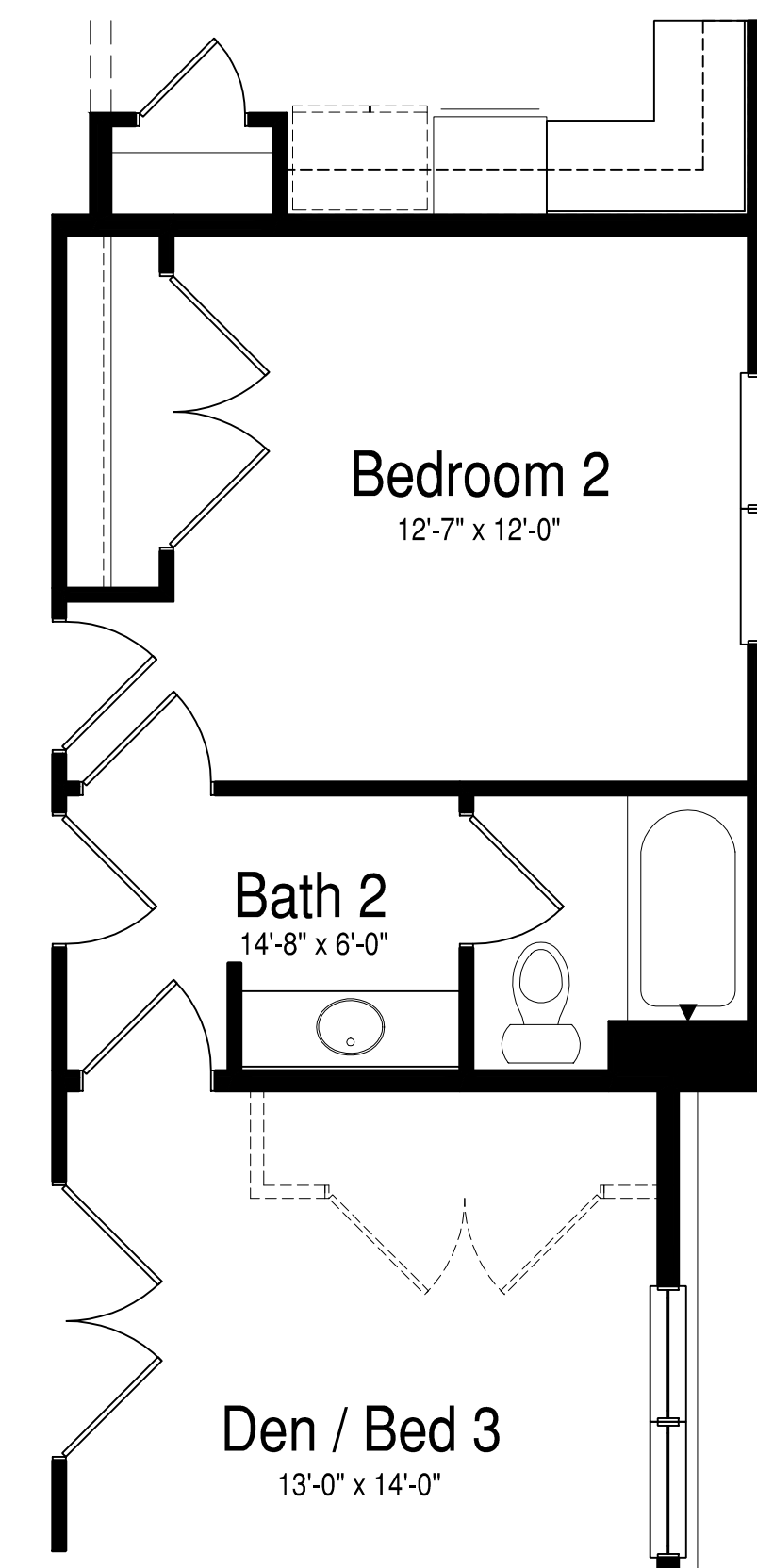
Ranch: Character Elevations

Hinsdale Meadows

Hinsdale, IL



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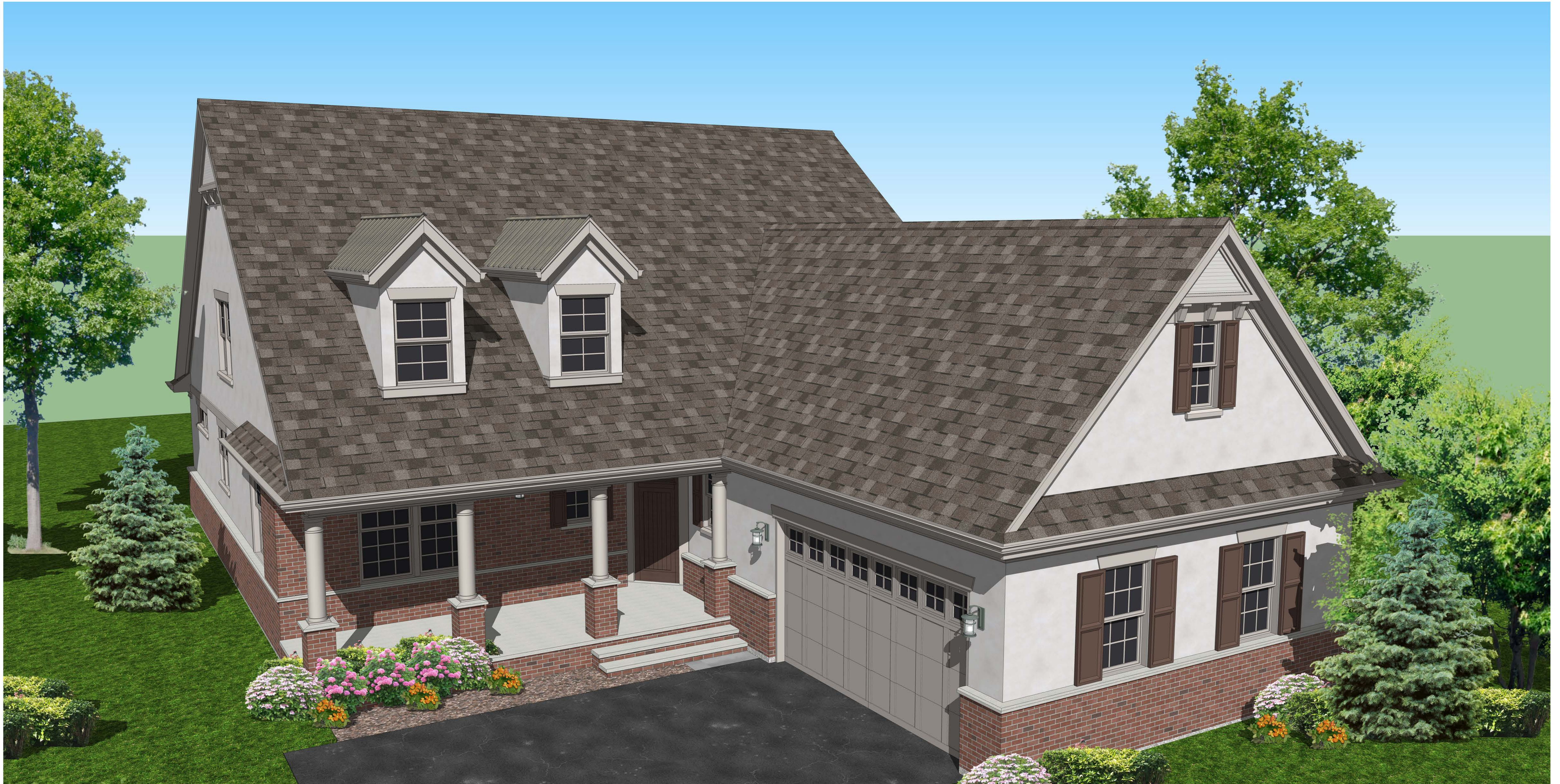
Torrington - Ranch: Floor Plan - 2309 S.F.

Hinsdale Meadows

Hinsdale, IL



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Woodbridge: Character Elevations

Elevation Style - 1
Hinsdale Meadows
 Hinsdale, IL

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Woodbridge: Character Elevations

Elevation Style - 2
Hinsdale Meadows
 Hinsdale, IL

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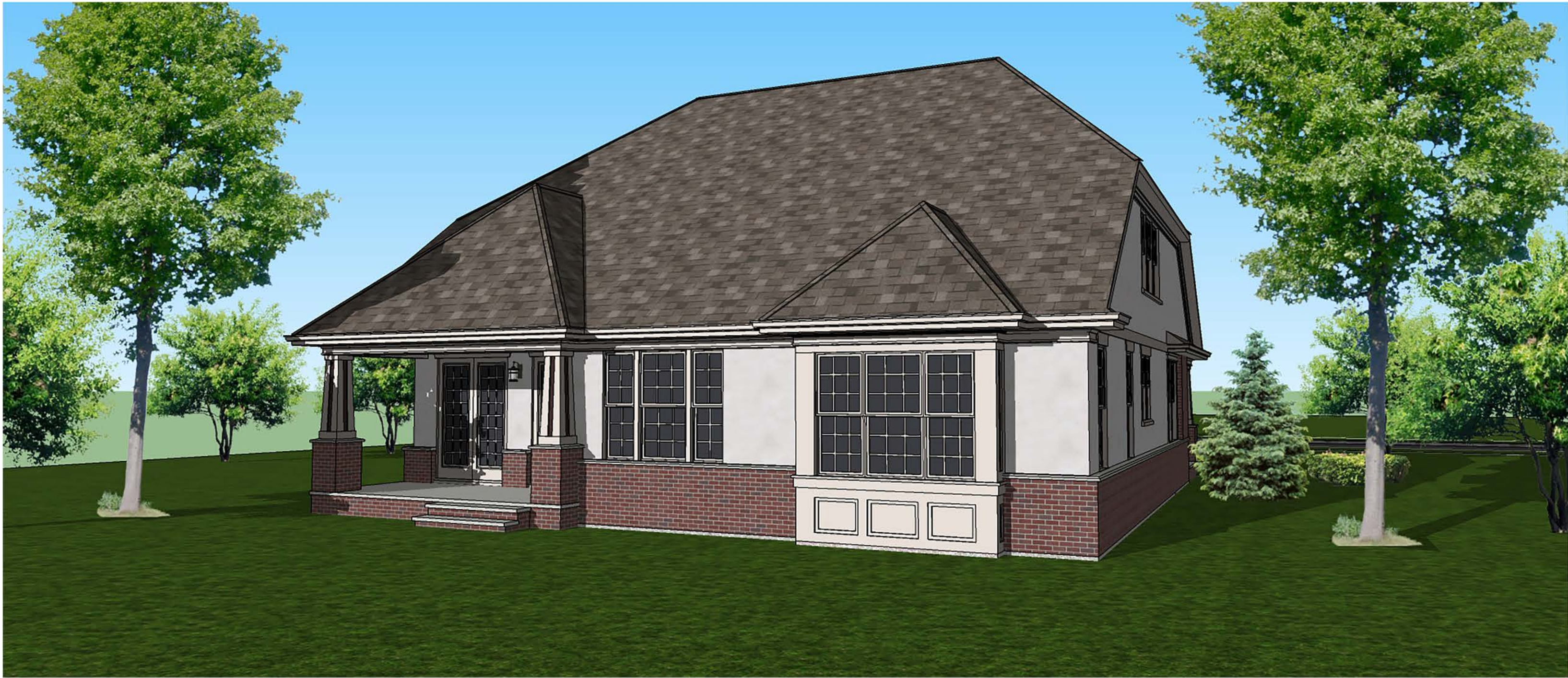


Woodbridge: Character Elevations

Elevation Style - 1
Hinsdale Meadows
Hinsdale, IL



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Woodbridge: Character Elevations

Elevation Style - 2
Hinsdale Meadows
Hinsdale, IL



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Elevation Style - 1

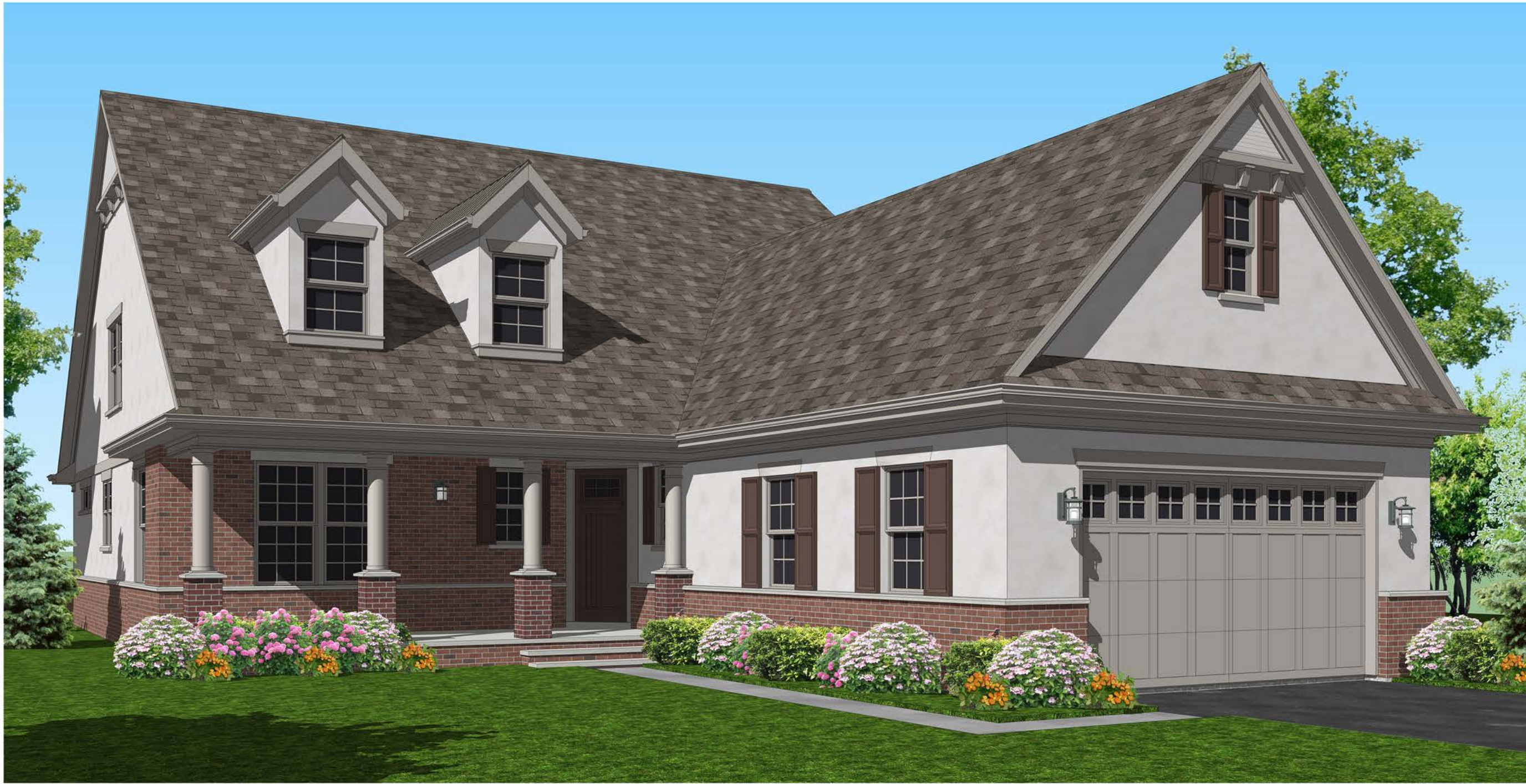


Elevation Style - 2

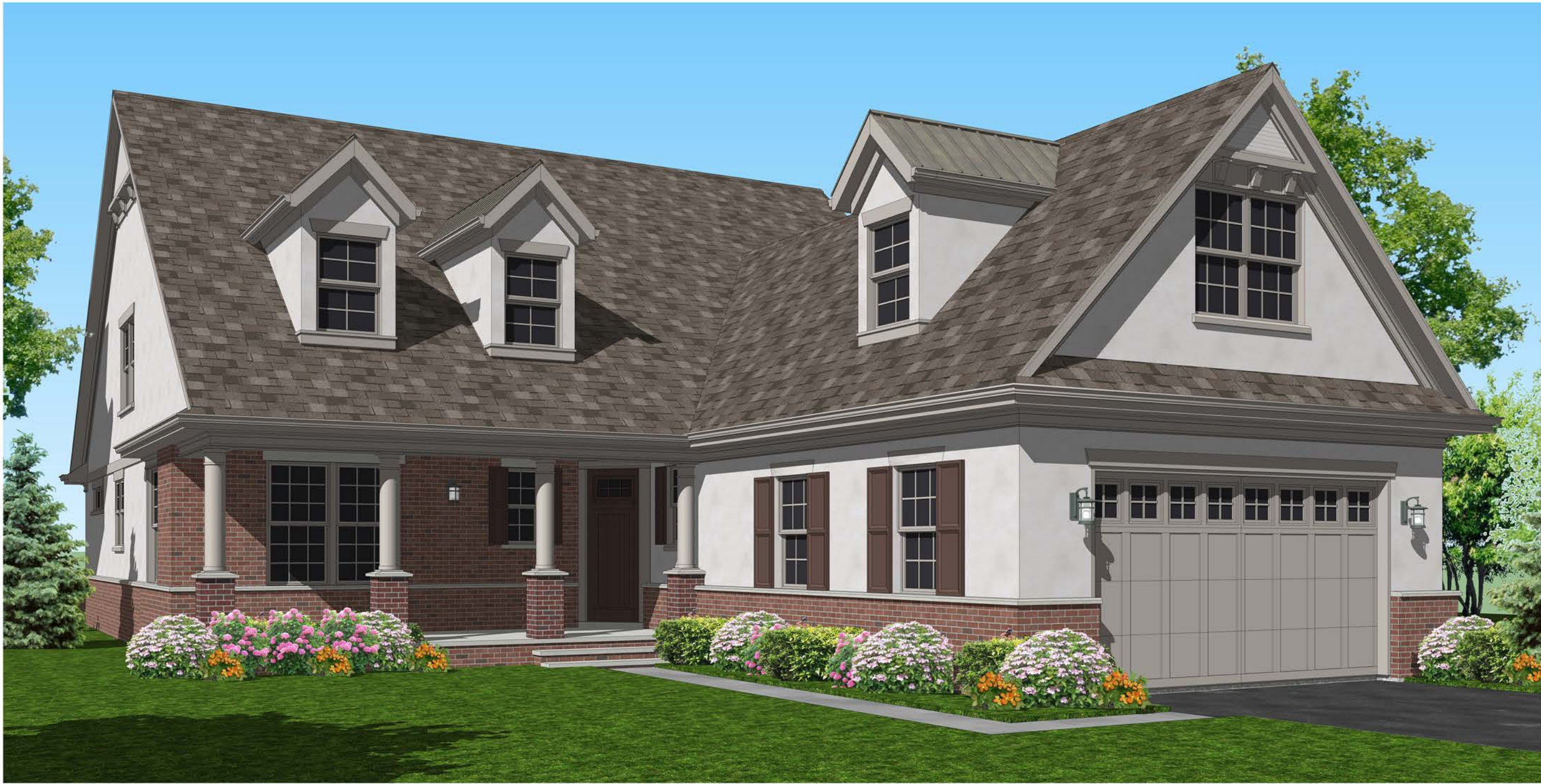
Woodbridge: Character Elevations

Optional Bonus Room
Hinsdale Meadows
Hinsdale, IL





Elevation Style 1 - Standard



Elevation Style 1 - Bonus



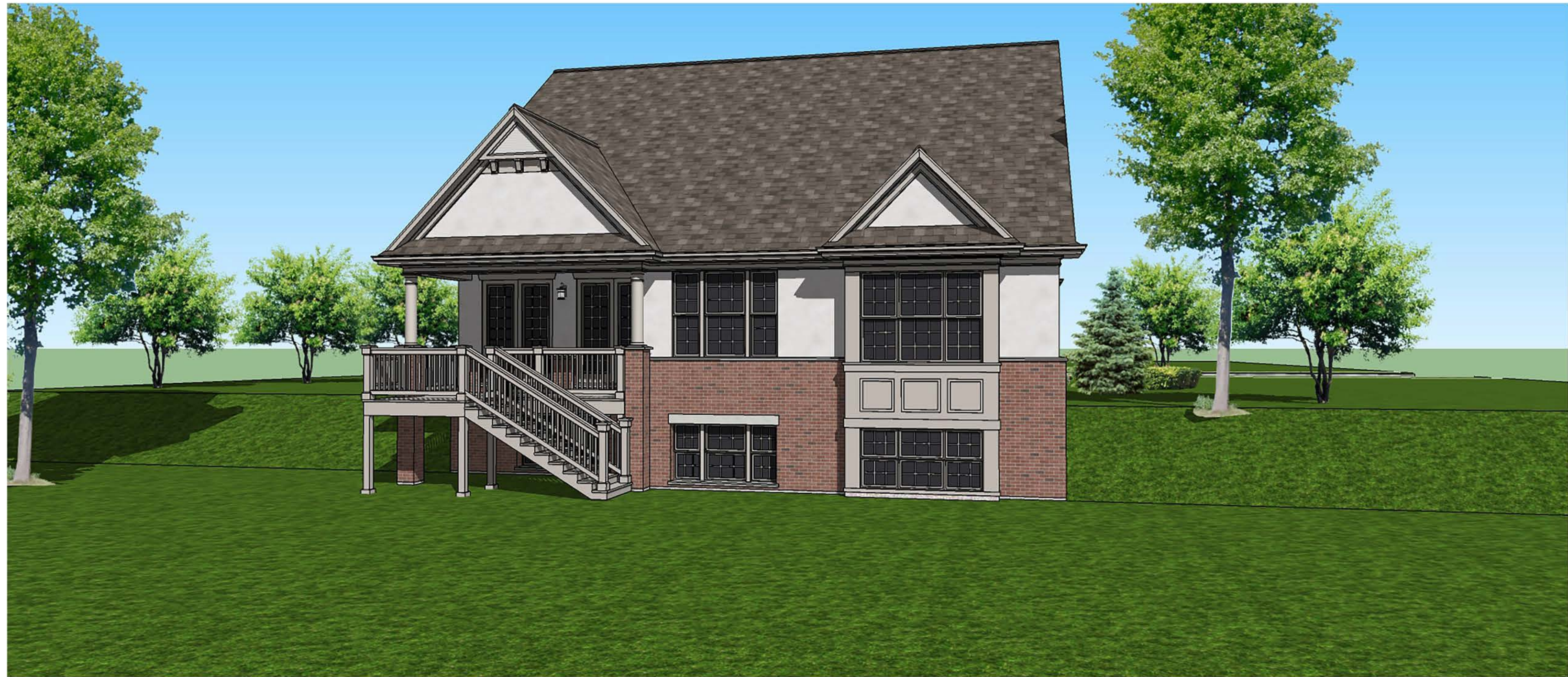
Elevation Style 2- Standard



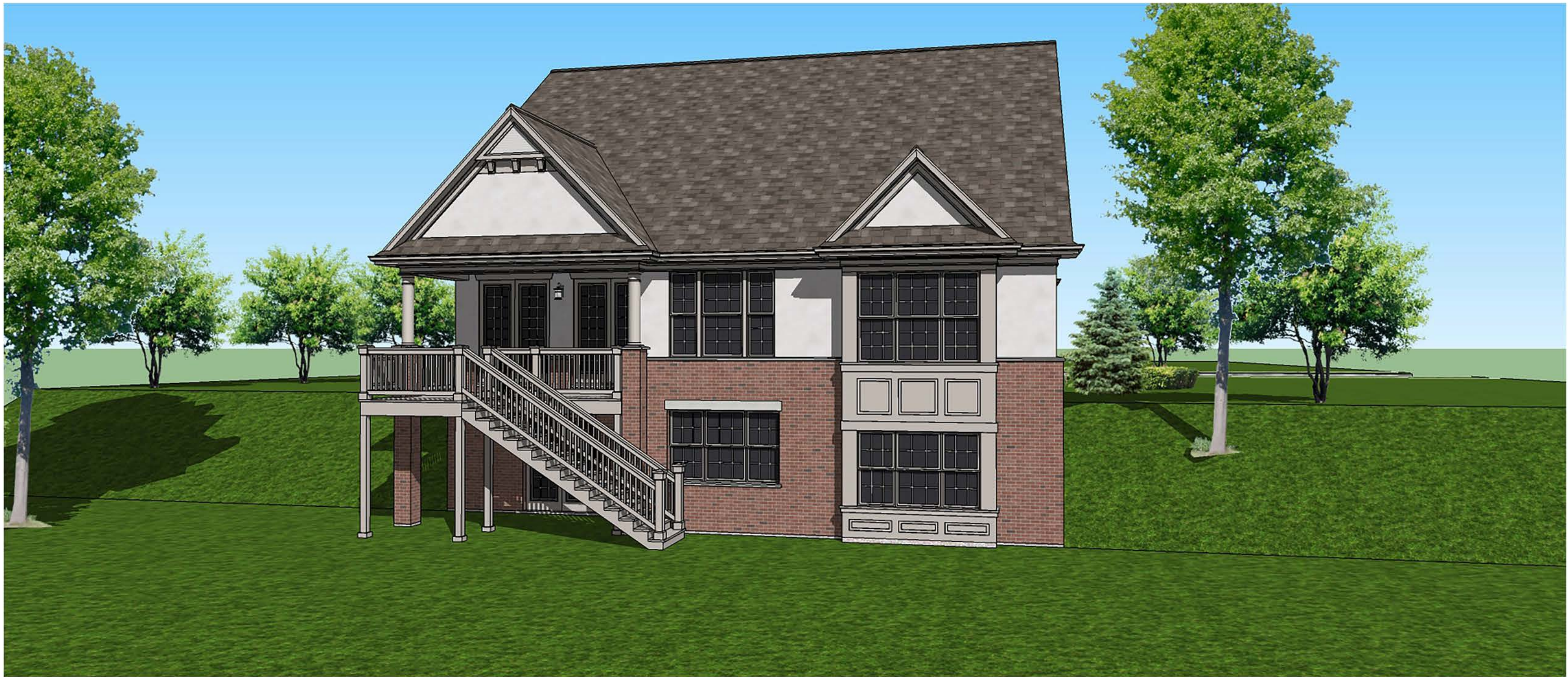
Elevation Style 2- Bonus

Woodbridge: Character Elevations

Alt Front-Load Garage
Hinsdale Meadows
Hinsdale, IL



Lookout Condition



Walkout Condition

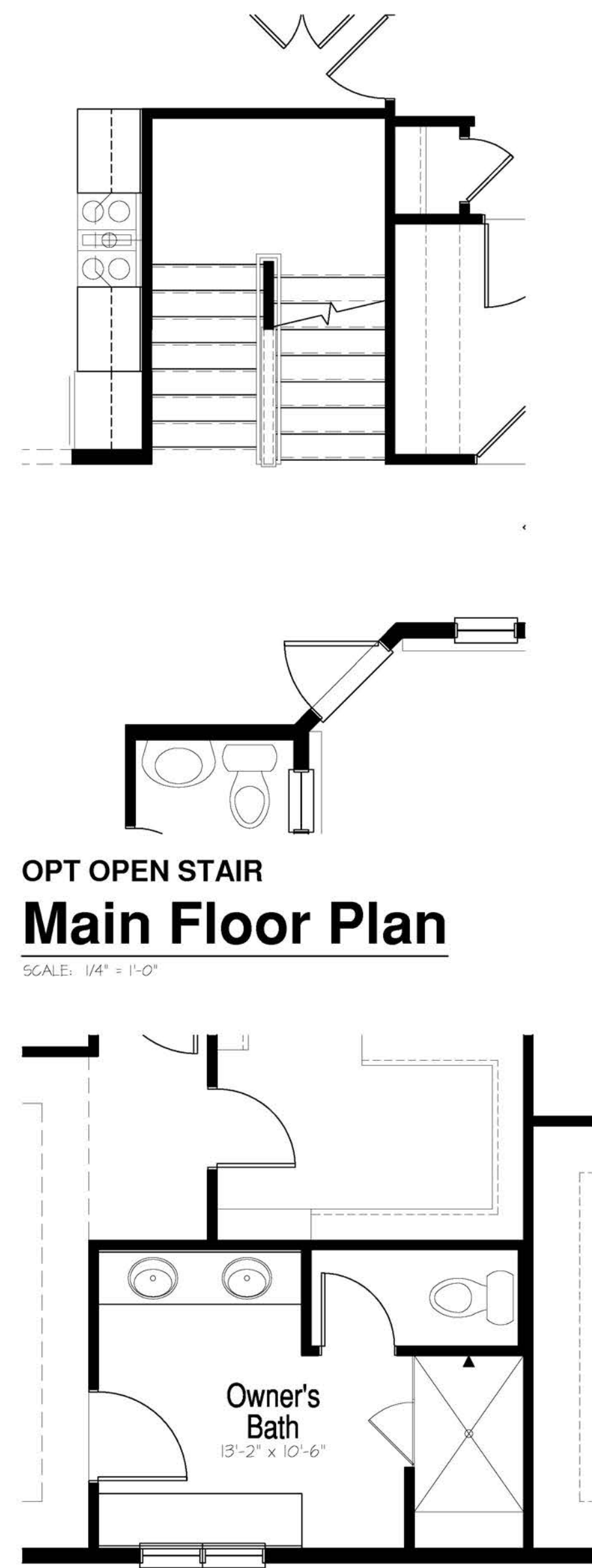
Woodbridge: Character Elevations

Lookout and Walkout Conditions Hinsdale Meadows

Hinsdale, IL



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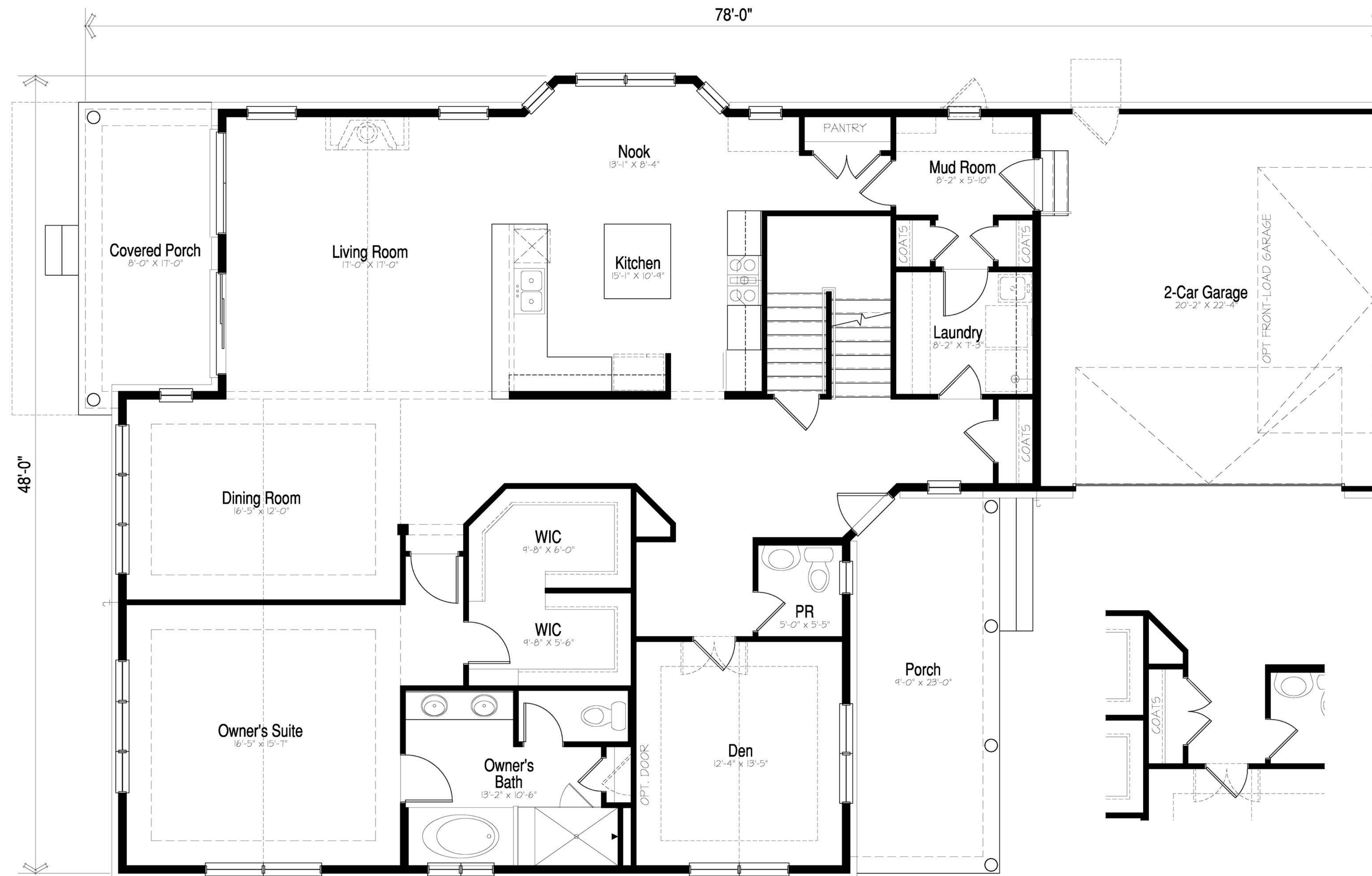


OPT OPEN STAIR
Main Floor Plan

SCALE: 1/4" = 1'-0"

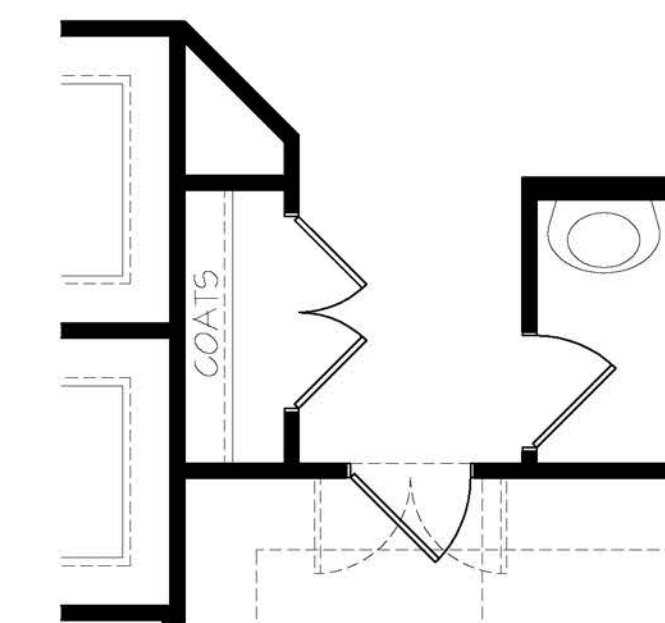
OPT LUXURY OWNER'S BATH
Main Floor Plan

SCALE: 1/4" = 1'-0"



2211 S.F.
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT FOYER CLOSET
Main Floor Plan

SCALE: 1/4" = 1'-0"

Woodbridge: Floor Plans

Hinsdale Meadows

Hinsdale, IL



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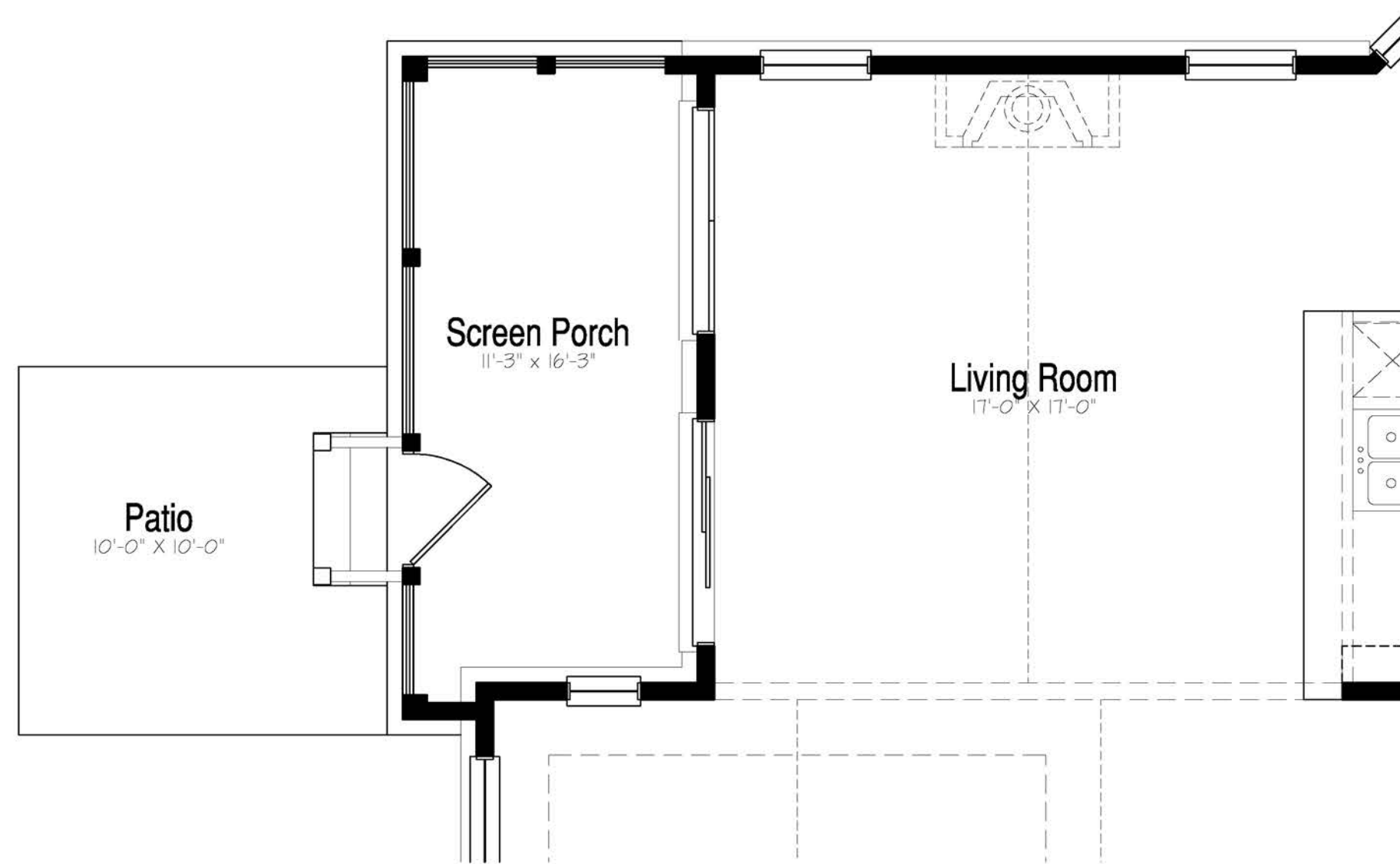
Woodbridge: Floor Plans

Hinsdale Meadows

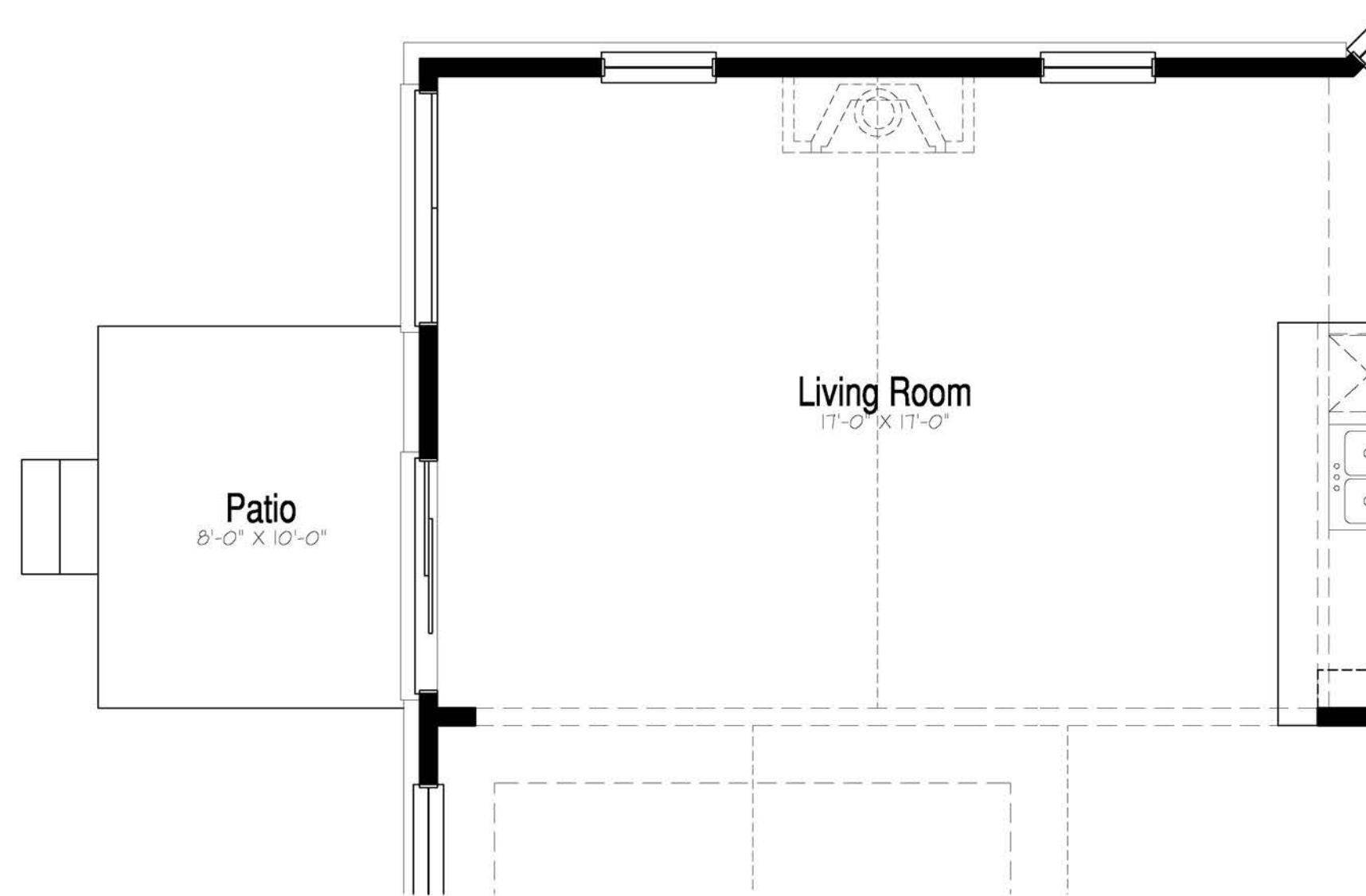
Hinsdale, IL

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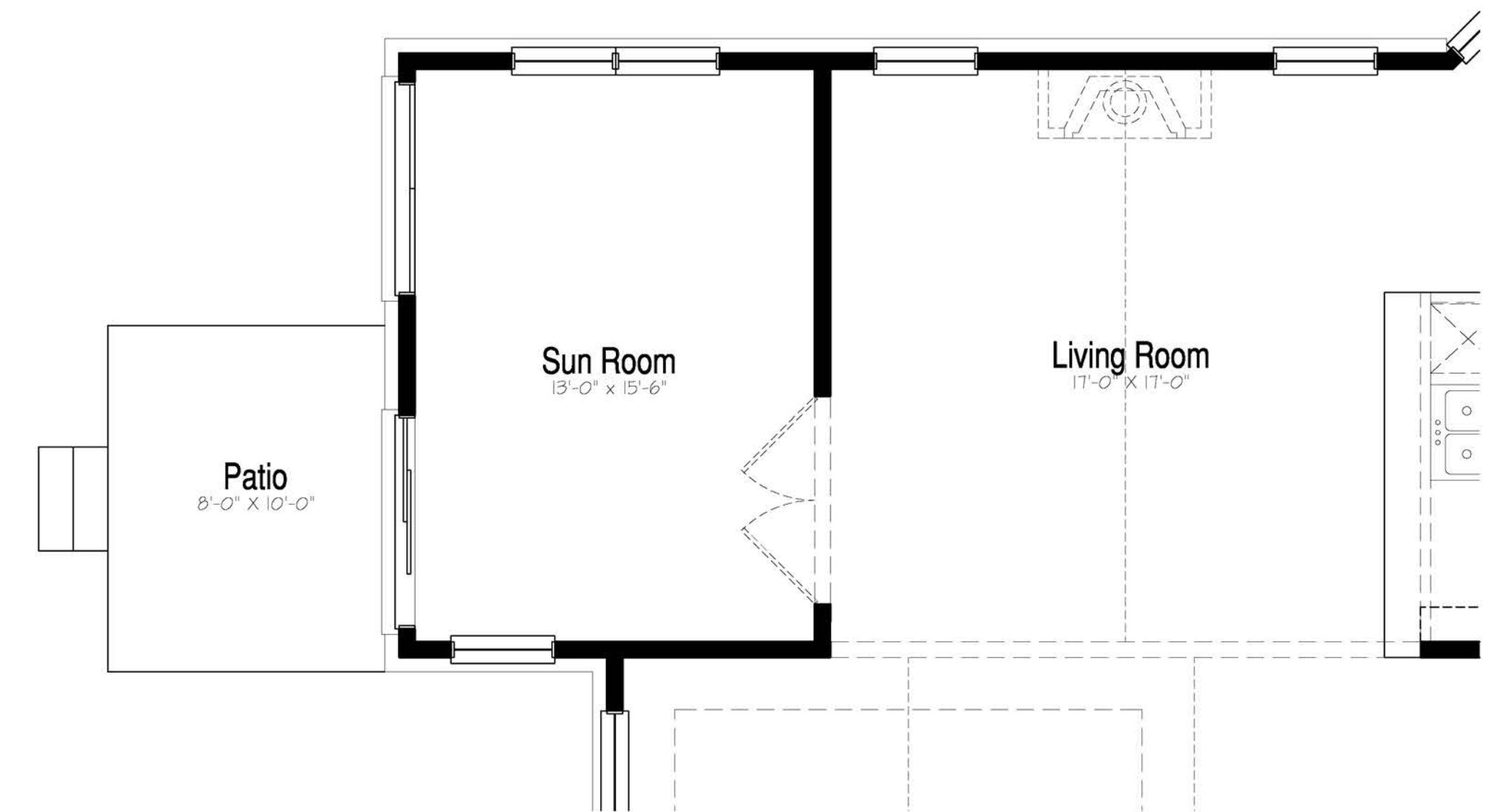




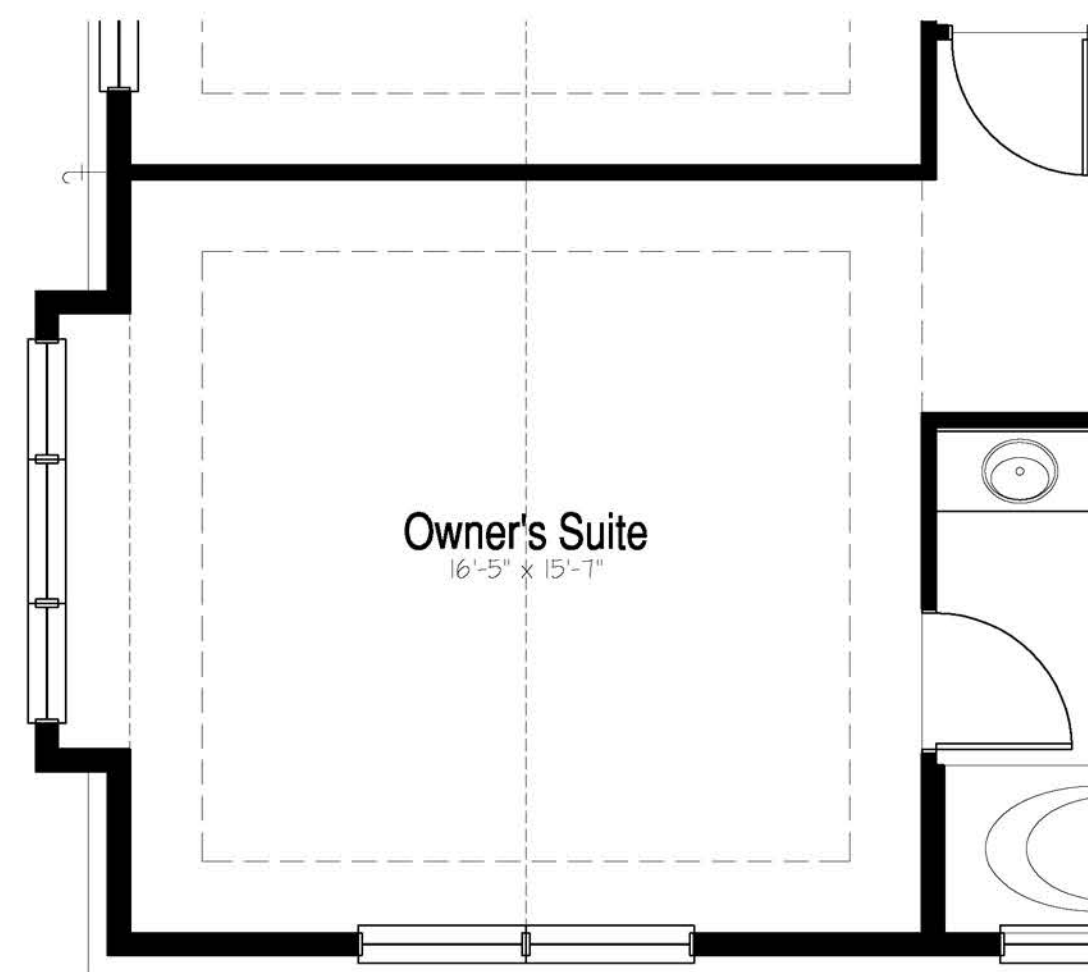
OPT SCREEN PORCH
Main Floor Plan
SCALE: 1/4" = 1'-0"



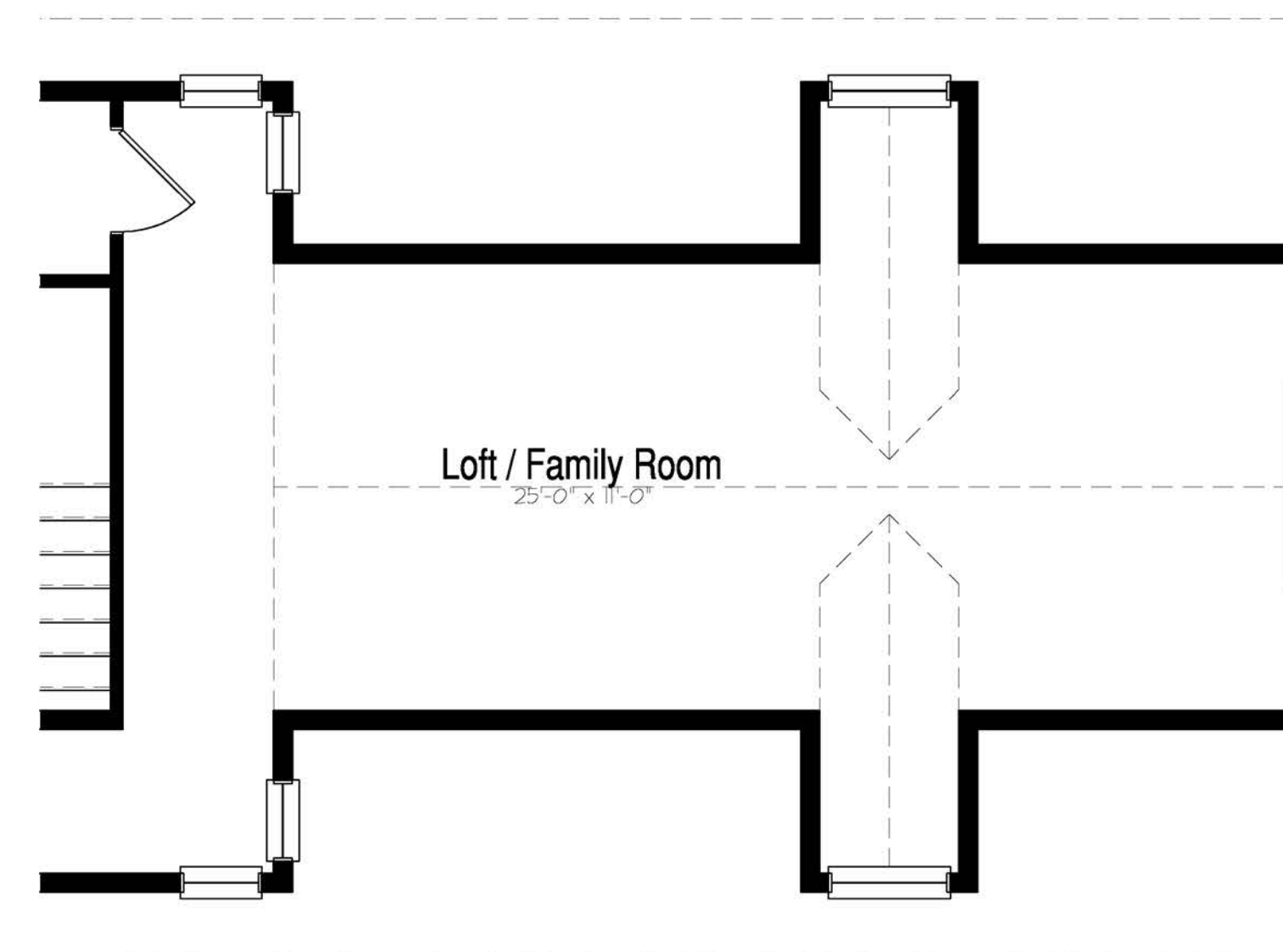
OPT EXTENDED LIVING
Main Floor Plan
SCALE: 1/4" = 1'-0"



OPT SUNROOM
Main Floor Plan
SCALE: 1/4" = 1'-0"



OPT BAY @ OWNERS SUITE
Main Floor Plan
SCALE: 1/4" = 1'-0"



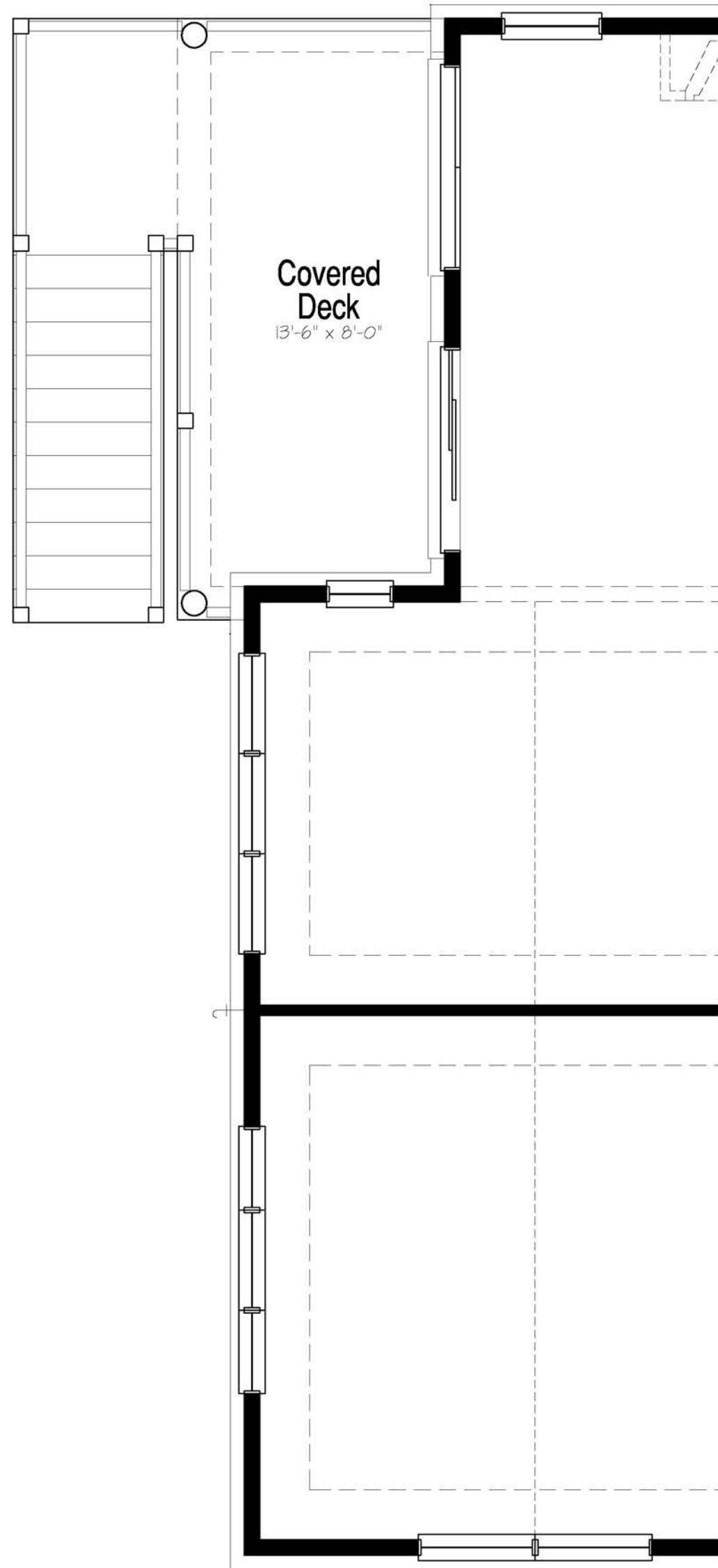
OPT LOFT / FAMILY ROOM
Upper Floor Plan
SCALE: 1/4" = 1'-0"

Woodbridge: Floor Plans - Options

Hinsdale Meadows
Hinsdale, IL

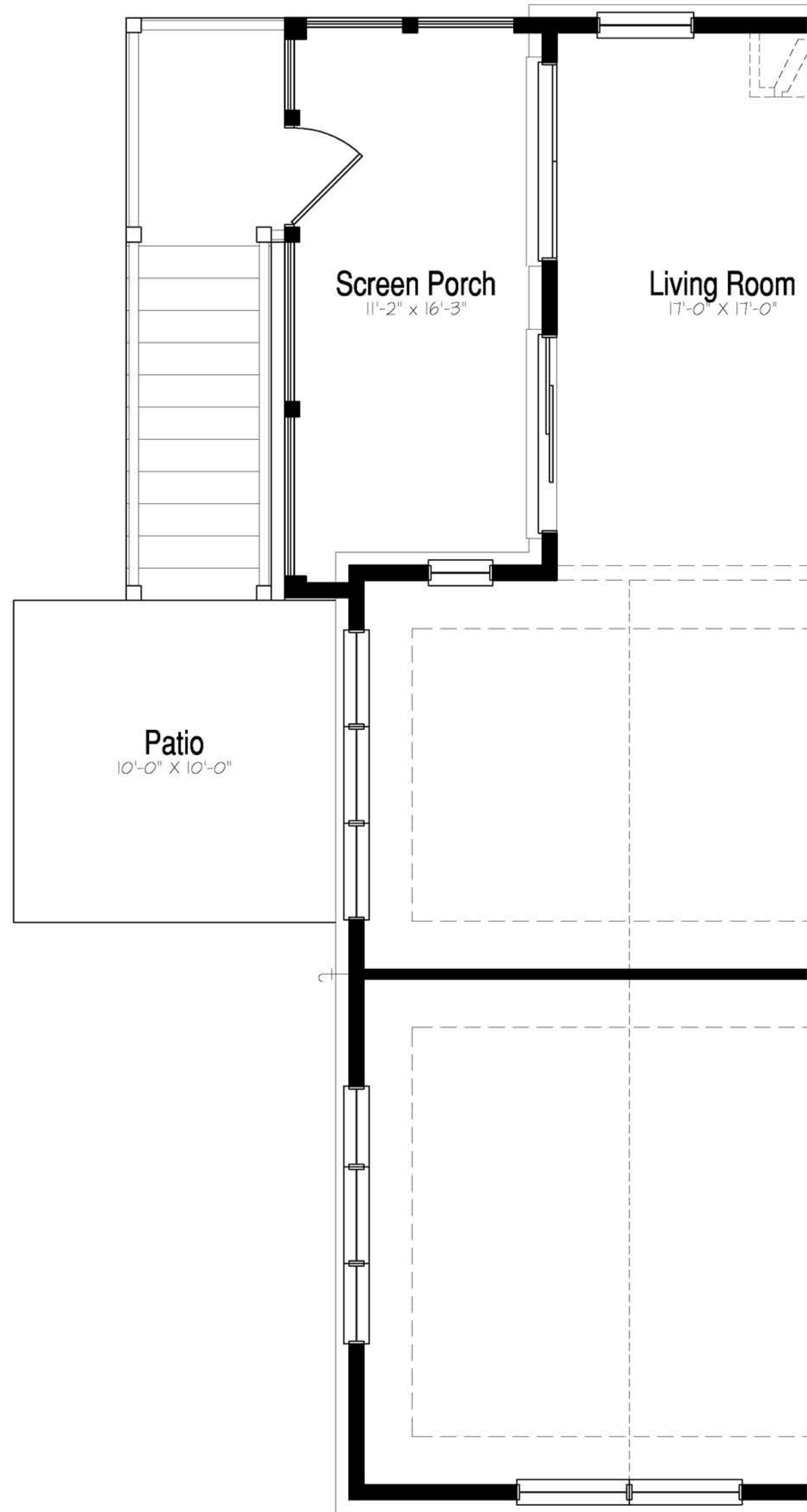


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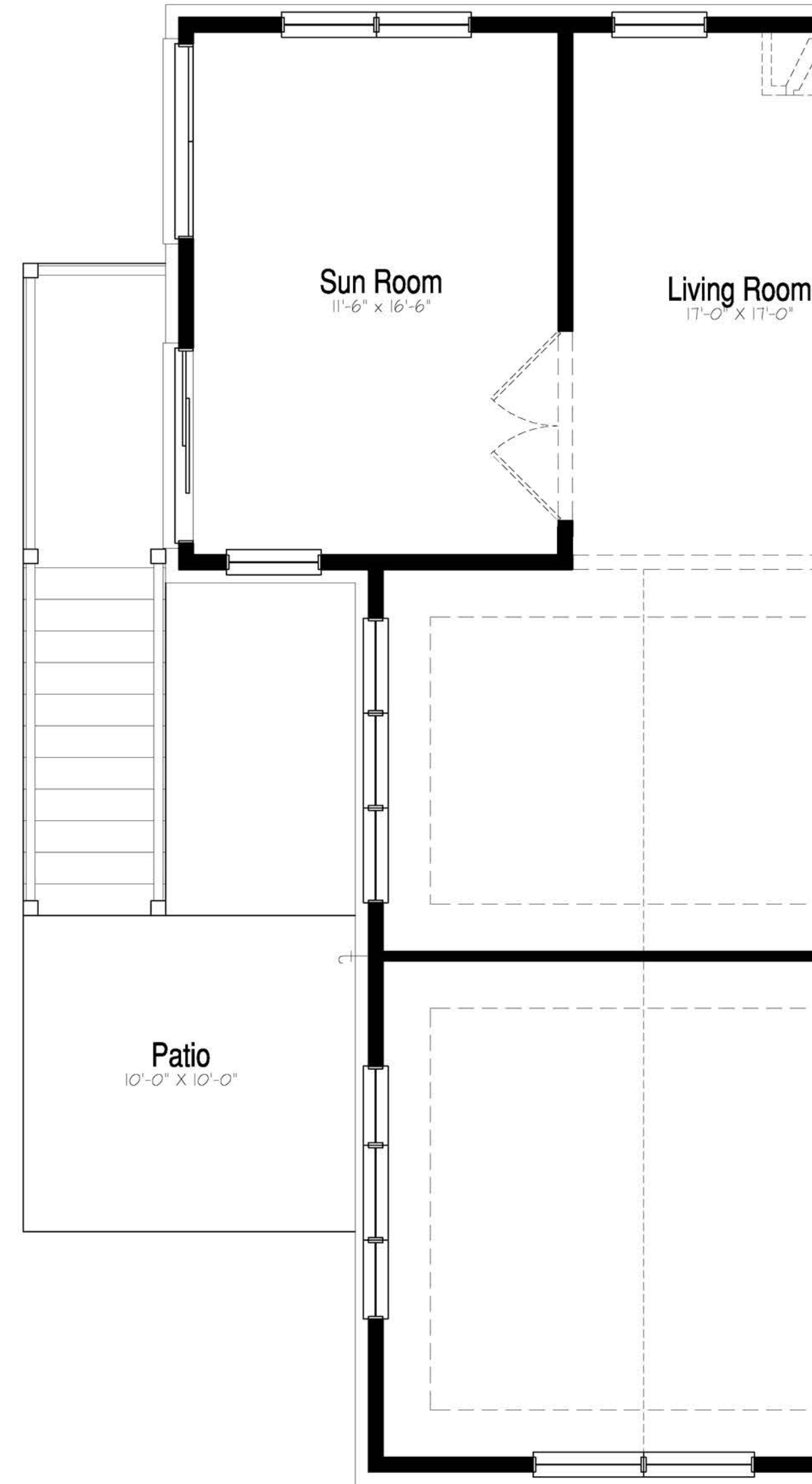
OPT LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



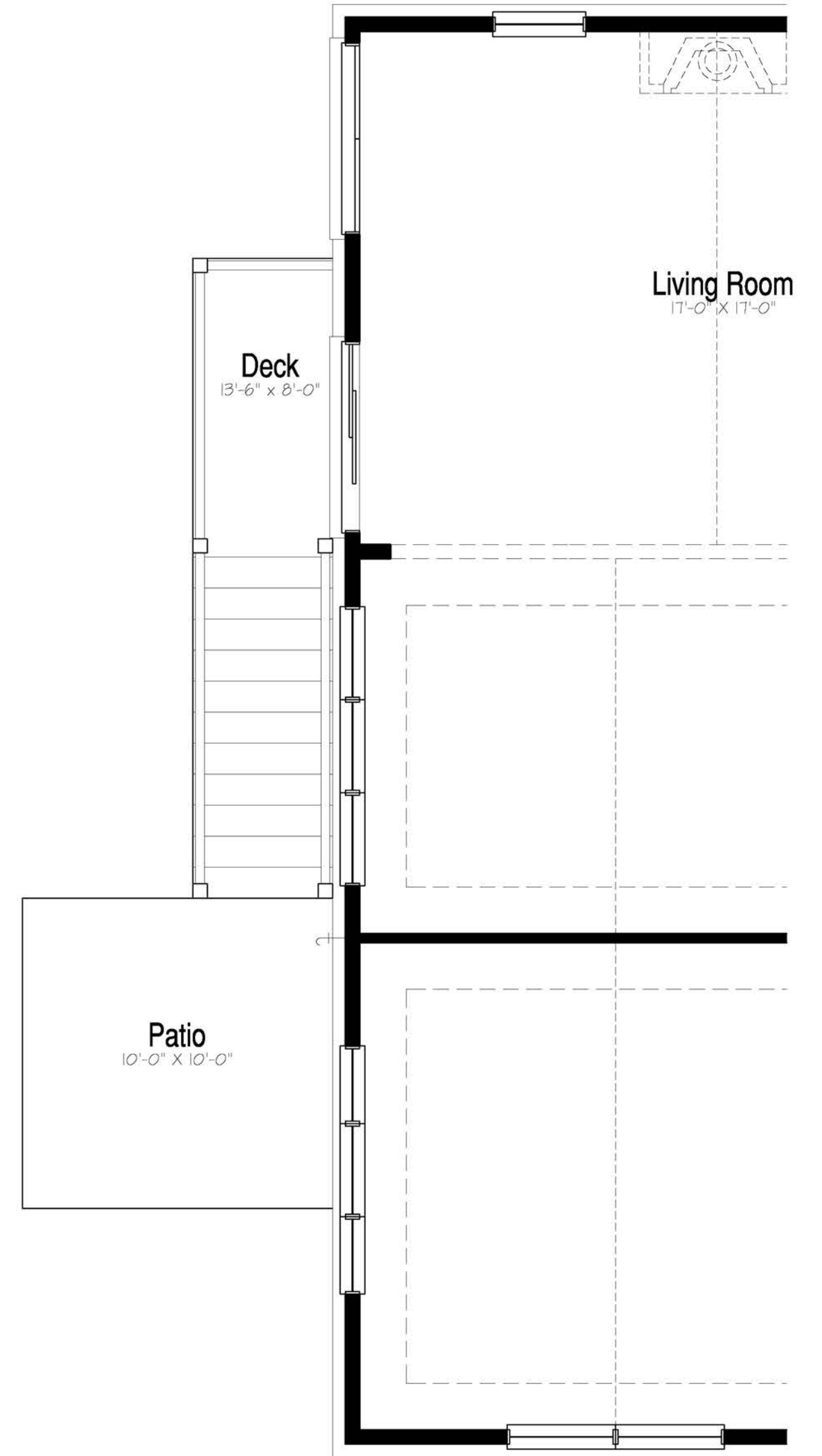
OPT SCREEN PORCH @ LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SUNROOM @ LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT EXTENDED LIVING @ LOOKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"

