

**VILLAGE OF HUNTLEY
PLAN COMMISSION
January 24, 2022
6:30 PM**



AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comments
5. Approval of Minutes
 - A. Approval of the January 10, 2022 Plan Commission Meeting Minutes
6. Public Hearing(s)
 - A. Petition No. 21-01.02, M/I Homes of Chicago, LLC, Petitioner and Kudlach Brothers LLC, Owner, Relating to ±82 acres commonly known as 10902 Dundee Road, Request for approval of (i) a Map Amendment to rezone the identified property from “RE-1 (PUD)” Residential Estate – Planned Unit Development District to “R-2” Single Family Residence District; (ii) a Special Use Permit for Preliminary Planned Unit Development; and (iii) the Preliminary Plat of Subdivision, including any necessary relief in accordance with the plans that have been submitted to, and are on file with, the Village of Huntley.
7. Discussion
 - A. Catty Property, 11117 S. Church Street
8. Adjournment

MEETING LOCATION
Village Board Room
10987 Main Street
Huntley, IL 60142

The Village of Huntley is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding accessibility of the meeting or the facilities, please contact David Johnson, Village Manager at (847) 515-5200. The Village Board Room is handicap accessible.

VILLAGE OF HUNTLEY
PLAN COMMISSION MEETING
Monday, January 10, 2022
MINUTES

5

CALL TO ORDER

Chairman Tom Kibort called to order the Village of Huntley Plan Commission meeting for January 10, 2022 at 6:30 p.m. The meeting was held in the Municipal Complex Village Board Room at 10987 Main Street, Huntley, Illinois 60142.

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PLEDGE OF ALLEGIANCE

Chairman Kibort led the Pledge of Allegiance.

ROLL CALL

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PLAN

COMMISSIONERS: Commissioners Ron Hahn, Jeff Peterson, Ric Zydorowicz, Dennis O’Leary, Vice Chair Dawn Ellison, and Chairman Tom Kibort.

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COMMISSIONERS

ABSENT: Commissioner Terra DeBaltz.

ALSO PRESENT: Director of Development Services Charles Nordman and Senior Planner Scott Bernacki

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4. **Public Comment:** None

5. **Approval of Minutes**

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A. Approval of the February 16, 2021 Plan Commission Meeting Minutes

A MOTION was made to approve the February 16, 2021 Plan Commission Meeting Minutes.

MOVED: Vice Chair Dawn Ellison

SECONDED: Commissioner Ron Hahn

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AYES: Commissioners Ron Hahn, Ric Zydorowicz, Vice Chair Dawn Ellison, and Chairman Tom Kibort

NAYS: None

ABSTAIN: Commissioners Jeff Peterson and Dennis O’Leary

MOTION CARRIED 4:0:2

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B. Approval of the February 22, 2021 Plan Commission Meeting Minutes

A MOTION was made to approve the February 22, 2021 Plan Commission Meeting Minutes.

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MOVED: Vice Chair Dawn Ellison

SECONDED: Commissioner Ron Hahn

AYES: Commissioners Ron Hahn, Ric Zydorowicz, Vice Chair Dawn Ellison, and Chairman Tom Kibort

NAYS: None

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ABSTAIN: Commissioners Jeff Peterson and Dennis O’Leary

MOTION CARRIED 4:0:2

C. Approval of the December 13, 2022 Plan Commission Meeting Minutes

A MOTION was made to approve the December 13, 2022 Plan Commission Meeting Minutes.

5 **MOVED:** Vice Chair Dawn Ellison
SECONDED: Commissioner Ric Zydorowicz
AYES: Commissioners Ron Hahn, Jeff Peterson, Ric Zydorowicz, Dennis O’Leary,
Vice Chair Dawn Ellison, and Chairman Tom Kibort
NAYS: None
ABSTAIN: None
10 **MOTION CARRIED** 6:0:0

6. **Public Hearing(s)**

15 A. Petition No. 22-01.01, Lighthouse Academy, as petitioner, and Huntley Crossings Development, LLC.,
as owner, Lot 9 of Huntley Crossings Resubdivision (generally located east of Route 47 and south of
Powers Road), Request for approval of a petition (i) Amending the Preliminary Planned Unit
Development for Huntley Crossings Phase I; (ii) Final Planned Unit Development for the construction
20 of a new ±10,400 square foot Child Care Center, including any necessary relief, in accordance with the
plans that have been submitted to, and are on file with, the Village of Huntley; (iii) Special Use Permit
for a Child Care Center within the “B-3 (PUD)” Shopping Center Business – Planned Unit
Development District; and (iv) a Final Plat of Subdivision.

Chairman Kibort turned to Village staff to begin the PowerPoint presentation to review the petition.

25 Planner Scott Bernacki explained that Huntley Crossings Development, LLC. is proposing to resubdivide lot 9 of
Huntley Crossings Phase I to accommodate Lighthouse Academy. Lighthouse Academy proposes to occupy the
newly formed outlot for the purpose of constructing a new 10,400 square foot Child Care Center. The Subdivision
and proposed Special Use represents a change from the big box / inline retail commercial development proposed in
30 the Preliminary Planned Unit Development for Huntley Crossings Phase I, which was approved by the Village in
November 2006. Mr. Bernacki stated Lighthouse Academy offers a variety of child care programs such as pre-
kindergarten, full day kindergarten, summer camps, as well as child care for ages 6 weeks – 6 years. Bus services
are provided to transport participants in the before and after school programs for children 7 - 12. Hours of operation
range from 6:30am – 6:30pm

35 **Site Plan**

Mr. Bernacki stated the newly formed lot is proposed to be positioned at the north west corner of the existing lot 9.
The new 2.04-acre lot would be located directly east of the existing Culvers and Sherwin Williams. The private
driveway which spans from Powers Road to Huntley Crossings Drive separates the proposed new lot from the
40 Route 47 frontage outlots. The driveway is intended to serve as principle point of entry for the Child Care Center in
the same way it provides access to the existing businesses. It also bridges a connection between those developments
further south like BMO Harris Bank, the anticipated Hampton Inn Hotel, and any future development sites planned
in Huntley Crossings Phase I or north in Huntley Crossings Phase II.

45 Mr. Bernacki explained that the building is oriented with the entry on the west elevation, facing the private drive. A
fenced in playground area is proposed to be located in the north corner side yard. The fenced in area is
approximately 85’ X 85’. The proposed fence is 5’ high ornamental aluminum and is located at least 20’ from the
corner side property line as required by the zoning ordinance.

50 Mr. Bernacki stated the site plan includes seventy (70) 10’x19’ parking spaces, including three (3) ADA stalls which
exceeds the forty-two (42) parking spaces required by the Zoning Ordinance.

Building Elevations

Mr. Bernacki stated that in accordance with the Commercial Design Guidelines, the new Child Care Center faces Route 47 and is constructed using face brick. The base of the building is comprised of renaissance stone up to the sill. Materials used in minor accent applications include hardie board siding used overtop the main columned entryway. The proposed roof is shown with asphalt shingles and aluminum soffit, fascia and gutters. The rooftop aluminum equipment screen visible off the rear east elevation will be color matched to the soffit and fascia. The trash enclosure is located off the south side parking area. The plans indicate the trash enclosure matches the face brick of the new building and aluminum gates to color match the window frames.

Landscaping

Mr. Bernacki stated the landscape plans have been submitted which show a mix of landscaping elements along all lot lines and foundation plantings along the front, rear, and south side of the building. The plan proposes (38) shade trees offering (7) different species, (16) ornamental trees, (69) dense yew evergreen shrubs, (65) deciduous shrubs of (4) different species, and (62) perennials / ornamental grasses and generally complies with the Village’s landscape ordinance. Plantings have been placed to offer a natural screening of mechanical equipment from the rear, dumpster enclosures from the side, and playground equipment from Powers Road. Parking lot landscaping and site entry landscaping offer a site with more than double the greenspace as required by the Zoning Ordinance.

Lighting

Mr. Bernacki explained the lighting plan indicates the use of Sternberg LED prairie series light fixtures, which matches the prairie style of fixture used in the surrounding developments. The proposed mounting height on the building will be at 10’-feet and upon parking lot poles at 16’-feet. The submitted photometric plans demonstrate an average of 1.1 foot-candles in the parking lot. Section 156.088(B)(1) of the Zoning Ordinance requires the average foot candles of the parking lot be 2.0 minimum. Section 156.088(B)(4)(a) of the Zoning Ordinance also requires that the maximum foot candles at the lot line not exceed 0.5, however, the submitted photometric plans demonstrate that this maximum has been exceeded particularly, along the east rear and south side property lines. Mr. Bernacki stated the petitioner will be required to submit a revised photometric plan at the time of building permit.

Signage

Mr. Bernacki stated the elevations proposed one illuminated wall sign affixed to the pediment atop the building’s entryway. The 5’ X 10’ 50 square foot box sign would appear compliant with the Village’s Sign Regulations. The site plan indicates one monument sign near the entry apron just off the private drive frontage, however, it has been noted by the applicant that the monument sign will no longer be pursued.

Final Plat of Subdivision

Mr. Bernacki stated a Plat of Subdivision and Cross Access Easement Agreement for the Huntley Crossings Lot 9 Resubdivision have been submitted for the project. Upon recording, the documents will provide two lots as well as maintain cross access through the shared access apron off the private roadway. The lot created for the child care center (Lot 9b) will be 2.04 acres. The resulting Lot 9a will include the remaining 20.39 acres. Both lots meet the minimum lot area and width requirements in the “B-3 (PUD)” Shopping Center Business – Planned Unit Development District.

Village Board Concept Review

Mr. Bernacki noted that the Village Board reviewed conceptual plans for Lighthouse Academy on July 22, 2021. Discussion focused on the location of the site just off Route 47. The petitioner explained that the site offers parents a convenient drop off and pick up location as a large majority of parents utilize I-90 to and from work. Village Board members also asked if the plan would sufficiently accommodate vehicle stacking and bus circulation especially during peak drop off and pick up times. The petitioner confirmed that as programs are staggered throughout the day, parents may drop off or pick up during various morning or afternoon time slots depending on their work schedule.

Mr. Bernacki stated that Village Staff recommends five conditions be applied should the Plan Commission forward a positive recommendation to the Village Board including;

1. All public improvements and site development must occur in full compliance with the submitted plans and all other applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.
2. The petitioners will comply with all final engineering revisions to be approved by the Village Engineer and Development Services Department.
3. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
4. The Photometric plans shall be resubmitted and approved by the Development Services Department.
5. No building construction permits, plans, sign permits, or Certificates of Occupancy are approved as part of this submittal.

Mr. Bernacki concluded by introducing Petitioner Shannen Flores of Lighthouse Academy.

Chairman Kibort thanked Mr. Bernacki and requested a motion from the Commission to open the public hearing.

A MOTION was made to open the public hearing to consider Petition No. 22-01.01

| | |
|-----------------------|---|
| MOVED: | Commissioners Ric Zydorowicz |
| SECONDED: | Vice Chair Dawn Ellison |
| AYES: | Commissioners Ron Hahn, Jeff Peterson, Ric Zydorowicz, Dennis O’Leary, Vice Chair Dawn Ellison, and Chairman Tom Kibort. |
| NAYS: | None |
| ABSTAIN: | None |
| MOTION CARRIED | 6:0:0 |

Chairman Kibort stated that this is a public hearing and anyone wishing to testify must be sworn in. The following persons were sworn in: Senior Planner Scott Bernacki, the Petitioner Shannen Flores of Lighthouse Academy and Jim Koziol of Koziol Engineering Services, LTD.

Chairman Kibort asked if the petitioner had any comments to add to which Mrs. Flores did not have anything to add.

Chairman Kibort asked if any members of the public had any comments to add to which no members of the public had anything to add.

Commissioner Ron Hahn expressed pleasure in the compliant nature of the aesthetically pleasing development. Commissioner Hahn did verify with Jim Koziol that the dumpster would be rolled out of the enclosure by the provider on service days.

Commissioner Jeff Peterson complimented the landscaping plan.

Vice Chair Dawn Ellison questioned the petitioner’s choice of locating the fenced in playground on the north end of the lot closest to Powers Road as opposed to the south side of the lot. Mr. Koziol responded that the location was selected to least interfere with the intended parking lot vehicular circulation of incoming staff, parents and bus drop off and pick up. Mr. Koziol added that the fence is not obstructing any corner side setbacks and the area is appropriately landscaped to provide screening. Vice Chair Ellison suggests the potential of adding aesthetically acceptable cement bollards along Powers Road or in the section of the parking lot directly adjacent to the park as this safety precaution would better protect the playground. Mr. Koziol responded that wheel stops are used in the parking lot, however, the design team can investigate alternative protection methods.

Chairman Kibort emphasized that the applicant needs to resubmit compliant photometric lighting plans.

Commissioner Ric Zydorowicz asked for clarification on the traffic flow through the lot. Commissioner Zydorowicz wanted to prevent against conflicting traffic patterns with the existing businesses in the area, specifically Culvers. Petitioner Shannen Flores confirmed that morning drop off times range from 6:30am – 9:30am and would not conflict with the Culvers which opens at 10am. Because of this staggered pick up, the demand on the private roadway leading to the businesses would accommodate all users without much impact on the regular traffic flow for the area.

Vice Chair Ellison asked about the need for internal site directional signage to inform the vehicles of the desired lot circulation. Mrs. Flores addressed the concern by noting that all parents are repeat users of the lot, and are well informed of the pick up/ drop off routines at the beginning of the year. It was noted that the parents park the vehicle, walk the child to or from the building and sign them in or out as opposed to a drive through and drop off / pick up concept traditionally utilized at a school.

Commissioner Dennis O’Leary questioned the need for the number of parking stalls. Mrs. Flores mentioned that the abundance of parking stalls provides flexibility and ease for parents to circulate through the lot efficiently.

There were no further comments. Chairman Kibort requested a motion to close the public hearing.

A MOTION was made to close the public hearing to consider Petition No. 22-01.01

MOVED: Commissioner Jeff Peterson
SECONDED: Commissioner Ric Zydorowicz
AYES: Commissioners Ron Hahn, Jeff Peterson, Ric Zydorowicz, Dennis O’Leary, Vice Chair Dawn Ellison, and Chairman Tom Kibort.
NAYS: None
ABSTAIN: None
MOTION CARRIED 6:0:0

Chairman Kibort requested a motion to approve the petition.

A MOTION was made to approve Petition No. 22-01.01, Requesting (i) an amendment to the Preliminary Planned Unit Development for Huntley Crossings Phase I; (ii) Final Planned Unit Development for the construction of a new ±10,400 square foot Child Care Center, including any necessary relief, in accordance with the plans that have been submitted to, and are on file with, the Village of Huntley; (iii) a Special Use Permit for Child Care Center within the “B-3 (PUD)” Shopping Center Business – Planned Unit Development District; and (iv) a Final Plat of Subdivision subject to the following conditions:

- 1. All public improvements and site development must occur in full compliance with the submitted plans and all other applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.**
- 2. The petitioners will comply with all final engineering revisions to be approved by the Village Engineer and Development Services Department.**
- 3. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.**
- 4. The Photometric plans shall be resubmitted and approved by the Development Services Department.**
- 5. No building construction permits, plans, sign permits, or Certificates of Occupancy are approved as part of this submittal.**

MOVED: Vice Chair Dawn Ellison
SECONDED: Commissioner Jeff Peterson

AYES: Commissioners Ron Hahn, Jeff Peterson, Ric Zydorowicz, Dennis O’Leary, Vice Chair Dawn Ellison, and Chairman Tom Kibort.
NAYS: None
ABSTAIN: None
5 **MOTION FAILED** 6:0:0

Chairman Kibort asked the petitioner when they plan to start construction to which the petitioner responded Spring 2022.

10 7. **Discussion**

Director Nordman stated the next Plan Commission meeting is scheduled for January 24, 2022.

There was no further discussion.

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8. **Adjournment**

At 6:59 pm, a MOTION was made to adjourn the January 10, 2022 Plan Commission meeting.

20 **MOVED:** Vice Chair Dawn Ellison
SECONDED: Commissioner Ron Hahn
AYES: Commissioners Ron Hahn, Jeff Peterson, Ric Zydorowicz, Dennis O’Leary, Vice Chair Dawn Ellison, and Chairman Tom Kibort.
NAYS: None
25 **ABSTAIN:** None
MOTION CARRIED 6:0:0

Respectfully submitted,

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Senior Planner
Village of Huntley

Village of Huntley
REQUEST FOR PLAN COMMISSION ACTION
PUBLIC HEARING

MEETING DATE: January 24, 2022

SUBJECT Petition No. 21-01.02, M/I Homes of Chicago, LLC, Petitioner, and Kudlach Brothers LLC, Owner, Relating to ±82 acres commonly known as 10902 Dundee Road, Request for approval of (i) a Map Amendment to rezone the identified property from “RE-1 (PUD)” Residential Estate – Planned Unit Development District to “R-2” Single Family Residence District; (ii) a Special Use Permit for Preliminary Planned Unit Development; and (iii) the Preliminary Plat of Subdivision, including any necessary relief in accordance with the plans that have been submitted to, and are on file with, the Village of Huntley.

BACKGROUND INFORMATION

Petitioner: M/I Homes of Chicago, LLC
 400 E. Diehl Road, Suite 230
 Naperville, IL 60563

Owner: Kudlach Brothers LLC
 6N658 Splitrail Lane
 St. Charles, IL 60175

Subject Location: ±82 acres commonly known as 10902 Dundee Road

Request: The petitioner is requesting approval of (i) a Map Amendment to rezone the identified property from “RE-1 (PUD)” Residential Estate – Planned Unit Development District to “R-2” Single Family Residence District; (ii) a Special Use Permit for Preliminary Planned Unit Development; and (iii) the Preliminary Plat of Subdivision, including any necessary relief.

Zoning, Land Use and Comprehensive Plan:

| LOCATION | ZONING | CURRENT USE | COMPREHENSIVE PLAN |
|----------------------|---|--|--|
| Property in Question | “RE-1 (PUD)” Residential Estate – Planned Unit Development | Agricultural | Mixed Use (Business / Residential), Business Park, and Retail and Service Commercial |
| North | “RE-1 (PUD)” Residential Estate – Planned Unit Development | Municipal Complex/Place of Worship/ Single Family Residential | Single Family Residential |
| South | “RE-1 (PUD)” Residential Estate – Planned Unit Development and “B-2 (PUD)” Highway Service - Planned Unit Development | Agricultural / Commercial | Business Park |
| East | “R-2” Single Family Residence | Single Family Residential | Single Family Residential |
| West | “RE-1 (PUD)” Residential Estate – Planned Unit Development | Agricultural | Mixed Use (Business / Residential) |

INTRODUCTION

The Kudlach property was annexed into the Village on July 14, 2005 and originally consisted of approximately 139.4 acres which included the ±82 acres being considered for development by M/I Homes, in addition to ±38 acres on the south side of Huntley-Dundee Road, ±10 acres located west of Ruth Road, and ±2.8 acres at the northeast corner of Huntley-Dundee Road and Haligus Road. Portions of the property were previously sold to the Village of Huntley for the Municipal Complex and Shepherd of the Prairie Church. The ±10 acres, west of Ruth Road, was sold to an investor and remains undeveloped. The annexation agreement, which will expire in July 2025, allowed for the subject ±82 acres to be developed as a mix use development that would accommodate commercial and business park zoning with multiple family residential being acceptable as a component of a mixed use development. The agreement specifically stated that “except as called for in the mixed use designation the property shall not be zoned or developed as residential.” In the 16 years following the annexation of the property there has been little to no interest in developing it as contemplated by the annexation agreement.

DEVELOPMENT SUMMARY

Project Overview

M/I Homes is proposing to develop the ±82 acres, located directly south of the Village Municipal Complex, with 173 single family homes. Access to the subdivision is proposed from LJ Marak Drive to the north with the main subdivision entrance being located along Huntley-Dundee Road on the south side of the property. A 30-foot landscape buffer is proposed between the single family lots that are adjacent to the Municipal Complex and Shepherd of the Prairie Church. A 35-foot landscape buffer is proposed along Huntley-Dundee Road and Haligus Road.

The proposed lots will have a minimum lot area of 8,400 square feet with an average lot size of 10,465 square feet. The existing wetland areas at the northeast corner of the property will be preserved and will include an area of approximately 4.6 acres dedicated for stormwater management. Additional areas for stormwater management would be located near the intersection of Ruth Road and Huntley-Dundee Road and adjacent to the subdivision’s primary entrance along Huntley-Dundee Road.

The developer is proposing park land donation and constructing the park to meet the required park district donation requirements for the subdivision. The budget and plans for the public park and playground located on the ±3.45 acre Outlot F are still being developed with the Huntley Park District and will be required prior to Final Planned Unit Development approval. As proposed, the park site will be constructed by the M/I Homes as part of the first phase of development.

Following approval of the Preliminary Plat of Subdivision and Preliminary Planned Unit Development, the petitioner is required to submit a development application for a Final Plat of Subdivision and Final Planned Unit Development approval from the Plan Commission and Village Board.

Map Amendment

The petitioner proposes a Map Amendment to rezone the identified property from the existing “RE-1 (PUD)” Residential Estate – Planned Unit Development District to “R-2” Single Family Residence District. Neighboring single family residential subdivisions sharing the same “R-2” zoning designation include Heritage of Huntley and Huntley Meadows. Although zoned “R-1 (PUD)”, the single family portion of the Wing Pointe Subdivision also follows the minimum lot area, width and setback requirements for the “R-2” zoning district. A statement of the need and justification for the proposed Map Amendment has been provided by the petitioner.

Preliminary Plat of Subdivision

The preliminary plat demonstrates a 173 single family lots which have been platted to conform to the “R-2” Single Family Residence District minimum lot area and width requirements. No lot has been proposed

with a lot area less than the minimum 8,400 square feet and lot width less than the minimum 70 feet. The average lot size is 10,465 square, with the largest lot having an area of 19,078 square feet. All building setback lines have been established to comply with the “R-2” yard requirements as listed in the Zoning Ordinance. All dedicated residential street right of ways are planned at a compliant 66 feet wide. The subdivision has been planned without the need for relief from the “R-2” Single Family Residence District standards.

Home Product

The proposed single family homes include twelve different floor plans, including three ranch options. Each floor plan provides six options for elevations (with exception to the Austin plan which provides five options). Partial basements will be standard on all elevations. It was noted by the petitioner that the pricing on the homes begins in the upper \$300,000’s to high \$400,000’s with “all in” prices from the mid \$400,000’s to upper \$500,000’s with an average home cost of approximately \$500,000. The following is a summary of the single family plans:

Single Family Floorplans

| Plan | Base Sq. Ft. | Max. Sq. Ft. | Stories | Standards Bedrooms | Optional Bedrooms |
|-------------|---------------------|---------------------|----------------|---------------------------|--------------------------|
| Maxwell | 1,696 | 1,810 | 1 | 2 | 3 |
| Austin | 1,776 | 2,565 | 1 | 2 | 3 |
| Briarwood | 2,004 | 2,120 | 1 | 2 | NA |
| Baldwin | 2,281 | 2,407 | 2 | 3 | 4 |
| Cahill | 2,350 | 2,504 | 2 | 3 | 4 |
| Dunbar | 2,484 | 2,621 | 2 | 3 | 3 |
| Aberdeen | 2,540 | 2,716 | 2 | 3 | NA |
| Eastman | 2,738 | 2,872 | 2 | 4 | NA |
| Essex | 2,872 | 3,150 | 2 | 4 | 5 |
| Fairbanks | 2,986 | 3,150 | 2 | 4 | 5 |
| Hudson | 3,097 | 3,923 | 2 | 4 | 5 |
| Lyndale | 3,349 | 3,511 | 2 | 4 | 5 |

Landscaping

A 3-foot landscape “berm” is proposed on Outlot D and E which are adjacent to the Village’s Municipal Complex and the Sheppard of the Prairie Church. Proposed in this area along the property line is the installation of a 6’ tall dog-eared cedar board fence. The 30’ wide landscape buffer features 8’ tall evergreen and 3” caliper tree plantings. Outlot J, which is adjacent to Haligus Road, proposes a 3’ – 6’ landscape berm acting as a buffer from the roadway. Outlot B and J along Huntley-Dundee Road do not include a berm and offer a variety of shade trees, ornamental trees, and densely planted evergreens paired with deciduous planting beds. The existing 3 wetland areas at site’s northeast corner will remain untouched and offer natural mature screening at the northeast corner of the site. The stormwater management basins are proposed to be native emergent plant bottoms using a wet meadow seed & blanket at the immediate perimeter of the basin. Low profile prairie seed & blanket will be used moving outward from these areas. The petitioner proposes to plant 415 parkway trees spaced every 40’ in accordance with the Village’s Landscape Ordinance.

Signage

The proposal calls for the installation of (2) two 6-foot tall by 19-foot wide entry structures installed on either side of the main entrance off Huntley-Dundee Road. The monument signs will be positioned at a 45-degree angle and constructed of natural stone veneer with a precast base and cap. The 20 square foot etched letter sign faces will announce the name of the “Fieldstone” subdivision as visible to both the east and westbound traffic. The landscape near the sign offers a variety of both deciduous and evergreen plantings amongst the limestone outcropping and perennial beds.

Traffic

The traffic report concluded that the estimated traffic generated by the proposed subdivision can be accommodated by the existing area roadway system and that the proposed access system provides efficient and flexible access. Proposed roadway improvements include the widening of Huntley-Dundee Road to accommodate an exclusive westbound right turn lane and an exclusive eastbound left turn lane. The improved access to the subdivision's main entrance provides uniformity along the corridor.

Required Relief

As proposed, the plans will require the following relief to be approved as part of the Preliminary Planned Unit Development:

1. Section 155.030 of the Subdivision Ordinance requires all existing and proposed utility lines be placed underground. The petitioner is requesting relief from this requirement in order to not bury the 6 existing overhead utility poles located on the southeast corner of the site along the Huntley-Dundee Road frontage.

Village Board Concept Review

The Village Board reviewed the conceptual site plan and home elevations at their meeting on September 23, 2021. At that time, the plan consisted of 150 single family lots and 62 townhomes. The proposed lot width on several of the lots were less than 70 feet, which is the minimum width allowed for the "R-2" Single Family zoning district. Comments from the Village Board included the following:

- Some board members expressed concern regarding the square footage of the Maxwell plan (1,696 sq. ft.), which is the smallest plan proposed to be offered within the subdivision.
- Several board members expressed concern regarding some lots having a width less than 70 feet. *The petitioner has since revised the site plan so that no lot is less than 70 feet in width.*
- Not all board members were in favor of the townhomes. *The petitioner has since revised the site plan to eliminate the townhomes.*
- It was requested that the developer investigate the feasibility of constructing a multi-use path on the west side of Haligus Road. *The petitioner is providing a 5' sidewalk from the intersection of Huntley-Dundee Road and Haligus Road up to Outlot 1 where it ties back into the internal subdivision sidewalk network.*

Plan Commission Concept Review

The Plan Commission reviewed the conceptual site plan and home elevations at their meeting on October 11, 2021. Comments from the Plan Commission included the following:

- Some board members discussed a desire to have an additional vehicular access point into the subdivision. *The petitioners traffic study explains that because of the grade change and existing road curvature, a third access point would not be feasible along Haligus Road. The submitted traffic study has determined the two access points as sufficiently handling the anticipated traffic load.*
- Several board members requested that the developer utilize native plantings, bubblers, or a water feature when planning the stormwater management. *The basins are proposed as native planted bottom basins with no open water areas to support the requested bubblers or water features.*
- It was suggested that the rear façade elevations be improved for the homes located along Haligus and Huntley-Dundee Roads. *Village staff has added a condition of approval to ensure this comment is addressed for all homes along the perimeter of the subdivision.*

ACTION REQUESTED

The petitioner, M/I Homes of Chicago, LLC, and Kudlach Brothers, LLC, as owner, request a motion of the Plan Commission, to recommend approval of (i) a Map Amendment to rezone the identified property from RE-1 (PUD) Residential Estate – Planned Unit Development District to R-2 Single Family Residence District; (ii) a Special Use Permit for Preliminary Planned Unit Development; and (iii) the Preliminary Plat of Subdivision, including any necessary relief in accordance with the plans that have been submitted to, and are on file with, the Village of Huntley.

Staff recommends the following conditions be applied should the Plan Commission forward a positive recommendation to the Village Board:

1. All public improvements and site development must occur in full compliance with the submitted preliminary plans and all other applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.
2. The petitioners will comply with all final engineering revisions to be approved by the Village Engineer and Development Services Department.
3. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
4. The park design shall be submitted as part of the application for final planned unit development / final plat of subdivision.
5. The petitioner shall provide (i) 4/4x4” wood window surrounds and corner boards and 4/4x8” frieze boards; (ii) Window grills; and (iii) Either shutters around the windows or a bay window at the first floor on the rear elevations of homes along the perimeter of the subdivision.
6. Further investigation shall be provided to the feasibility of constructing a taller berm on Outlots D and E adjacent to the Village’s Municipal Complex and Shepherd of the Prairie Church.
7. Further investigation shall be provided to the feasibility of constructing a berm on Outlots B and J adjacent to Huntley-Dundee Road.
8. No building construction permits, plans, sign permits, or Certificates of Occupancy are approved as part of this submittal.

EXHIBITS

1. Aerial Photograph, dated 9/14/21
2. Single Family Home Renderings, not dated
3. Single Family Home Side and Rear Elevations, not dated
4. Preliminary Plat of Subdivision, dated 1/14/2022
5. Preliminary Site Improvement Plans, dated 11/12/21
6. Landscape Plan, dated 1/14/22
7. Buffer Exhibit, dated 1/13/22
8. Response to Standards for Special Use, dated 11/12/21
9. Traffic Report, dated 1/14/22
10. Letter from Shepherd of the Prairie Church, dated 1/21/22



M/I Homes - Kudlach Property

VILLAGE OF HUNTLEY

10987 Main Street
 Huntley, IL 60142
 (847)669-9600

DISCLAIMER: The Village of Huntley Does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.



SCALE: 1" = 700'

Print Date: 9/14/2021

Maxwell – 1,696 sf



Austin – 1,776 sf



Briarwood – 2,004 sf



Baldwin 2,281 sf



Cahill – 2,350 sf

Artisan



Classic



Colonial Revival



Craftsman



Traditional



Urban Farmhouse



Dunbar – 2,484 sf



Aberdeen 2,540 sf



Eastman – 2,738 sf

Artisan



Classic



Colonial Revival



Craftsman



Traditional



Urban Farmhouse



Essex – 2,872 sf

Artisan



Classic



Colonial Revival



Craftsman



Traditional



Urban Farmhouse



Hudson- 2,540 sf

Artisan



Classic



Colonial Revival



Craftsman



Traditional

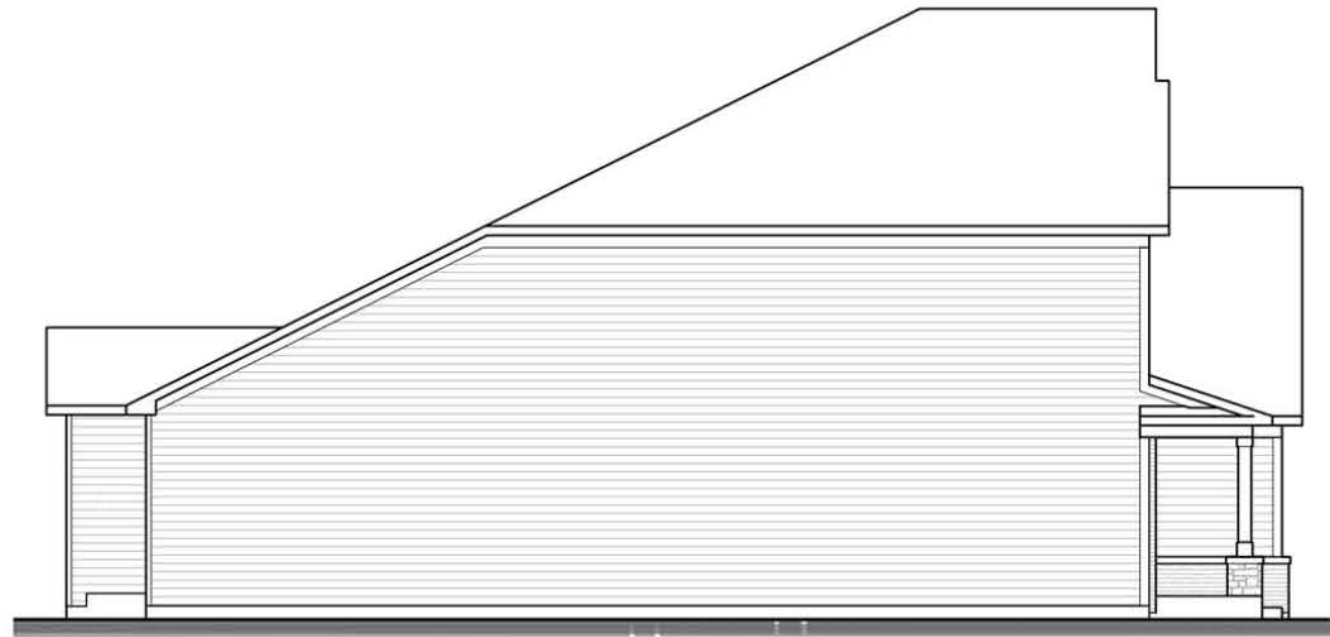


Urban Farmhouse



Lyndale – 3,342 sf





Left Elevation



Right Elevation



Rear Elevaton

Aberdeen
2527 s.f.



Left Elevation



Right Elevation

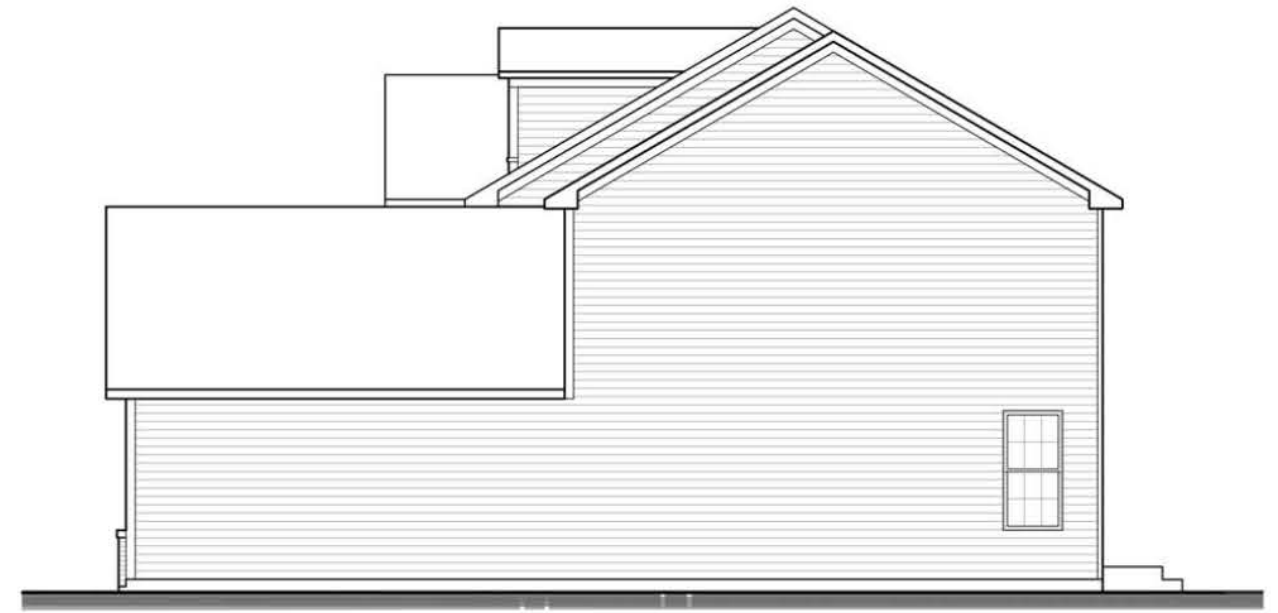


Rear Elevaton

Austin
1776 s.f.



Left Elevation



Right Elevation

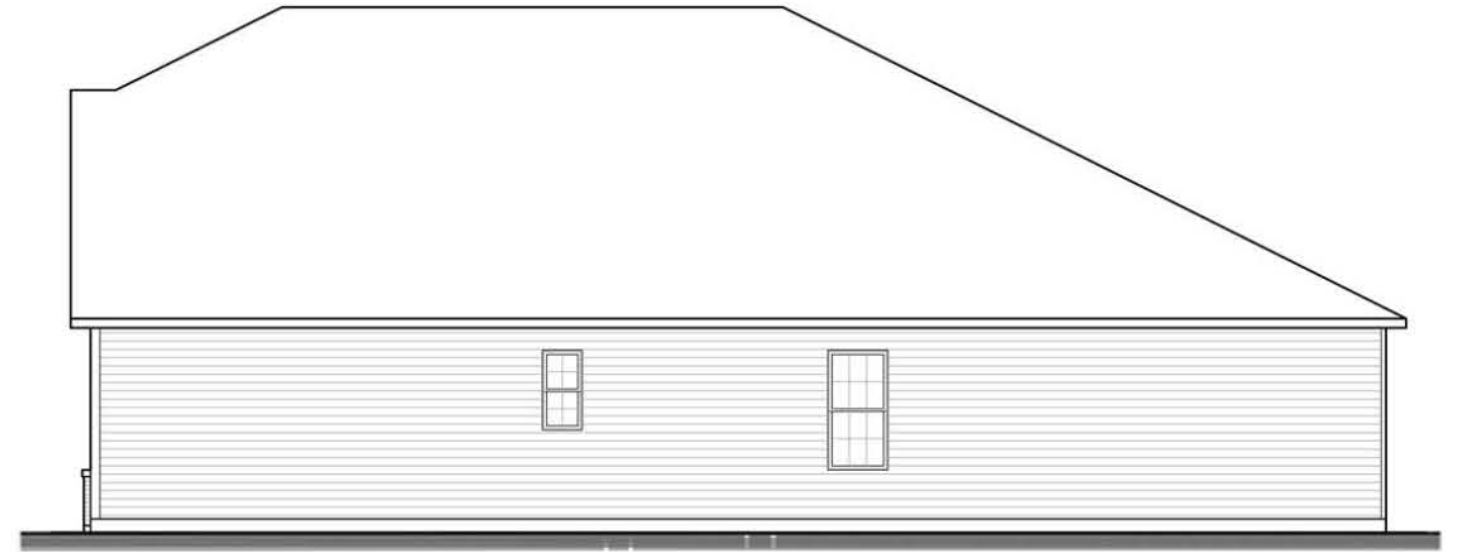


Rear Elevation

Baldwin
2281 s.f.



Left Elevation



Right Elevation



Rear Elevaton

Briarwood
2004 s.f.



Left Elevation



Right Elevation



Rear Elevaton

Cahill
2352 s.f.



Left Elevation



Right Elevation



Rear Elevaton

Dunbar
2484 s.f.



Left Elevation



Right Elevation



Rear Elevaton

Eastman
2738 s.f.



Left Elevation



Right Elevation

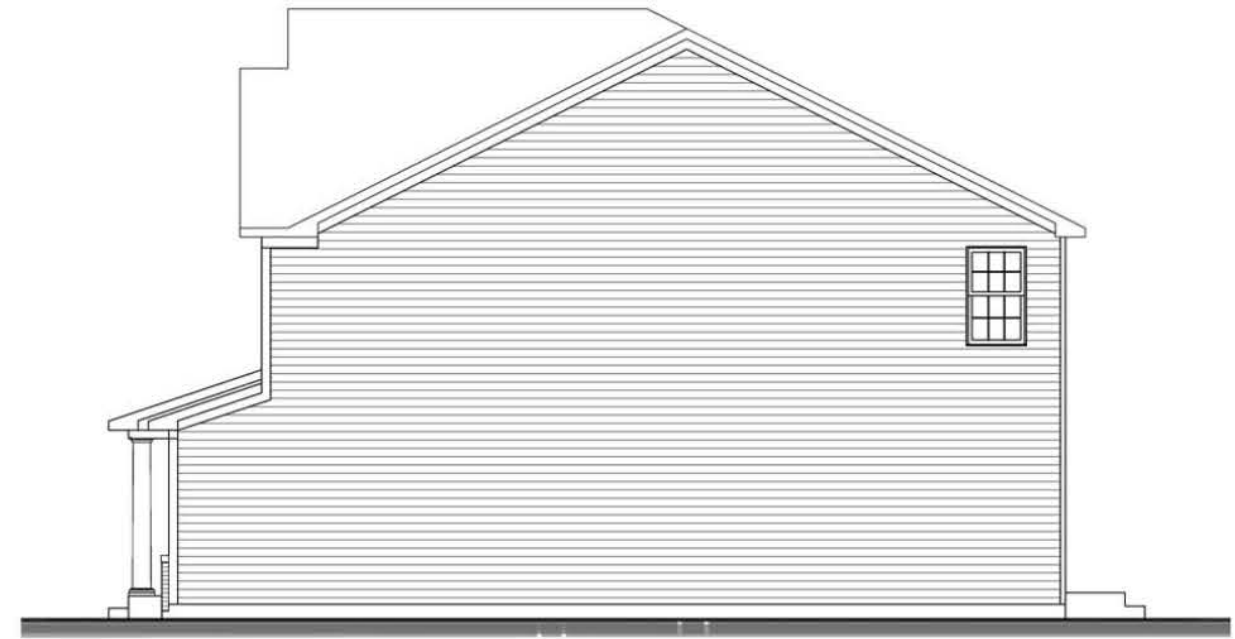


Rear Elevaton

Essex
2872 s.f.



Left Elevation



Right Elevation



Rear Elevaton

Fairbanks
2986 s.f.



Left Elevation

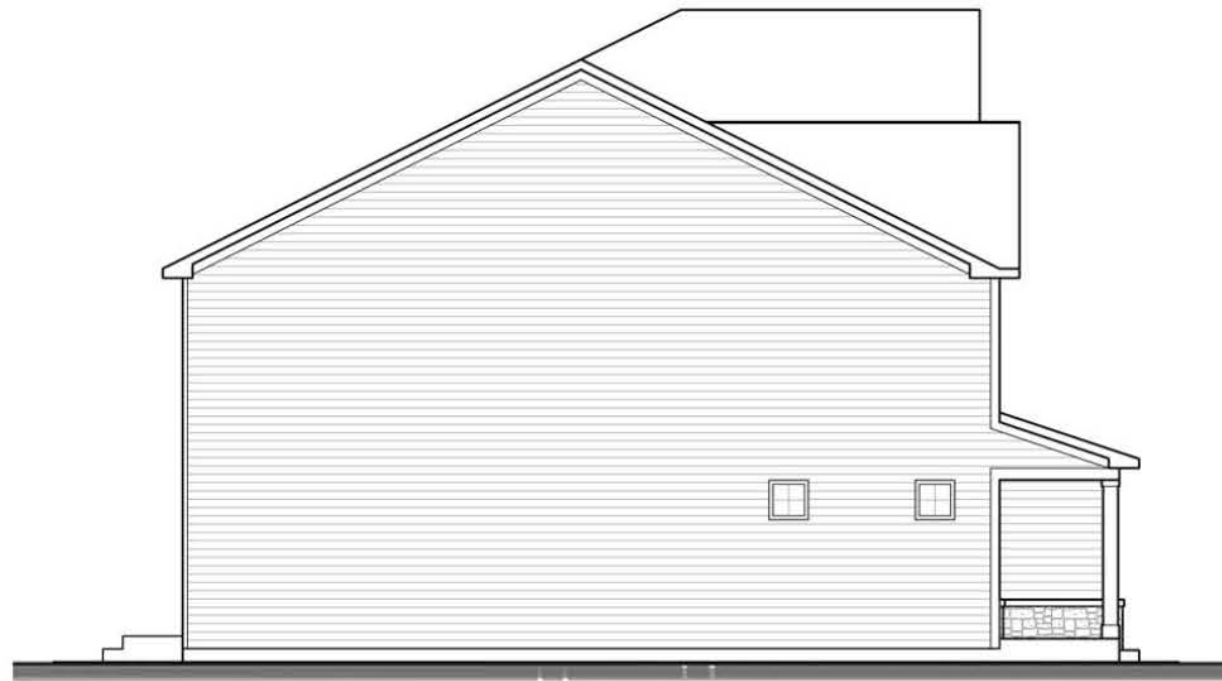


Right Elevation

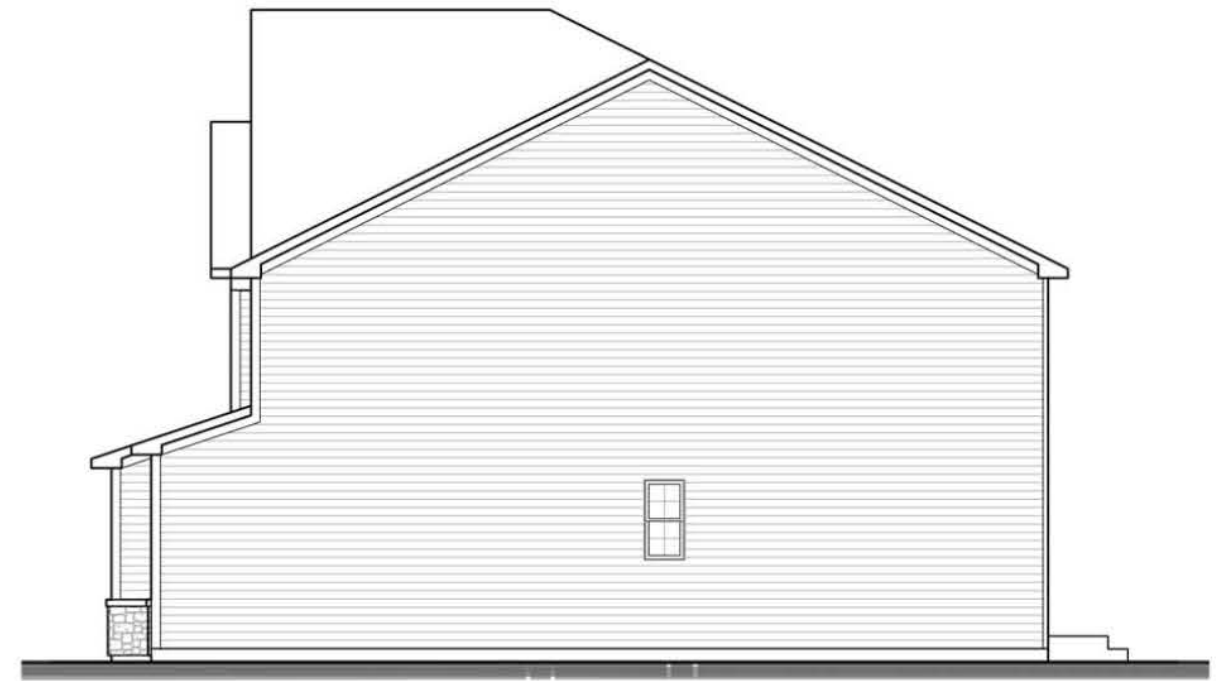


Rear Elevaton

Hudson
3097 s.f.



Left Elevation

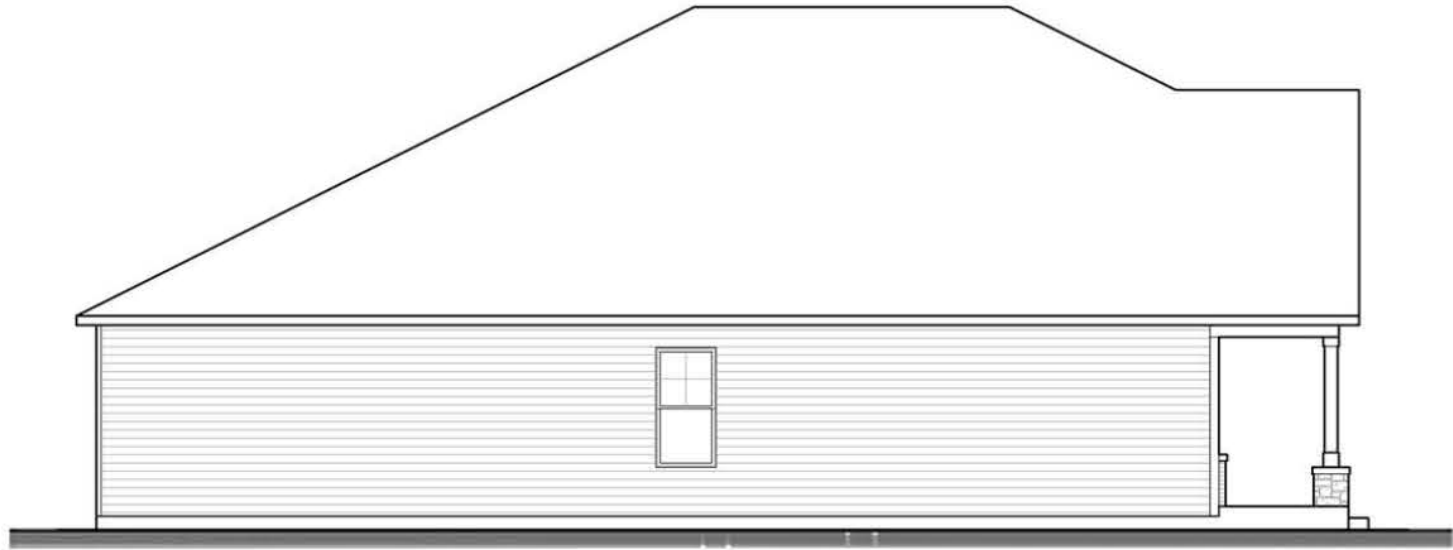


Right Elevation

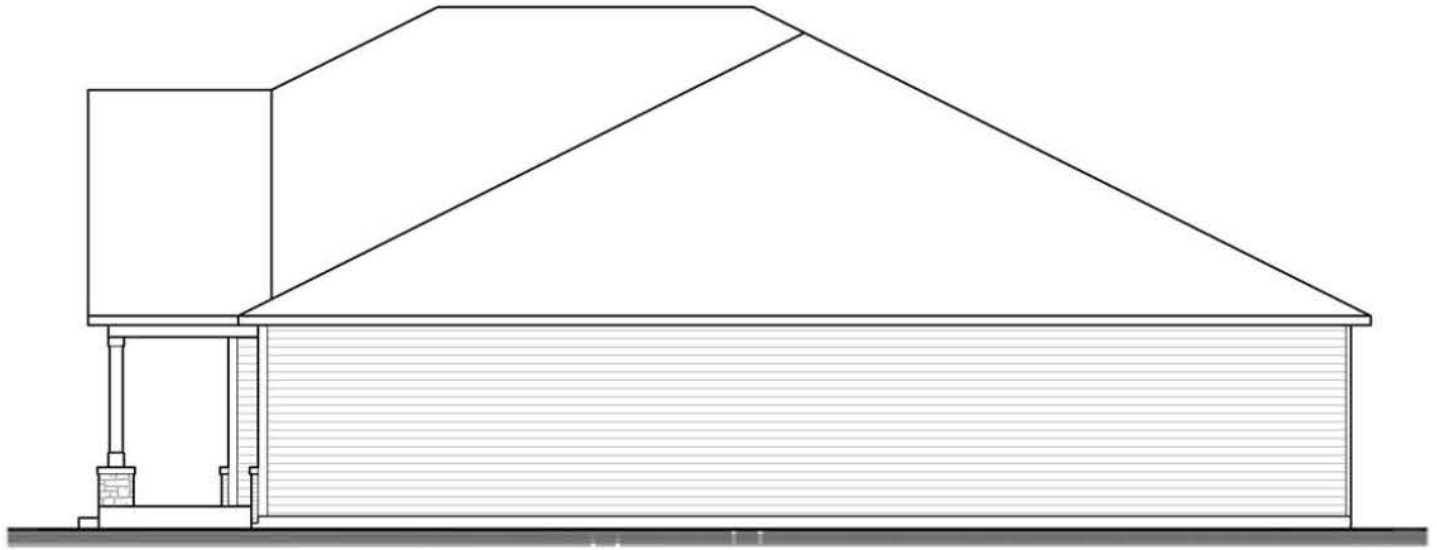


Rear Elevaton

Lyndale
3349 s.f.



