



STAFF REPORT

TO: Long Grove PCZBA
FROM: JAMES M. HOGUE, VILLAGE PLANNER
DATE: 6.23.14
RE: PCZBA REQUEST 14-06; Consideration of a Special Use Permit within the R-2 District with zoning relief requested including parking and floor area to provide for development of the property as a senior living center (“nursing home”) with Memory Care and Assisted Living Facilities on the property.

Item: PCZBA PETITION 14-06

Status: Application received 6/3/14. Filing fees & Escrow submitted 6/3/14. Referral by Village Board not required. Publication occurred on 6.13.14 and is therefore timely.

History: The property is located on the south side of Route 53 between Mardan Drive and Long Grove Road. The property in question consists of approximately 10 acres of land area. This property is vacant and presently zoned under the R-2 District Regulations.

Proposal: Petitioners are seeking a Special Use Permit within the R-2 District with zoning relief requested including parking and floor area to provide for development of the property as a senior living center (“nursing home”) with Memory Care and Assisted Living Facilities on the property. As proposed the facility would contain 100 units. The proposed structure is a two story building with 94,323 sq. ft. of floor area. The facility would be divided into 40 memory care (Alzheimer’s/Dementia Care) units and 60 assisted living units. No reclassification of the property is required or requested as “nursing homes” are considered special uses in the residential districts.

Land Use, Zoning and Locational Data:

1. Proposed Zoning: No zoning change requested; a Special Use Permit approval within the R-2 District with relief requested including parking and maximum floor area are sought to provide for development of the property as a senior living center (“nursing home”).

2. Surrounding Land Uses and Zoning;

<i>Direction</i>	<i>Existing Use</i>	<i>Land Use Plan Designation/Zoning</i>
NORTH	Residential	Residential/ R-1
SOUTH	Residential	Residential/ R-2
EAST	Residential	Residential/ R-2
WEST	Agricultural (Nursery)	Residential; R-2

3. Location; The property is located on the south side of Route 53 between Mardan Drive and Long Grove Road. The site is presently vacant and has point contiguity (east side) with “The Alden” care facility as well unincorporated property to the southwest.
4. Acreage; The property contains approximately (9.46) acres of land area.
5. Based upon information available through Lake County GIS, the property is free from FEMA Floodplain, but does contain LCWI wetlands (See Map).
6. Topography; See attached Map from Lake County GIS.

Zoning Data	Existing	Proposed	Zoning Code (R-2 Standard)	PUD
Lot Area	412,218 sq. ft. (9.46 Acres)	412,218 sq. ft.	2 acres (87,120 sq. ft.)	N/A
Floor Area (Total Floor Area)	Vacant	94,323 sq. ft.	13,000*	N/A
Lot Coverage (In Square Feet)	NONE	153,000 sq. ft.** (37.1%)	40% (164,912 sq. ft.)	N/A
Height	N/A	35'	35'	N/A

* Maximum for Single Family Residential Use

** Excludes Rt. 53 Right-of-Way/Pavement

Yard Requirements (set-backs);

	Existing*	Proposed	Zoning Ordinance (R-2 Standards)	P.U.D.
Front Yard (North/ Rt. 53)	N/A	167.16'	75'	N/A
Side Yard (East)	N/A	73.57'	40'	N/A
Side Yard (West)	N/A	80.45'	40'	N/A
Rear Yard (South)	N/A	70.77'	40'	N/A

* Property is presently vacant

Issues/ Conclusions:

a. Traffic - A complete traffic study has been submitted with the proposal and is included in the application packet. Results of that study indicate that residents of the facility typically do not own a car and drive. Main traffic generators are employees and visitors. Peak visiting periods typically occur after 6:00 PM and on weekends. Employee shifts typically begin and end outside of peak commuter periods as well. Such developments typically generate a limited amount of total traffic and peak hour traffic.

Recommendations and conclusions of this study are as follows;

- The proposed development is projected to generate a low volume of peak hour traffic volumes.
- The traffic to be generated by the development can be accommodated by the existing roadway system and no roadway improvements are required.
- The proposed access drive on Il RT53 will be sufficient in accommodating site traffic.

Internal Circulation & Parking

Internal circulation will be achieved with an access drive which circles the structure. The access drive would be placed behind the setback lines for the R-2 District. In short, the access drive will be a minimum of 40' from the property line with respect to the side and rear yards. A 75' setback to the parking area/access drive in the front yard will be maintained. Parking will be located on the north side of the proposed structure with a service entrance and mechanicals located to the rear (south side) of the structure.

Ingress and egress will be achieved with one (1) access point to Illinois Route 53 more or less in the center of the frontage of the property. The access to Route 53 is controlled by the Illinois Department of Transportation. This access point needs to receive IDOT approval to be viable.

The petitioner is seeking relief from the parking standards for the proposed use. The Village Code does not specify a parking standard for these specific uses. Parking therefore defaults to the general standard of 5 spaces per

1000 square feet of floor area or 472 spaces for the proposed use. Given the nature of the proposed use this amount of parking appears excessive.

Petitioner has requested relief from this standard and proposes 65 total spaces (58 regular stalls & 7 handicapped spaces) on-site. Units proposed for the facility are comprised of all one bedroom units.

Research by staff (See Attached "Senior Housing Trip Generation and Parking Demand Characteristics") indicates parking of .03 to .05 spaces per bed (including employee, visitor and resident parking) is a typical "peak demand" for parking this type of use. Using the total number of units 100 (i.e. number of beds) and the proposed parking 65 spaces a ratio of .65 parking spaces to beds is achieved. This slightly exceeds the anticipated maximum "peak demand" for parking in this instance.

No pathway system for pedestrian access is proposed for the site aside from the access drive to service the facility.

b. Services - Preliminary engineering plans regarding services to the property have been submitted.

Water - An engineering plan for potable water & fire suppression has been submitted. Per this plan both deep and shallow wells would be drilled on-site to supply water for fire protection and domestic water service. A water treatment building is proposed to be located on-site in the southeast corner of the property.

A 175' x 45' "water vault" is proposed under the west wing of the structure. Detailed engineering on this structure or other explanation of this feature has not been submitted. It is assumed this water vault is to be used to provide fire suppression capability for the structure.

A fire main is also proposed to be constructed around the perimeter of the building. This appears to be fed, at least in part, from the detention pond located on the west side of the property. An inlet in the bottom of the detention pond and fire pump located on the west side of the structure is proposed. It is assumed this is a secondary fire protection feature.

Calculations for domestic water use and water requirements for fire protection needs have not been submitted.

Sewer - Sanitary sewer is located to the north of the property in the Route 53 right-of-way. This is a force main and capacity of this line is not known. Petitioner proposes a sanitary sewer line (unknown size) that would exit the rear of the structure and tie into a proposed sanitary lift station to be located near the water treatment building. From this point a force main would carry waste water to a backflow preventer adjacent to the entrance of the property on the edge of the Route 53 Right-of-Way and connect to the existing force main in that right-of-way .

Estimates for wastewater generation (or population equivalents; P.E.) have not been submitted nor is the capacity of the force main located in Route 53 known.

Stormwater - Engineering for stormwater detention has been submitted for review. As proposed a stormwater detention pond is proposed on the west side of the property in a wetland area (Wetland A") which will be mitigated. This is an isolated wetland of Lake County and subject to the Lake County Watershed Development Ordinance (WDO).

Per the engineering report 2.02 acre feet of detention is required for this project. 1.88 acre feet is required for the impervious area of the development and an additional 0.15 acre feet is required for mitigation of the wetland which will be filled and graded to accommodate the detention pond.

Engineering has been forwarded to the Village Engineer for comment.

c. Elevations

Petitioner has submitted elevations for the proposed structure. As proposed the structure would be one (memory care) and two stories tall with building height of 35 feet or less.

The structure will be constructed largely of hardi-board exterior with stone accents and a fiberglass shingle roof

A trash enclosure will be located toward the rear of the structure near the service entrance. Trash enclosure elevations have not been submitted.

It is recommended that the elevations be reviewed by the AC.

d. Lighting

Proposed lighting is best classified as "Class 2" Lighting per the Village Code. Lighting of this nature requires AC review and approval.