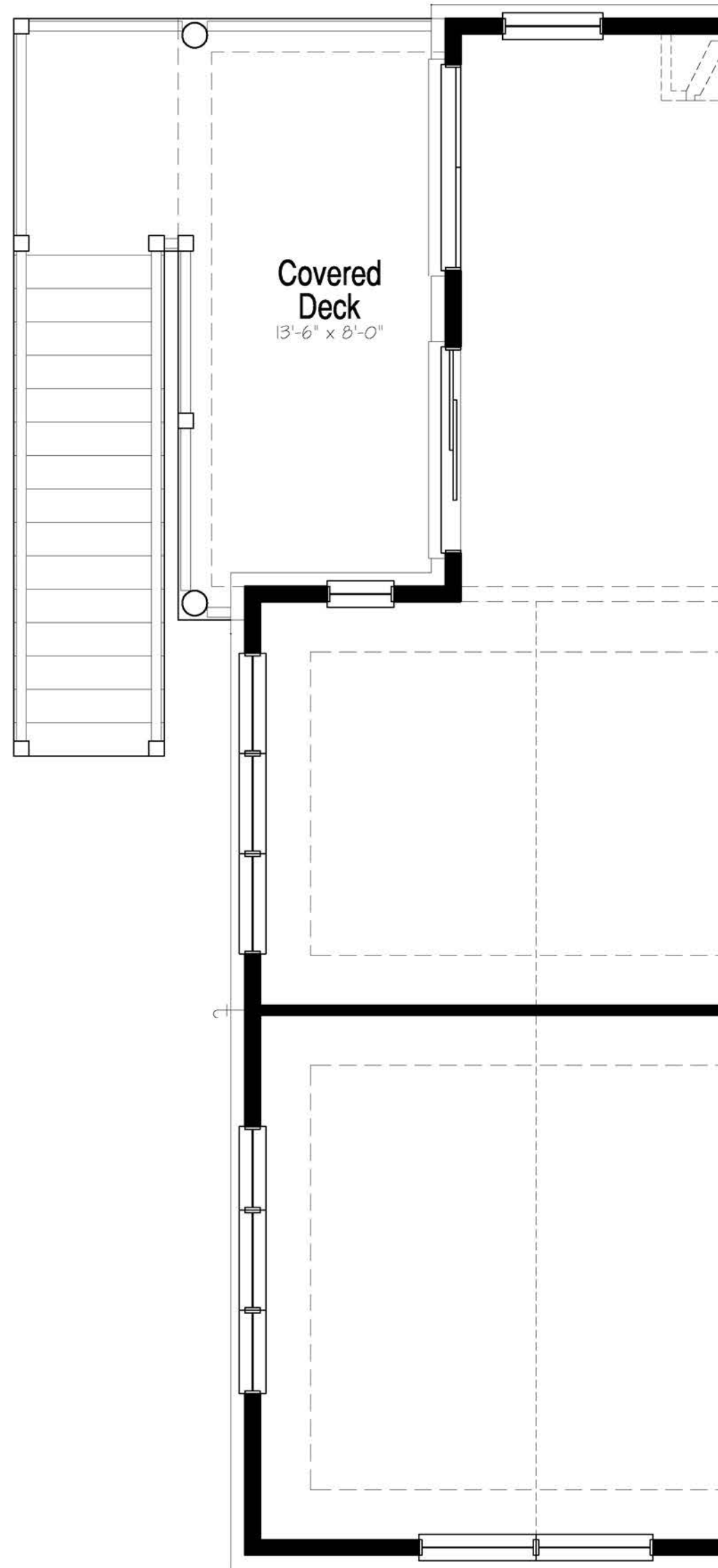
Woodbridge: Floor Plans - Lookout Options

Hinsdale Meadows

Hinsdale, IL

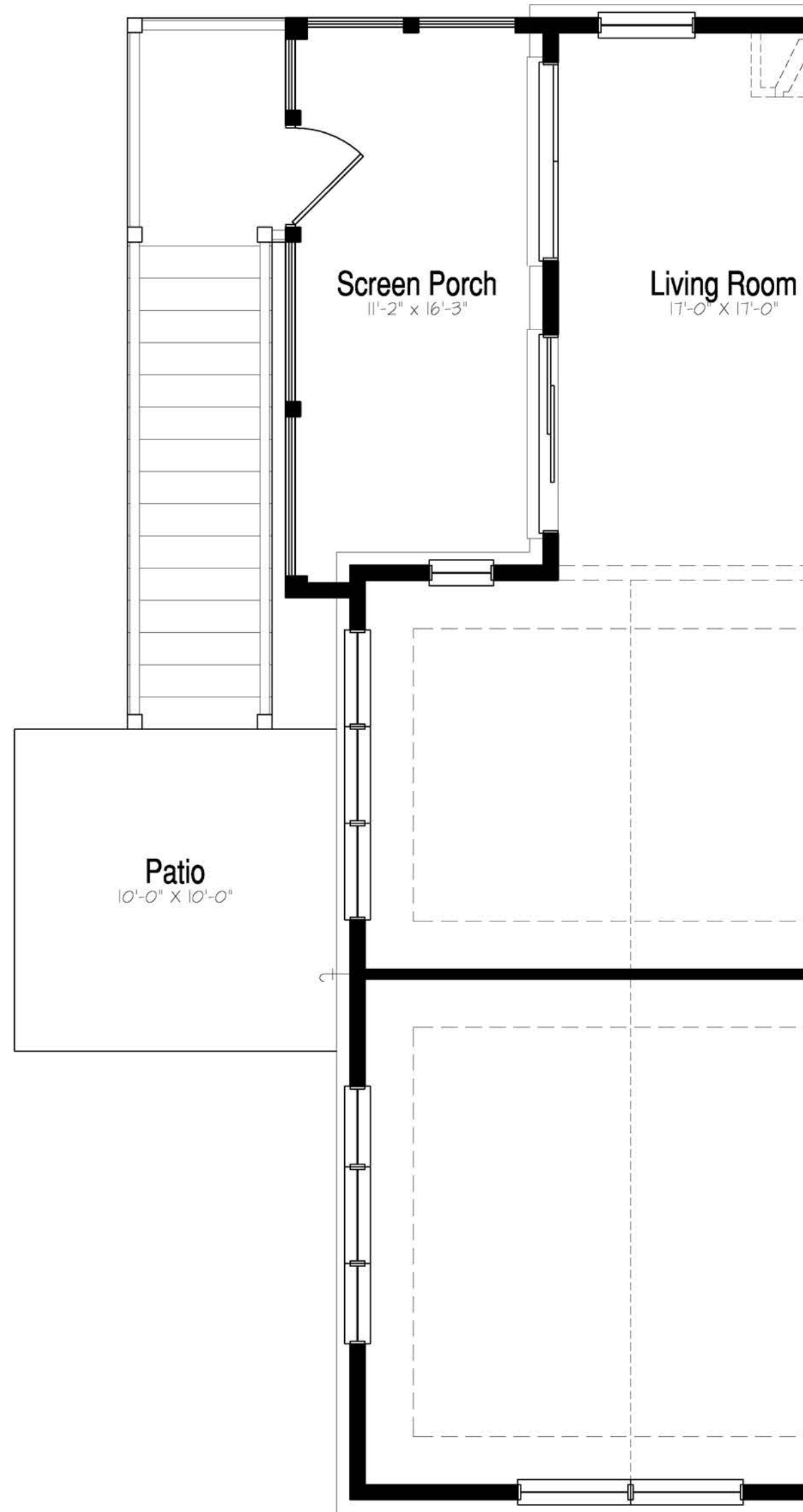


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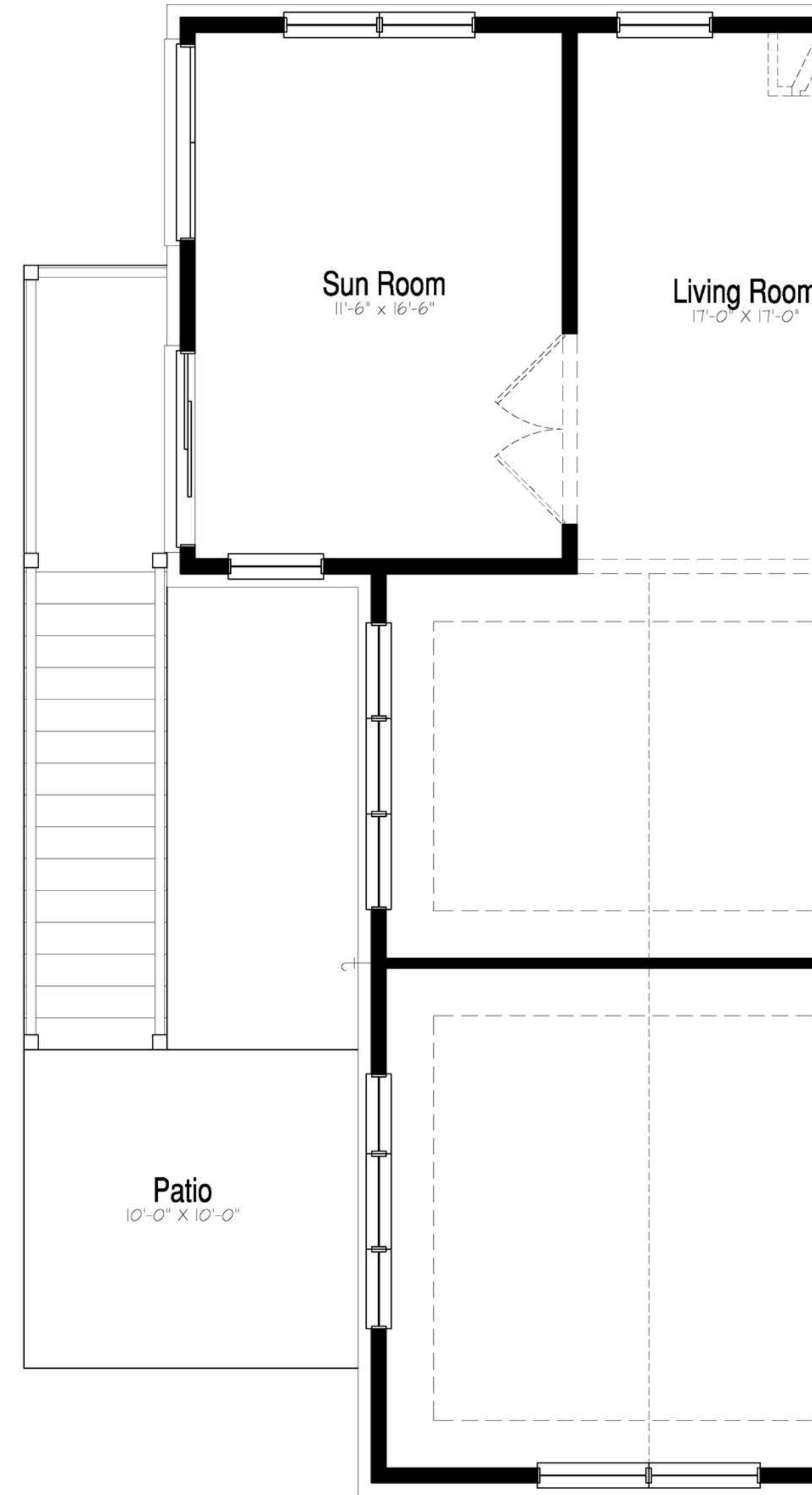
OPT WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



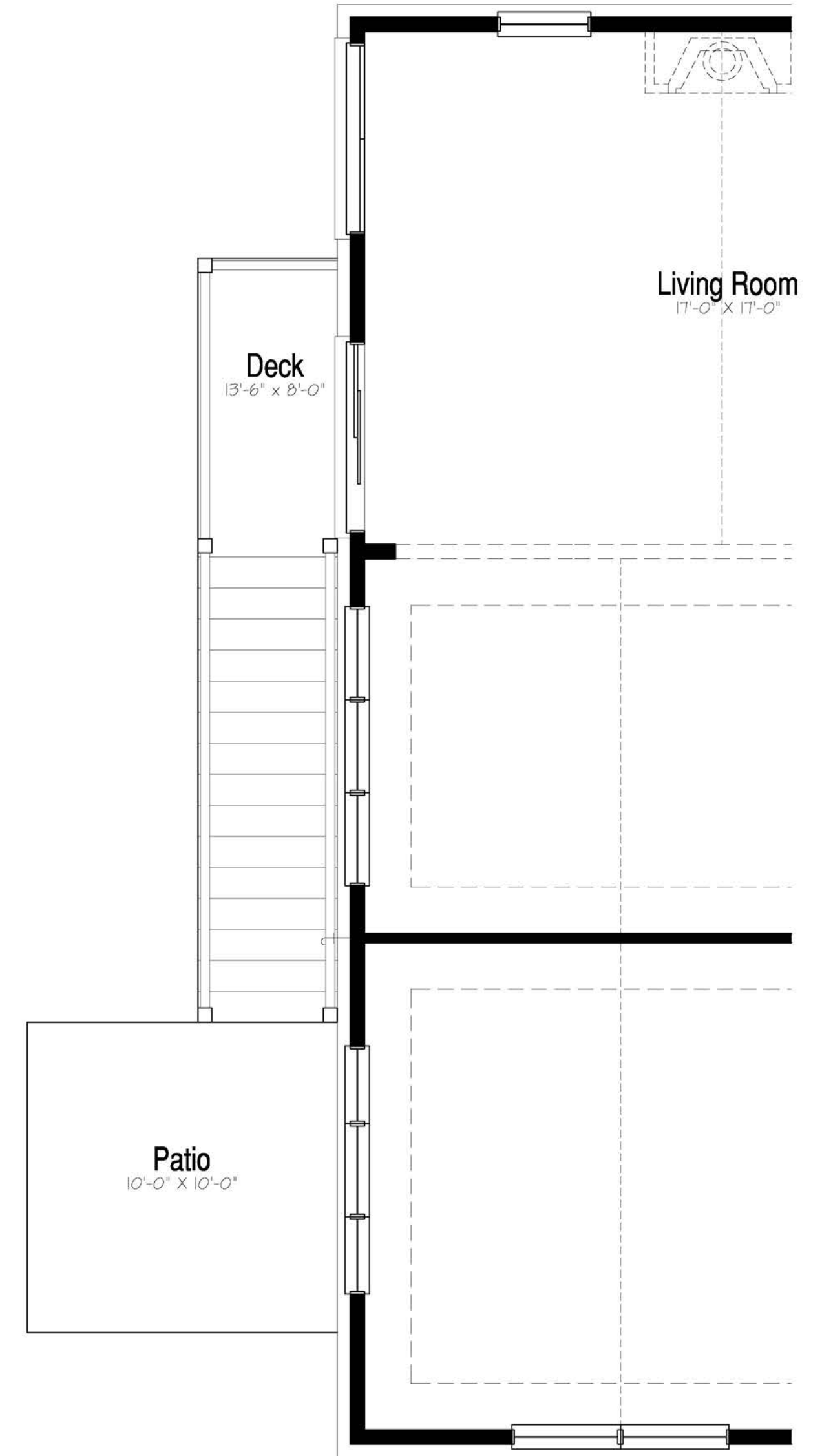
OPT SCREEN PORCH @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT SUNROOM @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"



OPT EXTENDED LIVING @ WALKOUT
Main Floor Plan

SCALE: 1/4" = 1'-0"

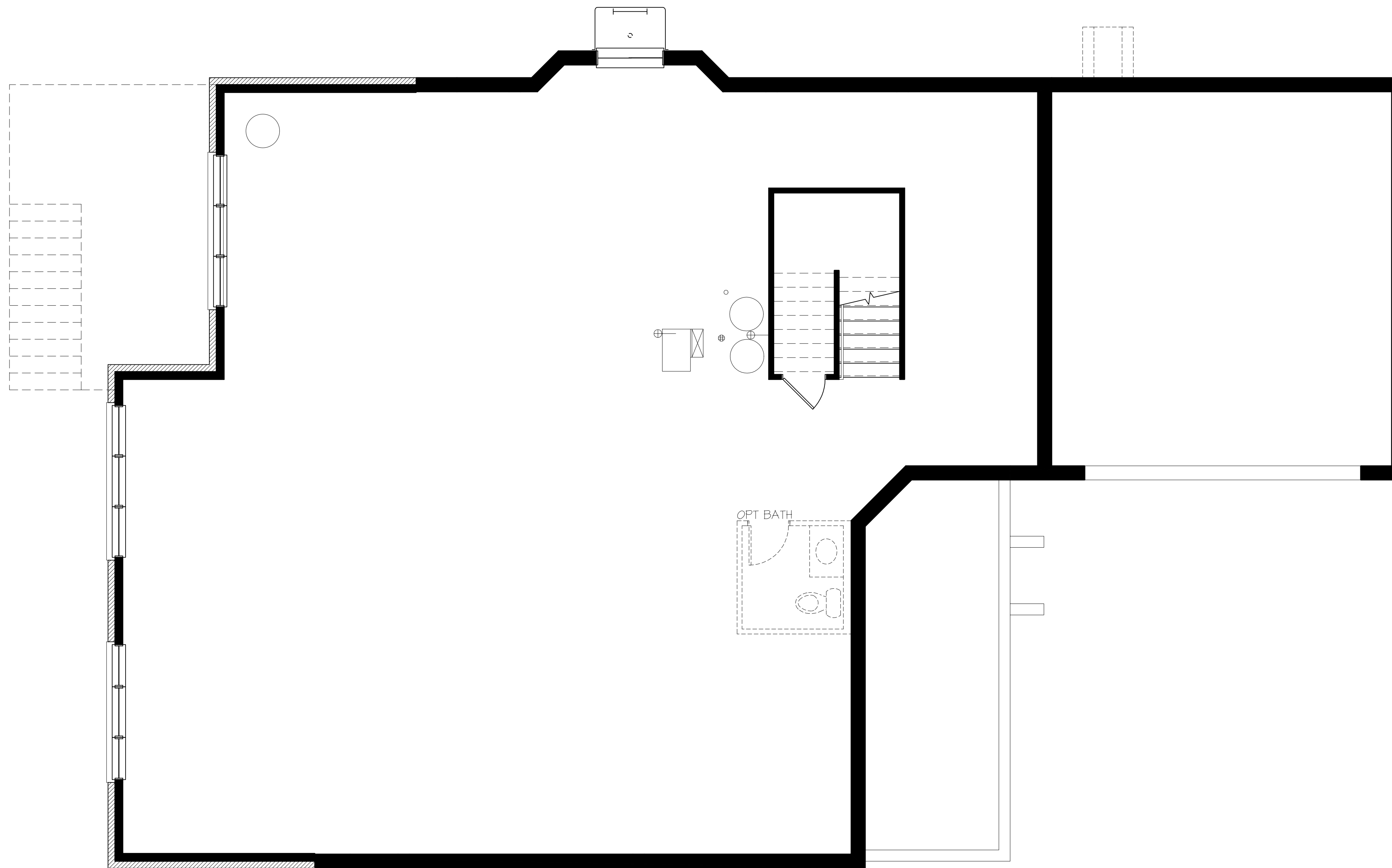
Woodbridge: Floor Plans - Walkout Options

Hinsdale Meadows

Hinsdale, IL



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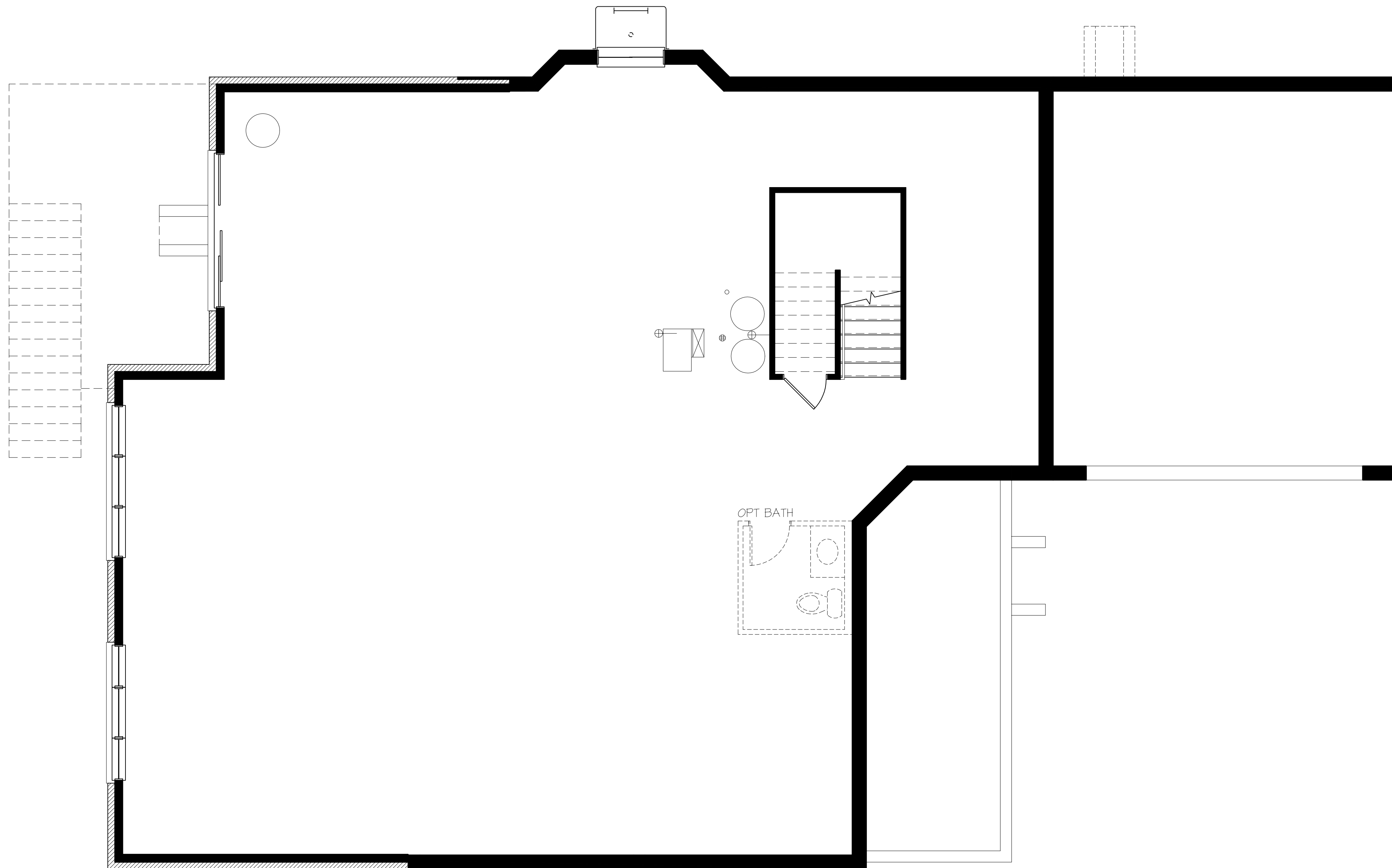
Cellar / Lookout Plan

SCALE: 1/4" = 1'-0"

Woodbridge: Floor Plans

Hinsdale Meadows

Hinsdale, IL



Basement / Walkout Plan

SCALE: 1/4" = 1'-0"

Woodbridge: Floor Plans

Hinsdale Meadows

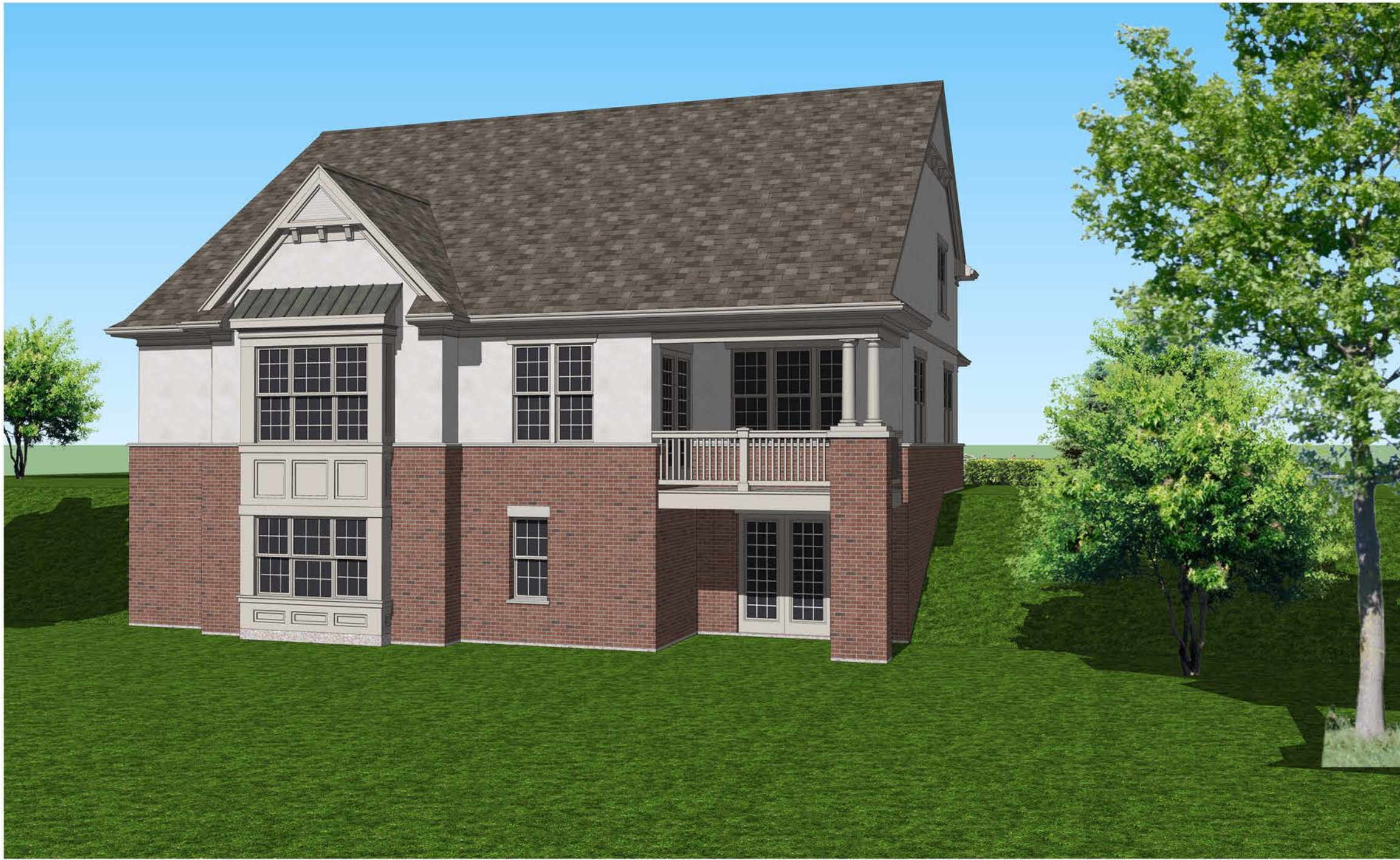
Hinsdale, IL



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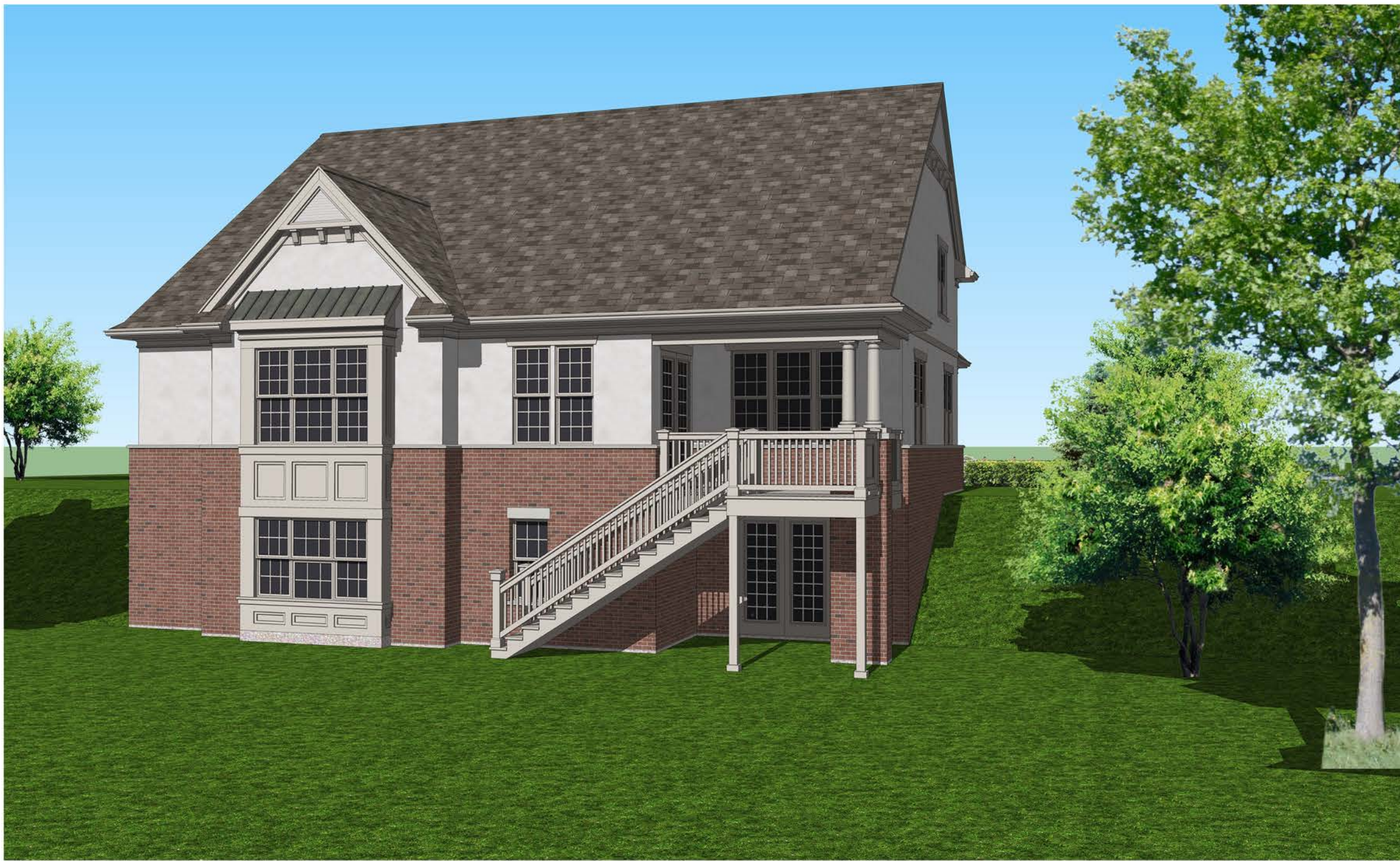
Lookout Condition



Walkout Condition



Lookout Condition with Optional Stair



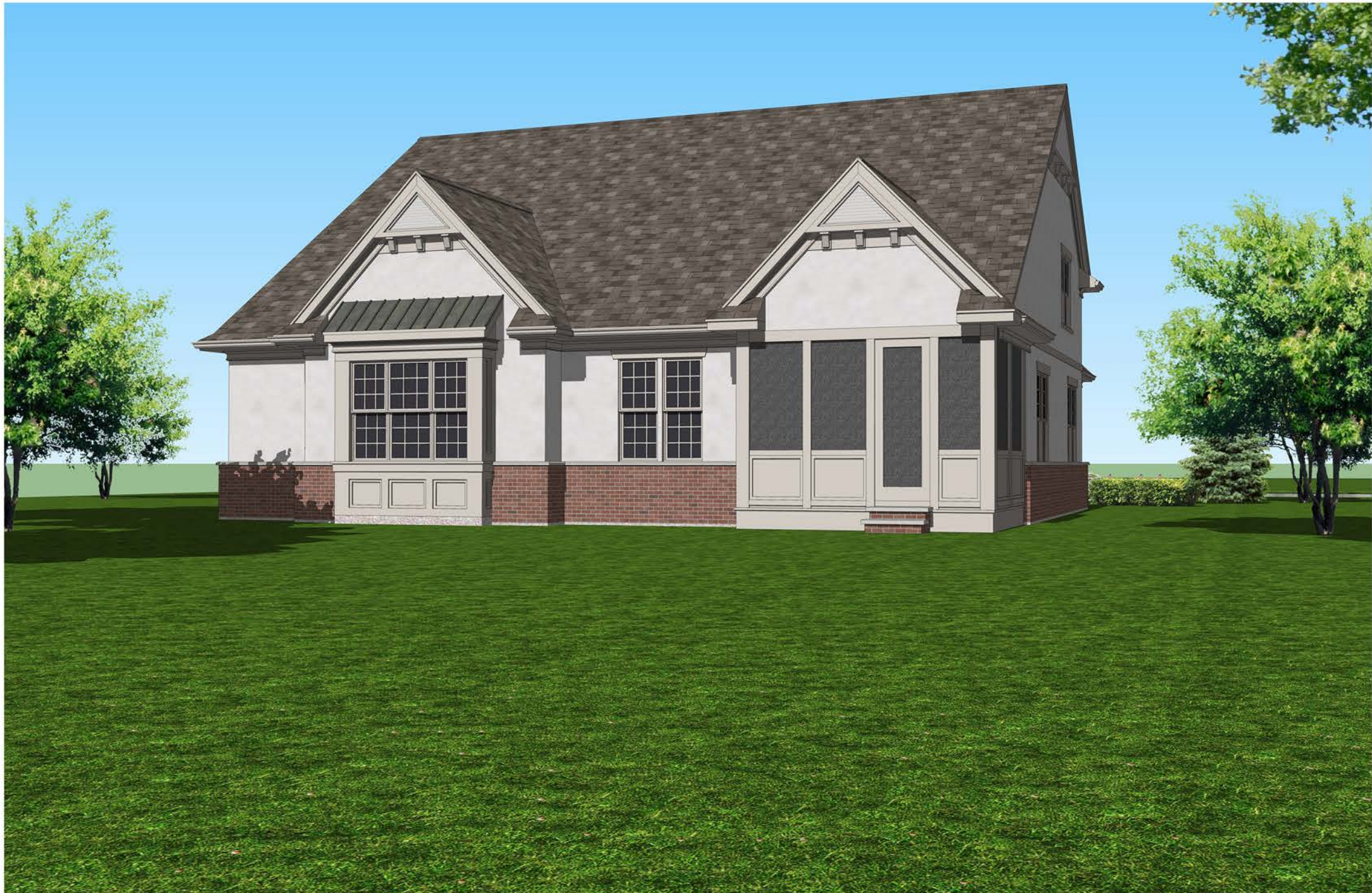
Walkout Condition with Optional Stair

Typical Rear Porch Condition

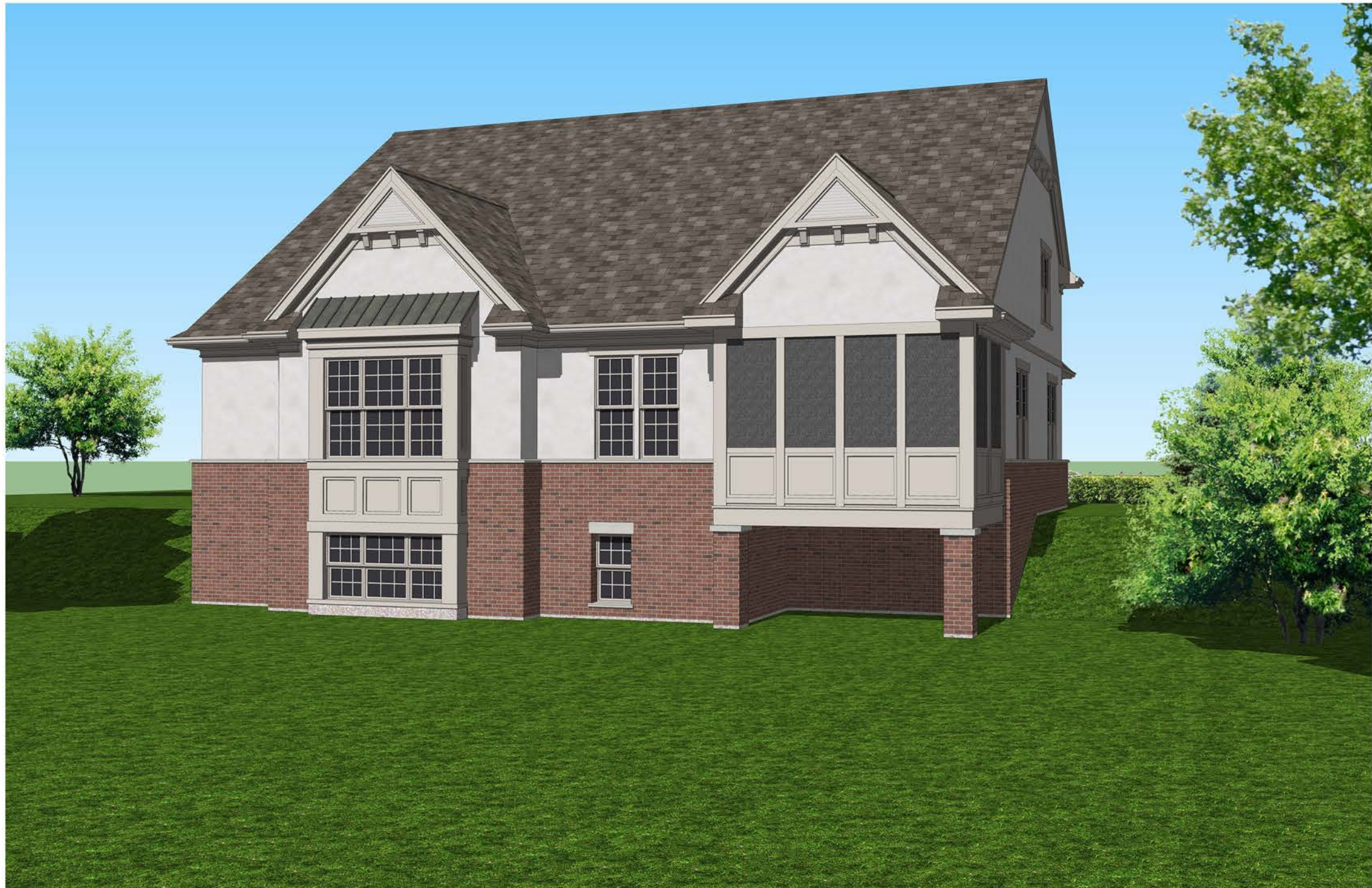
Lookout and Walkout Conditions Hinsdale Meadows

Hinsdale, IL





Standard Condition



Lookout Condition



Walkout Condition



Lookout Condition with Optional Stair

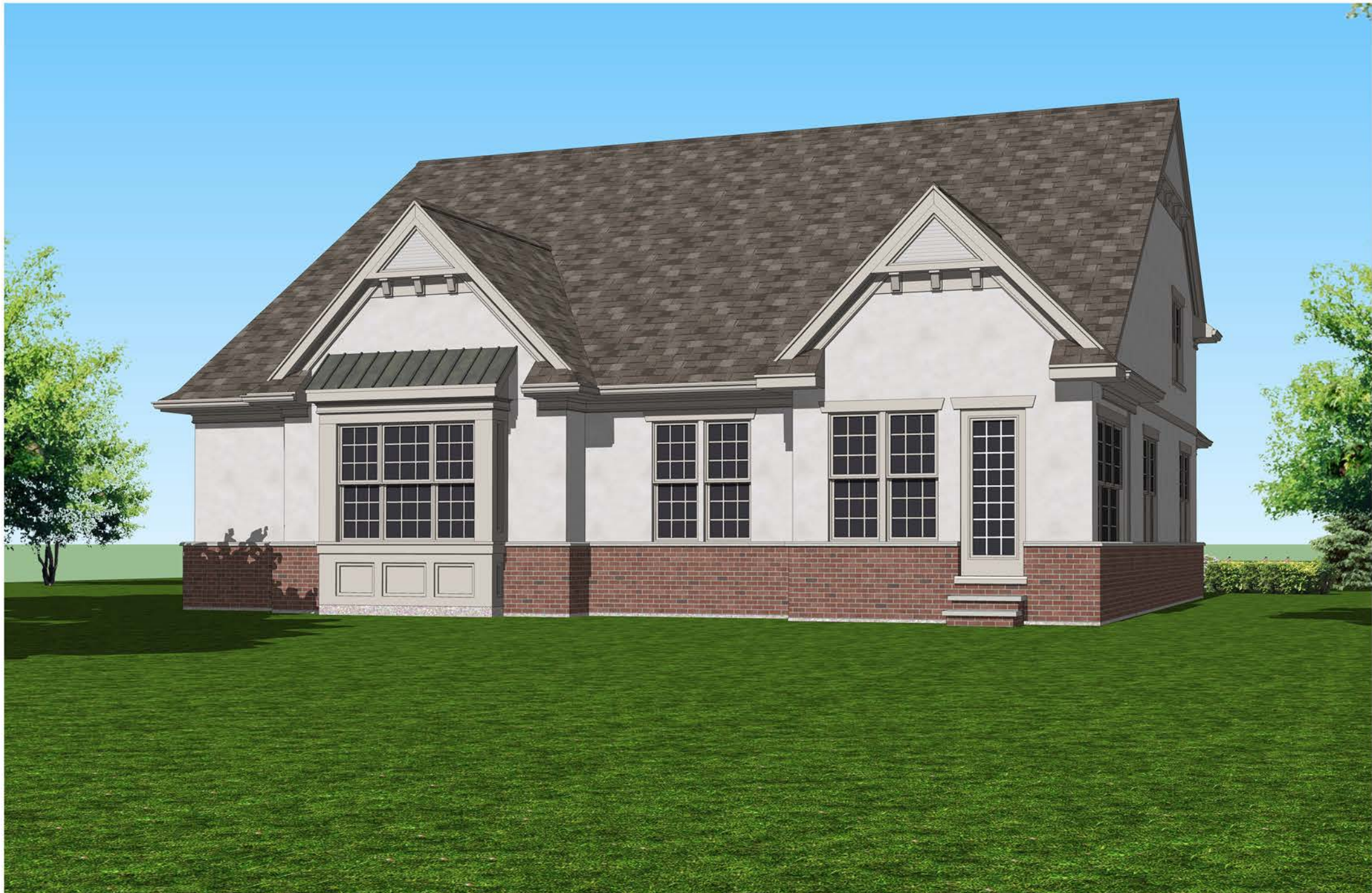


Walkout Condition with Optional Stair

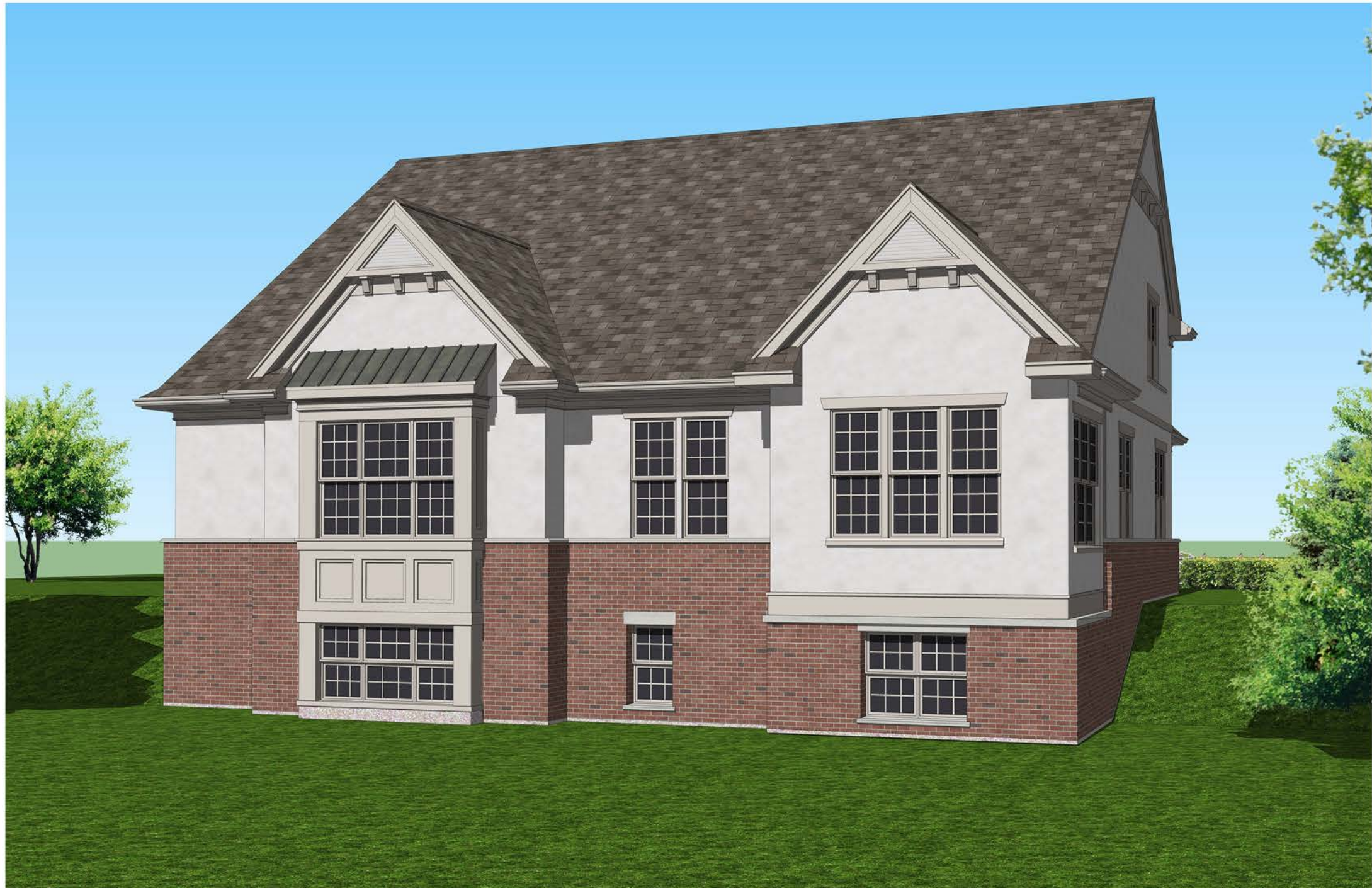
Typical Screened Porch Option

Optional Screen Porch
Hinsdale Meadows

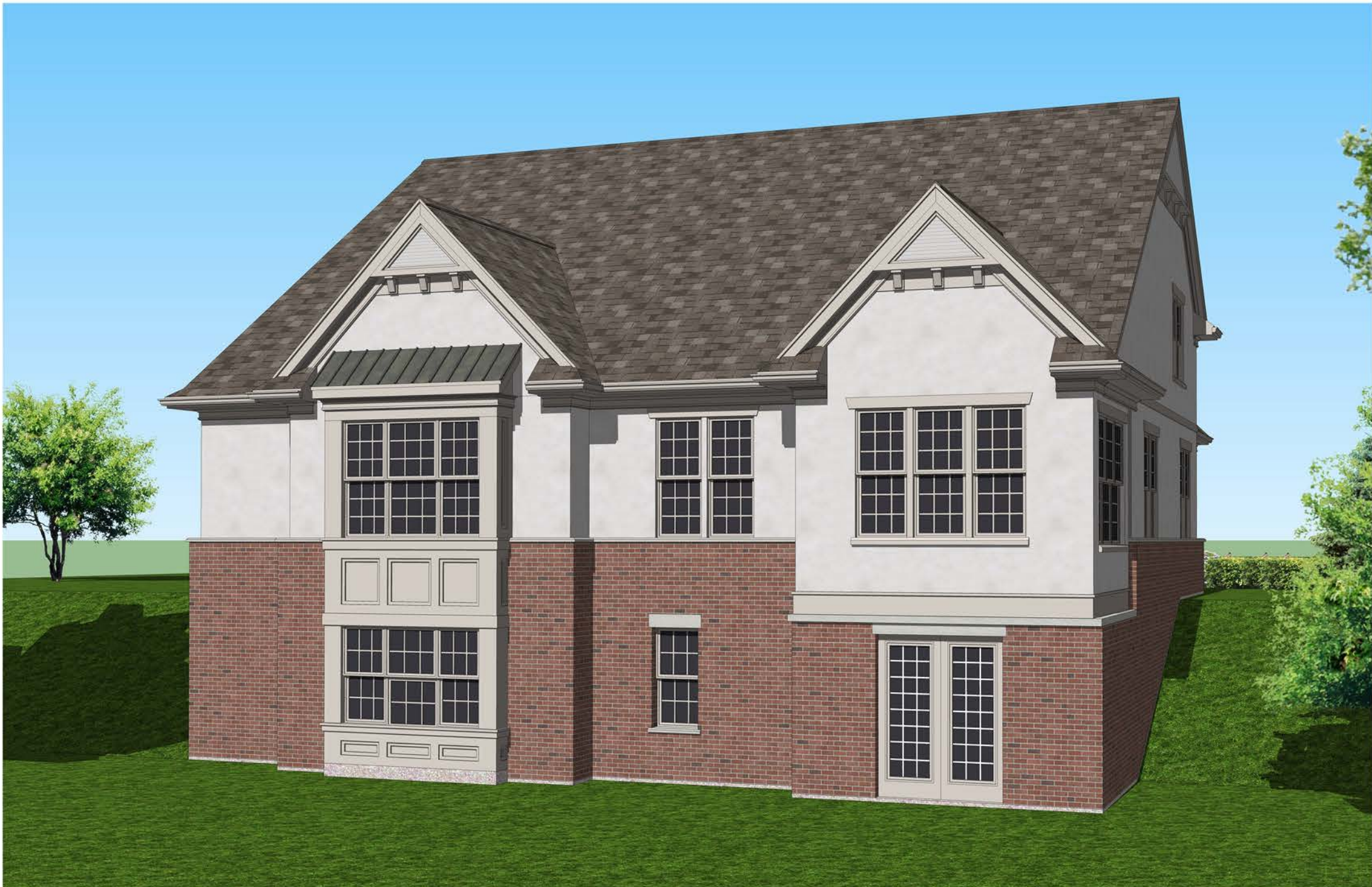
Hinsdale, IL



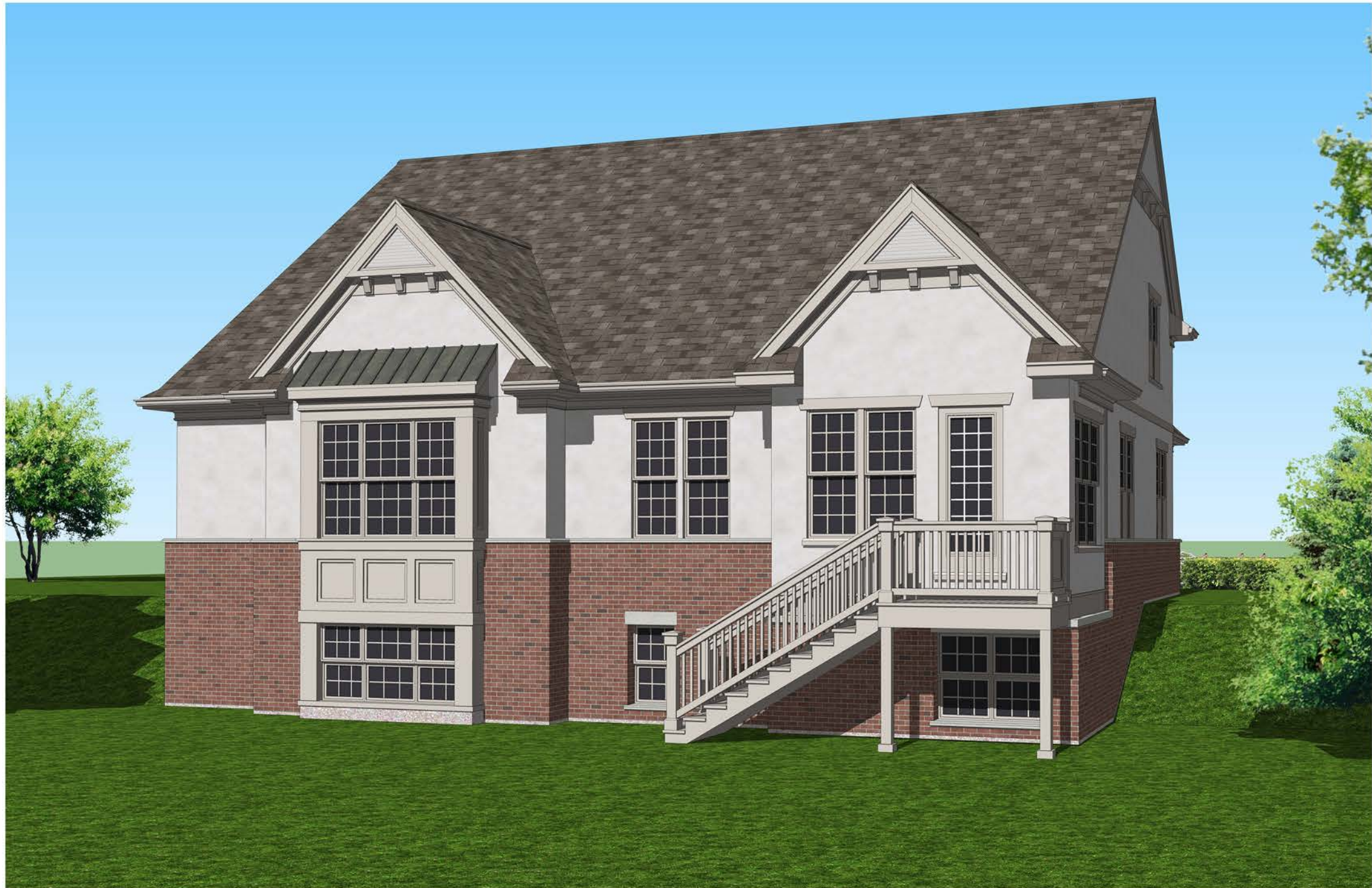
Standard Condition



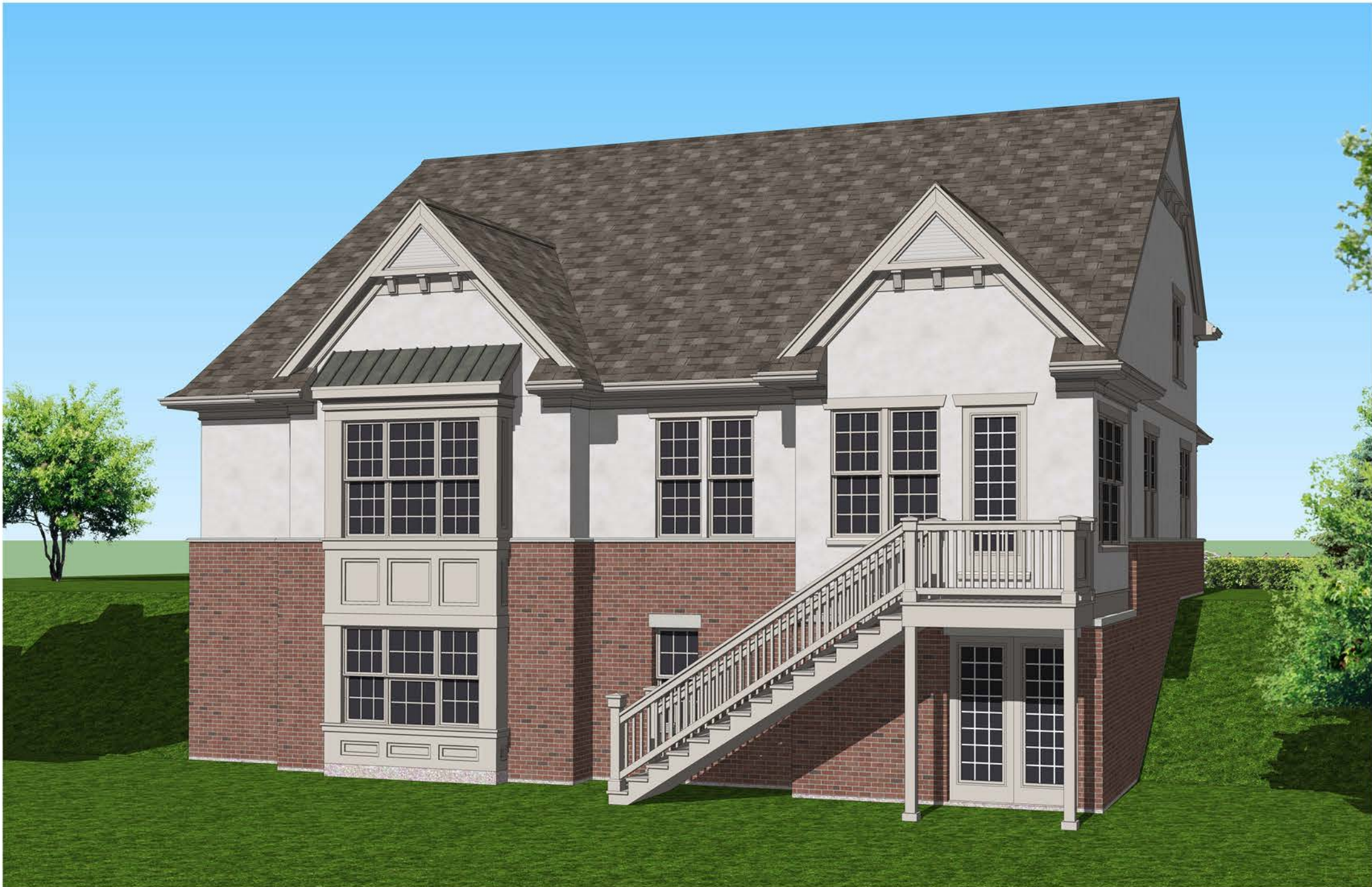
Lookout Condition



Walkout Condition



Lookout Condition with Optional Stair



Walkout Condition with Optional Stair

Typical Sun Room Option

Optional Sun Room
Hinsdale Meadows
 Hinsdale, IL



Front Elevation

SCALE: 3/16"=1'-0"



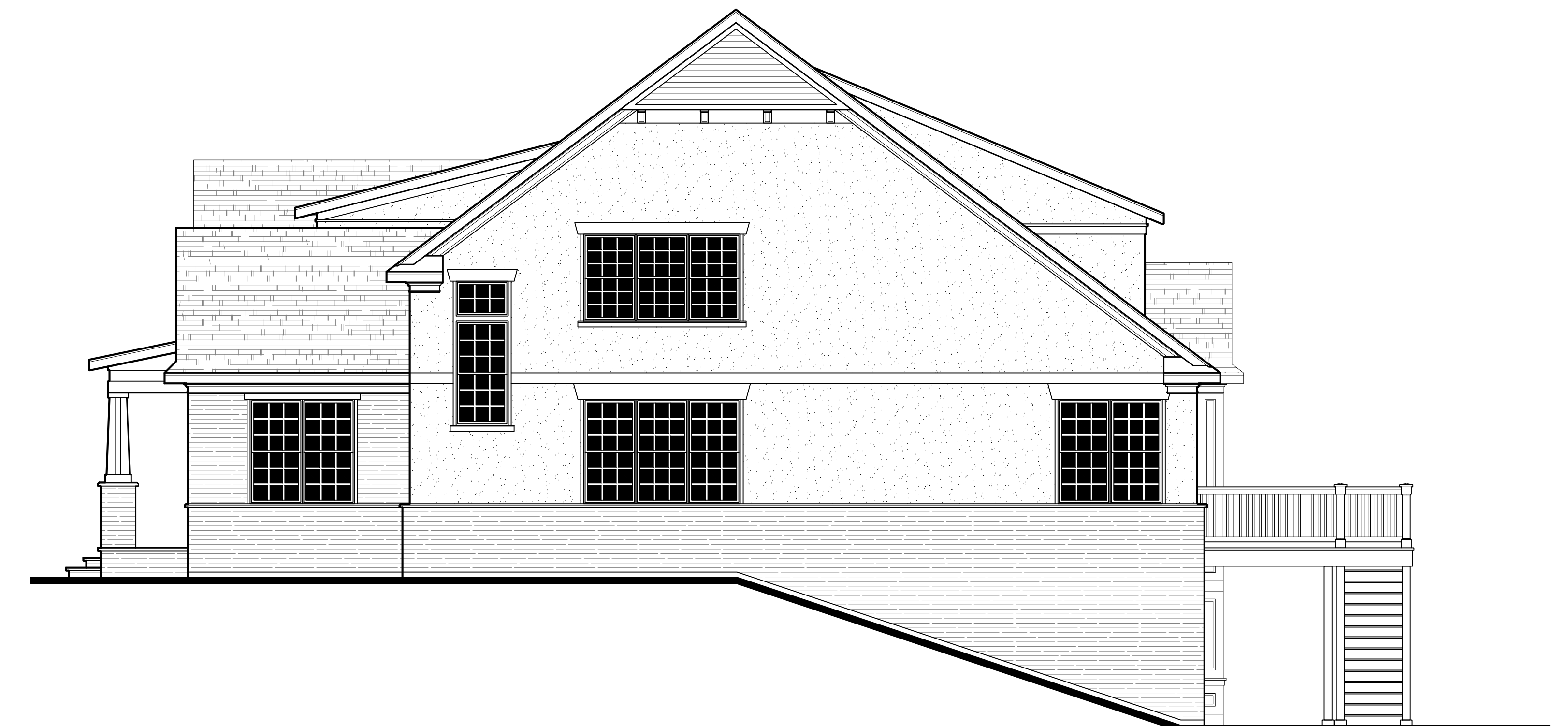
Side (Left) Elevation - Walkout Condition

SCALE: 3/16"=1'-0"



Rear Elevation - Walkout Condition

SCALE: 3/16"=1'-0"



Side (Right) Elevation - Walkout Condition

SCALE: 3/16"=1'-0"

Torrington: Building Height Exhibit

Hinsdale Meadows

Hinsdale, IL

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Duet Twinhomes AB: Character Elevations

Hinsdale Meadows

Hinsdale, IL

01-30-2017

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Duet Twinhomes AB: Character Elevations

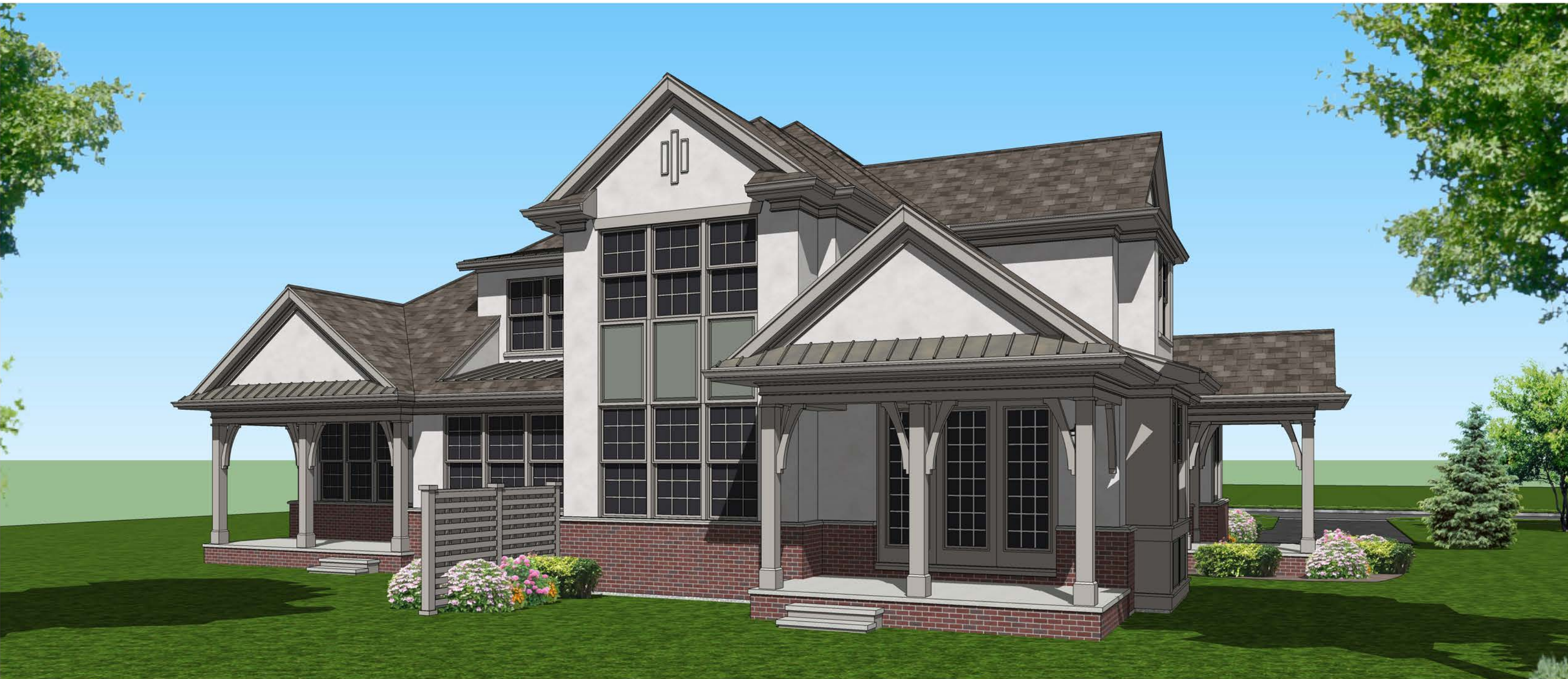
Hinsdale Meadows

Hinsdale, IL

01-30-2017

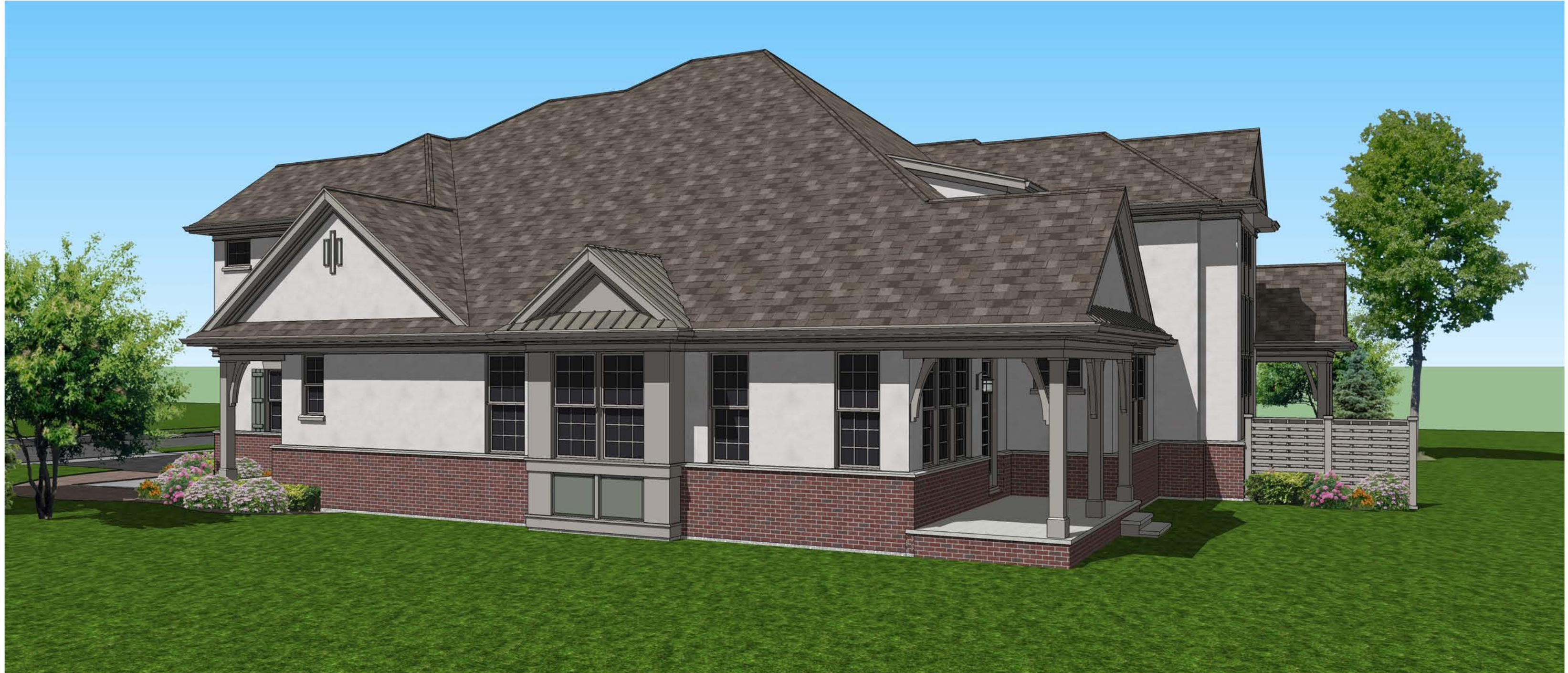
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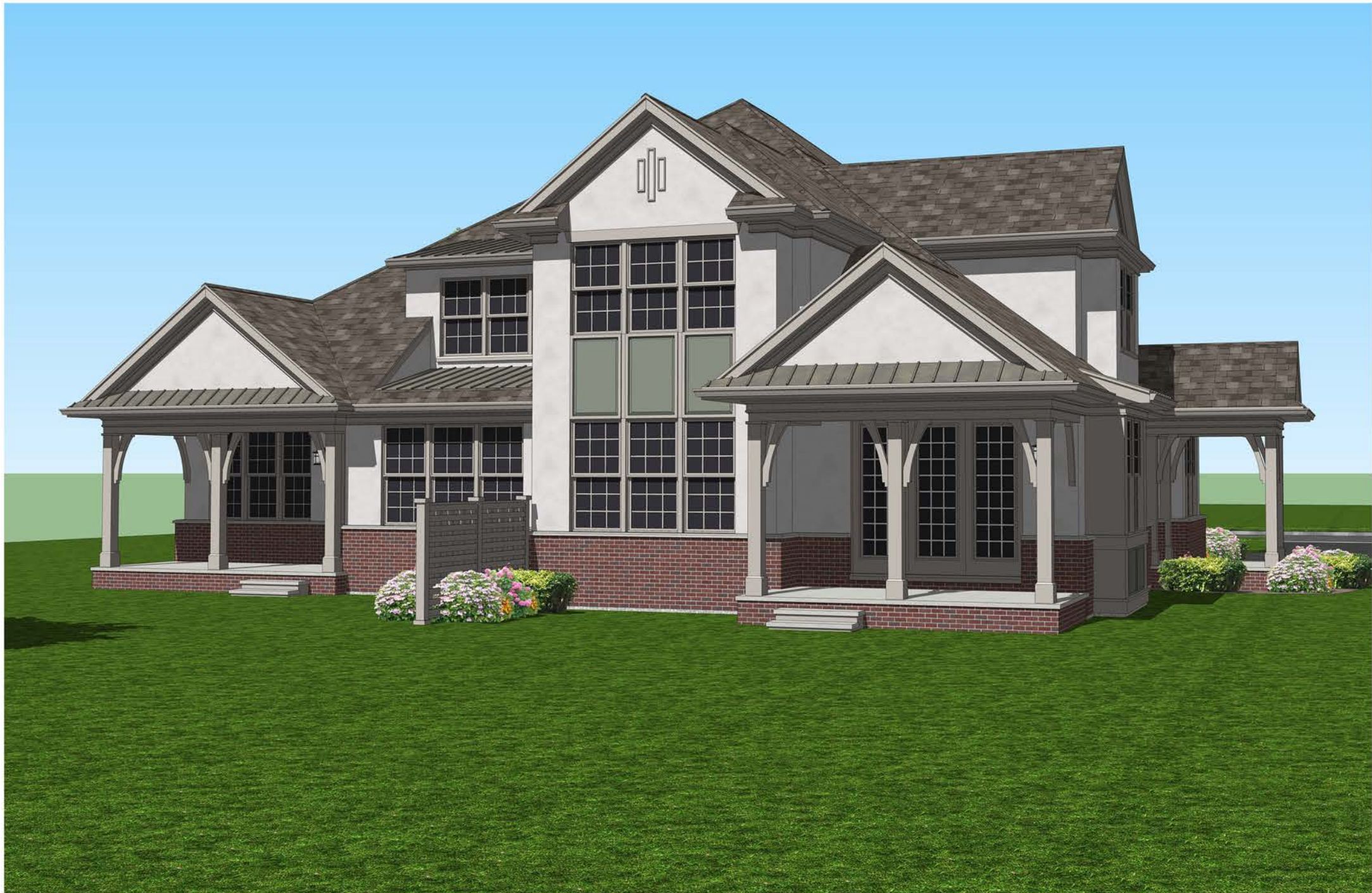
Duet Twinhomes AB: Character Elevations

