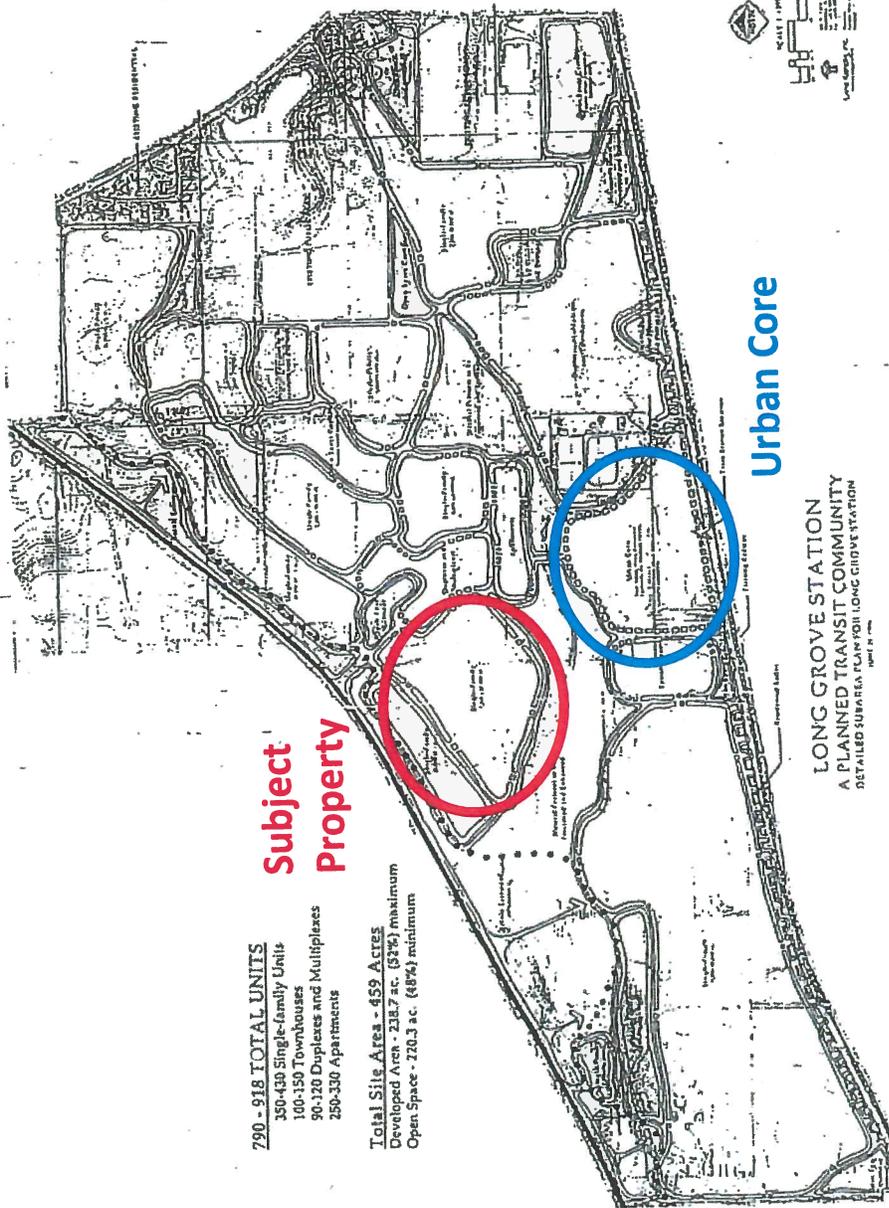


Exhibit A  
Comprehensive Plan

Figure J-5

DETAILED SUBAREA PLAN FOR THE  
LONG GROVE STATION PLANNING AREA



## THE LONG GROVE STATION PLANNING SUBAREA PLAN

### Introduction

The proposed Long Grove Station lies north of the E.J. & E. Railroad and south of Midlothian Road, containing some 459 acres (Figure J-4). The largest of the three pieces (401 acres) was originally approved as a planned unit development in 1990. In 1995, 300 acres were condemned and acquired by the Illinois Department of Transportation (IDOT) for the FAP 342 (Route 53 extension). The large taking is a result of the current preferred alignment placing an interchange at Midlothian Road. The Village of Long Grove has long opposed extending Route 53. The Village will continue to fight that expansion and believes the proposal will be defeated. At that time, IDOT will be forced to sell all land holdings within the corridor. This Subarea Plan guides the eventual development of the Long Grove Station area, including IDOT holdings. [1996]

A number of important events have occurred that could dramatically affect growth and transportation in Lake County and Long Grove. First, in August 1996, the Wisconsin Central Railroad began commuter service from Antioch to O'Hare with connections to Chicago's loop. For the first time, Long Grove residents will have immediate commuter rail access from two stations: the Prairie View Station near Route 22 and the Vernon Hills Station on Route 45. Second, while the plans are tentative, Metra has discussed providing commuter rail service on the E.J. & E. Railroad. Third, IDOT and ISHTA are studying the Route 53 extension. Long Grove's opposition to extending Route 53 has always been grounded in environmental and land use concerns. Opening a new highway corridor would create increased growth and urban sprawl in an area that currently is planned for low density or is in a holding zone. This holding zone designation means the land is not needed to sustain growth for the next 10-20 years. [1996, 1999]