Left Elevation



Right Elevation



Rear Elevaton

Maxwell
1696 s.f.

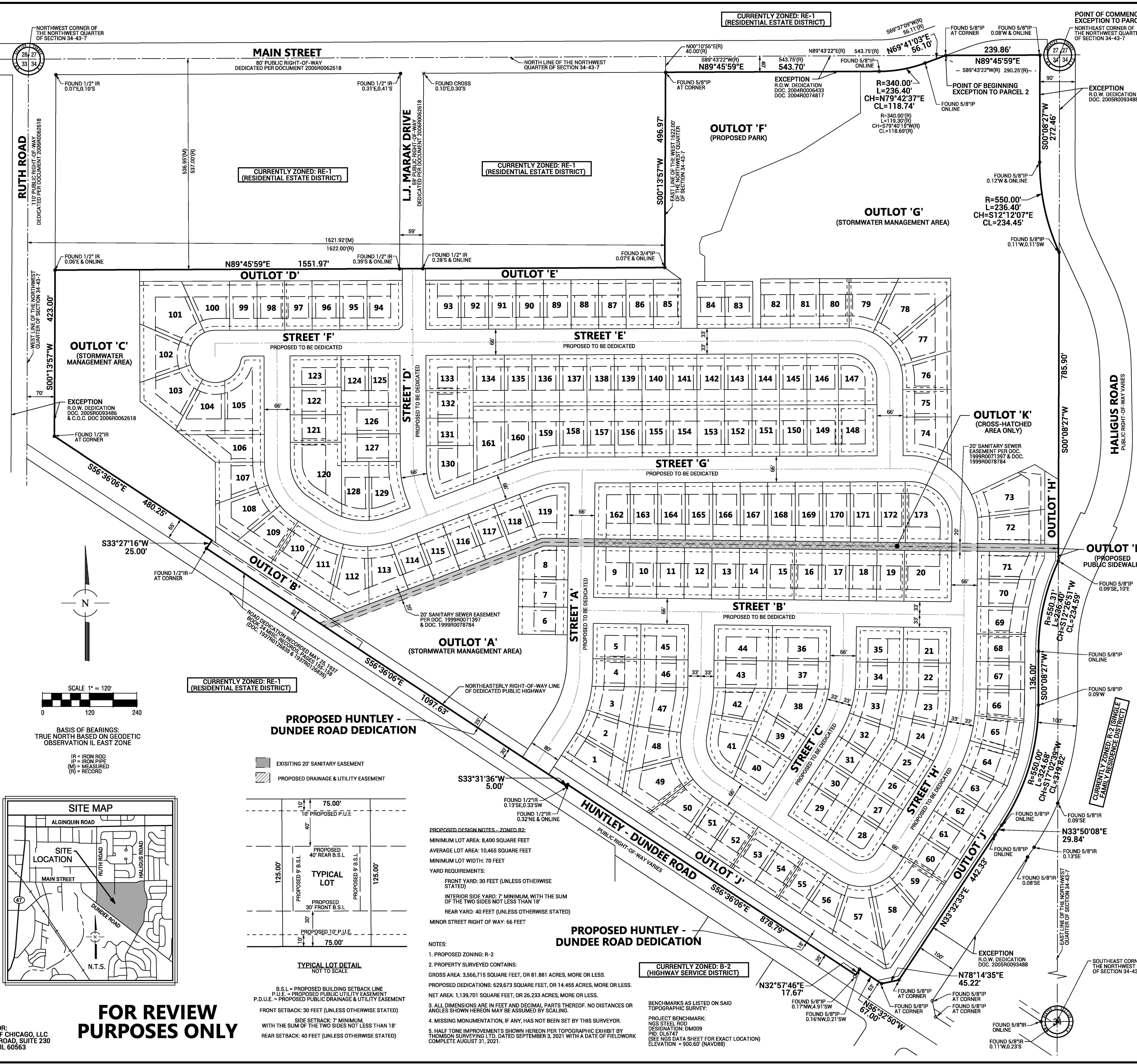
PRELIMINARY PLAT OF FIELDSTONE SUBDIVISION

BEING PART OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS

PROPERTY DESCRIPTION:

ALL THAT PART OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN LYING NORTHEASTERLY OF THE NORTHEASTERLY RIGHT-OF-WAY LINE OF A PUBLIC HIGHWAY DEDICATED TO THE STATE OF ILLINOIS PER DEDICATION RECORDED MAY 25, 1937 IN BOOK 24 OF MISCELLANEOUS RECORDS, PAGES 156 AND 157, AND KNOWN AS HUNTLEY ROAD (EXCEPTING THEREFROM THE NORTH 537.00 FEET OF THE WEST 1622.00 FEET, MEASURED PERPENDICULAR TO THE RESPECTIVE LINES OF SAID NORTHWEST QUARTER, ALSO EXCEPTING THAT PART BEING DEDICATED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER, THENCE SOUTH 89 DEGREES 43 MINUTES 08 SECONDS WEST ALONG THE NORTH LINE THEREOF, 290.25 FEET FOR THE PLACE OF BEGINNING, THENCE SOUTH 69 DEGREES 37 MINUTES 08 SECONDS WEST 443.75 FEET TO THE EAST LINE OF THE WEST 1622.00 FEET OF SAID NORTHWEST QUARTER, THENCE NORTH 00 DEGREES 10 MINUTES 22 SECONDS EAST ALONG SAID EAST LINE, 40.00 FEET TO THE NORTH LINE THEREOF, THENCE NORTH 89 DEGREES 43 MINUTES 08 SECONDS EAST ALONG SAID NORTH LINE, 712.98 FEET TO THE PLACE OF BEGINNING, ALSO EXCEPTING THAT PART FALLING WITHIN THE ROAD DEDICATIONS PER DOCUMENT NO. 2006R0093488, CORRECTED BY DOCUMENTS 2006R0093487, AND 2006R0093486, ALSO EXCEPTING THAT PART LYING NORTHEASTERLY OF THE NORTHEASTERLY RIGHT-OF-WAY LINE OF DUNDEE-HUNTLEY ROAD AND SOUTHERLY OF THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF HALIGUS ROAD, AS DEDICATED TO THE VILLAGE OF HUNTLEY PER PLAT OF HIGHWAY RECORDED AS DOCUMENT NO. 2005R005488, IN MCHENRY COUNTY, ILLINOIS.

| LOTS | SQ. FT. | ACREAGE | LOTS | SQ. FT. | ACREAGE | LOTS | SQ. FT. | ACREAGE |
|------|---------|---------|------|---------|---------|--------------------|-----------|---------|
| 1 | 12,153 | 0.279 | 64 | 9,662 | 0.222 | 127 | 10,500 | 0.241 |
| 2 | 10,788 | 0.248 | 65 | 9,483 | 0.218 | 128 | 10,308 | 0.237 |
| 3 | 9,821 | 0.225 | 66 | 9,100 | 0.209 | 129 | 12,366 | 0.284 |
| 4 | 8,505 | 0.195 | 67 | 8,655 | 0.199 | 130 | 13,715 | 0.315 |
| 5 | 10,911 | 0.250 | 68 | 8,608 | 0.198 | 131 | 8,400 | 0.193 |
| 6 | 8,750 | 0.201 | 69 | 8,894 | 0.204 | 132 | 8,400 | 0.193 |
| 7 | 8,750 | 0.201 | 70 | 9,764 | 0.224 | 133 | 10,800 | 0.248 |
| 8 | 9,824 | 0.226 | 71 | 11,302 | 0.259 | 134 | 10,362 | 0.238 |
| 9 | 11,610 | 0.267 | 72 | 13,185 | 0.303 | 135 | 9,100 | 0.209 |
| 10 | 9,030 | 0.207 | 73 | 16,435 | 0.377 | 136 | 9,100 | 0.209 |
| 11 | 9,030 | 0.207 | 74 | 13,265 | 0.305 | 137 | 9,100 | 0.209 |
| 12 | 9,030 | 0.207 | 75 | 8,610 | 0.198 | 138 | 9,100 | 0.209 |
| 13 | 9,030 | 0.207 | 76 | 9,963 | 0.229 | 139 | 9,100 | 0.209 |
| 14 | 9,030 | 0.207 | 77 | 14,555 | 0.334 | 140 | 9,100 | 0.209 |
| 15 | 9,030 | 0.207 | 78 | 18,716 | 0.430 | 141 | 9,100 | 0.209 |
| 16 | 9,030 | 0.207 | 79 | 12,358 | 0.284 | 142 | 9,100 | 0.209 |
| 17 | 9,030 | 0.207 | 80 | 9,375 | 0.215 | 143 | 9,100 | 0.209 |
| 18 | 9,030 | 0.207 | 81 | 9,375 | 0.215 | 144 | 9,100 | 0.209 |
| 19 | 9,030 | 0.207 | 82 | 9,375 | 0.215 | 145 | 9,100 | 0.209 |
| 20 | 15,478 | 0.355 | 83 | 8,449 | 0.194 | 146 | 10,400 | 0.239 |
| 21 | 10,800 | 0.248 | 84 | 8,449 | 0.194 | 147 | 11,766 | 0.270 |
| 22 | 8,400 | 0.193 | 85 | 8,750 | 0.201 | 148 | 12,729 | 0.292 |
| 23 | 9,897 | 0.227 | 86 | 8,750 | 0.201 | 149 | 10,400 | 0.239 |
| 24 | 9,631 | 0.221 | 87 | 8,750 | 0.201 | 150 | 10,729 | 0.246 |
| 25 | 8,653 | 0.199 | 88 | 8,750 | 0.201 | 151 | 9,100 | 0.209 |
| 26 | 8,400 | 0.193 | 89 | 8,750 | 0.201 | 152 | 9,100 | 0.209 |
| 27 | 8,400 | 0.193 | 90 | 8,750 | 0.201 | 153 | 9,100 | 0.209 |
| 28 | 11,797 | 0.271 | 91 | 8,750 | 0.201 | 154 | 9,100 | 0.209 |
| 29 | 11,979 | 0.275 | 92 | 8,750 | 0.201 | 155 | 9,100 | 0.209 |
| 30 | 8,400 | 0.193 | 93 | 11,250 | 0.258 | 156 | 9,100 | 0.209 |
| 31 | 8,400 | 0.193 | 94 | 11,200 | 0.258 | 157 | 9,100 | 0.209 |
| 32 | 9,616 | 0.221 | 95 | 8,750 | 0.201 | 158 | 9,100 | 0.209 |
| 33 | 9,679 | 0.222 | 96 | 8,750 | 0.201 | 159 | 9,386 | 0.215 |
| 34 | 8,418 | 0.193 | 97 | 8,750 | 0.201 | 160 | 10,824 | 0.248 |
| 35 | 10,800 | 0.248 | 98 | 8,750 | 0.201 | 161 | 14,564 | 0.334 |
| 36 | 13,298 | 0.305 | 99 | 8,750 | 0.201 | 162 | 12,957 | 0.297 |
| 37 | 10,320 | 0.237 | 100 | 11,872 | 0.273 | 163 | 10,095 | 0.232 |
| 38 | 13,443 | 0.309 | 101 | 18,902 | 0.434 | 164 | 10,175 | 0.234 |
| 39 | 8,830 | 0.203 | 102 | 12,659 | 0.291 | 165 | 10,254 | 0.235 |
| 40 | 13,199 | 0.303 | 103 | 15,078 | 0.346 | 166 | 10,333 | 0.237 |
| 41 | 13,686 | 0.314 | 104 | 12,789 | 0.294 | 167 | 10,412 | 0.239 |
| 42 | 10,279 | 0.236 | 105 | 18,021 | 0.414 | 168 | 10,491 | 0.241 |
| 43 | 10,342 | 0.237 | 106 | 11,767 | 0.270 | 169 | 10,571 | 0.243 |
| 44 | 13,298 | 0.305 | 107 | 10,792 | 0.248 | 170 | 10,650 | 0.244 |
| 45 | 10,911 | 0.250 | 108 | 13,202 | 0.301 | 171 | 10,729 | 0.246 |
| 46 | 8,487 | 0.195 | 109 | 10,564 | 0.243 | 172 | 10,808 | 0.248 |
| 47 | 13,145 | 0.302 | 110 | 9,239 | 0.212 | 173 | 16,057 | 0.369 |
| 48 | 11,638 | 0.267 | 111 | 10,974 | 0.252 | OUTLOT A | 149,020 | 3.421 |
| 49 | 15,191 | 0.349 | 112 | 13,166 | 0.302 | OUTLOT B | 13,128 | 0.301 |
| 50 | 11,454 | 0.263 | 113 | 10,970 | 0.252 | OUTLOT C | 149,312 | 3.428 |
| 51 | 8,750 | 0.201 | 114 | 8,755 | 0.201 | OUTLOT D | 20,068 | 0.461 |
| 52 | 8,750 | 0.201 | 115 | 8,750 | 0.201 | OUTLOT E | 18,886 | 0.434 |
| 53 | 8,750 | 0.201 | 116 | 8,750 | 0.201 | OUTLOT F | 150,432 | 3.453 |
| 54 | 8,750 | 0.201 | 117 | 8,750 | 0.201 | OUTLOT G | 518,312 | 11.899 |
| 55 | 8,750 | 0.201 | 118 | 8,750 | 0.201 | OUTLOT H | 6,154 | 0.141 |
| 56 | 10,098 | 0.230 | 119 | 14,137 | 0.325 | OUTLOT I | 12,516 | 0.286 |
| 57 | 15,435 | 0.357 | 120 | 19,078 | 0.438 | OUTLOT J | 70,112 | 1.610 |
| 58 | 16,922 | 0.388 | 121 | 9,100 | 0.209 | OUTLOT K | 38,199 | 0.878 |
| 59 | 10,261 | 0.236 | 122 | 9,100 | 0.209 | ROW DEDICATION | 41,251 | 0.947 |
| 60 | 8,750 | 0.201 | 123 | 10,400 | 0.239 | DEDICATED ROADWAYS | 588,472 | 13.505 |
| 61 | 8,750 | 0.201 | 124 | 9,049 | 0.208 | TOTAL | 3,566,715 | 81.881 |
| 62 | 8,750 | 0.201 | 125 | 10,342 | 0.237 | | | |
| 63 | 9,429 | 0.216 | 126 | 10,500 | 0.241 | | | |



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PREPARED FOR:
M/I HOMES OF CHICAGO, LLC
400 E. DIEHL ROAD, SUITE 230
NAPERVILLE, IL 60563

PROPOSED DESIGN NOTES - ZONED R-2:
MINIMUM LOT AREA: 8,400 SQUARE FEET
AVERAGE LOT AREA: 10,465 SQUARE FEET
MINIMUM LOT WIDTH: 70 FEET
YARD REQUIREMENTS:
FRONT YARD: 30 FEET (UNLESS OTHERWISE STATED)
INTERIOR SIDE YARD: 7' MINIMUM, WITH THE SUM OF THE TWO SIDES NOT LESS THAN 18'
REAR YARD: 40 FEET (UNLESS OTHERWISE STATED)
MINOR STREET RIGHT OF WAY: 66 FEET

TYPICAL LOT DETAIL
NOT TO SCALE
B.S.L. = PROPOSED BUILDING SETBACK LINE
P.U.E. = PROPOSED PUBLIC UTILITY EASEMENT
P.D.U.E. = PROPOSED PUBLIC DRAINAGE & UTILITY EASEMENT
FRONT SETBACK: 30 FEET (UNLESS OTHERWISE STATED)
SIDE SETBACK: 7' MINIMUM, WITH THE SUM OF THE TWO SIDES NOT LESS THAN 18'
REAR SETBACK: 40 FEET (UNLESS OTHERWISE STATED)

NOTES:
1. PROPOSED ZONING: R-2
2. PROPERTY SURVEYED CONTAINS:
GROSS AREA: 3,566,715 SQUARE FEET, OR 81.881 ACRES, MORE OR LESS.
PROPOSED DEDICATIONS: 629,673 SQUARE FEET, OR 14.465 ACRES, MORE OR LESS.
NET AREA: 1,139,701 SQUARE FEET, OR 26.233 ACRES, MORE OR LESS.
3. ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.
4. MISSING MONUMENTATION, IF ANY, HAS NOT BEEN SET BY THIS SURVEYOR.
5. HALF-TONE IMPROVEMENTS SHOWN HEREON PER TOPOGRAPHIC EXHIBIT BY THOMSON SURVEYING LTD., DATED SEPTEMBER 3, 2021 WITH A DATE OF FIELDWORK COMPLETE AUGUST 31, 2021.

BENCHMARKS AS LISTED ON SAID TOPOGRAPHIC SURVEY:
PROJECT BENCHMARK:
NGS STEEL ROD
DESIGNATION: DM009
PID: DL374
(SEE NGS DATA SHEET FOR EXACT LOCATION)
ELEVATION = 900.67 (NAVD86)

REVISIONS:
01/14/2022

SPACED INC.

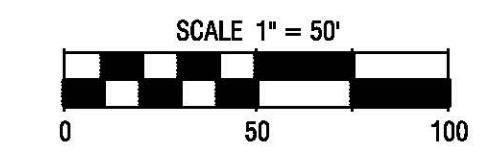
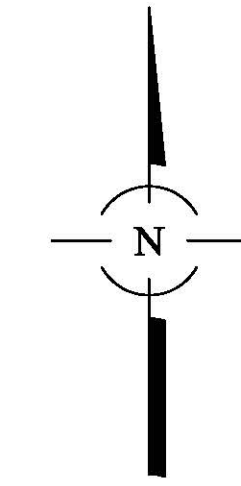
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

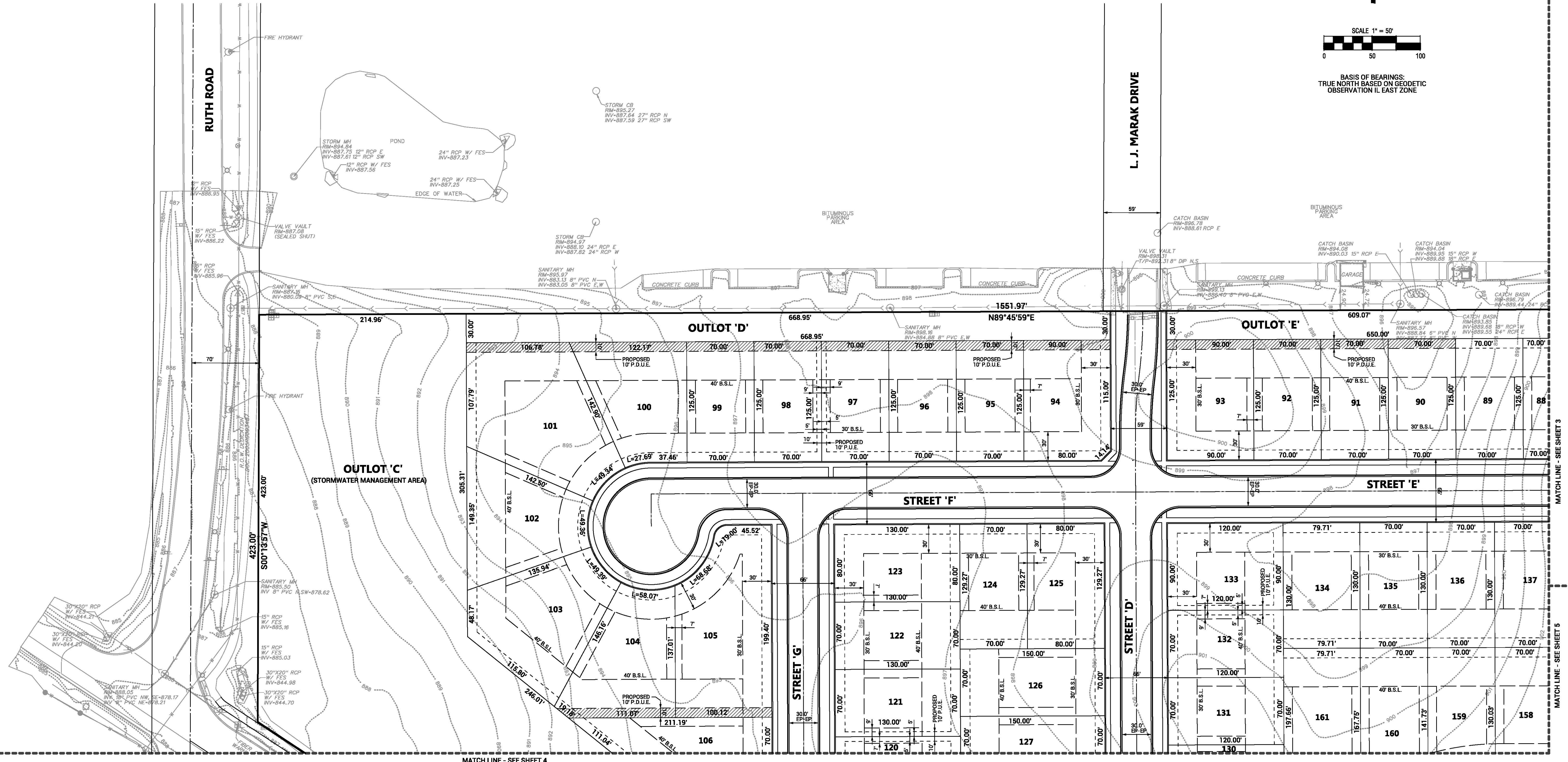
DATE: 11/12/2021
JOB NO: 11663
FILENAME: 11663PREPLAT-01
SHEET 1 OF 6

PRELIMINARY PLAT OF FIELDSTONE SUBDIVISION

BEING PART OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS



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



PREPARED FOR:
M/I HOMES OF CHICAGO, LLC
400 E. DIEHL ROAD, SUITE 230
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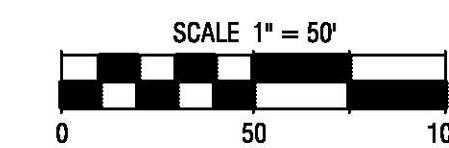
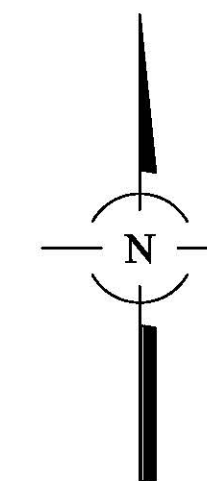
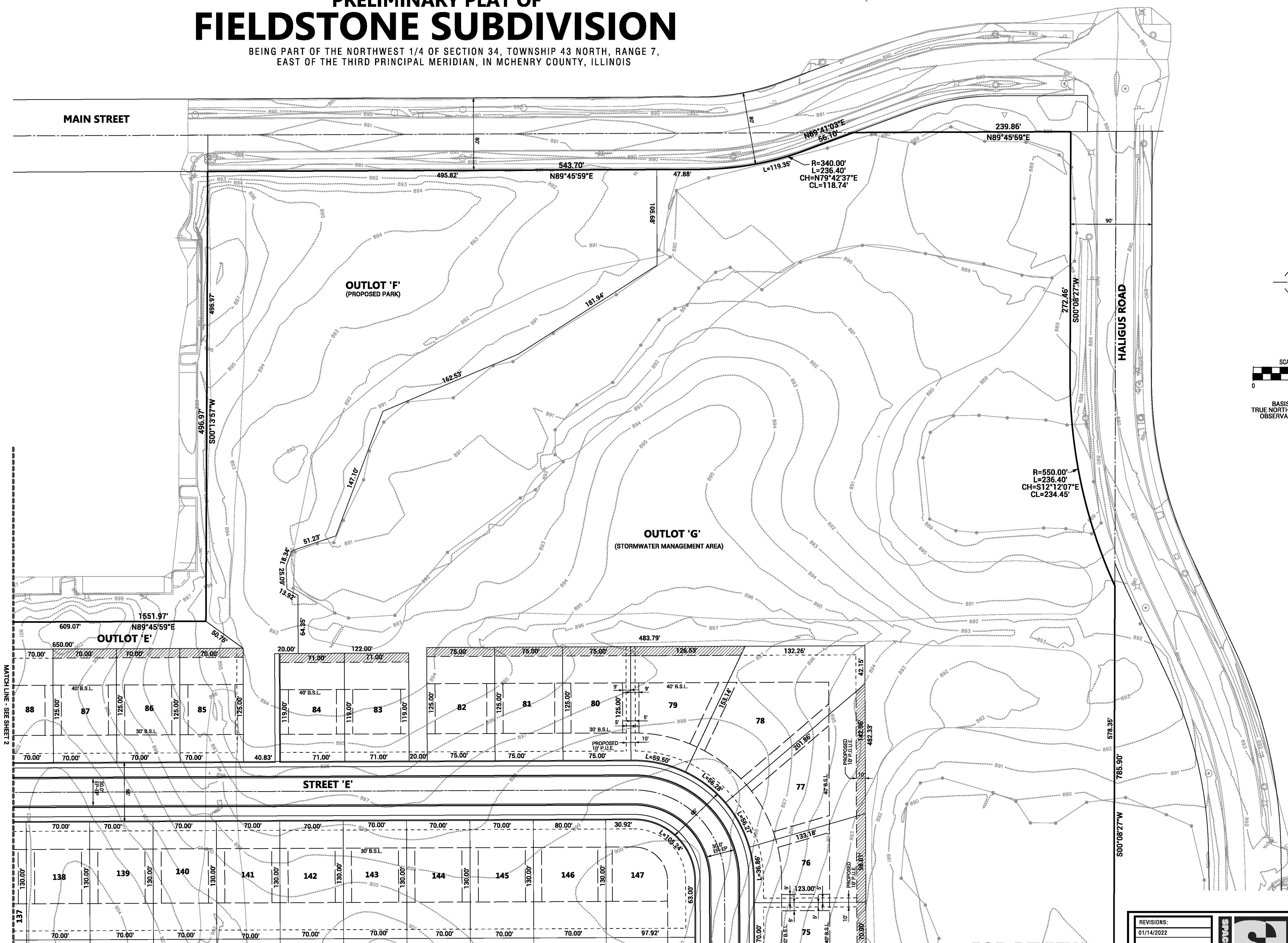
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| JOB NO: 11663 |
| FILENAME: 11663PREPLAT-01 |
| SHEET 2 OF 6 |

PRELIMINARY PLAT OF FIELDSTONE SUBDIVISION

BEING PART OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS



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

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MATCH LINE - SEE SHEET 5

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|---------------------------|
| DATE: 11/12/2021 |
| JOB NO: 11663 |
| FILENAME: 11663PREPLAT-01 |
| SHEET 3 OF 6 |

PRELIMINARY PLAT OF FIELDSTONE SUBDIVISION

BEING PART OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS

SCALE 1" = 50'

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

20' SANITARY SEWER EASEMENT
PER DOC. 1999R0071397
& DOC. 1999R0078784

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 6

OUTLOT 'C'
(STORMWATER MANAGEMENT AREA)

OUTLOT 'A'
(STORMWATER MANAGEMENT AREA)

PROPOSED HUNTLEY -
DUNDEE ROAD DEDICATION

PROPOSED HUNTLEY -
DUNDEE ROAD DEDICATION

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400 E. DIEHL ROAD, SUITE 230
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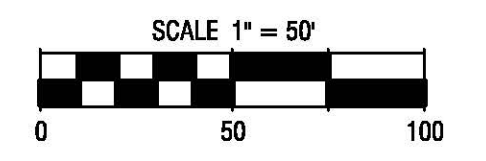
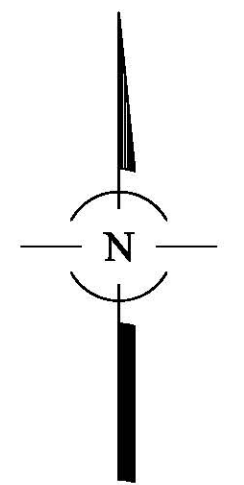
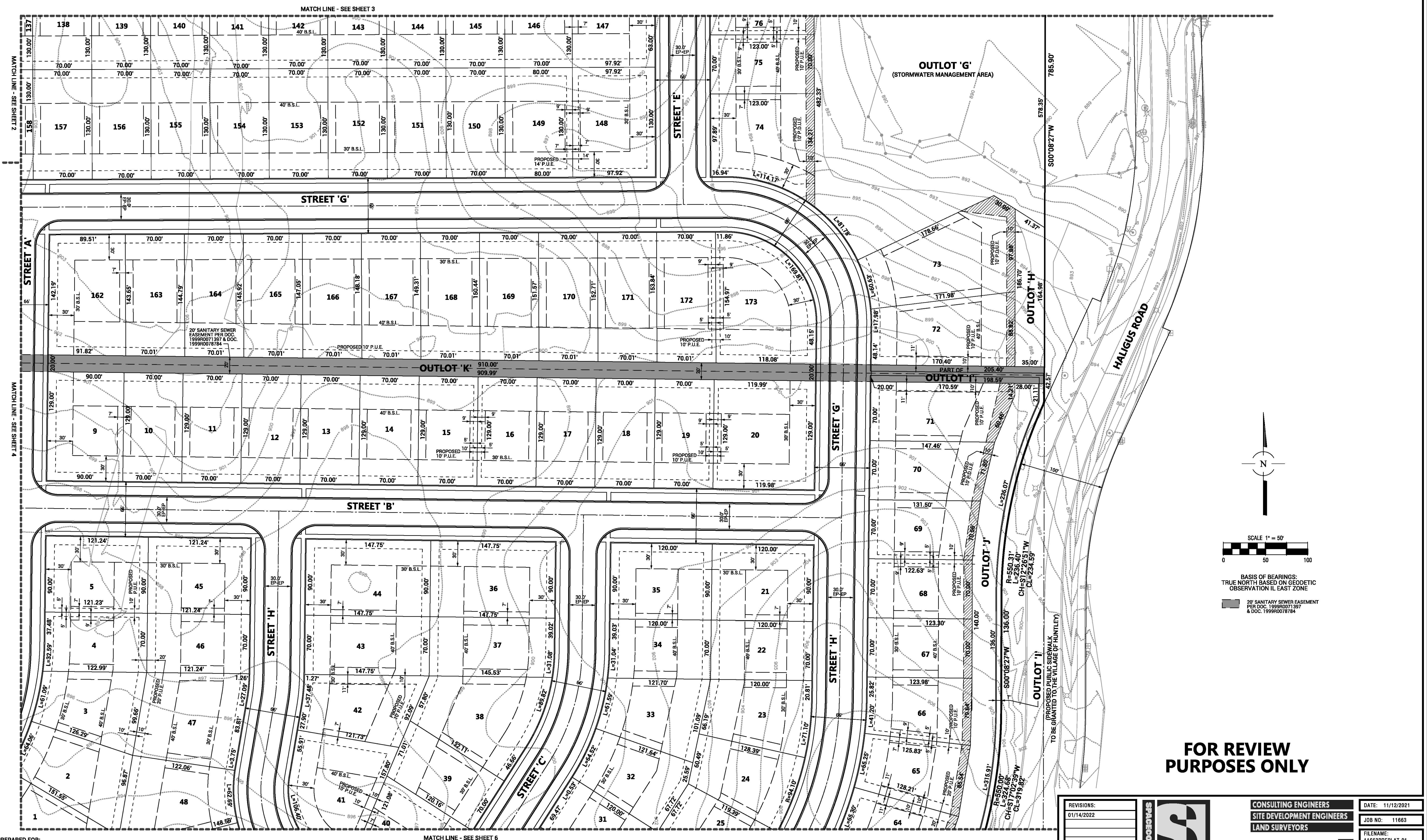
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|------------------------------|
| DATE: 11/12/2021 |
| JOB NO: 11663 |
| FILENAME: 11663PREPLAT-01 |
| SHEET 4 OF 6 |

PRELIMINARY PLAT OF FIELDSTONE SUBDIVISION

BEING PART OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS



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

20' SANITARY SEWER EASEMENT
PER DOC. 1999R0071397
& DOC. 1999R0078784

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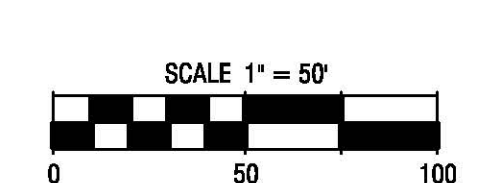
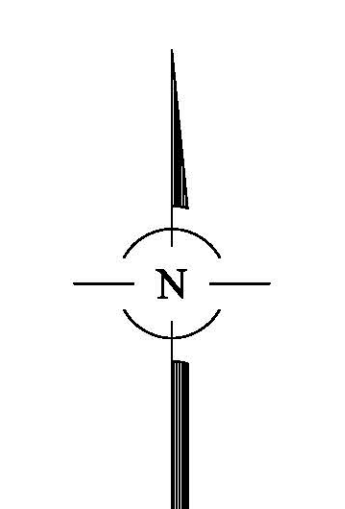
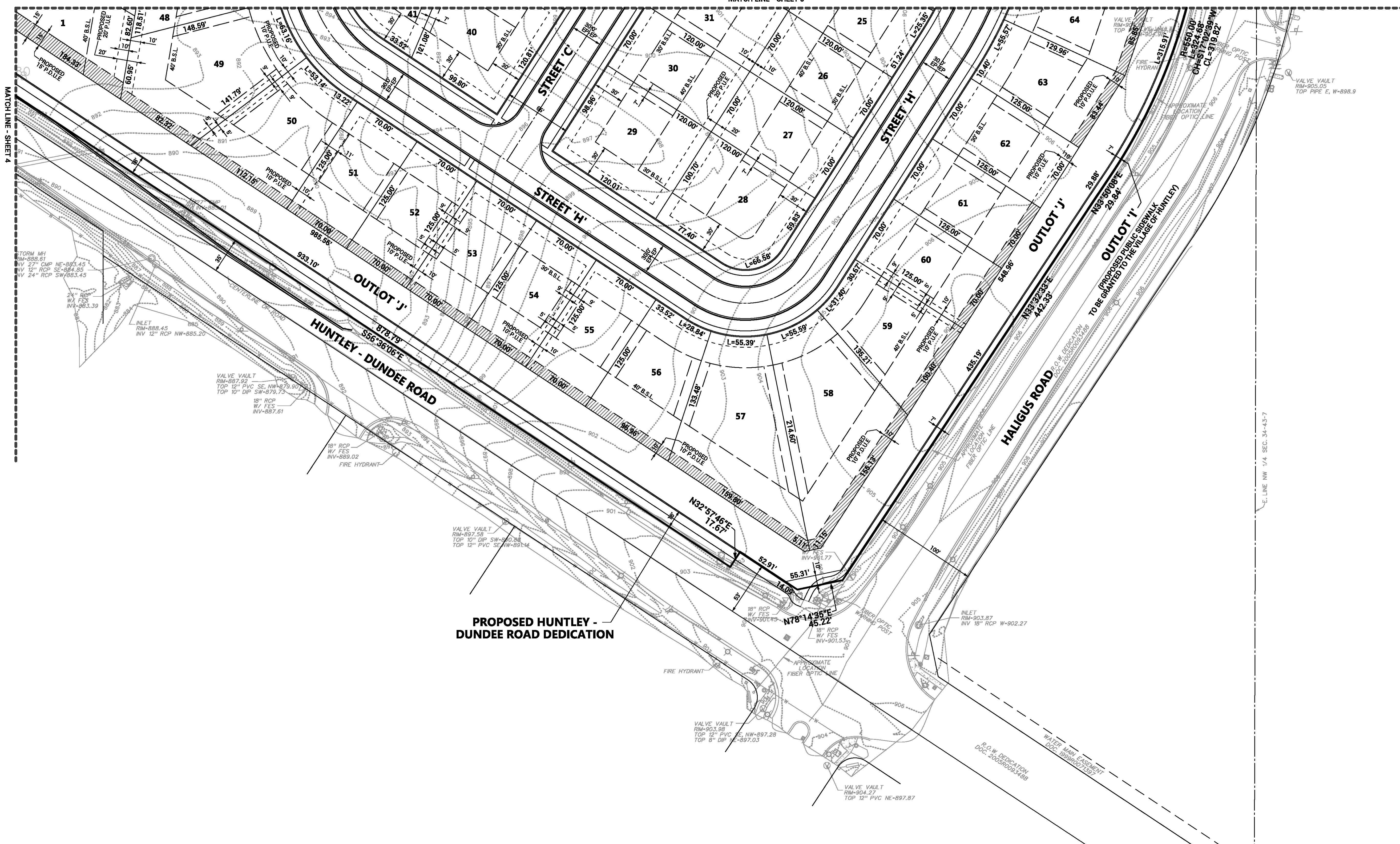
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|---|------------------------------|
| CONSULTING ENGINEERS | DATE: 11/12/2021 |
| SITE DEVELOPMENT ENGINEERS | JOB NO: 11663 |
| LAND SURVEYORS | FILENAME: 11663PREPLAT-01 |
| 9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065 | SHEET 5 OF 6 |

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NAPERVILLE, IL 60563

PRELIMINARY PLAT OF FIELDSTONE SUBDIVISION

BEING PART OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 43 NORTH, RANGE 7, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN MCHENRY COUNTY, ILLINOIS

MATCH LINE - SHEET 5



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

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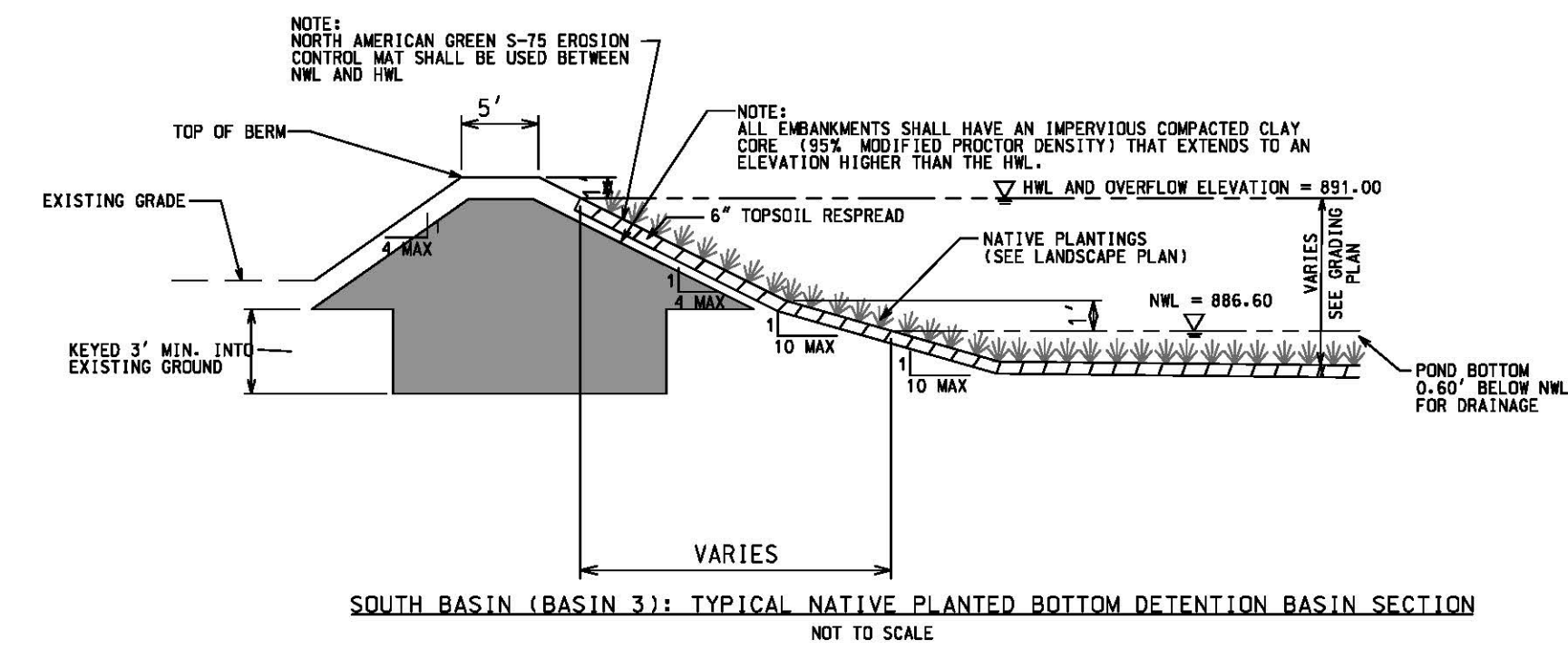
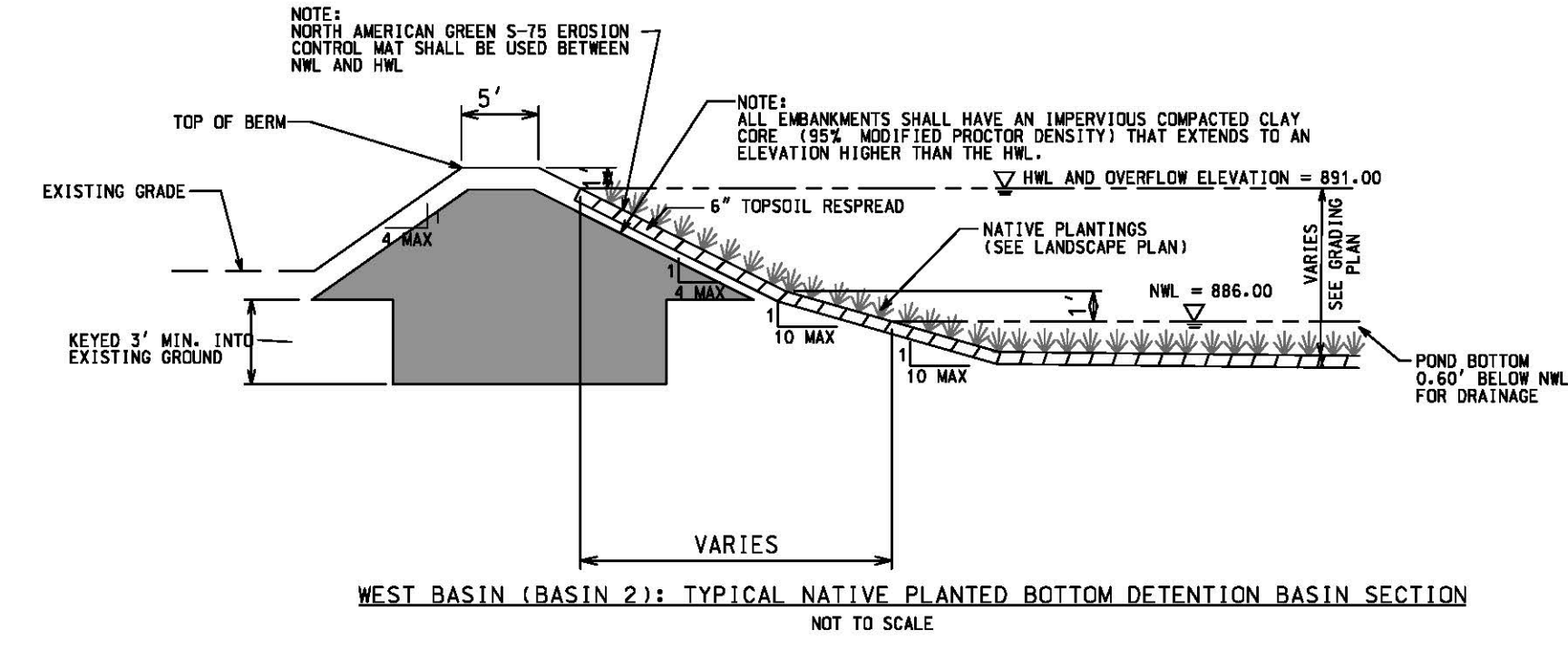
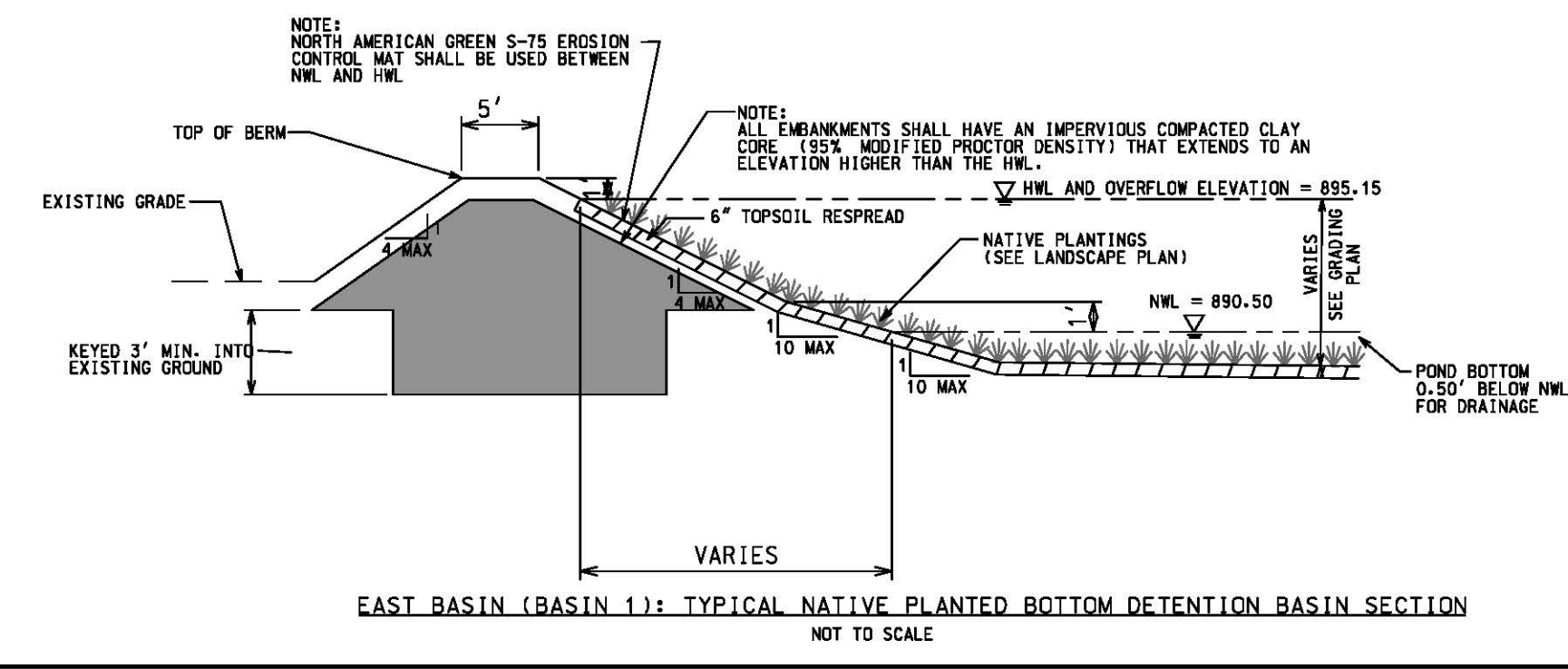
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|---------------------------|
| DATE: 11/12/2021 |
| JOB NO: 11663 |
| FILENAME: 11663PREPLAT-01 |
| SHEET 6 OF 6 |

GENERAL NOTES

- 1. REFERENCED CODES
A. ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSBIC) AND SUPPLEMENTAL SPECIFICATIONS AND REQUIREMENTS SPECIAL PROVISIONS; ADOPTED APRIL 1, 2016 BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THEREOF; AND IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.
B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, PUBLISHED JANUARY 2014, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE PROVISIONS SHALL APPLY.
C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES. WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.
D. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.
2. UTILITY LOCATIONS
A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.
B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL UTILITIES AT 800-892-0123 AND THE MUNICIPALITY FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.
C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITIES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
3. UTILITY COORDINATION
A. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.
B. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF HIS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.
C. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. AT THAT SHALL BE CONTACTED ONE MONTH PRIOR TO START OF CONSTRUCTION IN ITS UTILITY AREAS. SPECIFICATIONS, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.
D. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE WORK SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK. OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS AND SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
E. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.
F. UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LABOR MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER, AS APPROPRIATE.
G. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.
H. CONTRACTOR SHALL VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
9. COMMENCING CONSTRUCTION
A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.
B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.
C. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.
D. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.
E. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
F. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.
G. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
H. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.
I. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
J. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.
K. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (SSRBC) ARTICLE 201.05.
L. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT MEETING THE OWNER'S APPROVAL AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
M. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE OFF-SITE.
N. ALL CUTS OVER 1" IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGER BRANCH. WOUNDS OVER 1" IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

22. GENERAL EXCAVATION/UNDERGROUND NOTES

- A. SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND FLOORS OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.
B. PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS REGARDLESS OF TIME PERIOD EXCAVATIONS WILL BE OPEN. CARRY DOWN SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH OSHA AND GOVERNING AUTHORITY.
C. PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION AND DISCHARGE LINES AND OTHER Dewatering SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.
D. IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.
23. FINAL ACCEPTANCE
A. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.
B. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.
C. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.
D. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
24. UNDERGROUND NOTES
A. UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
B. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.
C. ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DEWATERING. IN THE EVENT THAT SOFT MATERIALS WITH UNKNOWING COMPRESSIVE STRENGTH LESS THAN 0.5 TSI ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.
D. TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING DOT CA-7 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (SSRBC) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.
E. THE CONTRACTOR SHALL INSTALL A 4" X 4" X 8' (MINIMUM) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VAULTS. THE POST SHALL EXTEND 4" ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - GREEN, WATERMAIN - BLUE, STORM - RED.
F. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT REAR YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.
G. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.
H. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE).
I. SLEEVES FOR UTILITY (COMED, TELEPHONE, ETC.) STREET CROSSING, SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 8" PVC INSTALLED 36" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. TRENCH SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL.
J. THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.
25. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OF OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS. "SAFE" - MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTIONS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.



LEGEND table with columns: EXISTING, DESCRIPTION, PROPOSED. Includes symbols for drain tile, storm sewer, sanitary sewer, water main, gas main, telephone lines, electric line, fence, right-of-way, easement, property line, setback line, centerline, contour, sanitary manhole, storm manhole, catch basin, inlet, fire hydrant, pressure connection, pipe reducer, valve and vault, valve, flared end section, street light, utility pole, control point, sign, spot elevation, soil boring, overland flow route, drainage slope, guardrail, water's edge, concrete, reverse pitch curb, tree, fir tree, bush, and proposed tree to remove.

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

BENCHMARK
SOURCE BENCHMARK:
MON NGS
DM009
PID 084747
(SEE NGS DATA SHEET FOR EXACT LOCATION)
ELEVATION 900.80 (NAD88)
EXISTING TOPOGRAPHIC SURVEY PREPARED BY THOMSON SURVEYING, LTD.