32 fixtures are proposed for site illumination. Fixtures would be 15.5' feet in height (12' poles & base, 3.5' luminaries) and black in color. Fixtures taller than 15' require AC review and approval. High pressure sodium light sources are proposed as well.

Photometrics for the site have been submitted along with proposed fixtures for the site. Per this plan light does not escape from the site with the exception of the ingress & egress points and along Route 53 which abuts the property to the north.

e. Landscaping

Petitioner has submitted landscape plan for consideration by the PCZBA. As is practical existing trees on-site will be preserved however the site is heavily wooded and tree removal has become an issue. Petitioner has requested a waiver of the tree mitigation requirement of the Village Tree Preservation Ordinance. The Village Board has reviewed this request and is reluctant to waive the mitigation requirements for removed trees. See correspondence from Village Arborist Todd Sinn regarding this issue.

Petitioner intends to leave the existing tree cover around the perimeter of the site to the greatest extent possible. Landscaping is proposed to occur along a 30' landscape buffer adjacent to the Route 53 frontage as well as throughout the interior of the property more or less adjacent to the senior living structure.

A combination of Ornamental and Deciduous shade trees and shrubs, evergreen trees and shrubs, ornamental grasses and herbaceous perennials are proposed for the site.

AC review of the landscape plan is also required.

f. Signage

Preliminary signage indicates a ground sign (double faced) of approximately 18 square feet is contemplated for the site. Location is proposed to be near the entrance to the site on Route 53. Signage will be mounted on decorative posts and illuminated utilizing up lighting to illuminate each sign face.

Per the Village Code the illumination source must be screened from view so as not to be visible thereby only allowing the individual sign faces to be illuminated.

AC review of signage is also required.

g. Site Plan

The petitioner has submitted a site plan for the review of the PCZBA. In general the structure is proposed to be placed more or less in the center of the property.

The petitioner will comply with the bulk requirement of the R-2 District. Minimum setbacks for the R-2 District will be abided by as well as the maximum height requirement of 35 feet. Relief from the maximum floor area requirement has been requested from the maximum of 13,000 square feet to 94, 323 square feet. It should be noted that the 13,000 square foot maximum is the maximum for a single family dwelling on an individual lot. The impervious surface requirement of 40% will be met with approximately 63% of site remaining pervious.

Of the total property approximately 6.9 acres (299,000 square feet) will be disturbed as part of the construction process. Disturbed area will extend into the setback areas on all sides of the property.

Two areas of wetlands exist on the property on the northwest and northeast sides of the property. These are identified as “Wetland A” and “Wetland B” respectively in the wetland report submitted in the application. Location of the wetlands has been a factor in the placement of the structure on the property. “Wetland A” appears to be under the jurisdiction of Lake County (watershed development ordinance would apply). “Wetland A” is a closed, depressional, wetland containing .33 acre of land area, “Wetland B” is a “Water of the United States” (Army Corps wetland) is a low-lying seasonally flood prone wet area which is an isolated closed depressional area as well. This wetland will be buffered and maintained as part of the development plan.

Per the engineering plans submitted “Wetland A” would be essentially eliminated due to re-grading of that area to accommodate the stormwater detention area. As this appears to be Lake County Wetland Inventory wetlands (as opposed to ADID wetlands) the Lake County Watershed Development Ordinance would to apply to wetland A only.

h. Comprehensive Plan Compliance

This property is not specifically identified in the comprehensive plan for the Village”. Specific land uses are not identified for this property other than those uses (permitted or special uses) contemplated under the R-2 District.

This use may be considered consistent with the master plan provided that property is developed in such a manner as to minimize any impact on the surrounding single family residential uses to the north, east and south.

Necessary and reasonable conditions may also be placed upon the use to allow a better “fit” into the area.

Please note the economic analysis from Bridget Lane of BDI Inc. She notes there is a demand for such facilities within the community and should have an overall positive impact to the village.

Issues for PCZBA Consideration

The following issues are noted per staff review of the proposal. This list may not be all inclusive as further issues may arise as part of the public hearing process.

- Use of property as a “nursing home” instead of the a single family residential use;
- Consideration of relief from the parking requirement to allow 65 spaces;
- Consideration of relief from the maximum floor area requirement to allow a structure of 94,323 square feet.
- Referral of signage, landscaping, lighting, and building elevations to the July 21th AC meeting;
- Consider the adequacy of proposed sewer and water services to the facility.

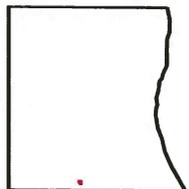
The Commission is reminded that as a Special Use necessary and reasonable conditions may be placed on proposal to help to mitigate any “externalities” associated with the project.

Respectfully Submitted,

James M. Hogue

**James M. Hogue
Village Planner**

Lake County, Illinois



LakeCounty
Geographic Information System

Lake County Department
of Information Technology
18 N County St
Waukegan IL 60085
(847) 377-2373

Map Printed on 06/23/2014



-  Forest Preserves
-  Lake County Border
-  Streams
-  Tax Parcels
-  Trails
-  2011 Buildings

Disclaimer

The selected soil feature layer may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.

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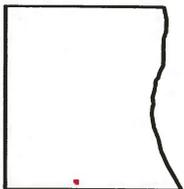


-  Forest Preserves
-  Lake County Border
-  Water
-  Wetlands
-  Tax Parcels
-  Trails
-  2002 Buildings

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-  Forest Preserves
-  Bathymetry
-  Lake County Border
-  Wetlands
-  Tax Parcels
-  Trails
-  2002 Buildings
-  Major Contour Line
-  Minor Contour Line

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SENIOR HOUSING TRIP GENERATION AND PARKING DEMAND CHARACTERISTICS

by

Stephen B. Corcoran, P.E. (M)^a

presented at the
Institute of Transportation Engineers
66th Annual Meeting

INTRODUCTION

As the baby boomer generation ages, special housing projects have been developed for them in lieu of the traditional single-family home or apartment. Congregate care facilities, independent living apartments, assisted-care units, and senior apartments are being marketed, developed, and built to handle the needs of older adults.

The changing lifestyle of older adults affects their transportation needs and usage as well. Trip generation and parking demand within this age group vary significantly from traditional residential uses because residents no longer have to be at work, pick up their children, or do their shopping at specific times. Also many senior communities provide on-site services to meet their residents' needs. This paper will present the author's experiences with senior housing and its trip and parking characteristics along with data on projects in suburban Chicago, Illinois and around the United States.

SENIOR HOUSING TYPES

Older adults have many special needs that change over time. Many seniors are clearly independent and need little assistance other than help with major chores or repairs. They are generally active and healthy. As time goes by, however, their needs change and grab bars become important, as well as, other features such as higher electrical outlets, emergency response systems, and lower reach cabinets. Good nutrition, socialization, and access to medical and supportive care also becomes more important. Several distinct types of housing have been developed to accommodate these needs:

Senior Single Family Homes are senior-only subdivisions which have been developed for retirees ages 55 and up in the southeast and southwest sections of the United States. These developments typically include recreational facilities. Many of the residents are retired.

Senior Apartments are traditional apartment complexes with a minimum age requirement of 55 years old. Some amenities include recreational facilities, security, and special design features. Residents are independent and may still be working.

Independent Living Units are cottages or apartments where older adults live independently but without the worries of maintenance or housekeeping. Medical care can be available at the facility or by visiting medical staff. A variety of amenities are provided for the residents depending on the size of the community.

^a Senior Transportation Consultant, Metro Transportation Group, Inc, Hanover Park, Illinois

Assisted-Care Units are for older adults having difficulty managing in an independent living arrangement but who do not need nursing home care. Assisted-care is usually apartment living with additional staff to help with normal daily activities.

Congregate Care Facilities contain a full spectrum of housing types in one development with town homes or cottages, independent living units, assisted-care units, and nursing care. Congregate Care Facilities (CCF) allow the elderly to age in one place with nursing care available if they need it. This is particularly important for elderly couples wishing to stay together with one spouse needing special care. CCFs are in essence self-contained communities. **Table 1** lists the amenities that are typically available at a CCF.