The proposed extension will create easy access to one of the County's last large areas of Countryside District (west of Mundelein, north of Wauconda, and south of Round Lake). The Lake County Zoning Ordinance states that the purpose of the Countryside District is "to protect and preserve on an interim basis areas of Lake County which are presently rural or agricultural in character and use. These areas are not presently required for urban development and, according to the population and land use projections of the comprehensive plan, will not be required during the twenty year planning period considered by the plan." Note the 1994 Lake County Framework Plan Update was not based on this road. The Plan acknowledges, "Although both roads [Route 53 extension and the westward Richmond extension] could serve as powerful catalysts for increased population and employment growth in west-central Lake County, they also carry the potential for increased traffic congestion in feeder arterials." The Plan concludes, "The County will prepare amendments to the Framework Plan when the Council [Corridor Planning Council] adopts its Route 53 land use plan. Also, because the Lake County 2005 Plan does not include Route 53, this plan will be remodeled." [1996]

Clearly, Lake County is congested. As the County continues to grow, congestion will only increase if automobiles remain the sole means of commuting to jobs and a County-wide transportation network is not created. To date, the Village has cooperated to the greatest extent possible to create a County-wide transportation network--a network necessitated by

surrounding municipalities.<sup>1</sup> Now, the Village is demonstrating that alternative development forms and transportation modes are an equally important aspect of relieving congestion. [1996]

### Area Transportation and Land Use Relationship

In the 1940s and early 1950s, Lake County relied heavily on commuter rail. Communities were compact developments with small central business districts. However, with the Tri-State Tollway and Edens Highway, a whole new approach to commuting developed, having adverse impacts on commuter rail ridership. The Skokie-Valley electric lines were discontinued and service in Lake County was reduced, leaving Mundelein and northern Long Grove without rail service. Passenger service was also discontinued on the Wisconsin Central line which, at the time, was known as the Soo line. [1996]

Long Grove has conducted planning in an era where the sole mode of transportation has been the automobile. This Comprehensive Plan and the resulting zoning densities were set at levels that used ground water without lowering the water table.<sup>2</sup> Similarly, the densities could be sustained with private septic systems. Most importantly, the existing two-lane road network was adequate to support growth of a large area without widening roads to four lanes. That pattern of growth has not been followed by Long Grove's eastern neighbors; each has built at densities that require a significant portion of the existing road network to be four-laned to support development levels. [1996]

Providing METRA passenger service on the Wisconsin Central and, more importantly, the possibility of passenger service on the E.J. & E., is a major change. Increased rail service and the potential for a circumferential rail line that can serve major suburban office complexes is a major break-through. Today, a large percentage of people use automobiles for work trips even in areas served by rail because most major employment centers are located in areas served by highways. Residential development at higher intensities is randomly scattered. Rail works most efficiently where jobs and housing are concentrated around train stations.<sup>3</sup> [1996]

The E.J. & E. does not go to the Chicago loop as do all other commuter rail lines. Rather,

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<sup>1</sup> The Village did not oppose the State of Illinois' widening of Route 83, instead working with the State to design an efficient road that minimized impacts on Village character. Further, the Village has spent considerable resources to have land use and transportation consultants prepare Strategic Regional Arterial (SRA) alternatives to the Route 53 extension.

<sup>2</sup> This effort is in direct contrast to neighboring Buffalo Grove, Vernon Hills, and Mundelein. Each Village had falling well levels due to heavy mining of ground water resources until they hooked into systems that provided additional access to ground water.

<sup>3</sup> "Areas around commuter rail stations, especially in high-density urban locations or in suburban central business areas, are ideal locations for high-density development, since many stations are located in commercial, industrial, or multi-family residential districts. New high-rise apartment buildings have been constructed near commuter rail stations in some communities, resulting in increased tax revenues for the municipality and convenience for residents. Higher residential development densities increase pedestrian station access and benefit nearby commercial areas." Land Use In Commuter Rail Station Areas: Analysis and Final Report. Recommendations for Integrating Commuter Rail Stations With Surrounding Communities. Northeastern Illinois Planning Commission and Metra. November 1991. Page 61.

it links important radial destinations. The line runs from Waukegan on the north to Indiana via Elgin and Joliet. The high growth area on I-90 and the Sears development sit right on the E.J. & E. In Lake County, Waukegan (the County seat), Abbott, Hawthorn Center, Mundelein, Long Grove, Hawthorn Woods, Lake Zurich, and Barrington would all be linked by this line. Long Grove believes that the Village, Lake County, and other communities should be planning for accommodating significant growth along the E.J. & E. Corridor. The 459-acre Long Grove Station is one of several large vacant land parcels that could be zoned as a transit-oriented community. [1996]

