

Item #1B:

Report Of PCZBA Meeting June 3, 2014:

Fairfield Village PUD Amendments For Senior Care Facility,
1190 Old McHenry Road



STAFF REPORT

TO: Long Grove PCZBA
FROM: JAMES M. HOGUE, VILLAGE PLANNER
DATE: 5.27.14
RE: **PCZBA REQUEST 14-05;** CONSIDERATION OF AN AMENDMENT TO THE PREVIOUSLY APPROVED SPECIAL USE PERMIT AND PLANNED UNIT DEVELOPMENT APPROVAL AND/OR ADDITIONAL RELIEF NECESSARY AND/OR APPROPRIATE UNDER THE ZONING CODE INCLUDING BUT NOT LIMITED TO PARKING, BUILDING HEIGHT AND TEMPORARY RELOCATION OF AND EXISTING WIRELESS ANTENNA TO THE NORTHWEST CORNER OF THE SITE TO PROVIDE FOR A SENIOR LIVING AND ASSISTED LIVING CARE FACILITY WITHIN THE VILLAGE OF LONG GROVE, ILLINOIS

Item: PCZBA PETITION 14-05

Status: Complete application received 5/6/14. Filing fees & Escrow submitted 5/6/14. Referral by Village Board not required. Publication occurred 5.16.14 and is therefore timely.

History: The property is located on the southwest corner of Route 83 and Old McHenry Road. The property in question is comprised of Lot 17 of the previously approved Fairfield PUD and consists of 10 acres of land area. This property is presently zoned R-2 PUD.

The property was developed under the approval ordinance for the Fairfield PUD in 1979. Resolution 79-R-15 lays out most of the parameters for the development of this parcel (attached). The property in question is referred to as "Parcel A" and also references the Fairfield Savings & Loan (now Midwest Bank).

Per the parameters of this approval "Parcel A" may contain a total maximum leasable square footage of 85,000 square feet (minus the existing bank building) of office space. This square footage may be contained in multiple structures but shall not have a height in excess of 35 feet. Additionally the petitioner must abide by the setback restrictions (i.e. building box) as identified on the recorded Fairfield PUD plat. The Lot 17 portion of this plat is also attached.

In 2010 an additional special use permit was granted to T-Mobile to allow a personal wireless services antenna (cell tower) on the property so long as the antenna was wholly

enclosed within the existing structure (Bank building) this approval was conditioned most notably as follows;

- E. Equipment. The Equipment must be fully enclosed within the Existing Structure and be used exclusively for the operation and maintenance of the Antenna Facilities.
- F. Term; Review. The special use permit and other approvals granted in this Ordinance shall be limited to either the term of any lease agreement for the Antenna Facilities on the Subject Property (including any extension thereof), but in no event for more than 25 years after the passage of this Ordinance. Further, the special use permit and other approvals granted in this Ordinance shall be subject to review by the Board of Trustees, at 10-year intervals, to determine whether changed circumstances exist to require the termination or modification of such special use permit and other approvals. Should the Existing Structure undergo a significant renovation, demolition and rebuild, or substantial change from the plans originally approved by the Village, this special use permit and other approvals granted in this Ordinance shall automatically expire.

Proposal: Petitioners are seeking an amendment to the previously approved Special Use Permit/PUD approval known as the Fairfield Village Planned Unit Development and with the R-2 PUD District with relief requested including to building height, and parking to provide for redevelopment of the property as a senior living center (“nursing home”) with Memory Care and Assisted Living Facilities on the property and temporary relocation of the existing T-Mobile wireless antenna currently located in the existing building to the northwest corner of the site until March 2015. As proposed the facility would contain 138 units and house 150 patients (beds). Additionally, 90 staff associated (both full and part time) are anticipated to support resident/patient care at the facility. The facility would be divided into 58 memory care (Alzheimer’s/Dementia Care) units and 80 assisted living units. No reclassification of the property is required or requested as “nursing homes” are considered special uses in the residential districts.

As part of the PUD submittal a site plan and engineering (dated 5.2.14) has been included for consideration. A single principal structure is proposed to be located within the existing platted setbacks (save a portion of the entrance canopy). This proposal does not necessitate an amendment to the final PUD Plat. In the past plat amendments have proved to be a major hurdle in efforts to redevelop this property. Elevations of the proposed structure are included in the submittal as well. The existing bank building would be demolished and the cell tower temporarily located on the northwest corner of the site (until 2015).

Access to the site is proposed to be unchanged for what currently exists and is achieved from Route 83 and Aptakistic Road. On-site parking of 126 spaces is proposed. The Village Code does not specify a parking standard for such a use and thereby “defaults” to the standard of 5 spaces per 1000 square feet which would result in 627 spaces being required on-site. The petitioner is requesting relief for this requirement.

Services to the site include Village water provided for the treatment plant at Sunset Grove to the site. The Village water plant was appropriately sized to service this property as well as others. Sanitary sewer is also proposed to service the site. Stormwater will be handled via the existing detention pond in the Fairfield Village Development. This pond currently

handles stormwater from the existing building and parking on-site and was designed to accommodate the build out of this property. The same drainage patterns as presently exist will be maintained on-site. A naturalized bio-swale located along the western edge of the property will be utilized to carry runoff to the off-site detention facility.

Portions of the proposal (e.g. landscaping, elevations, lighting, preliminary plan/plat, and signage) will require Architectural Commission (AC) review. This is anticipated to occur on June 16th. The PCZBA should refer items from the application requiring such review to the AC for the June 16th meeting.

Land Use, Zoning and Locational Data:

1. Proposed Zoning: No zoning change requested; to the previously approved Special Use Permit\PUD approval known as the Fairfield Village Planned Unit Development and with the R-2 PUD District with relief requested including to building height, and parking to provide for redevelopment 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	Office	Office; R-2 PUD
SOUTH	Multi-Family Residential	Village of Buffalo Grove\R-9 MFR District
EAST	Vacant\Agricultural	Commercial\Office; R-2
WEST	Residential (Fairfield Village)	Residential; R-2 PUD

3. Location; The property is located on the west side of the intersection of Route 83 and Route 53 and is presently the site of the Midwest Bank Building (to be razed) – 1190 Old McHenry Road
4. Acreage; The property (Lot17 - Fairfield Village PUD contains approximately 10 +/- acres of land area.
5. Based upon information available through Lake County GIS, the property is free from FEMA Floodplain, Flood of Record area and/or wetlands (LCWI & ADID). (See Maps).
6. Topography; See attached Map from Lake County GIS.

Zoning Data	Existing	Proposed	Zoning Code (R-2 Standard)	PUD
Lot Area	435,908 sq. ft.	435,908 sq. ft.	2 acres (87,120 sq. ft.)	N/A
Floor Area (Total Floor Area)	17,970 sq.ft. *	125,430 sq. ft.	N/A	85,000 sq. ft.
Lot Coverage (In Square Feet)	UNKNOWN	193,283 sq. ft (45.63%)	40%	N/A
Height	35'	42'***	35'	35'

* Midwest Bank Bldg square footage –building to be razed.

** 42' on cupola feature only; principal structure will be 35 feet tall.

Yard Requirements (set-backs);

	Existing	Proposed**	Zoning Ordinance (R-2 Standards)	P.U.D. *
Front Yard (East/ Rt. 83)	172'	119.35'	75'	125'
Side Yard (North)	502'	190.48'	40'	175'
Front Yard (South Rt. 53)	183'	180.44'	40'	175'
Rear Yard (West)	306'	202.18	40'	200'

* Setback to building box per approved PUD plat.

** All proposed structures to be placed in the building box except a portion of the “At Porte Cochere – East side of structure

Issues/ Conclusions:

a. Traffic - A complete traffic study has not been submitted with the proposal. Petitioner has submitted a traffic narrative using ITE (Institute of Traffic Engineers) Trip Generation Manual data. Conclusions per that data indicate that most residents are not self mobile. The facility does provide transportation (shuttles) for residents, family and staff for "special events", shopping, and excursions thereby reducing trips generated from the site. Families and visitors typically visit the facility on weekend end or after work which are during non-peak commuting hours.

Traffic generated by Staff constitutes the bulk of traffic on site. Twenty to thirty staff members and care givers are anticipated on-site at any given time. Shifts are proposed to be staggered from 7-to 3, 3 to 11 and 11 to 7 thereby missing peak commuting times.

It is anticipated that the proposed use should have minimal impact to traffic on Route 53, Route 83 and Old McHenry Road and the surrounding roadway network and likely have less traffic impact than office uses anticipated for the site per the PUD approval.

Internal Circulation & Parking

Internal circulation will remain more or less consistent with the existing traffic pattern of the bank. Parking will be principally on the west side of the structure adjacent to the building thereby serving to minimize impacts to the existing residential uses to the west.

Ingress and egress will remain the same at currently exists. Access to the site is via Robert Parker Coffin Road (across the adjacent medical building property to the north), Route 83 (right-in right-out only) and full access at Old McHenry Road.

The old McHenry Road access is controlled by the Lake County Department of Transportation (LCDOT) and was predicated on "office" use for the property. In order to maintain this access petitioner need to demonstrate to LCDOT that the proposed use is less intense than the office use currently anticipated under the access permit issued by LCDOT. Initial contact with LCDOT engineers indicate that the use a proposed would be less a less intense use and that full access to Old McHenry Road may be maintained.

The petitioner is seeking relief from the parking standards for the proposed use. The Village Code does not specify a parking standard this specific uses. Parking therefore defaults to the general standard of 5 spaces per 1000 square feet of floor area or 627 spaces for the proposed use. Given the nature of the proposed use this amount of parking appears excessive. By comparison, the Sunset Grove across the street maintains 641 spaces for that development which is commercial in nature.

Petitioner proposes 126 total spaces (121 regular stalls & 5 handicapped spaces) on-site.

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 patient total of 150 (i.e. number of beds) and the proposed parking 126 spaces a ratio of .80 parking spaces to beds is achieved. This exceeds the typical "peak demand" for parking in this instance.

A pathway system is also proposed in the development and would be placed along the berm in the Scenic Corridor Easement.

b. Services

Water - The site will be served by Village water from the treatment plant at Sunset Grove. Water has been stubbed to the site. This site was anticipated to be serviced by Village water and capacity has been built into the system to accommodate this use.

Watermain will be looped from a 10" main on the south around the west and north side of the proposed building to the existing watermain on Route 83. A 6' water service will connect to the building on both the east and west side of the property.