Table 1

Typical Congregate Care Facility On-Site Services and Facilities

Standard Services	Extra Services	Common Facilities
<ul style="list-style-type: none"> • Main Meal of the Day • 24-Hour Nursing • Daily Check-In • Weekly Laundry • Utilities • Housecleaning • Organized Programs • In Room Food Service • Bus Shuttle • 24-Hour Security • Complete Maintenance • Free Parking • Garbage Collection • Notary Public Service • Supportive Care Nurse • Chaplain 	<ul style="list-style-type: none"> • Breakfast and Lunch • Extended Room Service • Specialized Diets • Guest Meals • Catering • Physician • Podiatrist • Physical/Speech Therapy • Insurance • Chauffeur Service • Garages • Telephone • Cable TV • Photocopying 	<ul style="list-style-type: none"> • Lounge Area • Dining Room • Library • Chapel • Recreation Room • Country Store • Pharmacy • Arts and Crafts Room • Workshop • Cafe • Exercise Room • Beauty/Barber Shop • Bank Branch Office • Solarium • Whirlpool • Outside Patio • Garden Plots

Source: Milwaukee, Wisconsin CCF Brochure

LITERATURE REVIEW

A review was made of available data on senior trip generation and parking demands. Information was obtained from the Institute of Transportation Engineers Trip and Parking Generation Manuals, the author's files, data from other consultants, as well as, information from California, Arizona, and Florida Departments of Transportation. After reviewing the data, it became clear that the amount of data is small and that the definition of senior housing was not consistent among each source. The data did not distinguish between the five categories mentioned previously.

FACTORS AFFECTING TRIP GENERATION AND PARKING

Several factors affect the trip generation and parking demand at any particular facility. These include the number of dwelling units, nursing beds, average age of residents, resident's affluence, number of employees, and available bus shuttle/chauffeur service. More data needs to be collected in order to properly analyze their relationship to trip generation and parking demand. The trip generation rates for individual facilities varied. Insufficient information on all the survey locations made it difficult to statistically draw conclusions on individual impact of those factors.

However, experience has indicated that as the average age of residents increases, the number of trips and parking demand decreases. This is an obvious affect of the aging process. Nursing beds require more staff to service a patient needs than a more independent resident. When the proportion of nursing beds to residential units increases, the amount of traffic and parking generally increase. The economic well being of residents increases the likelihood that they own a car and thus drive and park. Lastly, bus shuttle/chauffeur service will provide an option to the auto for residents keeping traffic and parking rates lower.

DAILY TRAFFIC GENERATION

Information on daily trip ends was obtained from surveys by the California Department of Transportation (Caltrans) and the Florida and Arizona Departments of Transportation. This data generally categorized the facilities as retirement communities but included CCFs, senior apartment complexes, and may have nursing beds. The author's data consisted of one CCF in Pennsylvania. **Table 2** summarizes the trip data and rates. The average trip rate daily varied between 2.78 and 8.91 trips per unit. The variation in rates supports the conclusion that the number of units/beds is not the only variable influencing trip production. The weighted average trip ends were 4.52 trips per unit which included one large development of 3,122 units. Without the 3,122 unit project, the weighted average rate was 5.64 trips per units.

The weighted daily trip generation rate, was 5.64 trip ends a day for senior housing developments. Senior housing generates two-thirds the amount of traffic compared to a typical single-family development. It's closer to other multi-family categories, including apartments (6.47 trips/unit) and condominiums or townhouses (5.86 trips/units). **Table 3** shows the weekly variation in volumes based on one facility. The weekday volumes were consistent. Weekend traffic volumes were slightly lower.

Table 4 illustrates the hourly distribution of traffic throughout an average weekday, Saturday, and Sunday. The peak-hour volumes of the facility occurred at lunch time and mid-afternoon (2:00 to 4:00 PM). Caltrans data indicated that the peak-hour occurred between 11:00 AM and 4:00 PM, depending on the facility. These peak-hour times do not coincide with the peak-hour of adjacent street traffic because the residents do not have or want to travel during the rush hour. Also, the employee shifts are generally off peak. Most facilities are staffed 24 hours a day with a 7:00 AM-3:00 PM, 3:00 PM -11:00 PM, 11:00 PM-7:00 AM shift schedule. Some administrative staff follow a typical 9:00 AM to 5:00 PM shift.

PEAK-HOUR TRIP GENERATION RATES

Table 5 shows the trip generation rates for eight facilities during the morning and evening peak-hour of the adjacent street system. The weighted average trip rate was 0.222 trips per unit/bed in the morning peak and 0.247 trips per unit/bed in the evening peak. Trip rates ranged from 0.085 to 0.450 per unit. The directional splits were 65% inbound and 35% outbound in the morning and 40% inbound and 60% outbound in the evening. Compared to other residential land-uses, senior developments generate significantly less traffic on a per unit basis.

Table 2

Daily Trip Generation Rates for Senior Housing

Source	Number of Dwelling Units	Daily Trips	Trip Rates	
Caltrans	3122	9630	3.09	
	300	830	2.78	
	108	310	2.87	
	76	260	3.42	
	460	2252	4.90	
Florida DOT	366	3262	8.91	
	560	1985	3.55	
	187	1449	7.75	
	120	901	7.51	
	127	561	4.42	
Arizona DOT	125	972	7.78	
	176	855	4.86	
	74	447	6.04	
	60	285	4.75	
	216	1386	6.42	
	175	1058	6.05	
	129	941	7.30	
	112	922	8.23	
	106	820	7.74	
	89	538	6.05	
	81	529	6.53	
	60	494	8.23	
	59	432	7.30	
	Penn. CCF	247	1163	4.71
	Weighted Average	7135	32282	4.52
Without 3,122 units	4013	22652	5.64	
ITE Average Weekday Daily Rates				
Single-Family (Code 210)			9.55	
Apartment (Code 220)			6.47	
Condo/townhouse (Code 230)			5.86	
Congregate Care Facility (Code 251)			2.15	

Table 3

Weekly Volume Distribution

Day of the Week	Percentage
Monday	15%
Tuesday	15%
Wednesday	16%
Thursday	17%
Friday	15%
Saturday	12%
Sunday	10%
Total	100%

Table 4

Hourly Traffic Distribution

Start Hour	Average Weekday	Saturday	Sunday
12:00 AM	1.46%	1.45%	2.76%
1:00 AM	0.07%	0.12%	0.26%
2:00 AM	0%	0.00%	0.26%
3:00 AM	0.12%	0.00%	0.00%
4:00 AM	0.46%	0.00%	0.66%
5:00 AM	0.41%	0.60%	0.39%
6:00 AM	1.94%	2.05%	1.71%
7:00 AM	5.74%	5.06%	3.94%
8:00 AM	6.70%	5.06%	4.99%
9:00 AM	6.19%	5.78%	6.17%
10:00 AM	7.20%	9.40%	7.74%
11:00 AM	9.33%	9.04%	8.53%
12:00 PM	7.05%	8.07%	8.01%
1:00 PM	7.44%	6.27%	4.86%
2:00 PM	9.76%	7.59%	8.40%
3:00 PM	9.54%	10.24%	9.84%
4:00 PM	8.39%	9.40%	9.32%
5:00 PM	5.26%	6.14%	6.96%
6:00 PM	3.14%	3.25%	3.54%
7:00 PM	2.90%	2.89%	4.20%
8:00 PM	2.59%	2.05%	2.49%
9:00 PM	1.10%	1.57%	1.31%
10:00 PM	1.24%	1.33%	1.05%
11:00 PM	1.96%	2.65%	2.62%

Table 5

Peak-Hour Trip Generation Rates

Facility	Location	Occupied Units			AM Peak Volume	Rate	PM Peak Volume
		Dwelling Units	Nursing Beds	Total			
Covenant Village	Northbrook, IL	220	151	371	86	.231	133
Friendship Village	Lombard, IL	620	100	720	86	.120	180
Presbyterian Home	Evanston, IL	312	166	478	92	.193	139
Glenview Terrace	Glenview, IL	243		243			21
Good Shephard Manor	Barrington, IL	102		102	18	.180	17
Mayslake	Oakbrook, IL	630		630	67	.106	75
Leisure Village	New Jersey	200		200	65	.325	62
Pennsylvania CCF		210	37	247	78	.316	111
Totals		2537	454	2991	492		738
Weighted Average Trip Rate					.164		.247
Inbound Percentage					65%		40%
Outbound Percentage					35%		60%
<u>Comparison to other ITE Residential Rates</u>							
Single Family Homes (Land Use Code 26)					0.74		1.01
Apartments (Land Use Code 220)					0.51		0.63
Condominiums/Townhouses (Land Use Code 230)					0.44		0.55

PARKING DEMAND SURVEYS

Parking demand characteristics were obtained from a number of surveys conducted in the Chicago metropolitan area. The peak parking demand occurred during the mid-day between 11:00 AM to 3:00 PM corresponding, in part, with the largest employee shift on-site. **Table 6** summarizes those surveys. The peak day of the year is Mother's Day when many facilities run out of visitor parking, according to the on-site staff.

