

**WHEELING PLAN COMMISSION
THURSDAY, JULY 27, 2017 6:30 P.M.**

**AGENDA FOR A REGULAR MEETING OF THE PLAN COMMISSION
to be held in the Board Room of the Village Hall
2 Community Boulevard, Wheeling, Illinois**

REVISED JULY 21, 2017

This meeting will stream live and be televised on Wheeling's Cable Channels 17 & 99

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CHANGES TO THE AGENDA**
- 5. CITIZEN CONCERNS AND COMMENTS**
- 6. CONSENT ITEMS - none**
- 7. ITEMS FOR REVIEW**
 - A) [Docket No. PC 17-11](#)
Promise and Fulfillment Church
5110-6360 Capitol Drive
Minor Site Plan & Appearance Approval of Landscape Modifications
 - B) [Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29](#)
Wolf Crossing
411-415 N. Wolf Road
(2017-6A) Special Use-Site Plan Approval of a Preliminary Planned Unit
Development for Multi-Family Residences
(2017-6B) Special Use-Site Plan Approval of a Final Planned Unit
Development for Multi-Family Residences
(PC 17-12) Approval of a Preliminary Plat of Subdivision
(SCBA 17-29) Appearance Approval of a Subdivision Sign
- 8. APPROVAL OF MINUTES – [July 13, 2017](#) (including findings for Docket No. 2017-8**
- 9. OTHER BUSINESS**
- 10. ADJOURNMENT**

**IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE
AUXILIARY AID SUCH AS A SIGN LANGUAGE INTERPRETER, PLEASE CALL (847)
459-2600 AT LEAST 72 HOURS PRIOR TO THE MEETING.**

Public Hearing Information
Wheeling Plan Commission Meeting
July 27, 2017
(Attachment to Agenda)

2017-6 DRH Cambridge Homes, Inc., contract purchaser, is seeking Special Use-Site Plan Approval of a Preliminary Planned Unit Development for a multi-family residential development at 411-415 N. Wolf Road in the MXI Mixed Use Industrial District, as required under Chapter 19-05 Mixed Use and Overlay Districts, Chapter 19-09 Planned Unit Developments; Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections.

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Jones, Senior Planner

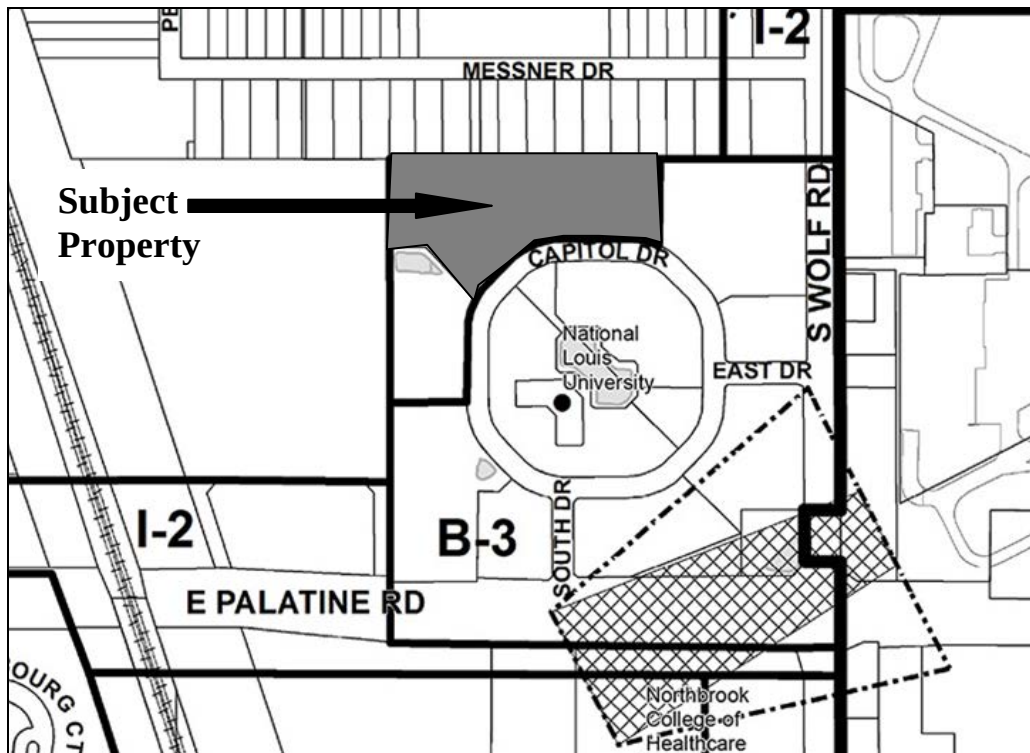
RE: **Docket No. PC 17-11**
Promise and Fulfillment Community Church
5110-6360 Capitol Drive
Minor Site Plan and Appearance Approval for Landscaping

DATE OF REPORT: July 17, 2017

DATE OF MEETING: July 27, 2017

PROJECT OVERVIEW: The petitioner is seeking minor site plan and appearance approval for changes to the landscaping for an approved religious assembly use.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Proposed name of Development:</u>	Promise and Fulfillment Community Church
<u>Applicant(s) Name:</u>	Gary Jung
<u>Property Owner Name:</u>	Promise and Fulfillment Community Church
<u>Common Property Address:</u>	5110-6360 Capitol Drive
<u>Common Location:</u>	The property is located at the northwest corner of Capitol Drive
<u>Neighboring Property Land Use(s):</u>	North: Industrial West: Industrial South: Industrial/Institutional East: Religious assembly
<u>Comprehensive Plan Designation:</u>	Industrial
<u>Property size:</u>	Approximately 5.37 acres (total building space dedicated to religious assembly use 20,139 sq. ft.)
<u>Existing Use of Property:</u>	Religious assembly
<u>Proposed Use of Property:</u>	Religious assembly
<u>Existing Property Zoning:</u>	I-1 Light Industrial and Office District
<u>Previous Zoning Action on Property:</u>	
2016-18	Special Use and Site Plan Approval for Religious Assembly (Ord. 5030, passed 9.19.2016)

DESCRIPTION OF PROPOSAL

The petitioner, Promise and Fulfillment Community Church, has submitted a landscape plan for review. The religious assembly use received special use approval from the Village Board on September 19, 2016. The special use ordinance included the following condition of approval, per the suggestion of the Plan Commission:

- Within 120 days of special use approval, the petitioner shall return to the PC for minor site plan and appearance approval of a landscape plan that includes additional plantings.

At this time, the petitioner is also seeking minor site plan and appearance approval for a landscape plan.

LANDSCAPING PLAN REVIEW

Existing Landscaping: The proposed landscape plan identifies the existing deciduous trees and evergreen trees. The plan also identifies through a photograph (Detail #4) that the existing decorative grass and daylilies at the west building entry for Building 6310-6360 will remain.

Proposed Landscaping: The proposed landscape plan provides details for the proposed modifications to the east entry (Detail #3 and planting table). The details for this east entry will be similar to the existing west entry. The planting area of the east entry will be enhanced by planting three species of daylilies and three species of coneflowers. According to Detail #3, the existing decorative grass in the east entry will also remain.

No other additional plantings are proposed to the site.

STAFF REVIEW

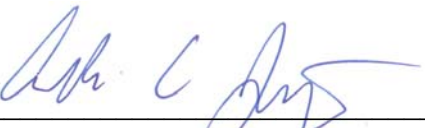
Impact on adjacent uses: No impact is expected on adjacent uses.

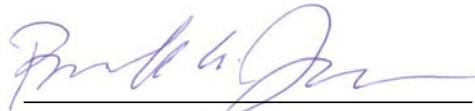
Staff Recommended Action: After reviewing the proposal, staff suggests the Plan Commission approved the landscape plan.

PROPOSED MOTION

If the Plan Commission approves of the landscape plan, an appropriate motion would be to:

Approve Docket No. PC 17-11 granting minor site plan and appearance approval of the landscape plan submitted July 19, 2017 for the existing religious assembly use in the I-1 Light Industrial and Office District at 5110-6360 Capitol Drive, Wheeling, Illinois.



Andrew C. Jennings, AICP
Director of Community Development

Brooke A. Jones
Senior Planner

Attachments: [Photos of existing conditions](#)

[Cover letter](#)

[Proposed landscape plan](#)

Promise & Fulfillment Church – 5110 through 6360 Capitol Drive
Docket No. PC 17-11 (Minor Site Plan and Appearance Approval of Landscape Modifications)
Plan Commission Meeting – July 27, 2017



Existing conditions of East Entry (looking north)

Promise & Fulfillment Church – 5110 through 6360 Capitol Drive
Docket No. PC 17-11 (Minor Site Plan and Appearance Approval of Landscape Modifications)
Plan Commission Meeting – July 27, 2017



Existing conditions of West Entry (looking north)

Promise & Fulfillment Church – 5110 through 6360 Capitol Drive
Docket No. PC 17-11 (Minor Site Plan and Appearance Approval of Landscape Modifications)
Plan Commission Meeting – July 27, 2017



Existing conditions of parking lot (looking south)

July 19, 2017

Ms. Brooke Jones
Senior Planner
Village of Wheeling
Planning Division | Community Development
2 Community Blvd. | Wheeling, IL 60090

RE: Promised & Fulfillment Church Landscape Submittal

Dear Ms. Brooke Jones,

JA Architects Ltd.'s intention for landscaping for the above referenced project site is to provide beds of flowers at the East Main Entry.

We selected beds of flowers flanking either side of the stair to accentuate main east entrance where there are existing tall grasses.

The reason for planting Day Lilies is because there is already abundance of this type of flower at the West Entry, and at the ends of the parking islands.

Our proposal is to plant more Day Lilies at the East Entry, and add more different varieties of Day Lilies to accentuate the east entry. Additionally we have provided different types of perennials such as the coneflowers for making main East Entry visible with additional colors.

Sincerely,


Gary Jung
JA Architects Ltd.

Exhibit received July 19, 2017

REQUEST FOR PLAN COMMISSION ACTION
STAFF PROJECT REVIEW

TO: Chairperson Ruffatto and Members of the
Wheeling Plan Commission

FROM: Andrew C. Jennings, Director of Community Development
Brooke A. Jones, Senior Planner

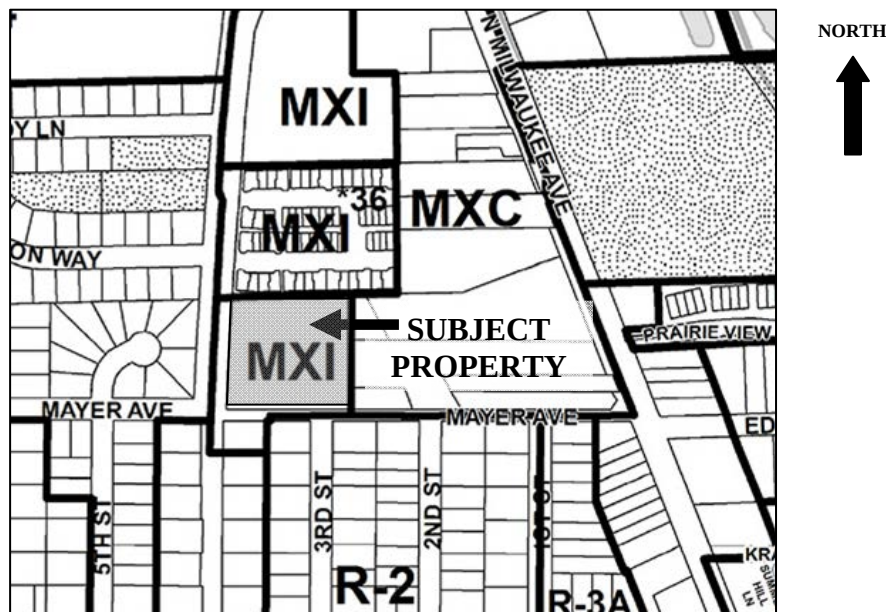
RE: **Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-19**
Wolf Crossing
411-415 N. Wolf Road
(2017-6A) Special Use-Site Plan Approval of a Preliminary
Planned Unit Development for Multi-Family
Residences
(2017-6B) Special Use-Site Plan Approval of a Final
Planned Unit Development for Multi-Family
Residences
(PC 17-12) Approval of a Final Plat of Subdivision
(SCBA 17-29) Appearance Approval of a Subdivision Sign

DATE OF REPORT: July 21, 2017

DATE OF MEETING: July 27, 2017

PROJECT OVERVIEW: The petitioner is seeking Preliminary and Final Planned Unit Development (PUD) approval to construct a townhome development at the Deerfield Moving & Storage site, which is zoned MXI Mixed Use Industrial District. The proposed development consists of 39 townhome units. The petitioner is also seeking approval of a Final Plat of Subdivision and appearance approval of a subdivision sign.

LOCATION MAP:



GENERAL PROPERTY INFORMATION

<u>Applicant Name:</u>	DRH Cambridge Homes
<u>Property Owner:</u>	Larry Petrie (trust beneficiary)
<u>Common Property Address:</u>	Located on the northeast corner of Wolf Road and Mayer Avenue.
<u>Neighboring Property Land Use(s):</u>	North: Multi-Family (Millbrook Point) South: Commercial & Single-Family Residential West: Single-Family Residential East: Commercial
<u>Comprehensive Plan Designation:</u>	Commercial-Residential Mixed Use
<u>Property size:</u>	2.842 acres (existing lot only) 3.136 acres (including vacated Mayer Avenue)
<u>Existing Use of Property:</u>	Warehouse & outdoor storage
<u>Proposed Use of Property:</u>	Multi-family residential (townhomes)
<u>Existing Property Zoning:</u>	MXI Mixed Use Industrial District
<u>Previous Zoning Action on Property:</u>	None.

SUMMARY OF RESPONSE TO CONCEPT REVIEW

On February 21, 2017 the Village Board reviewed this project on a conceptual basis. On May 11, 2017, the applicant attended the Plan Commission Meeting for concept review. Overall, the Plan Commission was receptive of the project. The following critical comments were provided by the Plan Commission during concept review:

1. In spite of reducing the total number of units from 40 to 39, the site still appears too dense;
2. Ensure adequate fire truck maneuverability and snow removal; and
3. Consider the Design Guidelines of the Zoning Code for the building material selection.

The PUD submittal addresses each of these concerns, as described below:

1. The developer has submitted a [Residential Market Summary](#), which provides justification for the project density. The Plan Commission may wish to have the petitioner provide a summary of the findings from this market data.
2. A fire truck turning radius exhibit and snow removal exhibit have been provided.
3. At the concept review with the Plan Commission, the petitioner indicated that the “brick” and “stone” materials would actually be made of a Hardie (cement board) material. The Plan Commission asked for actual masonry materials. The PUD submittal now indicates that actual brick and stone materials will be used for the buildings.

Wheeling Plan Commission**Meeting date: July 27, 2017****RE: Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29**

ROLE OF PRELIMINARY AND FINAL PUD REVIEW

The purpose of the preliminary Planned Unit Development (PUD) approval is to provide a formal approval of the basic elements of the plans that have been discussed in the informal Concept Review. Please see the following excerpt from the Zoning Code for a more detailed description of the role of the preliminary and final PUD approval. Final PUD plans must be in substantial conformance with the materials attached to the preliminary approval ordinance.

The following table summarizes the differences between a preliminary and final PUD plan. For a complete description of the requirements for each type of application, see Chapter 9 of the Zoning Code:

Preliminary PUD	Final PUD
Written plan describing the project and how the various standards for a PUD are to be met.	Same.
Maximum projected figures for the following elements: dwelling units, buildings, bedrooms, paved area. Projected number of parking spaces and bike parking spaces. Minimum amount of land to be landscaped open space.	Actual count of the items listed for preliminary review plus the amount of land to be devoted to accessory structures areas.
A map of features within 500'	A map of features within 1000'
Plat of survey	Same.
Scaled existing conditions plan.	Same.
A site plan showing general locations of buildings, building uses, approx. building heights, open spaces, setbacks, buffers, access to existing and proposed streets, pedestrian and vehicular circulation, parking and loading.	Actual locations of items listed for preliminary review plus refuse collection facilities and exterior lighting.
General information on proposed signage.	Detailed sign information.
Preliminary landscaping plan.	A final landscape plan showing details of all proposed plantings and screening elements including parkway trees.
Pictures of the site and surrounding context	Same.
Any additional materials required by staff.	Materials required as a condition of preliminary approval.
Preliminary list of code relief (variations).	Final list of code relief (variations).
Preliminary elevations	Final exterior elevations for all buildings.
Preliminary engineering	Detailed engineering (Site Grading Plan & Site Utility Plan)

The petitioner is requesting simultaneous preliminary and final PUD review. The code will allow for this, provided a separate preliminary and final PUD motion is made for each. The petitioner has provided the level of detail required at final PUD review.

Because simultaneous preliminary and final review is unusual, the Plan Commission should make a determination if the project is ready for final PUD or if it should only be reviewed for preliminary PUD approval.

DESCRIPTION OF PROPOSAL

The petitioner is requesting a special use for a Preliminary and Final Planned Unit Development of a 39-unit townhome development on the existing Deerfield Moving & Storage site at 415 N. Wolf Road, which is zoned Mixed Use Industrial. These three-story units all have frontloading garages that access a looped private street. While the architectural style and materials of the units are cohesive, there are multiple different elevations provided for the units.

The petitioner is also requesting review of a Final Plat of Subdivision and appearance approval of a monument sign.

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The applicant provided a detailed [Project Narrative](#), which discusses most aspects of the project.

CODE RELIEF REQUESTED

In conjunction with most Planned Unit Developments, the petitioner requests some form of code relief from Title 19 (Zoning) and/or Title 17 (Planning, Subdivision, and Developments) in order to provide for a development of a particular character or layout. A complete list of the required code relief must be submitted with a Final PUD plan, while a projection of the code relief is sufficient for a preliminary PUD plan. The petitioner discusses the project's code variations in the List of Departures section of the Project Narrative. The following is a projected list of code relief:

1. Building Setbacks: The applicant lists three setback variations in the project narrative, but the [Site Plan](#) shows differing dimensions for those variations. The required building setback for all yards is 30 feet. The written narrative requests a front/street side setback of 8.39 feet. However, the site plan indicates a minimum setback of 9'11.5" (which equates to a variation of 20'0.5"). The written narrative requests a rear setback of 15.31 feet. However, the site plan indicates a minimum setback of 16'7" (which equates to a variation of 13'5"). The written narrative requests a north interior side setback of 10 feet. However, the site plan indicates a minimum setback of 15'2" (which equates to a variation of 14'10").
2. The project also requires a variation from the required distance between buildings. For three-story buildings, the required distance is 40 feet. The proposed minimum distance is 13'2" (wall to wall), which equates to a 26'8" variation.
3. Residential Density: The proposed density is 16.7 units per net acre. The maximum allowed density is 14.
4. Irrigation: The applicant is seeking a waiver to not install landscape irrigation at the development. The Zoning Code states, "The Village shall require the installation of irrigation systems, except when the Plan Commission determines that installation of an irrigation system is not practicable."

SITE PLAN REVIEW

Scale of Site Plan: 1"= 32'

Proposed General Site Layout: Access to the site would be provided by two full access drives from Wolf Road that lead to a private looped street. All townhomes are front-loading, with driveways extending to the street. Guest parking is provided on the north and south sides of the looped street. Open space is evenly distributed throughout the property.

Unit Density: The overall site area, including the proposed acquisition of Mayer Avenue, is 3.14 acres. A total of 39 units is proposed. That equates to 12.5 units per gross area. The maximum allowed unit density is 14 units per net acre. If the right-of-way areas are excluded from the unit density calculation, the net unit density is 16.7 units/acre.

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Traffic Study: A traffic study has been provided. It finds that the townhome traffic generated can be accommodated on the adjacent roads without the need for any road or intersection improvements. In addition, IDOT has planned and programmed an improvement to construct a center turn lane and sidewalks on both sides of Wolf Road.

Total Number of Parking Spaces: As the petitioner reports, the development provides for the required amount of parking per the Zoning Code: 4.0 parking stalls/ unit, plus 0.4 stalls/unit for guest parking. Each unit has two garage stalls and two parking pads outside the garage. Additionally, there are 16 guest spaces. The concern of staff is that the size of the garages. Based upon the [Lower Level Floor Plan](#) and the [photographs](#) of actual units provided, it appears that these garages will not function as two car garages. While two cars can be stored in these, the cars cannot be readily parked and accessed for normal use. The Plan Commission may wish to discuss if the size of the proposed garages are adequate to meet the parking demand of the development.

Floor Plans: Floor plans have been submitted for both types of units (Auburn and Royal). Plans are provided for the lower level, first floor and second floor of each. At staff's request, due to concerns regarding the size of the garage, more detailed floor plans for the lower level of both units have also been provided.

Site Lighting: A photometric plan is provided. It details the location, size and style of the proposed street lights and provides illumination data for all roadway and guest parking areas. Additional details regarding building-mounted lights are provided on the floor plans and on the light fixture exhibit.

Ownership: The applicant has the subject property under contract for purchase.

Sidewalks / Pedestrian Access: A five-foot wide public sidewalk will be installed in the Wolf Road right-of-way. The applicant is also proposing to acquire the 33-feet of unimproved Mayer Avenue, which is adjacent to the south property line of the subject property. To do so, Mayer Avenue would need to be vacated by the Village (condition has been added to the Motions). Staff suggests, and the applicant agrees, that the Village should maintain an easement on this vacated right-of-way for future pedestrian and utility access. Upon the vacation of this portion of Mayer Avenue, there will continue to be an approximately 200-foot strip of unimproved Mayer Avenue west of the subject property. There are no plans for installation of a sidewalk on the unimproved Mayer Avenue at this time.

LANDSCAPING PLAN REVIEW

Existing Landscaping to Remain: An existing conditions survey is provided as Sheet 2 of 16 in the [Civil Engineering Plans](#). The existing trees throughout the site and in the parkway will be removed.

Proposed Landscaping: The [Landscape Plan](#) includes shade trees, evergreen trees, large flowering shrubs, low shrubs, ornamental grasses, perennials, and groundcovers. While there is

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limited open space on the site, the plan shows that the open space will be adequately landscaped. Substantial foundation plantings are provided, especially those along the end units.

Buffers and Screening: Attractive screening is provided around the guest parking areas and along Wolf Road. The landscape plans show the screening the AC condensers by shrubs and decorative grasses. The Plan Commission may wish to verify that other ground level utilities and mechanical devices are adequately screened.

Additional features: As noted on the [Site Plan](#), 10' x 10' patios are provided in the rear of each unit. While the subdivision is nicely landscaped, it lacks other site amenities, such as a gathering space or a focal point.

Landscape Irrigation: The applicant is requesting a waiver from the requirement of irrigation. The applicant states on page 8 of its [Project Narrative](#) that “an irrigation system for the proposed landscaping plan is unnecessary because the proposed plant materials thrive naturally in our local climate.” The Plan Commission should discuss this requirement the request of the waiver.

APPEARANCE REVIEW

Elevation Plan Review: Two styles of units are proposed: Royal and Auburn. The location of each unit type is noted on the site plan. Each the Royal and Auburn units have three different elevations. As such, there will be six different building elevations represented in the subdivision, thereby eliminating a monotonous character. All buildings are three-stories and have a height of 39'8 7/8", thereby meeting the height limitations of the R-4 District. While different elevations are proposed, the materials and architectural style of each are in harmony. A single brick, “Keeneland Tutor brick veneer” will be used throughout the development. Two styles of Hardieboards are also proposed: horizontal siding and board and batton siding. All units have attached garages on the front elevation. Architectural shingles are used throughout. The windows have attractive trims, headers, and brick soldiering. Some third story windows include shutters. Additional architectural features that add visual interest include traditional roof pitches, bay windows, and covered entries. The buildings meet the building material standards of the design guidelines for rowhomes/townhomes. Specifically, each building elevation is at least 60% brick.

Materials Samples Provided: Details regarding the exterior finishes are provided in the [Exterior and Interior Specifications Exhibit](#) and the [Exterior Color Exhibit](#). Samples will also be provided at the hearing.

HVAC/Mechanical Components Screened: The landscape plans show the screening the AC condensers by shrubs and decorative grasses. The Plan Commission may wish to verify that other ground level utilities and mechanical devices are adequately screened.

Location of Building Lights/Shielding: Wall-mounted light fixtures will be located at each front and rear entry. Cut sheets for the fixtures have been provided.

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Exterior Downspouts: It does not appear that gutters or downspouts are noted on the plans. The Plan Commission may wish to discuss if they are planned.

SIGNAGE PLAN REVIEW

Signage Location: The petitioner is proposing to install one subdivision sign along Wolf Road. It is located just north of the south access drive.

Proposed Signage Size, Style and Type: Elevation and section plans for the sign are found on Sheet L6 of the landscape set. The proposed monument-style sign is single sided and parallel to Wolf Road. The total sign area is 37 sq. ft. The overall height is 5'0". The sign panel and columns are clad in a limestone veneer and include precast or limestone caps and bases. The subdivision name will include raised lettering. The sign does not appear to be illuminated.

Landscaping: The sign landscaping is detailed on Sheets L1 and L4 of the landscape set. The sign landscaping is consistent with the overall site's landscaping and includes a mix of deciduous shrubs (Bombshell Hydrangea and Limelight Hydrangea), evergreen shrubs (Kallay Compact Juniper), ornamental grasses (feather reed grass, maiden grass, dwarf fountain grass, and piglet fountain grass), perennial flowers (Rosy Return Daylily) and annual flowers. The area of the sign landscaping far exceeds the requirements of the Sign Code.

STANDARDS FOR SPECIAL USE

Following are standards for a special use with the petitioner's responses in italics. **(Village Planner comments are in bold.)**

1. State why the Special Use is necessary for the public convenience at the proposed location.

"High-end residential and restaurants are the emerging development patterns in the area as driven by market demand and the Future Land Use Policy Plan for Milwaukee Avenue in Wheeling's Comprehensive Plan. The Proposal will deliver 39 units of high-quality residential housing necessary to meet the public's demand and comply with the Comprehensive Plan. Moreover, the Proposal is a responsible redevelopment of an existing older industrial use which is no longer an ideal use for this community as demonstrated by the Comprehensive Plan."

The Comprehensive Plan identifies this property for a mix of residential or commercial uses, while the property is currently occupied by an industrial user.

2. State how the Special Use will not alter the essential character of the area in which it is to be located.

"As discussed above, the Proposed Use of high-end residential brings the Property into compliance with the Village's Comprehensive Plan. Similarly, converting the Property from its current industrial use to quality residential will bring the Property into conformity with

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the surrounding community. The Property is surrounded on three sides by residential housing.

The Proposed Use utilizes architectural variety, consistent design integrity, and natural building materials all of which will create an attractive new development that will integrate seamlessly into the existing surrounding community.”

The proposed development is consistent with the concept of residential or commercial uses, as described in the Comprehensive Plan.

3. State how the location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is to be located and the development of surrounding properties.

“The Property is approximately 3 acres. The Proposed Use includes 39 townhomes which comes to 12.5 dwelling units per acre. The Homesites themselves occupy less than a third of the Property. Whereas the total land devoted to landscaped open space for Wolf Crossing is .72 acres or 23% of the gross land area.

The townhome design of the Proposed Use allows for a greater amount of Open Space than would normally be available under a traditional single-family design. The Open Space here includes parks, common areas, stormwater management areas, and significant landscape buffers. The landscape buffers will provide a natural and aesthetic visual barrier between the Property and its neighbors.

Lastly, since the Property’s only two access points connect to Wolf Road, a main thoroughfare, the Proposed Use would not generate any significant vehicle traffic increase in front of any neighboring residential properties.”

The traffic impact study supports the proposed use, but staff has concern with the sizes of the garages, which may reduce the amount of parking for practical purposes.

4. State how the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof.

“The Proposed Use calls for each townhome unit to have two-floors of living space on top of a private garage which complies with bulk regulations of underlining zoning district.

The landscape barriers will surround the entire perimeter of the Property with special emphasis on the boundaries shared with its residential neighbors. Per the Landscaping Plan, DRH.WHIL01, Sheets L1-L7, there is an array of canopy and evergreen trees, deciduous shrubs, evergreen shrubs, ornamental grasses, perennials, and groundcovers planned throughout the Property. All materials shall be consistent with the quality standards of the American Association of Nurserymen (ANSI 260.1)

As indicated on the Landscape Plans, extensive landscaping is planned between the buildings themselves and Wolf Road, providing and aesthetically appealing view from Wolf Road, as

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well as within the Site. Additionally, the guest parking areas have been shielded with a variety of plant materials. Individual plant beds are planned for each unit's front entry way and rear entrances, with the rear landscaping specifically designed to shield each unit's air conditioner condenser. All landscaping includes indigenous plant materials that can thrive in local climate conditions.

Overall, the Proposed Use will bring not only the nature, style, and use of the Property into conformity with the surround community by converting an industrial use to attractive residential but it will also create a significant amount of new Open Space and substantial landscaping."

The nature and height of the buildings and the nature and extent of the landscaping are appropriate for the development and are in harmony with the district.

5. State how the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out so as to prevent traffic hazards and nuisances, and the development will not cause traffic congestion.

"There are currently a total of 156 resident spaces (2 garage spaces and 2 driveway spaces per dwelling unit) and 16 guest spaces. This provides 4.4 parking spaces per unit allowing for more than adequate spaces pursuant to the Village's Zoning Ordinance.

The Property has two entrance and exit access points both of which are on Wolf Road.

As discussed above, since the only access points are located on Wolf Road, a major thoroughfare, the Proposed Use will not generate any significant traffic through surround residential streets. On the contrary, the Proposed includes establishing pedestrian access and infrastructure to allow and encourage residents and neighbors to travel to the nearby Milwaukee Corridor by walking rather than driving.

Gewalt Hamilton Associates, Inc. ("GHA") conducted a traffic impact study for the proposed development at the Property. A copy of the GHA's Traffic Impact Study, dated June 15, 2017, is attached herein. In summary, GHA found the adjacent roadways can accommodate the proposed development since (i) the site's location among the area's major roadways, such as Dundee Road (IL 68) to the south, Lake-Cook Road to the north, and Milwaukee Avenue (IL 21) to the east provide excellent accessibility, (ii) when taking the traffic count, Deerfield Moving & Storage was still operating on the Site and its traffic was not discounted to help ensure that the maximum Wolf's Crossing impacts were tested, (iii) the nearby intersections on Wolf Road at Legacy Lane / Meyerson Way and Mayer Avenue, currently and will continue to function efficiently; and (iv) IDOT has an improvement planned along this portion of Wolf Road to provide a center left turn lane and sidewalks on both sides of the street. It is programmed and funded in their current multi-year plan."

As noted in this report, Staff believes that the garages are not large enough to accommodate two parked cars under normal use. The Plan Commission may wish to discuss this further with the petitioner.

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6. State how the special use will conform to all applicable regulations and standards of the zoning district in which it is to be located.

“Please see PUD Plan Zoning Departures for all other exceptions to the Zoning Code.”

Staff has identified several variations that would be required based upon the current plan. The variations are identified under the CODE RELIEF REQUESTED section of this report.

STAFF REVIEW

Fire Department Review: The Fire Department has submitted a comment memo on July 20, 2017. Most comments will be addressed at building permit. The Fire Department has some concern relating to the location of hydrants and the functionality of the snow removal plan. The Plan Commission may wish to ask the Fire Department about these concerns at the hearing.

Engineering Division Review: The Engineering Division has provided a memo dated July 21, 2017.

Impact on adjacent uses: The proposed use is consistent with the Comprehensive Plan.

Items requiring discussion or clarification:

1. Findings of the market data.
2. Clarify the building setback zoning relief requested.
3. Size of the garages.
4. Screening of ground level utilities.
5. Request for waiver of landscape irrigation.
6. Fire Department concerns regarding the location of hydrants.
7. Functionality of snow removal plan to store snow in guest parking areas.

Staff Recommended Action: Staff suggests the Petitioner and Plan Commission review the above stated items for discussion or clarification. Upon concurrence by all parties, staff suggests, the Plan Commission determine if the project is ready for only Preliminary PUD review or concurrent Preliminary and Final PUD review. If the project has been determined to be not ready for Final PUD review, then a motion for Docket No. 2017-6B (Final PUD) shall not be made.

PROPOSED MOTIONS

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of special use-site plan-building appearance approval for a Preliminary PUD Plan, special use-site plan-building appearance approval for a Final PUD Plan, approval of Final Plat of Subdivision and appearance approval for a monument sign, appropriate motions would be to:

Recommend approval of Docket No. 2017-6A, PRELIMINARY Review of Special Use-Site Plan-Building Appearance for Wolf Crossing, consisting of a 39-unit townhome development, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval

Wheeling Plan Commission

Meeting date: July 27, 2017

RE: Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29

Requirements, as shown on the following plans/exhibits submitted on June 16, 2017 (except as noted), for the Wolf Crossing Planned Unit Development to be located on the property currently known as 411-415 N. Wolf Road, Wheeling, Illinois:

- Cover Letter (2 sheets)
- Project Narrative (9 sheets)
- Zoning Statistical Sheet
- Vicinity Exhibit
- Site Plan, July 13, 2017
- Rendering, Front
- Rendering, Rear
- Elevation Plans (14 sheets), June 22, 2017
- Floor Plans, Auburn (4 sheets)
- Detailed Lower Level Floor Plan, Auburn, July 13, 2017
- Photographs of Auburn Garage (2 sheets), July 19, 2017
- Floor Plans, Royal (4 sheets)
- Detailed Lower Level Floor Plan, Royal, July 13, 2017
- Civil Engineering Plans (16 sheets)
- Fire Hydrant Coverage Exhibit
- Fire Truck Turning Radius Exhibit
- Snow Removal Exhibit
- Photometrics Plan
- Light Fixture Exhibit
- Exterior and Interior Specifications Exhibit (4 sheets)
- Exterior Color Exhibit
- Landscape Plans (8 sheets)

Including the following relief from the Wheeling Municipal Code:

1. Reduce the minimum required building setback (front) for the townhomes from 30 feet to 9'11.5" (Section 19.04.060 F);
2. Reduce the minimum required building setback (north interior side) for the townhomes from 30 feet to 15'2" (Section 19.04.060 F);
3. Reduce the minimum required building setback (rear) for the townhomes from 30 feet to 16'7" (Section 19.04.060 F);
4. Reduce the minimum required distance between two 3-story buildings from 40 feet to 26'8" feet (Section 19.04.060 F); and
5. Increase the maximum townhome density from 14 units per net acre to 16.7 (Section 19.04.060 H).

And with the following conditions of approval:

1. Prior to the issuance of a site permit, a plat of vacation for Mayer Avenue shall be executed.
2. And others to be determined at hearing...

Wheeling Plan Commission

Meeting date: July 27, 2017

RE: Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29

And recommend approval of Docket No. 2017-6B, FINAL Review of Special Use-Site Plan-Building Appearance for Wolf Crossing, consisting of a 39-unit townhome development, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, as shown on the following plans/exhibits submitted on June 16, 2017 (except as noted), for the Wolf Crossing Planned Unit Development to be located on the property currently known as 411-415 N. Wolf Road, Wheeling, Illinois:

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And with the following conditions of approval:

Wheeling Plan Commission

Meeting date: July 27, 2017

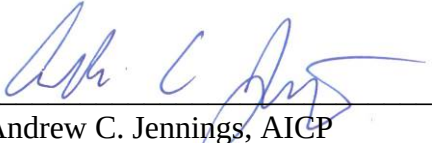
RE: Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29

1. Prior to the issuance of a site permit, a plat of vacation for Mayer Avenue shall be executed.
2. And others to be determined at hearing...

And Recommend approval of Docket No. PC 17-12; Waiving Preliminary Plat and Approving Final Plat of Subdivision for the Wolf Crossing Subdivision under Title 17, Planning Subdivisions and Developments as shown on the Final Plat received June 16, 2017, prepared by Bradley A. Strohl, Illinois Professional Land Surveyor No. 184003350, on behalf of DRH Cambridge Homes, for 411-415 N. Wolf Road, located in Wheeling, Illinois.

And Approval of Docket No. SCBA 17-29 to permit the installation of the subdivision sign in accordance with the following plans submitted June 16, 2017 for the Wolf Crossing development at 415 N. Wolf Road, Wheeling, Illinois:

- Sheet L1 of L7 (plant list),
- Sheet L4 of L7 (site plan), and
- Sheet L6 of L7 (elevation and section plans).



Andrew C. Jennings, AICP
Director of Community Development



Brooke A. Jones
Senior Planner

Attachments: [Fire Department review, dated 7.20.2017](#)

[Engineering Division review, dated 7.21.2017](#)

[Cover Letter \(2 sheets\)](#)

[Project Narrative \(9 sheets\)](#)

[Zoning Statistical Sheet](#)

[Vicinity Exhibit](#)

[Site Plan](#)

[Rendering, Front](#)

[Rendering, Rear](#)

[Elevation Plans \(14 sheets\)](#)

[Floor Plans, Auburn \(4 sheets\)](#)

[Detailed Lower Level Floor Plan, Auburn](#)

Wheeling Plan Commission

Meeting date: July 27, 2017

RE: Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29

[Photographs of Auburn Garage \(2 sheets\)](#)

[Floor Plans, Royal \(4 sheets\)](#)

[Detailed Lower Level Floor Plan, Royal](#)

[Civil Engineering Plans \(16 sheets\)](#)

[Fire Hydrant Coverage Exhibit](#)

[Fire Truck Turning Radius Exhibit](#)

[Snow Removal Exhibit](#)

[Photometrics Plan](#)

[Light Fixture Exhibit](#)

[Exterior and Interior Specifications Exhibit \(4 sheets\)](#)

[Exterior Color Exhibit](#)

[Landscape Plans \(8 sheets\)](#)

[Preliminary Plat of Subdivision](#)

[Final Plat of Subdivision \(2 sheets\)](#)

[Traffic Study \(32 pages\)](#)

[Demographic Snapshot Report \(17 pages\)](#)

[Residential Market Study \(5 pages\)](#)

[Phase I Summary Report \(2 pages\)](#)



MEMO – Fire Prevention Bureau

TO: Brooke Jones, Village Planner
FROM: Ronald S. Antor, Fire Inspector
CC: Andrew Jennings, Director of Community Development
Keith MacIsaac, Fire Chief
FPB File
DATE: July 20, 2017
SUBJECT: Proposed PUD - Wolf Crossing Townhomes – 411-415 N. Wolf Road – Plans received for review by the Fire Department, April 25, 2016. June 20, 2017 and July 13, 2017.

The Wheeling Fire Department has reviewed the submittals received related to the above referenced project and has the following comments:

Site Plan

1. The site plan documents submitted for review included:
 - a. Development plans for a 39 unit townhome residential project.
 - b. Fire hydrant locations to serve the property.
 - c. Snow storage plans.
 - d. Fire apparatus turning radius analysis for the site.
2. The documents submitted for review are a result of meetings between the petitioner and Village Staff, including the Fire Department to address concerns from prior concept plan submittals.
3. The petitioner's snow removal plan as shown may not be effective in providing sufficient storage of snow removed from the site. Two areas of storage in front of parking spaces number 1 through 16 may not be accessible for placing snow storage due to vehicles parked in those spaces during a snow event.
4. The fire apparatus access routes shall be capable of supporting fire apparatus with a gross vehicle weight of 85,000 pounds.
5. Fire lanes shall be posted as required by the Fire Department.
6. Trees and light fixtures along the drives that are fire access routes shall not hang over the drive in a manner that hinders Fire Department access. A minimum of 13'6" overhead clearance shall be provided over the fire apparatus access routes.
7. A clear space of at least 4-feet shall be maintained around the circumference of any fire hydrants. This includes light fixtures, transformers, and landscaping.

Ms. Brooke Jones

SUBJECT: Proposed PUD - Wolf Crossing Townhomes – 411-415 N. Wolf Road – Plans received for review by the Fire Department, April 25, 2016. June 20, 2017 and July 13, 2017.

July 20, 2017

Page 2

- a. The Fire Department still has concerns related to the locating of hydrants in the areas by the mailboxes as well as the fact that the hydrants are not located on the same side of the street throughout the complex.

Wolf Crossing Townhomes - Proposed PUD Residential Units

1. The construction of the townhome units would be required to comply with the Village's Residential Building and Fire Prevention Codes (2012 Editions of the International Residential Code & International Fire Code – with amendments).
2. As noted in Comment #1, the proposed townhome buildings will need to comply with the Village's Building and Fire Prevention Codes. Some of the items that this would include are:
 - a. Complete automatic fire sprinkler protection throughout the individual townhome units.

At this time there are no other Fire Department comments related to the project as presented in the documents reviewed.



MEMORANDUM

TO: Brooke Jones, Senior Planner

FROM: Jon Tack, Village Engineer

COPY: Kyle Goetzelmann, Civil Engineer I

DATE: July 21, 2017

SUBJECT: Wolf Crossing – Townhome Development
415 N. Wolf Road – Engineering Review Comments

The Engineering Division received plans, calculations, final plat and supplemental information. The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

Engineering has generated a list of comments that will need to be addressed prior to permits being issued. The complete list of comments has been emailed to the Developer's Engineer.

It is the Engineering staffs opinion that the outstanding comments can be addressed during the permit process. The comments do not appear to require changes to the building locations or modifications to parking and green space.

Wolf Crossing – 411-415 N. Wolf Road

Docket Nos. 2017-6AB & PC 17-12 & SCBA 17-29 (Special Use-Site Plan Approval of a Preliminary and Final Planned Unit Development for Multi-Family Residences & Approval of Final Plat of Subdivision & Appearance Approval of a Subdivision Sign)
Plan Commission Meeting – July 27, 2017



Existing conditions of the property (looking east)

June 16, 2017

Mr. Andrew C. Jennings, AICP
Director of Community Development
Village of Wheeling
2 Community Boulevard, Wheeling, IL 60090

***RE: D.R. Horton Cambridge Homes, Inc.
415 N. Wolf Road ("Property")
Wolf Crossing Townhome Development ("Wolf Crossing" or "Project")***

Dear Mr. Jennings:

On behalf of DRH Cambridge Homes, Inc. ("D.R. Horton" or "Applicant"), Shapiro & Associates Law is pleased to submit the enclosed applications requesting a Special Use Permit ("SUP") for a residential Planned Unit Development ("PUD") for the redevelopment of an existing commercial/industrial Property to a 39-unit luxury townhome development. Additionally, the Applicant is seeking concurrent Preliminary and Final PUD approvals with certain zoning departures, and approvals for Sign Appearance and Final Plat of Subdivision.

By way of brief introduction, D.R. Horton is the largest homebuilder by volume in the United States. In 2016, it sold over 600 homes in surrounding villages such as Deerfield, Lake Bluff, Arlington Heights, Gurnee, and Elmhurst. Currently, D.R. Horton is actively selling in 24 local communities throughout Chicagoland. Over the past 50 years, D.R. Horton's ability to construct and sell over 23,000 homes throughout the Chicagoland area is a testament to its building quality and desirability by homeowners.

The property for Wolf Crossing is accessible to I-294, Metra Rail, Wheeling Park District and Cook County Forest Preserve, grocery stores and shopping centers, places of worship, healthcare facilities, and proximity to "restaurant row" along Milwaukee Avenue making it an attractive residential location.

The redevelopment plan encompasses approximately 3.13 acres located south of Lake Cook Road between Wolf Road and Milwaukee Avenue. Directly north of the Property is the Millbrook Pointe Townhome Subdivision, while immediately south of the Property is a 1,800 sq.ft. office building. To the west, across Wolf Road, are single-family homes and to the east of the Property, is a grassy detention basin which is adjacent to the rear parking lot of the new Boston Fish Market.

Currently, the Property is improved with a 40,000 sq.ft. building, occupied by Deerfield Moving & Storage, and includes a paved parking lot covering the majority of the remaining Property. While

Exhibit received June 16, 2017

the Property is located in the Mixed-Use Industrial (“MXI”) district, the remaining industrial uses near the intersection of Milwaukee Avenue and Wolf Road are not consistent with the emerging pattern of restaurants and high-end residential development occurring in the immediate vicinity. Consistent with the Village’s Comprehensive and Future Land Use Policy Plans, the Property is ideally situated for redevelopment of this type. Therefore, we are seeking the foregoing zoning entitlements after extensive analysis, as provided herein, and the review and input by the Village’s (i) Board of Trustees on February 21, 2017, (ii) Plan Commission on May 11, 2017, (iii) Senior Planner, (iv) Engineering Division, and (v) Fire Department.

The overwhelming feedback received from the Village and related departments has been positive and the Applicant is unaware of any objections to the proposal from neighboring properties or the community at large. As with any project of this scope, there were comments, suggestions and requests made with regard to the Site Plan during Concept Review. D.R. Horton welcomes this input, as it ultimately makes for a better Project. Furthermore, D.R. Horton is confident that it has sufficiently addressed these suggestions and requests, as provided in the instant Applications. Specifically, said modifications and improvements are enumerated in the Final PUD Plan attached hereto.

Wolf Crossing will be a remarkable improvement to the Property, providing 39 upscale 3-bedroom townhomes with easy connectivity to the Milwaukee Restaurant Corridor, and simultaneously enhancing the neighborhood and the Village’s supply of for sale housing. At the same time, the Wolf Crossing is consistent with the Village’s Comprehensive and Future Land Use Policy Plans.

We look forward to presenting Wolf Crossing to the Plan Commission on July 27, 2017, and for its recommendations on our requests.

Very truly yours,
SHAPIRO & ASSOCIATES LAW

By: 
Daniel C. Shapiro

DCS/jas

cc: Mark A. Fields
Derrick J. Hoffman
Bruce Mellen

Wolf Crossing Townhome Development

PUD PLAN

June 16, 2017

I. OVERVIEW

The Planned Development

DRH Cambridge Homes, Inc. (“D.R. Horton” or “Applicant”), is seeking a residential planned unit development, consisting of thirty-nine (39) luxury townhomes as depicted on the Site Plan, attached hereto. Each townhome will consist of three-stories, with attached garages at grade level, capable of accommodating 2 vehicles. In addition, each unit’s floor plan provides for 3 bedrooms and 2.5 bathrooms, and range in size from 2,270 to 2,471 sq.ft.

For a detailed description of exterior and interior building materials, see attached Architectural and Interior Specifications, Elevations and Floor Plans provide herein.

Location

The property is located south of Lake Cook Road between Wolf Road and Milwaukee Avenue, with ingress and egress off of Wolf Road. The Property’s common address is 415 N. Wolf Road, Wheeling, Illinois (“Property” or “Site”).

Site

After Land Assembly, as discussed below, the redevelopment Site will encompass approximately 3.13 acres with roughly 365 feet of frontage on the east side of Wolf Road.

Use

The use for the Property will be residential. Specifically, thirty-nine (39) luxury townhomes, collectively known as Wolf Crossing.

The Property is zoned Mixed Use Industrial (“MXI”) and therefore requires a Special Use Permit for a residential Planned Unit Development (“PUD”) for the redevelopment of an existing commercial/industrial property into the proposed townhome development.

Exhibit received June 16, 2017

II. **BUILDINGS ON THE LOT, DENSITY, MINIMUM AREA, SPACE BETWEEN STRUCTURES, SETBACKS**

Buildings on the Lot

Per the Final PUD Plat of Wolf Crossing Subdivision, attached hereto as DRHWIL01, there will be a total of 42 Lots. Lots 1-39 each contain a dwelling unit, while Lots 40-42 consists of Outlots (public and drive areas) containing no buildings.

Within the Site, there will be a total of 8 buildings which will comprise of the 39 dwelling units.

3 – 4 Unit Buildings
3 – 5 Unit Buildings
2 – 6 Unit Buildings
8 Buildings - 39 Units

Density

Gross Acreage

Total unit density for the site is **12.5 dwelling units per Gross acre.**

Gross land area is 3.125 acres or 136,125 sq.ft.

In contrast, Millbrook Point Townhomes, directly north of the Site, has a total unit density of 13.82 dwelling units per gross acre.

Net Acreage

Total unit density for the site is **16.66 dwelling units per Net acre.**

Net Acreage is 2.34 acres or 102,020 sq.ft.

See Statistical Sheet, attached hereto, for a more detailed analysis of density and building statistics.

Minimum Area

After Land Assembly, the site for Wolf Crossing is approximately 3.13 acres of land, well in excess of the minimum one acre lot area required for a PUD.

Setbacks & Space Between Structures

As provided in Section XII below, among other departures from R-4 Zoning District, the Applicant is seeking relief for front, rear and side setback requirements for the planned development. Further, the Applicant seeks a departure under same for space between structures.

III. CIRCULATION & LOADING, PARKING, TRAFFIC, AND SNOW REMOVAL

Circulation & Loading

The Site Plan provides two entrances off of Wolf Road. The two entrances feed into the on-site drive lanes that connect to form a u-shaped drive lane which provides access to each dwelling unit's driveway.

After appearing before the Village Board for a concept review meeting on February 21, 2017, the Applicant made significant changes to the Site Plan including modifications to circulation, parking and the loading within. First, the Applicant changed the configuration of the buildings to accommodate wider private streets. Second, per the Fire Department's requests, building separation was increased to 13 feet to provide better access in the event of emergency. Additionally, the Applicant increased the turning radius on the private streets per the Fire Department's requests. *See Fire Hydrant Coverage and Auto Turn Analysis for Fire Ladder Truck Plans, attached herein.*

These modifications provide for more than adequate circulation onsite for emergency vehicles, large trucks, access to all parking and dwelling unit driveways, and any temporary loading/unloading of moving or delivery trucks.

Parking

At the request of the Village Board and the Fire Department, guest parking has been reconfigured to eliminate street parking as provided on the attached Site Plan.

The proposed parking for Wolf Crossing exceeds Village Code which requires 4 parking spaces per unit (2 of which must be garaged) and 0.4 guest parking spaces per unit.

Each dwelling unit has an attached 2 car garage and a driveway which can accommodate 2 additional parked cars. Therefore, 39 units x 4 spaces = 156 parking spaces. Additionally, there are two separate onsite visitor parking areas which allow for 16 parking spaces, including 2 ADA spaces (.41 per unit provided).

$156 + 16 = 172$ Parking Spaces

$172 / 39 = 4.4$ Spaces per Dwelling Unit

Traffic

Gewalt Hamilton Associates, Inc. ("GHA") conducted a traffic impact study for the proposed development at the Property. A copy of the GHA's Traffic Impact Study, dated June 15, 2017, is attached herein. In summary, GHA found the adjacent roadways can accommodate the proposed development since (i) the site's location among the area's major roadways, such as Dundee Road (IL 68) to the south, Lake-Cook Road to the north, and Milwaukee Avenue (IL 21) to the east provide excellent accessibility, (ii) when taking the traffic count, Deerfield Moving & Storage was still operating on the Site

and its traffic was not discounted to help ensure that the maximum Wolf's Crossing impacts were tested, (iii) the nearby intersections on Wolf Road at Legacy Lane / Meyerson Way and Mayer Avenue, currently and will continue to function efficiently; and (iv) IDOT has an improvement planned along this portion of Wolf Road to provide a center left turn lane and sidewalks on both sides of the street. It is programmed and funded in their current multi-year plan.

Snow Storage

As indicated on the attached Snow Storage Plan, snow storage and/or piling will be placed throughout the Site's Snow Removal Area. The Snow Removal Areas have a capacity to hold of 21,225 CF of snow if piled 3 feet high. Based on a total Plowed Area of 45,300 SF, the Snow Removal Area have enough capacity to handle a snow fall of approximately half a foot.

In the unlikely event that onsite snow storage has been exceeded, as provide in the HOA Declaration, additional snow will be removed by truck, on an as needed basis.

IV. LANDSCAPING

It is apparent to visitors and residents of D.R. Horton's Projects that landscaping and maintenance are very important. Foundation planting, trees and seasonal flowers (together with architecturally attractive residences) are an essential part of demonstrating to prospective residents the quality of D.R. Horton's construction. The total land devoted to landscaped open space for Wolf Crossing is 0.72 acres or 23% of the gross land area.

Per the Landscaping Plan, DRH.WHIL01, Sheets L1-L7, there is an array of canopy and evergreen trees, deciduous shrubs, evergreen shrubs, ornamental grasses, perennials, and groundcovers planned throughout the Property. All materials shall be consistent with the quality standards of the American Association of Nurserymen (ANSI 260.1)

As indicated on the Landscape Plans, extensive landscaping is planned between the buildings themselves and Wolf Road, providing and aesthetically appealing view from Wolf Road, as well as within the Site. Additionally, the guest parking areas have been shielded with a variety of plant materials. Individual plant beds are planned for each unit's front entry way and rear entrances, with the rear landscaping specifically designed to shield each unit's air conditioner condenser. All landscaping includes indigenous plant materials that can thrive in local climate conditions.

V. LIGHTING

All lighting on the planned development will conform to the requirement of the Village of Wheeling Municipal Code, Section 19.11.040. As provided in the attached Photometric Plan, parking and drive areas will have adequate lighting with no light spilling on to neighboring properties. In addition to the parking and drive area lighting,

dwelling units with have customary porch lighting in the front and rear entrances. Fixture details are provided on the attached Stephan Exterior Fixtures sample page.

VI. MECHANICAL, ELECTRICAL, COMMUNICATIONS AND SERVICE EQUIPMENT

Although most mechanical, electrical, communications and service equipment shall be located inside the townhomes or their respective building, there are several items that are to be located outside. The accompanying Utility and Landscaping Plans, show the locations of said items mentioned here.

- AC condensers
- Ground level utility meters
- Other mechanical devices

VII. SIGNS

Monument Sign

The proposed monument sign for Wolf Cross, as detailed in the attached DRH.WHIL01, Sheet L6 of L7, complies with Title 21 of the Village of Wheeling Municipal Code. As provided on the plans, it will be a located near the south entry way of Wolf Road. The monument sign shall be constructed of precast and veneer limestone with HDPE raised letters or black coated aluminum stating, "Wolf Crossing" in Lombardic narrow bold font type. The actual sign, excluding support columns, is approximately 37 sq. ft. With the support columns, the monument sign is approximately 15 feet long and 5 feet, 6 inches at its tallest point.

As proposed, the monument sign is appropriate in size and complimentary in its design with the Property and surrounding properties.

Street Signs

The proposed street signs for Wolf Crossing are detailed in DRHWHIL01, Sheet 10 of 16, and include stop signs, no parking signs, and street name signs.

VIII. ESTABLISHMENT OF AN OWNER'S ASSOCIATION

The Wolf Crossing Homeowners Association ("HOA"), shall be incorporated as a nonprofit and governed by the Declaration for the Wolf Crossing Townhomes ("Declaration"), a draft of which have been provided herein. Each purchaser automatically becomes a member of the HOA as the Declaration is recorded against the individual property titles.