Sewer - The bank building is presently connected to sanitary sewer located to the south of the property in the Route 53 right-of-way.

Sanitary Sewer service is proposed on the west side of the building. A 6" PVC line will connect to an existing sanitary line on the west side of the property and continue to travel west along an existing sanitary sewer line.

Stormwater - Stormwater is proposed to flow from east to west on the site and collect in an improved bio-swale located on the western edge of the property and flow into the existing detention pond in Fairfield Village. Drainage plans for Fairfield Village appear to indicate that stormwater management from this site was to be achieved in this pond. Details on stormwater demand and capacity have not been submitted save the preliminary narrative for stormwater management submitted with the application.

Elevations

Petitioner has submitted elevations for the proposed structure. As proposed the structure would be two stories tall with building height of 35 feet or less. The only exception to the build height is cupola proposed in the center of the structure. This feature is largely decorative and serves to mirror the architecture in the Sunset Grove Development. Petitioner has asked for relief from the 35' height maximum for the cupola in this proposal.

A small portion of the entrance canopy (the "At Porte Cochere) on the east side of the structure encroaches beyond the building setback but is located outside of the scenic corridor area. Petitioners indicate this structure is necessary to the facility from both the practical and aesthetic perspectives of the building.

The structure will be constructed largely of masonry (brick) and hardi-board exterior with stone accents and an asphalt shingle roof. Elements the building façade were designed to capture the essence of the Sunset Grove development across the street.

Trash enclosure elevations have been submitted as well. These will be constructed of brick on three sides with lockable wood plank gates across the opening.

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

Lighting

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

30 fixtures are proposed for site illumination. Fixtures would be 18’ feet in height with 21” & 18” arm mounts. 5 fixtures in the west parking area would have double mount fixtures. Fixtures taller than 15’ require AC review and approval. LED 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 “Fairfield Drive” which abuts the medical center to the north.

Landscaping

Petitioner has submitted landscape plan for consideration by the PCZBA. As is practical existing trees on-site will be preserved.

The existing 40’ buffer yard along the west side of the property will remain as platted and be enhanced with additional planting. As proposed plantings will be largely native shade and ornamental trees. Evergreen trees will also be used and in particular along the western landscape easement.

AC review of the landscape plan is also required.

Signage

Preliminary signage indicates a ground sign of approximately 18 square feet is contemplated for the site. Location is not identified by presumed to be near an entrance to the structure. Signage may or may not be illuminated at this point. AC review of signage is also required.

Preliminary PUD Plan / Plat

Although no re-subdivision of the property is anticipated a preliminary plan plat is required. This plan identifies particular feature of the development and two items for PCZBA consideration;

First, alterations to the existing berms, including pathways are contemplated. Per the Village Subdivision code modifications may be allowed as follows;

Plan Approval: As a condition of approval of a final plat, the developer shall submit a development plan of all scenic corridor easements, showing the dimensions thereof, the extent and nature of all significant natural vegetation, both forest and prairie, all berms sought to be constructed, the amount and size and type of all planting sought to be installed. The plan shall be reviewed and approved by the plan commission. (Ord. 2000-O-17, 8-8-2000)

Staff interprets this to include pathways along/within the bermed areas as well.

Second, demolition of the bank building necessitates that something be done with the cell tower (per the lease agreement). Petitioner proposes that this structure be placed temporarily in the northwest corner of the property until such time as the current lease expires (March 2015). Petitioners would prefer the tower be located off this site.

Comprehensive Plan Compliance

This property is part of the “Downtown Master Plan” adopted by the Village in 2008. This document anticipates redevelopment of this property as part of the “Illinois Route 53 Sub-District”. Specific land uses are not identified as part of this plan.

However, the proposal has many characteristics which serve to implement general goals and objectives of the Village namely;

- Extension of the pathway system; a proposed a segment would connect the Old McHenry Road pathway to closer to the pathways in the Sunset Grove Development.
- Enhanced site improvements including parking, landscaping and other amenities which improve the “gateway” status of the site.
- The opportunity for enhanced gateway and wayfinding amenities linked to the downtown.

Land use is proposed to change from the anticipated/ approved office use to and institutional/residential use. This use, arguably, is less intense than the office use anticipated for the site, generates less traffic and provides a nice transition between the commercial uses on the east of Route 83 and the residential uses which abut the site to the west.

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.

- Consideration of requested relief for building height from 35’ to 42’ feet;
- Consideration of relief from the parking requirement to allow 126 spaces;
- Use of property as a “nursing home” instead of the anticipated “office use”;
- Temporary relocation of the existing cell tower;
- Referral of signage, landscaping, lighting, site plan/plat and building elevations to the June 16th AC meeting;
- Reconfiguration of the existing berms, including the inclusion of pathways;
- Encroachment of the entrance canopy (“At Porte Cochere) beyond the building box;

Respectfully Submitted,

James M. Hogue

James M. Hogue
Village Planner

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

<u>Development</u>	<u>Location</u>	<u>Dwelling Units</u>	<u>Nursing Beds</u>	<u>Total Units/Beds</u>	<u>Peak Parking Rate</u>	<u>Peak Parking Demand</u>
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

LEGAL NOTICE
VILLAGE OF
LONG GROVE, ILLINOIS
NOTICE OF A PUBLIC
HEARING FOR CONSIDERATION OF AN AMENDMENT TO THE PREVIOUSLY APPROVED SPECIAL USE PERMIT AND PLANNED UNIT DEVELOPMENT APPROVAL AND/OR ADDITIONAL RELIEF NECESSARY AND/OR APPROPRIATE UNDER THE ZONING CODE INCLUDING BUT NOT LIMITED TO PARKING, BUILDING HEIGHT AND TEMPORARY RELOCATION OF AND EXISTING WIRELESS ANTENNA TO THE NORTHWEST CORNER OF THE SITE 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, June 3, 2014 at 7:00 p.m., a public hearing will be held at the regular meeting 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, Illinois 60047, (unless otherwise posted) for an amendment to the previously approved Special Use Permit and Planned Unit Development approval known as the Fairfield Village Planned Unit Development and with the R-2 PUD District and/or additional relief necessary and/or appropriate under the zoning code including but not limited to building height, and parking to provide for a senior living center with Memory Care and Assisted Living Facilities on the property and temporary relocation of the existing T-Mobile wireless antenna currently located in the existing building to the northwest corner of the site until March 2015. No reclassification of the property is requested. The property is legally described as follows: Lot 17 in the Fairfield Village (except those parts taken for road by instrument recorded as Document 3186932), being a subdivision in the East 1/2 of the Northwest 1/4 and West 1/2 of the Northeast 1/4 of Section 30, Township 43 North, Range 11, East of the Third Principal Meridian, according to the plat thereof Recorded January 4, 1980 as document 2042549 and corrected by Certificate of Correction recorded April 7, 1980 as Document 2055570, in Lake County, Illinois.

Commonly known as: 1190 Old McHenry Road Long Grove, Illinois, 60047
PIN: 15-30-205-019

Persons attending the hearing shall have the opportunity to provide written and oral comments and questions concerning the proposal. The above information, together with the plans for the property, will be available for inspection at the Long Grove Village Hall, 3110 RFD, Long Grove, Illinois during regular business hours.

The Plan Commission & Zoning Board of Appeals reserves 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
May 16, 2014 (4373904)

RECEIVED

MAY 19 2014

4373904

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 May 16, 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 *Laula Baltz*
Authorized Agent