The peak parking demand rates varied between 0.214 and 0.579 vehicles per unit/bed with a weighted average rate of 0.404 vehicles per unit/bed. Employee, resident, and visitor parking is included. This rate is one third to one half the parking rate of other residential uses. Readers should note that the survey sites with the higher parking rates generally have more nursing beds which requires more employees than the residential units.

Table 6

Peak Parking Demand Surveys

Development	Location	Dwelling Units	Nursing Beds	Total Units/Beds	Peak Parking Rate	Peak Parking Demand	
Covenant Village	Northbrook, IL	220	151	371	0.490	182	
Beacon Hill	Lombard, IL	235	23	258	0.565	146	
Friendship Village	Schaumburg, IL	620	100	720	0.390	281	
Presbyterian Home	Evanston, IL	312	166	478	0.579	277	
Glenview Terrace	Glenview, IL	243		243	0.214	52	
Mayslake	Oakbrook, IL	630		630	0.408	257	
<u>EJM Engineering Studies</u>							
Lilac Lodge	Waukegan, IL	203		203	0.315	64	
Deerfield Place	Deerfield, IL	98		98	0.230	23	
<u>ITE Parking Manual, 2nd Ed</u>							
Retirement Community (Land Use Code 250)		500		500	0.270	135	
		3061	440	3501		1417	
		Weighted Average				0.404	
<u>ITE Parking Manual, 2nd Edition</u>							
Low/Mid-Rise Apartments (Land Use Code 221)					1.21		
High-Rise Apartments (Land Use Code 222)					0.88		
Residential Condominium (Land Use Code 230)					1.11		

Conclusions

Based on the analyses and studies for this paper, the following findings were made:

1. The overall category of senior housing should be broken down into at least five categories for trip generation and parking demand purposes. These categories could be:
 - Senior Single-Family Housing
 - Senior Apartments
 - Independent Living Units
 - Assisted-Care Units
 - Congregate Care Facility
2. Several factors affect the trip generation and parking demand at any particular facility. Any new survey should include the number of dwelling units, nursing beds, average age of residents, resident's affluence, number of employees, and available bus shuttle/chauffeur service. More data needs to be collected in order to properly analyze their relationship to trip generation and parking demand.
3. Daily trip generation rates were found to be 4.52 to 5.64 trip ends a day for senior housing developments. Senior housing generates two-thirds the amount of traffic compared to a typical single-family development. It's daily rates are similar to other multi-family categories, including apartments (6.47 trips/unit) and condominiums/townhouses (5.86 trips/units).
4. Trip generation rates during the peak hour of adjacent street traffic are significantly less because most employees arrive/depart during off-peak periods and residents avoid the peak-hour congestion. The peak hour rates are one-half to one-fourth that of other residential land-uses.
5. The peak-hours of site traffic occurs in the late-morning or early afternoon.
6. The peak parking demand at most senior facilities occurred midday with an average peak demand of 0.40 vehicles per dwelling unit for residents, employees, and visitors. Mother's Day is the highest parking day of the year with many facilities short of spaces for that one day.

References

1. Trip Generation Manual, 5th Edition; Institute of Transportation Engineers; January, 1991
2. Parking Generation Manual, 2nd Edition; Institute of Transportation Engineers; August, 1987
3. Parking Requirements for Retirement Centers Requirements and Demands; EJM Engineering; May, 1987
4. 6th Progress Report of Trip Ends Generation Research Counts; California Department of Transportation; 1965-1970
5. Florida Department of Transportation Trip Generation Data
6. Arizona Department of Transportation Trip Generation Data



June 23, 2014

Mr. David Lothspeich
Village Manager
Village of Long Grove
3110 Old McHenry Road
Long Grove, IL 60047

RE: Gart L G Trees
Tree Mitigation Waiver

Dear Dave,

I've reviewed Mr. Jordon Glazov's letter dated June 18, 2014, regarding a tree mitigation waiver request for the property located southeast of Rt. 53 and Long Grove Road, as requested.

He had requested a waiver of trees being removed or impacted that rated a condition 3, or fair, on the tree inventory listing by SavATree. The trees had been rated on a scale of 0 – 5, with 0 being dead, 1 being very poor, 2 being poor, 3 being fair, 4 being good and 5 being perfect.

Mr. Glazov stated that most of the trees located in the interior of the property have dead lower branches and only foliage near the top of the crown. This is typical for an interior tree in an unmaintained woodland and does not indicate the tree is in declining condition. The one issue with such a tree is that when the edge trees from a woodland are removed, the newly exposed interior trees are more prone to windthrow or failure as they have been protected by the edge trees from the prevailing winds.

Mr. Glazov had indicated that they are willing to pay the mitigation fees for the condition 4, or good condition, trees, which according to his calculations, amounted to \$171,600.00. The condition 3 and 4 trees together, would require mitigation of \$665,700.00. Ash trees were never figured in the mitigation calculations.

In all previous reviews of tree inventories in this Village and other Villages that we work in, trees rated in fair or better condition have always required mitigation. I believe waiving mitigation of the condition 3 trees would have to be a policy change that the Village Board should review and determine.

One option the Village board could consider would be for the applicant to develop a reforestation plan using the protected species listed in the ordinance as the site constraints allow.

Please call me if you have any questions.

Sincerely,
URBAN FOREST MANAGEMENT, INC.

Todd R. Sinn
Senior Forester



**PRELIMINARY DRAINAGE REPORT
LONG GROVE SENIOR LIVING**

VSEI #: 140314

June, 25, 2014

I. PROJECT SUMMARY

- A. This Preliminary Stormwater Report provides information on the drainage aspects of the Long Grove Senior Living assisted living and memory care facility..
- B. This report examines:
 - i. the Detention Volume required for the proposed development on the subject property.
 - ii. Depressional Storage replacement requirements,
 - iii. Water Quality elements of the development.
- C. The subject property is approximately 9.4 acres and is located to the South of the Illinois Route 53 right of way between Long Grove Road and Old Hicks Road. A location map of the subject property is contained in **Attachment 1**.

II. WETLANDS

- A. There are two wetland areas located on the site. These areas were evaluated by DJ Krill Environmental, Inc. and are discussed briefly below:
 - i. A wetland area along the West property line is wholly contained on the subject property. It is categorized as an Isolated Water of Lake County (IWOLC) and is regulated by the Village of Long Grove. This wetland is to be removed and mitigated offsite and the area used will be utilized for detention.
 - ii. A wetland in the northeast area of the subject property extending beyond the East property line. This wetland is categorized as being a Water of the United States (WOTUS). As such it is not held to the 80-120 rule. A buffer around this wetland will be maintained as part of the development plan.

III. DETENTION VOLUME

A. Detention Requirements

- i. The site plan for the development is shown is shown in **Attachment 2**.
- ii. The Tributary Area to the detention facilities is ± 5.7 acres
- iii. The impervious area within the area tributary to the detention basin is 3.5 acres, resulting in 61% impervious of the tributary area.
- iv. The Required Volume per the County nomograph is 1.93 ac-ft during a 100 year storm see **Attachment 3**.

B. Depressional Storage

- i. There is a depressional storage area in the southern center of the subject property.
- ii. This area contains approximately 0.15 acre feet, **Attachment 4**.
- iii. Because this area will be filled as a result of the construction of the project, the volume of this area will be added to the detention volume required.