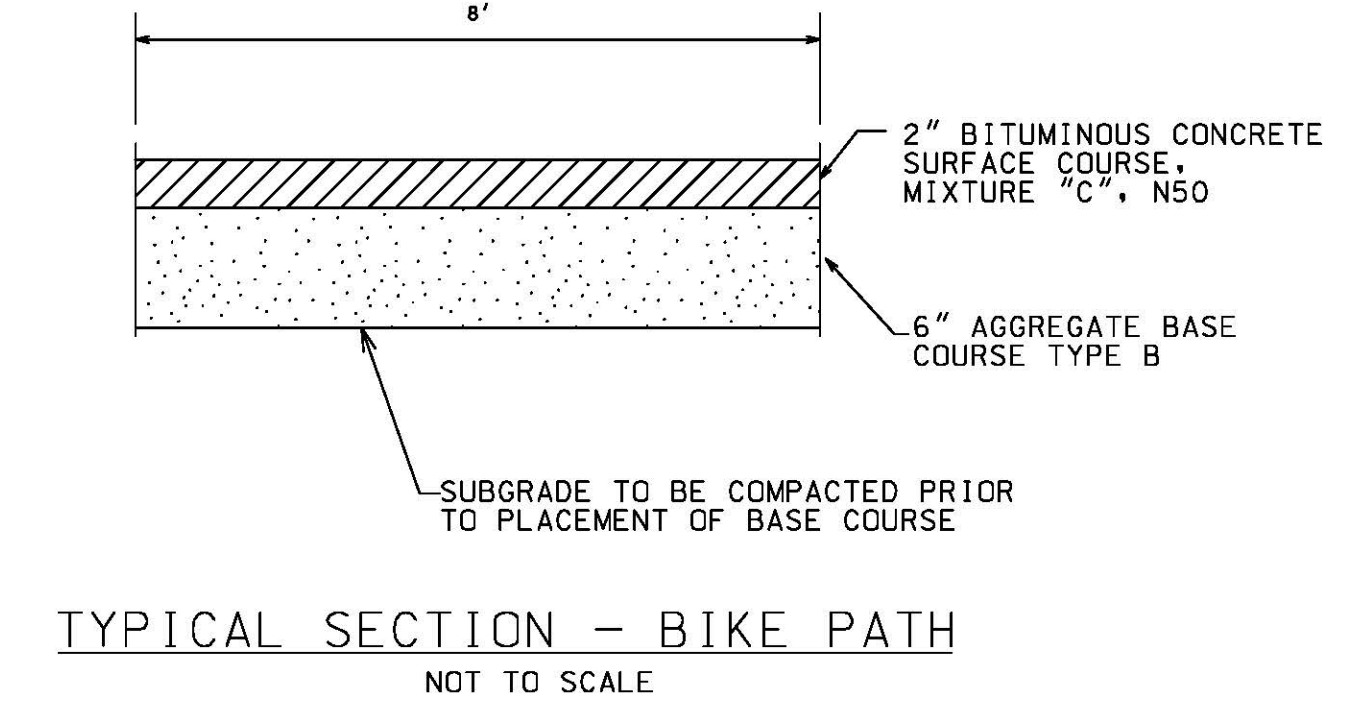
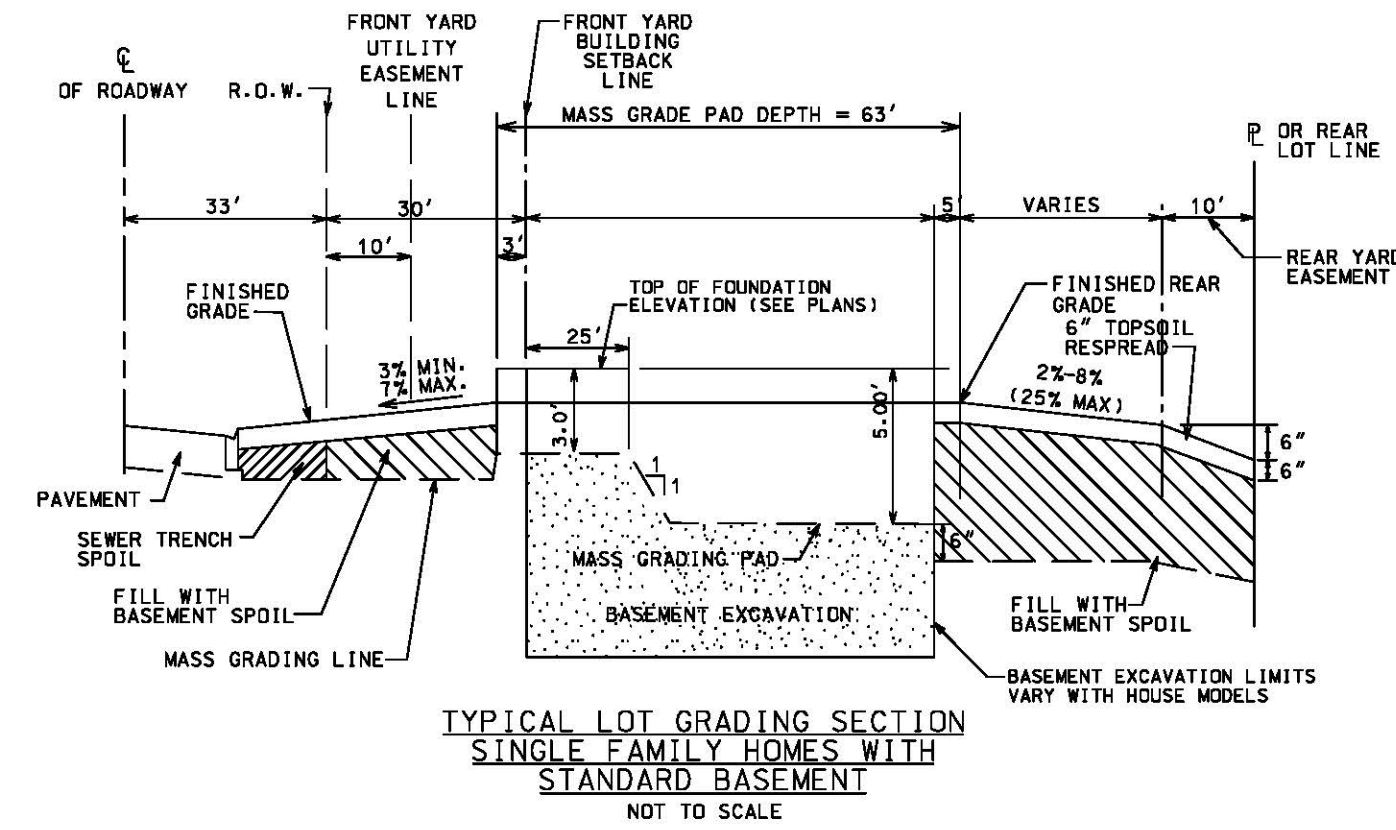
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MIDWEST FIBER NETWORKS, LLC: RICHARD TRGOVEC, (414) 459-3554, EMAIL: RTRGOVEC@MIDWESTFIBERNETWORKS.COM
NICOR: 10987 MAIN STREET, HUNTLEY, IL 60142, (847) 515-3283, CONTACT PERSON: VANESSA ROSS
MCI/VERIZON: 1844 FERRY RD., MACHINEVILLE, IL 60563, (830) 388-2382, CONTACT PERSON:
VILLAGE OF HUNTLEY: 10987 MAIN STREET, HUNTLEY, IL 60142, (847) 515-3283, CONTACT PERSON: SCOTT HAJEK

Table with columns: NO., DATE, REVISIONS PER VILLAGE, REMARKS. Row 1: 1, 01/14/2022, REVISIONS PER VILLAGE, REMARKS.

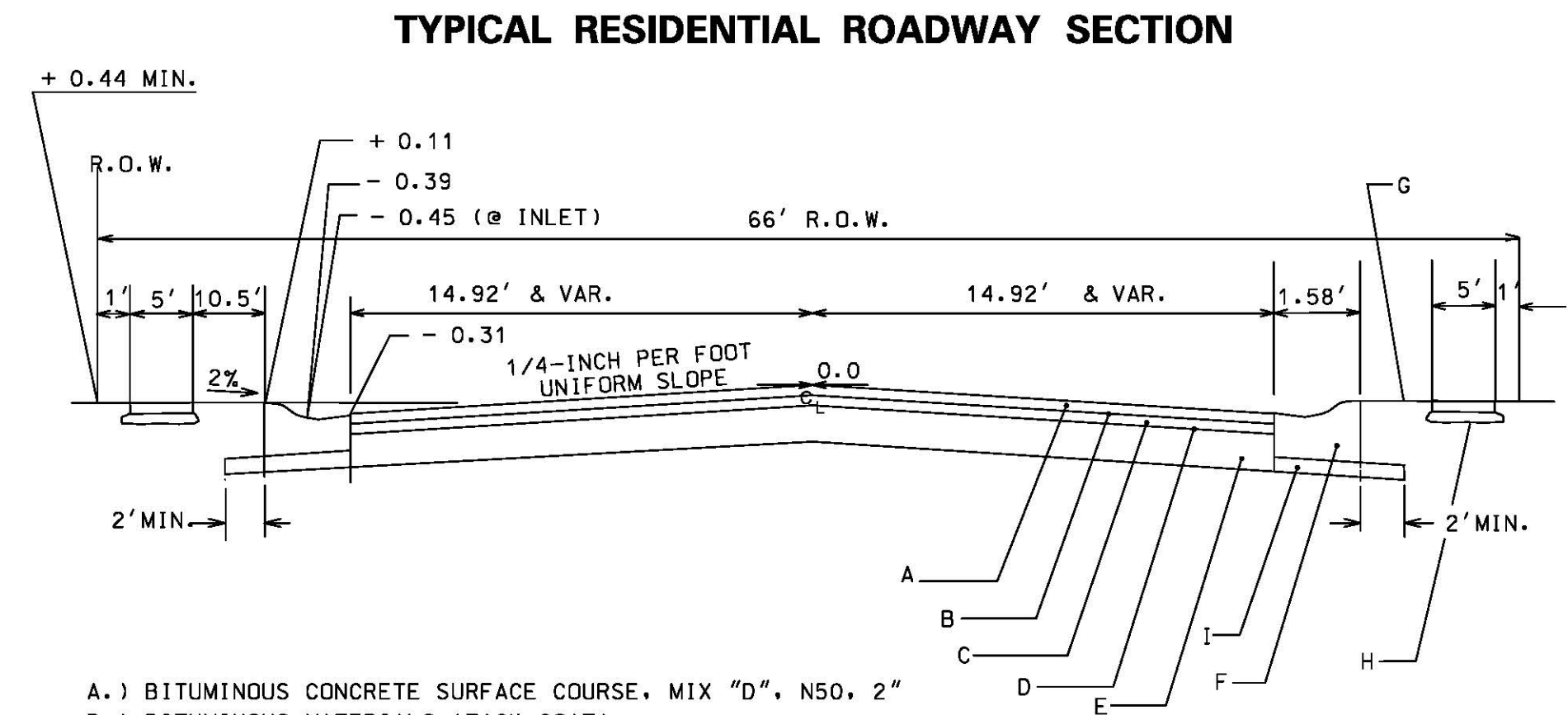
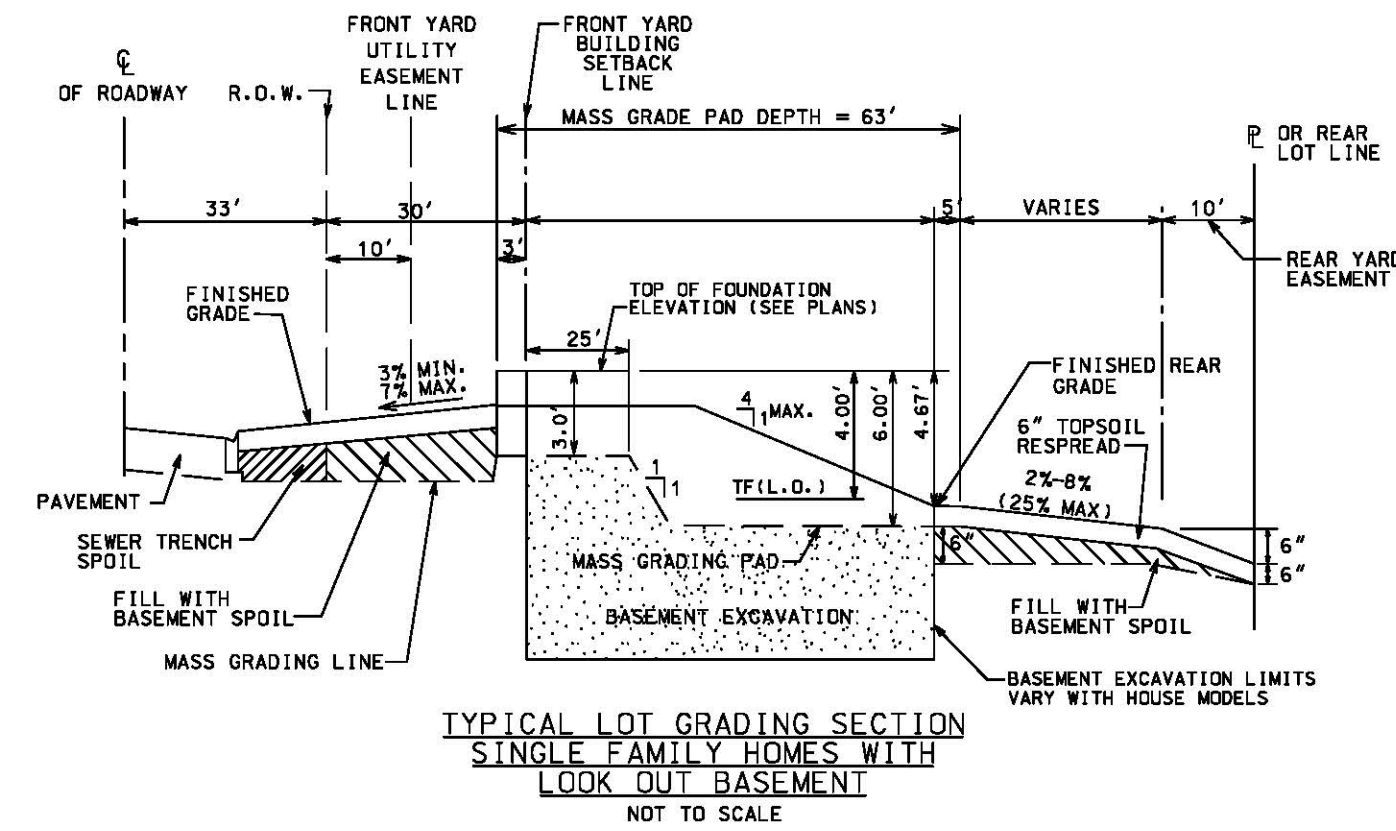
TYPICAL SECTIONS AND GENERAL NOTES
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9975 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
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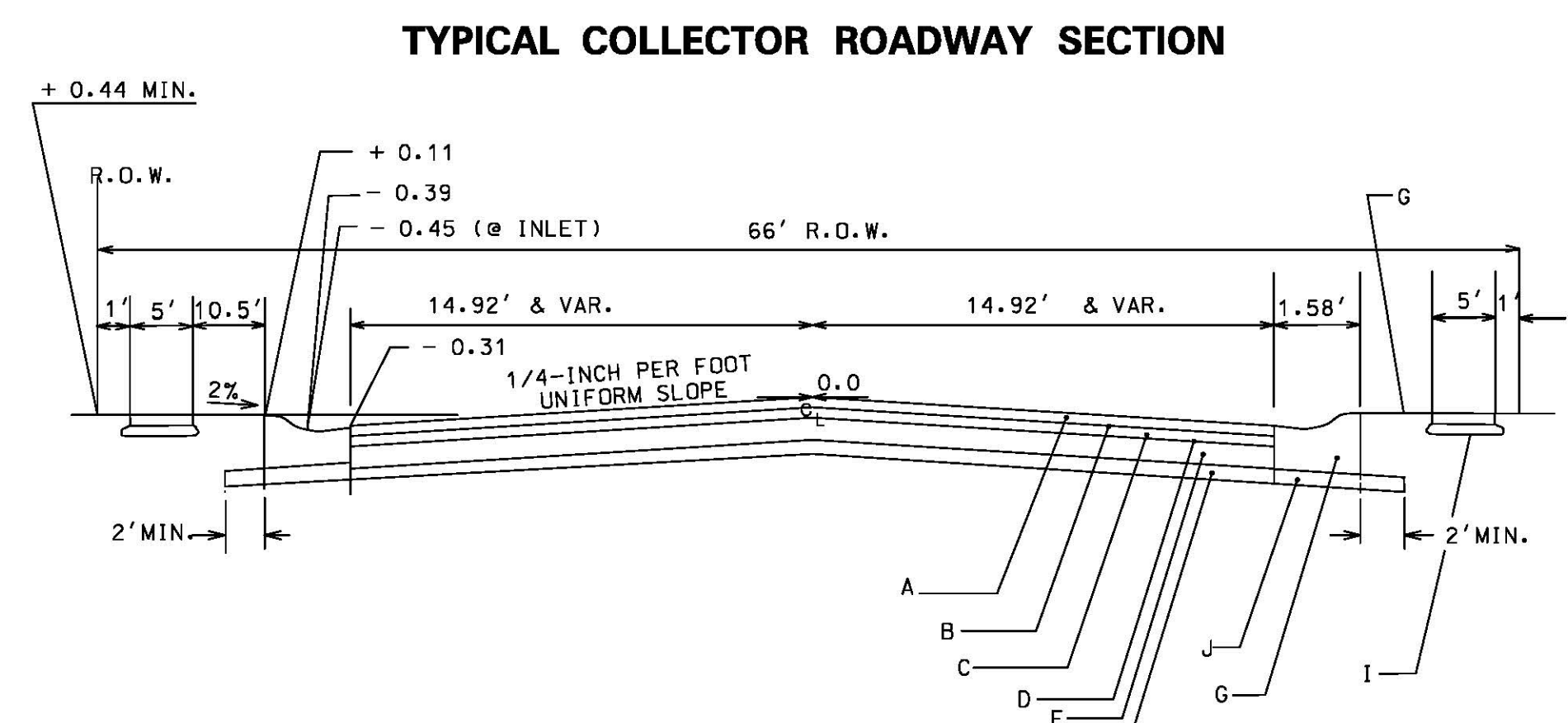
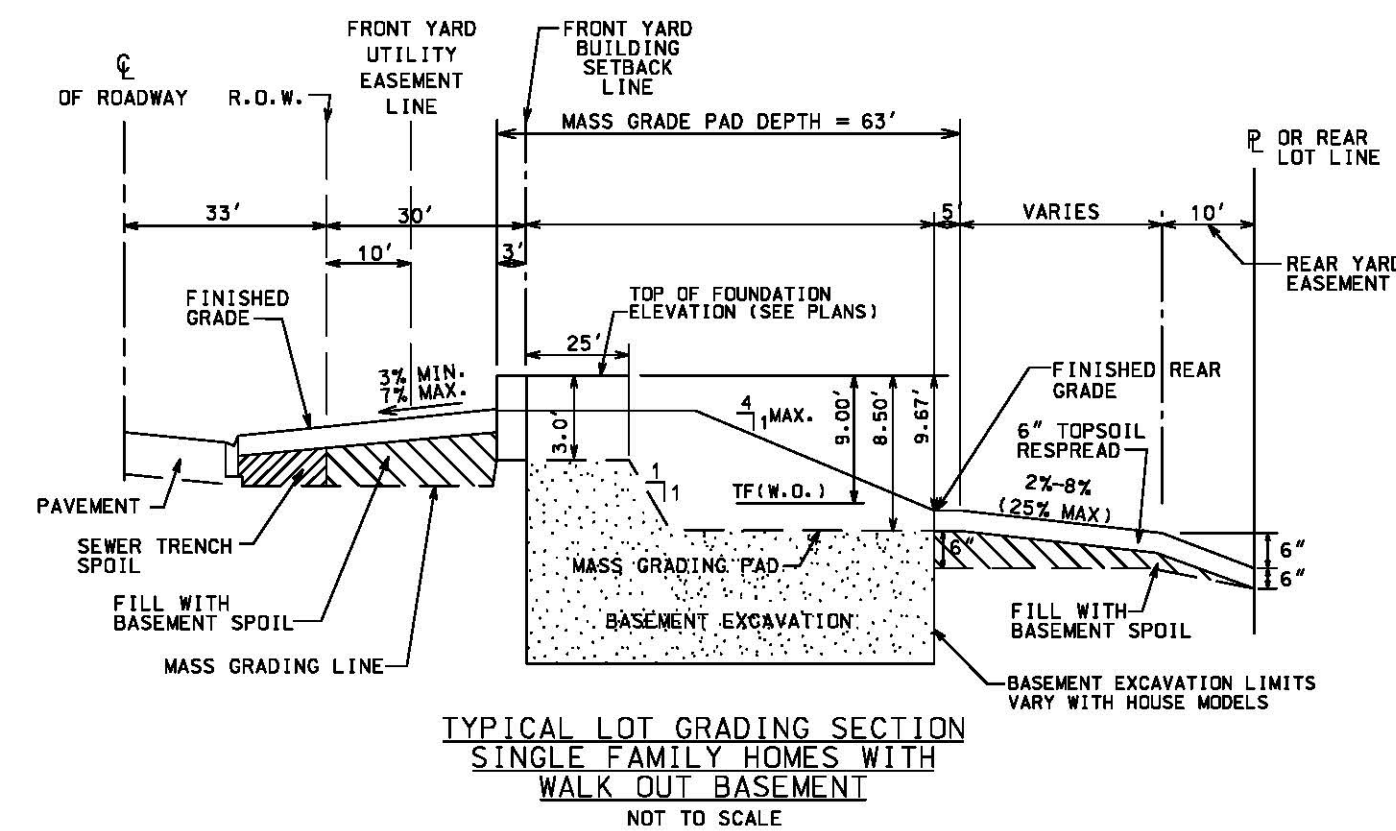


NOTES: 1. PATH SHALL BE 8 FEET WIDE UNLESS NOTED OTHERWISE ON THE GEOMETRIC PLANS.



- A.) BITUMINOUS CONCRETE SURFACE COURSE, MIX "D", N50, 2"
- B.) BITUMINOUS MATERIALS (TACK COAT)
- C.) BITUMINOUS CONCRETE BINDER COURSE, IL-19, N50, 2.5"
- D.) BITUMINOUS MATERIALS (PRIME COAT)
- E.) AGGREGATE BASE COURSE, TYPE B, 10"
- F.) CURB AND GUTTER - B-6.12
- G.) PARKWAY RESTORATION
- H.) SIDEWALK - 5" PCC W/4" AGGREGATE BASE
- I.) AGGREGATE SUBBASE, TYPE B, 4"

NOTES:
-CURB WILL BE STAMPED FOR EACH SANITARY AND WATER SERVICE IN ACCORDANCE WITH THE VILLAGE STANDARDS.



- A.) BITUMINOUS CONCRETE SURFACE COURSE, MIX "D", N50, 2"
- B.) BITUMINOUS MATERIALS (TACK COAT)
- C.) BITUMINOUS CONCRETE BINDER COURSE, IL-19, N50, 2.5"
- D.) BITUMINOUS MATERIALS (PRIME COAT)
- E.) HMA BASE COURSE, 6"
- F.) AGGREGATE BASE COURSE, TYPE B, 4"
- G.) CURB AND GUTTER - B-6.12
- H.) PARKWAY RESTORATION
- I.) SIDEWALK - 5" PCC W/4" AGGREGATE BASE
- J.) AGGREGATE SUBBASE, TYPE B, 4"

NOTES:
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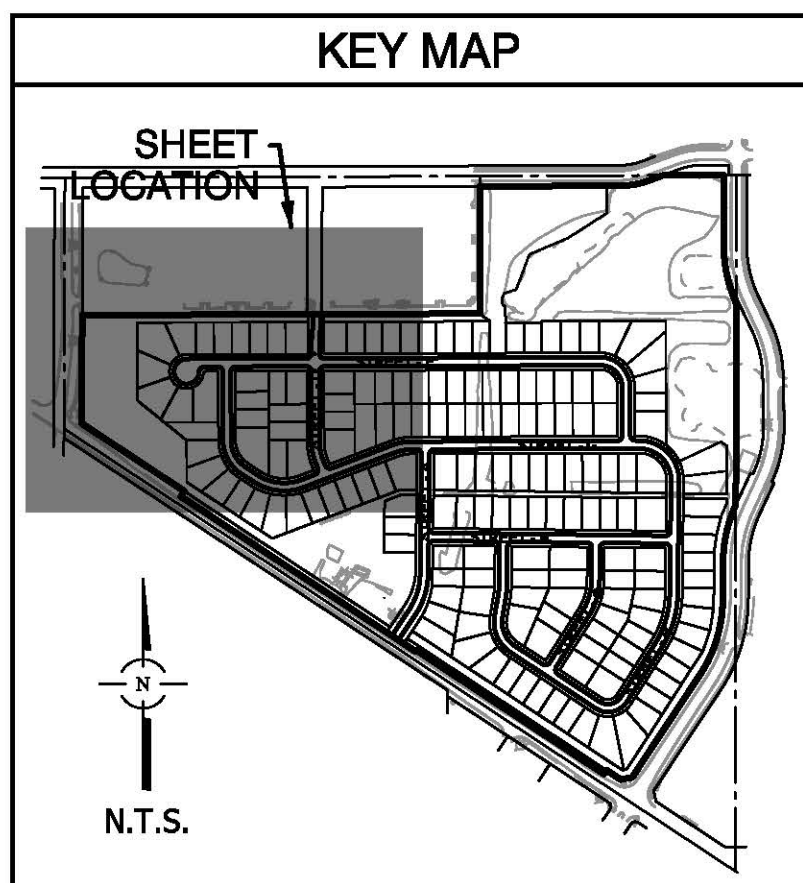
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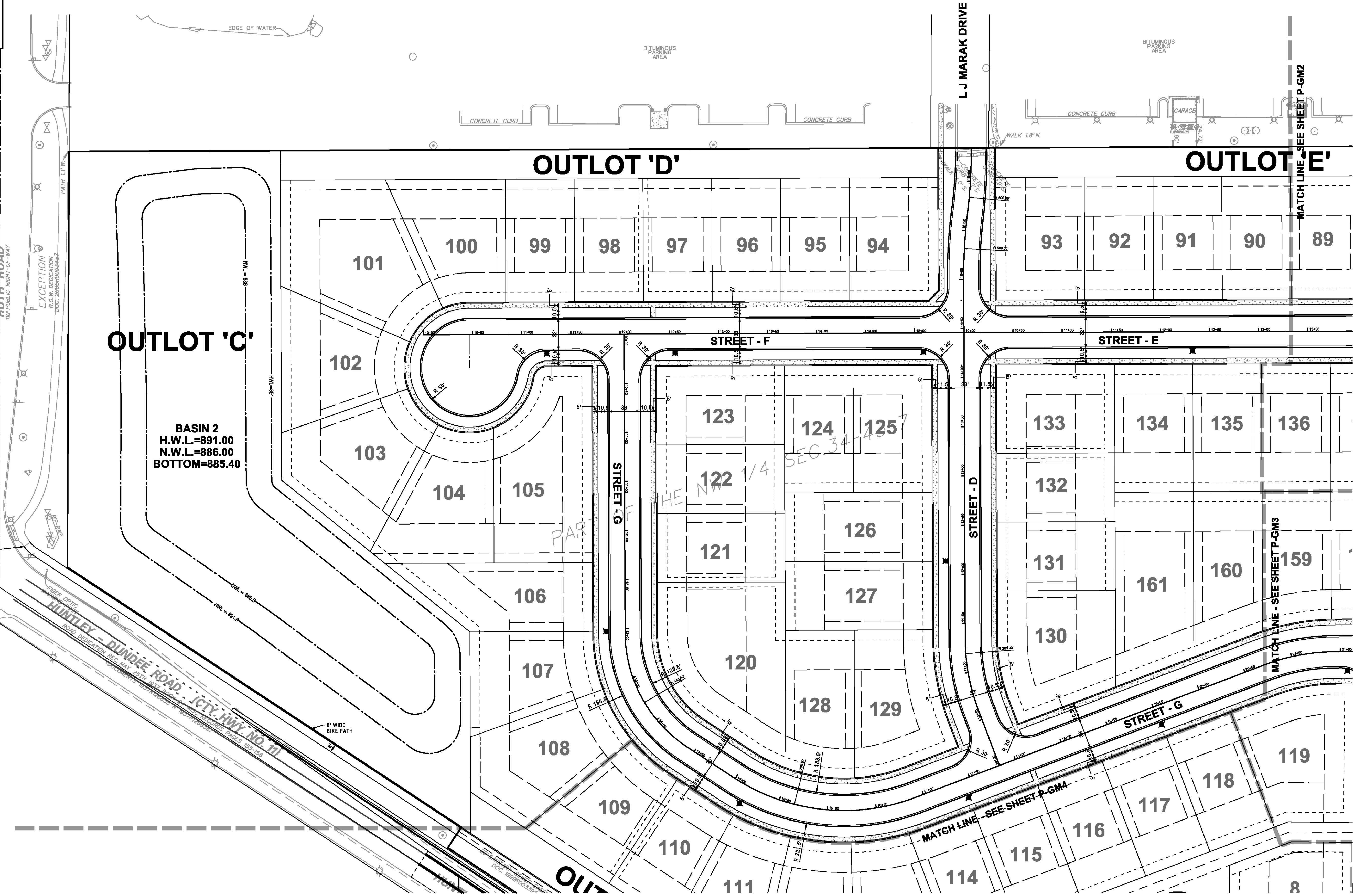
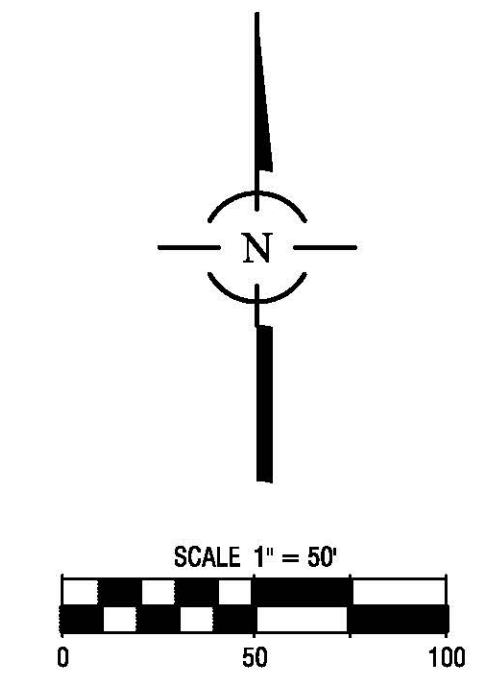
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DATE:
11/12/21
JOB NO.
11663

SHEET
P-GN2
3 OF 18



- LEGEND**
- COLLECTOR RESIDENTIAL PAVEMENT
 - LOCAL RESIDENTIAL PAVEMENT
 - CONCRETE SIDEWALK
 - REVERSE PITCH CURB
 - STANDARD PITCH CURB
 - DEPRESSED CURB & GUTTER

- NOTES:**
1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
 2. ALL CURB AND GUTTER IS STANDARD PITCH UNLESS OTHERWISE NOTED.
 3. SEE SHEET P-GM2 FOR PAVEMENT SECTION DETAILS.
 4. ALL CURB AND GUTTER IS TO BE 8-6.12 UNLESS OTHERWISE NOTED.



| NO. | DATE | REMARKS |
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| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
|-----|------------|-----------------------|---------|
| 1 | 01/14/2022 | | |

PRELIMINARY GEOMETRIC PLAN - 1

FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

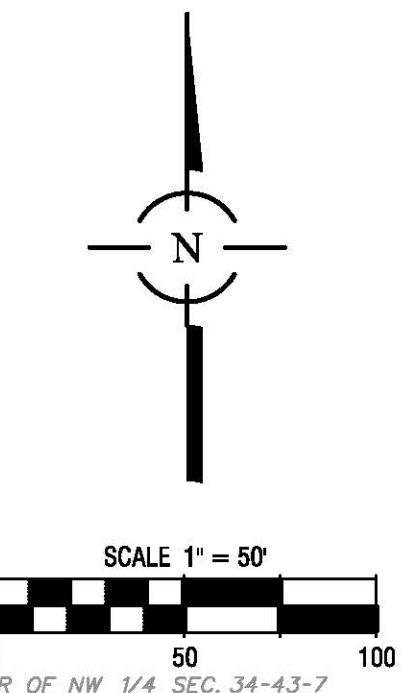
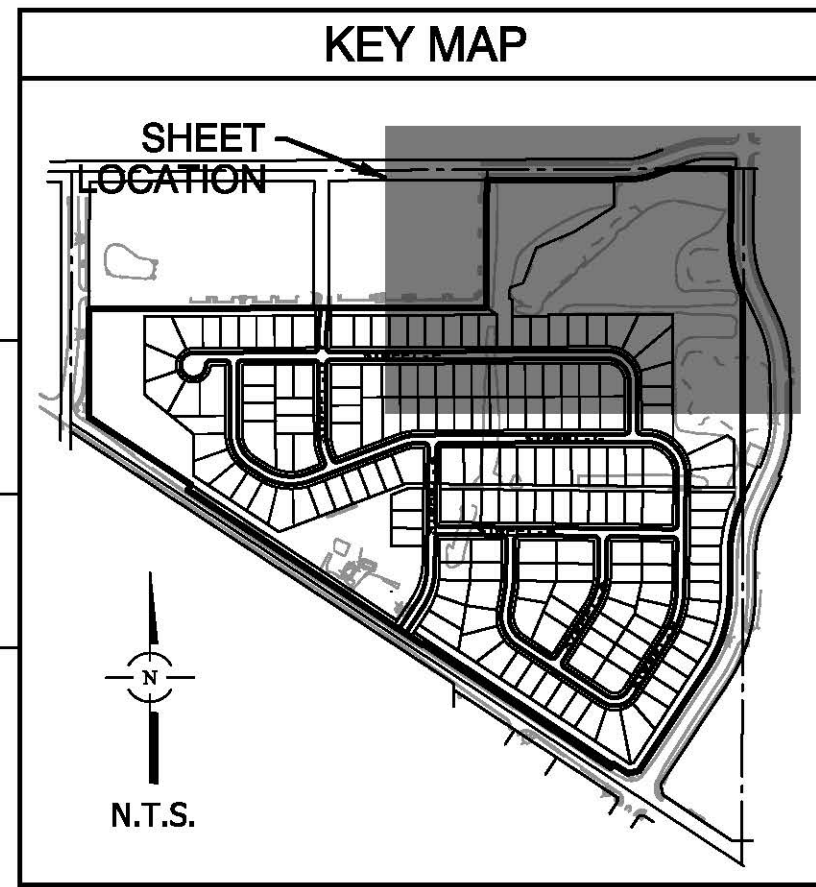
SPACEGO INC.

FILENAME:
11663P-GM1

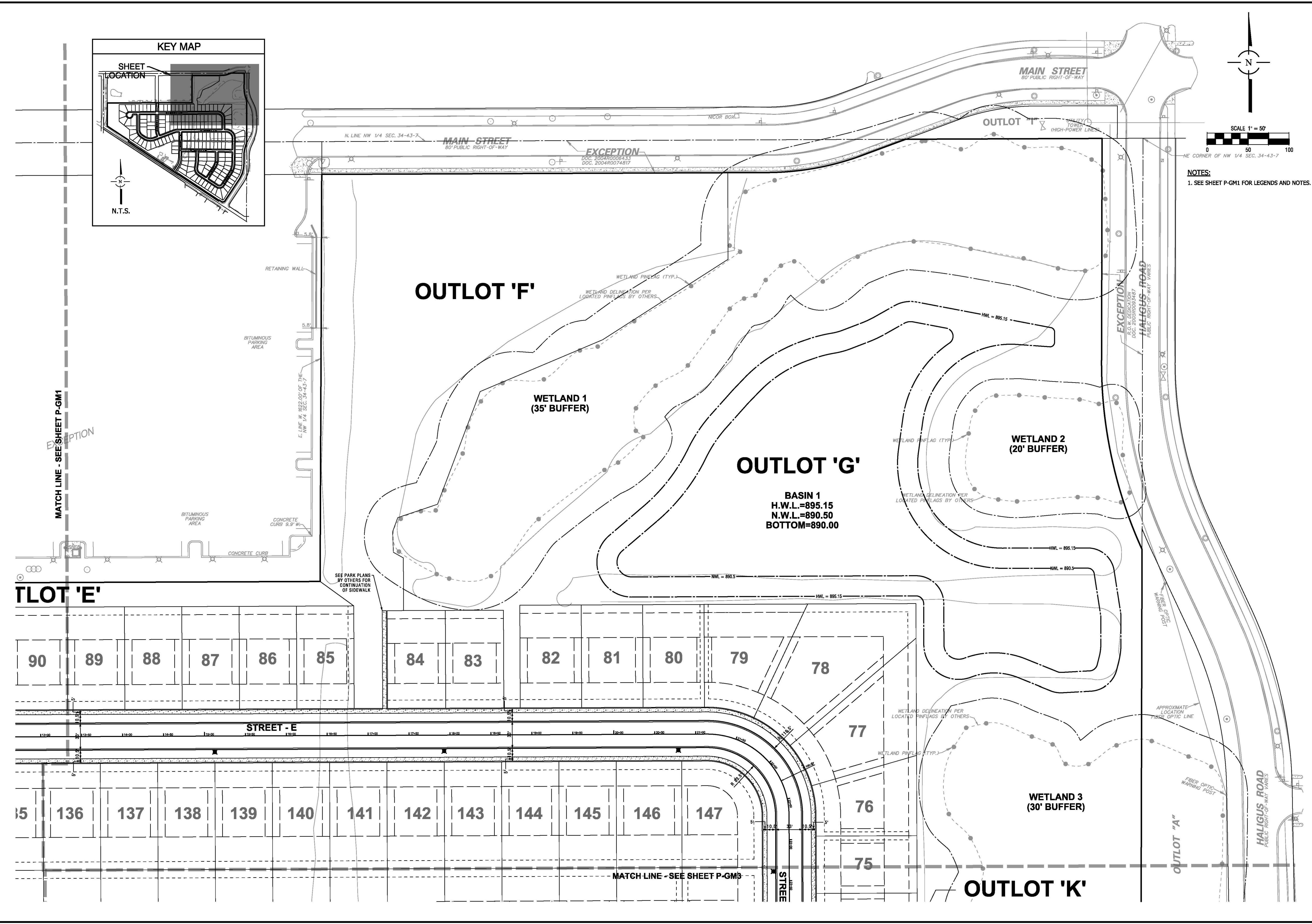
DATE:
11/12/21

JOB NO.
11663

SHEET
P-GM1
4 OF 18



NOTES:
1. SEE SHEET P-GM1 FOR LEGENDS AND NOTES.



| NO. | DATE | REMARKS |
|-----|------------|-----------------------|
| 1 | 01/14/2022 | REVISIONS PER VILLAGE |

| NO. | DATE | REMARKS |
|-----|------------|-----------------------|
| 1 | 01/14/2022 | REVISIONS PER VILLAGE |

PRELIMINARY GEOMETRIC PLAN - 2

FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

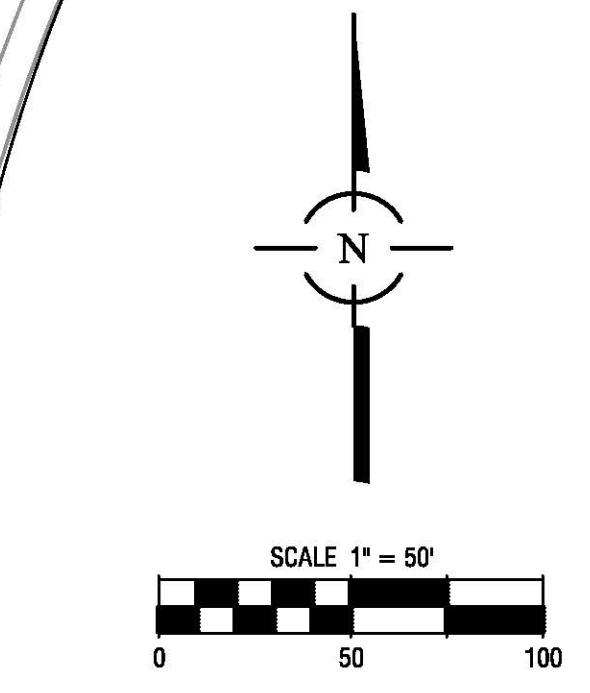
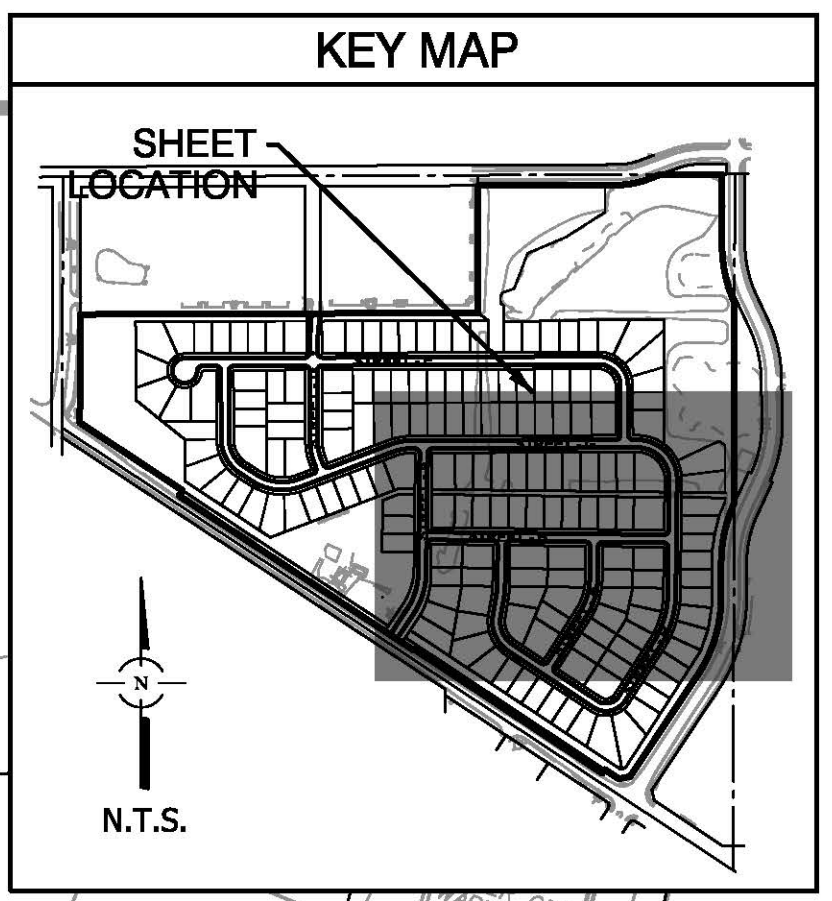
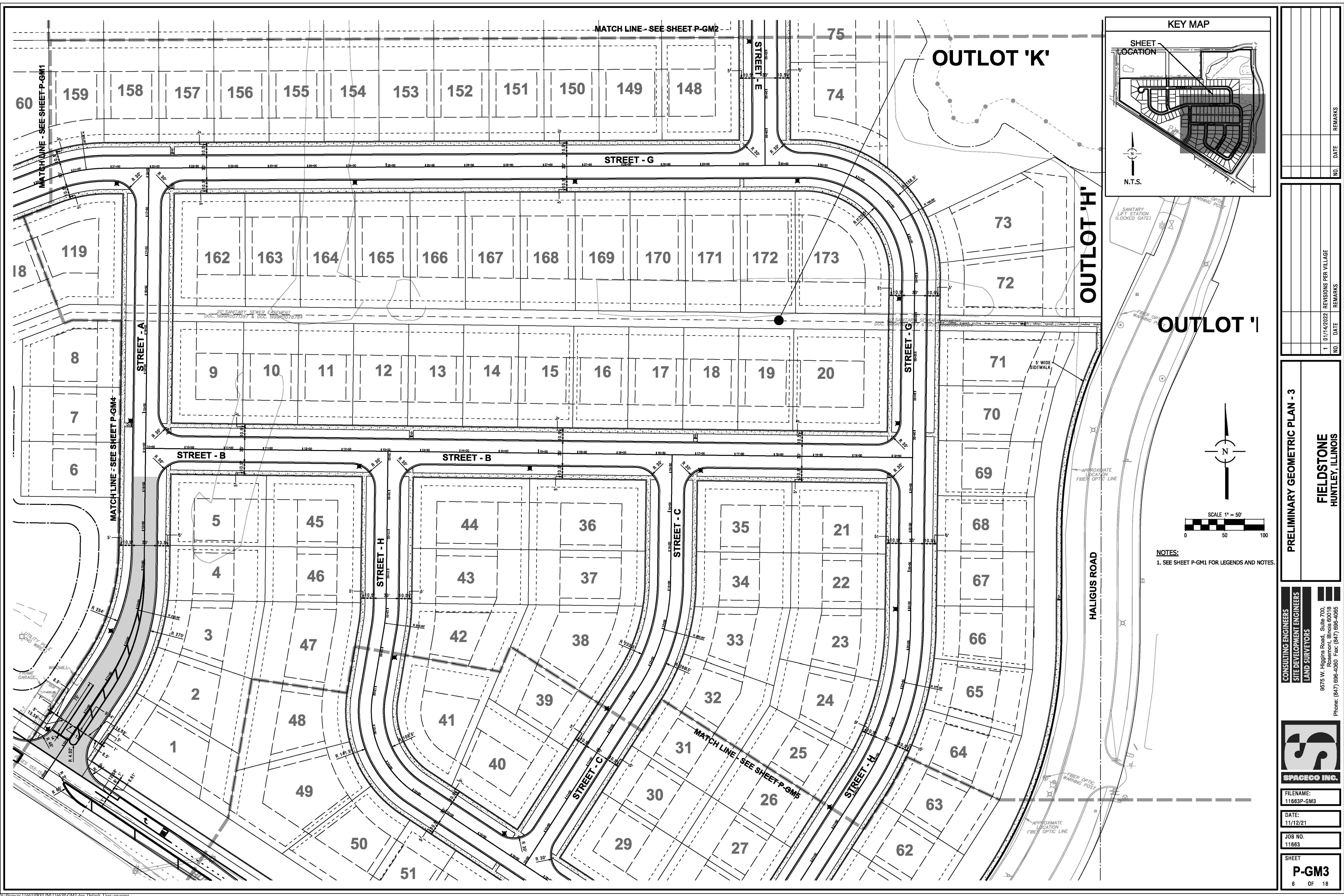
SPACECO INC.

FILENAME:
11663P-GM2

DATE:
11/12/21

JOB NO.
11663

SHEET
P-GM2
5 OF 18



NOTES:
1. SEE SHEET P-GM1 FOR LEGENDS AND NOTES.

