

**VILLAGE OF LAKE BLUFF
JOINT PLAN COMMISSION & ZONING BOARD OF APPEALS
MEETING**

**Wednesday, September 17, 2014
Village Hall Board Room
40 East Center Avenue
7:00 P.M.**

A G E N D A

1. **Call to Order and Roll Call**
2. **Consideration of the August 20, 2014 PCZBA Meeting Minutes**
3. **Non-Agenda Items and Visitors (Public Comment Time)**
The Joint Plan Commission & Zoning Board of Appeals Chair and Board Members allocate fifteen (15) minutes during this item for those individuals who would like the opportunity to address the Board on any matter not listed on the agenda. Each person addressing the Joint Plan Commission & Zoning Board of Appeals is asked to limit their comments to a maximum of three (3) minutes.
4. **Continuation of a Public Hearing Concerning a Petition Filed by The Roanoke Group for Approval of a Preliminary Development Plan for a Planned Residential Development (Stonebridge PRD – 136 Green Bay Road)**
5. **A Public Hearing *(to be continued to the next meeting)* Concerning an Application for an Amendment to An Existing Special Use Permit (Ordinance #2003-12) Regarding the Operation of a Restaurant, and the Proposed Expansion of Operations for the Other Door, a part of Inovasi Restaurant, at 32 E. Center Avenue**
6. **Commissioner's Report**
 - Regular PCZBA Meeting Scheduled for October 15, 2014
7. **Staff Report**
8. **Adjournment**

The Village of Lake Bluff is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact R. Drew Irvin, Village Administrator, at (847) 234-0774 or TDD number (847) 234-2153 promptly to allow the Village of Lake Bluff to make reasonable accommodations.

**VILLAGE OF LAKE BLUFF
JOINT PLAN COMMISSION & ZONING BOARD OF APPEALS
MEETING**

August 20, 2014

DRAFT MINUTES

1. Call to Order & Roll Call

Chair Kraus called the regular meeting of the Joint Plan Commission and Zoning Board of Appeals (PCZBA) of the Village of Lake Bluff to order on Wednesday, August 20, 2014, at 7:00 p.m. in the Village Hall Board Room (40 E. Center Avenue).

The following members were present:

Members: Mary Collins
 Michael Goldsberry
 Elliot Miller
 Gary Peters
 Sam Badger
 Leslie Bishop
 Steven Kraus, Chair

Also Present: Andrew Fiske, Village Attorney
 Brandon J. Stanick, Assistant to the Village Administrator (A to VA)
 Village Administrator Drew Irvin
 Village Engineer George Russell
 Building Code Supervisor Gerald Nellessen

A to VA Stanick stated the PCZBA had changed their protocol for voting and now roll call vote will start in alphabetical order by the commissioner's last name.

3. Non-Agenda Items and Visitors

Chair Kraus stated the PCZBA allocates 15 minutes for those individuals who would like the opportunity to address the PCZBA on any matter not listed on the agenda.

There were no requests to address the PCZBA.

2. Approval of the July 16, 2014 Minutes

Member Goldsberry moved to approve the minutes of the July 16, 2014 meeting with requests from Member Miller to clarify his comment on page six, paragraph three to clarify that time spent on detail is not future planning, but should actually focus on general design and not the specifics being discussed now. Member Miller seconded the motion. The motion passed on a unanimous voice vote.

4. A Public Hearing Concerning a Petition Filed by The Roanoke Group for Approval of a Preliminary Development Plan for a Planned Residential Development (Stonebridge PRD – 136 Green Bay Road)

Chair Kraus stated there are a number of introductory statements that will be made before the public hearing starts and asked Staff to review the process to consider the Stonebridge PRD.

A to VA Stanick reported tonight the PCZBA will conduct a public hearing to review an amendment to the development plan for the Stonebridge PRD in preparation to forward a recommendation to the Village Board. The Village Board will review the preliminary PRD plan and consider the PCZBA's recommendations then either deny or approve the preliminary plan with or without conditions. In the event the Village Board approve the preliminary plan, the PRD will be reviewed by the Historic Preservation Commission (HPC) and Architectural Board of Review (ABR). The PCZBA will conduct a second public hearing to review the final plan, and with the HPC's and ABR's recommendations forward its final recommendation to the Village Board. The Village Board will consider comments from the HPC, ABR and PCZBA and consider requested zoning variations, final PRD plan, preliminary subdivision plat, final subdivision plat and either deny or approve the proposal with or without conditions.

Chair Kraus advised a flow chart outlying the PRD review process is available online. Chair Kraus asked the Village Attorney to review the difference between preliminary and final approval.

Village Attorney Andrew Fiske stated the preliminary and final review processes are both public hearings where the PCZBA has recommending authority. The substance of each of those public hearings differs in levels of degree. The preliminary plan process, where there are fewer specific standards that need to be applied, and is a more conceptual stage, provides a less rigid public hearing process. When this process returns for final review there will be a level of detail with regards to the entirety of the plans that will create a more formal evidentiary type structure. There will be certain specific findings that must be made and abilities to provide cross examination of witnesses will be allowed.

Chair Kraus reviewed the details of a PRD in relation to the Zoning Code and noted it is an opportunity for the Village to work with a developer of a large parcel to think creatively about residential uses within the parcel.

Chair Kraus then reviewed the following PRD goals and standards from the Zoning Code: (i) to preserve the natural scenic qualities of open space, (ii) to provide a harmonious variety of architectural styles, building forms and relationships within the development, (iii) to permit creative and imaginative design not always possible under conventional zoning regulations, and (iv) in general, to permit greater flexibility and facilitate the use of techniques of large land area developments, which will be most advantageous to the Village.

Chair Kraus briefly reviewed the order of events for the public hearing.

Chair Kraus stated the September 17th PCZBA meeting will open with public comment/testimony. The Petitioner will have an opportunity to respond to comments on plan concepts. The PCZBA will be given an opportunity to ask clarifying questions. The PCZBA will then close the public hearing and begin the process of determining the next set of actions.

Chair Kraus opened the public hearing and noted that SB 2011, LLC, The Roanoke Group, is the legal name of the Petitioner. He stated the intent of the public hearing is to consider an application for preliminary PRD for the Harrison Conference Center property. As the Petitioner is currently operating under an existing PRD Ordinance (Ordinance No. 2006-28) the proposal is to amend the existing PRD.

Chair Kraus administered the oath to those in attendance and requested an update from Staff.

A to VA Stanick reported on July 25, 2014 the Village received a complete preliminary petition to amend an existing PRD from The Roanoke Group for the 47.28 acre property, commonly known as the Stonebridge Development, situated along Green Bay Road. The material submitted is quite substantial for a preliminary review and includes:

- An existing survey of the site with legal description;
- Drawings showing the existing and proposed subdivision configurations;
- Sketches showing the proposed location of buildings, streets, parking areas, pedestrian walks, landscaping and other land uses, as well as artist's renderings of the proposed building types;
- Data for site conditions, lands characterizes, community facility and utilities and other information related to land use;
- A construction sequence for development of the site;
- Ownership information; and
- An outline of proposed articles of incorporation and declaration of covenants and restrictions.

A to VA Stanick stated a legal notice was published, in accordance with the requirements of the Lake Bluff Zoning Code, in the *Lake County News Sun* on August 4th. Additionally, the Village made the petition, and related reports concerning the proposed development, available online at lakebluff.org.

Chair Kraus introduced Peter Kyte to present the proposal.

Mr. Kyte, representative of The Roanoke Group, thanked the PCZBA for the opportunity to address the Board. He stated the presentation this evening will describe the vision for the project, the opportunity available in Lake Bluff and the keys to the development's success..

Mr. Kyte stated our vision is to create a community which meets Lake Bluff standards and noted the rehabilitation of the Jens Jensen landscape and Howard Van Doren Shaw Manor House, as well as a variety of housing types are important factors for attaining their vision.

Mr. Kyte stated their keys to success is to create a community, not a subdivision, designed to serve Lake Bluff residents and market as a whole. The residents in this community would be responsible for maintaining the public amenities, such as landscaping and the Manor House; therefore, we must establish a long term sustainability plan to ensure future maintenance costs do not burden residents of the development.

Mr. Kyte stated the importance for establishing a collaborative planning effort with a responsible team of professionals. He stated a lot of outreach work in respect to the project has been done since the process began in 2011. In addition, to the local feedback we received a series of comments from PCZBA Members Badger, Goldsberry and Peters, which focused on the impact the development would have on Village residents. There were also comments from PCZBA Members Bishop and Collins concerning opportunities to improve the plan.

Mr. Kyte introduced the following individuals associated with the project, including: Paul Hayden (Landscape Architect), Robert Hidey (Architect), and Bob Mackie Civil Engineers.

Robert Hidey, of Robert Hidey Architects, showed a picture of the 2007 proposed land use plan and stated they were asked to define the plan to improve the livability and provide a diverse range of housing solutions to meet current market needs. Following review of the plan there were certain components worth restoring: the Jens Jensen garden, the perimeter circular road, the Manor House and four of the existing residences which were part of the original approval.