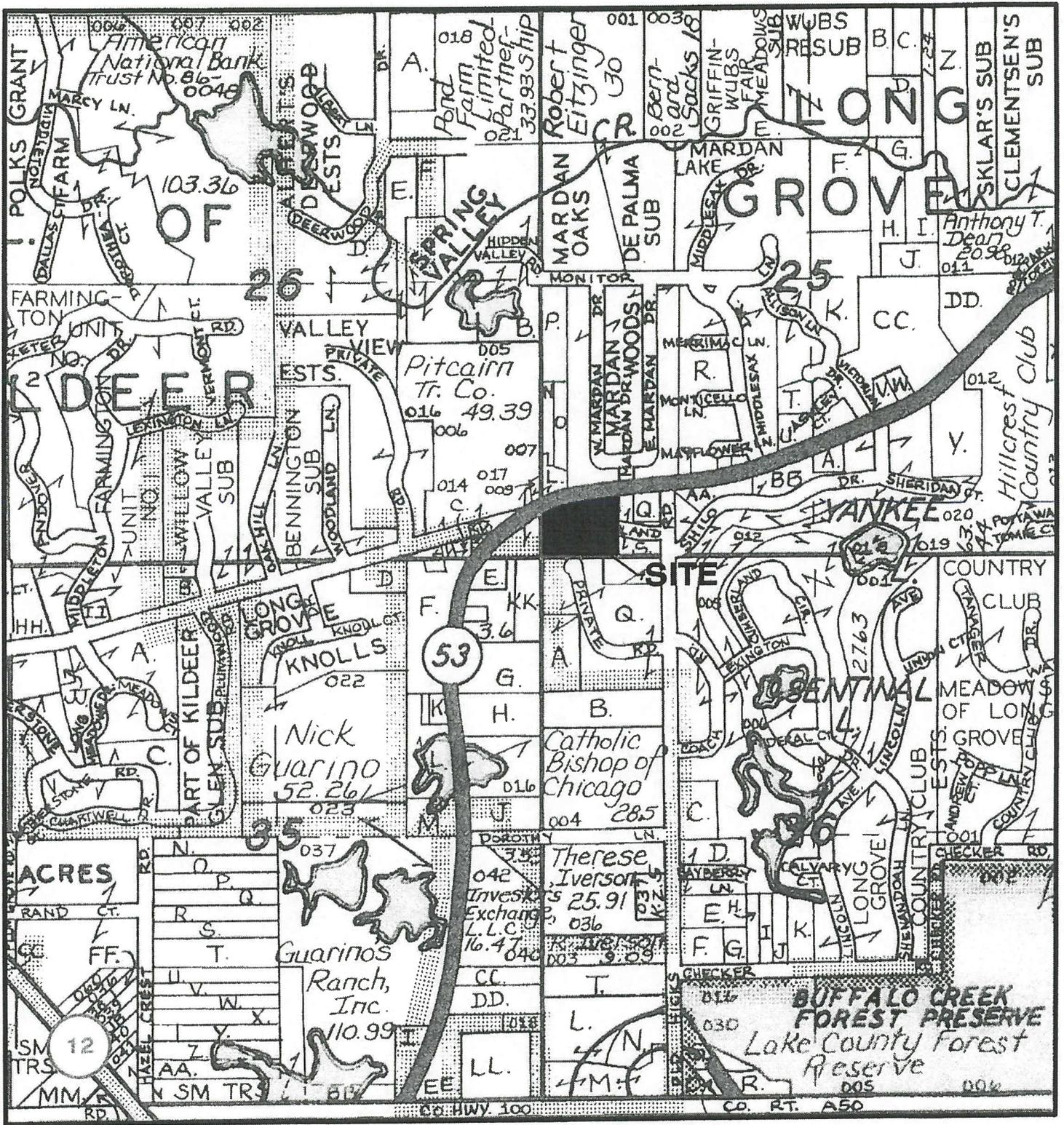
C. Detention Basin

- i. The Required Volume per the Lake County WDO is the sum of the 1.88 acre-feet as called for in the County nomograph and the lost depressional storage volume. (1.88 acre-feet plus 0.15 acre-feet).
- ii. The Detention Basin is shown in **Attachment 5**.
- iii. The volume provided is 2.02 ac-ft is shown in **Attachment 5**.
- iv. The basin will have a permanent pool to meet the WDO water quality volume requirements.

ATTACHMENTS

Location Map	1
Tributary Area / Site Plan	2
Detention Volume Nomograph	3
Depressional Storage Calculations	4
Drainage Plan / Detention Provided Analysis	5

LOCATION MAP



VICINITY MAP

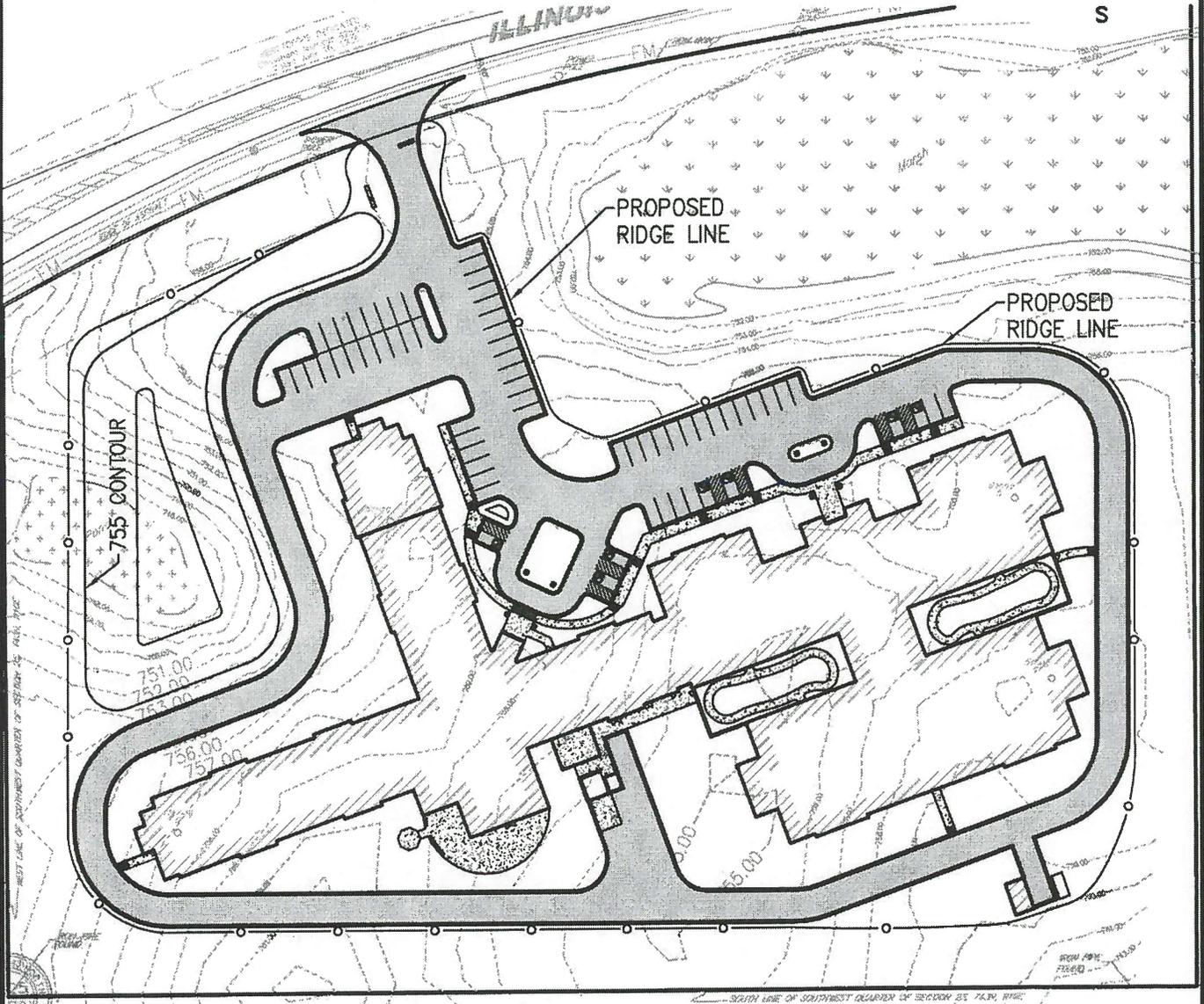
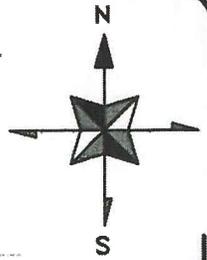
N.T.S.