Lake County will continue to grow. Long Grove's neighbors are almost certain to continue to plan for and permit densities that cannot be sustained by the road network, causing increased congestion. Therefore, Long Grove, with vacant land along a future commuter rail line, must plan for a new transportation reality. [1996]

### The Long Grove Station

The planning behind Long Grove Station considers two things. First, the E.J. & E. offers the opportunity to shift the transit scales away from automobile dependence toward transit trips. Users must realize no plan will shift all users. Realistically, the Village should anticipate 30 percent rail ridership. Second, the site has water and sewer services—elements required before any consideration of the densities suggested in the Subarea Plan. Given these elements and Long Grove's long-standing commitment to sound planning and environmental protection, the low-density development that would typically be built in the Village must be reconsidered. [1996]

This Subarea Plan is a conceptual guide to the development and marketing of Long Grove Station as a rail-oriented community that provides a northern focal point to the Village of Long Grove. Before outlining the Plan, one must understand the planning principles that were considered. [1996]

Most rail lines have suffered from the fact that ridership is often heavily loaded in one direction—in to Chicago in the morning and out from Chicago in the evening. This loading creates operational inefficiencies that, in turn, reduce the level of service that can be provided. In theory, the optimal rail system would be circular, with cities spaced along the circle allowing two-way traffic. When traffic is in one direction, trains must be stacked at the end of the line and ran in to Chicago to accommodate morning volumes; similarly, in the evening, trains must be stacked downtown for the evening commute. As a result, trains are out of service for part of the day. The E.J. & E. offers the ability to run trains in both directions because destinations occur all along the route. Further, concentrated housing at the train stations allows people to walk to jobs, shopping, and home from the train station. Substantial parking must be provided at the locations as well. To achieve the density needed, parking must be structured parking so walking distances are kept reasonable. [1996]

A model transit-based neighborhood includes a train station and high-density office, residential, and commercial; all within easy walking distance. This area must have a strong pedestrian orientation; however, the area should not be completely isolated from automobiles since a great deal of the region's population does not have ready access to

commuter rail. [1996]

The vision of Long Grove Station relies on the notion that other communities along the E.J. & E. will plan to optimize the potential for use of rail in their land use planning efforts. The E.J. & E. links the Lake and Will County seats. Also, the line goes through the Sears office complex on I-90 and other large holdings, such as the Waukegan lakefront and the Cuneo property in Vernon Hills. If appropriate planning is performed (especially for the Cuneo land), the percentage of people using rail can be vastly increased. Long Grove Station will offer high-quality living environments where people can walk to work or shop—a condition almost totally absent in Lake County today. This Plan provides a small-scale model of what could occur at the Sears and Cuneo properties or given a major redevelopment that could completely change Waukegan's future. [1996]

The model for transit station development areas has been understood since the turn of the century; simply witness the Lakeshore communities. First, a community (including residential, retail, and office) must be centered around the train station. Also, considerable commuter parking must be provided. Many residents in Long Grove, Mundelein, and Hawthorn Woods could use the rail line, but must have access to parking. Further, the encouraged densities will need extensive parking for customers or workers who cannot come by rail. Because the Illinois Department of Transportation owns the land, some proceeds of the sale of the land can be applied to build significant structured parking to serve the Station. Since structure parking is much more expensive, such an allocation is an enormous attraction to prospective residential and commercial builders. [1996]

A second key element is a sense of place. The Plan creates a community center for the 459 acres and some surrounding areas, such as Countryside, Sylvan Lake, parts of Diamond Lake, and south Mundelein. This Plan is enhanced by Long Grove's name. Further, Long Grove is noted for its environmental mind set. This Plan demonstrates that an urban place with transit does not have to destroy the environment. Over 48 percent of the site is preserved as permanent open space; in this manner, the residents share the same protected environmental areas as do other residents of Long Grove. [1996]

The Plan locates a transit station—Long Grove Station—in the heart of the community's core with two or three parking structures providing the needed parking for core residents, businesses, and commuters. Parking structures will be at the end of pedestrian streets that lead to the station and provide access to stores, offices, and other uses. All buildings will have arcades so pedestrians will not have to walk in rain or snow to reach their destinations within the urban core. The urban core extends approximately 500 feet from the station. Core buildings would be three to four stories high. If the building is on a slope, an extra story below the general grade of the central area would be permitted. A unified architectural theme will be imposed on the urban core. The parking structures would be designed to have condo/apartment units built into the sides of the building and use the roof surface, increasing the density and, at the same time, camouflaging the parking structure. The residential capacity of this area is from 249 to 330 dwelling units. [1996]