IX. LONG TERM MAINTENANCE

Pursuant to the Declaration, the HOA will maintain certain common elements of the Project, such as landscaping, roadways, driveways, and street lighting. Water and sanitary are private as well – per Village Engineering. Funding for this long-term maintenance is provided by each HOA member generally as monthly dues.

As for the long-term maintenance of each individual unit, certain items, those generally within or directly servicing a unit, shall be maintained by the individual unit owner.

The Applicant's building materials, as provide herein in its Architectural Specifications, are carefully chosen for attractive design, while also utilizing the latest in building technologies in order to reduce home maintenance. Furthermore, the Applicant has complied with Village Code requirements, including adequate percentage of masonry on the buildings. In addition to written descriptions of the major building materials, actual samples of the materials will be provided to the Village and members of the Plan Commission.

X. LAND ASSEMBLY

When D.R. Horton originally met with the Village staff, they discussed the possibility that D.R. Horton consider the underutilized Mayer Avenue, running along the south Property line, be vacated and integrated into the Project ("Mayer Avenue Parcel"). The Village staff further expressed some interest in the possibility of retaining ingress/egress for pedestrians and utility access over the Mayer Avenue Parcel. To that end, the Applicant has included the Mayer Avenue Parcel in its development plans which will provide for an easement for a future walkway or bike path along said parcel.

By including the Mayer Avenue Parcel to the existing 2.84 acres under contract by the Applicant, the total acreage for the Property becomes approximately 3.13 acres. The Applicant has proceeded as if the Mayer Avenue Parcel will be vacated and, understands that such vacation and transfer of ownership may be conditional on the instant PUD approval.

XI. EASEMENT

As previously discuss, a perpetual nonexclusive easement for a future pedestrian walkway and/or bike path connecting Wolf Road with Milwaukee Avenue, over and across the now existing unimproved Mayer Avenue Parcel, will be granted by the D.R. Horton and/or the Wolf Crossing Homeowners Association to the Village of Wheeling should same be a condition of approval The easement would be granted in conjunction with the Village vacating the Mayer Avenue Parcel to the Applicant, a Plat of Vacation, and Final PUD approval.

XII. LIST OF DEPARTURES FROM THE UNDERLYING BULK ZONING & WAIVER CONCERNING IRRIGATION SYSTEM

List of Departures for R-4 Zoning:

Section 19.04.060 (f) Setbacks and Height Restrictions – Principal Building

Minimum Front and Street Side Yard Setbacks	30 feet
<i>Proposed:</i>	<i>8.39 feet - Difference of 21.61'</i>

Minimum Rear Yard Setback	30 feet
<i>Proposed:</i>	<i>15.31 feet - Difference of 14.69'</i>

Interior Side Yard Setback (North)	30 feet
<i>Proposed:</i>	<i>10 feet - Difference of 20'</i>

Three-Story - Distance Between Buildings	40 feet
<i>Proposed Face-to-Face:</i>	<i>13 feet - Difference of 27'</i>
<i>Proposed Roof Overhang to Overhang:</i>	<i>11 feet – Difference of 29'</i>

Section 19.04.060 (h) Density Limited

Maximum Density Townhome	14 Units per Net Acre
<i>Proposed:</i>	<i>12.48 Units per Gross Acre</i>
	<i>16.66 Units per Net Acre</i>

List of Departures for MXI Zoning (if applicable):

Section 19.05.010 (g)

Front Yard Setback Exceptions. In the mixed use districts, the front yard setback requirements of this Title shall not apply to any lots where the average existing setback on lots located wholly or in part within one hundred feet on each side of such lot, within the same block and zoning district, and fronting on the same side of the street as such lot, is less than the minimum setback required. In such cases, setback on such lots may be less than the required setback but not less than the average of the existing setbacks on the aforementioned lots or ***within ten feet***, whichever is greater.

<i>Proposed:</i>	<i>8.39 feet - Difference of 1.61'</i>
-------------------------	---

Proposed Development Standards:

(i) Minimum Lot Area = **1,166 sq.ft.**

- (ii) Maximum Lot Coverage = 77.5%
- (iii) Minimum Open Space = **38.9% (52,905 sq.ft.)**
- (iv) Minimum Setbacks (Buildings)
 - Rear to Property Line or ROW = 15'
 - Front to ROW = **19.5'**
 - Side (building to building) = 13'
 - Side (building to Property Line) = **9.5'**
- (v) Maximum Building Height = N/A
- (vi) Dwelling Unit Density = **12.48 (Gross), 16.66 (Net)**
- (vii) Minimum Dwelling Unit Living Area = **2,000 sq.ft.**

Waiver of Irrigation System:

The Applicant is requesting approval of the Village of Wheeling to approve a waiver for an irrigation system because the planned landscaping and plant materials, as designed, are indigenous species and thus will not require an irrigation system. Requiring an irrigation system for the proposed landscaping plan is unnecessary because the proposed plant materials thrive naturally in our local climate.

XIII. STORM WATER MANAGEMENT

The most efficient and effective solution for storm water management would be to utilize the existing adjacent detention area directly east of the Property. D.R. Horton has contacted the neighboring property owner on numerous occasions with regard to expanding the adjacent detention area for the benefit of Wolf Crossing. To date, no shared detention easement has been negotiated and thus, as a secondary option, the Applicant is submitting the instant engineering plans providing for an east and west underground vault storm water detention system which will comply with Village and MWRD regulations.

As referred to above, the underground detention areas are identified in DRHWHIL01, Utility Plan, Sheet 6 of 16. Whereas construction details and specific engineering plans for the underground detention chambers are provide in DRHWHIL01, Construction Details, Sheet 15 of 16, attached hereto.

XIV. UTILITIES

Water and Sewer - Potable water and sanitary sewer is already available at the Property.

Electricity – Electricity is already available at the Property. ComEd engineers are verifying that service is adequate.

Gas – Natural gas is already at the Property. NICOR service to each unit, and the costs associated with same, has not yet been determined.

See Utility Plan and Street Profile Plans attached hereto as DRHWHIL01, Sheets 6-9 of 16, showing the proposed location of storm and sanitary sewers, water mains and laterals, parking and roadway storm inlets and elevations.

Statistical Analysis Sheet
Wolf Crossing
415 N. Wolf Road, Wheeling, Illinois

A statistical sheet indicating the following in square feet, acres and percentage of the total tract, where applicable:

(i)

Gross land area = **136,125 sq. ft. = 3.125 Acres / 100%**

(ii)

Land covered by principal buildings;

Are attached single family units based on building footprint size.

14 Units @ 1,351 sq. ft. = 18,914 sq. ft.

23 Units @ 1,166 sq. ft. = 26,818 sq. ft.

2 Units @ 1,219 sq. ft. = 2,438 sq. ft.

Total: 48,170 sq. ft. = 1.11 Acres / 35.5%

(iii)

Land covered by accessory buildings;

Zero Accessory Buildings on Site

2-Car Garages located in each Unit

(iv)

Land devoted to parking, drives and parking structures;

Driveway Areas = 16,057.7 sq. ft.

Parking Lot Areas = 3,051.4 sq. ft.

Drive Areas = 21,756.7 sq. ft.

Zero Parking Structures on Site (39 – 2 Car Garages in each Unit)

Total: 40,865.8 sq. ft. = 0.94 Acres / 30%

(v)

Land devoted to landscaped open space;

Landscaped Open Space: 31,307.72 sq. ft. = 0.72 Acres / 23%

(vi)

Proposed dwelling unit density, if residential, and/or total square footage devoted to nonresidential uses;

136,125 sq. ft. – 34,105 Public Use Area & Drive Area = 102,020 sq. ft.

Net Acreage = 2.34 acres

39 Units / 2.34 Acres = 16.66 Units per Net Acre

(vii-viii)

Proposed number of buildings;

3 – 4 Unit Buildings

3 – 5 Unit Buildings

2 – 6 Unit Buildings

8 Buildings Total on Site -

39 Units located on Site

(ix)

Bedrooms per unit;

Each Unit has 3 Bedrooms

(x)

Parking spaces provided for motor vehicles and bicycles, whether surface or in structures, and ratio per unit if residential, or per thousand square feet of building area if nonresidential. Ordinance requires 4 parking spaces per unit (2 of which must be garaged) and 0.4 guest parking spaces per unit.

Each Building Unit has a 2 Car Garage and 2 Spaces on Driveways

39 Units x 4 Spaces = 156 Spaces

16 Visitor Parking Spaces Provided - including 2 ADA Spaces (.41 per unit provided)

156 + 16 = 172 Parking Spaces on Site

172 / 39 = 4.4 Spaces per Dwelling Unit

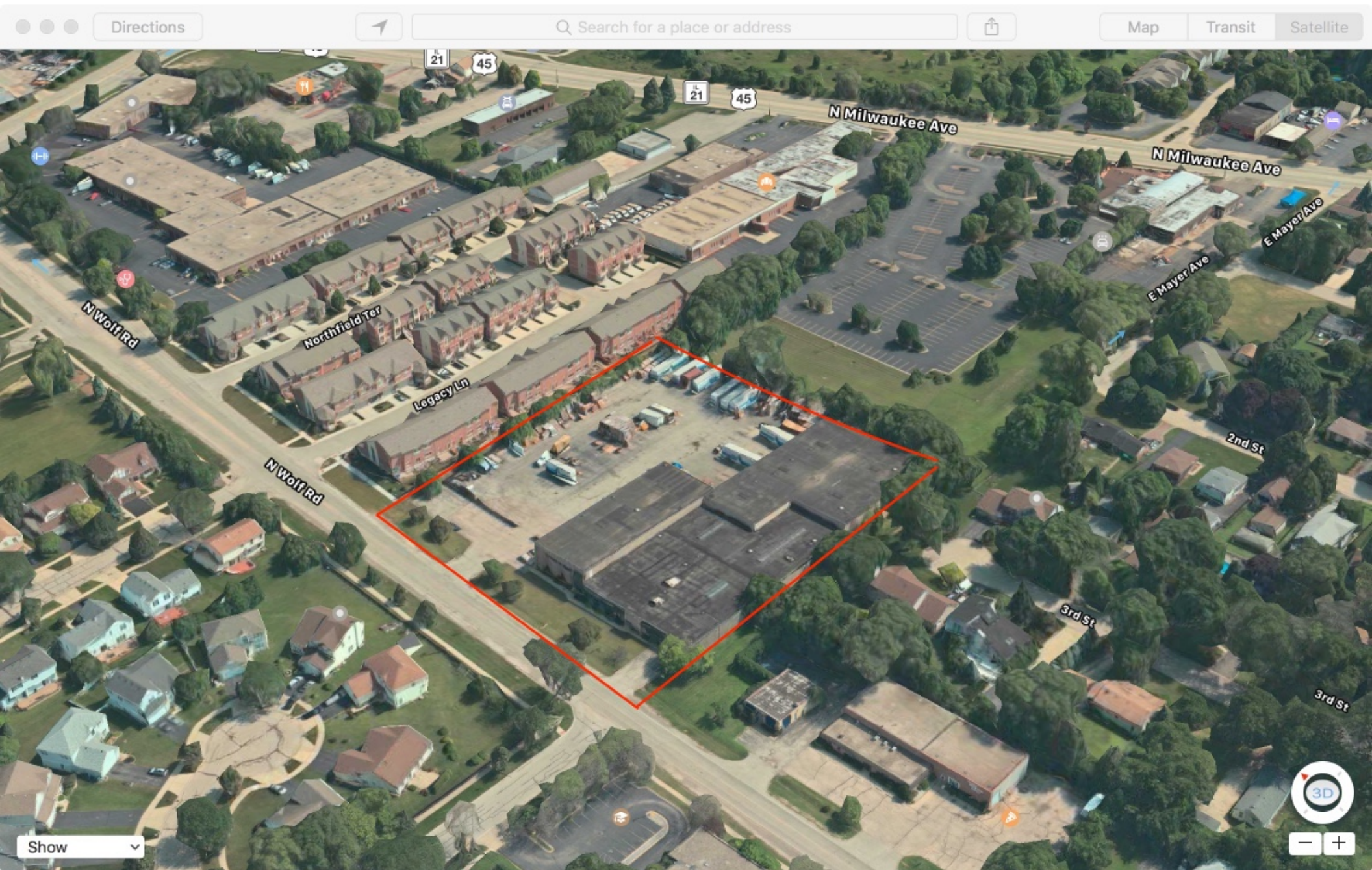


Exhibit received June 16, 2017



SITE DATA- PROPOSED PLAN

GUEST PARKING REQ.	15.6 SPACES
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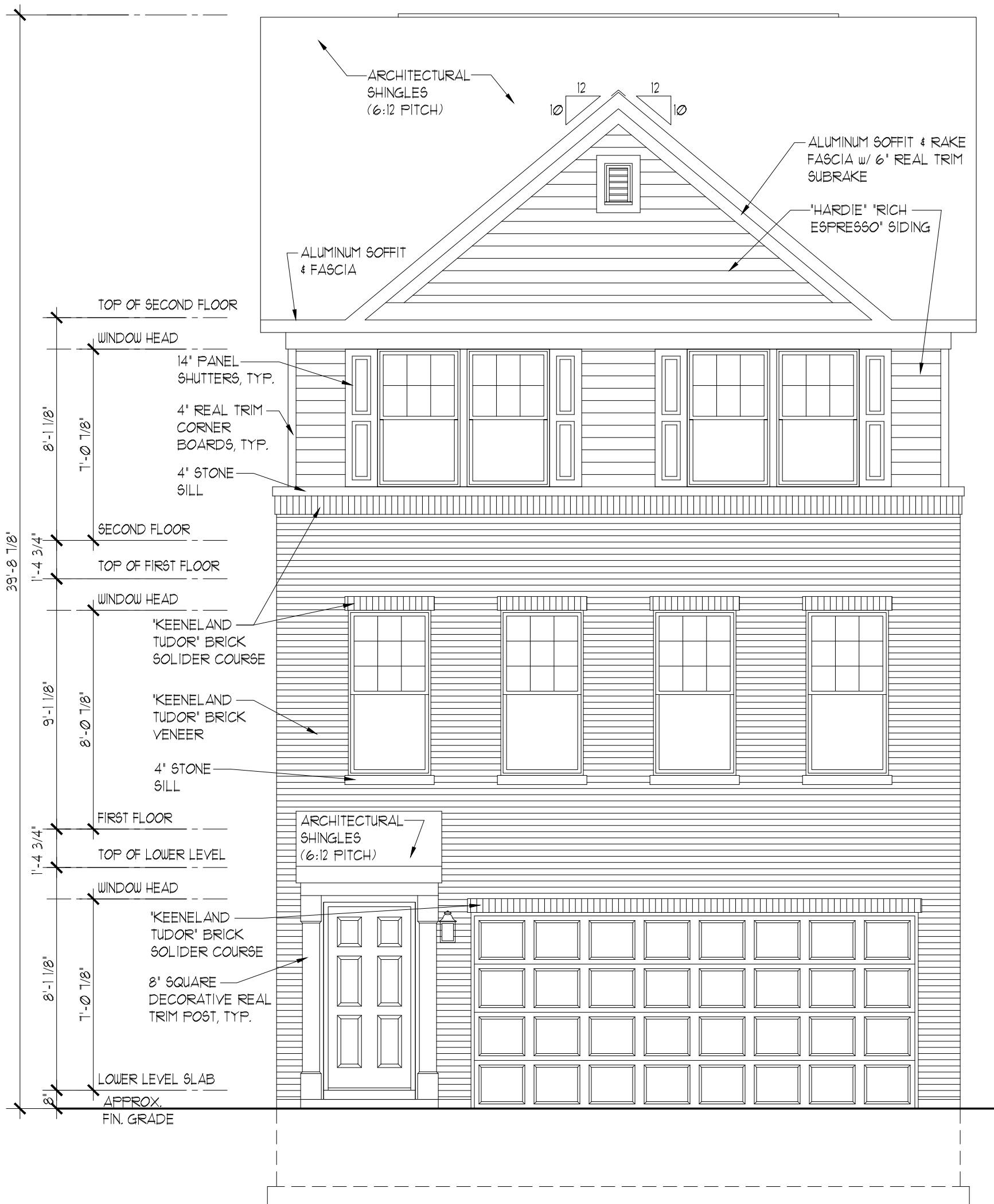




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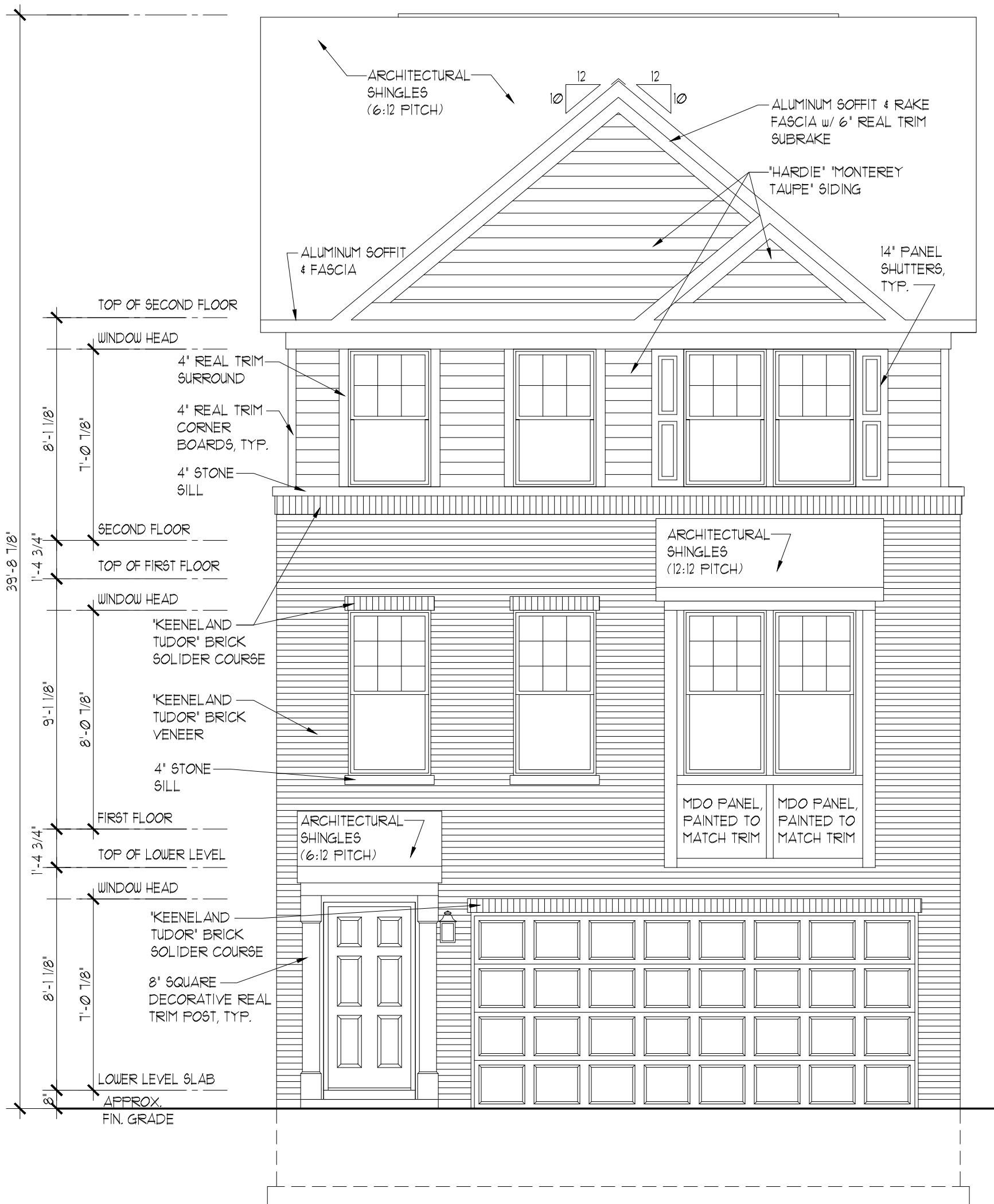


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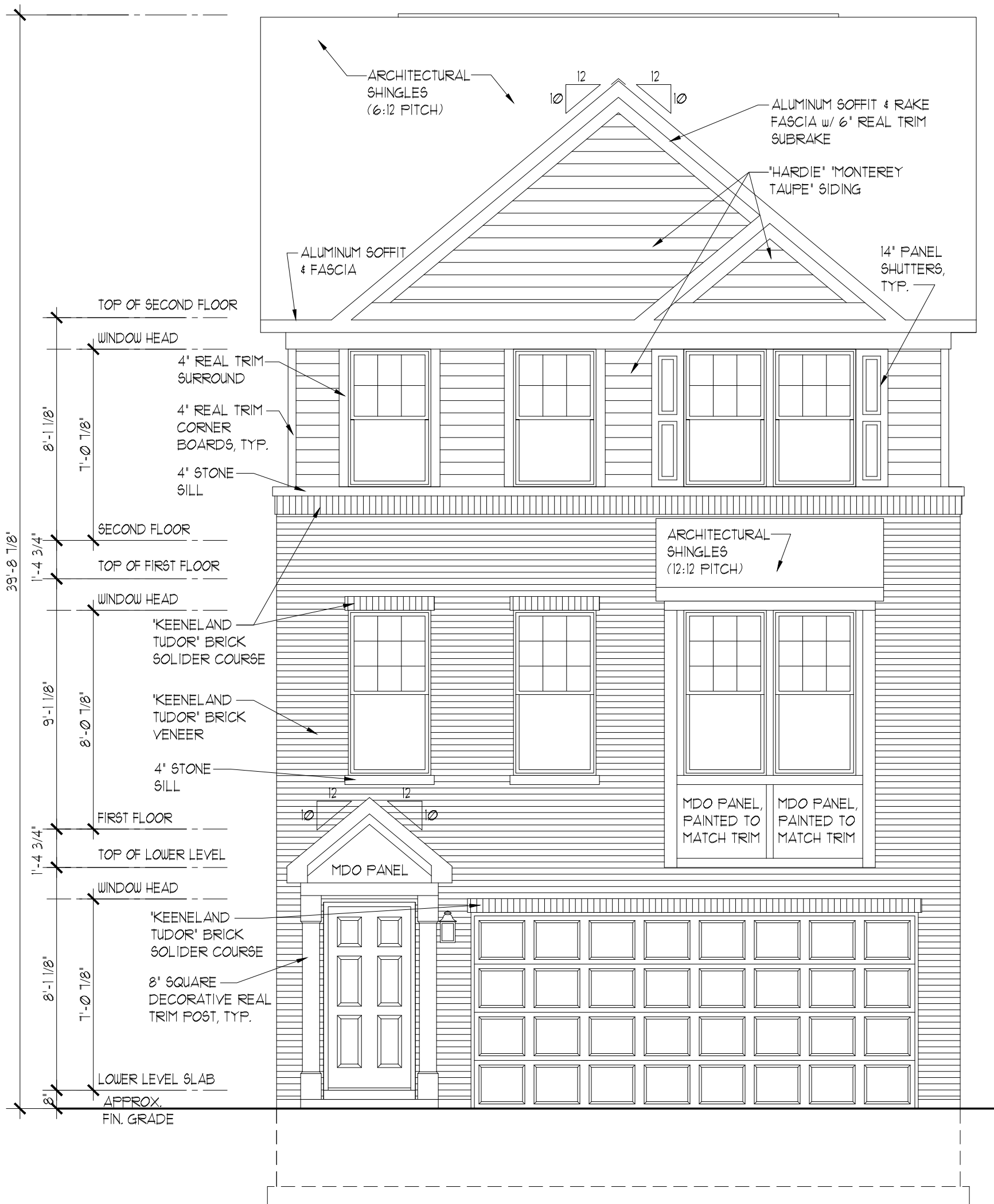
ROYAL FRONT ELEVATION "A"

SCALE: 1/4"=1'-0"



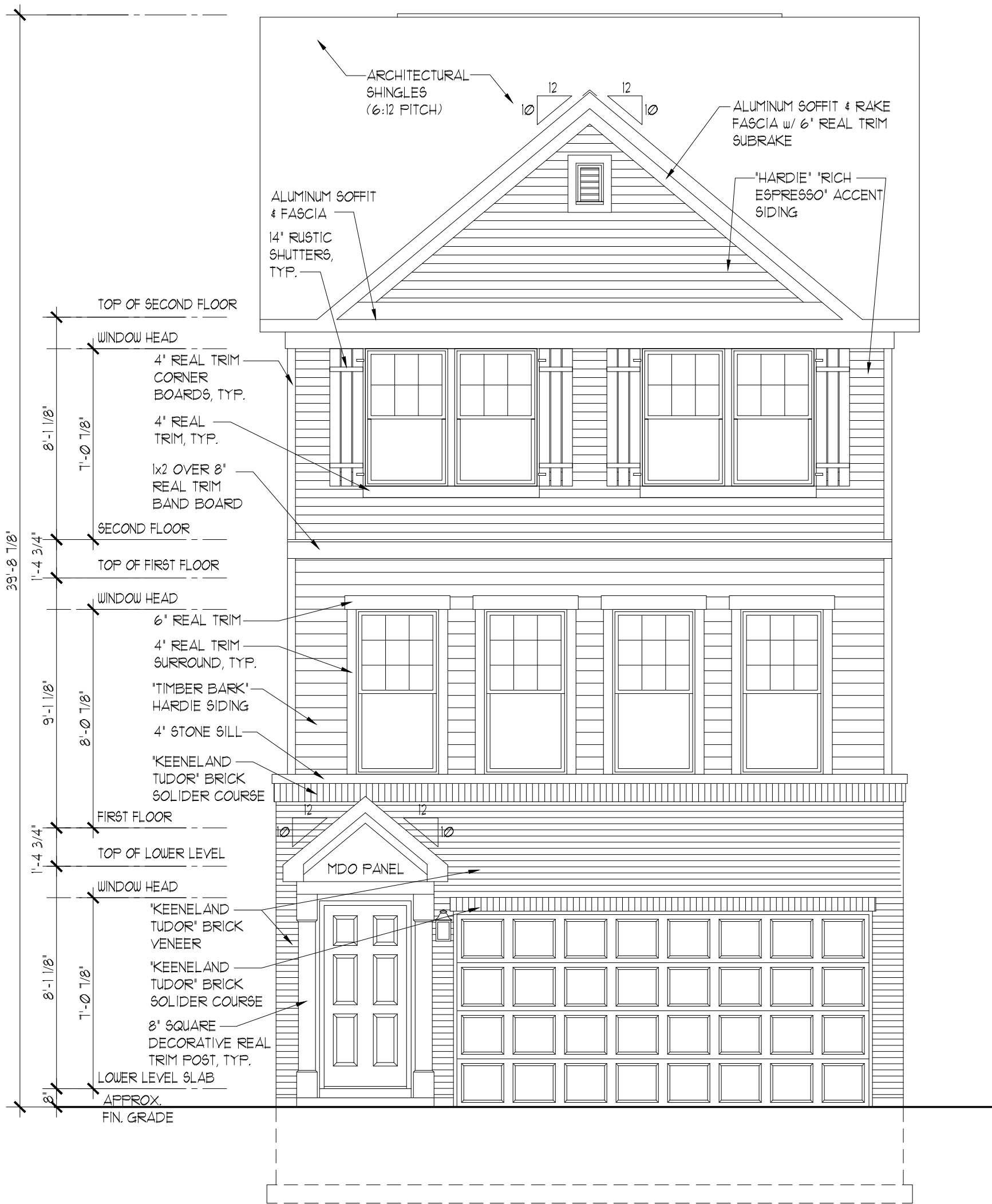
ROYAL FRONT ELEVATION "B"

SCALE: 1/4"=1'-0"



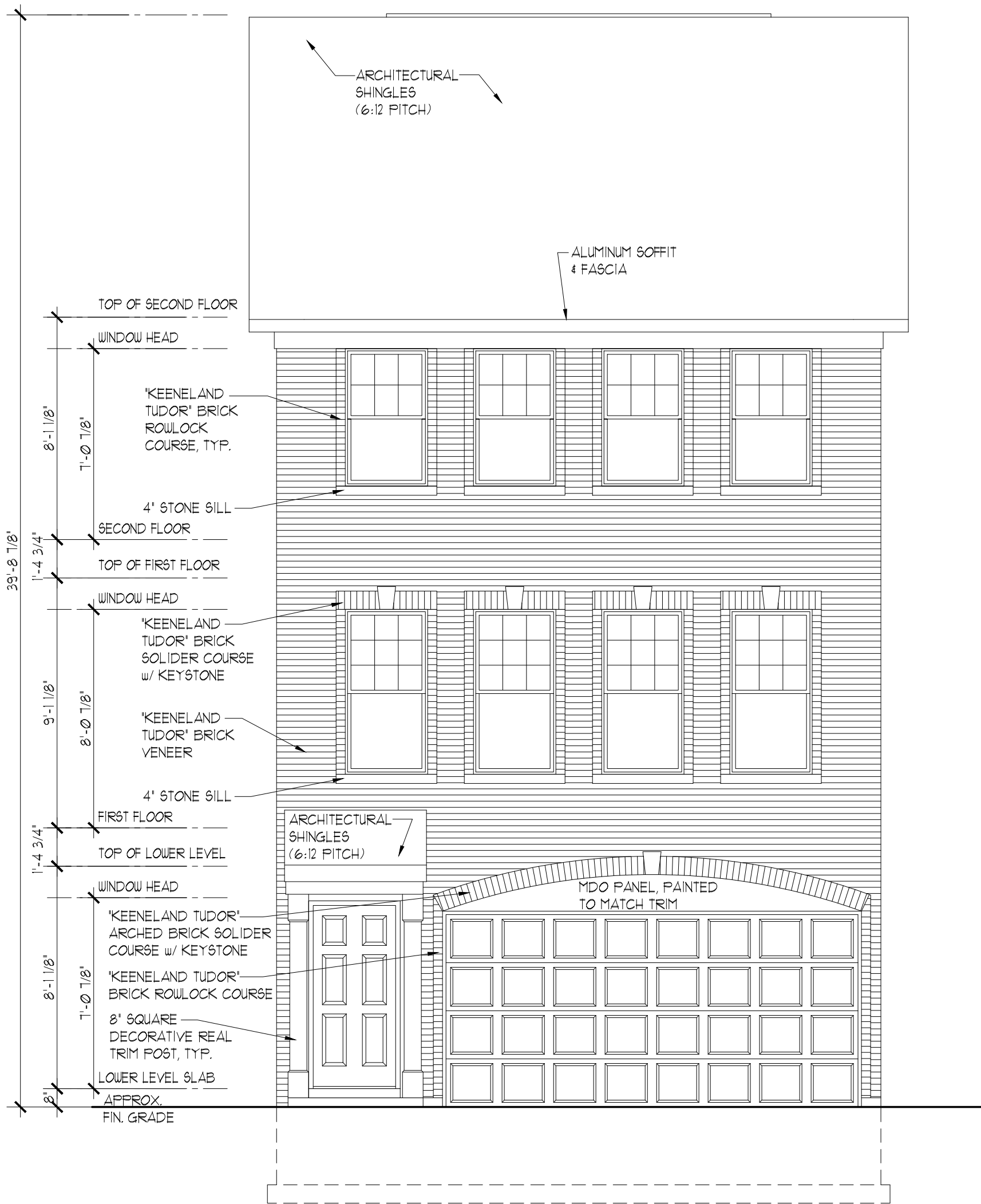
ROYAL FRONT ELEVATION "C"

SCALE: 1/4"=1'-0"



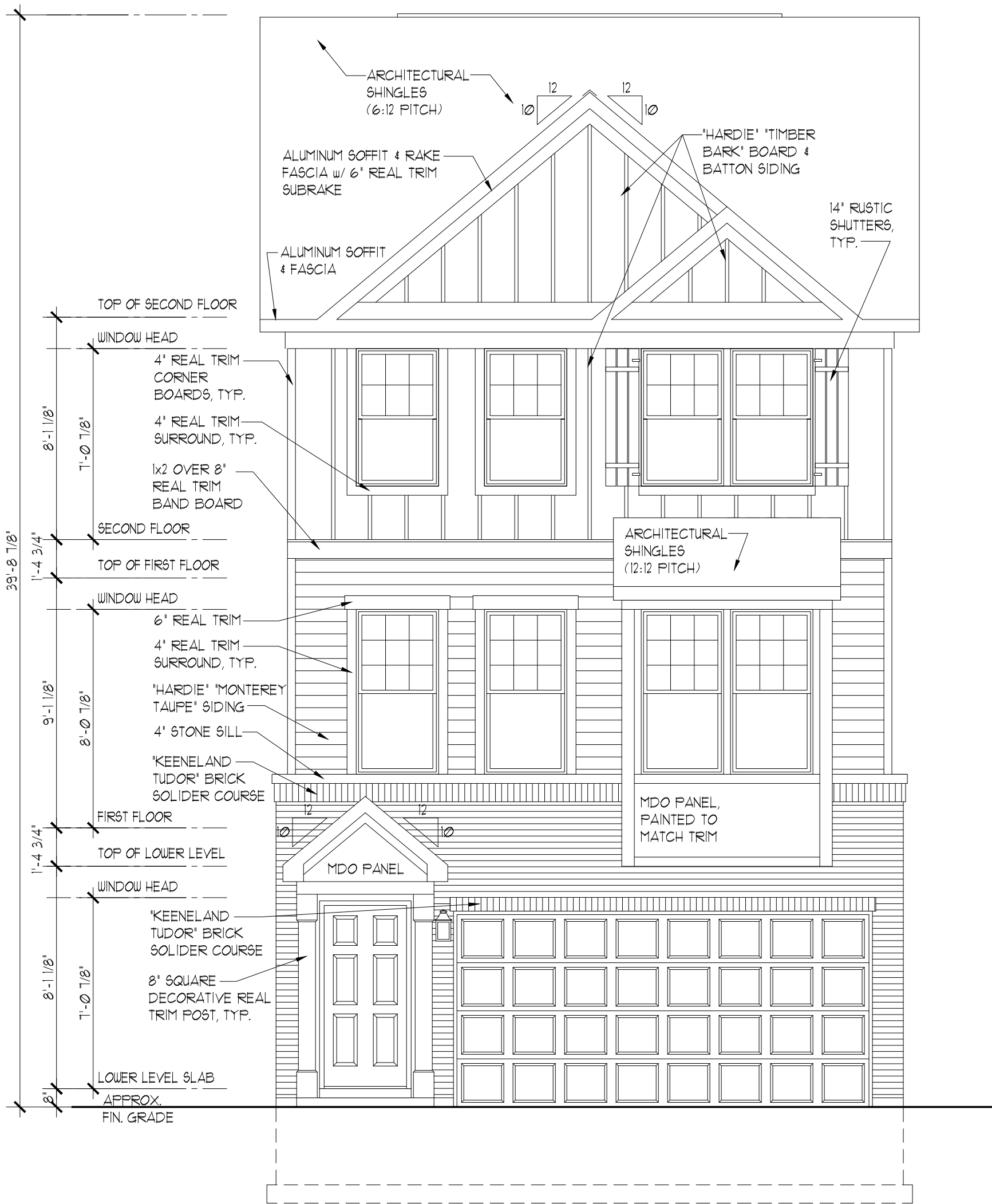
AUBURN FRONT ELEVATION "A"

SCALE: 1/4"=1'-0"



AUBURN FRONT ELEVATION "B"

SCALE: 1/4"=1'-0"



AUBURN FRONT ELEVATION "C"

SCALE: 1/4"=1'-0"



ROYAL LEFT ELEVATION 'C'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL RIGHT ELEVATION 'A'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'C'

ROYAL FRONT ELEVATION 'A'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 1



ROYAL REAR ELEVATION '1'

AUBURN REAR ELEVATION '1'

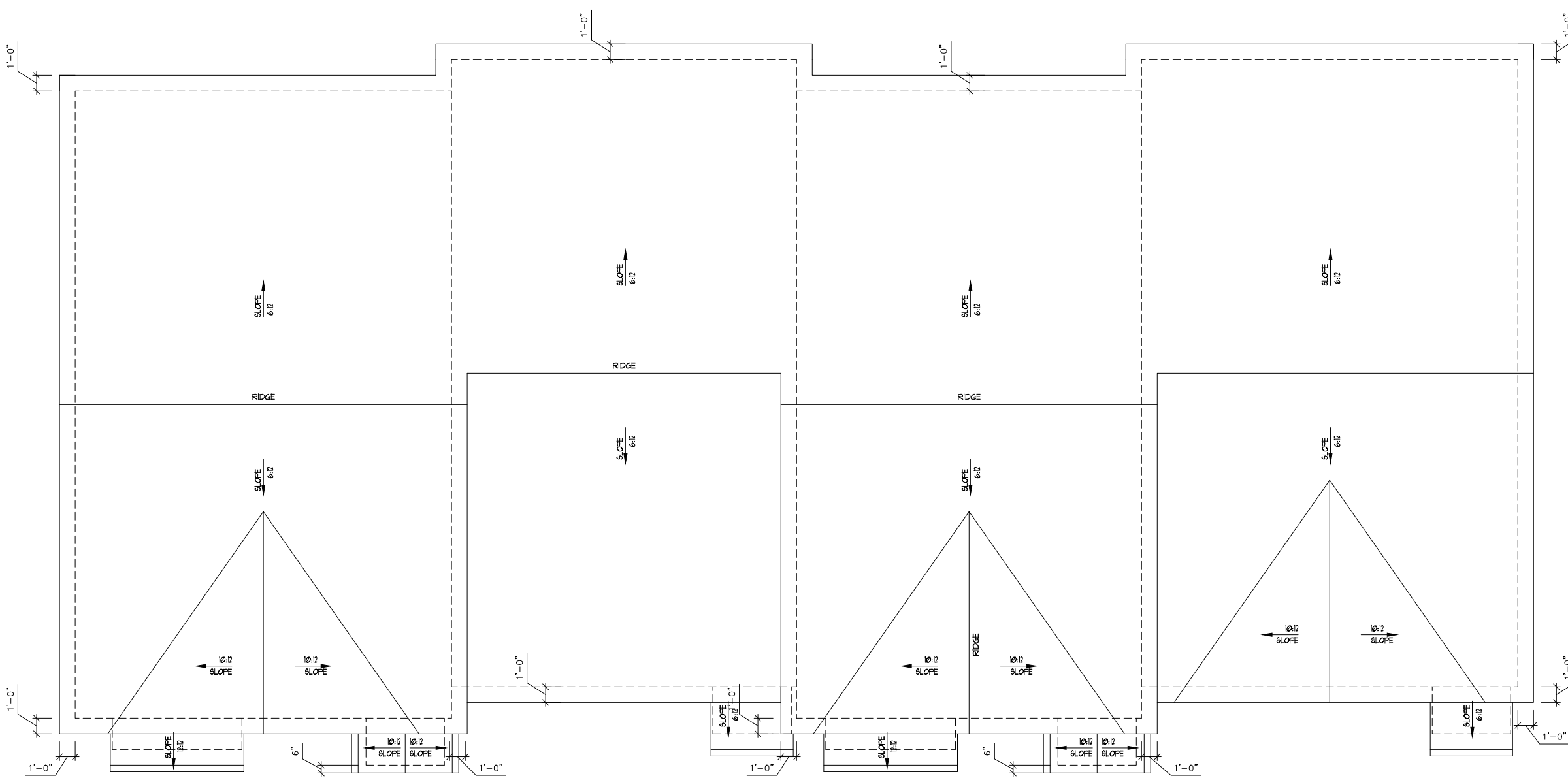
AUBURN REAR ELEVATION '3'

ROYAL REAR ELEVATION '1'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 1



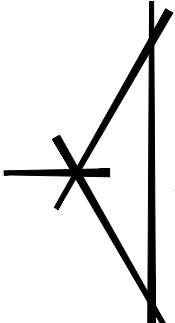
ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 1

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ELEVATIONS

BUILDING 1

Sheet No.:

B1

B1



NOTE:
SIZE UNLESS SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL LEFT ELEVATION 'A'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIZE UNLESS SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL RIGHT ELEVATION 'B'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'A'

AUBURN FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'A'

ROYAL FRONT ELEVATION 'B'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 2



ROYAL REAR ELEVATION '1'

AUBURN REAR ELEVATION '1'

AUBURN REAR ELEVATION '3'

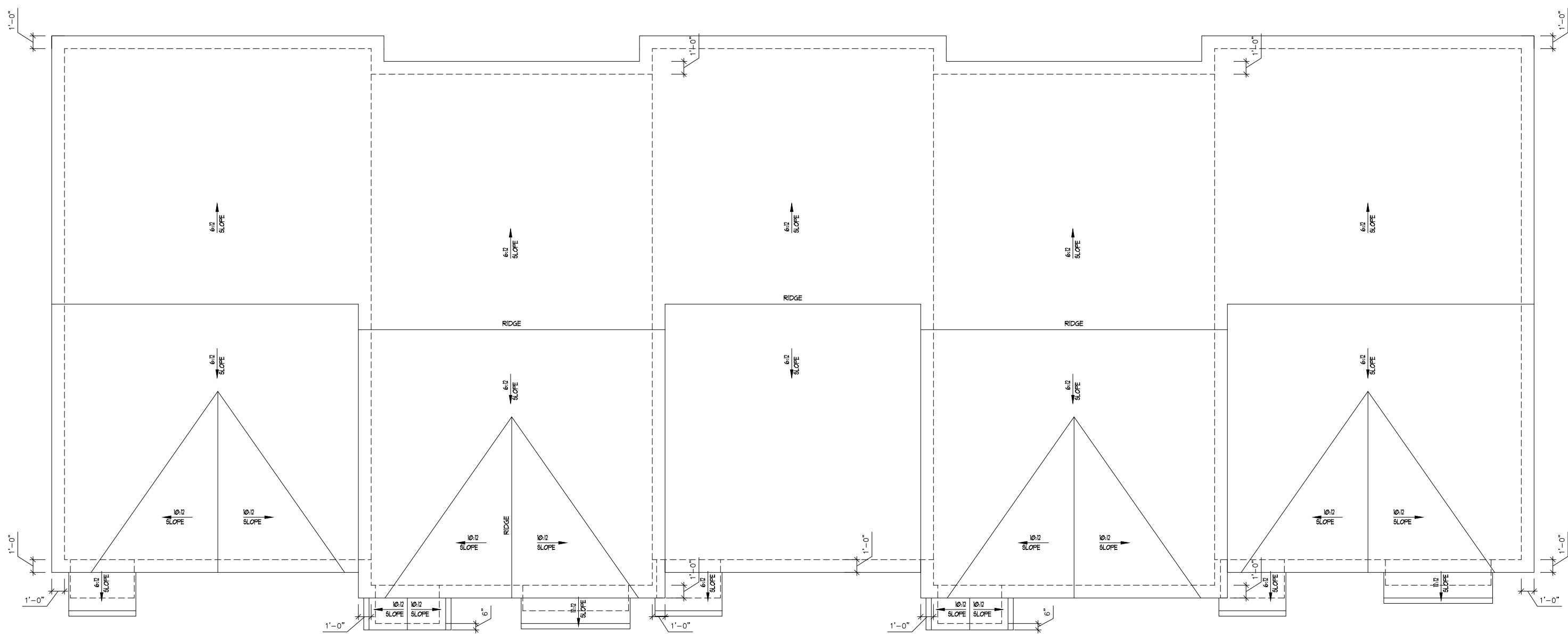
AUBURN REAR ELEVATION '1'

ROYAL REAR ELEVATION '1'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 2



ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 2

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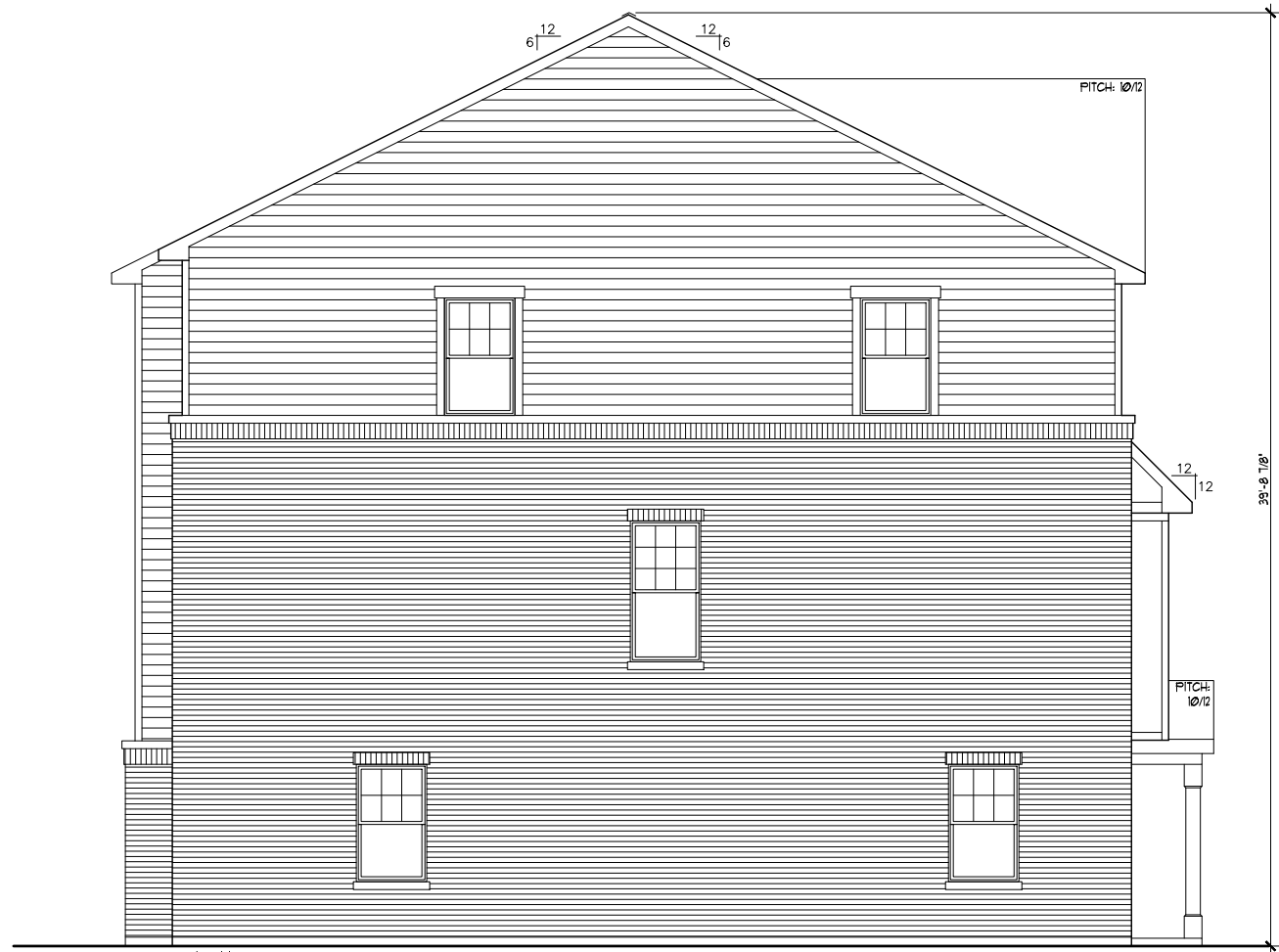
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BUILDING 2
ELEVATIONS

Sheet No.:
B2
B2



NOTE:
SIZE SHOWN SHOWN ARE NOT FINAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGMENT

ROYAL LEFT ELEVATION 'C'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIZE SHOWN SHOWN ARE NOT FINAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGMENT

ROYAL RIGHT ELEVATION 'A'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'C'

ROYAL FRONT ELEVATION 'A'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 3



ROYAL REAR ELEVATION '1'

AUBURN REAR ELEVATION '1'

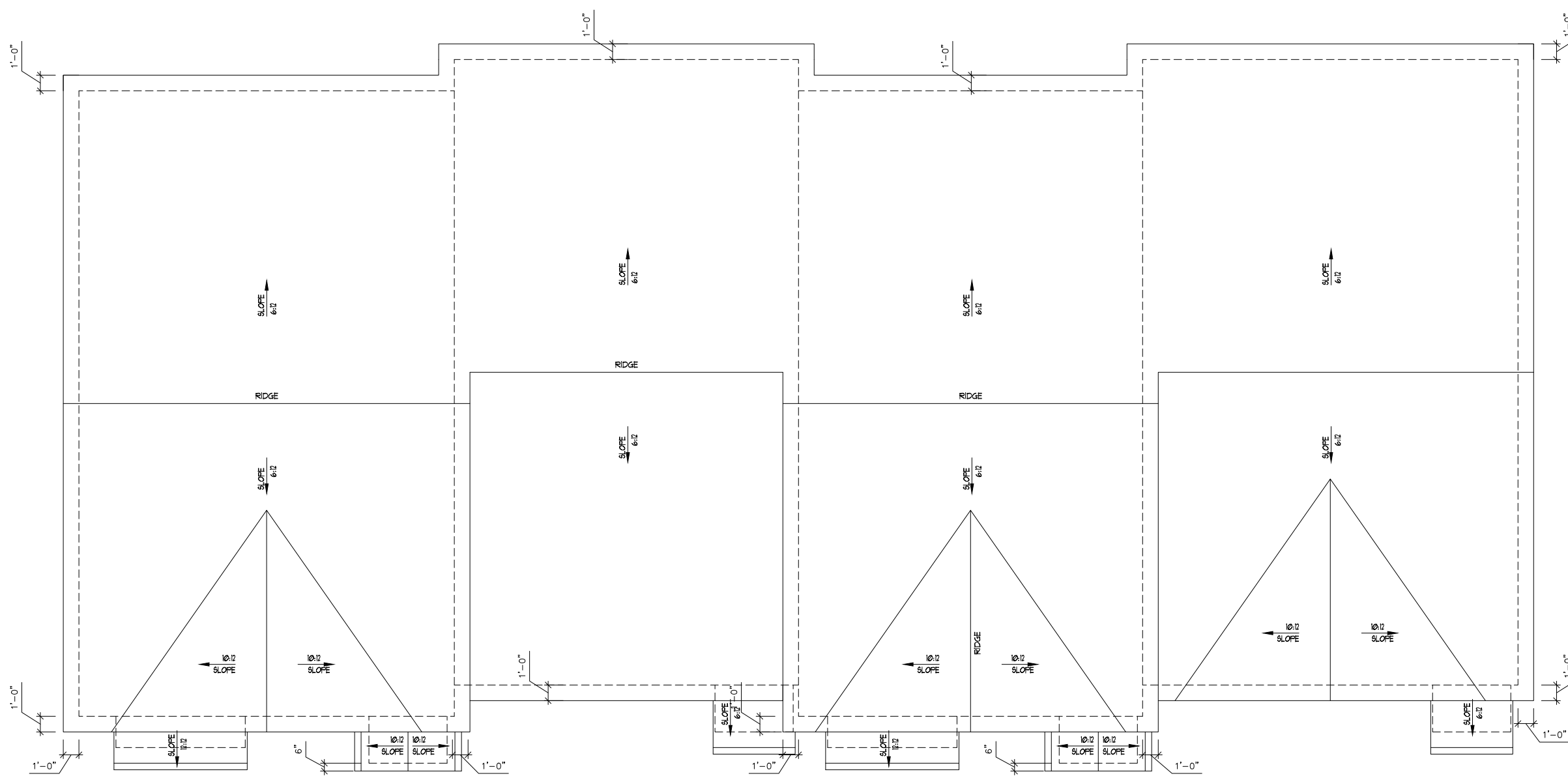
AUBURN REAR ELEVATION '3'

ROYAL REAR ELEVATION '1'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 3



ROOF PLAN

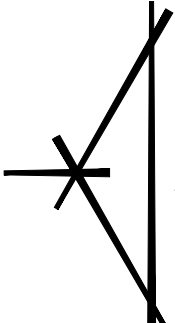
SCALE: 1/8" = 1'-0"

BUILDING 3

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1	8	15
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3	10	17
4	11	18
5	12	19
6	13	20
7	14	21


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BUILDING 3
ELEVATIONS

Sheet No.:
B3

B3



NOTE:
SIZE INDICATES SUCH ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL LEFT ELEVATION 'A'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIZE INDICATES SUCH ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL RIGHT ELEVATION 'C'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'A'

AUBURN FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'A'

AUBURN FRONT ELEVATION 'B'

ROYAL FRONT ELEVATION 'C'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 4



ROYAL REAR ELEVATION '1'

AUBURN REAR ELEVATION '1'

AUBURN REAR ELEVATION '3'

AUBURN REAR ELEVATION '3'

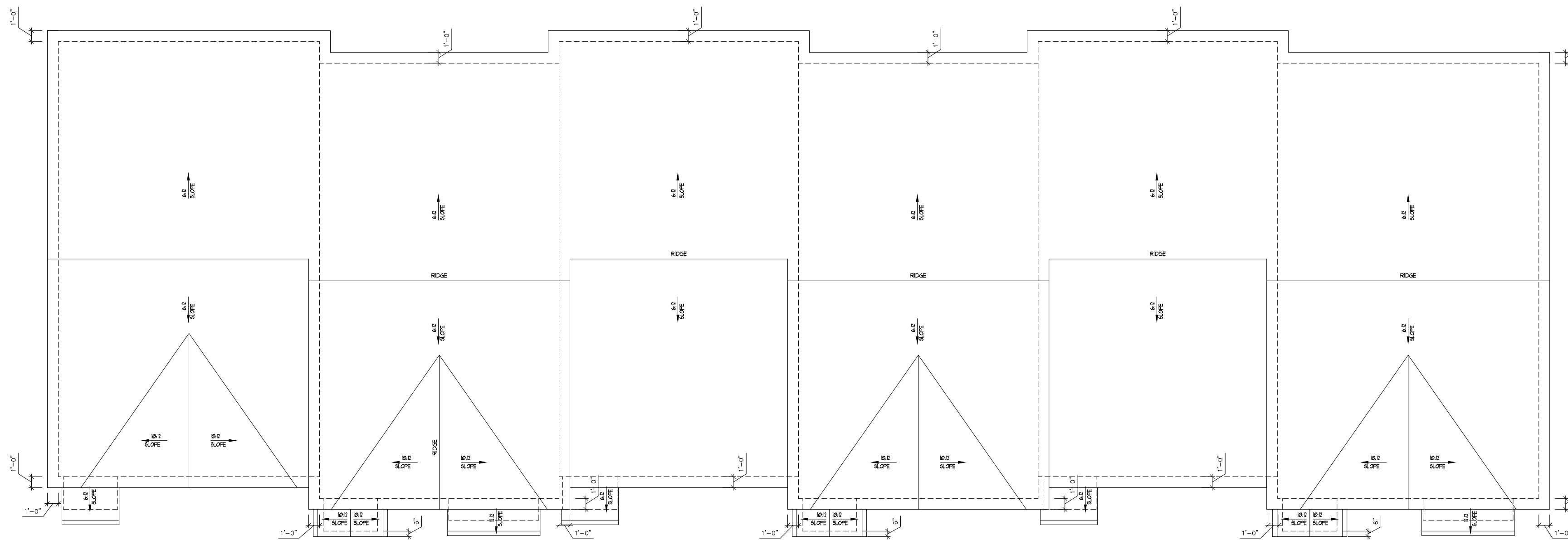
AUBURN REAR ELEVATION '1'