Hinsdale Meadows
Hinsdale, IL

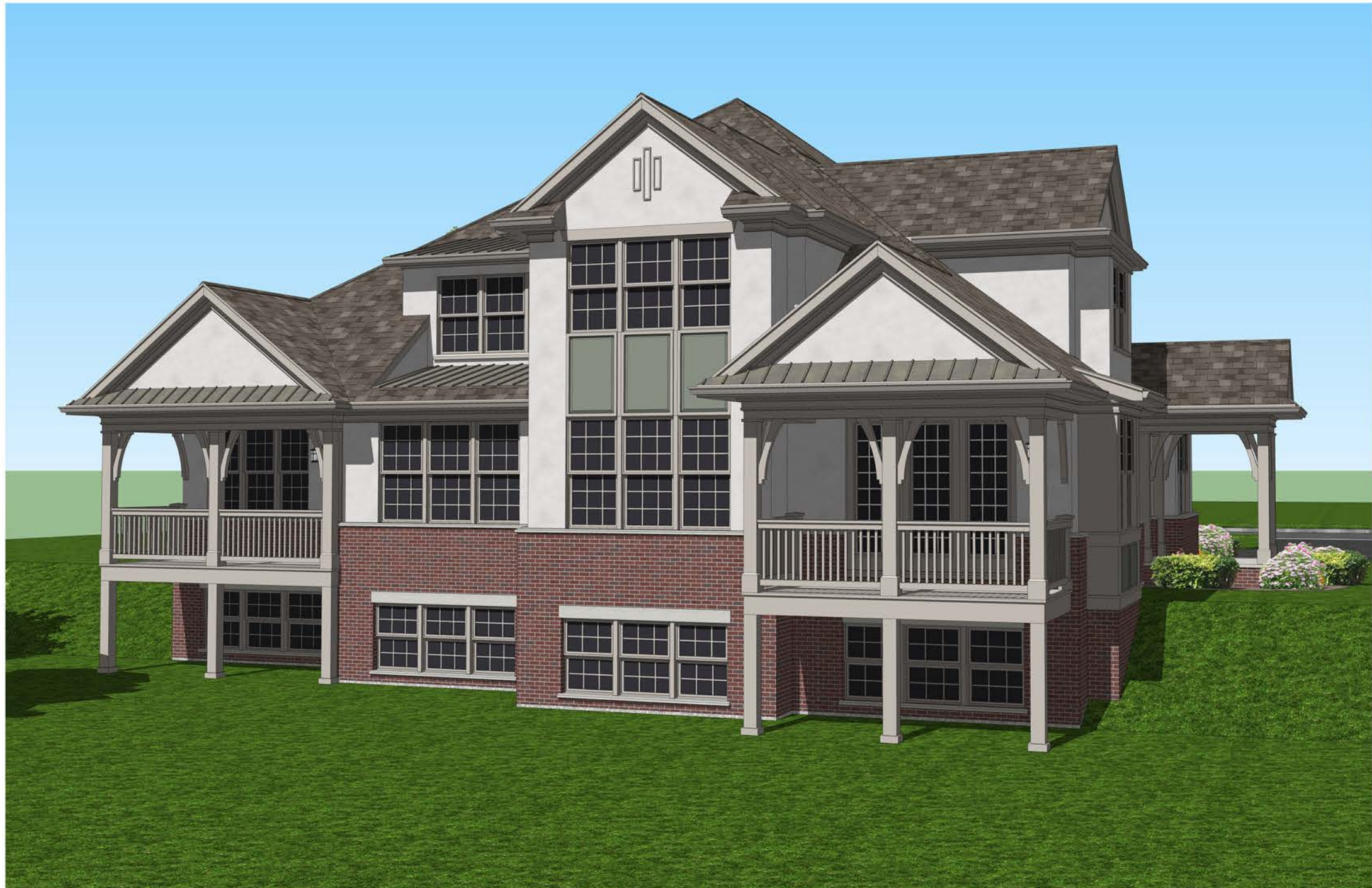


Duet Twinhomes AB: Character Elevations

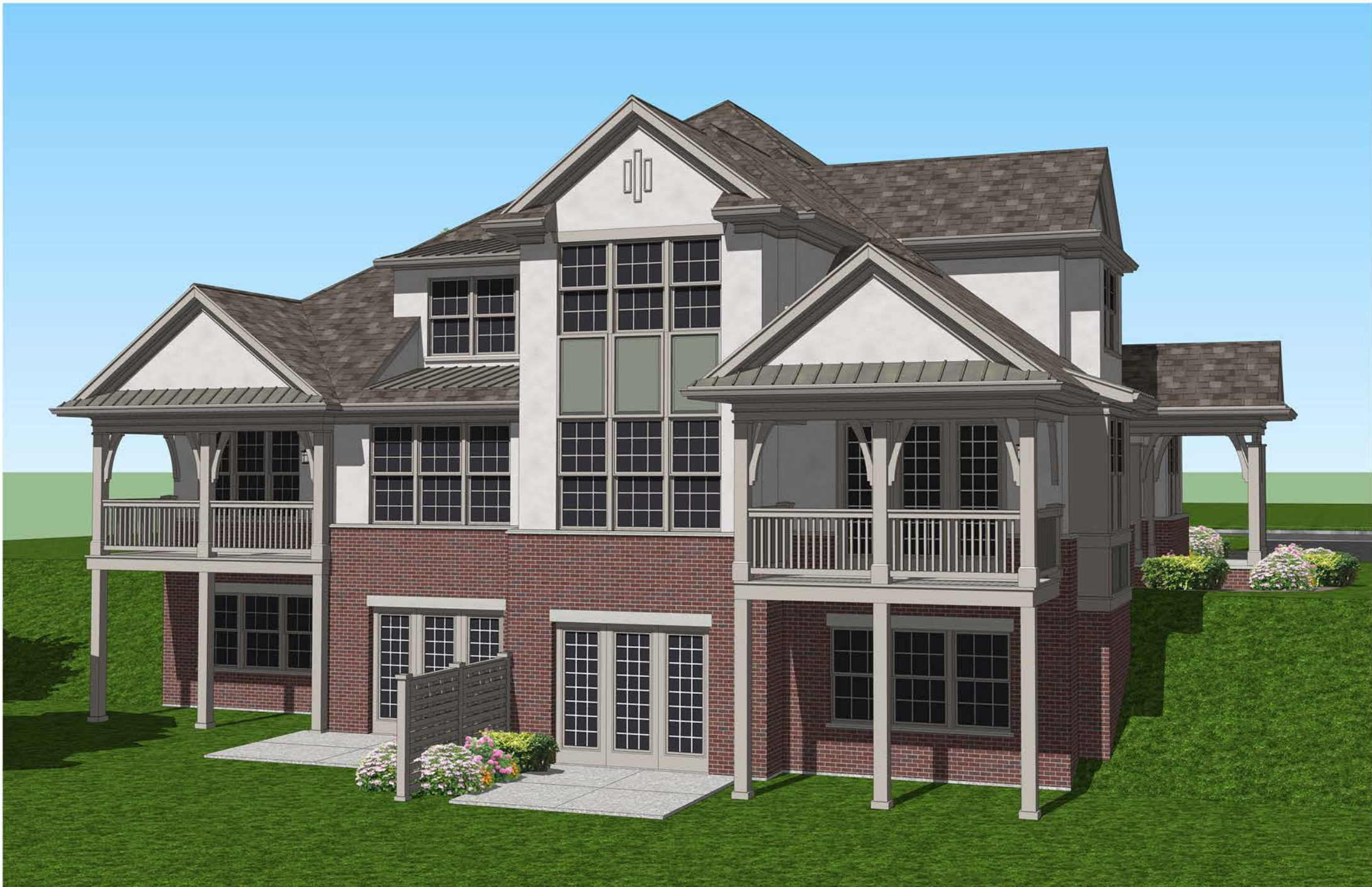
Hinsdale Meadows
Hinsdale, IL



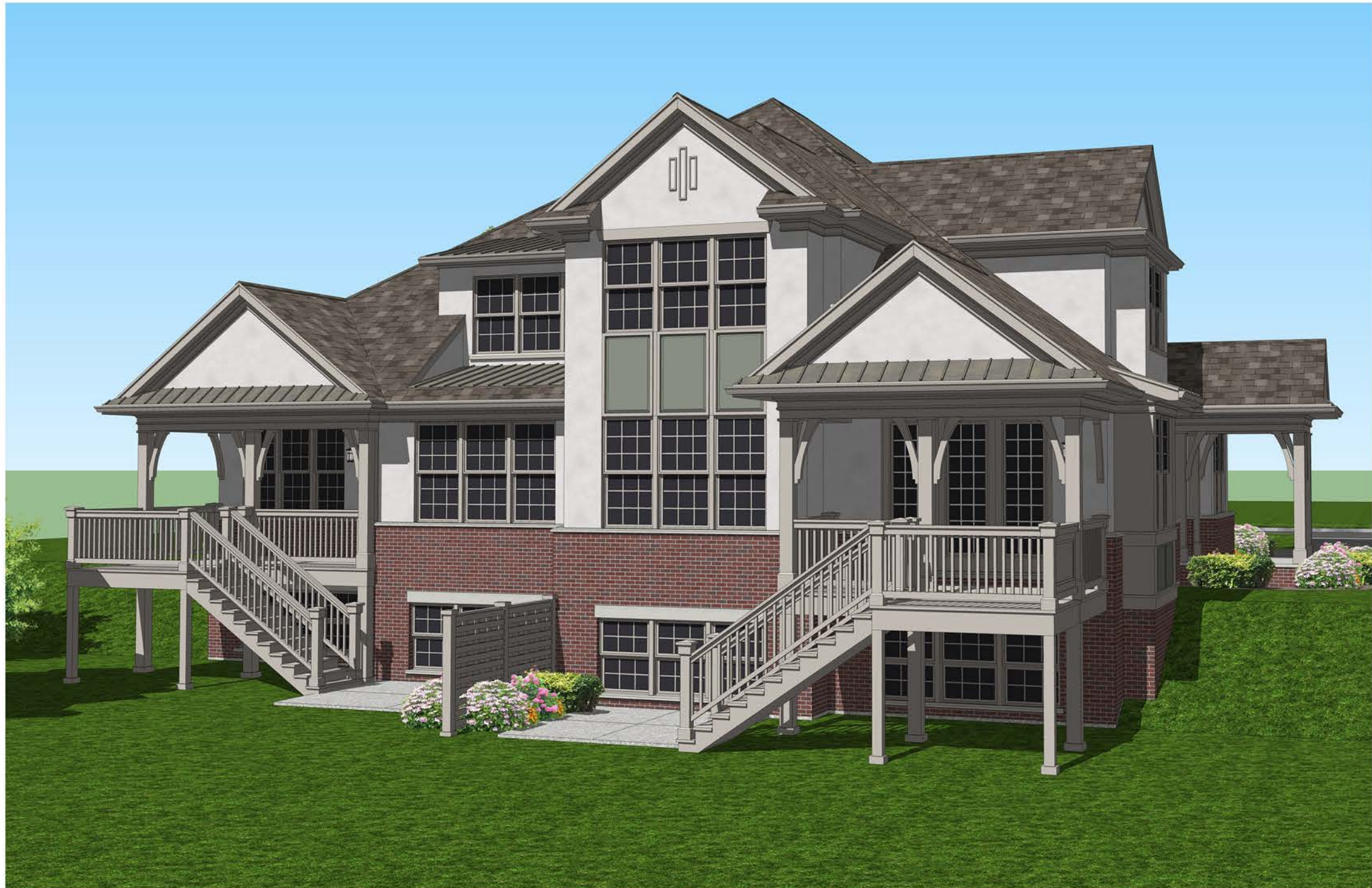
Standard Condition



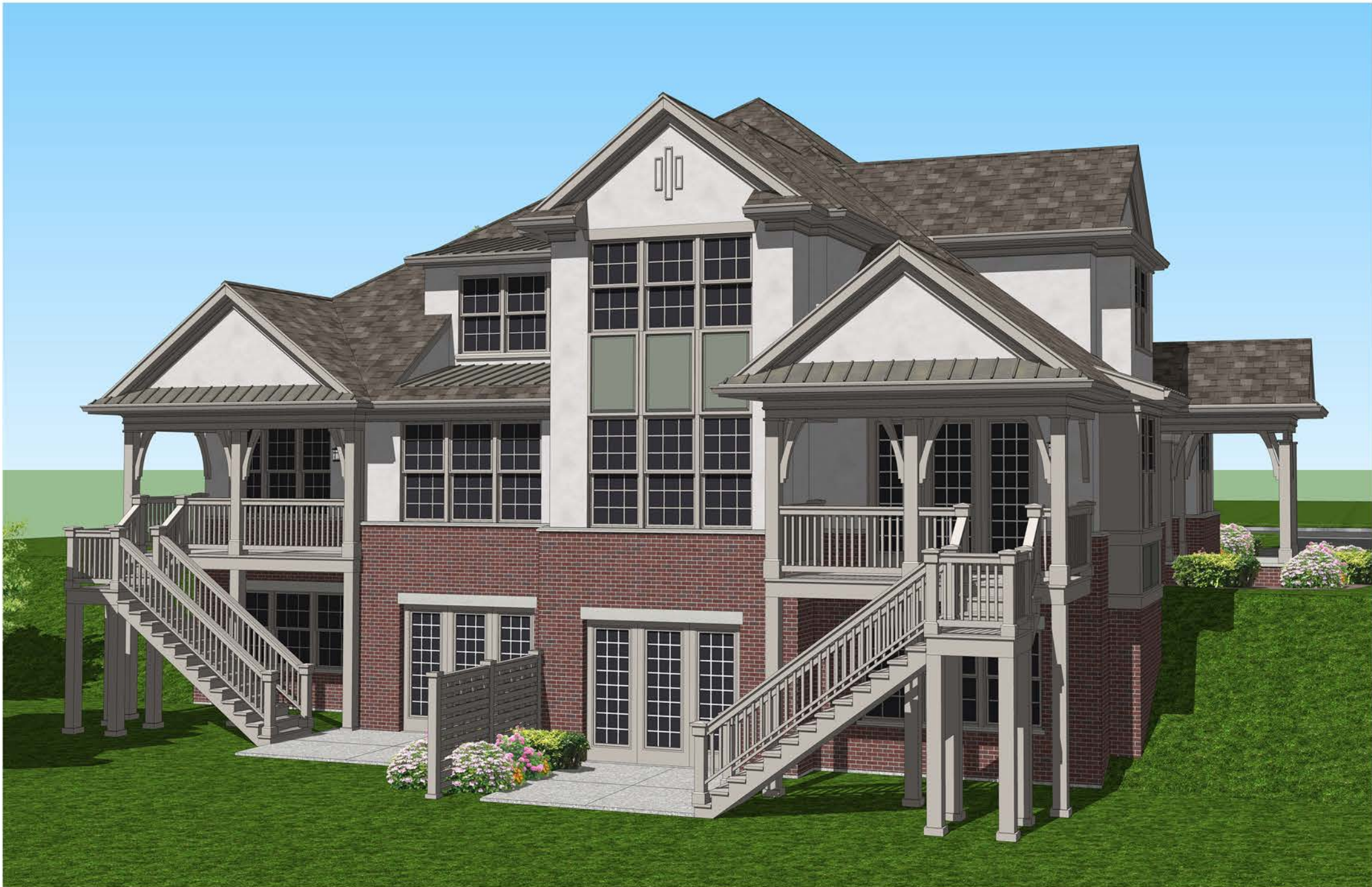
Lookout Condition



Walkout Condition



Lookout Condition with Optional Stair



Walkout Condition with Optional Stair

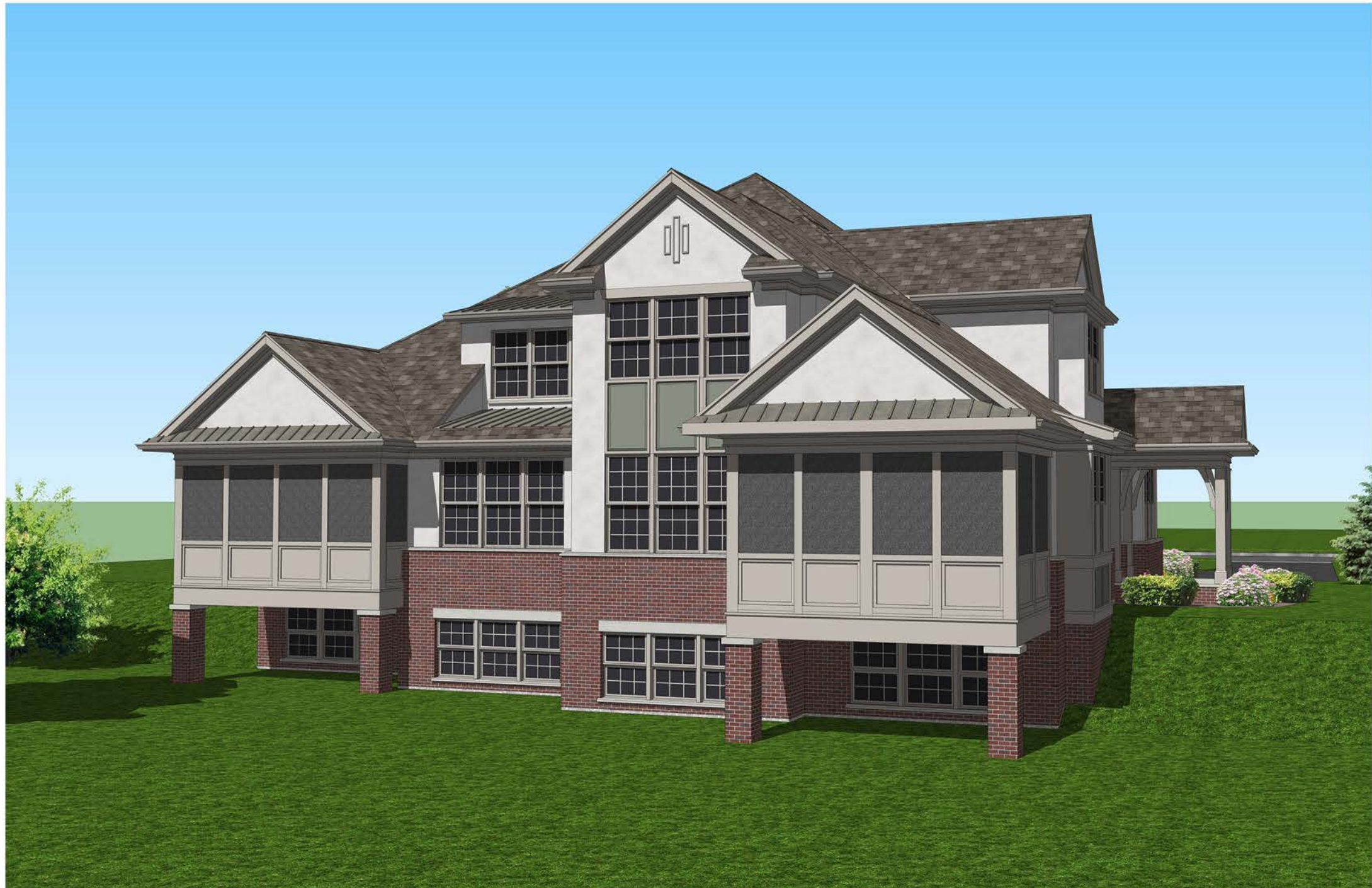
Duet Twinhomes AB: Character Elevations

Lookout and Walkout Conditions
Hinsdale Meadows

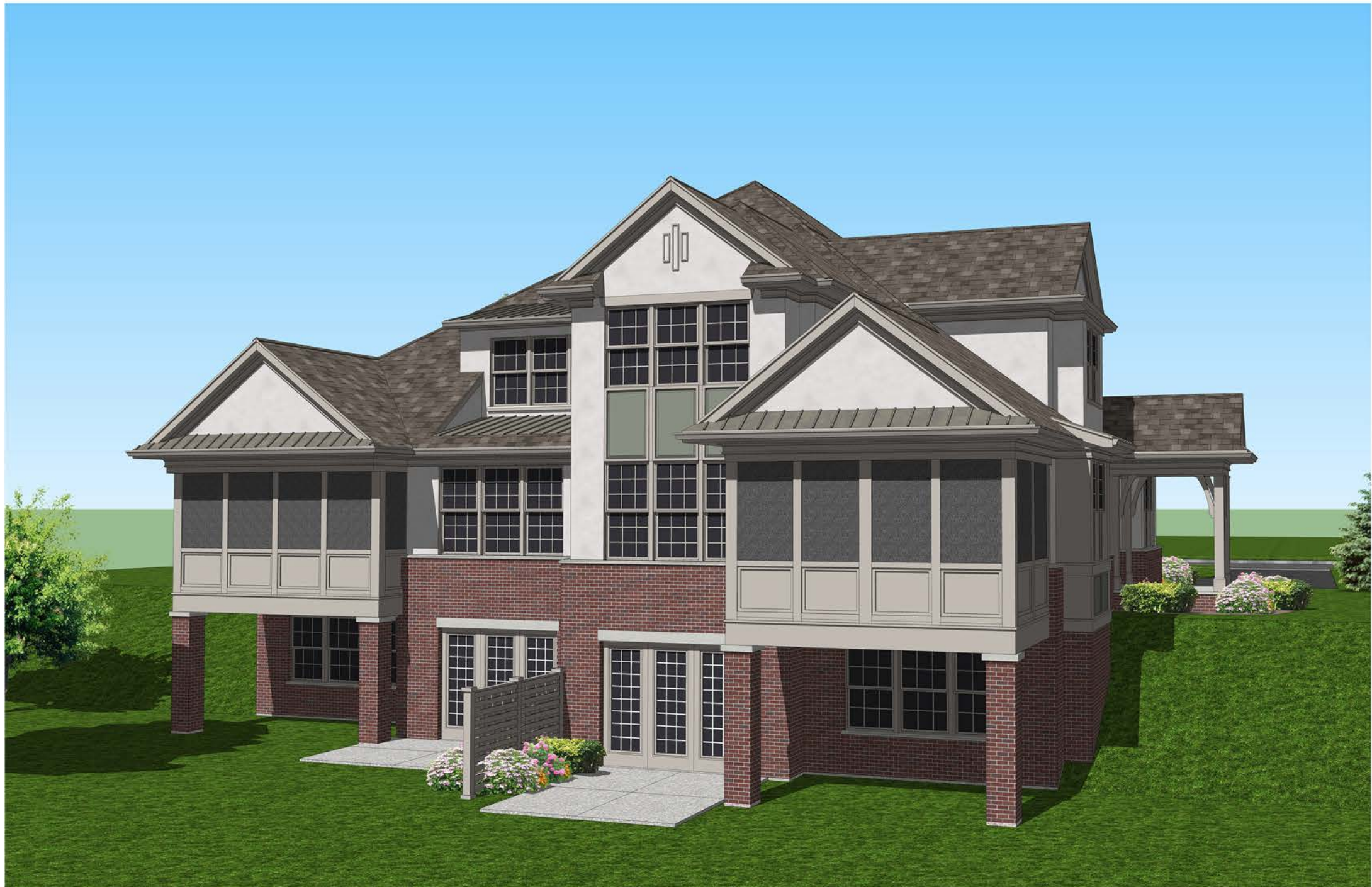
Hinsdale, IL



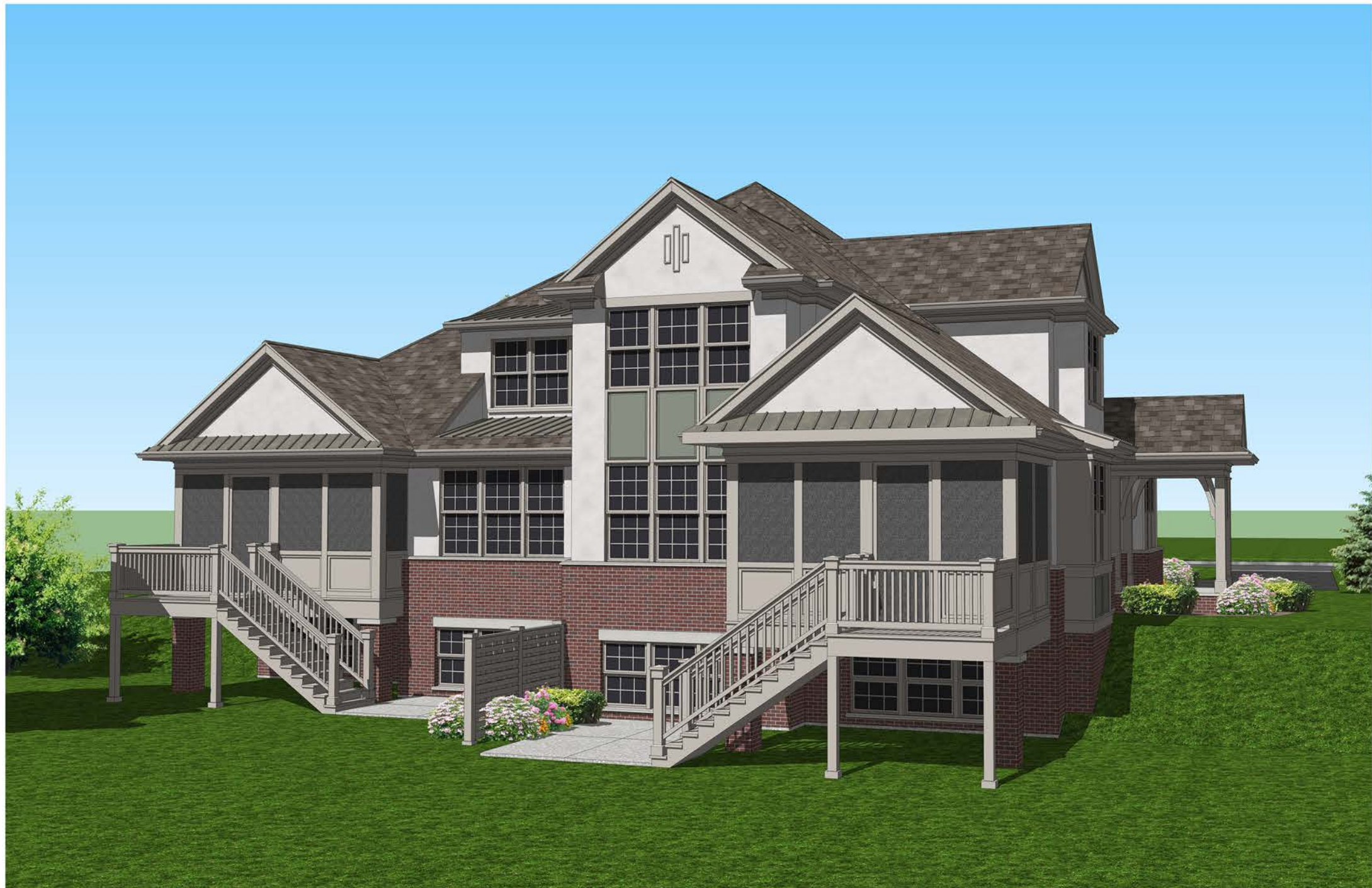
Standard Condition



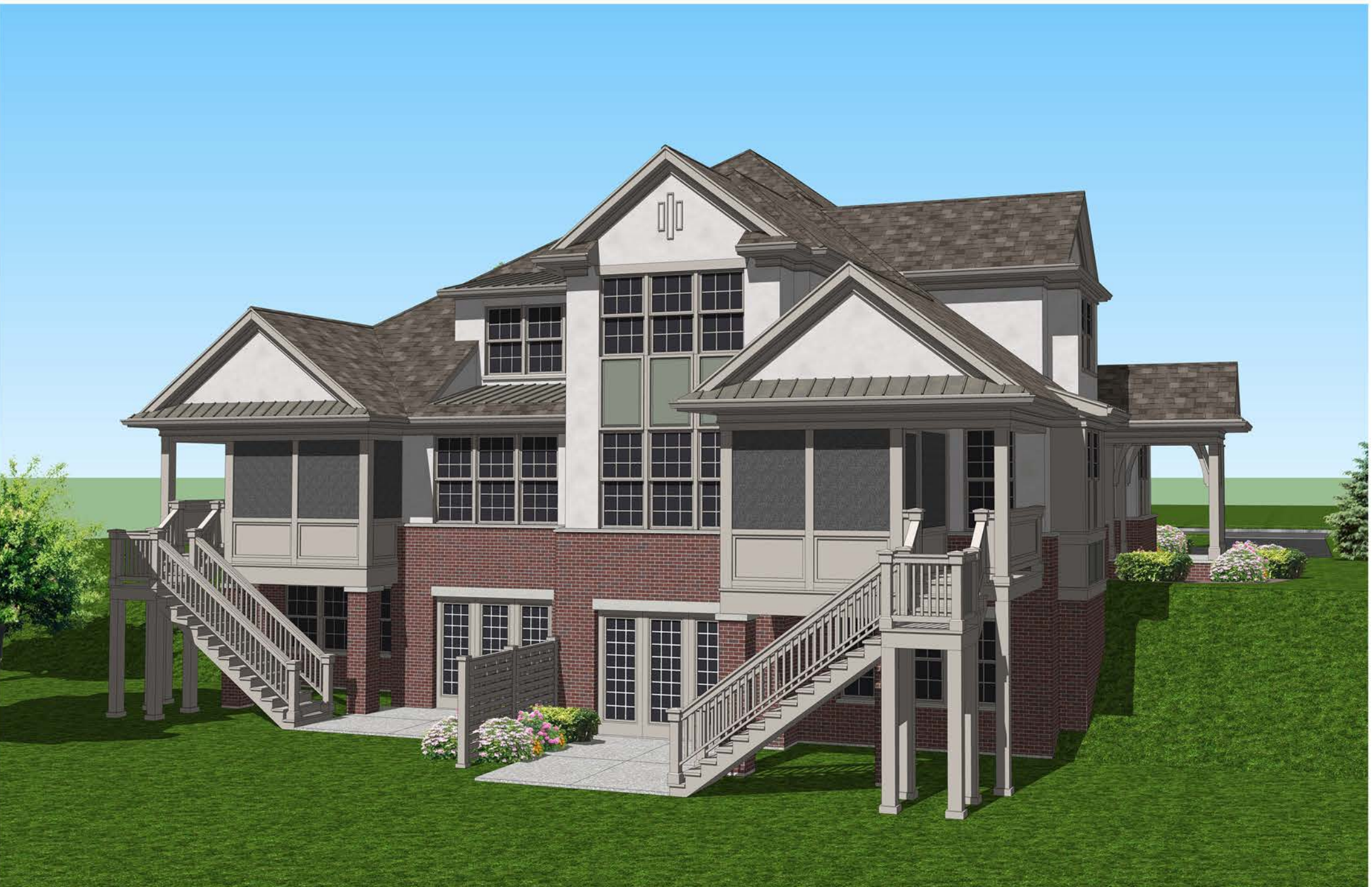
Lookout Condition



Walkout Condition



Lookout Condition with Optional Stair



Walkout Condition with Optional Stair

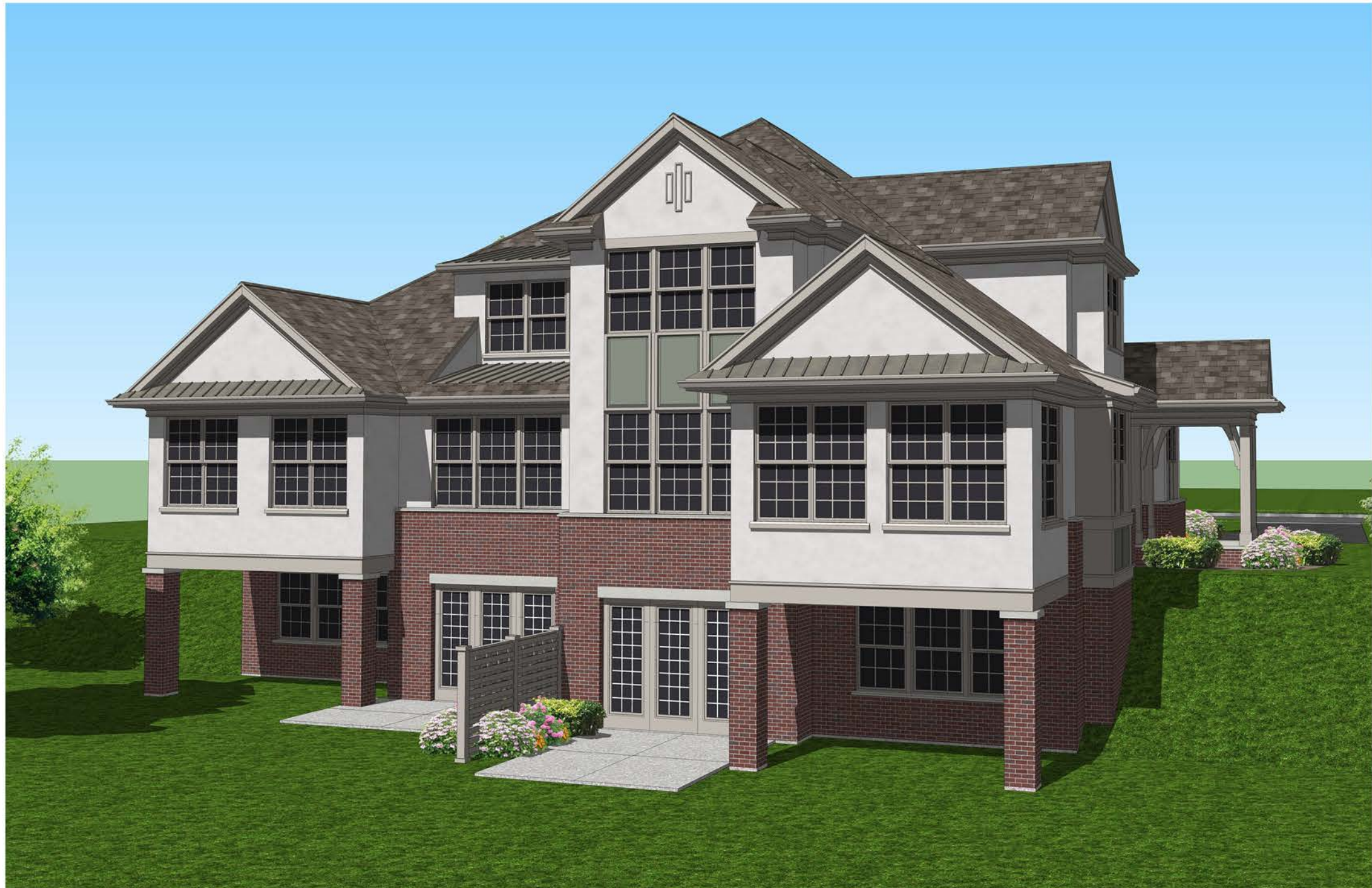
Duet Twinhomes AB: Character Elevations

Optional Screen Porch
Hinsdale Meadows

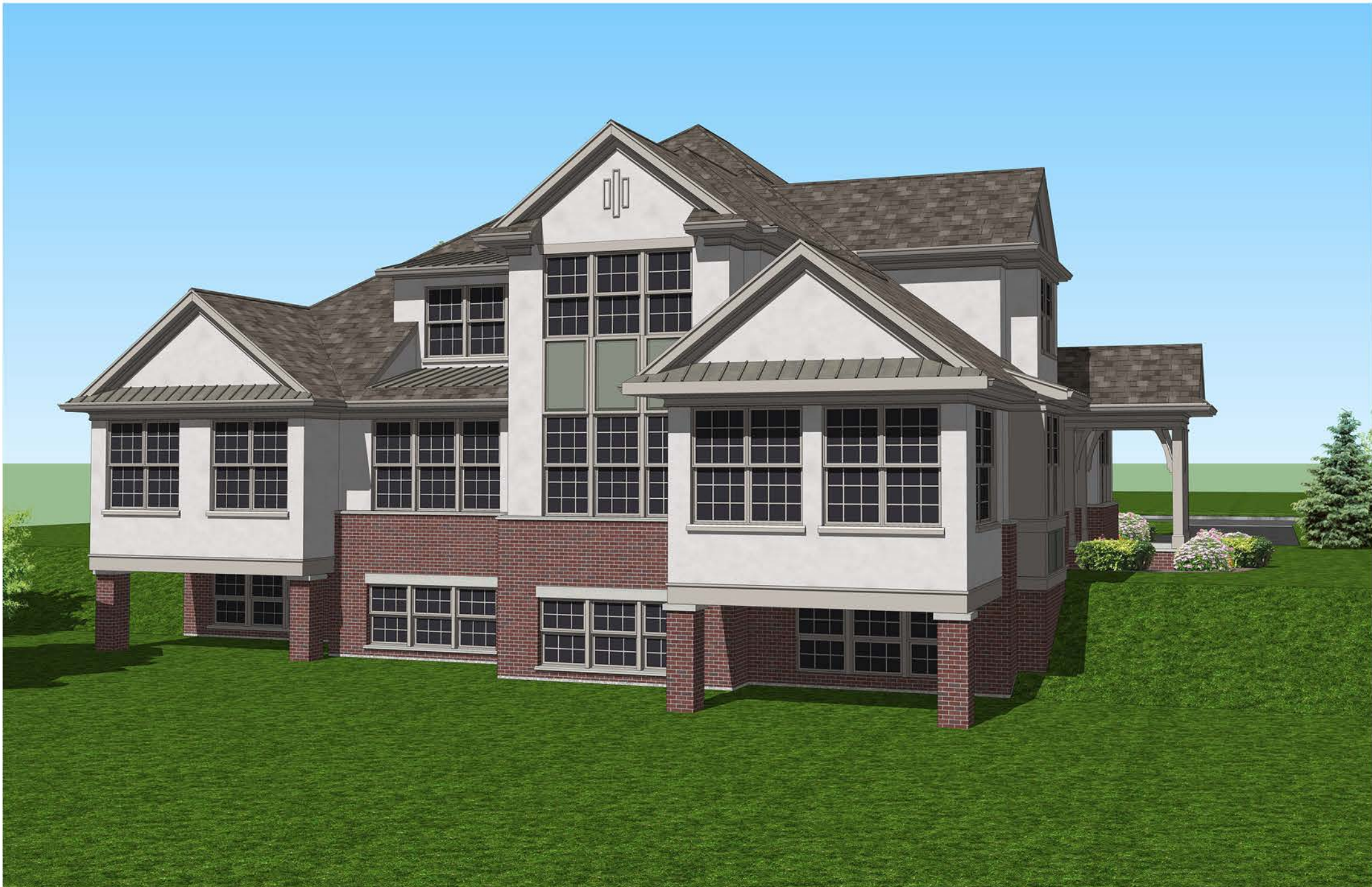
Hinsdale, IL



Standard Condition



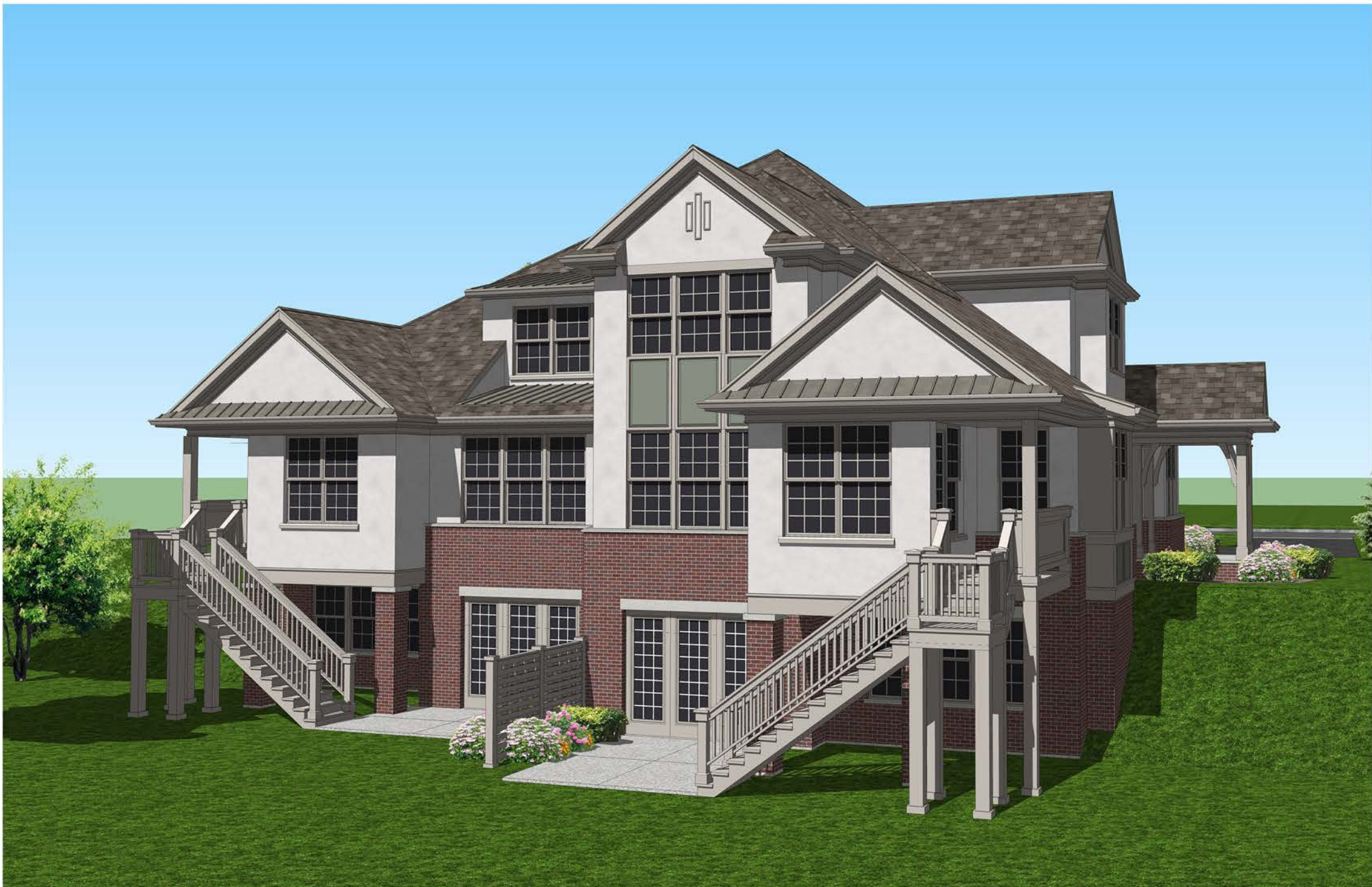
Walkout Condition



Lookout Condition



Lookout Condition with Optional Stair



Walkout Condition with Optional Stair

Duet Twinhomes AB: Character Elevations

Optional Sun Room
Hinsdale Meadows
Hinsdale, IL





Duet Twinhomes BB: Character Elevations

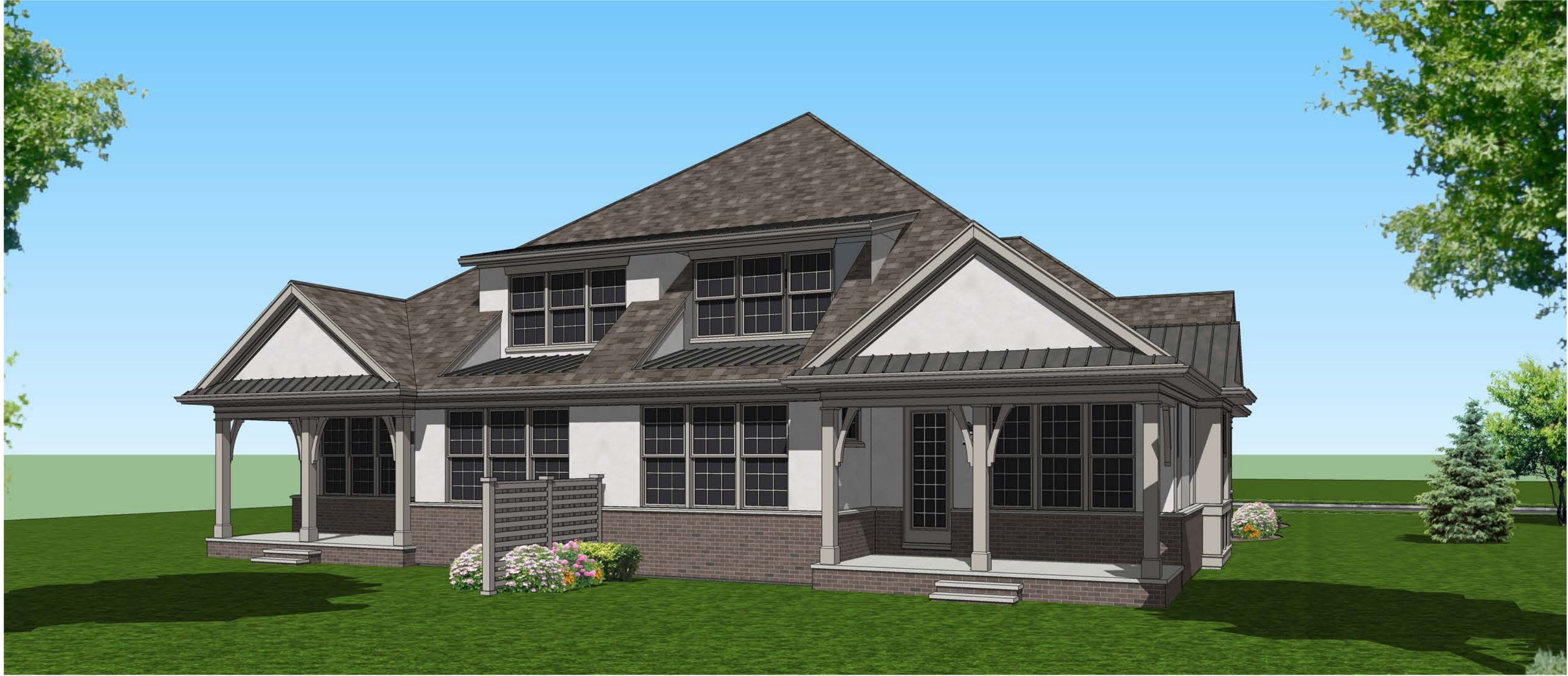
Hinsdale Meadows

Hinsdale, IL

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Duet Twinhomes BB: Character Elevations

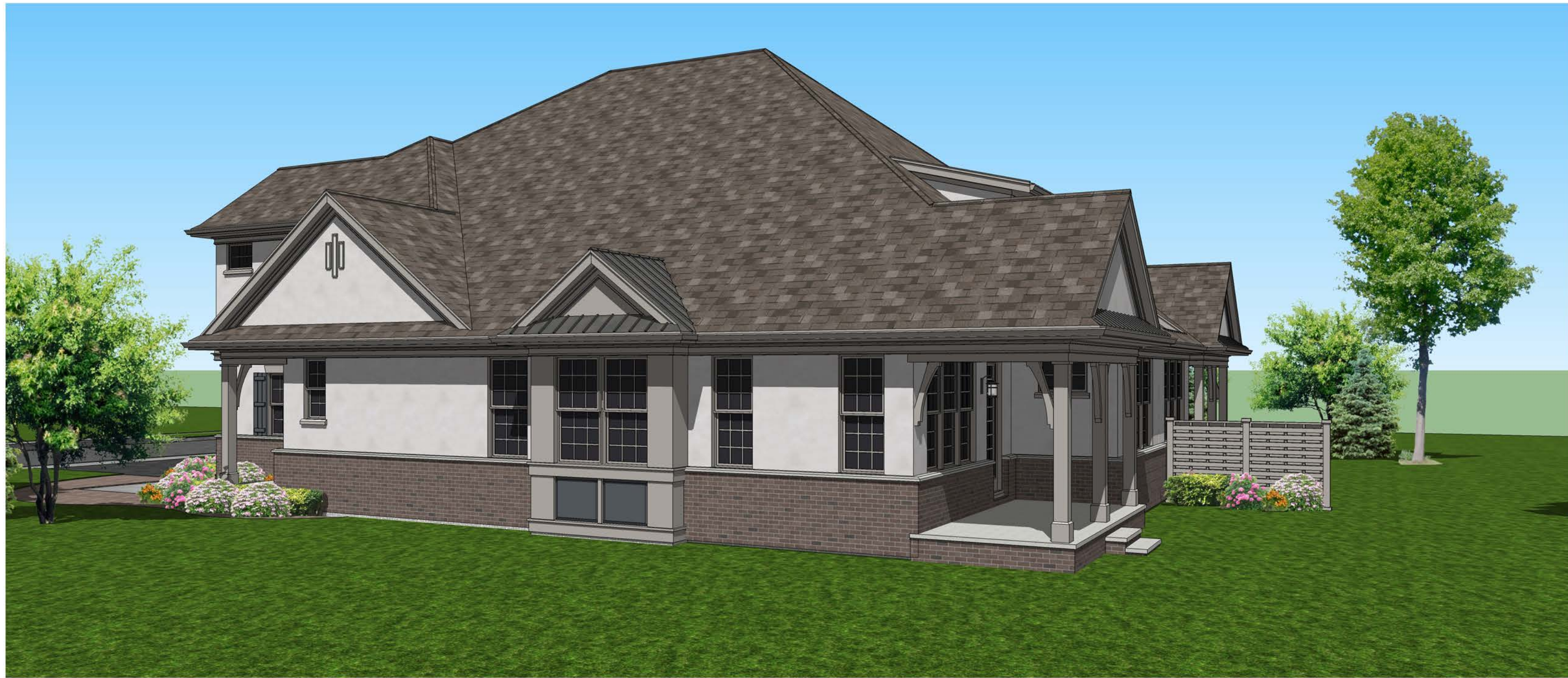
Hinsdale Meadows

Hinsdale, IL



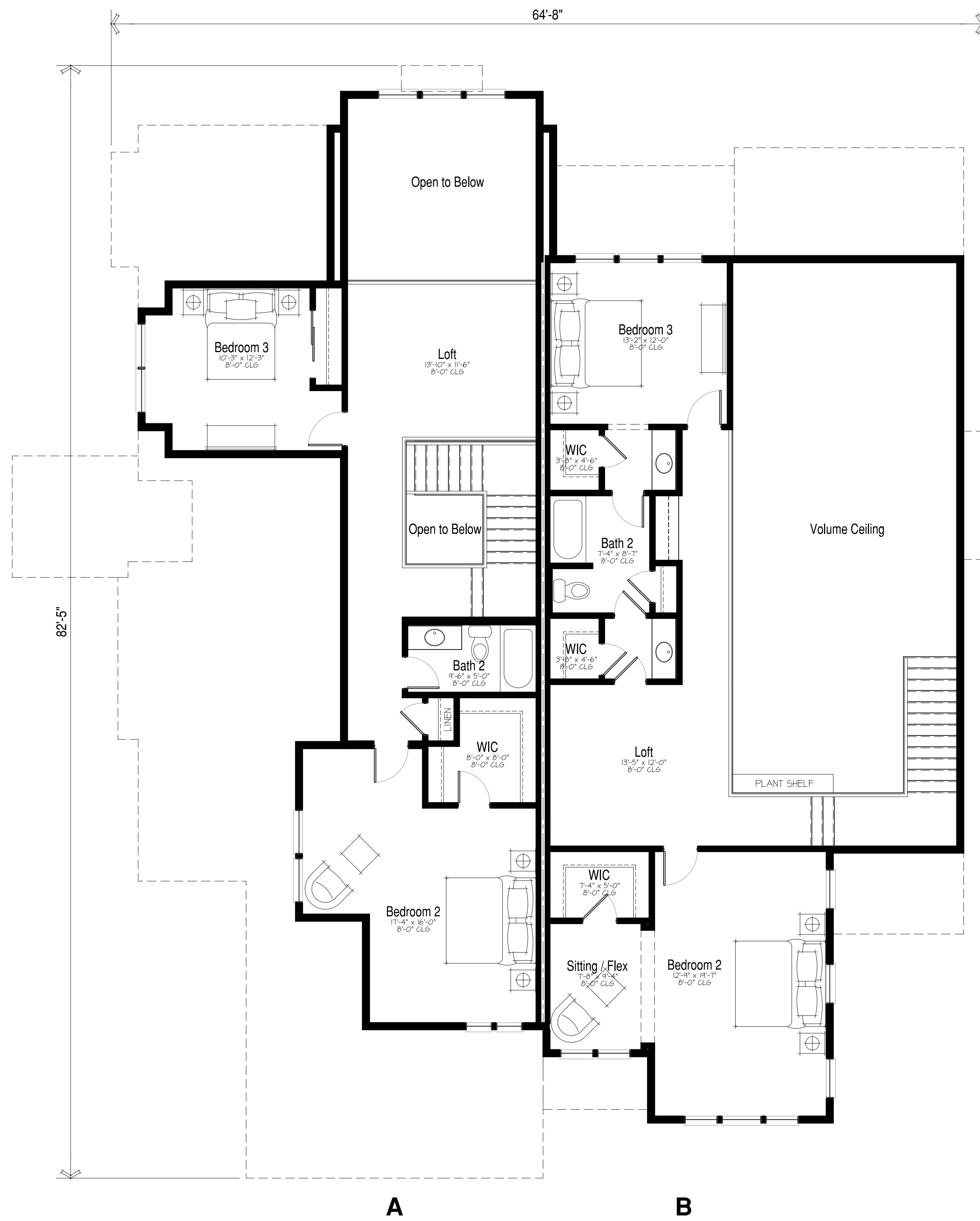
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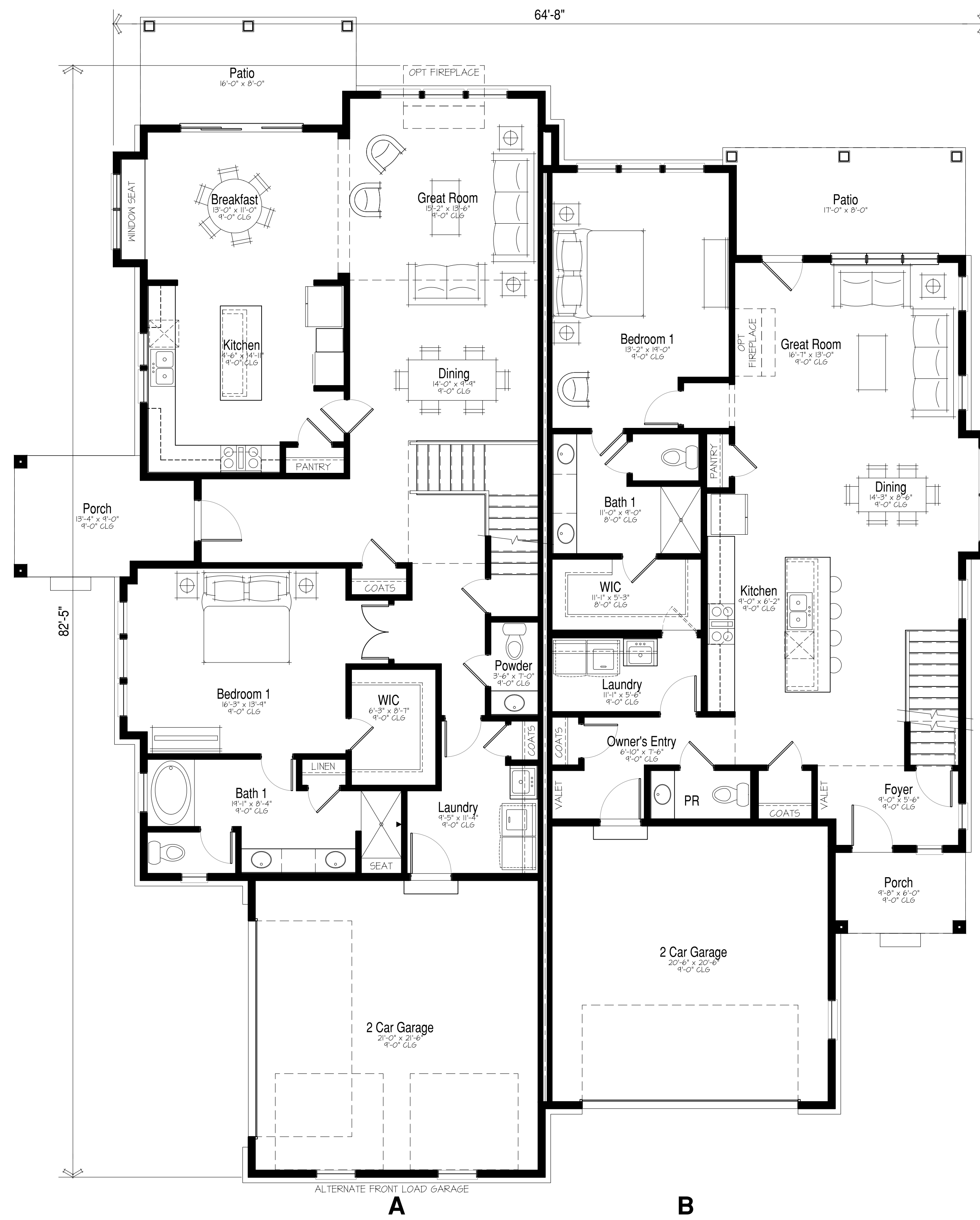
Duet Twinhomes BB: Character Elevations

Hinsdale Meadows
Hinsdale, IL



Plan A: 911 S.F.
Upper Floor Plan
SCALE: 3/16" = 1'-0"

Plan B: 1039 S.F.
Upper Floor Plan
SCALE: 3/16" = 1'-0"



Plan A: 1,729 S.F.
Main Floor Plan
SCALE: 3/16" = 1'-0"

Plan B: 1,447 S.F.
Main Floor Plan
SCALE: 3/16" = 1'-0"

Duet Twinhomes: Floor Plans

Hinsdale Meadows
Hinsdale, IL

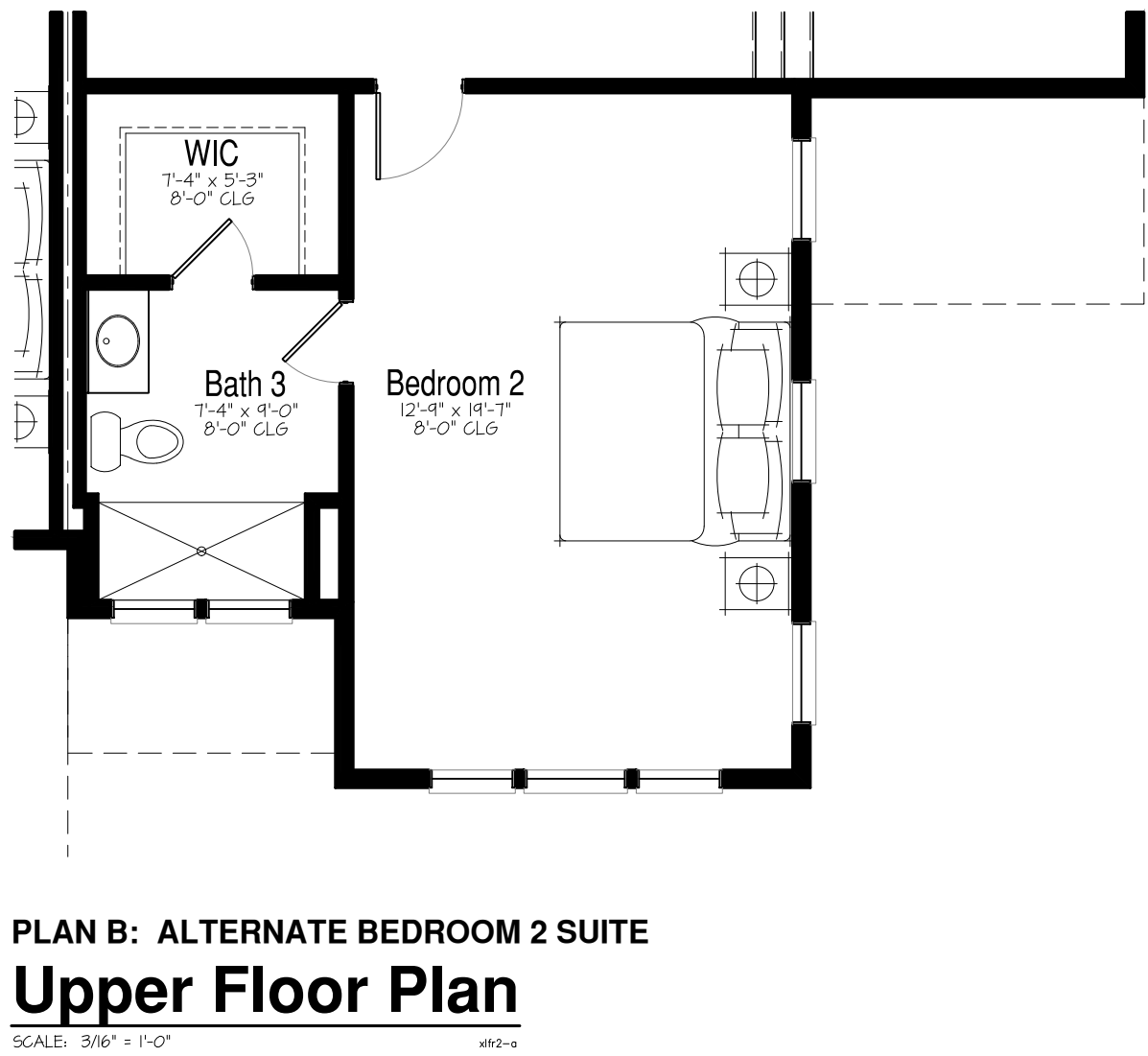
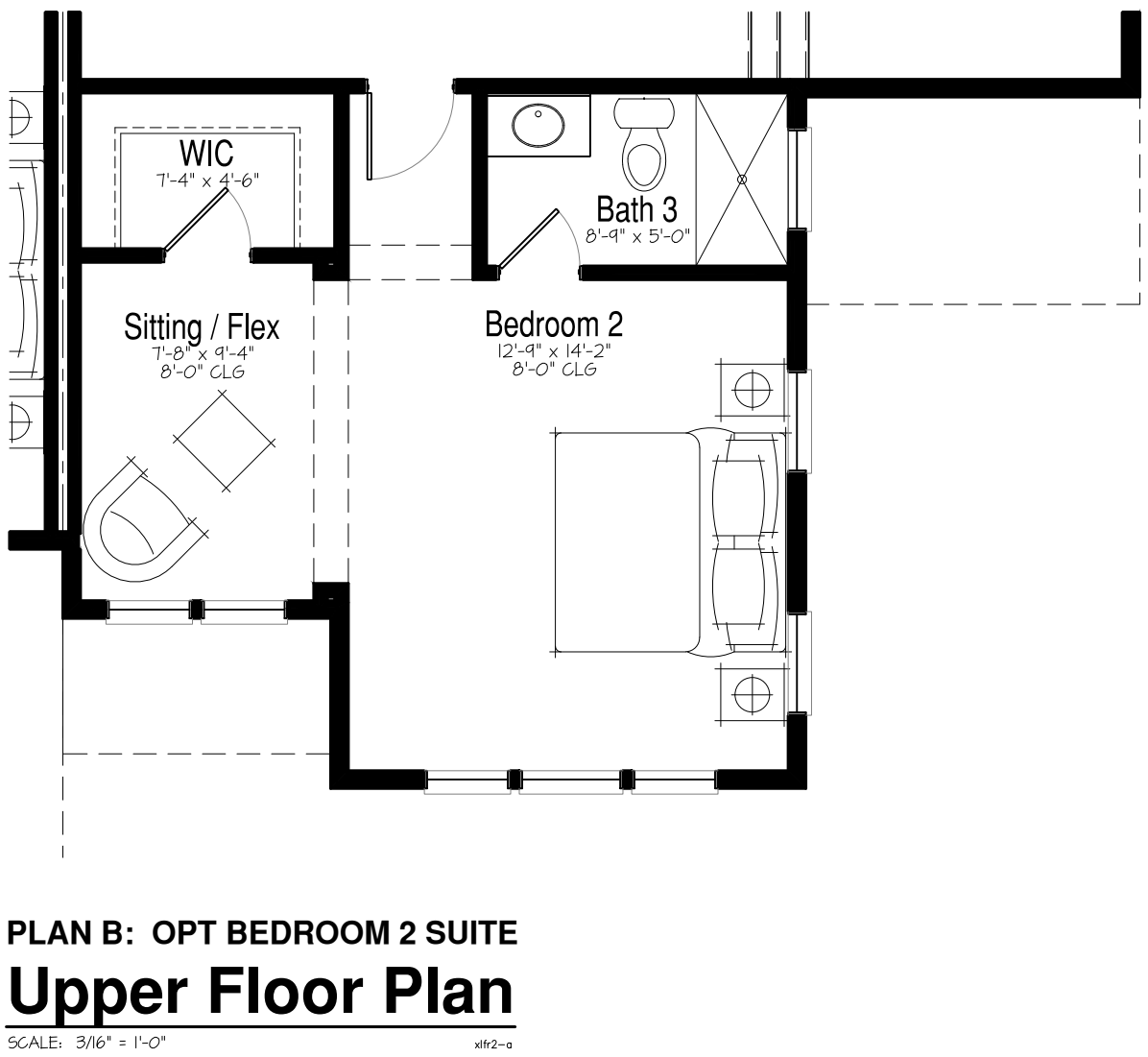
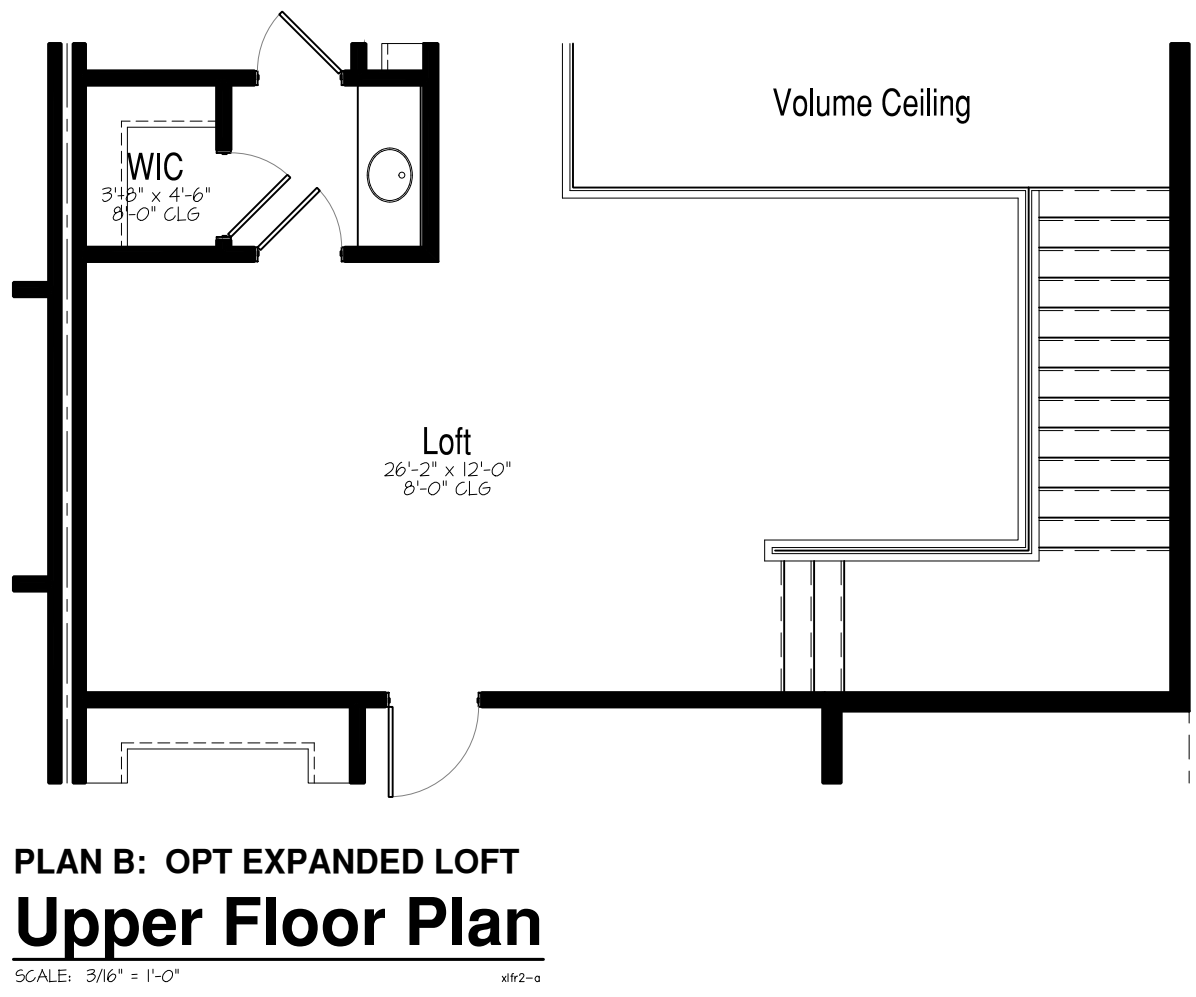
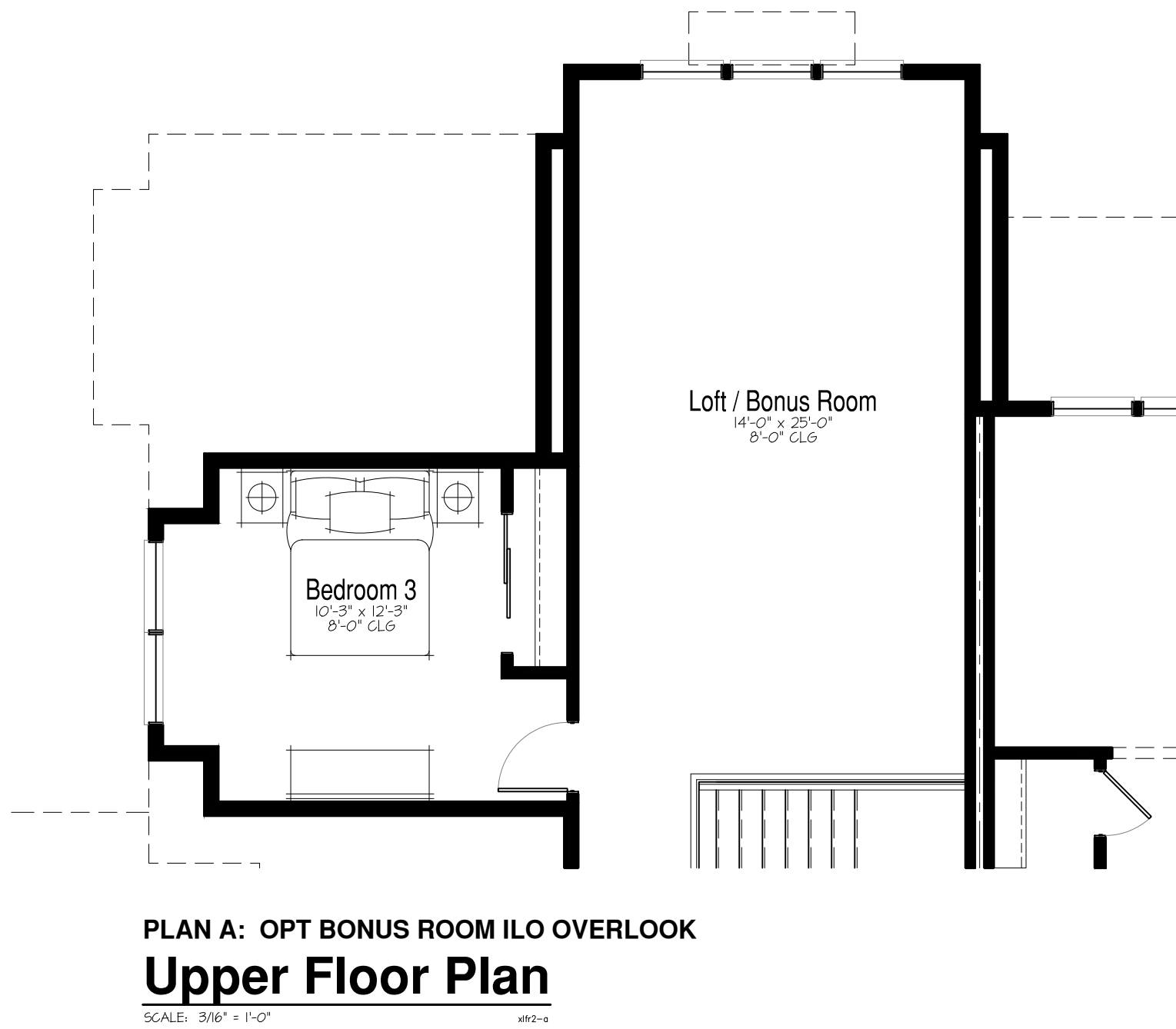