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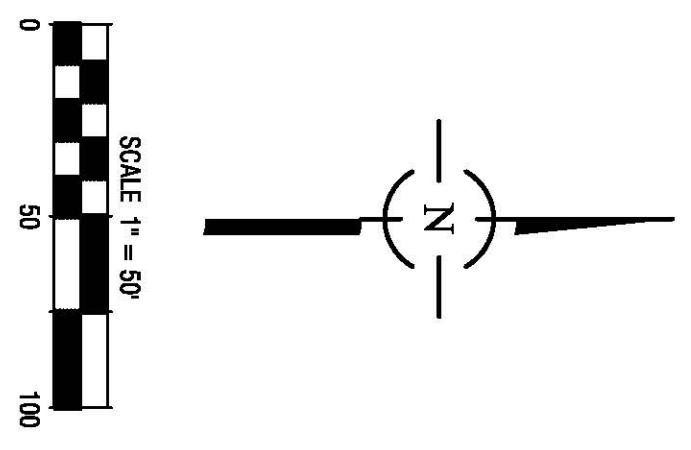
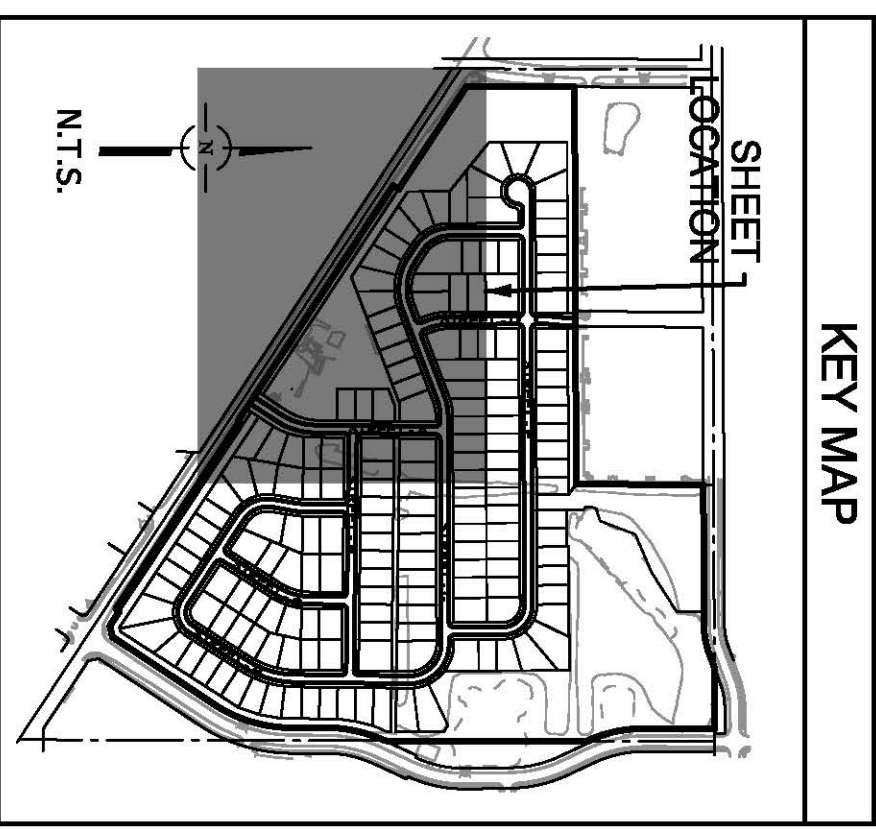
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PRELIMINARY GEOMETRIC PLAN - 3
FIELDSTONE
HUNTLEY, ILLINOIS

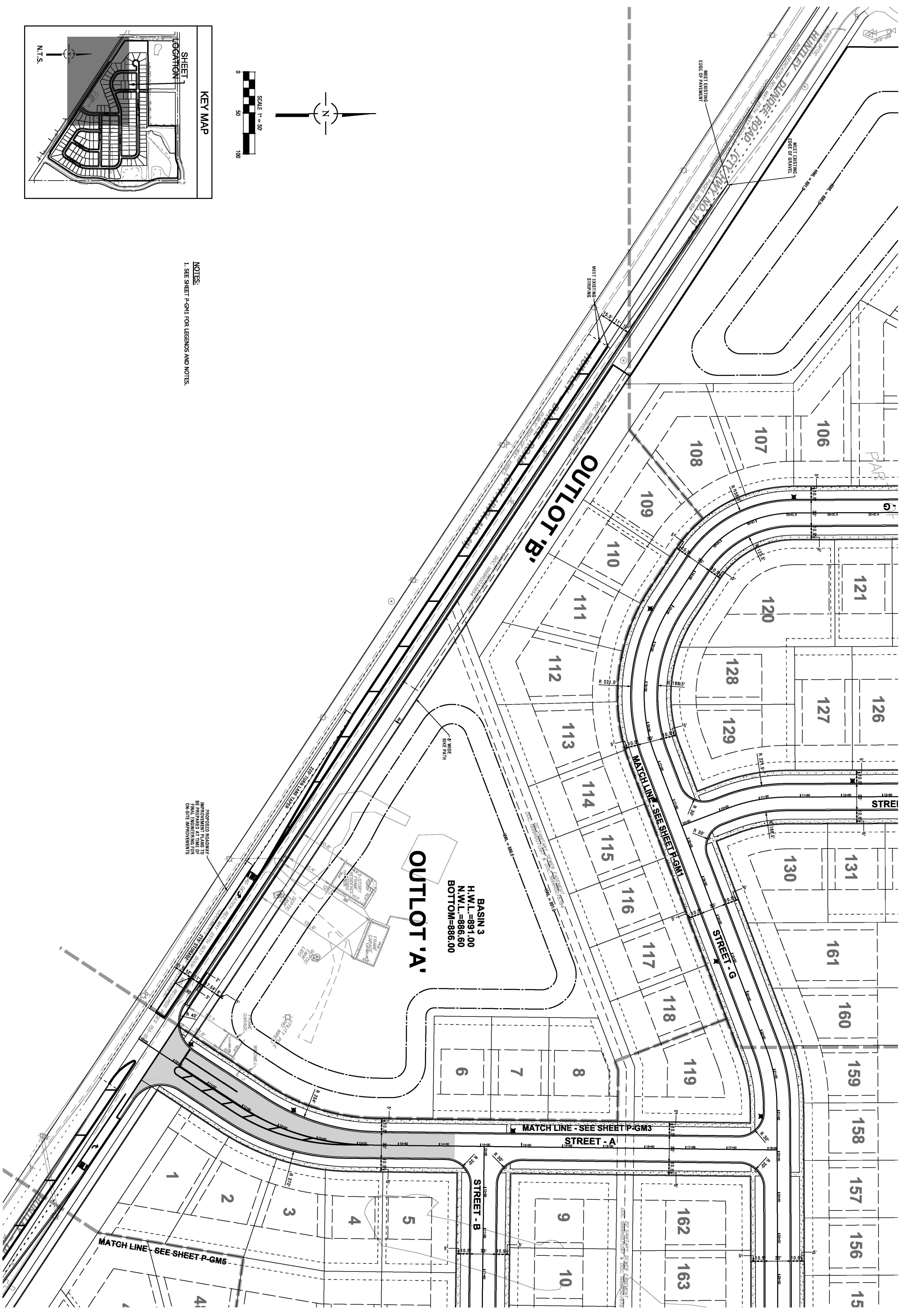
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 698-4060 Fax: (847) 698-4065



FILENAME:
11663P-GM3
DATE:
11/12/21
JOB NO.
11663
SHEET
P-GM3
6 OF 18

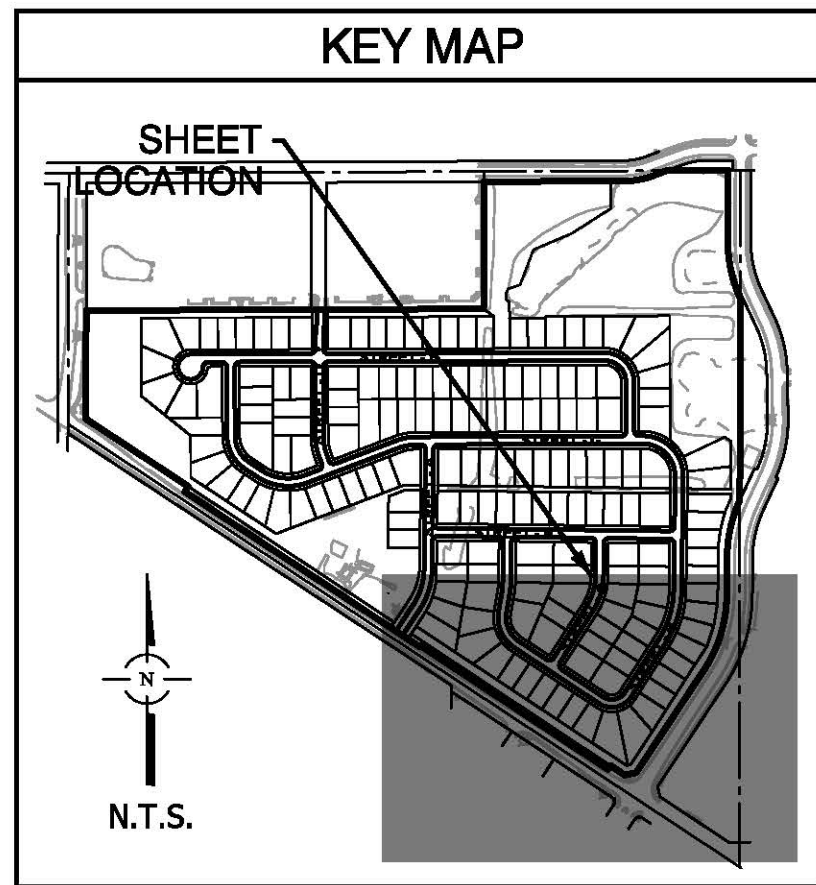
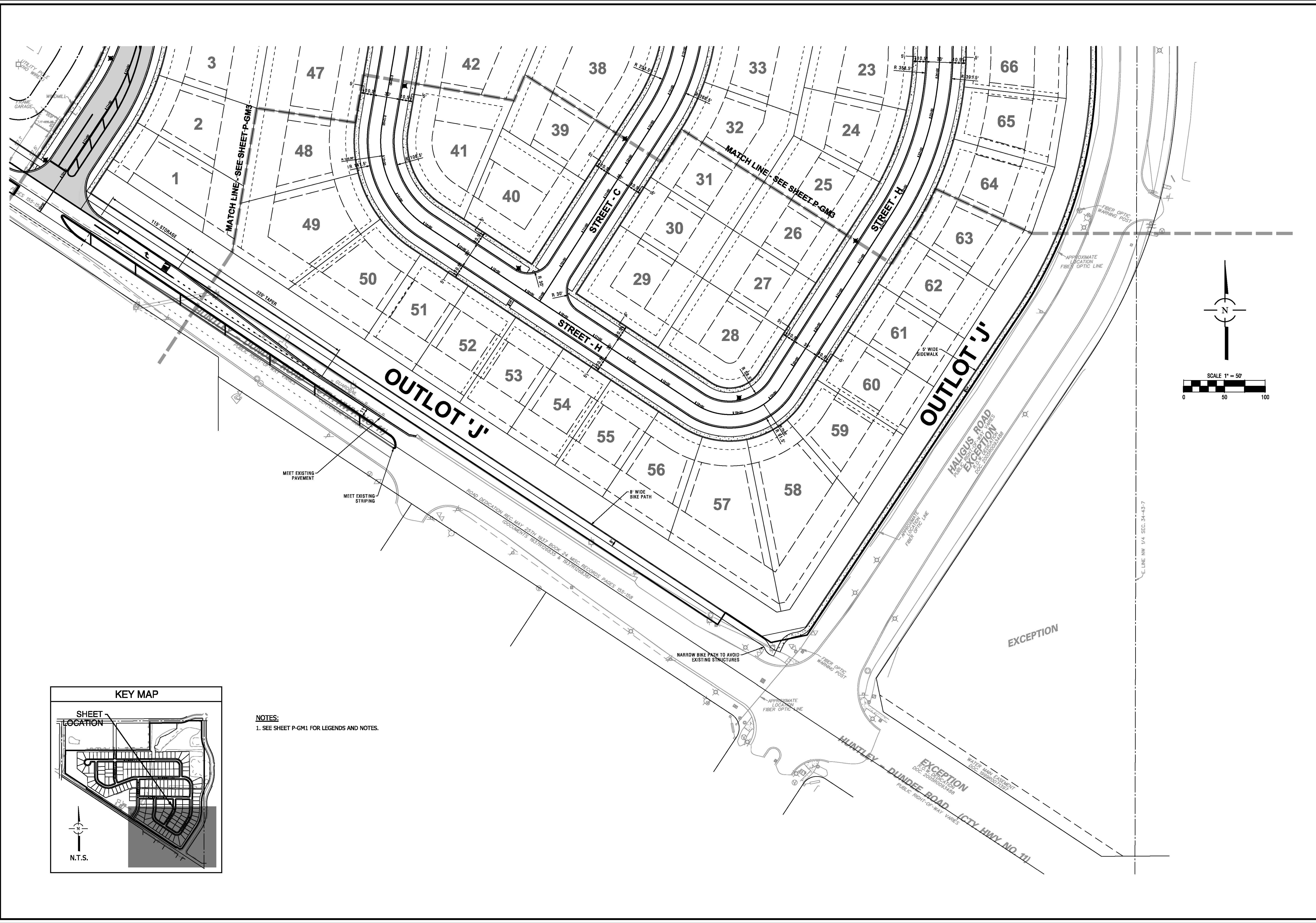


NOTES:
1. SEE SHEET P-GM1 FOR LEGENDS AND NOTES.

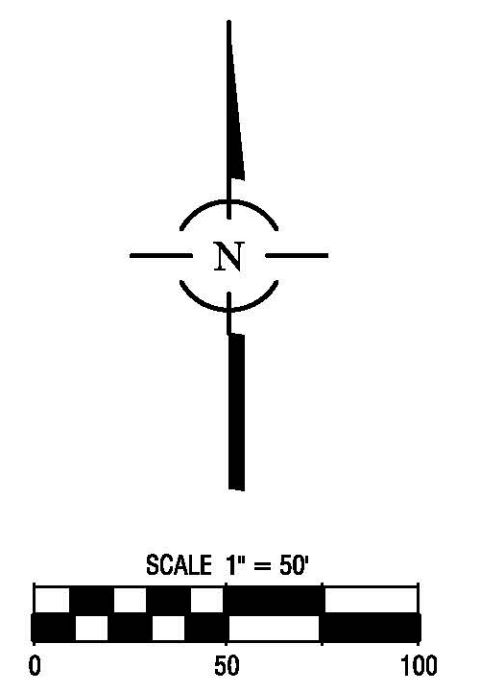


| <p>SPACEGO INC.</p> <p>9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065</p> | <p>CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS</p> | <p>PRELIMINARY GEOMETRIC PLAN - 4</p> <p>FIELDSTONE HUNTLEY, ILLINOIS</p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REMARKS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>01/14/2022</td> <td>REVISIONS PER VILLAGE</td> </tr> </tbody> </table> | NO. | DATE | REMARKS | 1 | 01/14/2022 | REVISIONS PER VILLAGE | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REMARKS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | NO. | DATE | REMARKS | | | |
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P-GM4
7 OF 18



NOTES:
1. SEE SHEET P-GM1 FOR LEGENDS AND NOTES.



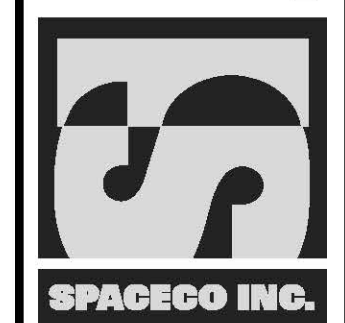
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| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
|-----|------------|-----------------------|---------|
| 1 | 01/14/2022 | | |

PRELIMINARY GEOMETRIC PLAN - 5
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

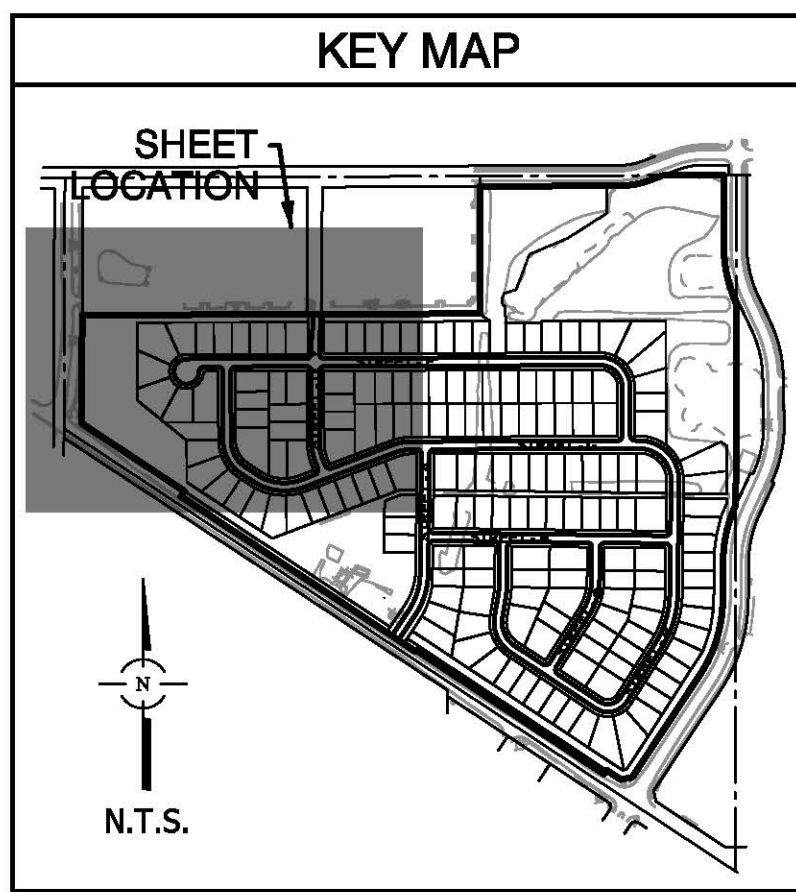


FILENAME:
11663P-GM5

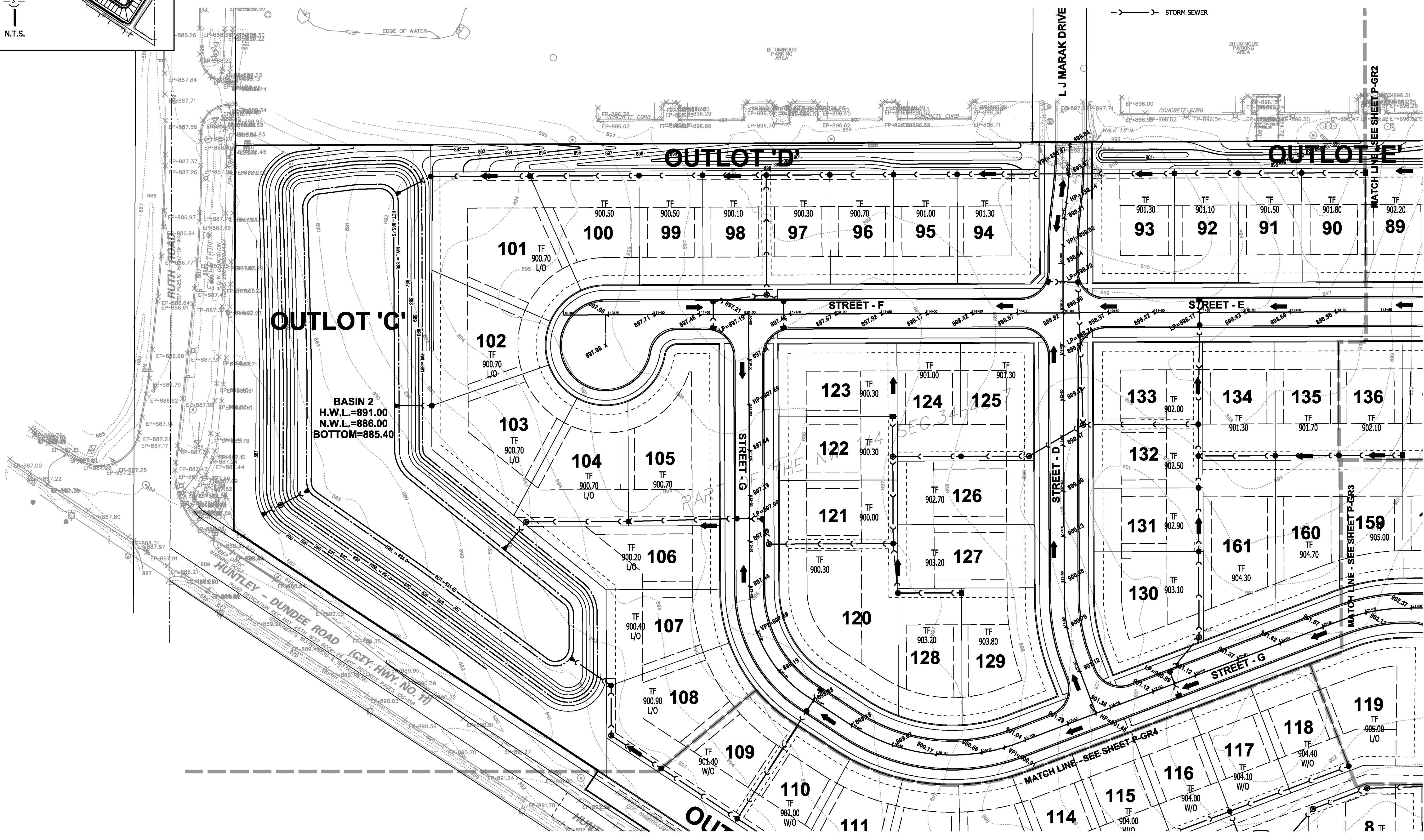
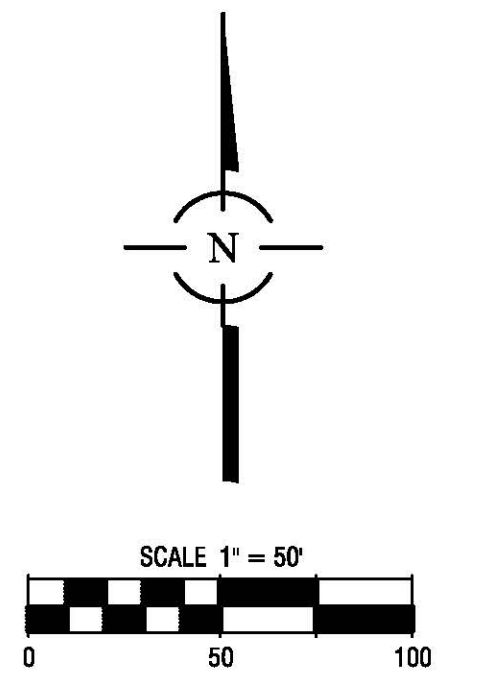
DATE:
11/12/21

JOB NO.
11663

SHEET
P-GM5
8 OF 18

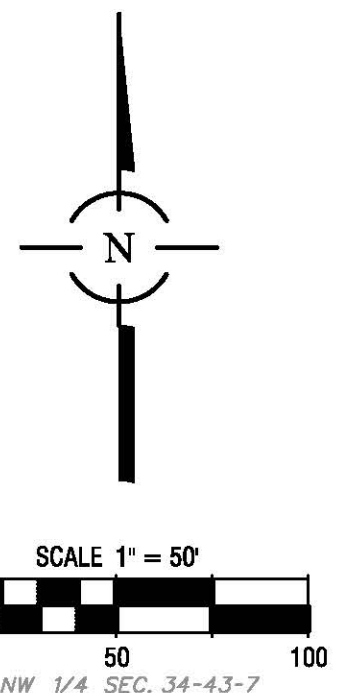
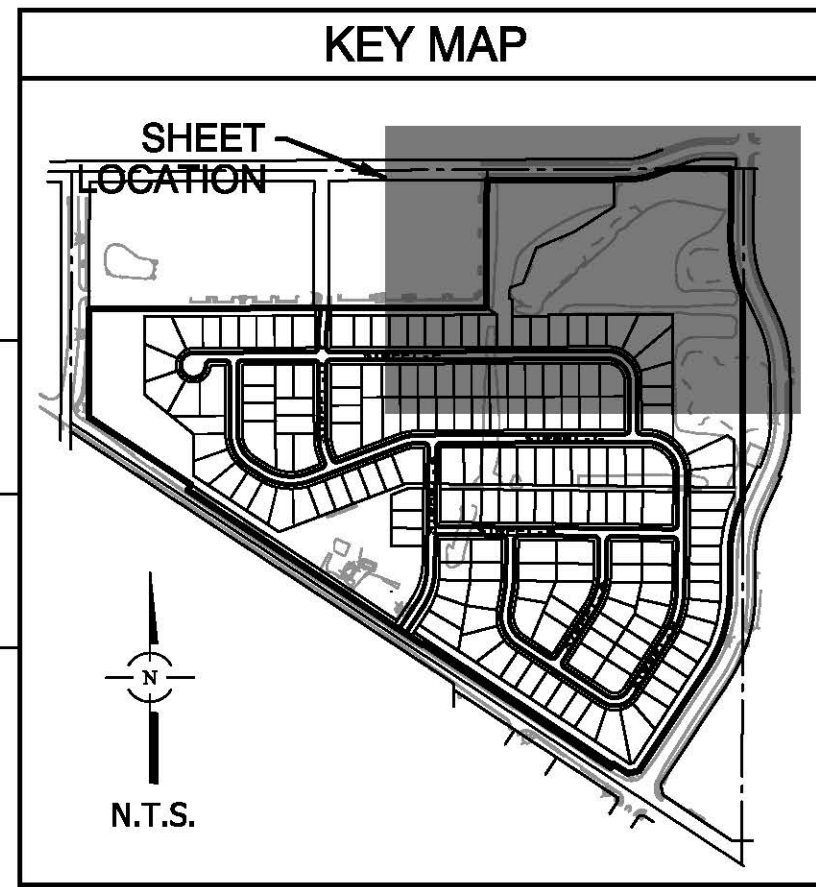


- LEGEND**
- TF TOP OF FOUNDATION
 - STD STANDARD BASEMENT (BASEMENT TYPE IS STANDARD UNLESS STATED OTHERWISE)
 - L/O LOOKOUT BASEMENT
 - W/O WALKOUT BASEMENT
 - ➔ PROPOSED 100-YEAR OVERLAND FLOW ROUTE
 - ➔ EXISTING EMERGENCY OVERLAND FLOW ROUTE
 - LIMITS OF WETLAND
 - STORM SEWER

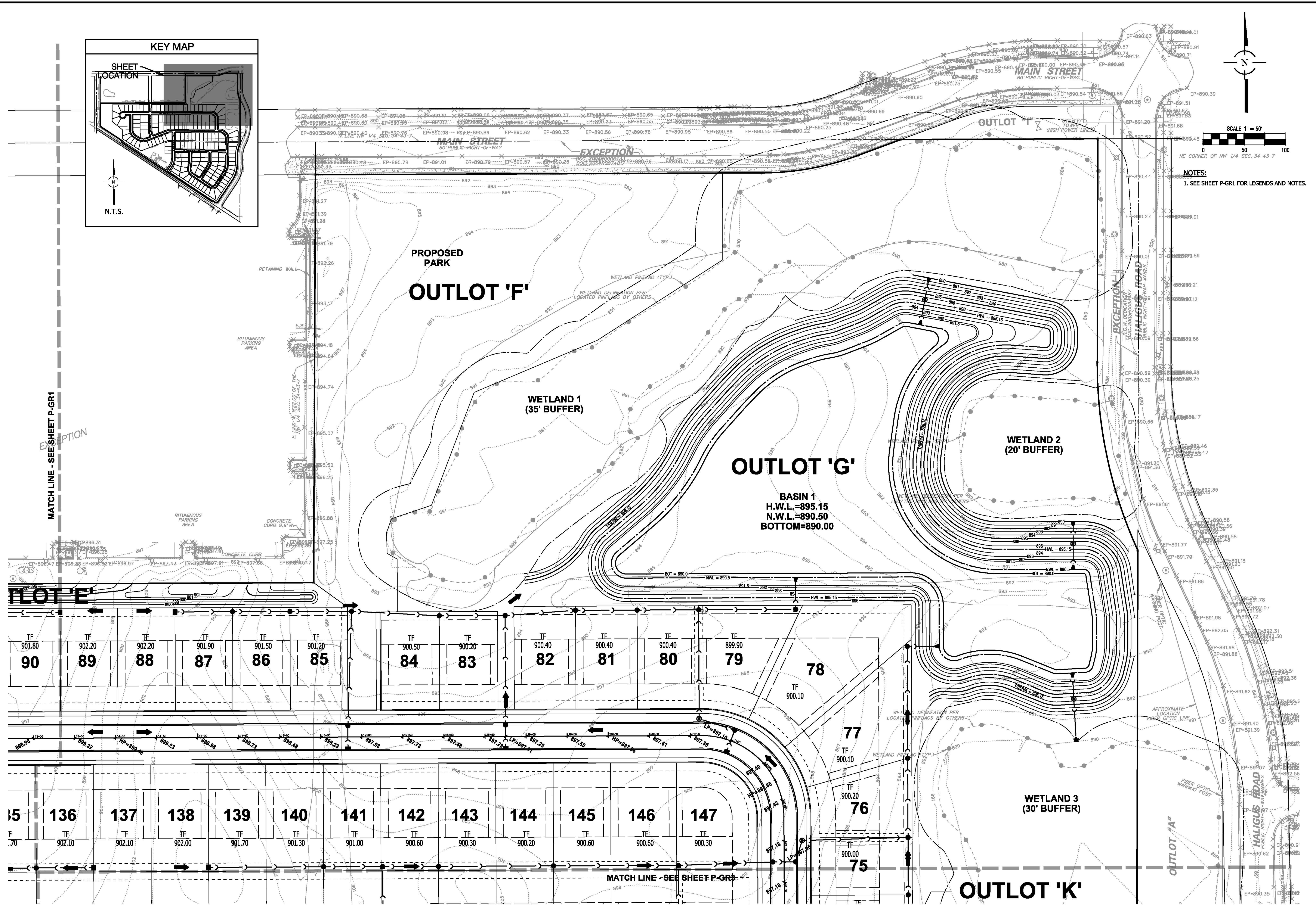


BASIN 2
 H.W.L.=891.00
 N.W.L.=886.00
 BOTTOM=885.40

| | |
|---|-----------------------|
| PRELIMINARY GRADING PLAN - 1 | |
| FIELDSTONE HUNTLEY, ILLINOIS | |
| CONSULTING ENGINEERS | REVISIONS PER VILLAGE |
| SITE DEVELOPMENT ENGINEERS | NO. DATE |
| LAND SURVEYORS | NO. DATE |
| 9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065 | 1 01/14/2022 |
| | |
| FILENAME: 11663P-GR1 | |
| DATE: 11/12/21 | |
| JOB NO. 11663 | |
| SHEET P-GR1 | |
| 9 OF 18 | |



NOTES:
1. SEE SHEET P-GR1 FOR LEGENDS AND NOTES.



MATCH LINE - SEE SHEET P-GR1

MATCH LINE - SEE SHEET P-GR3

| NO. | DATE | REMARKS |
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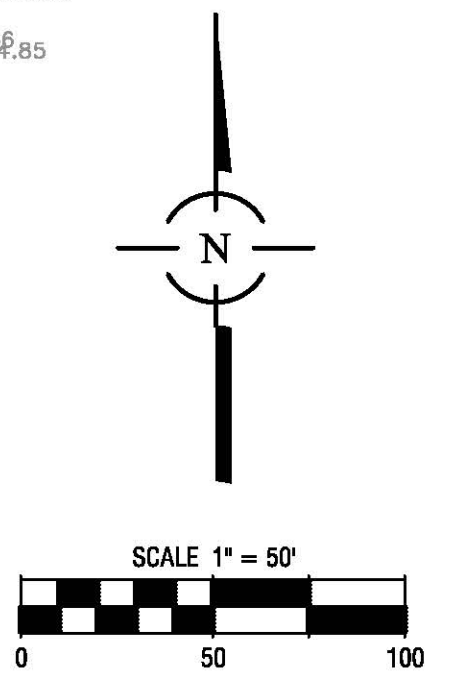
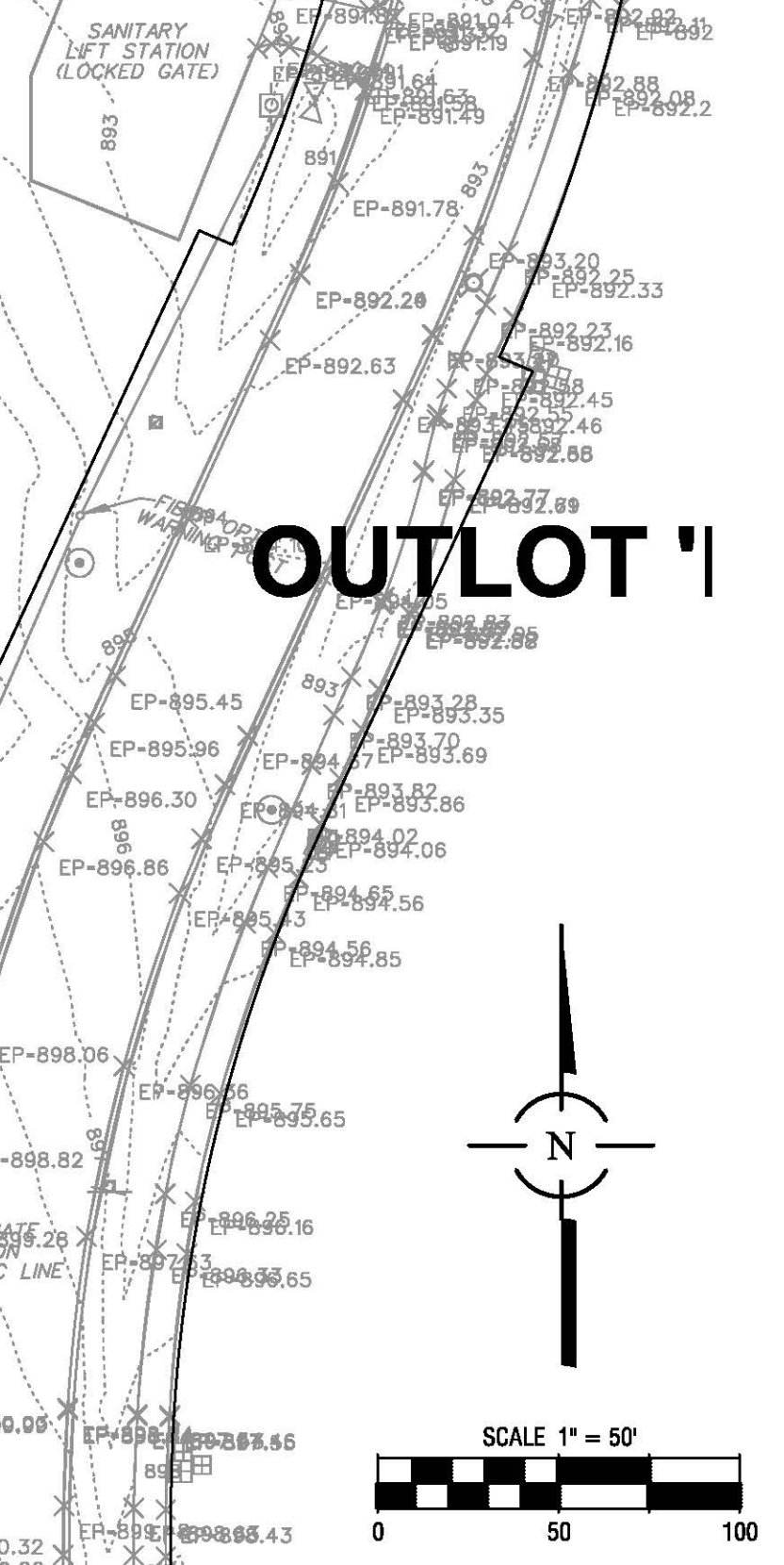
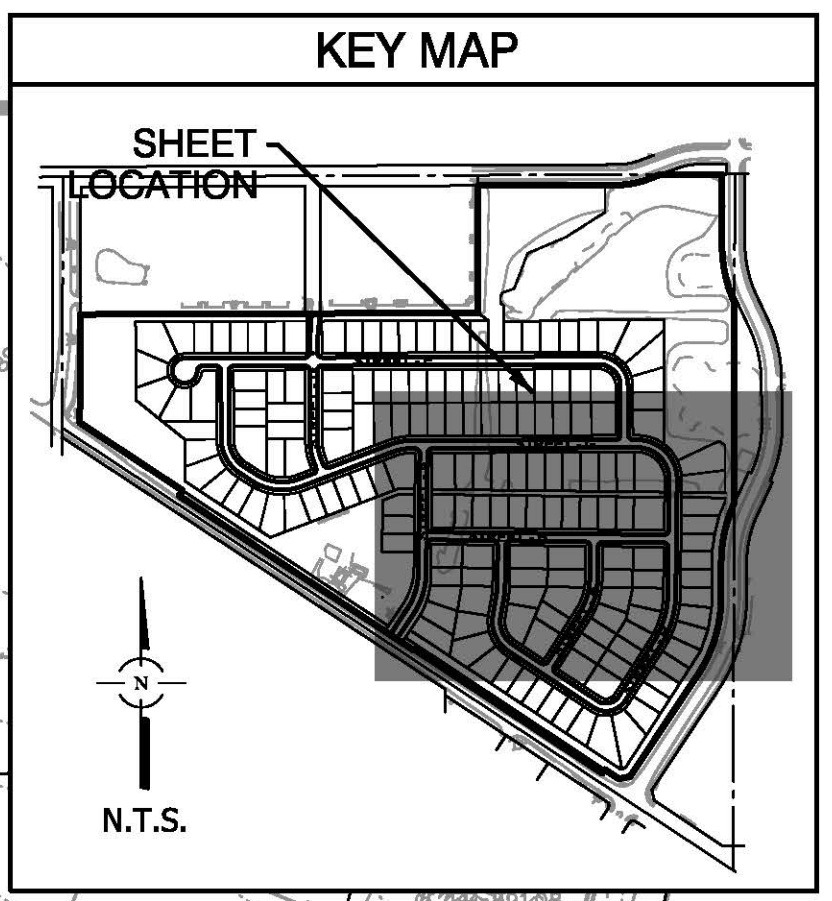
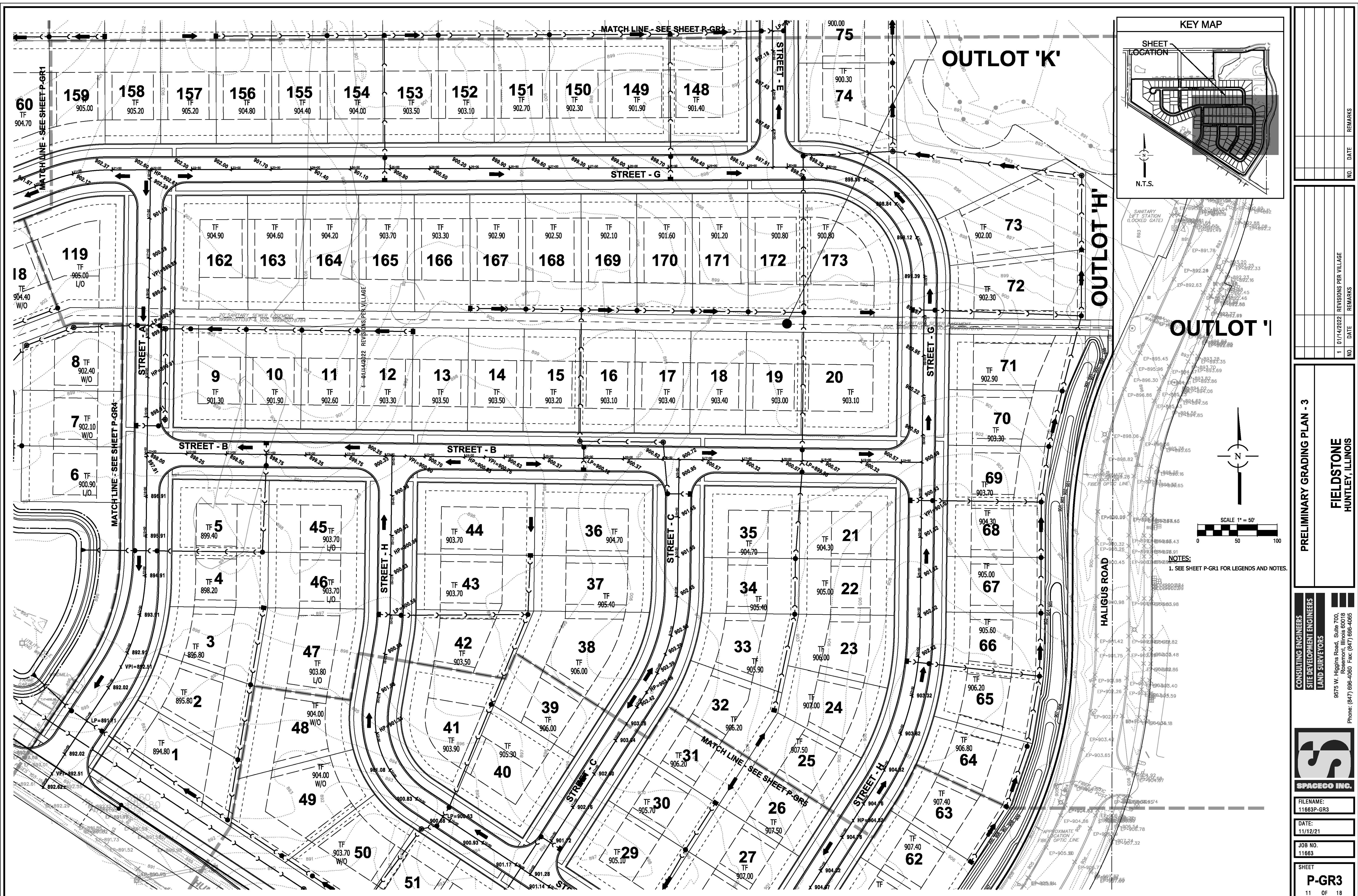
| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
|-----|------------|-----------------------|---------|
| 1 | 01/14/2022 | | |

PRELIMINARY GRADING PLAN - 2
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



SPACECO INC.
FILENAME:
11663P-GR2
DATE:
11/12/21
JOB NO.
11663
SHEET
P-GR2
10 OF 18



NOTES:
1. SEE SHEET P-GR1 FOR LEGENDS AND NOTES.

| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
|-----|------------|-----------------------|---------|
| 1 | 01/14/2022 | | |

| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
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| 1 | 01/14/2022 | | |

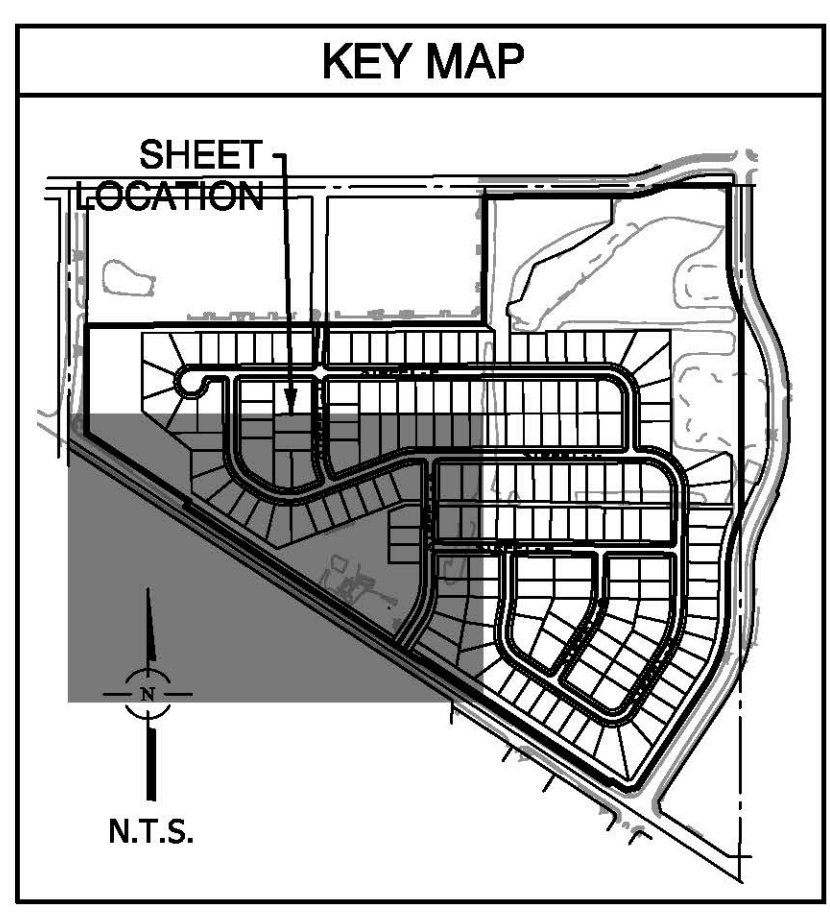
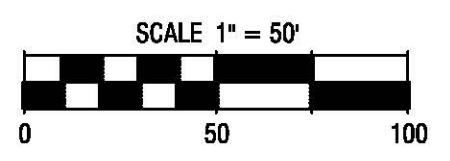
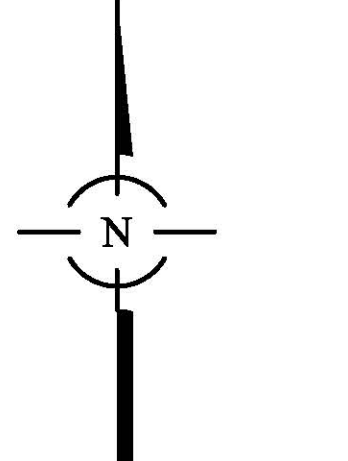
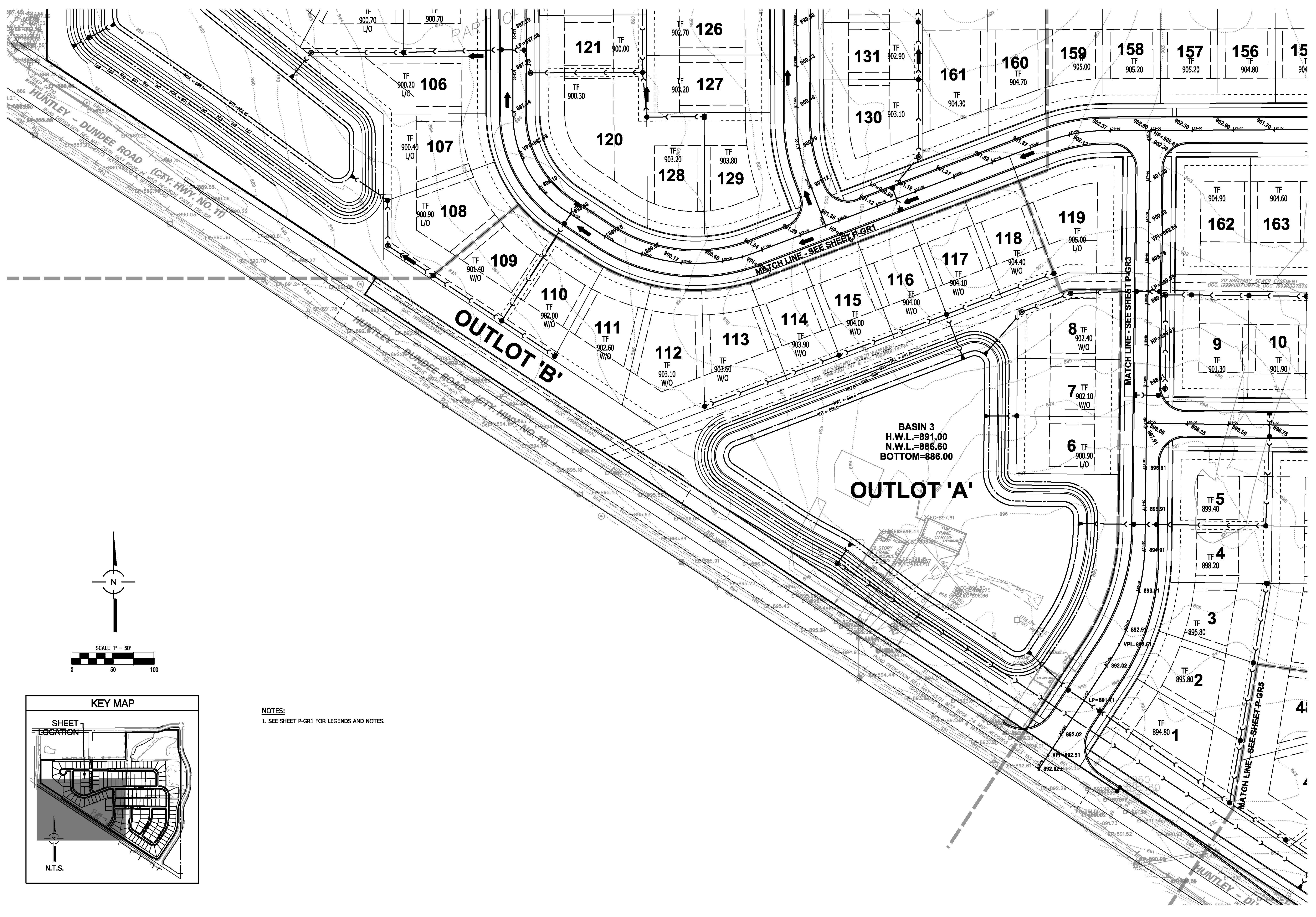
PRELIMINARY GRADING PLAN - 3
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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FILENAME:
11663P-GR3
DATE:
11/12/21
JOB NO.
11663
SHEET
P-GR3
11 OF 18



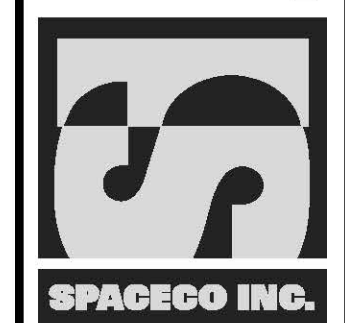
NOTES:
 1. SEE SHEET P-GR1 FOR LEGENDS AND NOTES.

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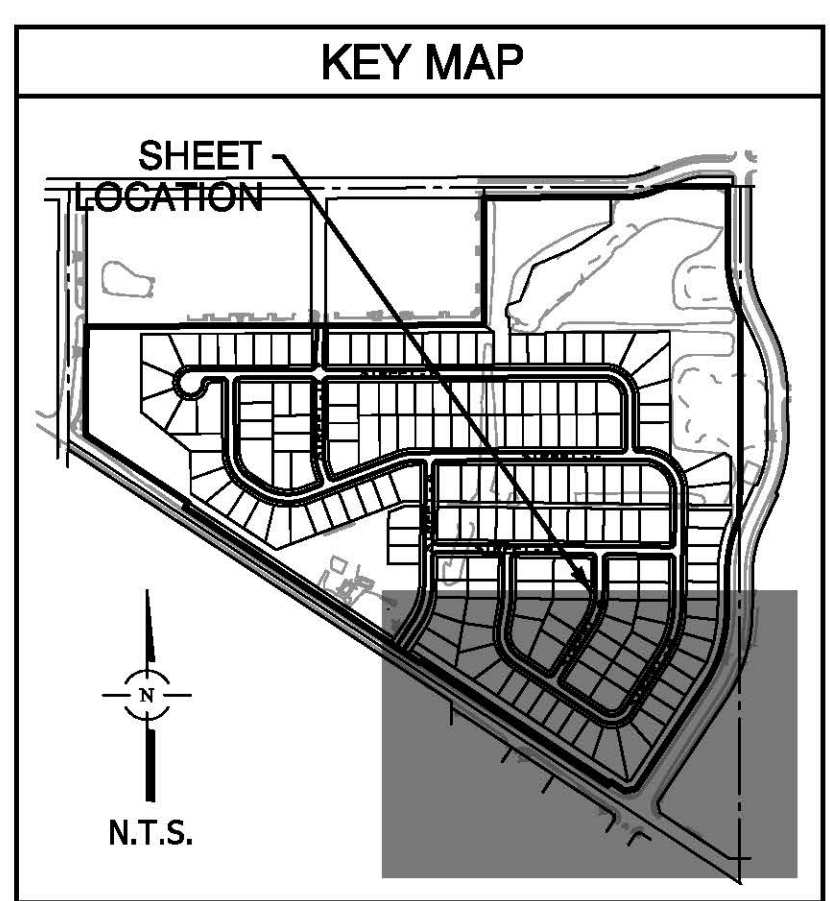
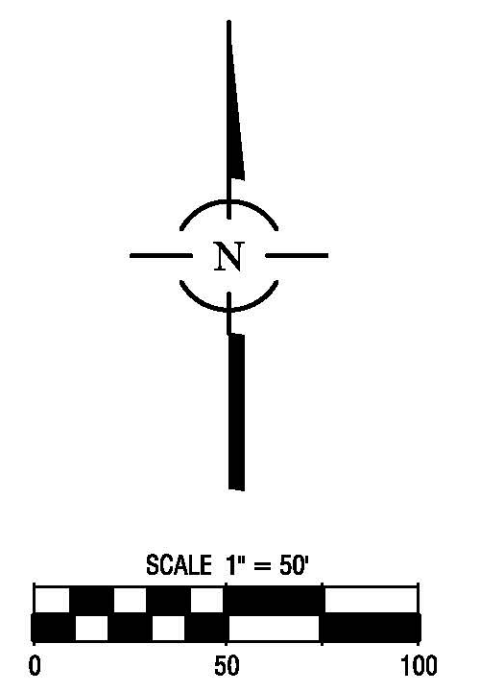
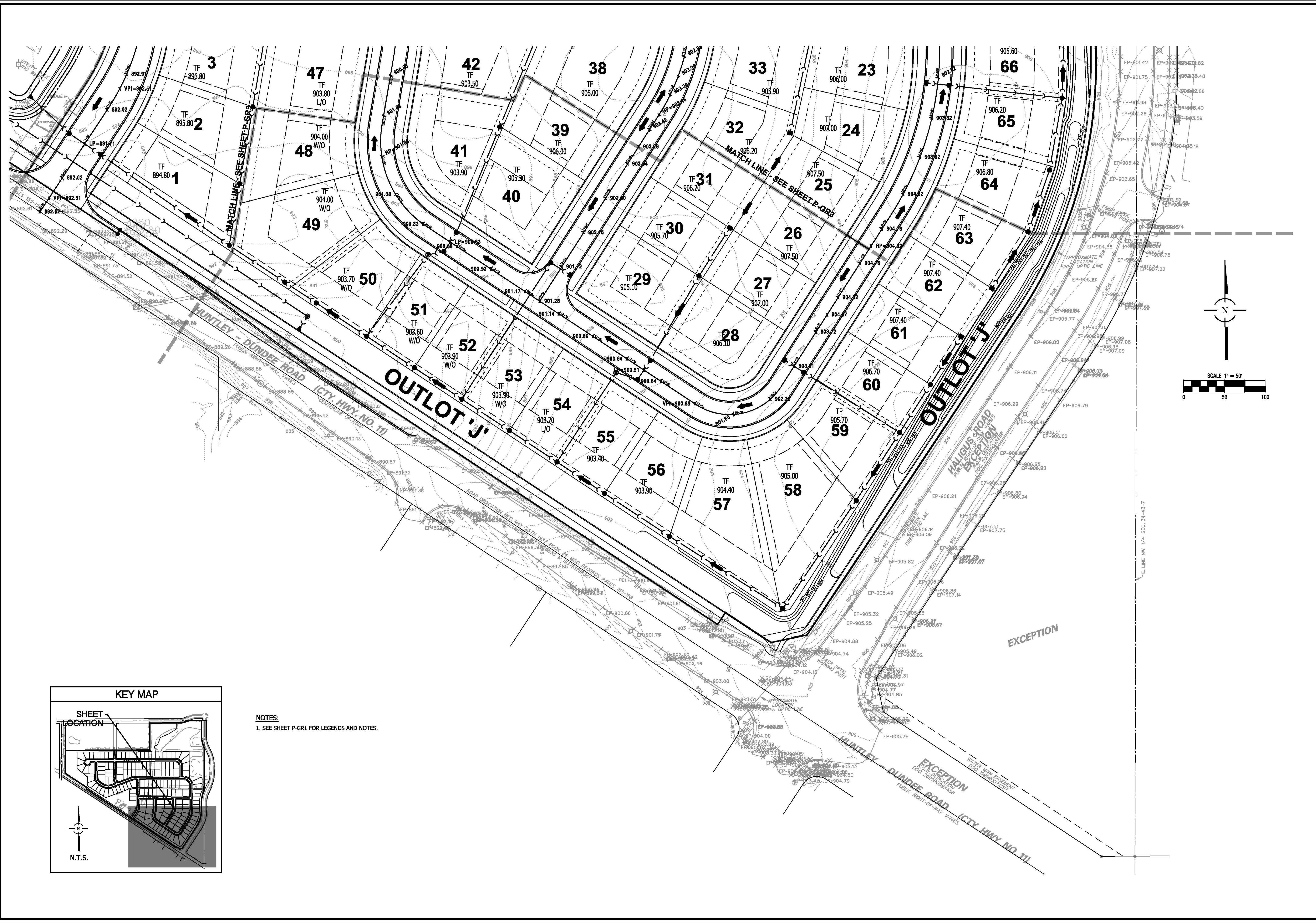
PRELIMINARY GRADING PLAN - 4
FIELDSTONE
 HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
 9575 W. Higgins Road, Suite 700,
 Rosemont, Illinois 60018
 Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME:
11663P-GR4
 DATE:
11/12/21
 JOB NO.
11663

SHEET
P-GR4
 12 OF 18



NOTES:
 1. SEE SHEET P-GR1 FOR LEGENDS AND NOTES.

| | | |
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| NO. | DATE | REMARKS |
| 1 | 01/14/2022 | REVISIONS PER VILLAGE |

PRELIMINARY GRADING PLAN - 5

FIELDSTONE
 HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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

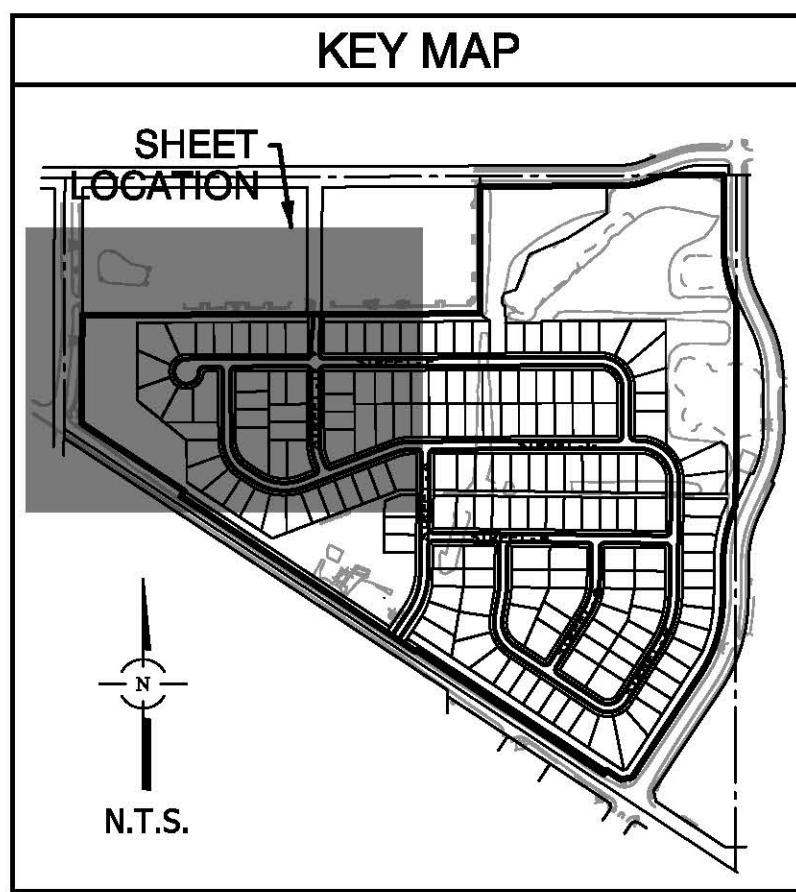
SPACECO INC.