ROYAL REAR ELEVATION '1'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 4



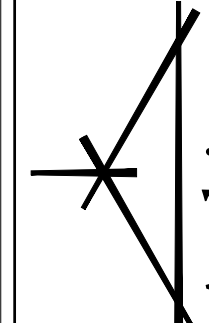
ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 4

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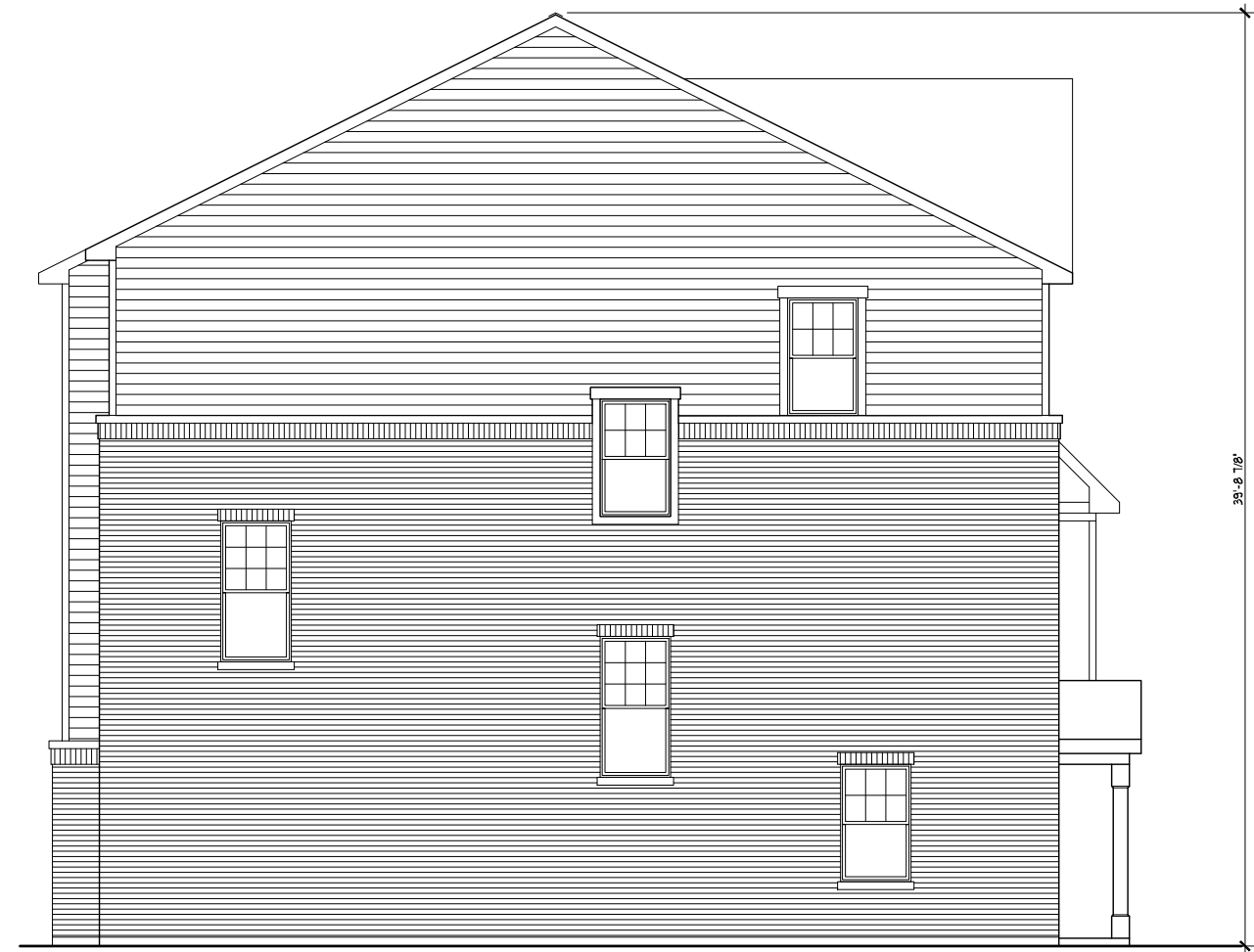
ELEVATIONS

BUILDING 4

Sheet No.:

B4

B4



NOTE:
SIZE UNIFORMS SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ORIENTATION

ROYAL LEFT ELEVATION 'C'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIZE UNIFORMS SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ORIENTATION

ROYAL RIGHT ELEVATION 'A'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'A'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'C'

ROYAL FRONT ELEVATION 'A'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 5



ROYAL REAR ELEVATION 'I'

AUBURN REAR ELEVATION 'I'

AUBURN REAR ELEVATION '3'

AUBURN REAR ELEVATION '3'

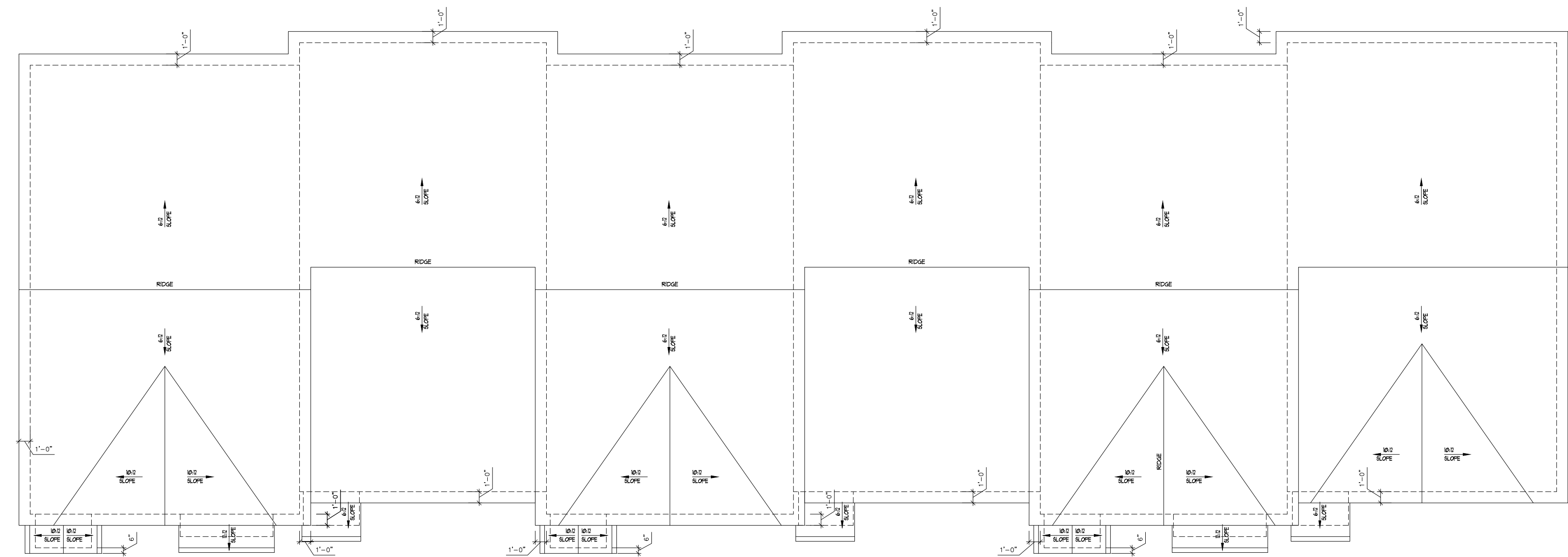
AUBURN REAR ELEVATION 'I'

ROYAL REAR ELEVATION 'I'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 5



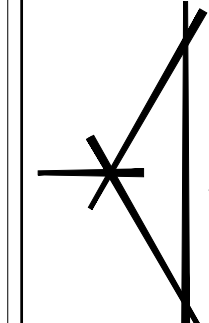
ROOF PLAN

SCALE: 1/8" = 1'-0"

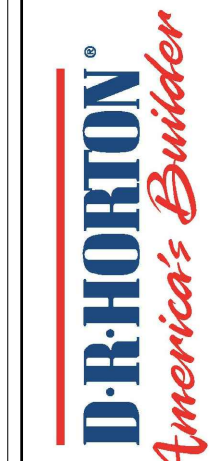
BUILDING 5

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ELEVATIONS

BUILDING 5

Sheet No.:

B5

B5



NOTE:
SIZE AND/OR SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL LEFT ELEVATION 'A'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIZE AND/OR SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL RIGHT ELEVATION 'B'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'A'

AUBURN FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'A'

ROYAL FRONT ELEVATION 'B'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 6



ROYAL REAR ELEVATION '1'

AUBURN REAR ELEVATION '1'

AUBURN REAR ELEVATION '3'

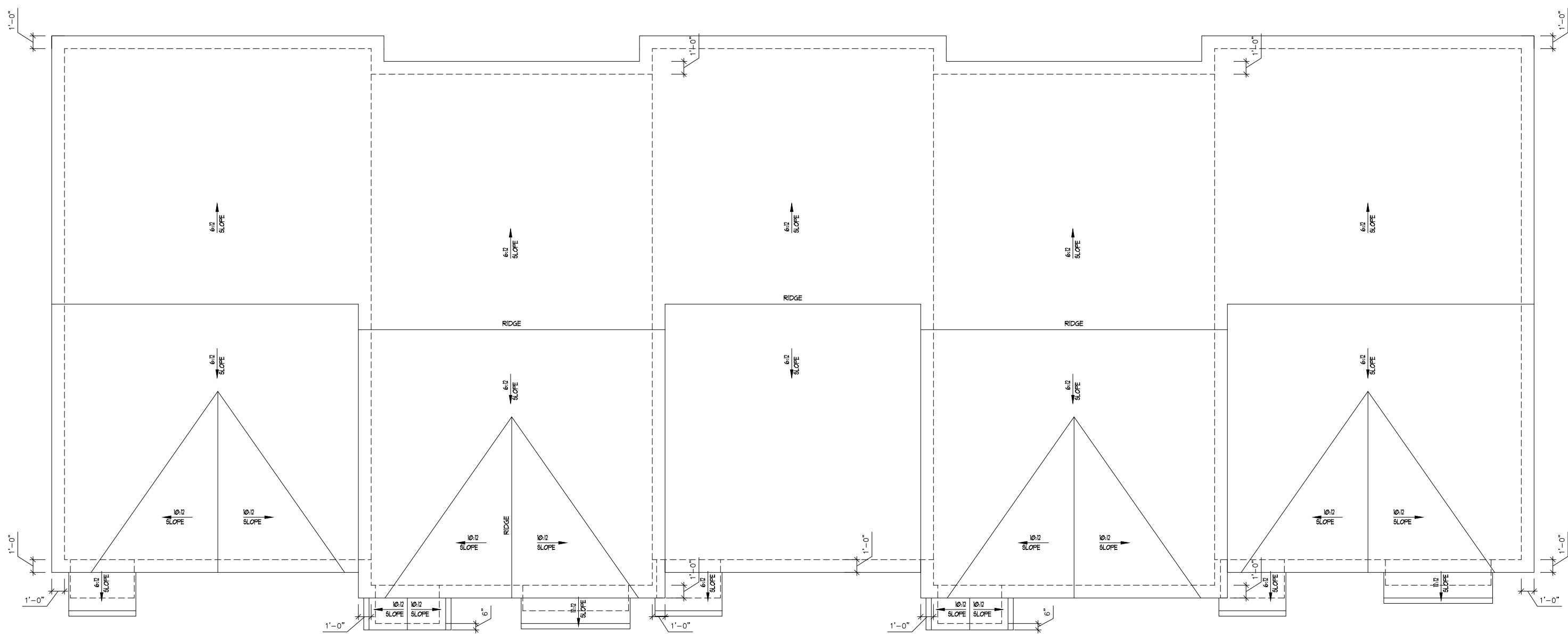
AUBURN REAR ELEVATION '1'

ROYAL REAR ELEVATION '1'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 6



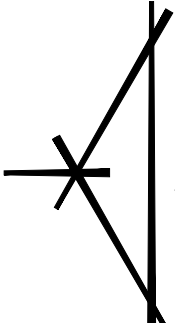
ROOF PLAN

SCALE: 1/8" = 1'-0"

BUILDING 6

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BUILDING 6
ELEVATIONS

Sheet No.:
B6



NOTE:
SIDE WINDOWS SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

AUBURN LEFT ELEVATION 'B'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIDE WINDOWS SHOWN ARE INDIVIDUAL OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

AUBURN RIGHT ELEVATION 'C'

RIGHT ELEVATION



AUBURN FRONT ELEVATION 'B'

FRONT ELEVATION

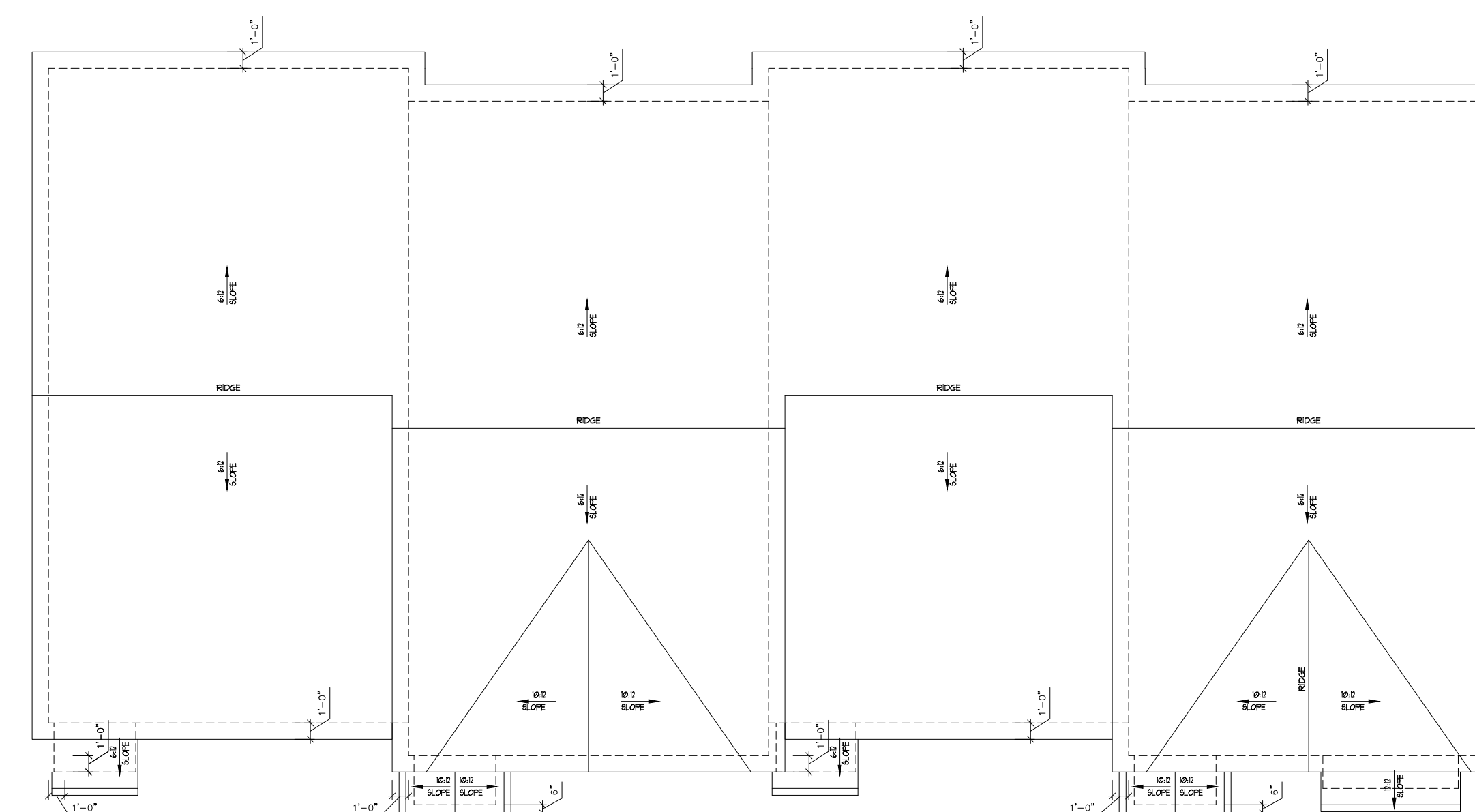
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AUBURN REAR ELEVATION '2'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

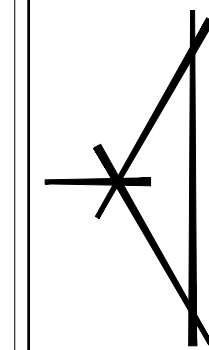


ROOF PLAN

SCALE: 1/8" = 1'-0"

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BUILDING 7

ELEVATIONS

Sheet No.:

B7

B7



NOTE:
SIZE AND/OR SHOWN ARE INDICATED, OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL LEFT ELEVATION 'A'

LEFT ELEVATION

SCALE: 1/8" = 1'-0"



NOTE:
SIZE AND/OR SHOWN ARE INDICATED, OPTIONS AND
AVAILABILITY MAY VARY BASED ON FLOOR ARRANGEMENT

ROYAL RIGHT ELEVATION 'B'

RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



ROYAL FRONT ELEVATION 'A'

AUBURN FRONT ELEVATION 'C'

AUBURN FRONT ELEVATION 'B'

AUBURN FRONT ELEVATION 'A'

ROYAL FRONT ELEVATION 'B'

FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 8



ROYAL REAR ELEVATION '1'

AUBURN REAR ELEVATION '1'

AUBURN REAR ELEVATION '3'

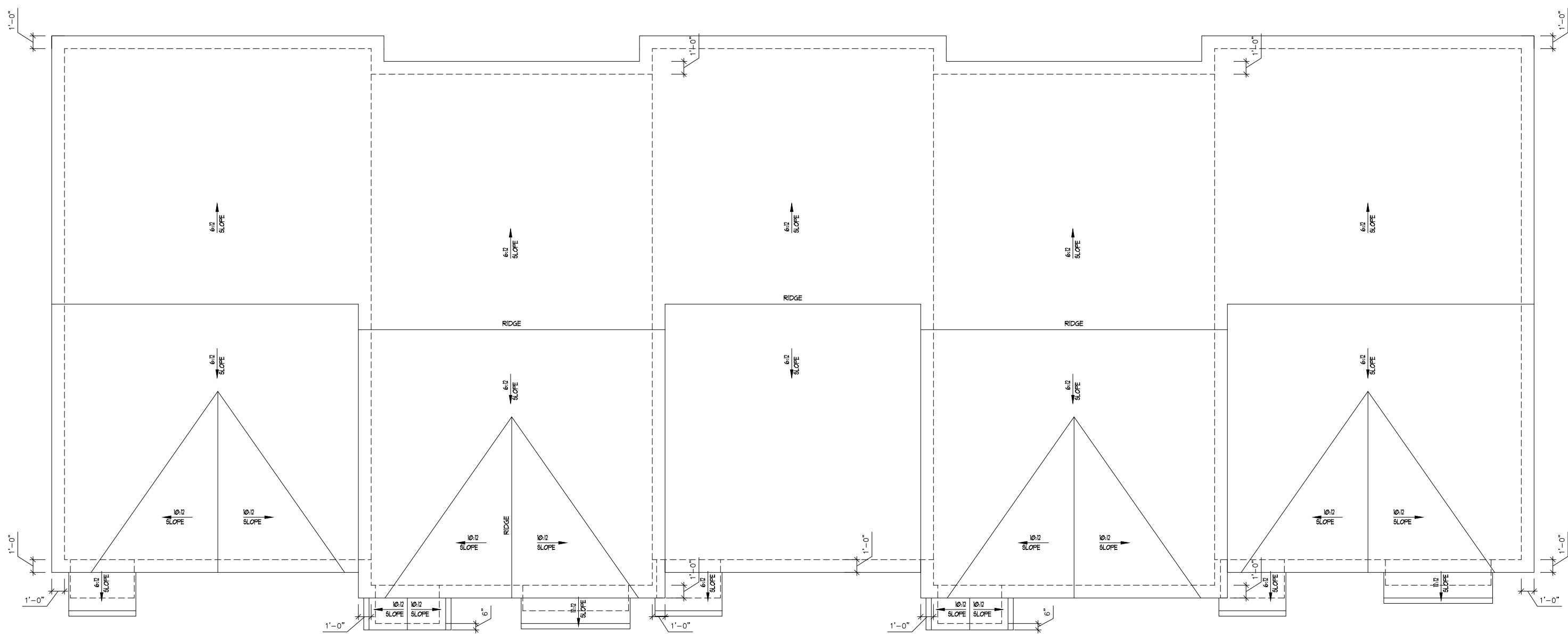
AUBURN REAR ELEVATION '1'

ROYAL REAR ELEVATION '1'

REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 8



ROOF PLAN

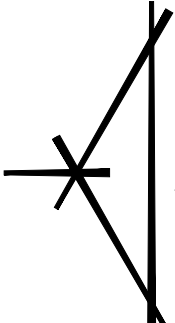
SCALE: 1/8" = 1'-0"

BUILDING 8

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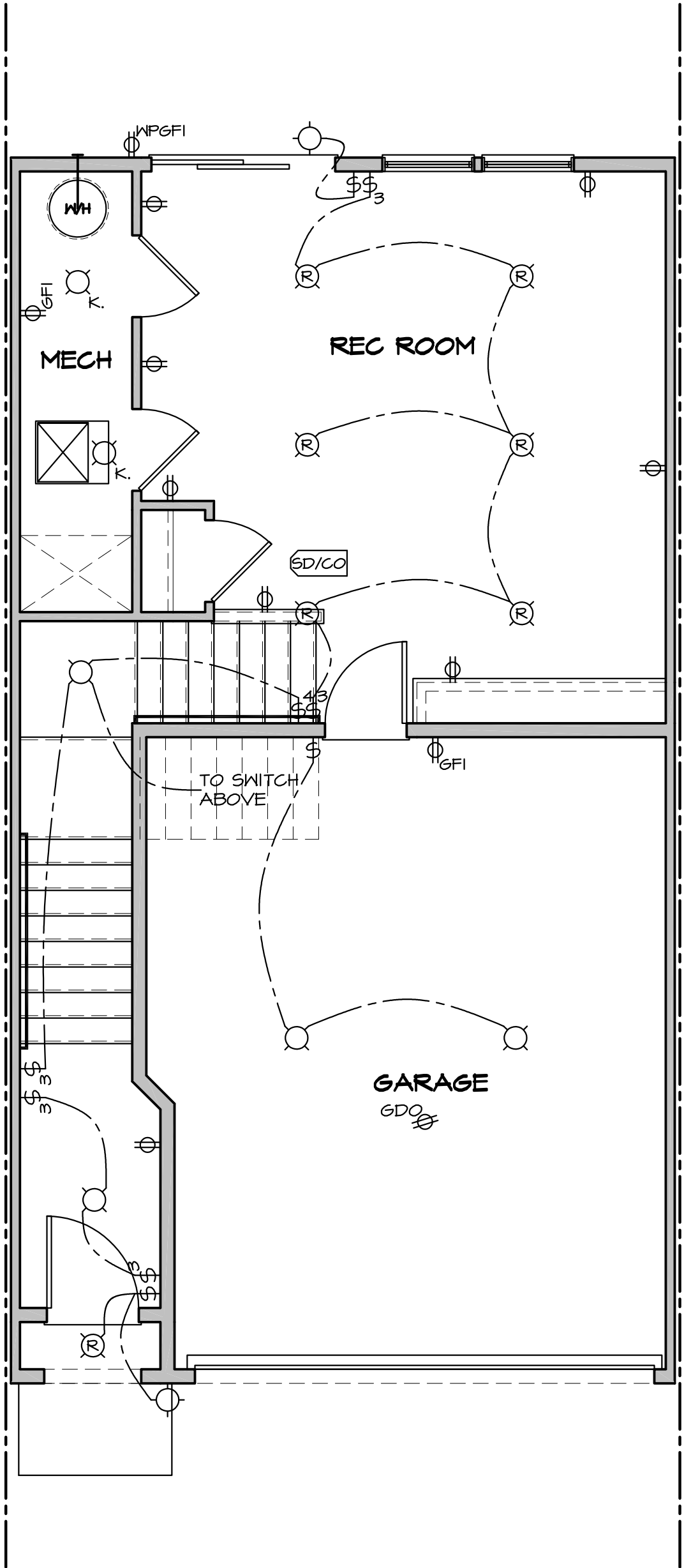
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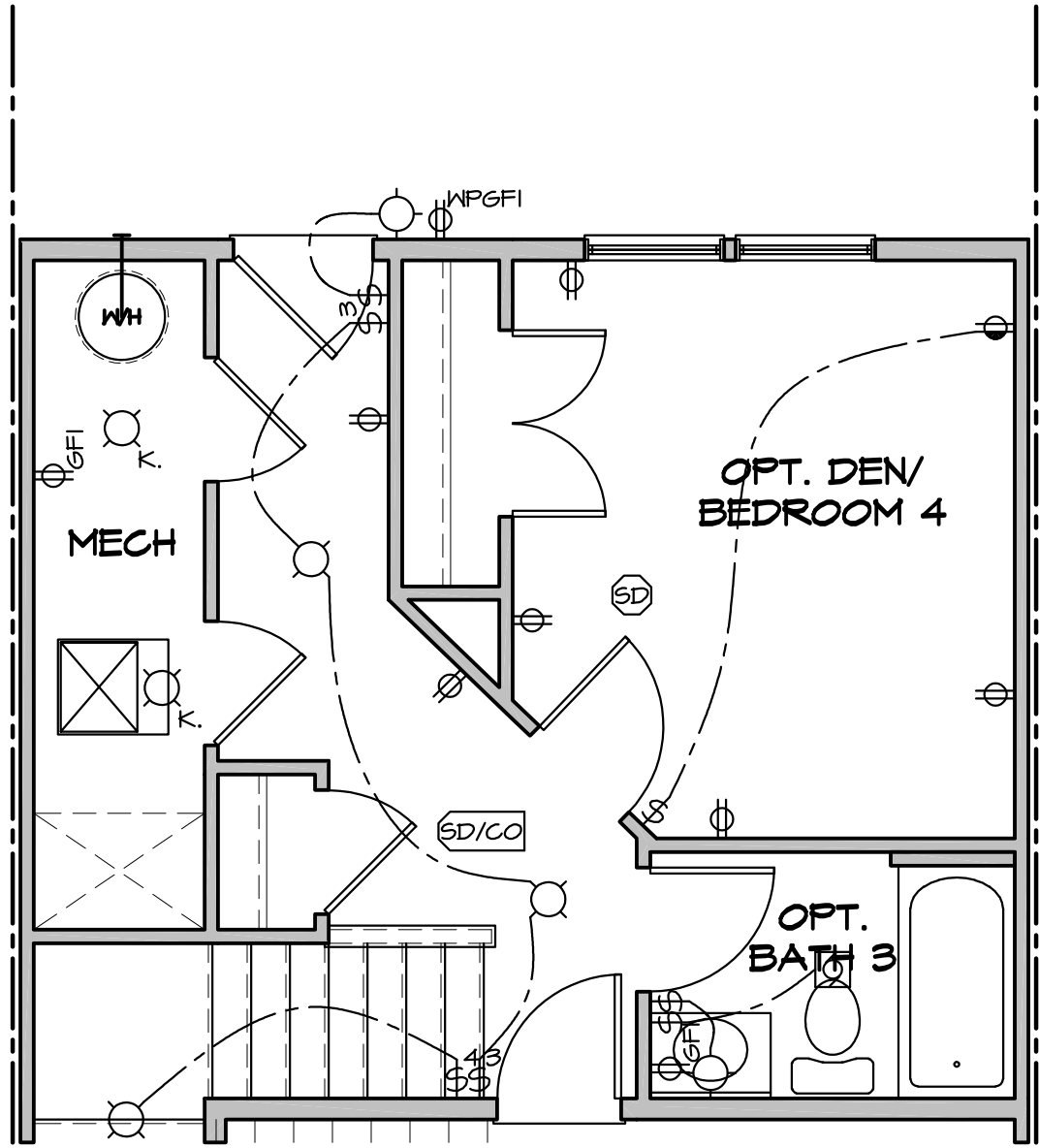

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BUILDING 8

Sheet No.:
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B8



LOWER LEVEL FLOOR
ELECTRICAL PLAN



LOWER LEVEL FLOOR
ELECTRICAL PLAN
OPT. DEN/BEDROOM 4

ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
	PULLCHAIN LAMPHOLDER
	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
	CABLE TV
	TELEPHONE
	KEYPAD
	CHIME
	THERMOSTAT
	LOW VOLTAGE SWITCH (12V)
	DOOR CHIME

ALL OUTLETS AND SWITCHES ARE SHOWN AS MINIMUM CODE REQUIREMENTS. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN ON PLAN.

1. APPROVED SMOKE DETECTORS SHALL BE LOCATED ON EVERY STORY OF THE DWELLING UNIT, INCLUDING BASEMENTS. WHERE MORE THAN ONE SMOKE DETECTOR IS REQUIRED, ALL SHALL BE WIRED IN SUCH A MANNER SO THAT WHEN ONE IS ACTUATED, ALL WILL BE ACTUATED AND ALL SMOKE DETECTORS SHALL INCLUDE A BATTERY BACKUP AS REQUIRED. SMOKE DETECTORS ARE REQUIRED IN EACH SLEEPING ROOM OF SINGLE FAMILY DWELLINGS. SMOKE DETECTORS INSTALLED IN SLEEPING ROOMS SHOULD BE LOCATED IN THE VICINITY OF THE ROOM ENTRANCE, AND 3' FROM FORCED AIR SUPPLY REGISTERS OR THE DOOR TO A BATHROOM CONTAINING A TUB OR SHOWER.

2. CARBON MONOXIDE DETECTORS ARE REQUIRED ON EACH FLOOR AND PROXIMITY OF EACH SLEEPING AREA. SMOKE DETECTOR/CARBON MONOXIDE DETECTOR COMBINATION DEVICES ARE PERMITTED AS REQUIRED.

3. ALL KITCHEN RECEPTACLES ARE TO BE GFI PROTECTED.

4. PROVIDE ARC-FAULT CIRCUIT INTERRUPTERS TO ALL BEDROOM RECEPTACLES.



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SUITE 6
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W. MILES

DATE:
08/29/16

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11 X 17 SCALE
1/8" = 1'-0"

24 X 36 SCALE
1/4" = 1'-0"

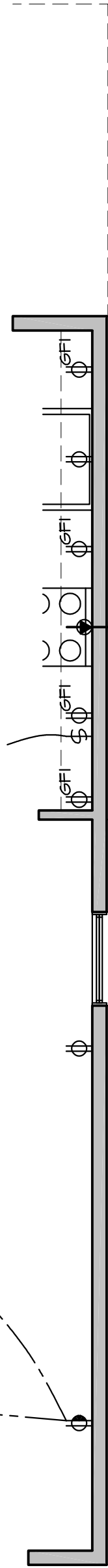
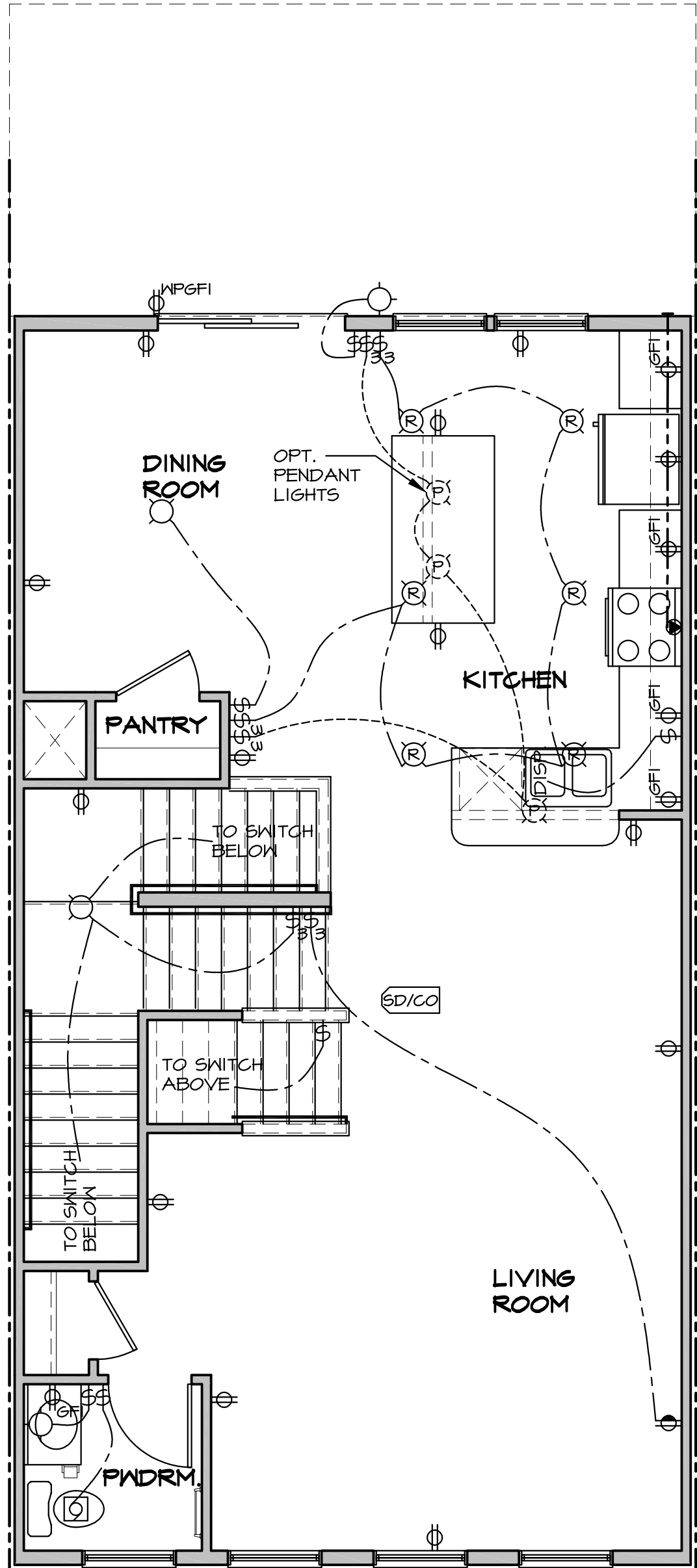
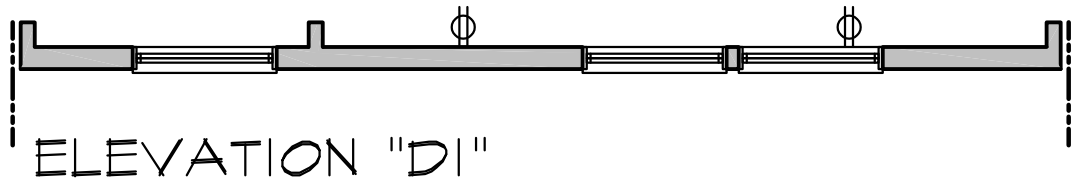
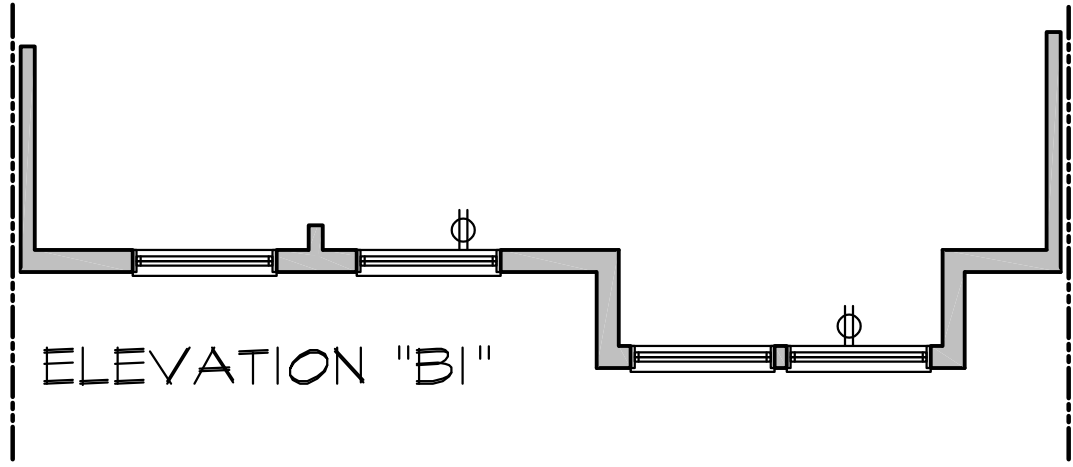
Exhibit received June 16, 2017

HOUSE NAME:
AUBURN

DRAWING TITLE
LOWER LEVEL ELECTRICAL

SHEET No.

11



ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
	PULLCHAIN LAMPHOLDER
	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
	CABLE TV
	TELEPHONE
	KEYPAD
	CHIME
	THERMOSTAT
	LOW VOLTAGE SWITCH (12V)
	DOOR CHIME

- NOTES:**
- ALL OUTLETS AND SWITCHES ARE SHOWN AS MINIMUM CODE REQUIREMENTS. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN ON PLAN.
1. APPROVED SMOKE DETECTORS SHALL BE LOCATED ON EVERY STORY OF THE DWELLING UNIT, INCLUDING BASEMENTS. WHERE MORE THAN ONE SMOKE DETECTOR IS REQUIRED, ALL SHALL BE WIRED IN SUCH A MANNER SO THAT WHEN ONE IS ACTUATED, ALL WILL BE ACTUATED AND ALL SMOKE DETECTORS SHALL INCLUDE A BATTERY BACKUP AS REQUIRED. SMOKE DETECTORS ARE REQUIRED IN EACH SLEEPING ROOM OF SINGLE FAMILY DWELLINGS. SMOKE DETECTORS INSTALLED IN SLEEPING ROOMS SHOULD BE LOCATED IN THE VICINITY OF THE ROOM ENTRANCE, AND 3' FROM FORCED AIR SUPPLY REGISTERS OR THE DOOR TO A BATHROOM CONTAINING A TUB OR SHOWER.
2. CARBON MONOXIDE DETECTORS ARE REQUIRED ON EACH FLOOR AND PROXIMITY OF EACH SLEEPING AREA. SMOKE DETECTOR/CARBON MONOXIDE DETECTOR COMBINATION DEVICES ARE PERMITTED AS REQUIRED.
3. ALL KITCHEN RECEPTACLES ARE TO BE GFI PROTECTED.
4. PROVIDE ARC-FAULT CIRCUIT INTERRUPTERS TO ALL BEDROOM RECEPTACLES.



WADE ARCHITECTURE
13024 PENNSYLVANIA AVE
SUITE 2
HAGERSTOWN, MD 21742
240-452-4638

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America's Builder

DRAWN BY:
M. HOWELL
DATE:
08/29/16
PROJECT NO.
DT02
11 X 17 SCALE
1/8" = 1'-0"
24 X 36 SCALE
1/4" = 1'-0"

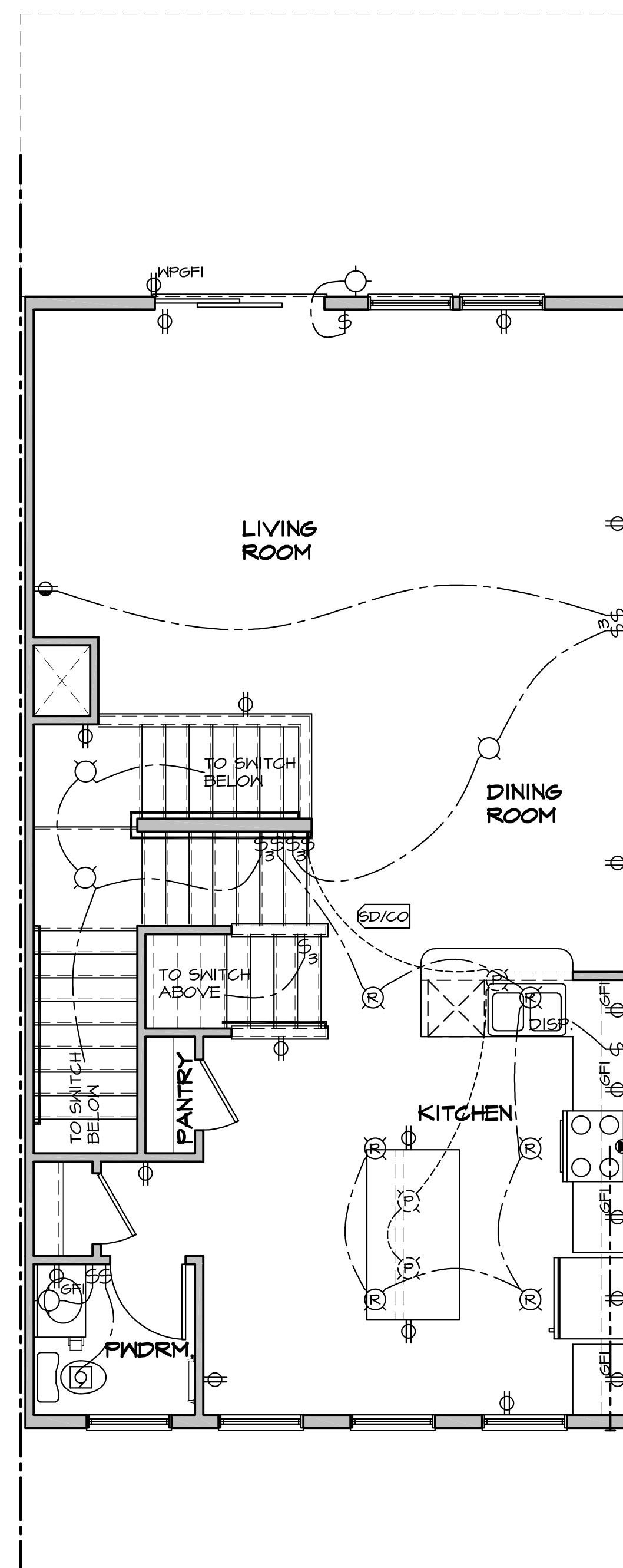
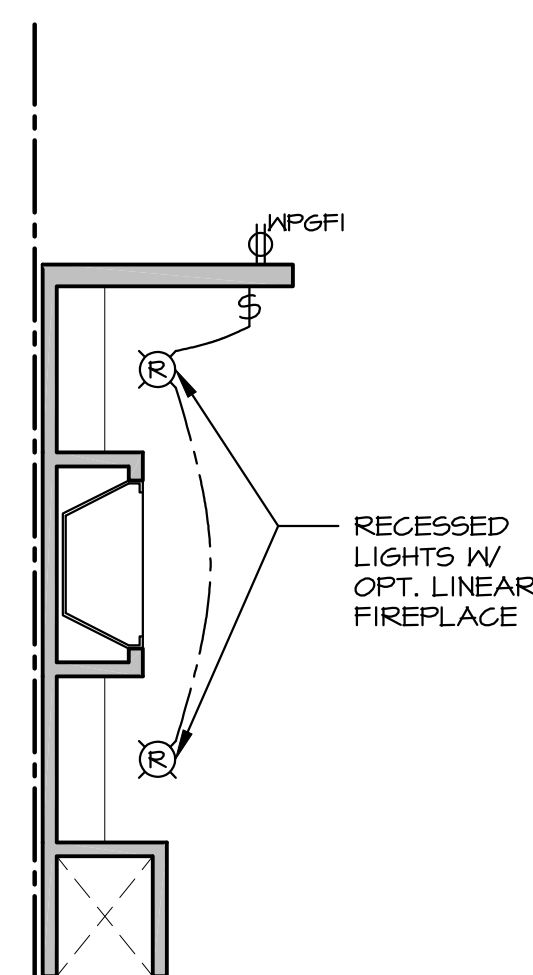
HOUSE NAME:
AUBURN
DRAWING TITLE
**FIRST FLOOR
ELECTRICAL PLAN**

SHEET No.
E.2

	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
	PULL-CHAIN LAMPHOLDER
	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
	CABLE TV
	TELEPHONE
	KEYPAD
	CHIME
	THERMOSTAT
	LOW VOLTAGE SWITCH (12V)
	DOOR CHIME

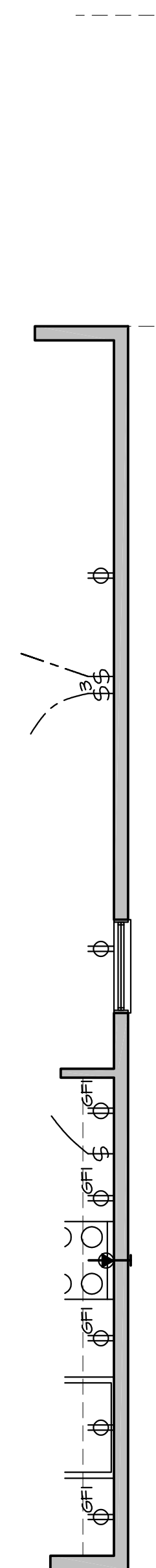
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4. PROVIDE ARC-FAULT CIRCUIT INTERRUPTERS TO ALL BEDROOM RECEPTACLES.



ELECTRICAL PLAN

OPT. FRONT KITCHEN



ELECTRICAL PLAN

END UNIT CONDITION



WADE ARCHITECTURE
13024 PENNSYLVANIA A
SUITE E
HAGERSTOWN, MD 2174
240-452-4638

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America's Builder

DRAWN BY:
M. HOWELL

DATE: 08/29/16

PROJECT NO.	DT02
-------------	------

11	X	17	SCAL
1	/8"	=	1'-0"

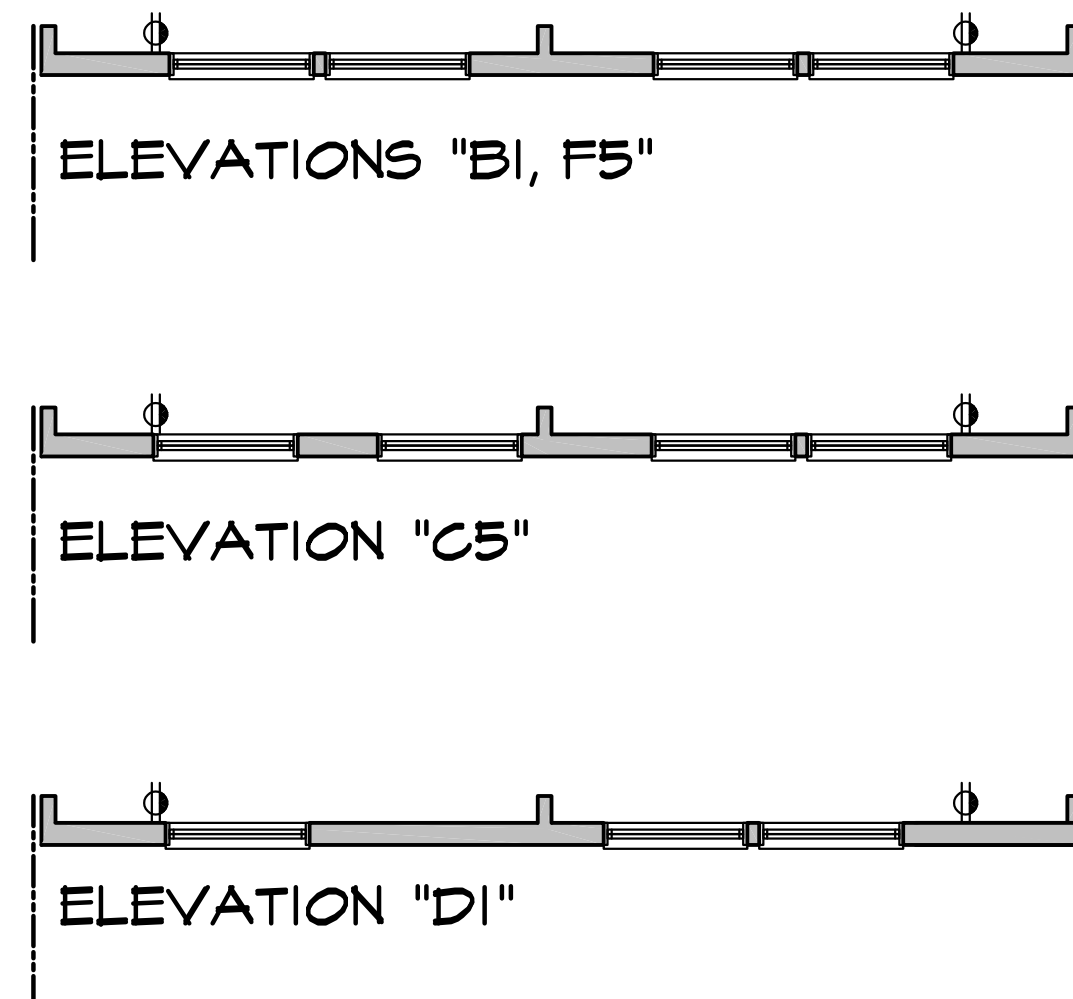
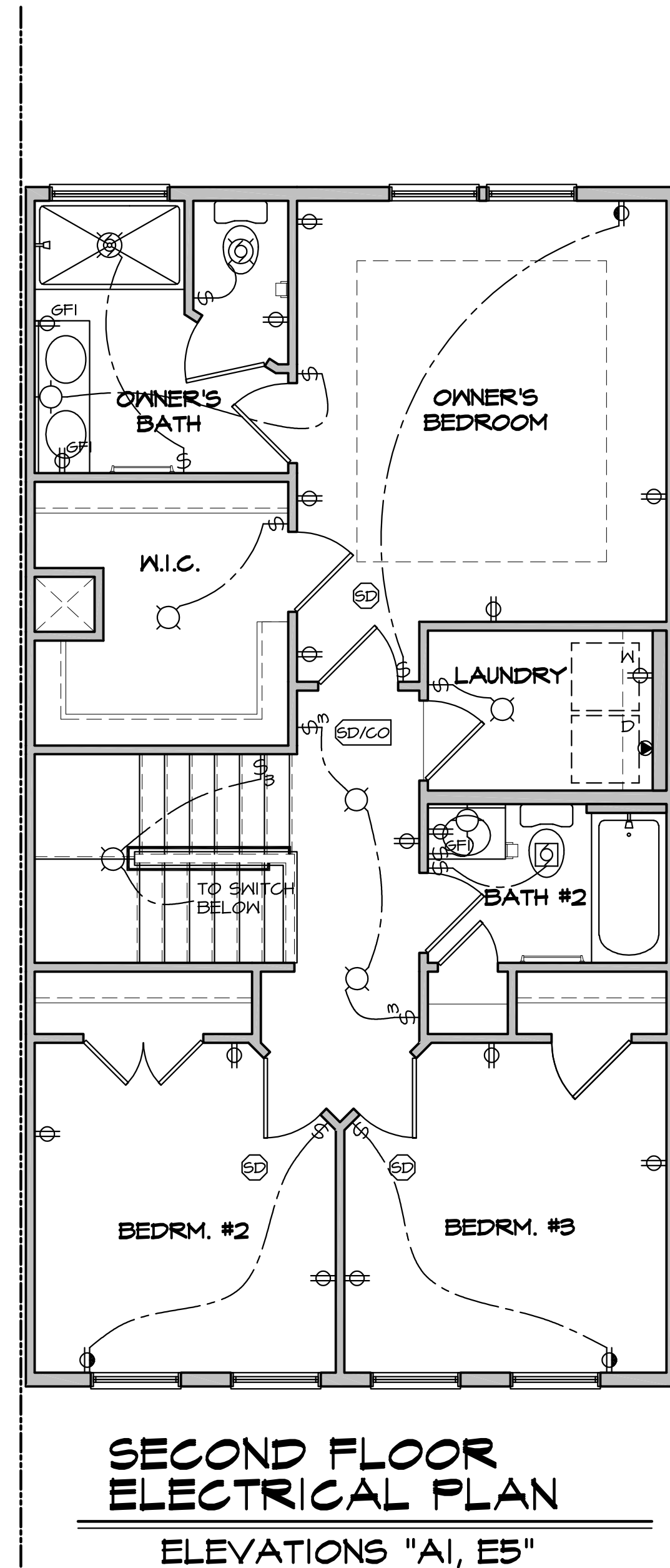
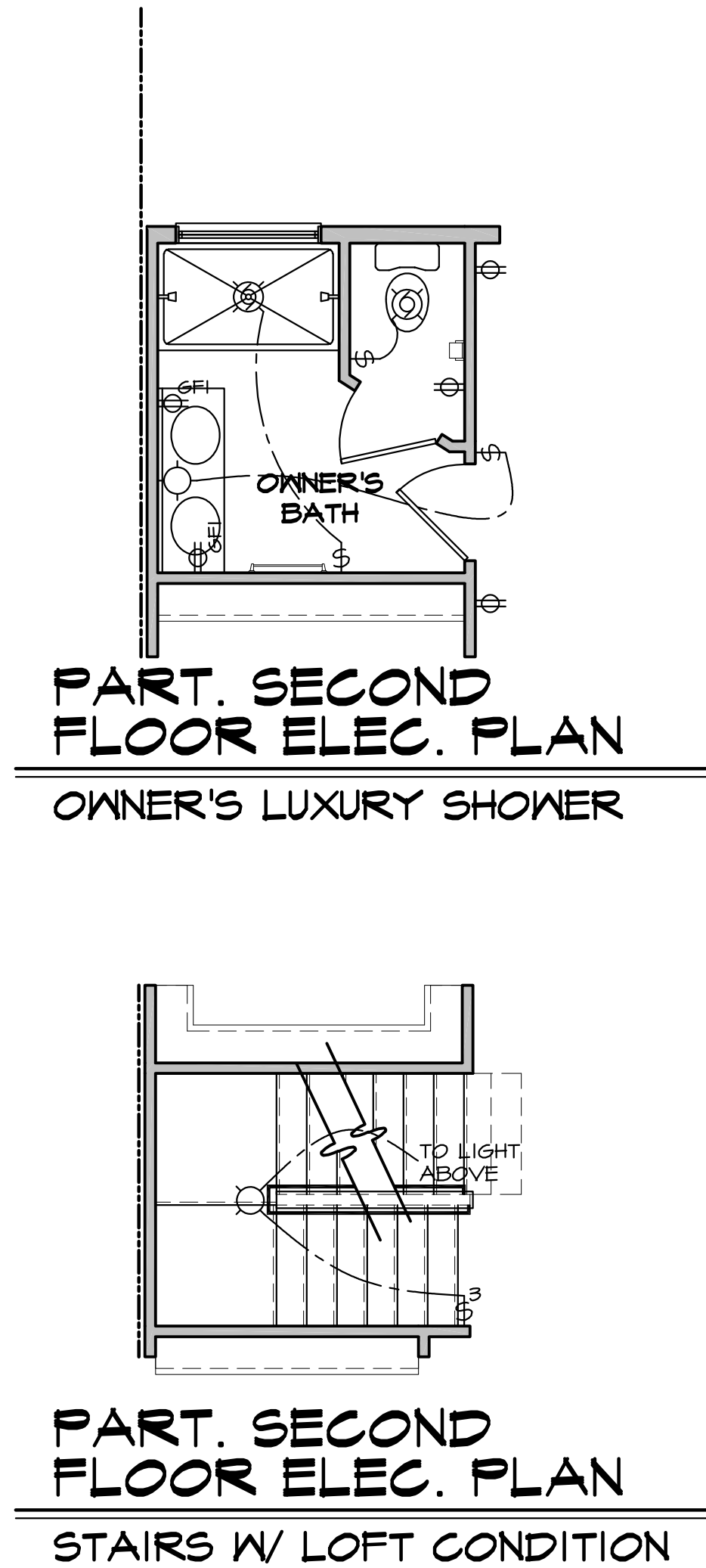
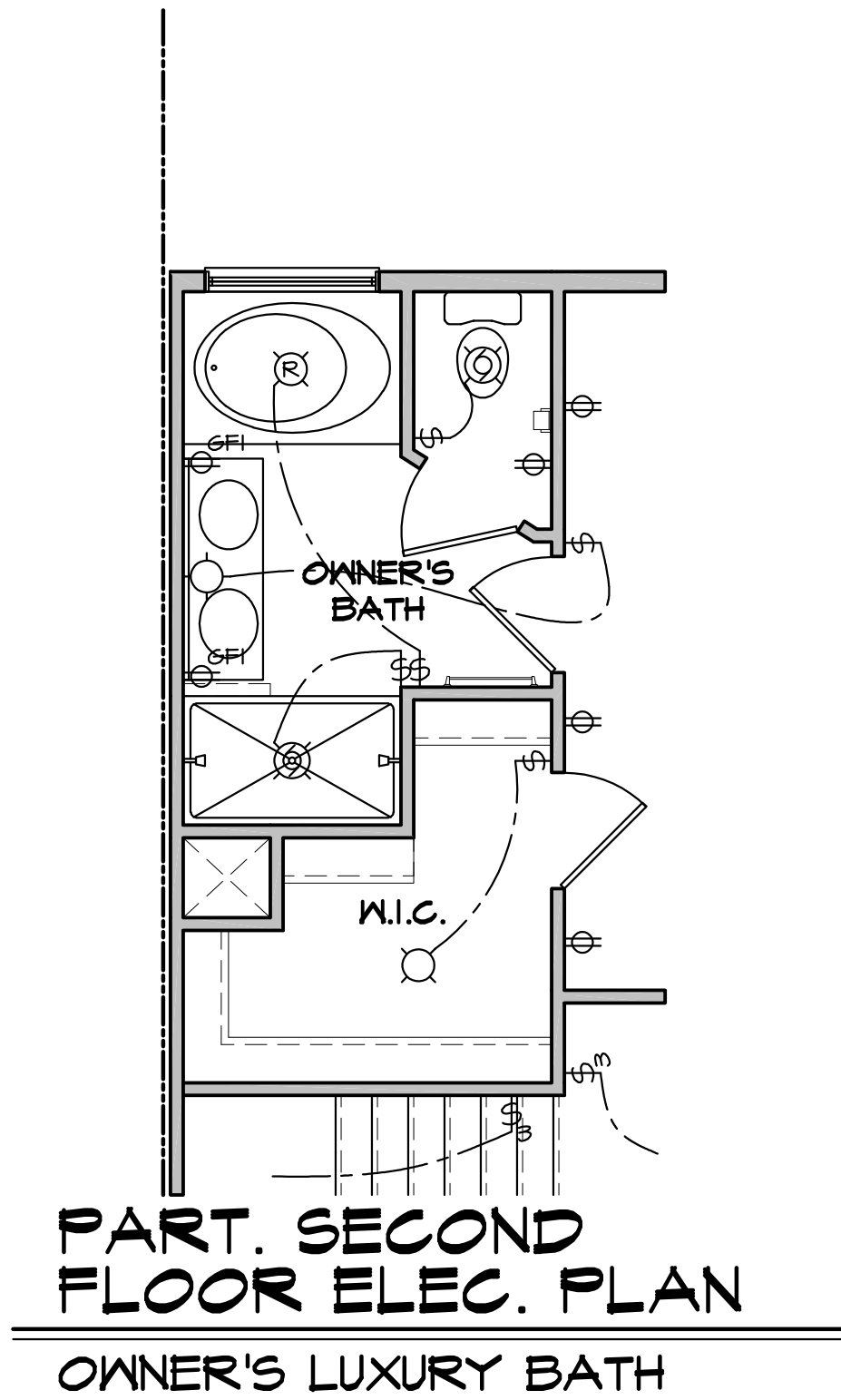
1/8	=	1'-0"
24 X 36	SCAL	
1/4"	=	1'-0"

HOUSE NAME:
AUBURN

DRAWING TITLE
FIRST FLOOR OPTIONS
ELECTRICAL PLAN

SHEET No.