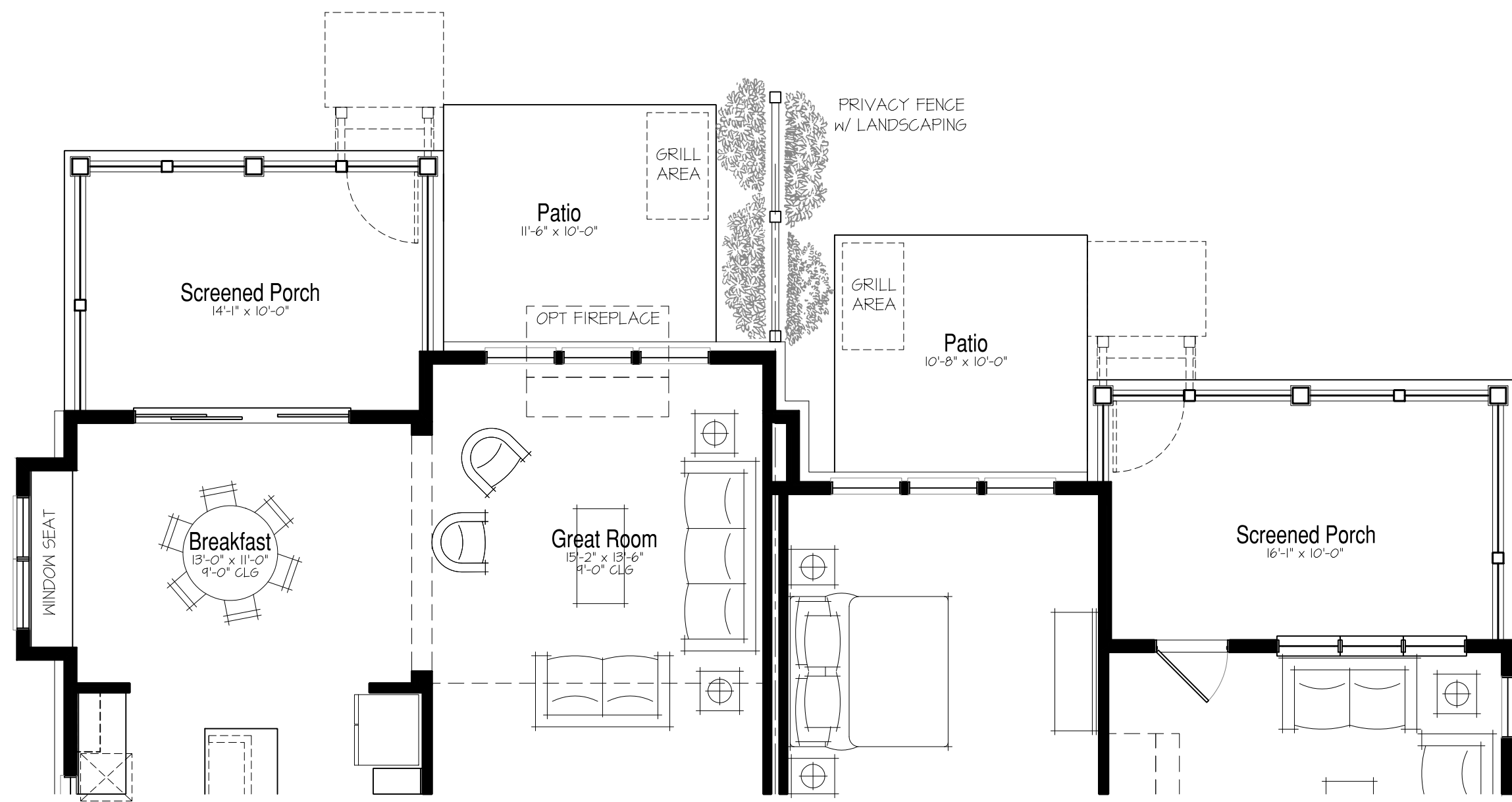
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Duet Twinhomes: Floor Plans - Upper Floor Options

Hinsdale Meadows
Hinsdale, IL

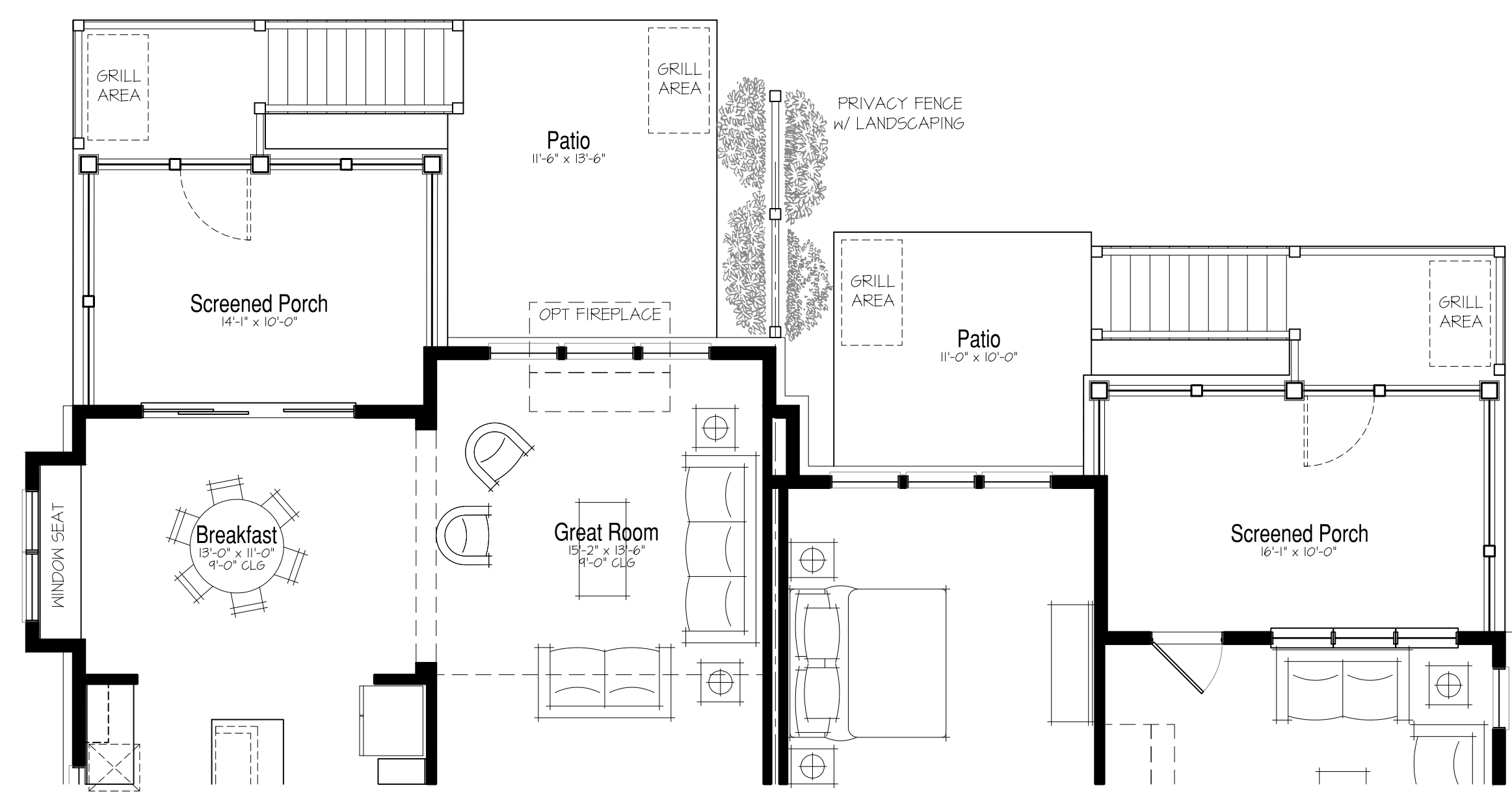
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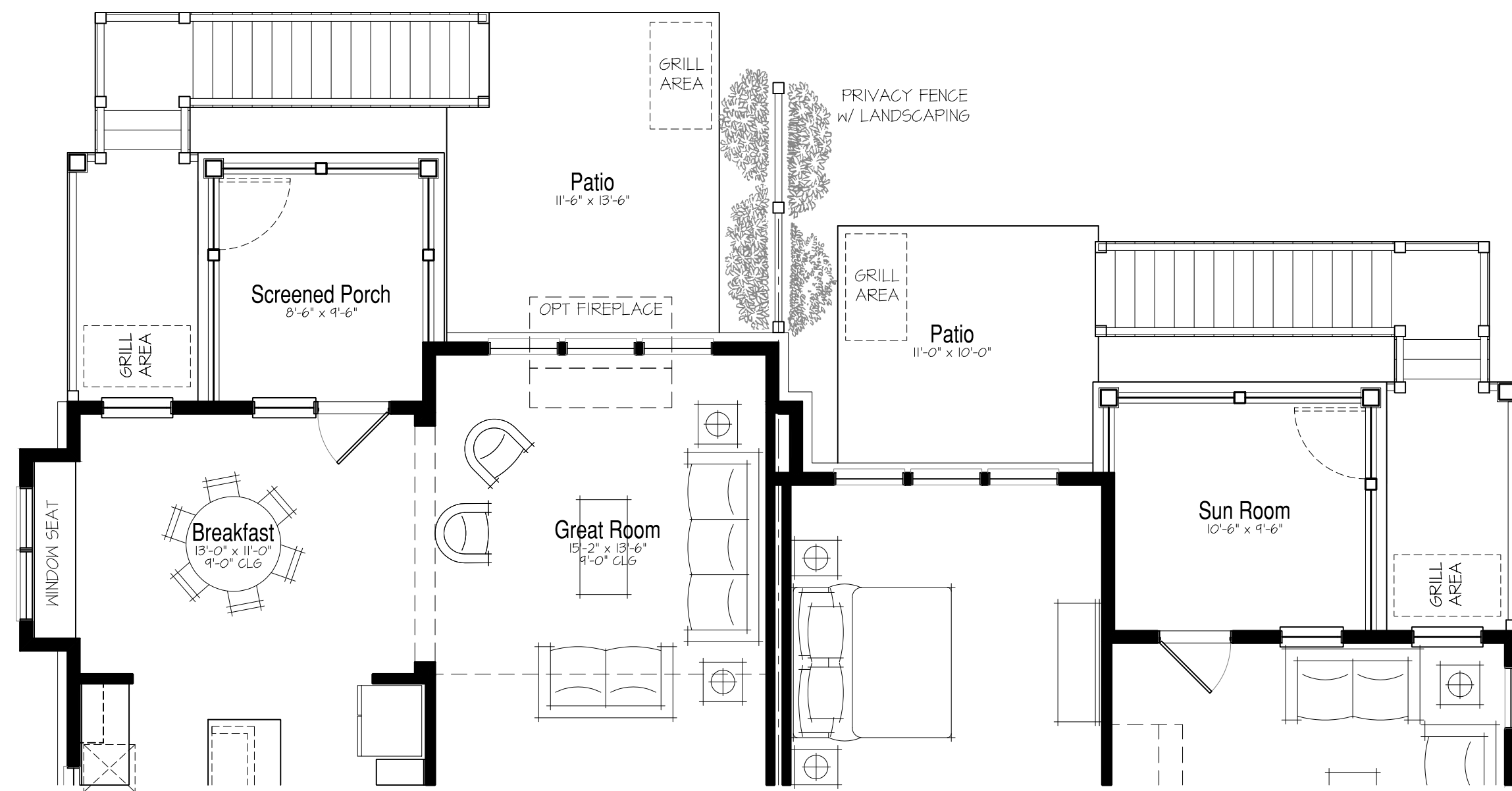
PLAN A
OPT SCREEN PORCH
Main Floor Plan
SCALE: 3/16" = 1'-0"

PLAN B
OPT SCREEN PORCH
Main Floor Plan
SCALE: 3/16" = 1'-0"



PLAN A
OPT SCREEN PORCH @ LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

PLAN B
OPT SCREEN PORCH @ LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"



PLAN A
OPT SCREEN PORCH @ WALKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

PLAN B
OPT SCREEN PORCH @ WALKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

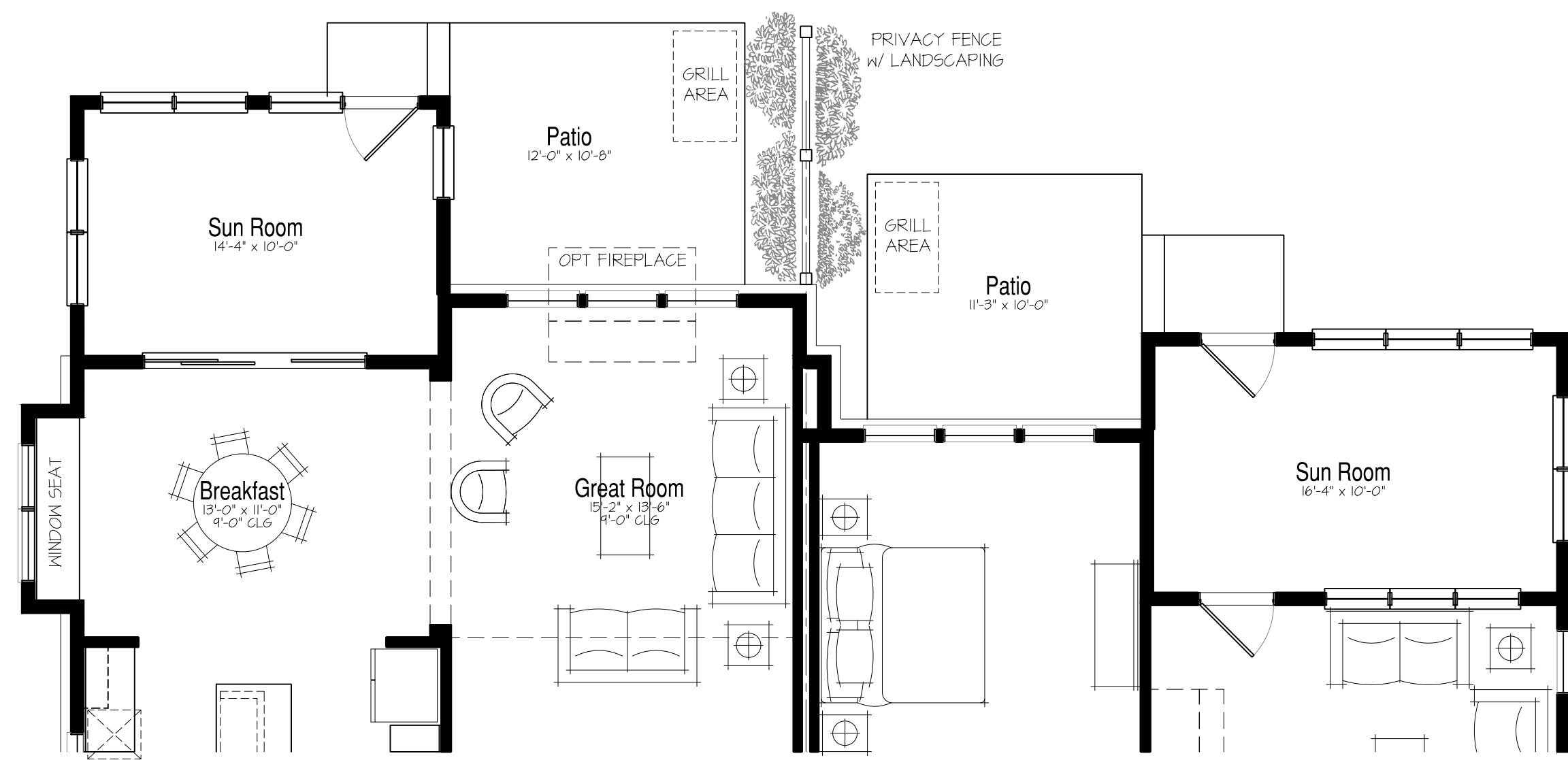
Duet Twinhomes: Floor Plans - Screen Porch Options

Hinsdale Meadows

Hinsdale, IL

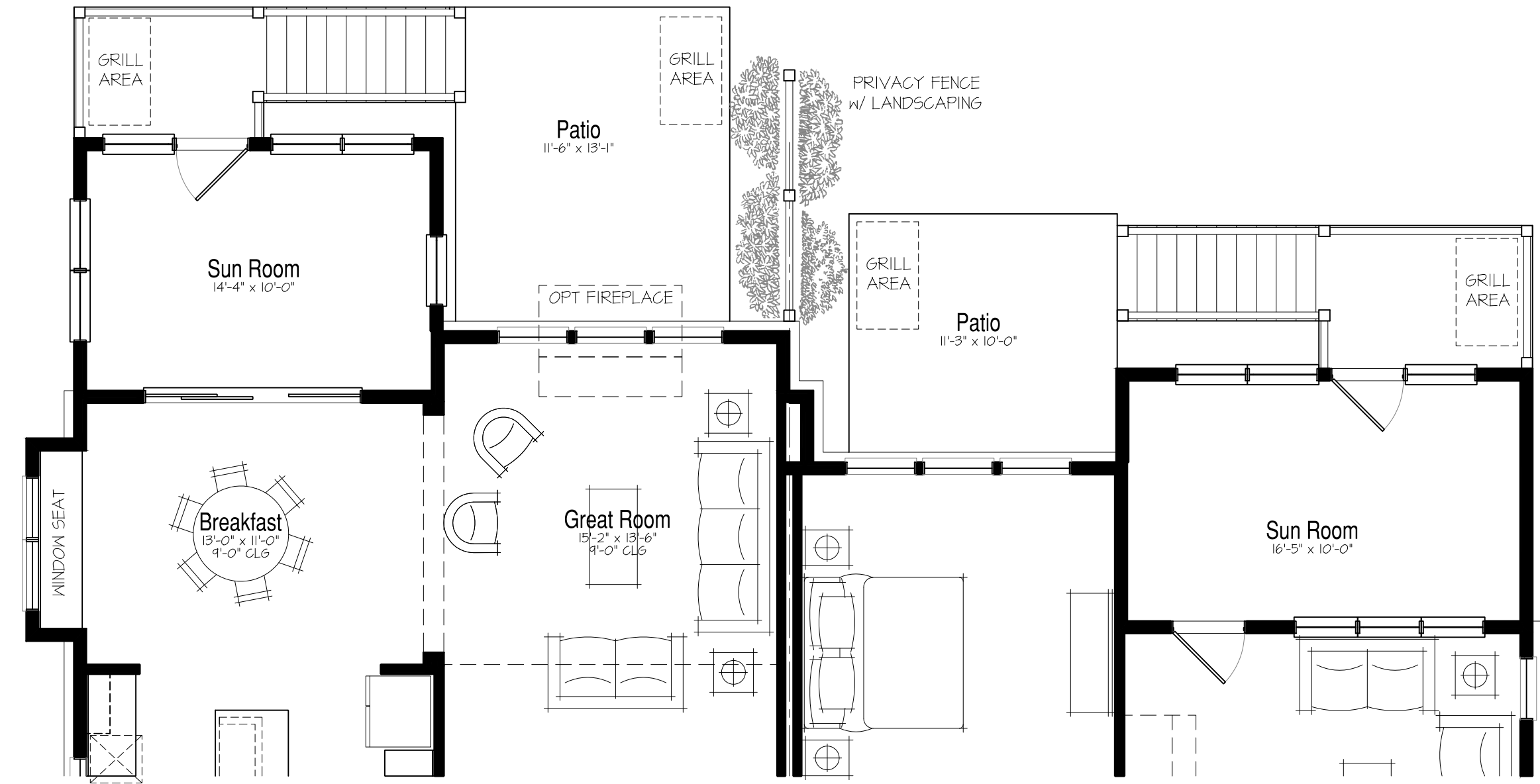


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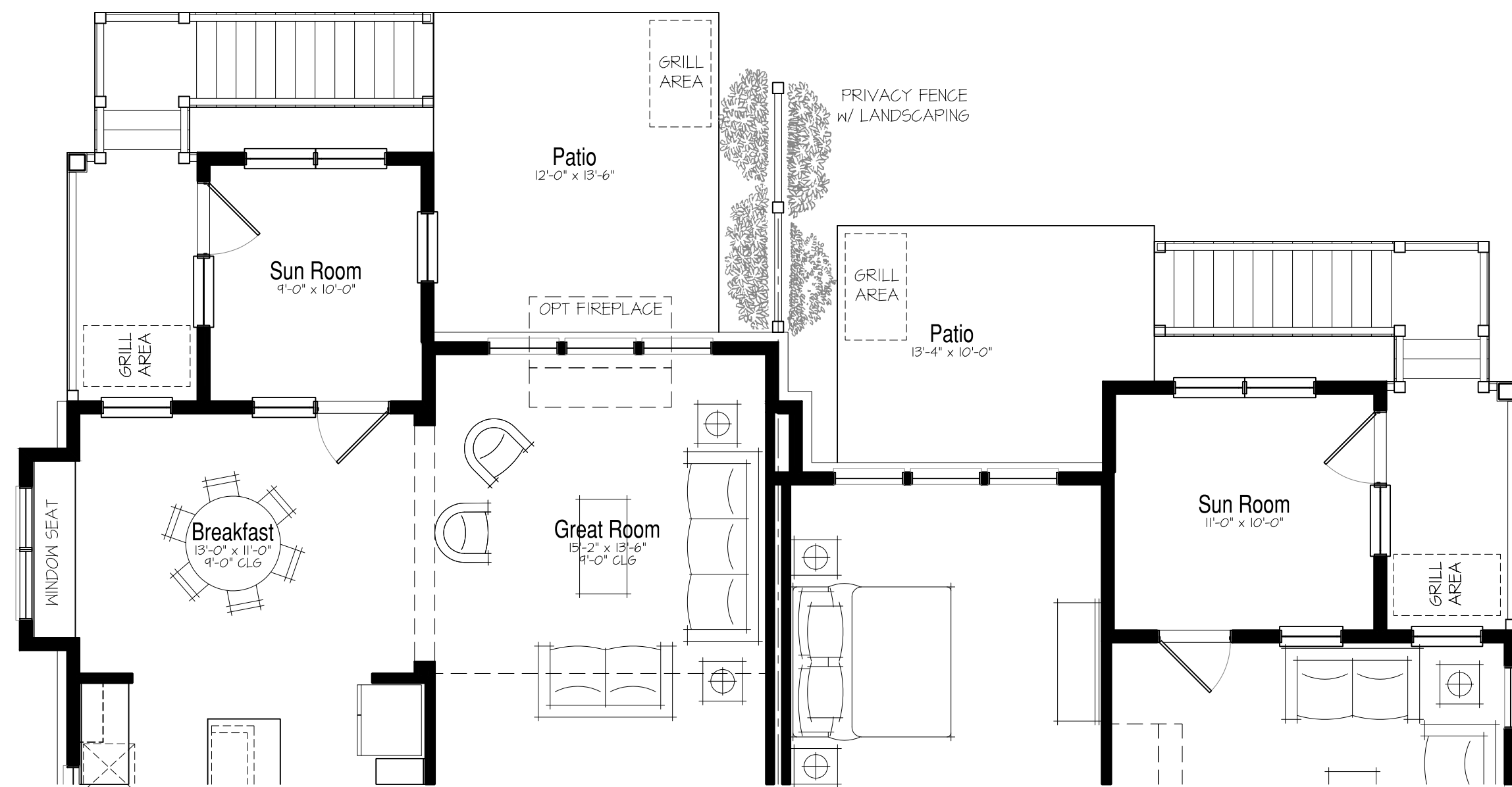
PLAN A
OPT SUN ROOM
Main Floor Plan
SCALE: 3/16" = 1'-0"

PLAN B
OPT SUN ROOM
Main Floor Plan
SCALE: 3/16" = 1'-0"



PLAN A
OPT SUN ROOM @ LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

PLAN B
OPT SUN ROOM @ LOOKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"



PLAN A
OPT SUN ROOM @ WALKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

PLAN B
OPT SUN ROOM @ WALKOUT
Main Floor Plan
SCALE: 3/16" = 1'-0"

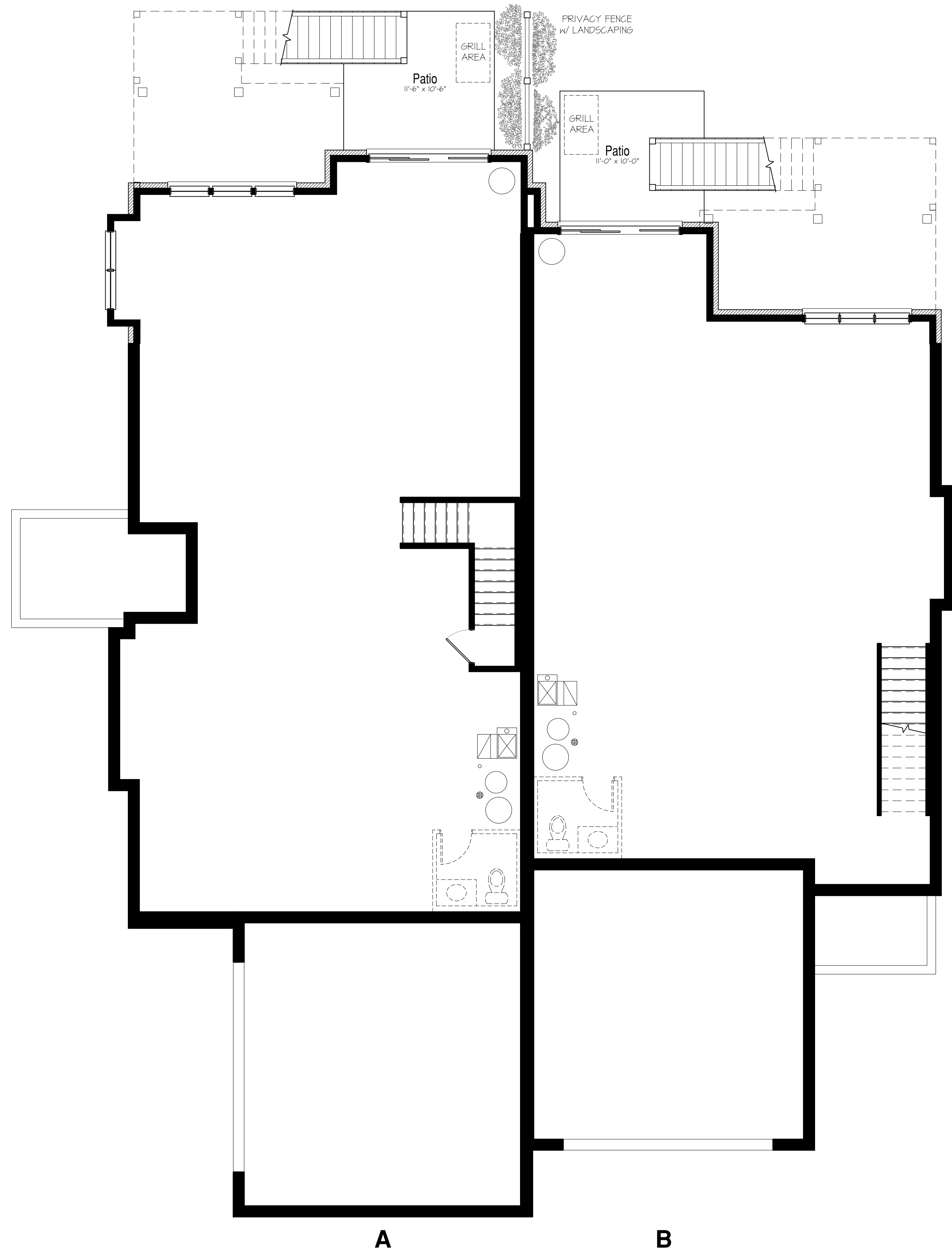
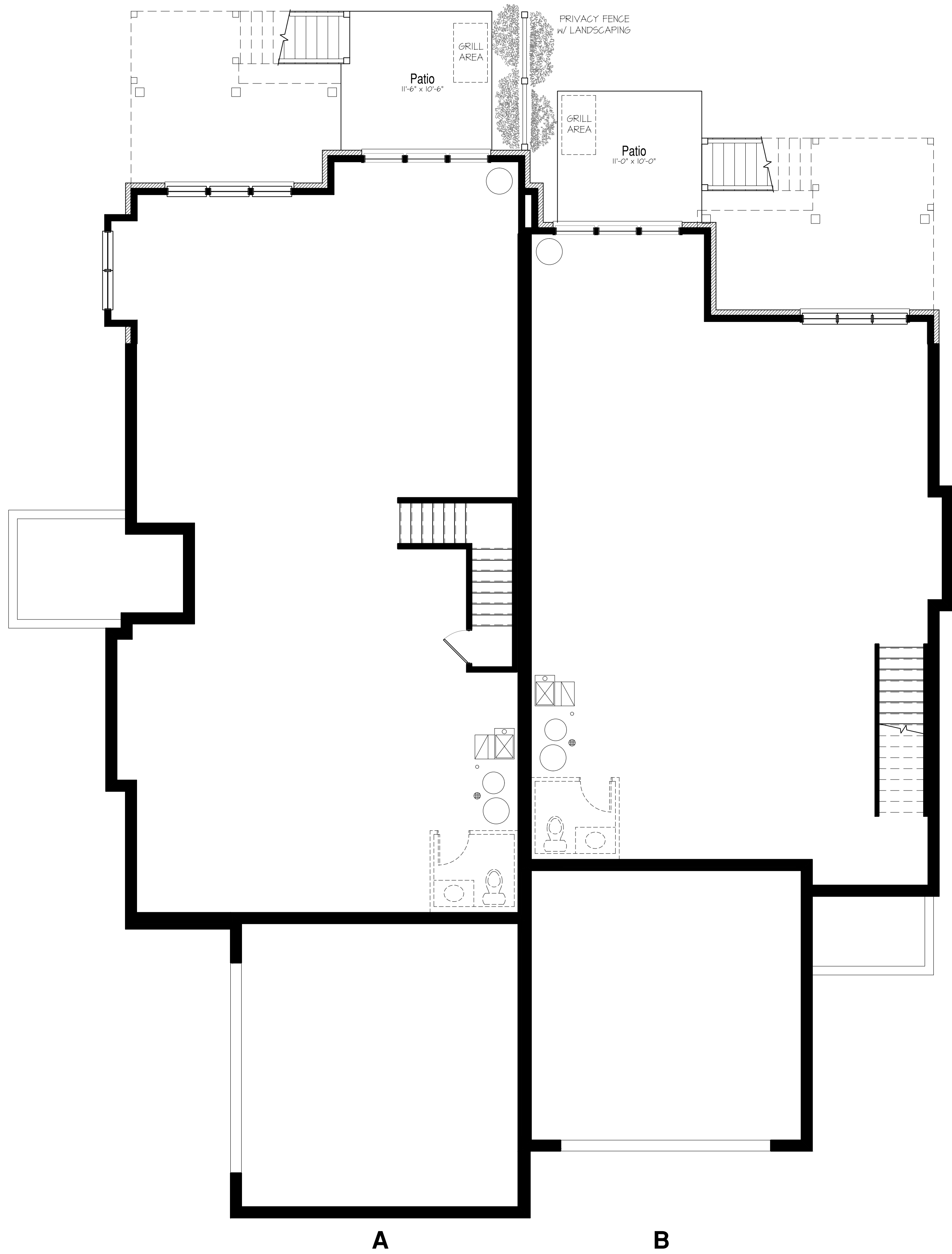
Duet Twinhomes: Floor Plans - Sun Room Options

Hinsdale Meadows

Hinsdale, IL



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Duet Twinhomes: Floor Plans

Hinsdale Meadows

Hinsdale, IL

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Front Elevation

Scale: 3/16" = 1'-0"



Side (Left) Elevation - Walkout Condition

Scale: 3/16" = 1'-0"



Rear Elevation - Walkout Condition

Scale: 3/16" = 1'-0"



Side (Right) Elevation - Walkout Condition

Scale: 3/16" = 1'-0"

Duet Twinhomes AB: Building Height Exhibit

Hinsdale Meadows
Hinsdale, Illinois

EDWARD R.JAMES
HOMES

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The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural and MEP design requirements, unit plan / floor plan changes, etc.)

[illegible]

EDWARD R. JAMES COMPANIES
EXCEPTIONAL HOMES...EXCEPTIONAL PLACES



Attachment 1

1.

Introduction

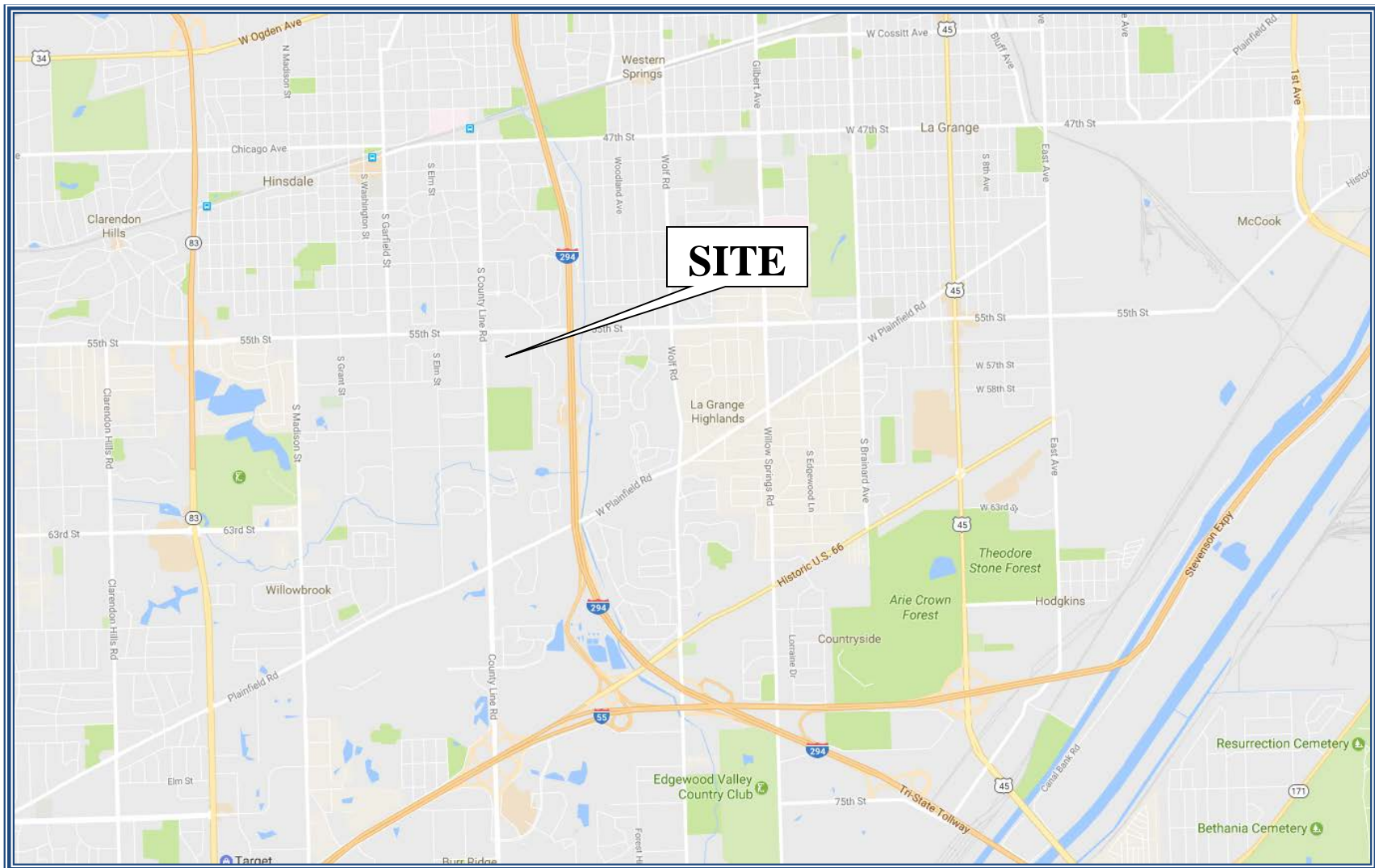
This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Hinsdale, Illinois. The site, which is currently occupied by three single-family homes, is located in the southeast quadrant of the intersection of 55th Street with County Line Road. As proposed, the development will contain 42 age-targeted duplex homes and 22 age-targeted single-family homes. Access to the site is provided via two existing roadways: Barton Lane off 55th Street and Hannah Lane off County Line Road.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows the aerial view of the site area.

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, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

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 site
- Traffic analyses for the weekday morning and weekday evening peak hours
- Gap study results and analysis
- Recommendations with respect to adequacy of the site access system and adjacent roadway system



Site Location

Figure 1



Aerial View of Site Location

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

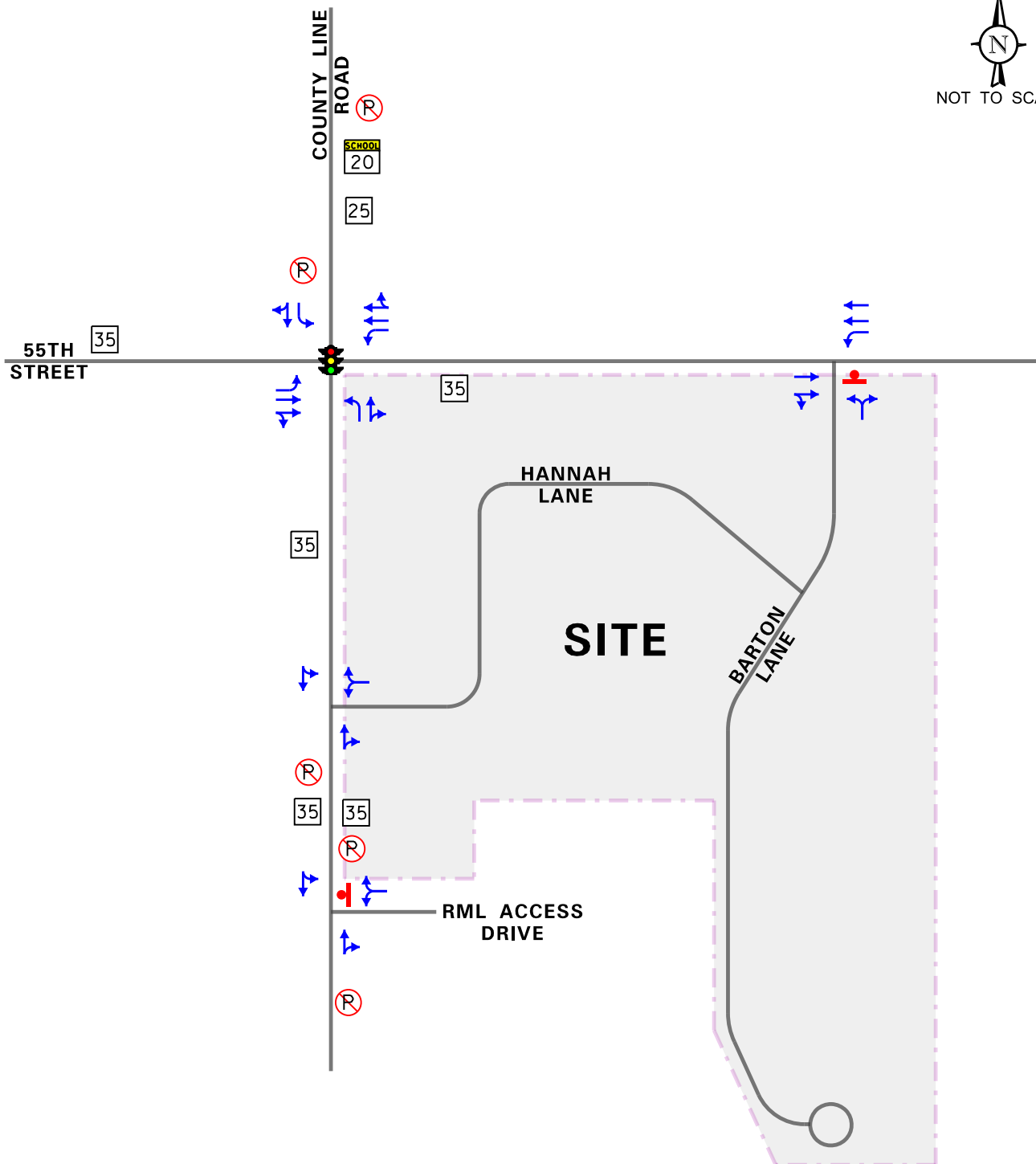
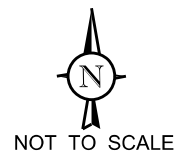
The site, which is currently occupied by three single-family homes, is located in the southeast quadrant of the intersection of 55th Street with County Line Road. Land uses in the vicinity of the site are primarily residential and medical with residential homes to the north, east, and west and the RML Specialty Hospital to the south.

Existing Roadway System Characteristics

The following summarizes the existing roadway characteristics within the vicinity of the site which are illustrated in **Figure 3**.

55th Street (DuPage County Route 35) is an east-west arterial roadway that in the vicinity of the site provides two lanes in each direction. At its signalized intersection with County Line Road, 55th Street provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane on both approaches. At its unsignalized intersection with Barton Lane, 55th Street provides an exclusive through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two exclusive through lanes on the westbound approach. 55th Street is classified as a minor arterial by the Illinois Department of Transportation (IDOT), is under the jurisdiction of IDOT east of County Line Road and the DuPage County Division of Transportation (DuDOT) west of County Line Road, and carries an Annual Average Daily Traffic (AADT) volume of 19,000 vehicles east of County Line Road and 20,400 vehicles west of County Line Road. 55th Street has a posted speed limit of 35 miles per hour (mph).

County Line Road is a north-south roadway that in the vicinity of the site provides one lane in each direction. At its signalized intersection with 55th Street, County Line Road provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. At its unsignalized intersection with Hannah Lane, County Line Road provides a shared through/right-turn lane on the northbound approach and a shared through/left-turn lane on the southbound approach. County Line Road is classified by IDOT as a major collector north of 55th Street and as a minor arterial south of 55th Street. County Line Road is under the jurisdiction of the Cook County Department of Transportation and Highways south of 55th Street, carries an AADT volume of 7,300 vehicles, and has a posted speed limit of 35 mph.



PROJECT:
Proposed Residential
Development
Hinsdale, Illinois

TITLE:
Existing Street Characteristics

KLOA
Job No: 16-188

Figure: 3

Barton Lane and Hannah Lane are access roadways that provide access to the site of the proposed development off 55th Street and County Line Road, respectively. Each roadway provides one lane in each direction and Barton Lane is under stop sign control at its intersection with 55th Street. A westbound left-turn lane is provided on 55th Street at its intersection with Barton Lane.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Thursday, January 19, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

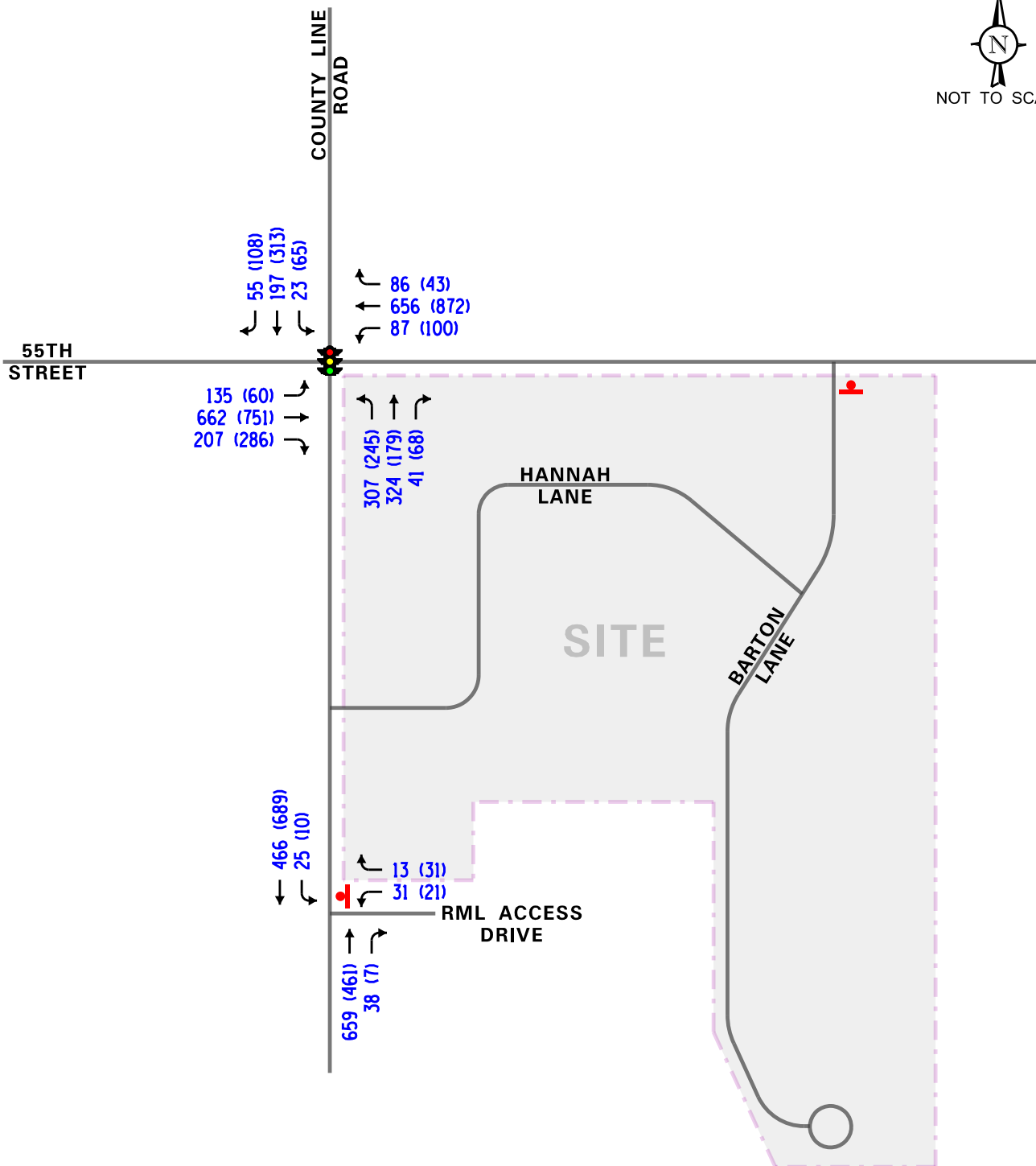
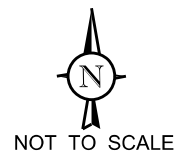
- 55th Street with County Line Road
- County Line Road with the RML Specialty Hospital Access Drive

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes.

Accident Analysis

KLOA, Inc. obtained accident data from IDOT for the past five years (2010 to 2014) for the intersections of 55th Street with County Line Road, 55th Street with Barton Lane, and County Line Road with Hannah Lane. **Tables 1, 2, and 3** summarize the accident data for the intersections. A review of the data showed that there were no fatalities reported.

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

PROJECT:
Proposed Residential
Development
Hinsdale, Illinois

TITLE:
Existing Traffic Volumes

KLOA
Job No: 16-188

Figure: 4

Table 1

55TH STREET WITH COUNTY LINE ROAD ACCIDENT SUMMARY

| Year | Type of Accident Frequency | | | | | | Total |
|---------------------|----------------------------|----------|------------|----------------|------------|----------------|-------------|
| | Angle | Object | Rear End | Sideswipe | Turning | Other | |
| 2010 | 3 | - | 7 | - | 3 | - | 13 |
| 2011 | 2 | - | 10 | - | 2 | 1 | 15 |
| 2012 | - | - | 6 | - | 2 | - | 8 |
| 2013 | - | - | 10 | 3 | 1 | - | 14 |
| 2014 | <u>1</u> | <u>-</u> | <u>9</u> | <u>-</u> | <u>1</u> | <u>-</u> | <u>11</u> |
| Total | 6 | 0 | 42 | 3 | 9 | 1 | 61 |
| Average/Year | 1.2 | 0 | 8.4 | >1.0 | 1.8 | >1.0 | 12.2 |

Table 2

55TH STREET WITH BARTON LANE ACCIDENT SUMMARY

| Year | Type of Accident Frequency | | | | | | Total |
|---------------------|----------------------------|----------|----------|-----------|----------|----------|----------|
| | Angle | Object | Rear End | Sideswipe | Turning | Other | |
| 2010 | - | - | - | - | - | - | - |
| 2011 | - | - | - | - | - | - | - |
| 2012 | - | - | - | - | - | - | - |
| 2013 | - | - | - | - | - | - | - |
| 2014 | - | - | - | - | - | - | - |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Average/Year | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table 3

COUNTY LINE ROAD WITH HANNAH LANE ACCIDENT SUMMARY

| Year | Type of Accident Frequency | | | | | | Total |
|---------------------|----------------------------|----------|----------------|-----------|----------------|----------|----------------|
| | Angle | Object | Rear End | Sideswipe | Turning | Other | |
| 2010 | - | - | - | - | - | - | - |
| 2011 | - | - | 1 | - | - | - | 1 |
| 2012 | - | - | 2 | - | - | - | 2 |
| 2013 | - | - | - | - | - | - | - |
| 2014 | - | - | - | - | <u>1</u> | - | <u>1</u> |
| Total | 0 | 0 | 3 | 0 | 1 | 0 | 4 |
| Average/Year | 0 | 0 | <1.0 | 0 | <1.0 | 0 | <1.0 |

Gap Study Results

In order to determine the number and frequency of gaps in the 55th Street and County Line Road traffic streams, gap studies were conducted on the same days the traffic counts were conducted and during the same time periods. The gap studies measured the number of gaps in the eastbound direction on 55th Street and in the northbound direction on County Line Road that will accommodate inbound left-turn movements and outbound right-turn movements as well as the gaps in both directions (concurrent) that will accommodate outbound left-turn movements. According to the *Highway Capacity Manual* published by the Transportation Research Board (TRB) of the National Academies, the critical gap is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle and the follow-up time is defined as the time between departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street gap.

Based on the above criteria, the following is a summary of the critical gaps and follow up times required for vehicles to perform various maneuvers to and from Barton Lane and Hannah Lane.

- Left-Turn from Minor Street
 - Critical gap:
 - Five Lane Roadway: 7.5 seconds
 - Two Lane Roadway: 7.1 seconds
 - Follow-up time:
 - Five Lane Roadway: 3.5 seconds
 - Two Lane Roadway: 3.5 seconds
- Left-Turn from Major Street
 - Critical gap:
 - Five Lane Roadway: 4.1 seconds
 - Two Lane Roadway: 4.1 seconds
 - Follow-up time:
 - Five Lane Roadway: 2.2 seconds
 - Two Lane Roadway: 2.2 seconds
- Right-Turn from Minor Street
 - Critical gap:
 - Five Lane Roadway: 6.9 seconds
 - Two Lane Roadway: 6.2 seconds
 - Follow-up time:
 - Five Lane Roadway: 3.3 seconds
 - Two Lane Roadway: 3.3 seconds

Tables 4 and 5 show the results of the available gaps (includes critical gap and follow-up time) to allow the left-turns in and left-turns out of the site in 60 minute intervals at Barton Lane and Hannah Lane, respectively. Copies of the gap study results are included in the Appendix.

Table 4
55TH STREET GAP STUDY RESULTS

| Time Periods | Number of Potential Movements Based on Gaps Available | | |
|------------------|---|-----------------------------|------------------------------|
| | Westbound Left-Turn In | Northbound Left-Turn Out | Northbound Right-Turn Out |
| 7:30 – 8:30 A.M. | 1,056 | 186 | 612 |
| 4:30 – 5:30 P.M. | 916 | 117 | 510 |

Table 5
COUNTY LINE ROAD GAP STUDY RESULTS

| Time Periods | Number of Potential Movements Based on Gaps Available | | |
|------------------|---|----------------------------|-----------------------------|
| | Southbound Left-Turn In | Westbound Left-Turn Out | Westbound Right-Turn Out |
| 7:30 – 8:30 A.M. | 780 | 179 | 421 |
| 4:30 – 5:30 P.M. | 1,028 | 149 | 585 |

3.

Traffic Characteristics of the Proposed Development

Proposed Development Plan

The plans for the proposed residential development call for 42 age-targeted duplex homes and 22 age-targeted single-family homes. Three existing single-family homes will be eliminated as part of the development. The previously approved plans for the site called for 36 single-family homes. Access will continue to be provided via two existing roadways, Barton Lane and Hannah Lane, off of 55th Street and County Line Road, respectively. A copy of the site plan can be found in the Appendix of the report.

Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which development-generated traffic will approach and depart the proposed development were estimated based on existing travel patterns, as determined from the traffic counts. The estimated directional distribution of development traffic is shown in **Figure 5**.

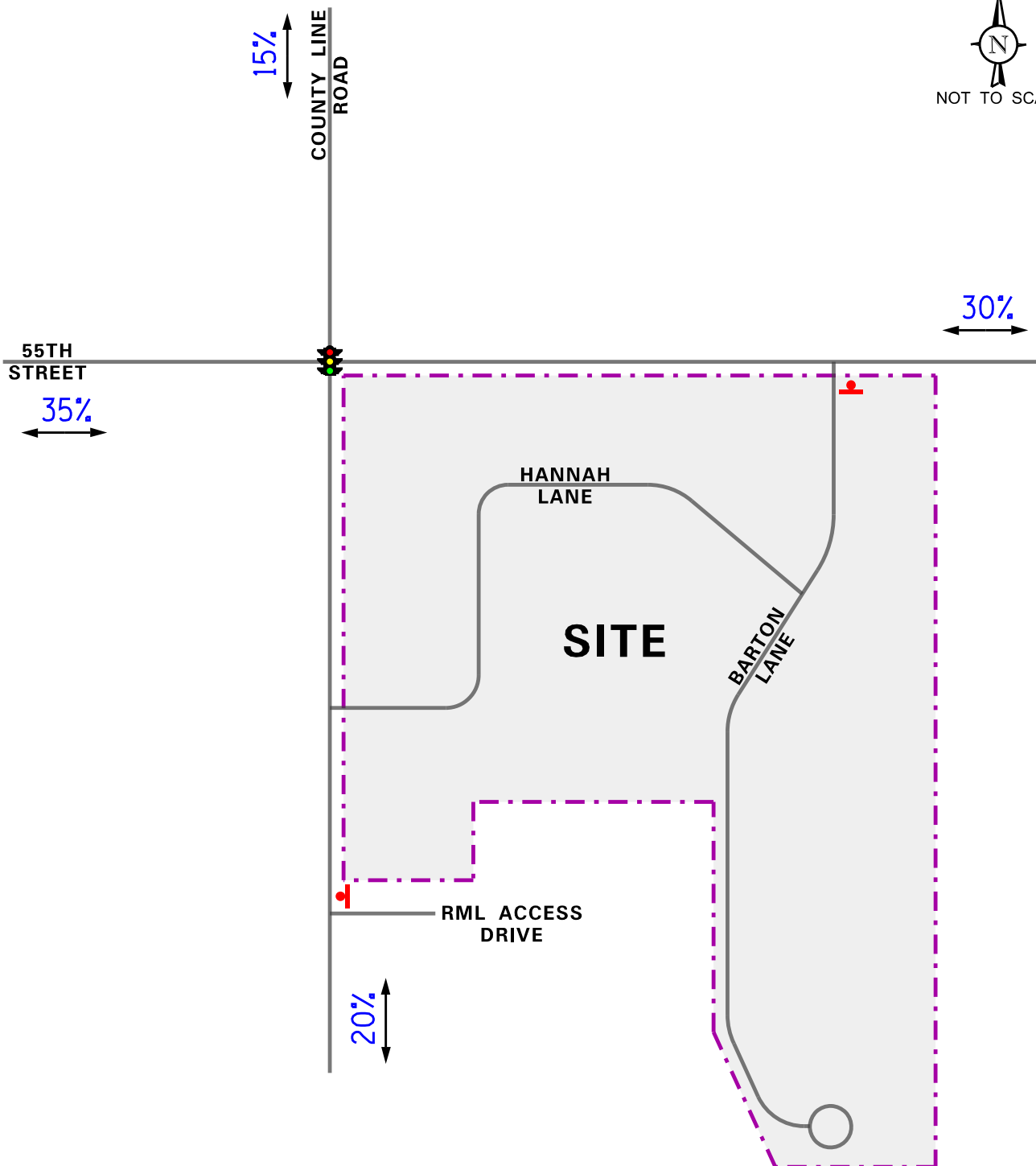
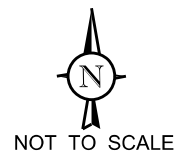
Estimated Site Traffic Generation

The traffic to be generated by the proposed development was estimated using trip data published by the Institute of Transportation Engineers (ITE) in its *Trip Generation Manual*, 9th Edition. The trip rates were applied for the weekday morning and evening peak hours and on a daily basis for the following uses:

- 42 senior adult housing – attached units
- 22 senior adult housing – detached units

Table 6 summarizes the estimated trips for the proposed development. Also included in Table 6 is the estimated trips that would be generated by the development of the previously approved 36 single-family homes.

As can be seen from Table 6, when compared with the previously approved development, the proposed development will generate an additional eight trips during the morning peak hour (one additional trip every approximately thirteen minutes), 16 fewer trips during the evening peak hour, and 140 fewer trips on a daily basis which is a 34 percent reduction.



LEGEND

00% - PERCENT DISTRIBUTION

PROJECT:
Proposed Residential
Development
Hinsdale, Illinois

TITLE:
Estimated Directional Distribution

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Job No: 16-188

Figure: 5

Table 6
TRIP GENERATION SUMMARY

| Land-Use Code | Type/Quantity | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Two- Way Traffic |
|---------------------------------|--|------------------------------|----------|----------|------------------------------|----------|-----------|------------------------------|
| | | In | Out | Total | In | Out | Total | Total |
| Proposed Development | | | | | | | | |
| 251 | Senior Adult Housing-Detached (22 Units) | 12 | 22 | 34 | 9 | 5 | 14 | 124 |
| 252 | Senior Adult Housing-Attached (42 Units) | <u>3</u> | <u>6</u> | <u>9</u> | <u>6</u> | <u>6</u> | <u>12</u> | <u>146</u> |
| Total: | | 15 | 28 | 43 | 15 | 11 | 26 | 270 |
| Previously Approved Development | | | | | | | | |
| 210 | Single-Family Detached (36 Units) | 9 | 26 | 35 | 26 | 16 | 42 | 410 |
| Difference: | | +6 | +2 | +8 | -11 | -5 | -16 | -140 |

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

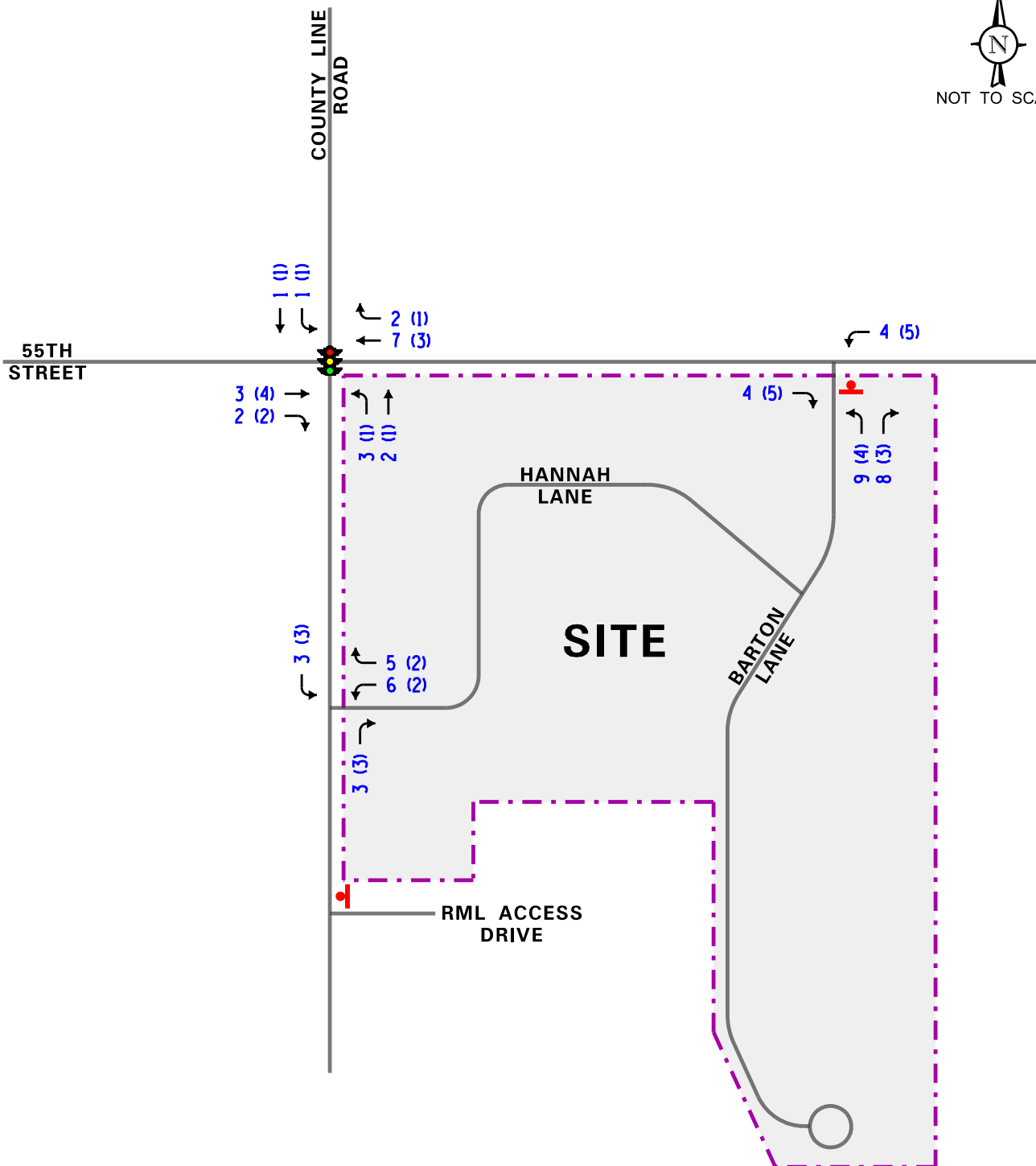
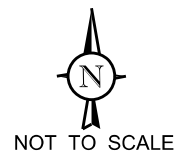
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5) and are illustrated in **Figure 6**.

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 Year 2040 average daily traffic projections provided by the Chicago Metropolitan Agency for Planning (CMAP), an increase of 1.5 percent per year over six years (buildout year plus five years) for a total of nine percent was applied to the existing traffic volumes to obtain projected Year 2023 traffic volumes. A copy of the CMAP projection letter is included in the Appendix.

Total Projected Traffic Volumes

The existing traffic volumes accounting for growth were combined with the peak hour traffic volumes generated by the development to determine the Year 2023 total projected traffic volumes that are shown in **Figure 7**.



LEGEND

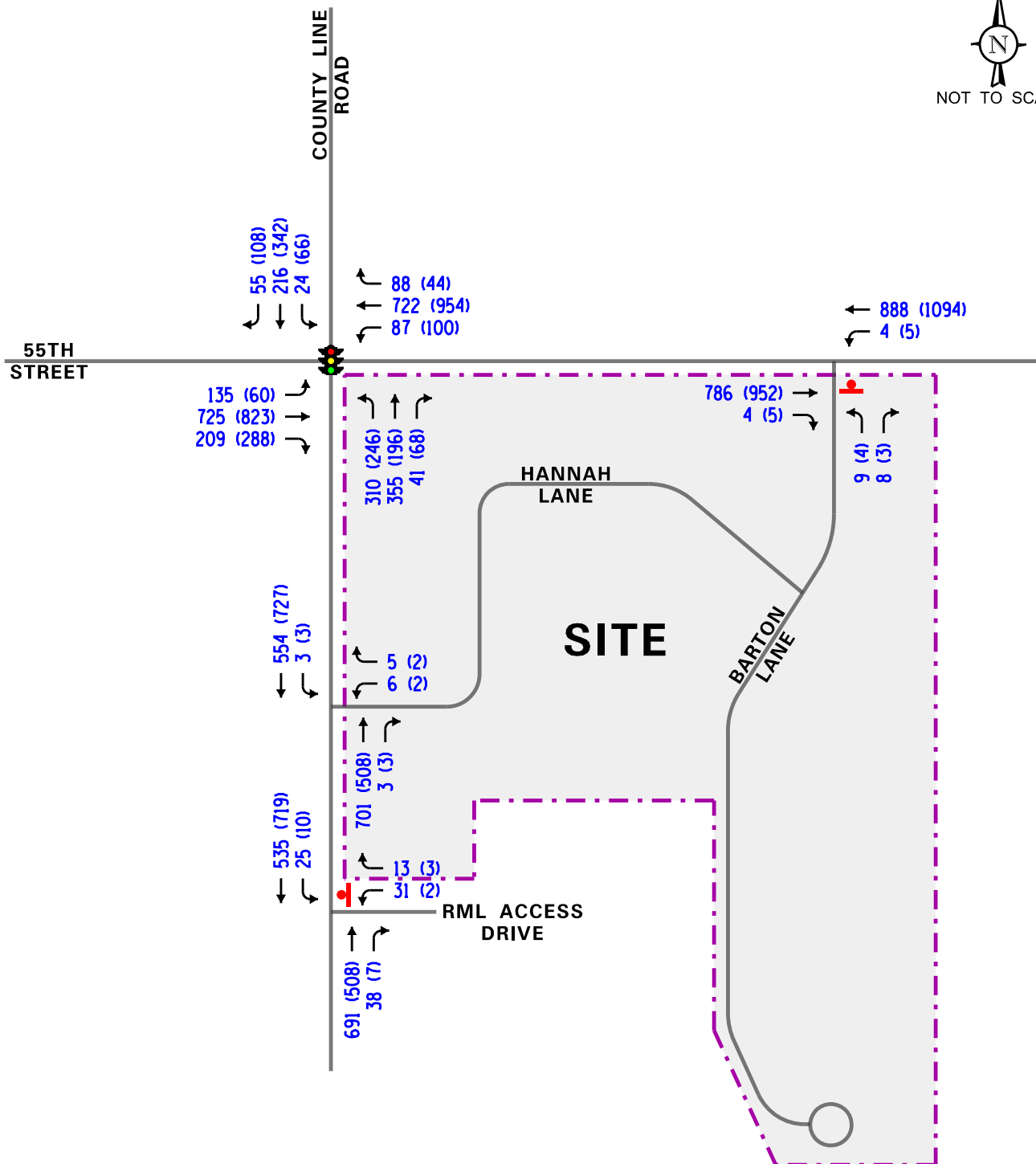
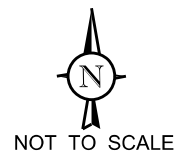
- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

PROJECT:
Proposed Residential
Development
Hinsdale, Illinois

TITLE:
Estimated Site-Generated
Traffic Volumes

KLOA
Job No: 16-188

Figure: 6



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

PROJECT:
Proposed Residential
Development
Hinsdale, Illinois

TITLE:
Year 2023 Total Projected
Traffic Volumes

KLOA
Job No: 16-188

Figure: 7

5.