FILENAME:
 11663P-GR5

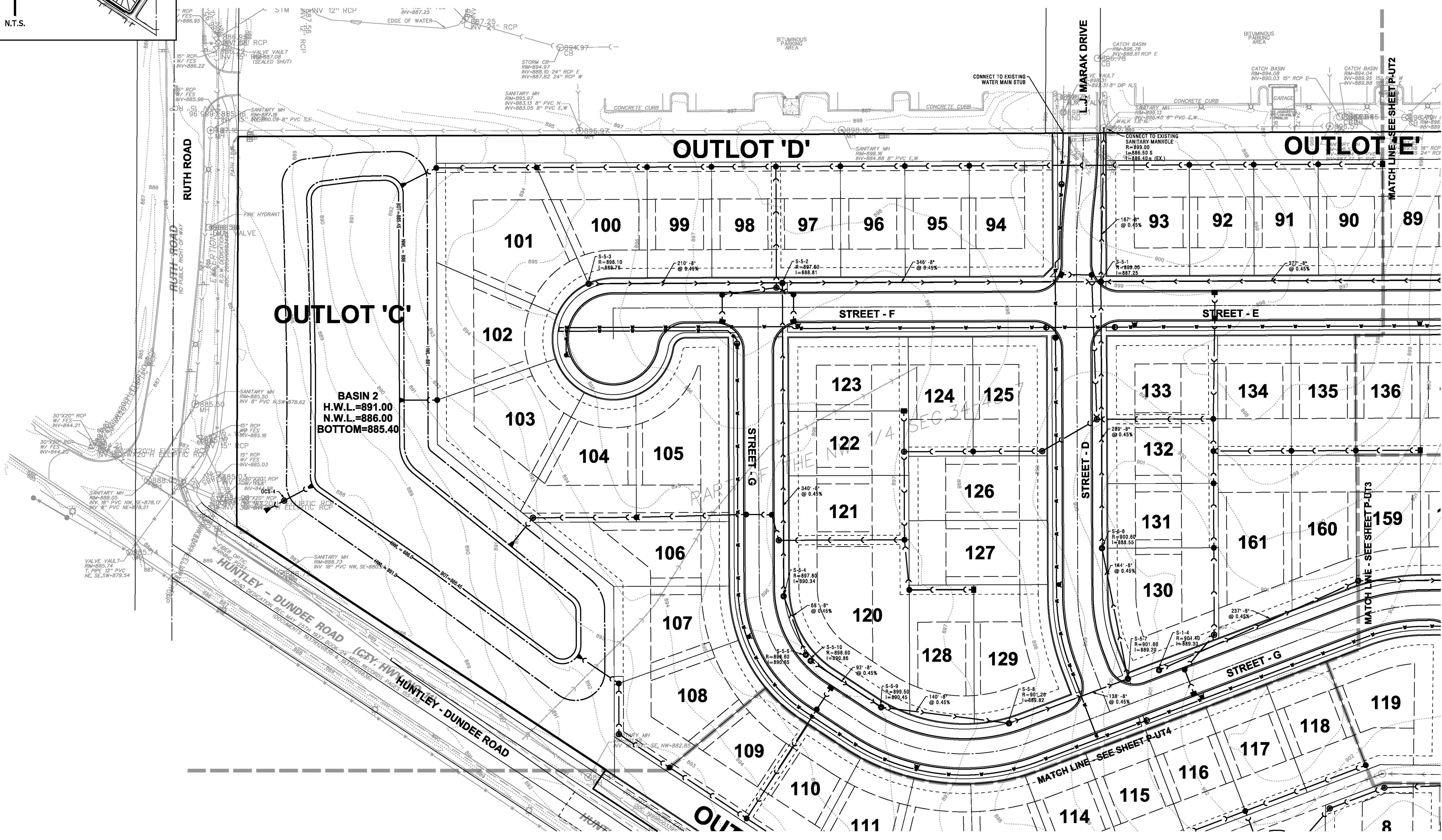
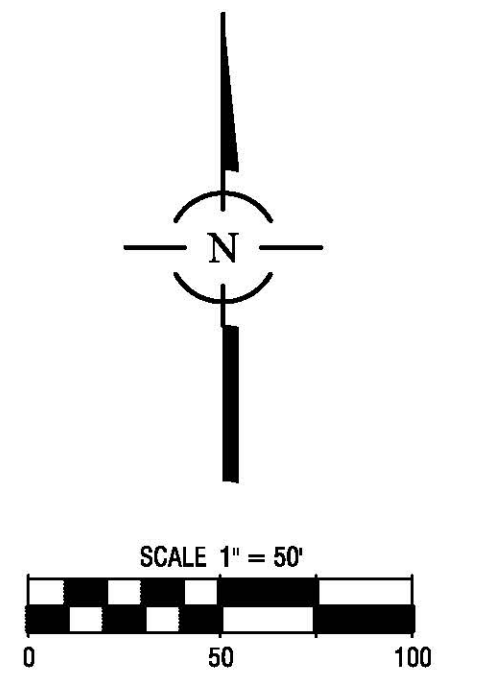
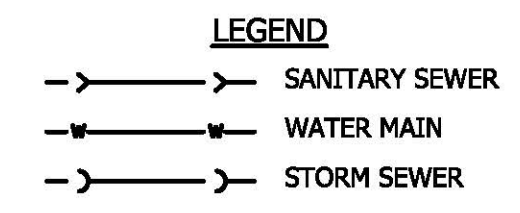
DATE:
 11/12/21

JOB NO.
 11663

SHEET
P-GR5
 13 OF 18



- NOTES:**
1. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
 2. ALL SANITARY SEWERS SHALL BE PVC SDR 26 UNLESS NOTED OTHERWISE.
 3. ALL WATER MAINS SHALL BE D.I.P. -CLASS 52 UNLESS NOTED OTHERWISE. MEGALUGS AND THRUST BLOCKS ARE REQUIRED FOR ALL WATERMAIN FITTINGS.
 4. SEE SHEET P-GN1 FOR EXPANDED LEGEND.



| NO. | DATE | REMARKS |
|-----|------|---------|
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| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
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| 1 | 01/14/2022 | | |

PRELIMINARY UTILITY PLAN - 1
FIELDSTONE
 HUNTLEY, ILLINOIS

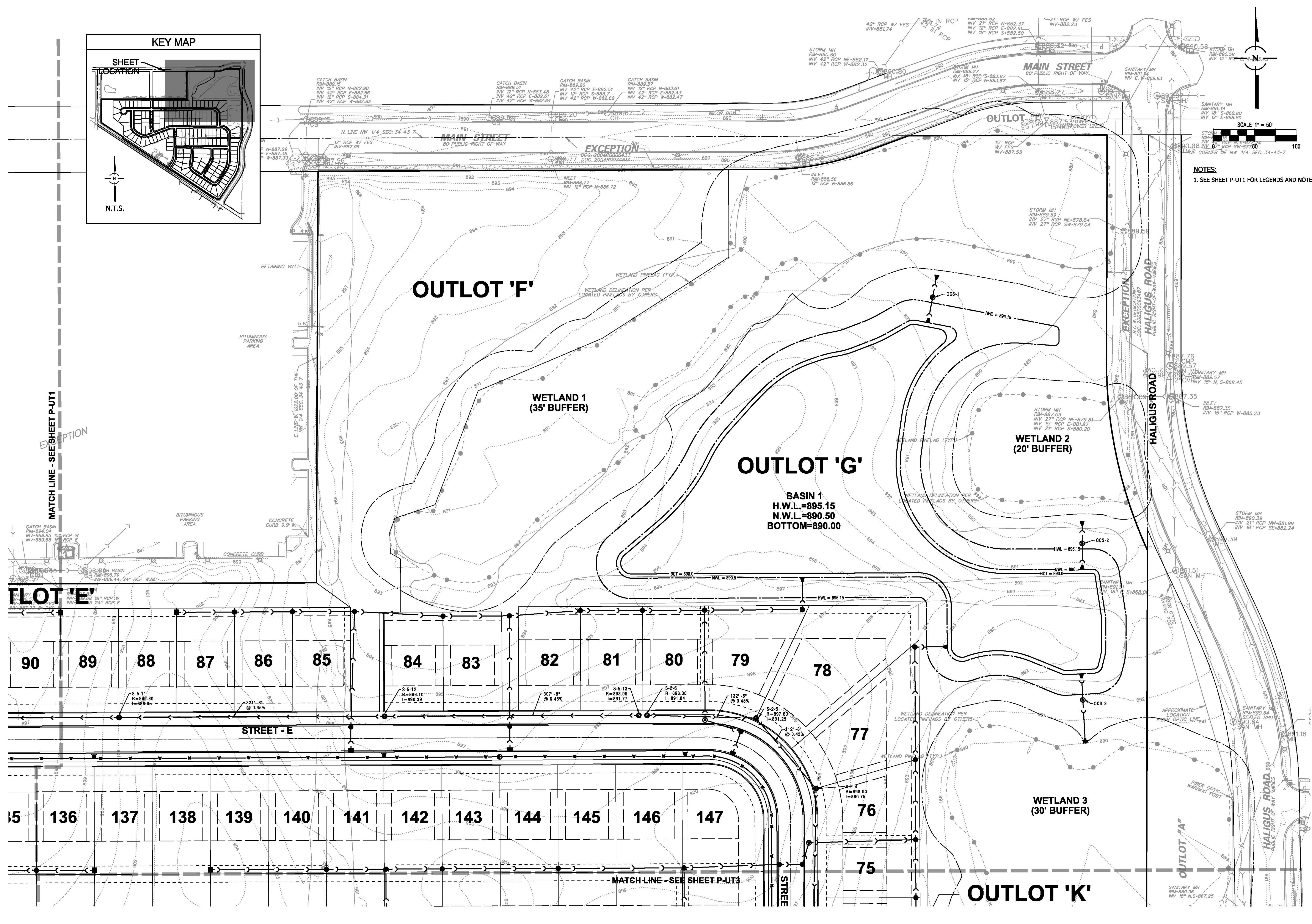
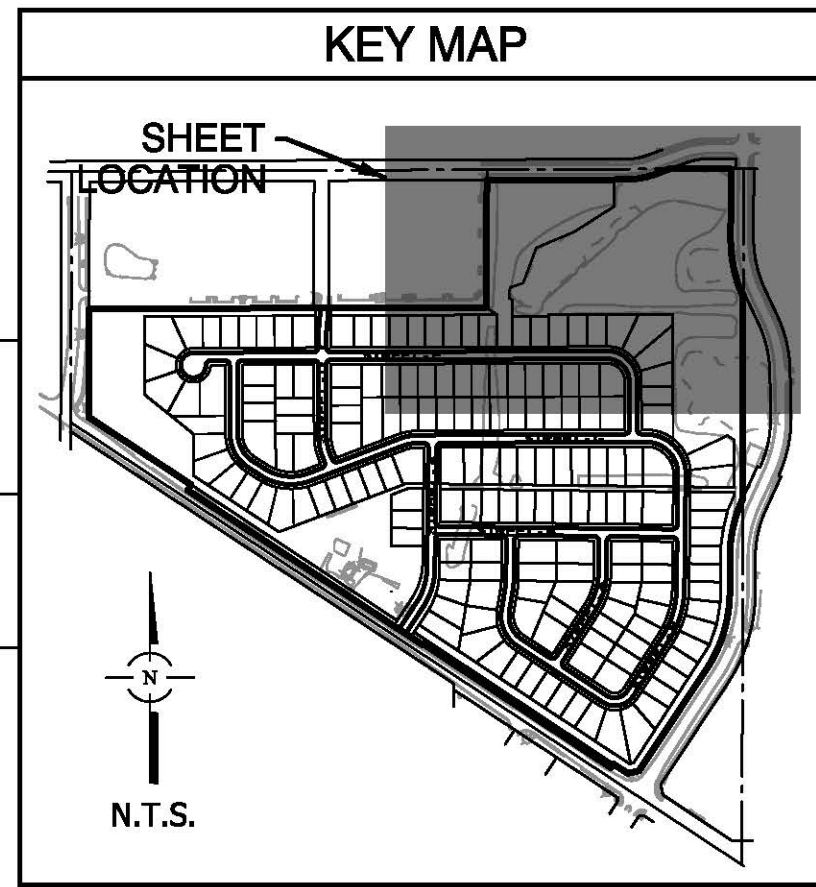
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

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 Rosemont, Illinois 60018
 Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME:
 11663P-UT1
 DATE:
 11/12/21
 JOB NO.
 11663

SHEET
P-UT1
 14 OF 18



SCALE 1" = 50'

NOTES:
1. SEE SHEET P-UT1 FOR LEGENDS AND NOTES.

| NO. | DATE | REVISIONS PER VILLAGE | REMARKS |
|-----|------------|-----------------------|---------|
| 1 | 01/14/2022 | | |

PRELIMINARY UTILITY PLAN - 2

FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

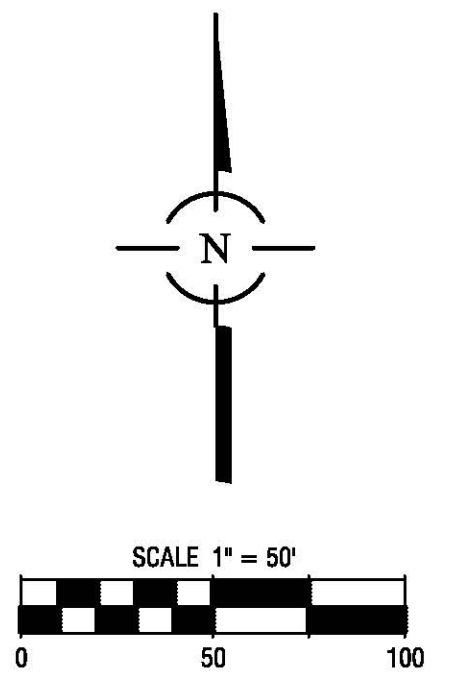
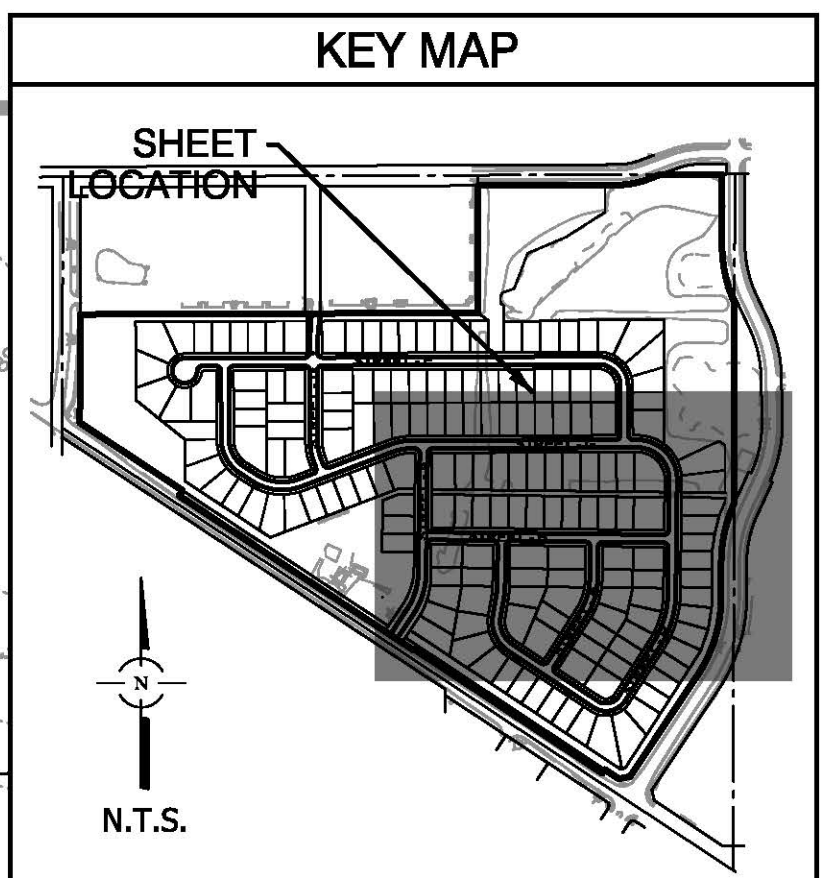
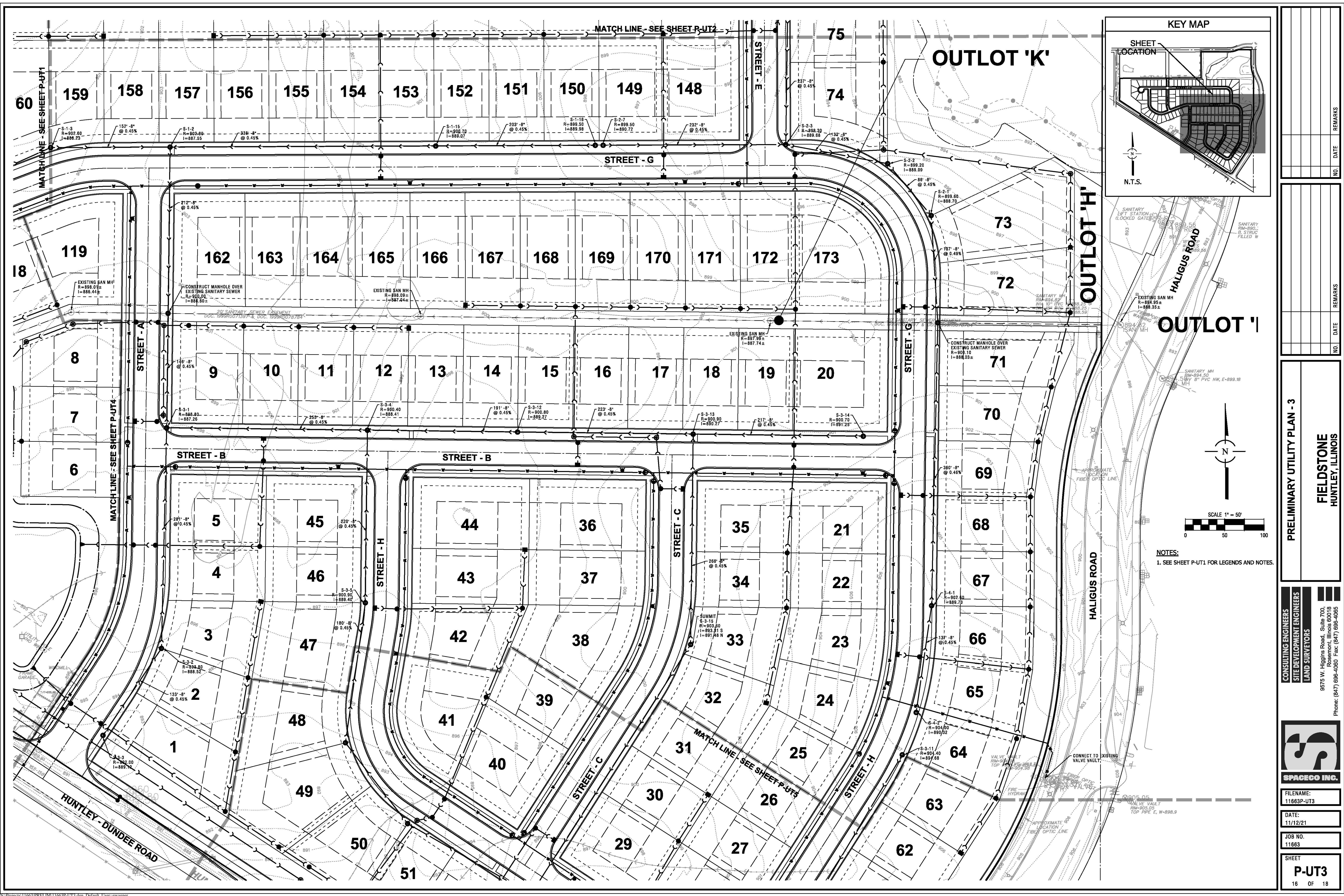
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
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FILENAME:
11663P-UT2

DATE:
11/12/21

JOB NO.
11663

SHEET
P-UT2
15 OF 18



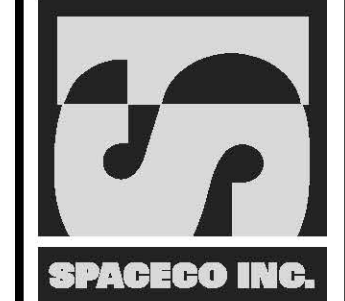
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1. SEE SHEET P-UT1 FOR LEGENDS AND NOTES.

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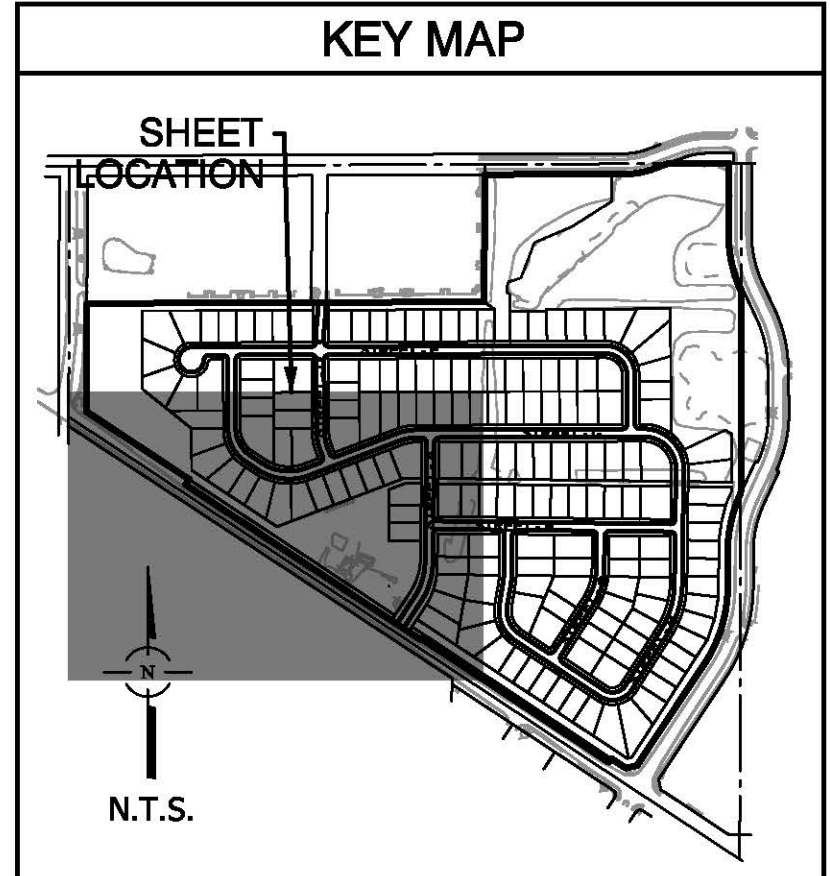
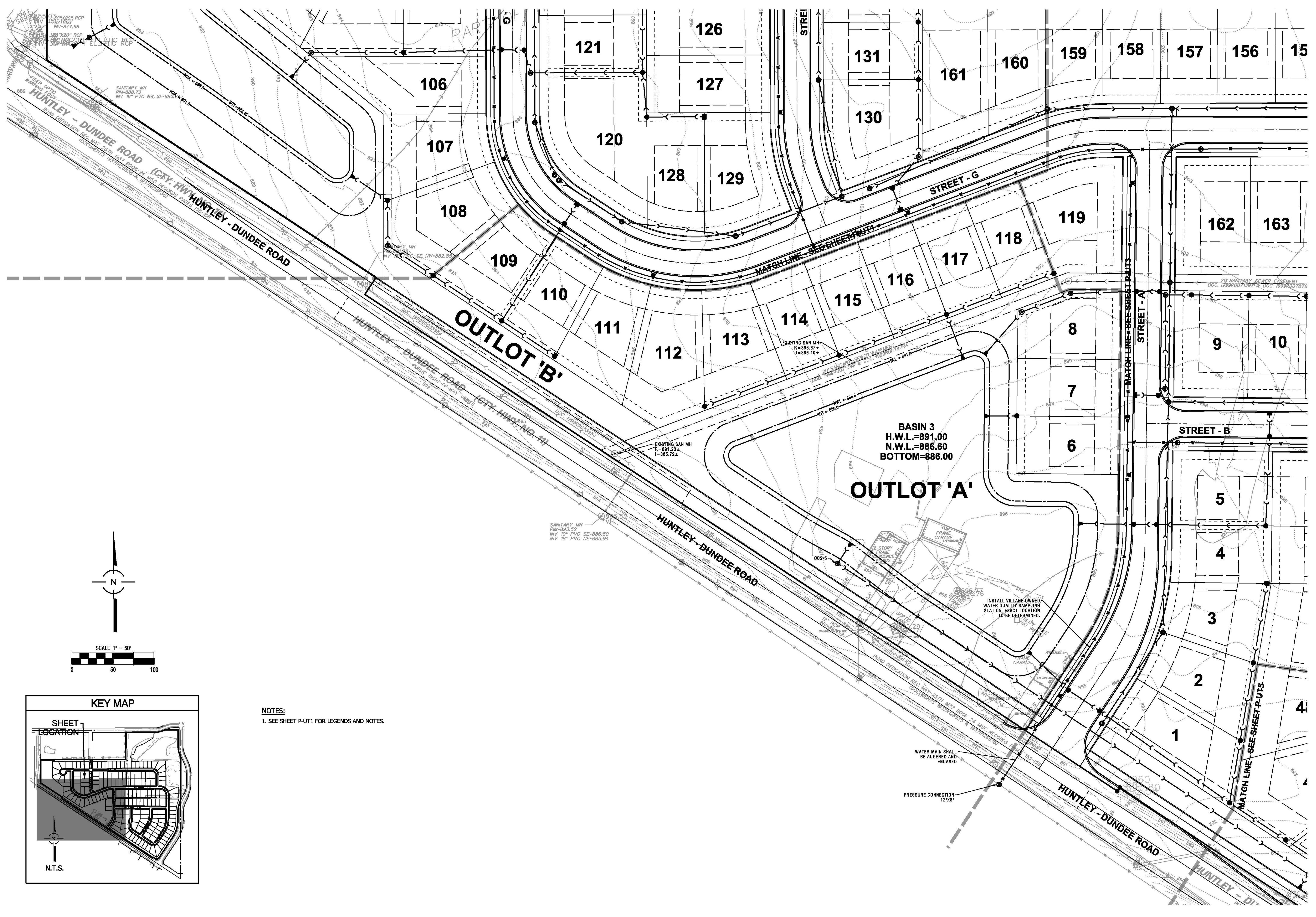
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PRELIMINARY UTILITY PLAN - 3
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 698-4060 Fax: (847) 698-4065



FILENAME:
11663P-UT3
DATE:
11/12/21
JOB NO.
11663
SHEET
P-UT3
16 OF 18



NOTES:
1. SEE SHEET P-UT1 FOR LEGENDS AND NOTES.

| NO. | DATE | REMARKS |
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| 1 | 01/14/2022 | REVISIONS PER VILLAGE |

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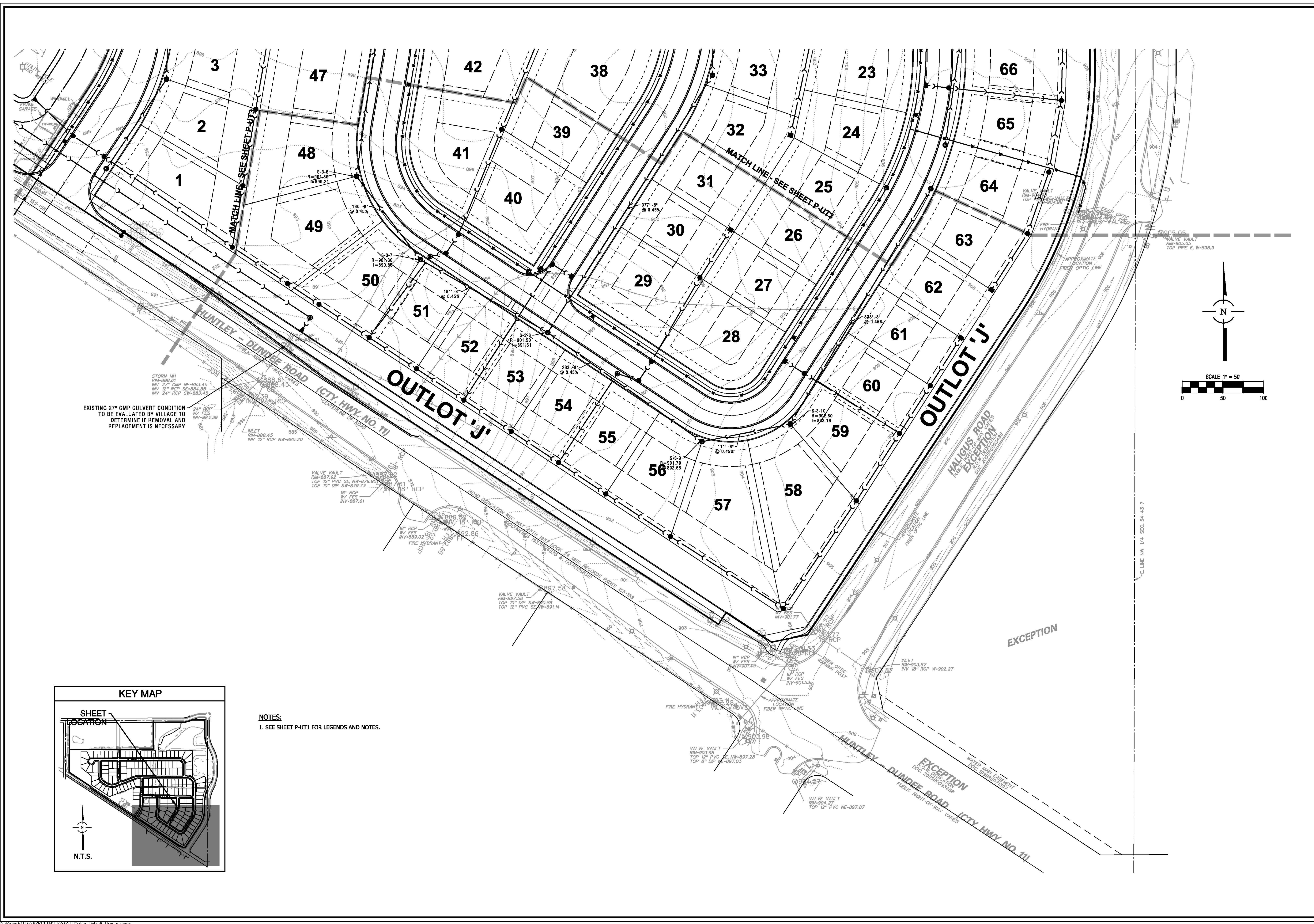
PRELIMINARY UTILITY PLAN - 4
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9975 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

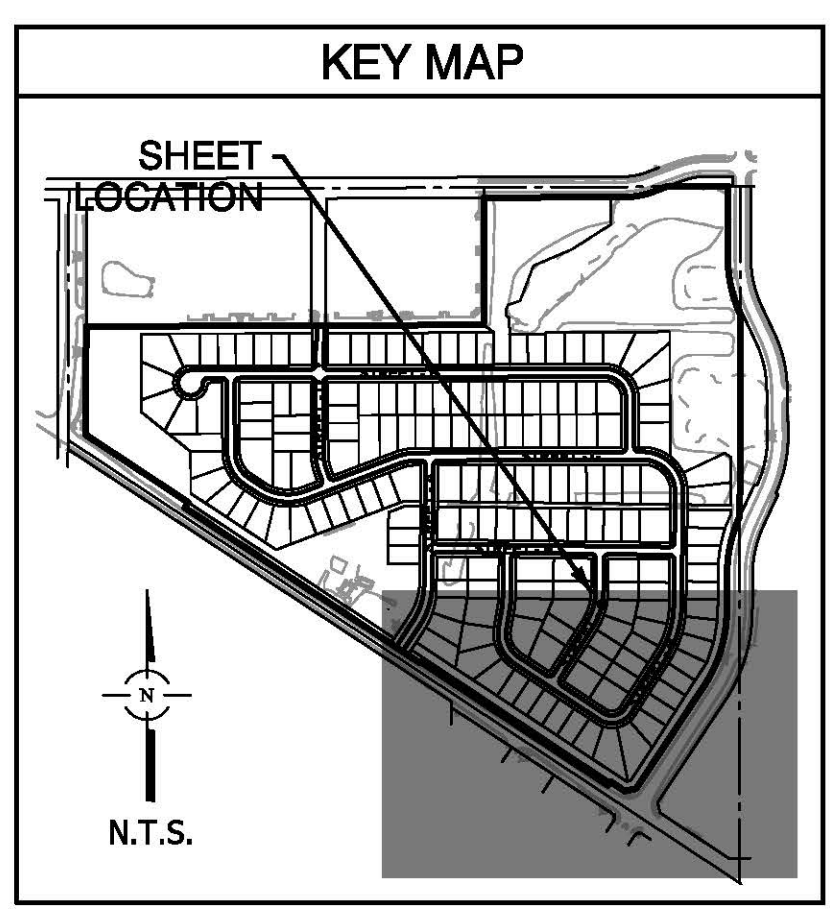
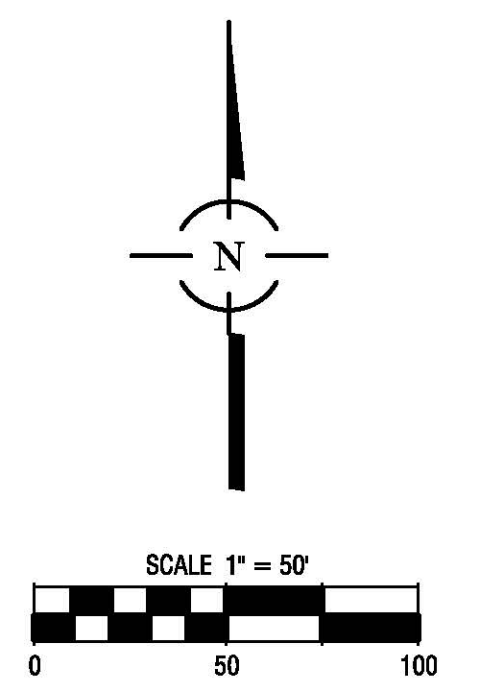


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DATE:
11/12/21
JOB NO.
11663

SHEET
P-UT4
17 OF 18



EXISTING 27" CMP CULVERT CONDITION TO BE EVALUATED BY VILLAGE TO DETERMINE IF REMOVAL AND REPLACEMENT IS NECESSARY



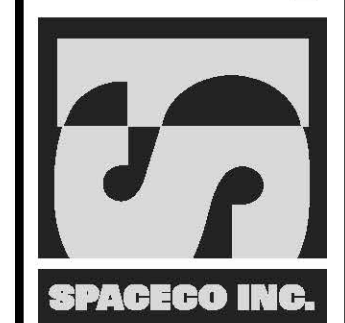
NOTES:
1. SEE SHEET P-UT1 FOR LEGENDS AND NOTES.

| NO. | DATE | REMARKS |
|-----|------------|-----------------------|
| 1 | 01/14/2022 | REVISIONS PER VILLAGE |

| NO. | DATE | REMARKS |
|-----|------------|-----------------------|
| 1 | 01/14/2022 | REVISIONS PER VILLAGE |

PRELIMINARY UTILITY PLAN - 5
FIELDSTONE
HUNTLEY, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9975 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (647) 696-4060 Fax: (647) 696-4065



FILENAME:
11663P-UT5
DATE:
11/12/21
JOB NO.
11663

SHEET
P-UT5
18 OF 18

Preliminary Landscape Plan

FIELDSTONE

Huntley, Illinois
January 14, 2022

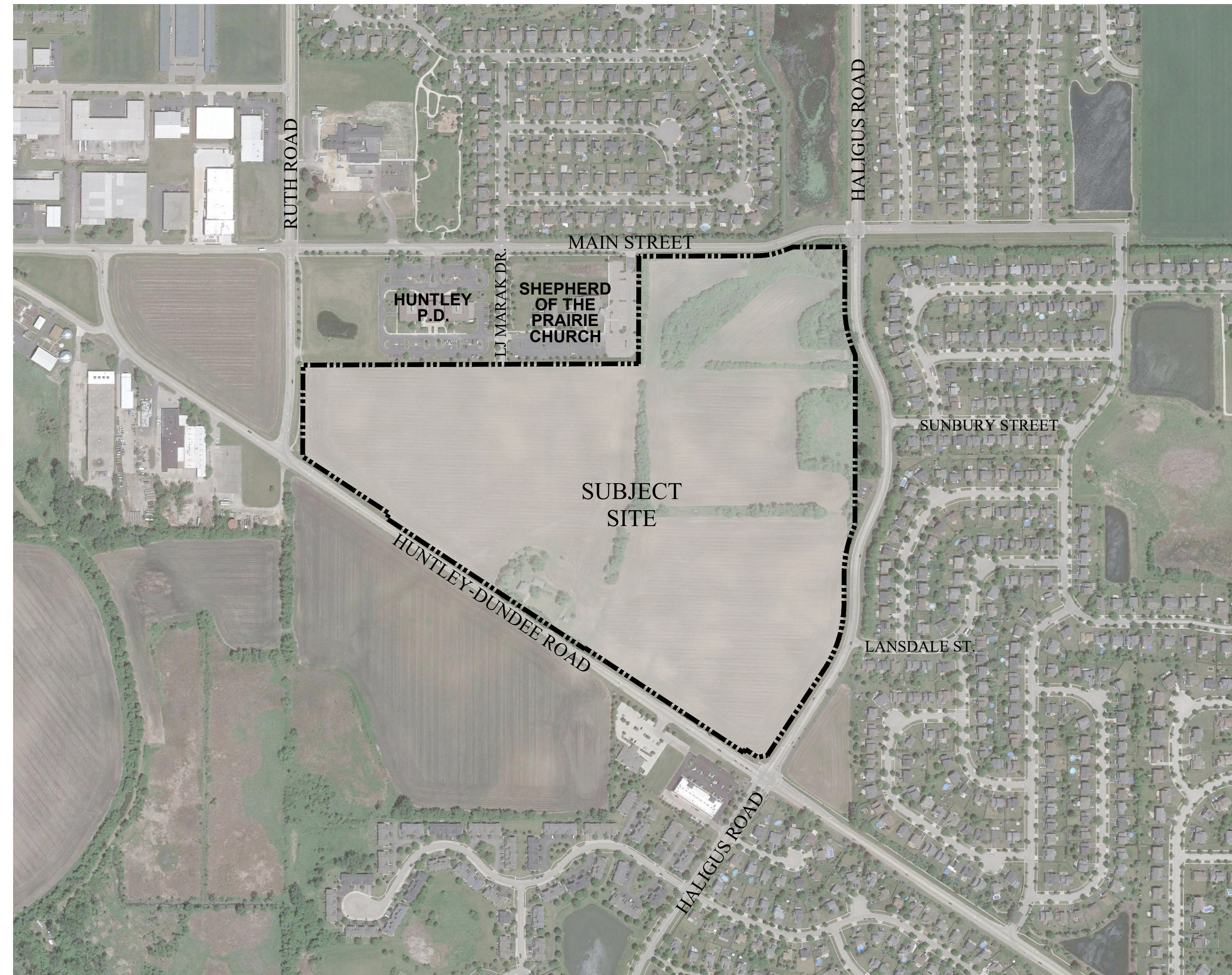
CONSULTANTS:



LANDSCAPE ARCHITECT:
GARY R. WEBER ASSOCIATES, INC
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187



CIVIL ENGINEER:
SPACECO, INC.
9575 W. HIGGINS ROAD, SUITE 700
ROSEMONT, IL 60018



LOCATION MAP

SCALE: 1"=400'

INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|-----------|------------------------------------|
| 0 | COVER SHEET |
| 1 | OVERALL PRELIMINARY LANDSCAPE PLAN |
| 2 | PRELIMINARY LANDSCAPE PLAN |
| 3 | PRELIMINARY LANDSCAPE PLAN |
| 4 | PRELIMINARY LANDSCAPE PLAN |
| 5 | PRELIMINARY LANDSCAPE PLAN |
| 6 | TYPICAL FOUNDATION LANDSCAPE PLANS |
| 7 | TREE PRESERVATION PLAN |
| 8 | TREE INVENTORY |



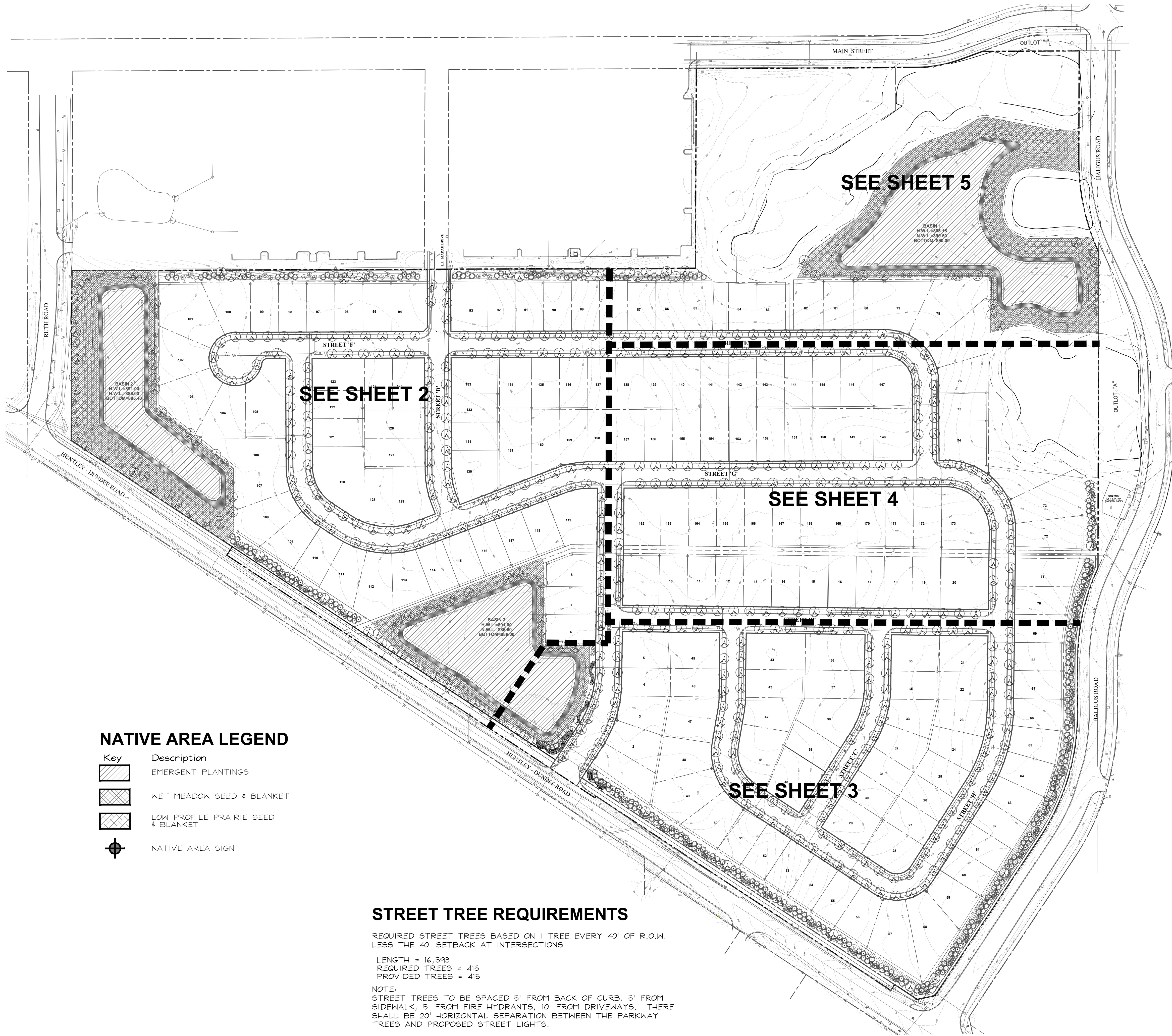
M/I HOMES

GENERAL NOTES

- Contractor shall verify underground utility lines and is responsible for any damage.
- Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
- Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
- The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
- Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
- Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
- See General Conditions and Specifications for landscape work for additional requirements.

REPRESENTATIVE PLANT LIST

| Key | Botanical/Common Name | Size | Remarks |
|--|---|----------|------------|
| SHADE TREES | | | |
| | Acer x freemanii 'Marmo' | 3" Cal. | |
| | AUTUMN BLAZE MAPLE | | |
| | Acer x freemanii 'Marmo' | 3" Cal. | |
| | MARMO FREEMAN MAPLE | | |
| | Acer miyabei 'Morton' | 3" Cal. | |
| | STATE STREET MAPLE | | |
| | Celtis occidentalis | 3" Cal. | |
| | COMMON HACKBERRY | | |
| | Platanus x acerifolia 'Morton Circle' | 3" Cal. | |
| | EXCLAMATION! LONDON PLANETREE | | |
| | Quercus imbricaria | 3" Cal. | |
| | SHINGLE OAK | | |
| | Quercus bicolor | 3" Cal. | |
| | SWAMP WHITE OAK | | |
| | Quercus macrocarpa | 3" Cal. | |
| | BUR OAK | | |
| | Quercus rubra | 3" Cal. | |
| | RED OAK | | |
| | Tilia americana 'McKentry' | 3" Cal. | |
| | SENTRY AMERICAN LINDEN | | |
| | Tilia cordata 'Greenspire' | 3" Cal. | |
| | GREENSPIRE LITTLELEAF LINDEN | | |
| | Ulmus carpinifolia 'Regal' | 3" Cal. | |
| | REGAL SMOOTHLEAF ELM | | |
| ORNAMENTAL TREES | | | |
| | Amelanchier grandiflora | 6' Tall | Multi-stem |
| | APPLE SERVICEBERRY | | |
| | Betula nigra | 6' Tall | Multi-stem |
| | RIVER BIRCH | | |
| | Cornus mas | 6' Tall | Multi-stem |
| | CORNELIANCHERRY DOGWOOD | | |
| | Crataegus crus-galli inermis | 6' Tall | Multi-stem |
| | THORNLESS COCKSPUR HAWTHORN | | |
| | Malus 'PrairieFire' | 6' Tall | Multi-stem |
| | PRAIRIEFIRE CRABAPPLE | | |
| EVERGREEN TREES | | | |
| | Abies concolor | 8' Tall | |
| | WHITE FIR | | |
| | Picea glauca 'Densata' | 8' Tall | |
| | BLACK HILLS SPRUCE | | |
| | Picea pungens | 8' Tall | |
| | GREEN COLORADO SPRUCE | | |
| DECIDUOUS SHRUBS | | | |
| | Cornus sericea 'Bailey' | 36" Tall | 5' O.C. |
| | BAILEY'S REDTIG DOGWOOD | | |
| | Forsythia x intermedia 'New Hampshire Gold' | 36" Tall | 4' O.C. |
| | NEW HAMPSHIRE GOLD FORSYTHIA | | |
| | Hydrangea paniculata 'SMHRZEP' | 36" Tall | 4' O.C. |
| | ZINFIN DOLL HYDRANGEA | | |
| | Syringa meyeri 'Palibin' | 24" Tall | 4' O.C. |
| | DWARF KOREAN LILAC | | |
| | Viburnum trilobum 'Hah's' | 36" Tall | 4' O.C. |
| | HAH'S CRANBERRYBUSH VIBURNUM | | |
| EVERGREEN SHRUBS | | | |
| | Juniperus chinensis 'SeaGreen' | 24" Wide | 4' O.C. |
| | SEA GREEN JUNIPER | | |
| | Juniperus virginiana 'Blue Mountain' | 24" Wide | 4' O.C. |
| | NORDIC BLUE JUNIPER | | |
| PERENNIALS AND ORNAMENTAL GRASSES | | | |
| | Allium 'Summer Beauty' | #1 | 18" O.C. |
| | SUMMER BEAUTY ONION | | |
| | Heimerocallis 'Happy Returns' | #1 | 18" O.C. |
| | HAPPY RETURNS DAYLILY | | |
| | Sporobolus heterolepis | #1 | 18" O.C. |
| | PRAIRIE DROPSSEED | | |
| | Panicum virgatum 'Northwind' | #1 | 24" O.C. |
| | NORTHWIND SWITCHGRASS | | |



NATIVE AREA LEGEND

| Key | Description |
|-----|------------------------------------|
| | EMERGENT PLANTINGS |
| | WET MEADOW SEED & BLANKET |
| | LOW PROFILE PRAIRIE SEED & BLANKET |
| | NATIVE AREA SIGN |

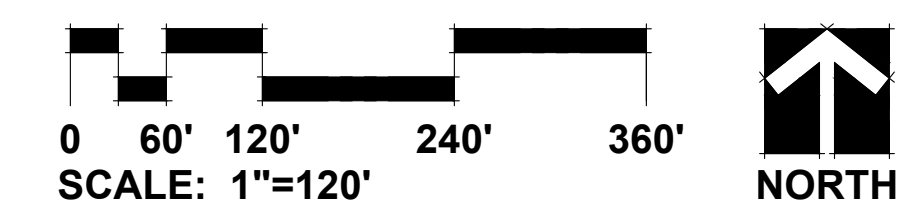
STREET TREE REQUIREMENTS

REQUIRED STREET TREES BASED ON 1 TREE EVERY 40' OF R.O.W. LESS THE 40' SETBACK AT INTERSECTIONS

LENGTH = 16,593
 REQUIRED TREES = 415
 PROVIDED TREES = 415

NOTE:
 STREET TREES TO BE SPACED 5' FROM BACK OF CURB, 5' FROM SIDEWALK, 5' FROM FIRE HYDRANTS, 10' FROM DRIVEWAYS. THERE SHALL BE 20' HORIZONTAL SEPARATION BETWEEN THE PARKWAY TREES AND PROPOSED STREET LIGHTS.