Control # 4373904

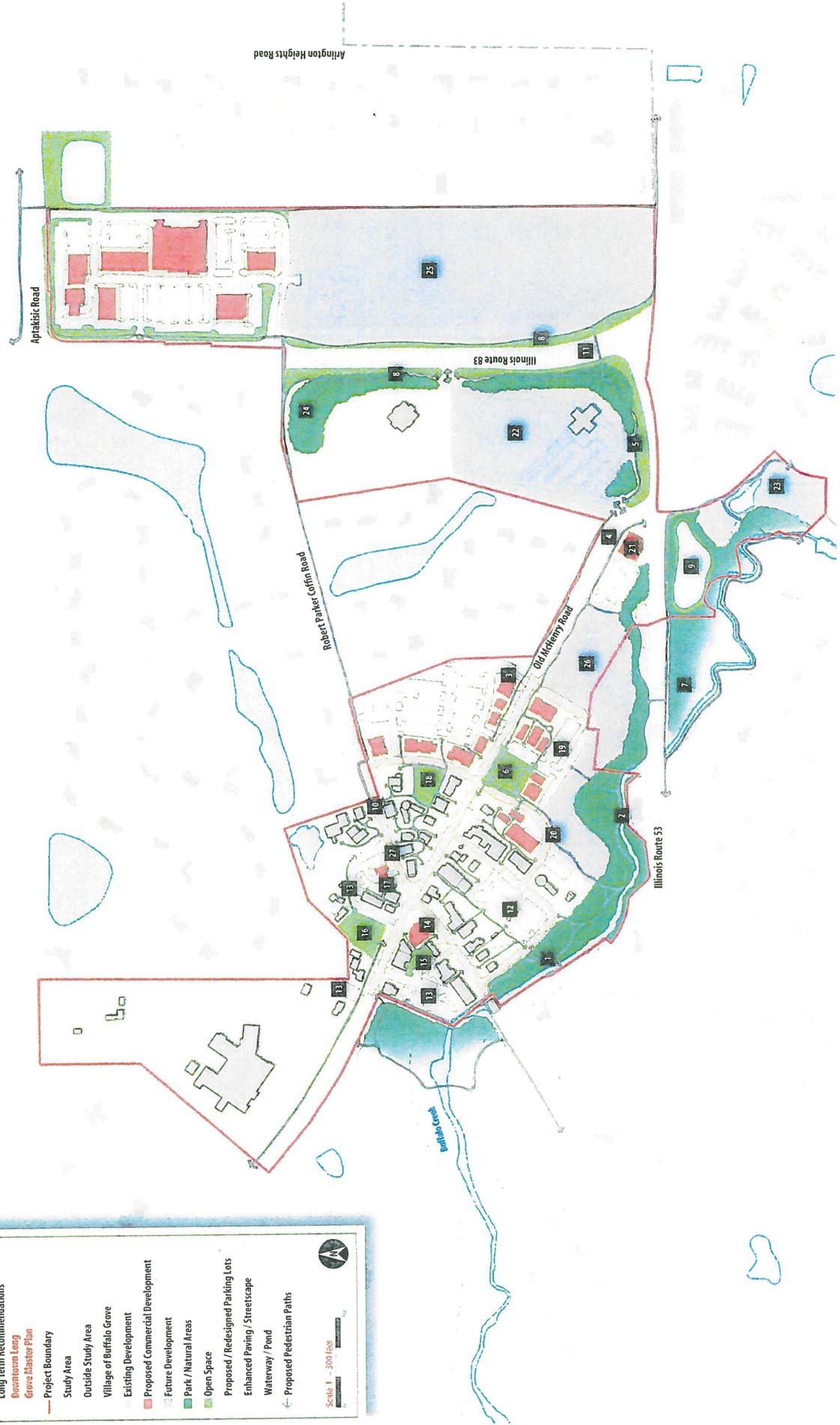
Recommendations: Long-term Vision

- 1 Improve pedestrian connections between Downtown and the Buffalo Creek Trail
- 2 Expand trails along Buffalo Creek to strengthen connections to Downtown and regional trail systems
- 3 Relocate fire station to accommodate new commercial development
- 4 Install additional plantings within the medians on Old McHenry Road
- 5 Make premium landscaping enhancements at the Illinois Route 53 / Illinois Route 83 intersection to emphasize Downtown gateway location
- 6 Create a new signature public open space in the Triangle Sub-district that fronts onto Old McHenry Road
- 7 Preserve existing natural areas south of Illinois Route 53 and improve pedestrian connections to them
- 8 Create new multi-modal pathways along Illinois Route 83
- 9 Create new stormwater management facility south of Downtown
- 10 Improve and reconstruct road and streetscape on Old McHenry Road and Robert Parker Coffin Road - See page 18 for existing and proposed sections
- 11 Install additional plantings within the medians on Illinois Route 83 north of the Illinois Route 53 intersection
- 12 Reorganize Stempel Parking Lot and merge properties to make entire lot public property
**Parking lots are conceptual, actual layout to be determined*
- 13 Reorganize privately-owned parking to expand capacity and improve access and circulation
**Parking lots are conceptual, actual layout to be determined*
- 14 Redevelop property at the western corner of the Old McHenry Road / Robert Parker Coffin Road intersection
- 15 Create a new green space in privately owned parking lot
- 16 Preserve Towner Green as open space
- 17 Redevelop gas station property to new retail / commercial service use
- 18 Improve amenities at Fountain Square
- 19 Redevelop Triangle Sub-district around signature public open space with various commercial and retail businesses and / or community center
- 20 Create a new local street network in the Triangle Sub-district that aligns with existing streets and includes on-street parking
- 21 Build gateway commercial development at the intersection of Old McHenry Road and Illinois Route 53
- 22 Redevelop the Illinois Route 53 Sub-district
- 23 Develop parcels south of Illinois Route 53
- 24 Retain natural areas along Illinois Route 83
- 25 Redevelop the Illinois Route 83 Sub-district with commercial, retail, hospitality, residential, and office uses
- 26 Redevelop Triangle Sub-district
- 27 Relocate or bury overhead utility / electric lines

Long Term Recommendations

- Downtown Long Grove Master Plan
- Project Boundary
- Study Area
- Outside Study Area
- Village of Buffalo Grove
- Existing Development
- Proposed Commercial Development
- Future Development
- Park / Natural Areas
- Open Space
- Proposed / Redesigned Parking Lots
- Enhanced Paving / Streetscape
- Waterway / Pond
- Proposed Pedestrian Paths

Scale 1" = 300 feet

Long Grove Downtown Master Plan - Long Term Vision

HARBORCHASE OF LONG GROVE
VILLAGE OF LONG GROVE
ZONING APPLICATION / PRELIMINARY PLANNED UNIT DEVELOPMENT

Petitioner seeks approval of an amendment to the Fairfield Village Planned Unit Development within the Village of Long Grove to construct and operate an assisted living facility with a memory care neighborhood. The proposed HarborChase of Long Grove shall be located on Lot 17 in Fairfield Village Subdivision commonly known as 1190 Old McHenry Road. HarborChase of Long Grove will not be detrimental to or endanger the public, health, safety, and general welfare, nor will it diminish or impair property values within the neighborhood.

The subject property currently has an unoccupied bank structure and is zoned R2 Planned Unit Development within the Village of Long Grove. Therefore, the request to amend the current Planned Unit Development to allow for a nursing home is consistent with the Village of Long Grove's Downtown Long Grove Master Plan and the Village's Zoning Code. The Village's Zoning Code allows for a nursing home use as a special use within its residential districts. The proposed project shall construct a 125,430 S.F. facility that will house eighty (80) assisted living units and fifty-eight (58) memory care units. The petitioner is requesting the following relief from the Village's Zoning Ordinance:

Chapter 9

Section: 5-9-4 Off Street Parking

The Village's Zoning Code does not require a specific parking ratio for a nursing home use and, therefore, the general ratio of five (5) parking spaces for each 1,000 square feet of gross floor area shall apply. Based on a 125,430 S.F. facility, the required parking is 627 spaces. Providing 627 parking spaces for an assisted living / memory care facility of this size is excessive and would create a site that is mostly impervious and would create a parking lot that is severely under-used. Most of the residents within the facility are no longer self-mobile and can no longer drive a motorized vehicle. Therefore, the petitioner is requesting a variance to reduce the amount of parking spaces to 126, which is in line with the assisted living / memory care industry. The vast majority of residents within these facilities do not drive and therefore a larger amount of parking is not necessary.

Chapter 3

Section: 5-3-12 Bulk, Space, & Yard Requirements

The Village's Zoning Code limits building height to thirty-five (35) feet. The proposed HarborChase of Long Grove facility is thirty-one (31) feet and two (2) inches to the roof ridge for the entire building with the top of the cupola (architectural feature) at forty-two (42) feet. Therefore, the petitioner is requesting a variance for the height requirement in the R2 zoning district to allow the cupola to reach forty-two (42) feet in height.

The current structure on the site has a T-Mobile antenna located within the building structure, which has a lease until March, 2015. The petitioner is requesting to relocate said antenna temporarily to the northwest corner of the site for the purpose of constructing the proposed building.

HarborChase of Long Grove will provide a service that is needed within the community and, therefore, promotes the public health, safety, comfort, convenience, and general welfare and complies with the policies, official land use plan, and other official plans of the Village.

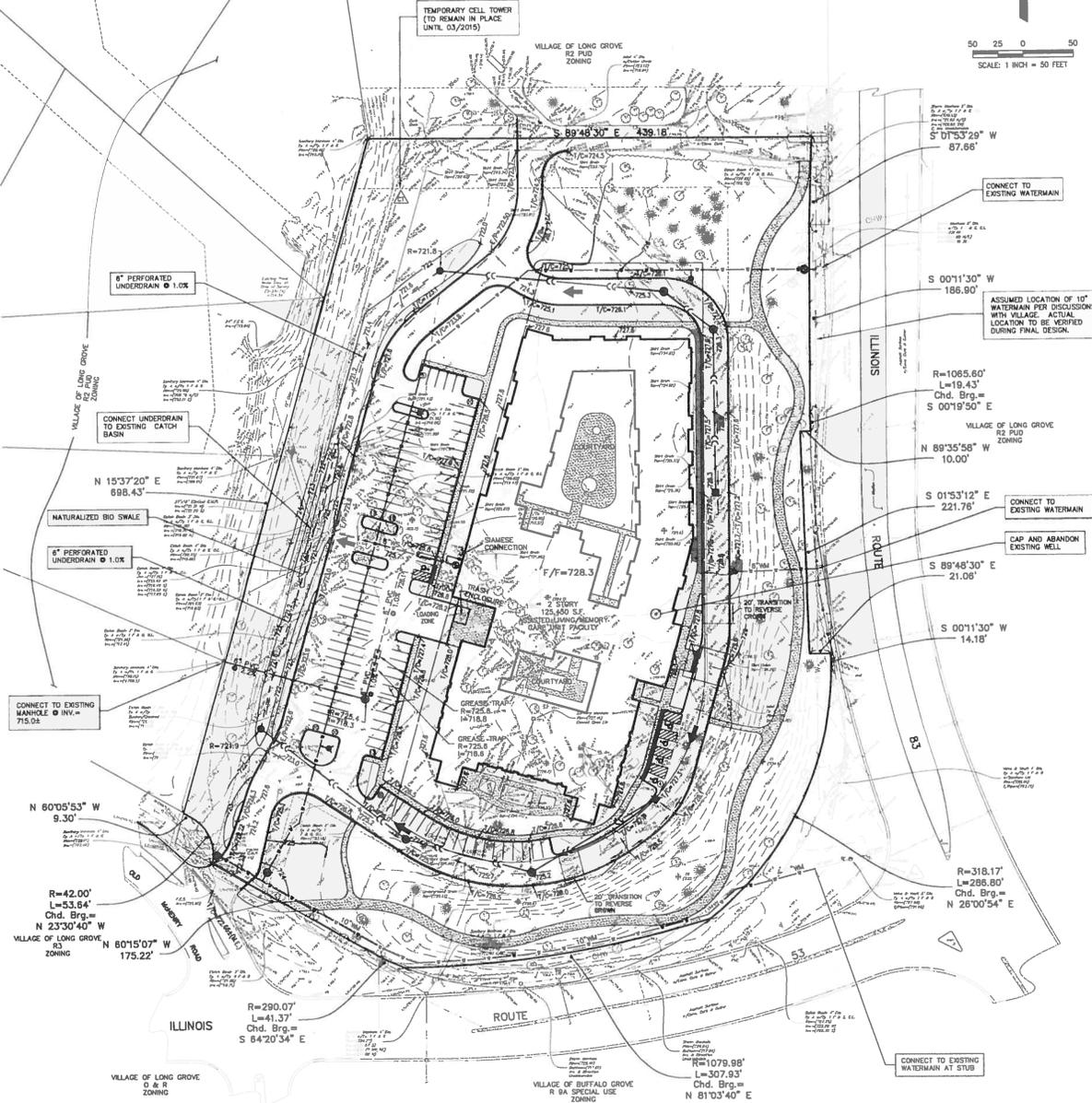
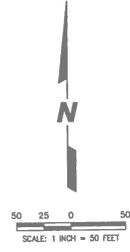
PRELIMINARY ENGINEERING PLAN FOR HARBORCHASE of LONG GROVE, ILLINOIS

LEGAL DESCRIPTION

LOT 17 IN FAIRFIELD VILLAGE [EXCEPT THOSE PARTS TAKEN FOR ROAD BY INSTRUMENT RECORDED AS DOCUMENT 3186932], BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE WEST 1/2 OF THE NORTHEAST 1/4 OF SECTION 30, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 4, 1980 AS DOCUMENT 2042549 AND CORRECTED BY CERTIFICATE OF CORRECTION RECORDED APRIL 7, 1980 AS DOCUMENT 2055570, IN LAKE COUNTY, ILLINOIS.