Mr. Hidey showed a picture of the 2012 proposed land use plan and described the proposed housing types and locations. Mr. Hidey showed a slide addressing comments from the PCZBA regarding the proposed site plan. He reviewed the comments received in 2011 and 2012 and noted they had agreed in concept with the comments and felt they were appropriate. Mr. Heidi then reviewed how each comment was addressed.

Mr. Hidey showed a slide of the proposed land use plan. Mr. Hidey showed an aerial view of Lake Bluff and noted their intent is for the proposed lots sizes, aesthetics and architectural details to be consistent with homes and lots in the Village. The proposed homes will have a functional porch that will allow for semi-private space.

Mr. Hidey stated the proposed housing types are based on what we know about the current housing trends. The proposed Cottage houses are one and two story units, targeted to move down buyers, positioned closest to the Manor House, designed to be maintenance free, focused on a village green, provide direct connection to open space, alignment with the pedestrian system and the architectural features are dominated by porches. Mr. Hidey also described the interior floor plans and noted they will provide adequate daylight and amenities.

Mr. Hidey described the Carriage house model and noted its targeted to move down buyers and young families. Mr. Hidey described the flexible interior floor plans and noted they are developed to respond to various lifestyles.

Mr. Hidey stated the Manor House model will be two story units located along the perimeter and are expected to be purchased by discretionary buyers and appeal to a broad range of demographics. Mr. Hidey described the interior floor plans and noted they will allow for multi-generational living.

Paul Hayden, Landscape Architect with Collaborative West, expressed his belief the green is the connective tissue which holds the community together. Mr. Hayden showed various pictures while describing the history of Jens Jensen and commented on Jensen's design principles.

Mr. Hayden showed a picture of the entrance way and described how it looks today compared to how it looked in the past. He also showed a picture of the restoration process and described the proposed modifications.

Mr. Hayden stated the Manor House will be restored and a program established so that the interior space can be used for private and limited public use. He showed pictures of the interior room which will be restored to its original condition.

Mr. Hayden showed a picture of the Player's Green and noted the area has been encroached upon and it is their intent to thin out the woods and install another layer of landscaping in the rear. He also showed a picture of the south end of the terrace and described the proposed changes to the historical Jens Jensen wall located next to the garden.

Mr. Hayden showed a picture of W. Witchwood Lane and stated a trail system will be created along the fence for regional and neighborhood use. Lastly, Mr. Hayden summarized the components that will be restored such as the entrance way, the south garden, W. Witchwood Lane and the existing curvilinear roadway. Mr. Kyte stated their plan is to complete the Manor House and landscape restorations upfront to help attract perspective buyers.

Mr. Kyte explained how the proposed project may impact local businesses and taxing bodies. He stated property taxes are a big source of revenue for the Village; however, as the population declines the Park District would require additional funds to maintain the various amenities throughout the Village. Mr. Kyte reviewed the letter received from School District #65 Superintendent Dr. Jean Sophie addressing how the development would impact Lake Bluff School District #65 and noted the existing enrollment would not be affected by the development, and the Manor House could be used for school events.

Mr. Kyte showed a slide of the net fiscal impact study and noted the Village's consultant has reviewed the study. Currently, the property is generating a net return of approximately \$133,000 per year and in 20 years there could be approximately a \$14 million fiscal impact on the community. He also expressed his belief the development would benefit the businesses located in Lake Bluff's historic downtown. The development is expected to generate approximately \$75 million in mortgages and the net term fiscal impact for local business over a 20 year timeframe would amount to approximately \$2.4 million annually spent locally.

Mr. Kyte stated their planning philosophy is to apply the original Jens Jensen and Howard Van Doren Shaw plans to restore the Stonebridge development. There will be three different housing types proposed for the development and stated the 25 ft. wide proposed Cottage homes are reminiscent of a rural pocket neighborhood philosophy which is how the units are designed. There are not many small homes for older residents who desire to remain in Lake Bluff. Mr. Kyte stated their intent is to have detached single family housing as opposed to the duplexes which were previously approved. Mr. Kyte reviewed the proposed housing types and stated they do not intend to pursue the McMansion philosophy.

Chair Kraus opened the floor to questions from the commissioners.

Member Collins expressed her opinion the proposed plan is much better and appears to hold together the connectivity, streetscapes and interface on the northside. Member Collins expressed her belief empty nesters and retirees will be attracted to the Cottage homes and asked the Petitioner to ensure there is adequate maneuvering space for vehicles as the proposed garages face the right-of-way similar to alleyways.

Member Collins stated the community center in the Manor House is a great idea and expressed her disappointment with demolishing the Carriage House as the previously proposed condominiums would provide an alternative option for empty nesters. Member Collins expressed her concern with the lot width for the Carriage and Manor homes. She also expressed her concern that garages

will dominate lot frontage and suggested the Petitioner follow the zoning for the R-4 District, which requires garages be placed at the rear. She stated Lake Bluff is deeply traditional and the more the design can be made to look like Nantucket the better.

Mr. Kyte stated the site plan has changed dramatically based on the comments which drove the connectivity of the site. He stated, from a price point perspective, to restore the condominiums in either the Manor House or Carriage House the price of that unit would be more than the cost for a 4,000 sq. ft. home. He stated unit count does impact the project as there are a lot of public amenities that must be preserved. Mr. Kyte stated the purpose of the PRD is to preserve open space in exchange for relief from the Village's bulk standards. In this particular case, from a density perspective, we are not getting anything in exchange for the open space being provided.

Mr. Kyte commented on the street design and noted the wider the street the faster motorists will drive; however, a narrow street will tend to slow down traffic.

In response to Member Collins comment regarding the right-of-way, Mr. Kyte stated we had planned to originally have two streets; however, based on the comments received, the 27 ft. right-of-way for these homes was not acceptable. Staff required that we provide a 50 ft. right-of-way on non-collective streets and a 10 ft. setback minimum. The proposed plans are for a 15 ft. setback off the 50 ft. right-of-way for the non-collective streets. Mr. Kyte stated from a setback perspective we have taken guidance from the zoning ordinance for 20% of lot width for sideyard setbacks.

Mr. Art Miller, a Lake Forest College Professor, commented on the Howard Van Doren Shaw planning approach and noted that circulation was the first concern in the decision making process. The decision making process is where to put the most important elements, such as the Manor House and garden, which are the most important Jens Jensen features. The Manor House is a strong structure and is worth restoring. The Carriage House has not been properly maintained and the restoration cost would drag down the restoration of the Manor House, which is still in good condition and the more important historical structure.

Mr. Kyte stated preservation is a major factor in the success of the development. The Manor House is an amenity that needs to be restored; however, the Carriage House has been altered dramatically and would be difficult to restore to its original design.

Member Badger expressed his opinion the current plan is better than the plan in 2012. He expressed his concern regarding traffic and his preference to hear comments from the consultant on the traffic impact from both the Stonebridge development and the Target development. Member Badger expressed his concern regarding the financial impact and inquired if the ownership would remain with the developers or become the responsibility of the Homeowners Association (HOA). He further stated the projected impact on the value of the homes is aggressive and inquired of the HOA and other fees which may be a burden to the homeowners.

Mr. Kyte stated their intent is to review current traffic flow and take a conservative approach regarding traffic impact. The previous traffic analysis suggested the need for a turning lane to mitigate against traffic but the current study determined it was not necessary. Mr. Kyte stated he could not really reply to the comment on how the traffic would interfere with the Target development.

Chair Kraus stated the Village's consultant would provide a traffic study in September and recommended deferring traffic comments until the next meeting.

Mr. Kyte provided an overview of the current market supply and the existing demand. The new regulations require market studies to review HOA assessments, as well as property taxes and factor them into the payment. He stated a core number of homes that will support all these amenities on the property would be approximately \$400 a month. Mr. Kyte stated uses for the Manor House have not been determined. Mr. Kyte stated the brokerage packet and the consultant assessment on home values could be provided to the PCZBA to generate feedback.

In response to a comment from Member Bader regarding future ownership of the Manor House, Mr. Kyte commented on their thought process regarding the Manor House and how to ensure the cost does not become a burden for the homeowners who will ultimately be responsible for its maintenance. Mr. Kyte stated he envisions the Village will establish rules regarding preservation of the Manor House.

Member Bishop expressed her satisfaction with the sidewalks, connectivity, porches and open space throughout the plans. She inquired of the sustainability process for maintaining the garden and the cost if the public uses it on a daily basis. Member Bishop inquired of parking for large community events.

Mr. Kyte commented on the Village's parking restrictions in the Zoning Code and noted additional parking was added to the south side of the main road to address parking needs.

Chair Kraus asked if the main roadway was wide enough to park cars.

Mr. Louis Aboona, principal with KLOA, stated the main circulation road, which is approximately 23 ft. wide, is not wide enough for parking. There will be pockets of parking spaces provided along the roadway beyond the width of the pavement of the road which will allow for on-street parking. In addition, he stated these pockets will be located throughout the community as well as in close proximity to the Manor House to provide adequate parking for large gatherings.

Member Collins asked if the Player's Green could be used for parking. Mr. Aboona stated there is sufficient parking as well as opportunities for land banking additional parking spaces if needed.