TREES ARE SPECIFIED AT 3" CALIPER IN THE PARKWAY PER VILLAGE CODE



GRWA
 GARY R. WEBER
 ASSOCIATES, INC.
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 ECOLOGICAL CONSULTING
 LANDSCAPE ARCHITECTURE
 402 W. LIBERTY DRIVE
 WHEATON, ILLINOIS 60187
 PHONE: 630-668-7197
 www.grwainc.com

CLIENT:

M/I HOMES
 400 E. DIEHL ROAD, SUITE 230
 NAPERVILLE, IL 60563
 CIVIL ENGINEER:
SPACECO, INC
 9575 W. HIGGINS ROAD
 SUITE 700
 ROSEMONT, IL 60018

FIELDSTONE
 HUNTLEY, ILLINOIS
OVERALL PRELIMINARY LANDSCAPE PLAN

1 1.14.22
 REVISIONS
 DATE 11.12.21
 PROJECT NO. M121192
 DRAWN CLE
 CHECKED MGM
 SHEET NO.
1 OF 8





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CIVIL ENGINEER:

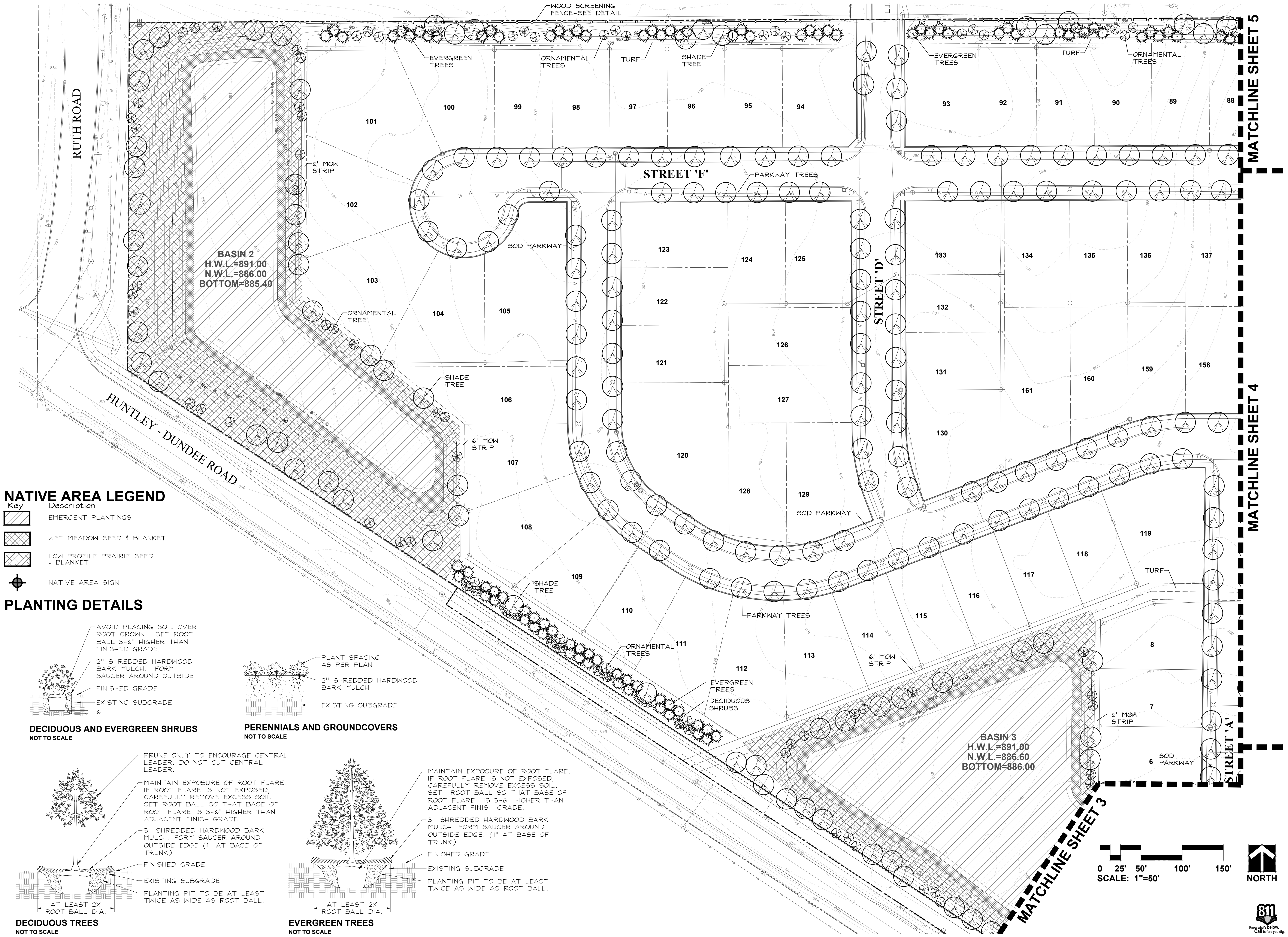
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ROSEMONT, IL 60018

FIELDSTONE
HUNTLEY, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

1 REVISIONS 1.14.22

DATE 11.12.21
PROJECT NO. MI21192
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SHEET NO.

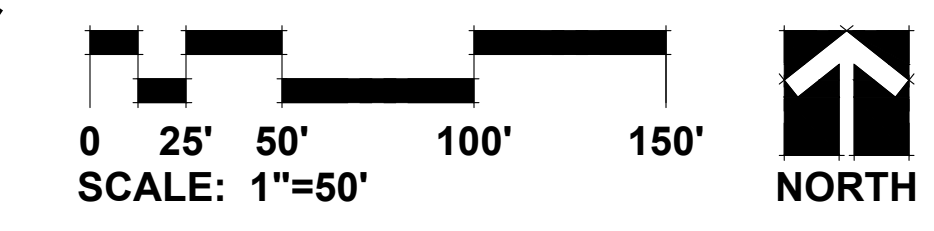
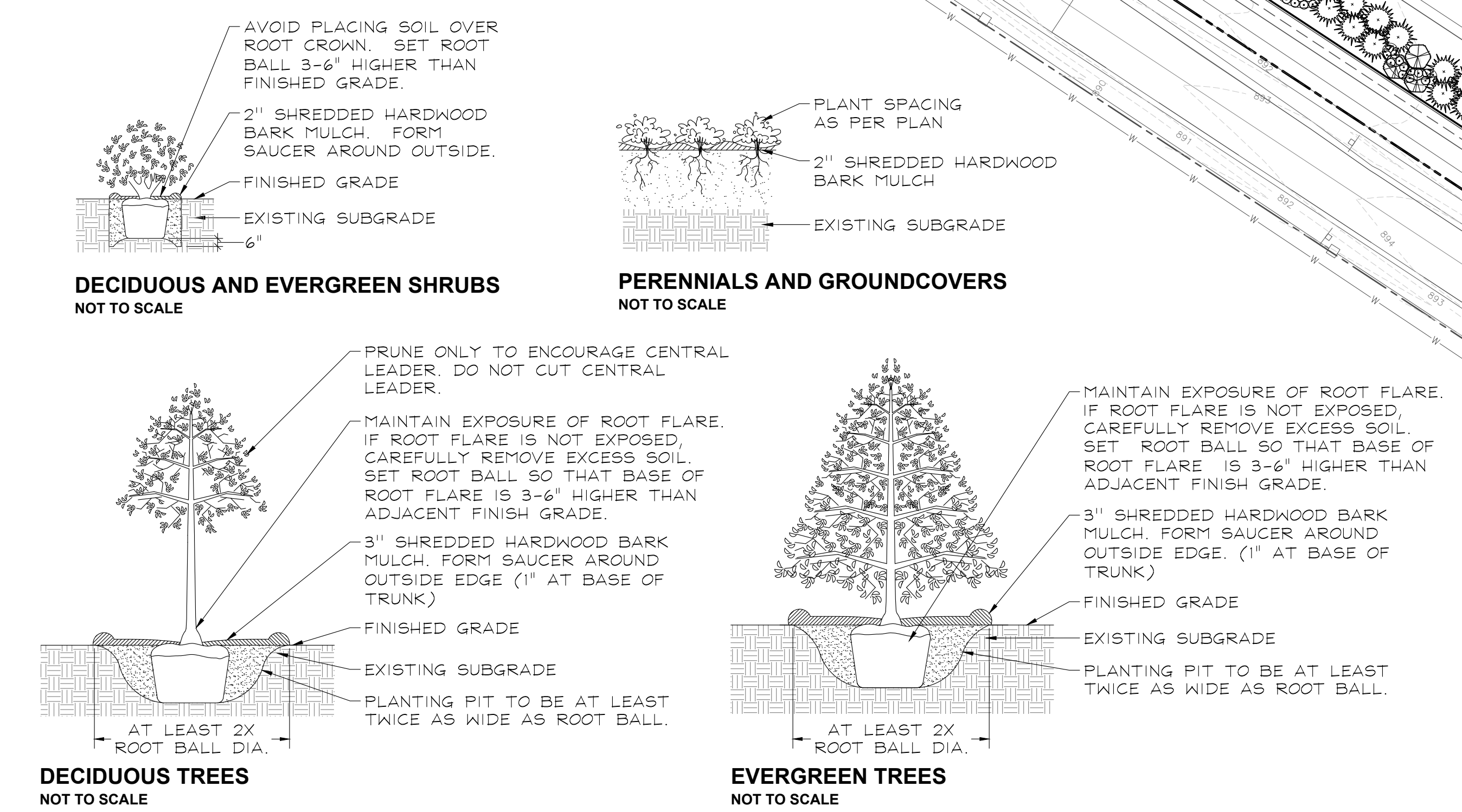
2 OF 8



NATIVE AREA LEGEND

| Key | Description |
|-----|------------------------------------|
| | EMERGENT PLANTINGS |
| | WET MEADOW SEED & BLANKET |
| | LOW PROFILE PRAIRIE SEED & BLANKET |
| | NATIVE AREA SIGN |

PLANTING DETAILS





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CIVIL ENGINEER:

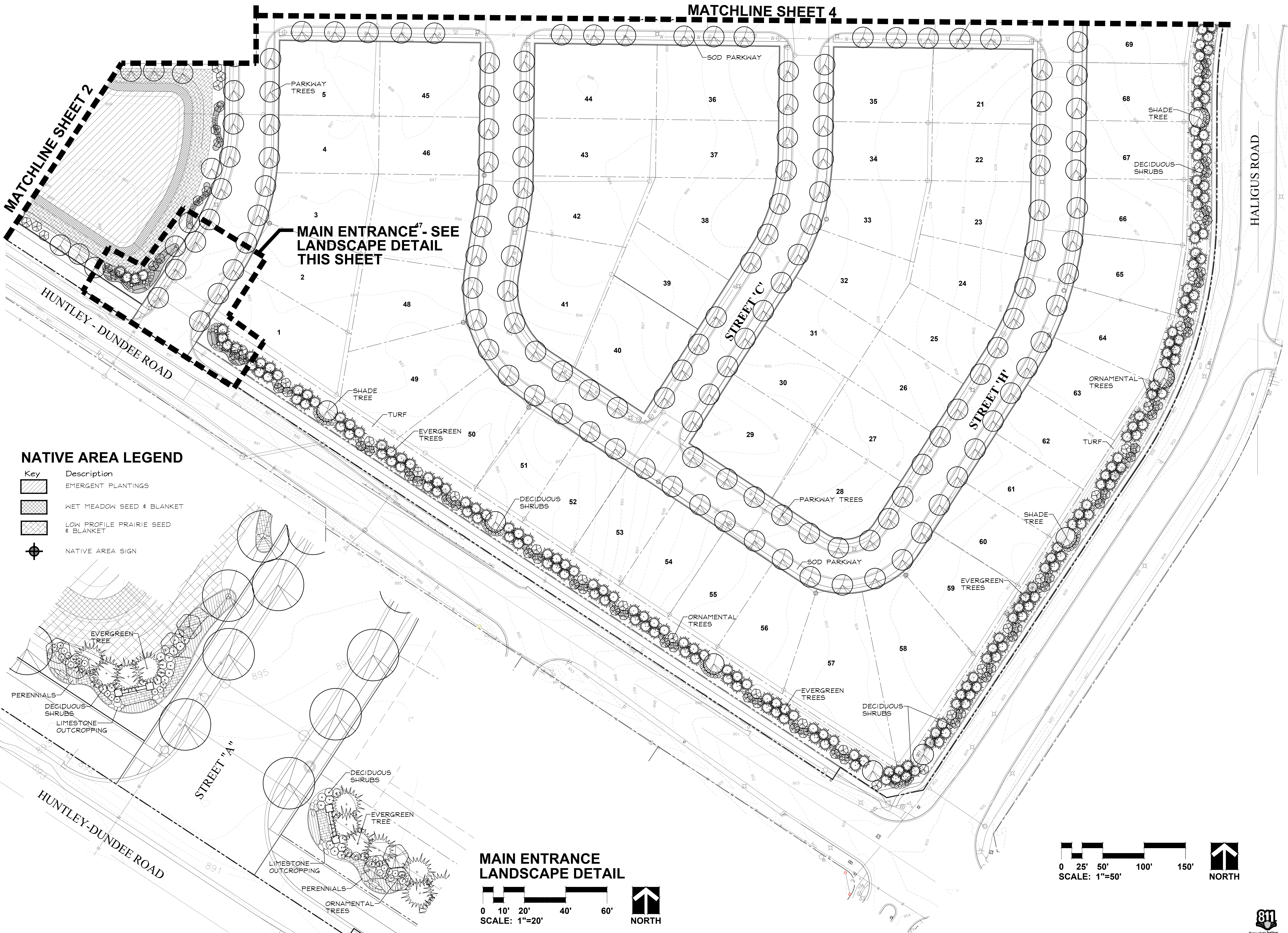
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FIELDSTONE
HUNTLEY, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

| REVISIONS | DATE |
|-----------|---------|
| 1 | 1.14.22 |

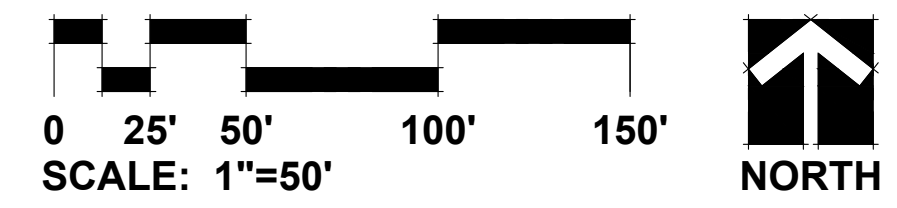
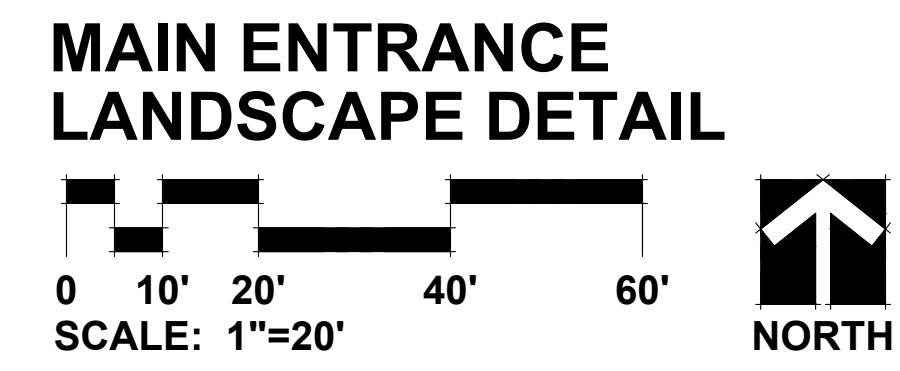
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| DATE | 11.12.21 |
| PROJECT NO. | M121192 |
| DRAWN | CLE |
| CHECKED | MGM |
| SHEET NO. | |

3 OF 8



NATIVE AREA LEGEND

| Key | Description |
|-----|------------------------------------|
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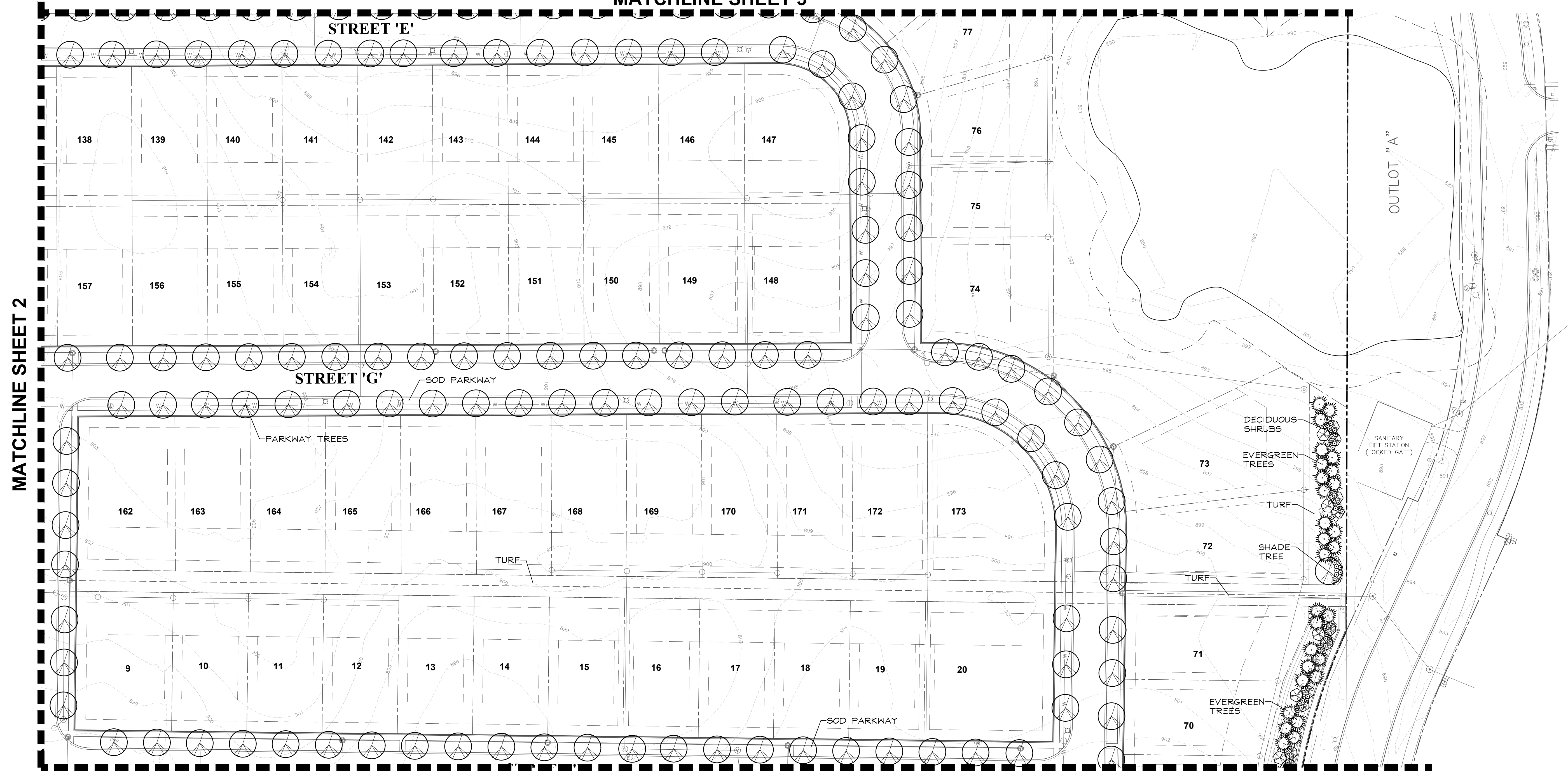
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FIELDSTONE
HUNTLEY, ILLINOIS
PRELIMINARY LANDSCAPE PLAN

1 1.14.22
REVISIONS

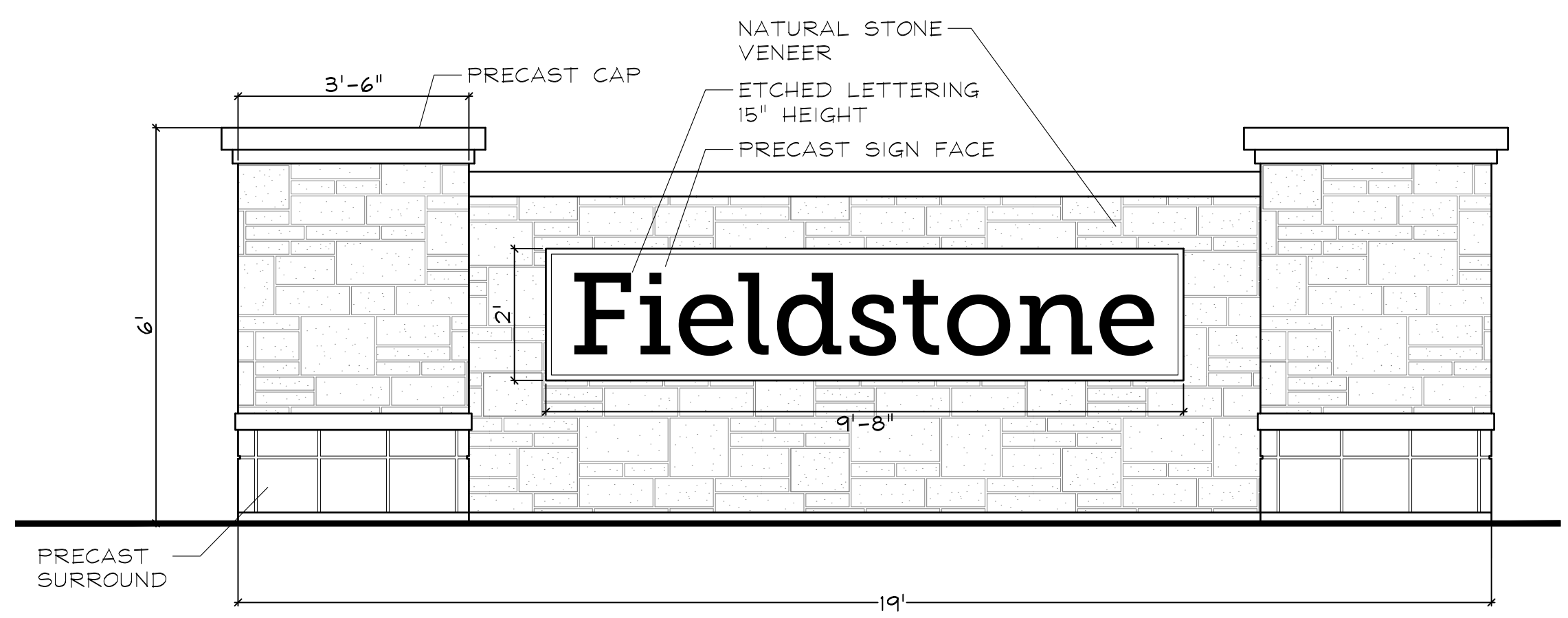
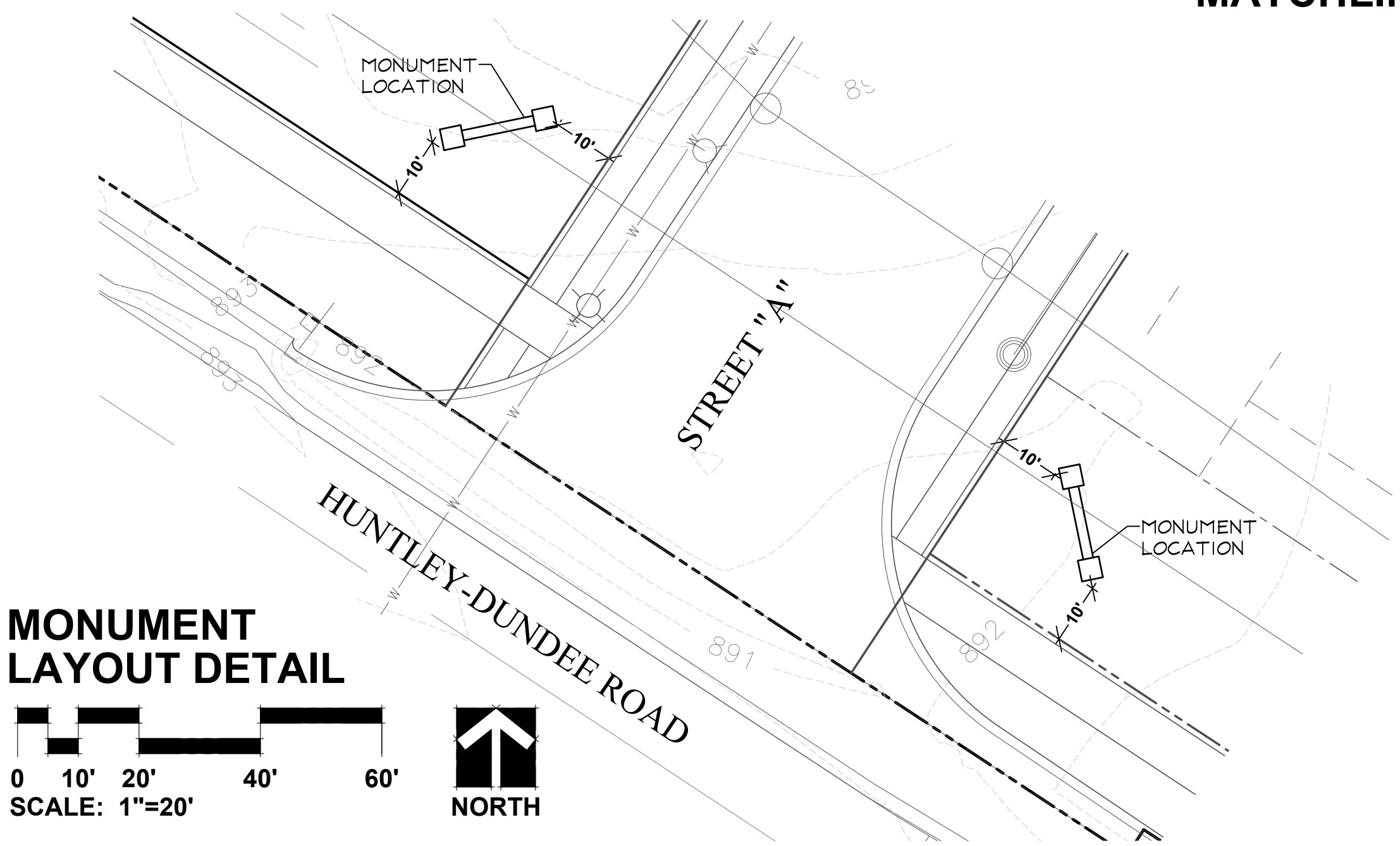
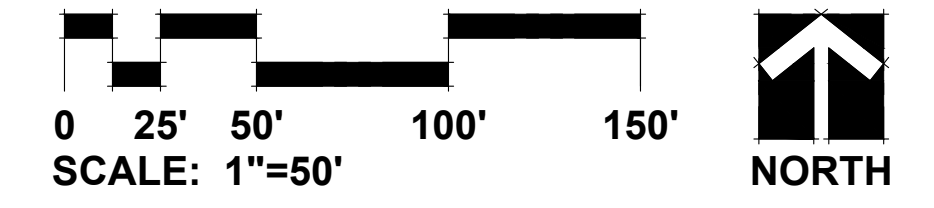
DATE 11.12.21
PROJECT NO. M121192
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MATCHLINE SHEET 5



MATCHLINE SHEET 2

MATCHLINE SHEET 3





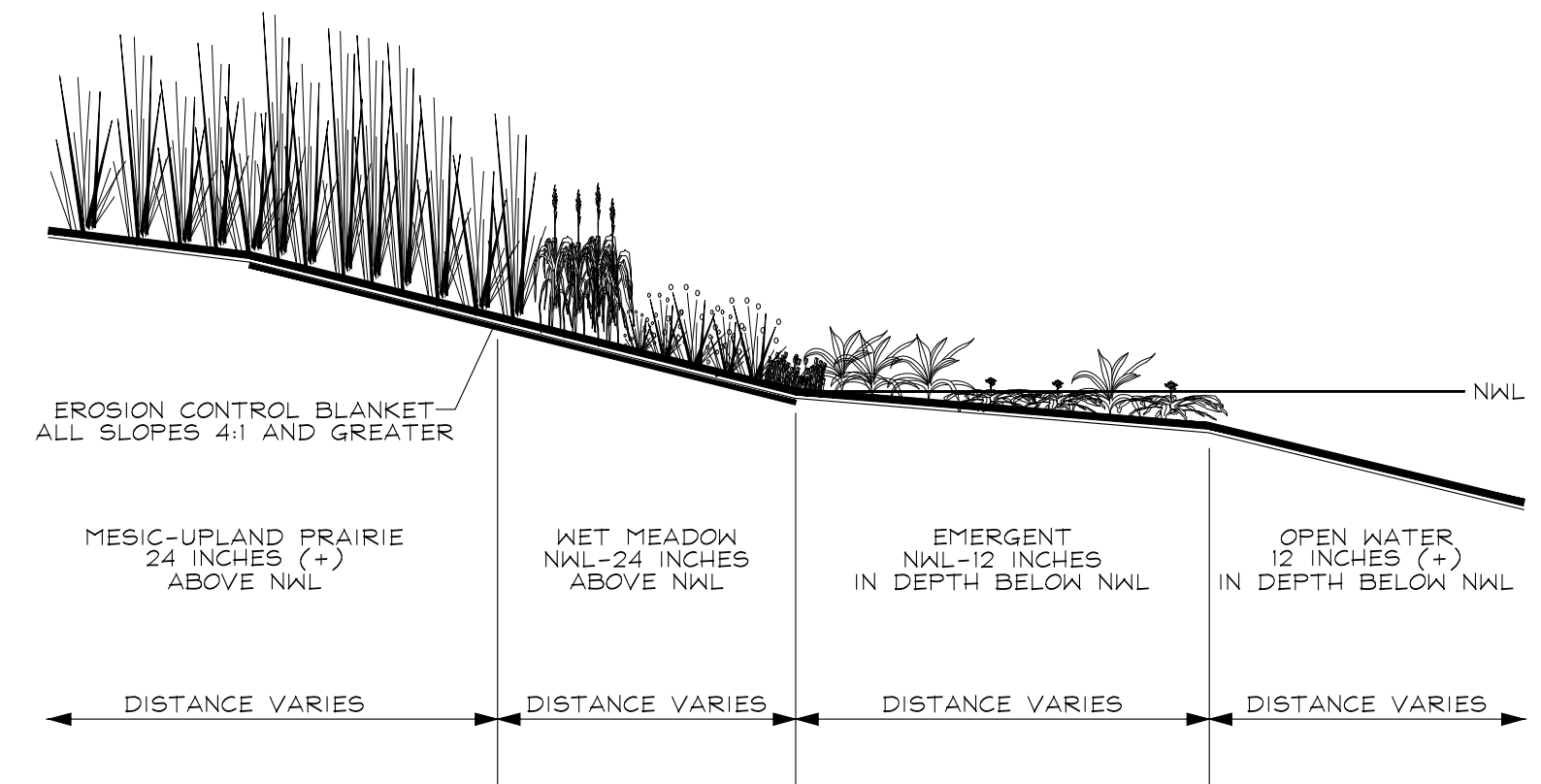
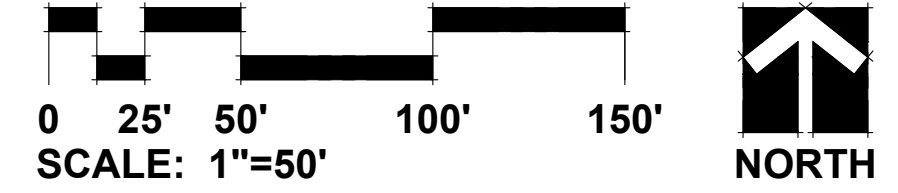
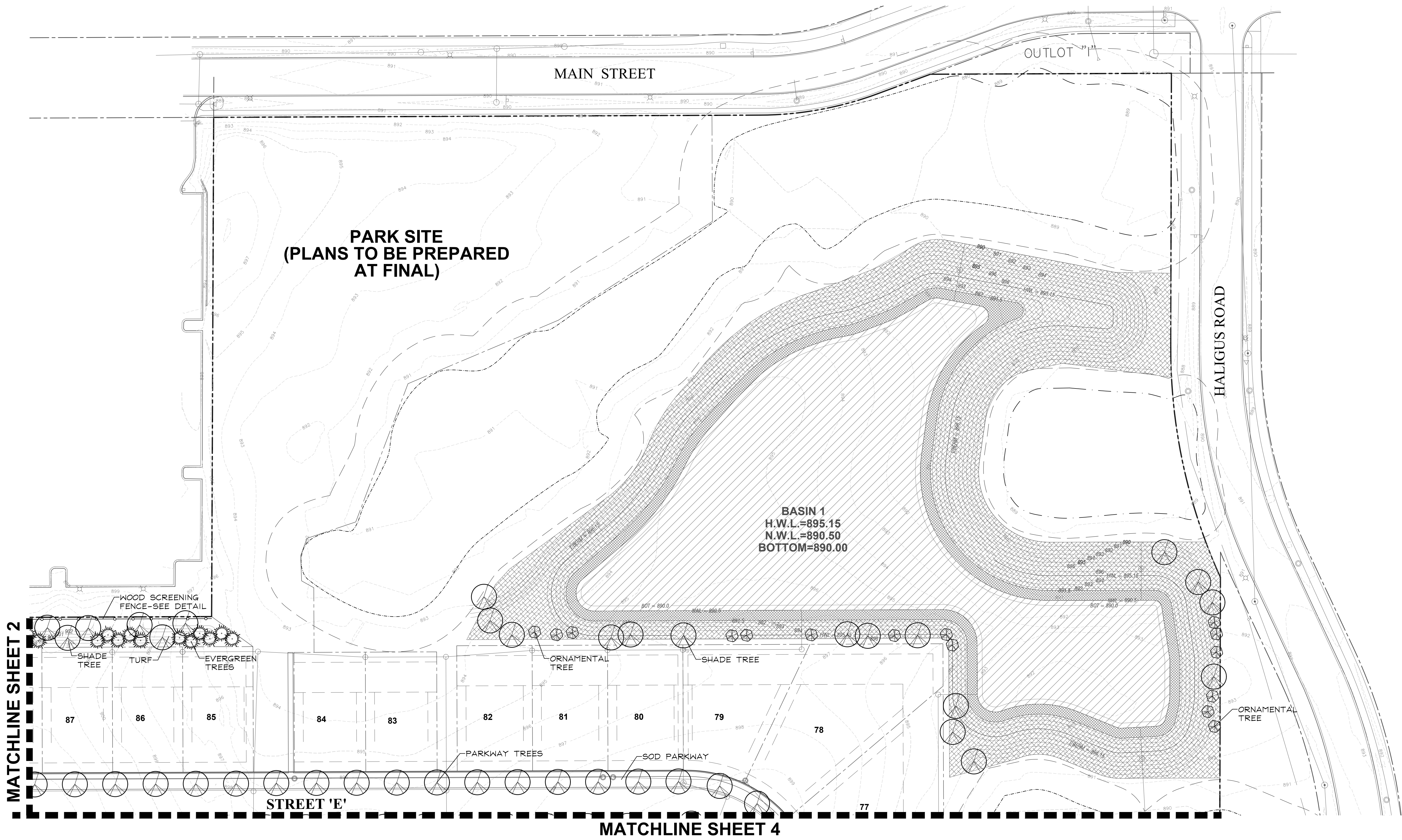
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ROSEMONT, IL 60018

FIELDSTONE
HUNTLEY, ILLINOIS
PRELIMINARY LANDSCAPE PLAN



PLANT COMMUNITY SECTION
NOT TO SCALE

NATIVE AREA LEGEND

| Key | Description |
|-----|------------------------------------|
| | EMERGENT PLANTINGS |
| | WET MEADOW SEED & BLANKET |
| | LOW PROFILE PRAIRIE SEED & BLANKET |
| | NATIVE AREA SIGN |

| 1 | 11.14.22 |
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| REVISIONS | |

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| SHEET NO. | |





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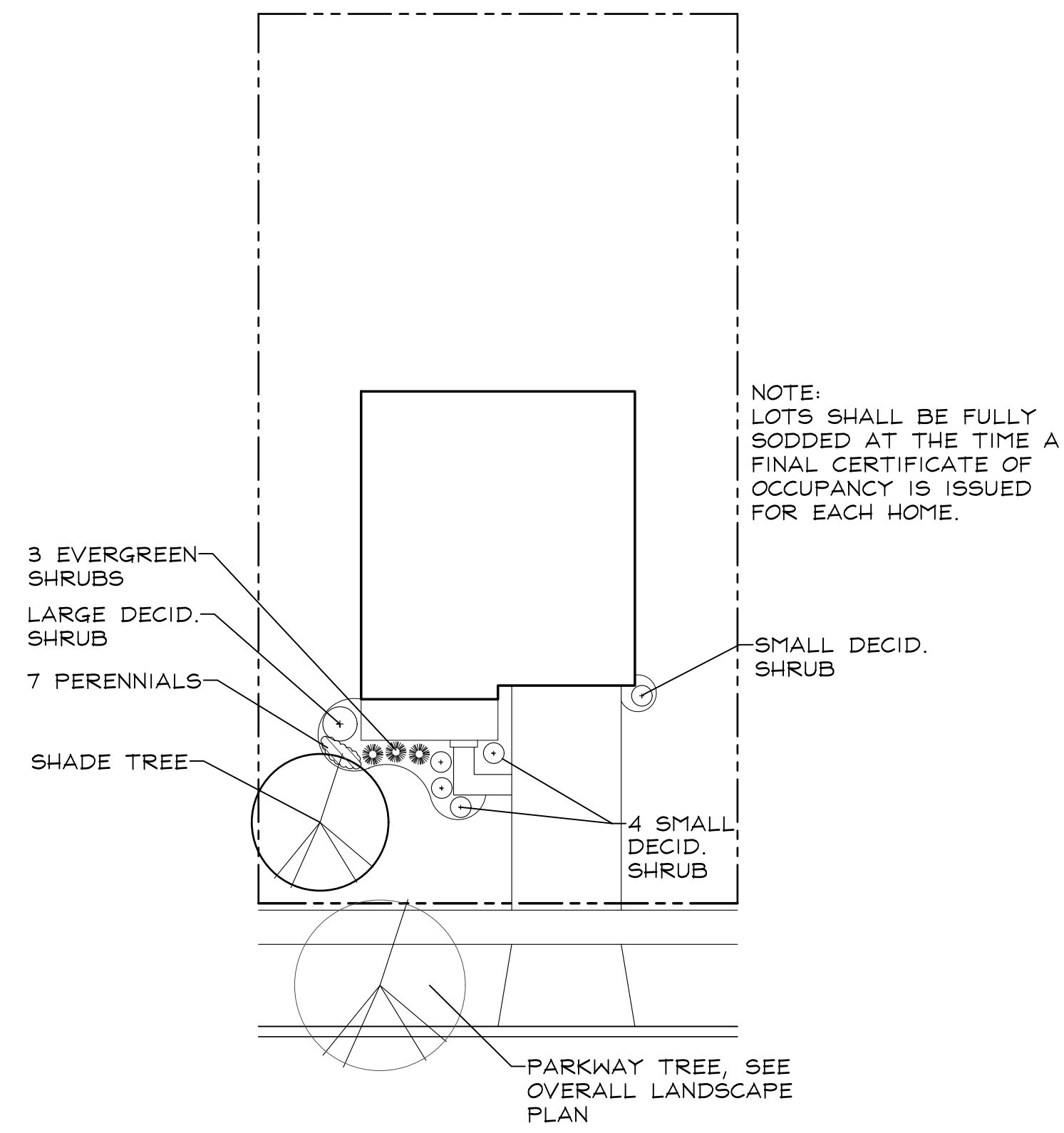
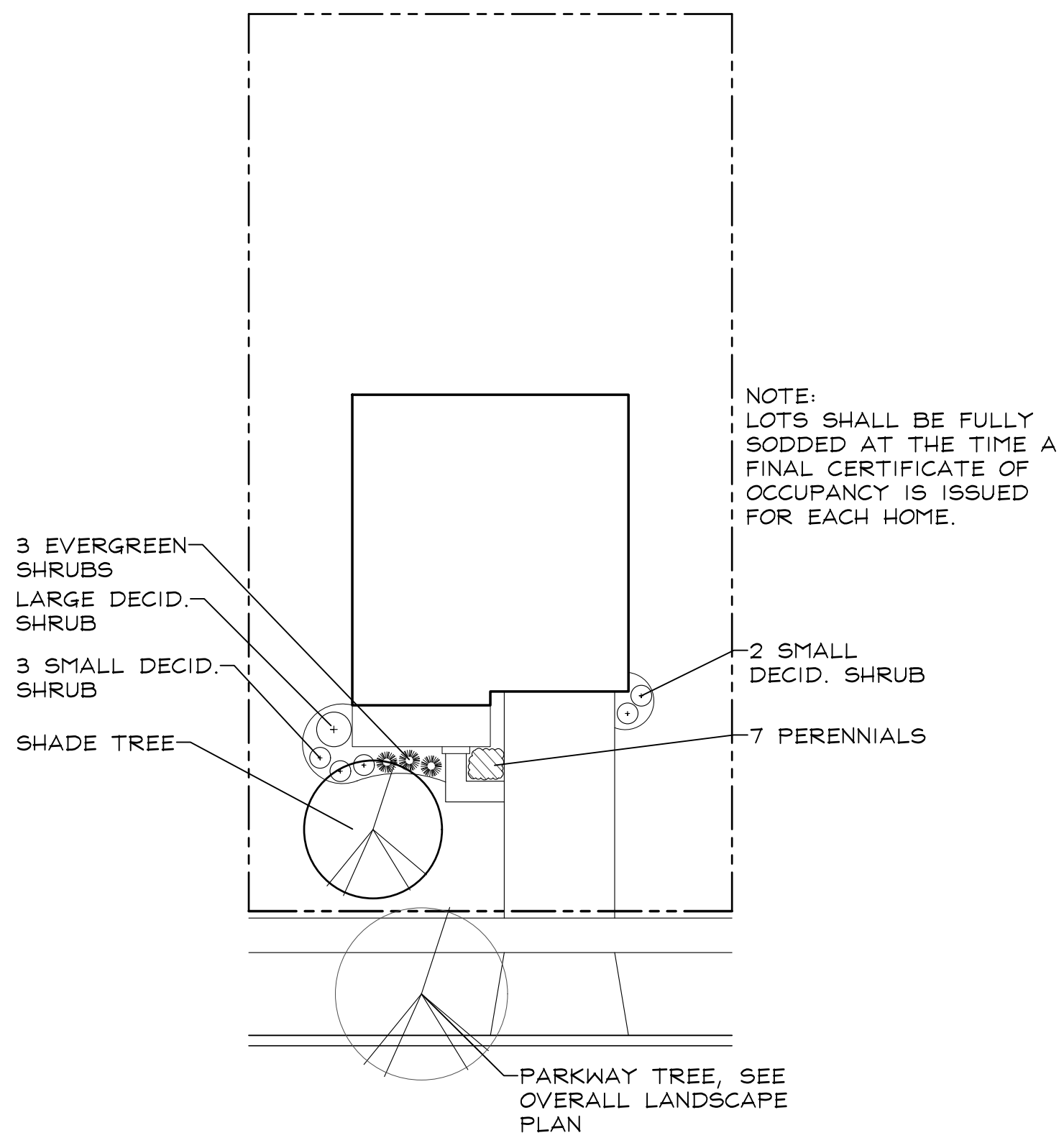
CIVIL ENGINEER:
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9575 W. HIGGINS ROAD
SUITE 700
ROSEMONT, IL 60018

FIELDSTONE
HUNTLEY, ILLINOIS
TYPICAL FOUNDATION LANDSCAPE PLANS

| | | |
|---|-----------|---------|
| 1 | REVISIONS | 1.14.22 |
|---|-----------|---------|

| | |
|-------------|----------|
| DATE | 11.12.21 |
| PROJECT NO. | MI21192 |
| DRAWN | CLE |
| CHECKED | MGM |
| SHEET NO. | |

6 OF 8



TYPICAL RESIDENCE LANDSCAPE PACKAGES
SCALE: 1"=20'

TYPICAL RESIDENCE LANDSCAPE PLANT LIST

SHADE TREE: (2 1/2" CALIPER)

- AUTUMN BLAZE MAPLE
- STATE STREET MAPLE
- TRIUMPH ELM

- RED OAK
- AMERICAN HORNBEAM
- SILVER LINDEN

LARGE SHRUBS: (30" TALL / 5 GAL.)

- CRANBERRYBUSH VIBURNUM*
- JUDD VIBURNUM*
- DWARF KOREAN LILAC

- ISANTI REDTWIG DOGWOOD
- SUMMER WINE NINEBARK*
- PEKING COTONEASTER

SMALL SHRUBS: (18" TALL / 5 GAL.)

- ARCTIC FIRE REDTWIG DOGWOOD
- LITTLE DEVIL NINEBARK*
- GOLD FLAME SPIREA
- DARK HORSE WEIGELA

- ENDLESS SUMMER HYDRANGEA*
- TOR SPIREA
- KNOCK OUT ROSE
- IROQUOIS BEAUTY BLACK CHOKEBERRY*

EVERGREEN SHRUBS: (24" WIDE / 5 GAL.)

- DENSE YEW*
- SHAMROCK INKBERRY*

- KALLAY'S COMPACT JUNIPER
- NORDIC BLUE JUNIPER

PERENNIALS: (18" O.C. / 1 GAL.)

- SUMMER BEAUTY ALLIUM
- HAPPY RETURN DAYLILY
- LITTLE WINECUP DAYLILY

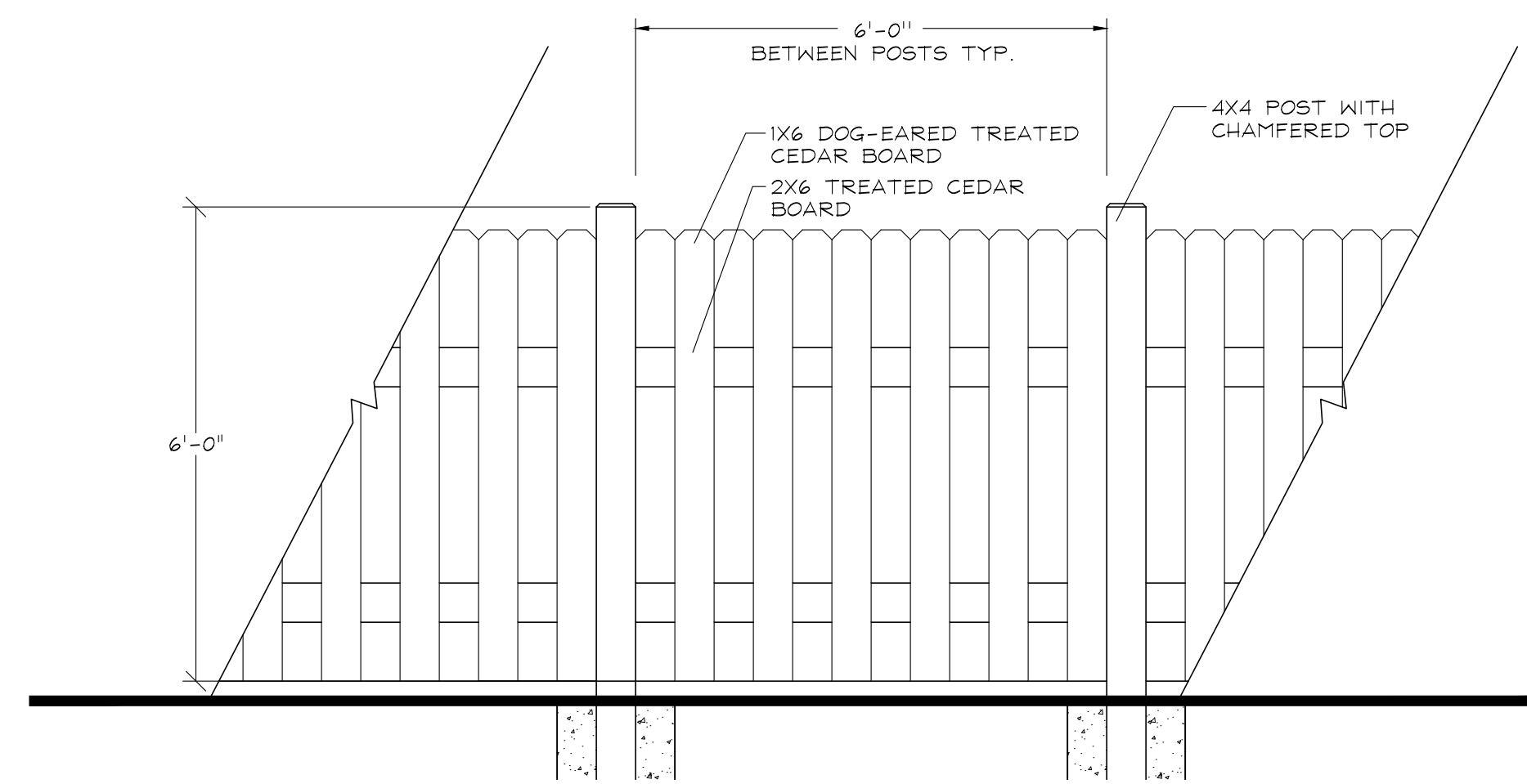
- BROOKSIDE GERANIUM*
- FOREVER PINK PHLOX
- MAY NIGHT SALVIA

ORNAMENTAL GRASSES: (24" O.C. / 1 GAL.)