E.2.



SECOND FLOOR ELECTRICAL PLAN
END UNIT CONDITION

ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
	PULLCHAIN LAMPHOLDER
	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
	CABLE TV
	TELEPHONE
	KEYPAD
	CHIME
	THERMOSTAT
	LOW VOLTAGE SWITCH (12V)
	DOOR CHIME

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WADE ARCHITECTURE
13024 PENNSYLVANIA AVE
SUITE 2
HAGERSTOWN, MD 21742
240-452-4638

D.R. HORTON
America's Builder

HOUSE NAME:
AUBURN

DRAWING TITLE
SECOND FLOOR ELECTRICAL PLAN

DRAWN BY:
K. GROSSNICKLE

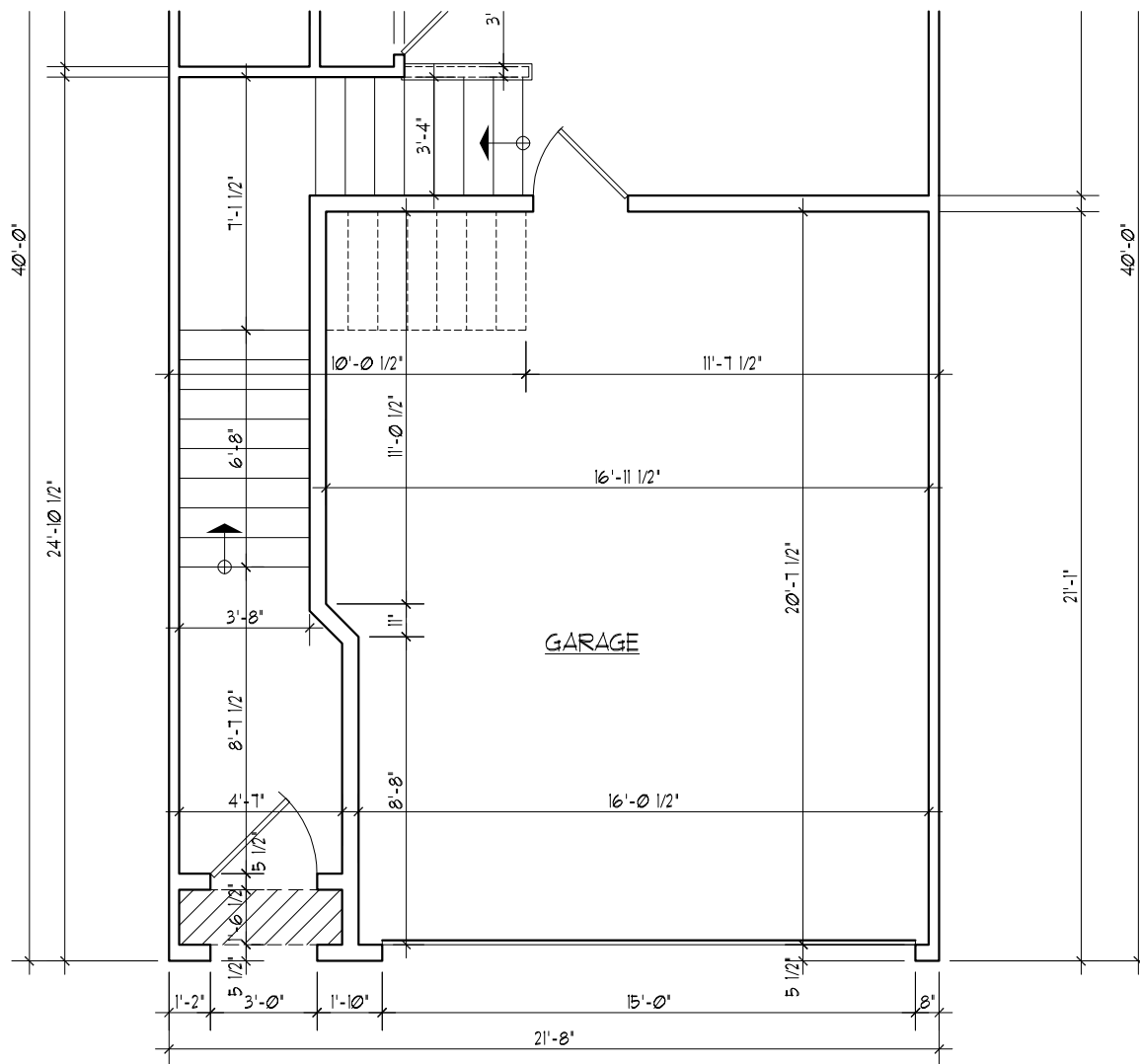
DATE:
08/29/16

PROJECT NO.
DT02

11 X 17 SCALE
1/8" = 1'-0"

24 X 36 SCALE
1/4" = 1'-0"

SHEET No.
III.3



LOWER LEVEL FLOOR PLAN

SCALE: 3/16" = 1'-0"

SK-1

Sheet No.:

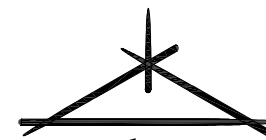
CANTERBURY
TOWNHOMES

D·R·HORTON
America's Builder

WHEELING,
ILLINOIS

LOWER LEVEL FLOOR PLAN

AUBURN



Premier Architecture, Inc.

P.O. BOX 578, HUNTLEY, IL 60142 (847) 877-6150

07-12-17 Date:

701-802 Proj. No.:

RJW/JJK Drwn. By:

Chk. By:

Exhibit received July 13, 2017

Photograph of Auburn Unit

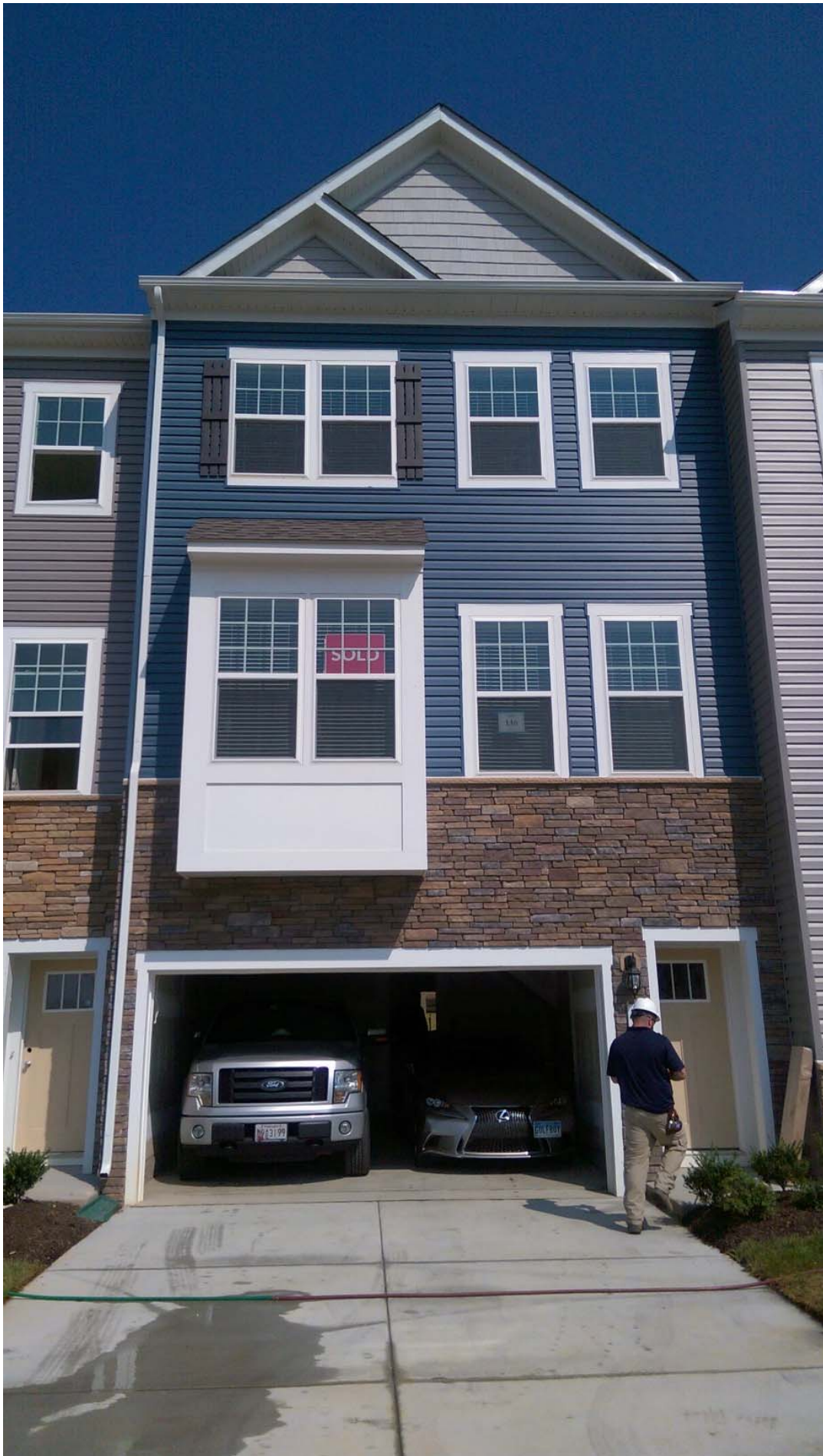
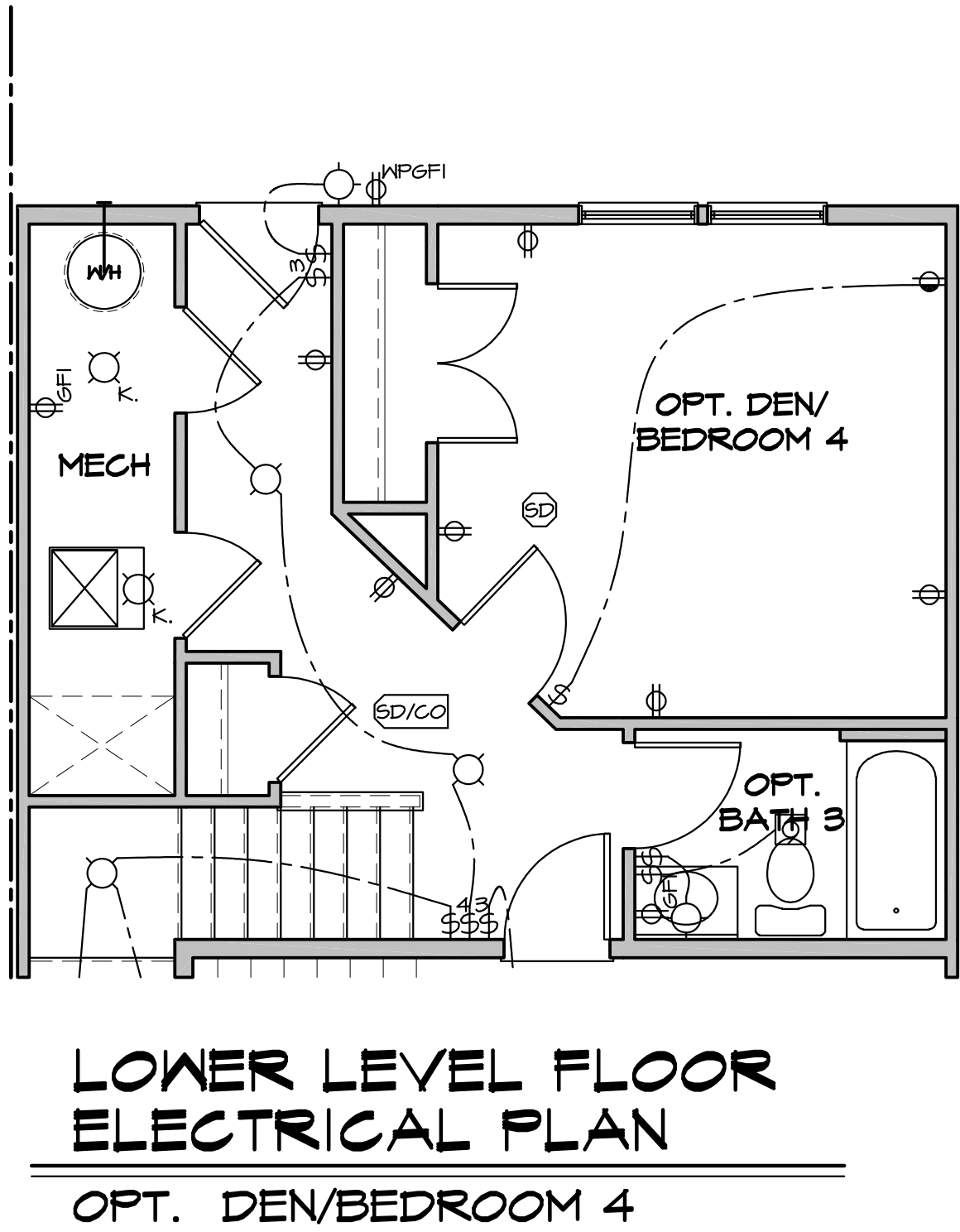
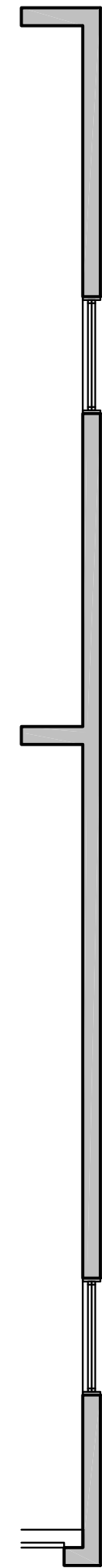
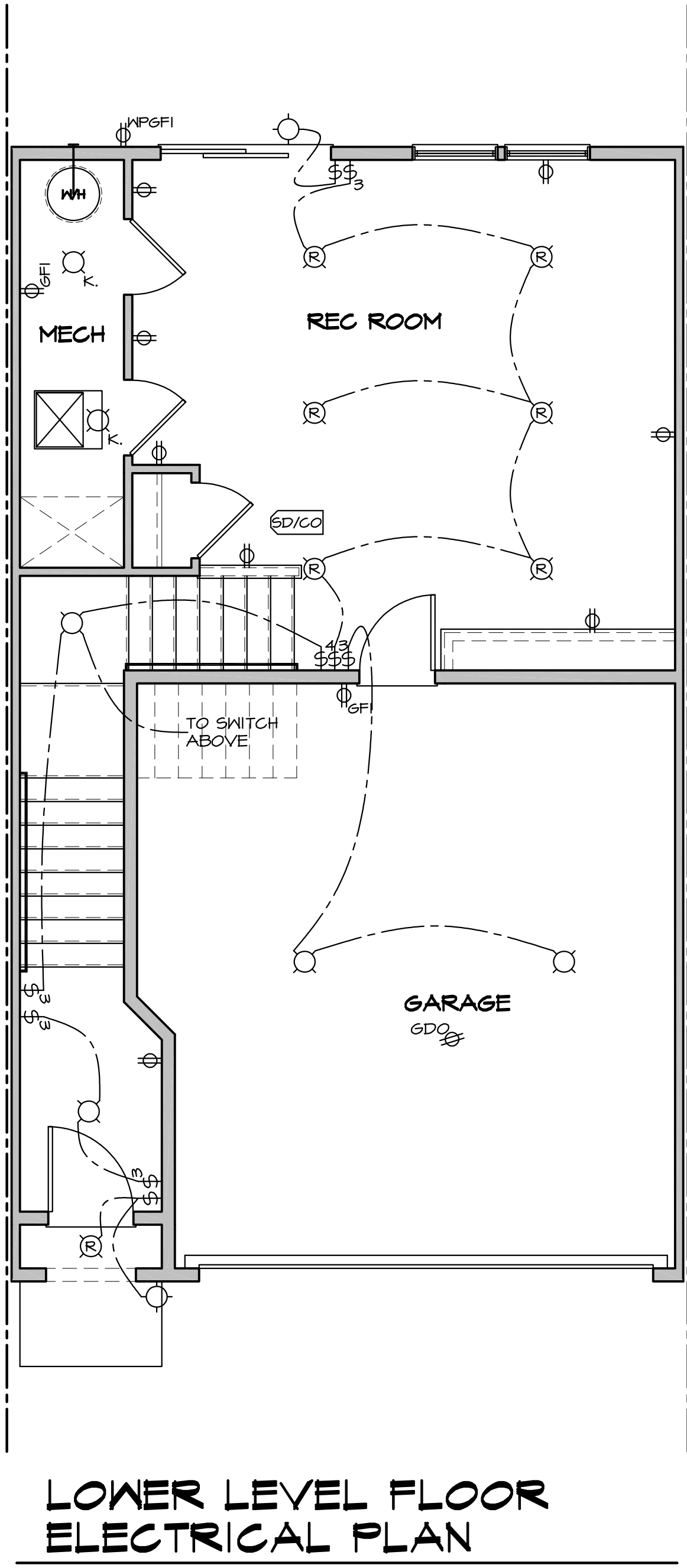


Exhibit received July 19, 2017

Photograph of Auburn Unit



Exhibit received July 19, 2017



ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
	PULLCHAIN LAMPHOLDER
	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
	CABLE TV
	TELEPHONE
	KEYPAD
	CHIME
	THERMOSTAT
	LOW VOLTAGE SWITCH (12V)
	DOOR CHIME

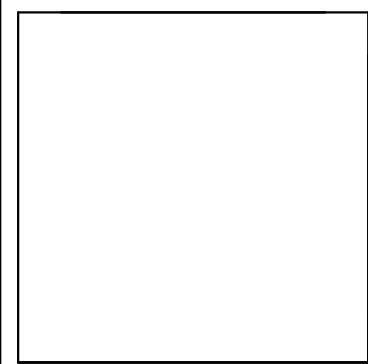
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WADE ARCHITECTURE
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SUITE 2
HAGERSTOWN, MD 21742
240-452-4638

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DRAWN BY:
W. MILES

DATE:
10/06/16

PROJECT NO.
DT03

11 X 17 SCALE
1/8" = 1'-0"

24 X 36 SCALE
1/4" = 1'-0"

Exhibit received June 16, 2017

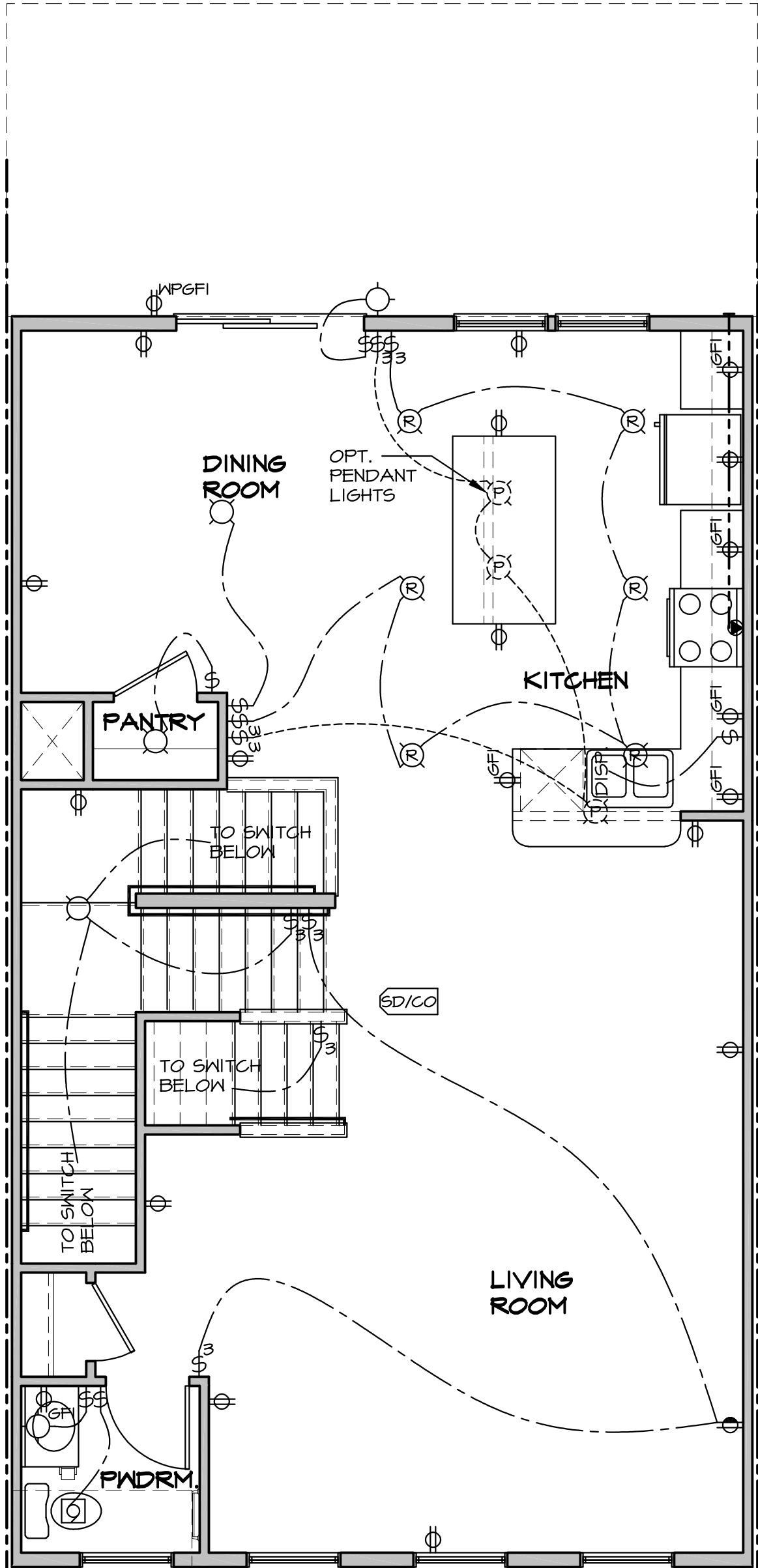
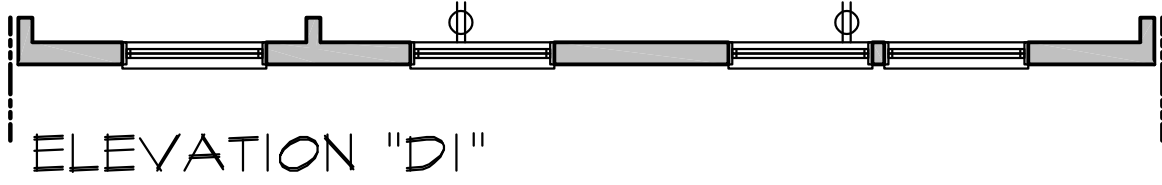
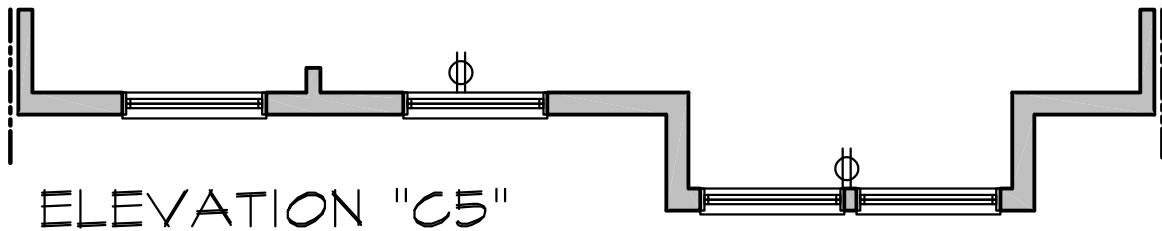
HOUSE NAME:
ROYAL

DRAWING TITLE
LOWER LEVEL ELECTRICAL

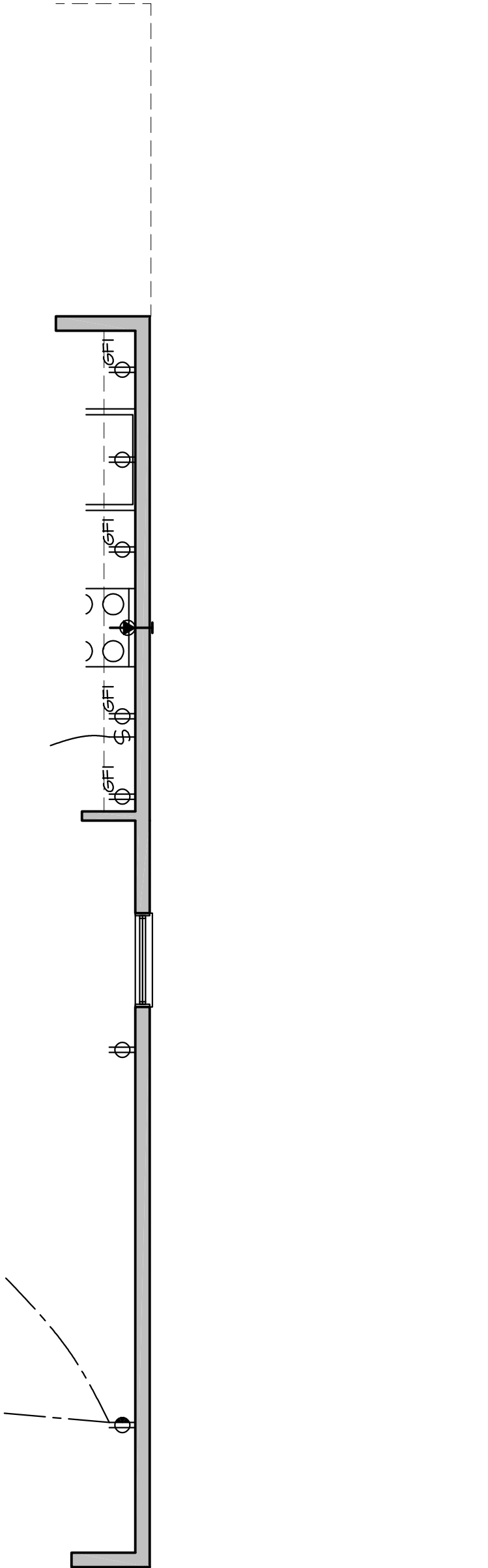
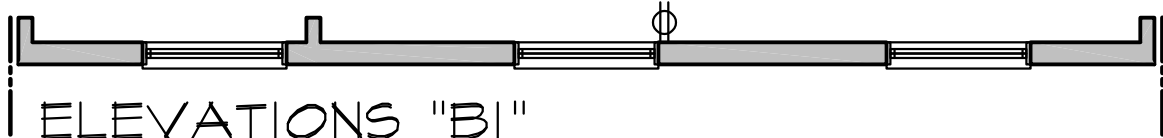
SHEET No.
M.1

ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
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	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
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	TELEPHONE
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FIRST FLOOR
ELECTRICAL PLAN
ELEVATIONS "A1, E5, F5"



FIRST FLOOR
ELECTRICAL PLAN
END UNIT CONDITION



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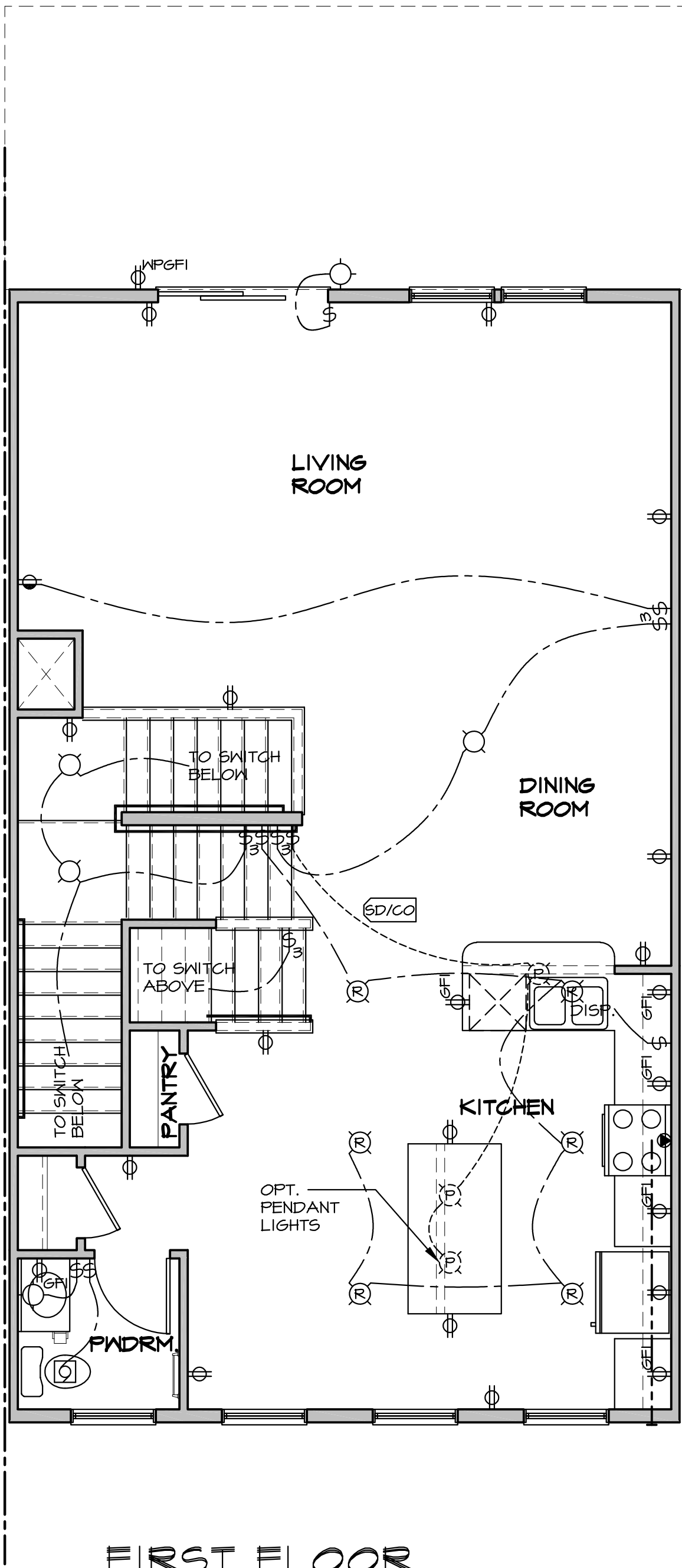
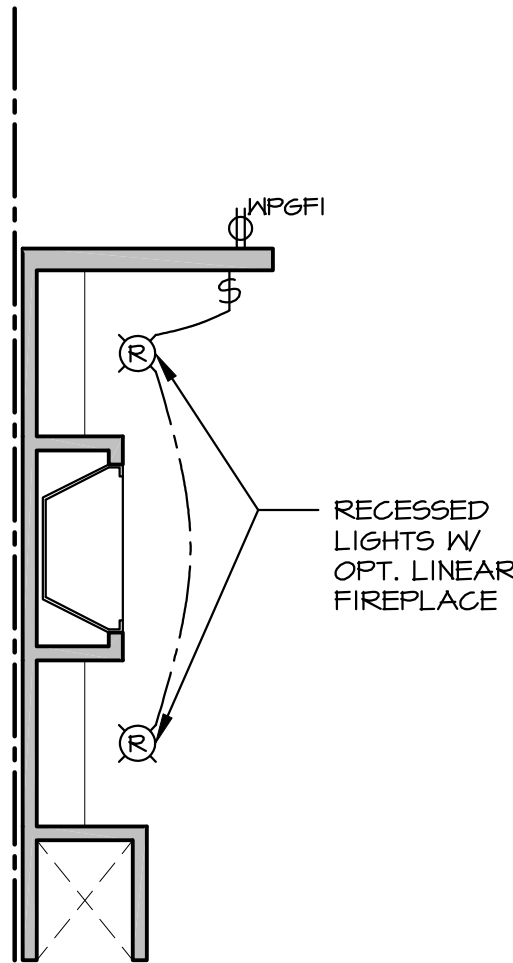
DRAWN BY:
M. HOWELL
DATE:
10/06/16
PROJECT NO.
DT03
11 X 17 SCALE
1/8" = 1'-0"
24 X 36 SCALE
1/4" = 1'-0"

HOUSE NAME:
ROYAL
DRAWING TITLE
FIRST FLOOR
ELECTRICAL PLAN

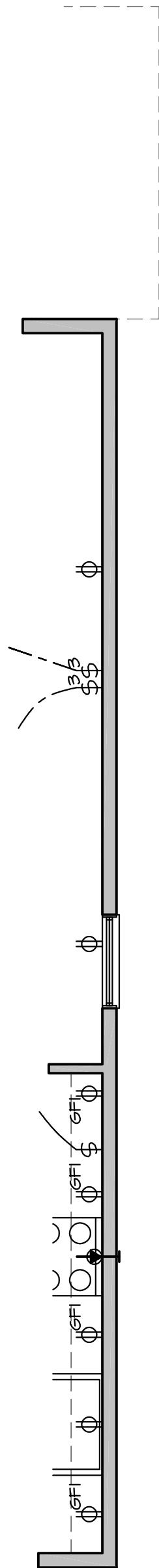
SHEET No.
E.2

ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
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FIRST FLOOR
ELECTRICAL PLAN
OPT. FRONT KITCHEN



FIRST FLOOR
ELECTRICAL PLAN
END UNIT CONDITION



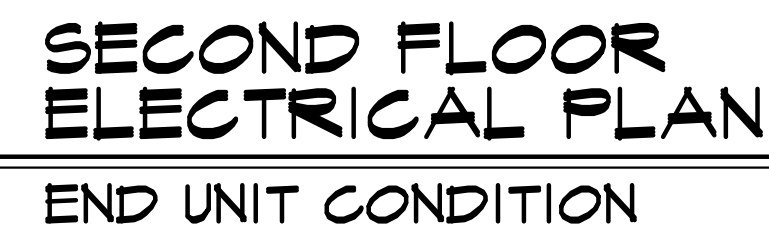
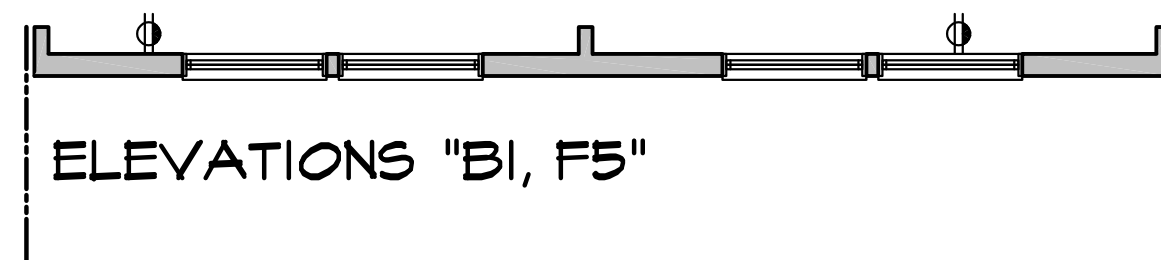
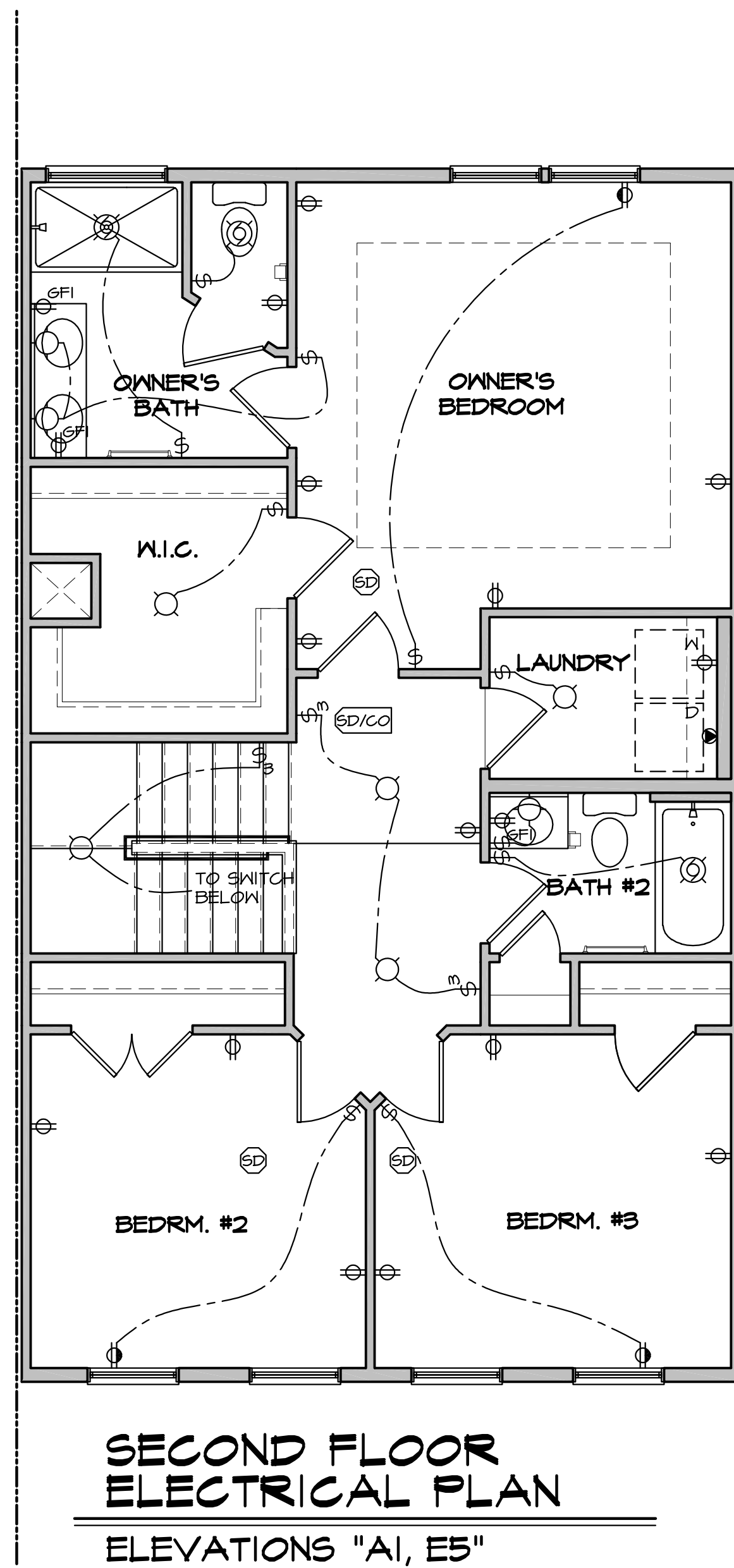
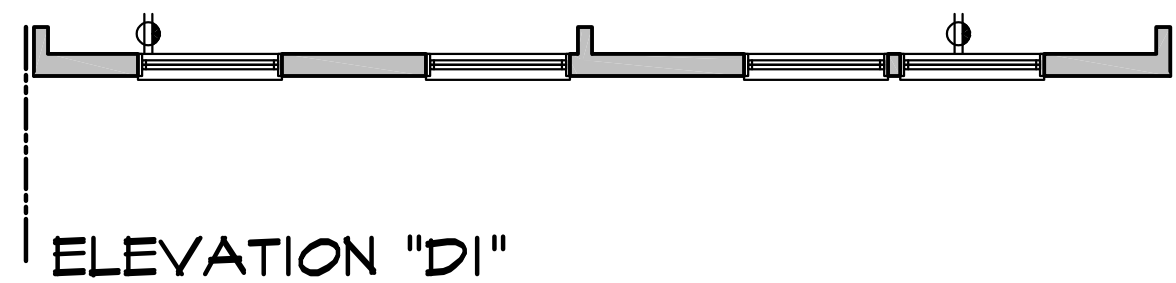
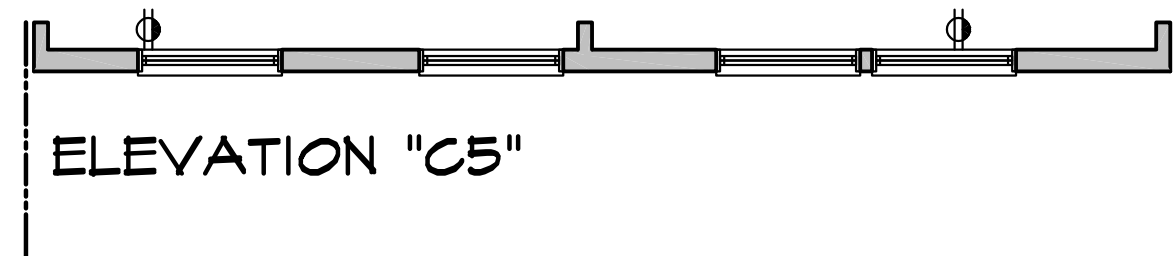
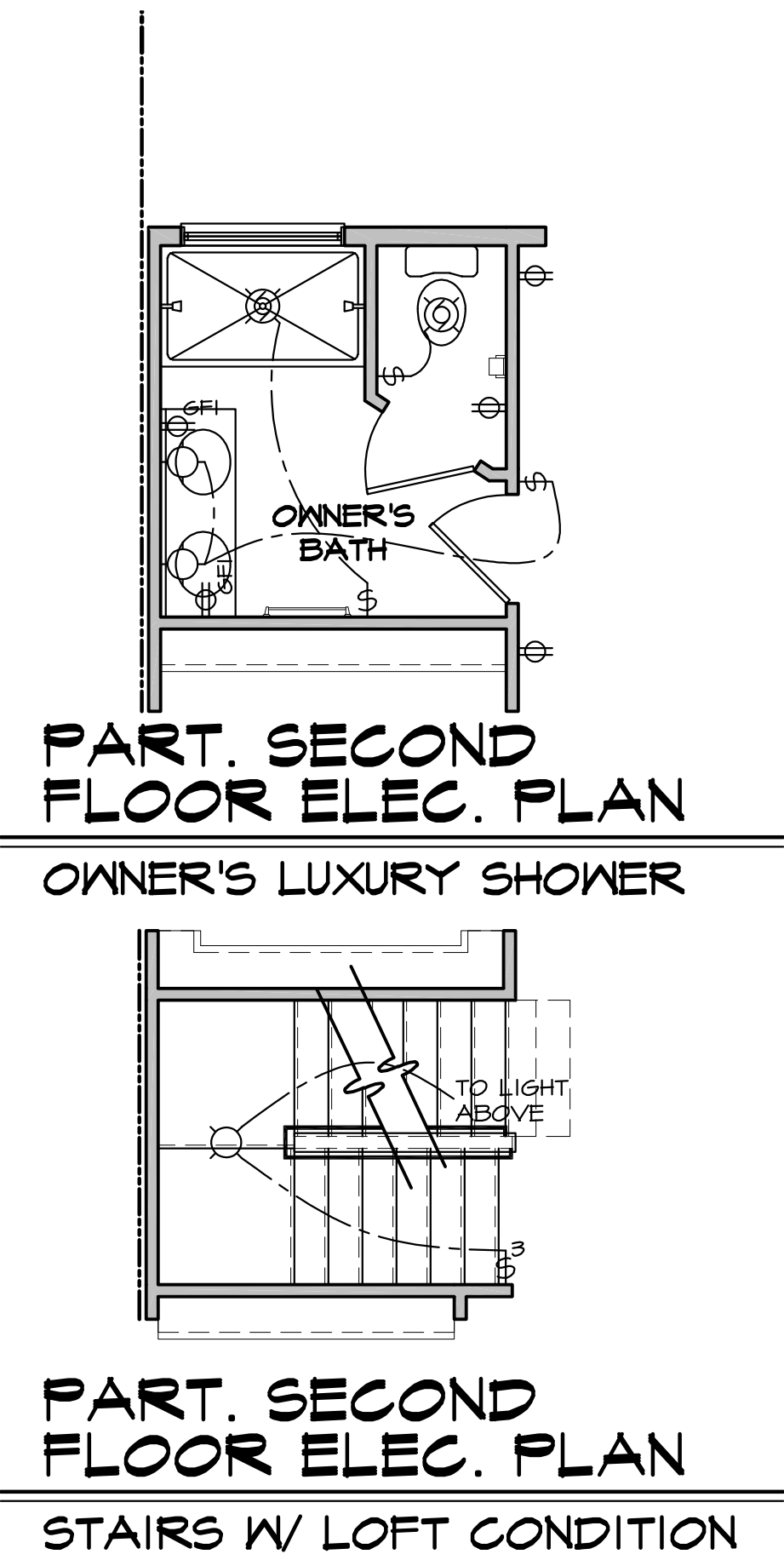
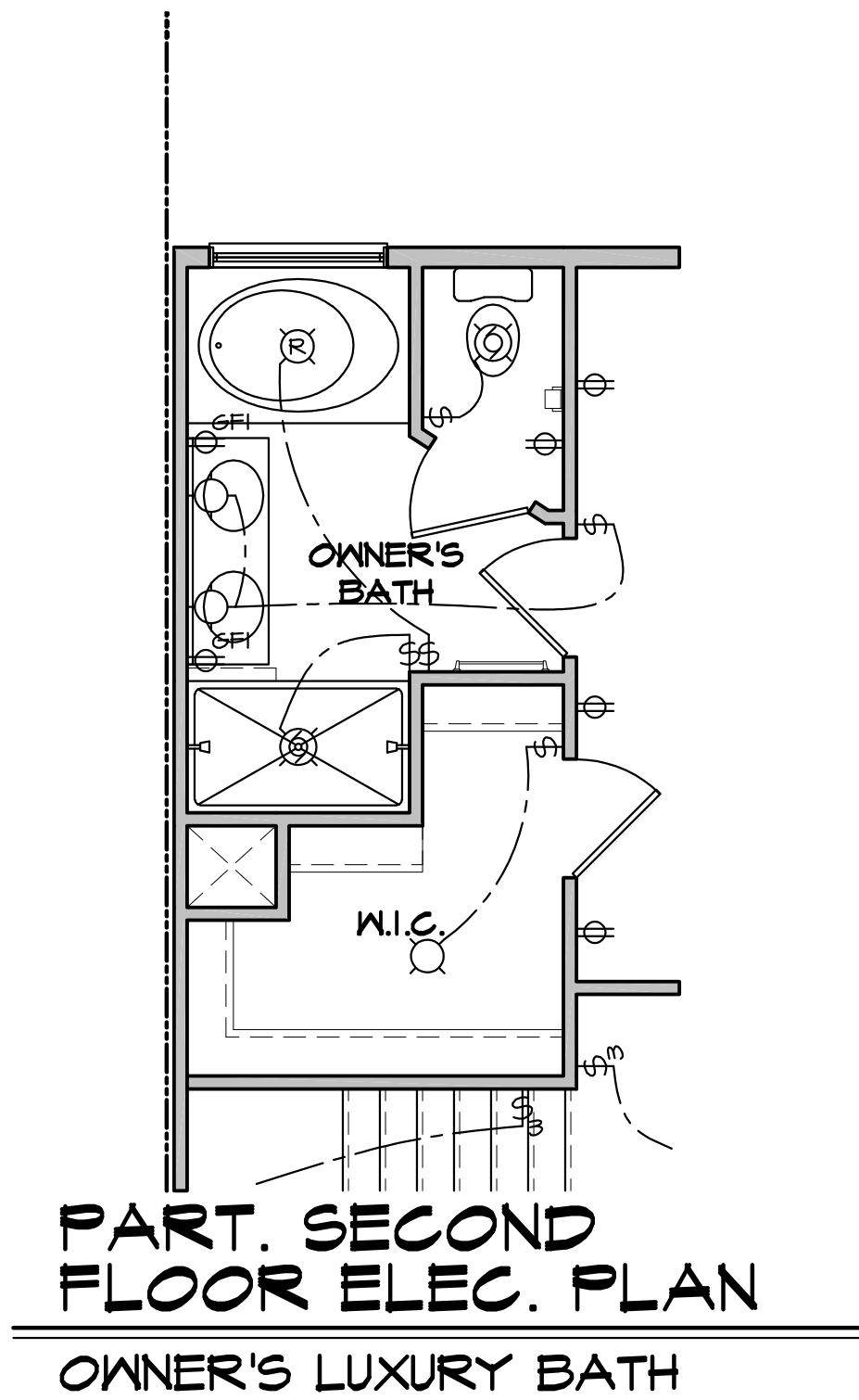
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HAGERSTOWN, MD 21742
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24 X 36 SCALE
1/4" = 1'-0"

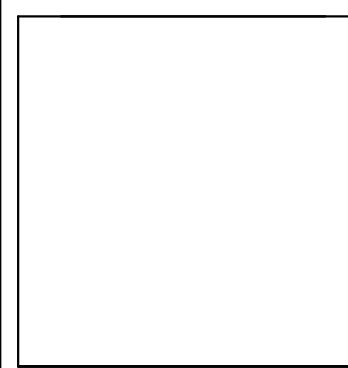
HOUSE NAME:
ROYAL
DRAWING TITLE
FIRST FLOOR OPTIONS
ELECTRICAL PLAN

SHEET No.
E.2.1



ELECTRICAL LEGEND	
	SINGLE POLE SWITCH
	THREE WAY SWITCH
	FOUR WAY SWITCH
	DUPLEX RECEPTACLE
	DUPLEX RECEPTACLE - BOTTOM HALF SWITCHED
	DUPLEX RECEPTACLE - FLOOR MOUNTED
	RECEPTACLE - 220V
	DUPLEX RECEPTACLE - GFI
	DUPLEX RECEPTACLE - WEATHERPROOF GFI
	SMOKE DETECTOR - WIRED IN SERIES
	CARBON MONOXIDE DETECTOR
	EXHAUST FAN MOTOR
	EXHAUST FAN WITH LIGHT
	LIGHT FIXTURE - WALL MOUNTED
	LIGHT FIXTURE - CEILING MOUNTED
	LIGHT FIXTURE - RECESSED
	PULLCHAIN LAMPHOLDER
	KEYLESS LAMPHOLDER
	OPTIONAL CEILING FAN
	UNDER CABINET LIGHT
	FLUORESCENT
	CABLE TV
	TELEPHONE
	KEYPAD
	CHIME
	THERMOSTAT
	LOW VOLTAGE SWITCH (12V)
	DOOR CHIME

- NOTES:**
- ALL OUTLETS AND SWITCHES ARE SHOWN AS MINIMUM CODE REQUIREMENTS. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN ON PLAN.
 - APPROVED SMOKE DETECTORS SHALL BE LOCATED ON EVERY STORY OF THE DWELLING UNIT, INCLUDING BASEMENTS. WHERE MORE THAN ONE SMOKE DETECTOR IS REQUIRED, ALL SHALL BE WIRED IN SUCH A MANNER SO THAT WHEN ONE IS ACTUATED, ALL WILL BE ACTUATED AND ALL SMOKE DETECTORS SHALL INCLUDE A BATTERY BACKUP AS REQUIRED. SMOKE DETECTORS ARE REQUIRED IN EACH SLEEPING ROOM OF SINGLE FAMILY DWELLINGS. SMOKE DETECTORS INSTALLED IN SLEEPING ROOMS SHOULD BE LOCATED IN THE VICINITY OF THE ROOM ENTRANCE, AND 3' FROM FORCED AIR SUPPLY REGISTERS OR THE DOOR TO A BATHROOM CONTAINING A TUB OR SHOWER.
 - CARBON MONOXIDE DETECTORS ARE REQUIRED ON EACH FLOOR AND PROXIMITY OF EACH SLEEPING AREA. SMOKE DETECTOR/CARBON MONOXIDE DETECTOR COMBINATION DEVICES ARE PERMITTED AS REQUIRED.
 - ALL KITCHEN RECEPTACLES ARE TO BE GFI PROTECTED.
 - PROVIDE ARC-FAULT CIRCUIT INTERRUPTERS TO ALL BEDROOM RECEPTACLES.