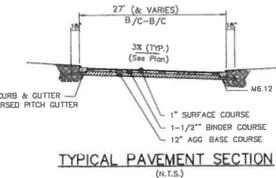
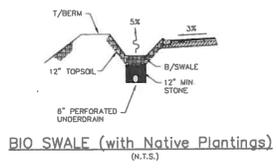


LOCATION MAP



LEGEND

EXISTING	PROPOSED	DESCRIPTION
		MANHOLE
		CATCH BASIN
		INLET
		CLEANOUT
		SLOPE INLET BOX
		HEADWALL
		END SECTION
		STORM SEWER
		SANITARY SEWER
		WATERMAIN
		VALVE & BOX
		WATER VALVE IN VAULT
		FIRE HYDRANT
		CONTOURS
		STREET LIGHT
		OVERFLOW ROUTE
		SLIAMSE CONNECTION
		GREASE TRAP
		REVERSED PITCH GUTTER FLAG
		DEPRESSED CURB & GUTTER
		ADA RAMP
		CELL TOWER



NOTE: ALL WATERMAIN TO BE 8' UNLESS OTHERWISE INDICATED

PREPARED FOR:
HARBOR RETIREMENT ASSOCIATES
1440 HIGHWAY A1A
VERO BEACH, FL 32963

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9875
PH: 630.882.2100 FAX: 630.882.2199
E-Mail: info@cemcon.com Website: www.cemcon.com
DISC NO.: 814003 FILE NAME: PRE09R
DRAWN BY: LAL FLD. BK. / PG. NO.: BK./PG.
COMPLETION DATE: 05-02-14 JOB NO.: 814.003
XREF: TOPO PROJECT MANAGER: KMM

Type:
 Job:
 Catalog number:

Approvals:

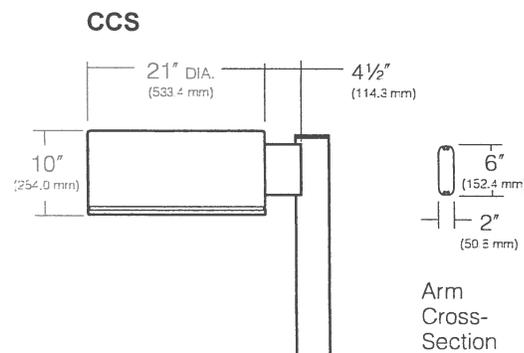
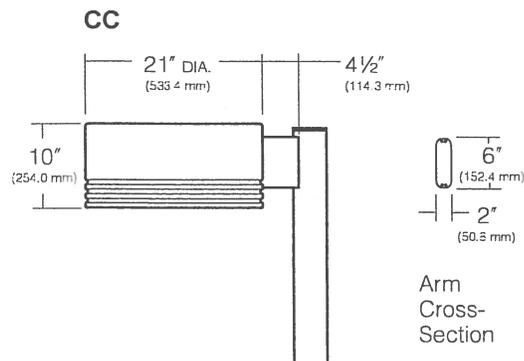
____ / ____ / ____ / ____
 Mtg. Fixture Electrical Module Finish Options
 See page 2 See page 2 See pages 3-4

Date:
 Page: 1 of 5

Select pole from Kim Arms and Poles Selection Guide. If pole is provided by others indicate O.D. for arm fitting.

Specifications

21" Diameter
 120 Light Emitting Diodes
 Total Max System Watts = 129W



Housing: Spun aluminum. (Rollformed linear reveals; **CC:** Three equally spaced reveals, 1/2" wide, separated by 1/2" ribs, 1/4" deep. **CCS:** One 1/4" groove, 1/4" deep.) Sidewalls have a maximum 1° of taper, and are free of welds or fasteners. A rollformed aluminum flange is hemmed into the bottom providing support for the reflector module. An internal aluminum casting provides for mounting of the electrical module plus reinforcing for side-arm mounting of the fixture.

Lens Frame Assembly: One-piece cast aluminum lens frame is attached to the housing by a zinc plated cold rolled steel hinge with a stainless steel pin. Closure is by three self-retained stainless steel screws. A stainless steel self-locking stop arm is provided to hold the lens frame in the open position while servicing. A 3/16" thick clear flat tempered glass lens is fully gasketed by a one-piece extruded and vulcanized silicone gasket. Lens is retained in the frame by removable zinc plated steel clips.

Standard Arm Mounting: Arm is one-piece extruded aluminum with internal bolt guides and fully radiussed top and bottom. Luminaire-to-pole attachment is by internal draw bolts, and includes a pole reinforcing plate with wire strain relief. Arm is circular cut to mate with specified round pole.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, LifeShield™ temperature control device and surge protector. Electrical module attaches to housing with key hole slots, accessible by opening the lens frame and removing optical module. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Precision, replaceable MicroEmitter® reflectors are positioned to achieve directional control toward desired task. The entire EmitterDeck® mounting assembly fastens to the housing as a one-piece module.

Finish/Color: TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray™, Platinum Silver, or White. Custom colors are available.

Warranty: Kim Lighting warrants Curvilinear LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines (MicroEmitters) and, (iv) a period of five (5) years for LED power components (LED Driver, LifeShield® temperature control device, surge protector), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

Listings and Ratings

ETL to UL Standard 8750

¹Suitable for wet locations.

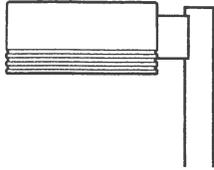
KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.



HUBBELL LIGHTING, INC.

Type:

Job:

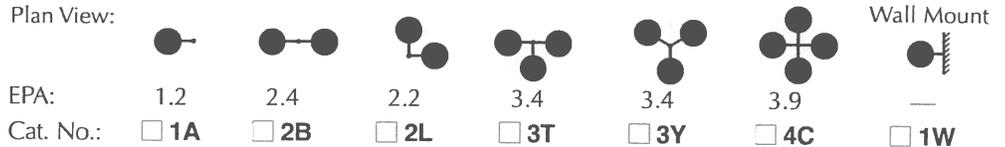


Standard Features

Mounting

3Y configuration is available for round poles only.

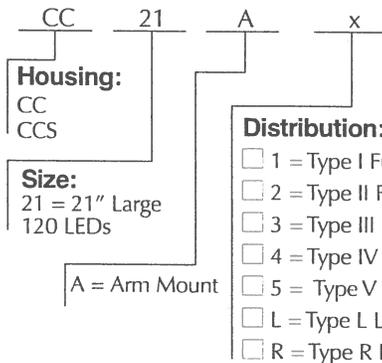
Plan View:



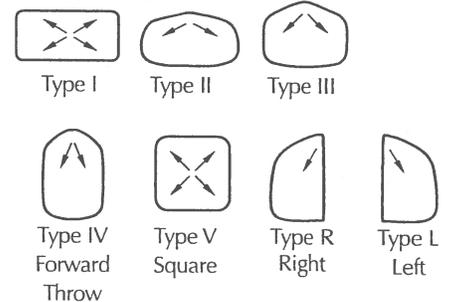
EPA: 1.2 2.4 2.2 3.4 3.4 3.9 —
 Cat. No.: 1A 2B 2L 3T 3Y 4C 1W

Fixture

Cat. No. designates **CC/CCS** fixture and light distribution.



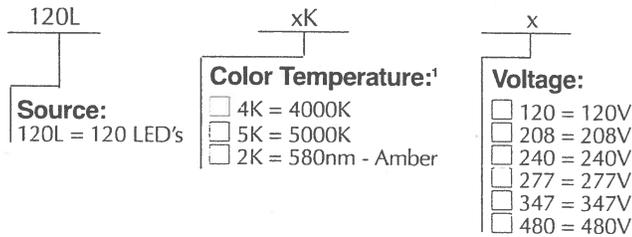
Light Distribution:



Electrical Module

NOTE: Curvilinear system employs Nichia's SSL product.
 Part number: NS6x183
 (NS6L183-H3, NS6W183-H3)

Cat. Nos. for Electrical Modules available:



¹3000K is also available on an "Engineered-to-Order" (ETO) basis.

Finish

TGIC powder coat paint over a titanated zirconium conversion coating.

Color: Black Dark Bronze Light Gray Stealth Gray[®] Platinum Silver White Custom Color¹
 Cat. No.: BL DB LG SG PS WH CC

¹Custom colors subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: _____

Type:
Job:
Catalog number:

Approvals:

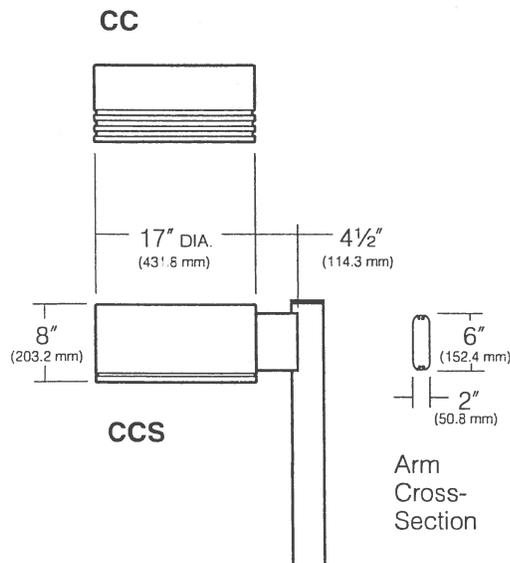
/ / / /
 Mtg. Fixture Electrical Module Finish Options
 See page 2 See pages 3-4

Date:
Page: 1 of 5

Select pole from Kim Arms and Poles Selection Guide. If pole is provided by others indicate O.D. for arm fitting.