TRIBUTARY AREA / SITE PLAN



Vanderstappen Surveying & Engineering, Incorporated
 1316 North Madison Street, Woodstock, Illinois
 (815) 337-8310 www.vandersinc.com

AREA TRIBUTARY TO POND



SCALE: 1" = 100'

CLIENT: LONG GROVE SENIOR CARE
 DRAWN BY: BTE CHECKED BY: MJC
 P.I.N.: 14-25-300-009
 JOB NO.: 140314

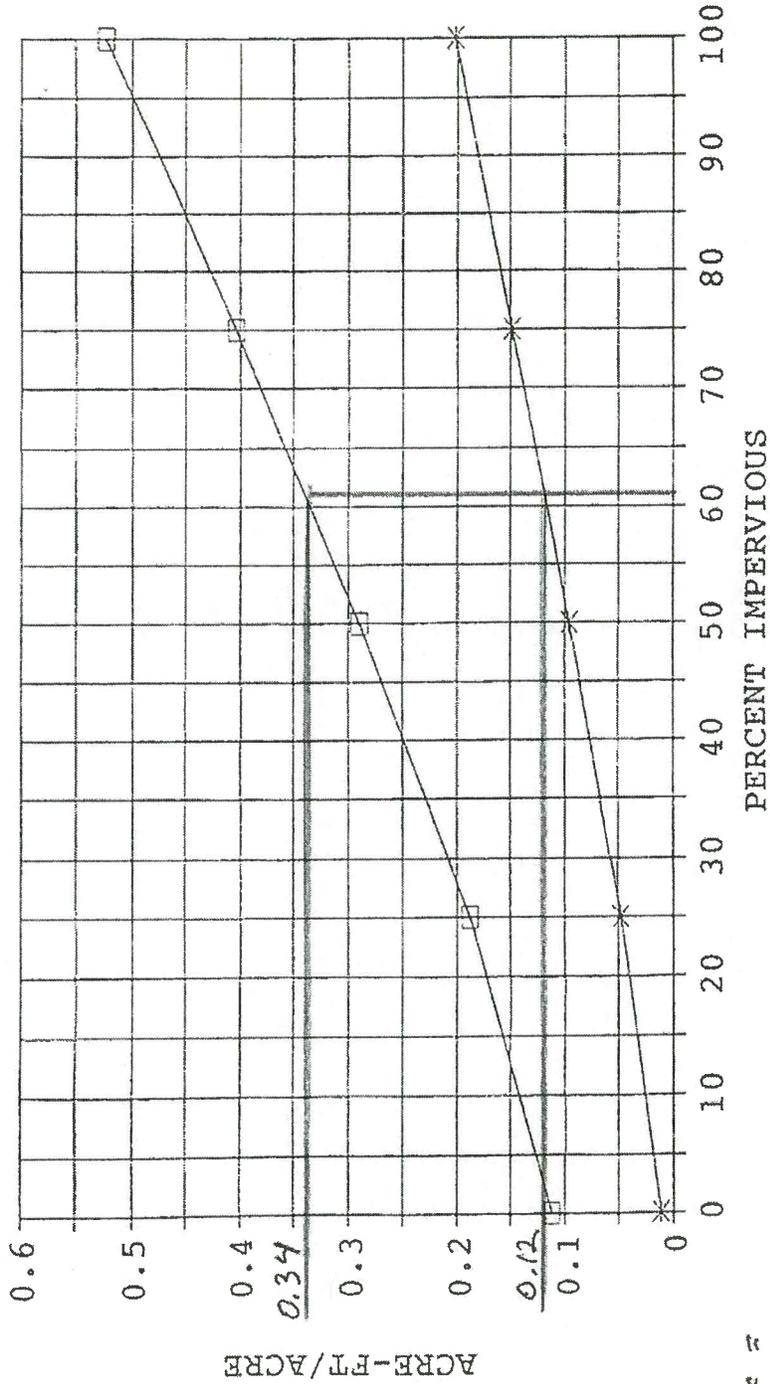
	SQ.FT.	ACRES
TOTAL TRIBUTARY AREA	<u>247,000</u>	<u>5.670</u>
PROPOSED IMPERVIOUS AREA*	153,000	3.512
PROPOSED PERVIOUS AREA*	94,000	2.158

* INSIDE TRIBUTARY AREA

DETENTION VOLUME NOMOGRAPH

APPENDIX K - DETENTION VOLUME VERSUS PERCENT IMPERVIOUS

**DETENTION VOLUME VS PERCENT IMPERVIOUS
2-YEAR AND 100-YEAR UNIT AREA DETENTION**



2-year release = 0.04 cfs/acre, 100-year release = 0.15 cfs/acre

—*— 2-YEAR —□— 100-YEAR

Reference: Northeastern Illinois Planning Commission, Investigation of Hydrologic Methods for Urban Development in Northeastern Illinois

$0.34 \times 5.7 \text{ AC} =$

DEPRESSIONAL STORAGE CALCULATIONS

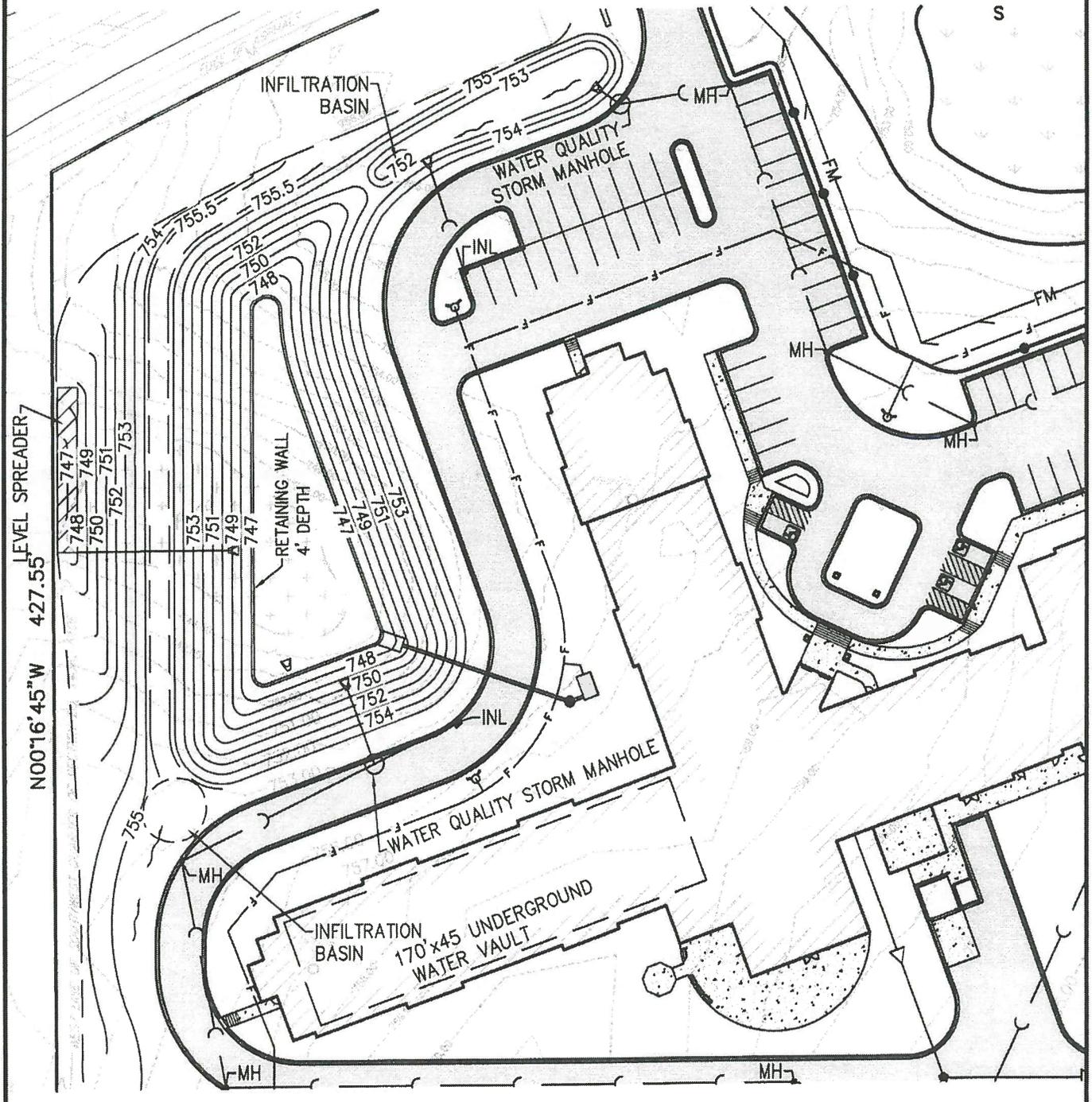
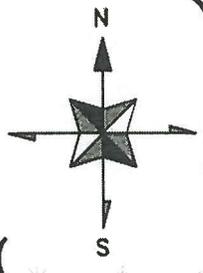
LONG GROVE SENIOR CARE
VSEI No.: 140314