Member Miller asked if the community would be responsible for creating future parking spaces. Mr. Aboona commented on the parking spaces per unit and noted there are 39 spaces in close proximity to the Manor House. He expressed his belief that many of the events will occur during the daytime when on-street parking spaces would be available.

Chair Kraus suggested the issue be considered as a public safety discussion as the project moves forward.

Member Miller asked if there would be a turn lane on Green Bay Road. Mr. Aboona stated the turn lane will be constructed as part of the project.

Member Miller thanked the Petitioner for the presentation and inquired of any flooding issues.

Ms. Trudy Bueler, civil engineer with Mackie Consultants, Inc., stated a detailed stormwater report has been conducted and reviewed by the Village's consultant, Gewalt Hamilton Associates. Ms. Bueler reviewed the design for the detention basins and stated she does not anticipate any flooding issues as the stormwater management system complies with the Lake County regulations.

In response to a comment from Member Miller regarding floodplain, Ms. Bueler stated the property is approximately 200 ft. from the floodplains.

Member Miller inquired if there was any interest expressed in providing pervious pavement. Ms. Bueler stated the intent is to maintain the existing roadway network with minor changes within the two connector roads. She further stated the maintenance could get a little overwhelming with previous surfaces and the maintenance may be costly when considering all the other proposed improvements. Discussion ensued regarding prohibitive roadway surfaces.

Member Peters inquired of the dialogue with neighborings. Mr. Kyte stated there has been dialogue with the neighbors and stated a presentation regarding the proposed W. Witchwood path and fence was recently presented to residents in that area. The majority of the residents were thrilled with the approach and with a development that would not negatively impact their property value. He stated our studies showed how the pricing would help increase property value. Mr. Kyte stated all the outreach has been overwhelmingly positive and noted the intent to address the residents directly adjacent to the property. He stated an exhibit will be provided at the next meeting which will show how the development impacts all the surrounding neighbors.

Member Peters expressed his understanding the Petitioner's consultant had determined there was a favorable impact on the neighbors directly to the north and the perception there would be a favorable impact throughout the community. Mr. Kyte commented on the misconception related to new developments and how they impact home values. When home building starts going on people are going to be more confident in putting more money in the property similar, to when new homes were being built in the central Terraces.

Member Goldsberry expressed his agreement with the comments the PCZBA has made tonight and noted the traffic report will be important because there will be more traffic in addition to the landscapers which already travel through Lake Bluff. Member Goldsberry requested the drainage for the neighborhood be addressed as it appears more people are having drainage trouble.

Member Goldsberry expressed his need to better understand the future financial obligation associated with the property. He expressed his thoughts about the differences between the front of the property and the density in the back.

Mr. Kyte expressed his belief that the three different housing types would add diversity and help ensure success of the project. Mr. Kyte stated a revised site plan eliminating the 12 acres will be provided as there is a misconception of density on the property and noted as the development in viewed from the rear it is less dense per acre than the Terrace. In addition, he advised of their intent to build a nature playground on the Jensen Player's Green.

Member Bishop inquired of the entity responsible for the sustainability of the Jensen garden. She also inquired if the homeowners would be responsible for trash receptacles and supplying doggie

bags. Mr. Kyte stated the homeowners will be responsible for the preservation area, and, stated once the Manor House is restored, maintenance costs will go down.

Chair Kraus thanked the Petitioner for the presentation and expressed his opinion the current plan is a significant improvement from the previous plan.

Chair Kraus summarized the following information that will be provided to the PCZBA for the next meeting:

- Demonstrate the vehicle turning radius required for the homes with rear loaded garages;
- Provide evidence that the proposed garages front no more than 20% of the lot;
- Provide detail related to the density and the zoning characteristics for individual lots;
- Address the impact of the anticipated traffic of both the Stonebridge and Target developments;
- Provide detail regarding the long-term sustainability of the Manor House, forest and park areas and other site amenities, as well as other items that may be required of the Home Owners Association;
- Provide more detail concerning the Petitioner's "commitment" to turn lane improvements from Green Bay Road to the development site;
- Clarify the impact the development will have on the property values of neighboring areas; and
- Provide a copy of the analysis of the Petitioner's traffic study conducted by Village consultant Baxter and Woodman, Inc.

Chair Kraus recommended restrictions on the size of events allowed at the Manor House. He also inquired of the width and depth of each lot.

Chair Kraus commented on the change in mix of density and housing styles between 2012 and 2014 and suggested information regarding the changes be provided as this is an amendment to an existing PRD. Chair Kraus noted the review of the Carriage House demo will be held with the HPC.

Chair Kraus commented on the use for the Manor House and asked if a portion of the second floor would be dedicated to Stonebridge residents and if a portion of the first floor would be for public use. Mr. Kyte stated the use has not been determined and noted any suggestions would be helpful. Chair Kraus stated the use of the Manor House as an amenity for residents and as asset for the community makes sense.

Chair Kraus inquired of future landscape renovations and expressed his concern regarding future changes such as roof repairs. He also expressed his concern that the assessment amount mentioned, especially in the short term, would not be sufficient enough to create the funds necessary to restore damages to the landscape.

Mr. Jerry Callahan, the Attorney for the project, stated during the preliminary discussion with the Village Attorney it was determined the assessment fund, reserve fund as well as the operating fund must be addressed explicitly in the subdivision covenants.

As there were no further comments, it was the unanimous consensus of the PCZBA to continue the public hearing to the September 17th PCZBA meeting.

A to VA Stanick stated the August 20th video and upcoming agenda will be made available on the Village website.

5. **A Public Hearing Concerning an Application for an Amendment to an Existing Special Use Permit (Ordinance #2003-12) Regarding the Operation of a Restaurant and the Proposed Expansion of Operations for the Other Door, a part of Inovasi Restaurant, at 32 E. Center Avenue**

Chair Kraus the agenda item will be continued to the next meeting.

6. **Commissioner's Report**

Chair Kraus stated the next regular PCZBA meeting is scheduled for September 17, 2014.

7. **Staff Report**

There was no Staff report.

8. **Adjournment**

As there was no further business to come before the PCZBA, Member Bishop moved to adjourn the meeting. Member Goldsberry seconded the motion. The motion was approved on a unanimous voice vote. The meeting adjourned at 9:20 p.m.

Respectfully submitted,

Brandon J. Stanick
Assistant to the Village Administrator

VILLAGE OF LAKE BLUFF

Memorandum

TO: Chair Kraus and Members of the Joint Plan Commission & Zoning Board of Appeals

FROM: Brandon Stanick, Assistant to the Village Administrator

CC: Drew Irvin, Village Administrator
George Russell, Village Engineer

DATE: September 12, 2014

SUBJECT: Agenda Item #4 – Proposed Amendment to Stonebridge Planned Residential Development – Preliminary Development Plan Submittal

Applicant Information:	SB 2011, LLC. (Petitioner/Owner)
Requested Action:	August 17, 2014: <ul style="list-style-type: none">• open the public hearing concerning the Preliminary Development Plan;• receive a presentation from the Petitioner ;• discuss the preliminary submittal, including preliminary questions to the Petitioner from Board members;• if needed, request additional information be provided for the next meeting; and• continue the public hearing to September 17, 2014. September 17, 2014: <ul style="list-style-type: none">• allow the Petitioner time to present any new information/materials;• allow time for the public to comment and ask questions;• present any additional questions from Board members to the Petitioner and further discuss the preliminary submittal; and• forward a recommendation to the Village Board concerning the Stonebridge preliminary planned residential development plan.
Public Notice:	<i>Lake County News Sun</i> – August 4, 2014
Existing Zoning:	PRD Ord. #2006-28 as amended by Ord. #2011-7 (removed age restriction); and Estate Residence District (E-1).
Purpose of Petition:	Amend existing PRD Ordinance (Ord. #2006-28) to: construct 94 detached single-family residential units,

retain 2 existing detached single-family residences and 2 existing attached single-family residences, and restore and preserve the existing manor house as a community clubhouse in lieu of the previously approved 85 dwelling units (43 single family units, 28 attached units & 14 Manor House and Carriage House units).

Site Area:	47.28 acres
Existing Land Use:	Failed residential subdivision including vacant single family homes and historic Manor/Carriage Houses
Surrounding Land Use:	<ul style="list-style-type: none"> • North: single-family residential • East: single-family residential • South: single-family residential • West: forest preserve
Comprehensive Plan Land Use Objectives:	<ul style="list-style-type: none"> • Land Use Objectives: <ul style="list-style-type: none"> ○ Preserve the unique residential character of the area. ○ Encourage rehabilitation and control redevelopment in an orderly manner compatible with neighboring properties. ○ Designate a portion of Village owned property for park use in cooperation with the Lake Bluff Park District. • Development Areas: <ul style="list-style-type: none"> ○ Promote development and redevelopment that enhances neighboring properties and benefits Village residents and businesses. ○ Examine proposed changes in use, density and appearance relative to the compatibility impact, capacity and potential of each proposal.
Relevant Zoning History:	<ul style="list-style-type: none"> • Ord. #2002-10: Restating & amending Harrison Conference Center Special Use Permit; • Ord. #2006-28: Stonebridge PRD approval & revocation of Special Use Permit; and • Ord. #2011-07: Removal of age restriction.
Applicable Land Use Regulations:	<ul style="list-style-type: none"> • Estate Residence (E-1) Zoning District; • Ord. #2006-28: Stonebridge PRD approval & revocation of Special Use Permit; • PRD regulations; • Subdivision Regulations; and • Historic Preservation Regulations.