Specifications

17" Diameter
60 Light Emitting Diodes
Total System Watts = 66W



Housing: Spun aluminum. (Rollformed linear reveals; **CC:** Three equally spaced reveals, 1/2" wide, separated by 1/2" ribs, 1/4" deep. **CCS:** One 1/4" groove, 1/4" deep.) Sidewalls have a maximum 1° of taper, and are free of welds or fasteners. A rollformed aluminum flange is hemmed into the bottom providing support for the reflector module. An internal aluminum casting provides for mounting of the electrical module plus reinforcing for side-arm mounting of the fixture.

Lens Frame Assembly: One-piece cast aluminum lens frame is attached to the housing by a zinc plated cold rolled steel hinge with a stainless steel pin. Closure is by one self-retained stainless steel screw. A stainless steel self-locking stop arm is provided to hold the lens frame in the open position while servicing. A 3/16" thick clear flat tempered glass lens is fully gasketed by a one-piece extruded and vulcanized silicone gasket. Lens is retained in the frame by removable zinc plated steel clips.

Standard Arm Mounting: Arm is one-piece extruded aluminum with internal bolt guides and fully radiused top and bottom. Luminaire-to-pole attachment is by internal draw bolts, and includes a pole reinforcing plate with wire strain relief. Arm is circular cut to mate with specified round pole.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, LifeShield™ temperature control device and surge protector. Electrical module attaches to housing with key hole slots, accessible by opening the lens frame and removing optical module.. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Precision, replaceable MicroEmitter® reflectors are positioned to achieve directional control toward desired task. The entire EmitterDeck® mounting assembly fastens to the housing as a one-piece module.

Finish/Color: Finish is TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray™, Platinum Silver, or White. Custom colors are available.

Warranty: Kim Lighting warrants Curvilinear LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines (MicroEmitter® reflectors) and, (iv) a period of five (5) years for LED power components (LED Driver, LifeShield® temperature control device, surge protector), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious injury.

Listings and Ratings

ETL¹ to UL Standard 8750

¹Suitable for wet locations.

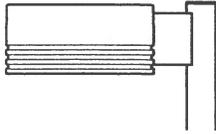
KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.



Type:

Job:

Page: 2 of 5



Standard Features

Mounting

3Y configuration is available for round poles only.

Plan View:

							
EPA:	0.9	1.8	1.6	2.5	2.5	2.8	—
Cat. No.:	<input type="checkbox"/> 1A	<input type="checkbox"/> 2B	<input type="checkbox"/> 2L	<input type="checkbox"/> 3T	<input type="checkbox"/> 3Y	<input type="checkbox"/> 4C	<input type="checkbox"/> 1W

Wall Mount

Fixture

Cat. No. designates **CC/CCS** fixture and light distribution.

x 17 A x
Housing:
 CC
 CCS
Size:
 17 = 17" Small
 60 LEDs
 A = Arm Mount

Light Distribution:

			
Type I	Type II	Type III	
			
Type IV Forward Throw	Type V Square	Type R Right	Type L Left

Distribution:

- 1 = Type I Full Cutoff
- 2 = Type II Full Cutoff
- 3 = Type III Full Cutoff
- 4 = Type IV Full Cutoff
- 5 = Type V Square Full Cutoff
- L = Type L Left Full Cutoff
- R = Type R Right Full Cutoff

Electrical Module

NOTE: Curvilinear system employs Nichia's SSL product.
 Part number: NS6x183
 (NS6L183-H3, NS6W183-H3)

Cat. Nos. for Electrical Modules available:

60	xK	x
Source: 60 = 60 LED's	Color Temperature:¹ <input type="checkbox"/> 4K = 4000K <input type="checkbox"/> 5K = 5000K <input type="checkbox"/> 2K = 580nm - Amber	Voltage: <input type="checkbox"/> 120 = 120V <input type="checkbox"/> 208 = 208V <input type="checkbox"/> 240 = 240V <input type="checkbox"/> 277 = 277V <input type="checkbox"/> 347 = 347V ² <input type="checkbox"/> 480 = 480V ²

¹3000K is also available on an "Engineered-to-Order" (ETO) basis.

²Due to current unavailability of 347V and 480V drivers, specification of these voltages may feature an integral step-down transformer.

Finish

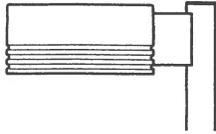
TGIC powder coat paint over a titanated zirconium conversion coating.

Color: Black Dark Bronze Light Gray Stealth Gray™ Platinum Silver White Custom Color⁴
 Cat. No.: **BL** **DB** **LG** **SG** **PS** **WH** **CC**

⁴Custom colors subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: _____

Type:

Job:



Standard Features

Mounting

3Y configuration is available for round poles only.

Plan View:

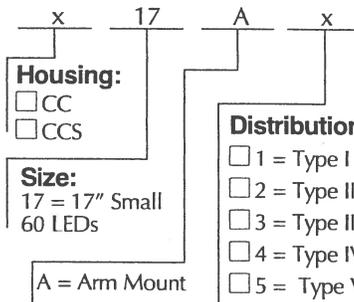


EPA: 0.9 1.8 1.6 2.5 2.5 2.8 —

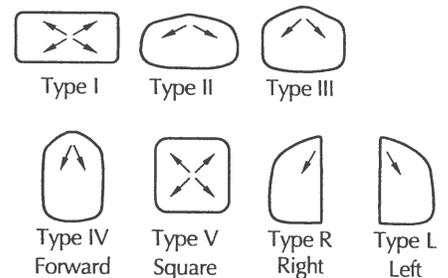
Cat. No.: 1A 2B 2L 3T 3Y 4C 1W

Fixture

Cat. No. designates CC/CCS fixture and light distribution.



Light Distribution:



Type I Type II Type III

Type IV Forward Throw Type V Square Type R Right Type L Left

Distribution:

- 1 = Type I Full Cutoff
- 2 = Type II Full Cutoff
- 3 = Type III Full Cutoff
- 4 = Type IV Full Cutoff
- 5 = Type V Square Full Cutoff
- L = Type L Left Full Cutoff
- R = Type R Right Full Cutoff

Electrical Module

NOTE: Curvilinear system employs Nichia's SSL product.
 Part number: NS6x183 (NS6L183-H3, NS6W183-H3)

Cat. Nos. for Electrical Modules available:

60	xK	x
Source: 60 = 60 LED's	Color Temperature:¹ <input type="checkbox"/> 4K = 4000K <input type="checkbox"/> 5K = 5000K <input type="checkbox"/> 2K = 580nm - Amber	Voltage: <input type="checkbox"/> 120 = 120V <input type="checkbox"/> 208 = 208V <input type="checkbox"/> 240 = 240V <input type="checkbox"/> 277 = 277V <input type="checkbox"/> 347 = 347V ² <input type="checkbox"/> 480 = 480V ²

¹3000K is also available on an "Engineered-to-Order" (ETO) basis.

²Due to current unavailability of 347V and 480V drivers, specification of these voltages may feature an integral step-down transformer.

Finish

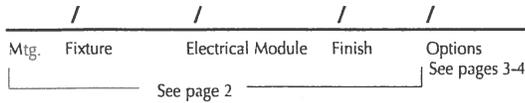
TGIC powder coat paint over a titanated zirconium conversion coating.

Color: Black Dark Bronze Light Gray Stealth Gray™ Platinum Silver White Custom Color⁴
 Cat. No.: BL DB LG SG PS WH CC

⁴Custom colors subject to additional charges, minimum quantities and extended lead times. Consult representative. Custom color description: _____

Type:
Job:
Catalog number:

Approvals:

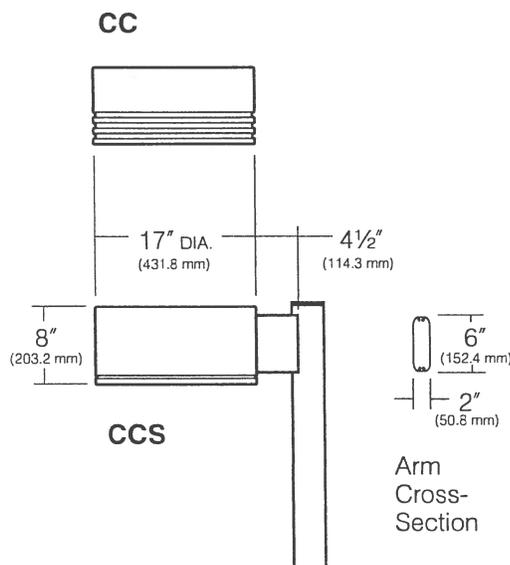


Date:
Page: 1 of 5

Select pole from Kim Arms and Poles Selection Guide. If pole is provided by others indicate O.D. for arm fitting.

Specifications

17" Diameter
 60 Light Emitting Diodes
 Total System Watts = 66W



Housing: Spun aluminum. (Rollformed linear reveals; **CC:** Three equally spaced reveals, 1/2" wide, separated by 1/2" ribs, 1/4" deep. **CCS:** One 1/4" groove, 1/4" deep.) Sidewalls have a maximum 1° of taper, and are free of welds or fasteners. A rollformed aluminum flange is hemmed into the bottom providing support for the reflector module. An internal aluminum casting provides for mounting of the electrical module plus reinforcing for side-arm mounting of the fixture.

Lens Frame Assembly: One-piece cast aluminum lens frame is attached to the housing by a zinc plated cold rolled steel hinge with a stainless steel pin. Closure is by one self-retained stainless steel screw. A stainless steel self-locking stop arm is provided to hold the lens frame in the open position while servicing. A 3/16" thick clear flat tempered glass lens is fully gasketed by a one-piece extruded and vulcanized silicone gasket. Lens is retained in the frame by removable zinc plated steel clips.

Standard Arm Mounting: Arm is one-piece extruded aluminum with internal bolt guides and fully radiused top and bottom. Luminaire-to-pole attachment is by internal draw bolts, and includes a pole reinforcing plate with wire strain relief. Arm is circular cut to mate with specified round pole.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, LifeShield™ temperature control device and surge protector. Electrical module attaches to housing with key hole slots, accessible by opening the lens frame and removing optical module.. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Precision, replaceable MicroEmitter® reflectors are positioned to achieve directional control toward desired task. The entire EmitterDeck® mounting assembly fastens to the housing as a one-piece module.

Finish/Color: Finish is TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray™, Platinum Silver, or White. Custom colors are available.