Beyond the neighborhood core, yet still within walking distance, is an area where attached housing is the dominant housing type. These higher density units would come in a variety of styles of housing, but protect wetlands and stream corridors. Designs would seek to maximize the number of units looking into natural open spaces and have internal open

spaces to provide quality living environments. These neighborhoods would be mixes of townhouses and units designed to appear as large single-family homes. This area would include from 190 to 270 dwelling units. [1996]

Farthest from the train station, the outer areas of the development would be devoted to single-family units, ranging from one-acre plus lots to lots as small as 5,000 square feet. The Plan would require all developers to provide a wide range of housing products and prices within each development section. A typical development pod is shown in Figure J-5. Note that the largest lot is approximately 1.2 acres or 53,000 square feet<sup>4</sup> and several lots of 12,000 square feet have four units in a building designed to appear as a large old single-family home. Nearly every unit either fronts a neighborhood common area or backs to open space. The single-family areas would have a capacity of approximately 350 to 430 dwelling units. [1996]

The overall residential density shall be two dwelling units per acre. The area will have to be developed as a PUD under the normal Village guidelines. Without the train station, the parcel shall remain as to one- or two-acre zoning. [1996]

### Design Considerations

A number of overall design rules will be applied to the development. Some are extensions of rules used throughout the Village. Others are extensions of practices started in other planned developments. The remainder are rules developed especially for this project. [1996]

1. The development shall protect all wetlands, except where roads must cross to serve either the Station or other critical areas of the site. [1996]
2. A 150-foot scenic easement shall be required along Midlothian Road. This easement is larger than typical; however, it is on a major road at the Village boundary. Creating the image of Long Grove is particularly important in this location. Further, experience has proven that larger scenic easements are more effective. [1996]
3. A natural drainage system shall be used throughout the area. Because of the higher densities, not all drainageway soils will be protected. The higher density and more urban community character of Long Grove Station requires more formal types of site planning. The overall open space ratio of approximately 48 percent compensates for this requirement. Granted, this development style is a change from normal Long Grove policy. However, positive surface drainage will be used to keep natural drainage open. In addition, detention will be encouraged in these areas. The positive surface drainage will replace the old farm tile system that has disrupted the original drainage configuration and natural wetlands. Where detention is used, the area will be restored to a natural condition. By keeping

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<sup>4</sup> This size is the buildable lot area. Larger lots can be provided by including open space areas protected by a conservation easement, adding substantially to the lot size. For example, including the scenic easement would increase the 1.2 acre parcel to two acres.

natural drainage patterns and using positive surface drainage rather than storm sewers, more wetlands will be created and water quality improved. Septic tanks are not being used so higher water tables are not an issue. [1996]

4. All major roads are to be boulevards with a minimum 16-foot planting island. The entry from Midlothian Road shall be a boulevard of significant proportions; it is a park space in addition to being a landscaped planting island. [1996]
5. In all areas where lots average greater than one dwelling unit per acre, significant common green areas shall front homes wherever possible. In the larger lot areas, the open space need not be as formal, and natural areas or conservation easements may be used. [1996]
6. Alleys shall be used to provide access to lots so narrower streets can support on-street parking. Further, alleys eliminate the problem of too much garage space dominating the street frontage. [1996]
7. A trail system shall be developed through the entire property. Active recreation facilities shall be provided in various areas indicated in the Plan. The Village and developers shall work with the Mundelein Park District to ensure adequate active recreation facilities are provided. In addition, natural areas, regardless of whether owned by a homeowners' association, the Mundelein Park District, or a private non-profit open space organization shall be maintained to Long Grove standards. [1996]
8. Berms, walls, and landscaping of at least 50-foot width shall be provided along the E.J. & E. right-of-way wherever residential abuts the right-of-way. This landscaping is intended to protect the residents from railroad noise and the power lines. In this one area, non-native species may be desirable to maximize the residents' protection. [1996]

#### Developer Expectations

The Long Grove Station Subarea Plan is contingent upon a commitment from IDOT and Metra to construct a train station in the general location indicated. If no station is built, this Plan does not apply. Each aspect of the Long Grove Station is an integral component of the larger Subarea Plan. While the Plan certainly creates neighborhoods, high-density residential without the supporting retail, office, and train station is out of character with Long Grove. Were this site composed of several smaller sites, the Village would have to guard against piece-meal development. In that event, one could seriously question allowing high-density residential without a 100-percent guarantee that the train station and other non-residential uses would follow. Further, having many developers would make urban design coordination exceptionally difficult. The Village recognizes these concerns and has approved plans for two coordinated developments west of the IDOT holdings. The Village would have to develop a new zoning district for the site, so the Village concerns are adequately addressed. Further, IDOT is unlikely to split the parcel upon resale. [1996, 1999]