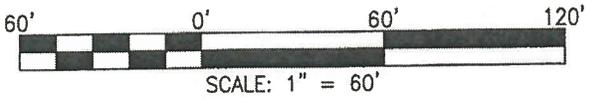
DEPRESSIONAL STORAGE						
STAGE	ΔELEV	AREA (FT ²)	AREA (AC.)	AVG. AREA (AC.)	STORAGE (AC-FT)	Σ STORAGE (AC-FT)
754.50	0.00	0	0.00	0.00	0.00	0.00
755.00	0.50	4851	0.11	0.06	0.03	0.03
755.50	0.50	21100	0.48	0.27	0.14	0.16

DRAINAGE PLAN
-
DETENTION PROVIDED ANALYSIS

DRAINAGE PLAN



CLIENT: LONG GROVE SENIOR CARE
 DRAWN BY: BTE CHECKED BY: MJC
 P.I.N.: 14-25-300-009
 JOB NO.: 140314



LONG GROVE SENIOR CARE
VSEI No.: 140314



PROPOSED DETENTION BASIN						
STAGE	ΔELEV	AREA (FT ²)	AREA (AC.)	AVG. AREA (AC.)	STORAGE (AC-FT)	Σ STORAGE (AC-FT)
748.00	0.00	6620	0.15	0.00	0.00	0.00
749.00	1.00	8390	0.19	0.17	0.17	0.17
750.00	1.00	10300	0.24	0.21	0.21	0.39
751.00	1.00	12400	0.28	0.26	0.26	0.65
752.00	1.00	14600	0.34	0.31	0.31	0.96
753.00	1.00	17000	0.39	0.36	0.36	1.32
754.00	1.00	21769	0.50	0.45	0.45	1.77
754.50	0.50	23477	0.54	0.52	0.26	2.02

To: Village of Long Grove
From: Bridget Lane
Subject: Long Grove Senior Care
Date: June 20, 2014



The Village of Long Grove is reviewing a preliminary PUD Plat for vacant land parcel of 9.96 +/- acres on the south side of Old Illinois Route 53, between Mardan Drive to the east and Long Grove Road to the west. It has 774 feet of frontage on the south side of Old Illinois Route 53, is 427 feet deep on the west, and is 628 feet deep on the east. The applicant proposes constructing a 100 unit assisted living and memory care facility. BDI was asked to evaluate the plan's fit with the market, the developer's capacity, and the economic value to the Village. This review is based on documents submitted to the Village by the petitioner; an examination of industry information provided by American Seniors Housing Association and the Illinois Department of Public Health; Lake County property tax records; the Experian demographics database; and documents submitted to the Village in support of the PUD application.

Key Findings

The document that follows provides supporting information for these findings:

1. There are 1,523 Assisted Living Units within the local market and therefore the proposed 100 units are a 6.6% increase in the market.
2. If only 3% of the Long Grove residents older than 80 years and residents whose parents are nearing that age need to enter assisted living the 100 rooms would be completely occupied.
3. Pathway Senior Living of Des Plaines has experienced senior leadership.
4. The units under management by Pathway Senior Living grew by 2.7% from 2013 to 2014, and this development would be a 7.3% increase in the units under management.
5. Pathway Senior Living does not currently offer memory care in its facilities.
6. The employees, residents, and visitors to this facility would frequent local businesses and thereby increase Village sales tax revenues.
7. The assessed value of the property is expected to increase 100-fold with this development and thereby support the quality of local schools.

Project Description

The property under consideration is approximately 10 vacant acres. The submitted plans call for 100 units that include 40 units dedicated to memory care. This development is northwest of Alden Long Grove Rehabilitation Center.

Market Overview

Assisted Living Facilities (ALF) are living arrangements that provide personal care and health services for people who may need assistance with activities of daily living, such as dressing, meal preparation, medication management, and food preparation. The level of care provided is not as extensive as that which may be provided in a nursing home. Assisted living is not an alternative to a nursing home, but an intermediate level of long term care. It legally can set a qualifying age. The alternatives to this care are home health care services and adult day care. Residents of ALF properties are almost exclusively private payers, indicating that this living arrangement attracts a relatively wealthy resident. The 2013 median annual cost of a single occupant one-bedroom assisted living unit in Illinois was \$45,654.¹

In Illinois, the Department of Public Health licenses ALFs and reports these operating ALFs within the submarket containing Long Grove.

Table 1

Establishment name	Address	City	Memory Units	Total Units
Church Creek	1250 W. Central Road	Arlington Heights	21	34
Hearthstone of Arlington Heights	800 W Oakton St	Arlington Heights		100
Prairieview at the Garlands	6000 Garlands Lane	Barrington	20	50
Sunrise of Barrington	510 Northwest Highway	Barrington	24	45
Belmont Village Buffalo Grove	500 McHenry Rd	Buffalo Grove	24	114
Sunrise of Buffalo Grove	180 W Half Day Rd	Buffalo Grove	24	79
Lake Barrington Woods	22320 Classic Ct.	Lake Barrington		88
Silverado #550 Lake Zurich	550 America Ct	Lake Zurich	16	16
Silverado #555 Lake Zurich	555 America Ct.	Lake Zurich	16	16
Silverado #579 Lake Zurich	579 America Ct.	Lake Zurich	16	16
Silverado #600 Lake Zurich	600 America Ct.	Lake Zurich	16	16
Radford Green	960 Audubon Way	Lincolnshire	20	38
Autumn Leaves of Vernon Hills	500 Atrium Dr	Vernon Hills	36	36
Brookdale Plaza Hawthorne Lakes	10 E. Hawthorne Pkwy	Vernon Hills		62
Brookdale Plaza Vernon Hills	145 N. Milwaukee Ave.	Vernon Hills		54
Addolorata Villa	553 McHenry Rd	Wheeling	22	61
			Total	1,523

The residents of ALFs are generally either parents of families living nearby or residents seeking a more supportive living situation. Because ALFs are private pay, potential residents and/or their supporting

¹ Genworth 2014 Cost of Care Survey

family are relatively wealthy. The population in Long Grove and within 5-miles of the proposed development provides this potential market for ALF residents.