Warranty: Kim Lighting warrants Curvilinear LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines (MicroEmitter® reflectors) and, (iv) a period of five (5) years for LED power components (LED Driver, LifeShield® temperature control device, surge protector), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious injury.

Listings and Ratings

ETL¹ to UL Standard 8750

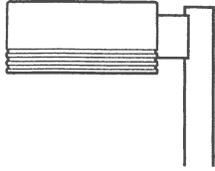
¹Suitable for wet locations.

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.



Type:

Job:

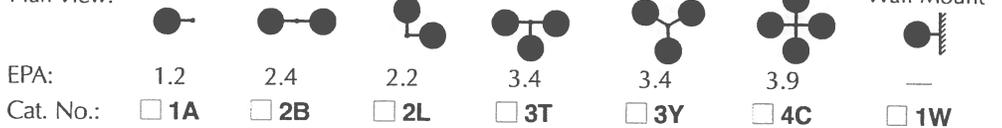


Standard Features

Mounting

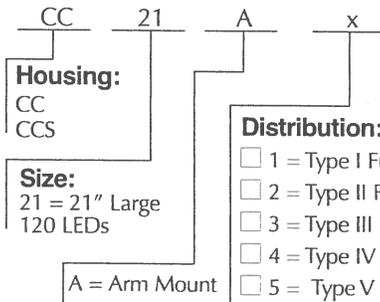
3Y configuration is available for round poles only.

Plan View:



Fixture

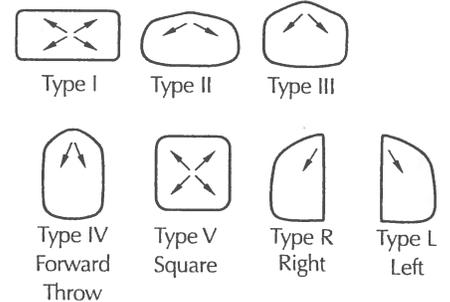
Cat. No. designates **CC/CCS** fixture and light distribution.



Distribution:

- 1 = Type I Full Cutoff
- 2 = Type II Full Cutoff
- 3 = Type III Full Cutoff
- 4 = Type IV Full Cutoff
- 5 = Type V Square Full Cutoff
- L = Type L Left Full Cutoff
- R = Type R Right Full Cutoff

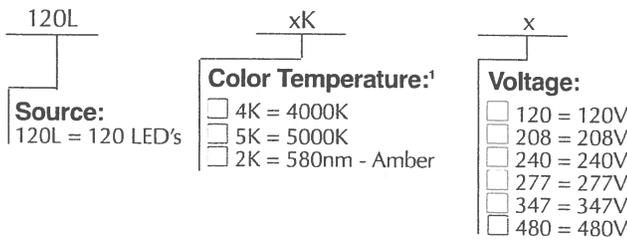
Light Distribution:



Electrical Module

NOTE: Curvilinear system employs Nichia's SSL product.
 Part number: NS6x183
 (NS6L183-H3, NS6W183-H3)

Cat. Nos. for Electrical Modules available:



¹3000K is also available on an "Engineered-to-Order" (ETO) basis.

Finish

TGIC powder coat paint over a titanated zirconium conversion coating.

Color: Black Dark Bronze Light Gray Stealth Gray® Platinum Silver White Custom Color¹

Cat. No.: BL DB LG SG PS WH CC

¹Custom colors subject to additional charges, minimum quantities and extended lead times.
 Consult representative. Custom color description: _____

Type:

Job:

Catalog number:

/ / / /
 Mtg. Fixture Electrical Module Finish Options
 See page 2 See page 2 See pages 3-4

Approvals:

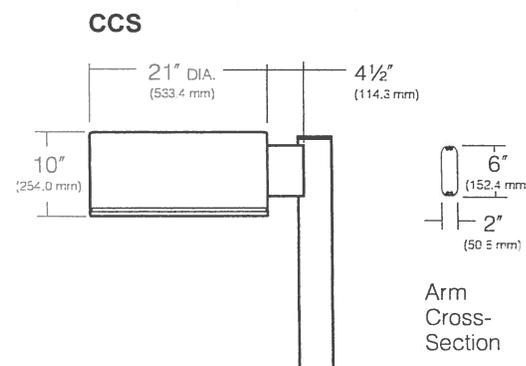
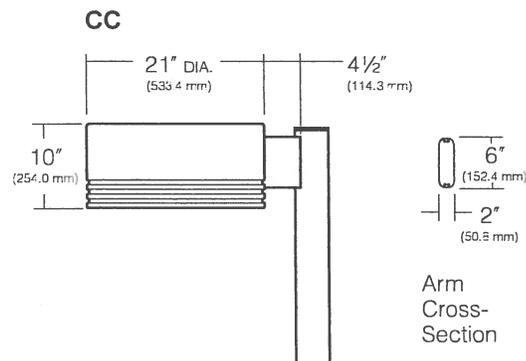
Date:

Page: 1 of 5

Select pole from Kim Arms and Poles Selection Guide. If pole is provided by others indicate O.D. for arm fitting.

Specifications

21" Diameter
 120 Light Emitting Diodes
 Total Max System Watts = 129W



Housing: Spun aluminum. (Rollformed linear reveals; **CC:** Three equally spaced reveals, 1/2" wide, separated by 1/2" ribs, 1/4" deep. **CCS:** One 1/4" groove, 1/4" deep.) Sidewalls have a maximum 1° of taper, and are free of welds or fasteners. A rollformed aluminum flange is hemmed into the bottom providing support for the reflector module. An internal aluminum casting provides for mounting of the electrical module plus reinforcing for side-arm mounting of the fixture.

Lens Frame Assembly: One-piece cast aluminum lens frame is attached to the housing by a zinc plated cold rolled steel hinge with a stainless steel pin. Closure is by three self-retained stainless steel screws. A stainless steel self-locking stop arm is provided to hold the lens frame in the open position while servicing. A 3/16" thick clear flat tempered glass lens is fully gasketed by a one-piece extruded and vulcanized silicone gasket. Lens is retained in the frame by removable zinc plated steel clips.

Standard Arm Mounting: Arm is one-piece extruded aluminum with internal bolt guides and fully radiused top and bottom. Luminaire-to-pole attachment is by internal draw bolts, and includes a pole reinforcing plate with wire strain relief. Arm is circular cut to mate with specified round pole.

Electronic Module: All electrical components are UL and CSA recognized, mounted on a single plate and factory prewired with quick-disconnect plugs. Module includes a driver, LifeShield™ temperature control device and surge protector. Electrical module attaches to housing with key hole slots, accessible by opening the lens frame and removing optical module. Driver is rated for -40°F starting and has a 0-10V dimming interface for multi-level illumination options.

Optical Module: Precision, replaceable MicroEmitter® reflectors are positioned to achieve directional control toward desired task. The entire EmitterDeck® mounting assembly fastens to the housing as a one-piece module.

Finish/Color: TGIC thermoset polyester powder coat paint, 2.5 mil nominal thickness. Standard colors are Black, Dark Bronze, Light Gray, Stealth Gray™, Platinum Silver, or White. Custom colors are available.

Warranty: Kim Lighting warrants Curvilinear LED products ("Product(s)") sold by Kim Lighting to be free from defects in material and workmanship for (i) a period of five (5) years for metal parts, (ii) a period of ten (10) years for exterior housing paint finish(s), (iii) a period of six (6) years for LED Light Engines (MicroEmitters) and, (iv) a period of five (5) years for LED power components (LED Driver, LifeShield® temperature control device, surge protector), from the date of sale of such goods to the buyer as specified in Kim Lighting shipment documents for each product.

CAUTION: Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

Listings and Ratings

ETL' to UL Standard 8750

'Suitable for wet locations.

KIM LIGHTING RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.



HUBBELL LIGHTING, INC.

PRELIMINARY
STORMWATER MANAGEMENT AND BEST MANAGEMENT PRACTICE NARRATIVE
FOR
HARBORCHASE OF LONG GROVE
LONG GROVE, ILLINOIS



MAY 2, 2014

814.003

PREPARED FOR:

**HARBOR RETIREMENT ASSOCIATES
1440 HIGHWAY A1A
VERO BEACH, FL 32963**

PREPARED BY:

**CEMCON, LTD.
2280 WHITE OAK CIRCLE, SUITE 100
AURORA, IL 60502-9675**

630-862-2100

PRELIMINARY
STORMWATER MANAGEMENT AND BEST MANAGEMENT PRACTICE
NARRATIVE
FOR
HARBORCHASE OF LONG GROVE
LONG GROVE, ILLINOIS

PROJECT NARRATIVE

On behalf of Harbor Retirement Associates, CEMCON, Ltd. is analyzing the proposed development of an Assisted Living and Memory Care Facility on a 9.7 acre parcel at the northwest corner of Route 53 and Route 83 in Long Grove, IL. The facility would provide approximately 138 units, split between assisted living and memory care units. The existing site is the location of a vacant building (previously a bank) and the associated parking lot and driveway connections. The existing building, parking lot and drives will be removed during the course of the proposed project. The proposed development will consist of a sanitary service extension, watermain and water services, a storm sewer system, a parking lot to service the proposed facility, and a native vegetated bioswale. Access to the site will be off of Old Mill Road at the southwestern corner of the site and also off the existing Fairfield Drive at the north end of the site. The developable area of the site is minimized due to a 100-foot scenic easement along the south and east sides, a forty (40) foot landscape easement along the west side and a 200-foot building setback along the west side.

It is the understanding of the developer that the stormwater management requirements for the site have been accounted for during the development of the areas to the west of the site. Based on the existing site conditions and storm sewer network, this appears to be the case. The site currently drains to an existing stormwater management facility off-site at the northwest corner of the property. The existing drainage pattern will be followed with the proposed development of the site.

The preliminary design of the site proposes that the stormwater runoff from the majority of the impervious area will surface drain into a naturalized bioswale located along the western curb line of the proposed parking lot. Curb openings will be placed in strategic locations to allow flow directly into this swale. The areas of the proposed site that do not directly drain to the swale will be captured in a storm sewer system that will discharge to the swale prior to exiting the site and draining to the off-site stormwater

management facility. The swale will be designed with native plantings at a gentle slope to elongate the travel time and promote filtration and infiltration into the ground. A perforated underdrain system will ensure that adequate drainage of the swale does occur.