The Village must remain committed to the complete package and reject offers to develop only portions of the 459-acre site. The Village must commit to courting a residential/non-residential developer with the financial ability to develop the entire parcel in a manner consistent with this Plan. As an option, the Village could allow a certain number of single-family areas to develop before multi-family units or non-residential uses with conditions attached. One important condition would limit the number of these "early" units to a density consistent with Long Grove until a specified amount of non-residential floor area, parking structures, and/or the train station were constructed. At such time, the developer would receive a density bonus, permitting constructing the high-density and multi-family residential. A second important condition is that the Long Grove Station be planned in its entirety. In this manner, should a "pod" approach prove financially necessary, the single-family areas can be final platted with the remaining area platted as outlots. Then, the future restrictions on the outlot (in terms of number and type of dwelling units) are recorded with the plat. The ability to develop incrementally does not lessen the importance of having Long Grove Station be developed by primarily one developer. [1996]

#### Extraordinary Site-Specific Costs

Any and all extraordinary site specific costs, such as but not limited to increased costs for security, must be borne by the development, not by the Village of Long Grove. [1996]

## PUD Standards

1. Special Use Permit Standards: No special use permit for a planned unit development shall be recommended or granted pursuant to this section unless the owner shall establish that the proposed development will meet each of the standards made applicable to special use permits pursuant to section 5-11-17 of this chapter.

*The standards for section 5-11-17 of the code are addressed in the previous section*

2. Additional Standards For All Planned Unit Developments: No special use permit for a planned unit development shall be recommended or granted unless the owner shall establish that the proposed development will meet each of the following additional standards:

(a) Variance from Applicable District Regulations: The degree to which the development differs in its performance from what would be possible under the normal standards of the district in which it is located. In evaluating this element, the plan commission shall look for the following:

(1) Residential Developments:

A. The proposed development has substantially increased the amount of common open space above what would have been required to preserve and protect conservation areas, but such common open space must be concentrated (as opposed to fragmented) and should provide for either public access or readily accessible public vistas; or

B. The proposed development plan has provided a trail system for residents; **OR**

C. The amount of landscaping is substantially greater than the minimum required by this title.

*This standard requires fulfillment of any one of the items A, B or C of this section 1. The most prominent feature of the PUD is described in item A. The PUD plan has been developed to cluster homes in a previously farmed area, and to permanently protect the forested and wetland areas (Outlots A and B), which all rear yards abut. This represents a physical continuation of the open space in Outlot B of Indian Creek Club. This physical consolidation results in a larger permanently protected expanse of a single natural area.*

- (2) NOT APPLICABLE: Permitted Nonresidential Uses: When commercial uses are proposed in an area where existing uses are at a much higher intensity than those permitted in the B2 district, the planned unit development is intended to permit development that is superior to that of the surrounding uses, but which

may be of a higher intensity than the B2 district would permit as a matter of right. The commercial use shall demonstrate that the signs are fully in keeping with village ordinances, and are substantially better than those on surrounding lots; and

(b) Promotion of Character: The degree to which the development exhibits extra care and attention to details which enhance the character of the development and promote the rural character of the village that sets the development apart from projects that could be built without the aid of this section. The plan commission shall be looking for the following traits:

(1) Roads on the periphery of the development shall be planted with hedgerows to screen views into a development;

*As depicted on petitioner's plan, there is already a forested area between the residences and Midlothian Road. The residences are offset quite a distance from the road. Therefore, views into the development are already considerably restricted.*

(2) Buildings in open fields shall be masked by berms and reforested areas;

*Forested areas will remain intact except as needed for the entry road (Outlot C). Please refer to Exhibit A. The houses have been clustered in the previously farmed area surrounded by forest (except the IDOT parcel) to avoid having to look of many dispersed buildings in open field.*

(3) Buildings shall have a low horizontal profile when built in old fields or grasslands;

See "Architecture" submitted as Application Index Item #20. All houses will be two stories or less, except in the case where a "walkout" is possible.

(4) Front yards or rights of way should be planted with natural landscaping;

*See petitioner's landscape illustrations in Application Index Item # 13. These drawings show landscaping concepts for the development.*

(5) Open spaces larger than scenic easements are preferred and should be planted with prairie mixes or reforested.

*A large open space and a scenic corridor already exist. These areas are to be left in their natural state (other than plantings needed for the detention basin) and no reforestation is needed (See Exhibit A).*

(c) Design Enhancements: The degree to which any requested increase in density reflects an investment in better design, landscaping, or facilities. The plan

commission should have review materials presented by the developer indicating that the credits sought are based in real investments in excess of what is required under the minimum standards of the ordinance.

*No increase in gross density is sought, while significant design elements are being incorporated.*

(d) Amenities: The degree to which the developer has gone to better preserve critical natural environments, restore or mitigate degraded or distressed environments, alleviated off site problems, or provided other improvements that benefit all residents of the community. The plan commission should review both an inventory of natural features on the site and plans demonstrating the developer is taking greater care in preserving resources than is required by the village ordinances.

*For the reasons stated above and throughout this application, petitioner believes that its plan accomplishes these objectives through its clustered land plan.*

(e) Comprehensive Plan: A planned unit development must conform with the intent and spirit of the proposals of the comprehensive village plan.