Background and Summary

On November 27, 2006 the Village Board of Trustees approved Village Ordinance #2006-28, which authorized the Stonebridge Planned Residential Development (Stonebridge PRD), located at 136 Green Bay Road, on the former site of the Harrison Conference Center. The Stonebridge PRD allowed for the construction of an 85-unit residential age-restricted development, including: 43 single-family detached homes, 28 attached duplex units, restoration and conversion of the historic Manor House with 9 residential units, restoration and conversion of the historic Carriage House with up to 5 residential units and creation of an approximate 10.34 acre conservation area on the easterly portion of the site along Green Bay Road. A dimensioned site plan of the Stonebridge PRD authorized in 2006 is attached, labeled as *Attachment A*. As indicated on the site plan all access to the site was served by Green Bay Road just south of the intersection of Green Bay Road and W. Hawthorne Court via Jensen Lane. An emergency (normally gated) access roadway was to be provided just west of the intersection of W. Hawthorne Court and Sunset Terrace.

Construction of the Stonebridge PRD commenced in early 2007 and over the next two years 95% of the proposed infrastructure was constructed. Two single-family detached model homes and two single-family attached model homes were also completed. In 2011 the previous developer requested the age-restriction on the property be removed; this was a condition on the sale of the property. On April 25, 2011, in response to this request, the Village Board approved Ord. #2011-07, which removed the age-restriction from the Stonebridge PRD. Shortly thereafter the property was sold to the current owner, SB 2011, LLC (Petitioner).

On November 28, 2012, the Joint Plan Commission and Zoning Board of Appeals (PCZBA) opened a public hearing to consider the preliminary PRD plan. During this time the Petitioner's zoning application requested approval to further amend the Stonebridge PRD to allow for:

- 1) a total of 108 dwelling units, which at the time, included restoration of the Carriage House and a total of 8 condominium units in both the Manor House and Carriage House;
- 2) a modification to the previously approved site layout of the residential area west of the Manor House and Carriage House, including creation of single family lots and the elimination of previously constructed private cul-de-sac streets that provided for a "cluster-type" housing design;
- 3) the retention, but a slight reduction, in the approximate 10.34 acre open space conservation area on the eastern portion of the site to allow for the construction of a four car garage on the east side of the Carriage House and to allow for the construction of a 22 space parking lot for the Manor House, Carriage House and proposed playground area within the easterly open space conservation area;
- 4) an increase in the size of the originally approved 2,500 sq. ft. playground area located within the easterly open space conservation area to a 10,000 sq. ft. playground area; and
- 5) a change to the originally approved landscape plan and provide for the restoration of certain historic landscape features; and
- 6) modifications of other miscellaneous elements of the original development plan.

Following the Petitioner's presentation the PCZBA provided a series of comments that have been addressed by the Petitioner (*refer to Attachment B, Exhibit 2.1, large 24x36 plan diagram*).

Proposed Planned Residential Development - Preliminary Development Plan

In August 2014, following Village Staff's review and comment, the Petitioner submitted a revised zoning application for approval of a Preliminary Development Plan that would ultimately amend the Stonebridge PRD Plan to allow the following:

- (i) a total of 98 single-family residential units, including: 94 detached single-family residences, 2 existing detached single-family residences and 2 existing attached single-family residences;
- (ii) restoration and preservation of the existing historic Manor House as a community clubhouse with limited public access (*refer to Exhibit 5.2 and 11x17" Attachment B.1*);
- (iii) demolition of the existing Carriage House;
- (iv) various landscape features, parks and bicycle and pedestrian trails (*refer to Attachment B, Exhibit 5.1 and Attachment B.1*);
- (v) on-street traffic circulation and access to home sites with a two-way loop road (Jensen Lane), 23 ft. wide (right-of-way of 66 ft.) as it currently exists, "Street A" that is 22 ft. with a taper to 20 ft. wide (right-of-way of 50 ft. with a taper to 22 ft.) serving the "Pocket Neighborhood", as well as "Street B" (also serving the Pocket Neighborhood) that is 20 ft. wide (right-of-way of 22 ft.), and minor street "Street C", 23 ft. wide (right-of-way of 50 ft.) serving Lots 40 to 53 (*refer to Attachment B, Exhibits 4.4 and 5.5*); and
- (vi) on-street parking spaces (not required) added at select locations along one side of Jensen Lane for residents and visitors, as well as the required minimum of two off-street parking spaces per unit is provided (*refer to Attachment B, Exhibits 4.4 and 5.5*); and
- (vii) a stormwater management plan with three detention basins (*refer to Attachment B, Exhibit 4.4*).

August 20, 2014 PCZBA Meeting Summary

On August 20, 2014 the PCZBA commenced with the public hearing to consider the proposed preliminary plan to amend the Stonebridge PRD. Following introductory statements from Chair Kraus and Village Staff the PCZBA received a presentation from the Petitioner and the development team. Following the presentation the PCZBA discussed the proposal, questioned the Petitioner and continued the public hearing to its meeting on September 17th to allow time for public comment and for the Petitioner to address the following issues raised by PCZBA members:

1. Demonstrate the vehicle turning radius required for the homes with rear loaded garages;
2. Provide evidence that the proposed garages front no more than 20% of the lot;
3. Provide detail related to the density and the zoning characteristics for individual lots;
4. Address the impact of the anticipated traffic of both the Stonebridge and Target developments;
5. Provide detail regarding the long-term sustainability of the Manor House, forest and park areas and other site amenities, as well as other items that may be required of the Home Owners Association;
6. Provide more detail concerning the Petitioner's "commitment" to turn lane improvements from Green Bay Road to the development site;
7. Clarify the impact the development will have on the property values of neighboring areas; and
8. Provide a copy of the analysis of the Petitioner's traffic study conducted by Village consultant Baxter and Woodman, Inc. (*refer to Attachment D*).

The responses to the comments made by the Village's traffic consultant were provided by the Petitioner after 5:30 p.m. on Friday. According to the Petitioner, additional information in response to the PCZBA's comments and questions will be provided before or reviewed during the meeting.

Planned Residential Development Application - Preliminary Plan

Consideration of a Planned Residential Development is a two-step process that includes separate public hearings and Village Board consideration for: (1) a preliminary development plan (which is before you on August 20th); and (2) a final development plan, which would come before you at a new public hearing if the preliminary development plan is approved by the Village Board.

Section 10-5J-4B of the Village's PRD regulations establishes the following six application requirements for a preliminary development plan. Please note that, even though the petitioner's materials include a great deal of detail in excess of what would normally be submitted at this stage, the requirements for consideration and approval of a preliminary development plan are much more general and conceptual than the requirements for final development plan approval. If the preliminary development plan is approved, the Board will ultimately consider the project at a much greater level of detail when considering the proposed final development plan.

A summary description of the Petitioner's submittal for preliminary development plan approval is provided following each **bolded** item required by the Zoning Code.

1. Survey. A survey including legal description of the site to include thereon flood plain, flood way, and flood fringe boundaries on the site, if any.

The Petitioner has submitted a survey of the property (*refer to Attachment B, Exhibit 4.2*), which reflects the proposed development plan laid over the 2006 development layout. For a more reader-friendly legal description please refer to *Attachment B, Exhibit 4.1*. Village Staff concurs with the Petitioner that there are no floodplain, floodway nor flood fringe boundaries to show on the survey.

2. Drawing: A scale drawing showing a subdivision layout based upon the existing zoning. In addition, there shall also be filed a drawing or sketch showing proposed location of buildings, streets, parking areas, pedestrian walks, landscaping and other land uses, and an artist's rendering of the proposed building types.

The Petitioner has submitted a scaled drawing of a proposed site plan (*refer to Attachment B, Exhibit 4.4*) including proposed locations of buildings, streets, on-street and off-street parking areas, pedestrian and bicycle paths, conceptual renderings of landscape plans (*refer to Attachment B, Exhibit 5.1 and Attachment B.1*) and topographic features. Artist's renderings of schematic elevations and floor plans have also been provided (*refer to Attachment B, Exhibit 4.5*) for each of the three types of single-family detached units referred to as "Cottage", "Carriage" and "Manor" residences. The Cottage housing unit mix is located in a style of neighborhood commonly referred to as a "Pocket Neighborhood".

3. Community Characteristics: Data regarding site conditions, land characteristics, community facilities and utilities, existing covenants and easements, and generally information about land uses within one-half (1/2) mile of the site.

The Petitioner has submitted an a Tentative Plat of Resubdivision reflecting the existing plat of subdivision and site topography showing existing conditions (*refer to Attachment B, Exhibits 4.2 and 4.4*), as well as photographs of current site conditions and surrounding areas (*refer to Attachment B, Exhibits 3.0, 5.2 and 5.3*). A brief history of the site is available as part of *Attachment B, Exhibit 2.0*. Comparative density information between the proposed Stonebridge Development and the West Terrace neighborhood is provided and found in *Attachment B, Exhibit 3.0*.