Table 2

	Long Grove	5 Miles: Long Grove
Population that may want to place a parent in an ALF (45-64)	3,146	7,550
Median Household Income	\$158,915	\$94,661
% of Adult population	38.7%	30.1%
Population aging into ALF (65-79)	602	18,026
Median Household Income	\$121,242	\$71,833
% of Adult population	7.4%	8.6%
Median Household Income	\$46,154	\$37,289
Population That may move to an AFL (80+)	244	705
% of Adult Population	3.0%	3.5%

Because ALF residents rarely move between facilities, the key challenge to a successful project is attracting the initial occupancy. At a recent American Seniors Housing Association conference, a presentation by Margaret Wylde of ProMatura Group, LLC, offered this information on the move-in ages of residents:

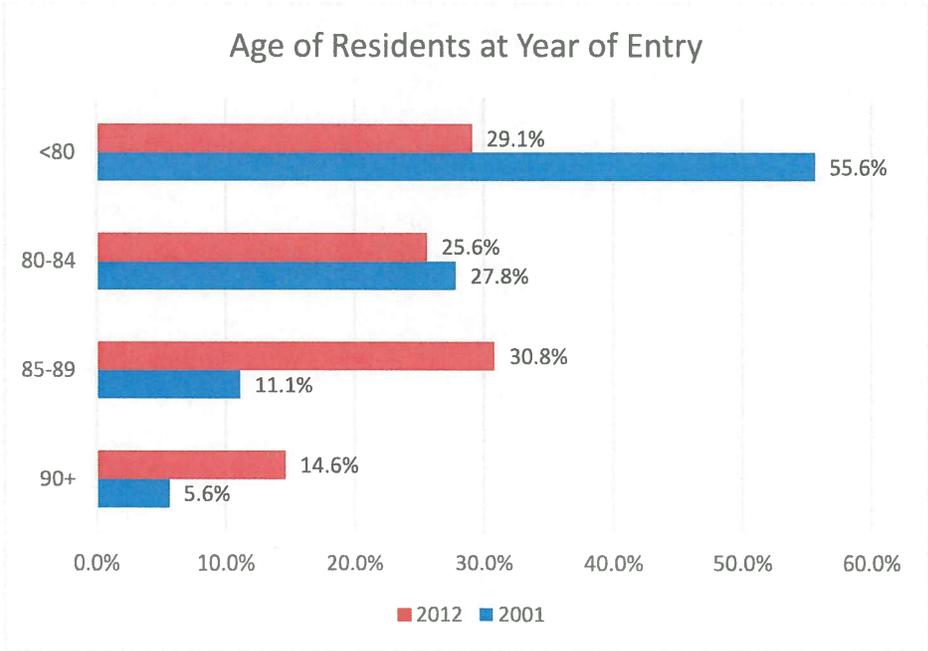


Figure 1

With the population aging into the need for ALF's and a concentration of families that may need supportive care for parents, the markets surrounding the Long Grove Senior Care project fit this proposal.

Long Grove Senior Care

Although Long Grove Senior Care will be operated and managed by Pathway Senior Living of Des Plaines, Illinois, the property ownership is a group of investors organized as Long Grove Senior Care LLC. The Long Grove Senior Care developer-owner is a subsidiary of Gart Partners LLC of Northbrook, Illinois. The principals of Gart Partners have been developing, owning, managing, and operating residential, retail, and office properties in Chicagoland since 1970. Limited Liability Corporations (LLC) is a common commercial real estate investment tool that protects investors from financial liability beyond the amount committed to a specific project. Gart Partners will complete entitlement of the property, and both build and own it; but defer day to day management of the completed development to Pathway Senior Living. This website, http://www.pathwaysl.com/our_communities, lists the properties that Pathways Senior Living currently manages. The table below summarizes the services offered at each location.

Table 3

	Independent Living	Assisted Living	Alzheimer/ Dementia Care	Supportive Living
Illinois				
Park Forest	x			x
Roseland				x
Bartlett	x			x
River Oaks	x			x
Galewood				x
Joliet	x			x
South Chicago	x			x
Sierra Ridge	x			x
Vernon Hills	x			x
Venice	x			x
Elk Grove	x			x
Oak Hill				x
Riverwoods				x
Wisconsin				
Green Bay		x		

Supportive living differs from assisted living in that the services offered qualify for reimbursement when private payer funds are exhausted. Because the Illinois Department of Public Health licenses assisted

living separately from supportive living, the Vernon Hills units managed by Pathways senior living do not appear on Table 1. The submittal to Long Grove reports that this facility will offer only assisted living.

Because Pathway Senior Living is privately held, public information on their financial status is not available. The company's president, Jerry Finis has more than 16 years of experience in the senior care industry leading Pathway Senior Living. Senior Living Executive, a publication of Assisted Living Federation of America annually publishes a list of the top 80 senior living companies. The table below reports on the 2013 and 2014 Rank of Pathway Senior Living.

Table 4

Rank	Company	Total Resident Capacity	Total Independent Living Operational Resident Capacity	Total Assisted Living Operational Resident Capacity	Total Memory Care Operational Resident Capacity	Total Number of Properties	Public or Private	Chief Executive
2013								
72	Pathway Senior Living Des Plaines, IL www.pathwaysil.com	1,336	0	1,372	0	14	Private	Jerome E. Finis Principal/CEO
2014								
73	Pathway Senior Living LLC Des Plaines, IL www.pathwaysil.com	1,372	0	1,372	0	14	Jerome E. Finis CEO	

Source: <http://www.alfapublications.org/alfapublications/20130304#pg25>

Growth in resident capacity between 2013 and 2014 was 2.7%. The 100 units proposed in the Long Grove project would spark a 7.3% increase in units under management.

Economic Impact

To determine how the development of an assisted living facility would change Village revenue, one should consider the spending by facility employees, residents, and visitors. Nationally assisted living facilities vary in staffing levels, but 100 units could involve 35 to 50 employees each day. Those employees will shop at local businesses. The visitors meeting with residents also will frequent local businesses.

Although the Village does not currently receive property tax revenue, it may tap that source in the future and Long Grove's high quality schools rely heavily on that revenue making the increase in assessed value important. Using Lake County property value records it is possible to compare the vacant property's current assessed value per square foot to the value per square foot of the most similar property in Lake County, Brookdale Plaza Hawthorne Lakes. The assessed value per square foot of land developed as Brookdale Plaza is \$29.42. The assessed value per square foot of the Long Grove property, where the Long Grove Senior Living proposes this assisted living development, is \$0.21.

LEGAL NOTICE
VILLAGE OF
LONG GROVE, ILLINOIS
NOTICE OF A PUBLIC
HEARING FOR CONSID-
ERATION OF A SPECIAL
USE PERMIT AND/OR AD-
DITIONAL RELIEF NEC-
CESSARY AND/OR APPRO-
PRIATE UNDER THE
ZONING CODE INCLUD-
ING BUT NOT LIMITED
TO PARKING AND FLOOR
AREA TO PROVIDE FOR
A SENIOR LIVING AND
ASSISTED LIVING CARE
FACILITY WITHIN THE
VILLAGE OF LONG
GROVE, ILLINOIS.

PUBLIC NOTICE IS
HEREBY GIVEN that on
Tuesday, July 1, 2014 at 7:00
p.m., a public hearing will
be held at the regular meet-
ing of the Plan Commission
& Zoning Board Appeals of
the Village of Long Grove,
Lake County, Illinois, at the
Long Grove Village Hall,
3110 RFD, Long Grove, Illi-
nois 60047, (unless otherwise
posted) for a Special Use
Permit within the R-2 Dis-
trict and/or additional relief
necessary and/or appropri-
ate under the zoning code in-
cluding but not limited to
parking and floor area to
provide for a senior living
center with Memory Care
and Assisted Living Facil-
ities on the property submi-
tted by the Long Grove Sen-
ior Care LLC. No
reclassification of the prop-
erty is requested. The prop-
erty is legally described as
follows:

The west 10 acres of that
part of the Southwest Quar-
ter of the Southwest Quarter
of Section 25, Township 43
North, Range 10 East of the
Third Principal Meridian,
lying South of the centerline
of State Route 53 and lying
west of the west line of Lind-
gren's "Greenland", being a
subdivision recorded as docu-
ments number 1332856, in
Lake County, Illinois.

Commonly known as: Vac-
ant Property on the south
side of Illinois Route 53 be-
tween Long Grove Road and
Mardan Drive, Long Grove,
Illinois, 60047.

PIN: 14-25-300-009
Persons attending the hear-
ing shall have the opportu-
nity to provide written and
oral comments and ques-
tions concerning the propo-
sal. The above information,
together with the plans for
the property, will be avail-
able for inspection at the
Long Grove Village Hall,
3110 RFD, Long Grove, Illi-
nois during regular business
hours.

The Plan Commission &
Zoning Board of Appeals re-
serves the rights to continue
the hearing to a later date
and time and place should
that become necessary.

James M. Hogue
Village Planner
Village of Long Grove
Published in Daily Herald
June 13, 2014 (4376658)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora

County(ies) of Cook, Kane, Lake, McHenry
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published June 13, 2014 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY *Doula Baltz*
Authorized Agent

Control # 4376658