It is our opinion that the subject property can be developed in conformance with the municipal and county ordinances. The existing scenic and landscape easements will be disturbed only minimally and the site will utilize an effective best management practice to help promote filtration and enhance the surface water quality before leaving the site.

H:\814003\REPORTS\Prelim SWM Narrative.doc

HARBORCHASE OF LONG GROVE TRAFFIC NARRATIVE:

The Petitioner, Harbor Retirement Associates (HRA), is proposing a senior living center consisting of fifty-eight (58) Memory Care and eighty (80) units of Assisted Living Care facility with a total of 150 beds. The site is at the intersection of State Routes 53 and 83, with full access points onto Route 83 and Old McHenry Road.

As compared to the anticipated use of Office/Commercial/Institutional for the proposed site, the proposed use as a 138-unit/150-bed assisted living (Alzheimer's/Dementia Care) facility would generate substantially less than the current zoned uses, as the resident's are no longer self-mobile, and can no longer drive a motorized vehicle. HRA provides a community shuttle that transports its residents, their families, and employees for visits, special events, shopping, and other excursions, greatly reducing the number of individual trips made from the site.

HRA anticipates creating ninety (90) new full-time and part-time staff associates and service employees that would be part of HRA's operation to support the 150 new residents. HRA's first preference is to hire local residents from the Long Grove area for these jobs. The three (3) shifts are from 7 AM - 3 PM; 3 PM - 11 PM, and 11 PM - 7AM. Upon full occupancy, it is anticipated that the facility will be staffed with twenty to twenty-two (20 - 22) associates and six to eight (6 - 8) overnight caregivers. There will be a handful of sales and administrative staff that will work from 8 AM – 5 PM, overlapping the caregivers, thus will not materially contribute to the peak traffic demands.

Based upon industry experience, the majority of families and visitors of the residents usually visit after peak commuting hours. They have found that most families typically will come to see their loved ones on the weekends and after work. With this in mind there should be a minimal impact to traffic to Route 53, Route 83, Old McHenry Road, as well as the surrounding roadway network.

As a comparison to the petitioner's existing facilities' experienced traffic patterns, reference ITE's Trip Generation Manual for nursing homes (p. 1172/1173) The average A.M. Peak Hour generates nineteen (19) trips, with thirteen (13) entering and six (6) leaving; the P.M. peak hour traffic is slightly higher with forty-five (45) total trips, eighteen (18) inbound, and twenty-seven (27) outbound.

In conversations with LCDOT, it is the Engineer's understanding that the existing access location to/from Old McHenry Road to remain intact, it must be shown that the proposed use is less intense and generates less traffic than the original proposed use of 78,600 S.F. of office use and it would not be considered a Major Access Permit. Furthermore, if it is not considered a Major Access Permit, it will not be required to convert the existing full access to a right-in/right-out access.



CEMCON, LTD.

CONSULTING ENGINEERS, LAND SURVEYORS & PLANNERS

Based upon ITE's Trip Generation Manual (P. 1204/1205), a similar 78,600 S.F. office building would generate 122 total trips, with 107 cars entering the site and fifteen (15) cars leaving the site during the A.M. Peak Hour, and twenty (20) cars entering and ninety-eight (98) cars leaving the site for the P.M. Peak Hour. This compares to an expected maximum of twenty-seven (27) cars either entering or leaving at Peak Hour for the proposed use, thus the expected traffic impact is substantially less (nearly one quarter) than if the property is developed as office use. Therefore, it is the Engineer's opinion that this site should not require a Major Access Permit and instead should remain a full-access location at Old McHenry Road.

As there is a not a similar "use" listed in Section 5-9-4 of the zoning code, the parking code by ordinance is technically five (5) spaces per 1,000 Square feet of building, or 627 Spaces. Based upon our client's experience, one (1) stall for every two (2) employees and one (1) stall for every two (2) units provides forty-five (45) stalls for employees and sixty-nine (69) stalls for resident visitors; this total of 114 spaces is more than adequate to handle even the special events. The current site plan includes 121 stalls plus five (5) handicap-accessible stalls, and thus will require a variance to the Parking Requirement in the zoning code, as there is no identified similar use.

Based upon the information provided above, the proposed use as an Assisted Living/Memory Care Center will not adversely affect the traffic patterns in the area; however, will it require a variance to the parking requirement based upon our client's experience and the ITE traffic counts described above.

H:\814003\REPORTS\05-02-14 HRA LONG GROVE TRAFFIC NARRATIVE.doc



CEMCON, LTD.

CONSULTING ENGINEERS, LAND SURVEYORS & PLANNERS



3110 Old McHenry Road 60047-9635
Phone: 847-634-9440 Fax: 847-634-9408
www.longgrove.net

PLAN COMMISSION ZONING BOARD OF APPEALS GENERAL ZONING APPLICATION

1.0 General Information (See Subsection 5-11-8(E) of the Long Grove Zoning Code).

1.1 **Applicant Name:** Harbor Retirement Associates

Address: 1440 Highway A1A, Vero Beach, FL 32963

Telephone Number: (772) 492-5002 E-mail Address: cjennings@hraonline.net

Fax number: (772) 492-5005

Applicant's Interest in Property: Developer

1.2 **Owner (if different from Applicant).**

Name: Long Grove Associates, LLC

Address: 855 W. Blackhawk St., Suite 105 Chicago, IL 60642

Telephone Number: (312) 787-2345 E-mail Address: Martha@bil-mar.com

Fax number: _____

1.3 **Property.**

Address of Property: 1190 Old McHenry Road, Long Grove, IL 60047

Legal Description: Please attach Parcel Index Number(s): 15-30-205-019

Present Zoning Classification R2 PUD_ Size of Property (in acres) 9.729 Ac.

Has any zoning reclassification, variation, or special use permit/PUD been granted for the Property?
Yes: X No: _____

If yes, please identify the ordinance or other document granting such zoning relief: 79-0-38

Describe the nature of the zoning relief granted: Planned Unit Development

Present use of Property:

Residential _____ Commercial X Office _____ Open Space _____ Vacant _____

Other (explain) Currently there is a vacant bank building on site.

Present zoning and land use of surrounding properties within 250' of Property:

	Zoning Classification	Land Use
North:	<u>R2 PUD – Long Grove</u> <u>O & R – Long Grove</u>	<u>Office</u> <u>Vacant</u>
South:	<u>R9A Special Use – Buffalo Grove</u>	<u>Residential</u>
East:	<u>R2 – Long Grove</u>	<u>Vacant</u>
West:	<u>R2 PUD – Long Grove</u>	<u>Residential</u>

1.4 Trustees Disclosure.

Is title to the Property in a land trust? Yes _____ No X

If yes, full disclosure of all trustees, beneficiaries and their legal and equitable interests is required. Attach a copy of all documents showing ownership of the Property and the Applicant's and/ or Owner's control of or interest in the Property.

1.5 Requested Action (Check as many as are applicable).

_____ Appeal	_____ Code Interpretation
_____ Variation	_____ Special Use Permit (non-PUD)
_____ Zoning Map Amendment (rezoning)	_____ Zoning Code Text Amendment
<u>X</u> Preliminary PUD Plat	_____ Final PUD Plat

1.6 Supplemental Information (General):**

Every Application filed shall, in addition to the data and information required above, provide the following general information when applicable to the use or development for which approval is being sought:

- (a) A description or graphic representation of any development or construction that will occur or any use that will be established or maintained if the requested relief is granted.

- (b) A table showing the following, as applicable:
- the total lot area of the lot, in acres and in square feet; and
 - the total existing and proposed lot area, expressed in acres, in square feet and as a percent of the total development area, devoted to: residential uses, business uses; office uses; college uses; institutional uses; open space; rights-of-way; streets; and off-street parking and loading areas; and
 - the existing and proposed number of dwelling units; and gross and net floor area devoted to residential uses, business uses, office uses, college uses, and institutional uses.
- (c) A table listing all bulk, space, and yard requirements; all parking requirements; and all loading requirements applicable to any proposed development or construction and showing the compliance of such proposed development or construction with each such requirement. When any lack of compliance is shown, the reason therefore shall be stated and an explanation of the village's authority, if any, to approve the Application despite such lack of compliance shall be set forth.
- (d) The certificate of a registered architect or civil engineer licensed by the State of Illinois, or of an owner-designer, that any proposed use, construction, or development complies with all provisions of this code and other village ordinances or complies with such provisions except in the manner and to the extent specifically set forth in said certificate.
- (e) A landscape development plan, including the location, size and species of plant materials.

1.7 Supplemental Information (per specific request):

_____ Appeals, Code Interpretations, and Variations: See 5-11-8(E)3, 4, & 5 of the Zoning Code and Form "A"

_____ Special Use Permit (non-PUD): See 5-11-8(E)7 of the Zoning Code and Form "B"

_____ Zoning Map Amendment (rezoning): See 5-11-8(E) 8 of the Zoning Code and Form "C"

_____ Zoning Code Text Amendment: See Form "D"

 X Preliminary PUD Plat: See 5-11-18(D)(2) of the Zoning Code and Form "E"

_____ Final PUD Plat: See 5-11-18(D)(3) of the Zoning Code and Form "F"

**** The scope and detail of information shall be appropriate to the subject matter of the Application, with special emphasis on those matters likely to be affected or impacted by the approval being sought in the Application. Information required in the application shall be considered the minimum information required for filing an application. Additional information including but not limited to graphic depictions, environmental impacts, plans for sewer and water service and storm water management, photometric plans, traffic studies and effects on property values, among others, should also be considered and may be helpful in detailing the Application.**

Special Data Requests. In addition to the data and information required pursuant to this Application, every Applicant/Owner shall submit such other additional data, information, or documentation as the building superintendent or any board or commission before which the Application is pending may deem necessary or appropriate to a full and proper consideration and disposition of the particular Application.