4. Construction Sequence: Proposed construction sequence for buildings, parking spaces and landscaped areas, and the number of each type of building and bedroom mix in each phase.

The Petitioner has submitted a preliminary Construction Phasing Diagram (*refer to Attachment B, Exhibit 4.6*) that divides the development into the following four phases:

1. Jens Jensen Woods Restoration;
2. Demolition of Existing Improvements (existing infrastructure);
3. Historic Restoration (exterior and interior rehab of Manor House); and
4. Site Development and Home Construction.

5. Ownership Information: The names and addresses of all present and proposed owners as defined in Section 10-5J-3A, this Article of all land within the project.

The Petitioner's application (*refer to Attachment B, Exhibit 1.0*) states that SB 2011, LLC is the current owner and applicant. SB 2011, LLC is owned by The Roanoke Group, LLC (22 E. Scranton Ave. Lake Bluff) and AdBac, LLC. Additionally, the Petitioner has submitted evidence of Title (*refer to Attachment B, Exhibit 4.3*)

6. Maintenance of Common Open Space: An outline of proposed articles of incorporation and bylaws for a property owners and renters association and of a proposed declaration of covenants and restrictions which may be part of the plan. The land owner or his successor shall maintain control of and responsibility for the common open space.

The Petitioner's submittal provides an overview of the governance structure for the Stonebridge project, which includes summaries of regulations for the: homeowners association, historic Manor House, Cottage Neighborhood, Carriage Neighborhood and Manor Neighborhood (*refer to Attachment B, Exhibit 4.7*).

Additional Information

In addition, the Petitioner has submitted a conceptual plan for the restoration of the Manor House (*refer to Attachment B, Exhibit 5.2 and Attachment B.1*) a memorandum dated June 19, 2014 from KLOA, Inc. (Petitioner's consultant) regarding traffic circulation and parking (*refer to Attachment B, Exhibit 5.5*), a traffic study conducted by KLOA (*refer to Attachment B, Exhibit 5.6*), a fiscal impact study performed by KMA, Inc. (Petitioner's consultant) dated July 2, 2014 (*refer to Attachment B, Exhibit 5.4*) and stakeholder testimony (*refer to Attachment B, Exhibit 5.7*). Staff anticipates a review (will be provided as *Attachment D*) of the submitted traffic study will be provided by the

Village's consultant, Baxter & Woodman, Inc., for the September 17th PCZBA meeting. Also, provided as *Attachment E*, is a review of the submitted fiscal impact analysis by the Village's consultant, SB Friedman and Company.

The Petitioner has also addressed the standards for departures that will be sought from the Planned Residential Development regulations (*refer to Attachment B, Exhibit 3.0*). Please note, however, that these departures are not part of the consideration of the preliminary development plan and would be reviewed and considered during the final development plan stage. Staff will provide a more detailed analysis of the requested departures from the PRD regulations required for the project as the petition moves through the review process to the final development plan stage.

Recommendation

Following the public hearing it is recommended the PCZBA consider the updated information provided by the Petitioner, as well as the information presented during public comment period, and determine if it would like to continue the hearing to receive additional information or forward a recommendation to the Village Board regarding the preliminary PRD plan with or without conditions.

Attachments

- D. Letter Dated September 12, 2014 from Village Consultant Baxter & Woodman, Inc. Regarding the Stonebridge Traffic Study;
- D.1. Letter Dated September 12, 2014 from the Petitioner Responding to Comments from Baxter and Woodman, Inc.; and
- J. Correspondence Dated August 21, 2014 Concerning the Proposed Development.

The following documents were provided as part of the August 20, 2014 agenda packet:

- A. Stonebridge Development Dimensioned Site Plan as Authorized Pursuant to Ordinance #2006-28;
- B. Stonebridge Zoning Application Amending the Existing PRD and Related Exhibits (large book);
- B.1. Stonebridge Key Design Principles and Features (11x17" booke);
- C. Stonebridge PRD Amendment Process Flow Chart (dependent on advisory board actions);
- E. Memorandum Dated August 13, 2014 from SB Friedman and Company Regarding the Stonebridge Development Fiscal Impact Analysis;
- F. Section 10-5J of the Zoning Code Outlining the PRD Regulations;
- G. Procedures for Public Hearing on Preliminary Stonebridge PRD Plan;
- H. November 28, 2012 PCZBA Meeting Minutes; and
- I. Comprehensive Plan Land Use and Development Areas Objectives/Policies.

If you should have any questions concerning the information provided in this memorandum please feel free to contact me at 847-283-6889.



8678 Ridgefield Road, Crystal Lake, IL 60012 • 815.459.1260 • baxterwoodman.com

September 12, 2014

Mr. George Russell, P.E.
Village of Lake Bluff
40 East Center Avenue
Lake Bluff, Illinois 60044-2597

Subject: Village of Lake Bluff - Stonebridge Development Traffic Study Review

Dear Mr. Russell:

At your request, we have reviewed the traffic impact study performed by KLOA for The Roanoke Group for the revised Stonebridge Development. We understand that the Stonebridge Development is changing composition to include 96 single family homes and 2 duplex units. The traffic impact report identifies the development would be occupied by “conventional families with conventional work-patterns” instead of the previous assumption of “active adult buyers.”

Upon review of the traffic impact study, we concur with the following findings in the report:

- Projected traffic volumes generated by the development (79 vehicles in the AM peak hour and 103 vehicles in the PM peak hour).
- Two-way stop control at the proposed intersection of Jensen Lane/W. Witchwood Lane with Green Bay Road.

However, we offer the follow comments and recommendations:

Directional Distribution

1. We concurred with the directional distribution presented in KLOA’s original report in 2005, with 55% of traffic going to or coming from the south and 45% to and from the north; however, this report utilizes the opposite distribution (45% to and from the south and 55% to and from the north). The actual peak hour traffic counts conducted at this intersection also show a distribution of roughly 55% to the south in the AM and from the south in the PM. We recommend using the original directional distribution for analysis of projected development traffic.

Impact to Green Bay Road

2. The report states that development traffic would contribute only 5-8% of peak hour traffic. However, adding 79 vehicles per hour (vph) to the 655 existing vph that pass through this intersection in the AM peak adds 12% to AM peak hour traffic, and adding 103 vph to the 697 existing vph that pass through the intersection in the PM peak adds almost 15% to the PM peak hour traffic. We recommend this impact be re-evaluated in consideration of the need for a northbound Green Bay Road left turn lane.

Capacity Analysis

3. The report identifies the two-way stop controlled intersection will operate at a level of service (LOS) B after completion of the development (see attached Level of Service tables). This may be true with current traffic levels on Green Bay Road; however, if Green Bay Road traffic is projected to increase at the rate needed to meet CMAP's 2040 ADT projection, this intersection will likely operate at a LOS C upon completion of the development several years in the future, which will be similar to LOS C calculated by Baxter & Woodman, Inc. in our 2006 report.

Traffic Levels on Green Bay Road and Need for northbound Left Turn Lane

4. Although ADT on Green Bay Road has dropped from 12,700 in 2006 to 7,150 in 2011, the report assumes that traffic on Green Bay Road will remain at this level and did not adjust for near future growth. Since this reduction in volume can be mostly attributed to the economy during this time and CMAP has projected a 2040 ADT of 13,000, which is near the 2006 level, it is very unlikely the traffic on Green Bay Road will remain at this low level. Furthermore, the report states that the ADT was taken from the IDOT ADT website and not from actual 24-hour counts. We recommend collecting actual 24-hour counts on Green Bay Road to verify the current ADT since ADTs on a non-IDOT route on their website may not be accurate.

The report provided no timeline for completion of the development and traffic on Green Bay Road will likely increase over the next several years as the economy improves. Increasing the ADT from the 7,150 in 2011 to the CMAP projected ADT of 13,000 in 2040 results in approximately a 2% per year increase on Green Bay Road. We recommend that the April 2013 counts be projected at 2% per year to the anticipated completion date of the development before analyzing the need for a left turn lane or capacity of the intersection. In addition, the memo provided by TADI on May 1, 2013 anticipated up to an additional 20 vph on Green Bay Road generated by the proposed Target store at US41/IL176, so 20 vph should be added to current volumes to account for this future traffic.

The report acknowledges that a left turn lane is required by the Lake County DOT Highway Access Ordinance for the PM Peak hour (see attached chart from KLOA report). Furthermore, using the IDOT BDE manual, their PM peak was close to requiring a left turn lane as shown; but if the directional distribution is reversed, as suggested in comment 1 above, this will make the PM advancing volume (Va) 416, and the percent left turns in Va at 8.6%. When graphed on Figure 36-3.G (see attached chart), this would show that consideration for a northbound left turn lane is very close. If Green Bay Road is projected to increase at 2% per year to the development's anticipated completion date, the point graphed on Figure 36-3.G would likely warrant a left turn lane (an example projection assuming a 2020 completion is shown). Based on both of these guidelines, a northbound left turn lane on Green Bay Road should be considered.