WADE ARCHITECTURE
13024 PENNSYLVANIA AVE
SUITE 2
HAGERSTOWN, MD 21742
240-452-4638

D.R. HORTON
America's Builder

DRAWN BY:
K. GROSSNICKLE
DATE:
10/06/16
PROJECT NO.
DT03
11 X 17 SCALE
1/8" = 1'-0"
24 X 36 SCALE
1/4" = 1'-0"

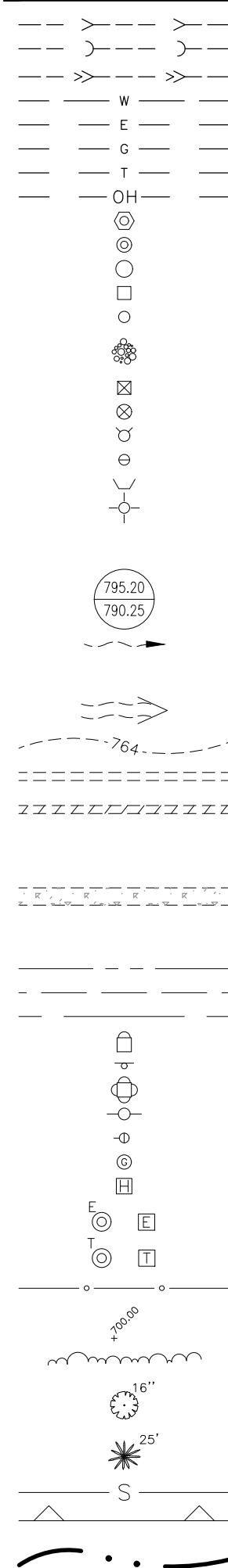
HOUSE NAME:
ROYAL
DRAWING TITLE
SECOND FLOOR ELECTRICAL PLAN

SHEET No.
III.3

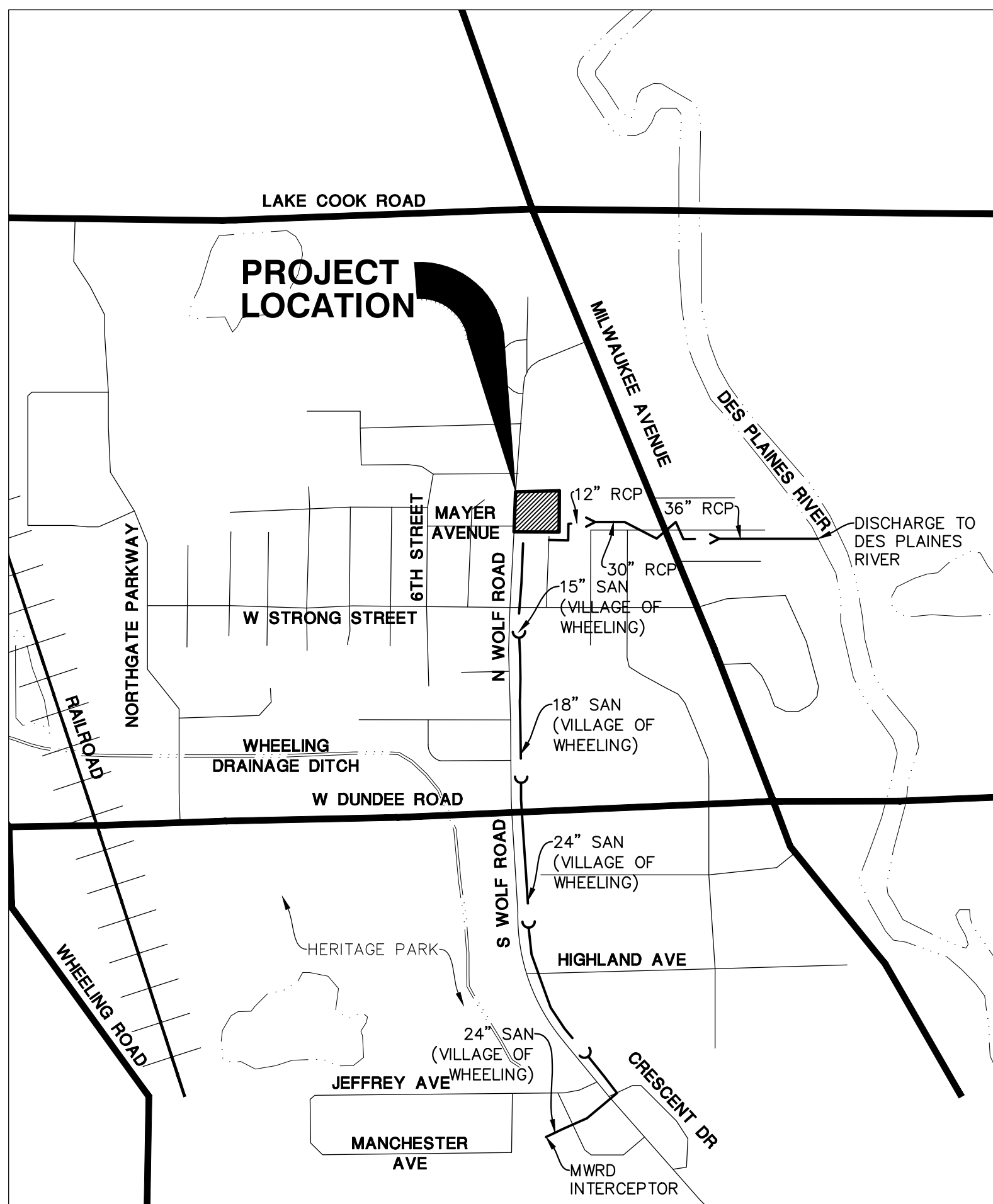
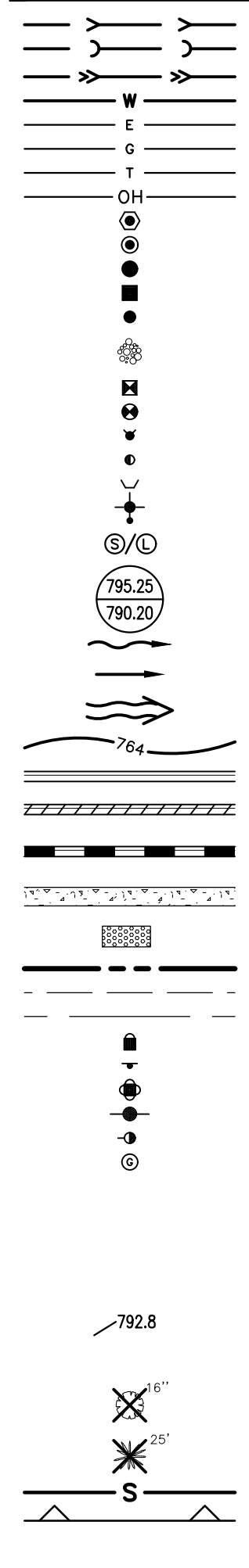
Proposed Improvements
for
WOLF CROSSING
415 N. WOLF ROAD
VILLAGE OF WHEELING, ILLINOIS

STANDARD SYMBOLS

EXISTING



PROPOSED



LOCATION MAP

1"=1,000'

DRH CAMBRIDGE HOMES, INC.
750 E. BUNKER COURT
VERNON HILLS, IL 60061
(847) 362-9100

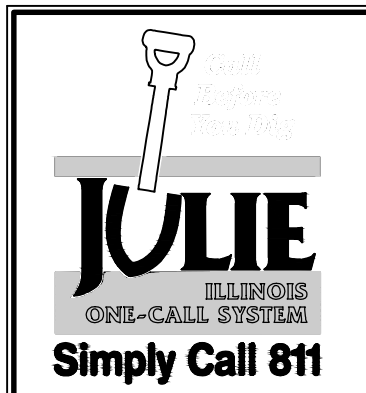
ABBREVIATIONS

ADJ	ADJUST	FES	FLARED END SECTION
AGG.	AGGREGATE	F/L	FLOW LINE
ARCH	ARCHITECT	FM	FORCE MAIN
B.A.M.	BITUMINOUS AGGREGATE MIXTURE	G	GROUND
B-B	BACK TO BACK	G/F	GRADE AT FOUNDATION
B/C	BACK OF CURB	GUY	GUY WIRE
B/P	BOTTOM OF PIPE	HDWL	HEADWALL
B/W	BACK OF WALK	HH	HANDHOLE
B-BOX	BUFFALO BOX	HWL	HIGH WATER LEVEL
BIT.	BITUMINOUS	HYD.	HYDRANT
BM	BENCHMARK	INL	INLET
B.O.	BY OTHERS	INV.	INVERT
C.E.	COMMERCIAL ENTRANCE	IP	IRON PIPE
CB	CATCH BASIN	LT	LEFT
C	CENTERLINE	MAX.	MAXIMUM
CMB	COMBINED SEWER	MB	MAILBOX
CMP	CORRUGATED METAL PIPE	M/E	MEET EXISTING
CNTRL	CONTROL	MH	MANHOLE
C.O.	CLEANOUT	MIN.	MINIMUM
CONC.	CONCRETE	NWL	NORMAL WATER LEVEL
CY	CUBIC YARD	P.E.	PRIVATE ENTRANCE
D	DITCH	PC	POINT OF CURVATURE
DIA.	DIAMETER	PCC	POINT OF COMPOUND CURVE
DIP	DUCTILE IRON PIPE	PGL	PROFILE GRADE LINE
DWM	DUCTILE IRON WATER MAIN	PI	POINT OF INTERSECTION
DS	DOWNSPOUT	R	PROPERTY LINE
DT	DRAIN TILE	PP	POWER POLE
E	ELECTRIC	PROP.	PROPOSED
E-E	EDGE TO EDGE	PT	POINT OF TANGENCY
ELEV.	ELEVATION	PVC	POLYVINYL CHLORIDE PIPE
E/P	EDGE OF PAVEMENT	PVC	POINT OF VERTICAL CURVATURE
EX.	EXISTING	PVI	POINT OF VERTICAL INTERSECTION
F.E.	FIELD ENTRANCE	PVT	POINT OF VERTICAL TANGENCY
F-F	FACE TO FACE	P	PAVEMENT
F.F.	FINISHED FLOOR	P.U.D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT

R	RADIUS
R.O.W.	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
REM	REMOVAL
REV	REVERSE
RR	RAILROAD
RT	RIGHT
SAN	SANITARY
SF	SQUARE FOOT
SHLD.	SHOULDER
SL	STREET LIGHT
SMH	SANITARY MANHOLE
ST	STORM
STA.	STATION
STD	STANDARD
SW	SIDEWALK
SY	SQUARE YARDS
TBR	TO BE REMOVED
T	TELEPHONE
T-A	TYPE A
T/C	TOP OF CURB
T/F	TOP OF FOUNDATION
T/P	TOP OF PIPE
T/W	TOP OF WALK
T/WALL	TOP OF WALL
TEMP	TEMPORARY
TRANS	TRANSFORMER
V.B.	VALVE BOX
VCP	VITRIFIED CLAY PIPE
V.V.	VALVE VAULT
WL	WATER LEVEL
WM	WATER MAIN

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Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners



INDEX OF SHEETS

SHEET NO. DESCRIPTION

- TITLE SHEET
- EXISTING CONDITIONS AND DEMOLITION PLAN
- SOIL EROSION AND SEDIMENT CONTROL PLAN
- SOIL EROSION AND SEDIMENT CONTROL DETAILS
- GRADING PLAN
- UTILITY PLAN
- STREET A PLAN AND PROFILE - STA 0+00 TO 4+50
- STREET A PLAN AND PROFILE - STA 4+50 TO 8+77
- EX SMH TO SMH-C - PLAN AND PROFILE
- STREET LIGHTING AND SIGNAGE PLAN
- CONSTRUCTION DETAILS
- CONSTRUCTION DETAILS
- CONSTRUCTION DETAILS
- CONSTRUCTION DETAILS
- CONSTRUCTION SPECIFICATIONS

LANDSCAPE PLANS

SHEET NO. DESCRIPTION

- LANDSCAPE SUMMARY
- LANDSCAPE PLAN - NW
- LANDSCAPE PLAN - NE
- LANDSCAPE PLAN - SW
- LANDSCAPE PLAN - SE
- LANDSCAPE DETAILS
- LANDSCAPE SPECIFICATIONS

NOTES:

- THE BOUNDARY LINES AND TOPOGRAPHY FOR THIS PROJECT ARE BASED ON A FIELD SURVEY COMPLETED BY MANHARD CONSULTING, LTD. ON JULY 2, 2016. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY MANHARD CONSULTING AND THE CLIENT IN WRITING OF ANY DIFFERING CONDITIONS.

BENCHMARKS:

SOURCE BENCHMARK:
NGS STATION DM3895 (LD018)
DISK SET IN BRIDGE PARAPET WALL, OF THE EAST DM3895 ABUTMENT OF THE LAKE COOK ROAD BRIDGE --NO. 016-3201) OVER RAIL ROAD, DM3895 TRACKS, 4 FT (1.2 M) ABOVE GRADE OF SIDEWALK, APPROXIMATELY 1 MI (1.6 KM) WEST OF THE INTERSECTION OF STATE ROAD 21 WITH LAKE COOK ROAD,
18.2 FT (5.5 M) NORTH OF THE BACK OF CURB OF LAKE COOK ROAD
ELEVATION = 690.53 (NAVD 88)

SITE BENCHMARKS:

- NORTHWEST FLANGE BOLT OF FIRE HYDRANT LOCATED AT THE NORTH WEST CORNER OF MAYER AVE. & WOLF RD. ELEVATION = 647.21
- NORTHWEST FLANGE BOLT OF FIRST FIRE HYDRANT SOUTH OF MEYERERSON WAY ON THE WEST SIDE OF WOLF RD. ELEVATION = 646.74

UTILITY CONTACTS

ELECTRIC COMMONWEALTH EDISON 3500 NORTH CALIFORNIA AVE. CHICAGO, IL 60618 (800) 334-7661	WATER VILLAGE OF WHEELING 77 WEST HINTZ RD WHEELING, IL 60187 (847) 279-6900
GAS NICOR GAS 90 NORTH FINLEY RD. GLEN ELLYN, IL 6013 (630) 629-2500	TELEPHONE AT&T TELEPHONE 1101 EAST ROOSEVELT RD. WHEATON, IL 60187 (630) 260-8808
SANITARY SEWER METROPOLITAN WATER RECLAMATION DISTRICT 100 EAST ERIE ST. CHICAGO, IL 60611 (312) 751-5600	STORM SEWER VILLAGE OF WHEELING 77 WEST HINTZ RD. WHEELING, IL 60090 (847) 279-6900



06/15/17
EXP. 11/30/17

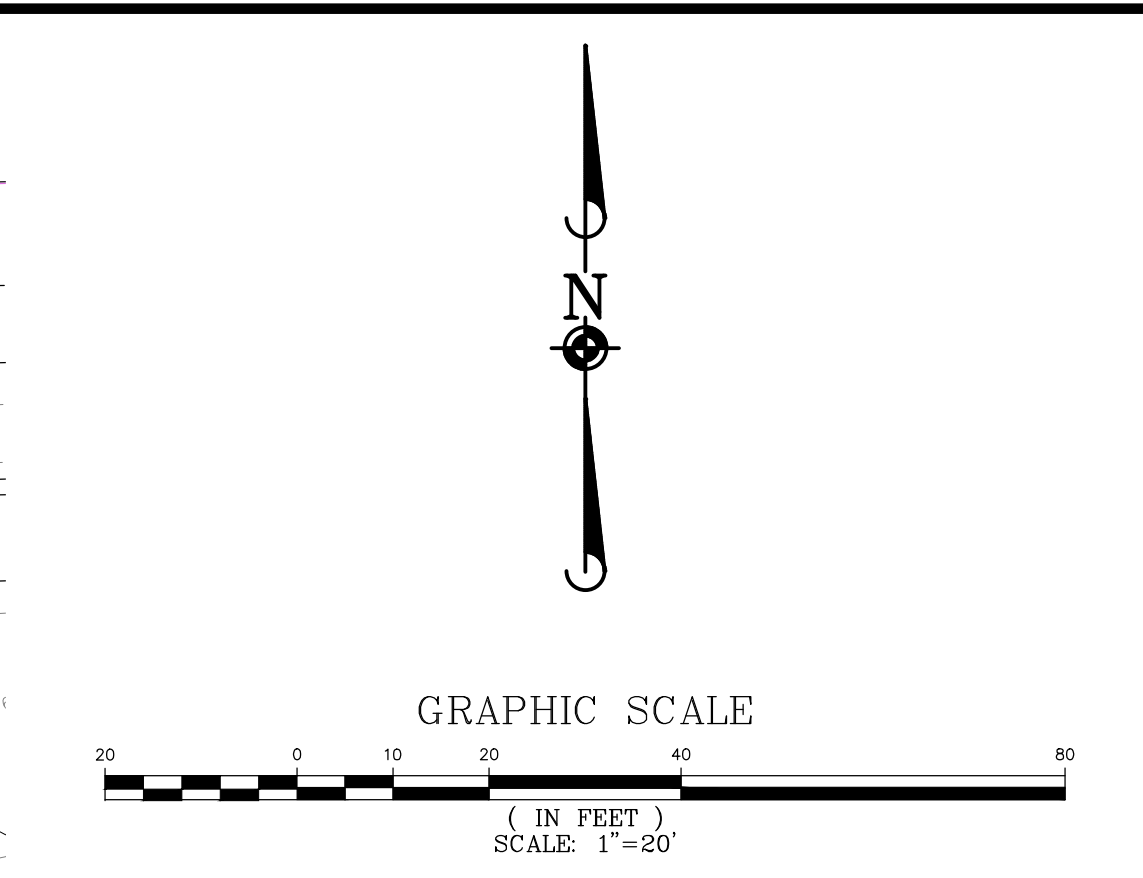
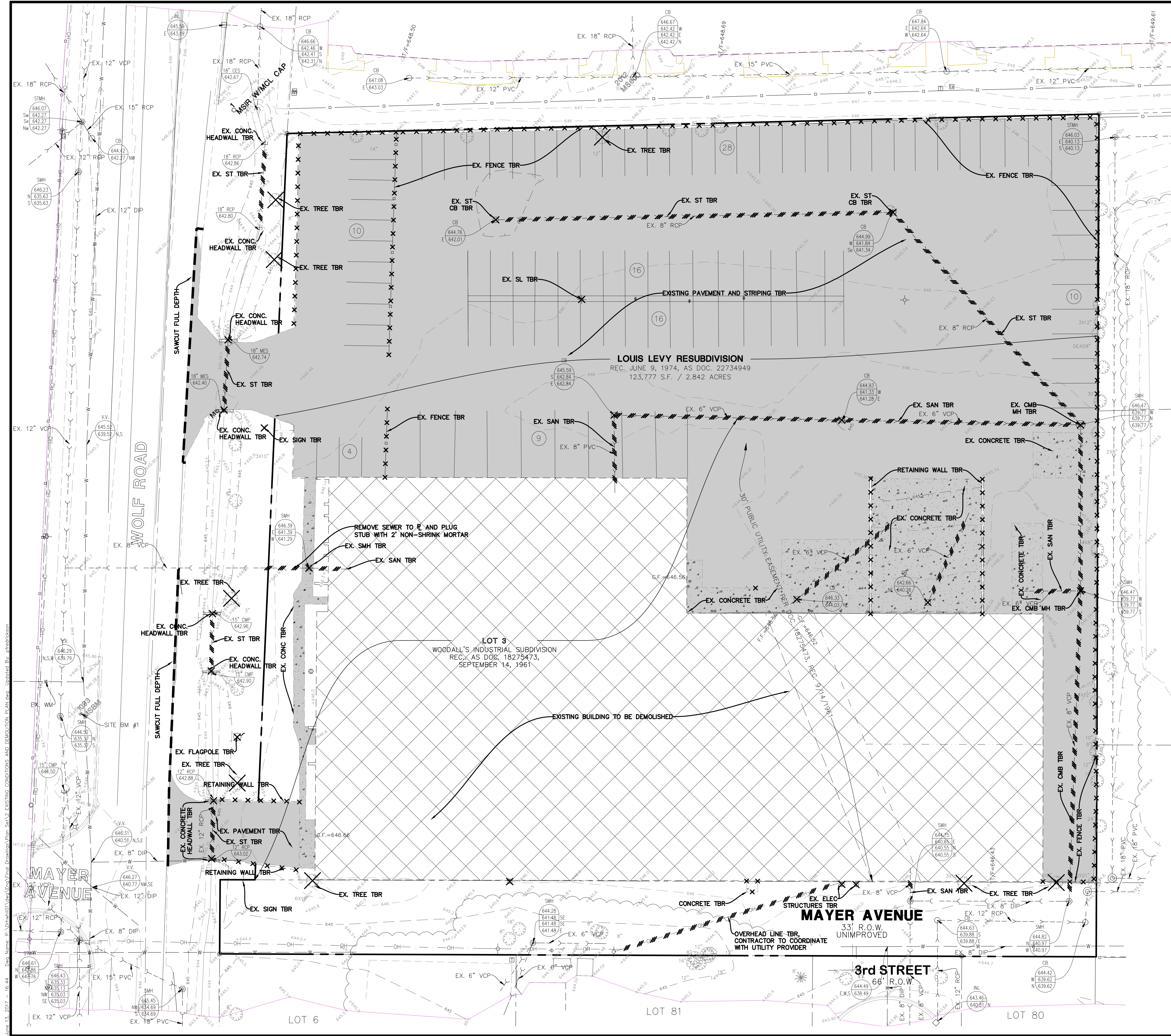
Exhibit received June 16, 2017

WOLF CROSSING

VILLAGE OF WHEELING, ILLINOIS

TITLE SHEET

PROJ. MGR.: JPD
PROJ. ASSOC.: QDH
DRAWN BY: PRF
DATE: 06-15-17
SCALE: N.T.S.
SHEET
1 OF 16
DRHWHIL01



- DEMOLITION NOTES:**
- THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING FOR ALL FEES AND CHARGES.
 - SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES INDICATED TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS/STRUCTURES IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. EXCEPT FOR MATERIALS DESIGNED TO BE RELOCATED ON THIS PLAN, ALL OTHER CONSTRUCTION MATERIALS SHALL BE NEW.
 - PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
 - ALL EXISTING UTILITY LINES AND CONDUITS LOCATED UNDER PROPOSED BUILDINGS SHALL BE REMOVED AND PROPERLY BACKFILLED. ALL UTILITY LINES AND CONDUITS LOCATED UNDER DRIVES, ON-SITE ROADS, PARKING LOTS OR SIDEWALKS SHALL BE FILLED WITH A FLOWABLE BACKFILL AND END PLUGGED. ALL EXISTING STRUCTURES SHALL BE REMOVED. ALL EXISTING UTILITY LINES LOCATED UNDER LANDSCAPE AREAS SHALL BE LEFT IN PLACE AND PLUGGED AT ALL STRUCTURES.
 - THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL AND LAWFUL DISPOSAL (IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
 - THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
 - ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED SHALL BE COORDINATED BY THE CONTRACTOR WITH THE AFFECTED UTILITY COMPANY.
 - CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES.
 - CONTINUOUS ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION.
 - PAVEMENT AND STONE SUBGRADE TO BE MILLED AND STOCKPILED ON SITE FOR REUSE AS TRENCH BACKFILL, DRIVEWAY STONE, AND ROADWAY SUBGRADE. RECYCLED MATERIAL TO BE APPROVED BY VILLAGE, PRIOR TO INSTALLATION.

- EXISTING CONDITIONS NOTES:**
- EXISTING CONDITIONS AND DEMOLITION PLAN REPRESENT SITE CONDITIONS AS OF JUNE 30TH, 2016. CONTRACTOR SHALL INSPECT SITE PRIOR TO BIDDING WORK TO VERIFY ACTUAL FIELD CONDITIONS AS PORTIONS OF THE DEMOLITION WORK MAY HAVE SINCE BEEN COMPLETED. CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE ALL DEMOLITION WORK AS PER PLANS TO PREPARE THE SITE FOR CONSTRUCTION OF PROPOSED IMPROVEMENTS.
 - THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.

DEMOLITION LEGEND	
	PAVEMENT AND BASE TO BE REMOVED
	BUILDING TO BE REMOVED
	SAWCUT LINE
	FENCE, RETAINING WALL, RAILROAD TIES, POLES, CURB AND GUTTER, ETC. TO BE REMOVED
	UTILITY STRUCTURE TO BE REMOVED
	UTILITY LINE REMOVAL, FILL OR ABANDONMENT (REFER TO SPECIFICATIONS)
	TREE TO BE REMOVED
	TO BE REMOVED

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700 Parkway Plaza, Suite 100, Wheeling, IL 60090-8800
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

WOLF CROSSING

VILLAGE OF WHEELING, ILLINOIS

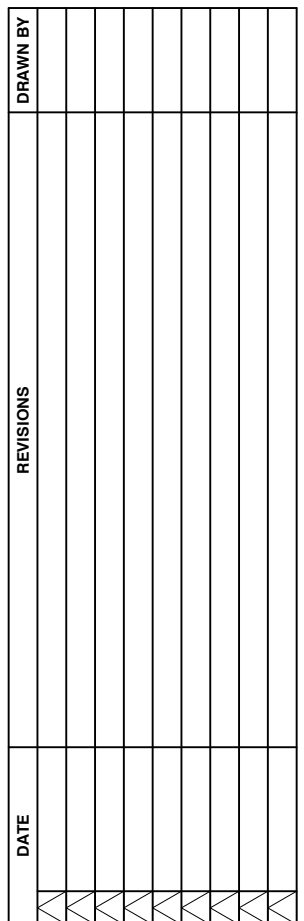
EXISTING CONDITIONS AND DEMOLITION PLAN

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PROJ. ASSOC.: QDH
DRAWN BY: PRF
DATE: 06-15-17
SCALE: 1"=20'

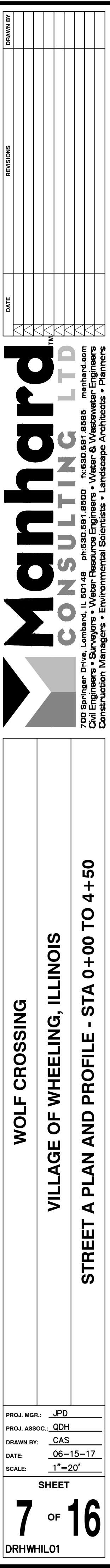
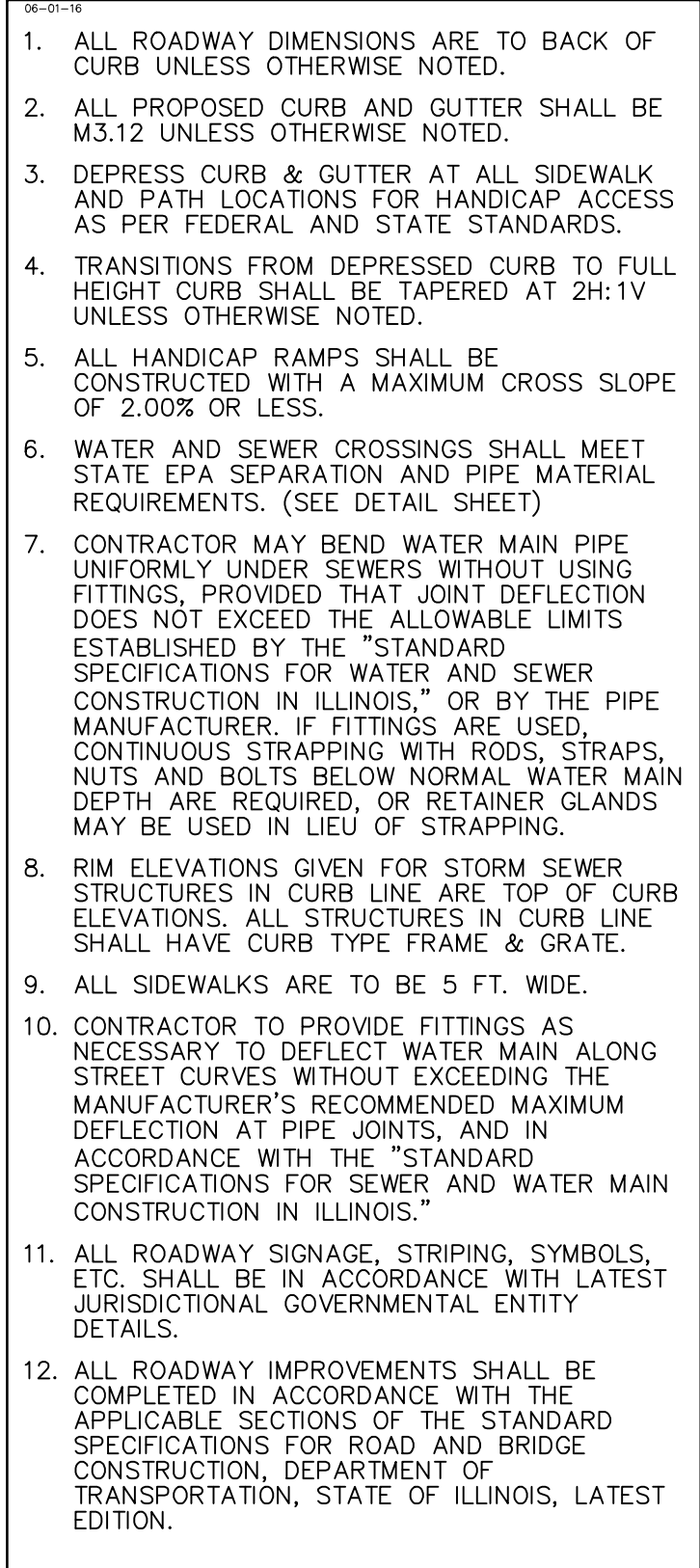
SHEET
2 OF 16
DRHWHIL01

DRAWN BY:
REVISIONS:
DATE:

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WOLF CROSSING	VILLAGE OF WHEELING, ILLINOIS	GRADING PLAN
SHEET		
5 OF 16		
DRH-WH101		



SERVICE LEGEND

6" DUCTILE IRON SANITARY SERVICE
(CLEANOUT TO MAIN)

1.5" TYPE "K" WATER SERVICE

UTILITY CROSSINGS

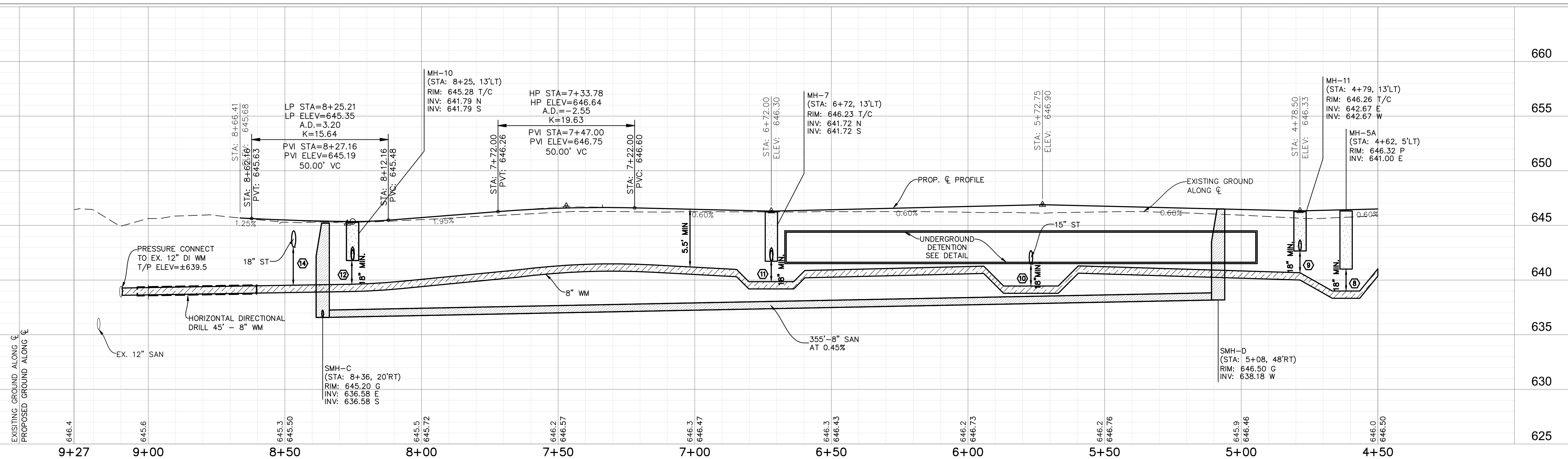
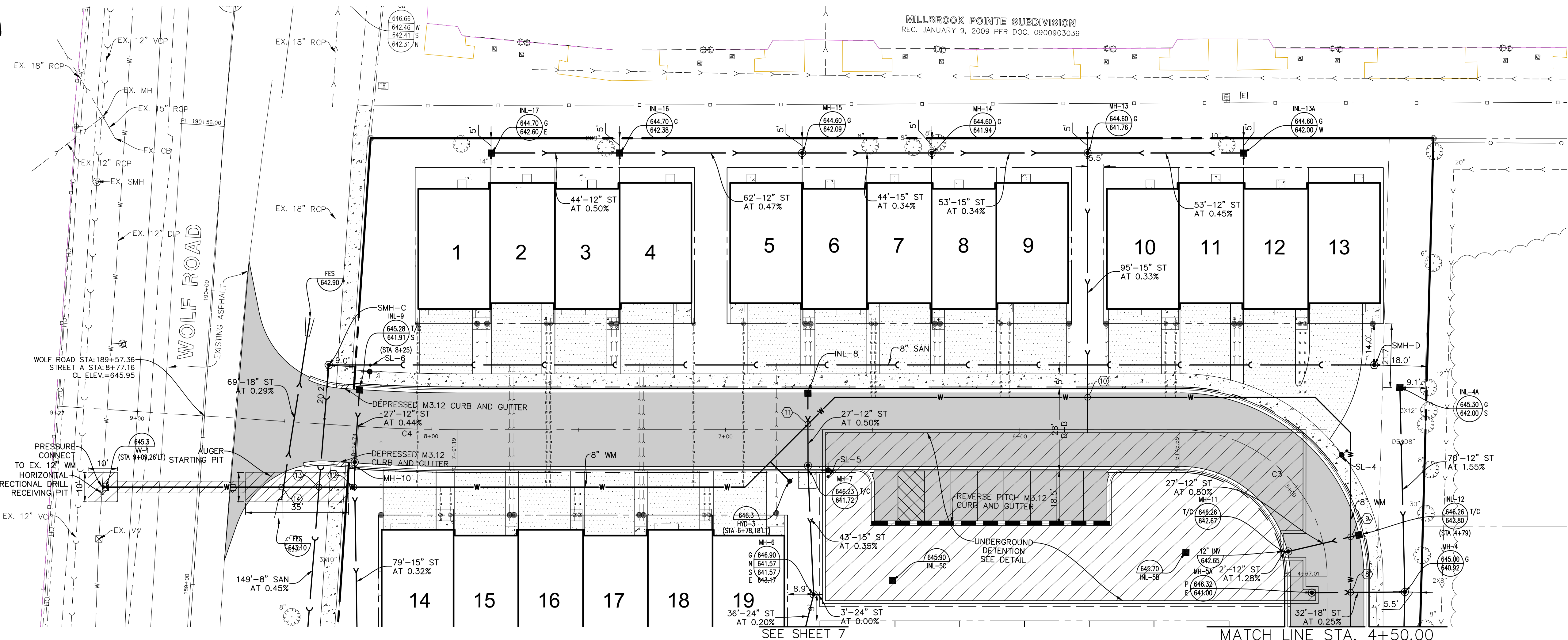
⑧ ST OVER WM
B/P ST = 640.7
T/P WM = 638.7
*LOWER WM*⑨ ST OVER WM
B/P ST = 642.6
T/P WM = 640.6
*LOWER WM*⑩ ST OVER WM
B/P ST = 641.3
T/P WM = 639.3
*LOWER WM*⑪ ST OVER WM
B/P ST = 641.6
T/P WM = 639.6
*LOWER WM*⑫ ST OVER WM
B/P ST = 641.6
T/P WM = 639.6⑬ WM OVER SAN
B/P WM = 639.8
T/P SAN = 637.1⑭ ST OVER WM
B/P ST = 642.6
T/P WM = 639.5NOTE: WATER AND SEWER CROSSINGS SHALL MEET
STATE EPA SEPARATION AND PIPE MATERIAL
REQUIREMENTS. (SEE DETAIL SHEET)

CURVE TABLE

CURVE No.	RADIUS	LENGTH	DELTA	CHORD	TANGENT	PC STA	PT STA
C3	50.000	78.540	90°00'00"	70.710	114.592	4+67.01	5+45.55
C4	500.000	33.550	3°50'42"	33.550	11.459	7+91.19	8+24.74

1. ALL ROADWAY DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED CURB AND GUTTER SHALL BE M3.12 UNLESS OTHERWISE NOTED.
3. DEPRESS CURB & GUTTER AT ALL SIDEWALK AND PATH LOCATIONS FOR HANDICAP ACCESS AS PER FEDERAL AND STATE STANDARDS.
4. TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 2H:1V UNLESS OTHERWISE NOTED.
5. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
6. WATER AND SEWER CROSSINGS SHALL MEET STATE EPA SEPARATION AND PIPE MATERIAL REQUIREMENTS. (SEE DETAIL SHEET)
7. CONTRACTOR MAY BEND WATER MAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS, PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED THE ALLOWABLE LIMITS ESTABLISHED BY THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS," OR BY THE PIPE MANUFACTURER. IF FITTINGS ARE USED, CONTINUOUS STRAPPING WITH RODS, STRAPS, NUTS AND BOLTS BELOW NORMAL WATER MAIN DEPTH ARE REQUIRED, OR RETAINER GLANDS MAY BE USED IN LIEU OF STRAPPING.
8. RIM ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES IN CURB LINE ARE TOP OF CURB ELEVATIONS. ALL STRUCTURES IN CURB LINE SHALL HAVE CURB TYPE FRAME & GRATE.
9. ALL SIDEWALKS ARE TO BE 5 FT. WIDE.
10. CONTRACTOR TO PROVIDE FITTINGS AS NECESSARY TO DEFLECT WATER MAIN ALONG STREET CURVES WITHOUT EXCEEDING THE MANUFACTURER'S RECOMMENDED MAXIMUM DEFLECTION AT PIPE JOINTS, AND IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS."
11. ALL ROADWAY SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
12. ALL ROADWAY IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.

STREET A



[illegible]

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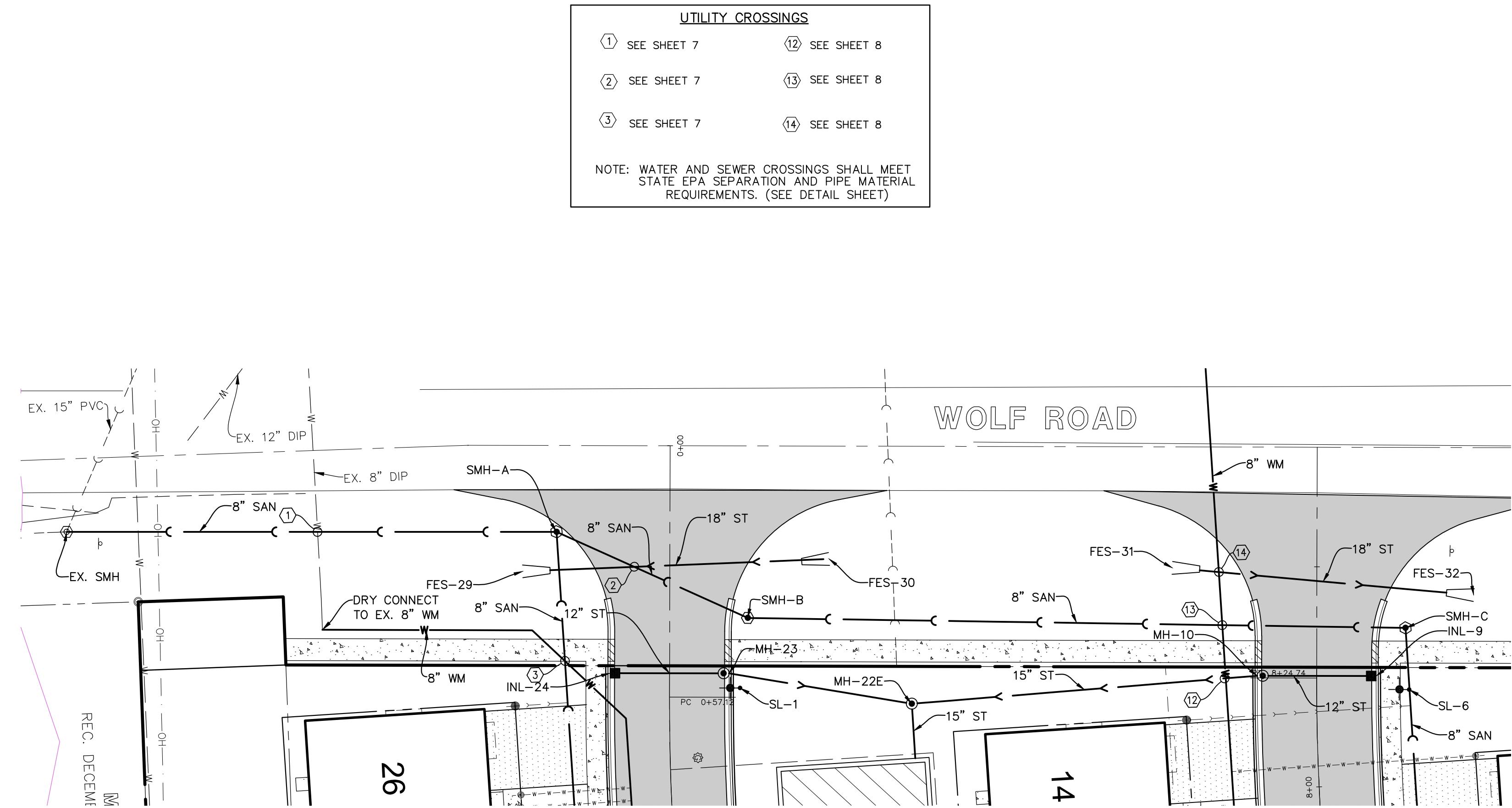
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WOLF CROSSING

VILLAGE OF WHEELING, ILLINOIS

EX SMH TO SMH-C - PLAN AND PROFILE

PROJ. MGR.: JPD
 PROJ. ASSOC.: QDH
 DRAWN BY: CAS
 DATE: 06-15-17
 SCALE: 1"=20'
 SHEET
 9 OF 16
 DRHWHILO1



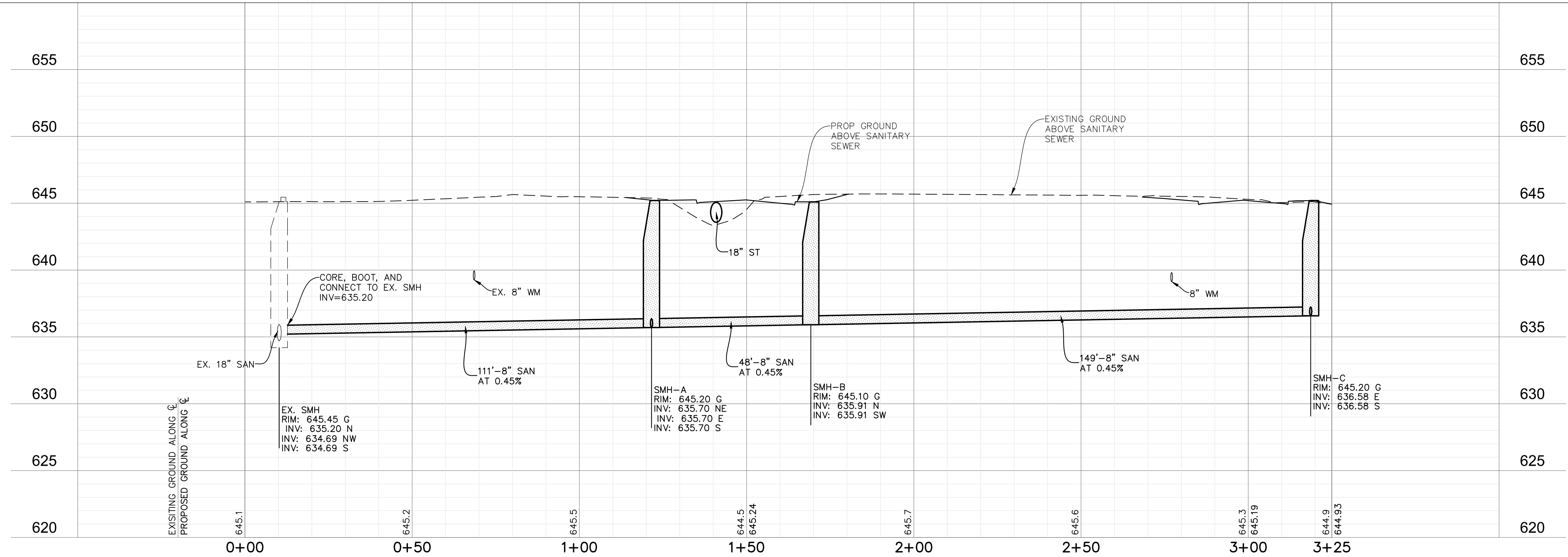
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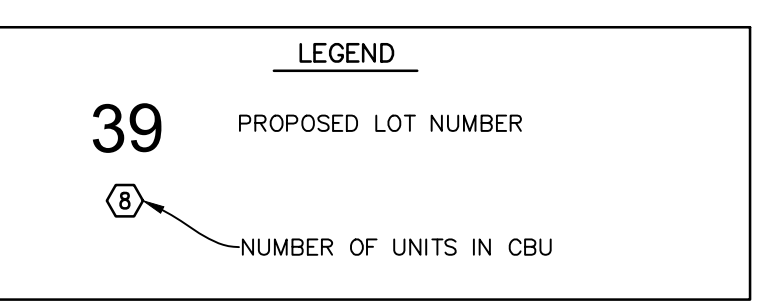
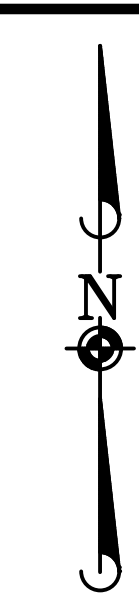
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SCALE: 1"=20'

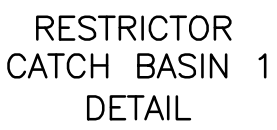
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EX SMH TO SMH-C





WOLF CROSSING VILLAGE OF WHEELING, ILLINOIS STREET LIGHTING AND SIGNAGE PLAN 10 OF 16	
PROJ. MOR.: JPD PROJ. ASSOC.: QQH DRAWN BY: PRF DATE: 06-15-17 SCALE: 1" = 20' SHEET	
DRHWIHL01 Manhard CONSULTING LTD. 200 Bentler Drive, Lombard, IL 60148 • PH: 630.951.4800 • M: 630.951.4840 • E: info@manhard.com 200 Bentler Drive, Lombard, IL 60148 • PH: 630.951.4800 • M: 630.951.4840 • E: info@manhard.com Construction Managers • Environmental Scientists • Landscape Architects • Planners	
DATE REVISIONS	DRAWN BY DATE



DRHWHILO1

MANHARD CONSULTING, LTD.
STANDARD SPECIFICATIONS

GENERAL CONDITIONS CONTRACTOR acknowledges and agrees that the use and reliance of these Plans and Specifications is sufficient consideration for CONTRACTOR'S covenants stated herein.

DEFINITION OF TERMS

- a. "CLIENT" shall mean DRH Cambridge Homes, which is the person or entity with whom Manhard Consulting, Ltd. has contracted with to prepare Civil Engineering PLANS and SPECIFICATIONS.
- b. "ENGINEER" shall mean Manhard Consulting, Ltd., a Civil Engineering consultant on the subject project.
- c. "PLANS and SPECIFICATIONS" shall mean the Civil Engineering PLANS and SPECIFICATIONS prepared by the ENGINEER, which may be a part of the contract documents for the subject project.
- d. "CONTRACTOR" shall mean any person or entity performing any work described in the PLANS and SPECIFICATIONS.
- e. "JURISDICTIONAL GOVERNMENTAL ENTITY" shall mean any municipal, county, state or federal unit of government from whom an approval, permit and/or review is required for any aspect of the subject project.

INTENT OF THE PLANS AND SPECIFICATIONS

The intent of the PLANS and SPECIFICATIONS is to set forth certain requirements of performance, type of equipment and structures, and standards of materials and construction. They may also identify labor and materials, equipment and transportation necessary for the proper execution of the work but are not intended to be infinitely determined as to include minor items obviously required as part of the work. The PLANS and SPECIFICATIONS require new material and equipment unless otherwise indicated, and to require complete performance of the work in spite of limitations of specific references to any minor component part. It is not intended, however, that materials or work not covered by or properly inferred from any heading, branch, class or trade of the SPECIFICATIONS shall be supplied unless distinctly so noted. Materials or work described in words, which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.

INTERPRETATION OF PLANS AND SPECIFICATIONS

- a. The CLIENT and/or CONTRACTOR shall promptly report any errors or ambiguities in the PLANS and SPECIFICATIONS to the ENGINEER. Questions as to meaning of PLANS and SPECIFICATIONS shall be interpreted by the ENGINEER, whose decision shall be final and binding on all parties concerned.
- b. The ENGINEER will provide the CLIENT with such information as may be required to show revised or additional details of construction.
- c. Should any discrepancies or conflicts on the PLANS or SPECIFICATIONS be discovered either prior to or after award of the contract, the ENGINEER's attention shall be called to the same before the work is begun herein and the proper corrections made. Neither the CLIENT nor the CONTRACTOR may take advantage of any error or omissions in the PLANS and SPECIFICATIONS. The ENGINEER will provide information when errors or omissions are discovered.

GOVERNING BODIES

All works herein proposed shall be completed in accordance with all requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, and all such pertinent laws, directives, ordinances and the like shall be considered to be a part of these SPECIFICATIONS. If a discrepancy is noted between the PLANS and SPECIFICATIONS and requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, the CLIENT and/or the CONTRACTOR shall immediately notify the ENGINEER in writing.

LOCATION OF UNDERGROUND FACILITIES AND UTILITIES

When the PLANS and SPECIFICATIONS include information pertaining to the location of existing underground facilities and utilities (including but not limited to water mains, sanitary sewers, storm sewers, electric, telephone, gas and cable TV lines), such information represents only the opinion of the ENGINEER as to the approximate location and elevation of such facilities and utilities. At the locations wherein detailed positions of these facilities and utilities become necessary to the new construction, including all points of connection, the CONTRACTOR shall furnish all labor and tools to verify or definitely establish the horizontal location, elevation, size and material (if appropriate) of the facilities and utilities. The CONTRACTOR shall notify the ENGINEER at least 48 hours prior to construction if any discrepancies in existing utility information or conflicts with existing utilities exist. The ENGINEER assumes no responsibility whatever with respect to the sufficiency or accuracy of the information shown on the PLANS and SPECIFICATIONS relative to the location of underground facilities and utilities, nor the manner in which they are removed or adjusted.

It shall be the CONTRACTOR'S responsibility prior to construction, to notify all Utility Companies of the intent to begin construction and to verify the actual location of all such facilities and utilities. The CONTRACTOR shall also obtain from the respective Utility Companies the working schedules for removing or adjusting these facilities.

UNSATURABLE SOILS

The PLANS have been prepared by the ENGINEER based on the assumption that all soils on the project are suitable to support the proposed improvements shown. The CLIENT or CONTRACTOR shall immediately notify the ENGINEER if he discovers or encounters an obstruction that prevents the installation of the improvement according to the line and grades shown on the PLANS.

PROTECTION OF TREES

All trees that are not to be removed shall be protected from damage. Trees shall not be removed unless requested to do so in writing by the CLIENT.

NOTIFICATION OF OWNERS OF FACILITIES AND UTILITIES

The CONTRACTOR shall notify all applicable Jurisdictional Governmental Entities or utility companies, i.e., water, sewer, electric, telephone, gas and cable TV prior to beginning any construction so that said entity or company can establish the location and elevation of underground pipes, conduits or cables adjoining or crossing proposed construction.

TRAFFIC CONTROL

The CONTRACTOR shall provide when required by any JURISDICTIONAL GOVERNMENTAL ENTITY, all signs, equipment, and personnel necessary to provide for safe and efficient traffic flow during the construction. Jurisdictional Governmental Entities or utility companies shall be notified of the location of existing prior to the commencement of any portions of the work. The CLIENT may, at his discretion, require the CONTRACTOR to furnish traffic control under these or other circumstances where in his opinion it is necessary for the protection of life and property. Emergency vehicle access shall be maintained at all times. Unless authorized by the CLIENT or CLIENT's construction representative, all existing access points shall be maintained at all times by the CONTRACTOR. The need for traffic control shall be anticipated by the CLIENT.