*The plan reflects the 1999 Comprehensive Plan which shows a commuter rail hub, with radiating development. Within 250', all of the surrounding land is R-2 PUD (the same as the Property), OS (which also abuts the open space on Petitioner's plan), County residential to the north, and vacant, unincorporated land to the south along the railroad tracks which is depicted as the urban core.*

(f) Minimum Area: The site of the planned unit development must be under single ownership and/or unified control and be not less than five (5) acres in area.

*All of the land is owned by the petitioner, Addison Real Estate LLC, and is comprised of 16.77 acres.*

(g) Compatibility: The uses permitted in a planned unit development must be of a type and so located so as to exercise no undue detrimental influence upon surrounding properties.

*The only planned use is residential which complies with the density of the underlying zone. All surrounding uses are either residential, farming, open space or Midlothian Road. If IDOT abandons the right of way to the east, petitioner's entry road (Outlot C) may be used for access to the IDOT property when developed.*

(h) Need: A clear showing of need must be made by means of an economic feasibility, land utilization and marketing study.

*The use is residential and consists of only 8 lots. Therefore its impact is small. However, Long Grove has a need and desire to permanently restrict environmentally sensitive areas which are now unprotected. The property is 16.77 acres and the homes are being clustered to protect approximately 14 acres as open space. Petitioner's conservation area joins the conservation area in Indian Creek Club, which together preserve a unified and large tract providing open space vistas for which Long Grove is known.*

(i) Space Between Buildings: The minimum horizontal distance between buildings shall be not less than twenty feet (20') or equal to the height of adjacent freestanding, unattached building, whichever is greater, except that principal or accessory buildings in a planned unit development located within the HR-1 district may have a lesser separation or even be attached provided that such planned unit development is served by a fire suppression system meeting applicable building and fire code standards.

*Petitioner's subdivision plan and architecture meet these criteria. The property is not in the HR-1 district.*

(j) Yards: The required yards along the periphery of the planned unit development shall be at least equal in width or depth to that of the adjacent zoning district; provided, however, the required yards within any lot and along the periphery of a planned unit development approved pursuant to the HR-1 district regulations may be established at a lesser depth, so long as the approved yard depth, together with any proposed or existing landscaping, fencing or other screening or buffering technique, is sufficient to establish a satisfactory buffer between the planned unit development and adjoining properties and/or residential land uses.

*The periphery of all lots consists of out lots A and B (detention and open space) or the private roadway (Outlot C). All of the lots are significantly offset from surrounding lands, all of which are in the same R-2 PUD or OS zones.*

(j) Parking Requirements: Adequate parking shall be provided and in no event shall the parking be less than that provided for in other sections of this title.

*Each driveway and garage will hold 2 cars each, for a total of 4 on premises parking spaces.*

(l) Traffic: Adequate provision shall be made to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

*See "Traffic and Access" in Application Index Item #11 showing that this requirement is met.*

(m) Residential District Density:

(1) Calculation of Density: Except as otherwise expressly allowed under subsection (E)2(m)(2) or (E)2(m)(3) of this section, the overall density within a planned unit development shall be consistent with the density allowed in the district in which the planned unit development is located. Except as provided in subsection (E)2(m)(2) of this section, no lot within a planned unit development shall contain less than thirty-three thousand (33,000) square feet in lot area. The number of lots permitted within a planned unit development will be based upon the gross area of the planned unit development excluding: a) exterior roads and b) fifty percent (50%) of wetlands and conservancy district areas.

*See response to #3 below*

(2) Exception For Annexed Lots: Notwithstanding the requirements of subsection (E)2(m)(1) of this section, the village board may, pursuant to an annexation agreement with the owner of property located in unincorporated Lake County and proposed to be annexed to the village, authorize an exception from the thirty three thousand (33,000) square foot lot area requirement in subsection (E)2(m)(1) of this section, but only to the extent that the applicable county development regulations would have permitted development on less than thirty three thousand (33,000) square feet in lot area.

NOT APPLICABLE

(3) Density Increase: The plan commission may recommend, and the village board may approve, an increase in the number of lots of up to fifteen percent (15%) over what is otherwise allowed in the district in which the planned unit development is located based on the developer's ability to substantially improve the quality of the project in light of the goals and standards in this section and this code. As part of such increase in the number of lots, an appropriate decrease in average lot area within the planned unit development may also be authorized. In no event may the lot area for any individual lot be less than thirty three thousand (33,000) square feet, unless as provided in accordance with subsection (E)2(m)(2) of this section.