Traffic Analysis and Recommendations

Traffic analyses were performed for the intersections in the study area to determine the operation of the existing roadway system, evaluate the impact of the proposed development, and determine the ability of the roadway system to accommodate projected traffic demands. Analyses were performed for the weekday morning and weekday evening peak hours for both the existing and projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using HCS 2010 software. The analyses for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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 projected conditions are presented in **Tables 7, 8, and 9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7

CAPACITY ANALYSIS RESULTS – 55TH STREET WITH COUNTY LINE ROAD – SIGNALIZED

| | Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Overall |
|-------------------------------|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|---|------------|-----------|---|----------|
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| Existing Conditions | Weekday Morning Peak Hour | B 19.2 | C 27.5 | C 27.8 | C 20.6 | C 26.9 | C 27.0 | D 45.0 | D 38.5 | | D 38.8 | D 52.9 | | C – 32.6 |
| | | C – 26.5 | | | C – 26.3 | | | D – 41.5 | | | D – 51.7 | | | |
| | Weekday Evening Peak Hour | C 22.9 | D 35.9 | D 36.4 | C 25.1 | C 30.6 | C 30.6 | D 43.0 | C 32.9 | | C 32.0 | E 57.9 | | D – 37.1 |
| | | D – 35.4 | | | C – 30.1 | | | D – 38.0 | | | D – 54.4 | | | |
| Projected Conditions | Weekday Morning Peak Hour | C 20.8 | C 30.1 | C 30.4 | C 22.3 | C 29.3 | C 29.4 | D 46.6 | D 39.8 | | D 38.7 | D 53.0 | | C – 34.5 |
| | | C – 29.0 | | | C – 28.7 | | | D – 42.8 | | | D – 51.9 | | | |
| | Weekday Evening Peak Hour | C 24.7 | D 39.7 | D 40.4 | C 27.5 | C 33.4 | C 33.5 | D 47.1 | C 32.9 | | C 32.1 | E 61.8 | | D – 40.1 |
| | | D – 39.2 | | | C – 32.9 | | | D – 39.8 | | | E – 58.0 | | | |
| Delay is measured in seconds. | | | | | | | | | | | | | | |

Table 8

EXISTING LEVEL OF SERVICE AND DELAY – UNSIGNALIZED INTERSECTIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|
| | LOS | Delay | LOS | Delay |
| County Line Road with RML Specialty Hospital Access Drive | | | | |
| • Westbound Approach | C | 24.4 | C | 18.0 |
| • Southbound Left Turn | A | 9.3 | A | 8.3 |
| LOS = Level of Service Delay is measured in seconds. | | | | |

Table 9

PROJECTED LEVEL OF SERVICE AND DELAY – UNSIGNALIZED INTERSECTIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|
| | LOS | Delay | LOS | Delay |
| County Line Road with RML Specialty Hospital Access Drive | | | | |
| • Westbound Approach | D | 28.0 | C | 19.5 |
| • Southbound Left Turn | A | 9.4 | A | 8.5 |
| 55th Street with Barton Lane | | | | |
| • Westbound Left Turn | A | 9.5 | B | 10.2 |
| • Northbound Approach | C | 15.1 | C | 17.5 |
| County Line Road with Hannah Lane | | | | |
| • Westbound Approach | C | 20.5 | C | 18.2 |
| • Southbound Left Turn | A | 9.1 | A | 8.4 |
| LOS = Level of Service Delay is measured in seconds. | | | | |

Discussion and Recommendations

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

55th Street with County Line Road

The results of the capacity analyses indicate that the signalized intersection of 55th Street with County Line Road is currently operating at an acceptable Level of Service (LOS) C during the weekday morning peak hour and an acceptable overall LOS D during the evening peak hour. Under future conditions, the intersection is expected to continue to operate at the existing LOS during both peak hours. It should be noted that the increase in overall delay will be approximately three seconds or less and is primarily the result of background traffic growth. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development.

County Line Road with RML Specialty Hospital Access Drive

The results of the capacity analyses indicate that the turning movements at the unsignalized intersection of County Line Road with the RML Specialty Hospital access drive are currently operating at a good LOS C or better during the weekday morning and evening peak hours. Under future conditions, the turning movements at the intersection are expected to operate at an acceptable LOS D or better during the peak hours. As such, the RML Specialty Hospital access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

55th Street with Barton Lane

The results of the capacity analyses indicate that under future conditions the turning movements at the unsignalized intersection of 55th Street with Barton Lane are projected to operate at a good LOS C or better during the weekday morning and evening peak hours. As such, Barton Lane will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

Currently, a westbound left-turn lane with approximately 145 feet of storage and approximately 175 feet of taper is provided on 55th Street serving Barton Lane. Which will be adequate in accommodating the projected traffic volumes. An eastbound right-turn lane warrant analysis was conducted for 55th Street at its intersection with Barton Lane based on IDOT Bureau of Design and Environment Manual (BDE) requirements. Based on the analysis, it was determined that a right-turn lane will not be warranted. The warrant analysis is included in the Appendix.

County Line Road with Hannah Lane

The results of the capacity analyses indicate that under future conditions the turning movements at the unsignalized intersection of County Line Road with Hannah Lane are projected to operate at a good LOS C or better during the weekday morning and evening peak hours. As such, Hannah Lane will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

A southbound left-turn lane and a northbound right-turn lane warrant analysis were conducted for County Line Road at its intersection with Hannah Lane based on IDOT BDE requirements. Based on the analysis, it was determined that a southbound left-turn lane may be warranted. However, widening County Line Road to provide a southbound left-turn lane is not needed based on the following:

- The left-turn movement is projected to operate at a good LOS A during the peak hours.
- The results of the gap study discussed in the next section indicate that numerous gaps are available in the northbound traffic stream, allowing the southbound left-turn movements to be made with minimal delays.
- The site was previously approved for single-family homes that would have generated more traffic than the proposed development and a left-turn lane was not required at that time.
- Other minor roadways intersecting County Line Road within the area are not provided with left-turn lanes on County Line Road.
- The left-turn lane is warranted primarily due to the high volume of opposing northbound traffic and not the number of southbound left-turn movements.

Based on the aforementioned notes, a southbound left-turn lane on County Line Road should not be considered at this intersection. The warrant analyses are included in the Appendix.

Gap Study Evaluation

As previously indicated, a gap study was conducted on 55th Street at its intersection with Barton Lane and on County Line Road at its intersection with Hannah Lane. Based on a review of the gap study results presented in tables 4 and 5 and the estimated trip generation assignment presented in Figure 6, **Tables 10** and **11** show the number of available gaps compared to the number of required gaps that are needed to accommodate the projected development traffic turning to and from Barton Lane and Hannah Lane, respectively.

Table 10
REQUIRED GAPS AT 55TH STREET

| Movement | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|-----------------|---------------------------|---------------|---------------------------|---------------|
| | Available Gaps | Required Gaps | Available Gaps | Required Gaps |
| Left Turns In | 1,056 | 5 | 916 | 5 |
| Right Turns Out | 612 | 8 | 510 | 3 |
| Left Turns Out | 186 | 9 | 117 | 4 |

Table 11
REQUIRED GAPS AT COUNTY LINE ROAD

| Movement | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|-----------------|---------------------------|---------------|---------------------------|---------------|
| | Available Gaps | Required Gaps | Available Gaps | Required Gaps |
| Left Turns In | 780 | 3 | 1,028 | 3 |
| Right Turns Out | 421 | 5 | 585 | 2 |
| Left Turns Out | 179 | 6 | 149 | 2 |

As shown in Tables 10 and 11, there are sufficient gaps in traffic on 55th Street and County Line Road to accommodate the inbound left turns, outbound right turns, and outbound left turns for the weekday morning and evening peak hours of adjacent roadway traffic. This indicates that the intersections will operate adequately and will provide efficient access to the proposed development.

6. Conclusion

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

- The site is well-located with respect to the local and regional roadway system.
- Given the number of homes proposed and age-targeted nature of the development, the proposed development will generate a low volume traffic during the peak hours and on a daily basis and will be less than what was previously approved.
- The results of the capacity analyses indicate that the traffic generated by the proposed development will not significantly impact traffic on 55th Street or County Line Road.
- The intersection of 55th Street with County Line Road will experience minimal increases in delay with an overall increase of approximately three seconds under future conditions.
- The existing access system serving the site, with Barton Lane off 55th Street and Hannah Lane off County Line Road, will ensure that flexible and efficient access is provided to serve the proposed development.
- The results of the gap study evaluation indicate that there will be sufficient gaps in the 55th Street and County Line Road traffic streams for projected site traffic to enter onto and exit off Barton Lane and Hannah Lane.

Appendix

Traffic Count Summary Sheets
Gap Study Results
Year 2040 CMAP Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Turn Lane Warrants

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: County Line Road with 55th Street
Site Code:
Start Date: 01/19/2017
Page No: 1

Turning Movement Data

| Start Time | 55th Street Eastbound | | | | | | 55th Street Westbound | | | | | | County Line Road Northbound | | | | | | County Line Road Southbound | | | | | | Int. Total |
|----------------------|-----------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|-----------------------------|------|------|-------|------|------------|-----------------------------|------|------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 25 | 143 | 26 | 0 | 194 | 0 | 11 | 142 | 12 | 0 | 165 | 0 | 68 | 64 | 13 | 0 | 145 | 0 | 5 | 23 | 10 | 0 | 38 | 542 |
| 7:15 AM | 0 | 26 | 204 | 41 | 0 | 271 | 0 | 15 | 179 | 12 | 0 | 206 | 0 | 67 | 72 | 13 | 0 | 152 | 0 | 8 | 21 | 7 | 0 | 36 | 665 |
| 7:30 AM | 0 | 34 | 174 | 38 | 0 | 246 | 0 | 14 | 165 | 27 | 0 | 206 | 0 | 75 | 102 | 9 | 0 | 186 | 0 | 1 | 47 | 30 | 0 | 78 | 716 |
| 7:45 AM | 0 | 45 | 163 | 59 | 0 | 267 | 0 | 21 | 168 | 25 | 0 | 214 | 0 | 61 | 99 | 14 | 0 | 174 | 0 | 9 | 59 | 10 | 0 | 78 | 733 |
| Hourly Total | 0 | 130 | 684 | 164 | 0 | 978 | 0 | 61 | 654 | 76 | 0 | 791 | 0 | 271 | 337 | 49 | 0 | 657 | 0 | 23 | 150 | 57 | 0 | 230 | 2656 |
| 8:00 AM | 0 | 25 | 157 | 48 | 0 | 230 | 0 | 21 | 176 | 24 | 0 | 221 | 0 | 83 | 63 | 9 | 0 | 155 | 0 | 2 | 42 | 9 | 0 | 53 | 659 |
| 8:15 AM | 0 | 31 | 168 | 62 | 0 | 261 | 0 | 31 | 147 | 10 | 0 | 188 | 0 | 88 | 60 | 9 | 0 | 157 | 0 | 11 | 48 | 6 | 0 | 65 | 671 |
| 8:30 AM | 0 | 20 | 148 | 48 | 0 | 216 | 0 | 24 | 133 | 17 | 0 | 174 | 0 | 97 | 76 | 17 | 0 | 190 | 0 | 14 | 56 | 19 | 0 | 89 | 669 |
| 8:45 AM | 0 | 22 | 157 | 63 | 0 | 242 | 0 | 23 | 138 | 10 | 0 | 171 | 0 | 86 | 61 | 11 | 0 | 158 | 0 | 8 | 37 | 12 | 0 | 57 | 628 |
| Hourly Total | 0 | 98 | 630 | 221 | 0 | 949 | 0 | 99 | 594 | 61 | 0 | 754 | 0 | 354 | 260 | 46 | 0 | 660 | 0 | 35 | 183 | 46 | 0 | 264 | 2627 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 17 | 185 | 55 | 0 | 257 | 0 | 23 | 171 | 6 | 0 | 200 | 0 | 48 | 40 | 12 | 0 | 100 | 0 | 20 | 66 | 16 | 0 | 102 | 659 |
| 4:15 PM | 0 | 18 | 211 | 77 | 0 | 306 | 0 | 29 | 194 | 5 | 0 | 228 | 0 | 46 | 40 | 12 | 0 | 98 | 0 | 14 | 57 | 24 | 0 | 95 | 727 |
| 4:30 PM | 0 | 8 | 202 | 64 | 0 | 274 | 0 | 24 | 206 | 9 | 0 | 239 | 0 | 72 | 40 | 12 | 0 | 124 | 0 | 19 | 83 | 23 | 0 | 125 | 762 |
| 4:45 PM | 0 | 10 | 185 | 77 | 0 | 272 | 0 | 24 | 228 | 9 | 0 | 261 | 0 | 60 | 48 | 22 | 0 | 130 | 0 | 17 | 69 | 30 | 0 | 116 | 779 |
| Hourly Total | 0 | 53 | 783 | 273 | 0 | 1109 | 0 | 100 | 799 | 29 | 0 | 928 | 0 | 226 | 168 | 58 | 0 | 452 | 0 | 70 | 275 | 93 | 0 | 438 | 2927 |
| 5:00 PM | 0 | 25 | 183 | 72 | 0 | 280 | 0 | 25 | 200 | 19 | 0 | 244 | 0 | 62 | 30 | 20 | 0 | 112 | 0 | 15 | 77 | 29 | 0 | 121 | 757 |
| 5:15 PM | 0 | 17 | 181 | 73 | 0 | 271 | 0 | 27 | 238 | 6 | 0 | 271 | 0 | 51 | 44 | 14 | 0 | 109 | 0 | 14 | 84 | 26 | 0 | 124 | 775 |
| 5:30 PM | 0 | 20 | 192 | 64 | 0 | 276 | 0 | 19 | 208 | 11 | 0 | 238 | 0 | 46 | 38 | 13 | 0 | 97 | 0 | 14 | 65 | 23 | 0 | 102 | 713 |
| 5:45 PM | 0 | 16 | 160 | 61 | 0 | 237 | 0 | 21 | 170 | 7 | 0 | 198 | 0 | 47 | 49 | 17 | 0 | 113 | 0 | 17 | 75 | 19 | 0 | 111 | 659 |
| Hourly Total | 0 | 78 | 716 | 270 | 0 | 1064 | 0 | 92 | 816 | 43 | 0 | 951 | 0 | 206 | 161 | 64 | 0 | 431 | 0 | 60 | 301 | 97 | 0 | 458 | 2904 |
| Grand Total | 0 | 359 | 2813 | 928 | 0 | 4100 | 0 | 352 | 2863 | 209 | 0 | 3424 | 0 | 1057 | 926 | 217 | 0 | 2200 | 0 | 188 | 909 | 293 | 0 | 1390 | 11114 |
| Approach % | 0.0 | 8.8 | 68.6 | 22.6 | - | - | 0.0 | 10.3 | 83.6 | 6.1 | - | - | 0.0 | 48.0 | 42.1 | 9.9 | - | - | 0.0 | 13.5 | 65.4 | 21.1 | - | - | - |
| Total % | 0.0 | 3.2 | 25.3 | 8.3 | - | 36.9 | 0.0 | 3.2 | 25.8 | 1.9 | - | 30.8 | 0.0 | 9.5 | 8.3 | 2.0 | - | 19.8 | 0.0 | 1.7 | 8.2 | 2.6 | - | 12.5 | - |
| Lights | 0 | 353 | 2770 | 913 | - | 4036 | 0 | 341 | 2828 | 203 | - | 3372 | 0 | 1044 | 916 | 215 | - | 2175 | 0 | 182 | 893 | 290 | - | 1365 | 10948 |
| % Lights | - | 98.3 | 98.5 | 98.4 | - | 98.4 | - | 96.9 | 98.8 | 97.1 | - | 98.5 | - | 98.8 | 98.9 | 99.1 | - | 98.9 | - | 96.8 | 98.2 | 99.0 | - | 98.2 | 98.5 |
| Buses | 0 | 2 | 11 | 5 | - | 18 | 0 | 7 | 5 | 1 | - | 13 | 0 | 2 | 2 | 0 | - | 4 | 0 | 4 | 12 | 2 | - | 18 | 53 |
| % Buses | - | 0.6 | 0.4 | 0.5 | - | 0.4 | - | 2.0 | 0.2 | 0.5 | - | 0.4 | - | 0.2 | 0.2 | 0.0 | - | 0.2 | - | 2.1 | 1.3 | 0.7 | - | 1.3 | 0.5 |
| Single-Unit Trucks | 0 | 3 | 22 | 9 | - | 34 | 0 | 4 | 20 | 3 | - | 27 | 0 | 9 | 6 | 1 | - | 16 | 0 | 0 | 3 | 1 | - | 4 | 81 |
| % Single-Unit Trucks | - | 0.8 | 0.8 | 1.0 | - | 0.8 | - | 1.1 | 0.7 | 1.4 | - | 0.8 | - | 0.9 | 0.6 | 0.5 | - | 0.7 | - | 0.0 | 0.3 | 0.3 | - | 0.3 | 0.7 |
| Articulated Trucks | 0 | 1 | 10 | 1 | - | 12 | 0 | 0 | 9 | 2 | - | 11 | 0 | 2 | 2 | 1 | - | 5 | 0 | 2 | 1 | 0 | - | 3 | 31 |
| % Articulated Trucks | - | 0.3 | 0.4 | 0.1 | - | 0.3 | - | 0.0 | 0.3 | 1.0 | - | 0.3 | - | 0.2 | 0.2 | 0.5 | - | 0.2 | - | 1.1 | 0.1 | 0.0 | - | 0.2 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: County Line Road with 55th Street
Site Code:
Start Date: 01/19/2017
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

| Start Time | 55th Street Eastbound | | | | | | 55th Street Westbound | | | | | | County Line Road Northbound | | | | | | County Line Road Southbound | | | | | | Int. Total |
|----------------------|-----------------------|-------|-------|-------|------|------------|-----------------------|-------|-------|-------|------|------------|-----------------------------|-------|-------|-------|------|------------|-----------------------------|-------|-------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:30 AM | 0 | 34 | 174 | 38 | 0 | 246 | 0 | 14 | 165 | 27 | 0 | 206 | 0 | 75 | 102 | 9 | 0 | 186 | 0 | 1 | 47 | 30 | 0 | 78 | 716 |
| 7:45 AM | 0 | 45 | 163 | 59 | 0 | 267 | 0 | 21 | 168 | 25 | 0 | 214 | 0 | 61 | 99 | 14 | 0 | 174 | 0 | 9 | 59 | 10 | 0 | 78 | 733 |
| 8:00 AM | 0 | 25 | 157 | 48 | 0 | 230 | 0 | 21 | 176 | 24 | 0 | 221 | 0 | 83 | 63 | 9 | 0 | 155 | 0 | 2 | 42 | 9 | 0 | 53 | 659 |
| 8:15 AM | 0 | 31 | 168 | 62 | 0 | 261 | 0 | 31 | 147 | 10 | 0 | 188 | 0 | 88 | 60 | 9 | 0 | 157 | 0 | 11 | 48 | 6 | 0 | 65 | 671 |
| Total | 0 | 135 | 662 | 207 | 0 | 1004 | 0 | 87 | 656 | 86 | 0 | 829 | 0 | 307 | 324 | 41 | 0 | 672 | 0 | 23 | 196 | 55 | 0 | 274 | 2779 |
| Approach % | 0.0 | 13.4 | 65.9 | 20.6 | - | - | 0.0 | 10.5 | 79.1 | 10.4 | - | - | 0.0 | 45.7 | 48.2 | 6.1 | - | - | 0.0 | 8.4 | 71.5 | 20.1 | - | - | - |
| Total % | 0.0 | 4.9 | 23.8 | 7.4 | - | 36.1 | 0.0 | 3.1 | 23.6 | 3.1 | - | 29.8 | 0.0 | 11.0 | 11.7 | 1.5 | - | 24.2 | 0.0 | 0.8 | 7.1 | 2.0 | - | 9.9 | - |
| PHF | 0.000 | 0.750 | 0.951 | 0.835 | - | 0.940 | 0.000 | 0.702 | 0.932 | 0.796 | - | 0.938 | 0.000 | 0.872 | 0.794 | 0.732 | - | 0.903 | 0.000 | 0.523 | 0.831 | 0.458 | - | 0.878 | 0.948 |
| Lights | 0 | 133 | 652 | 201 | - | 986 | 0 | 83 | 641 | 82 | - | 806 | 0 | 302 | 319 | 40 | - | 661 | 0 | 21 | 195 | 55 | - | 271 | 2724 |
| % Lights | - | 98.5 | 98.5 | 97.1 | - | 98.2 | - | 95.4 | 97.7 | 95.3 | - | 97.2 | - | 98.4 | 98.5 | 97.6 | - | 98.4 | - | 91.3 | 99.5 | 100.0 | - | 98.9 | 98.0 |
| Buses | 0 | 1 | 5 | 3 | - | 9 | 0 | 3 | 4 | 1 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 18 |
| % Buses | - | 0.7 | 0.8 | 1.4 | - | 0.9 | - | 3.4 | 0.6 | 1.2 | - | 1.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 4.3 | 0.0 | 0.0 | - | 0.4 | 0.6 |
| Single-Unit Trucks | 0 | 1 | 5 | 3 | - | 9 | 0 | 1 | 7 | 2 | - | 10 | 0 | 4 | 4 | 0 | - | 8 | 0 | 0 | 1 | 0 | - | 1 | 28 |
| % Single-Unit Trucks | - | 0.7 | 0.8 | 1.4 | - | 0.9 | - | 1.1 | 1.1 | 2.3 | - | 1.2 | - | 1.3 | 1.2 | 0.0 | - | 1.2 | - | 0.0 | 0.5 | 0.0 | - | 0.4 | 1.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 1 | - | 5 | 0 | 1 | 1 | 1 | - | 3 | 0 | 1 | 0 | 0 | - | 1 | 9 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.6 | 1.2 | - | 0.6 | - | 0.3 | 0.3 | 2.4 | - | 0.4 | - | 4.3 | 0.0 | 0.0 | - | 0.4 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: County Line Road with 55th Street
Site Code:
Start Date: 01/19/2017
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | 55th Street Eastbound | | | | | | 55th Street Westbound | | | | | | County Line Road Northbound | | | | | | County Line Road Southbound | | | | | | Int. Total |
|----------------------|-----------------------|-------|-------|-------|------|------------|-----------------------|-------|-------|-------|------|------------|-----------------------------|-------|-------|-------|------|------------|-----------------------------|-------|-------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 4:30 PM | 0 | 8 | 202 | 64 | 0 | 274 | 0 | 24 | 206 | 9 | 0 | 239 | 0 | 72 | 40 | 12 | 0 | 124 | 0 | 19 | 83 | 23 | 0 | 125 | 762 |
| 4:45 PM | 0 | 10 | 185 | 77 | 0 | 272 | 0 | 24 | 228 | 9 | 0 | 261 | 0 | 60 | 48 | 22 | 0 | 130 | 0 | 17 | 69 | 30 | 0 | 116 | 779 |
| 5:00 PM | 0 | 25 | 183 | 72 | 0 | 280 | 0 | 25 | 200 | 19 | 0 | 244 | 0 | 62 | 30 | 20 | 0 | 112 | 0 | 15 | 77 | 29 | 0 | 121 | 757 |
| 5:15 PM | 0 | 17 | 181 | 73 | 0 | 271 | 0 | 27 | 238 | 6 | 0 | 271 | 0 | 51 | 44 | 14 | 0 | 109 | 0 | 14 | 84 | 26 | 0 | 124 | 775 |
| Total | 0 | 60 | 751 | 286 | 0 | 1097 | 0 | 100 | 872 | 43 | 0 | 1015 | 0 | 245 | 162 | 68 | 0 | 475 | 0 | 65 | 313 | 108 | 0 | 486 | 3073 |
| Approach % | 0.0 | 5.5 | 68.5 | 26.1 | - | - | 0.0 | 9.9 | 85.9 | 4.2 | - | - | 0.0 | 51.6 | 34.1 | 14.3 | - | - | 0.0 | 13.4 | 64.4 | 22.2 | - | - | - |
| Total % | 0.0 | 2.0 | 24.4 | 9.3 | - | 35.7 | 0.0 | 3.3 | 28.4 | 1.4 | - | 33.0 | 0.0 | 8.0 | 5.3 | 2.2 | - | 15.5 | 0.0 | 2.1 | 10.2 | 3.5 | - | 15.8 | - |
| PHF | 0.000 | 0.600 | 0.929 | 0.929 | - | 0.979 | 0.000 | 0.926 | 0.916 | 0.566 | - | 0.936 | 0.000 | 0.851 | 0.844 | 0.773 | - | 0.913 | 0.000 | 0.855 | 0.932 | 0.900 | - | 0.972 | 0.986 |
| Lights | 0 | 60 | 746 | 284 | - | 1090 | 0 | 99 | 868 | 43 | - | 1010 | 0 | 244 | 162 | 68 | - | 474 | 0 | 65 | 307 | 108 | - | 480 | 3054 |
| % Lights | - | 100.0 | 99.3 | 99.3 | - | 99.4 | - | 99.0 | 99.5 | 100.0 | - | 99.5 | - | 99.6 | 100.0 | 100.0 | - | 99.8 | - | 100.0 | 98.1 | 100.0 | - | 98.8 | 99.4 |
| Buses | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 1 | 0 | - | 2 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 5 | 0 | - | 5 | 9 |
| % Buses | - | 0.0 | 0.0 | 0.3 | - | 0.1 | - | 1.0 | 0.1 | 0.0 | - | 0.2 | - | 0.4 | 0.0 | 0.0 | - | 0.2 | - | 0.0 | 1.6 | 0.0 | - | 1.0 | 0.3 |
| Single-Unit Trucks | 0 | 0 | 3 | 1 | - | 4 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 8 |
| % Single-Unit Trucks | - | 0.0 | 0.4 | 0.3 | - | 0.4 | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.3 | 0.0 | - | 0.2 | 0.3 |
| Articulated Trucks | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Articulated Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: County Line Road with RML
Specialty Hospital Access Drive
Site Code:
Start Date: 01/19/2017
Page No: 1

Turning Movement Data

| Start Time | RML Specialty Hospital Access Drive Westbound | | | | | County Line Road Northbound | | | | | County Line Road Southbound | | | | | Int. Total |
|----------------------|--|-------|-------|------|------------|--------------------------------|------|-------|------|------------|--------------------------------|------|------|------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 7:00 AM | 0 | 3 | 2 | 0 | 5 | 0 | 135 | 8 | 0 | 143 | 0 | 8 | 52 | 0 | 60 | 208 |
| 7:15 AM | 0 | 5 | 4 | 0 | 9 | 0 | 165 | 3 | 0 | 168 | 0 | 6 | 68 | 0 | 74 | 251 |
| 7:30 AM | 0 | 14 | 7 | 0 | 21 | 0 | 171 | 7 | 0 | 178 | 0 | 5 | 96 | 0 | 101 | 300 |
| 7:45 AM | 0 | 7 | 1 | 0 | 8 | 0 | 160 | 11 | 0 | 171 | 0 | 6 | 123 | 0 | 129 | 308 |
| Hourly Total | 0 | 29 | 14 | 0 | 43 | 0 | 631 | 29 | 0 | 660 | 0 | 25 | 339 | 0 | 364 | 1067 |
| 8:00 AM | 0 | 6 | 2 | 0 | 8 | 0 | 151 | 10 | 0 | 161 | 0 | 8 | 111 | 0 | 119 | 288 |
| 8:15 AM | 0 | 4 | 3 | 0 | 7 | 0 | 154 | 10 | 0 | 164 | 0 | 6 | 136 | 0 | 142 | 313 |
| 8:30 AM | 0 | 3 | 3 | 0 | 6 | 0 | 164 | 6 | 0 | 170 | 0 | 3 | 127 | 0 | 130 | 306 |
| 8:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 156 | 2 | 0 | 158 | 0 | 7 | 114 | 0 | 121 | 281 |
| Hourly Total | 0 | 13 | 10 | 0 | 23 | 0 | 625 | 28 | 0 | 653 | 0 | 24 | 488 | 0 | 512 | 1188 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 98 | 3 | 0 | 101 | 0 | 1 | 151 | 0 | 152 | 254 |
| 4:15 PM | 0 | 8 | 4 | 0 | 12 | 0 | 95 | 4 | 0 | 99 | 0 | 4 | 156 | 0 | 160 | 271 |
| 4:30 PM | 0 | 9 | 6 | 0 | 15 | 0 | 122 | 1 | 0 | 123 | 0 | 5 | 165 | 0 | 170 | 308 |
| 4:45 PM | 0 | 2 | 7 | 0 | 9 | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 178 | 0 | 178 | 313 |
| Hourly Total | 0 | 19 | 18 | 0 | 37 | 0 | 439 | 10 | 0 | 449 | 0 | 10 | 650 | 0 | 660 | 1146 |
| 5:00 PM | 0 | 6 | 9 | 0 | 15 | 0 | 107 | 2 | 0 | 109 | 0 | 2 | 164 | 0 | 166 | 290 |
| 5:15 PM | 0 | 4 | 9 | 0 | 13 | 0 | 108 | 2 | 0 | 110 | 0 | 3 | 172 | 0 | 175 | 298 |
| 5:30 PM | 0 | 10 | 2 | 0 | 12 | 0 | 97 | 2 | 0 | 99 | 0 | 3 | 147 | 0 | 150 | 261 |
| 5:45 PM | 0 | 4 | 2 | 0 | 6 | 0 | 107 | 2 | 0 | 109 | 0 | 2 | 152 | 0 | 154 | 269 |
| Hourly Total | 0 | 24 | 22 | 0 | 46 | 0 | 419 | 8 | 0 | 427 | 0 | 10 | 635 | 0 | 645 | 1118 |
| Grand Total | 0 | 85 | 64 | 0 | 149 | 0 | 2114 | 75 | 0 | 2189 | 0 | 69 | 2112 | 0 | 2181 | 4519 |
| Approach % | 0.0 | 57.0 | 43.0 | - | - | 0.0 | 96.6 | 3.4 | - | - | 0.0 | 3.2 | 96.8 | - | - | - |
| Total % | 0.0 | 1.9 | 1.4 | - | 3.3 | 0.0 | 46.8 | 1.7 | - | 48.4 | 0.0 | 1.5 | 46.7 | - | 48.3 | - |
| Lights | 0 | 85 | 63 | - | 148 | 0 | 2092 | 75 | - | 2167 | 0 | 65 | 2079 | - | 2144 | 4459 |
| % Lights | - | 100.0 | 98.4 | - | 99.3 | - | 99.0 | 100.0 | - | 99.0 | - | 94.2 | 98.4 | - | 98.3 | 98.7 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 16 | - | 16 | 18 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.8 | - | 0.7 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 1 | - | 1 | 0 | 15 | 0 | - | 15 | 0 | 4 | 15 | - | 19 | 35 |
| % Single-Unit Trucks | - | 0.0 | 1.6 | - | 0.7 | - | 0.7 | 0.0 | - | 0.7 | - | 5.8 | 0.7 | - | 0.9 | 0.8 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 2 | - | 2 | 7 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | - | 0.1 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
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(847)518-9990

Count Name: County Line Road with RML
Specialty Hospital Access Drive
Site Code:
Start Date: 01/19/2017
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

| Start Time | RML Specialty Hospital Access Drive Westbound | | | | | County Line Road Northbound | | | | | County Line Road Southbound | | | | | Int. Total |
|----------------------|--|-------|-------|------|------------|--------------------------------|-------|-------|------|------------|--------------------------------|-------|-------|------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 7:30 AM | 0 | 14 | 7 | 0 | 21 | 0 | 171 | 7 | 0 | 178 | 0 | 5 | 96 | 0 | 101 | 300 |
| 7:45 AM | 0 | 7 | 1 | 0 | 8 | 0 | 160 | 11 | 0 | 171 | 0 | 6 | 123 | 0 | 129 | 308 |
| 8:00 AM | 0 | 6 | 2 | 0 | 8 | 0 | 151 | 10 | 0 | 161 | 0 | 8 | 111 | 0 | 119 | 288 |
| 8:15 AM | 0 | 4 | 3 | 0 | 7 | 0 | 154 | 10 | 0 | 164 | 0 | 6 | 136 | 0 | 142 | 313 |
| Total | 0 | 31 | 13 | 0 | 44 | 0 | 636 | 38 | 0 | 674 | 0 | 25 | 466 | 0 | 491 | 1209 |
| Approach % | 0.0 | 70.5 | 29.5 | - | - | 0.0 | 94.4 | 5.6 | - | - | 0.0 | 5.1 | 94.9 | - | - | - |
| Total % | 0.0 | 2.6 | 1.1 | - | 3.6 | 0.0 | 52.6 | 3.1 | - | 55.7 | 0.0 | 2.1 | 38.5 | - | 40.6 | - |
| PHF | 0.000 | 0.554 | 0.464 | - | 0.524 | 0.000 | 0.930 | 0.864 | - | 0.947 | 0.000 | 0.781 | 0.857 | - | 0.864 | 0.966 |
| Lights | 0 | 31 | 13 | - | 44 | 0 | 625 | 38 | - | 663 | 0 | 24 | 456 | - | 480 | 1187 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 98.3 | 100.0 | - | 98.4 | - | 96.0 | 97.9 | - | 97.8 | 98.2 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 6 | - | 6 | 6 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 1.3 | - | 1.2 | 0.5 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | - | 8 | 0 | 1 | 4 | - | 5 | 13 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 1.3 | 0.0 | - | 1.2 | - | 4.0 | 0.9 | - | 1.0 | 1.1 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | - | 0 | 3 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.5 | 0.0 | - | 0.4 | - | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: County Line Road with RML
Specialty Hospital Access Drive
Site Code:
Start Date: 01/19/2017
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

| Start Time | RML Specialty Hospital Access Drive Westbound | | | | | County Line Road Northbound | | | | | County Line Road Southbound | | | | | Int. Total |
|----------------------|--|-------|-------|------|------------|--------------------------------|-------|-------|------|------------|--------------------------------|-------|-------|------|------------|------------|
| | U-Turn | Left | Right | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | |
| 4:30 PM | 0 | 9 | 6 | 0 | 15 | 0 | 122 | 1 | 0 | 123 | 0 | 5 | 165 | 0 | 170 | 308 |
| 4:45 PM | 0 | 2 | 7 | 0 | 9 | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 178 | 0 | 178 | 313 |
| 5:00 PM | 0 | 6 | 9 | 0 | 15 | 0 | 107 | 2 | 0 | 109 | 0 | 2 | 164 | 0 | 166 | 290 |
| 5:15 PM | 0 | 4 | 9 | 0 | 13 | 0 | 108 | 2 | 0 | 110 | 0 | 3 | 172 | 0 | 175 | 298 |
| Total | 0 | 21 | 31 | 0 | 52 | 0 | 461 | 7 | 0 | 468 | 0 | 10 | 679 | 0 | 689 | 1209 |
| Approach % | 0.0 | 40.4 | 59.6 | - | - | 0.0 | 98.5 | 1.5 | - | - | 0.0 | 1.5 | 98.5 | - | - | - |
| Total % | 0.0 | 1.7 | 2.6 | - | 4.3 | 0.0 | 38.1 | 0.6 | - | 38.7 | 0.0 | 0.8 | 56.2 | - | 57.0 | - |
| PHF | 0.000 | 0.583 | 0.861 | - | 0.867 | 0.000 | 0.929 | 0.875 | - | 0.929 | 0.000 | 0.500 | 0.954 | - | 0.968 | 0.966 |
| Lights | 0 | 21 | 31 | - | 52 | 0 | 460 | 7 | - | 467 | 0 | 10 | 674 | - | 684 | 1203 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 99.8 | 100.0 | - | 99.8 | - | 100.0 | 99.3 | - | 99.3 | 99.5 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | - | 3 | 3 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | - | 0.4 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 2 | - | 2 | 3 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.3 | - | 0.3 | 0.2 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Gap Study Results



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: 55th Street Gap Study
Site Code:
Start Date: 01/19/2017
Page No: 1

Combined Direction

| Start Time | 2.0 - 3.0 | 3.0 - 4.0 | 4.0 - 5.0 | 5.0 - 6.0 | 6.0 - 7.0 | 7.0 - 8.0 | 8.0 - 9.0 | 9.0 - 10.0 | 10.0 - 11.0 | 11.0 - 12.0 | 12.0 - 13.0 | 13.0 - 14.0 | 14.0 - 15.0 | 15.0 - 16.0 | 16.0 - 17.0 | 17.0 - 18.0 | 18.0 - 19.0 | 19.0 - 20.0 | 20.0 - 21.0 | 21.0 - 22.0 | 22.0 - 23.0 | 23.0 - 24.0 | 24.0 - 25.0 | 25.0 - 26.0 | 26.0 - 27.0 | 27.0 - 28.0 | 28.0 - 100.7 | Total |
|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-------|
| 7:30 AM | 31 | 30 | 9 | 8 | 4 | 3 | 3 | 1 | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 104 |
| 7:45 AM | 33 | 24 | 20 | 9 | 8 | 5 | 3 | 3 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 8:00 AM | 39 | 17 | 11 | 9 | 6 | 2 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 105 |
| 8:15 AM | 25 | 22 | 10 | 10 | 10 | 3 | 6 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 99 |
| 4:30 PM | 33 | 20 | 5 | 8 | 8 | 4 | 4 | 1 | 1 | 3 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 4:45 PM | 40 | 19 | 11 | 13 | 7 | 5 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 5:00 PM | 41 | 17 | 12 | 13 | 7 | 3 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 101 |
| 5:15 PM | 41 | 22 | 9 | 4 | 3 | 2 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 95 |
| Total | 283 | 171 | 87 | 74 | 53 | 27 | 26 | 15 | 13 | 10 | 13 | 6 | 8 | 5 | 3 | 7 | 2 | 1 | 4 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 4 | 822 |
| Total % | 34.4 | 20.8 | 10.6 | 9.0 | 6.4 | 3.3 | 3.2 | 1.8 | 1.6 | 1.2 | 1.6 | 0.7 | 1.0 | 0.6 | 0.4 | 0.9 | 0.2 | 0.1 | 0.5 | 0.4 | 0.4 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.5 | 100.0 |



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Count Name: 55th Street Gap Study
Site Code:
Start Date: 01/19/2017
Page No: 2

Westbound (Westbound)

| Start Time | 2.0 - 3.0 | 3.0 - 4.0 | 4.0 - 5.0 | 5.0 - 6.0 | 6.0 - 7.0 | 7.0 - 8.0 | 8.0 - 9.0 | 9.0 - 10.0 | 10.0 - 11.0 | 11.0 - 12.0 | 12.0 - 13.0 | 13.0 - 14.0 | 14.0 - 15.0 | 15.0 - 16.0 | 16.0 - 17.0 | 17.0 - 18.0 | 18.0 - 19.0 | 19.0 - 20.0 | 20.0 - 21.0 | 21.0 - 22.0 | 22.0 - 23.0 | 23.0 - 24.0 | 24.0 - 25.0 | 25.0 - 26.0 | 26.0 - 27.0 | 27.0 - 28.0 | 28.0 - 100.7 | Total |
|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-------|
| 7:30 AM | 23 | 24 | 7 | 8 | 3 | 3 | 7 | 0 | 4 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 4 | 97 |
| 7:45 AM | 20 | 18 | 16 | 8 | 11 | 5 | 3 | 1 | 6 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 102 |
| 8:00 AM | 35 | 17 | 6 | 8 | 8 | 5 | 1 | 3 | 2 | 2 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 105 |
| 8:15 AM | 24 | 17 | 9 | 9 | 8 | 3 | 5 | 1 | 2 | 3 | 7 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 101 |
| 4:30 PM | 31 | 15 | 7 | 7 | 10 | 10 | 6 | 0 | 4 | 2 | 3 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 107 |
| 4:45 PM | 31 | 23 | 6 | 9 | 7 | 7 | 4 | 3 | 2 | 1 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 107 |
| 5:00 PM | 22 | 16 | 13 | 15 | 8 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 3 | 95 |
| 5:15 PM | 33 | 19 | 16 | 8 | 7 | 3 | 5 | 2 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 107 |
| Total | 219 | 149 | 80 | 72 | 62 | 38 | 33 | 11 | 25 | 12 | 17 | 10 | 12 | 8 | 5 | 6 | 4 | 3 | 6 | 10 | 7 | 7 | 3 | 2 | 2 | 1 | 17 | 821 |
| Total % | 26.7 | 18.1 | 9.7 | 8.8 | 7.6 | 4.6 | 4.0 | 1.3 | 3.0 | 1.5 | 2.1 | 1.2 | 1.5 | 1.0 | 0.6 | 0.7 | 0.5 | 0.4 | 0.7 | 1.2 | 0.9 | 0.9 | 0.4 | 0.2 | 0.2 | 0.1 | 2.1 | 100.0 |



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Count Name: 55th Street Gap Study
Site Code:
Start Date: 01/19/2017
Page No: 3

Eastbound (Eastbound)

| Start Time | 2.0 - 3.0 | 3.0 - 4.0 | 4.0 - 5.0 | 5.0 - 6.0 | 6.0 - 7.0 | 7.0 - 8.0 | 8.0 - 9.0 | 9.0 - 10.0 | 10.0 - 11.0 | 11.0 - 12.0 | 12.0 - 13.0 | 13.0 - 14.0 | 14.0 - 15.0 | 15.0 - 16.0 | 16.0 - 17.0 | 17.0 - 18.0 | 18.0 - 19.0 | 19.0 - 20.0 | 20.0 - 21.0 | 21.0 - 22.0 | 22.0 - 23.0 | 23.0 - 24.0 | 24.0 - 25.0 | 25.0 - 26.0 | 26.0 - 27.0 | 27.0 - 28.0 | 28.0 - 100.7 | Total | |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------|----|
| 7:30 AM | 11 | 9 | 5 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 8 | 50 | |
| 7:45 AM | 21 | 8 | 3 | 6 | 3 | 3 | 1 | 3 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 6 | 71 | |
| 8:00 AM | 14 | 11 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 50 | |
| 8:15 AM | 12 | 13 | 4 | 4 | 1 | 2 | 2 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 59 |
| 4:30 PM | 19 | 7 | 2 | 1 | 2 | 0 | 3 | 1 | 2 | 2 | 3 | 0 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 5 | 60 | |
| 4:45 PM | 16 | 6 | 5 | 3 | 1 | 3 | 5 | 2 | 4 | 2 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 66 | |
| 5:00 PM | 19 | 10 | 5 | 2 | 3 | 3 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 65 | |
| 5:15 PM | 23 | 10 | 3 | 5 | 0 | 2 | 3 | 3 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 4 | 67 | |
| Total | 135 | 74 | 30 | 26 | 11 | 14 | 18 | 12 | 13 | 6 | 10 | 7 | 4 | 9 | 8 | 12 | 3 | 8 | 2 | 5 | 8 | 3 | 4 | 4 | 3 | 4 | 55 | 488 | |
| Total % | 27.7 | 15.2 | 6.1 | 5.3 | 2.3 | 2.9 | 3.7 | 2.5 | 2.7 | 1.2 | 2.0 | 1.4 | 0.8 | 1.8 | 1.6 | 2.5 | 0.6 | 1.6 | 0.4 | 1.0 | 1.6 | 0.6 | 0.8 | 0.8 | 0.6 | 0.8 | 11.3 | 100.0 | |



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Count Name: County Line Road Gap Study
Site Code:
Start Date: 01/19/2017
Page No: 1

Combined Direction

| Start Time | 2.0 - 3.0 | 3.0 - 4.0 | 4.0 - 5.0 | 5.0 - 6.0 | 6.0 - 7.0 | 7.0 - 8.0 | 8.0 - 9.0 | 9.0 - 10.0 | 10.0 - 11.0 | 11.0 - 12.0 | 12.0 - 13.0 | 13.0 - 14.0 | 14.0 - 15.0 | 15.0 - 16.0 | 16.0 - 17.0 | 17.0 - 18.0 | 18.0 - 19.0 | 19.0 - 20.0 | 20.0 - 21.0 | 21.0 - 22.0 | 22.0 - 23.0 | 23.0 - 24.0 | 24.0 - 25.0 | 25.0 - 26.0 | 26.0 - 27.0 | 27.0 - 28.0 | 28.0 - 99.0 | Total | |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------|-----|
| 7:30 AM | 44 | 23 | 18 | 13 | 6 | 1 | 4 | 2 | 5 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 125 |
| 7:45 AM | 54 | 24 | 19 | 5 | 2 | 8 | 2 | 5 | 3 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 8:00 AM | 50 | 18 | 10 | 13 | 3 | 3 | 1 | 3 | 4 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 116 |
| 8:15 AM | 53 | 17 | 14 | 7 | 5 | 2 | 2 | 1 | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 113 |
| 4:30 PM | 52 | 22 | 11 | 12 | 10 | 7 | 4 | 4 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 4:45 PM | 48 | 28 | 18 | 13 | 5 | 7 | 6 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 5:00 PM | 58 | 24 | 9 | 11 | 6 | 6 | 3 | 6 | 0 | 3 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 5:15 PM | 57 | 31 | 15 | 12 | 9 | 3 | 4 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| Total | 416 | 187 | 114 | 86 | 46 | 37 | 26 | 26 | 19 | 14 | 13 | 7 | 7 | 8 | 3 | 5 | 2 | 2 | 5 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1031 | |
| Total % | 40.3 | 18.1 | 11.1 | 8.3 | 4.5 | 3.6 | 2.5 | 2.5 | 1.8 | 1.4 | 1.3 | 0.7 | 0.7 | 0.8 | 0.3 | 0.5 | 0.2 | 0.2 | 0.5 | 0.2 | 0.2 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.1 | 100.0 | |



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Count Name: County Line Road Gap Study
Site Code:
Start Date: 01/19/2017
Page No: 2

Southbound (Southbound)

| Start Time | 2.0 - 3.0 | 3.0 - 4.0 | 4.0 - 5.0 | 5.0 - 6.0 | 6.0 - 7.0 | 7.0 - 8.0 | 8.0 - 9.0 | 9.0 - 10.0 | 10.0 - 11.0 | 11.0 - 12.0 | 12.0 - 13.0 | 13.0 - 14.0 | 14.0 - 15.0 | 15.0 - 16.0 | 16.0 - 17.0 | 17.0 - 18.0 | 18.0 - 19.0 | 19.0 - 20.0 | 20.0 - 21.0 | 21.0 - 22.0 | 22.0 - 23.0 | 23.0 - 24.0 | 24.0 - 25.0 | 25.0 - 26.0 | 26.0 - 27.0 | 27.0 - 28.0 | 28.0 - 99.0 | Total |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------|
| 7:30 AM | 13 | 6 | 8 | 5 | 6 | 2 | 5 | 1 | 0 | 6 | 1 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 6 | 74 |
| 7:45 AM | 20 | 14 | 11 | 3 | 3 | 2 | 4 | 2 | 4 | 3 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 6 | 86 |
| 8:00 AM | 28 | 12 | 9 | 7 | 2 | 1 | 1 | 1 | 3 | 2 | 2 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 5 | 87 |
| 8:15 AM | 29 | 10 | 10 | 7 | 8 | 7 | 2 | 1 | 2 | 1 | 2 | 4 | 0 | 1 | 1 | 1 | 4 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 97 |
| 4:30 PM | 34 | 10 | 11 | 11 | 8 | 3 | 8 | 4 | 3 | 2 | 3 | 0 | 2 | 0 | 1 | 1 | 4 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 4:45 PM | 42 | 20 | 11 | 15 | 8 | 10 | 5 | 4 | 2 | 4 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 133 |
| 5:00 PM | 39 | 23 | 7 | 8 | 9 | 6 | 1 | 6 | 0 | 2 | 2 | 1 | 3 | 3 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 119 |
| 5:15 PM | 39 | 25 | 18 | 10 | 7 | 4 | 3 | 3 | 4 | 5 | 3 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 131 |
| Total | 244 | 120 | 85 | 66 | 51 | 35 | 29 | 22 | 18 | 25 | 16 | 11 | 15 | 9 | 5 | 8 | 12 | 2 | 6 | 11 | 3 | 4 | 5 | 8 | 4 | 2 | 22 | 838 |
| Total % | 29.1 | 14.3 | 10.1 | 7.9 | 6.1 | 4.2 | 3.5 | 2.6 | 2.1 | 3.0 | 1.9 | 1.3 | 1.8 | 1.1 | 0.6 | 1.0 | 1.4 | 0.2 | 0.7 | 1.3 | 0.4 | 0.5 | 0.6 | 1.0 | 0.5 | 0.2 | 2.6 | 100.0 |



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Count Name: County Line Road Gap Study
Site Code:
Start Date: 01/19/2017
Page No: 3

Northbound (Northbound)

| Start Time | 2.0 - 3.0 | 3.0 - 4.0 | 4.0 - 5.0 | 5.0 - 6.0 | 6.0 - 7.0 | 7.0 - 8.0 | 8.0 - 9.0 | 9.0 - 10.0 | 10.0 - 11.0 | 11.0 - 12.0 | 12.0 - 13.0 | 13.0 - 14.0 | 14.0 - 15.0 | 15.0 - 16.0 | 16.0 - 17.0 | 17.0 - 18.0 | 18.0 - 19.0 | 19.0 - 20.0 | 20.0 - 21.0 | 21.0 - 22.0 | 22.0 - 23.0 | 23.0 - 24.0 | 24.0 - 25.0 | 25.0 - 26.0 | 26.0 - 27.0 | 27.0 - 28.0 | 28.0 - 99.0 | Total | |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------|-----|
| 7:30 AM | 38 | 24 | 13 | 8 | 6 | 2 | 2 | 1 | 2 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 109 | |
| 7:45 AM | 35 | 19 | 17 | 4 | 3 | 7 | 4 | 0 | 4 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 5 | 107 | |
| 8:00 AM | 38 | 9 | 10 | 16 | 1 | 3 | 2 | 2 | 1 | 0 | 0 | 5 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 103 | |
| 8:15 AM | 42 | 26 | 8 | 9 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 109 |
| 4:30 PM | 24 | 18 | 5 | 4 | 6 | 4 | 2 | 2 | 3 | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 4 | 91 | |
| 4:45 PM | 31 | 10 | 7 | 8 | 4 | 5 | 3 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 2 | 4 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 94 | |
| 5:00 PM | 18 | 7 | 6 | 5 | 2 | 3 | 5 | 2 | 1 | 1 | 1 | 1 | 3 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 7 | 72 | |
| 5:15 PM | 22 | 11 | 6 | 9 | 4 | 2 | 5 | 2 | 2 | 3 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 84 | |
| Total | 248 | 124 | 72 | 63 | 29 | 29 | 26 | 12 | 15 | 11 | 7 | 11 | 9 | 11 | 8 | 9 | 8 | 4 | 8 | 4 | 4 | 1 | 1 | 6 | 2 | 7 | 40 | 769 | |
| Total % | 32.2 | 16.1 | 9.4 | 8.2 | 3.8 | 3.8 | 3.4 | 1.6 | 2.0 | 1.4 | 0.9 | 1.4 | 1.2 | 1.4 | 1.0 | 1.2 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 0.1 | 0.1 | 0.8 | 0.3 | 0.9 | 5.2 | 100.0 | |

Year 2040 CMAP Letter



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

November 3, 2016

Nicholas J. Butler
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: 55th Street @ County Line Road
DuPage County DOT

Dear Mr. Butler:

In response to a request made on your behalf and dated November 3, 2016, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

| INTERSECTION | West Leg | North Leg | East Leg | South Leg |
|--|----------|-----------|----------|-----------|
| 55 th Street @ County Line Road | 22,900 | 9,800 | 21,000 | 13,900 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Loper (DuPage County DOT)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections

| Level of Service | Interpretation | Average Control Delay (seconds per vehicle) |
|------------------|--|--|
| A | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping. | ≤10 |
| B | Good progression, with more vehicles stopping than for Level of Service A. | >10 - 20 |
| C | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | >20 - 35 |
| D | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable. | >35 - 55 |
| E | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent. | >55 - 80 |
| F | The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue. | >80.0 |

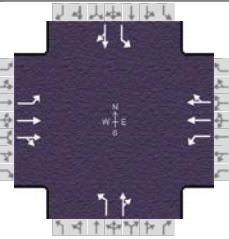
Unsignalized Intersections

| Level of Service | Average Total Delay (SEC/VEH) |
|------------------|-------------------------------|
| A | 0 - 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

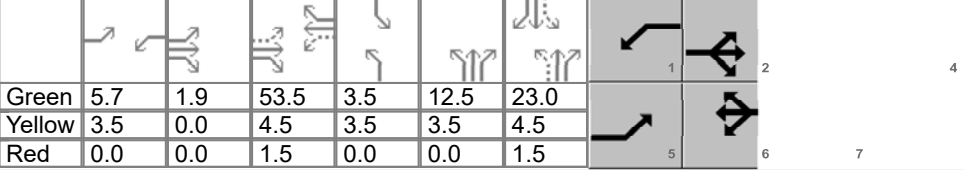
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Sheets

HCS 2010 Signalized Intersection Input Data

| General Information | | | | | | Intersection Information | | | |  | | |
|---------------------|----------------------------|--|---------------|-------------------------------|------|--------------------------|----------|--|--|---|--|--|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 | | | | | | | |
| Analyst | NJB | | Analysis Date | 7/15/2016 | | Area Type | Other | | | | | |
| Jurisdiction | IDOT | | Time Period | AM | | PHF | 0.95 | | | | | |
| Urban Street | 55th Street | | Analysis Year | 2017 | | Analysis Period | 1 > 7:00 | | | | | |
| Intersection | 55th Street with County... | | File Name | 55th and County Line AMEX.xus | | | | | | | | |
| Project Description | Existing AM Peak Hour | | | | | | | | | | | |

| Demand Information | | | | EB | | | WB | | | NB | | | SB | | |
|---------------------|--|--|--|-----|-----|-----|----|-----|----|-----|-----|----|----|-----|----|
| Approach Movement | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | | | | 135 | 662 | 207 | 87 | 656 | 86 | 307 | 324 | 41 | 23 | 197 | 55 |

| Signal Information | | | |  | | | | | | | | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--|-----|-----------------|------|------------|-------|-----------------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Cycle, s | 122.7 | Reference Phase | 2 | Green | 5.7 | 1.9 | 53.5 | 3.5 | 12.5 | 23.0 | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 4.5 | Red | 0.0 | 0.0 | 1.5 | 0.0 | 1.5 |
| Offset, s | 0 | Reference Point | Begin | Uncoordinated | Yes | Simult. Gap E/W | On | Force Mode | Fixed | Simult. Gap N/S | On | | | | | | | | | | | |

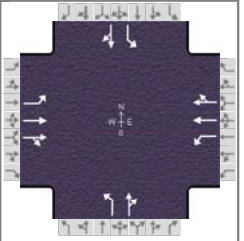
| Traffic Information | | | | EB | | | WB | | | NB | | | SB | | |
|---|--|--|--|------|------|------|------|------|------|------|------|------|------|------|------|
| Approach Movement | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | | | | 135 | 662 | 207 | 87 | 656 | 86 | 307 | 324 | 41 | 23 | 197 | 55 |
| Initial Queue (Q _b), veh/h | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate (s ₀), veh/h | | | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N _m), man/h | | | | 0 | L | | | None | | | None | | | None | |
| Heavy Vehicles (P _{HV}), % | | | | 2 | 2 | | 5 | 2 | | 2 | 2 | | 9 | 1 | |
| Ped / Bike / RTOR, /h | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (N _b), buses/h | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (AT) | | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (I) | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft | | | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | | | | 165 | 0 | | 165 | 0 | | 115 | 0 | | 85 | 0 | |
| Grade (P _g), % | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | | | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 |

| Phase Information | | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|--|------|------|------|------|------|------|------|------|
| Maximum Green (G _{max}) or Phase Split, s | | 20.0 | 55.0 | 20.0 | 55.0 | 20.0 | 45.0 | 20.0 | 45.0 |
| Yellow Change Interval (Y), s | | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval (R _c), s | | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green (G _{min}), s | | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time (I _t), s | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (e), s | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (P _T), s | | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (Walk), s | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (P _C), s | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | | | | EB | | | WB | | | NB | | | SB | | |
|---|--|--|--|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|
| 85th % Speed / Rest in Walk / Corner Radius | | | | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | | | | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | | | | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | | | | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | | | | No | | 0.50 | No | | 0.50 | No | | 0.50 | No | | 0.50 |

HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|---------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM | PHF | 0.95 |
| Urban Street | 55th Street | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line AMEX.xus | | |
| Project Description | Existing AM Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|-----|-----|-----|----|-----|----|-----|-----|----|----|-----|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 135 | 662 | 207 | 87 | 656 | 86 | 307 | 324 | 41 | 23 | 197 | 55 |

| Signal Information | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--|--|--|--|--|--|--|--|
| Cycle, s | 122.7 | Reference Phase | 2 | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | | | | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | | | | | | | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 11.1 | 61.4 | 9.2 | 59.5 | 23.0 | 45.1 | 7.0 | 29.0 |
| Change Period, (Y+R _c), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway (MAH), s | 4.0 | 11.9 | 4.0 | 11.9 | 4.0 | 5.1 | 4.2 | 5.1 |
| Queue Clearance Time (g _s), s | 7.3 | 25.2 | 5.6 | 20.9 | 19.4 | 24.3 | 3.4 | 19.1 |
| Green Extension Time (g _e), s | 0.3 | 29.1 | 0.2 | 32.7 | 0.1 | 3.7 | 0.0 | 3.9 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 0.00 | 0.98 | 0.00 | 0.97 | 1.00 | 0.04 | 0.00 | 0.01 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate (v), veh/h | 142 | 477 | 438 | 92 | 398 | 383 | 323 | 384 | | 24 | 265 | |
| Adjusted Saturation Flow Rate (s), veh/h/ln | 1774 | 1863 | 1710 | 1723 | 1863 | 1787 | 1774 | 1826 | | 1660 | 1810 | |
| Queue Service Time (g_s), s | 5.3 | 23.2 | 23.2 | 3.6 | 18.8 | 18.9 | 17.4 | 22.3 | | 1.4 | 17.1 | |
| Cycle Queue Clearance Time (g_c), s | 5.3 | 23.2 | 23.2 | 3.6 | 18.8 | 18.9 | 17.4 | 22.3 | | 1.4 | 17.1 | |
| Green Ratio (g/C) | 0.50 | 0.45 | 0.45 | 0.48 | 0.44 | 0.44 | 0.36 | 0.32 | | 0.22 | 0.19 | |
| Capacity (c), veh/h | 364 | 841 | 772 | 285 | 812 | 779 | 394 | 582 | | 218 | 340 | |
| Volume-to-Capacity Ratio (X) | 0.391 | 0.567 | 0.567 | 0.321 | 0.490 | 0.491 | 0.820 | 0.661 | | 0.111 | 0.780 | |
| Back of Queue (Q), ft/ln (95 th percentile) | 100.8 | 405.9 | 373.8 | 67.9 | 341.6 | 326.4 | 344.1 | 391.8 | | 29.1 | 328 | |
| Back of Queue (Q), veh/ln (95 th percentile) | 4.0 | 16.0 | 15.0 | 2.6 | 13.5 | 13.1 | 13.5 | 15.4 | | 1.1 | 13.0 | |
| Queue Storage Ratio (RQ) (95 th percentile) | 0.61 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 2.99 | 0.00 | | 0.34 | 0.00 | |
| Uniform Delay (d_1), s/veh | 18.5 | 24.8 | 24.8 | 19.9 | 24.8 | 24.8 | 32.5 | 36.1 | | 38.6 | 47.4 | |
| Incremental Delay (d_2), s/veh | 0.7 | 2.8 | 3.0 | 0.6 | 2.1 | 2.2 | 12.5 | 2.4 | | 0.2 | 5.5 | |
| Initial Queue Delay (d_3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Control Delay (d), s/veh | 19.2 | 27.6 | 27.8 | 20.6 | 26.9 | 27.0 | 45.0 | 38.5 | | 38.8 | 52.9 | |
| Level of Service (LOS) | B | C | C | C | C | C | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 26.5 | C | | 26.3 | C | | 41.5 | D | | 51.7 | D | |
| Intersection Delay, s/veh / LOS | 32.6 | | | | | | C | | | | | |

| Multimodal Results | EB | | | WB | | | NB | | | SB | | |
|----------------------------|-----|---|--|-----|---|--|-----|---|--|-----|---|--|
| Pedestrian LOS Score / LOS | 2.3 | B | | 2.3 | B | | 2.8 | C | | 2.9 | C | |
| Bicycle LOS Score / LOS | 1.4 | A | | 1.2 | A | | 1.7 | A | | 1.0 | A | |

HCS 2010 Signalized Intersection Intermediate Values

| General Information | | | | | | Intersection Information | | | | | | |
|---------------------|----------------------------|--|---------------|--|-------------------------------|--------------------------|-----------------|------|---------|--|--|--|
| Agency | KLOA, Inc. | | | | | Duration, h | | 0.25 | | | | |
| Analyst | NJB | | Analysis Date | | 7/15/2016 | | Area Type | | Other | | | |
| Jurisdiction | IDOT | | Time Period | | AM | | PHF | | 0.95 | | | |
| Urban Street | 55th Street | | Analysis Year | | 2017 | | Analysis Period | | 1> 7:00 | | | |
| Intersection | 55th Street with County... | | File Name | | 55th and County Line AMEX.xus | | | | | | | |
| Project Description | Existing AM Peak Hour | | | | | | | | | | | |

Demand Information

Approach Movement

Demand (v), veh/h

EB

L

T

R

WB

L

T

R

NB

L

T

R

SB

L

T

R

Signal Information

Cycle, s

122.7

Reference Phase

2

Offset, s

0

Reference Point

Begin

Uncoordinated

Yes

Simult. Gap E/W

On

Force Mode

Fixed

Simult. Gap N/S

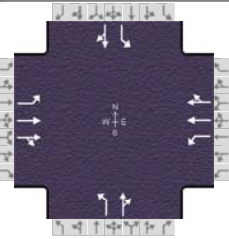
On

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

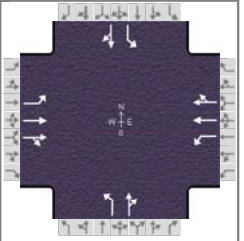
--- Comments ---

HCS 2010 Signalized Intersection Input Data

| General Information | | | | | Intersection Information | | | | |  | | | | | | |
|---|----------------------------|-----------------|---------------|-------------------------------|--------------------------|-----------------|----------|------|------|---|------|------|------|------|------|------|
| Agency | KLOA, Inc. | | | | Duration, h | 0.25 | | | | | | | | | | |
| Analyst | NJB | | Analysis Date | 7/15/2016 | | Area Type | Other | | | | | | | | | |
| Jurisdiction | IDOT | | Time Period | PM | | PHF | 0.99 | | | | | | | | | |
| Urban Street | 55th Street | | Analysis Year | 2017 | | Analysis Period | 1 > 7:00 | | | | | | | | | |
| Intersection | 55th Street with County... | | File Name | 55th and County Line PMEX.xus | | | | | | | | | | | | |
| Project Description | Existing PM Peak Hour | | | | | | | | | | | | | | | |
| Demand Information | | | | | EB | | | WB | | | NB | | | SB | | |
| Approach Movement | | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | | | | | 60 | 751 | 286 | 100 | 872 | 43 | 245 | 179 | 68 | 65 | 313 | 108 |
| Signal Information | | | | | | | | | | | | | | | | |
| Cycle, s | 129.1 | Reference Phase | 2 | | | | | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | | Green | 4.6 | 1.7 | 54.1 | 5.5 | 5.8 | 34.9 | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 | | | | | |
| | | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | | | | |
| Traffic Information | | | | | EB | | | WB | | | NB | | | SB | | |
| Approach Movement | | | | | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | | | | | 60 | 751 | 286 | 100 | 872 | 43 | 245 | 179 | 68 | 65 | 313 | 108 |
| Initial Queue (Q _b), veh/h | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate (s ₀), veh/h | | | | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N _m), man/h | | | | | 0 | L | | | None | | | None | | | None | |
| Heavy Vehicles (P _{HV}), % | | | | | 0 | 1 | | 1 | 1 | | 1 | 0 | | 0 | 2 | |
| Ped / Bike / RTOR, /h | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (N _b), buses/h | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (AT) | | | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (I) | | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft | | | | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | | | | | 165 | 0 | | 165 | 0 | | 115 | 0 | | 85 | 0 | |
| Grade (P _g), % | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | | | | | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 |
| Phase Information | | | | | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT | | | | |
| Maximum Green (G _{max}) or Phase Split, s | | | | | 20.0 | 55.0 | 20.0 | 55.0 | 20.0 | 45.0 | 20.0 | 45.0 | | | | |
| Yellow Change Interval (Y), s | | | | | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | | | | |
| Red Clearance Interval (R _c), s | | | | | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | | | | |
| Minimum Green (G _{min}), s | | | | | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 | | | | |
| Start-Up Lost Time (I _t), s | | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Extension of Effective Green (e), s | | | | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Passage (PT), s | | | | | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 | | | | |
| Recall Mode | | | | | Off | Min | Off | Min | Off | Off | Off | Off | | | | |
| Dual Entry | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | | | |
| Walk (Walk), s | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Pedestrian Clearance Time (PC), s | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| Multimodal Information | | | | | EB | | | WB | | | NB | | | SB | | |
| 85th % Speed / Rest in Walk / Corner Radius | | | | | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | | | | | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | | | | | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | | | | | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | | | | | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|---------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM | PHF | 0.99 |
| Urban Street | 55th Street | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line PMEX.xus | | |
| Project Description | Existing PM Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|----|-----|-----|-----|-----|----|-----|-----|----|----|-----|-----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 60 | 751 | 286 | 100 | 872 | 43 | 245 | 179 | 68 | 65 | 313 | 108 |

| Signal Information | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--------|-----|-----|------|-----|-----|------|--|
| Cycle, s | 129.1 | Reference Phase | 2 | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | 4.6 | 1.7 | 54.1 | 5.5 | 5.8 | 34.9 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.1 | 60.1 | 9.8 | 61.8 | 18.3 | 50.3 | 9.0 | 40.9 |
| Change Period, (Y+R _c), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway (MAH), s | 4.0 | 11.9 | 4.0 | 11.9 | 4.0 | 5.1 | 4.2 | 5.1 |
| Queue Clearance Time (g _s), s | 4.4 | 33.0 | 6.1 | 26.1 | 14.4 | 15.6 | 5.3 | 31.6 |
| Green Extension Time (g _e), s | 0.1 | 21.1 | 0.2 | 28.6 | 0.4 | 4.4 | 0.1 | 3.4 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.00 | 0.99 | 0.37 | 0.01 | 0.00 | 0.20 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate (v), veh/h | 61 | 550 | 498 | 101 | 466 | 458 | 247 | 249 | | 66 | 425 | |
| Adjusted Saturation Flow Rate (s), veh/h/ln | 1810 | 1881 | 1703 | 1792 | 1881 | 1850 | 1792 | 1810 | | 1810 | 1781 | |
| Queue Service Time (g _s), s | 2.4 | 31.0 | 31.0 | 4.1 | 24.1 | 24.1 | 12.4 | 13.6 | | 3.3 | 29.6 | |
| Cycle Queue Clearance Time (g _c), s | 2.4 | 31.0 | 31.0 | 4.1 | 24.1 | 24.1 | 12.4 | 13.6 | | 3.3 | 29.6 | |
| Green Ratio (g/C) | 0.45 | 0.42 | 0.42 | 0.47 | 0.43 | 0.43 | 0.40 | 0.34 | | 0.31 | 0.27 | |
| Capacity (c), veh/h | 261 | 788 | 713 | 240 | 813 | 800 | 302 | 621 | | 388 | 482 | |
| Volume-to-Capacity Ratio (X) | 0.232 | 0.697 | 0.698 | 0.421 | 0.573 | 0.573 | 0.821 | 0.402 | | 0.169 | 0.883 | |
| Back of Queue (Q), ft/ln (95 th percentile) | 47.8 | 534.4 | 490.7 | 80.7 | 424.9 | 416 | 259.5 | 251.2 | | 68.2 | 537.2 | |
| Back of Queue (Q), veh/ln (95 th percentile) | 1.9 | 21.2 | 19.6 | 3.2 | 16.9 | 16.6 | 10.3 | 10.0 | | 2.7 | 21.1 | |
| Queue Storage Ratio (RQ) (95 th percentile) | 0.29 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 2.26 | 0.00 | | 0.80 | 0.00 | |
| Uniform Delay (d ₁), s/veh | 22.5 | 30.8 | 30.8 | 23.9 | 27.7 | 27.7 | 31.8 | 32.3 | | 31.8 | 45.1 | |
| Incremental Delay (d ₂), s/veh | 0.5 | 5.1 | 5.6 | 1.2 | 2.9 | 3.0 | 11.3 | 0.6 | | 0.2 | 12.8 | |
| Initial Queue Delay (d ₃), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Control Delay (d), s/veh | 22.9 | 35.9 | 36.4 | 25.1 | 30.6 | 30.6 | 43.0 | 32.9 | | 32.0 | 57.9 | |
| Level of Service (LOS) | C | D | D | C | C | C | D | C | | C | E | |
| Approach Delay, s/veh / LOS | 35.4 | | D | 30.1 | | C | 38.0 | | D | 54.4 | | D |
| Intersection Delay, s/veh / LOS | 37.1 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|----------------------------|-----|---|-----|---|-----|---|-----|---|
| Pedestrian LOS Score / LOS | 2.3 | B | 2.3 | B | 2.8 | C | 2.8 | C |
| Bicycle LOS Score / LOS | 1.4 | A | 1.3 | A | 1.3 | A | 1.3 | A |