Conclusion

Based on traffic levels on Green Bay Road that will likely increase, current volume data meeting requirements for a left turn lane in the Lake County DOT Highway Access Ordinance and future volumes meeting the requirements for a left turn lane in the IDOT BDE Manual; and providing a directional distribution of development traffic that coincides with previous projections and current traffic patterns,; we recommend a northbound left turn lane be constructed on Green Bay Road at the intersection with the Stonebridge development entrance.

If you have any questions or require additional information, please contact us.

Very truly yours,

BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS



John V. Ambrose, P.E.

JVA/DSH:xxx

STONEBRIDGE DEVELOPMENT TRAFFIC ANALYSIS

Table 1 - Level of Service Rating Descriptions

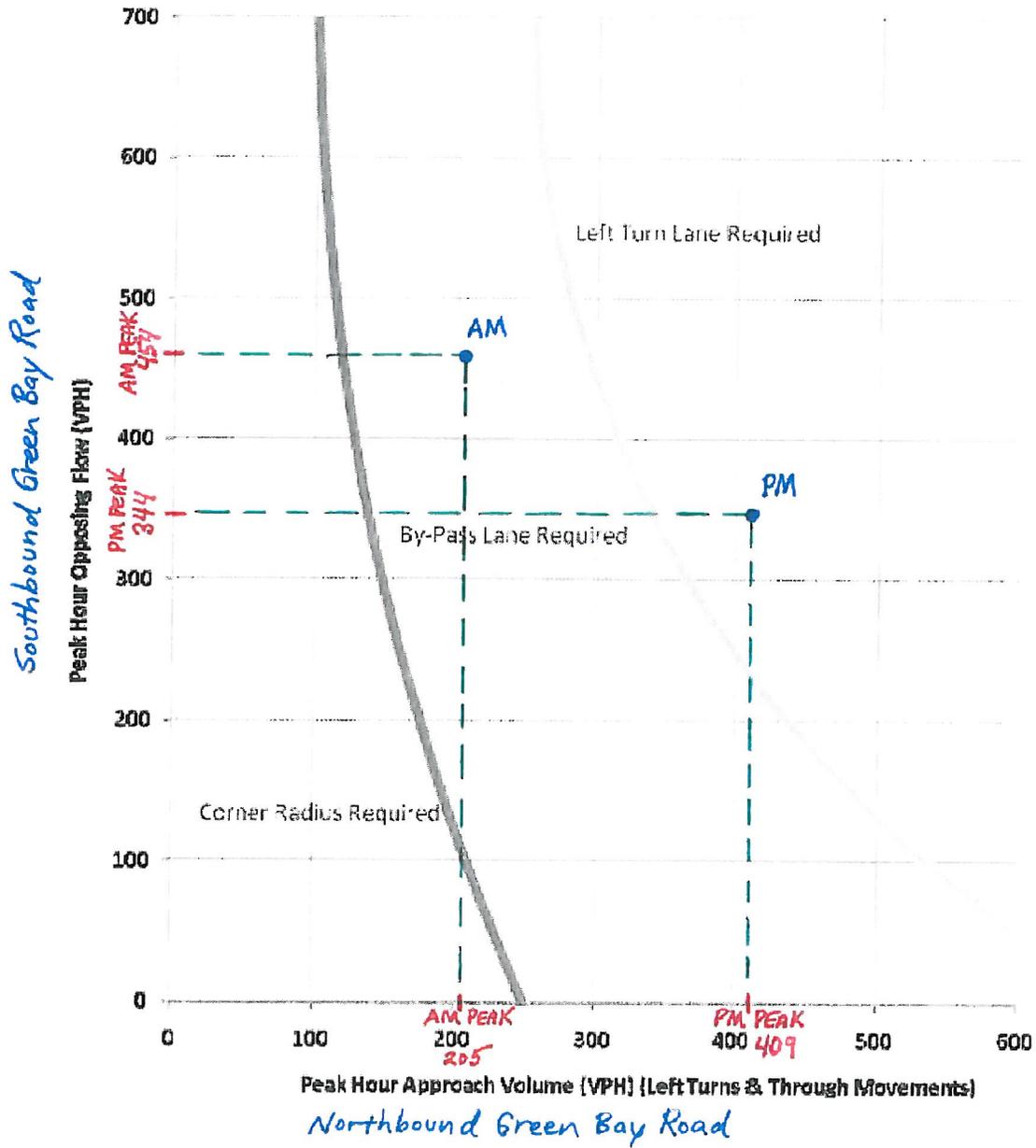
Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; roads remain below capacity and posted speed limit is maintained.
D	Considerable control delay that may be substantially increased by small increases in flow; roadways are at capacity. LOS D is a common goal for urban streets during peak hours.
E	High control delay; average travel speed no more than 33 percent of free flow speed. Flow becomes irregular and speed varies rapidly, but rarely reaches the posted speed limit.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. A road in a constant traffic jam would be at LOS F.

Table 2 – Level of Service Rating Criteria

Level of Service	Control Delay per Vehicle (s/veh) at:	
	Stop Controlled Intersections	Signalized Intersections
A	0 - 10	0 - 10
B	>10 - 15	>10 - 20
C	>15 - 25	>20 - 35
D	>25 - 35	>35 - 55
E	>35 - 50	>55 - 80
F	>50	>80

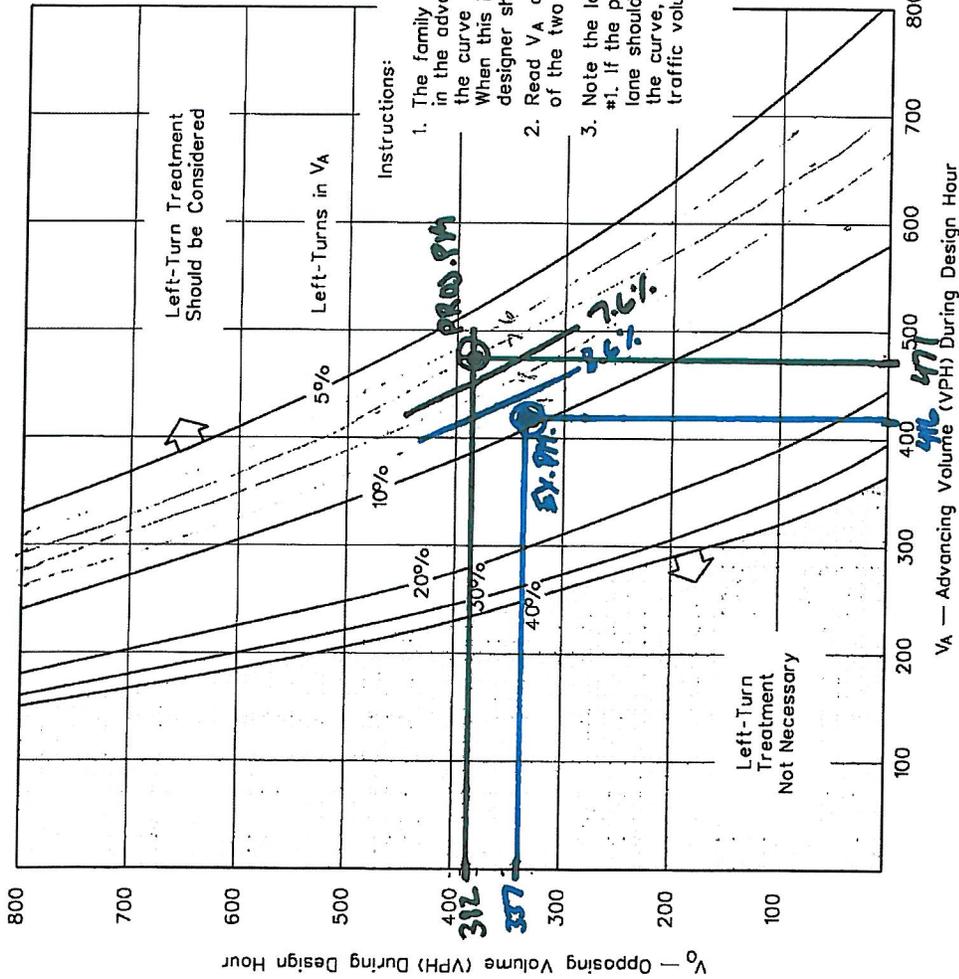
Figure 11.1

Lake County Division of Transportation
Highway Access Regulation Ordinance
Left Turn Treatments For Various Volumes



V_A = Total advancing traffic volume which includes all turning traffic
EX. PM = 416
PROJ. PM = 471

V_0 = Total opposing traffic volume which includes all turning traffic
EX. PM = 337
PROJ. PM = 382



$\frac{\% \text{ LT IN } V_A}{\text{*** PROJ. PM 7.6% ***}}$
*** EXIST. PM 8.6% ***

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

Figure 36-3.G

*** 4 DIST. B-D-N 55% T/FROM SOUTH**
*** * 2% / YR FOR 7 YRS (ASSUMING 2020 CAPACITY)**



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www.freeborn.com

September 12, 2014

By Email

Mr. Drew Irvin
Village Administrator
Village of Lake Bluff
40 E. Center Avenue
Lake Bluff, IL 60044

Re: Stonebridge - Responses to Village Traffic Comments

Dear Mr. Irvin:

Village staff has requested responses to certain comments they have provided. My responses, on behalf of Stonebridge, are set forth below.