*The land plan does not meet these requirements, but preserves the two-acre gross density allowed in the R-2 PUD zone. **There is clear precedent, however, for petitioner's lot sizes in the immediately adjoining Indian Creek Club subdivision. Please refer to Exhibit B. The closest lots in Indian Creek Club average 10,500 ft<sup>2</sup>. Petitioner's average lot size is 12,685 ft<sup>2</sup>. Smaller lot sizes also dominate the core of Indian Creek Club. Indian Creek Club is also in the R-2 PUD zone.***

(n) Business District Density and Height: NOT APPLICABLE

(o) Compliance With Subdivision Regulations And Plat Act: All planned unit developments, whether or not they are by definition subject to the Long Grove subdivision regulations or the Illinois plat act, shall comply with all standards, regulations and procedures of the subdivision regulations and the plat act except as is expressly provided otherwise in this section, or varied by the board of trustees pursuant to subsection (G) of this section or the applicable section of the subdivision regulations.

*The subdivision will comply with the plat act and Village regulations.*

3. Additional Standards for Specific Planned Unit Developments: NOT APPLICABLE

Exhibit A

Preserved Forested Areas



Exhibit B

Density Analysis Based on Adjoining Long Grove Subdivision



**Steinbach  
Subdivision  
Property**

Indian Creek

**Indian Creek Club**

Long  
Grove

N HICKORY RD

MINOTIA RD

INDIAN CREEK CLUB

HLM

CRIPPLE CREEK DR

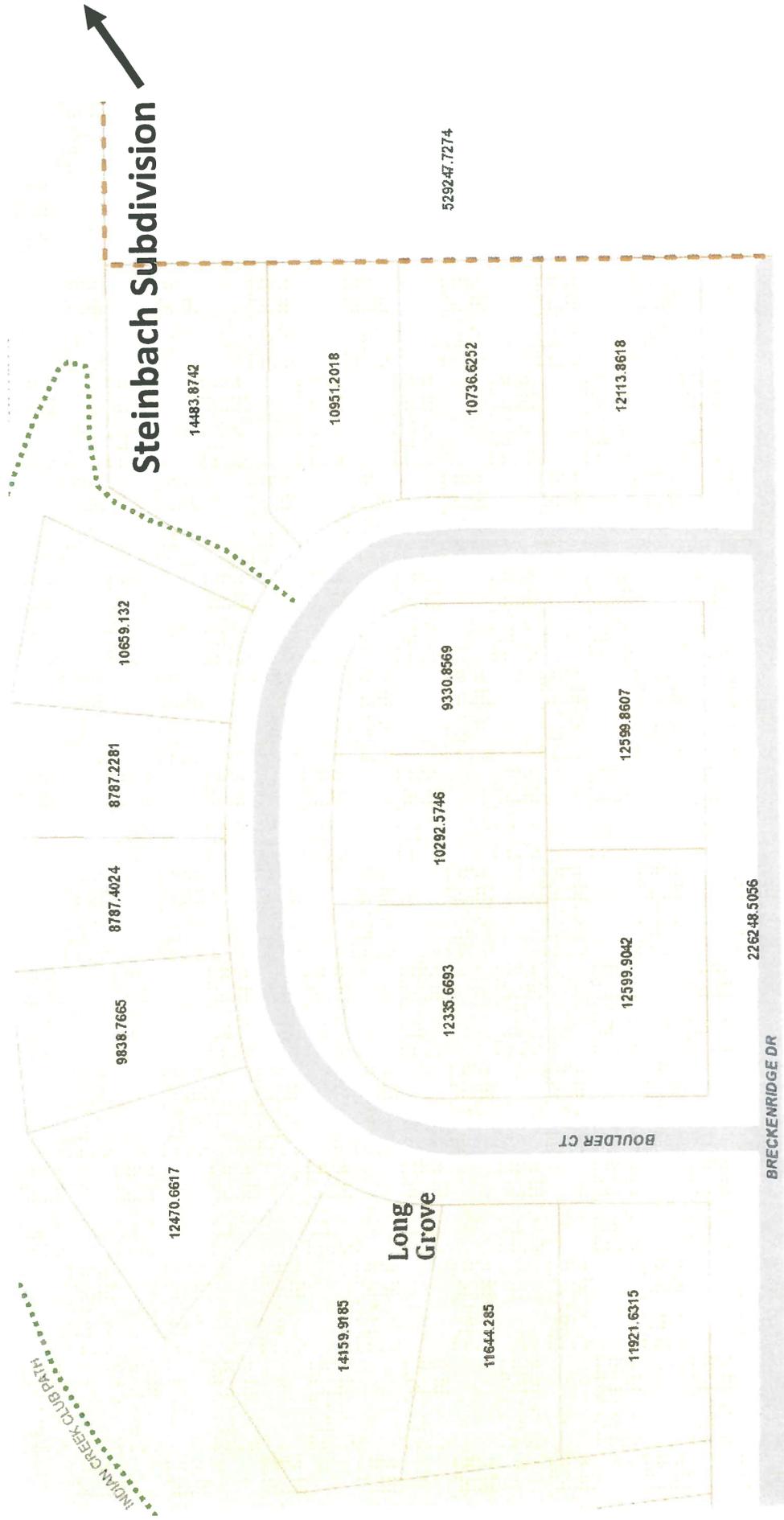
BRECKENRIDGE DR

CANNEL CT

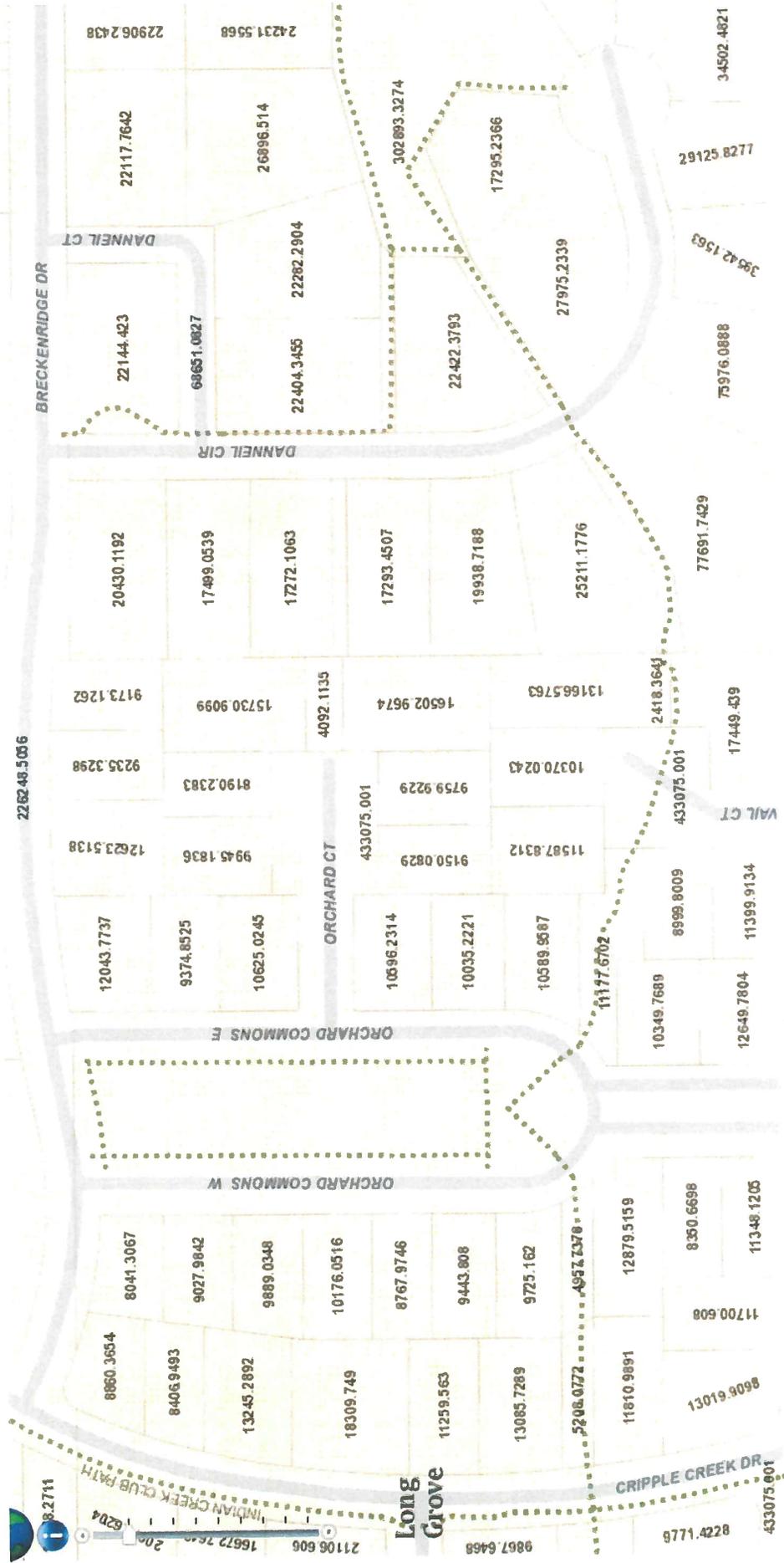
S BOULDER CT

BOULDER CT

# Indian Creek Club Lot Sizes Closest to Steinbach Subdivision



# Lot Sizes in Core of Indian Creek Club



Site Plan



 <b>PEARSON, BROWN &amp; ASSOCIATES, INC.</b> CONSULTING ENGINEERS 1880 W. WINDHURST ROAD - SUITE 208 LIBERTYVILLE, IL 60468 PHONE: (815) 387-3887 FAX: (815) 387-3887 E-MAIL ADDRESS: pba@pearsonbrown.com	<b>NORTH</b> 	<b>TITLE:</b> ILLUSTRATIVE SITE PLAN	<b>EXHIBIT</b> <b>A</b>
	SCALE: 1" = 100' 	<b>PROJECT:</b> STEINBACH PROPERTY LONG GROVE, IL	<b>PROJECT NO.:</b> 1871 <b>DATE:</b> 08/27/18