HCS 2010 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|---------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM | PHF | 0.99 |
| Urban Street | 55th Street | Analysis Year | 2017 | Analysis Period | 1> 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line PMEX.xus | | |
| Project Description | Existing PM Peak Hour | | | | |

| Demand Information | EB | | | WB | | | NB | | | SB | | |
|-----------------------|----|-----|-----|-----|-----|----|-----|-----|----|----|-----|-----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 60 | 751 | 286 | 100 | 872 | 43 | 245 | 179 | 68 | 65 | 313 | 108 |

| Signal Information | | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--------|-----|-----|------|-----|-----|------|--|--|
| Cycle, s | 129.1 | Reference Phase | 2 | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | 4.6 | 1.7 | 54.1 | 5.5 | 5.8 | 34.9 | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 | | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | |

| | EB | | | WB | | | NB | | | SB | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor (f_w) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor (f_{HV}) | 1.000 | 0.990 | 1.000 | 0.990 | 0.990 | 1.000 | 0.990 | 1.000 | 1.000 | 1.000 | 0.980 | 1.000 |
| Approach Grade Adjustment Factor (f_g) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor (f_p) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor (f_{bb}) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor (f_a) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor (f_{LU}) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor (f_{LT}) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor (f_{RT}) | | 0.905 | 0.905 | | 0.983 | 0.983 | | 0.953 | 0.953 | | 0.956 | 0.956 |
| Left-Turn Pedestrian Adjustment Factor (f_{LPB}) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor (f_{RPB}) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate (s), veh/h | 1810 | 2596 | 988 | 1792 | 3555 | 175 | 1792 | 1312 | 498 | 1810 | 1324 | 457 |
| Proportion of Vehicles Arriving on Green (P) | 0.04 | 0.42 | 0.42 | 0.05 | 0.43 | 0.43 | 0.11 | 0.34 | 0.34 | 0.04 | 0.27 | 0.27 |
| Incremental Delay Factor (k) | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.24 | 0.15 | | 0.11 | 0.28 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time (t_L) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio (g/C) | 0.45 | 0.42 | 0.47 | 0.43 | 0.40 | 0.34 | 0.31 | 0.27 |
| Permitted Saturation Flow Rate (s_p), veh/h/ln | 615 | 0 | 542 | 0 | 968 | 0 | 1148 | 0 |
| Shared Saturation Flow Rate (s_{sh}), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time (g_p), s | 54.1 | 0.0 | 54.3 | 0.0 | 36.9 | 0.0 | 34.9 | 0.0 |
| Permitted Service Time (g_u), s | 29.7 | 0.0 | 23.1 | 0.0 | 5.4 | 0.0 | 28.7 | 0.0 |
| Permitted Queue Service Time (g_{ps}), s | 2.7 | | 7.2 | | 5.4 | | 0.4 | |
| Time to First Blockage (g_t), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage (g_{ts}), s | | | | | | | | |
| Protected Right Saturation Flow (s_R), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time (g_R), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|----------------------------------|--------|-------|--------|-------|--------|-------|--------|-------|
| Pedestrian F_w / F_v | 1.557 | 0.00 | 1.557 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian F_s / F_{delay} | 0.000 | 0.124 | 0.000 | 0.122 | 0.000 | 0.133 | 0.000 | 0.142 |
| Pedestrian M_{corner} / M_{cw} | | | | | | | | |
| Bicycle c_b / d_b | 837.79 | 21.80 | 864.89 | 20.80 | 685.68 | 27.88 | 541.14 | 34.35 |
| Bicycle F_w / F_v | -3.64 | 0.91 | -3.64 | 0.85 | -3.64 | 0.82 | -3.64 | 0.81 |

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS 2010 Two-Way Stop-Control Report

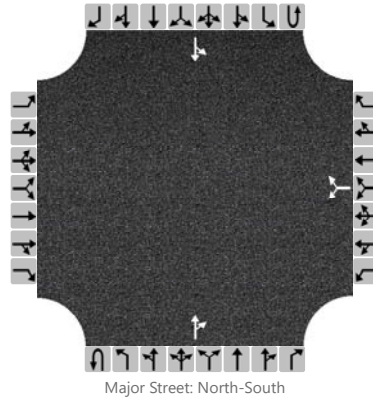
General Information

| | |
|--------------------------|-----------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2017 |
| Time Analyzed | AM |
| Intersection Orientation | North-South |
| Project Description | Existing AM Peak Hour |

Site Information

| | |
|----------------------------|---------------------|
| Intersection | County Line and RML |
| Jurisdiction | Cook County |
| East/West Street | RML Access Drive |
| North/South Street | County Line Road |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume, V (veh/h) | | | | | | 31 | | 13 | | | 659 | 38 | | 25 | 466 | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | 0 | | | | | | 4 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h) | | | | | | 45 | | | | | | | | 26 | | |
| Capacity, c (veh/h) | | | | | | 230 | | | | | | | | 873 | | |
| v/c Ratio | | | | | | 0.20 | | | | | | | | 0.03 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.7 | | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | 24.4 | | | | | | | | 9.3 | | |
| Level of Service, LOS | | | | | | C | | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | 24.4 | | | | | | | | 0.8 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

HCS 2010 Two-Way Stop-Control Report

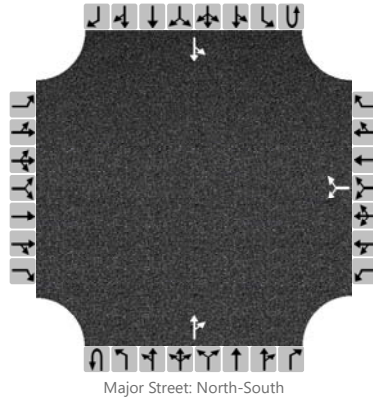
General Information

| | |
|--------------------------|-----------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2017 |
| Time Analyzed | PM |
| Intersection Orientation | North-South |
| Project Description | Existing PM Peak Hour |

Site Information

| | |
|----------------------------|---------------------|
| Intersection | County Line and RML |
| Jurisdiction | Cook County |
| East/West Street | RML Access Drive |
| North/South Street | County Line Road |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume, V (veh/h) | | | | | | 21 | | 31 | | | 461 | 7 | | 10 | 689 | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | 0 | | | | | | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

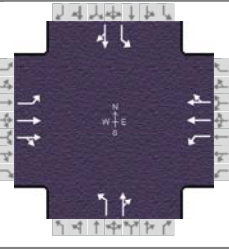
Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

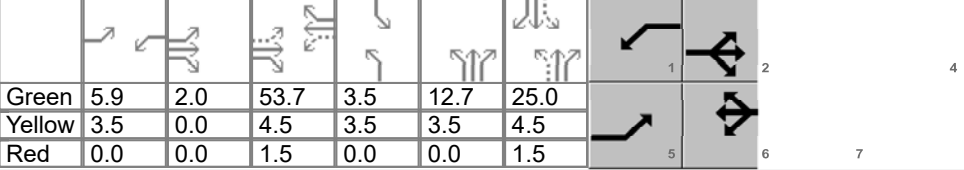
Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h) | | | | | | 54 | | | | | | | | 10 | | |
| Capacity, c (veh/h) | | | | | | 332 | | | | | | | | 1091 | | |
| v/c Ratio | | | | | | 0.16 | | | | | | | | 0.01 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.6 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 18.0 | | | | | | | | 8.3 | | |
| Level of Service, LOS | | | | | | C | | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | 18.0 | | | | | | | | 0.2 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

HCS 2010 Signalized Intersection Input Data

| General Information | | | | | Intersection Information | | | | |  | | |
|---------------------|----------------------------|--|---------------|-------------------------------|--------------------------|-----------------|----------|--|--|---|--|--|
| Agency | KLOA, Inc. | | | | Duration, h | 0.25 | | | | | | |
| Analyst | NJB | | Analysis Date | 7/15/2016 | | Area Type | Other | | | | | |
| Jurisdiction | IDOT | | Time Period | AM | | PHF | 0.95 | | | | | |
| Urban Street | 55th Street | | Analysis Year | 2023 | | Analysis Period | 1 > 7:00 | | | | | |
| Intersection | 55th Street with County... | | File Name | 55th and County Line AMFU.xus | | | | | | | | |
| Project Description | Future AM Peak Hour | | | | | | | | | | | |

| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|-----|-----|-----|----|-----|----|-----|-----|----|----|-----|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 135 | 725 | 209 | 87 | 722 | 88 | 310 | 355 | 41 | 24 | 216 | 55 |

| Signal Information | | | |  | | | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--|-----|-----|------|-----|------|------|--------|-----|-----|-----|-----|-----|-----|
| Cycle, s | 125.2 | Reference Phase | 2 | Green | 5.9 | 2.0 | 53.7 | 3.5 | 12.7 | 25.0 | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 1.5 |
| Offset, s | 0 | Reference Point | Begin | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | | | | | | | | | | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | | | | | | | | | | | | | |

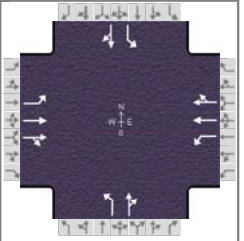
| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 135 | 725 | 209 | 87 | 722 | 88 | 310 | 355 | 41 | 24 | 216 | 55 |
| Initial Queue (Q _b), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate (s _o), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N _m), man/h | 0 | L | | | None | | | None | | | None | |
| Heavy Vehicles (P _{HV}), % | 2 | 2 | | 5 | 2 | | 2 | 2 | | 9 | 1 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (N _b), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (AT) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 165 | 0 | | 165 | 0 | | 115 | 0 | | 85 | 0 | |
| Grade (P _g), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|------|------|------|------|------|------|------|------|
| Maximum Green (G _{max}) or Phase Split, s | 20.0 | 55.0 | 20.0 | 55.0 | 20.0 | 45.0 | 20.0 | 45.0 |
| Yellow Change Interval (Y), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval (R _c), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green (G _{min}), s | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time (I _t), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (e), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (P _T), s | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (Walk), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (P _C), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|---------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | AM | PHF | 0.95 |
| Urban Street | 55th Street | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line AMFU.xus | | |
| Project Description | Future AM Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|-----|-----|-----|----|-----|----|-----|-----|----|----|-----|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 135 | 725 | 209 | 87 | 722 | 88 | 310 | 355 | 41 | 24 | 216 | 55 |

| Signal Information | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--------|-----|-----|------|-----|------|------|--|
| Cycle, s | 125.2 | Reference Phase | 2 | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | 5.9 | 2.0 | 53.7 | 3.5 | 12.7 | 25.0 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 11.3 | 61.6 | 9.4 | 59.7 | 23.2 | 47.2 | 7.0 | 31.0 |
| Change Period, (Y+R _c), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway (MAH), s | 4.0 | 11.9 | 4.0 | 11.9 | 4.0 | 5.1 | 4.2 | 5.1 |
| Queue Clearance Time (g _s), s | 7.5 | 28.3 | 5.7 | 23.8 | 19.7 | 26.8 | 3.5 | 20.7 |
| Green Extension Time (g _e), s | 0.3 | 26.3 | 0.2 | 29.9 | 0.0 | 3.9 | 0.0 | 4.2 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 0.00 | 0.99 | 0.00 | 0.99 | 1.00 | 0.08 | 0.00 | 0.02 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate (v), veh/h | 142 | 511 | 472 | 92 | 435 | 418 | 326 | 417 | | 25 | 285 | |
| Adjusted Saturation Flow Rate (s), veh/h/ln | 1774 | 1863 | 1718 | 1723 | 1863 | 1791 | 1774 | 1829 | | 1660 | 1815 | |
| Queue Service Time (g_s), s | 5.5 | 26.3 | 26.3 | 3.7 | 21.8 | 21.8 | 17.7 | 24.8 | | 1.5 | 18.7 | |
| Cycle Queue Clearance Time (g_c), s | 5.5 | 26.3 | 26.3 | 3.7 | 21.8 | 21.8 | 17.7 | 24.8 | | 1.5 | 18.7 | |
| Green Ratio (g/C) | 0.49 | 0.44 | 0.44 | 0.48 | 0.43 | 0.43 | 0.37 | 0.33 | | 0.23 | 0.20 | |
| Capacity (c), veh/h | 332 | 828 | 764 | 259 | 799 | 768 | 392 | 601 | | 208 | 362 | |
| Volume-to-Capacity Ratio (X) | 0.427 | 0.618 | 0.618 | 0.354 | 0.544 | 0.544 | 0.833 | 0.693 | | 0.122 | 0.789 | |
| Back of Queue (Q), ft/ln (95 th percentile) | 105.5 | 455.8 | 421.2 | 71.1 | 388.5 | 371.1 | 353.1 | 432.6 | | 30.6 | 353 | |
| Back of Queue (Q), veh/ln (95 th percentile) | 4.2 | 17.9 | 16.8 | 2.7 | 15.3 | 14.8 | 13.9 | 17.0 | | 1.1 | 14.0 | |
| Queue Storage Ratio (RQ) (95 th percentile) | 0.64 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 3.07 | 0.00 | | 0.36 | 0.00 | |
| Uniform Delay (d_1), s/veh | 19.9 | 26.6 | 26.6 | 21.5 | 26.6 | 26.6 | 32.5 | 36.5 | | 38.4 | 47.6 | |
| Incremental Delay (d_2), s/veh | 0.9 | 3.4 | 3.7 | 0.8 | 2.7 | 2.8 | 14.0 | 3.3 | | 0.3 | 5.4 | |
| Initial Queue Delay (d_3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Control Delay (d), s/veh | 20.8 | 30.1 | 30.4 | 22.3 | 29.3 | 29.4 | 46.6 | 39.8 | | 38.7 | 53.0 | |
| Level of Service (LOS) | C | C | C | C | C | C | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 29.0 | | C | 28.7 | | C | 42.8 | | D | 51.9 | | D |
| Intersection Delay, s/veh / LOS | 34.5 | | | | | | C | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|----------------------------|-----|---|-----|---|-----|---|-----|---|
| Pedestrian LOS Score / LOS | 2.3 | B | 2.3 | B | 2.8 | C | 2.9 | C |
| Bicycle LOS Score / LOS | 1.4 | A | 1.3 | A | 1.7 | A | 1.0 | A |

HCS 2010 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | | J H A |
|---------------------|--|--|--|--------------------------|--|---|
|---------------------|--|--|--|--------------------------|--|---|

| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|-----|-----|-----|----|-----|----|-----|-----|----|----|-----|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 135 | 725 | 209 | 87 | 722 | 88 | 310 | 355 | 41 | 24 | 216 | 55 |

| Signal Information | | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--|--|--|--|--|--|--|--|--|
| Cycle, s | 125.2 | Reference Phase | 2 | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | | | | | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | | | | | | | | |

| | EB | | | WB | | | NB | | | SB | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor (f_w) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor (f_{HV}) | 0.980 | 0.980 | 1.000 | 0.952 | 0.980 | 1.000 | 0.980 | 0.980 | 1.000 | 0.917 | 0.990 | 1.000 |
| Approach Grade Adjustment Factor (f_g) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor (f_p) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor (f_{bb}) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor (f_a) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor (f_{LU}) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor (f_{LT}) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor (f_{RT}) | | 0.923 | 0.923 | | 0.962 | 0.962 | | 0.982 | 0.982 | | 0.965 | 0.965 |
| Left-Turn Pedestrian Adjustment Factor (f_{LPB}) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor (f_{RPB}) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate (s), veh/h | 1774 | 2780 | 801 | 1723 | 3257 | 397 | 1774 | 1639 | 189 | 1660 | 1447 | 368 |
| Proportion of Vehicles Arriving on Green (P) | 0.06 | 0.44 | 0.44 | 0.05 | 0.43 | 0.43 | 0.16 | 0.33 | 0.33 | 0.03 | 0.20 | 0.20 |
| Incremental Delay Factor (k) | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.36 | 0.25 | | 0.11 | 0.15 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time (t_L) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio (g/C) | 0.49 | 0.44 | 0.48 | 0.43 | 0.37 | 0.33 | 0.23 | 0.20 |
| Permitted Saturation Flow Rate (s_p), veh/h/ln | 644 | 0 | 554 | 0 | 1089 | 0 | 904 | 0 |
| Shared Saturation Flow Rate (s_{sh}), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time (g_p), s | 54.1 | 0.0 | 53.7 | 0.0 | 27.0 | 0.0 | 25.0 | 0.0 |
| Permitted Service Time (g_u), s | 31.9 | 0.0 | 27.3 | 0.0 | 6.3 | 0.0 | 14.4 | 0.0 |
| Permitted Queue Service Time (g_{ps}), s | 6.3 | | 5.2 | | 6.3 | | 0.3 | |
| Time to First Blockage (g_t), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage (g_{ts}), s | | | | | | | | |
| Protected Right Saturation Flow (s_R), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time (g_R), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|----------------------------------|--------|-------|--------|-------|--------|-------|--------|-------|
| Pedestrian F_w / F_v | 1.557 | 0.00 | 1.557 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian F_s / F_{delay} | 0.000 | 0.119 | 0.000 | 0.121 | 0.000 | 0.134 | 0.000 | 0.148 |
| Pedestrian M_{corner} / M_{cw} | | | | | | | | |
| Bicycle c_b / d_b | 888.87 | 19.32 | 857.73 | 20.42 | 657.54 | 28.21 | 398.54 | 40.14 |
| Bicycle F_w / F_v | -3.64 | 0.93 | -3.64 | 0.78 | -3.64 | 1.23 | -3.64 | 0.51 |

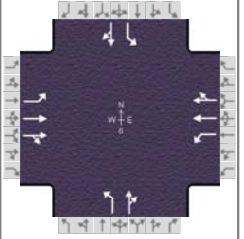
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS 2010 Signalized Intersection Input Data

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|----------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM | PHF | 0.99 |
| Urban Street | 55th Street | Analysis Year | 2023 | Analysis Period | 1 > 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line PMFU.xus | | |
| Project Description | Future PM Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|----|-----|-----|-----|-----|----|-----|-----|----|----|-----|-----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 60 | 822 | 288 | 100 | 954 | 44 | 246 | 196 | 68 | 66 | 342 | 108 |

| Signal Information | | | | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--------|-----|-----|------|-----|-----|------|--|--|--|--|
| Cycle, s | 131.2 | Reference Phase | 2 | | | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | 4.6 | 1.8 | 54.1 | 5.5 | 5.8 | 36.8 | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 | | | | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | | | | |

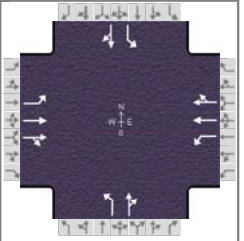
| Traffic Information | EB | | | WB | | | NB | | | SB | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 60 | 822 | 288 | 100 | 954 | 44 | 246 | 196 | 68 | 66 | 342 | 108 |
| Initial Queue (Q _b), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Base Saturation Flow Rate (s _o), veh/h | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N _m), man/h | 0 | L | | | None | | | None | | | None | |
| Heavy Vehicles (P _{HV}), % | 0 | 1 | | 1 | 1 | | 1 | 0 | | 0 | 2 | |
| Ped / Bike / RTOR, /h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses (N _b), buses/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arrival Type (AT) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Upstream Filtering (I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Turn Bay Length, ft | 165 | 0 | | 165 | 0 | | 115 | 0 | | 85 | 0 | |
| Grade (P _g), % | | 0 | | | 0 | | | 0 | | | 0 | |
| Speed Limit, mi/h | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 25 | 25 |

| Phase Information | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|------|------|------|------|------|------|------|------|
| Maximum Green (G _{max}) or Phase Split, s | 20.0 | 55.0 | 20.0 | 55.0 | 20.0 | 45.0 | 20.0 | 45.0 |
| Yellow Change Interval (Y), s | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 | 3.5 | 4.5 |
| Red Clearance Interval (R _c), s | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 | 0.0 | 1.5 |
| Minimum Green (G _{min}), s | 3 | 15 | 3 | 15 | 3 | 8 | 3 | 8 |
| Start-Up Lost Time (I _t), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Extension of Effective Green (e), s | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Passage (P _T), s | 3.0 | 7.0 | 3.0 | 7.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| Recall Mode | Off | Min | Off | Min | Off | Off | Off | Off |
| Dual Entry | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Walk (Walk), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Clearance Time (P _C), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Multimodal Information | EB | | | WB | | | NB | | | SB | | |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
| Walkway / Crosswalk Width / Length, ft | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
| Street Width / Island / Curb | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
| Width Outside / Bike Lane / Shoulder, ft | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
| Pedestrian Signal / Occupied Parking | No | 0.50 | | No | 0.50 | | No | 0.50 | | No | 0.50 | |

HCS 2010 Signalized Intersection Results Summary

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|---------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM | PHF | 0.99 |
| Urban Street | 55th Street | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line PMFU.xus | | |
| Project Description | Future PM Peak Hour | | | | |



| Demand Information | EB | | | WB | | | NB | | | SB | | |
|---------------------|----|-----|-----|-----|-----|----|-----|-----|----|----|-----|-----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 60 | 822 | 288 | 100 | 954 | 44 | 246 | 196 | 68 | 66 | 342 | 108 |

| Signal Information | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--------|-----|-----|------|-----|-----|------|--|
| Cycle, s | 131.2 | Reference Phase | 2 | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | Green | 4.6 | 1.8 | 54.1 | 5.5 | 5.8 | 36.8 | |
| Force Mode | Fixed | Simult. Gap N/S | On | Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 3.5 | 4.5 | |
| | | | | Red | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.5 | |

| Timer Results | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase | 5 | 2 | 1 | 6 | 3 | 8 | 7 | 4 |
| Case Number | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 | 1.1 | 4.0 |
| Phase Duration, s | 8.1 | 60.1 | 9.9 | 61.9 | 18.4 | 52.2 | 9.0 | 42.8 |
| Change Period, (Y+R _c), s | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Max Allow Headway (MAH), s | 4.0 | 11.9 | 4.0 | 11.9 | 4.0 | 5.1 | 4.2 | 5.1 |
| Queue Clearance Time (g _s), s | 4.5 | 37.0 | 6.2 | 29.9 | 14.5 | 16.6 | 5.4 | 34.2 |
| Green Extension Time (g _e), s | 0.1 | 17.1 | 0.2 | 25.0 | 0.4 | 4.7 | 0.1 | 2.6 |
| Phase Call Probability | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability | 0.00 | 1.00 | 0.00 | 1.00 | 0.39 | 0.01 | 0.00 | 0.36 |

| Movement Group Results | EB | | | WB | | | NB | | | SB | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Assigned Movement | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Adjusted Flow Rate (v), veh/h | 61 | 586 | 535 | 101 | 508 | 500 | 248 | 267 | | 67 | 455 | |
| Adjusted Saturation Flow Rate (s), veh/h/ln | 1810 | 1881 | 1713 | 1792 | 1881 | 1852 | 1792 | 1816 | | 1810 | 1786 | |
| Queue Service Time (g_s), s | 2.5 | 34.9 | 35.0 | 4.2 | 27.9 | 27.9 | 12.5 | 14.6 | | 3.4 | 32.2 | |
| Cycle Queue Clearance Time (g_c), s | 2.5 | 34.9 | 35.0 | 4.2 | 27.9 | 27.9 | 12.5 | 14.6 | | 3.4 | 32.2 | |
| Green Ratio (g/C) | 0.45 | 0.41 | 0.41 | 0.46 | 0.43 | 0.43 | 0.41 | 0.35 | | 0.32 | 0.28 | |
| Capacity (c), veh/h | 231 | 776 | 707 | 216 | 801 | 789 | 291 | 639 | | 386 | 501 | |
| Volume-to-Capacity Ratio (X) | 0.262 | 0.756 | 0.757 | 0.468 | 0.634 | 0.634 | 0.854 | 0.417 | | 0.173 | 0.907 | |
| Back of Queue (Q), ft/ln (95 th percentile) | 49.7 | 600.5 | 555.3 | 84 | 484.4 | 474.5 | 269.8 | 267.9 | | 69.5 | 592.3 | |
| Back of Queue (Q), veh/ln (95 th percentile) | 2.0 | 23.8 | 22.2 | 3.3 | 19.2 | 19.0 | 10.7 | 10.7 | | 2.8 | 23.3 | |
| Queue Storage Ratio (RQ) (95 th percentile) | 0.30 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 2.35 | 0.00 | | 0.82 | 0.00 | |
| Uniform Delay (d_1), s/veh | 24.1 | 32.9 | 32.9 | 26.0 | 29.6 | 29.6 | 32.0 | 32.3 | | 31.5 | 45.6 | |
| Incremental Delay (d_2), s/veh | 0.6 | 6.8 | 7.4 | 1.6 | 3.8 | 3.9 | 15.1 | 0.6 | | 0.2 | 16.3 | |
| Initial Queue Delay (d_3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Control Delay (d), s/veh | 24.7 | 39.7 | 40.4 | 27.5 | 33.4 | 33.5 | 47.1 | 32.9 | | 31.7 | 61.8 | |
| Level of Service (LOS) | C | D | D | C | C | C | D | C | | C | E | |
| Approach Delay, s/veh / LOS | 39.2 | D | | 32.9 | C | | 39.8 | D | | 58.0 | E | |
| Intersection Delay, s/veh / LOS | 40.1 | | | | | | D | | | | | |

| Multimodal Results | EB | | WB | | NB | | SB | |
|----------------------------|-----|---|-----|---|-----|---|-----|---|
| Pedestrian LOS Score / LOS | 2.3 | B | 2.3 | B | 2.8 | C | 2.8 | C |
| Bicycle LOS Score / LOS | 1.5 | A | 1.4 | A | 1.3 | A | 1.3 | A |

HCS 2010 Signalized Intersection Intermediate Values

| General Information | | | | Intersection Information | |
|---------------------|----------------------------|---------------|-------------------------------|--------------------------|---------|
| Agency | KLOA, Inc. | | | Duration, h | 0.25 |
| Analyst | NJB | Analysis Date | 7/15/2016 | Area Type | Other |
| Jurisdiction | IDOT | Time Period | PM | PHF | 0.99 |
| Urban Street | 55th Street | Analysis Year | 2023 | Analysis Period | 1> 7:00 |
| Intersection | 55th Street with County... | File Name | 55th and County Line PMFU.xus | | |
| Project Description | Future PM Peak Hour | | | | |

| Demand Information | EB | | | WB | | | NB | | | SB | | |
|-----------------------|----|-----|-----|-----|-----|----|-----|-----|----|----|-----|-----|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand (v), veh/h | 60 | 822 | 288 | 100 | 954 | 44 | 246 | 196 | 68 | 66 | 342 | 108 |

| Signal Information | | | | | | | | | | | | | |
|--------------------|-------|-----------------|-------|--|--|--|--|--|--|--|--|--|--|
| Cycle, s | 131.2 | Reference Phase | 2 | | | | | | | | | | |
| Offset, s | 0 | Reference Point | Begin | | | | | | | | | | |
| Uncoordinated | Yes | Simult. Gap E/W | On | | | | | | | | | | |
| Force Mode | Fixed | Simult. Gap N/S | On | | | | | | | | | | |

| | EB | | | WB | | | NB | | | SB | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Saturation Flow / Delay | L | T | R | L | T | R | L | T | R | L | T | R |
| Lane Width Adjustment Factor (f_w) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicle Adjustment Factor (f_{HV}) | 1.000 | 0.990 | 1.000 | 0.990 | 0.990 | 1.000 | 0.990 | 1.000 | 1.000 | 1.000 | 0.980 | 1.000 |
| Approach Grade Adjustment Factor (f_g) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Parking Activity Adjustment Factor (f_p) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor (f_{bb}) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor (f_a) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor (f_{LU}) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor (f_{LT}) | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | | 0.952 | 0.000 | |
| Right-Turn Adjustment Factor (f_{RT}) | | 0.911 | 0.911 | | 0.984 | 0.984 | | 0.956 | 0.956 | | 0.959 | 0.959 |
| Left-Turn Pedestrian Adjustment Factor (f_{LPB}) | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 | | |
| Right-Turn Ped-Bike Adjustment Factor (f_{RPB}) | | | 1.000 | | | 1.000 | | | 1.000 | | | 1.000 |
| Movement Saturation Flow Rate (s), veh/h | 1810 | 2663 | 932 | 1792 | 3568 | 165 | 1792 | 1348 | 468 | 1810 | 1357 | 429 |
| Proportion of Vehicles Arriving on Green (P) | 0.04 | 0.41 | 0.41 | 0.05 | 0.43 | 0.43 | 0.11 | 0.35 | 0.35 | 0.04 | 0.28 | 0.28 |
| Incremental Delay Factor (k) | 0.11 | 0.50 | 0.50 | 0.11 | 0.50 | 0.50 | 0.26 | 0.15 | | 0.11 | 0.32 | |

| Signal Timing / Movement Groups | EBL | EBT/R | WBL | WBT/R | NBL | NBT/R | SBL | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time (t_L) | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 | 3.5 | 6.0 |
| Green Ratio (g/C) | 0.45 | 0.41 | 0.46 | 0.43 | 0.41 | 0.35 | 0.32 | 0.28 |
| Permitted Saturation Flow Rate (s_p), veh/h/ln | 568 | 0 | 505 | 0 | 942 | 0 | 1130 | 0 |
| Shared Saturation Flow Rate (s_{sh}), veh/h/ln | | | | | | | | |
| Permitted Effective Green Time (g_p), s | 54.1 | 0.0 | 54.4 | 0.0 | 38.8 | 0.0 | 36.8 | 0.0 |
| Permitted Service Time (g_u), s | 26.0 | 0.0 | 19.1 | 0.0 | 4.6 | 0.0 | 29.5 | 0.0 |
| Permitted Queue Service Time (g_{ps}), s | 3.4 | | 8.8 | | 4.6 | | 0.5 | |
| Time to First Blockage (g_t), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Service Time Before Blockage (g_{ts}), s | | | | | | | | |
| Protected Right Saturation Flow (s_R), veh/h/ln | | | | | | | | |
| Protected Right Effective Green Time (g_R), s | | | | | | | | |

| Multimodal | EB | | WB | | NB | | SB | |
|----------------------------------|--------|-------|--------|-------|--------|-------|--------|-------|
| Pedestrian F_w / F_v | 1.557 | 0.00 | 1.557 | 0.00 | 2.107 | 0.00 | 2.107 | 0.00 |
| Pedestrian F_s / F_{delay} | 0.000 | 0.125 | 0.000 | 0.123 | 0.000 | 0.133 | 0.000 | 0.141 |
| Pedestrian M_{corner} / M_{cw} | | | | | | | | |
| Bicycle c_b / d_b | 824.78 | 22.66 | 852.11 | 21.62 | 703.68 | 27.57 | 561.19 | 33.96 |
| Bicycle F_w / F_v | -3.64 | 0.98 | -3.64 | 0.92 | -3.64 | 0.85 | -3.64 | 0.86 |

--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS 2010 Two-Way Stop-Control Report

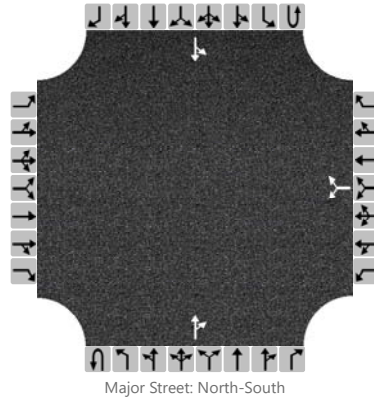
General Information

| | |
|--------------------------|---------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2023 |
| Time Analyzed | AM |
| Intersection Orientation | North-South |
| Project Description | Future AM Peak Hour |

Site Information

| | |
|----------------------------|---------------------|
| Intersection | County Line and RML |
| Jurisdiction | Cook County |
| East/West Street | RML Access Drive |
| North/South Street | County Line Road |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume, V (veh/h) | | | | | | 31 | | 13 | | | 691 | 38 | | 25 | 535 | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | 0 | | | | | | 4 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h) | | | | | | 45 | | | | | | | | 26 | | |
| Capacity, c (veh/h) | | | | | | 201 | | | | | | | | 848 | | |
| v/c Ratio | | | | | | 0.22 | | | | | | | | 0.03 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.8 | | | | | | | | 0.1 | | |
| Control Delay (s/veh) | | | | | | 28.0 | | | | | | | | 9.4 | | |
| Level of Service, LOS | | | | | | D | | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | 28.0 | | | | | | | | 0.8 | | | |
| Approach LOS | | | | | D | | | | | | | | | | | |

HCS 2010 Two-Way Stop-Control Report

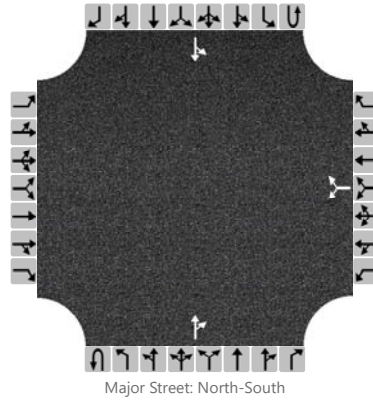
General Information

| | |
|--------------------------|---------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2023 |
| Time Analyzed | PM |
| Intersection Orientation | North-South |
| Project Description | Future PM Peak Hour |

Site Information

| | |
|----------------------------|---------------------|
| Intersection | County Line and RML |
| Jurisdiction | Cook County |
| East/West Street | RML Access Drive |
| North/South Street | County Line Road |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|----|----|----|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume, V (veh/h) | | | | | | 21 | | 31 | | | 508 | 7 | | 10 | 719 | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | 0 | | | | | | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h) | | | | | | 54 | | | | | | | | 10 | | |
| Capacity, c (veh/h) | | | | | | 301 | | | | | | | | 1047 | | |
| v/c Ratio | | | | | | 0.18 | | | | | | | | 0.01 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.6 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 19.5 | | | | | | | | 8.5 | | |
| Level of Service, LOS | | | | | | C | | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | 19.5 | | | | | | | | 0.2 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

HCS 2010 Two-Way Stop-Control Report

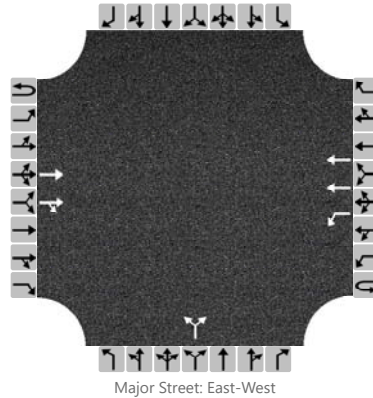
General Information

| | |
|--------------------------|---------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2023 |
| Time Analyzed | AM |
| Intersection Orientation | East-West |
| Project Description | Future AM Peak Hour |

Site Information

| | |
|----------------------------|------------------------|
| Intersection | 55th Street and Barton |
| Jurisdiction | IDOT |
| East/West Street | 55th Street |
| North/South Street | Barton Lane |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|---|-----|----|-----------|---|-----|---|------------|---|----|---|------------|----|----|----|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Configuration | | | T | TR | | L | T | | | | LR | | | | | |
| Volume, V (veh/h) | | | 786 | 4 | | 5 | 888 | | | 9 | | 8 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|-----|------|--|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h) | | | | | | 5 | | | | | | 17 | | | | |
| Capacity, c (veh/h) | | | | | | 810 | | | | | | 374 | | | | |
| v/c Ratio | | | | | | 0.01 | | | | | | 0.05 | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.0 | | | | | | 0.1 | | | | |
| Control Delay (s/veh) | | | | | | 9.5 | | | | | | 15.1 | | | | |
| Level of Service, LOS | | | | | | A | | | | | | C | | | | |
| Approach Delay (s/veh) | | | | | 0.1 | | | | 15.1 | | | | | | | |
| Approach LOS | | | | | | | | | C | | | | | | | |

HCS 2010 Two-Way Stop-Control Report

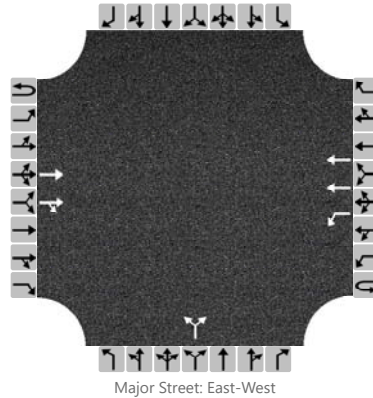
General Information

| | |
|--------------------------|---------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2023 |
| Time Analyzed | PM |
| Intersection Orientation | East-West |
| Project Description | Future PM Peak Hour |

Site Information

| | |
|----------------------------|------------------------|
| Intersection | 55th Street and Barton |
| Jurisdiction | IDOT |
| East/West Street | 55th Street |
| North/South Street | Barton Lane |
| Peak Hour Factor | 0.95 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|---|-----|----|-----------|---|------|---|------------|---|----|---|------------|----|----|----|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Configuration | | | T | TR | | L | T | | | | LR | | | | | |
| Volume, V (veh/h) | | | 952 | 4 | | 5 | 1094 | | | 4 | | 3 | | | | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | | | 0 | | 0 | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Left Only | | | | | | | | 1 | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h) | | | | | | 5 | | | | | 7 | | | | | |
| Capacity, c (veh/h) | | | | | | 697 | | | | | 295 | | | | | |
| v/c Ratio | | | | | | 0.01 | | | | | 0.02 | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.0 | | | | | 0.1 | | | | | |
| Control Delay (s/veh) | | | | | | 10.2 | | | | | 17.5 | | | | | |
| Level of Service, LOS | | | | | | B | | | | | C | | | | | |
| Approach Delay (s/veh) | | | | | 0.0 | | | | 17.5 | | | | | | | |
| Approach LOS | | | | | | | | | C | | | | | | | |

HCS 2010 Two-Way Stop-Control Report

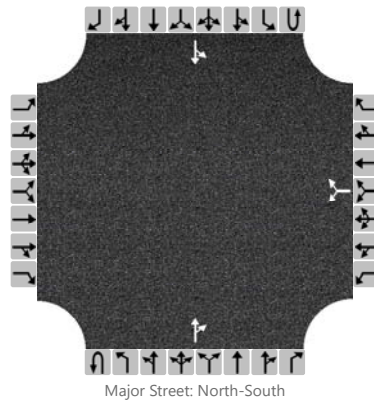
General Information

| | |
|--------------------------|---------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2023 |
| Time Analyzed | AM |
| Intersection Orientation | North-South |
| Project Description | Future AM Peak Hour |

Site Information

| | |
|----------------------------|------------------------|
| Intersection | County Line and Hannah |
| Jurisdiction | Cook County |
| East/West Street | Hannah Lane |
| North/South Street | County Line Road |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|---|----|---|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume, V (veh/h) | | | | | | 6 | | 5 | | | 701 | 3 | | 3 | 554 | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | 0 | | | | | | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h) | | | | | | 11 | | | | | | | | 3 | | |
| Capacity, c (veh/h) | | | | | | 243 | | | | | | | | 886 | | |
| v/c Ratio | | | | | | 0.05 | | | | | | | | 0.00 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.1 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 20.5 | | | | | | | | 9.1 | | |
| Level of Service, LOS | | | | | | C | | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | 20.5 | | | | | | | | 0.1 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

HCS 2010 Two-Way Stop-Control Report

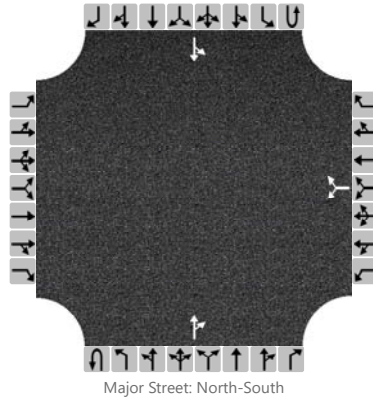
General Information

| | |
|--------------------------|---------------------|
| Analyst | NJB |
| Agency/Co. | KLOA, Inc. |
| Date Performed | 1/25/2017 |
| Analysis Year | 2023 |
| Time Analyzed | PM |
| Intersection Orientation | North-South |
| Project Description | Future PM Peak Hour |

Site Information

| | |
|----------------------------|------------------------|
| Intersection | County Line and Hannah |
| Jurisdiction | Cook County |
| East/West Street | Hannah Lane |
| North/South Street | County Line Road |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|---|----|---|------------|---|-----|----|------------|----|-----|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | | | | | LR | | | | | TR | | LT | | |
| Volume, V (veh/h) | | | | | | 2 | | 2 | | | 508 | 3 | | 3 | 727 | |
| Percent Heavy Vehicles (%) | | | | | | 0 | | 0 | | | | | | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | No | | | | No | | | | No | | | | No | | | |
| Median Type/Storage | Undivided | | | | | | | | | | | | | | | |

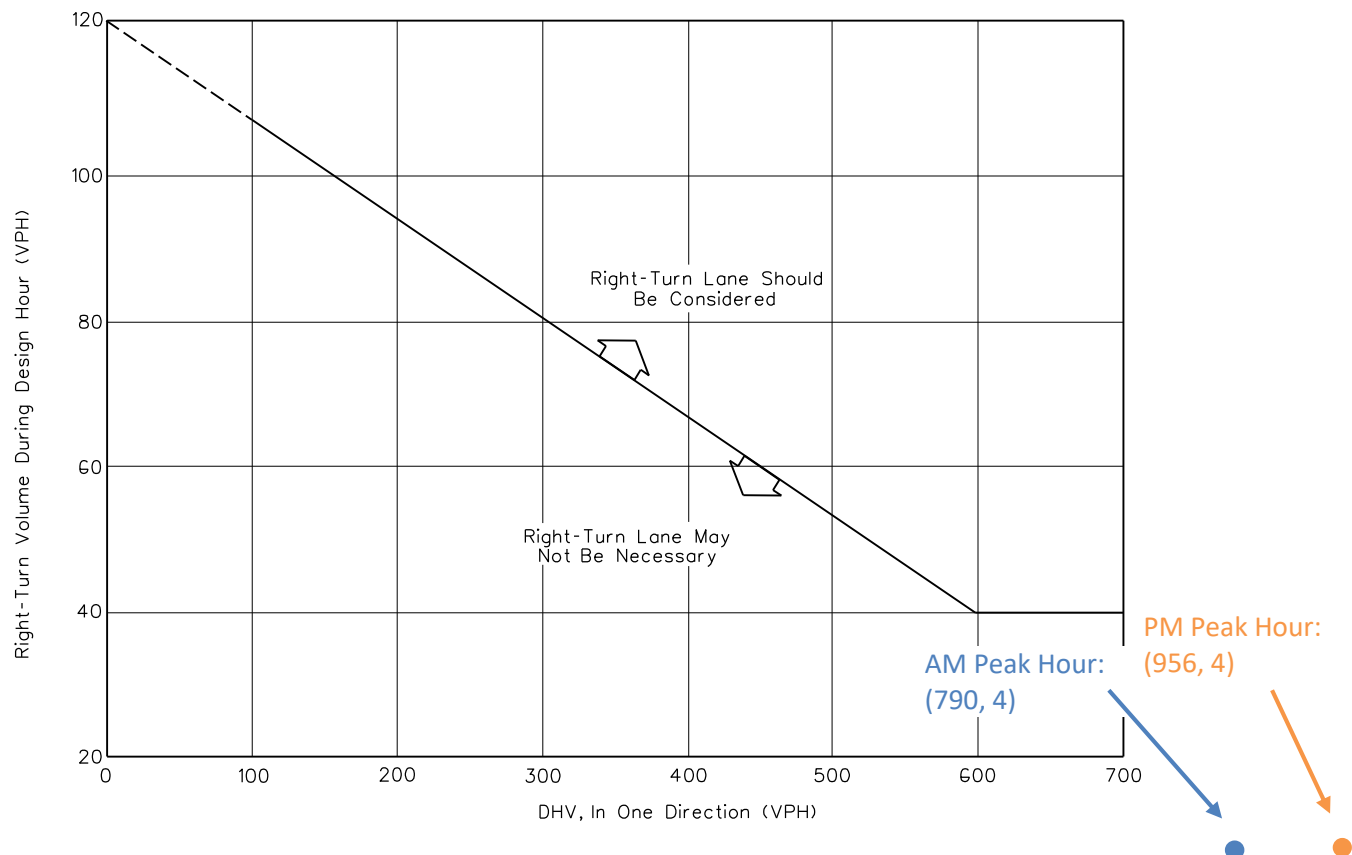
Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Critical Headway (sec) | | | | | | | | | | | | | | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |
| Follow-Up Headway (sec) | | | | | | | | | | | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|------|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h) | | | | | | 4 | | | | | | | | 3 | | |
| Capacity, c (veh/h) | | | | | | 277 | | | | | | | | 1050 | | |
| v/c Ratio | | | | | | 0.01 | | | | | | | | 0.00 | | |
| 95% Queue Length, Q ₉₅ (veh) | | | | | | 0.0 | | | | | | | | 0.0 | | |
| Control Delay (s/veh) | | | | | | 18.2 | | | | | | | | 8.4 | | |
| Level of Service, LOS | | | | | | C | | | | | | | | A | | |
| Approach Delay (s/veh) | | | | | 18.2 | | | | | | | | 0.1 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

Turn Lane Warrants



Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

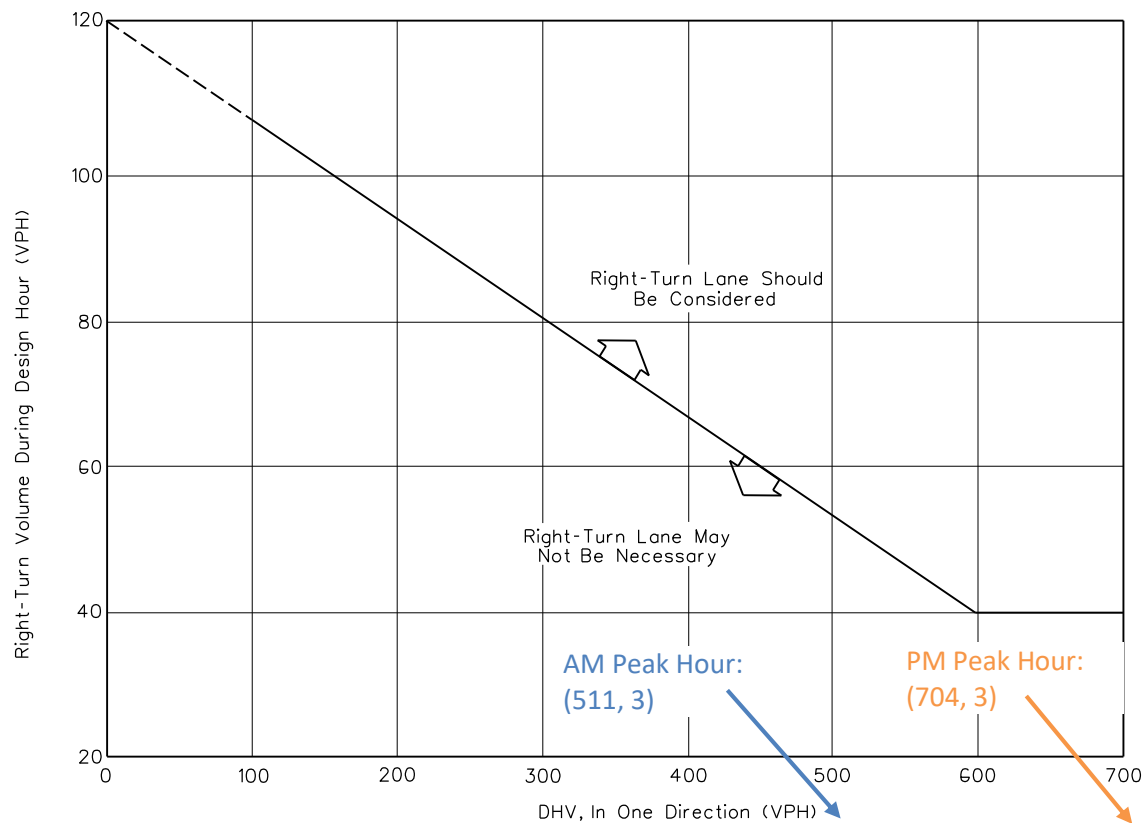
Given: Design Speed = 35 mph (60 km/h)
 DHV (in one direction) = 250 vph
 Right Turns = 100 vph

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use $100 - 20 = 80$ vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A



Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

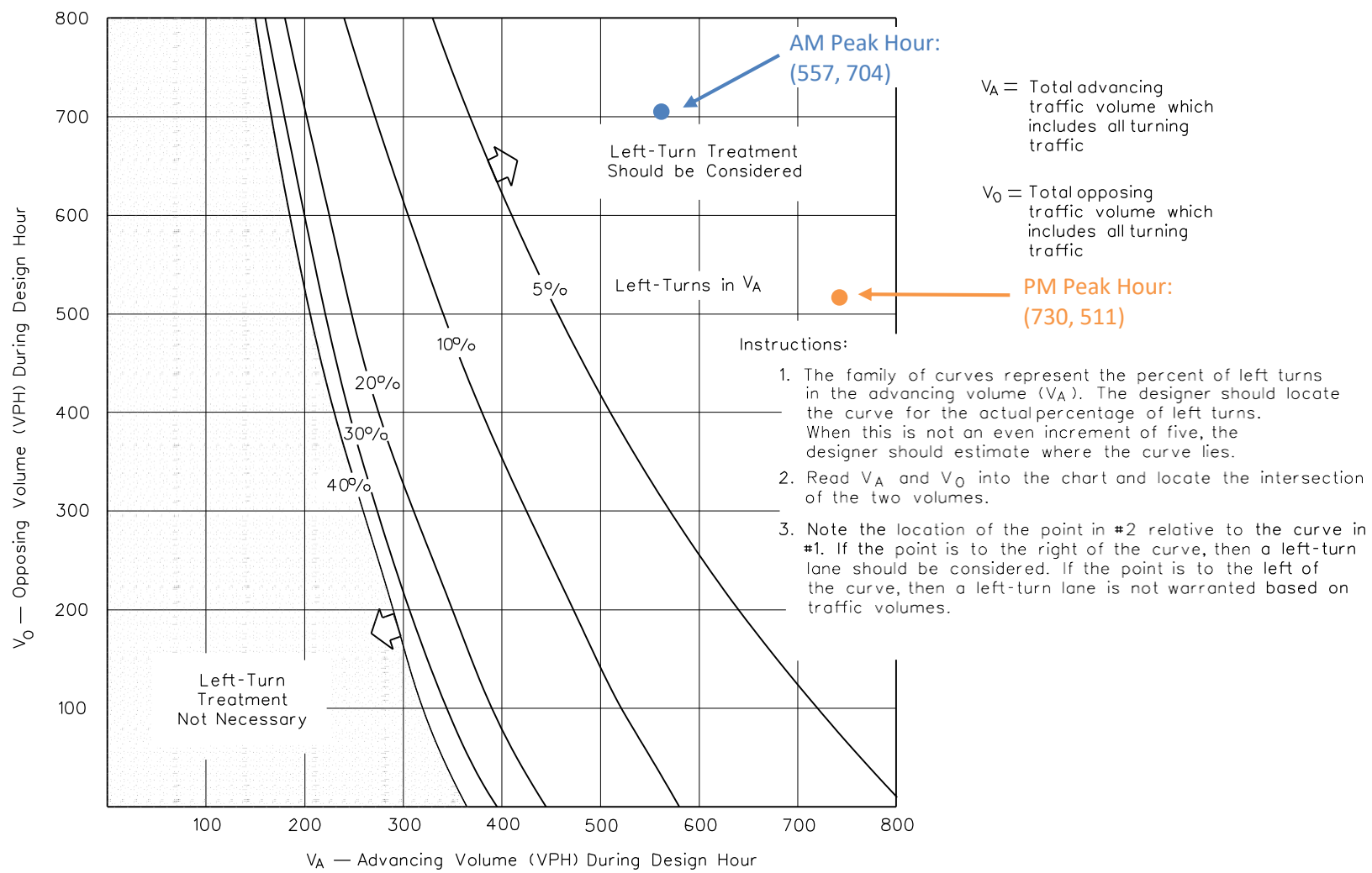
Given: Design Speed = 35 mph (60 km/h)
 DHV (in one direction) = 250 vph
 Right Turns = 100 vph

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use $100 - 20 = 80$ vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph Design Speed)

Figure 36-3.G

Hinsdale Meadows Venture

Exhibit A

Article 1

- 2) Number and type of units, 42 Duplex, 21 SF, 1 existing SF, Total units 64
- 9) Clarification of "Common Property"

Article III

- 3) Deals with Duplex unit assessments: Duplex assessments include Fire and Extended Coverage and replacement reserves.

Article VI

- Deals with Easements:
- Par. 10, 11, 12, 13 all deal with clarifications.

Article VII

- 7) Deals with sprinkler system maintenance and ownership responsibilities by each unit owner, including Single Family and Duplex units.

Article VIII

- 3) Deals with exterior maintenance by unit owners and Association.
- 4) Roofs on Duplex units, maintenance and replacement by HOA.
- 5) All driveways, seal coated by HOA, includes all Single Family and Duplex units.
- 10, 11) Deals with fences

Article X

- 8, A, B, C) Deals with Landscaping and Storm sewers, water and sanitary sewers.
- 9) Deals with perimeter fencing as a HOA responsibility.
- 10) Deals with the emergency gate between RML Hospital and Hinsdale Meadows HOA.

DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS

FOR

HINSDALE MEADOWS

May 18, 2017

HINSDALE MEADOWS VENTURE, DEVELOPER

General Offices: 2550 Waukegan Road, #220, Glenview, IL 60025
Telephone (847) 724-8200

**INDEX TO DECLARATION OF COVENANTS,
CONDITIONS, EASEMENTS AND RESTRICTIONS FOR
HINSDALE MEADOWS SUBDIVISION**

| | | |
|--------------|---|---------|
| ARTICLE I | Definitions | Page 4 |
| ARTICLE II | Association and Board of Directors | Page 6 |
| ARTICLE III | Operating Budget, Maintenance Fund and Assessments | Page 9 |
| ARTICLE IV | Taxes | Page 17 |
| ARTICLE V | Party Walls and Roofs | Page 17 |
| ARTICLE VI | Easements | Page 18 |
| ARTICLE VII | Insurance and Fire Suppression Sprinkler Systems | Page 22 |
| ARTICLE VIII | Building Maintenance, Alterations and Additions | Page 24 |
| ARTICLE IX | Use of Lots and Common Property | Page 30 |
| ARTICLE X | Utilities, Landscaping, Lawn Maintenance, and Snow Removal | Page 36 |
| ARTICLE XI | Ingress and Egress | Page 40 |
| ARTICLE XII | Miscellaneous Provisions | Page 41 |

EXHIBITS

| | |
|-----------|---|
| EXHIBIT A | Legal Description of Hinsdale Meadows Subdivision |
| EXHIBIT B | BY-LAWS OF HINSDALE MEADOWS HOMEOWNERS ASSOCIATION |
| EXHIBIT C | Assessment Allocation Percentages to Units in Hinsdale Meadows Subdivision |
| EXHIBIT D | Insurance Schedule of Coverages |

DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS
FOR
HINSDALE MEADOWS SUBDIVISION

THIS DECLARATION, made on the date hereinafter set forth by **HINSDALE MEADOWS VENTURE**, hereinafter referred to as "Developer" or "Declarant";

W I T N E S S E T H:

WHEREAS, HINSDALE MEADOWS VENTURE is developing a residential community on the Real Estate, situated in the Village of Hinsdale, County of Cook, and State of Illinois, at the southeast corner of the intersection of County Line Road and 55th Street and is legally described in Exhibit "A" hereto which is incorporated herein by reference; and

WHEREAS, the title to the Real Estate to be developed is held by **HINSDALE MEADOWS VENTURE** and the development area will be known as **HINSDALE MEADOWS SUBDIVISION**; and

WHEREAS, Declarant/Developer intends to subdivide, develop and improve the Real Estate from time to time for Single Family and Single Family attached (Duplex) dwelling units with attached garages for the benefit of the Occupants and Owners; and

WHEREAS, in order to preserve and enhance the values of the Real Estate, including certain Common Property and the Lots subject to this Declaration, Declarant has or will form an Illinois not-for-profit corporation known as **HINSDALE MEADOWS HOMEOWNERS ASSOCIATION** ("Association") which will own and have the responsibility for the maintenance and administration of the

Common Property and enforcement of the covenants, conditions, easements and restrictions as herein provided; and

WHEREAS, the Declarant is desirous of establishing for the benefit of all future Owners or Occupants of all, or any part, of the Units and Lots in **HINSDALE MEADOWS SUBDIVISION**, certain easements and rights, in, over, under, and to the said Common Property, and certain restrictions with respect to the use, maintenance, upkeep and repairs to both the Common Property and the Units, and fix the obligations and duties of each Owner or Occupant and the reciprocal obligations and duties of each Owner or Occupant of the Units to the other.

NOW, THEREFORE, Declarant hereby declares that all of the Common Property, Units and Lots as herein defined, in addition to such covenants, conditions, easements and restrictions as may appear on any recorded plat of subdivision of the Project, shall be held, subject to this Declaration of Covenants, Conditions, Easements and Restrictions ("Declaration"), recorded in the office of the Cook County Recorder of Deeds which covenants, conditions, easements and restrictions are for the purpose of enhancing and protecting the value, desirability and attractiveness of the Common Property and the Lots. These covenants, conditions, easements and restrictions shall run with the land and shall be binding on all parties who become Members of **HINSDALE MEADOWS HOMEOWNERS ASSOCIATION**, and their successors, assign and grantees.

ARTICLE I

DEFINITIONS

For the purposes of brevity and clarity, certain words and terms used in this Declaration are defined as follows:

1) **LOT:** The area shown on the Plat designated by a number and/or letter, being that portion of the subdivision conveyed to an Owner including the front, rear and side yards, if any, on which is or is to be constructed a dwelling unit designed and intended for use and occupancy as a residence for a single family.

2) **PROJECT:** The entire Real Estate described as **HINSDALE MEADOWS SUBDIVISION, a Planned Development** of 64 units, consisting of 22 Single Family, including an existing Single Family home on Lot 1, and 42 Duplex Units to be constructed thereon.

3) **PLAT:** Plat of Subdivision for **HINSDALE MEADOWS SUBDIVISION, a Planned Development**, recorded and filed with the Recorder of Deeds of Cook County, Illinois.

4) **UNIT:** An attached or detached single family dwelling unit with an attached garage constructed in the Project on any of the Lots. When applicable the word "Unit" shall be used interchangeably with the word "Lot" and vice versa.

5) **OWNER:** The record owner, whether one or more persons, individuals or entities, of title to any Unit and Lot which is a part of the Project, including contract sellers, but excluding those having such interest merely as security for the performance

of an obligation. Where title to a Unit is conveyed to more than one person, or there is more than one beneficiary of a land trust holding legal title to a Unit, such persons are collectively known as "Owner".

6) **OCCUPANT:** Person or persons, other than an Owner, in possession of a Unit.

7) **BOARD:** Board of Directors of **HINSDALE MEADOWS HOMEOWNERS ASSOCIATION (HOA)**, an Illinois not-for-profit corporation.

8) **MANAGING AGENT:** Any person, company, or corporation appointed or employed by the Developer or Association to perform management services.

9) **COMMON PROPERTY:** Those areas of land, together with any and all improvements that are now or may hereafter be constructed thereon, designated as "Lot A" through "Lot H", or as "Common Property", "Out Lots", "Common Elements", or "Common Areas" on any recorded Plat of Subdivision of the Real Estate to be devoted to the common use and enjoyment of the Members of the Association and to be conveyed to the Association by the Declarant, its successors and assigns, and which area shall be maintained by **HINSDALE MEADOWS HOMEOWNERS ASSOCIATION** as provided below unless subsequently provided otherwise by Declarant. Such designation shall not be construed as a public dedication. Common Property shall also include the screen wall located on an easement on Lot 7 through Lot 12, as further described in Article VI below.

10) **DEVELOPER:** **HINSDALE MEADOWS VENTURE**, its successors, assigns and licensees. The Developer may be referred to herein

as the "Declarant" where applicable.

11) **MEMBER:** Every person, individual or entity holding membership in the Association by virtue of ownership of any Unit as herein defined.

12) **REAL ESTATE:** The real property legally described in Exhibit "A" hereto.

13) **BUILDING:** A separate single family dwelling Unit or the structure in which two attached single family dwelling units are contained.

14) **PARTY WALLS:** A common wall located on a lot line which separates one attached dwelling Unit from an adjacent attached dwelling Unit.

ARTICLE II

ASSOCIATION AND BOARD OF DIRECTORS

1) Prior to the sale of any one of the Units in **HINSDALE MEADOWS SUBDIVISION**, there shall be incorporated under the laws of the State of Illinois a not-for-profit corporation to be called "**HINSDALE MEADOWS HOMEOWNERS ASSOCIATION**".

2) Every Owner of a Unit in **HINSDALE MEADOWS** shall be a Member of the Association without the right of withdrawal. Membership shall be appurtenant to and shall not be separated from ownership of any Unit. Ownership of such Unit shall be the sole qualification for membership.

3) The Association shall have two classes of voting membership:

A) The Class A Members shall be all Owners with the exception of the Developer. Class A Members shall be entitled to one (1) vote for each Unit owned.

When more than one person holds such interest in any Unit, all such persons shall be Members. The vote for each Unit shall be exercised as they among themselves determine, but in no event shall more than one (1) vote be cast with respect to any Unit. If more than one (1) vote is cast for a Unit and the votes cast are inconsistent the vote is nullified.

- B) The Class B Member shall be the Developer, and shall be entitled to 192 votes less three votes for each Unit sold, provided that Class B membership shall cease and be converted to Class A membership on or before December 31, 2021.

4) The powers of the Association shall be vested in the Board consisting initially of three (3) directors appointed by the Developer. Said directors (or their successors who may also be appointed by the Developer) shall serve until such time as the Board shall be transferred to the Owners. At the first annual meeting of the Members of the Association as provided in the By-Laws of the Association, five (5) directors shall be elected by the Owners comprising the Association. The Developer shall transfer control of the Association to the Owners no later than December 31, 2021 or one hundred twenty (120) days after seventy-five (75%) percent of the Units in the Project have been conveyed, whichever first occurs.

5) At the first annual meeting of Members of the Association five (5) directors shall be elected by the Members comprising the Association. At the election and at each election thereafter, each Unit type, Single Family and Single Family attached (Duplex) shall nominate at least 2 candidates for directors who are Unit Owners in their Unit type. Homeowners from each Unit type may vote for two (2) nominees, one of whom must be an Owner representing their Unit type and the other from either Unit type. The nominee from each Unit type who receives the most

votes (between the candidates for each Unit type) shall be elected as a director to represent that Unit type for a two (2) year term. After the initial two winners (one from each Unit type) have been determined, from the remaining candidates who were not elected, then the three (3) nominees with the highest number of votes (regardless of Unit type) shall fill the other three director positions and shall be elected to serve for one (1) year terms. After the first annual meeting, all directors shall be elected for two (2) year terms. Upon completion of the election of directors at any annual meeting, each Unit type in **HINSDALE MEADOWS** shall be represented by at least one (1) director who is the Owner of a Unit in each Unit type.

6) Vacancies in the Board occurring between regularly scheduled meetings of the Members may be filled by the Board as provided by the Articles of Incorporation or By-Laws. The vacancy shall be filled by a representative from the same Unit type of the vacating director for the remainder of his or her term. The Association shall have such officers as shall be determined by the Board from time to time, who shall be elected by the Board and who shall manage and conduct the affairs of the Association under the direction of the Board.

7) The Board shall exercise all the powers and privileges and perform all of the duties and obligations of the Association as required by this Declaration, as it may be amended from time to time, and shall provide for, collect and shall pay for its obligations out of the assessment fund as is herein provided.

8) The Association shall adopt such reasonable rules and regulations as it may deem advisable for the maintenance,

conservation, repair and beautification of the Property, and for the health, comfort, safety and general welfare of the Owners and Occupants of **HINSDALE MEADOWS**. The entire Project shall at all times be maintained subject to such rules and regulations and amendments thereto as are from time to time enacted by the Board.

9) The Board shall represent the Owners in any negotiation or other proceeding relating to termination of the Project, or condemnation or damage to the Common Property, and shall equitably and reasonably allocate to the Owners or apply to its accounts or reserves any awards or settlements it receives.

10) The Board may appoint an Architectural Control Committee and Landscape Committee to assist and advise the Board to assure the maintenance of the Project and improvements therein in substantially the same style, manner and quality as created by the Developer and as may be required under the Village's Code requirements. The Board may appoint such additional committees as it may deem necessary to advise and assist it.

ARTICLE III

OPERATING BUDGET, MAINTENANCE FUND AND ASSESSMENTS

1) The Association shall maintain a fund to be known as the "Maintenance Fund". This fund shall be held in a federally insured bank account bearing the Association's name. The Board shall prepare an annual budget setting forth the estimated cost of all maintenance, taxes, and operation charges payable by the Association in accordance with this Declaration in its present form, or as it might be from time to time amended or changed. Each Owner shall then be assessed a percentage share of such

budget, as set forth in the assessment allocation per Exhibit "C", attached hereto. Prior to the time all Units in the subdivision have been completed, the assessment shall be only among those Units for which a certificate of occupancy has been issued by the Village of Hinsdale, Illinois, and the annual budget shall include the real estate taxes, if any, attributable to those portions of the Common Property, shown on the Plat.

2) Each Owner or Beneficial Owner of any Unit by acceptance of a deed, therefore, whether from the Declarant or any Owner, and whether or not it shall be so expressed in any such deed or other conveyance for each such Unit owned by each Owner, hereby covenants and agrees and shall be deemed to covenant and agree to pay to the Association:

- A) Annual assessments or charges to be paid in monthly installments due on the first day of each month of the year hereinafter called "monthly payment dates" or in such other installments as the Board shall elect; and
- B) Special assessments to be fixed, established and collected from time to time as hereinafter provided.

The annual and special assessments, together with the interest thereon and costs of collection thereof as hereinafter provided, shall be a charge on the land and shall be a continuing lien upon the Unit against which each such assessment is made. Each such assessment, together with the interest thereon and costs of collection thereof as hereinafter provided, shall also be the continuing personal obligation of the person or entity who was the Owner of the Unit at the time when the assessment fell due.

3) The assessments levied by the Association and retained

in the Maintenance Fund shall be used exclusively for the purpose of promoting the recreation, health, safety and welfare of the residents of the Project and directly related to the ownership, use and enjoyment of the Common Property, including, but not limited to landscaping as set forth in Article X hereof; real estate taxes and any other liability, and insurance in connection with the Common Property; the maintenance, repair and replacement of fences constructed on or about the Common Property by the Developer or the Association which the Association is obligated to maintain; the maintenance, repair, replacement and additions thereto including gates, entry walls and other structures, signage, irrigation, aeration systems and landscaping located in Common Property or Outlots owned or leased by the Association; for paying the costs of all labor, equipment (including the expenses of leasing any equipment) and materials required for the management, supervision and operation of the Common Property including electric and water use fees; and for otherwise performing the duties and obligations of the Board as stated herein and in its Articles of Incorporation and By-Laws. For Duplex Unit Owners, the assessments shall also include the cost of fire and casualty extended coverage insurance policies for the Duplex buildings, and for reserves for Duplex building exterior repairs, replacement, and maintenance.

4) A contribution to the Association for start-up costs and the operating reserves of the Association, in an amount equal to three (3) times the first monthly assessment for the Unit, shall be collected from the purchaser at the initial closing on the sale of each Unit by the Developer, and the purchaser shall

pay its pro rata share of the monthly assessment beginning on the closing date and thereafter.

5) The Developer shall pay no assessment on any unsold Unit but shall pay the pro-rata share of landscape maintenance and snow removal expenses on finished but unsold Units, if any, incurred during the period in which a Unit receives such services and is not sold.

6) In addition to the annual assessments, the Board may levy, in any assessment year, a special assessment applicable to that year for common operating expenses, or for capital improvements agreed to by a two-thirds (2/3rds) majority of the voting members of the Association.

7) Except for reserve and replacement costs allocable solely to Single Family Attached Duplex Units, both annual and special assessments shall be allocated in a manner consistent with the following: (i) SINGLE FAMILY UNITS represent 41.79% of the total square footage of the LOTS in HINSDALE MEADOWS, and the SINGLE FAMILY ATTACHED, DUPLEX LOTS represent 58.21% of the lot area in HINSDALE MEADOWS, and (ii) the SINGLE FAMILY ATTACHED, DUPLEX LOTS' assessments will also include insurance and reserves for exterior building repairs and maintenance covering the Duplex Units, the cost of which shall be assessed only to the Duplex Unit Owners as further described in Article VII of this Declaration. The Duplex owners shall be required to carry their own insurance HO6 policy on contents and betterments and improvements, the definition of which is described in Article VII. The Assessment Allocation schedule, including the insurance coverage for the HOA and Duplex is set forth in Exhibit "C"

attached hereto.

8) The annual assessments for the first Owner of a Unit, as provided for herein, shall commence on the date of conveyance of the Unit by the Developer to the Owner. Annual assessments shall be collected monthly or as determined by the Board. The payment date or dates of any special assessments shall be fixed in the resolution authorizing such assessment.