Turning Radius and Traffic Circulation in Cottage Area

Stonebridge's traffic consultant, KLOA, addressed this issue in a memo, which is attached as Attachment A. As stated in the memo, two-way traffic will be able to maneuver safely on the streets, automobiles will be able to turn in and out of garages without meandering across the center line of the street, and fire trucks will be able to circulate unimpeded. The memo is accompanied by technical drawings demonstrating these conditions.

Left Turn Lane on Green Bay Road

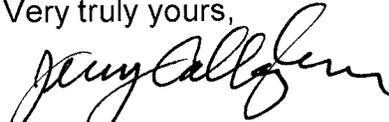
Although it is not certain that a left-turn lane on northbound Green Bay Road will be necessary or required, the current developer has agreed to honor the commitment made by the prior developer to contribute \$70,000 to the Village for the cost of construction of the turn lane. In addition, the attached memo and drawing from KLOA confirm that the revised Stonebridge plan accommodates the addition of the lane and provides all necessary right-of-way for installation. See Attachment B

Potential Traffic Impacts from Stonebridge and Target

KLOA has reviewed this issue and prepared the responsive memo attached as Attachment C. The bottom line is that there would be no measurable impact. The memo assumes the unrealistic condition of all site traffic traveling through the Rockland Road-Green Bay Road

intersection to and from the west on Rockland Road. Even under these conditions, there would be only one additional car per minute on Rockland Road.

Very truly yours,



Gerald P. Callaghan

GPC

3187984v1/29899-0001

ATTACHMENT A

**TURNING RADIUS AND TRAFFIC
CIRCULATION IN COTTAGE AREA**

MEMORANDUM TO: Peter Kyte
The Roanoke Group

FROM: Luay R. Aboona, PE
Principal

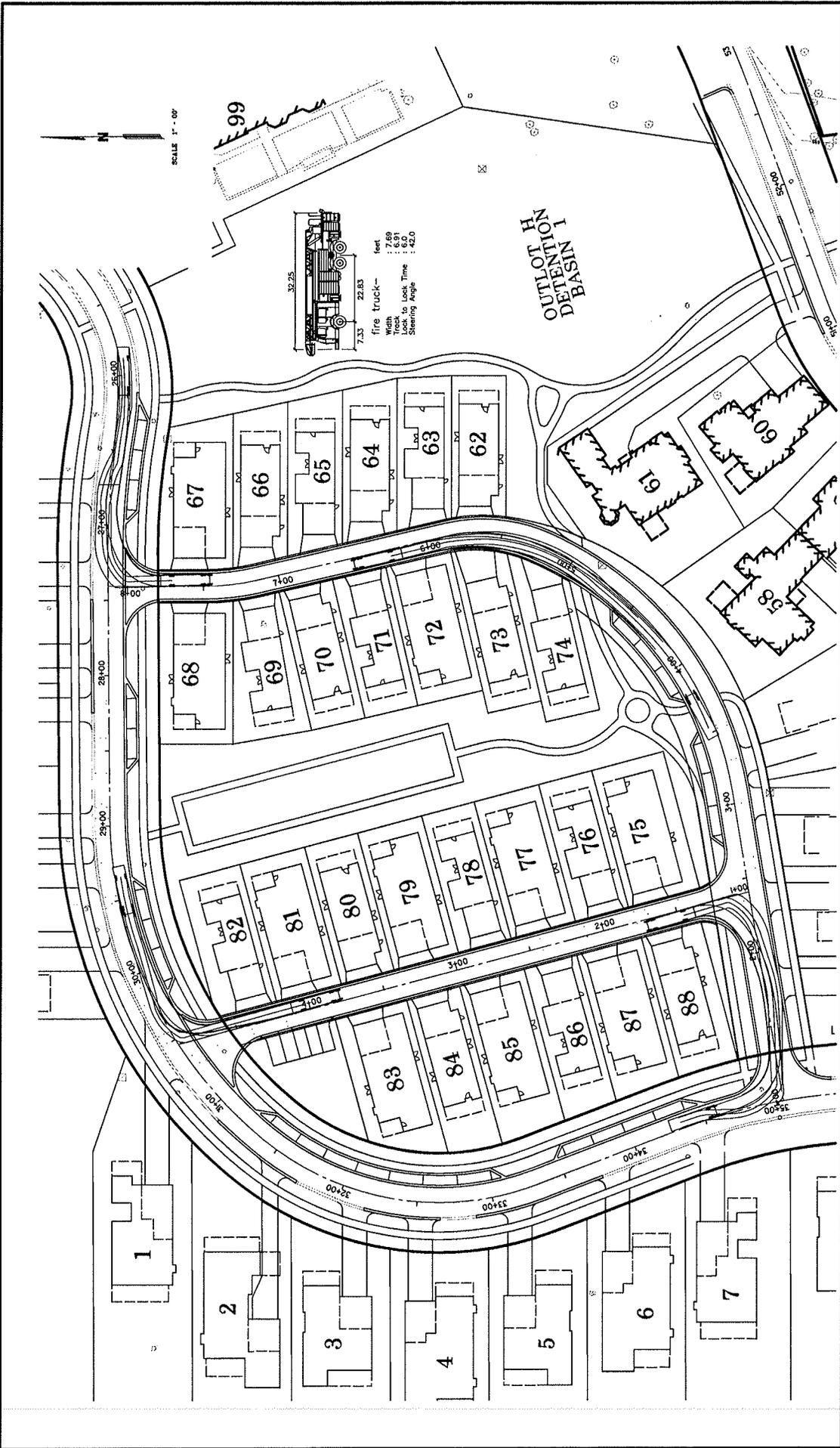
DATE: June 19, 2014

SUBJECT: Adequacy of Cottage Area Streets
Proposed Stonebridge Development
Lake Bluff, Illinois

This memorandum summarizes the results of an evaluation of the adequacy of the proposed Cottage area street system within the Stonebridge development in Lake Bluff, Illinois. This memorandum is an addendum to the January 2014 Site Traffic Analysis conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.).

The Cottage areas of the development will consist of approximately 27 units with two car garages that will access twenty feet back to back two-way streets (Streets A and B depicted on the site plan) with a 22-foot right-of-way. The garages will be set back seven feet providing 36 feet of separation. The proposed streets are adequate for the following reasons:

- The width of the streets will allow for safe passage of two-way traffic.
- Restricting the streets to one-way traffic is not necessary as it will impede accessibility resulting in unnecessary circulation and is difficult to enforce.
- Fire trucks will be able to access the Cottage area adequately.
- Passenger cars will be able to maneuver in and out of the garages adequately.
- The width of these streets will force traffic to slow down and, as such, safety will not be compromised.
- The attached exhibits prepared by Mackie Consultants reflect the ability of passenger vehicles and fire trucks to maneuver within the Cottage area street system.



SHEET
2 OF **2**

**AUTOTURN EXHIBIT - FIRETRUCK
 STONEBRIDGE
 LAKE BLUFF, ILLINOIS**

DESIGNED	ROB
DRAWN	TJB
APPROVED	
DATE	06/06/14
SCALE	1" = 60'

DATE	
DESCRIPTION OF REVISION	

CLIENT:
THERANCKGROUP
 22 East Starbuck Avenue
 Rosemont, IL 60018
 Phone: 847-571-3333 Fax: 847-457-4848



M
 Mosaic Consultants, LLC
 8575 W. Higgins Road, Suite 500
 Rosemont, IL 60018
 (847) 958-1400
 www.mosaicconsultants.com

DATE: 05/28/14
 PROJECT: Autoturn Exhibit - Firetruck Stonebridge Lake Bluff, Illinois

ATTACHMENT B

LEFT TURN LANE ON GREEN BAY ROAD

MEMORANDUM TO: Peter Kyte
The Roanoke Group

FROM: Eric D. Russell, P.E., PTOE, PTP, LEED AP ND
Principal

DATE: September 12, 2014

SUBJECT: Potential Northbound Left-Turn Lane on Green Bay Road
Stonebridge Residential Development
Lake Bluff, Illinois

This memorandum reiterates the findings from our Site Traffic Analysis for the Stonebridge development (dated July 17, 2014) pertaining to the need for a northbound left-turn lane on Green Bay Road at the development's access drive opposite W. Witchwood Lane, and The Roanoke Group's (TRG) commitment to the installation of this improvement.

Green Bay Road, south of IL 176, is under the jurisdiction of the Village of Lake Bluff and any geometric requirements will be guided by the Village. To assist the Village in determining if the left-turn lane is needed on Green Bay Road, KLOA reviewed the roadway design guidelines of both the Lake County Division of Transportation and the Illinois Department of Transportation.