WORK AREA

The CONTRACTOR, his agents and employees and their employees and all equipment, machinery and vehicles shall confine their work within the boundaries of the project or work area specified by the CLIENT. The CONTRACTOR shall be solely liable for damage caused by him or his agents and employees and their equipment, machinery and vehicles on adjacent property or areas outside designated work areas.

UTILITY POLES

It shall be the responsibility of the CONTRACTOR to arrange for the relocation or bracing of existing utility poles that may be within the working limits of this contract. It is expressly understood that all work and costs connected with the maintenance of these utility poles, their temporary relocations, etc., shall be the responsibility of the CLIENT or the CONTRACTOR.

RESTORATION

It is the intent of these SPECIFICATIONS that clean-up and final restoration shall be performed immediately upon completion of each phase of the work, both inside and outside the Project, or when so directed by CLIENT so that the areas will be restored as nearly as possible to their original condition or better, and shall include but not be limited to, restoration of maintained lawns and rights-of-way, roadways, driveways, sidewalks, ditches, bushes, hedges, trees, shrubs, fences, mailboxes, sewers, drain tiles, water mains, etc.

CLEANING UP

The CONTRACTOR shall at all times keep the premises free from accumulations of waste material or rubbish caused by his employees or work, and the completion of the work he shall remove all his rubbish, tools, scaffolding and surplus materials and shall leave his work "room clean" or the equivalent, unless more exactly specified.

ROAD CLEANING

The CONTRACTOR shall maintain roadways adjoining the project site free from mud and debris at all times. If mud and/or debris is carried onto the roadways from vehicles entering onto the highway from either the CONTRACTOR'S trucks, his employees' vehicles, or his material suppliers, the CONTRACTOR shall immediately remove said mud and/or debris.

SAFETY AND PROTECTION

The CONTRACTOR shall be solely and completely responsible for the conditions of the job site, including safety of all persons and property during performance of the work. This requirement shall apply continuously and not be limited to normal working hours. The CONTRACTOR shall comply with all applicable Laws and Regulations relating to the safety of persons or property, or the protection of persons or property from damage, injury, or loss, and shall erect and maintain all necessary safeguards for such safety and protection. CONTRACTOR'S duties and responsibilities for safety and for protection of the work shall continue until such time as all work is completed and the CLIENT has notified CONTRACTOR that the work is acceptable. The duties of the ENGINEER do not include review of the adequacy of either the CONTRACTOR'S or the general public's safety in, on, or near the construction site.

HOLD HARMLESS

To the fullest extent permitted by law, any CONTRACTOR, material supplier or other entity by use of these plans and specifications hereby waives any right of contribution and agrees to indemnify, defend, save and hold harmless the CLIENT and ENGINEER and its agents, employees and consultants from and against all manner of claims, causes, damages, losses and expenses, including but not limited to, attorneys' fees arising out of, resulting from or in connection with the performance of any work, pursuant to or with respect to these plans and specifications. However, this indemnity shall not be construed to indemnify ENGINEER, its consultants, agents or employees against its own negligence.

Claims, damages, losses and expenses as these works are used in the Agreement shall mean and include, but not be limited to: (1) injury or damage occurring by reason of the failure of or use or misuse of any aid, hoists, rigging, blocking, scaffolding or any and all other kinds of items of equipment, whether or not the same be owned, furnished or loaned by any part or entity, including any contractor; (2) all attorneys' fees and costs incurred in bringing an action to enforce the provisions of this indemnity; (3) costs for time expended by the indemnified party and its employees, at its usual rates plus costs of travel, long distance telephone and reproduction of documents and (4) consequential damages.

In any and all claims against the CLIENT or ENGINEER or any of their agents or employees and consultants by any party, including any employee of the CONTRACTOR or any Subcontractor, directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation shall not be limited in any way by any limitation on the amount of type of damages, compensation or benefits payable by or for the CONTRACTOR or any Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts or any insurance maintained by CONTRACTOR or any Subcontractor or any other party.

INSURANCE

Any party using or relying on these plans, including any contractor, material supplier, or other entity shall obtain, (prior to commencing any work) general public liability insurance insuring against all damages and claims for any bodily injuries, death or property damage arising out of any work, including the construction work provided for in these plans, and shall name the CLIENT and ENGINEER and its consultants, agents and representatives as additional insureds under such insurance policy, provided that any party using or relying on these plans having obligations to maintain specific insurance by reason of any agreement with CLIENT or any CONTRACTOR or ENGINEER shall provide evidence and certificates of insurance as required by such contract or agreement. Such insurance must contain a clause stating that the insurance is primary coverage for ENGINEER and ENGINEER'S other applicable coverage is considered secondary. Such insurance shall not limit any liability of any party providing work or services or providing materials.

THIRD PARTY BENEFICIARY

Manhard Consulting, Ltd., the ENGINEER, is intended to be a third party beneficiary of this willing agreement and requirement.

Note: These Specifications are for Northern Illinois.

DETAILED SPECIFICATIONS

I. DEMOLITION

The CONTRACTOR shall coordinate with respective utility companies prior to the removal and/or relocation of utilities. The CONTRACTOR shall coordinate with the utility company concerning portions of work which may be performed by the Utility Company's forces and any fees which are to be paid to the utility company for their services. The CONTRACTOR is responsible for paying for all fees and charges.

Should removal and/or relocation activities damage features indicated to remain, the CONTRACTOR shall provide new materials/structures in accordance with the contract documents. Except for materials designed to be relocated on this plan, all other construction materials shall be new.

Prior to demolition occurring, all erosion control devices are to be installed.

All existing utility lines and conduits located under proposed buildings shall be removed and properly backfilled. All utility lines and conduits located under drives, on-site roads, parking lots or sidewalks shall be filled with a flowable backfill and end plugged. All existing structures shall be removed. All existing utility lines located under landscape areas shall be left in place and plugged at all structures.

The CONTRACTOR is responsible for demolition and disposal (in a location approved by all JURISDICTIONAL GOVERNING ENTITIES) of all structures, pads, walls, fumes, foundations, road, parking lots, drives, drainage structures, utilities, etc., such that the improvements shown on these plans can be constructed. All demolition work shall be in accordance with all applicable federal, state and local health regulations. All facilities to be removed shall be undercut to suitable material and brought to grade with suitable compacted fill material per the specifications.

The CONTRACTOR is responsible for obtaining all permits required for demolition and disposal.

Electrical, telephone, cable, water, fiber optic cable and/or gas lines needing to be removed shall be coordinated by the CONTRACTOR with the affected utility company. CONTRACTOR must protect the public at all times with fencing, barricades, enclosures, and other appropriate best management practices. Continuous access shall be maintained for surrounding properties at all times during demolition.

All fire access lanes within the project area shall remain in service, clean of debris, and accessible for use by emergency vehicles.

The CONTRACTOR shall coordinate water main work with the Fire Department and the JURISDICTIONAL GOVERNING ENTITY to plan the proposed improvements and to ensure adequate fire protection is available to the facility and site throughout this specific work and through all phases of construction. CONTRACTOR shall be responsible for any required water main shut offs with the JURISDICTIONAL GOVERNING ENTITY during construction. Any costs associated with water main shut offs will be the responsibility of the CONTRACTOR and no extra compensation will be provided.

CONTRACTOR shall maintain all existing parking areas, sidewalks, drives, etc. clear and free from any construction activity and/or material to ensure easy and safe pedestrian and vehicular traffic to and from the site. CONTRACTOR shall coordinate phase all construction activity within proximity of the building and utility interruptions with the facility manager and/or contractors. CONTRACTOR shall take all necessary measures to ensure no inconvenience to facility operations.

CONTRACTOR may limit saw-cut and pavement removal to only those areas where it is required as shown on these construction plans, however if any damage is incurred on any of the surrounding pavement, etc., the CONTRACTOR shall be responsible for ITS removal and repair.

Any existing wells encountered shall be exposed and sealed 3' below proposed finish grade by the CONTRACTOR in accordance with Section 620.120 (latest edition) of the Illinois Water Well Construction Code, Department of Public Health, and per the Village of Wheeling Private Water Well Abandonment Procedures. CONTRACTOR is responsible for obtaining all permits required by JURISDICTIONAL GOVERNMENTAL ENTITIES for abandoning existing wells.

Any existing septic tanks and grease traps encountered shall have all liquids and solids removed and disposed of by a licensed commercial hauler in accordance with JURISDICTIONAL GOVERNING ENTITY regulations (Village of Wheeling Private Sewage Disposal System Abandonment Procedures), and the tank and grease traps shall then be filled in accordance with the Village of Wheeling Procedures and disposed of by the CONTRACTOR.

Voids left by any item removed under any proposed building, pavement, walk, etc. or within 24" thereof shall be filled and compacted with suitable materials by the CONTRACTOR.

The CONTRACTOR shall be responsible for the disconnection of utility services to the existing buildings prior to demolition of the buildings.

Any material containing asbestos found within existing structures shall be removed from the site and disposed of off-site by the CONTRACTOR in accordance with County, State and Federal regulations.

CONTRACTOR shall develop and implement a daily program of dust control and shall submit and obtain JURISDICTIONAL GOVERNING ENTITY approval of dust control procedures prior to demolition of any structures. Modification of dust control procedures shall be performed by the CONTRACTOR to the satisfaction of the JURISDICTIONAL GOVERNING ENTITY as requested.

The CONTRACTOR shall coordinate all demolition with the JURISDICTIONAL GOVERNING ENTITY and CLIENT to ensure protection and maintenance of sanitary sewer and water utilities as necessary and to provide stormwater conveyance until new facilities are constructed, tested and placed into operation.

The locations of all existing utilities shown on this plan have been determined from the best information available and are given for the convenience of the CONTRACTOR and are not to be interpreted as the exact location, or as the only obstacles that may occur on the site. The ENGINEER assumes no responsibility for their accuracy. Prior to removal of any demolition activity, the CONTRACTOR shall notify the utility companies for location of existing utilities and shall verify existing conditions and proceed with caution around any anticipated features.

II. EARTHWORK

STANDARDS

This work shall be completed in conformance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition except as modified below.

SOIL BORING DATA

Copies of results of soil boring and reports, if such borings were taken by the CLIENT in the vicinity of the proposed construction site, should be made available by the CLIENT to the CONTRACTOR. These borings are presented for whatever purpose the CONTRACTOR chooses to make of them. The ENGINEER makes no representation or warranty regarding the number, location, spacing or depth of borings taken, nor of the accuracy or reliability of the information given in the results thereof.

Further, the ENGINEER does not assume responsibility for the possibility that during construction, the soil and groundwater condition may be different than indicated. Neither does the ENGINEER assume responsibility for variations of soil and groundwater at location between borings. The CONTRACTOR is required to make its own borings, explorations and observations to determine soil and groundwater conditions.

EARTHWORK CALCULATIONS AND CROSS SECTIONS

The CONTRACTOR understands that any earthwork calculations, quantities or cross sections that have been furnished by the ENGINEER are for information only and are provided without any guarantee by the CLIENT or ENGINEER whatsoever as to their sufficiency or accuracy. CONTRACTOR warrants that he has performed his own subsurface investigations as necessary and his own calculations and cross sections to determine site soil conditions and earthwork volumes. The ENGINEER makes no representation or guarantee regarding earthwork quantities or that the earthwork for this project will balance due to the varying field conditions, changing soil types, allowable construction to tolerances and construction methods that are beyond the control of the ENGINEER.

CLEARING, GRUBBING AND TREE REMOVAL

The site shall be cleared, grubbed, and trees and stumps removed where designated on the PLANS. Trees designated to remain shall be protected from damage.

TOPSOIL STRIPPING

Upon completion of demolition, clearing, grubbing and tree removal, all topsoil shall be stripped from under all buildings and pavements areas, and other areas necessary to complete the work. Topsoil stripped shall be placed in stockpiles in locations as designated by the CLIENT.

*TOPSOIL RESPIREAD

Upon completion of roadway and/or parking lot improvements and installation of underground utilities a minimum of four inches (6") of topsoil shall be respread over all unpaved areas which have been disturbed by earthwork construction, except building pads and other designated areas, which shall be kept free from topsoil.

SEEDING

Upon completion of topsoil respread, the CONTRACTOR shall apply seed and fertilizer to all respread areas in accordance with IDOT standards or as designated on landscape drawings and specifications provided by the CLIENT.

SODDING

Upon completion of topsoil respread, the CONTRACTOR shall install sod to all areas designated on the plans or as designated on the landscape drawings and specifications provided by the CLIENT.

EXCAVATION AND EMBANKMENT

Upon completion of topsoil stripping, all excavation and embankments shall be completed as shown on the PLANS. All suitable excavated materials shall be hauled, placed (moisture conditioned if necessary) and compacted in the embankment areas. The CONTRACTOR shall include all dewatering, temporary ditching and culverts necessary to complete the excavation and embankment.

Specifically included in the scope of Excavation and Embankments is grading and shaping of all cut or fill areas including swales and ditches; handling of sewer silt, etc., and all work required to provide positive drainage at the end of each working day and upon completion of a section.

The CONTRACTOR shall be responsible for the excavation of all swales and ditches and for the excavation or filling of the roads, building pads and parking lots shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof such that the lakes will maintain the proposed normal water level and that leakage does not exceed 1/2" inch per week.

Ditches and swales are to be excavated to the lines and grades indicated on the PLANS. All suitable materials excavated from the ditches shall be used in construction of the embankments.

The CONTRACTOR shall notify the CLIENT immediately upon encountering groundwater during excavation. If in the opinion of the CLIENT or the JURISDICTIONAL GOVERNING ENTITY this condition necessitates the installation of perforated drain tile bedded in washed gravel or open storm sewer joints wrapped with fabric, the CONTRACTOR shall install the same.

During excavation and embankment, grades may be adjusted to achieve an overall site earthwork balance. The CONTRACTOR shall cooperate fully with the CLIENT in adjustment of grades, construction methods and placement of material to meet the above goals and shall immediately advise CLIENT if he believes that the earthwork is unbalanced.

It is the intent of these PLANS that stormwater runoff from the site be diverted into sedimentation / lake / detention basins during construction. The CONTRACTOR shall construct and maintain any temporary ditches or swales that are necessary to accomplish this prior to beginning mass excavation.

EROSION CONTROL

Stable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

UNDERCUTTING DURING EARTHWORK

If the subgrade cannot be dried adequately by dicing as outlined above for placement of material to planned grades and if the CLIENT determines that the subgrade does not meet the standards set forth above, the CLIENT may require undercutting.

MISCELLANEOUS CONTRACT ITEMS

- 1. Any soil whose optimum moisture content exceeds 25%.
- 2. Any cohesive soil with an unconfined compressive strength of 1.5 tons per square foot or less.
- 3. Any soil whose silt content exceeds 60% by weight.
- 4. Any soil whose maximum density is less than 100 pounds per cubic foot.

5. Any soil containing organic, deleterious, or hazardous material.

Upon completion of excavation and shaping of the water retention areas intended to maintain a permanent pool of water, all silt seams and granular or sandy soils shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof such that the lakes will maintain the proposed normal water level and that leakage does not exceed 1/2" inch per week.

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MISCELLANEOUS CONTRACT ITEMS

- 1. GEOTEXTILE FABRIC

Geotextile fabric or approved equal shall be provided in areas as designated by the CLIENT, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY where proper compaction of embankments over existing soft soils is not possible. Geotextile fabric shall meet the material specifications of and shall be installed in accordance with the above standards.

2) EROSION CONTROL BLANKET

Erosion control blanket or approved equal shall be provided in areas as designated by the CLIENT, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY for the stabilization of disturbed areas. Erosion control blanket shall meet the material specifications of and shall be installed in accordance with the above standards, the Illinois Urban Manual and/or the details shown on the PLANS.

III. UNDERGROUND IMPROVEMENTS

A. GENERAL

STANDARDS

All underground improvements shall be constructed and tested in accordance with the Standard Specifications for Water and Sewer Construction in Illinois and Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition. In the event of conflicting guidelines, the more restrictive shall govern.

*SELECTED GRANULAR BACKFILL

Selected Granular Backfill shall be required for all sewer and water main trenches lying under existing or proposed streets, driveways, parking lots and within 24" thereof, and where noted on PLANS. All material placed in such trenches shall be virgin material per Village requirements, and in accordance with the above standards.

MANHOLES, CATCH BASIN, INLETS & VALVE VAULTS

All Manholes, Catch Basins, Inlets, and Valve Vaults shall be constructed of reinforced precast concrete ring construction with tongue and groove joints in conformance with the latest revision of ASTM designation C-478. All joints between sections and frames (except sanitary manholes, see Section IIB Manholes, below) shall be sealed with mastic type bituminous jointing compound. CONTRACTOR shall remove all excess mastic on inside of structure and burts joints with mortar. Manholes are to have offset cones except that no cone shall be used on storm manholes 6'-0" deep or less in which case a reinforced concrete flat top section shall be used, and Valve Vaults shall have conentric cones. Only concrete adjustment rings will be permitted where necessary and shall be limited to two adjustment rings totaling not more than 8" in height. All manholes and catch basin steps shall be copolymer polypropylene with continuous 1/2" steel reinforcement as manufactured by MK Industries, or approved equal.

AUGER/BORING AND CASING "INTENTIONALLY OMITTED"

AUGER (OPEN BORE) "INTENTIONALLY OMITTED"

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS

Horizontal and vertical separation of water and sewer mains shall be in accordance with Standard Specifications for Water and Sewer Construction in Illinois Section 41-2.01A and 41-2.01B and Standard Drawing 18, 19, 20, 21, 22, 23 and 24.

STRUCTURE ADJUSTMENTS

Structures shall be adjusted to the finished grade as shown on PLANS.

B. SANITARY SEWERS AND APPURTENANCES

*SANITARY SEWER PIPE

Sanitary sewer pipe include building services, shall conform to the following:

- (1) Polyvinyl Chloride (PVC) Sewer Pipe shall conform to ASTM D3034 (4-inch thru 15-inch) minimum SDR 26 with flexible elastomeric seal gasket gasketed joints conforming to ASTM D3212
- (2) Ductile Iron Sewer Pipe shall conform with ANSI/AWWA C151A/21.51 Class 52, cement lined with push on type joints conforming to ANSI/AWWA C111/A21.11.

Sanitary sewers shall include bedding and backfilling, virgin material per Village Standards.

*MANHOLES

Manholes shall be constructed in conformance with Section IIA Manholes, etc. above. The concrete base and bottom section shall be constructed of precast reinforced concrete monolithically cast sections including benches, pipe connection and invert flow lines. Manhole frame and lids shall be Neenah R-1772 or approved equal, with lids imprinted "VILLAGE OF WHEELING - SANITARY", with recessed pick holes. Manhole joints between adjustment rings and frames or between manhole sections shall be set on preformed plastic gasket consisting of a homogeneous blend of refined hydrocarbon resins and plasticizing compounds reinforced with inert mineral filler to provide a water tight seal. All pipe connection openings shall be precast with resilient rubber manhole pipe sleeves. A 10" elastomeric band (chimney seal) shall be installed extending from the manhole top to the manhole frame as shown on detail. Manholes shall include steps, frame & grate, bedding, and trench backfill.

FOUNDATION, BEDDING AND HAUNCHING

Foundation, Bedding and Haunching shall be wet coarse aggregate or moist fine aggregate in accordance with the above standards and placed as shown on the detail.

TESTING

Sanitary sewers shall be air tested and tested for deflection in accordance with the requirements of Section 31-1.12 "TESTING AND INSPECTION FOR ACCEPTANCE OF SANITARY SEWERS" of the Standard Specifications for Water and Sewer Construction in Illinois or the JURISDICTIONAL GOVERNING ENTITY, whichever is more restrictive. In addition, a televised inspection of the completed sanitary sewers shall be conducted and a copy of the videotape and report furnished to the JURISDICTIONAL GOVERNING ENTITY.

All sanitary manholes are to be tested for water tightness in accordance with ASTM C989 "Standard Practice for Infiltration and Exfiltration Acceptance Testing of Installed Precast Concrete Pipe Sewer Lines", or ASTM C1244 "Standard Test Method for Concrete Sewer Manholes by the Negative Pressure (Vacuum) Test".

SERVICES

A wye branch or "tee" and sanitary service line, properly plugged and sealed shall be constructed as shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted red. The CONTRACTOR shall keep accurate records of all Wye or Tee locations as measured from the downstream manhole as well as the service lengths and furnish same to CLIENT.

RISERS

Risers shall be constructed in locations as shown on the PLANS and according to the detail.

DROP MANHOLE CONNECTIONS "INTENTIONALLY OMITTED"

SANITARY SEWER FORCE MAIN "INTENTIONALLY OMITTED"

TELEVISION INSPECTION

Upon completion of construction a television inspection of the sanitary sewer system shall be performed on all portions of the sewer if required by the JURISDICTIONAL GOVERNING ENTITY. Videotapes and written report of all television inspections shall be provided to the CLIENT. The form of report and type and format of the videotape shall be approved by the JURISDICTIONAL GOVERNING ENTITY.

All sewers and appurtenances shall be cleaned prior to inspection and testing required by this section.

All defects and corrective work required as the result of television inspection shall be performed by the CONTRACTOR without delay. All dips, cracks, leaks, improperly sealed joints and departures from approved grades and alignment shall be repaired by removing and replacing the involved sections of pipe. Upon completion thereof, the sewer shall be retested and such further inspection made as may appear warranted by the CLIENT.

MISCELLANEOUS

All floor drains shall be connected to the sanitary sewer.

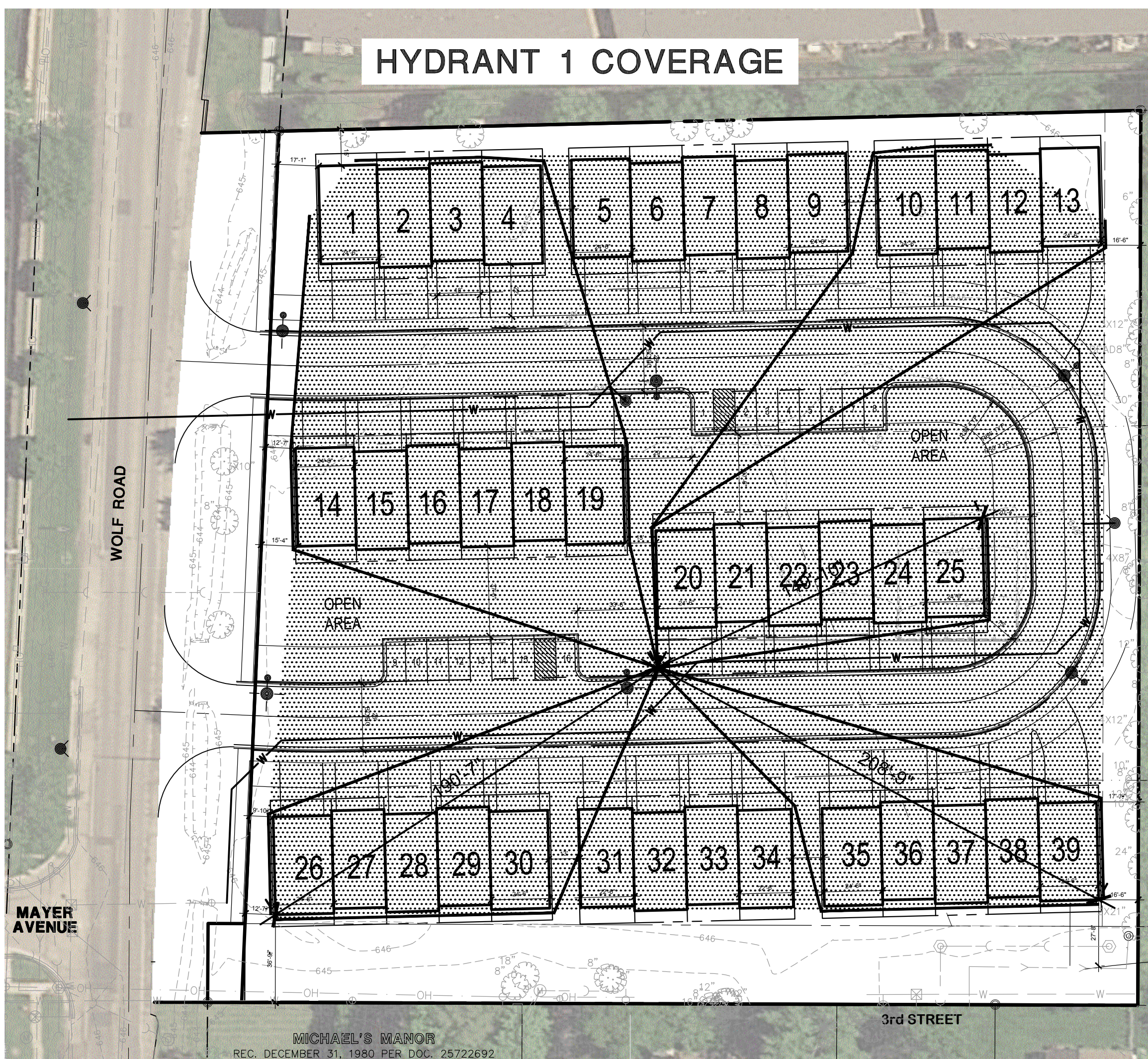
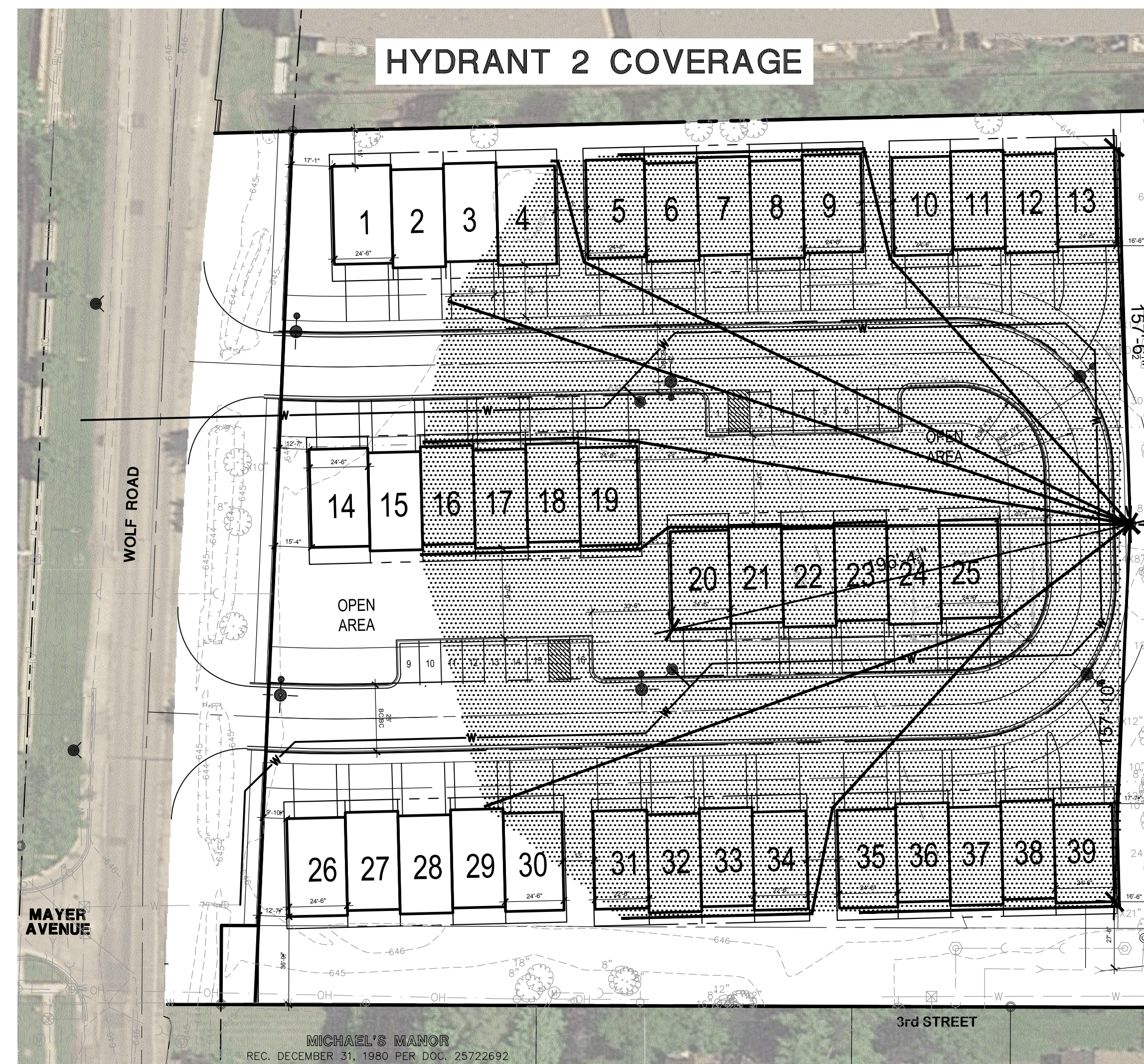
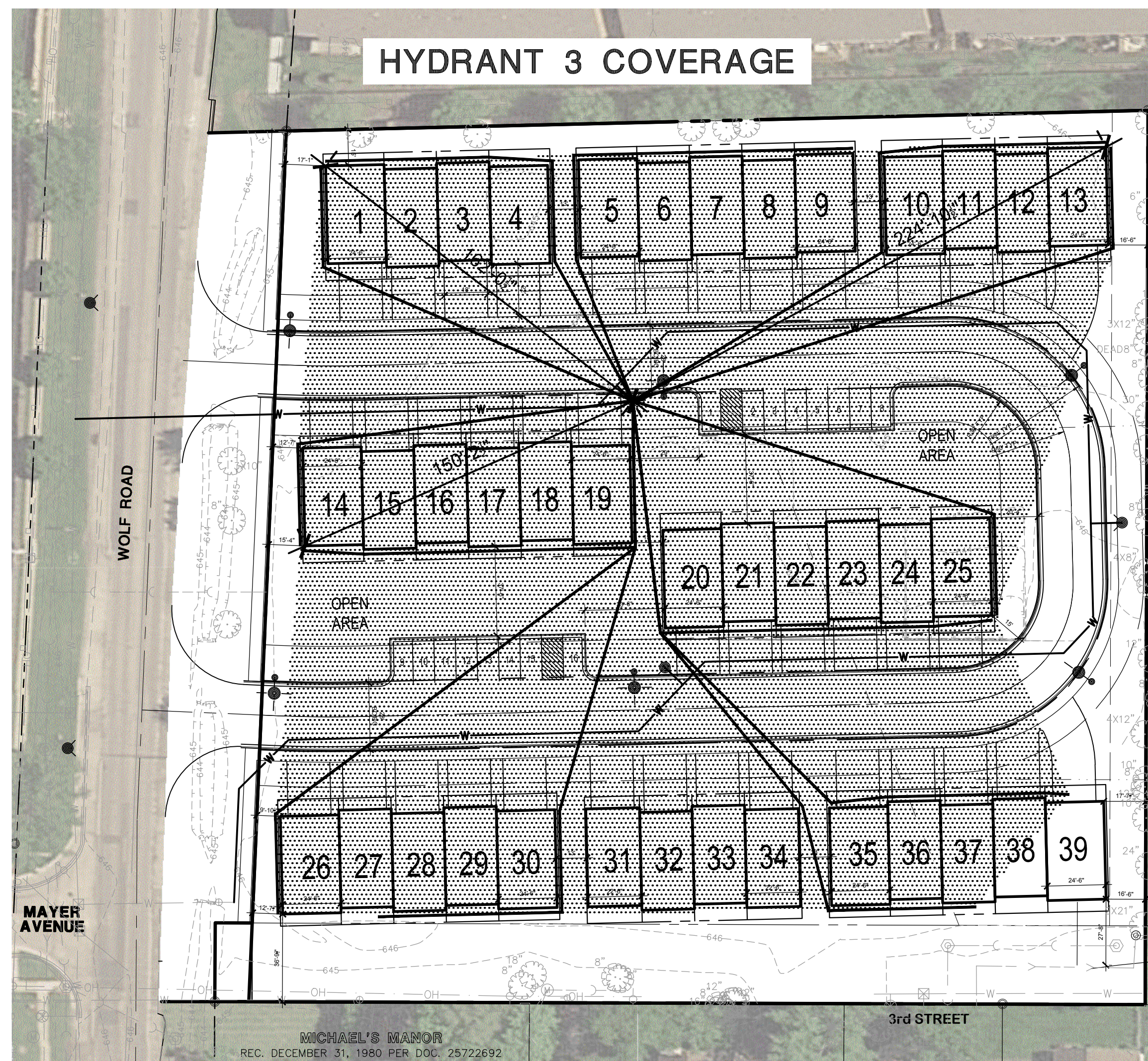
C. WATER MAINS AND APPURTENANCES

*WATER MAIN PIPE (3" AND LARGER)

Water main pipe shall conform to the following:

- (1) Ductile Iron Pipe shall be per ANSI/AWSI C151A/21.51, Thickness Class 52, minimum 150 psi working pressure, cement lined in accordance with ANSI/AWSI C104/A21.4, with "push on" type joints (2)

Installation shall be in accordance with ANSI/AWWA C110/A21.10 or C600 (Ductile Iron). All water main shall have mechanical joint cast iron or ductile iron fittings in accordance with ANSI/AWWA C110/A21.10 or compact ductile iron fittings in accordance with ANSI/AWWA C153/A21.53 with 250 psi working pressure. Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater. Minimum cover for all water mains, including services, shall be 5'-6" from the finished grade. Water main shall include bedding



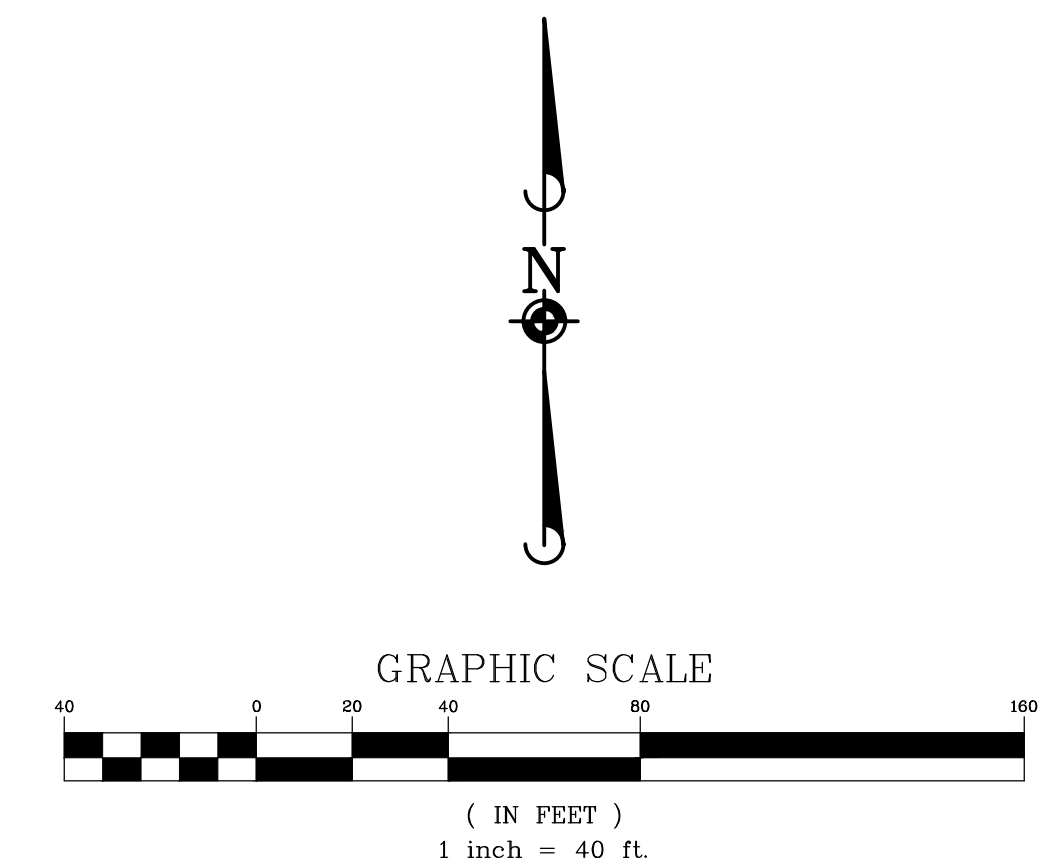
HYDRANT COVERAGE

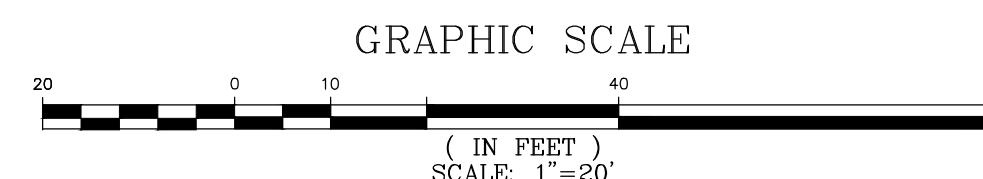
- FIRE HOSE LAYOUT

*300 FEET OR LESS

NOTE:

NOTE:
THE TWO EXISTING HYDRANTS ADJACENT TO
THE PROJECT SITE, ALONG WOLF ROAD,
PROVIDE ADDITIONAL COVERAGE NOT SHOWN
ON THIS EXHIBIT



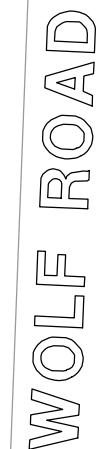


*10 FEET WIDE (TYPICAL) & 10 FEET FROM
HYDRANTS AND STREET LIGHTS

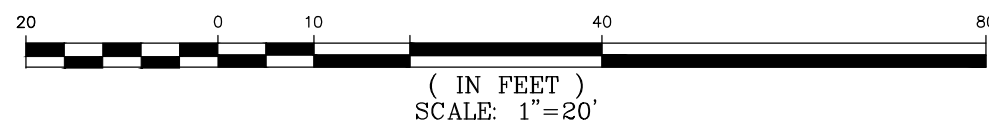
TOTAL STORAGE AREA = 6,825 SF
ASSUMED PILING HEIGHT = 3 FT
TOTAL PLOWED AREA = 45,300 SF

$$6,825 \text{ SF} \times 3 \text{ FT} = 20,475 \text{ CF}$$
$$\begin{aligned} 20,475 \text{ CF} / 45,300 \text{ SF} &= 0.45 \text{ FT} \\ &= 5.4 \text{ INCHES} \end{aligned}$$

LOT 4
WOODALL'S INDUST
REC.. AS DOC. 18



GRAPHIC SCALE



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roadway	Illuminance	Fc	0.19	0.7	0.0	1.9	7.0

The figure displays three views of the MCV-1000: a front view showing the sensor array and display, a side view showing the profile and sensor array, and a top view showing the sensor array and display.



VILLAGE OF WHEELING SPECIFICATIONS AND DETAILS	REVISIONS	
	S.W.	11-16-01 AUTOCAD FILE
FILE LOCATION	K.R.G.	9-11-06 AUTOCAD FILE
ENGINEERING STANDARDS		

Front/Garage Exterior



Measurements

Width: 6.5"
Height: 18.25"
Extension: 7.25"

Finish: Black
Material: Aluminum
Glass: Clear

Rear Exterior



Measurements

Width: 4.5"
Height: 8"
Extension: 5.5"

Finish: Black
Material: Steel
Glass: Clear

Surface Exterior

Measurements



Width: 9.5"
Height: 5"

Finish: Black
Material: Steel
Glass: Frosted



Exterior & Interior Specifications
Wolf Crossing
Wheeling, IL

EXTERIOR DESIGN FEATURES

Ceilings:	8' standard height at 1 st and 3 rd Floor 9' standard height at 2 nd Floor
Floor Sheathing:	3/4" T & G OSB
Roof Sheathing:	7/16" OSB w/ H-clips
Exterior Sheathing:	7/16" OSB entire exterior
Roof Shingles:	IKO Cambridge AR Architectural Weathered Wood
Corner Bracing:	7/16" OSB
Trim Boards:	Wood Tone Real Trim 5/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Corners:	Wood Tone Real Trim 5/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off Vinyl corners only applicable where indicated on plans
Windows:	Wood Tone Real Trim 5/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
Frieze:	Wood Tone Real Trim 5/4 Pre-finished (per plan) 1 coat pre-finished, 1 coat face off
House Wrap:	Green Guard Max w/ taped seams - entire exterior
Soffit and Fascia:	Aluminum Soffit and Fascia, 2x8 subfascia
Siding:	James Hardie Siding
Brick Allowance:	Face Brick per DR Horton Package, per plan
Shutters (Louver/Panel):	Prefinished Vinyl per plan
Decorative Millwork:	Decorative millwork mounted on top of vinyl siding. MFG: Fypon or equal
Garage Door:	Steel Insulated – size, and location per plan
Garage Door Opener:	Optional 1/2 HP w/ wall mount and two (2) remote controls
Front Exterior Door:	6-panel smooth fiberglass insulated w/deadbolt - transoms/sidelights per plan
Garage to House Door:	6 Panel Steel Insulated with spring closures
Ext. Garage Service Door:	Optional 6-Panel smooth insulated steel, location per plan
Windows:	White vinyl single-hung or slider w/integral J channel, tempered glass where required by code, Low E glass, U Factor .34, Mfg.: MI Windows
Patio Door/Sliding Glass:	6068 white vinyl, no grills. Low E glass, U factor .33, Mfg.: MI Windows
Window Grills:	Front Only, Per Plan
Exterior Paint:	Sherwin Williams, Colors per DR Horton Color Package

PLUMBING

Water Closets (All)

Manufacturer:	Gerber
Model:	Maxwell SE 1.28 gpf elongated front
Color:	White
Trim:	Chrome flush handle w/white wood seat

Lavatory Faucets Master Bath

Center Size:	4"
Manufacturer:	Moen
Finish:	Polished Chrome
Handle:	Two
Model:	Chateau 64925

Lavatory Faucets Hall Bath & Powder Rm

Center Size:	4"
Manufacturer:	Moen
Finish:	Polished Chrome
Handle:	Single
Model:	Chateau L64625

Kitchen Sink (All)

Manufacturer:	Sterling
Model:	McAllister #11444
Color/Finish:	Stainless Steel

All sinks to include a matching strainer based upon faucet color selection.

Kitchen Faucet

Manufacturer:	Moen
Model:	Arbor #21002211 with Pulldown Spray
Color/Finish:	Classic Stainless



Exterior & Interior Specifications
Wolf Crossing
Wheeling, IL

Master Bath Shower

Plans: All Plans
Manufacturer: Sterling
Model: Ensemble 60" x 34"
Color: White
Surround: 12"x12" Ceramic Tile

Luxury Master Bath (Option #12003050)

Plans: All Plans
Tub Manufacturer: Sterling
Model: Ensemble 36" x 60" (tub and apron only)
Color: White
Surround: Ceramic tile splash around tub
Ceramic tile surround in shower

Shower Manufacturer: Sterling, Oasis or Approved Equal
Color/Finish: White

Second/Other Bath Tub/Shower (All)

Manufacturer: Sterling
Model: Accord #71240110-0
Dimensions: 60 x 30
Color/Finish: White
Surround: Vikrell, Smooth Wall T/S Surround

Tub/Shower Faucet

Manufacturer: Moen
Model: Chateau TL183 / 62320
Color/Finish: Chrome

Shower Faucet

Manufacturer: Moen
Model: Chateau TL182 / 62320
Color/Finish: Chrome

Tub Wall Mount Faucet:

Manufacturer: Moen
Model: Chateau TL181 / 3829 / 62320
Color/Finish: Chrome

Powder Room Pedestal Sink:

Manufacturer: Gerber
Model: Maxwell 22-514
Color: White

Garbage Disposal:

Manufacturer: In-Sink-Erator
Model: Badger 1, 1/3 hp

Water Heater:

Manufacturer: All Plans
State
Model: 50-Gal Power Vent

Waterline to Ice Maker: Standard

Washer Pan: Standard with 2nd Floor Laundry Room

Fire Suppression: Standard

HVAC

Furnace: Carrier - 92% AFUE
Thermostat: Honeywell VisionPRO 8000 Wi-Fi
Air Conditioning: Standard Carrier Puron 13.0 S.E.E.R.
Range Hood Venting: Vented to outside
Duct Work @ Unconditioned Areas: Minimum R-6 duct Insulation
Duct Work Connections: Tape all fittings with UL181 tape or mastic compound
Dryer box: DBX 1000

ELECTRICAL

Electrical Service: Square D Load Center 200 AMP with Q02175SB whole house surge protection



Exterior & Interior Specifications
Wolf Crossing
Wheeling, IL

Lighting Package:	Maxim Lighting, Stefan Brushed Nickel, 75% of lighting fixtures with energy efficient bulbs
Switch Style:	Standard white single pole, toggle style
Outlet Style:	Standard white
Telephone Jacks:	1 standard (Category 5) location per buyer
TV Jacks:	3 standard (RG-6 Cable) location per buyer
Kitchen Lighting:	Standard - Cloud light
Microwave:	Standard
Smoke Detector:	MFG: Kidde (Per Plan)
CO Detector:	MFG: Kidde (Per Plan)
USB Outlet:	(1)-USB combination device (located in either the kitchen or key drop)
Bath Fans:	MFG: Air King – Dual Series
Garage Walls & Ceiling:	5/8” Drywall & fire tape common walls and ceiling only, no insulation on cold walls
Shower/Tub Areas:	½” Denshield at all optional ceramic tile areas (floors not included)
Interior Paint:	Sherwin Williams, North White (Flat)

INTERIOR DESIGN FEATURES

Carpet Areas:

Carpet:	Mohawk Longview Isle
Pad:	Mohawk 7/16” / 6-LB Pad
Stair Area:	½” / 8-LB Pad

Hard Surface Areas:

Master Bath Floor:	Dal Tile 12”x12” Ceramic Tile (per Interior Option Packages)
Master Bath Walls:	Dal-Tile 12”x12” Ceramic Tile (per Interior Option Packages)
Hall/Other Bath Floor:	Dal-Tile 12”x12” Ceramic Tile (per Interior Option Packages)
Hall/Other Bath Walls:	Fiberglass
Powder Room:	Shaw Engineered Wood Flooring (per Interior Option Packages)
Kitchen:	Shaw Engineered Wood Flooring (per Interior Option Packages)
Laundry/Utility:	Mohawk Arcadia Silver Sheet Vinyl
Foyer:	Shaw Engineered Wood Flooring (per Interior Option Packages)

Chrome Bath Fixtures

Master Bath Fixtures:	Two (2) - 24” towel bars One (1) - toilet paper holder
Hall Bath Fixtures:	One (1) - 24” towel bar One (1) - toilet paper holder
Powder Room Fixtures:	One (1) - 24” towel bar One (1) - toilet paper holder

Shower Door:	Size and type per plan, chrome with clear glass
--------------	---

Insulation

Attic:	R-45 Flat Ceilings, R-38 Volume ceilings
Exterior Walls:	R-15 High Density Batt
Garage Ceilings w/Living Space Above:	Min. R-35 (fill cavity)
Warm Walls (house to garage):	R-15 High Density Batt
Cantilevers:	Min. R-38 (fill cavity)
Basements:	R-11 blanket at exterior walls from top of foundation to 6” off floor

Interior Millwork

Standard Package:	2-Panel Roman Hollow Core– Painted North White; window sills and apron (3" base, 2 1/4" casing, no stop at windows).
-------------------	--

Interior Door Hardware

Standard:	Kwikset: Polo Satin Nickel knob
-----------	---------------------------------

Exterior Hardware

Standard:	Kwikset: Polo Satin Nickel
-----------	----------------------------

Exterior Hardware

Standard:	Deadbolt and passage lock on house to garage door Deadbolt and keylock on all exterior doors. 4” Black plastic house numbers Peep hole, if there is no sidelight
-----------	---

Stairs/Rails

Stairs:	Pine Box
---------	----------



Exterior & Interior Specifications

Wolf Crossing

Wheeling, IL

Rails:	Half walls w/wood cap – Standard
	Oak Rails ILO Half Wall – Optional
	Oak Rails w/Painted Spindles – Optional
	Oak Rails w/Iron Spindles – Optional
Cabinets:	
Type:	KITCHEN
	36”/42” staggered upper wall cabinets included with 9’ ceiling
	Standard CM Crown
	MASTER BATHROOM
	34 1/2” high vanities with drawers (per cabinet Layout)
	HALL BATHROOMS
	31 1/2” high vanities with drawers (per cabinet Layout)
Manufacturer:	Aristokraft
Standard Grade:	Per Packages
Kitchen Tops:	
Standard:	Granite
Bath Vanity Tops:	
Standard Package:	Cultured Marble
Closet Shelving:	
Master Bedroom:	Two (2) – 12” shelf & rod on long wall. One (1) – 12” shelf & rod on other walls.
All other closets:	One (1) – 12” shelf & rod.
Linen:	Five (5) – 16” shelves (or depth per plan)
Pantry:	Five (5) – 16” shelves (or depth per plan)
Appliances	Refer to Frigidaire Appliance Program



Wolf Crossing, Wheeling IL Exterior Color Packages

Hardie Prefinished	Hardie Prefinished	Hardie Prefinished	Hardie Prefinished	Hardie - Custom Prefinished	ABC Supply Co Inc	Sherwin Williams Color Match	General Shale	Sunset Stone	IKO Cambridge AR	Sherwin Williams Color Match	Mid America	MI
Main Siding	Accent Siding	Shake & Scallop Siding	Vertical Siding	Cement / Stucco Panels	Aluminum Fascia/Soffit & Gutter/Downspouts	Trim & Garage Door	Brick A	Stone **Specify Cobble or Ledge Stone **	Architectural Shingles	Doors & Sidelight	Shutters	Windows / Patio Doors
Aged Pewter	Aged Pewter	Aged Pewter	Aged Pewter	Aged Pewter	Linen	Linen	Shadow Grey Tudor or Essex Tudor or Oldham Tudor	Alpine	Weatherwood	Black	Black	White
Timber Bark	Timber Bark	Timber Bark	Timber Bark	Timber Bark	Linen	Linen	Keeneland Tudor or Scottish Manor Tudor	Georgetown	Weatherwood	Black	Black	White
Deep Ocean	Arctic White	Arctic White	Arctic White	Arctic White	White	White	Sandstone Tudor	Georgetown	Weatherwood	Black	Black	White
Rich Espresso	Rich Espresso	Rich Espresso	Rich Espresso	Rich Espresso	Linen	Linen	Keeneland Tudor or Essex Tudor or Scottish Manor Tudor	Georgetown	Weatherwood	Black	Black	White

*CCM = Computer Color Match



Call
Before
You Dig

JULIE
ILLINOIS
ONE-CALL SYSTEM

Simply Call 811

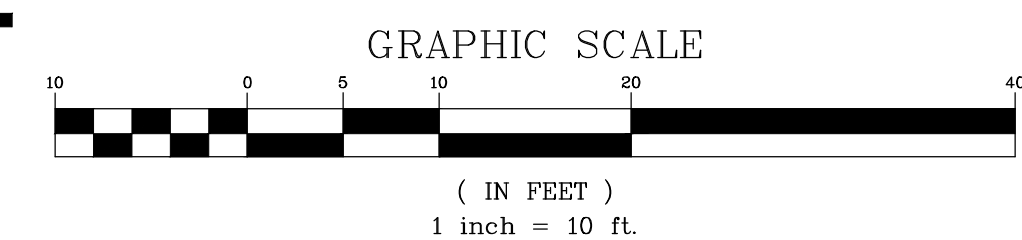
Exhibit received June 16, 2017



LEGEND



SEAL
Glenn M Christensen, ASLA, RLA
Illinois Registered Landscape Architect # 157-000223

[illegible]

Manhard
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Exhibit received June 16, 2017

WOLF CROSSING
VILLAGE OF WHEELING, ILLINOIS
LANDSCAPE PLAN - NW

PROJ. MGR.:	JPD
PROJ. ASSOC.:	MN
DRAWN BY:	MN
DATE:	06/13/17
SCALE:	1:10

SHEET

L2 OF **L7**

DRH.WHILO1

MATCHLINE SEE SHEET L2



 Turf



SEAL

Glenn M Christensen, ASLA, RLA
Illinois Registered Landscape Architect # 157-000223



GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

[illegible]

Manhard
CONSULTING LTD.