- PRAIRIE DROPSEED
- FEATHER REED GRASS

- SHENANDOAH SWITCHGRASS
- AUTUMN MOOR GRASS

NOTES:
THIS SYMBOL "*" DENOTES SHADE TOLERANT PLANTS FOR NORTH FACING FOUNDATION PLANTINGS



6' WOOD SCREEN FENCE DETAIL
NOT TO SCALE



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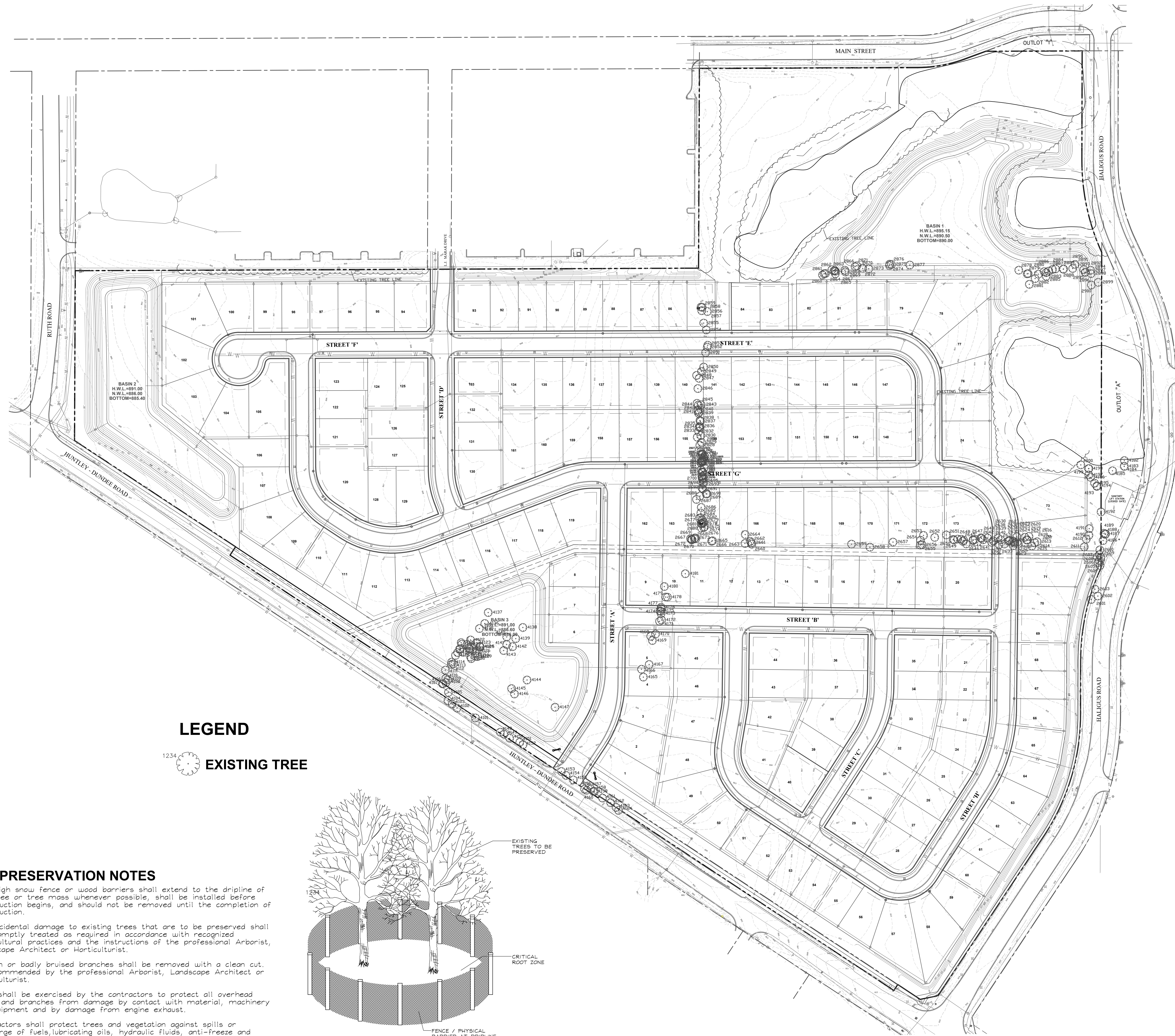


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ROSEMONT, IL 60018

FIELDSTONE
HUNTLEY, ILLINOIS
TREE PRESERVATION PLAN

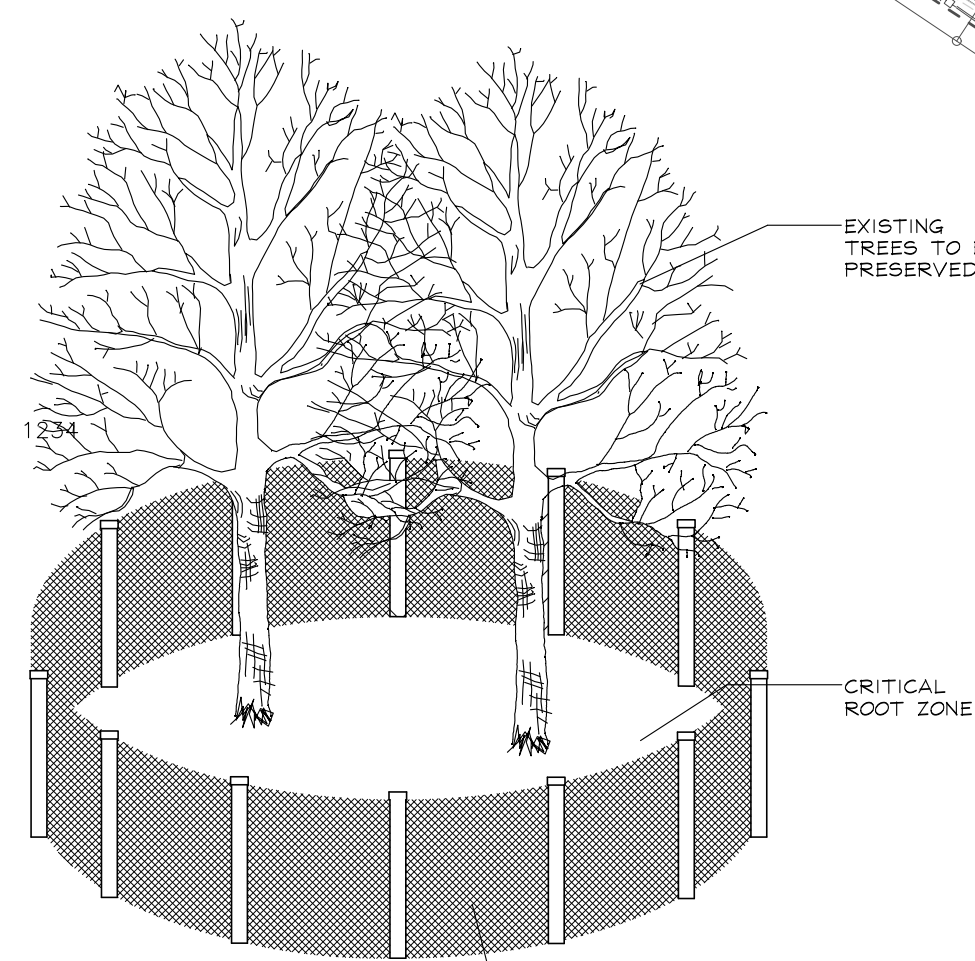


LEGEND

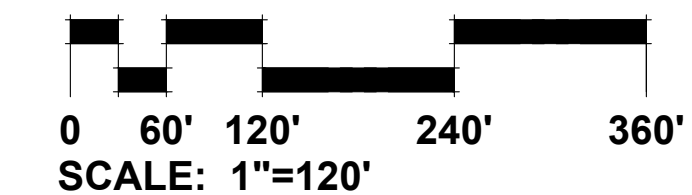
1234 EXISTING TREE

TREE PRESERVATION NOTES

- 48" high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
- All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
- Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
- Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
- Contractors shall protect trees and vegetation against spills or discharge of fuels, lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
- When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.



TREE PRESERVATION DETAIL
(NOT TO SCALE)
SEE NOTES



| REVISIONS | DATE |
|-----------|----------|
| 1 | 11.12.21 |

DATE 11.12.21
PROJECT NO. M121192
DRAWN CLE
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SHEET NO.

7 OF 8



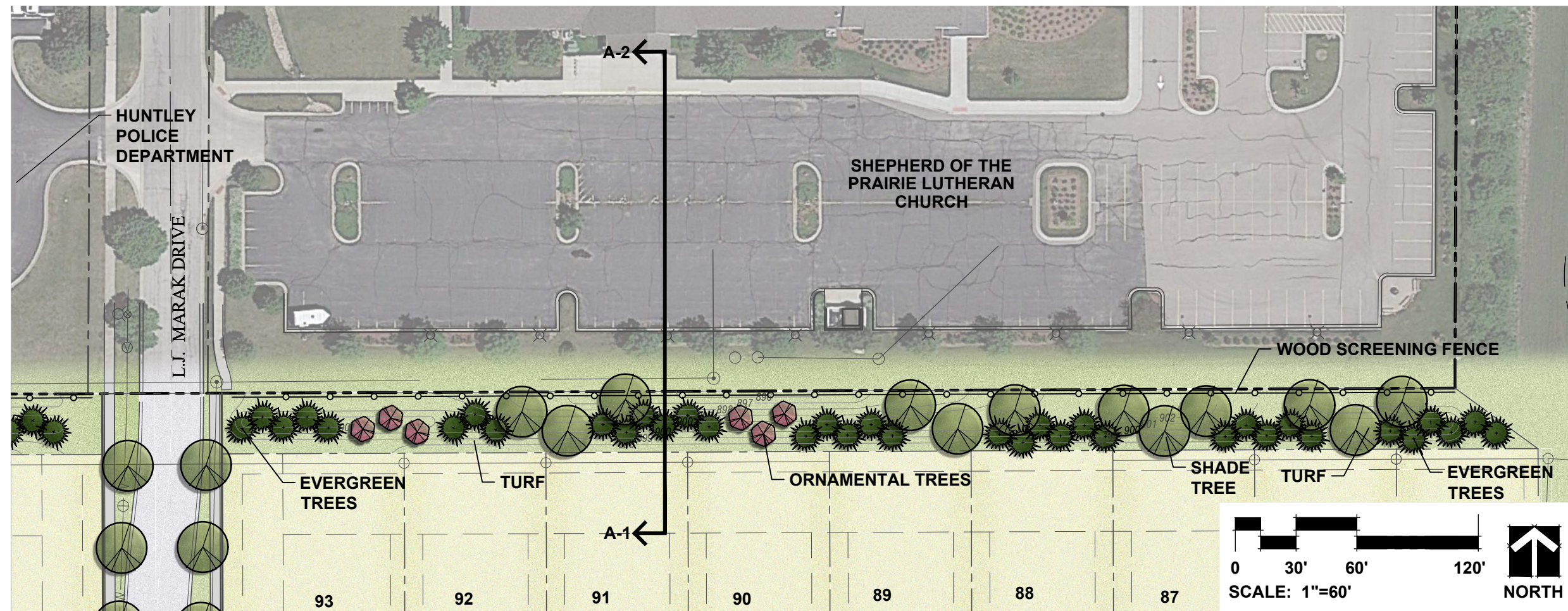
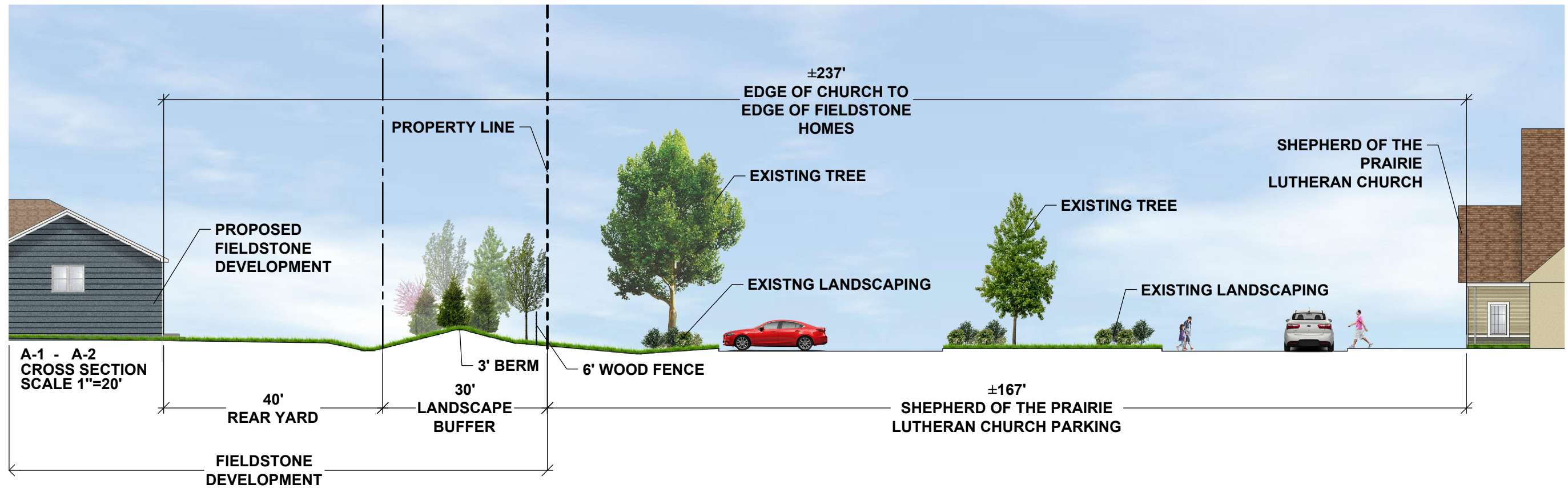
TREE INVENTORY

TREE INVENTORY: 11/10/2021
 PROJECT NAME: Fieldstone
 CLIENT: MI Homes
 GRWA PROJECT NUMBER: M21192
 1) Trees measured at 4.5' above the ground - DBH (diameter Breast Height)
 2) Shrubs not tagged
 3) Health Rating:
 Good - Less than 20% dead wood and sound structure
 Fair - 20-60% dead wood, unsound structure, minor signs of disease
 Poor - 60-90% dead wood, structural damage, heavy signs of disease
 Dead - Greater than 90% dead wood or dead crown with resprouts only

| TAG NO. | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | RATING | PRESERVE/REMOVE |
|---------|-------------------------|----------------|--------------------------|--------|----------------------|
| 2601 | <i>Acer negundo</i> | Box Elder | 10,6,6 | Fair | To be noted at final |
| 2602 | <i>Acer saccharinum</i> | Silver Maple | 9,7,4 | Fair | To be noted at final |
| 2603 | <i>Acer saccharinum</i> | Silver Maple | 6,6,6,5,2,2 | Poor | To be noted at final |
| 2604 | <i>Ulmus pumila</i> | Siberian Elm | 13 | Poor | To be noted at final |
| 2605 | <i>Acer saccharinum</i> | Silver Maple | 6,4 | Fair | To be noted at final |
| 2606 | <i>Acer saccharinum</i> | Silver Maple | 10 | Poor | To be noted at final |
| 2607 | <i>Ulmus pumila</i> | Siberian Elm | 15,10 | Poor | To be noted at final |
| 2608 | <i>Ulmus pumila</i> | Siberian Elm | 8,5 | Poor | To be noted at final |
| 2609 | <i>Acer saccharinum</i> | Silver Maple | 6 | Good | To be noted at final |
| 2610 | <i>Acer saccharinum</i> | Silver Maple | 8,8,7,6 | Poor | To be noted at final |
| 2611 | <i>Morus alba</i> | White Mulberry | 6,4,2,2 | Poor | To be noted at final |
| 2612 | <i>Ulmus pumila</i> | Siberian Elm | 24 | Poor | To be noted at final |
| 2613 | <i>Ulmus americana</i> | American Elm | 18 | Fair | To be noted at final |
| 2614 | <i>Ulmus americana</i> | American Elm | 8 | Fair | To be noted at final |
| 2615 | <i>Acer negundo</i> | Box Elder | 16,11 | Poor | To be noted at final |
| 2616 | <i>Acer saccharinum</i> | Silver Maple | 27,24 | Fair | To be noted at final |
| 2617 | <i>Acer saccharinum</i> | Silver Maple | 16 | Poor | To be noted at final |
| 2618 | <i>Acer negundo</i> | Box Elder | 12 | Poor | To be noted at final |
| 2619 | <i>Acer negundo</i> | Box Elder | 9 | Poor | To be noted at final |
| 2620 | <i>Acer negundo</i> | Box Elder | 14 | Poor | To be noted at final |
| 2621 | <i>Acer negundo</i> | Box Elder | 8 | Poor | To be noted at final |
| 2622 | <i>Morus alba</i> | White Mulberry | 9,4 | Poor | To be noted at final |
| 2623 | <i>Acer negundo</i> | Box Elder | 10 | Fair | To be noted at final |
| 2624 | <i>Acer negundo</i> | Box Elder | 6 | Poor | To be noted at final |
| 2625 | <i>Acer negundo</i> | Box Elder | 13 | Poor | To be noted at final |
| 2626 | <i>Ulmus pumila</i> | Siberian Elm | 28 | Poor | To be noted at final |
| 2627 | <i>Acer negundo</i> | Box Elder | 12 | Poor | To be noted at final |
| 2628 | <i>Acer negundo</i> | Box Elder | 11 | Poor | To be noted at final |
| 2629 | <i>Acer negundo</i> | Box Elder | 9 | Poor | To be noted at final |
| 2630 | <i>Acer negundo</i> | Box Elder | 15 | Poor | To be noted at final |
| 2631 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2632 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2633 | <i>Ulmus americana</i> | American Elm | 6 | Fair | To be noted at final |
| 2634 | <i>Ulmus americana</i> | American Elm | 15 | Fair | To be noted at final |
| 2635 | <i>Ulmus pumila</i> | Siberian Elm | 7 | Poor | To be noted at final |
| 2636 | <i>Acer saccharinum</i> | Silver Maple | 8 | Poor | To be noted at final |
| 2637 | <i>Acer negundo</i> | Box Elder | 18,12,7 | Poor | To be noted at final |
| 2638 | <i>Ulmus americana</i> | American Elm | 8,5 | Poor | To be noted at final |
| 2639 | <i>Acer negundo</i> | Box Elder | 17 | Poor | To be noted at final |
| 2640 | <i>Acer negundo</i> | Box Elder | 12 | Poor | To be noted at final |
| 2641 | <i>Acer negundo</i> | Box Elder | 14,12 | Poor | To be noted at final |
| 2642 | <i>Acer negundo</i> | Box Elder | 12 | Poor | To be noted at final |
| 2643 | <i>Acer negundo</i> | Box Elder | 12,10 | Poor | To be noted at final |
| 2644 | <i>Acer negundo</i> | Box Elder | 32 | Poor | To be noted at final |
| 2645 | <i>Acer negundo</i> | Box Elder | 8 | Poor | To be noted at final |
| 2646 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2647 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2648 | <i>Acer negundo</i> | Box Elder | 14 | Poor | To be noted at final |
| 2649 | <i>Acer negundo</i> | Box Elder | 22,17 | Poor | To be noted at final |
| 2650 | <i>Acer negundo</i> | Box Elder | 9 | Poor | To be noted at final |
| 2651 | <i>Acer negundo</i> | Box Elder | 20,15 | Poor | To be noted at final |
| 2652 | <i>Acer negundo</i> | Box Elder | 20,18,8 | Poor | To be noted at final |
| 2653 | <i>Morus alba</i> | White Mulberry | 13 | Poor | To be noted at final |
| 2654 | <i>Acer negundo</i> | Box Elder | 70,22,20 | Poor | To be noted at final |
| 2655 | <i>Morus alba</i> | White Mulberry | 8,6,4 | Poor | To be noted at final |
| 2656 | <i>Morus alba</i> | White Mulberry | 7,7,3 | Poor | To be noted at final |
| 2657 | <i>Morus alba</i> | White Mulberry | 7,6,6,3,2 | Poor | To be noted at final |
| 2658 | <i>Morus alba</i> | White Mulberry | 19,16,12,12 | Poor | To be noted at final |
| 2659 | <i>Morus alba</i> | White Mulberry | 20,8,6,5,4 | Poor | To be noted at final |
| 2660 | <i>Morus alba</i> | White Mulberry | 12,12,6 | Poor | To be noted at final |
| 2661 | <i>Morus alba</i> | White Mulberry | 14,11,2 | Poor | To be noted at final |
| 2662 | <i>Morus alba</i> | White Mulberry | 7,7,7,6 | Poor | To be noted at final |
| 2663 | <i>Acer negundo</i> | Box Elder | 10,7 | Fair | To be noted at final |
| 2664 | <i>Morus alba</i> | White Mulberry | 11,8,6 | Poor | To be noted at final |
| 2665 | <i>Morus alba</i> | White Mulberry | 16,16,14,12,12,11,10,9,8 | Poor | To be noted at final |
| 2666 | <i>Morus alba</i> | White Mulberry | 8,5 | Poor | To be noted at final |
| 2667 | <i>Acer negundo</i> | Box Elder | 20,14,10 | Poor | To be noted at final |
| 2668 | <i>Acer negundo</i> | Box Elder | 16,4 | Poor | To be noted at final |
| 2669 | <i>Acer negundo</i> | Box Elder | 12,11,8,4 | Poor | To be noted at final |
| 2670 | <i>Acer negundo</i> | Box Elder | 14 | Poor | To be noted at final |
| 2671 | <i>Acer negundo</i> | Box Elder | 14 | Poor | To be noted at final |
| 2672 | <i>Acer negundo</i> | Box Elder | 8,6 | Poor | To be noted at final |
| 2673 | <i>Acer negundo</i> | Box Elder | 20 | Poor | To be noted at final |
| 2674 | <i>Acer negundo</i> | Box Elder | 12,9 | Poor | To be noted at final |
| 2675 | <i>Acer negundo</i> | Box Elder | 5,4 | Poor | To be noted at final |
| 2676 | <i>Acer negundo</i> | Box Elder | 8 | Poor | To be noted at final |
| 2677 | <i>Acer negundo</i> | Box Elder | 11,10 | Poor | To be noted at final |
| 2678 | <i>Acer negundo</i> | Box Elder | 10,8 | Poor | To be noted at final |
| 2679 | <i>Acer negundo</i> | Box Elder | 11,11 | Poor | To be noted at final |
| 2680 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2681 | <i>Acer negundo</i> | Box Elder | 12,10,9,7,4 | Poor | To be noted at final |
| 2682 | <i>Acer negundo</i> | Box Elder | 11,10,8 | Poor | To be noted at final |
| 2683 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2684 | <i>Acer negundo</i> | Box Elder | 9,9 | Poor | To be noted at final |
| 2685 | <i>Acer negundo</i> | Box Elder | 14,14,12 | Poor | To be noted at final |

| TAG NO. | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | RATING | PRESERVE/REMOVE |
|---------|--------------------------|----------------|------------------------|--------|----------------------|
| 2686 | <i>Acer negundo</i> | Box Elder | 9,8,6 | Poor | To be noted at final |
| 2687 | <i>Acer negundo</i> | Box Elder | 19,18,14,10 | Poor | To be noted at final |
| 2688 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2689 | <i>Acer negundo</i> | Box Elder | 12,10 | Poor | To be noted at final |
| 2690 | <i>Acer negundo</i> | Box Elder | 10,10 | Poor | To be noted at final |
| 2691 | <i>Acer negundo</i> | Box Elder | 12,11,8,8,7 | Poor | To be noted at final |
| 2692 | <i>Acer negundo</i> | Box Elder | 6 | Poor | To be noted at final |
| 2693 | <i>Acer negundo</i> | Box Elder | 11 | Poor | To be noted at final |
| 2694 | <i>Morus alba</i> | White Mulberry | 9,9,5,4,4,2 | Poor | To be noted at final |
| 2695 | <i>Acer negundo</i> | Box Elder | 10,9,8,5 | Poor | To be noted at final |
| 2696 | <i>Acer negundo</i> | Box Elder | 7 | Fair | To be noted at final |
| 2697 | <i>Acer negundo</i> | Box Elder | 11 | Poor | To be noted at final |
| 2698 | <i>Acer negundo</i> | Box Elder | 8,4 | Poor | To be noted at final |
| 2699 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2700 | <i>Acer negundo</i> | Box Elder | 7,4 | Poor | To be noted at final |
| 2801 | <i>Acer negundo</i> | Box Elder | 7,7,5 | Poor | To be noted at final |
| 2802 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2803 | <i>Acer negundo</i> | Box Elder | 8,4 | Poor | To be noted at final |
| 2804 | <i>Acer negundo</i> | Box Elder | 9,9 | Poor | To be noted at final |
| 2805 | <i>Acer negundo</i> | Box Elder | 9 | Poor | To be noted at final |
| 2806 | <i>Acer negundo</i> | Box Elder | 11 | Poor | To be noted at final |
| 2807 | <i>Morus alba</i> | White Mulberry | 10,10 | Poor | To be noted at final |
| 2808 | <i>Morus alba</i> | White Mulberry | 6 | Fair | To be noted at final |
| 2809 | <i>Morus alba</i> | White Mulberry | 7 | Poor | To be noted at final |
| 2810 | <i>Prunus serotina</i> | Black Cherry | 6 | Poor | To be noted at final |
| 2811 | <i>Prunus serotina</i> | Black Cherry | 13 | Fair | To be noted at final |
| 2812 | <i>Morus alba</i> | White Mulberry | 12,9,7,4 | Poor | To be noted at final |
| 2813 | <i>Morus alba</i> | White Mulberry | 7 | Poor | To be noted at final |
| 2814 | <i>Morus alba</i> | White Mulberry | 7,5 | Poor | To be noted at final |
| 2815 | <i>Acer negundo</i> | Box Elder | 14,11 | Poor | To be noted at final |
| 2816 | <i>Prunus serotina</i> | Black Cherry | 13 | Fair | To be noted at final |
| 2817 | <i>Prunus serotina</i> | Black Cherry | 9,7 | Poor | To be noted at final |
| 2818 | <i>Morus alba</i> | White Mulberry | 7 | Poor | To be noted at final |
| 2819 | <i>Prunus serotina</i> | Black Cherry | 10 | Poor | To be noted at final |
| 2820 | <i>Acer negundo</i> | Box Elder | 7,7,7,7 | Poor | To be noted at final |
| 2821 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2822 | <i>Ulmus pumila</i> | Siberian Elm | 13 | Fair | To be noted at final |
| 2823 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2824 | <i>Acer negundo</i> | Box Elder | 9 | Poor | To be noted at final |
| 2825 | <i>Acer negundo</i> | Box Elder | 11,8,7 | Poor | To be noted at final |
| 2826 | <i>Acer negundo</i> | Box Elder | 12 | Poor | To be noted at final |
| 2827 | <i>Acer negundo</i> | Box Elder | 13 | Poor | To be noted at final |
| 2828 | <i>Acer negundo</i> | Box Elder | 12,12,9,8,7,3 | Poor | To be noted at final |
| 2829 | <i>Acer negundo</i> | Box Elder | 11,7 | Poor | To be noted at final |
| 2830 | <i>Morus alba</i> | White Mulberry | 8 | Fair | To be noted at final |
| 2831 | <i>Acer negundo</i> | Box Elder | 12,12 | Poor | To be noted at final |
| 2832 | <i>Acer negundo</i> | Box Elder | 10,9,9,7,6 | Poor | To be noted at final |
| 2833 | <i>Acer negundo</i> | Box Elder | 11 | Poor | To be noted at final |
| 2834 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2835 | <i>Acer negundo</i> | Box Elder | 9,7 | Poor | To be noted at final |
| 2836 | <i>Acer negundo</i> | Box Elder | 6,6 | Poor | To be noted at final |
| 2837 | <i>Acer negundo</i> | Box Elder | 14,11 | Poor | To be noted at final |
| 2838 | <i>Acer negundo</i> | Box Elder | 18,11,5 | Poor | To be noted at final |
| 2839 | <i>Acer negundo</i> | Box Elder | 10 | Poor | To be noted at final |
| 2840 | <i>Acer negundo</i> | Box Elder | 9 | Poor | To be noted at final |
| 2841 | <i>Acer negundo</i> | Box Elder | 7,6 | Poor | To be noted at final |
| 2842 | <i>Acer saccharinum</i> | Silver Maple | 12,11,10,10,10,9,8,8,4 | Poor | To be noted at final |
| 2843 | <i>Ulmus americana</i> | American Elm | 6 | Poor | To be noted at final |
| 2844 | <i>Acer negundo</i> | Box Elder | 10,8 | Poor | To be noted at final |
| 2845 | <i>Acer negundo</i> | Box Elder | 16,12,10,10,7 | Poor | To be noted at final |
| 2846 | <i>Morus alba</i> | White Mulberry | 10,8,8 | Poor | To be noted at final |
| 2847 | <i>Morus alba</i> | White Mulberry | 12,6,4 | Poor | To be noted at final |
| 2848 | <i>Acer negundo</i> | Box Elder | 32 | Poor | To be noted at final |
| 2849 | <i>Morus alba</i> | White Mulberry | 9,7 | Poor | To be noted at final |
| 2850 | <i>Acer negundo</i> | Box Elder | 6,5 | Poor | To be noted at final |
| 2851 | <i>Ulmus pumila</i> | Siberian Elm | 6 | Poor | To be noted at final |
| 2852 | <i>Ulmus americana</i> | American Elm | 7 | Fair | To be noted at final |
| 2853 | <i>Prunus serotina</i> | Black Cherry | 8,7,7,6 | Fair | To be noted at final |
| 2854 | <i>Morus alba</i> | White Mulberry | 6,5,5 | Fair | To be noted at final |
| 2855 | <i>Acer negundo</i> | Box Elder | 15,4 | Fair | To be noted at final |
| 2856 | <i>Morus alba</i> | White Mulberry | 6,3,2,2 | Poor | To be noted at final |
| 2857 | <i>Morus alba</i> | White Mulberry | 14,6,6 | Poor | To be noted at final |
| 2858 | <i>Morus alba</i> | White Mulberry | 9 | Poor | To be noted at final |
| 2859 | <i>Morus alba</i> | White Mulberry | 12,9,9 | Poor | To be noted at final |
| 2860 | <i>Morus alba</i> | White Mulberry | 7,4,4,4 | Poor | To be noted at final |
| 2861 | <i>Morus alba</i> | White Mulberry | 6,4,2 | Poor | To be noted at final |
| 2862 | <i>Prunus serotina</i> | Black Cherry | 7,6,6,6,4 | Poor | To be noted at final |
| 2863 | <i>Morus alba</i> | White Mulberry | 7 | Poor | To be noted at final |
| 2864 | <i>Morus alba</i> | White Mulberry | 8,4,4 | Poor | To be noted at final |
| 2865 | <i>Morus alba</i> | White Mulberry | 6 | Poor | To be noted at final |
| 2866 | <i>Prunus serotina</i> | Black Cherry | 10,7,6 | Poor | To be noted at final |
| 2867 | <i>Morus alba</i> | White Mulberry | 6,4,3 | Poor | To be noted at final |
| 2868 | <i>Prunus virginiana</i> | Chokecherry | 6 | Fair | To be noted at final |
| 2869 | <i>Prunus serotina</i> | Black Cherry | 6 | Fair | To be noted at final |
| 2870 | <i>Morus alba</i> | White Mulberry | 7,4 | Poor | To be noted at final |
| 2871 | <i>Morus alba</i> | White Mulberry | 6 | Fair | To be noted at final |
| 2872 | <i>Morus alba</i> | White Mulberry | 11,4,4 | Poor | To be noted at final |
| 2873 | <i>Morus alba</i> | White Mulberry | 11,7,5 | Poor | To be noted at final |
| 2874 | <i>Morus alba</i> | White Mulberry | 7 | Fair | To be noted at final |
| 2875 | <i>Morus alba</i> | White Mulberry | 6,6,4,2 | Poor | To be noted at final |
| 2876 | <i>Morus alba</i> | White Mulberry | 9,6,4 | Poor | To be noted at final |
| 2877 | <i>Morus alba</i> | White Mulberry | 7,6,5 | Fair | To be noted at final |
| 2878 | <i>Morus alba</i> | White Mulberry | 6,4 | Poor | To be noted at final |
| 2879 | <i>Prunus serotina</i> | Black Cherry | 7 | Fair | To be noted at final |
| 2880 | <i>Prunus serotina</i> | Black Cherry | 9 | Fair | To be noted at final |
| 2881 | <i>Morus alba</i> | White Mulberry | 9 | Poor | To be noted at final |
| 2882 | <i>Prunus serotina</i> | Black Cherry | 8,8,4 | Poor | To be noted at final |
| 2883 | <i>Morus alba</i> | White Mulberry | 7 | Poor | To be noted at final |
| 2884 | <i>Acer negundo</i> | Box Elder | 7 | Poor | To be noted at final |
| 2885 | <i>Acer negundo</i> | Box Elder | 7,6 | Poor | To be noted at final |

| TAG NO. | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | RATING | PRESERVE/REMOVE |
|---------|-------------------------|----------------|--------------|--------|----------------------|
| 2886 | <i>Acer negundo</i> | Box Elder | 7,6 | Poor | To be noted at final |
| 2887 | <i>Morus alba</i> | White Mulberry | 7,6,4 | Poor | To be noted at final |
| 2888 | <i>Acer negundo</i> | Box Elder | 7,7,7,6,6,6 | Poor | To be noted at final |
| 2889 | <i>Prunus serotina</i> | Black Cherry | 7 | Poor | To be noted at final |
| 2890 | <i>Prunus serotina</i> | Black Cherry | 13 | Poor | To be noted at final |
| 2891 | <i>Acer negundo</i> | Box Elder | 9,7,7,5,4 | Poor | To be noted at final |
| 2892 | <i>Acer negundo</i> | Box Elder | 6,6,6,4,3,3 | Poor | To be noted at final |
| 2893 | <i>Acer negundo</i> | Box Elder | 7,4,4,3,3 | Poor | To be noted at final |
| 2894 | <i>Acer negundo</i> | Box Elder | 7,7 | Poor | To be noted at final |
| 2895 | <i>Acer negundo</i> | Box Elder | 6,3,2,2,2 | Poor | To be noted at final |
| 2896 | <i>Acer negundo</i> | Box Elder | 6 | Poor | To be noted at final |
| 2897 | <i>Acer negundo</i> | Box Elder | 11 | Poor | To be noted at final |
| 2898 | <i>Acer negundo</i> | Box Elder | 12,11,11 | Poor | To be noted at final |
| 2899 | <i>Ulmus americana</i> | American Elm | 6 | Good | To be noted at final |
| 2900 | <i>Acer americana</i> | Box Elder | 9 | Poor | To be noted at final |
| 4101 | <i>Acer saccharinum</i> | Silver Maple | 30 | Fair | To be noted at final |
| 4102 | <i>Acer saccharum</i> | Sugar Maple | 21 | Fair | To be noted at final |
| 4103 | <i>Ulmus pumila</i> | Siberian Elm | 25 | Good | To be noted at final |
| 4104 | <i>Acer saccharinum</i> | Silver Maple | 25 | Fair | To be noted at final |
| | | | | | |



**M/I Homes of Chicago, LLC
Proposed Fieldstone Community
Huntley, Illinois**

M/I Homes of Chicago, LLC (“**Applicant**”) requests consideration of a Preliminary Plat of Subdivision, Special Use Permit, Preliminary Planned Unit Development (PUD), Rezoning, Site Plan Review, and Annexation Agreement Amendment for the property to be known as “Fieldstone” (the “**Project**”) located on approximately 82 acres located at Haligus and Huntley-Dundee Roads and known as the Kudlach Farm in Huntley, Illinois (the “**Property**”). Applicant is providing the following statement in accordance with Article XVI, Subparagraphs 156.068, 156.070 and 156.072 and 156.204(E)(7) and (8) of the Village of Huntley Zoning Ordinance.

Responses to Section 156.068: Standards for Special Use Permits

(a) Code and Plan Purposes. The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.

The Project is in harmony with the purposes of the Zoning Ordinance. It will conserve, and increase, property values. It will not cause overcrowding but rather will provide for an abundance of space, light and air will well-spaced homes and open spaces. Public services, facilities and utilities will be readily available. The Project will create a desirable pattern of relationships between the residential base of the Village and the commercial areas within the Village. The Project will not create ongoing nuisances. Construction will comply with Village restrictions. The Project will comply with setback lines established under the Zoning Ordinance. The Project will foster the character and stability of the Village and will not permit the encroachment of an incompatible use. Natural resources, including wetlands, will be preserved and enhanced. Existing public facilities and utilities will also be enhanced so as not to overload them. The street pattern within the community is unified and will be integrated within the greater community.

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

There will be no adverse effect on adjacent property as a result of the Project. The Project will complement and enhance the public health, safety and welfare by providing quality modern residential units.

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

The Project is sized and designed so as not to dominate properties in the vicinity.

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

The Project will provide for all necessary public services, from utilities to traffic. The Project includes all infrastructure required to provide utilities and services to residents. Each unit will have access to common open space and will enjoy abundant light and air. The Project has been designed for residents to enjoy outdoor recreation both on the many interconnected sidewalks within the community and in the greater vicinity, as well as within the outlots. The Project will provide visual enjoyment both via the architectural interest of the homes and the abundant landscaping. Additionally, Applicant is committed to paying all applicable impact fees to the school and library districts and will provide an improved park site to mitigate any impact to the Park District.

(e) No Undue Traffic Congestion. The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential street.

The local road network has capacity to handle any additional traffic generated by the Project, which is anticipated to be minimal.

(f) No Undue Destruction of Significant Features. The proposed use and development will not result in the destruction, loss or damage of natural, scenic and historic feature of significant importance.

There are no natural, scenic or historic features on the Property with the exception of natural wetlands which will be not only preserved but enhanced as a feature of the Project.

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

Confirmed.

Additional Considerations:

(1) Public Benefit. Whether, and to what extent, the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community. Additional facts to consider are those of job creation and aesthetics and enhancement of the Village's reputation.

The development of a residential community at this location will benefit not only homeowners in the community, with modern and comfortable housing, but also the Village as a whole, given the additional tax base and customer base for local businesses. This will be a factor in job creation within the community. The construction of the Project will also contribute homebuilding jobs in various trades.

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

Applicant will take all reasonable steps to minimize and mitigate the impacts of the Project on the immediate vicinity. First, the setbacks of the homes and the overall layout of the community will allow the Project to maintain meaningful distance from surrounding communities. Second, the thoughtful site design will include abundant landscaping and screening which will maintain the privacy of the homes within the community as well as screening from the adjacent roads.

Responses to Section 156.072 Site Plan Review/Standards:

(c) Site plans shall adequately meet specified standards required by this Code with respect to the proposed use or development, including special use standards where applicable.

Confirmed. All applicable standards will be met.

(d) Site plans shall equitably accommodate easements or rights-of-way.

Confirmed. See site plan.

(e) Proposed site plan shall not be unreasonably injurious or detrimental to the use and enjoyment of surrounding property.

Confirmed.

(f) Proposed site plan shall not create undue traffic congestion or hazards in the public streets and circulation elements of the proposed site plan shall not unreasonably create hazards to safety on- or off-site or disjointed or inefficient pedestrian or vehicular circulation paths on- or off-site.

Confirmed. The road network has capacity to handle any additional traffic generated by the Project.

(g) Requisite screening elements shall provide adequate shielding from or for nearby uses.

Abundant landscaping treatments will be provided.

(h) Drainage and erosion issues shall be addressed to fully and satisfactorily integrate the site into the overall existing and planned drainage system serving the Village.

The Project will comply with applicable codes and ordinances for drainage and erosion matters.

(i) The proposed site plan shall not place unwarranted or unreasonable burden upon the specified utility systems serving the site or area or fail to fully and satisfactorily integrate site utilities into the overall existing planned utility system serving the Village.

Site utilities will seamlessly connect to the existing system and will be sized appropriately to provide adequate capacity for the Project so as not to burden the existing system.

(j) The proposed site plan will not adversely affect the public health, safety or general welfare.

See below.

Responses to Subparagraphs 156.204(E)(7) and (8):

(a) Existing uses and zoning classifications of properties in the vicinity of the subject property.

The existing uses and zoning classifications of properties in the vicinity of the Property are consistent with the Project. The Property is bordered by institutional uses (Village Hall and a church) to the north, agricultural and commercial uses to the south, residential communities to the east and vacant land to the west. The proposed residential community is a natural extension of the

surrounding residential communities and the new residential base will complement and support other surrounding land uses.

- (b) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

The Property is currently zoned RE-1 PUD pursuant to the Annexation Agreement that was entered into in 2005. The Property was anticipated to be redeveloped as a mixed-use development consisting of multifamily housing and commercial uses in the C (Commercial), BP (Business Park) and B-3 (Shopping Center) zoning districts. However, the Property has remained vacant farmland since that time. The trend of development in the vicinity of the Property has been to redevelop former agricultural uses with residential communities as is contemplated in the present case.

- (c) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

The value of the Property will be increased by the redevelopment. Although the Property has continued to be farmed and therefore has some agricultural value, the Project will improve the Property with quality modern residences and abundant landscaping, which will have a corresponding positive impact on the value of both the land itself and the greater community. Additionally, the Project will benefit the community by providing additional property tax revenues and a broader consumer base for local businesses.

- (d) The extent to which such diminution in value is offset by an increase in the public health, safety and welfare.

There will be no diminution in value to the Property as a result of the proposed redevelopment; the Project will increase the value of the Property. The use of the Property as a residential community will promote the public health, safety and welfare by providing safe, quality housing at a price point that is appealing to a wide variety of Huntley residents. The Project has been designed to offer modern architecture with spacious and functional interiors, enhanced landscaping and abundant open space, which will contribute toward the Village's "Number One Goal," as set forth in the Comprehensive Plan, of improving the quality of life of its residents.

- (e) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

The Project will benefit adjacent properties and the neighborhood by improving viewsheds in the community and by positively impacting property values in the surrounding neighborhood.

- (f) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

There will be no adverse effect on property values in the jurisdiction as a result of the Project. Rather, property values are likely to increase as a result of their proximity to the adaptive reuse of this underutilized property.

- (g) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

The Property is well suited for the proposed Project. The Project will provide for an efficient use of the Property and will result in well planned networks of utilities, streets, and other infrastructure. This prudent design, following best practices, will lend itself to surrounding properties that may be similarly redeveloped.

(h) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

The Property is logically suited for redevelopment as a residential community given the ongoing evolution of the Village and the properties immediately surrounding the Property.

(i) The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediately vicinity of the subject property would be affected by the proposed amendment.

The Project has been designed to provide for safe ingress and egress from the community and from the homes within the community via Huntley-Dundee Road and L.J. Mark Drive. The Project has been sensibly designed to minimize traffic congestion in the public streets by providing for these two logical points of ingress and egress.

(j) The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under its present plan designation and zoning classification.

The Project will provide for all necessary public services, from utilities to traffic. The Project includes all infrastructure required to provide utilities and services to residents. Each unit will have access to common open space and will enjoy abundant light and air. The Project has been designed for residents to enjoy outdoor recreation both on the many interconnected sidewalks within the community and in the greater vicinity, as well as within the outlots. The Project will provide visual enjoyment both via the architectural interest of the homes and the abundant landscaping.

(k) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

The Property was anticipated to be redeveloped in the mid-2000s yet has remained vacant and underdeveloped since that time. The surrounding community continues to grow and develop while the Property has remained stagnant. The Project will promote growth in the community and will have a positive impact on developments in adjacent neighborhoods.

(l) The community need for the proposed map amendment and for the uses and development it would allow.

Rezoning this Property is necessary to enable the redevelopment of the agricultural use to residential single family homes. The Project will modernize and beautify the Property and will redevelop and revitalize a long-underutilized parcel of land that will become a beautiful entryway to the Village.

(m) A statement concerning the conformity or lack of conformity of the approval being requested to the Village official Comprehensive Plan, reasons justifying the approval despite such lack of conformity shall be stated.

Although the Village's Comprehensive Plan calls for mixed use of this site, such use was contemplated over 16 years ago and has never been realized. As the community has evolved, the need for a mixed-use development has dissipated and the need for new housing stock has increased. Accordingly, a fresh approach to the development of the Property is required, and Applicant is prepared and has both the industry know-how and the financial capability to bring the Project to fruition.

Traffic Impact Study Proposed Fieldstone Residential Development

Huntley, Illinois



Prepared For:



M/I HOMES



January 14, 2022

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed residential development to be located on the north side of Dundee Road bounded by Ruth Road on the west and Haligus Road on the east in Huntley, Illinois. As proposed, the site (which is currently vacant) will be developed to provide a residential subdivision containing approximately 171 single-family homes. Access to the site will be provided via a full-movement access drive off Dundee Road and via a connection to L.J. Marak Drive/Manhattan Drive, which has an unsignalized intersection with Main Street.

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

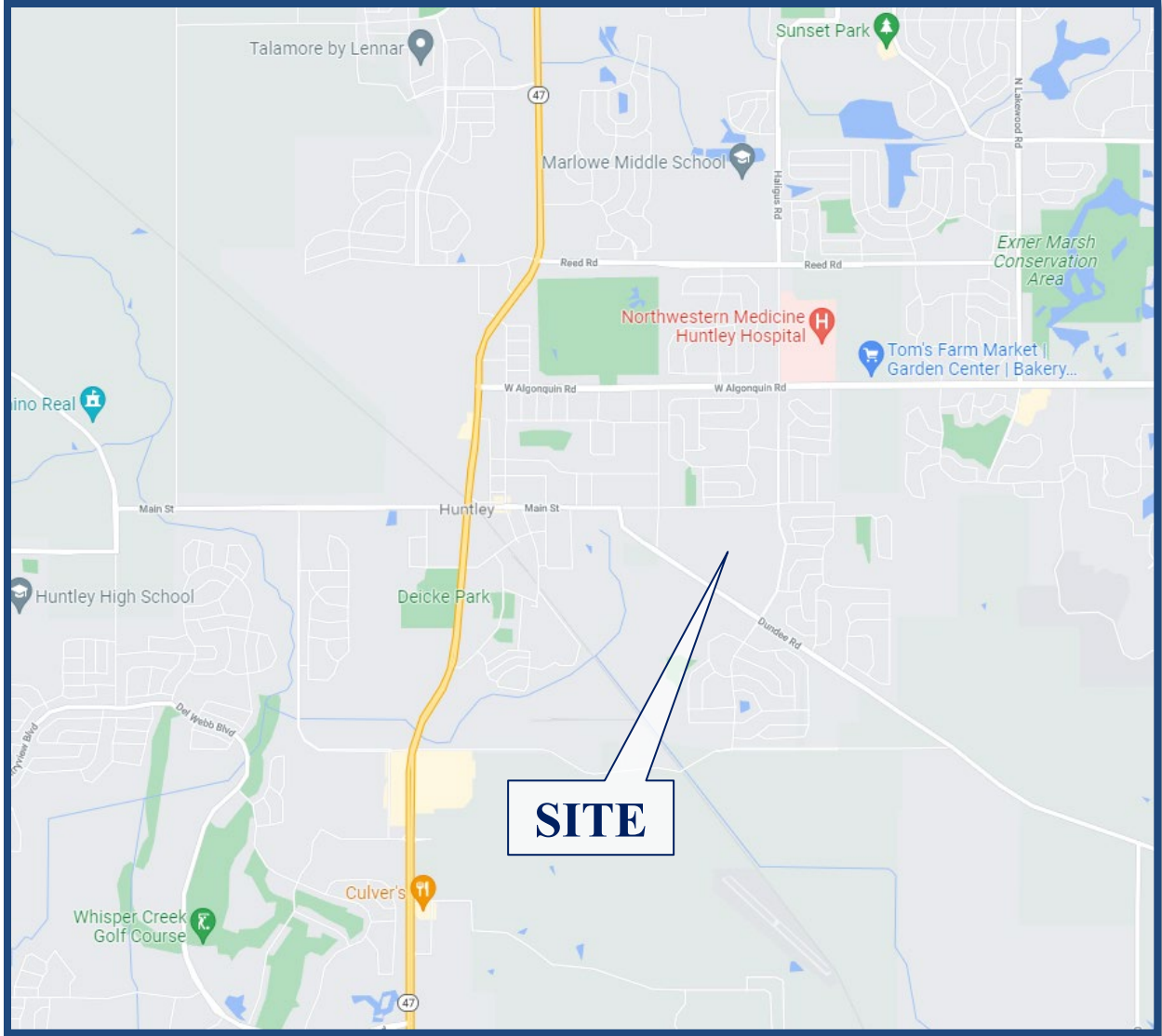
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Base Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area adjusted to reflect normal traffic volumes.
2. Future Conditions – Analyzes the projected traffic volumes which include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

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

Site Location

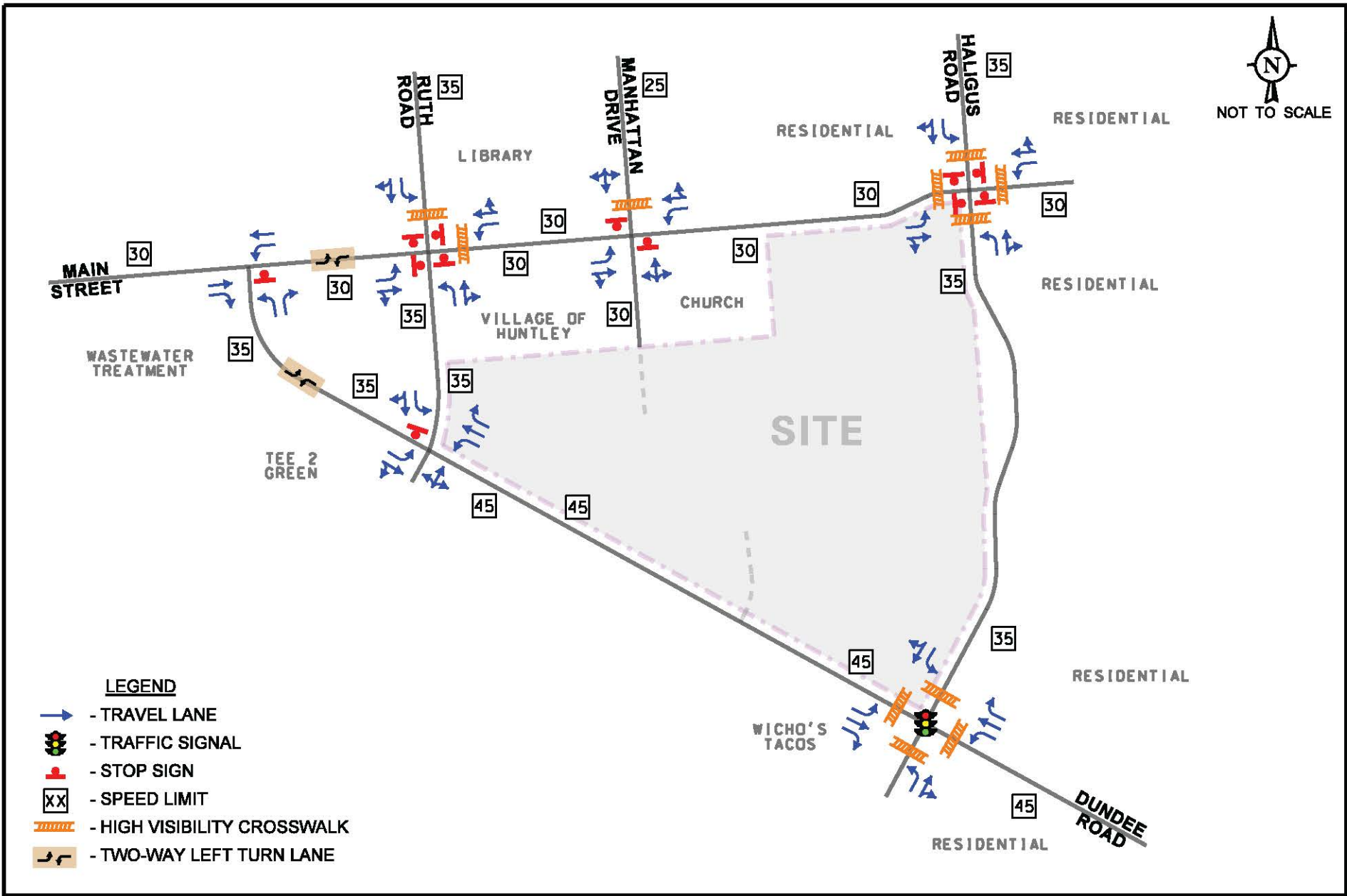
The site, which is currently vacant, is located in the northwest quadrant of the intersection of Dundee Road with Haligus Road. Land uses in the vicinity of the site are primarily residential to the north, east, and south, and industrial to the west. The Village of Huntley Municipal Complex and Shepherd of the Prairie Lutheran Church border the site to the north.