9) The duties of the Board of Directors with respect to assessments shall be as follows:

- A) The Board by majority vote shall fix the amount of the annual assessment applicable to each Unit for each annual assessment period at least thirty (30) days in advance of such date or period and shall, at that time, prepare a roster of the Units and assessments applicable thereto, which shall be kept in the office of the Association and be open to inspection by any Owner.
- B) Written notice of the assessment shall thereupon be delivered or mailed to every Owner subject thereto showing the amount or amounts and the due date or dates, if the assessment is to be paid in installments.
- C) The Board shall, upon written demand, furnish to any Owner liable for said assessment, a certificate in writing signed by an officer of the Association setting forth whether said assessment has been paid. Such certificate shall be conclusive evidence of payment of any assessment therein stated to have been paid. A reasonable charge may be made by the Board for the issuance of such certificate.
- D) If the Board fails to fix the amount of an assessment as provided in (A) above, each Owner shall be responsible for the payment of an amount equal to the assessment for the previous year.

10) The Due date for regular assessments shall be the first of every month. If any assessment or part thereof is not paid within thirty (30) days after the due date, the total unpaid amount of all installments of such assessment shall immediately

become due and payable and shall bear interest from the date of delinquency at two (2) points over the prime rate of interest charged by J.P. Morgan Chase Bank in Chicago, Illinois on the date the payment was due, or the highest legal rate if the rate of prime plus two (2) points is usurious. The total unpaid amount of all such installments and interest thereon shall constitute a lien on the interest in the Unit of the Owner personally obligated to pay the same and upon the recording of notice thereof by the Board shall be a lien upon such Owner's interest in the Unit. The Association may, at its election, bring an action at law for eviction or other remedy or in equity against the Owner personally obligated to pay the same in order to enforce payment and/or to foreclose the lien against the Lot and Unit subject thereto and there shall be added to the amount of such assessment the costs of preparing and filing the complaint (including reasonable attorneys' fees) in such action, and in the event a judgment is obtained, such judgment shall include the interest on the assessment and the reasonable attorneys' fees, together with the costs of the action. No Owner may waive or otherwise escape liability for the assessments provided for herein by non-use of the Common Property or his Unit. Notwithstanding the foregoing, the first mortgage encumbrance owned or held by a bank, insurance company, or savings and loan association, or other person or entity engaged in the business of making real estate loans, recorded against the interest of such Owner prior to the date such notice is recorded, which by law would be a lien thereon prior to subsequently recorded encumbrances, shall have priority, except as to the

amount of assessments which become due and payable from and after the date on which the said mortgage owner or holder either takes up possession of the Unit, accepts a conveyance of any interest therein (other than as security) or files a suit to foreclose its mortgage.

11) The sale or transfer of any Unit shall not discharge the assessment lien, which shall remain in full force and effect until paid in full.

12) The following real estate subject to this Declaration shall be exempt from the assessments created herein:

- A) All of the real estate dedicated to and accepted by a local public authority.
- B) The Common Property.
- C) All of the real estate owned by Declarant or Developer, except as stated above in Article III, Section 5.

13) In the event the Directors of the Association consider the funds on deposit in **HINSDALE MEADOWS HOMEOWNERS ASSOCIATION** account sufficient to fulfill the purposes of the Association, they may from time to time forebear the collection of the assessments provided for in this Article III for any one or more monthly or quarterly period; however, any such forbearance shall not be a waiver of the right to collect future assessments. In the event that an assessment is not sufficient to cover the necessary expenditures as provided herein, the Board may from time to time increase that assessment to cover such expenditures.

14) The Board shall not expend in excess of \$25,000.00 over and above the annual budget in any calendar year without the approval at a special meeting of a majority of the Units

represented at said meeting.

15) A special assessment for any expenditure not otherwise budgeted or capable of being paid from existing reserves may be classified as either: a) Capital replacements; b) Capital repairs; or c) Capital improvements, each defined as set forth in the table below:

| CAPITAL REPAIRS / Assessment Amount | Prior Written Notice Before Due Date | Board Majority Required | Vote of unit Owners % Required |
|--|---|------------------------------------|--|
| Less Than or Equal to One Month's Regular Assessment | 60 Days | Simple Majority | None |
| More than One Month's Regular Assessment | 90 Days | Simple Majority | None |
| CAPITAL REPLACEMENTS Less than or Equal to One Month's Regular Assessment | Prior Written Notice Before Due Date | Board Majority Required | Vote of Unit % owners required |
| Less than or Equal to One Month's Regular Assessment | 60 Days | Simple Majority | None |
| More Than One Month's Regular Assessment | 90 Days | Simple Majority | None |
| CAPITAL IMPROVEMENTS /Assessment Amount | Prior Written Notice Before Due Date | Board Majority Required | Vote of Unit % Owners Required* |
| Less Than or Equal to One Month's Regular Assessment | 120 days | Simple Majority | Simple Majority |
| More than One Month's Regular Assessment | 180 Days Prior to Special Meeting | Simple Majority | 2/3 Majority |

16) For those special assessments requiring a vote, Unit Owners may vote by mailing a signed ballot, which the Board shall mail to each Owner not more than thirty (30) days and not less than fifteen (15) days in advance of the due date.

17) All votes shall be binding on the Board, so long as at least fifty (50) percent of the Unit Owners cast a ballot.

18) The required percentage to pass a special assessment shall be based on the total number of votes cast, and not the entire number of Unit Owners, as long as at least fifty (50) percent of Unit Owners cast a ballot.

19) The Board shall record the results of the vote in the Association records.

ARTICLE IV

TAXES

1) Each Owner shall be assessed, and shall pay, the real estate taxes allocated to his or her Unit.

2) All taxes, if any, on the Common Property shall be paid by the Association from the Maintenance Fund in accordance with Article III of this Declaration.

ARTICLE V

PARTY WALLS AND ROOFS

1) Each Party Wall shall be used as a dividing wall between the respective Units it separates, and shall be used by the Owner of each adjacent Unit equally for all purposes as an exterior wall, the ownership or equity of each adjacent Owner in said wall being subject to a cross-easement in favor of the other party. However, the surface of each Party Wall shall be used exclusively by the Unit in which said surface is located.

2) In the event it shall become necessary to repair or rebuild any portion of any Party Wall, the expense of such repairing or rebuilding shall be borne equally by the Owners of the Units adjacent to such Party Wall, unless the damage to the Party Wall was caused by an act, intentional or otherwise, by one of the adjacent Owners, in which event the cost shall be borne solely by the Owner at fault. If damage to the Party Wall shall affect only one side, then the cost of repair shall be borne by the Owner on whose side the damage has occurred.

3) The easements or cross-easements hereby created shall not terminate in the event any Party Wall shall be destroyed by fire or other cause and either Owner adjacent to the wall shall

have the right to rebuild it if the other will not cooperate in such rebuilding, in which event the Owner of the Unit adjacent to such wall who rebuilt the wall shall be entitled to receive from the Owner of the adjacent Unit, and the non-cooperating Owner of the adjacent Unit shall be liable to pay upon demand to the Owner who rebuilt the wall, an amount equal to one-half (1/2) of the cost of such rebuilding, including the costs of foundations and supports necessarily installed, but excluding the amount of cost paid by insurance proceeds, and except as provided in paragraph 2 of this Article V when the damage is caused by only one of the Owners.

4) Whenever any Party Wall, or portion thereof, shall be repaired or rebuilt, it shall be erected on the same line and be of the same size and the same or similar materials and of like quality as the wall being repaired or rebuilt, and it shall in all respects conform to the applicable laws and ordinances regulating the construction of buildings in force at the time.

ARTICLE VI

EASEMENTS

1) Every Member shall have a right and easement of use and enjoyment and a right of access for ingress and egress, to their Unit, including driveways, on, over, across, in, upon, and to the Common Property, such area shown as streets alleys, roadway, and access easements upon the Plat for Hinsdale Meadows Subdivision, and such right and easement shall be appurtenant to and shall pass with the title to every Unit subject to the following provisions:

- A) The right of the Association, in accordance with its By-Laws, to adopt rules and regulations governing the use, operation and maintenance of the Common Property; and
- B) The right of the Association to dedicate or transfer all or any part of the Common Property to any public agency, authority or utility for such purposes and subject to such conditions as may be agreed upon by the Members. No such dedication or transfer shall be effective unless an instrument agreeing to such dedication or transfer signed by Members entitled to cast two-thirds (2/3rds) of the votes of the combined Class A and Class B membership has been recorded.

2) Any Member may delegate, in accordance with the By-Laws, his right of enjoyment to the Common Property and facilities, to the members of his family, his tenants or contract purchasers who reside in his Unit.

3) The Declarant hereby covenants for itself, its successors and assigns, that it will convey title to the Common Property to the Association on or before December 31, 2021.

4) The Declarant reserves the right to grant to SBC/Ameritech, Commonwealth Edison Company, Northern Illinois Gas Company, the applicable local cable company, and all other public and quasi-public utilities serving the Project, easements, in addition to those appearing on any recorded plat of subdivision for the Project, to install, lay, construct, renew, operate and maintain pipes, conduits, cables, wires, transformers, switching apparatus and other equipment over, under and across the Common Property and Lots for the purpose of providing utility services to the Project and Units.

5) An easement is hereby granted to the Developer, without charge, for the purpose of erecting, maintaining, repairing and replacing billboards, banners and exterior lighting and other

advertising and promotional displays over and across the Common Property and the exterior of any structure or any Lot and Unit being used as a model for so long as the Developer, its successors, assigns and licensees, are engaged in the construction, sale or leasing of Units on any portion of the Project.

6) In the event that following the initial recordation of any Plat or site plan, the Declarant, or its successors or assigns, determines that inaccuracies exist or additional utility easements are required in the Plat or site plan, Declarant hereby reserves to itself, its successors and assigns, the right to re-record the Plat or site plan for the purpose of correcting any such inaccuracies and/or additions.

7) A nonexclusive easement is hereby declared, reserved and granted in perpetuity over the Common Property and Lots for the benefit of duly authorized agents and employees of any governmental unit exercising jurisdiction over the subject premises for ingress and egress to and from the public right-of-way to and over any portion of the Common Property and Lots for the purpose of providing municipal services to all portions of the Common Property and Lots.

8) The Common Property shall be subject to a perpetual easement in gross to the Board and the Association for the purpose of enabling and permitting the Board and the Association to properly perform their duties and responsibilities. The Board and the Association further have a perpetual easement in gross to enter upon a Lot where reasonably necessary in the judgment of the Board and the Association for the purpose of properly

performing or executing a duty or responsibility of the Board and the Association in respect of other Owners, or of the Owners generally, or of the Common Property. Developer also has an easement in gross for the purpose of enabling and permitting Developer properly to perform its duties and responsibilities as Developer. Developer further has an easement in gross to enter upon a Lot where reasonably necessary, in the judgment of Developer, for the purpose of properly performing or executing a duty or responsibility of Developer in respect of other Owners, or of the Owners generally, or of the Common Property.

9) In the event a Unit is constructed on a Lot in such a manner that a common wall or structure encroaches and/or overhangs (above, beneath, and/or at grade level) on adjoining Lots or the Common Area, the Owners of each Lot or Common Area hereby take title subject to a perpetual easement for any such overhang and/or encroachment, which easement is hereby reserved for Declarant and all Owners, and shall include the reasonable right of access thereto for inspection, maintenance, repair and/or replacement of all or a portion thereof. In the event of a fire or other casualty that results in a total or partial destruction of a building, each building is entitled to be repaired or rebuilt in such a fashion to permit such overhangs or encroachments to be reestablished.

10) Easements have been granted on the Plat of Subdivision on Lots 1 and 3, along with common area Lots E, G, and H, for the purpose of allowing subdivision entry monument signs and associated landscaping, lighting and irrigation.

11) Easements are hereby granted on Lots 7, 8, 9, 10, 11,

and 12 along with common area Lots E and G, for the purpose of allowing an eight-foot screening wall along 55th Street.

12) Lot A is located on the eastern boundary of the property and includes the storm water detention pond. Lot A includes three land access strips to the storm water detention pond from Barton Lane, including between Lots 18 and 19, between Lots 21 and 22, and between Lots 27 and 28. No alteration or obstructions shall be placed in these areas, and no change shall be made in the finished grade of these areas.

13) Lot D is located in the central area of the property and includes storm water management and utilities. There are two access strips from the adjacent roadways located on Lot D, including between Lots 36 and 37, and between Lots 41 and 42. No alteration or obstructions shall be placed in these areas, and no change shall be made in the finished grade of these areas.

ARTICLE VII

INSURANCE AND FIRE SUPPRESSION SPRINKLER SYSTEMS

1) The Association shall procure insurance for the Hinsdale Meadows Homeowners Association and the Duplex Buildings in accordance with Exhibit "D" attached and made a part hereof.

2) Duplex Units: The insurance coverage will include fire, casualty and extended coverage for all Duplex Buildings in the Development in an amount equivalent to one hundred (100%) percent of the full replacement cost based on the Developer's original plans and specifications, including only the bare walls, floors and ceilings of the Unit. The premiums for such coverage shall be

charged to the Duplex Unit Owners as part of their regular assessments. The individual Unit Owner is responsible and shall purchase his or her own HO6 insurance policy which covers contents and betterments and improvements to the common elements, defined as follows: Common elements include fixtures located within the unfinished interior surfaces of the perimeter walls, floors and ceilings of the individual Units initially installed by the Developer. Common elements exclude floor, wall and ceiling coverings. "Improvements and betterments" means all decorating, fixtures, and furnishings installed or added to and located within the boundaries of the Unit, including electrical fixtures, appliances, air conditioning and heating equipment, water heaters, built-in cabinets installed by Unit owners, or any other additions, alterations, or upgrades installed or purchased by any Unit owner. Insurance for "Betterments and Improvements" as described above is available in an HO6 policy.

3) No owner of a Duplex Unit will be charged for any fire and casualty coverage for any Single Family Unit.

4) No owner of a Single Family Unit shall be charged for any fire and casualty insurance coverage for any Duplex Unit. The method of allocation of insurance premium for a Duplex Building shall be based on the square footage of each Unit in the Building as a percentage of the total square footage in the Building.

5) The costs of completing the restoration of a Duplex Unit or total building shall be funded from insurance proceeds and any deductibles shall be a Homeowners Association expense.

6) Single Family Units: Each Single Family Unit Owner or

beneficial Owner shall at his or her sole expense, insure his or her Unit for an amount equal to One Hundred (100%) percent of the replacement cost of such Unit to the Developers as built plans and specifications.

7) All new Single Family and Duplex Units constructed after the date of this Declaration in Hinsdale Meadows will include a Sprinkler Fire Suppression System. Each individual owner is responsible for its maintenance and an annual inspection of the system. The annual inspection, by a licensed plumber, will include a signed inspection form by the plumber which must be filed with the Village of Hinsdale.

ARTICLE VIII

BUILDING MAINTENANCE, ALTERATIONS AND ADDITIONS

1) Future alterations to the improvements and provisions shown in the Village's Planned Development Ordinance shall require specific Village approval of an amendment to such ordinance. In the event of a conflict in the provisional of such Ordinance and the Declaration, the Ordinance shall prevail.

2) The exteriors of the Duplex Units, including wood trim, garage doors, patios and decks shall be maintained, sealed, painted, finished and/or stained in such colors and at such times as the Developer or the Association shall determine, and the cost thereof shall be part of the cost of maintenance of the Duplex Units and reserves for such cost shall be assessed as part of the annual assessment against the Duplex Unit Owners in accordance with the provisions set forth below.

3) The exterior masonry and stucco on the Duplex Units

shall be maintained, cleaned and/or tuck-pointed at such time as the Association shall determine. The cost of such work shall be part of the cost of maintenance and reserves for such cost shall be assessed as part of the annual assessment against the Duplex Owners in accordance with the provisions set forth below.

4) Duplex building roofs, windows and front entry doors shall be replaced or maintained at such time as the Association shall determine. The cost of such work shall be paid from the Maintenance Fund as incurred, and reserves for such cost shall be assessed as part of the annual assessment against the Duplex Owners in accordance with the provisions set forth below.

5) Driveways for all units shall be seal coated and/or repaired at such time as the Association shall determine. The cost of such work shall be paid from the Maintenance Fund as incurred, and reserves for such cost shall be assessed as part of the annual assessment against the Owners in accordance with the provisions set forth below.

6) No Owner shall make any exterior color or architectural changes, changes in load bearing walls, or additions to any Unit except as may be authorized in writing by the Developer or the Association, and if required, by the Village of Hinsdale.

7) The Single Family residences shall be owned fee simple and costs of maintaining, repairing and /or replacing any portion of these Single Family Units, including insurance shall be borne by the individual Owner for each Unit. The Annual Budget and Assessments allocated to each Single Family Unit shall not include the costs associated with any repairs or replacements to the Duplex Units.

8) The Association may use all means available under the law (at law or in equity), and the provisions of this Declaration and the By-Laws to collect assessments from Unit Owner(s) pursuant to the allocation in Exhibit "C" hereto.

9) All costs or maintenance charges in connection with a Unit not specifically allocated by this instrument to the Association shall be the responsibility of the Owner of the Unit or Units affected. If the Owners of the affected Units are unable to agree on the allocation of such costs the Association shall make such allocation, and its determination shall be final.

10) Except for fences originally installed by the Developer, no Owner or Occupant shall construct or erect a fence of any kind, except as may be authorized by the Association in writing; however, until the last Unit is sold the Association shall not approve a fence without the prior written approval of the Developer. Maintenance of fences constructed by the Developer, if any, shall be the responsibility of the Owner or Owners of the Units utilizing the fence. If the Owners of the affected Units are unable to agree on the scope of any required repair or maintenance with respect to such fence or the allocation of the cost of such maintenance or repair, the Board of Directors of the Association shall determine the scope of repairs and the allocation of the costs between the abutting Owners, and its determination shall be final. Invisible pet restraining fences may not be installed unless approved in writing by the Association. Any fence constructed along the Common Property lines of the Development shall be owned, repaired and maintained by the Association. No fence shall be constructed

in the yard of a Duplex Unit.

11) Except as set forth above, the Board of the Association may consider a request for approval a fence in the rear yard only of a Single Family home that does not extend beyond either outside wall of the Unit, nor more than twenty-five (25') feet beyond the rear wall of the Unit. Approved fences shall be constructed of wrought iron or simulated aluminum wrought iron, as prescribed by the Association, and no fence shall exceed four (4') feet in height. Any fenced enclosure in the yard of a Unit shall have at least one (1) gate which is four (4') feet in width to allow ingress and egress by the Association's Landscape Maintenance Contractor.

12) No Owner or Occupant shall install exterior storm sashes, canopies or awnings on any Unit, nor build enclosures for the front or rear entrances nor expand existing decks, patios or construct new decks or patios, except as authorized in writing by the Developer or the Association and the Village.

13) No Owner or Occupant shall be permitted to erect a permanent porch on a Unit except as authorized by the Association and the Village in writing. However, until the last Unit is sold the Association shall not approve a porch without the additional prior written approval of the Developer.

14) Except as set forth herein, no permanent attachments or other structure of any kind or character whatsoever shall be made, erected, permitted or maintained upon the exterior or roof of any Unit except when such attachments shall have been first submitted to and approved in writing by the Association and the Village when applicable.

15) No grade modification in a Lot which adversely affects drainage in the Development, and no modifications, changes or additions to Buildings, structures, fences or walls shall be initiated without, in each instance, the written approval of the Developer or the Association, and the Village.

16) In the event a Single Family Unit Owner desires to change the color or elevation style of the Unit, he or she must obtain the approval of the Association with respect to the color, and the Association and the Village for a change in the elevation style. The Unit Owner must also get the Developer's approval until the last Single Family Unit is conveyed.

17) Any alteration or addition to any Unit must comply with all applicable laws, ordinances, codes and regulations and be approved by the Association and the Village if required. Alterations or additions to any Unit which require a building permit to be issued must first be approved by the Association, prior to such building permit being applied for from the Village.

18) The Single Family Attached Duplex Units, shall be owned fee simple. However, due to the complexities of insuring and perfecting insurance claims for damage or property losses in Buildings with multiple Units, and given that the individual Units are part of the Buildings that have been designed to provide a cohesive style consistent with the designs approved by the Village of Hinsdale, the maintenance, repairs and replacements of individual Duplex Units shall be governed in accordance with provisions set forth herein, and summarized in the table below:

| Duplex Maintenance, Repair Replacement Item* | Responsibility |
|--|-----------------------|
| Building Interiors (Bare walls in) | Individual Unit Owner |
| Unit Specific Minor Exterior Repairs that do not require replacement, penetration or exposure of wall cavities. | HOA |
| Unit Specific Electrical, Plumbing, HVAC, Insulation, Sump Pumps | Individual Unit Owner |
| a) Roof Repairs and Replacements | HOA |
| b) Window Unit Replacements & Repairs | HOA |
| c) Exterior Door Replacements & Repairs | HOA |
| d) Leaks (Roof, Exterior, Foundation) | HOA |
| e) Exterior Siding and Trim Replacement, Repairs, Periodic Tuck Pointing, Painting, Staining and Caulking | HOA |
| f) Repairs/Replacements/Modifications to Structural Building elements, including Party Walls and /or any Foundation or Footings. | HOA |
| g) Deck Repairs, re-staining, Replacement | HOA |
| h) Exterior Concrete Patio replacement & repairs. | HOA |
| i) Exterior attached fixture repairs and replacement | HOA |
| j) Exterior light bulb replacement | Individual Unit Owner |

***Scheduling of periodic repairs will be as set forth by the Board to assure proper appearance, and based on the life of the Duplex building.**

19) The method of allocating costs amongst Owners within the Duplex Building shall be as set forth in the Allocation Schedule. The method of allocation used is the square footage of each Unit in the Building as a percentage of the total square footage in the Building.

20) The provisions of Paragraph 18 above apply solely to the Units themselves and does not apply to Common Areas, or structures that are Common Property, the costs of which shall be shared by both the Single Family and Duplex Units in accordance with the Allocation Schedule.

21) The Association may use all means available under the law (at law or in equity) and the provisions of this Declaration and the By-Laws to collect assessments from the Unit Owner(s) pursuant to the allocations in Exhibit "C" hereto.

ARTICLE IX

USE OF LOTS AND COMMON PROPERTY

1) No animals of any kind, except dogs, cats or common household pets, (pigs, livestock, poultry and reptiles shall not be considered common household pets) shall be kept, raised or maintained, in any part of a Unit or Lot or on the Common Property. The Association reserves the right to adopt reasonable rules and regulations governing the keeping within any Unit of domestic dogs, cats and other household pets to prevent pets from becoming a nuisance to the Owners or Occupants of **HINSDALE MEADOWS SUBDIVISION**.

2) No clothes, sheets, blankets, or other articles of laundry shall be hung or exposed on any part of any Unit or Lot.

3) The Owners or Occupants of Units shall keep their premises free and clear of rubbish, trash, garbage debris or other unsightly materials, or waste. Any such materials or waste must be kept in covered sanitary containers hidden from public view until removed from the premises.

4) There shall be no courts, playfields, lounging, parking of baby carriages, playpens, swing sets, bicycles, wagons, toys, vehicles, and the like or placing of benches or chairs on any of the Common Property except as authorized or designated by the Association.

5) If any Owner or Occupant fails to maintain the Unit owned or occupied by him as herein provided, the Association may, after fourteen (14) days written notice to such defaulting Owner or Occupant, have such work done as may in the opinion of the Board, be necessary to keep such Unit in a condition conforming

to the general quality of upkeep of all Units in the Project, and the amount paid plus interest thereon shall be a charge against the Owner of the Unit on which said work was performed, and a lien of the Association against the Unit until paid in full.

6) Each Unit shall be used exclusively for private single family residential purposes.

7) There shall be no alteration of the Common Property and nothing shall be kept, stored, constructed, planted on, or removed therefrom, without the written consent of the Board, consistent with the preservation of the Project as a distinguished and superior residential community as represented by the Developer to the Village of Hinsdale, to preserve the unique environmental character of the **HINSDALE MEADOWS SUBDIVISION**. However, this provision should not be construed to limit or preclude residents of the community from seeking to implement improvements or changes, with Board permission, subject to the normal code and permitting requirements uniformly enforced by the Village.

8) No Owner shall permit anything to be done or kept in his or her Unit or Lot or in the Common Property which will result in injury or damage to the trees, bushes, or other planted vegetation on Common Property or other Lots or which will result in an increase in the rate charged or in the cancellation of any insurance carried by the Association or which would be in violation of any law.

9) No sign of any kind shall be displayed to the public view on or from any part of the Project, without the prior consent of the Board, except by Developer, as hereinbefore

provided in Article VI provided that the Board's consent shall not be unreasonably withheld as to "For Sale" signs by Owners on their own Lot relating to the sale of their Unit.

10) No activity which, in the judgment of the Board, may be or become an unreasonable annoyance or nuisance to the other Owners or Occupants or may interfere with the use and enjoyment of the other Owners and Occupants or their Units on the Common Property, shall be allowed on any Lot subject to the Declaration, provided however, the provisions of this Section shall not be applicable to the Developer when Developer is acting in accordance with its rights hereunder.

11) All Owners, Occupants and guests shall abide by the By-Laws of **HINSDALE MEADOWS HOMEOWNERS ASSOCIATION** and any rules and regulations adopted by the Board. If any Owner (either by his own conduct or by the conduct of any Occupant or guest), shall violate any of the covenants, restrictions or provisions of this Declaration or any rules or regulations adopted by the Board, and such violation shall continue after written notice or request to cure such violation from the Board, the Board may pursue any available remedy at law or in equity to eliminate such violation.

12) No truck, van, trailer, airplane, snowmobile, commercial vehicle, recreational vehicle, boat or other similar vehicle or water-borne vehicle may be maintained, stored or kept in the Project unless enclosed within a garage. Conventional passenger vehicles of the Owners, Occupants and their guests may be permitted to park on the Owner's driveway or other designated parking area. The term "commercial vehicle" shall include any vehicle which has a commercial message printed or otherwise

displayed on it.

13) No trailer, basement of an uncompleted Building, tent, shack, garage, barn, and no temporary building or structure of any kind shall be used at any time for a residence either temporary or permanent nor shall any of the above be parked or placed on a Lot except by Developer during construction. Trailers, temporary buildings or structures may be located in the Project by the Developer and used during construction but shall be removed upon the completion thereof.

14) No Unit shall be leased by a Unit Owner for a period more or less than one (1) year without the prior written approval of the Association. Any lease must be in writing and a signed copy delivered to the Association within seven (7) days after its execution and prior to occupancy of the Unit. No Owner shall be permitted to lease a Unit to a second or subsequent lessee prior to the expiration of the one (1) year term of the previous lease unless a written request is submitted to and approved by the Board, setting forth a hardship to the Owner. In the event a hardship is granted the Board may grant an extension of lease rights within its discretion. Any lessee of a Unit leased in accordance with this Declaration shall comply with the rules and regulations of the Association. No Unit shall be leased by an Owner for hotel or transient purposes and no portion of a Unit which is less than the entire Unit shall be leased. This Declaration, the By-Laws and rules and regulations that relate to the use of the individual Unit or the Common Property shall be applicable to any person leasing a Unit and shall be deemed to be incorporated in any lease executed in connection with a Unit.

The Association may prohibit a tenant from occupying a Unit until the Owner complies with the leasing requirements prescribed by this Article.

15) Except for television satellite dishes not exceeding twenty-four (24") inches in diameter which may be placed at locations approved in writing by the Association, no other exterior radio or television antennae, poles, rods, wires or other devices for reception of television, radio or other electrical transmissions or signals may be installed in the Project, except inside of a Unit.

16) There shall be no burning of refuse, leaves or other materials in the Project, nor shall unsightly plants or underbrush or plants breeding infectious plant diseases or noxious insects be allowed to remain in the Project.

17) There shall be no swimming or boating of any nature permitted in any lake, retention pond or waterway within the Project. Notwithstanding this provision, the Association may hire contractors to maintain the pond and such contractor shall be permitted to use a boat if necessary for maintenance purposes.

18) There shall be no recreational devices, defined as a structure or outdoor facility, attached or unattached to the principal structure on a Lot and intended principally for recreational use, such as, but not limited to, above ground pools, playhouses, swing sets, trampolines, sandboxes or basketball hoops, on any Lot, including the front, rear and side yards.

19) In the event any activity in or about a Unit, Lot or the Common Property shall cause a disturbance which adversely

affects any Owner or Occupant, such activity may be examined by the Board, even if not addressed in the Association documents. If the Board, in its sole discretion, determines that such activity presents a nuisance, the Board may declare the activity to be a nuisance and exclude the activity from continuing in the Development. The decision of the Board shall be the final determination with respect to such activities. If necessary, the Board may take such legal action as it deems appropriate at law or in equity to restrain the continuation of the activity causing the nuisance.

20) Neither the Developer nor the Owner may construct a bedroom or full bathroom in the basement of any Unit. This restriction shall not, however, apply to the existing Single Family home on Lot 1, nor shall it bar or restrict the construction of a basement bathroom that includes only a toilet and sink, commonly referred to as a half-bath or powder room. The creation of other rooms in the basement for other purposes is not restricted.

21) The Association cannot amend the provisions of Article IX Sections 18 and 20 without prior approval of the Village as these provisions constitute an integral element of the Planned Development concept pursuant to which the Project zoning is granted.

22) Nothing in the provisions of this Declaration shall require the removal or limit the use by the Developer of any structure existing on the Project on the date hereof.

ARTICLE X

UTILITIES, LANDSCAPING, LAWN MAINTENANCE, AND SNOW REMOVAL

1) Except as set forth below, all landscaping, lawn, tree and shrubbery maintenance in the Project shall be performed by the Association and no changes nor shall alterations be made therein except by approval of the Association. Maintenance of any landscaping or plantings within fenced or designated private areas of a Lot, (such as potted plants or annuals planted by the Unit Owner) shall be provided by the Owner of the Lot at the Owner's sole expense. However, lawn maintenance and landscape maintenance for any items originally planted by the Developer within fenced areas of a Lot shall be provided by the Association. All areas including the front, rear and side yards, if any, shall be landscaped and planted initially by the Developer and thereafter maintenance, including shrubbery trimming and lawn mowing, shall be performed by the Association. Irrespective of the date of closing or receipt of possession of a Unit by the initial Owner, the Owner shall be responsible for the removal and replacement of trees and shrubbery planted on the individual Lot by the Developer's landscape contractor after the expiration of the landscape contractor's warranty of one (1) year from date of planting. Unless expressly stated otherwise by the Board, all costs of installation and maintenance of additional landscaping, trees or shrubbery approved by the Association for installation by an individual Owner on that Owner's Lot, shall be the sole responsibility of the Owner and such landscaping, trees or shrubbery shall be maintained in a manner consistent with the quality of maintenance provided by the Association. The cost of

removal and replacement of such additional trees and shrubbery planted by the Owner on his Lot, with the approval of the Board, shall be the responsibility of the Owner of the Lot. In the event an Owner fails to remove and replace such trees or shrubbery when necessary, the Association may, after thirty (30) days prior written notice, cause the appropriate removal and/or replacement to be performed and assess the cost thereof to the individual Lot Owner.

2) The Developer will install an automatic irrigation system to irrigate turf areas only throughout the Common Area. In addition to the common area, the Developer will install irrigation in the island of cul-de-sac at the south end of Barton Lane and the Association shall pay for the water and maintain the irrigation lines and landscaping of this area, even though it is in the Barton Lane right-of-way and dedicated to the village as part of the public road system. The Association shall pay for hand watering of trees, shrubs and other plant materials not covered by the automatic irrigation system on an as needed basis to properly care for and protect the plant material. Owners of each Unit may also water the trees, shrubs or other plant material surrounding their Unit in keeping with proper horticultural practices. The automatic irrigation system will include quick coupling devices to allow the Developer, Association or its Landscape Maintenance Contractor to connect hose for the purpose of hand watering. However, the Developer, Association or its Landscape Maintenance Contractor may use the exterior water spigot of a Unit in order to hand water plant materials in the vicinity of the Unit and shall not be obligated

to repay the Unit Owner for the cost of the water.

3) The Association, through a private contract or otherwise, shall provide for cultivating, trimming and feeding evergreens, trees and shrubs; re-seeding, fertilizing, weed-control programs, spraying, feeding and trimming of trees, and planting of vegetation on the Common Property. The cost of such services shall be paid from the Maintenance Fund. If any trees in the Common Property must be removed or replaced, such work shall be done by the Association and paid from the Maintenance Fund.

4) The responsibility of the Association for landscape maintenance, and snow removal services of the private walks and driveways, shall commence upon the closing on the Unit. The Developer or Association may enter into an agreement with a third party to provide landscape maintenance and snow removal for all Units and the Developer shall pay the pro rata share of such expenses for the then completed but unsold Units receiving such services.

5) If an Owner fails to pay any cost assessed by the Association pursuant to this Article X, the Association may proceed against the Owner as prescribed in Article III Section 10 hereof and shall have all remedies against the Owner as set forth therein.

6) The Association will provide for snow removal for all public and private sidewalks, entry walks and/or driveways.

7) The public streets and sidewalks have been constructed by the Developer and dedicated to the Village of Hinsdale, which will own, operate and maintain them.

8) The Developer has constructed all storm sewers, water mains and sanitary sewers and has dedicated the improvements to the Village of Hinsdale, which will own, operate and maintain them except as follows:

- A. The Lot Owner shall be responsible for all repair, maintenance and replacement of storm sewer lines (up to ten ("10") inches in diameter) which connect the Unit on the Lot to the storm sewer main, including the junction box; and
- B. The Lot Owner shall be responsible for all repair, maintenance and replacement of water lines which connect the Unit on the Lot to the "buffalo box," which will normally be located in the parkway adjacent to the Lot; and
- C. The Lot Owner shall be responsible for all repair, maintenance, and replacement of sanitary sewer lines which connect the Unit on the Lot to the sanitary sewer main, including the connection to the sewer main.

9) The perimeter fencing and screen wall shall be owned and maintained by the Homeowners Association. Nothing shall be attached to any perimeter fencing or screen wall without written permission of the Board of Directors, in writing. The monument walls at the entrances and at the corner of 55th and County Line shall be lighted and maintained by the Homeowners Association, and the associated costs shall be paid from the Maintenance Fund, including the electrical charges.

10) The maintenance and repair of the emergency gate in the fence along the property line between the RML Hospital and

Hinsdale Meadows shall be shared equally between RML Hospital and Hinsdale Meadows. Each party on its own will be responsible for the road surface and landscaping on their respective sides of the fence/gate.

11) The Association shall be responsible for the cost of maintaining the detention pond located in the Project and the overland swales. No changes shall be made or restrictions imposed on the overland routes. The detention pond shall be maintained for weed and algae growth on a regular basis and such expense will be included in the maintenance expense of the Association.

ARTICLE XI

INGRESS AND EGRESS

The roads, sidewalks and street lights have been dedicated to the Village and shall be maintained by them, including snow removal and electrical consumption for the street lights. The sidewalk extending to KLM Park is a public sidewalk. The right of ingress and egress over and along the roads, sidewalks and paths, and all areas designated on the Plat as Common Property, is hereby declared a perpetual easement for the benefit of all Owners and Occupants of Units in **HINSDALE MEADOWS SUBDIVISION** and for the benefit of their invitees. Said easement shall not terminate in the event any portion of said sidewalks and paths are destroyed or damaged.

ARTICLE XII

MISCELLANEOUS PROVISIONS

1) Each Unit and Lot shall be used exclusively as a single family residence of the Owner or Occupant and for no other purpose. No industry, business, trade, occupation or profession of any kind, commercial, religious, educational, or otherwise, designated for profit, altruism, exploration, or otherwise, shall be conducted, maintained or permitted on any part of the Project, nor shall window displays or advertising be maintained or permitted on any part of the Project or any Unit or Lot therein, nor shall any structure be erected on any portion of the Project by any Owner or Occupant.

2) Any violation of the rules and regulations adopted by the Association shall be deemed a violation of this Declaration and may be enforced or enjoined as provided in such rules and regulations, By-Laws or applicable provisions of this Declaration, or other applicable laws or ordinances.

3) The rights, privileges and powers herein granted to or retained by the Declarant shall be assignable to, and inure to the benefit of, any successor Declarant, or the Association.

4) Each Lot, in addition to any other lien granted herein, may be subject to a lien under the Mechanics Lien Law, made and provided by the statutes of the State of Illinois, for services rendered or materials furnished by the Association in connection with improvements or repairs on such Lot.

5) In the event title to any Unit shall be conveyed to a title holding land trust, under which all powers of management, operation and control of the premises remain vested in the trust

beneficiary or beneficiaries, then the trust estate under such trust, and the beneficiaries thereunder from time to time, shall be liable for payment of any obligation, lien or indebtedness chargeable or created under this Declaration against such Unit. No claim shall be made against any such title holding trustee personally for payment of any claim, lien or obligation hereby created, and the trustee shall not be obligated to sequester funds or trust property to apply in whole or in part against any such lien or obligation, but the amount thereof shall continue to be a charge or lien upon the Unit and proceeds of sale of the Unit notwithstanding any transfers of beneficial interest or in the title to such Unit. The Trustee of any Trust owning a Unit shall, upon written request from the Association, supply the Association with the name or names of the beneficiary of the Trust.

6) The Association shall have the right to enforce, by a proceeding at law or in equity, all restrictions, conditions, covenants, reservations, liens and charges now or hereafter imposed by the provisions of this Declaration. Failure by the Association or by an Owner to enforce any covenant or restriction herein contained shall in no event be deemed a waiver of the right to do so thereafter.

7) Invalidation of any one of these covenants, conditions, easements or restrictions by judgment or court order shall in no way affect any other provisions which shall remain in full force and effect.

8) All grantees of the Declarant by the acceptance of a deed of conveyance, and each Purchaser under articles of

agreement for deed, accept the same subject to all restrictions, conditions, covenants, reservations, easements, and the jurisdiction, rights and powers of the Declarant, and the Association, created by this Declaration or by the Plat or deed restrictions hereto recorded; and all easements, rights, benefits and privileges of every character hereby granted, created, reserved or declared, and all impositions and obligations hereby imposed shall be deemed and taken to be covenants running with the land and shall inure to the benefit of and be enforceable by the Association, or the Owner of any Unit subject to this Declaration, their respective legal representatives, heirs, successors and assigns, for a term of twenty (20) years from the date this Declaration is recorded, after which time said covenants shall be automatically extended for successive periods of ten (10) years, henceforth.

9) At any time and from time to time while these covenants, conditions, restrictions, reservations, equitable servitudes, grants, easements and set back lines are in effect, this Declaration may be amended or revoked, by the recording in the Office of the Recorder of Deeds of Cook County, Illinois, of an instrument declaring and setting forth such amendment or revocation, which instrument shall be signed by the undersigned or its successors and assigns or by the then Owners of not less than two-thirds (2/3) of the Units in the Project. Such instrument shall be effective from and after the date of its recording, provided however, that if the Developer or its successors and assigns shall hold legal title to any Unit in the Project, then an amendment or revocation signed by not less than

two-thirds (2/3) of the Owners of such Units must also be signed by the undersigned, its successors or assigns, and if not so signed such amendment or revocation shall not be valid. A certificate signed and acknowledged by the Office of the Recorder of Deeds of Cook County, Illinois or by an abstract or title company doing business in Cook County, Illinois that such instrument or amendment or revocation has been signed by the then Owners of not less than two-third (2/3rds) of such Units, and the undersigned Declarant, its successors and assigns, if applicable, shall be deemed prima facie evidence that such instrument has been signed by the Owners of the required number of Units. A certificate confirming such amendment or revocation signed by the Board or the undersigned Declarant or its successors or assigns shall likewise be prima facie evidence that the amendment or revocation has been signed by the Owners of the required number of Units. In the voting provided for herein and in making amendments and revocations to this Declaration, each of said platted Lots shall be deemed a Unit and the Owner or Owners thereof shall be entitled to one (1) vote and shall count as one Owner in determining the number of votes and Owners. This Section is subject to the provisions of Article II, Sections 3A and 3B hereof. Prior to the sale of all Units in the Project, Developer reserves the right to authorize such amendments to this Declaration and other Project instruments and surveys as are not materially detrimental to the Unit Owners, and such amendments shall be effective when recorded in the Office of the Recorder of Deeds of Cook County, Illinois.

10) Developer hereby reserves for itself, successors,

assigns and licensees, the right to engage in the construction of Units and sale of Lots which are or shall become the subject matter of this Declaration and shall be entitled to erect model Units, sales and production offices, including all appurtenant structures and lighting which, in the sole discretion of the Developer, shall assist it in the conduct of its business.

11) Until the first Board shall have been elected and qualified, all of the rights powers and obligations which by this Declaration are to be vested in the Association and its Board shall be deemed vested in and possessed by the Developer. Until the Developer's transfer and assignment of its rights, powers and obligations to the Association, all of the lien rights and other rights herein provided for in favor of the Association and its Board shall be possessed by the Developer as fully and effectively in every respect, without diminution of any kind, as said lien rights are to be possessed by the Association and its Board. All rights of the Developer shall be exercised without the consent of the Owners or the Association.

12) The Board shall have the authority and shall obtain a policy or policies of insurance insuring the Association against any liability to the public or to the Owners (and/or invitees or tenants), incident to the operation of the Association, in an amount not less than \$1,000,000.00 for any one occurrence alleging bodily injury or property damage. The Board shall also provide statutory workers' compensation insurance, fidelity bond, if appropriate, and errors and omissions insurance for directors and officers, which policy or policies shall contain an endorsement providing that the rights of the named insureds shall

not be prejudiced with respect to actions against other named insureds.

13) If any of the options, privileges, covenants or rights created by this Declaration or By-Laws would otherwise violate (a) the rule against perpetuities or some analogous statutory provision, or (b) any other statutory or common law rules imposing time limits, then such provision shall continue only until twenty-one (21) years after the death of the survivor of the now living lawful descendants of the incumbent Governor of the State of Illinois on the date of execution hereof.

14) Neither the Developer/Declarant, nor the Joint Venturers, nor their respective partners, representatives or designees, shall be liable for any claim whatsoever arising out of or by reason of any actions performed pursuant to any authorities reserved, granted or delegated to it by, or pursuant to, this Declaration, or in the Declarant's (or the Joint Venturers or their respective partners, representative's or designee's) capacity as Developer, contractor, Owner, manager or Seller of the Real Estate whether or not such claim (a) shall be asserted by any Owner, Occupant, the Board, the Association, or by any person or entity claiming through any of them; or (b) shall be on account of injury to person or damage to or loss of property wherever located and however caused; or (c) shall arise out of a contract, either express or implied. Without limitation to the generality of the foregoing, the foregoing enumeration includes all claims for, or arising by reason of, the Buildings or improvements in the Project or any part thereof being or becoming out of repair or containing any patent or latent

defects, or by reason of any act or failure to act of any Owner, Occupant, the Board, the Association, and their respective agents, employees, guests and invitees, or by reason of any neighboring property or personal property located on or about the Project, or by reason of the failure to function, or the disrepair of, any utility service (heat, air conditioning, electricity, gas, water, cable television, sewage, etc.)

15) Notwithstanding any other provision herein, the Board may engage the services of a Managing Agent to manage the Project to the extent deemed advisable by the Board; provided, however, that it is expressly understood and agreed that the Declarant or the beneficiaries of the Declarant expressly reserve the right to designate an initial Managing Agent for a period not to exceed two (2) years from the date of the closing of the sale of the last Unit in the Project with right to terminate the initial management agreement upon ninety (90) days written notice without penalty. The rights of the Board to designate a different Managing Agent shall be in all respects subject to any and all contractual rights resulting from such initial designation of Managing Agent by the Declarant.

16) The Board shall promulgate Rules and Regulations, including architectural and landscape controls from time to time, and the Owners agree to be bound and observe such rules and regulations, as well as the Articles of Incorporation and By-Laws of the Association.

17) Upon written request to the Board, the holder of any duly recorded mortgage or trust deed against any Unit shall be given a copy of any and all notices permitted or required by this

Declaration to be given to the Owner or Owners whose ownership is subject to such mortgage or trust deed. Upon receipt by the Association of written request from the mortgagee of any Unit revealing the mortgagee's interest in such Unit, and requesting notice of any condemnation or casualty loss which affects either a material portion of the Project or the Unit securing its mortgage, delinquency in excess of sixty (60) days in the payment of assessments or charges owed by the owner of any Unit on which it holds a mortgage, a lapse, cancellation, or material modification of the Association's insurance; or proposed actions that require the consent of specified percentages of Unit Owners, the Association will provide notice thereof in a timely manner to said mortgagee. An audited financial statement will also be provided upon written request from such mortgagee.

18) The maximum number of Units in the Project is sixty-four (64).

19) The members of the Board and the officers thereof or of the Association and the Managing Agent shall not be liable to the Owners for any mistake of judgment or any acts or omissions made in good faith as such members or officers or Managing Agent. Such members or officers and the Managing Agent shall have no personal liability with respect to any contract made by them in good faith on behalf of the Association.

20) This Declaration shall be liberally construed as to facilitate and promote its objectives hereinabove set forth. Narrow, technical and literal construction of this instrument, inconsistent with the objectives of the Declarant, the Board and Owners shall be avoided.

21) The headings contained in this Declaration are for reference only and shall not in any way affect the meaning or interpretation of this Declaration.

22) Any notice required or desired to be given under the provisions of this Declaration to any Member, Owner or any other persons entitled to use the Common Property or any part thereof shall be deemed to have been properly served when mailed by certified or registered mail, return receipt requested, when deposited in the United States mail, postage prepaid, directed to the last known address for such person, all as shown on the books and records of the Association at the time such notice is given.

23) In the event there is at any time a conflict between any provision of this Declaration and any provision of any then effective ordinance, rule or regulation of the Village of Hinsdale, Illinois, the ordinance, rule or regulation of the Village of Hinsdale then in effect shall prevail, but only to the extent it is more restrictive than this Declaration.

24) The Declarant/Developer reserves the right, prior to the date the initial meeting of Owners is held, to amend this Declaration so that it will comply with the legal requirements of the Federal National Mortgage Association, the Federal Home Loan Mortgage Corporation, the Federal Housing Administration, the United States Veterans Administration or their respective successors and assigns.

25) Closing on the Purchase of Unit shall be deemed consent by the Owner(s), or beneficial Owner, of the Unit for the Association to publish the name, address and telephone number in the Directory of Unit Owners published by the Association.

26) The Village of Hinsdale shall have the right, but not the obligation, to enforce the Covenants or obligations of the Association and/or the Owners of Units, on the Lots as defined and provided within the Declaration and further shall have the right upon (30) days prior written notice specifying the nature of a default, to enter upon the Lots and cure such default, or cause the same to be cured at the cost and expense of the Association, Unit Owners or other Owners of the Lots or Units. The Village of Hinsdale shall also have the right to charge or place a lien upon a Lot or Unit for the repayment for such costs and expenses, including reasonable attorney's fees and costs in enforcing such obligations.

THIS DECLARATION is executed this _____ day of _____,
_____, by the Declarant, **HINSDALE MEADOWS VENTURE**, as the Owner
of the Project.

HINSDALE MEADOWS VENTURE

By: _____
_____, President

This Document Was Prepared and after recording mail to
John H. Jackson, Attorney at Law
Jackson and Slewitzke, Ltd.
901-907 Burlington Ave. Suite 7, Western Springs, IL 60558
(708) 286-1020

STATE OF ILLINOIS))
) SS.
COUNTY OF COOK)

I, the undersigned a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that the above named _____ President of **HINSDALE MEADOWS VENTURE**, Declarant, personally known to me to be the same person whose name is subscribed to the foregoing instrument as such _____ President appeared before me this day in person and acknowledge that he signed and delivered the said instrument as his own free and voluntary act and as the free and voluntary act of said company for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____,

Notary Public

(N O T A R Y
S E A L)

**EXHIBIT "A" TO THE DECLARATION OF
COVENANTS, CONDITIONS, EASEMENTS AND
RESTRICTIONS FOR THE HINSDALE MEADOWS SUBDIVISION**

**LEGAL DESCRIPTION OF
HINSDALE MEADOWS SUBDIVISION**

EXHIBIT "B" TO THE DECLARATION OF
COVENANTS, CONDITIONS, EASEMENTS AND
RESTRICTIONS FOR THE HINSDALE MEADOWS SUBDIVISION
BY-LAWS OF HINSDALE MEADOWS HOMEOWNERS ASSOCIATION

**EXHIBIT "C" TO THE DECLARATION OF
COVENANTS, CONDITIONS, EASEMENTS AND
RESTRICTIONS FOR THE HINSDALE MEADOWS SUBDIVISION**

**ASSESSMENT ALLOCATION PERCENTAGES TO UNITS IN
HINSDALE MEADOWS SUBDIVISION**

EXHIBIT "D" TO THE DECLARATION OF
COVENANTS, CONDITIONS, EASEMENTS AND
RESTRICTIONS FOR THE HINSDALE MEADOWS SUBDIVISION

INSURANCE SCHEDULE OF COVERAGES

Revision Date: May 17, 2017

DEVELOPMENT AGREEMENT
BY AND BETWEEN THE VILLAGE OF HINSDALE
AND HINSDALE MEADOWS VENTURE
(Southeast Corner of 55th Street and County Line Road)

Prepared by:

Hinsdale Meadows Venture
2550 Waukegan Road, Suite 220
Glenview, Illinois 60025
Attn: Jerry James
(847) 724-0200

After recording, return to:

Village of Hinsdale
19 E. Chicago Avenue
Hinsdale, Illinois 60521

DEVELOPMENT AGREEMENT
BY AND BETWEEN THE VILLAGE OF HINSDALE
AND HINSDALE MEADOWS VENTURE
(Southeast Corner of 55th Street and County Line Road)

THIS DEVELOPMENT AGREEMENT (the “Agreement”) is made and entered into as of the ____ day of _____ 2017 (the “Effective Date”), by and between the VILLAGE OF HINSDALE (the “Village”), and HINSDALE MEADOWS VENTURE, (the “Developer”). The Village and the Developer are sometimes hereinafter referred to individually as a “Party” and collectively as the “Parties”.

W I T N E S S E T H:

WHEREAS, the Developer is the owner of that certain tract of real property consisting of approximately 24.5 acres, legally described on Exhibit A attached hereto and generally located on the southeast corner of the intersection of 55th Street and County Line Road in the Village (the “Property”); and

WHEREAS, the Village approved, by the adoption of Ordinance No. _____, passed and approved on _____, 2017, a Special Use Permit for a Planned Development (PD) to be developed on the Property (the “Approved Ordinance”), comprised of 22 single family and 42 Duplex homes for a total of 64 units in 43 buildings (the “Project”); and

WHEREAS, the Village also approved a final plat of subdivision for the Property prepared by Spaceco, Inc. and dated _____, 2017, for the subdivision of the Property, which final plat of subdivision is attached to this Agreement as Exhibit B (the “Final Plat of Subdivision”); and

WHEREAS, the Developer will use the existing onsite public improvements, including streets, street lights, sidewalks and curbs, water and sewer lines, storm water detention, and parkway trees (collectively, the “Public Improvements”) already installed and approved, and will make the necessary adjustments, connections, repairs, and installation of the final surface on the streets for the Project to serve the 64 dwelling units in accordance with the approved site plan prepared by BSB Design, Inc. dated _____, 2017 (the “Final Site Plan”), the approved final engineering plans prepared by Spaceco, Inc. dated _____, 2017 (the “Final Engineering Plans”), and the approved final landscaping plans prepared by BSB Design, Inc. and dated _____, 2017 (the “Final Landscaping Plans”), said final plans being attached to this Agreement as Group Exhibit C and hereinafter referred to as the “Final Plans”; and

WHEREAS, the Developer will enter into contracts for modifications to the Public Improvements, including certain sanitary sewer, storm sewer, and water main relocations, final surface course for the streets, sidewalk repairs, and parkway tree relocations and plantings (collectively, the “Additional Public Improvements Work”); and

WHEREAS, the Developer completed and received approvals from the Illinois Department of Transportation and the Cook County Highway Department for the re-work of the intersection of County Line Rd and 55th Streets, and no other off-site work is contemplated by or expected of the Developer; and

WHEREAS, the on-site detention pond has been installed and approved by the Village, and certain proposed minor modifications are being proposed to accommodate the Project, the Village shall issue the required permit for such modifications in compliance with the requirements of the DuPage County Storm Water Division, and the Developer shall confirm additional requirements, if any, of the Metropolitan Water Reclamation District; and

WHEREAS, the President and Board of Trustees of the Village (the “Corporate Authorities”), after due and careful consideration, have concluded that the development of the Property on the terms and conditions set forth in the Approved Ordinance and this Agreement will promote sound planning, increase the taxable value of property within the Village, and serve the best interests and general welfare of the Village and its citizens; and

WHEREAS, pursuant to notices given as required by applicable law, all required public meetings have been held by all appropriate commissions and other bodies relating to subdivision controls, zoning, and other requested relief;

NOW, THEREFORE, in consideration of the foregoing recitals, which are hereby incorporated into and made a part of this Agreement, and the mutual covenants and agreements set forth below, the Parties hereby agree as follows:

Section 1. Development Standards. The Property, except for minor alterations approved by the Village Engineer due to field conditions or other circumstances, shall be developed pursuant to and in accordance with the following:

1. the Approved Ordinance; and
2. this Agreement; and
3. the Final Plat of Subdivision; and
4. the Final Plans; and
5. the provisions of the Hinsdale Zoning Ordinance, as the same exists as of the Effective Date of the Agreement (the “Zoning Ordinance”); and
6. the provisions of the Hinsdale Subdivision Code, as the same exists as of the Effective Date of this Agreement (the “Subdivision Code”); and

7. the provisions of all other applicable Village codes and ordinances (collectively, the “Applicable Village Codes and Ordinances”); and
8. the requirements of all applicable federal, state and county laws.

In the event of a conflict between the Approved Ordinance, this Agreement, the Final Plat of Subdivision or the Final Plans, on the one hand, and the provisions of the Zoning Ordinance, the Subdivision Code or other Applicable Village Codes and Ordinances, on the other hand, the former shall prevail. In the event of a conflict between either the Approved Ordinance or this Agreement, on the one hand, and either the Final Plat of Subdivision or the Final Plans, on the other hand, the former shall prevail.

Section 2. Village Consents, Approvals and Cooperation. Whenever the consent, approval or cooperation of the Village, or of any of its employees, consultants, attorneys, agents or representatives, is required to be given or rendered under the provisions of this Agreement or otherwise, the same shall not be unreasonably withheld, delayed or conditioned.

Section 3. Improvements, Public, Private and Easements.

A. Improvements Required. The Developer has already constructed the Public Improvements and will undertake the Additional Public Improvements Work, at its sole cost and expense, to serve the Project. The Public Improvements and Additional Public Improvements Work are set forth on Exhibit D attached hereto. The Public Improvements, as completed or improved by the Additional Public Improvements Work, are collectively referred to as the “Improvements” in this Agreement.

B. Easements Required. Public service and utility easements are included on the Final Plat of Subdivision. In the event of a conflict in the application or interpretation of the terms and provisions of the public service and utility easements granted on the Final Plat of Subdivision and the terms and provisions of this Agreement, the terms and provisions of this Agreement shall govern and control.

C. Construction of the Improvements.

1. Construction Standards. The Developer shall undertake the Additional Public Improvements Work pursuant to and in accordance with the Development Standards set forth in Section 1 of this Agreement.
2. Village Inspections and Approvals. All work undertaken by the Developer on the Public Improvements shall be subject to inspection and approval by the Village Engineer at all times. Within 10 business days of receipt of notice (weather permitting) from the Developer that one or more of the components of the Additional Public Improvements Work

have been completed (which notice shall set forth with specificity which components have been completed), the Village Engineer shall inspect said components and indicate approval or disapproval of the same by written notice to the Developer (the "Inspection Notice") given within five business days following such inspection. If such components of the Additional Public Improvements Work are not approved, the reasons therefor shall be set forth in the Inspection Notice. Upon the Developer's correction of the items set forth in the Inspection Notice, the Village Engineer, within five business days of receipt of written notice, shall re-inspect only the items set forth in the Inspection Notice to be corrected and either approve or disapprove said items, in writing, within five business days of said re-inspection. Said 10-business day and five business day periods may be extended if the Village Engineer is delayed due to causes beyond the Village Engineer's reasonable control provided the Village Engineer promptly notifies the Developer of such cause for delay. If the Village Engineer determines that any items on the Inspection Notice remain to be corrected after the second such re-inspection and the Developer disputes such determination, such dispute will be submitted in the first instance to the Village Manager and thereafter, if necessary to the Corporate Authorities, for resolution, which resolution shall be based on the provisions of the Approved Ordinance, this Agreement and all Applicable Village Codes and Ordinances, except to the extent that such Applicable Village Codes and Ordinances were amended since the previously-installed Public Improvements were constructed.

3. Other Approvals. When the construction and installation of any improvement requires the consent, permission, or approval of any public agency or private party, the Developer, with the cooperation of the Village, shall promptly file all applications, enter into all agreements, post all security, pay all fees and costs, and otherwise take all steps that may be required to obtain such consent, permission, or approval.
4. Construction Vehicles. The Developer shall require that all construction vehicles, including passenger vehicles and construction equipment, be parked at all times within the Property, and keep all routes used for construction traffic free and clear of mud, dirt and debris and shall repair any damage caused by such construction traffic.
5. Streets; Access and Circulation. All streets required to provide access to or circulation within the Property for general traffic have been constructed by the Developer prior to the Effective Date of this Agreement. The final surface course of the streets will be bituminous concrete (1.5" asphalt) pavement and will be installed before the street

is conveyed to and accepted by the Village. The Developer may use the streets for construction traffic and shall, during the period of the use, keep the streets free and clear of mud, dirt, debris, obstructions, and hazards and shall, after the use is no longer necessary, restore, and repair the streets to the standards established herein for the construction of the streets.

6. Construction Hours. Construction hours shall be permitted during the allowable hours of work, which are 8 am to 8 pm weekdays and 8 am to 4 pm on Saturdays. No work shall be allowed on Sundays. The Developer shall comply with these hours of construction, unless Village approval for extended hours is granted due to extenuating circumstances, or in the event emergency repairs are required.

D. Dedication and Maintenance of the Improvements. The Developer shall convey the Improvements to the Village as “public improvements”, and the Village shall accept them, and all previously dedicated rights-of-way, in the manner hereinafter specified. Neither the execution of this Agreement nor the approval or recording of the Final Plat of Subdivision shall constitute an acceptance by the Village of any of the Improvements, including without limitation any streets or other public facilities, or any of the rights-of-way within the Project notwithstanding their designation as being as “hereby dedicated” on the Final Plat of Subdivision. No Improvement shall be accepted by the Village except by a resolution duly adopted by the Corporate Authorities specifying with particularity the Improvement or Improvements being accepted. The Developer shall convey the Improvements to the Village as “public improvements” by a customary form bill of sale following their inspection and approval in accordance with Section 3.C.2 above and following the delivery to the Village Engineer of approved “as-built” drawings, and a certification from the Developer’s engineer that such Improvements have been constructed in accordance with the Final Plans, the provisions of this Agreement, and all Applicable Village Codes and Ordinances, except to the extent that such Applicable Village Codes and Ordinances were amended since the previously-installed Public Improvements were constructed. Not less than 30 calendar days following the receipt of the last of the items required for conveyance of said Improvements, the Village shall accept such Improvements, by resolution, and all previously dedicated rights-of-way and easements. Such conveyance may be effected on a phase-by-phase and an Improvement-by-Improvement basis. Within 10 business days of the Village’s receipt of the last of the required documents identified above, and provided the required maintenance bond has been deposited with the Village, the Performance Security deposited with the Village pursuant to Section 4 for the Improvements then being accepted shall be returned to the Developer and thereafter the Village shall own and maintain such Improvements as “public improvements”.

E. Kathryn Legge Memorial (KLM) Park Improvements. The Developer, as a public benefit included in the PD for the Project, shall re-grade and level three lacrosse fields located in KLM Park near the north end of the park property (the “KLM Park Improvements”). The dirt to be used to level the fields will come from the excess soils excavated from the Project site. Storage of excess dirt will be on the KLM property near the lacrosse fields and when sufficient dirt is available to level one field, leaving 2 of the 3 for use, work may commence, subject to Hinsdale Park District approval.

Access to KLM Park from the construction site with trucks carrying the dirt shall be from a mutually-agreeable location along the mutual property line of the two parcels. When the Developer gives notice to the Village that it no longer needs direct access to KLM Park from the common property line, access to KLM Park shall be from the adjacent public road system. The location for the dirt storage on the KLM property shall be agreed upon between the Developer and Hinsdale Park District officials. When the final lacrosse field is finished, the Developer shall restore all the landscaping that was damaged, including the fence on the property line to its original condition.

F. Issuance of Building Permits, Building Plan Review, Building Inspection Fees and Certificates. Subject to the opportunity to cure provisions set forth in this Agreement, the Village shall have the absolute right to withhold any building permit or certificate of occupancy at any time the Developer is in breach of the provisions of this Agreement. No building permit shall be issued for any site unless and until all plans for the building to be constructed on such lot have been approved and the related permit fees, as the same are in effect as of the Effective Date of this Agreement, have been paid. Subject to the foregoing and to the other provisions of this Agreement, no other building permit fees, building plan review fees or building inspection fees shall be imposed by the Village on the Developer in connection with the construction of the Project.

G. Applicable Building Codes. All dwelling units constructed on the Property during the six-year period following issuance of the first dwelling unit permit issued for the Property after the Effective Date of this Agreement shall be constructed in compliance with the provisions of the Village’s Building Codes, as the same exist as of the Effective Date of this Agreement. Amendments to such Building Codes that are adopted by the Village after expiration of said six-year period shall become applicable to the Property 180 days after the date the Village gives notice of such amendment to the Developer. Notwithstanding the foregoing, amendments to such Building Codes to conform them to the requirements of state or federal law shall be applicable to the Property, as and when required by a state or federal mandate.

Section 4. Performance Security.

A. Performance and Payment Bond.

1. As security to the Village for the performance by the Developer of the Developer's obligations to construct and complete the Additional Public Improvements Work pursuant to and in accordance with this Agreement, the Developer shall deposit with the Village Manager a performance and payment bond in a total amount equal to 125% of the costs of the Additional Public Improvements Work, plus the cost of the KLM Park Improvements (the "Performance and Payment Bond").
2. Cost of Additional Public Improvements Work and the KLM Park Improvements. Spaceco, Inc. has prepared the estimate of costs for the Additional Public Improvements Work and the KLM Park Improvements, which is attached hereto as Exhibit E.
3. Partial Reduction and Maintenance of Performance and Payment Bond. The Performance and Payment Bond shall be maintained and renewed by the Developer, and shall be held in escrow by the Village, until approval and acceptance, where appropriate, of all of the Improvements by the Village pursuant to Subsections 3D of this Agreement. The Developer at reasonable intervals may request partial reductions in the amount of the Performance and Payment Bond upon the completion of portions of the Additional Public Improvements Work and the KLM Park Improvements.

B. Form of Bond. The Performance and Payment Bond shall be in a form satisfactory to the Village Attorney, which form shall substantially conform to the form attached to this Agreement as Exhibit F. The Performance and Payment Bond shall be from a surety company acceptable to the Village and licensed to do business in the State of Illinois.

C. Use of Funds in the Event of a Breach of the Agreement. If the Developer fails or refuses to complete the Additional Public Improvements Work as and when required by this Agreement, and such failure continues after notice and lapse of any applicable cure period, the Village, in its discretion, may initiate a claim against the funds remaining in the Performance and Payment Bond, and thereafter proceed to complete the Additional Public Improvements Work and reimburse itself from the proceeds of the Performance and Payment Bond for all of its costs and expenses, including reasonable legal fees and administrative expenses, resulting from or incurred as a result of the Developer's failure or refusal to complete the Additional Public Improvements Work. If the funds remaining in the Performance and Payment Bond are insufficient to repay fully the Village for all such costs and expenses, then the Developer shall, upon the demand of the Village therefor, immediately deposit with the Village any additional funds as the Village determines

are necessary to fully repay such costs and expenses and to establish such cash reserve. If the Developer fails to repay fully the Village for all costs and expenses, the Village may institute a claim against the Developer for reimbursement of those costs and/or may file a lien against the remaining portions of the Property owned by the Developer. After completion of the Developer's obligations to undertake the Additional Public Improvements Work and reimbursement of the Village for all fees and all costs and expenses, including reasonable legal fees and administrative expenses, incurred by the Village, the Village shall release to the Developer any proceeds remaining on deposit with the Village from the Performance and Payment Bond.

Section 5. Payment of Fees, Costs, and Donations; Certain Improvements.

A. General Requirements. In addition to any other costs, payments, fees, charges, contributions or dedications required by this Agreement, the Developer shall pay to the Village, as and when due, all application, inspection, and permit fees, and all water and sewer general and special connection and tap-on fees, required to be paid as a result of the construction of the Project by Applicable Village Codes and Ordinances. The Village shall not increase any such fee as it applies to the Property unless that increase is generally applicable to property throughout the Village.

B. Park Donation. In fulfillment of the subdivision regulations in section 11-1-12 (G) of the Hinsdale Village Code, the Developer (1) shall include the two private park areas on the Property as shown on the Final Engineering Plans, and (2) has previously paid a cash donation of \$720,000.

C. No Other Contributions or Donations. Except as otherwise provided for in this Agreement, the Village shall not require Developer to pay any fees or to donate any land or money or make any other contributions or donations to the Village or any other governmental agency as a result of the subdivision or development of the Property or the construction of dwelling units on the Property.

D. No Recapture Obligations. The Village represents and warrants to the Developer that no recapture fees for off-site sanitary sewer, water or stormwater management improvements, or off-site roadway or traffic signalization improvements shall be due as a result of the subdivision or development of the Property or the construction of dwelling units on the Property.

Section 6. Declaration of Covenants, Restrictions, and Easements. The Developer shall record against the Property, in a form acceptable to the Village Manager and Village Attorney, a Declaration of Covenants, Restrictions, and Easements providing for, among other things, establishment of the Hinsdale

Meadows Homeowners' Association, and the obligations of the homeowners and the homeowners' association for maintenance of the Property.

Section 7. Model Homes, Sales Offices, and Marketing Signage

- A. Model Homes. The Developer may construct and maintain on the Property model homes and appurtenant facilities for each type of housing product being constructed for purposes of marketing the dwelling units intended to be sold to the public. Each model home site may contain a model of each of the floor plans of the housing type that is being offered for sale and temporary fencing, lighting, signage, parking lots and promotional structures.
- B. Sales Offices. Throughout the course of development of the Property, the Developer may construct and maintain sales offices on the Property or use the existing home on Lot 1 or any model units as its sales offices.
- C. Marketing Signage. Marketing signage shall be permitted on the Property, which may include two-sided signs near the entrances to the Property along 55th Street and County Line Road, and on Lot 1 or other lot used on the site for a Sales Office, the location of which could change during the construction period.

Section 8. Liability and Indemnity of Village.

A. No Liability for Village Review. The Developer acknowledges and agrees: (1) that the Village is not, and shall not be, in any way liable for any violations of restrictive covenants applicable to the Property that may occur, or for any damages or injuries that may be sustained, as the result of the Village's review and approval of any plans for the Property or the Improvements, or as a result of the issuance of any approvals, permits, certificates, or acceptances for the development or use of any portion of the Property or the Improvements and (2) that the Village's review and approval of any plans and the issuance of any approvals, permits, certificates, or acceptances does not, and shall not, in any way be deemed to insure the Developer, or any of its successors, assigns, tenants, or licensees, or any third party, against restrictive covenant violations or damage or injury of any kind at any time.

B. Indemnification. The Developer agrees to, and does hereby, hold harmless and indemnify the Village, and all of its elected and appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from any and all claims that may be asserted at any time against any of the parties in connection with: (1) the Village's review and approval of any plans for the Property or the Improvements, (2) the issuance of any approval, permit, certificate, or acceptance for the Property or the Improvements, (3) the development,

construction, maintenance, or use of any portion of the Property or the Improvements, (4) the violation of any restrictive covenant applicable to the Property, and (5) the performance by the Developer of its obligations under this Agreement and the Approved Ordinance.

D. Defense Expenses. The Developer shall, and does hereby agree to pay all expenses, including reasonable legal fees and administrative expenses, incurred by the Village in defending itself with regard to any and all of the claims referenced in Subsections 8A and 8B above.

Section 9. Nature, Survival, and Transfer of Obligations. All obligations assumed by the Developer under this Agreement shall be binding on the Developer, on any and all of the Developer's successors and assigns, and upon any and all future owners of record of all or any portion of the Property (other than an owner of an individual dwelling unit or lot within the Property). To assure that all successors, assigns, and successor owners have notice of this Agreement and the obligations created by it, the Developer shall:

1. Notify the Village in writing at least 15 days prior to any date on which the Developer transfers any legal or beneficial interest in any portion of the Property, other than with respect to the transfer of an individual dwelling unit or improved lot within the Property, to any party not a party to this Agreement; and
2. Incorporate, by reference, this Agreement into any and all real estate sales contracts entered into for the sale of all or any portion of the Property, other than with respect to the transfer of an individual dwelling unit or improved lot within the Property, to any party not a party to this Agreement; and
3. Require, prior to the transfer of all or any portion of the Property, or any legal or equitable interest therein, except with respect to an individual dwelling unit or improved lot within the Property, to any party not a party to this Agreement, the transferee of any portion of the Property to execute an enforceable written agreement, in substantially the form attached hereto as Exhibit G, agreeing to be bound by the provisions of this Agreement, and to provide the Village, on request, with reasonable assurance of the financial ability of the transferee to meet those obligations as the Village may require.

The Village agrees that upon a successor becoming bound to the Developer's obligation created herein in the manner provided herein and providing the financial assurances required herein, if any, the liability of the Developer shall be released to the extent of the transferee's assumption of such liability.

Section 10. No Implied Waiver of Village Rights. The Village shall be under no obligation to exercise rights granted to it in this Agreement except as it shall determine to be in its best interest from time to time. Except to the extent embodied in a duly authorized and written waiver of the Village, no failure to exercise at any time any right granted herein to the Village shall be construed as a waiver of that or any other right.