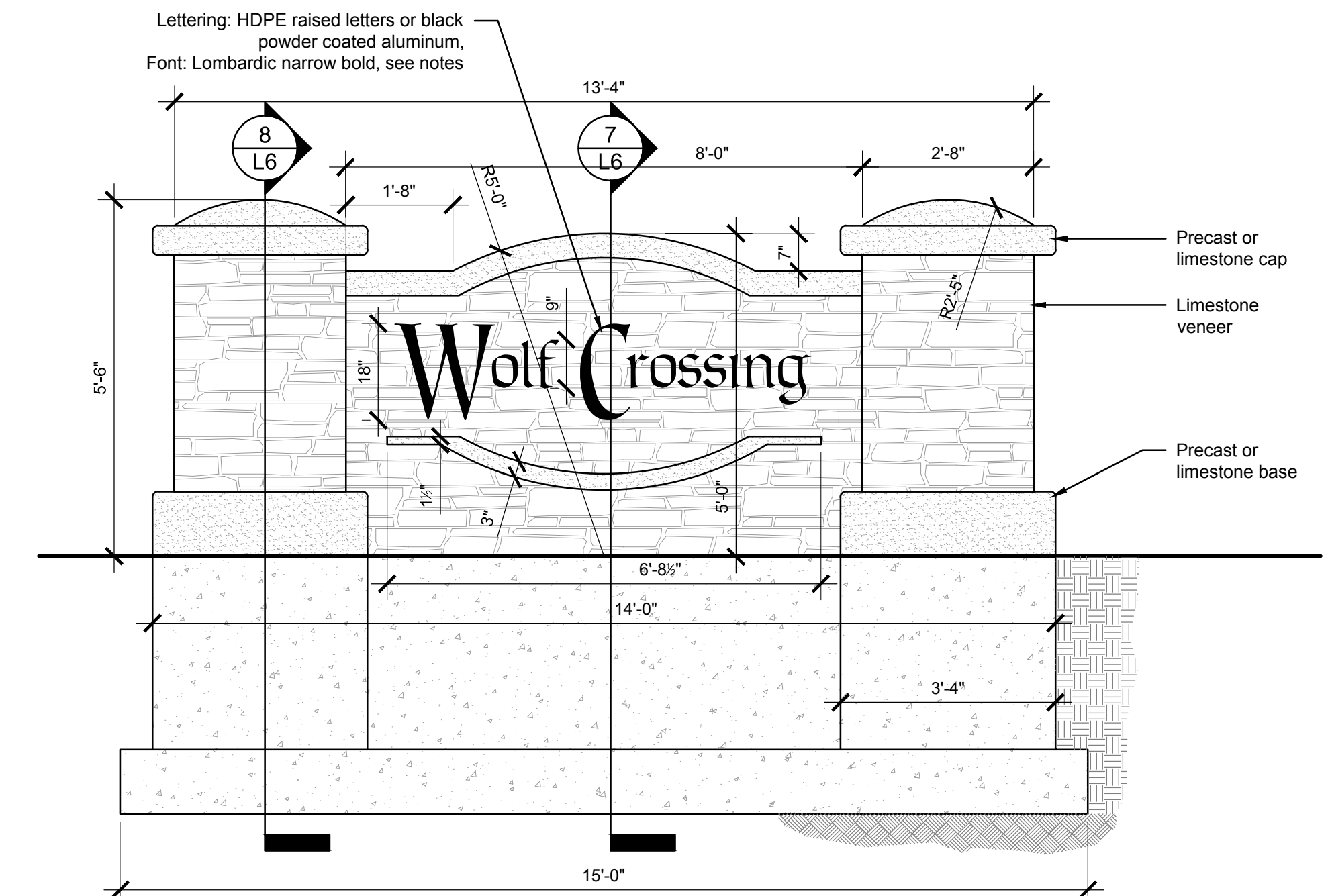
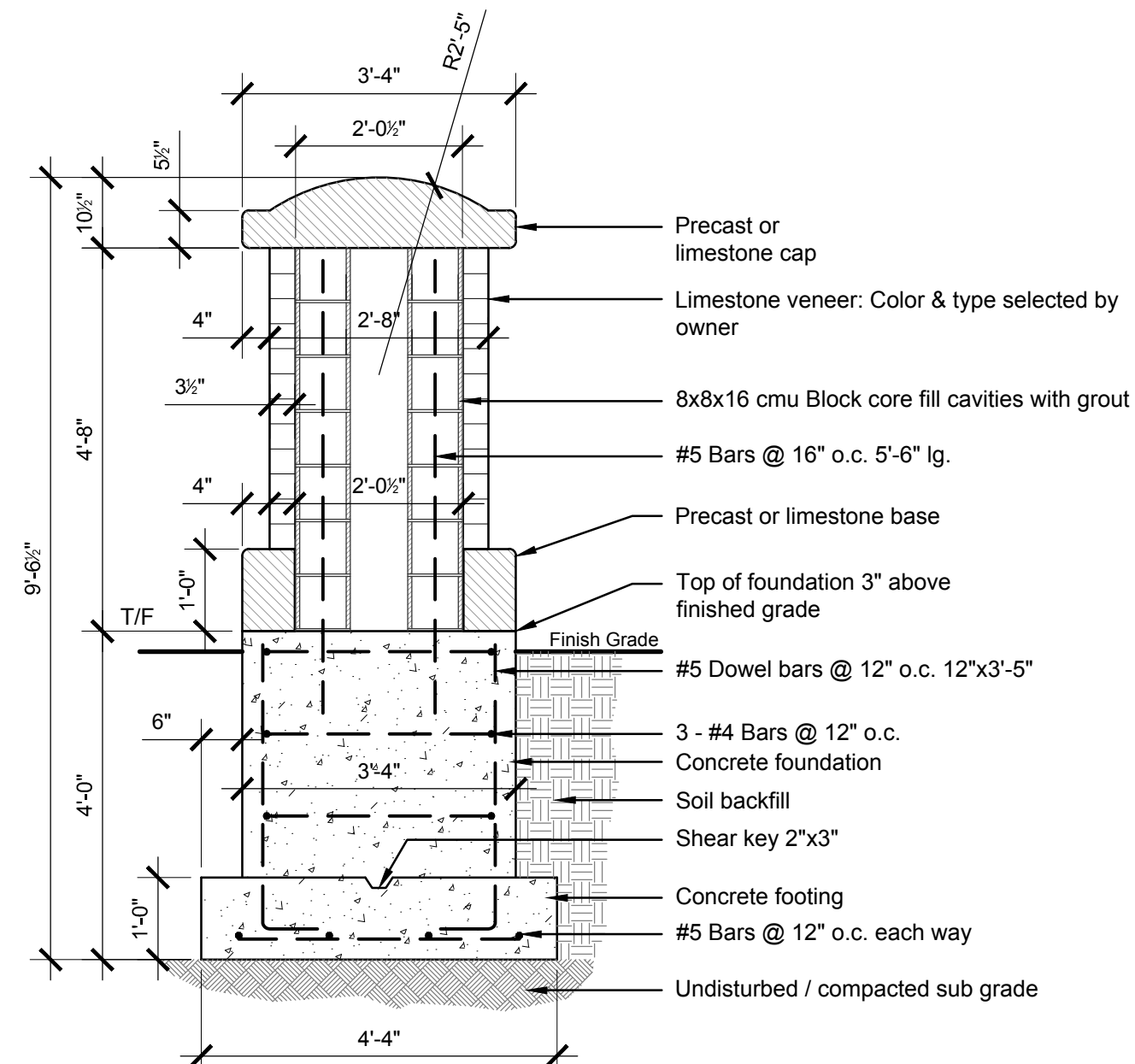
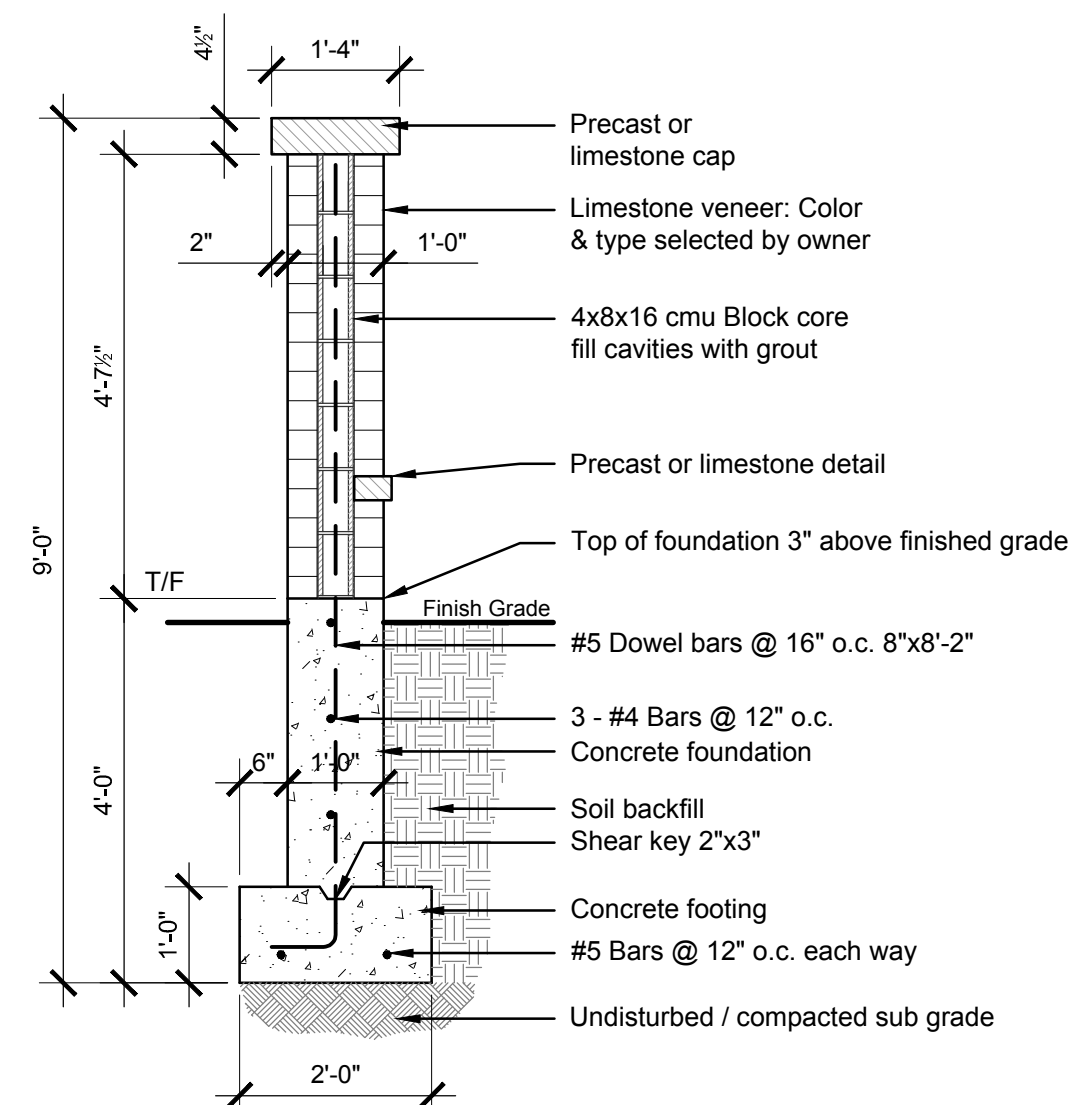
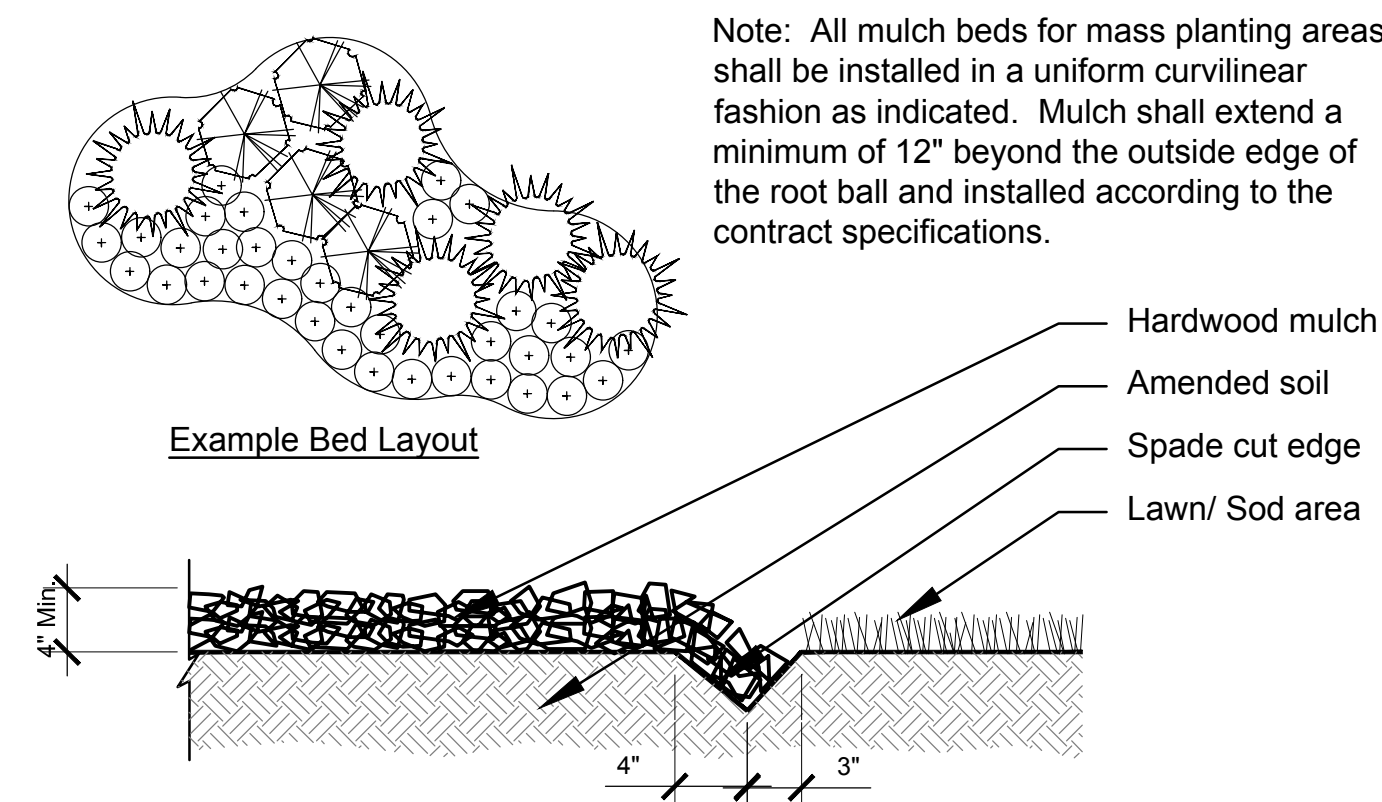
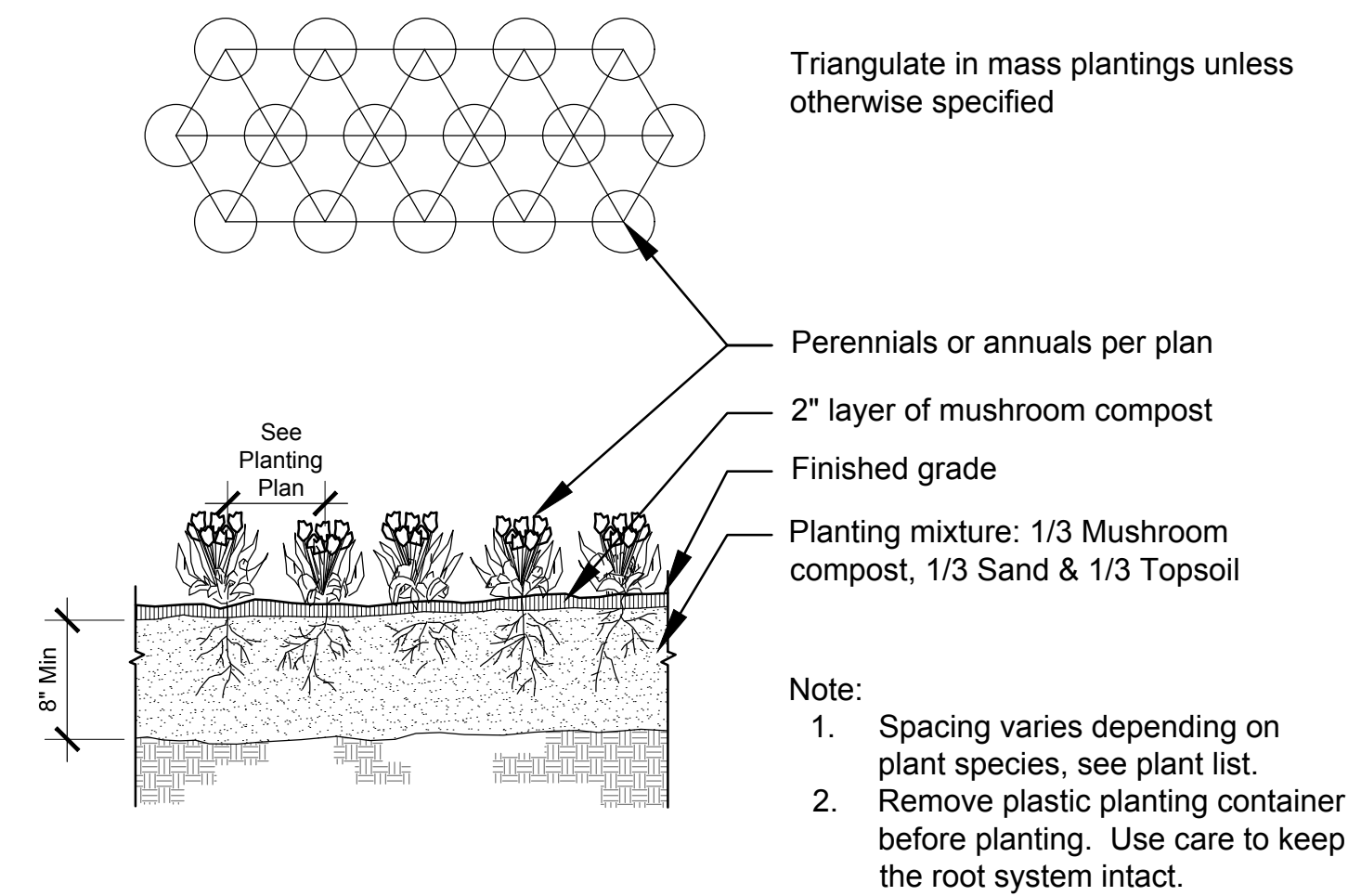
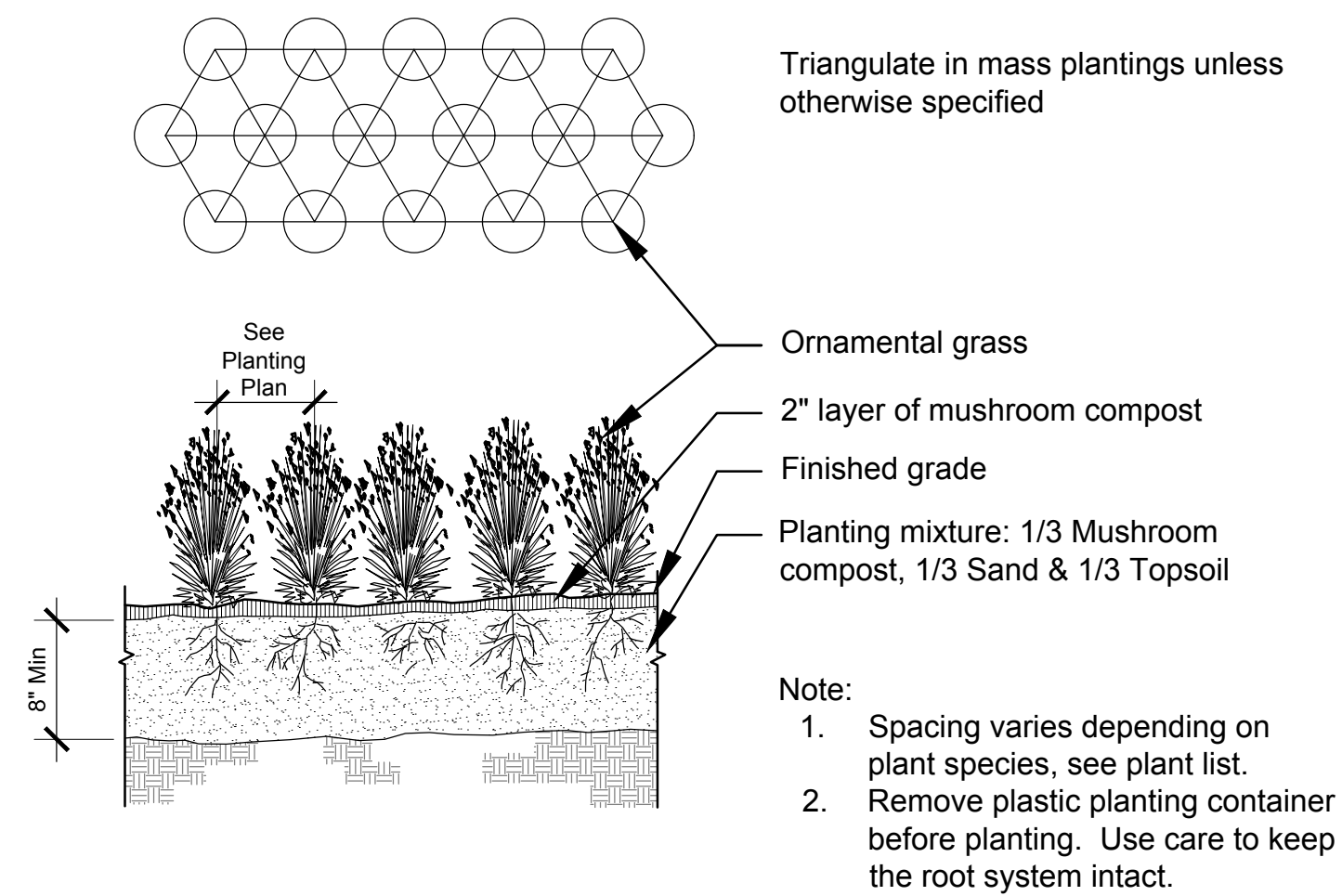
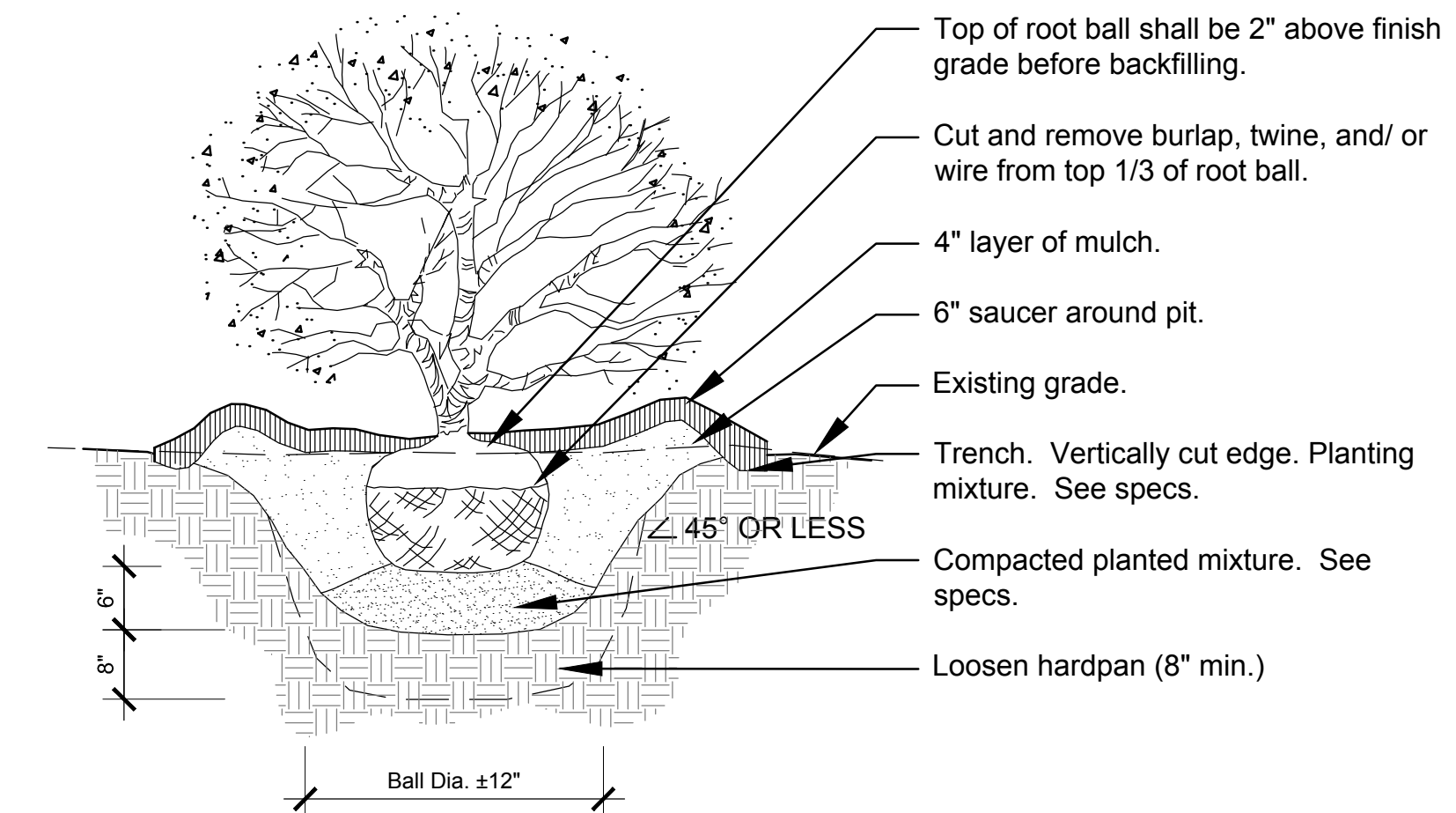
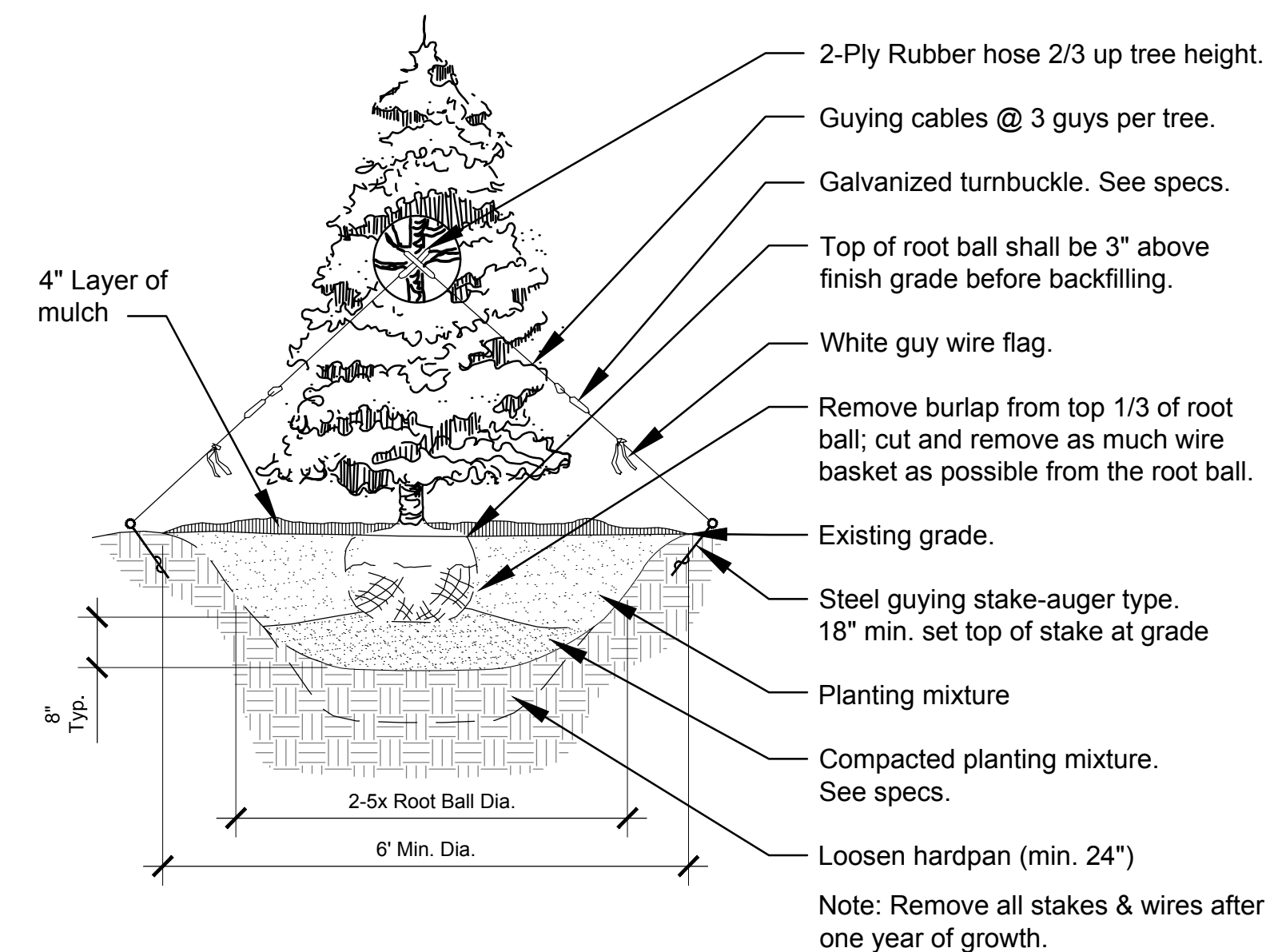
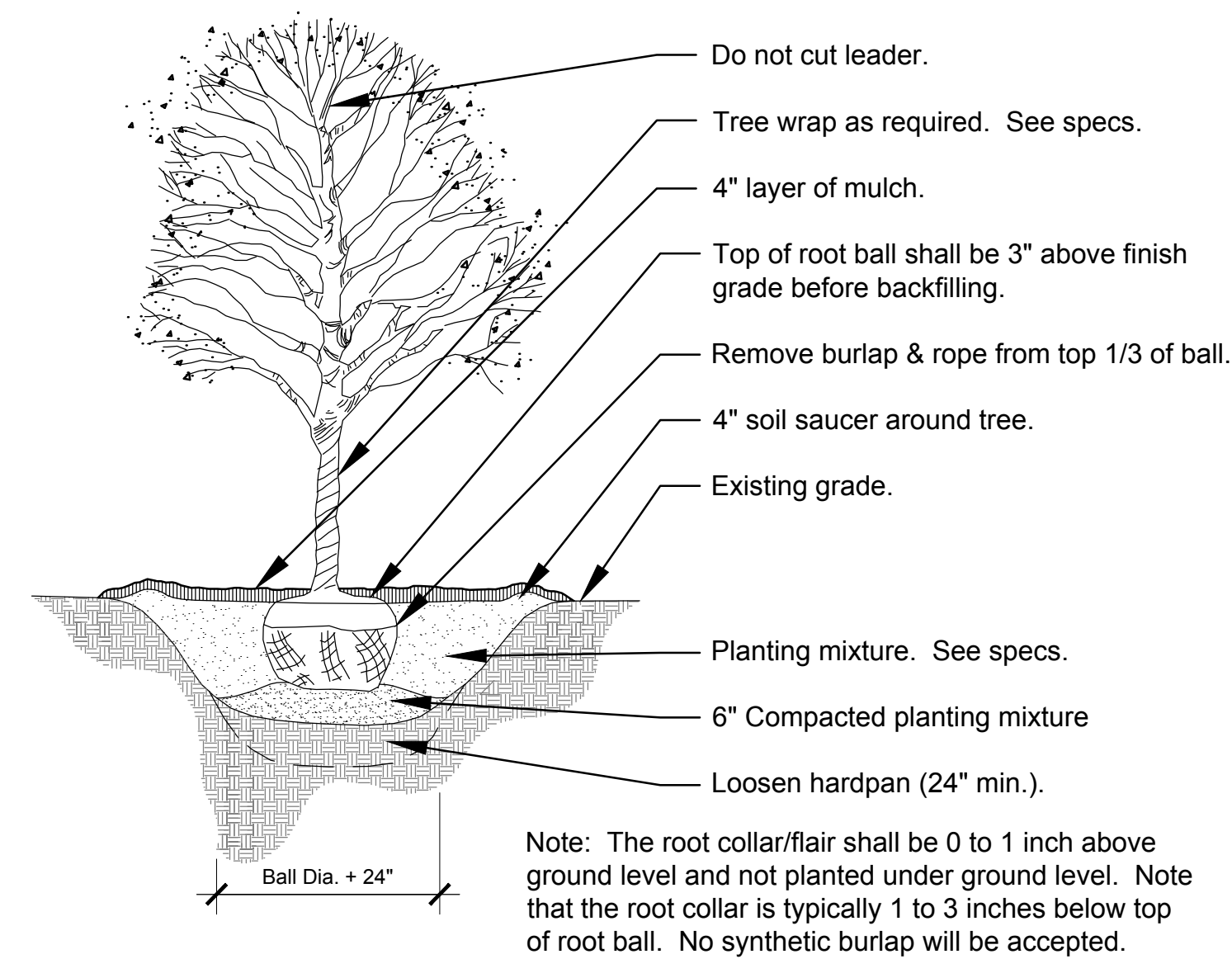
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Construction Management • Environmental Sciences • Landscape Architecture • Planning
Construction Management • Environmental Sciences • Landscape Architecture • Planning

Exhibit received June 16, 2017

WOLF CROSSING
VILLAGE OF WHEELING, ILLINOIS
LANDSCAPE PLAN - NE

PROJ. MGR.:	JPD
PROJ. ASSOC.:	MN
DRAWN BY:	MN
DATE:	06/13/17
SCALE:	1:10
SHEET	
L3 OF L7	
DRH.WH101	



TRAFFIC IMPACT STUDY

To: **Bruce Mellen**
DR Horton, Inc.

From: William C. Grieve, P.E., PTOE
Senior Transportation Engineer

Date: June 15, 2017

Subject: ***Wolf's Crossing***
Wheeling, Illinois

PART I. PROJECT CONTEXT AND SUMMARY STATEMENT

Gewalt Hamilton Associates, Inc. (GHA) has conducted a traffic impact study (TIS) for the above captioned project. As proposed, a moving company on Wolf Road in Wheeling, Illinois would be redeveloped with 39 townhomes. The following summarizes our TIS findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are located at the end of this document.

Briefly summarizing, we believe that the adjacent roadways and the site access drives can accommodate the Wolf Crossing traffic activity. Reasons include:

- The site's location among the area's major roadways, such as Dundee Road (IL 68) to the south, Lake-Cook Road to the north, and Milwaukee Avenue (IL 21) to the east provide excellent accessibility.
- A moving company currently operates on the site. Its traffic was not discounted to help ensure that the maximum Wolf's Crossing impacts were tested.
- The nearby intersections on Wolf Road at legacy Lane / Meyerson Way and Mayer Avenue, currently and will continue to function efficiently.
- IDOT has an improvement planned along this portion of Wolf Road to provide a center left turn lane and sidewalks on both sides of the street. It is programmed and funded in their current multi-year plan.

PART II. BACKGROUND INFORMATION

Site Location Map and Photo Inventory

Exhibit 1 provides an aerial of the site location and *Exhibit 2* provides a photo inventory of current roadway operations. Pertinent comments on the adjacent roadways and traffic operations include:

Exhibit received June 16, 2017

- Wolf Road is a major north-south route that is under the jurisdiction of the Illinois Department of Transportation (IDOT) but is not classified as a Strategic Regional Arterial (SRA), but is classified as a minor arterial. Wolf Road has one travel lane in each direction. The posted speed limit on Wolf Road is 35-mph.
- Pace bus route 234 operates along Wolf Road adjacent to the site during rush hours only. A sidewalk is provided on the west side of Wolf Road along the site.
- Legacy Lane / Meyerson Way and Mayer lane are both local east-west streets that serve the adjacent neighborhood. Both streets have Stop control at Wolf Road.

Existing Traffic

GHA conducted weekday morning (7-9 AM) and evening (4-6 PM) peak period traffic counts at the Wolf Road intersections with Legacy Lane / Meyerson Way and Mayer Avenue on Tuesday June 6, 2017. No unusual events occurred during the counts, such as road construction, emergency vehicle activity, or severe weather, which would have impacted the collected data. The traffic count summary sheets are provided in *Appendix A*.

Exhibit 3 illustrates the traffic volumes for the weekday morning (7-8 AM) and evening (5-6 PM) peak hours. Also shown is the Average Daily Traffic (ADT) volume on Wolf Road from the IDOT web-site. Pertinent comments and observations from the count data include:

- There is a pronounced directional split in traffic on Wolf Road. Over 65% of traffic travels north during the morning peak hour and the reverse occurs during the evening peak hour.
- Legacy Lane / Meyerson Way and Mayer Avenue have limited traffic activity.

PART III. TRAFFIC EVALUATION

Site Access

Exhibit 4 illustrates the plat of subdivision prepared by Manhard Consulting Ltd. (MCL). As proposed, a looped private street would serve the property with two full access intersections on Wolf Road. Right-of-way (ROW) along the site will be provided to help accommodate the planned and programmed widening of Wolf Road by IDOT to provide a center left turn lane.

Key Finding. The site currently has two full access drives on Wolf Road, thus no additional access is being requested. This is a good example of access management policy and will help promote pedestrian mobility.

Project Traffic Characteristics

Exhibit 5 – Part A lists the traffic generation calculations for Wolf's Crossing, based on rate data published by the Institute of Transportation Engineers (ITE).

Exhibit 5 – Part B provides the anticipated trip distribution, which is primarily based on current / anticipated travel patterns and the access operations. As expected, the vast majority of trips would be oriented along Wolf Road, with about 60% of site traffic oriented to/from the north and 40% oriented to/from the south. The use of the nearby residential streets by site traffic will be very minimal, unless the trips are oriented within the neighborhood.

Site and Total Traffic

Exhibit 6 illustrates the Site Traffic assignment, which is based on the project traffic characteristics summarized in *Exhibit 5* (e.g. traffic generations and trip distribution) and the site access. IDOT generally requires that the existing volumes be increased to reflect other growth in the area for a "Buildout + 5 year" analysis. CMAP was contacted and provided Year 2040 traffic projections (see *Appendix B*). Construction is expected to be completed in the Year 2018, so the analysis horizon becomes the Year 2023.

Site traffic and the existing volumes (see *Exhibit 3*) were combined to produce the Total Traffic assignment, which is illustrated in *Exhibit 7*. Per the CMAP information (see *Appendix B*), the Total Traffic assignment includes 6% growth in through traffic on Wolf Road.

Discussion Point. Traffic activity from the existing moving company business was not discounted. Thus, we believe that this study analyzes the maximum site traffic impacts on the adjacent roads.

Intersection Capacity Analyses

The capacity analysis parameters are listed in Part A, as published in the Transportation Research Board's (TRB) 2010 Highway Capacity Manual (HCM). At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst) and measures the "control delay" per vehicle in seconds. LOS C is often referred to as intersection "design" guideline and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable".

At unsignalized intersections, the HCM methodology reports the results differently for Two-Way Stop Controlled (TWSC) or All-Way Stop Controlled (AWSC) intersections. For TWSC intersections, LOS is reported for conflicting movements on the major street (i.e. left turns onto the minor approach) and for each movement on the stopped approach. Approach "control delay" is also reported in seconds per vehicle. Results of AWSC analyses are slightly different. LOS is reported for each stopped approach as well as an average overall intersection "control delay" in seconds per vehicle. LOS C and D continue to be considered "design" and "acceptable" operations respectively.

The results of the capacity analyses are shown in *Exhibit 8* and the HCS printouts are in *Appendix C*. As can be seen, the Wolf Road intersections with Legacy Lane / Meyerson Way and Mayer Avenue currently and will continue to operate at or better than the “design” LOS C.

Traffic Impact Discussion

Reviewing the existing traffic volumes (see *Exhibit 3*), the site traffic characteristics and assignment, and the total traffic assignment (see *Exhibits 5, 6, and 7*) indicates that:

- The results of the capacity analyses (see *Exhibit 8*) indicate that operations would be minimally impacted at the nearby intersections along Wolf Road, with only about 1.0 seconds of additional calculated delay.
- Under current road conditions without the center left turn lane on Wolf Road, Figure 36-3A and Figure 36-3G in the IDOT BDE Manual indicate that separate northbound right turn and southbound left turn lanes at the two private street intersections are not needed.

Key Finding. Based on the above, the site impacts on traffic volumes and operations at the nearby intersections on Wolf Road are very small. Thus, our recommendations focus on the access operations and other site plan elements.

On-Site Planning Elements

On-site planning elements that are included in the MCL site plan (see *Exhibit 4*):

- Wolf's Crossing will be served by a loop street with a width of 29 feet (back of curb dimensions). Exiting traffic should have Stop control at Wolf Road. One inbound and one outbound lane will efficiently accommodate the site traffic activity (see *Exhibit 6*). An attached sidewalk will be provided along the outer side of the loop street.
- Each townhome will have two garage spaces and room on the driveways for an additional two cars. In addition, two pockets of visitor parking, each with 8 spaces, will be provided and conveniently located along the north and south sides of the private streets to best serve all townhomes.

Key Finding. The townhome and guest parking supply meets Village code requirements.

PART IV. CONCLUDING REMARKS

A Traffic Impact Study (TIS) was performed for the proposed Wolf's Crossing townhome development on Wolf Road in Wheeling, Illinois. The analyses conducted clearly demonstrate that the townhome traffic generated can be accommodated on the adjacent roads without the need for any road or intersection improvements. In addition, IDOT has planned and programmed an improvement to construct a center left turn lane and sidewalks on both sides on Wolf Road. Finally, the townhome and visitor parking provided meets Village Code requirements.

PART V. TECHNICAL ADDENDUM

The following *Exhibits* and *Appendix* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

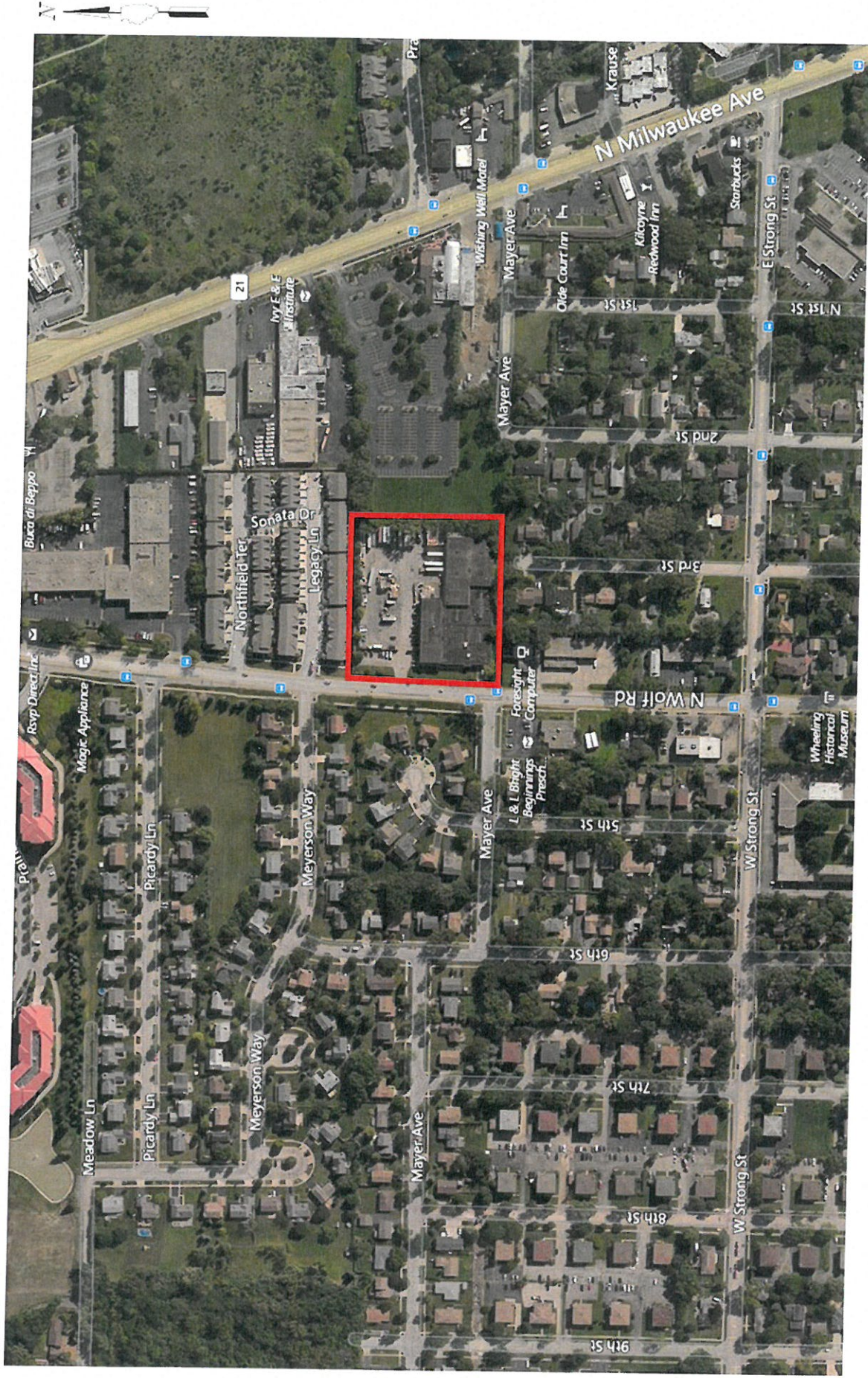
Exhibits

1. Site Location Map
2. Photo Inventory
3. Existing Traffic
4. Site Plan
5. Project Traffic Characteristics
6. Site Traffic
7. Total Traffic
8. Intersection Capacity Analyses

Appendix

- A. Traffic Count Summaries
- B. CMAP Correspondence
- C. Capacity Analysis Worksheets

EXHIBITS



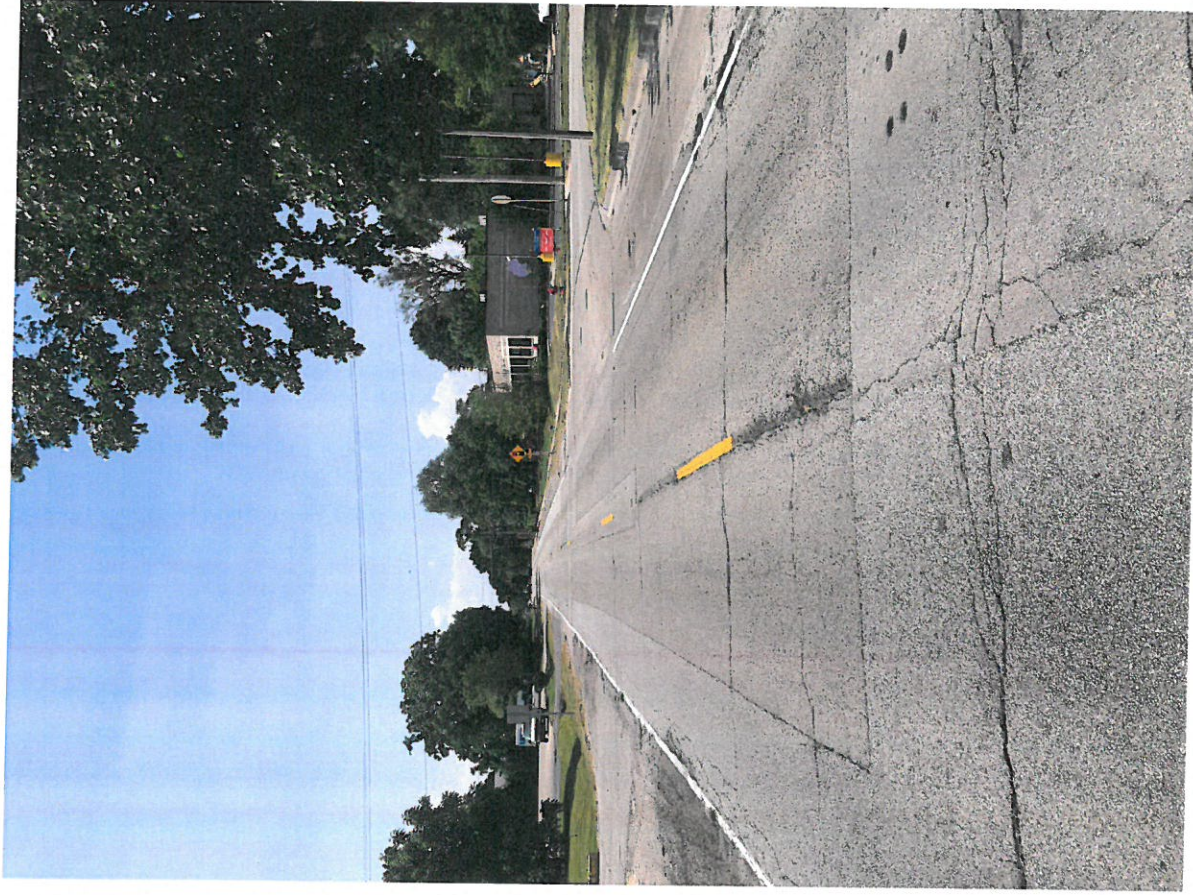
Proposed Wolf's Crossing Subdivision – Wolf Road; Wheeling, Illinois



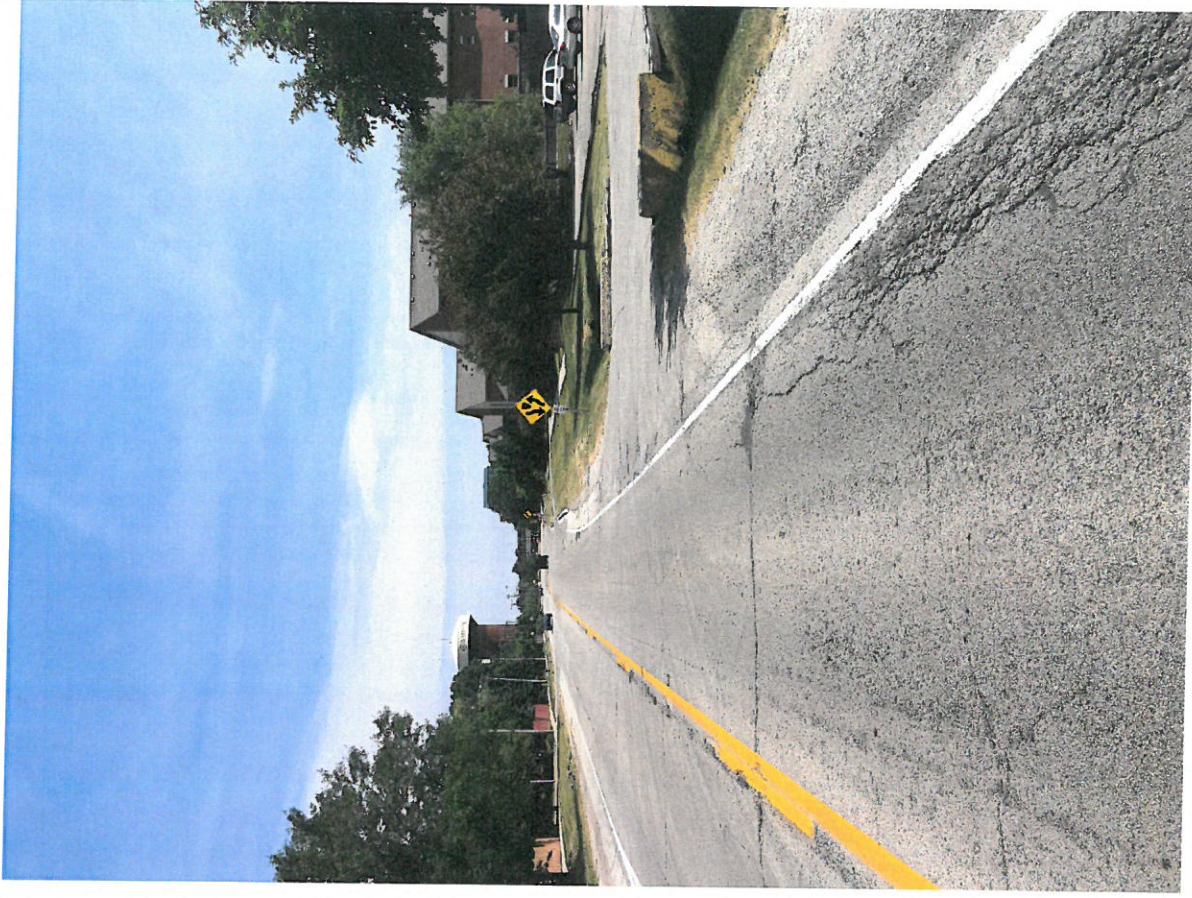
Looking east along Mayer Ave toward Wolf Rd



Looking north along Wolf Rd toward Mayer Ave & Wolf Rd



Looking south along Wolf Rd toward Mayer Ave & Wolf Rd



Looking north along Wolf Rd toward Site Access



Looking along Site Access toward Wolf Rd



Looking south along Wolf Rd toward Site Access



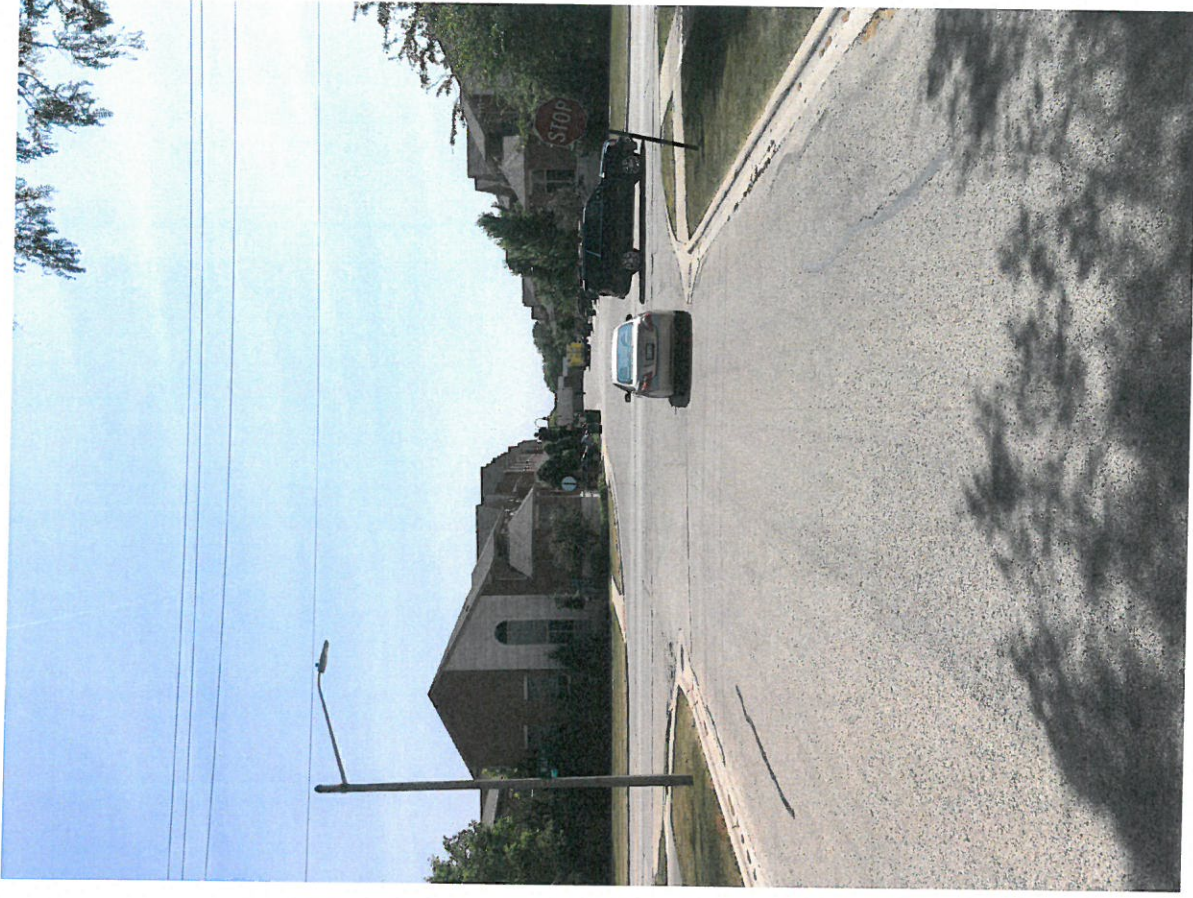
Looking north along Wolf Rd toward Meyerson Way & Wolf Rd