1.8 Consultants.

Please provide the name, address, and telephone number of each professional or consultant advising Applicant with respect to this Application, including architects, contractors, engineers or attorneys:

Name: <u>CEMCON, Ltd.</u>	Name: <u>CEMCON, Ltd.</u>
Professional: <u>Land Planning</u>	Professional: <u>Civil Engineering</u>
Address: <u>2280 White Oak Circle, Suite 100</u> <u>Aurora, IL 60502</u>	Address: <u>2280 White Oak Circle, Suite 100</u> <u>Aurora, IL 60502</u>
Telephone: <u>(630) 862-2100</u>	Telephone: <u>(630) 862-2100</u>
E-mail: <u>peterp@cemcon.com</u>	E-mail: <u>kim.morgart@cemcon.com</u>

Name: <u>SCB Architects</u>	Name: <u>Daniel Weinbach & Partners, Ltd.</u>
Professional: <u>Architect</u>	Professional: <u>Landscape Architect</u>
Address: <u>625 N. Michigan Ave., Suite 800</u> <u>Chicago, IL 60611</u>	Address: <u>53 West Jackson Blvd., Suite 250</u> <u>Chicago, IL 60604</u>
Telephone: <u>(312) 896-1100</u>	Telephone: <u>(312) 427-2888</u>
E-mail: <u>kristy.cubas@scb.com</u>	E-mail: <u>dweinbach@dwpltd.com</u>

1.9 Village Officials or Employees.

Does any official or employee of the Village have an interest, either directly or indirectly, in the Property? Yes: No: X

If yes, please identify the name of such official or employee and the nature and extent of that interest. (Use a separate sheet of paper if necessary.)

1.10 Successive Applications (5-11-9).

Second Applications Without New Grounds Barred. Whenever any Application filed pursuant to this code has been finally denied on its merits, a second Application seeking essentially the same relief, whether or not in the same form or on the same theory, shall not be brought unless in the opinion of the officer, board, or commission before which it is brought there is substantial new evidence available or a mistake of law or fact significantly affected the prior denial.

New Grounds to Be Stated. Any such second Application shall include a detailed statement of the grounds justifying consideration of such Application.

Summary Denial With or Without Hearing. Any such second Application may be denied by the building superintendent summarily, and without hearing, on a finding that no grounds appear that warrant a new hearing. In any case where such Application is set for hearing, the owner shall be required to establish grounds warranting reconsideration of the merits of its Application prior to being allowed to offer any evidence on the merits. Unless such grounds are established, the Application may be summarily dismissed for such failure.

Exception. Whether or not new grounds are stated, any such second Application filed more than two years after the final denial of a prior Application shall be heard on the merits as though no prior Application had been filed. The Applicant or Owner shall, however, be required to place in the record all evidence available concerning changes of conditions or new facts that have developed since the denial of the first Application. In the absence of such evidence, it shall be presumed that no new facts exist to support the new petition that did not exist at the time of the denial of the first Application.

2.0 Required Submittals (See Specific Supplemental Information Form for filing Fees).

<input checked="" type="checkbox"/> Fully completed Application with applicable supplementary information	
<input type="checkbox"/> Non-refundable Filing Fee.	Amount: \$ _____
<input checked="" type="checkbox"/> Planning Filing Fees.	Amount: \$ <u>1,100.00</u>
<input checked="" type="checkbox"/> Minimum Professional Fee/deposit Escrow.	Amount \$ <u>5,000.00</u>

3.0 Certifications. The Applicant and Owner certify that this Application is filed with the permission and consent of the Owner of the Property and that the person signing this Application is fully authorized to do so.

3.1 The Applicant certifies that all information contained in this Application is true and correct to the best of Applicant's knowledge.

- 3.2 The Applicant acknowledges that the Village may seek additional information relating to this Application and agrees to provide the Village with such information in a timely manner. Failure to provide such information may be grounds for denying an Application.
- 3.3 The Applicant and Owner agree to reimburse the Village for any and all costs relating to the processing of this Application, including any consultants' fees. By signing this Application, Applicant and Owner agree to be jointly and severally liable for such costs, and Owner further agrees to the filing and foreclosure of a lien against the Property for all such costs plus all expenses relating to collection, if such costs are not paid within 30 days after mailing of a demand for payment.
- 3.4 The Applicant agrees that the Village and its representatives have the right, and are hereby granted permission and a license, to enter upon the Property, and into any structures located there on, for purposes of conducting any inspections that may be necessary in connection with this Application.
- 3.5 The Owner, Applicant, and/or designated representative is required to be present during the meeting.

Long Grove Associates, LLC
Name of Owner

CHARLES N JENNINGS
Name of Applicant

Martha L Moran 5-1-14
Signature of Owner Date

[Signature] 5/1/14
Signature of Applicant Date

Manager



**Village of Long Grove
Plan Commission Zoning Board of Appeals
Supplemental Application Information
(Preliminary PUD Plat)**

FORM "E"

In addition to the information required by the General Zoning Application, the Applicant must provide specific supplemental information as required below for Applications for approval of a Preliminary PUD Plat.

Applications for Planned Unit Development Preliminary Plat Approval. In addition to the information required by the General Zoning Application, every Application filed pursuant to Section 5-11-18 of the Zoning Code for approval of a preliminary planned unit development (PUD) plat shall provide at least ten (10) sets of the following plans and documents:

(a) Detailed Plan. A drawing of the planned unit development shall be prepared at a scale of not less than one inch equals one hundred feet (1" = 100') and shall show such designations as proposed streets (public and private), all buildings and their use, common open space, recreation facilities, parking areas, service areas and other facilities to indicate the character of the proposed development. The submission may be composed of one or more sheets and drawings and shall include:

 X Boundary Lines. Bearings and distances.

 X Easements. Location, width and purpose.

 X Streets on and Adjacent to the Tract: Street name, right-of-way width, existing or proposed center line elevations, pavement type, walks, curbs, gutters, culverts, etc.

 X Utilities on and Adjacent to the Tract. Location, size and invert elevation of sanitary, storm and combined sewers; location and size of water mains; location of gas lines, fire hydrants, electric and telephone lines and streetlights; direction and distance to and size of nearest water mains and sewers adjacent to the tract showing invert elevation of sewers.

 X Ground Elevations on the Tract. For land that slopes less than one-half of one percent (0.5%), show one foot (1') contours, show spot elevations at all breaks in grades, along all drainage channels or swales and at selected points not more than one hundred feet (100') apart in all directions. For land that slopes more than one-half of one percent (0.5%) show two foot (2') contours.

- Subsurface Conditions on the Tract, if Required by the Plan Commission. Location and results of tests made to ascertain subsurface soil, rock and ground water conditions; depth to ground water unless test pits are dry at a depth of five feet (5'); location and results of soil percolation tests if individual sewage disposal systems are proposed.
- X Other Conditions on the Tract. Watercourses, flood plains, marshes, rock outcrop, wooded areas, isolated preservable trees one foot (1') or more in diameter, houses, barns, accessory buildings and other significant features.
- X Other Conditions on Adjacent Land. Approximate direction and gradient of ground slope, including any embankments or retaining walls; character and location of buildings, railroads, power lines, towers and other nearby nonresidential land uses or adverse influences; owners of adjacent platted land; for the adjacent platted land refer to subdivision plat by name, recording date and number and show approximate percent built up, typical lot size and dwelling type.
- X Zoning on and Adjacent to the Tract. Zoning on and adjacent to the tract.
- Proposed Public Improvements. Highways or other major improvements planned by public authorities for future construction on or near the tract.
- Open Space. All lots intended to be dedicated for public use or reserved for the use of all lot owners with the purpose indicated.
- X General Location, Purpose and Height. General location, purpose and height, in feet and stories, of each building other than detached single family dwellings on individually platted lots.
- X Map Data. Name of development, north point and scale, date of preparation and acreage of site.
- X Water Facilities. The preliminary plat shall have depicted on its face all lakes, ponds, detention sites, retention sites and dams. This includes existing lakes, ponds, detention sites, retention sites and dams or proposed lakes, ponds, detention sites, retention sites or dams. If the water facility is proposed, the preliminary plat shall be accompanied by preliminary engineering plans, including the depth, capacity and relation of the water facility to proposed storm drain facilities.
- X Miscellaneous. Such additional information as may be required by the plan commission.
- X Character. Explanation of the character of the planned development and the manner in which it has been planned to take advantage of the flexibility of these regulations.

X Ownership. Statement of present and proposed ownership of all land within the project, including present tract designation according to official records in offices of the County Recorder.

 X Names. The names and addresses of the persons to whom the notice of the hearing to be held by the planning agency are to be sent shall be provided by the subdivider by affidavit and shall include all owners of lots situated within two hundred fifty feet (250') of the lot for which plat approval is sought.

(b) Schedule. Development schedule indicating:

 N/A Stages in which project will be built with emphasis on area, density, use and public facilities such as open space to be developed with each stage. Overall design of each stage shall be shown on the plat and through supporting graphic material.

 N/A Approximate dates for beginning and completion of each stage.

 N/A If different land use types are to be included within the planned unit development, the schedule must include the mix of uses to be built in each stage.

(c) Covenants. Proposed agreements, provisions or covenants which will govern the use, maintenance, and continued protection of the planned development and any of its common open space.

(d) Density. Provide information on the density of residential uses and the number of dwelling units by type.

(e) Nonresidential Uses. Provide information on the type and amount of ancillary and nonresidential uses in a residential development.

(f) Service Facilities. Provide information on all service facilities and off-street parking facilities.

(g) Architectural Plans. Preliminary architectural plans for all primary buildings shall be submitted in sufficient detail to permit an understanding of the style of the development, the design of the building and the number, size and type of dwelling units.

(h) Facilities Plans. Preliminary plans for:

 N/A Roads including classification, width or right of way, width of pavement and typical construction details.

 X Sanitary sewers.

 X Storm drainage.

X Water supply system.

 X Lighting program.

(1) Traffic Mitigation.

 X All new developments of one hundred (100) or more dwelling units, or, in the case of nonresidential development, one which will have one hundred (100) or more occupants, shall be required to provide a traffic study, prepared by a qualified traffic engineer, to establish trips generated, necessary road and other improvements, and other reasonably necessary information relating to traffic impact of the development on village, county or state roads.

 N/A All developments which will have one hundred (100) or more occupants shall be required to provide an employee traffic mitigation plan. The plan will establish specific actions by the owner to limit peak hour vehicular traffic generated by the development. These actions might include staggered work hours, ride sharing, van pools, ride share or transit promotion, transit stop or van service to rail stops, full service cafeteria, or preferential parking plan.

Fee Schedule for Planned Unit Development Applications:

1. Application fee	100.00
2. Planning fee	1,000.00
3. Professional fee escrow minimum deposit, which may be greater as determined by the village manager commensurate with scope of project	5,000.00

**** PROFESSIONAL FEE ESCROWS MUST BE MAINTAINED AT THE MINIMUM \$5000.00 LEVEL.**