Section 11. Time of Essence. Time is of the essence in the performance of all terms and provisions of this Agreement.

Section 12. Term. This Agreement shall be in full force and effect from and after the date of its execution for a period of 10 years; provided, however, that this Agreement shall be of no force or effect unless and until the Developer shall have first deposited with the Village Manager the Performance and Payment Bond required pursuant to Subsection 4A of this Agreement. This Agreement shall run with and bind the Property for its term, and shall inure to the benefit of and be enforceable by the Developer and the Village, and any of their respective legal representatives, successors and assigns.

Section 13. Notices. All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered to the addressee thereof (1) when delivered in person on a business day at the address set forth below, or (2) on the third business day after being deposited in any main or branch United States post office, for delivery by properly addressed, postage prepaid, certified or registered mail, return receipt requested, at the address set forth below, or (3) by facsimile transmission, when transmitted to the facsimile telephone number set forth below, when actually received and when accompanied by mailing as provided in phrase (2) of this Section above.

Notices and communications to the Developer shall be addressed to, and delivered at, the following addresses:

Hinsdale Meadows Venture
2550 Waukegan Road, Suite 220
Glenview, Illinois 60025
Attention: Jerry S. James
Fax: (847)724-8155

with a copy to:
Meltzer, Purtill & Stelle LLC
1515 E. Woodfield Road, Suite 250
Schaumburg, Illinois 60173
Attention: Harold W. Francke
Fax: (847) 330-1231

Notices and communications to the Village shall be addressed to and delivered at, these addresses:

Village of Hinsdale
19 Chicago Avenue
Hinsdale, Illinois 60521

with a copy to:
Klein, Thorpe & Jenkins
20 North Wacker Drive, Suite 1660
Chicago IL 60606-2903

Attention: Village Manager
Fax: (630) 789-7015

Attention: Michael Marrs
Fax: (312) 984-6444

By notice complying with the requirements of this Section 13, each Party shall have the right to change the address or addressee, or both, for all future notices and communications to such Party.

Section 14. Enforcement and Remedies.

A. Enforcement. The Parties may enforce or compel the performance of this Agreement, in law or in equity, by suit, action, mandamus, or any other proceeding, including without limitation specific performance; provided, however, that the Developer agrees that it will not seek, and does not have the right to seek, to recover a judgment for monetary damages against the Village or any elected or appointed officials, officers, employees, agents, representatives, engineers, or attorneys thereof, on account of the negotiation, execution, or breach of any of the terms and conditions of this Agreement except for damages actually incurred by the Developer as a result of a breach by the Village of this Agreement.

In addition to every other remedy permitted by law for the enforcement of the terms of this Agreement, the Village shall be entitled to withhold the issuance of building permits or certificates of occupancy for any and all buildings and structures within the Property at any time the Developer has failed or refused to fulfill any of its obligations under this Agreement and such failure or refusal continues after notice and lapse of any applicable cure period as hereinafter provided. In the event of a judicial proceeding brought by one Party to this Agreement against the other Party for enforcement or for breach of any provision of this Agreement, the prevailing Party in any judicial proceeding shall be entitled to reimbursement from the unsuccessful Party of all costs and expenses, including reasonable attorneys' fees, incurred in connection with any judicial proceeding.

B. Remedies. In the event of a breach of this Agreement, the Parties agree that the Party alleged to be in breach shall have, unless specifically provided otherwise by any other provision of this Agreement, 30 days after notice of any breach delivered in accordance with Section 13 of this Agreement to correct the same prior to the non-breaching Party's pursuit of any remedy provided for in this Section 14; provided, however, that the 30-day period shall be extended, but only (1) if the alleged breach is not reasonably susceptible to being cured within the 30-day period, and (2) if the defaulting Party has promptly initiated the cure of the breach, and (3) if the defaulting Party diligently and continuously pursues the cure of the breach until its completion. If any Party shall fail to perform any of its obligations under this Agreement, and if the Party affected by the default shall have given written notice of the default to the defaulting Party, and if the defaulting Party shall have failed to cure the default as provided in this Subsection B, then, in addition to any and all

other remedies that may be available, either in law or equity, the Party affected by the default shall have the right (but not the obligation) to take any action as in its discretion and judgment shall be necessary to cure the default. In any event, the defaulting Party hereby agrees to pay and reimburse the Party affected by the default for all costs and expenses reasonably incurred by it in connection with action taken to cure the default.

Section 15. Amendments and Waiver. No modification, addition, deletion, revision, alteration, or other change to this Agreement shall be effective unless and until the change is reduced to writing and executed and delivered by the Parties. No term or condition of this Agreement shall be deemed waived by any Party unless the term or condition to be waived, the circumstances giving rise to the waiver and, where applicable, the conditions and limitations on the waiver are set forth specifically in a duly authorized and written waiver of such Party. No waiver by any Party of any term or condition of this Agreement shall be deemed or construed as a waiver of any other term or condition of this Agreement, nor shall waiver of any breach be deemed to constitute a waiver of any subsequent breach whether of the same or different provisions of this Agreement.

Section 16. Authority to Execute. The Parties hereby acknowledge and agree that all required notices, meetings, and hearings have been properly given and held by the Village with respect to the approval of this Agreement and agree not to challenge the legality or enforceability of this Agreement or any of the obligations created by it on the grounds of any procedural or substantive infirmity or any denial of any procedural or substantive right. The Village hereby warrants and represents to the Developer that the persons executing this Agreement on its behalf have been properly authorized to do so by the Corporate Authorities. The Developer hereby warrants and represents that it holds fee simple title to the Property. The Developer further represents that: (1) no other person or entity has any legal, beneficial, contractual, or security interest in the Property, (2) the Developer has the full and complete right, power, and authority to enter into this Agreement and to agree to the terms, provisions, and conditions set forth herein and to bind the Property as set forth herein, (3) all legal actions needed to authorize the execution, delivery, and performance of this Agreement have been taken, and (4) neither the execution of this Agreement nor the performance of the obligations assumed by, as applicable, the Developer hereunder will (i) result in a breach or default under any agreement to which the Developer is a party or to which the Developer or the Property is bound or (ii) violate any statute, law, restriction, court order, or agreement to which the Developer, or the Property is subject.

Section 17. No Third Party Beneficiaries. No claim as a third party beneficiary under this Agreement by any person, firm, or corporation shall be made, or be valid, against any Party.

Section 18. Entire Agreement. The Approved Ordinance and this Agreement shall constitute the entire agreement of the Parties relative to the development of the Property and the construction of the Project, all prior agreements, communications and understandings of and between the Parties, whether written or oral, being expressly merged into and superseded by this Agreement.

Section 19. Exhibits. The following Exhibits A through and including G attached to this Agreement are by this reference incorporated herein and made a part hereof:

| | |
|-----------|--|
| Exhibit A | Legal Description of the Property |
| Exhibit B | Final Plat of Subdivision |
| Exhibit C | Final Site Plan, Final Engineering Plans, and Final Landscaping Plans |
| Exhibit D | Public Improvements and Additional Public Improvements Work |
| Exhibit E | Approved Cost Estimate for Additional Public Improvements Work and KLM Park Improvements |
| Exhibit F | Form of Performance and Payment Bond |
| Exhibit G | Transferee Assumption Agreement |

[signatures appear on next page]

IN WITNESS WHEREOF, the Parties have hereunto set their hands as of the dates set forth below their respective signatures, to be effective as of the Effective Date.

VILLAGE OF HINSDALE

By: _____
Thomas K. Cauley, Jr.
Village President

Date: _____

ATTEST:

By: _____
Christine Bruton
Village Clerk

HINSDALE MEADOWS VENTURE

By: _____
Jerry S. James, President

Date: _____

ACKNOWLEDGMENTS

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

The foregoing instrument was acknowledged before me on _____, 2017, by Thomas K. Cauley, Jr., the Village President of the VILLAGE OF HINSDALE, an Illinois municipal corporation, and by Christine Bruton, the Village Clerk of said municipal corporation.

Signature of Notary

SEAL

My Commission expires: _____

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

The foregoing instrument was acknowledged before me on _____, 2017, by Jerry S. James, the President of HINSDALE MEADOWS VENTURE, which individual is known to me to be the same person who signed the foregoing instrument as such officer of said corporation for and on behalf of said corporation, and that he executed the same as his free and voluntary act and deed, and as the free and voluntary act and deed of said company, for the uses and purposes therein mentioned.

Signature of Notary

SEAL

My Commission expires: _____

TABLE OF EXHIBITS

| | |
|-----------|--|
| Exhibit A | Legal Description of the Property |
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| Exhibit E | Approved Cost Estimate for Additional Public Improvements Work and KLM Park Improvements |
| Exhibit F | Form of Performance and Payment Bond |
| Exhibit G | Transferee Assumption Agreement |

55TH STREET

PROPOSED EARTH BERM, LANDSCAPE SCREEN

COUNTY LINE ROAD

Park A

Park B

HOME TO BE DEMOLISHED

PROPOSED TWO FAMILY UNITS

PROPOSED DUET UNITS

Detention

PATH CONNECTION TO KATHERINE LEGGE PARK

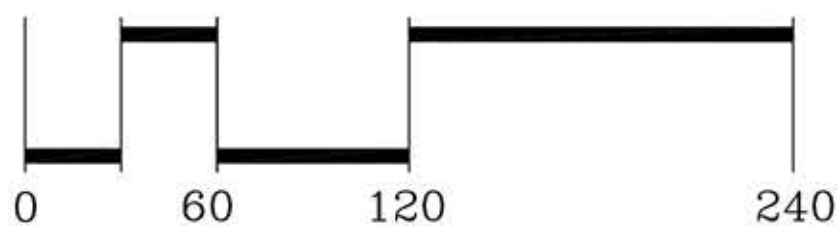
| | |
|----------------------------------|-------------------|
| Tot. SF Units | 22 |
| Min. Lot Area | 10,005 SF |
| Avg. Lot Area | 13,994 SF |
| Front Yard from Internal Streets | *30' |
| Building-Building (Side) | 16' |
| Rear Yard | Varies (30' Min.) |
| Tot. MF (Duet) Units | 42 |
| Min. Combined Lot Area | 15,008 SF |
| Avg. Combined Lot Area | 15,969 SF |
| Front Yard from Internal Streets | *30' |
| Building-Building (Side) | 18' |
| Rear Yard | Varies (25' Min.) |
| Perimeter Setbacks | |
| 55th Street | **50' |
| County Line Rd. (Existing Lot 1) | 35' |
| County Line Road | **50' |
| East Property Line | **50' |
| South Property Line | **50' |
| Total Units | 64 |
| Total No. of Structures | 43 |
| Site Area | |
| SF Lot Area | 7.07 Ac. |
| Two Family Lot Area | 7.70 Ac. |
| ROW | 4.38 Ac. |
| Detention/Open Space | 5.35 Ac. |
| Site Area | 24.50 Ac. |
| Density | 2.4 Du/Ac. |

*Excluding Open Porches

**Excluding Decks and Optional Screen-in Porches and Sunrooms

North

Scale: 1" = 60'



EDWARD R. JAMES PARTNERS, LLC

bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

Sheet L-0

Hinsdale Meadows

Conceptual Site Plan (64 Units)

Date: October 10, 2016

Rev: February 22, 2017

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BSB
DESIGN

Attachment 2

VILLAGE OF HINSDALE

ORDINANCE NO. O2017-08

**AN ORDINANCE APPROVING A PLANNED
DEVELOPMENT CONCEPT PLAN AND SPECIAL USE PERMIT - 55TH
STREET/COUNTY LINE ROAD – HINSDALE MEADOWS VENTURE, LLC**

WHEREAS, Hinsdale Meadows Venture, LLC (the "Petitioner") has filed with the Village of Hinsdale an application (the "Application") seeking Planned Development Concept Plan approval, as well as a related Special Use permit, for a proposed Planned Development (the "Planned Development"), on a 24.5 acre site at the southeast corner of 55th Street and County Line Road, Hinsdale, Illinois (the "Property"), located in the R-2 Single-Family Residential Zoning District; and

WHEREAS, the Subject Property is legally described in **Exhibit A** attached hereto and made a part hereof; and

WHEREAS, the Application has been referred to the Plan Commission of the Village and has been processed in accordance with the Zoning Code, as amended; and

WHEREAS, following the conclusion of the Public Hearing properly published in *The Hinsdalean* that was opened on October 12, 2016, continued on November 9 and December 14, 2016, and concluded on January 11, 2017 (together the "Public Hearing"), the Plan Commission (the "PC"), made a motion to recommend approval of the Planned Development Concept Plan for 59-units, as amended during the course of the Public Hearing, as well as the Special Use Permit for the Planned Development, subject to certain conditions, all as set forth in the Plan Commission's Findings and Recommendation for Plan Commission Case No. A-18-2016 ("Findings and Recommendation"), a copy of which is attached hereto as **Exhibit B** and made a part hereof; and

WHEREAS, the President and Board of Trustees of the Village have duly considered the Findings and Recommendation of the Plan Commission, and all of the materials, facts and circumstances affecting the Application, and find that the Application, as amended during the Public Hearing, and as further amended by the Board to a total of 64 units, with a different mix of single family and duplex homes than in the Application, and with the conditions specified below, satisfies the standards set forth in Sections 11-602 and 11-603 of the Zoning Code relating to special use permits and planned developments. The revised 64-unit site plan, and related documents submitted by the Applicant to the Board of Trustees, are attached hereto as **Group Exhibit C** and made a part hereof.

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

Section 1: Incorporation. Each whereas paragraph set forth above is incorporated by reference into this Section 1.

Section 2: Approval of Planned Development Concept Plan and a Special Use Permit for the Hinsdale Meadows Planned Development. The President and Board of Trustees, acting pursuant to the authority vested in it by the laws of the State of Illinois and the Zoning Code, hereby approves the concept plan and a special use permit for the Planned Development proposed in the Application, as amended, for the Subject Property located at the southeast corner of 55th Street and County Line Road, Hinsdale, Illinois, legally described in **Exhibit A**, in the R-2 Single-Family Zoning District. The approved concept plan calls for twenty-one (21) new single family homes, one (1) existing traditional single family home that will remain on the Property, and forty-two (42) duplex homes, for a total of sixty-four (64) units, all as further described in the various exhibits attached hereto. The approval is specifically conditioned on the following:

- a. No basement bedrooms be allowed to be constructed by the Developer or Owners, as set forth in Article IX, Paragraph 20 of the Declaration of Covenants, Conditions, Easements and Restrictions for Hinsdale Meadows;
- b. A detailed traffic study be provided as part of any future Final Plan approval;
- c. Article IX, Paragraph 18, of the Declaration of Covenants, Conditions, Easements and Restrictions for Hinsdale Meadows shall be revised to state that there shall be no recreational devices of any kind permitted on a Lot within the Planned Development;
- d. Full bathrooms in the basements of Units shall be prohibited, and Article IX, Paragraph 20 of the Declaration of Covenants, Conditions, Easements and Restrictions for Hinsdale Meadows shall be revised to state that full bathrooms in the basements of Units may not be constructed by the Developer or Owners.

It is noted that while the Plan Commission's Findings of Fact included additional conditions recommending further discussion and investigation regarding stormwater management and impacts, making the development age-restricted, and public benefits, the Board has discussed and considered these topics and is satisfied with the proposed public benefit, with the age-targeted, as opposed to age-restricted, nature of the development, and with the fee in lieu of BMP proposed by the Petitioner relative to stormwater management.

Section 3: Violation of Condition or Code. Any violation of any term or condition stated in this Ordinance or of any applicable code, ordinance, or regulation of the Village shall be grounds for the immediate rescission by the Board of Trustees of the approvals made in this Ordinance.

Section 4: Severability and Repeal of Inconsistent Ordinances. Each section, paragraph, clause and provision of this Ordinance is separable, and if any section, paragraph, clause or provision of this Ordinance shall be held unconstitutional or invalid for any reason, the unconstitutionality or invalidity of such section, paragraph, clause or provision shall not affect the remainder of this Ordinance, nor any part thereof, other than that part affected by such decision. All ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

Section 5: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

PASSED this 7th day of March 2017.

AYES: Trustees Elder, Byrnes, Stifflear, Hughes, LaPlaca

NAYS: Trustee Banke

ABSENT: None

APPROVED by me this 7th day of March, 2017, and attested to by the Village Clerk this same day.



Thomas K. Cauley, Jr.
Thomas K. Cauley, Jr., Village President

Christine M. Bruton
Christine M. Bruton, Village Clerk

ACKNOWLEDGEMENT AND AGREEMENT BY THE PETITIONER TO THE CONDITIONS OF THIS ORDINANCE:

By: Edward R. James Partners, LLC

Its: PRESIDENT

Date: 3/7, 2017

EXHIBIT A
(ATTACHED)

CHICAGO TITLE INSURANCE COMPANY
OWNER'S POLICY (1992)
SCHEDULE A

DATE OF POLICY:

AMOUNT OF INSURANCE:

1. NAME OF INSURED:

Date of Recording
NYS Genell
10-28-07

HINSDALE MEADOWS VENTURE

2. THE ESTATE OR INTEREST IN THE LAND AND WHICH IS COVERED BY THIS POLICY IS A
FEE SIMPLE, UNLESS OTHERWISE NOTED.

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

THE INSURED.

4. THE LAND HEREIN DESCRIBED IS ENCUMBERED BY THE FOLLOWING MORTGAGE OR TRUST DEED
AND ASSIGNMENTS:

NONE

AND THE MORTGAGES OR TRUST DEEDS, IF ANY, SHOWN IN SCHEDULE B HEREOF.

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED.

CHICAGO TITLE INSURANCE COMPANY
OWNER'S POLICY (1992)
SCHEDULE A (CONTINUED)

5. THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

THE NORTH 1550 FEET OF THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THAT PART FALLING IN THE EAST 1520 FEET OF THE NORTH 1550 FEET OF THE NORTHWEST 1/4 OF SECTION 18 AFORESAID) AND ALSO EXCEPTING THEREFROM THE FOLLOWING TWO TRACTS:

TRACT 1: BEGINNING AT A POINT ON THE SOUTH LINE OF THE NORTH 1550.0 FEET OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 18, AND 33.00 FEET EAST OF THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18, THENCE SOUTH 89 DEGREES 52 MINUTES 38 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 1550.0 FEET OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 18 FOR A DISTANCE OF 665.83 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 154.92 FEET; THENCE NORTH 37 DEGREES 18 MINUTES 38 SECONDS EAST FOR A DISTANCE OF 78.55 FEET; THENCE NORTH 27 DEGREES 54 MINUTES 42 SECONDS WEST FOR A DISTANCE OF 155.43 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 24 SECONDS EAST FOR A DISTANCE OF 398.55 FEET; THENCE NORTH 28 DEGREES 08 MINUTES 09 SECONDS WEST FOR A DISTANCE OF 117.07 FEET; THENCE SOUTH 86 DEGREES 36 MINUTES 53 SECONDS WEST FOR A DISTANCE OF 358.59 FEET; THENCE SOUTH 08 DEGREES 18 MINUTES 18 SECONDS WEST FOR A DISTANCE OF 118.66 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST FOR A DISTANCE OF 210.77 FEET TO THE EAST LINE OF COUNTY LINE ROAD; THENCE SOUTH 00 DEGREES 01 MINUTES 07 SECONDS EAST ALONG THE EAST LINE OF COUNTY LINE ROAD FOR A DISTANCE OF 716.52 FEET TO THE PLACE OF BEGINNING, AND

TRACT 2: THAT PART OF COUNTY LINE ROAD LYING WEST OF AND ADJOINING TRACT 1 AFORESAID.

ALL IN COOK COUNTY, ILLINOIS.

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED.

EXHIBIT B

**FINDINGS AND RECOMMENDATION
(ATTACHED)**

**FINDINGS OF FACT AND RECOMMENDATION OF THE
PLAN COMMISSION
VILLAGE OF HINSDALE**

February 8, 2017

RE: Case No. A-18-2016 – Text Amendment/Planned Development Permit/Special Use Application – 55th Street/County Line Road, Hinsdale, Illinois

PETITIONER: Hinsdale Meadows Venture, LLC

APPLICATION: For a text amendment to allow Planned Developments in any single-family residential zoning district, subject to a minimum lot area of 20 acres, and for planned development concept plan approval/special use permit for a 59-unit residential planned development consisting of duplexes and single-family homes, on property located at the southeast corner of 55th Street and County Line Road, Hinsdale, Illinois

BACKGROUND: The 24.5 acre site at the southeast corner of 55th Street and County Line Road, Hinsdale, Illinois (the "Property") is located in the R-2 Single-Family Residential Zoning District. It has previously been platted for a conventional development of 36 single family homes. While roads and utility services were installed, only one (1) single-family home was ever completed, and two (2) were partially constructed on the Property.

Hinsdale Meadows Venture, LLC (the "Petitioner") has now filed an application for a text amendment and for a Planned Development Concept Plan approval, as well as a related Special Use permit approval for the planned development (collectively, the "Application"). The Application has been revised and amended during the public hearing process based on input received from the Plan Commission. The Petitioner's final proposal is referred to herein as the "Amended Application". The Application as originally filed proposed the construction of a fifty nine (59) unit planned development (the "Planned Development"), including twenty-seven (27) single family homes, two (2) traditional single family homes and thirty (30) duplex homes. The Planned Development is proposed as an age-targeted development, meaning it is designed and intended to attract empty-nester residents, but is not proposed to be affirmatively age-restricted.

During the Public Hearing process, the Planned Development was slightly revised, so that the final Planned Development concept plan being forwarded for approval as part of the Amended Application includes twenty-eight (28) new single family homes, one (1) existing traditional single family home that will remain on the Property, and thirty (30) duplex homes. A single family home and duplex home switched places for a more logical plan during the Public Hearing Process. Based on grade, the proposed homes may have a lookout basement, standard basement, or walkout basement (or, if a Buyer prefers, no basement). All new homes feature a first floor master bedroom and two bedrooms on the second floor (3 bedrooms total).

The proposed text amendment (the "Proposed Text Amendment") is to allow planned developments as a special use in any single-family residential district, subject to the issuance of a special use permit and subject to a minimum lot area of 20 acres. Planned developments are currently only allowed as a special use in multi-family residential zoning districts.

The Planned Development proposes to utilize the existing road configuration and infrastructure, with some minor modifications to the utility services, as well as the existing detention pond. The two (2) unfinished single-family homes on the Property are proposed to be demolished, and the one finished single-family home will be sold as part of the Planned Development.

APPLICATION: The Amended Application anticipates that certain waivers from the Village of Hinsdale Zoning Code (the "Zoning Ordinance") will be provided by the Village relative to the Planned Development at the time the Final Plan is approved.

The Amended Application, inclusive of all Developer submittals during the course of the Public Hearing, is attached hereto as Exhibit 1 and made a part hereof.

PUBLIC HEARING: At the duly and properly noticed Hearing, testimony was taken and heard by the Plan Commission on the Application and, subsequently, the Amended Application. All persons testifying during the Hearing were sworn prior to giving testimony. All persons wishing to be heard were given the opportunity to ask questions of the other witnesses and to provide testimony on their own behalf. Subjects discussed at length during the Public Hearing included the design of the homes and duplexes and the amenities to be provided in each, the public benefit of approving the Planned Development, traffic, drainage and stormwater management, the content of the Homeowners Association declaration and covenants, price points of units, the pros and cons of age-targeted v. age-restricted housing, and the need for empty-nester housing within the Village. Transcripts of the Public Hearing are attached hereto as Exhibit 2 and made a part hereof.

During the course of the Public Hearing, a number of persons spoke in favor of the proposed Planned Development. A number of those persons identified themselves as persons who might be interested in purchasing within the Development. There was also testimony against the Planned Development. Objectors expressed concerns about, among other things, too much density, traffic, and other negative impacts, and urged the Plan Commission to protect the Zoning Code. The Correspondence received and reviewed by the Plan Commission relative to the proposed Planned Development is attached hereto as Exhibit 3 and made a part hereof.

MOTIONS AND RECOMMENDATIONS: On January 11, 2017, following the conclusion of the Public Hearing opened on October 12, 2016, continued on November 9 and December 14, 2016, and concluded on January 11, 2017 (together the "Public Hearing"), the Plan Commission, made separate motions and findings relative to 1) the Proposed Text Amendment; and 2) The Planned Development Concept Plan approval and related Special Use Permit.

Commissioner Fiascone made a motion, seconded by Commissioner Krillenberger, to recommend approval of the Proposed Text Amendment, subject to further staff consideration of how its wording might be revised in order to preserve its general applicability throughout the Village while ensuring that applications for planned developments in single-family zoning districts would be infrequent.

The vote on the motion was six (6) in favor and one (1) opposed.

Commissioner Peterson then made a motion, seconded by Commissioner Fiascone, to recommend approval of the Planned Development Concept Plan for 59-units, as amended during the course of the Public Hearing, as well as the Special Use Permit for the Planned Development, subject to the following conditions:

- a. No basement bedrooms be allowed;

- b. A detailed traffic study be provided as part of any future Final Plan approval;
- c. Continued discussion between the Developer and Village staff as to stormwater management and impacts;
- d. Further investigation of making the development age-restricted for a limited time; and
- e. Further discussion of proposed public benefits.

The vote on that motion was five (5) in favor and two (2) opposed.

FINDINGS ON PROPOSED TEXT AMENDMENT: The Plan Commission, based upon the evidence presented at the Hearing, and pursuant to Section 11-601(E) of the Hinsdale Zoning Code, makes the following Findings as to the Proposed Text Amendment:

STANDARDS FOR APPROVING TEXT AMENDMENT: Section 11-601(E) of the Zoning Code provides that the wisdom of amending the zoning map or the text of the Zoning Code is a matter committed to the sound legislative discretion of the board of trustees and is not dictated by any set standard. However, in determining whether a proposed amendment should be granted or denied the board of trustees should be guided by the principle that its power to amend this code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the board of trustees should weigh, among other factors, certain factors (because most of the factors relate to map amendments, which is not at issue here, only the most relevant factors are listed):

1.The consistency of the proposed amendment with the purposes of this code.

13.The community need for the proposed amendment and for the uses and development it would allow.

TEXT AMENDMENT FINDINGS: The Plan Commission finds that allowing planned developments as a special use in single-family residential zoning districts on properties of 20-acres or more is generally consistent with the purposes of the Zoning Code. Planned developments are a specialized regulatory technique already provided for under the Zoning Code and appropriately used to provide flexibility and promote creativity for substantial developments. The allowance of the planned development as a special use in single-family residential zoning districts of 20 acres or more will still be subject to the detailed and rigorous review required for planned developments under the existing Code provisions, ensuring their use will be limited to appropriate circumstances. The Proposed Text Amendment will allow the consideration of the Application in question here, which is aimed at filling a need for empty-nester housing, as well as future applications for significant developments that are able to meet the criteria for approving a planned development/special use. A majority of the Plan Commission found the standards to have been met. Commissioner Crnovich voted no based on her concern that the language of the Proposed Text Amendment was too expansive.

FINDINGS ON PROPOSED PLANNED DEVELOPMENT CONCEPT PLAN & RELATED SPECIAL USE PERMIT: The Plan Commission, based upon the evidence presented at the Hearing, and pursuant to Sections 11-602(E) and 11-603 of the Hinsdale Zoning Code, makes the following Findings as to the Amended Application requesting Planned Development Concept Plan approval and a related Special Use Permit:

STANDARDS FOR SPECIAL USE: §11-602(E)(1) Special Use Permit Standards:

- (a) **Code And Plan Purposes:** The proposed use and development will be in harmony with the general and specific purposes for which the Zoning Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the official comprehensive plan.
 - (b) **No Undue Adverse Impact:** The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.
 - (c) **No Interference With Surrounding Development:** The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.
-
- (d) **Adequate public facilities.** The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.
 - (e) **No traffic congestion.** The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
 - (f) **No destruction of significant features.** The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.
 - (g) **Compliance with standards.** The proposed use and development complies with all additional standards imposed on it by the particular provision of the Code authorizing such use.

SPECIAL USE FINDINGS: A majority of the Plan Commission found the Planned Development, with the conditions proposed, to be in harmony with the Village's Code, Zoning Code and Comprehensive Plan. The Project, as amended and revised in the Amended Application, is appropriate for the Property and benefits the community as a whole by providing additional residential units in the Village in a form that will be attractive to persons looking to downsize from larger single-family homes. The design and materials proposed for the Planned Development, which will be further refined in the Final Plan, are of high quality and are consistent with those found elsewhere in the Village. The evidence showed that the Village has a need for additional high-quality residential units for owners looking to downsize, or who are not otherwise interested in a large stand-alone single-family home. The Planned Development, as conceived, seeks to minimize any adverse impacts through, among other things, placement of the various housing types within the Development. Adequate public facilities are proposed. While a majority of the Plan Commission finds no initial indication that the Planned Development will cause traffic congestion, it is proposed that a detailed traffic study be done prior to Final Plan approval. No destruction, loss, or damage of any natural, scenic, or historic feature of significant importance is anticipated, and the proposed Planned Development complies with additional standards imposed upon it through the Zoning Code other than for the waivers provided for herein. One of the considerations specified by the Zoning Code to be considered in determining whether the special use standards have been met is whether and to what extent the proposed use and development is necessary or desirable to provide a service or facility that is in the interest of the public convenience or that will contribute to the general welfare of the

neighborhood or community. In this matter, there was ample evidence that housing aimed at empty nesters is desired by the community and that the proposed development will therefore fill a need within the community. The Petitioner is an experienced developer and has the financial and technical capacity to complete the Project.

OBJECTIVES OF PLANNED DEVELOPMENT PROCESS: The Plan Commission also examined whether the Application satisfies the specific objectives sought to be accomplished through the Planned Development process, as set forth in §11-603.B. (Purpose) of the Hinsdale Zoning Code:

1. Creation of a more desirable environment than would be possible through strict application of other Village land use regulations.
2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities.
3. Combination and coordination of architectural styles, building forms, and building relationships.
4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation, and geologic features, the provision of screening or other facilities that benefit neighboring properties, and the prevention of soil erosion.
5. Provision for the preservation and beneficial use of open space.
6. An increase in the amount of open space over that which would result from the application of conventional subdivision and zoning regulations.
7. Encouragement of land uses that promote the public health, safety, and general welfare.

FINDINGS ON PLANNED DEVELOPMENT OBJECTIVES: The Plan Commission found these standards to have been met at this Concept Plan approval stage. In particular, the flexibility and creative use of land allowed by the Planned Development process will allow a development targeted at empty-nesters within the Village in a manner that would not be possible through strict application of the Village's standard zoning regulations. The initial design and development, including aesthetic amenities, and proposed architectural styles, building forms and building relationships, are pleasing. The design and materials proposed for the Project will be further refined in the Final Plan, but are initially found to be of high quality consistent with those found elsewhere in the Village. Beneficial use of open space is provided through the provision of two public parks and a large limited common space area, as well as through the proposed public benefit of improvements to the lacrosse fields at KLM Park. Significant open space is provided over that which would result from the application of conventional subdivision and zoning regulations. The provision of housing aimed at empty-nesters will promote the public health, safety and general welfare by providing additional residential units in the Village in a form that will be attractive to persons looking to downsize from larger single-family homes.

PLANNED DEVELOPMENT STANDARDS: Finally, the Additional Standards for Planned Developments set forth in Section 11-603(E)(2) of the Zoning Code are also found, by a majority of the Plan Commission, to have been met.

§11-603(E)(2) sets forth the following additional standards for planned developments:

2. Additional standards for all planned developments. No special use permit for a planned development shall be recommended or granted unless the applicant shall establish that the proposed development will meet each of the following additional standards:

(a) Unified ownership required. The entire property proposed for planned development treatment shall be in single ownership or under such unified control as to ensure that the entire property will be developed as a unified whole.

(b) Minimum area. The district regulations of this Code establishing standards for particular types of planned development specify the minimum area required for some planned developments. In addition to meeting that specific standard, or where no specific standard is set, the applicant shall have the burden of establishing that the subject property is of sufficient size and shape to be planned and developed as a unified whole capable of meeting the objectives for which planned developments may be established pursuant to Section 11-603.

(c) Covenants and restrictions to be enforceable by village. All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the planned development shall provide that they may not be modified, removed, or released without the express consent of the Board of Trustees and that they may be enforced by the Village as well as by future landowners within the proposed development.

(d) Public open space and contributions. Whenever the Official Comprehensive Plan, Zoning Map, or Official Map indicates that development of a planned development will create a need for land for public purposes of the Village within the proposed planned development, the Board of Trustees may require that such area be designated and to the extent such need is specifically and uniquely attributable to the proposed development, dedicated to the Village for such use. In addition, the Board of Trustees may require evidence that all requirements of Village ordinances pertaining to the dedication of land or the contribution of cash in connection with subdivisions or developments of land have been met as respects the proposed planned development.

(e) Common open space.

(i) Amount, location, and use. The failure of a planned development to provide common open space shall be considered to be an indication that it has not satisfied the objectives for which such developments may be approved pursuant to this Code. When common open space is provided in a planned development, the amount and location of such open space shall be consistent with its intended function as set forth in the application and planned development plans. No such open space shall be used for the construction of any structure or improvement except such structures and improvements as may be approved in the Final Plan as appropriate to the intended leisure and recreational uses for which such open space is intended.

(ii) Preservation. Adequate safeguards, including recorded covenants or dedication of development rights, shall be provided to prevent the subsequent use of common open space for any use, structure, improvement, or development other than that shown on the approved Final Plan. The restrictions must be permanent and not for a given period of years and must run with the land. Such covenants and dedications may provide that they may be released, but only with the express written consent of the Board of Trustees.

(iii) Ownership and maintenance. The Final Plan shall include such provisions for the ownership and maintenance of such open space and improvements as are reasonably necessary to ensure their continuity, care, conservation, maintenance, and operation in accordance with predetermined standards and to ensure that remedial measures will be available to the Village if

such open space or improvements are permitted to deteriorate or are not maintained in a condition consistent with the best interests of the planned development or the Village.

(iv) Property owners' association. When the requirements of the preceding Subparagraph are to be satisfied by the ownership or maintenance of such open space or improvements by a property owners' association, such association shall meet each of the following standards:

(1) The by-laws and rules of the association and all declarations, covenants, and restrictions to be recorded must be approved as part of the Detailed Plan prior to becoming effective. Each such document shall provide that it shall not be amended in any manner that would result in it being in violation of the requirements of this subparagraph; and

(2) The association must be established and all covenants and restrictions must be recorded prior to the sale of any property within the area of the planned development designated to have the exclusive use of the proposed open space or improvements; and

(3) The association must be responsible for casualty and liability insurance, taxes, and the maintenance of the open space and improvements to be deeded to it; and

(4) Membership in the association must be mandatory for each property owner and any successive owner having a right to the use or enjoyment of such open space or improvements; and

(5) Every property owner having a right to the use or enjoyment of such open space or improvements must pay its pro rata share of the cost of the association by means of an assessment to be levied by the association that meets the requirements for becoming a lien on the property in accordance with statutes of the state of Illinois; and

(6) The association must have the right to adjust the assessment to meet changed needs. The membership vote required to authorize such adjustment shall not be fixed at more than two-thirds (2/3) of the members voting on the issue; and

(7) The village must be given the right to enforce the covenants; and

(8) The village must be given the right, after ten (10) days' written notice to the association, to perform any maintenance or repair work that the association has neglected to perform, to assess the membership for such work and to have a lien against the property of any member failing to pay such assessment. For this purpose alone, the village shall have all the rights and powers of the association and its governing body under the agreements and declarations creating the association.

(f) Landscaping and Perimeter Treatment: Any area of a planned development not used for structures or circulation elements shall be landscaped or otherwise improved. The perimeter of the planned development shall be treated so as to ensure compatibility with surrounding uses by means such as: provision of compatible uses and structures, setbacks, screening, or natural or manmade buffers. Every planned development having twenty (20) or more acres shall provide a perimeter landscaped open space along each of its boundaries; each such open space shall have a minimum depth equal to the minimum front yard required in the district in which it is located or which it abuts, whichever is greater.

(g) Building And Spacing: No part of any building shall be closer to any part of any other building than ten feet (10'), or three feet (3') if a fire separation wall has been provided satisfactory to the

village manager, plus one-half foot (1/2') for each one foot (1') by which either or both of such buildings exceed twenty five feet (25') in height.

(h) Private Streets: Private streets are prohibited unless expressly approved by the board of trustees. If so approved, they shall meet all construction standards applicable to public streets. No such streets shall be approved except upon the condition that they shall be owned and maintained by a property owners' association meeting the requirements set forth in subsection E2(e)(iv) of this section.

(i) Sidewalks: A sidewalk meeting the standards of the Hinsdale subdivision ordinance shall be provided along at least one side of every street in or abutting a planned development; provided, however, that such sidewalk may be constructed in a street right of way or as a specific element of the design of the planned development.

(j) Utilities: All utility lines shall be installed underground.

PLANNED DEVELOPMENT FINDINGS: A majority of the Plan Commission found these additional standards to have been met at this Concept Plan stage. The Property is held in unified ownership. The Property meets the minimum area standards for a Planned Development subject to the approval of the Proposed Text Amendment, and is of sufficient size and shape to be planned and developed as a unified whole capable of meeting the objectives for Planned Developments. The Village, as deemed necessary, shall provide specific language in compliance with standard (c) for inclusion in the final covenants, deed restrictions, easements and homeowners declarations. With the inclusion of such language, the Village finds this standard to have been met. A fee in lieu of an open space contribution pursuant to the Village's subdivision ordinance of \$720,000 was previously paid to the Village by the Petitioner at the time of a previous approval regarding the Property, with the last payment being received in 2007. No additional contributions are required at this time. Common open space is proposed in the form of two (2) different public parks, as well as limited common open space for the benefit of a number of the property owners. The declarations and covenants of the homeowner's association shall be required, at the time of their final approval, to include the various requirements set forth in §11-603.E.2.e.iv. The Final Plan shall, upon approval, have landscaping, building spacing, sidewalks and utilities in compliance with the requirements of §11-603.E.2. No private streets are proposed.

RECOMMENDATION: Based upon the foregoing Findings, the Plan Commission, by a vote of six (6) in favor and one (1) opposed, recommends approval of the Proposed Text Amendment, subject to further staff consideration of how its wording might be revised in order to preserve its general applicability throughout the Village while ensuring that applications for Planned Developments in single-family zoning districts would be infrequent.

On a vote of five (5) in favor and two (2) opposed, the Plan Commission further recommends approval of the Planned Development Concept Plan for 59-units, as amended during the course of the Public Hearing, as well as the Special Use Permit for the Planned Development, subject to the following conditions:

- a. No basement bedrooms be allowed;
- b. A detailed traffic study be provided as part of any future Detailed Plan approval;
- c. Continued discussion between the Developer and Village staff as to stormwater management and impacts;
- d. Further investigation of making the development age restricted for a limited time; and
- e. Further discussion of proposed public benefits.

Signed: Stephen J. Cashman
Stephen Cashman, Chairman
Plan Commission
Village of Hinsdale

Dated: 02/13/17

GROUP EXHIBIT C

**REVISED 64-UNIT SITE PLAN AND RELATED DOCUMENTS SUBMITTED TO
BOARD OF TRUSTEES
(ATTACHED)**

VILLAGE OF HINSDALE

ORDINANCE NO. O2017-07

**AN ORDINANCE AMENDING SECTION 3-106 ("SPECIAL USES") OF THE
HINSDALE ZONING CODE TO AUTHORIZE PLANNED DEVELOPMENTS AS A
SPECIAL USE IN SINGLE-FAMILY RESIDENTIAL ZONING DISTRICTS**

WHEREAS, the Village of Hinsdale (the "Village") has received an application from Hinsdale Meadows Venture, LLC (the "Applicant") pursuant to Section 11-601 of the Hinsdale Zoning Code for an amendment to the text of Section 3-106 of the Zoning Code to allow planned developments as special uses in single-family residential zoning districts (the "Application"); and

WHEREAS, the Board of Trustees has given preliminary consideration to the Application pursuant to Section 11-601(D)(2) of the Hinsdale Zoning Code, and has referred the Application to the Plan Commission of the Village for consideration and a hearing. The Application has otherwise been processed in accordance with the Hinsdale Zoning Code, as amended; and

WHEREAS, on October 12, 2016, the Plan Commission opened a public hearing on the proposed text amendment, which was continued on November 9 and December 14, 2016, and concluded on January 11, 2017. The public hearing on the Application was pursuant to notice thereof properly published in *The Hinsdalean*. On January 11, 2017, after considering all of the testimony and evidence presented at the public hearing, the Plan Commission recommended approval of the proposed text amendment by a vote of six (6) in favor, one (1) against and two (2) absent, as set forth in the Plan Commission's Findings and Recommendation for Plan Commission Case No. A-18-2016 ("Findings and Recommendation"), a copy of which is attached hereto as **Exhibit A** and made a part hereof; and

WHEREAS, the President and Board of Trustees of the Village have duly considered the Findings and Recommendation of the Plan Commission, the factors set forth in Section 11-601(E) of the Hinsdale Zoning Code and all of the facts and circumstances affecting the Application.

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

Section 1: Incorporation. Each whereas paragraph set forth above is incorporated by reference into this Section 1.

Section 2: Findings. The President and Board of Trustees, after considering the Findings and Recommendation of the Plan Commission, and other matters properly before it, adopts and incorporates the Findings and Recommendation of the Plan Commission as the findings of this President and the Board of Trustees, as completely

as if fully recited herein at length, The President and Board of Trustees further find that the proposed text amendment set forth below is demanded by and required for the public good.

Section 3: Amendment. Article III (Single-Family Residential Districts), Section 3-106 (Special Uses), of the Hinsdale Zoning Code is hereby amended to read in its entirety as follows:

Sec. 3-106: Special Uses:

Except as specifically limited in the following paragraphs, the following use may be permitted in any single-family residential district subject to the issuance of a special use permit as provided in Section 11-602 of this code and subject to the additional standards hereinafter set forth:

A. Public utility stations, subject to the following additional standards:

1. **Structure Appearance And Screening:** All buildings and structures either shall have exteriors which give the appearance of a structure permitted in the district where located or shall comply with the buffer and landscape requirements applicable to nondwelling uses abutting a residential use pursuant to subsection 9- 107H of this code.
2. **Safety Fencing:** All such uses shall be fenced where any hazard to the safety of human or animal life is present.
3. **Service and Storage Prohibited:** No service or storage yard or building shall be permitted except as permitted for other uses in the district. (1991 Code)

B. Planned Developments, Subject to the following additional standards:

1. The minimum lot area for a Planned Development shall be 20 acres.

Section 4: Severability and Repeal of Inconsistent Ordinances. Each section, paragraph, clause and provision of this Ordinance is separable, and if any section, paragraph, clause or provision of this Ordinance shall be held unconstitutional or invalid for any reason, the unconstitutionality or invalidity of such section, paragraph, clause or provision shall not affect the remainder of this Ordinance, nor any part thereof, other than that part affected by such decision. All ordinances, resolutions or orders, or parts thereof, in conflict with the provisions of this Ordinance are to the extent of such conflict hereby repealed.

Section 5: Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

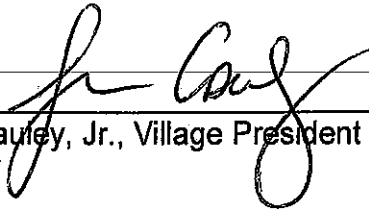
PASSED this 7th day of March 2017.

AYES: Trustees Elder, Byrnes, Stifflear, Hughes, EaPlaca

NAYS: Trustee BAnke

ABSENT: None

APPROVED by me this 7th day of March, 2017, and attested to by
the Village Clerk this same day.



Thomas K. Cauley, Jr., Village President

ATTEST:




Christine M. Bruton, Village Clerk

Exhibit A

**FINDINGS AND RECOMMENDATION
(ATTACHED)**

**FINDINGS OF FACT AND RECOMMENDATION OF THE
PLAN COMMISSION
VILLAGE OF HINSDALE**

February 8, 2017

RE: Case No. A-18-2016 – Text Amendment/Planned Development Permit/Special Use Application – 55th Street/County Line Road, Hinsdale, Illinois

PETITIONER: Hinsdale Meadows Venture, LLC

APPLICATION: For a text amendment to allow Planned Developments in any single-family residential zoning district, subject to a minimum lot area of 20 acres, and for planned development concept plan approval/special use permit for a 59-unit residential planned development consisting of duplexes and single-family homes, on property located at the southeast corner of 55th Street and County Line Road, Hinsdale, Illinois

BACKGROUND: The 24.5 acre site at the southeast corner of 55th Street and County Line Road, Hinsdale, Illinois (the "Property") is located in the R-2 Single-Family Residential Zoning District. It has previously been platted for a conventional development of 36 single family homes. While roads and utility services were installed, only one (1) single-family home was ever completed, and two (2) were partially constructed on the Property.

Hinsdale Meadows Venture, LLC (the "Petitioner") has now filed an application for a text amendment and for a Planned Development Concept Plan approval, as well as a related Special Use permit approval for the planned development (collectively, the "Application"). The Application has been revised and amended during the public hearing process based on input received from the Plan Commission. The Petitioner's final proposal is referred to herein as the "Amended Application". The Application as originally filed proposed the construction of a fifty nine (59) unit planned development (the "Planned Development"), including twenty-seven (27) single family homes, two (2) traditional single family homes and thirty (30) duplex homes. The Planned Development is proposed as an age-targeted development, meaning it is designed and intended to attract empty-nester residents, but is not proposed to be affirmatively age-restricted.

During the Public Hearing process, the Planned Development was slightly revised, so that the final Planned Development concept plan being forwarded for approval as part of the Amended Application includes twenty-eight (28) new single family homes, one (1) existing traditional single family home that will remain on the Property, and thirty (30) duplex homes. A single family home and duplex home switched places for a more logical plan during the Public Hearing Process. Based on grade, the proposed homes may have a lookout basement, standard basement, or walkout basement (or, if a Buyer prefers, no basement). All new homes feature a first floor master bedroom and two bedrooms on the second floor (3 bedrooms total).

The proposed text amendment (the "Proposed Text Amendment") is to allow planned developments as a special use in any single-family residential district, subject to the issuance of a special use permit and subject to a minimum lot area of 20 acres. Planned developments are currently only allowed as a special use in multi-family residential zoning districts.

The Planned Development proposes to utilize the existing road configuration and infrastructure, with some minor modifications to the utility services, as well as the existing detention pond. The two (2) unfinished single-family homes on the Property are proposed to be demolished, and the one finished single-family home will be sold as part of the Planned Development.

APPLICATION: The Amended Application anticipates that certain waivers from the Village of Hinsdale Zoning Code (the "Zoning Ordinance") will be provided by the Village relative to the Planned Development at the time the Final Plan is approved.

The Amended Application, inclusive of all Developer submittals during the course of the Public Hearing, is attached hereto as **Exhibit 1** and made a part hereof.

PUBLIC HEARING: At the duly and properly noticed Hearing, testimony was taken and heard by the Plan Commission on the Application and, subsequently, the Amended Application. All persons testifying during the Hearing were sworn prior to giving testimony. All persons wishing to be heard were given the opportunity to ask questions of the other witnesses and to provide testimony on their own behalf. Subjects discussed at length during the Public Hearing included the design of the homes and duplexes and the amenities to be provided in each, the public benefit of approving the Planned Development, traffic, drainage and stormwater management, the content of the Homeowners Association declaration and covenants, price points of units, the pros and cons of age-targeted v. age-restricted housing, and the need for empty-nester housing within the Village. Transcripts of the Public Hearing are attached hereto as **Exhibit 2** and made a part hereof.

During the course of the Public Hearing, a number of persons spoke in favor of the proposed Planned Development. A number of those persons identified themselves as persons who might be interested in purchasing within the Development. There was also testimony against the Planned Development. Objectors expressed concerns about, among other things, too much density, traffic, and other negative impacts, and urged the Plan Commission to protect the Zoning Code. The Correspondence received and reviewed by the Plan Commission relative to the proposed Planned Development is attached hereto as **Exhibit 3** and made a part hereof.

MOTIONS AND RECOMMENDATIONS: On January 11, 2017, following the conclusion of the Public Hearing opened on October 12, 2016, continued on November 9 and December 14, 2016, and concluded on January 11, 2017 (together the "Public Hearing"), the Plan Commission, made separate motions and findings relative to 1) the Proposed Text Amendment; and 2) The Planned Development Concept Plan approval and related Special Use Permit.

Commissioner Fiascone made a motion, seconded by Commissioner Krillenberger, to recommend approval of the Proposed Text Amendment, subject to further staff consideration of how its wording might be revised in order to preserve its general applicability throughout the Village while ensuring that applications for planned developments in single-family zoning districts would be infrequent.

The vote on the motion was six (6) in favor and one (1) opposed.

Commissioner Peterson then made a motion, seconded by Commissioner Fiascone, to recommend approval of the Planned Development Concept Plan for 59-units, as amended during the course of the Public Hearing, as well as the Special Use Permit for the Planned Development, subject to the following conditions:

- a. No basement bedrooms be allowed;

- b. A detailed traffic study be provided as part of any future Final Plan approval;
- c. Continued discussion between the Developer and Village staff as to stormwater management and impacts;
- d. Further investigation of making the development age-restricted for a limited time; and
- e. Further discussion of proposed public benefits.

The vote on that motion was five (5) in favor and two (2) opposed.

FINDINGS ON PROPOSED TEXT AMENDMENT: The Plan Commission, based upon the evidence presented at the Hearing, and pursuant to Section 11-601(E) of the Hinsdale Zoning Code, makes the following Findings as to the Proposed Text Amendment:

STANDARDS FOR APPROVING TEXT AMENDMENT: Section 11-601(E) of the Zoning Code provides that the wisdom of amending the zoning map or the text of the Zoning Code is a matter committed to the sound legislative discretion of the board of trustees and is not dictated by any set standard. However, in determining whether a proposed amendment should be granted or denied the board of trustees should be guided by the principle that its power to amend this code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the board of trustees should weigh, among other factors, certain factors (because most of the factors relate to map amendments, which is not at issue here, only the most relevant factors are listed):

1. The consistency of the proposed amendment with the purposes of this code.

13. The community need for the proposed amendment and for the uses and development it would allow.

TEXT AMENDMENT FINDINGS: The Plan Commission finds that allowing planned developments as a special use in single-family residential zoning districts on properties of 20-acres or more is generally consistent with the purposes of the Zoning Code. Planned developments are a specialized regulatory technique already provided for under the Zoning Code and appropriately used to provide flexibility and promote creativity for substantial developments. The allowance of the planned development as a special use in single-family residential zoning districts of 20 acres or more will still be subject to the detailed and rigorous review required for planned developments under the existing Code provisions, ensuring their use will be limited to appropriate circumstances. The Proposed Text Amendment will allow the consideration of the Application in question here, which is aimed at filling a need for empty-nester housing, as well as future applications for significant developments that are able to meet the criteria for approving a planned development/special use. A majority of the Plan Commission found the standards to have been met. Commissioner Crnovich voted no based on her concern that the language of the Proposed Text Amendment was too expansive.

FINDINGS ON PROPOSED PLANNED DEVELOPMENT CONCEPT PLAN & RELATED SPECIAL USE PERMIT: The Plan Commission, based upon the evidence presented at the Hearing, and pursuant to Sections 11-602(E) and 11-603 of the Hinsdale Zoning Code, makes the following Findings as to the Amended Application requesting Planned Development Concept Plan approval and a related Special Use Permit:

STANDARDS FOR SPECIAL USE: §11-602(E)(1) Special Use Permit Standards:

- (a) **Code And Plan Purposes:** The proposed use and development will be in harmony with the general and specific purposes for which the Zoning Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the official comprehensive plan.
- (b) **No Undue Adverse Impact:** The proposed use and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area, or the public health, safety, and general welfare.
- (c) **No Interference With Surrounding Development:** The proposed use and development will be constructed, arranged, and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.
- (d) **Adequate public facilities.** The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities, drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.
- (e) **No traffic congestion.** The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
- (f) **No destruction of significant features.** The proposed use and development will not result in the destruction, loss, or damage of any natural, scenic, or historic feature of significant importance.
- (g) **Compliance with standards.** The proposed use and development complies with all additional standards imposed on it by the particular provision of the Code authorizing such use.

SPECIAL USE FINDINGS: A majority of the Plan Commission found the Planned Development, with the conditions proposed, to be in harmony with the Village's Code, Zoning Code and Comprehensive Plan. The Project, as amended and revised in the Amended Application, is appropriate for the Property and benefits the community as a whole by providing additional residential units in the Village in a form that will be attractive to persons looking to downsize from larger single-family homes. The design and materials proposed for the Planned Development, which will be further refined in the Final Plan, are of high quality and are consistent with those found elsewhere in the Village. The evidence showed that the Village has a need for additional high-quality residential units for owners looking to downsize, or who are not otherwise interested in a large stand-alone single-family home. The Planned Development, as conceived, seeks to minimize any adverse impacts through, among other things, placement of the various housing types within the Development. Adequate public facilities are proposed. While a majority of the Plan Commission finds no initial indication that the Planned Development will cause traffic congestion, it is proposed that a detailed traffic study be done prior to Final Plan approval. No destruction, loss, or damage of any natural, scenic, or historic feature of significant importance is anticipated, and the proposed Planned Development complies with additional standards imposed upon it through the Zoning Code other than for the waivers provided for herein. One of the considerations specified by the Zoning Code to be considered in determining whether the special use standards have been met is whether and to what extent the proposed use and development is necessary or desirable to provide a service or facility that is in the interest of the public convenience or that will contribute to the general welfare of the

neighborhood or community. In this matter, there was ample evidence that housing aimed at empty nesters is desired by the community and that the proposed development will therefore fill a need within the community. The Petitioner is an experienced developer and has the financial and technical capacity to complete the Project.

OBJECTIVES OF PLANNED DEVELOPMENT PROCESS: The Plan Commission also examined whether the Application satisfies the specific objectives sought to be accomplished through the Planned Development process, as set forth in §11-603.B. (Purpose) of the Hinsdale Zoning Code:

1. Creation of a more desirable environment than would be possible through strict application of other Village land use regulations.
2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities.
3. Combination and coordination of architectural styles, building forms, and building relationships.
4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation, and geologic features, the provision of screening or other facilities that benefit neighboring properties, and the prevention of soil erosion.
5. Provision for the preservation and beneficial use of open space.
6. An increase in the amount of open space over that which would result from the application of conventional subdivision and zoning regulations.
7. Encouragement of land uses that promote the public health, safety, and general welfare.

FINDINGS ON PLANNED DEVELOPMENT OBJECTIVES: The Plan Commission found these standards to have been met at this Concept Plan approval stage. In particular, the flexibility and creative use of land allowed by the Planned Development process will allow a development targeted at empty-nesters within the Village in a manner that would not be possible through strict application of the Village's standard zoning regulations. The initial design and development, including aesthetic amenities, and proposed architectural styles, building forms and building relationships, are pleasing. The design and materials proposed for the Project will be further refined in the Final Plan, but are initially found to be of high quality consistent with those found elsewhere in the Village. Beneficial use of open space is provided through the provision of two public parks and a large limited common space area, as well as through the proposed public benefit of improvements to the lacrosse fields at KLM Park. Significant open space is provided over that which would result from the application of conventional subdivision and zoning regulations. The provision of housing aimed at empty-nesters will promote the public health, safety and general welfare by providing additional residential units in the Village in a form that will be attractive to persons looking to downsize from larger single-family homes.

PLANNED DEVELOPMENT STANDARDS: Finally, the Additional Standards for Planned Developments set forth in Section 11-603(E)(2) of the Zoning Code are also found, by a majority of the Plan Commission, to have been met.

§11-603(E)(2) sets forth the following additional standards for planned developments:

2. Additional standards for all planned developments. No special use permit for a planned development shall be recommended or granted unless the applicant shall establish that the proposed development will meet each of the following additional standards:

(a) Unified ownership required. The entire property proposed for planned development treatment shall be in single ownership or under such unified control as to ensure that the entire property will be developed as a unified whole.

(b) Minimum area. The district regulations of this Code establishing standards for particular types of planned development specify the minimum area required for some planned developments. In addition to meeting that specific standard, or where no specific standard is set, the applicant shall have the burden of establishing that the subject property is of sufficient size and shape to be planned and developed as a unified whole capable of meeting the objectives for which planned developments may be established pursuant to Section 11-603.

(c) Covenants and restrictions to be enforceable by village. All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the planned development shall provide that they may not be modified, removed, or released without the express consent of the Board of Trustees and that they may be enforced by the Village as well as by future landowners within the proposed development.

(d) Public open space and contributions. Whenever the Official Comprehensive Plan, Zoning Map, or Official Map indicates that development of a planned development will create a need for land for public purposes of the Village within the proposed planned development, the Board of Trustees may require that such area be designated and to the extent such need is specifically and uniquely attributable to the proposed development, dedicated to the Village for such use. In addition, the Board of Trustees may require evidence that all requirements of Village ordinances pertaining to the dedication of land or the contribution of cash in connection with subdivisions or developments of land have been met as respects the proposed planned development.

(e) Common open space.

(i) Amount, location, and use. The failure of a planned development to provide common open space shall be considered to be an indication that it has not satisfied the objectives for which such developments may be approved pursuant to this Code. When common open space is provided in a planned development, the amount and location of such open space shall be consistent with its intended function as set forth in the application and planned development plans. No such open space shall be used for the construction of any structure or improvement except such structures and improvements as may be approved in the Final Plan as appropriate to the intended leisure and recreational uses for which such open space is intended.

(ii) Preservation. Adequate safeguards, including recorded covenants or dedication of development rights, shall be provided to prevent the subsequent use of common open space for any use, structure, improvement, or development other than that shown on the approved Final Plan. The restrictions must be permanent and not for a given period of years and must run with the land. Such covenants and dedications may provide that they may be released, but only with the express written consent of the Board of Trustees.

(iii) Ownership and maintenance. The Final Plan shall include such provisions for the ownership and maintenance of such open space and improvements as are reasonably necessary to ensure their continuity, care, conservation, maintenance, and operation in accordance with predetermined standards and to ensure that remedial measures will be available to the Village if

such open space or improvements are permitted to deteriorate or are not maintained in a condition consistent with the best interests of the planned development or the Village.

(iv) Property owners' association. When the requirements of the preceding Subparagraph are to be satisfied by the ownership or maintenance of such open space or improvements by a property owners' association, such association shall meet each of the following standards:

(1) The by-laws and rules of the association and all declarations, covenants, and restrictions to be recorded must be approved as part of the Detailed Plan prior to becoming effective. Each such document shall provide that it shall not be amended in any manner that would result in it being in violation of the requirements of this subparagraph; and

(2) The association must be established and all covenants and restrictions must be recorded prior to the sale of any property within the area of the planned development designated to have the exclusive use of the proposed open space or improvements; and

(3) The association must be responsible for casualty and liability insurance, taxes, and the maintenance of the open space and improvements to be deeded to it; and

(4) Membership in the association must be mandatory for each property owner and any successive owner having a right to the use or enjoyment of such open space or improvements; and

(5) Every property owner having a right to the use or enjoyment of such open space or improvements must pay its pro rata share of the cost of the association by means of an assessment to be levied by the association that meets the requirements for becoming a lien on the property in accordance with statutes of the state of Illinois; and

(6) The association must have the right to adjust the assessment to meet changed needs. The membership vote required to authorize such adjustment shall not be fixed at more than two-thirds (2/3) of the members voting on the issue; and

(7) The village must be given the right to enforce the covenants; and

(8) The village must be given the right, after ten (10) days' written notice to the association, to perform any maintenance or repair work that the association has neglected to perform, to assess the membership for such work and to have a lien against the property of any member failing to pay such assessment. For this purpose alone, the village shall have all the rights and powers of the association and its governing body under the agreements and declarations creating the association.

(f) Landscaping and Perimeter Treatment: Any area of a planned development not used for structures or circulation elements shall be landscaped or otherwise improved. The perimeter of the planned development shall be treated so as to ensure compatibility with surrounding uses by means such as: provision of compatible uses and structures, setbacks, screening, or natural or manmade buffers. Every planned development having twenty (20) or more acres shall provide a perimeter landscaped open space along each of its boundaries; each such open space shall have a minimum depth equal to the minimum front yard required in the district in which it is located or which it abuts, whichever is greater.

(g) Building And Spacing: No part of any building shall be closer to any part of any other building than ten feet (10'), or three feet (3') if a fire separation wall has been provided satisfactory to the

village manager, plus one-half foot (1/2') for each one foot (1') by which either or both of such buildings exceed twenty five feet (25') in height.

(h) Private Streets: Private streets are prohibited unless expressly approved by the board of trustees. If so approved, they shall meet all construction standards applicable to public streets. No such streets shall be approved except upon the condition that they shall be owned and maintained by a property owners' association meeting the requirements set forth in subsection E2(e)(iv) of this section.

(i) Sidewalks: A sidewalk meeting the standards of the Hinsdale subdivision ordinance shall be provided along at least one side of every street in or abutting a planned development; provided, however, that such sidewalk may be constructed in a street right of way or as a specific element of the design of the planned development.

(j) Utilities: All utility lines shall be installed underground.

PLANNED DEVELOPMENT FINDINGS: A majority of the Plan Commission found these additional standards to have been met at this Concept Plan stage. The Property is held in unified ownership. The Property meets the minimum area standards for a Planned Development subject to the approval of the Proposed Text Amendment, and is of sufficient size and shape to be planned and developed as a unified whole capable of meeting the objectives for Planned Developments. The Village, as deemed necessary, shall provide specific language in compliance with standard (c) for inclusion in the final covenants, deed restrictions, easements and homeowners declarations. With the inclusion of such language, the Village finds this standard to have been met. A fee in lieu of an open space contribution pursuant to the Village's subdivision ordinance of \$720,000 was previously paid to the Village by the Petitioner at the time of a previous approval regarding the Property, with the last payment being received in 2007. No additional contributions are required at this time. Common open space is proposed in the form of two (2) different public parks, as well as limited common open space for the benefit of a number of the property owners. The declarations and covenants of the homeowner's association shall be required, at the time of their final approval, to include the various requirements set forth in §11-603.E.2.e.iv. The Final Plan shall, upon approval, have landscaping, building spacing, sidewalks and utilities in compliance with the requirements of §11-603.E.2. No private streets are proposed.

RECOMMENDATION: Based upon the foregoing Findings, the Plan Commission, by a vote of six (6) in favor and one (1) opposed, recommends approval of the Proposed Text Amendment, subject to further staff consideration of how its wording might be revised in order to preserve its general applicability throughout the Village while ensuring that applications for Planned Developments in single-family zoning districts would be infrequent.

On a vote of five (5) in favor and two (2) opposed, the Plan Commission further recommends approval of the Planned Development Concept Plan for 59-units, as amended during the course of the Public Hearing, as well as the Special Use Permit for the Planned Development, subject to the following conditions:

- a. No basement bedrooms be allowed;
- b. A detailed traffic study be provided as part of any future Detailed Plan approval;
- c. Continued discussion between the Developer and Village staff as to stormwater management and impacts;
- d. Further investigation of making the development age restricted for a limited time; and
- e. Further discussion of proposed public benefits.

Signed: Stephen J. Cashman
Stephen Cashman, Chairman
Plan Commission
Village of Hinsdale

Dated: 02/13/17

| | Biggest Model | Lowest level | Lowest Level SF | First Floor SF | Second Floor SF** | Proposed | Maximum | Over/Under (-) FAR | Lot area |
|--------|---------------|--------------|-----------------|----------------|-------------------|----------|---------|--------------------|----------|
| Lot 1 | EXISTING SFR | | | | | 6008.52 | 6010.40 | -1.88 | 20053 |
| Lot 2 | Duet | 50% basement | 1419.81 | 3372 | 1950 | 6741.81 | 6022.40 | 719.41 | 20112 |
| Lot 3 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 6496.00 | -1174.00 | 22480 |
| Lot 4 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5586.72 | -264.72 | 18278 |
| Lot 5 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5554.80 | -232.80 | 18145 |
| Lot 6 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5865.36 | -543.36 | 19439 |
| Lot 7 | New Haven | 0 cellar | 0 | 2029 | 1022.75 | 3051.75 | 3602.64 | -550.89 | 10062 |
| Lot 8 | Torrington | 50% basement | 966 | 2464 | 1110.25 | 4540.25 | 3619.20 | 921.05 | 10080 |
| Lot 9 | Torrington | 0 cellar | 0 | 2464 | 1110.25 | 3574.25 | 3618.24 | -43.99 | 10006 |
| Lot 10 | Torrington | 50% basement | 966 | 2464 | 1110.25 | 4540.25 | 3623.52 | 916.73 | 10032 |
| Lot 11 | Torrington | 0 cellar | 0 | 2464 | 1110.25 | 3574.25 | 4229.28 | -655.03 | 12550 |
| Lot 12 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5046.96 | 275.04 | 15538 |
| Lot 13 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 4892.40 | 429.60 | 15385 |
| Lot 14 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5304.48 | 17.52 | 17102 |
| Lot 15 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 4973.76 | 348.24 | 15724 |
| Lot 16 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 6398.60 | -1076.60 | 21993 |
| Lot 17 | Duet | 50% basement | 1419.81 | 3372 | 1950 | 6741.81 | 5131.44 | 1610.37 | 16381 |
| Lot 18 | Duet | 50% basement | 1419.81 | 3372 | 1950 | 6741.81 | 5024.16 | 1717.65 | 15934 |
| Lot 19 | Woodbridge | 100% story | 1922.25 | 2436 | 1364 | 5722.25 | 4071.84 | 1650.41 | 11966 |
| Lot 20 | Woodbridge | 100% story | 1922.25 | 2436 | 1364 | 5722.25 | 3654.00 | 2068.25 | 10225 |
| Lot 21 | Woodbridge | 100% story | 1922.25 | 2436 | 1364 | 5722.25 | 3669.60 | 2052.65 | 10290 |
| Lot 22 | Woodbridge | 100% story | 1922.25 | 2436 | 1364 | 5722.25 | 3872.16 | 1850.09 | 11134 |
| Lot 23 | Woodbridge | 100% story | 1922.25 | 2436 | 1364 | 5722.25 | 3669.12 | 2053.13 | 10288 |
| Lot 24 | Woodbridge | 50% basement | 961.13 | 2436 | 1364 | 4761.13 | 3669.36 | 1091.77 | 10289 |
| Lot 25 | Woodbridge | 50% basement | 961.13 | 2436 | 1364 | 4761.13 | 3669.36 | 1091.77 | 10289 |
| Lot 26 | Woodbridge | 50% basement | 961.13 | 2436 | 1364 | 4761.13 | 4020.96 | 740.17 | 11754 |
| Lot 27 | Torrington | 50% basement | 966 | 2464 | 1110.25 | 4540.25 | 4362.00 | 178.25 | 13175 |
| Lot 28 | Woodbridge | 100% story | 1922.5 | 2436 | 1364 | 5722.5 | 3641.76 | 2080.74 | 10174 |
| Lot 29 | Torrington | 100% story | 1932 | 2464 | 1110.25 | 5506.25 | 4567.92 | 938.33 | 14033 |
| Lot 30 | New Haven | 100% story | 1487 | 2029 | 1022.75 | 4538.75 | 4164.96 | 373.79 | 12354 |
| Lot 31 | Torrington | 50% basement | 966 | 2464 | 1110.25 | 4540.25 | 6935.99 | -2395.74 | 19735 |
| Lot 32 | New Haven | 50% basement | 743.5 | 2029 | 1022.75 | 3795.25 | 4170.96 | -375.71 | 12379 |
| Lot 33 | Torrington | 50% basement | 966 | 2464 | 1110.25 | 4540.25 | 3739.44 | 800.81 | 10581 |
| Lot 34 | Woodbridge | 100% story | 1922.25 | 2436 | 1364 | 5722.25 | 5496.48 | 225.77 | 17902 |
| Lot 35 | Duet | 50% basement | 1419.81 | 3372 | 1950 | 6741.81 | 6548.20 | 193.61 | 22741 |
| Lot 36 | Duet | 100% story | 2839.62 | 3372 | 1950 | 8161.62 | 4836.00 | 3325.62 | 15150 |
| Lot 37 | Duet | 50% basement | 1419.81 | 3372 | 1950 | 6741.81 | 5193.36 | 1548.45 | 16639 |
| Lot 38 | Duet | 100% story | 2839.62 | 3372 | 1950 | 8161.62 | 6482.60 | 1679.02 | 22413 |
| Lot 39 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 4826.40 | 495.60 | 15110 |
| Lot 40 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 4861.44 | 460.56 | 15256 |
| Lot 41 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5644.08 | -322.08 | 18517 |
| Lot 42 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 4802.16 | 519.84 | 15009 |
| Lot 43 | Duet | 0 cellar | 0 | 3372 | 1950 | 5322 | 5496.24 | -174.24 | 17901 |

Duet

Non-Residential Lots

| | lot area | FAR |
|-------|----------|---------|
| Lot A | 137479 | 29495.8 |
| Lot B | 2326 | 2800 |
| Lot C | 1661 | 2800 |
| Lot D | 32848 | 8569.6 |
| Lot E | 31123 | 8224.6 |
| Lot F | 8889 | 3322.25 |
| Lot G | 9104 | 3376 |
| Lot H | 10451 | 3708.24 |

FAR BONUSES FOR NON-RESIDENTIAL LOTS

EXCLUDING RETENTION LOTS A & D

| | |
|-----------|----------|
| Lot B | 2800 |
| Lot C | 2800 |
| Lot E | 8224.6 |
| Lot F | 3322.25 |
| Lot G | 3376 |
| Lot H | 3708.24 |
| Bonus FAR | 24231.09 |

107089.66 Single Family total FAR

124540.29 Duet total FAR

231629.95 Total FAR

207066.75 max FAR for residential lots

24231.09 max FAR for non-residential lots

231297.84 max FAR for ALL lots

231629.95 Proposed worst case FAR

332.11 Over