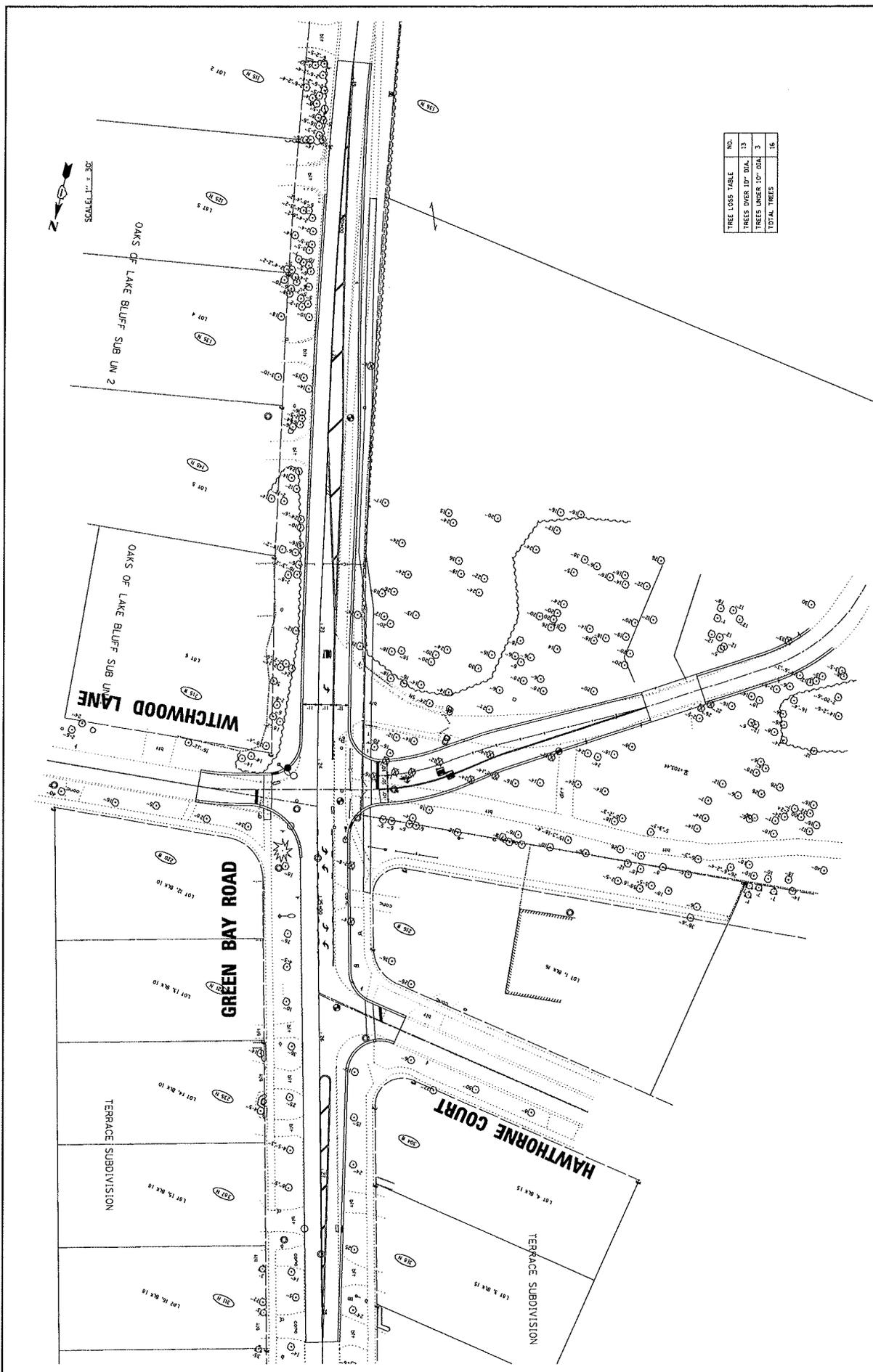
The criteria contained in the Lake County Division of Transportation's Highway Access Regulation Ordinance indicates that a dedicated northbound left-turn lane is required on Green Bay Road at the Stonebridge Drive/W. Witchwood Lane intersection for the PM peak hour but not the AM peak hour.

The criteria contained in IDOT's Bureau of Design & Environment (BDE) Manual indicates that a dedicated northbound left-turn lane is not required on Green Bay Road at the Stonebridge Drive/W. Witchwood Lane intersection for either peak hour.

When the Stonebridge development was initially approved by the Village in November 2006, the development agreement required the developer to pay \$70,000 towards the cost of construction to install the northbound left-turn lane on Green Bay Road. The turn lane improvement, which was to be completed by the Village, was never initiated by the Village and no funds were exchanged. The Village did, however, retain Baxter & Woodman Engineering to develop a conceptual design of the road improvement, which is attached to this memorandum for reference.

TRG has never contested the need for the left-turn lane and has indicated from the onset of its first revised development plan for the property that it would continue to honor the \$70,000 cost contribution for the turn lane from the original development agreement.

The revised Stonebridge development plan has been developed to accommodate the proposed northbound left-turn lane on Green Bay Road, as conceived by the Village and their consultant, which limits the widening of Green Bay Road to the west side of the roadway, much of which occurs along the Stonebridge frontage. The Stonebridge project's landscaping plan and gateway features have been designed such that no relocations will be necessary if and when the turn lane is constructed.



NO.	DESCRIPTION
13	TREES OVER 10" DIA.
3	TREES UNDER 10" DIA.
15	TOTAL TREES

NOT FOR BIDDING DRAWN BY: [Name] CHECKED BY: [Name] DATE: 05/25/05	
VILLAGE OF LAKE BLUFF, ILLINOIS GREEN BAY ROAD AND HAWTHORNE CENTER ENTRANCE REALIGNMENT	
PROPOSED STREET IMPROVEMENTS AND GREEN BAY ROAD INTERSECTION IMPROVEMENTS	
1 OF 1	

Rector & Woodruff
 Civil Engineers, Surveyors
 1000 North Lake Street
 Lake Bluff, Illinois 60064
 Phone: 847.434.1100
 Fax: 847.434.1101

REV. NO.	DATE	DESCRIPTION

CONSULTANTS:
 REFER TO EQUIPMENT MANUFACTURER'S SHOP DRAWINGS

04/07/2005 11:15 AM
 04/07/2005 11:15 AM
 04/07/2005 11:15 AM

ATTACHMENT C

**POTENTIAL TRAFFIC IMPACTS
FROM STONEBRIDGE AND TARGET**

MEMORANDUM TO: Peter Kyte
The Roanoke Group

FROM: Eric D. Russell, P.E., PTOE, PTP, LEED AP ND
Principal

DATE: September 12, 2014

SUBJECT: Potential Traffic Impacts from Stonebridge and Target
Lake Bluff, Illinois

The Traffic Impact Study for the proposed Target development, prepared by TADI, summarizes the traffic generation and traffic impacts from the project. The study area analyzed extends along Rockland Road from Waukegan Road east to Skokie Valley Road. Roadway and traffic signal improvements are recommended in the study to maintain or improve peak hour service levels along Rockland Road. The study did not extend as far east as Green Bay Road and TADI stated in a follow-up memorandum to the Village (dated May 1, 2013) that “due to various considerations, including its distance from the site, it is anticipated that the Rockland Road/Green Bay Road intersection would not be significantly impacted by the proposed development.

The traffic study prepared by KLOA, Inc. for the Stonebridge development estimates that 43-57 vehicle trips that are generated by the project during the weekday morning and evening rush hour periods, respectively, will approach and depart the site from the north on Green Bay Road. Some of these vehicles will travel to/from the west on Rockland Road in the direction of the Target development, while others will travel to/from the north on Green Bay Road or east on Rockland Road. Even if all of the Stonebridge volume traveled through the Rockland Road/Green Bay Road intersection and to/from the west on Rockland Road, it would amount to less than one additional car per minute on Rockland Road, which would have a minimal impact on traffic conditions in the corridor once improved by the Target project.

Village of Lake Bluff

From: brick777@aol.com
Sent: Thursday, August 21, 2014 7:34 AM
To: Village of Lake Bluff
Subject: Life After the Priory and Stonebridge

To Whom It May Concern on the PCZBA,

Although a prior commitment held me from attending last night's public hearing, I wanted to share my views with you.

My name is Rick Surkamer, and I am a resident of Lake Bluff at 233 East Witchwood Lane. Although we have only been in our wonderful home for a little over a year, I have found this 5th return to the Village as our best yet.

My personal total residence spans over 30 years and 5 decades. Homes have been on W Washington, Rockland Ave, Gatehouse at Tangley Oaks, Ravine Forest, and here on East Witchwood. I am also an alum of LB Elementary system k -8. I have two siblings as well, who have chosen to raise their families here, along with many friends.

Our roots and experiences are deep in Lake Bluff.

The Village has always set the example for effective and thoughtful home development. Supporting the entrepreneur's who desire to do it right. Many many examples exist. It would seem that as the old home to my early hockey playing on the pond has sat for far to long and gone through many false starts. It is time to move forward with thoughtful development and allow our Village to continue to set the example and thrive as a special place. Stonebridge by all measures available to me has demonstrated those traits we look for in a new development.

However, my trust is in your hands, as those who choose to keep our fire of excellence and sound development alive and well.

Thank You,

Rick Surkamer
847 772 6533