Existing Roadway System Characteristics

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

Dundee Road is a southeast-northwest minor arterial roadway that provides one travel lane in each direction. At its signalized intersection with Haligus Road, Dundee Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southeast-bound and northwest-bound approaches. High-visibility crosswalks are provided on both the east and west legs of the intersection. At its unsignalized intersection with Ruth Road, Dundee Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northwest-bound approach and an exclusive left-turn lane and a combined through/right-turn lane on the southeast-bound approach. Dundee Road then curves to the north to meet Main Street at an unsignalized intersection. On its northbound approach, Dundee Road is under stop sign-control and provides an exclusive left-turn lane and an exclusive right-turn lane. Dundee Road is under the jurisdiction of the Village of Huntley and carries an annual average daily traffic (AADT) volume of 5,000 vehicles (IDOT AADT 2017). Dundee Road has a posted speed limit of 35 miles per hour between Main Street and Ruth Road and a posted speed limit of 45 miles per hour southeast of Ruth Road.

Main Street is an east-west road that in the vicinity of the site provides one lane of travel in each direction. East of Dundee Road, Main Street is classified as a major collector roadway and west of Dundee Road, Main Street is classified as a minor arterial. At its all-way stop sign-controlled intersection with Haligus Road, Main Street provides an exclusive left-turn lane and a combined through/right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on the east and west legs. At its unsignalized intersection with L.J. Marak Drive/Manhattan Drive, Main Street provides an exclusive left-turn lane and a combined through/right-turn lane on the eastbound and westbound approaches. At its all-way stop sign-controlled intersection with Ruth Road, Main Street provides an exclusive left-turn lane and a combined through/right-turn lane on the eastbound and westbound approaches. A high-visibility crosswalk is provided on the east leg of the intersection.



Proposed Residential
Development
Huntley, Illinois

Existing Roadway Characteristics

At its unsignalized intersection with Dundee Road, Main Street provides a through lane and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane and a through lane on the westbound approach. Main Street is under the jurisdiction of the Village of Huntley, carries an AADT volume of 2,350 vehicles (IDOT AADT 2017), and has a posted speed limit of 30 miles per hour.

Haligus Road is a north-south major collector roadway that in the vicinity of the site provides one travel lane in each direction. At its signalized intersection with Dundee Road, Haligus Road provides an exclusive left-turn lane and a combined through/right-turn lane on the northbound and southbound approaches. High-visibility crosswalks are provided on the north and south legs. At its all-way stop sign-controlled intersection with Main Street, Haligus Road provides an exclusive left-turn lane and a combined through/right-turn lane on the northbound and southbound approaches. High-visibility crosswalks are provided on the north and south legs of the intersection. Haligus Road carries an AADT volume of 5,200 vehicles (IDOT AADT 2017) south of Dundee Road and 9,400 vehicles (IDOT AADT 2017) north of Dundee Road. Haligus Road is under the jurisdiction of the Village of Huntley. North of Dundee Road, Haligus Road has a posted speed limit of 35 miles per hour and south of Dundee Road, Haligus Road has a posted speed limit of 30 miles per hour.

Ruth Road is a north-south major collector roadway that provides one travel lane in each direction. At its unsignalized intersection with Dundee Road, the southbound approach of Ruth Road provides an exclusive left-turn lane and a combined through/right-turn lane that is under stop sign-control. The south leg of this intersection is a private driveway that provides a combined left-turn/through/right-turn lane. At its all-way stop sign-controlled intersection with Main Street, Ruth Road provides an exclusive left-turn lane and a combined through/right-turn lane on the northbound and southbound approaches. A high-visibility crosswalk is provided on the north leg of the intersection. Ruth Road is under the jurisdiction of the Village of Huntley. Ruth Road carries an AADT volume of 1,500 vehicles (IDOT AADT 2017) between Main Street and Dundee Road and 3,800 vehicles (IDOT AADT 2017) north of Main Street. Ruth Road has a posted speed limit of 35 miles per hour.

L.J. Marak Drive/Manhattan Drive is a north-south local roadway that provides one travel lane in each direction. South of Main Street, the roadway is designated as L.J. Marak Drive and north of Main Street, the roadway is designated as Manhattan Drive. At its unsignalized intersection with Main Street, L.J. Marak Drive/Manhattan Drive provides a combined left-turn/through/right-turn lane on the northbound and southbound approaches that are under stop sign-control. The north leg of the intersection provides a high-visibility crosswalk. L.J. Marak Drive/Manhattan Drive is under the jurisdiction of the Village of Huntley and has a posted speed limit of 25 miles per hour north of Main Street and 30 miles per hour south of Main Street.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, August 17, 2021, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Dundee Road with Haligus Road
- Main Street with Haligus Road
- Main Street with Ruth Road
- Main Street with Dundee Road
- Dundee Road with Ruth Road
- Main Street with L.J. Marak Drive/Manhattan Drive

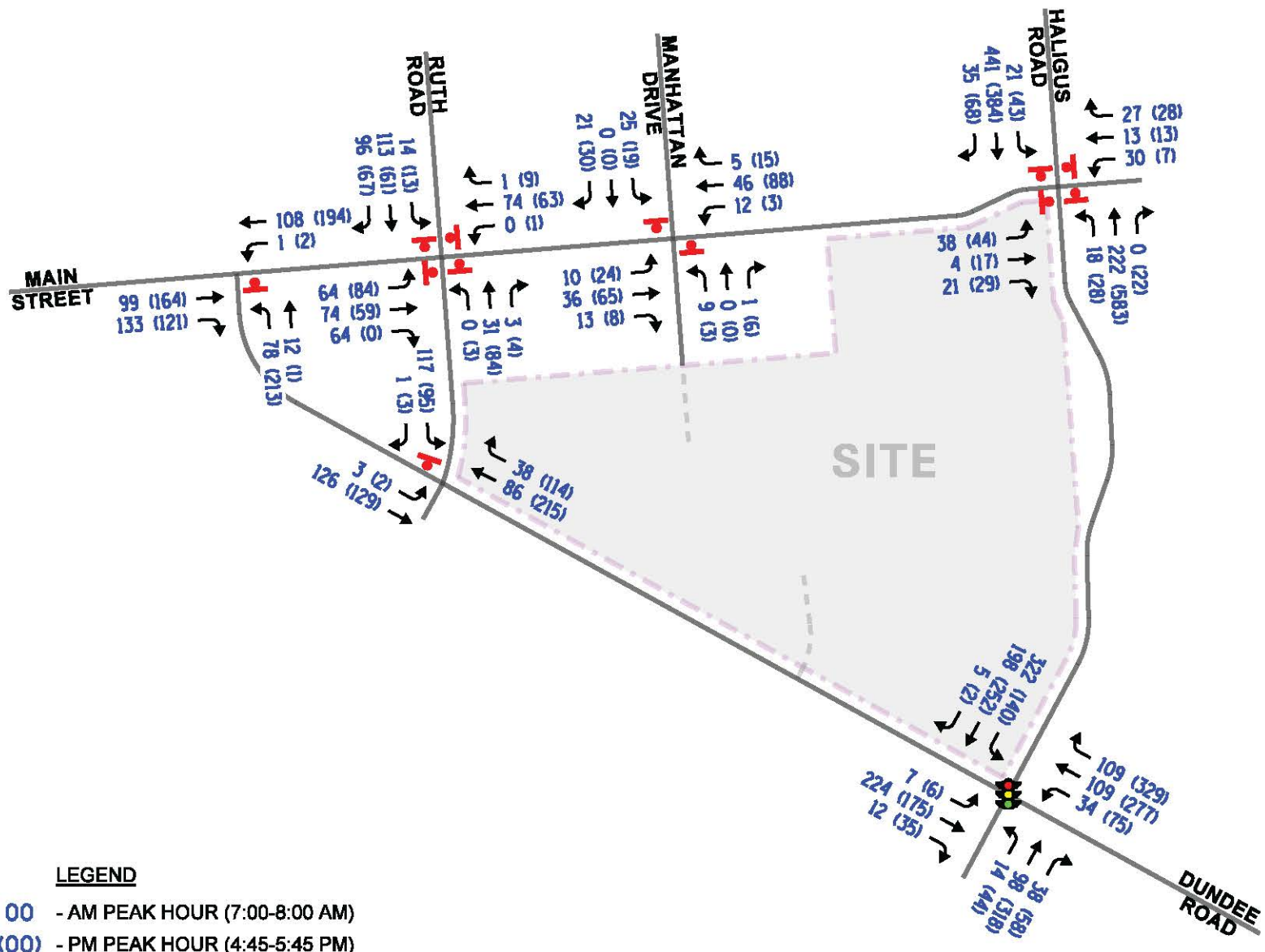
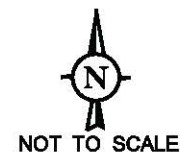
The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:00 A.M. to 8:00 A.M. and the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M.

Due to the COVID-19 pandemic, existing traffic volumes in the area do not represent normal traffic conditions. As such, the traffic counts were compared to IDOT hourly two-way traffic counts published on the IDOT Traffic Count Database System (TCDS) website at the intersection of Dundee Road with Haligus Road from Year 2017. Based on the results of the comparison, the morning peak hour volumes were increased by 30 percent and the evening peak hour volumes were consistent with the Year 2017 traffic counts. However, in order to provide a conservative analysis, the weekday evening peak hour traffic volumes were increased by five percent to represent the Year 2021 base traffic volumes. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the Year 2021 base traffic volumes.

Crash Analysis

KLOA, Inc. obtained crash data¹ from IDOT for the most recent available five years (2016 to 2020) for the intersections of Dundee Road with Haligus Road, Main Street with Haligus Road, Main Street with Ruth Road, Main Street with Dundee Road, Dundee Road with Ruth Road, and Main Street with L.J. Marak Drive/Manhattan Drive. The crash data for the intersection is summarized in **Tables 1** through **6**, respectively. A review of the crash data indicated that no fatalities were reported at these intersections.

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



Proposed Residential
 Development
 Huntley, Illinois

Year 2021 Base Traffic Volumes

Table 1
DUNDEE ROAD WITH HALIGUS ROAD – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | Total |
|----------------|-------------------------|----------------|----------------|----------------|------------|------------|------------|------------|
| | Angle | Cyclist | Object | Rear End | Sideswipe | Turning | Other | |
| 2016 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 |
| 2017 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2018 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 |
| 2019 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| 2020 | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>3</u> |
| Total | 4 | 1 | 3 | 2 | 0 | 7 | 0 | 17 |
| Average | <1.0 | <1.0 | <1.0 | <1.0 | 0.0 | 1.4 | 0.0 | 3.4 |

Table 2
MAIN STREET WITH HALIGUS ROAD – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | Total |
|----------------|-------------------------|----------------|----------------|----------------|------------|----------------|------------|------------|
| | Angle | Cyclist | Object | Rear End | Sideswipe | Turning | Other | |
| 2016 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2019 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 4 |
| 2020 | <u>1</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> |
| Total | 2 | 2 | 3 | 1 | 0 | 2 | 0 | 10 |
| Average | <1.0 | <1.0 | <1.0 | <1.0 | 0.0 | <1.0 | 0.0 | 2.0 |

Table 3
 MAIN STREET WITH RUTH ROAD – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | Total |
|----------------|-------------------------|------------|------------|------------|------------|----------------|------------|----------------|
| | Angle | Pedestrian | Object | Rear End | Sideswipe | Turning | Other | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2018 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Average | <1.0 | 0.0 | 0.0 | 0.0 | 0.0 | <1.0 | 0.0 | <1.0 |

Table 4
 MAIN STREET WITH DUNDEE ROAD – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | Total |
|----------------|-------------------------|------------|------------|------------|------------|----------------|------------|----------------|
| | Angle | Cyclist | Object | Rear End | Sideswipe | Turning | Other | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Average | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | <1.0 | 0.0 | <1.0 |

Table 5
DUNDEE ROAD WITH RUTH ROAD – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | Total |
|----------------|-------------------------|------------|----------------|------------|------------|----------------|------------|----------------|
| | Angle | Cyclist | Object | Rear End | Sideswipe | Turning | Other | |
| 2016 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2017 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| Average | 0.0 | 0.0 | <1.0 | 0.0 | 0.0 | <1.0 | 0.0 | <1.0 |

Table 6
MAIN STREET WITH L.J. MARAK DRIVE/MANHATTAN DRIVE – CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | | Total |
|----------------|-------------------------|----------------|------------|------------|------------|------------|------------|----------------|
| | Angle | Pedestrian | Object | Rear End | Sideswipe | Turning | Other | |
| 2016 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Average | 0.0 | <1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | <1.0 |

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the plans call for developing the site with 171 single-family homes. Access to the site will be provided via a full access drive located on Dundee Road approximately 1,150 feet northwest of Haligus Road. This proposed access drive should provide one inbound lane and two outbound lanes, striped to provide an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign-control. Additional access to the development will be provided via the extension of L.J. Marak Drive through the development. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

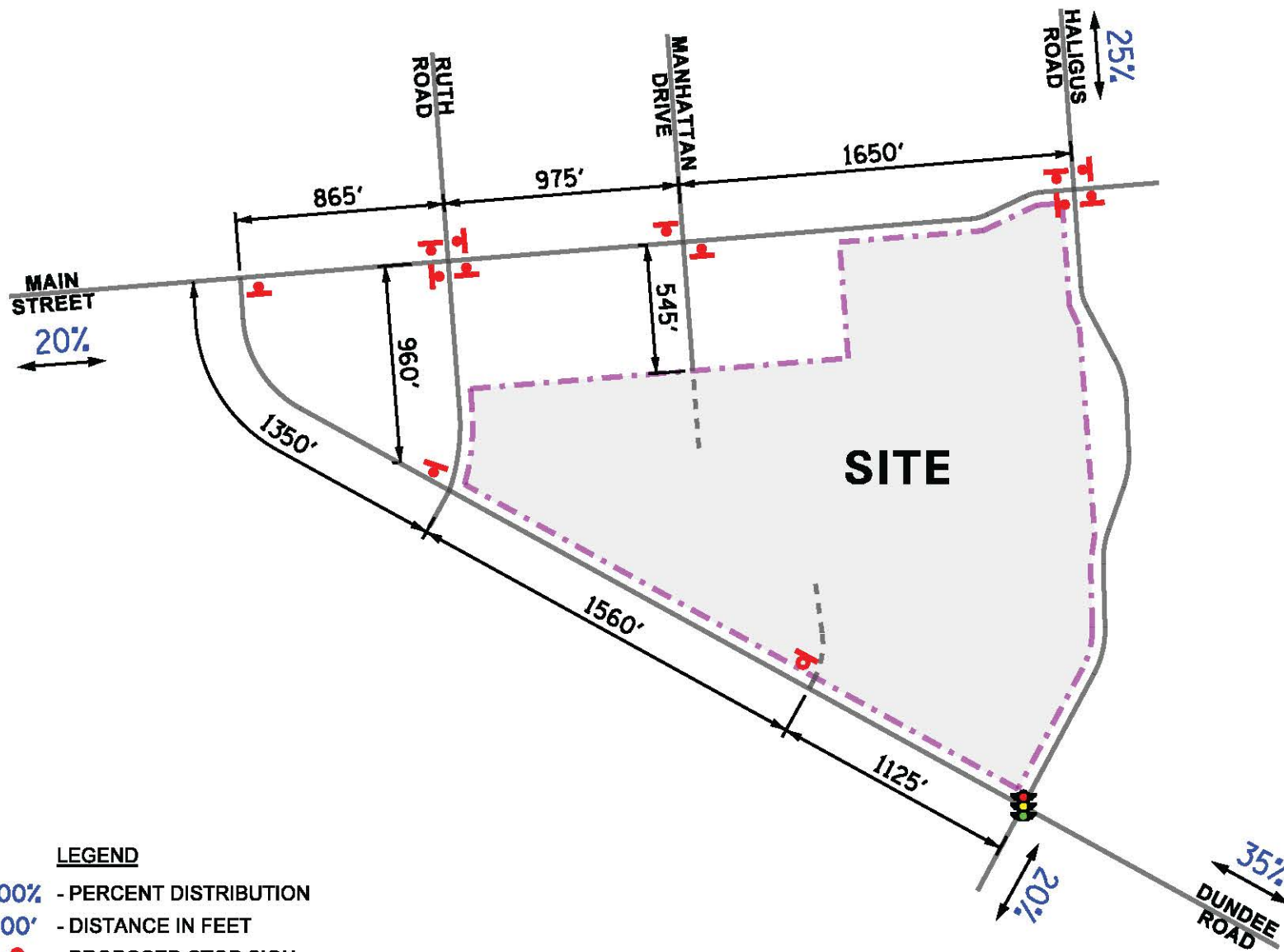
The directions from which residents of the proposed development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The volume of traffic to be generated by the proposed development was estimated based on trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The “Single-Family Detached Housing” (Land-Use Code 210) trip rates were utilized for the proposed development. **Table 7** tabulates the vehicle trips anticipated for this development.

Table 7
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

| ITE Land Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Two-Way Trips | | |
|-------------------|-----------------------------------|---------------------------|-----|-------|---------------------------|-----|-------|---------------------|-----|-------|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| 210 | Single-Family Housing (171 units) | 32 | 94 | 126 | 107 | 63 | 170 | 852 | 852 | 1704 |



LEGEND

- 00% - PERCENT DISTRIBUTION
- 00' - DISTANCE IN FEET
- PROPOSED STOP SIGN

Proposed Residential
Development
Huntley, Illinois

Estimated Directional Distribution



Job No: 21-214

Figure: 5

4. Projected Traffic Conditions

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

Development Traffic Assignment

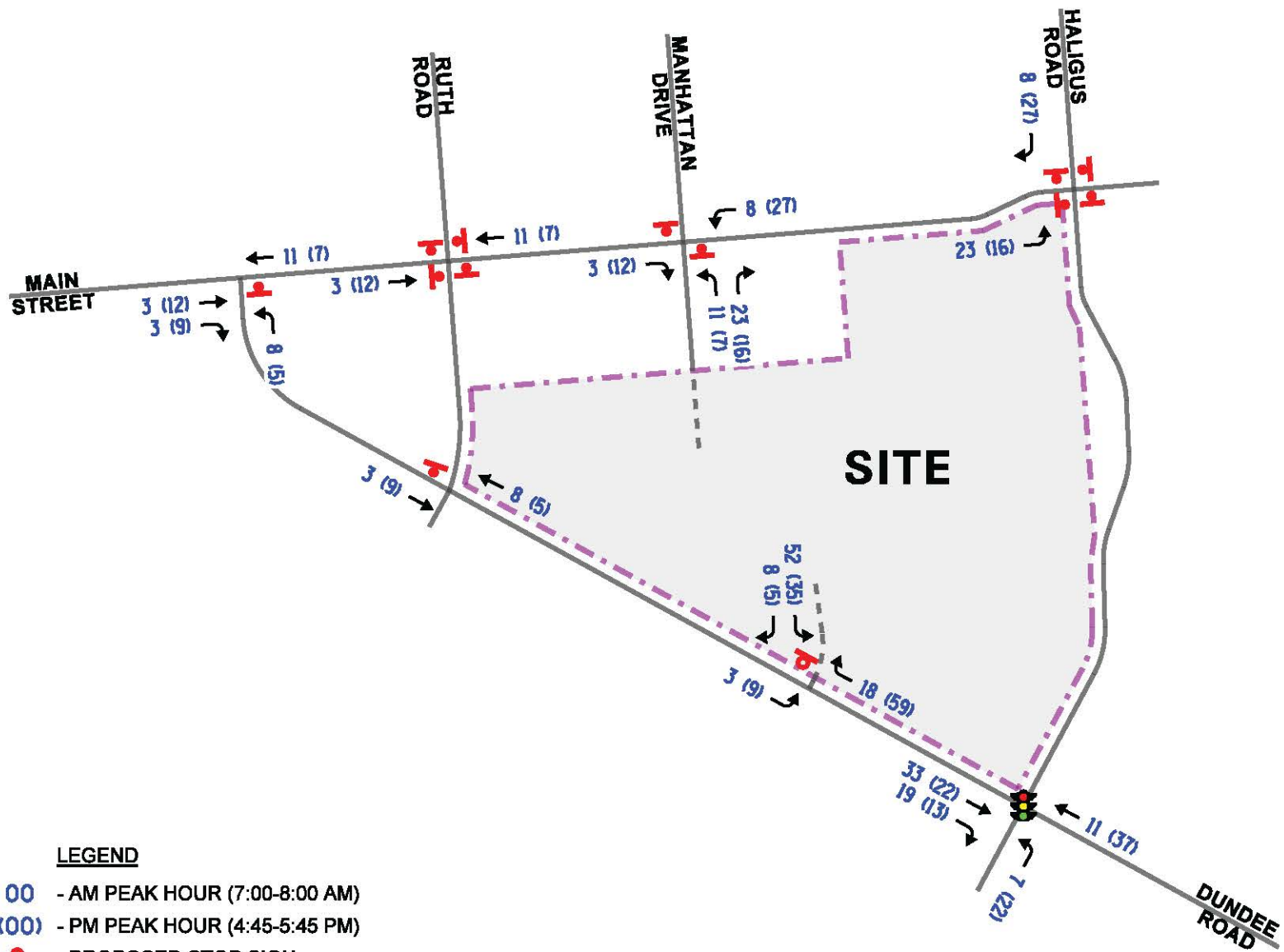
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the residential development is illustrated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

Background Traffic Conditions

The base traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated October 11, 2021, the Year 2021 base traffic volumes were increased by an annually compounded growth rate of approximately 1.4 percent for six years (one-year buildout plus five years) totaling approximately nine percent to represent Year 2027 total projected conditions. The annual growth rate is an average of the growth rates for all of the roadway segments within the study area to determine the average growth rate for the area roadways. The regional growth rate is determined by calculating the annually compounded growth rates for each roadway segment and averaging them. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes increased by a regional growth factor to determine the Year 2027 total projected traffic volumes, as illustrated in **Figure 7**.



LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)
- PROPOSED STOP SIGN

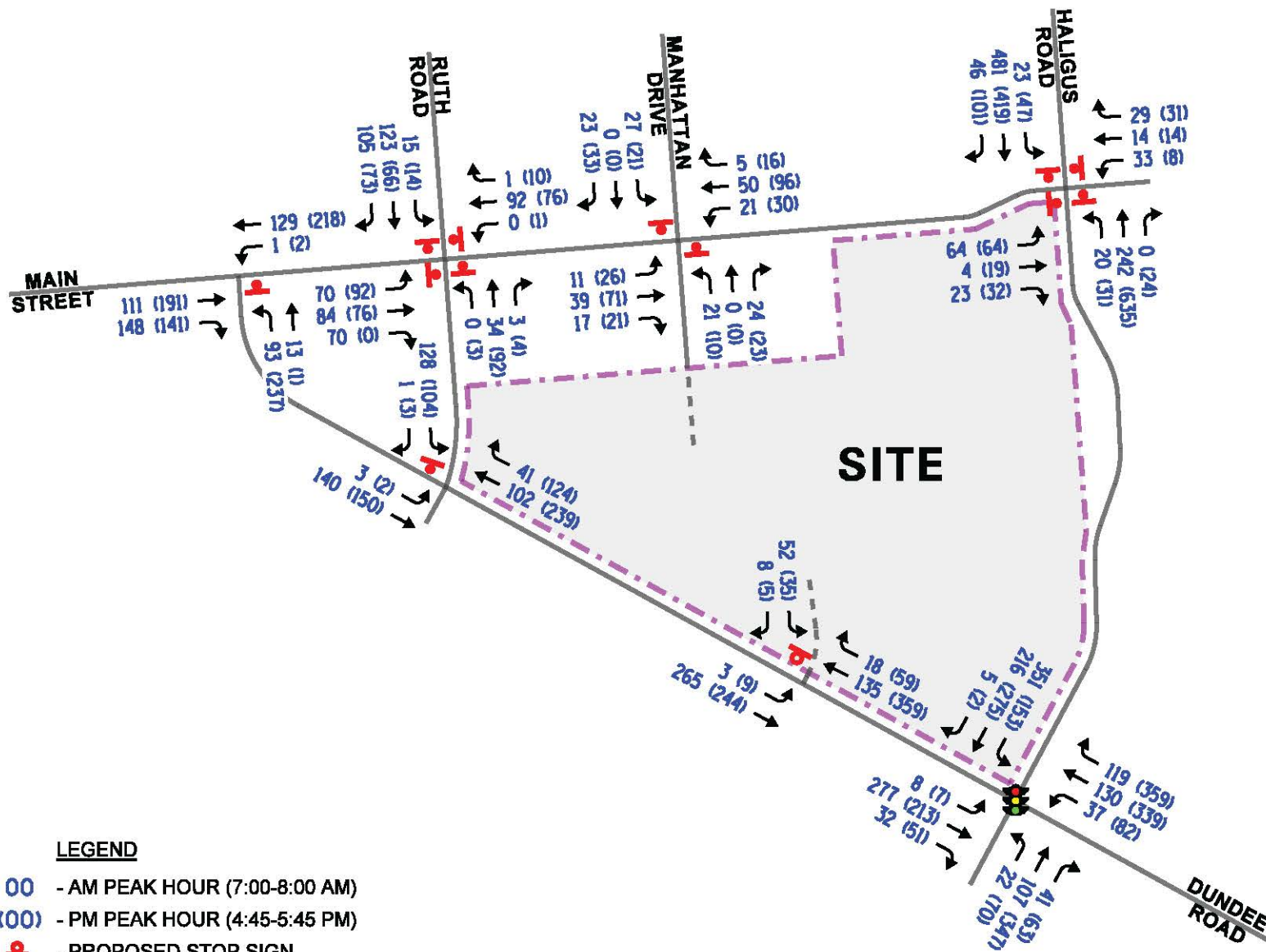
Proposed Residential
Development
Huntley, Illinois

Estimated Site Traffic Assignment



Job No: 21-214

Figure: 6



Proposed Residential
Development
Huntley, Illinois

Year 2027 Total Projected Traffic Volumes



Job No: 21-214

Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, and weekday evening peak hours for the base (Year 2021) and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the Synchro/SimTraffic 11 computer software. The capacity analyses conducted for the intersection of Dundee Road with Haligus Road utilized field measured cycle lengths and phasings.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2021 base and Year 2027 total projected conditions are presented in **Tables 8** through **10**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 8

CAPACITY ANALYSIS RESULTS – DUNDEE ROAD WITH HALIGUS ROAD – SIGNALIZED

| | Peak Hour | Eastbound | | | Westbound | | | Northbound | | Southbound | | Overall |
|-------------------------------------|---------------------------|-----------|-----------|----------|-----------|-----------|----------|------------|-----------|------------|-----------|-----------|
| | | L | T/R | | L | T/R | | T/R | | L | T/R | |
| Year 2021 Base Traffic Volumes | Weekday Morning Peak Hour | B 13.4 | C 32.5 | A 0.2 | B 15.6 | C 20.3 | A 3.0 | B 11.0 | B 19.6 | B 12.6 | B 12.5 | B 17.0 |
| | | C – 30.3 | | | B – 12.2 | | | B – 18.8 | | B – 12.6 | | |
| Year 2021 Base Traffic Volumes | Weekday Evening Peak Hour | B 13.2 | C 29.7 | A 0.4 | B 16.4 | C 24.4 | A 5.2 | B 10.1 | C 21.5 | B 11.6 | B 16.7 | B 17.2 |
| | | C – 24.5 | | | B – 14.2 | | | C – 20.3 | | B – 14.9 | | |
| Year 2027 Projected Traffic Volumes | Weekday Morning Peak Hour | B 12.8 | C 33.6 | A 0.4 | B 15.0 | B 19.7 | A 3.5 | B 11.4 | C 21.0 | B 15.2 | B 15.7 | B 18.7 |
| | | C – 29.8 | | | B – 12.3 | | | B – 19.8 | | B – 15.4 | | |
| Year 2027 Projected Traffic Volumes | Weekday Evening Peak Hour | B 12.9 | C 30.3 | A 0.5 | B 16.2 | C 25.6 | A 5.0 | B 10.8 | C 25.6 | B 13.8 | B 19.3 | B 18.9 |
| | | C – 24.2 | | | B – 15.1 | | | C – 23.5 | | B – 17.3 | | |

Table 9
CAPACITY ANALYSIS RESULTS – YEAR 2021 BASE CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|
| | LOS | Delay | LOS | Delay |
| Haligus Road with Main Street¹ | | | | |
| • Overall | C | 19.6 | E | 37.8 |
| • Eastbound Approach | B | 10.3 | B | 11.2 |
| • Westbound Approach | B | 10.1 | B | 10.8 |
| • Northbound Approach | B | 11.9 | F | 55.5 |
| • Southbound Approach | D | 25.9 | C | 22.6 |
| Main Street with Ruth Road¹ | | | | |
| • Overall | A | 9.7 | A | 8.9 |
| • Eastbound Approach | A | 9.5 | A | 9.1 |
| • Westbound Approach | A | 9.2 | A | 8.7 |
| • Northbound Approach | A | 8.7 | A | 8.9 |
| • Southbound Approach | B | 10.2 | A | 8.8 |
| Dundee Road with Main Street² | | | | |
| • Northbound Approach | B | 10.2 | B | 14.7 |
| • Westbound Left Turn | A | 7.7 | A | 7.9 |
| Dundee Road with Ruth Road/Driveway² | | | | |
| • Northbound Approach | A | 0.0 | A | 0.0 |
| • Southbound Approach | B | 11.2 | B | 12.4 |
| • Eastbound Left Turn | A | 7.5 | A | 8.0 |
| • Westbound Left Turn | A | 0.0 | A | 0.0 |
| Main Street with L.J. Marak Drive/Manhattan Drive² | | | | |
| • Northbound Approach | A | 9.6 | A | 9.3 |
| • Southbound Approach | A | 9.3 | A | 9.6 |
| • Eastbound Left Turn | A | 7.3 | A | 7.5 |
| • Westbound Left Turn | A | 7.3 | A | 7.4 |
| LOS = Level of Service 1 – All-way stop sign control Delay is measured in seconds 2 – Two-way stop sign control | | | | |

Table 10
CAPACITY ANALYSIS RESULTS – YEAR 2027 PROJECTED CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|
| | LOS | Delay | LOS | Delay |
| Haligus Road with Main Street¹ | | | | |
| • Overall | D | 29.1 | F | 63.7 |
| • Eastbound Approach | B | 11.2 | B | 12.1 |
| • Westbound Approach | B | 10.6 | B | 11.4 |
| • Northbound Approach | B | 13.5 | F | 99+ |
| • Southbound Approach | E | 42.1 | D | 34.4 |
| Main Street with Ruth Road¹ | | | | |
| • Overall | B | 10.2 | A | 9.3 |
| • Eastbound Approach | A | 9.9 | A | 9.4 |
| • Westbound Approach | A | 9.6 | A | 9.1 |
| • Northbound Approach | A | 8.9 | A | 9.3 |
| • Southbound Approach | B | 10.9 | A | 9.2 |
| Dundee Road with Main Street² | | | | |
| • Northbound Approach | B | 10.7 | C | 16.8 |
| • Westbound Left Turn | A | 7.8 | A | 8.0 |
| Dundee Road with Ruth Road/Driveway² | | | | |
| • Northbound Approach | A | 0.0 | A | 0.0 |
| • Southbound Approach | B | 11.8 | B | 13.3 |
| • Eastbound Left Turn | A | 7.5 | A | 8.1 |
| • Westbound Left Turn | A | 0.0 | A | 0.0 |
| Main Street with L.J. Marak Drive/Manhattan Drive² | | | | |
| • Northbound Approach | A | 9.5 | A | 9.7 |
| • Southbound Approach | A | 9.7 | B | 10.1 |
| • Eastbound Left Turn | A | 7.3 | A | 7.5 |
| • Westbound Left Turn | A | 7.4 | A | 7.4 |
| LOS = Level of Service 1 – All-way stop sign control Delay is measured in seconds 2 – Two-way stop sign control | | | | |

Table 10 - continued

CAPACITY ANALYSIS RESULTS – YEAR 2027 PROJECTED CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|--|---------------------------|-------|---------------------------|-------|
| | LOS | Delay | LOS | Delay |
| Dundee Road with Proposed Access Drive² | | | | |
| • Southbound Left Turn | B | 11.9 | B | 14.6 |
| • Southbound Right Turn | A | 9.1 | B | 10.7 |
| • Eastbound Left Turn | A | 7.5 | A | 8.2 |
| LOS = Level of Service 1 – All-way stop sign control Delay is measured in seconds 2 – Two-way stop sign control | | | | |

Discussion and Recommendations

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

Dundee Road with Haligus Road

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) B during the weekday morning and weekday evening peak hours. Under Year 2027 total projected conditions, this intersection is projected to continue operating at LOS B during the weekday morning and evening peak hours with increases in delay of less than two seconds. Furthermore, all of the approaches are projected to continue operating at LOS C or better during the peak hours with increases in delay of approximately four seconds or less. Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Main Street with Haligus Road

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS C during the weekday morning peak hour and at LOS E during the weekday evening peak hour. Furthermore, all of the approaches currently operate at an acceptable level of service D or better during the peak hours with the exception of the northbound approach, which currently operates at LOS F during the weekday evening peak hour. This level of service is due to the high volume of northbound through movements during the weekday evening peak hour.

Under Year 2027 total projected conditions, this intersection is projected to operate at LOS D during the weekday morning peak hour and LOS F during the weekday evening peak hour. As previously indicated, this level of service is attributed to the high volume of northbound through movements, which were increased by the nine percent regional growth factor. Overall, the proposed development is only projected to increase the volume of traffic traversing this intersection by three percent during the weekday evening peak hour, of which no site-generated traffic is projected to utilize the northbound approach. The eastbound, westbound, and southbound approaches are projected to continue operating at acceptable levels of service.

It should be noted that when the projected traffic volumes are compared to the peak hour traffic signal warrant published in Chapter 3 of the *Manual on Uniform Traffic Control Devices* (MUTCD), a traffic signal is not warranted at this intersection. However, this intersection should be monitored in the future to determine if a traffic signal is required, particularly should the vacant land to the east on Main Street be developed.

Main Street with Ruth Road

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Furthermore, all of the approaches currently operate at level of service B or better during the peak hours. Under Year 2027 total projected conditions, this intersection is projected to operate at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. All approaches during both peak hours are projected to operate at level of service B or better. As such, this intersection has sufficient reserve capacity to accommodate the traffic generated by the development and no roadway or traffic control improvements will be required.

Dundee Road with Main Street

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning and evening peak hours. Under Year 2027 projected conditions, the northbound approach is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour with increases in delay of less than two seconds. Furthermore, the westbound left-turn movement is projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic generated by the development and no roadway improvements or traffic control modifications will be required.

Dundee Road with Ruth Road/Driveway

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and evening peak hours. Under Year 2027 total projected conditions, the southbound approach is projected to continue operating at LOS B during the peak hours with increases in delay of approximately less than one second. Furthermore, southeast-bound left-turn movements are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic generated by the development and no roadway improvements or traffic control modifications will be required.

Main Street with Manhattan Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS A during the weekday morning and evening peak hours. Under Year 2027 total projected conditions, the northbound approach is projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. Furthermore, the eastbound and westbound left-turn movements are projected to continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic generated by the development and no roadway improvements or traffic control modifications will be required.

Dundee Road with Proposed Access Road

The results of the capacity analysis indicate that southbound left-turn movements from the proposed access roadways onto Dundee Road are projected to operate at LOS B during the weekday morning and evening peak hours. The southbound right-turn movements are projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. Furthermore, the eastbound left-turn movements from Dundee Road into the proposed development are projected to operate at LOS A during both peak hours.

When the total projected traffic volumes along Dundee Road are compared to the turn lane warrant figures published in Chapter 36 of the IDOT *Bureau of Design and Environment (BDE) Manual*, an exclusive eastbound left-turn lane is not warranted at the access roadway during the weekday morning or evening peak hours. Furthermore, an exclusive westbound right-turn lane is not warranted during either peak hour. However, in order to provide uniformity along the Dundee Road corridor, Dundee Road will be widened to provide an exclusive eastbound left-turn lane and an exclusive right-turn lane serving the proposed access drive. The left-turn lane will provide 215 feet of storage and 220 feet of taper. The right-turn lane will provide 115 feet of storage and 220 feet of taper. A copy of the turn lane warrant diagrams is included in the Appendix.

As can be seen from the results of the capacity analyses, the proposed access system consisting of the full movement access drive off Dundee Road and the proposed connection to Manhattan Drive (which has an unsignalized intersection with Main Street) will be adequate in accommodating the traffic estimated to be generated by the development and will ensure efficient and flexible access is provided. Furthermore, the provision of any additional access on Haligus Road is not necessary based on the following:

- The proposed access system will be adequate in accommodating the projected traffic volumes and southbound left-turn movements from the proposed full access drive onto Dundee Road are projected to operate at LOS B during the peak hours. Likewise, the northbound approach of Manhattan Drive at Main Street is projected to continue operating at LOS A during the peak hours.
- It is estimated that 75 percent of the development traffic will be traveling to/from the development via Dundee Road southwest of Haligus Road, Haligus Road south of Dundee Road, and Main Street west of Dundee Road. As such, the majority of residents are projected to utilize the proposed full movement access drive on Dundee Road or Manhattan Drive to travel to/from the development as these access points provide the most direct and convenient access.
- Given the existing operation of the northbound approach of Haligus Road at Main Street, which currently operates at LOS F, providing access on Haligus Road may increase the volume of traffic utilizing the northbound approach and further degrade the operation of this approach. Alternatively, future residents will opt to utilize the Manhattan Drive connection to travel east on Main Street to Haligus Road to avoid northbound queuing.

6. Conclusion

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

- The traffic that will be generated by the proposed residential development can be accommodated by the existing area roadway system.
- The signalized intersection of Dundee Road with Haligus Road has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development.
- When the projected traffic volumes at the intersection of Haligus Road with Main Street are compared to the peak hour traffic signal warrant published in the MUTCD, a traffic signal is not warranted.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.
- Outbound movements from the proposed access roadways are projected to operate at good levels of service and the projected traffic volumes will not warrant a traffic signal during the peak hours at either location.
- When the total projected traffic volumes at the proposed access roadway are compared to the turn lane warrant guidelines published in the IDOT BDE Manual, neither an exclusive left-turn lane nor an exclusive eastbound right-turn lane is warranted. However, in order to provide uniformity along the Dundee Road corridor, Dundee Road will be widened to provide an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane serving the proposed access drive.



Shepherd
OF THE PRAIRIE
LUTHERAN CHURCH

January 21, 2022

Mr. Charles Nordman, AICP
Director of Development Services
Village of Huntley
10987 Main Street
Huntley, Illinois 60142

Dear Mr. Nordman,

Per our recent conversation, my name is Mike Luecht and I serve as the Congregation President at Shepherd of the Prairie Lutheran Church. I will not be able to attend the hearing on January 24, 2022, regarding the proposed residential development south of our church property. Because of that, I would appreciate if the contents of this letter could be conveyed in that hearing by staff.

Shepherd of the Prairie is very excited about the continued growth in Huntley and as well as the continued excellent governance relating to development we have witnessed over many years. We are also excited about the residential development planned for the south of our church. That type of smart growth benefits many and hopefully our church can be a resource in many ways to those new residents.

As we have discussed, Shepherd of the Prairie has a unique layout where our "front door" is in the rear of the building. Therefore, when we have our church services, weddings, funerals, family/children events or community events, our main entrance and parking has a sight line that is staring at the proposed homes backing up to our property. We understand that is how these things work out, we are just asking that everyone involved "feel" that the way we do and will.

Therefore, we respectfully are asking for the following to be included in the development plan:

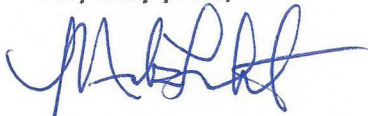
- On the eastern boundary of the church where the detention is planned, we would like the existing tree line to remain. It is an important visual buffer for us.
- On the southern boundary, I am aware of the proposed current landscaping and engineering plans. The landscape buffer and setbacks are appreciated. We do ask that the 6' fence planned be a complete privacy fence and be consistent along the whole property, which I believe it is. Most important, we are requesting a landscaping berm greater than 3' and that there are significant tall plantings on the berm, including the top of it. We also ask that the fence line's elevation is consistent across the whole property line so that our view at it is uniform and not rolling.

- We would like to understand the dust mitigation plan for mass grading, including the cleaning of our parking lot. We also ask for no grading on Sundays prior to 1 pm.

We make these requests to ensure that all of these properties together have a harmonious design for the long term. What we want to convey again, is how we appreciate the potential of this development and the way the Village of Huntley is going about it.

Thank you for your consideration of this request.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Mike Luecht', with a stylized flourish at the end.

Mike Luecht
Shepherd of the Prairie
Congregation President

cc: Pastor Mark Boster

MEMORANDUM

TO: Chairman Tom Kibort and Members of the Plan Commission

FROM: Charles Nordman, Director of Development Services

RE: Catty Property Update – 11117 S. Church Street

DATE: January 21, 2022

The purpose of this memorandum is to provide the Plan Commission an introduction to the proposed redevelopment of the Catty property, 11117 S. Church Street. As many know, the Village Board approved the Downtown Revitalization Plan in September, 2010 and has worked diligently to implement the plan. A fundamental component of the Downtown Plan is the redevelopment of properties, including the Catty property. In 2017 the Village purchased the Catty property with the intent of revitalizing and redeveloping the property. The Downtown Plan identifies the site as a future redevelopment site suited for multi-family residential.

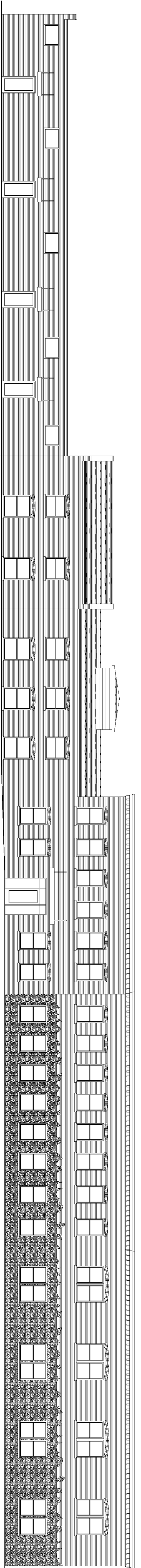
The Catty property is located in the Downtown Tax Increment Financing (TIF) District. As part of establishing the Downtown TIF District the Village Board approved a TIF Redevelopment Plan, and a fundamental component of that Plan is rehabilitation and redevelopment of qualified redevelopment project sites within the TIF. The Village Board has identified the Catty property (and the existing building, which has been vacant for several years) as a redevelopment priority under the TIF Redevelopment Plan. Since acquiring the property in 2017, the Village has undertaken environmental remediation and other site work to prepare the Catty property and building for successful redevelopment and rehabilitation for new occupancy.

Per Village Board direction received on September 9, 2021, Staff has begun discussions with True North Properties and is in the process of finalizing a Purchase and Sale Agreement and Redevelopment Agreement for the property. The current proposal for the property includes the renovation and re-use of the existing building with 17 studio, 16 1-bedroom, and four 2-bedroom units for a total of 37 units. Parking requirements and optional layouts for the parking are still being reviewed. The developer has also identified a space within the building for a future train station.

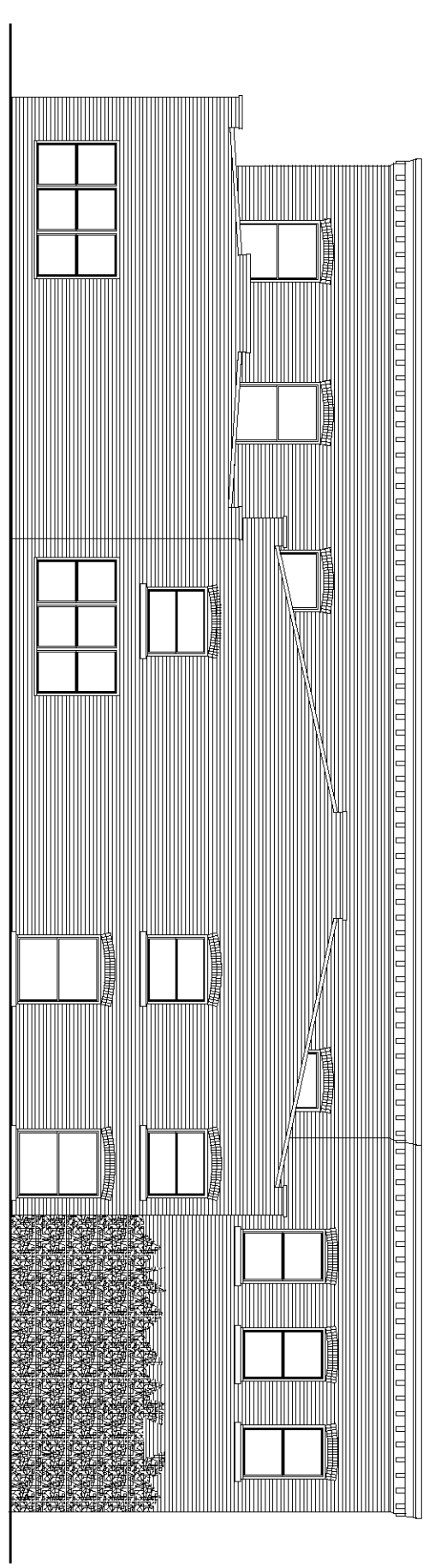
The site is currently zoned “M” Manufacturing. The site would be rezoned and developed as a planned unit development, which will require review and a public hearing by the Plan Commission. It is anticipated that a development application will be presented for Plan Commission consideration within the next few months.

Exhibits:

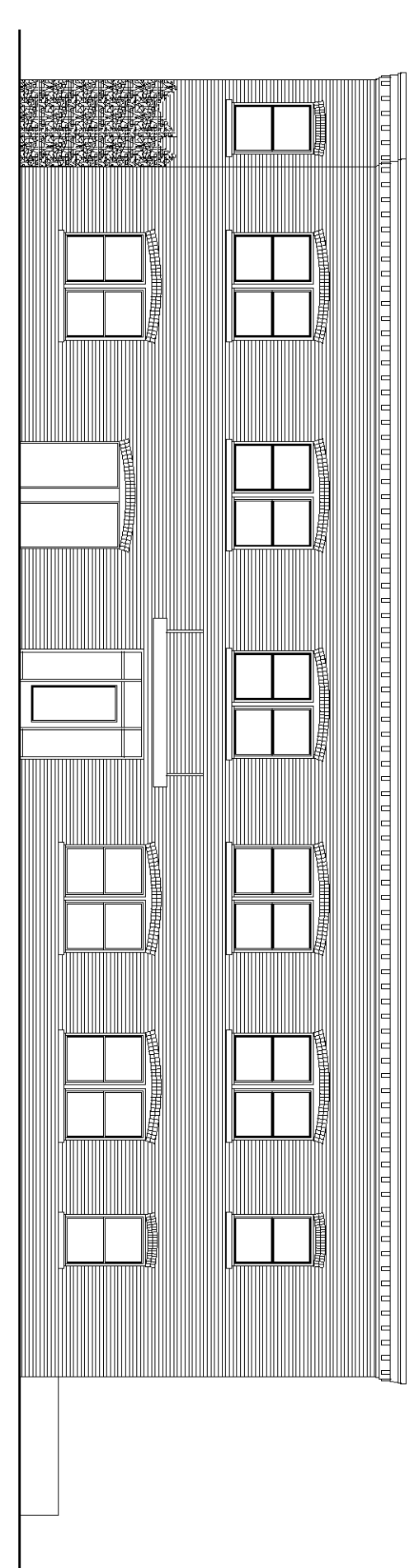
1. Elevations and Interior Plan, dated 11/18/21



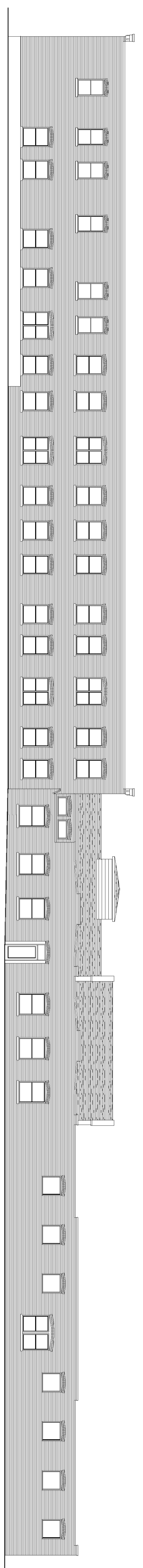
EAST ELEVATION SCALE 3/32" = 1'-0"



SOUTH ELEVATION SCALE 3/32" = 1'-0"



NORTH ELEVATION SCALE 3/32" = 1'-0"



WEST ELEVATION SCALE 3/32" = 1'-0"

APARTMENT COMPLEX FOR:
TRUE NORTH PROPERTIES, INC.
 1117 CHURCH STREET HUNTLEY ILLINOIS

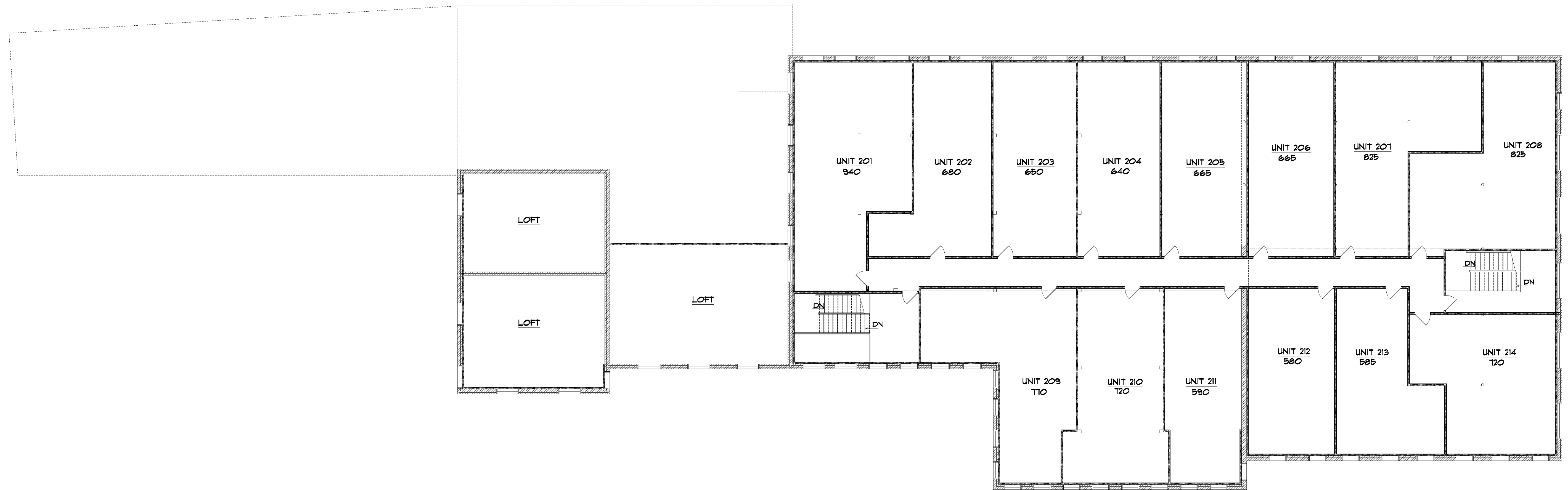
JOSEPH A. MEYER
 STRUCTURAL & PROFESSIONAL ENGINEER
 135 PARK AVE. BARRINGTON IL. 60010 847-382-0200

DATE
 NOV 18, 2021
 REVISION

JOB #
 SHEET #
A3



LOWER LEVEL PLAN



UPPER LEVEL PLAN