Looking west along Legacy Ln toward Wolf Rd



Looking south along Wolf Rd toward Meyerson Way & Wolf Rd



Looking east along Meyerson Way toward Wolf Rd

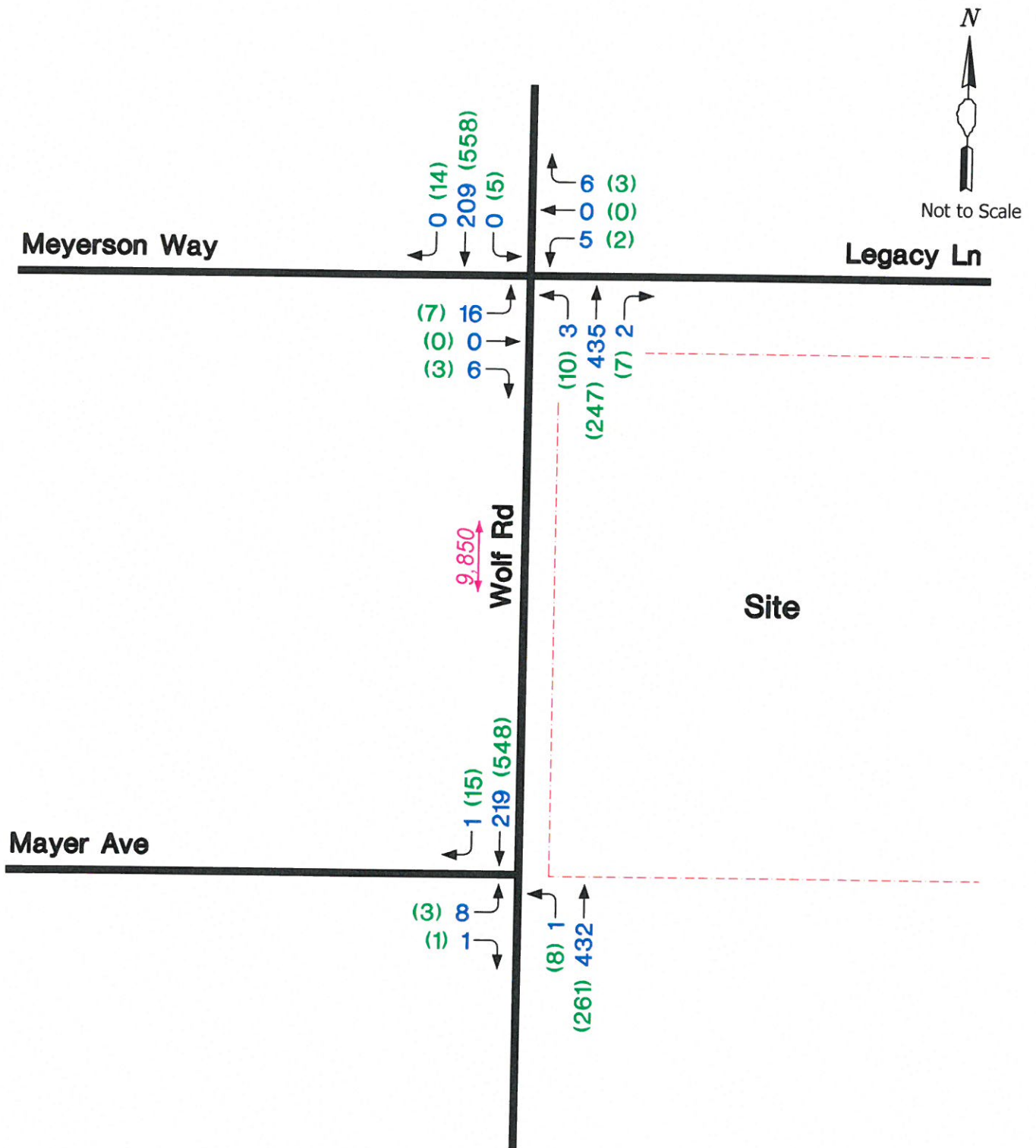


Exhibit 3
Existing Traffic
 Sources: 1) GHA 06/06/17
 2) IDOT ADT

Exhibit 5 Project Traffic Characteristics Wolf's Crossing - Wheeling, Illinois

Part A. Traffic Generation Calculations

	ITE	Weekday Peak Hours					Daily	
		Morning			Evening			
		In	Out	Sum	In	Out		Sum
Size	Code							
39 Dwellings	#230	4	20	24	19	9	28	284
Townhomes								

Notes:

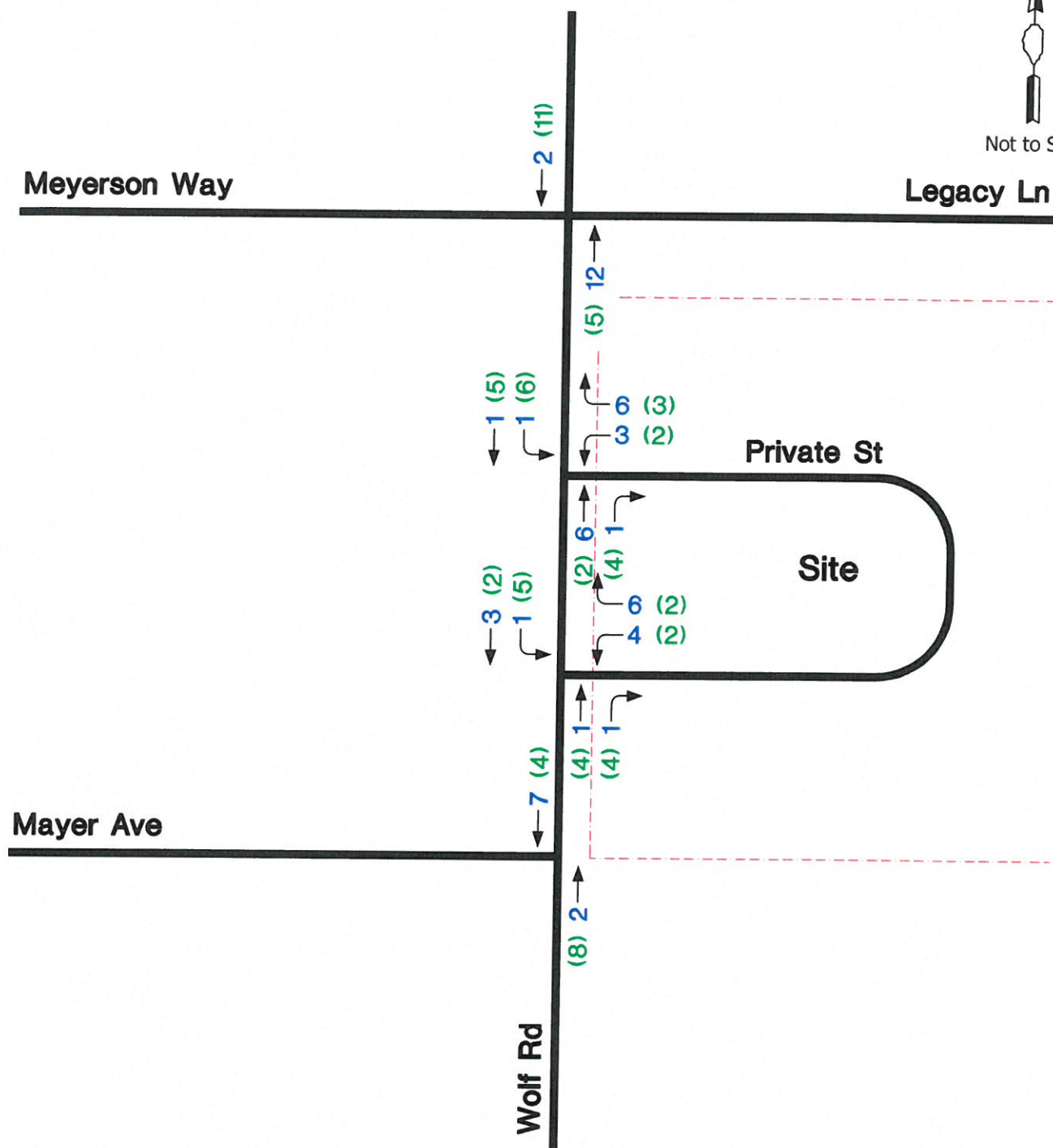
1) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

Part B. Trip Distribution

Route & Direction	Percent Use To/From Site
Wolf Road	
- North of Legacy Lane / Meyerson Way	60%
- South of Mayer Avenue	40%
Meyerson Way - Legacy Lane	
- West of Wolf Road	<5%
Mayer Avenue	
- West of Wolf Road	<5%
Totals =	100%



Not to Scale



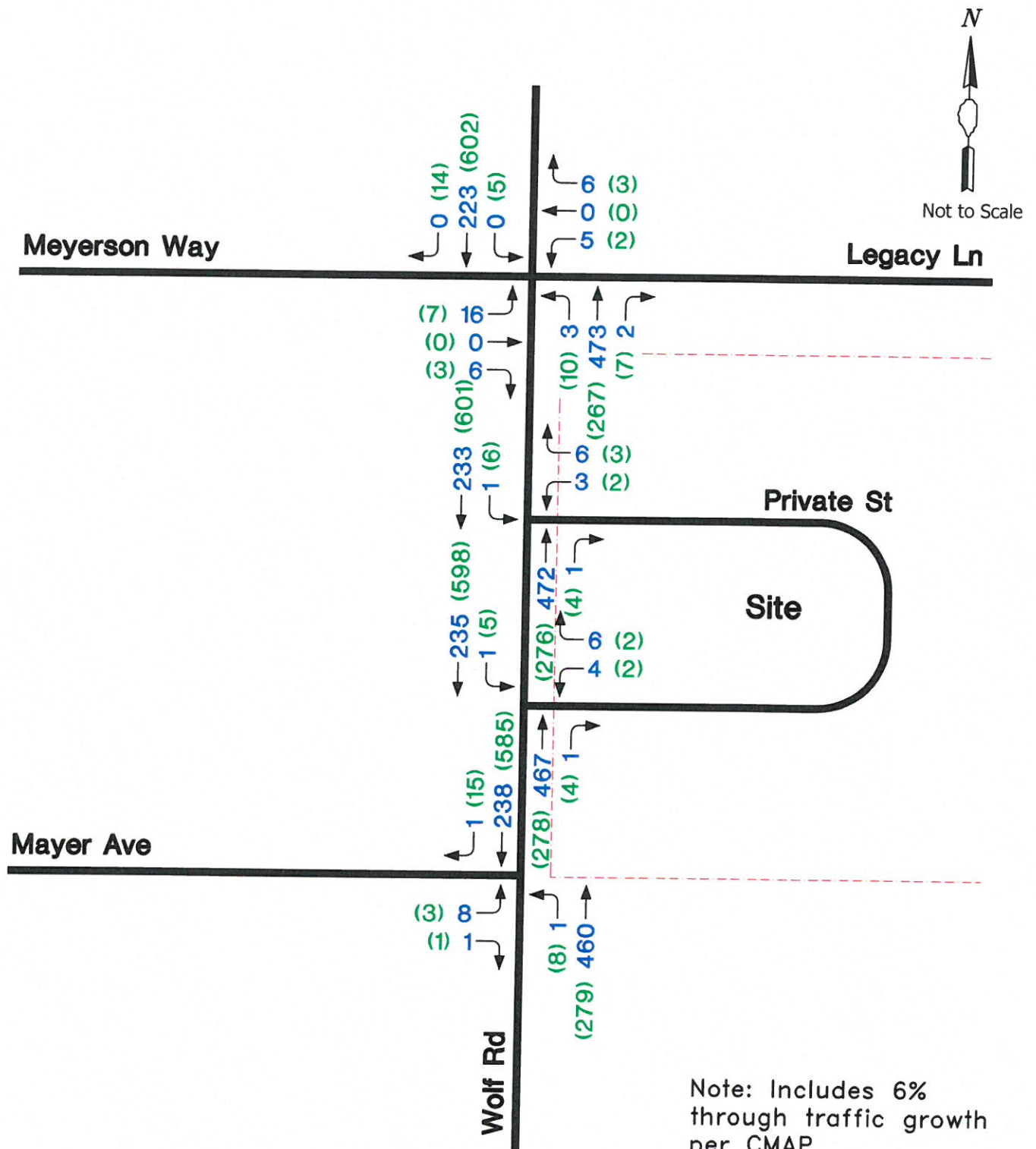


Exhibit 8

Intersection Capacity Analyses

Wolf's Crossing - Wheeling, Illinois

Part A. Parameters - Type of Traffic Control (Source: 2010 Highway Capacity Manual)

I. Traffic Signals

LOS	Delay (sec / veh)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80

Description

All signal phases clear waiting vehicles without delay
 Minimal delay experienced on select signal phases
 Some delay experienced on several phases; often used as design criteria
 Usually considered as the acceptable delay standard
 Very long delays experienced during the peak hours
 Unacceptable delays experienced throughout the peak hours

II. Stop Sign

LOS	Delay (sec / veh)
A	≤ 10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	>50

Part B. Results

Part B. Results

	Traffic Control & Roadway Conditions	LOS Per Movement Group By Approach												Intersection / Approach			
		> = Shared Lane - = Non Critical or not Allowed Movement TRT - Shared Through/Right lane (with extra Through lane)															
		Eastbound			Westbound			Northbound			Southbound			Delay (sec / veh)	LOS		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Approach Delay			
1. Wolf Rd. @ Legacy Ln. / Meyerson Way		TWSC - EB/WB Stops		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Approach Delay	
A. Weekday Morning Peak Hour		• Current • Current	>	B	<	>	B	<	A	-	-	A	-	-	14.3	B	
Existing Traffic - Year 2017 (see Exhibit 3)			>	C	<	>	B	<	A	-	-	A	-	-	15.1	C	
Total Traffic - Year 2023 (see Exhibit 7)		• Current • Current	>	C	<	>	B	<	A	-	-	A	-	-	18.2	C	
B. Weekday Evening Peak Hour			>	C	<	>	B	<	A	-	-	A	-	-	19.5	C	
Existing Traffic																	
Total Traffic																	
2. Wolf Rd. @ Mayer Ave.		TWSC - EB Stops		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Intersection Delay	
A. Weekday Morning Peak Hour		• Current • Current	C	-	<	-	-	-	A	-	-	-	-	-	-	15.1	C
Existing Traffic			C	-	<	-	-	-	A	-	-	-	-	-	-	16.3	C
Total Traffic																	
B. Weekday Evening Peak Hour		• Current • Current	C	-	<	-	-	-	A	-	-	-	-	-	-	17.5	C
Existing Traffic			C	-	<	-	-	-	A	-	-	-	-	-	-	18.8	C
Total Traffic																	

APPENDIX A

Traffic Count Summary Sheets

Count Name: Wolf Rd & Mayer Ave
Site Code:
Start Date: 06/06/2017
Page No: 1

Start Time		Wolf Rd Southbound					Driveway Westbound					Wolf Rd Northbound					Mayer Ave Eastbound					Int. Total		
		U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total					
7:00 AM		0	0	41	0	0	41	0	1	0	0	0	1	0	0	0	3	0	1	0	4	139		
7:15 AM		0	0	56	1	0	57	0	0	0	1	0	1	0	0	0	1	0	0	0	1	154		
7:30 AM		0	0	51	0	0	51	0	0	0	0	0	0	0	0	0	1	0	0	0	1	154		
7:45 AM		0	0	69	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	1	164		
Hourly Total		0	0	217	1	0	218	0	1	0	1	0	2	0	1	412	2	0	415	0	3	187	644	
8:00 AM		0	1	50	0	0	51	0	0	0	0	0	0	0	1	83	0	0	1	0	9	136		
8:15 AM		0	0	44	0	0	44	0	0	0	0	0	0	0	0	88	0	0	2	0	2	136		
8:30 AM		0	1	59	0	0	60	0	0	0	0	0	0	0	0	88	0	0	0	4	0	136		
8:45 AM		0	0	57	0	0	57	0	0	0	1	0	1	0	2	80	0	0	0	1	0	143		
Hourly Total		0	2	210	0	0	212	0	0	0	1	0	1	0	0	93	0	0	93	0	0	1	151	
*** BREAK ***		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	566		
4:00 PM		0	0	104	1	0	105	0	0	0	0	0	0	0	2	66	0	1	0	2	0	-		
4:15 PM		0	0	101	1	0	102	0	0	0	0	0	0	0	1	66	0	0	0	2	0	176		
4:30 PM		0	0	99	1	0	100	0	0	0	0	0	0	0	0	67	0	0	0	1	0	170		
4:45 PM		0	0	122	0	0	122	0	0	0	0	0	0	0	0	87	0	0	0	1	0	188		
Hourly Total		0	0	426	3	0	429	0	0	0	0	0	0	0	2	53	0	0	0	1	0	177		
5:00 PM		0	0	125	3	0	128	0	0	0	0	0	0	0	5	272	0	1	0	4	0	711		
5:15 PM		0	0	157	7	0	164	0	0	0	0	0	0	0	1	69	0	0	0	0	0	198		
5:30 PM		1	1	138	4	0	144	0	0	0	0	0	0	0	4	66	0	0	0	0	0	234		
5:45 PM		0	0	122	1	0	123	0	0	0	0	0	0	0	3	53	1	0	0	0	0	203		
Hourly Total		1	1	542	15	0	559	0	0	0	0	0	0	0	0	62	0	0	0	0	0	2		
Grand Total		1	3	1395	19	0	1418	0	1	0	2	0	3	0	16	1278	3	1	1297	0	1	25	2187	
Approach %		0.1	0.2	98.4	1.3	-	-	0.0	33.3	0.0	66.7	-	-	0.0	1.2	98.5	0.2	-	0.0	48.0	0.0	52.0	-	
Total %		0.0	0.1	50.9	0.7	-	51.7	0.0	0.0	0.0	0.1	-	0.1	0.0	0.6	46.6	0.1	-	0.0	0.4	0.0	0.5	-	
Lights		1	3	1370	19	-	1393	0	1	0	2	-	3	0	16	1243	3	-	47.3	0	12	0	11	-
% Lights		100.0	100.0	98.2	100.0	-	98.2	0	100.0	-	100.0													

Turning Movement Data

Start Time	Wolf Rd Southbound						Meyerson Way Westbound						Wolf Rd Northbound						Meyerson Way Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	40	0	1	40	0	2	0	2	0	4	0	1	98	1	0	100	0	5	0	1	1	6	150
7:15 AM	0	0	54	0	0	54	0	1	0	2	0	3	0	0	98	0	0	98	0	2	0	1	1	3	158
7:30 AM	0	0	49	0	0	49	0	0	0	1	0	1	0	1	114	0	0	115	0	7	0	2	2	9	174
7:45 AM	0	0	66	0	0	66	0	2	0	1	0	3	0	1	125	1	0	127	0	2	0	2	3	4	200
Hourly Total	0	0	209	0	1	209	0	5	0	6	0	11	0	3	435	2	0	440	0	16	0	6	7	22	682
8:00 AM	1	0	48	0	0	49	0	2	0	1	0	3	0	2	80	0	0	82	0	3	1	1	1	5	139
8:15 AM	0	0	40	0	0	40	0	1	0	0	0	1	0	1	88	4	0	93	0	5	0	3	0	8	142
8:30 AM	0	0	58	3	0	61	0	2	0	2	0	4	0	1	83	0	0	84	0	8	0	0	0	8	157
8:45 AM	0	0	54	1	0	55	0	4	0	2	1	6	0	1	89	3	0	93	0	2	0	0	1	2	156
Hourly Total	1	0	200	4	0	205	0	9	0	5	1	14	0	5	340	7	0	352	0	18	1	4	2	23	594
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	105	3	0	110	0	0	0	1	0	1	0	3	64	2	0	69	0	5	0	2	0	7	187
4:15 PM	0	1	99	1	0	101	0	1	0	0	0	1	0	2	63	0	0	65	0	3	0	1	2	4	171
4:30 PM	0	0	99	3	0	102	0	0	0	1	0	1	0	0	89	0	0	89	0	2	0	1	2	3	195
4:45 PM	0	2	121	6	0	129	0	0	0	0	0	0	0	0	52	2	0	54	0	2	0	1	3	3	186
Hourly Total	0	5	424	13	0	442	0	1	0	2	0	3	0	5	268	4	0	277	0	12	0	5	7	17	739
5:00 PM	1	0	126	2	0	129	0	1	0	1	1	2	0	0	69	1	0	70	0	2	0	1	0	3	204
5:15 PM	0	1	164	6	0	171	0	0	0	1	0	1	0	5	56	5	0	66	0	3	0	0	1	3	241
5:30 PM	1	2	142	1	0	146	0	1	0	0	0	1	0	3	58	0	0	61	0	1	0	0	1	2	210
5:45 PM	0	2	126	5	0	133	0	0	0	1	0	1	0	2	64	1	0	67	0	1	0	1	0	2	203
Hourly Total	2	5	558	14	0	579	0	2	0	3	1	5	0	10	247	7	0	264	0	7	0	3	2	10	858
Grand Total	3	10	1391	31	1	1435	0	17	0	16	2	33	0	23	1290	20	0	1333	0	53	1	18	18	72	2873
Approach %	0.2	0.7	96.9	2.2	-	-	0.0	51.5	0.0	48.5	-	-	0.0	1.7	96.8	1.5	-	-	0.0	73.6	1.4	25.0	-	-	-
Total %	0.1	0.3	48.4	1.1	-	49.9	0.0	0.6	0.0	0.6	-	1.1	0.0	0.8	44.9	0.7	-	46.4	0.0	1.8	0.0	0.6	-	2.5	-
Lights	3	10	1367	29	-	1409	0	17	0	16	-	33	0	23	1253	20	-	1296	0	51	0	17	-	68	2806
% Lights	100.0	100.0	98.3	93.5	-	98.2	-	100.0	-	100.0	-	100.0	-	100.0	97.1	100.0	-	97.2	-	96.2	0.0	94.4	-	94.4	97.7
Mediums	0	0	24	1	-	25	0	0	0	0	-	0	0	0	36	0	-	36	0	2	1	1	-	4	65
% Mediums	0.0	0.0	1.7	3.2	-	1.7	-	0.0	-	0.0	-	0.0	-	0.0	2.8	0.0	-	2.7	-	3.8	100.0	5.6	-	5.6	2.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	3.2	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0	1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	88.9	-	-

APPENDIX B

CMAP Correspondence



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

June 2, 2017

William C. Grieve, P.E., PTOE
Senior Transportation Engineer
Gewalt Hamilton Associates
478 Forest Edge Road
Vernon Hills, IL 60061

Subject: Wolf Road from Milwaukee Ave (IL 21) to Strong Street
IDOT

Dear Mr. Grieve:

In response to a request made on your behalf and dated June 2, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Wolf Rd from Milwaukee Ave to Strong St	9,850	11,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Fortmann (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\Wheeling\ck-51-17\ck-51-17.docx

APPENDIX C

Capacity Analysis Worksheets

HCS 2010 Two-Way Stop-Control Report

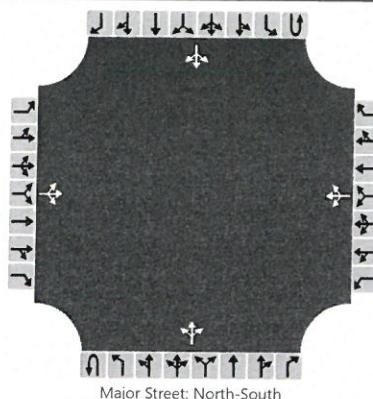
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Legacy Ln.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	0	6		5	0	6		3	435	2		0	209	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				12			3				0		
Capacity, c (veh/h)			411				453			1334				1081		
v/c Ratio			0.06				0.03			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.1			0.0				0.0		
Control Delay (s/veh)			14.3				13.2			7.7				8.3		
Level of Service, LOS			B				B			A				A		
Approach Delay (s/veh)	14.3				13.2				0.1				0.0			
Approach LOS	B				B											

HCS 2010 Two-Way Stop-Control Report

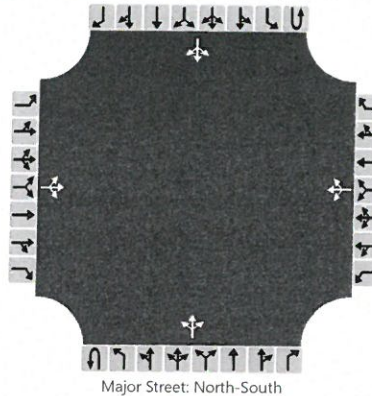
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Legacy Ln.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		16	0	6		5	0	6		3	473	2		0	223	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				12			3				0		
Capacity, c (veh/h)			381				422			1317				1044		
v/c Ratio			0.06				0.03			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.2				0.1			0.0				0.0		
Control Delay (s/veh)			15.1				13.8			7.7				8.4		
Level of Service, LOS			C				B			A				A		
Approach Delay (s/veh)	15.1				13.8				0.1				0.0			
Approach LOS	C				B											

HCS 2010 Two-Way Stop-Control Report

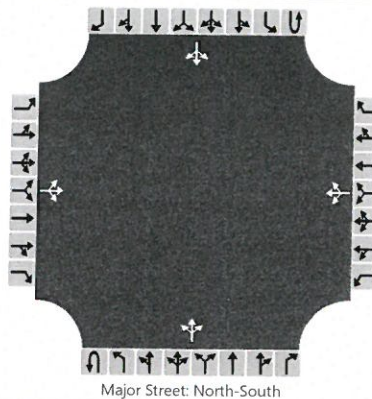
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Legacy Ln.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	0	3		2	0	3		10	247	7		5	558	14
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				5			11				5		
Capacity, c (veh/h)			284				414			953				1280		
v/c Ratio			0.04				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			18.2				13.8			8.8				7.8		
Level of Service, LOS			C				B			A				A		
Approach Delay (s/veh)	18.2				13.8				0.5				0.1			
Approach LOS	C				B											

HCS 2010 Two-Way Stop-Control Report

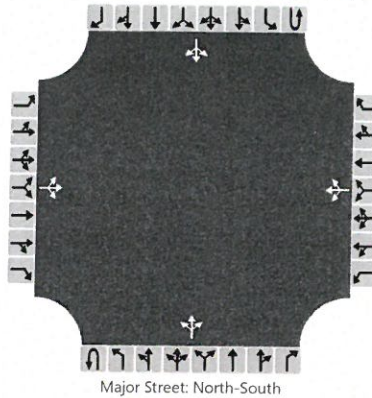
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Legacy Ln.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	0	3		2	0	3		10	262	7		5	602	14
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				5				11				5	
Capacity, c (veh/h)			258				383				915				1262	
v/c Ratio			0.04				0.01				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.1				0.0				0.0				0.0	
Control Delay (s/veh)			19.5				14.5				9.0				7.9	
Level of Service, LOS			C				B				A				A	
Approach Delay (s/veh)	19.5				14.5				0.4				0.1			
Approach LOS	C				B											

HCS 2010 Two-Way Stop-Control Report

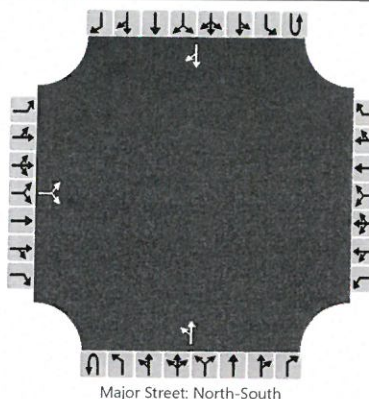
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2017
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Mayer Ave.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		8		1						1	432				219	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10							1						
Capacity, c (veh/h)			368							1320						
v/c Ratio			0.03							0.00						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			15.1							7.7						
Level of Service, LOS			C							A						
Approach Delay (s/veh)	15.1								0.0							
Approach LOS	C															

HCS 2010 Two-Way Stop-Control Report

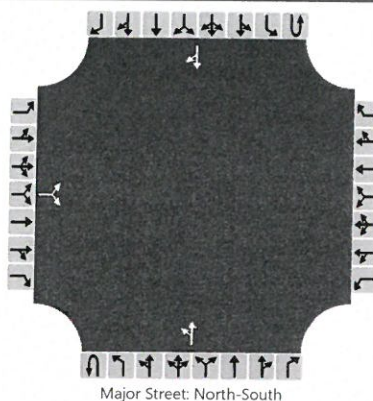
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Mayer Ave.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		8		1						1	480				238	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10							1						
Capacity, c (veh/h)			329							1297						
v/c Ratio			0.03							0.00						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			16.3							7.8						
Level of Service, LOS			C							A						
Approach Delay (s/veh)	16.3								0.0							
Approach LOS	C															

HCS 2010 Two-Way Stop-Control Report

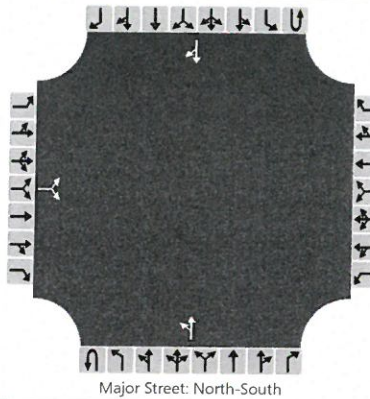
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Mayer Ave.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		3		1						8	261				548	15
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4							9						
Capacity, c (veh/h)			289							961						
v/c Ratio			0.01							0.01						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			17.6							8.8						
Level of Service, LOS			C							A						
Approach Delay (s/veh)	17.6								0.4							
Approach LOS	C															

HCS 2010 Two-Way Stop-Control Report

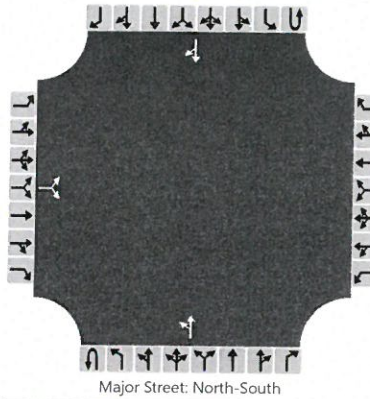
General Information

Analyst	BG
Agency/Co.	
Date Performed	6/14/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Wolf's Crossing

Site Information

Intersection	Wolf Rd. @ Mayer Ave.
Jurisdiction	
East/West Street	Legacy Ln. / Meyerson Way
North/South Street	Wolf Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		3		1						8	279				585	15
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4							9						
Capacity, c (veh/h)			265							929						
v/c Ratio			0.02							0.01						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			18.8							8.9						
Level of Service, LOS			C							A						
Approach Delay (s/veh)	18.8								0.4							
Approach LOS	C															

Current Activity and Profile Report

Current Selections

Sorted by Subdivision

Map No	Subdivision Name	Sub Area	Status	Lot Size	Price Range	Qtr Starts	Ann Starts	Qtr Clos	Ann Clos	Occ	Inventory			VDL	Future	Total
											Mod	Fin Vac	U/C			
260	Arbor Lane (TH)	Cook-ArlHts	Act 2Q14	NA	\$320-\$336	0	4	1	8	14	1	1	0	0	0	16
344	Camberley Club (TH)	Lk,IL-Lincolnsh	Act 2Q16	NA	\$410-\$560	4	35	3	10	10	3	14	8	51	0	86
379	Colfax Crossing (TH)	Cook-DesPlns	Act 1Q16	NA	\$279-\$299	0	24	8	11	11	2	8	8	72	0	101
271	Easton Station (TH)	Lk,IL-Buff-Lk,IL	Act 1Q16	NA	\$437-\$466	7	12	0	0	0	2	0	10	3	0	15
198	Lake Ridge (TH)	Lk,IL-MundIn	Act 4Q07	NA	\$229-\$330	0	0	0	0	17	0	0	0	33	0	50
58	Lexington Chase (TH)	Cook-Palatine	Act 4Q15	NA	\$357-\$395	0	15	1	14	14	1	0	9	0	0	24
155	Lexington Crossing (TH)	Cook-RollMdw	Act 3Q15	NA	\$335-\$350	3	35	6	31	31	3	5	11	4	0	54
321	Lexington Row at Port Clinton	Lk,IL-Vernon	Act 4Q11	NA	\$365-\$380	0	20	4	17	17	1	6	3	0	0	27
119	Newberry Lane (TH)	Cook-Palatine	Act 1Q17	NA	\$349-\$500	4	4	0	0	0	0	0	4	12	0	16
494	Park Ridge Reserve (TH)	Cook-PrkRdg	Act 4Q16	NA	\$390-\$425	0	19	0	0	0	0	0	19	6	0	25
354	Prairie Park of Wheeling (CO)	Cook-Wheel	Act 2Q04	NA	\$280-\$307	0	0	0	0	240	0	0	0	66	0	306
564	Trafalgar Woods (TH)	Cook-MortGrv	Act 2Q07	NA	\$285-\$295	0	0	0	0	84	0	0	0	26	0	110
Selection Totals						18	168	23	91	438	13	34	72	273	0	830

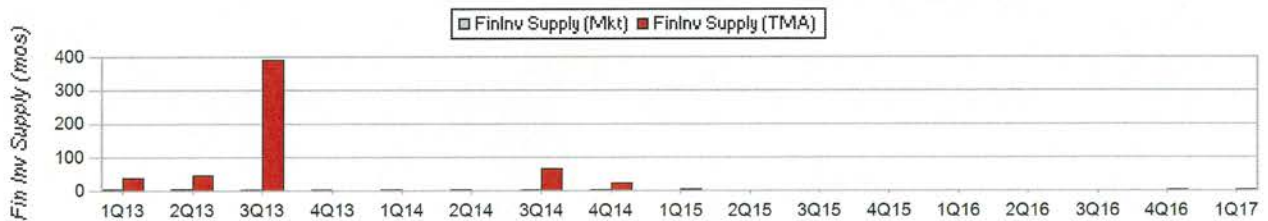
Exhibit received June 16, 2017

Historical TMA vs. Market Supply Summary

Current Selections

Quarter/ Year	----- Months of Supply -----		----- Months of Supply -----		----- Months of Supply -----	
	Future Inventory Supply		VDL Inventory Supply		Finished Inventory Supply	
	Market	TMA	Market	TMA	Market	TMA
1Q13	814.5	0.0	160.6	0.0	6.2	39.0
2Q13	754.3	0.0	145.5	0.0	5.7	45.9
3Q13	669.6	0.0	126.2	0.0	4.5	390.0
4Q13	657.5	0.0	122.0	0.0	3.9	0.0
1Q14	639.8	0.0	118.3	0.0	3.3	0.0
2Q14	592.9	1,044.0	107.8	996.0	3.3	0.0
3Q14	572.2	414.0	101.3	240.0	3.3	66.0
4Q14	543.5	450.0	96.0	240.0	3.5	25.1
1Q15	539.8	444.0	94.7	240.0	2.9	5.7
2Q15	555.0	624.0	93.6	320.0	2.8	3.2
3Q15	535.4	442.3	91.1	354.9	2.6	1.0
4Q15	545.9	121.5	92.2	107.0	2.6	0.9
1Q16	536.6	66.9	89.8	65.4	2.5	0.4
2Q16	527.6	16.4	86.4	44.7	2.7	0.0
3Q16	491.6	3.5	79.5	24.9	2.7	2.6
4Q16	481.9	1.2	76.6	19.9	2.6	3.3
1Q17	447.2	0.0	71.0	19.5	2.5	4.5

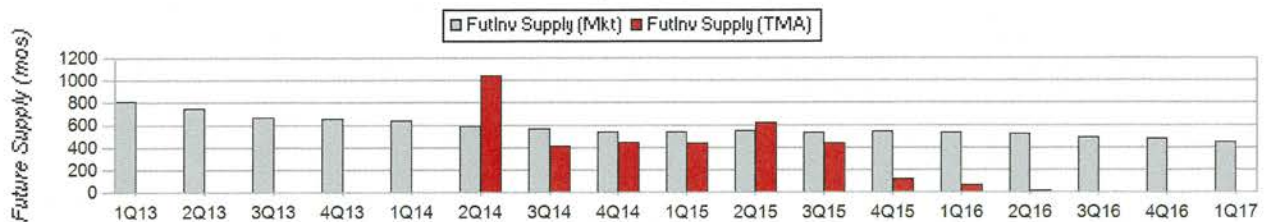
Finished Inventory Supply By Quarter



Vacant Developed Lot Supply By Quarter



Future Inventory Supply By Quarter



Housing Summary By Housing Type

Current Selections

Selection Totals

By Quarter		1Q15	2Q15	3Q15	4Q15	1Q16	2Q16	3Q16	4Q16	1Q17	Annual Rate/Supply
Single Family	Starts	0	0	0	0	0	0	0	0	0	0
	Closings	0	0	0	0	0	0	0	0	0	0
	Housing Inv	0	0	0	0	0	0	0	0	0	0.0
	VDL Inv	0	0	0	0	0	0	0	0	0	0.0
TH/Plex/Other	Starts	0	0	7	17	16	39	69	42	18	168
	Closings	0	0	7	5	3	7	31	30	23	91
	Housing Inv	17	17	17	29	42	74	112	124	119	15.7 mos
	VDL Inv	94	94	141	148	152	228	226	209	207	14.8 mos
Condominium	Starts	0	0	0	0	0	0	0	0	0	0
	Closings	24	7	11	0	1	0	0	0	0	0
	Housing Inv	19	12	1	1	0	0	0	0	0	0.0
	Released	66	66	66	66	66	66	66	66	66	0.0

By Profile		Occ	Mod	F/V	U/C	T/Inv	VDL	Fut	Vacant Land	Survey Stakes	Equip on Site	Excavation	Street Paving	Streets In	Total
Single Family		0	0	0	0	0	0	0	0	0	0	0	0	0	0
TH/Plex/Other		198	13	34	72	119	207	0	0	0	0	0	0	0	524
Condominium		240	0	0	0	0	66	0	0	0	0	0	0	0	306
Totals		438	13	34	72	119	273	0	0	0	0	0	0	0	830

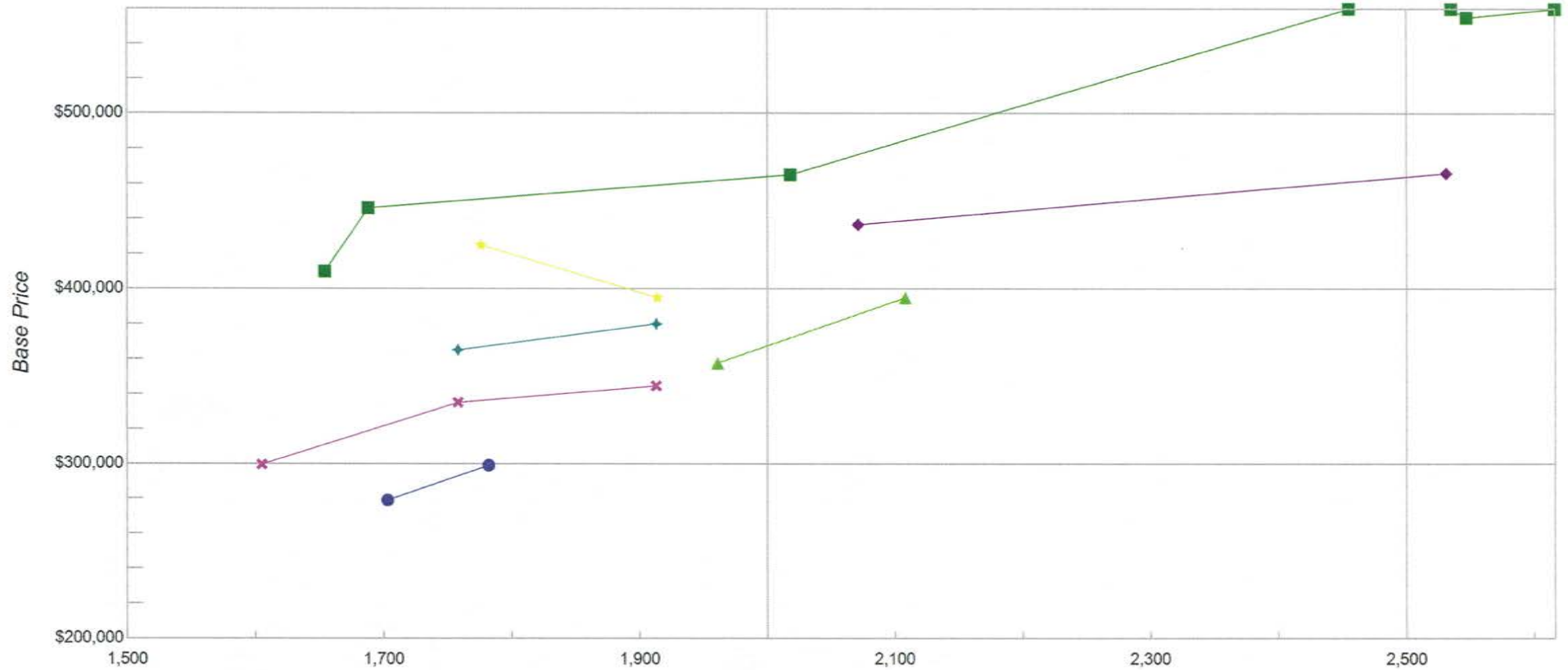
By Price Range		Min Price	\$0	\$100,000	\$150,000	\$200,000	\$250,000	\$300,000	\$400,000	\$500,000	Total
		Max Price	\$99,999	\$149,999	\$199,999	\$249,999	\$299,999	\$399,999	\$499,999	\$99,999,999	
Single Family		Ann Starts	0	0	0	0	0	0	0	0	0
TH/Plex/Other		Ann Starts	0	0	0	0	4	115	28	21	168
Condominium		Ann Starts	0	0	0	0	0	0	0	0	0
Totals			0	0	0	0	4	115	28	21	168

By Lot Size		Min Lot Front	< 5,000	5,000	7,000	10,000	15,000	30,000	50,000	100,000 >	Total
		Max Lot Front	N/A	6,999	9,999	14,999	29,999	49,999	99,999		
Single Family		Ann Starts	0	0	0	0	0	0	0	0	0
TH/Plex/Other		Ann Starts	168	0	0	0	0	0	0	0	168
Condominium		Ann Starts	0	0	0	0	0	0	0	0	0
Totals			168	0	0	0	0	0	0	0	168

By Base Price		2Q16 Averages			3Q16 Averages			4Q16 Averages			1Q17 Averages		
		Price	Sqft	\$/SF	Price	Sqft	\$/SF	Price	Sqft	\$/SF	Price	Sqft	\$/SF
Single Family													
TH/Plex/Other		\$338,263	1,836	\$184.36	\$413,716	2,015	\$204.92	\$416,763	2,037	\$204.52	\$424,346	2,044	\$207.54
Condominium													

Price vs. Square Footage

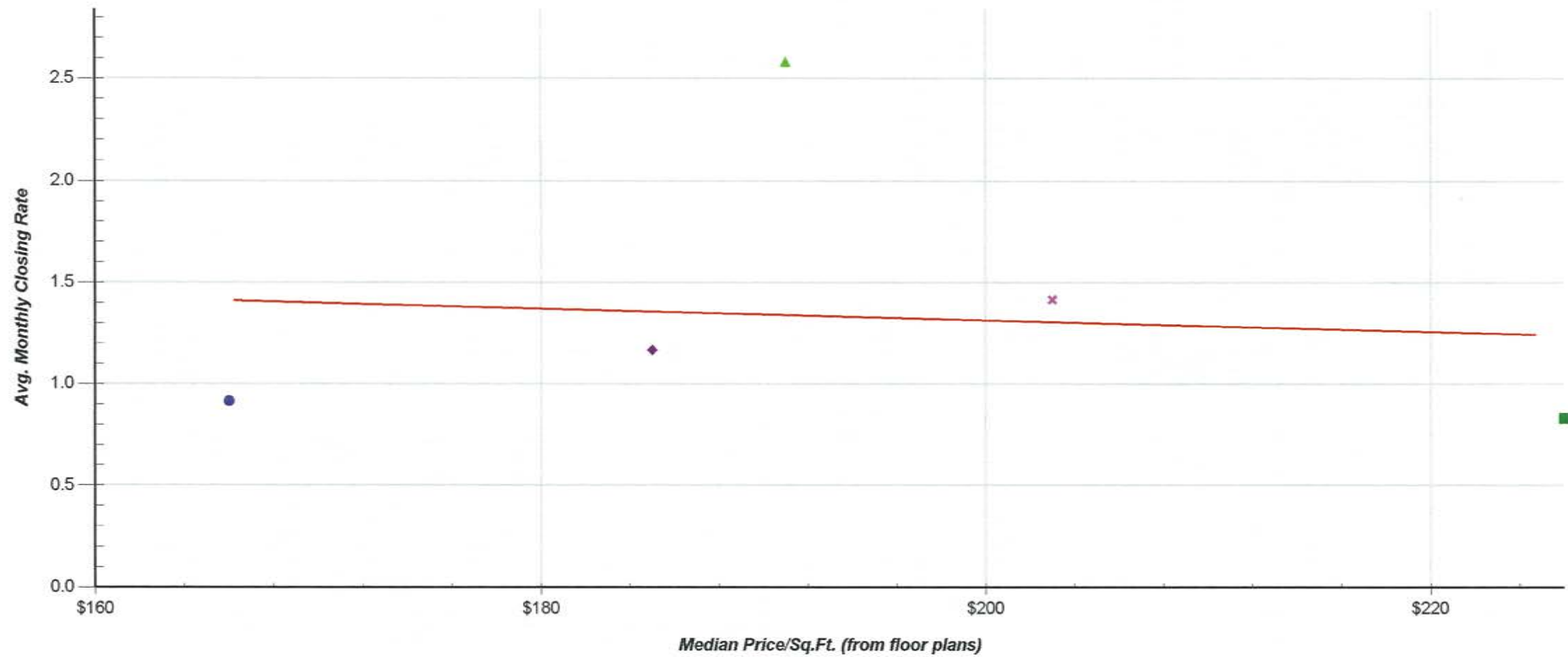
Current Selections



- Camberley Club (TH)-Pulte
 ▲ Lexington Chase (TH)-Lexington Homes
 ◆ Lexington Row at Port Clinton Place (TH)-Lexington
- Colfax Crossing (TH)-Taylor Morrison
 × Lexington Crossing (TH)-Lexington Homes
 ★ Park Ridge Reserve (TH)-Lexington Homes
- ◆ Easton Station (TH)-David Weekley Homes

Closings vs. Price/SF

Current Selections



■ Camberley Club (TH) ● Colfax Crossing (TH) ◆ Lexington Chase (TH) ▲ Lexington Crossing (TH) ✕ Lexington Row at Port Clinton Place (TH)

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Demographic Snapshot Report

60090 (Wheeling) by Cook (17031)

Map of 60090 (Wheeling)

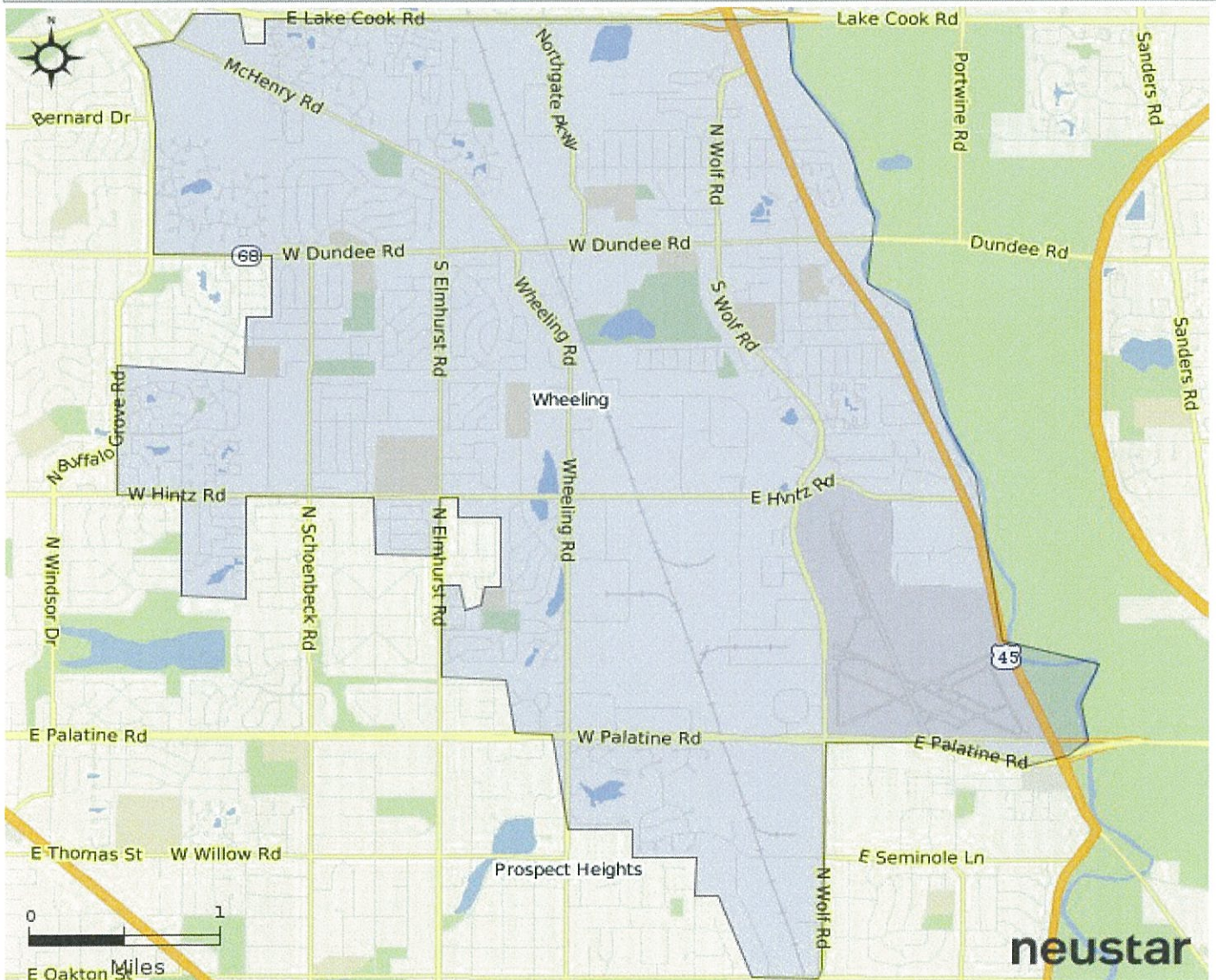


Exhibit received June 16, 2017

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Demographic Snapshot Report

2017 Q2 Demographics	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 Pop	38,039		5,198,011		
2017 Q2 HHs	14,643		1,967,379		
2017 Q2 Group Quarters	469		90,942		
Annual HH Growth 2017 Q2 To 2022 Q2	-0.5%		-0.7%		83
2017 Q2 Median HH Income	\$59,240		\$59,633		99
2017 Q2 Median HU Value	\$195,072		\$237,605		82
Annual Pop Growth 2017 Q2 To 2022 Q2	-0.5%		-0.7%		77
2017 Q2 Pop Below Age 19	9,059	23.8%	1,300,657	25.0%	95
2017 Q2 Pop Age 20-64	23,104	60.7%	3,163,841	60.9%	100
2017 Q2 Pop Age 65+	5,876	15.4%	733,513	14.1%	109

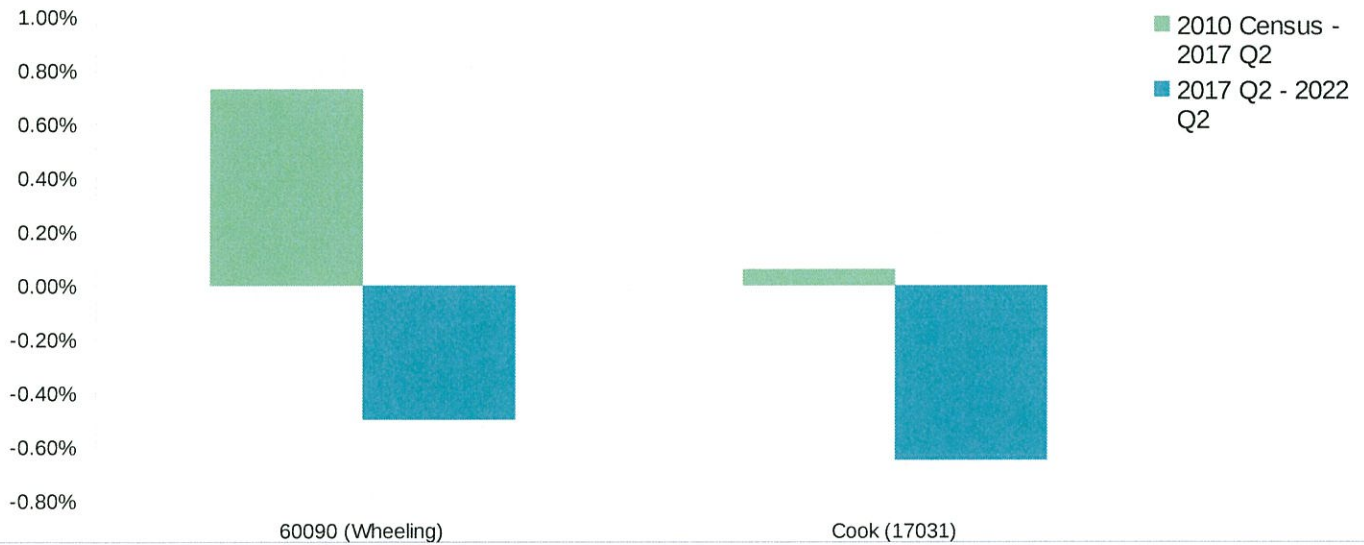
2022 Q2 Demographics	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 Pop	37,847		5,164,483		
2022 Q2 HHs	14,564		1,954,558		
2022 Q2 Group Quarters	469		90,942		
2022 Q2 Median HH Income	\$59,272		\$60,418		98
2022 Q2 Median HU Value	\$195,567		\$237,903		82
2022 Q2 Pop Below Age 19	9,148	24.2%	1,305,547	25.3%	96
2022 Q2 Pop Age 20-64	22,045	58.2%	3,020,955	58.5%	100
2022 Q2 Pop Age 65+	6,654	17.6%	837,981	16.2%	108

2010 Census Demographics	60090 (Wheeling)		Cook (17031)		Index
2010 Census Pop	37,762		5,194,675		
2010 Census HHs	14,546		1,966,356		
2010 Census Group Quarters	465		90,282		
Annual HH Growth 2010 Census To 2017 Q2	0.7%		0.1%		1340
2010 Census Median HH Income	\$54,199		\$51,970		104
2010 Census Median HU Value	\$234,019		\$248,377		94
Annual Pop Growth 2010 Census To 2017 Q2	0.7%		0.1%		1217
2010 Census Pop Age Below 19	9,148	24.2%	1,374,096	26.5%	92
2010 Census Pop Age 20-64	23,611	62.5%	3,200,250	61.6%	101
2010 Census Pop Age 65+	5,003	13.2%	620,329	11.9%	111

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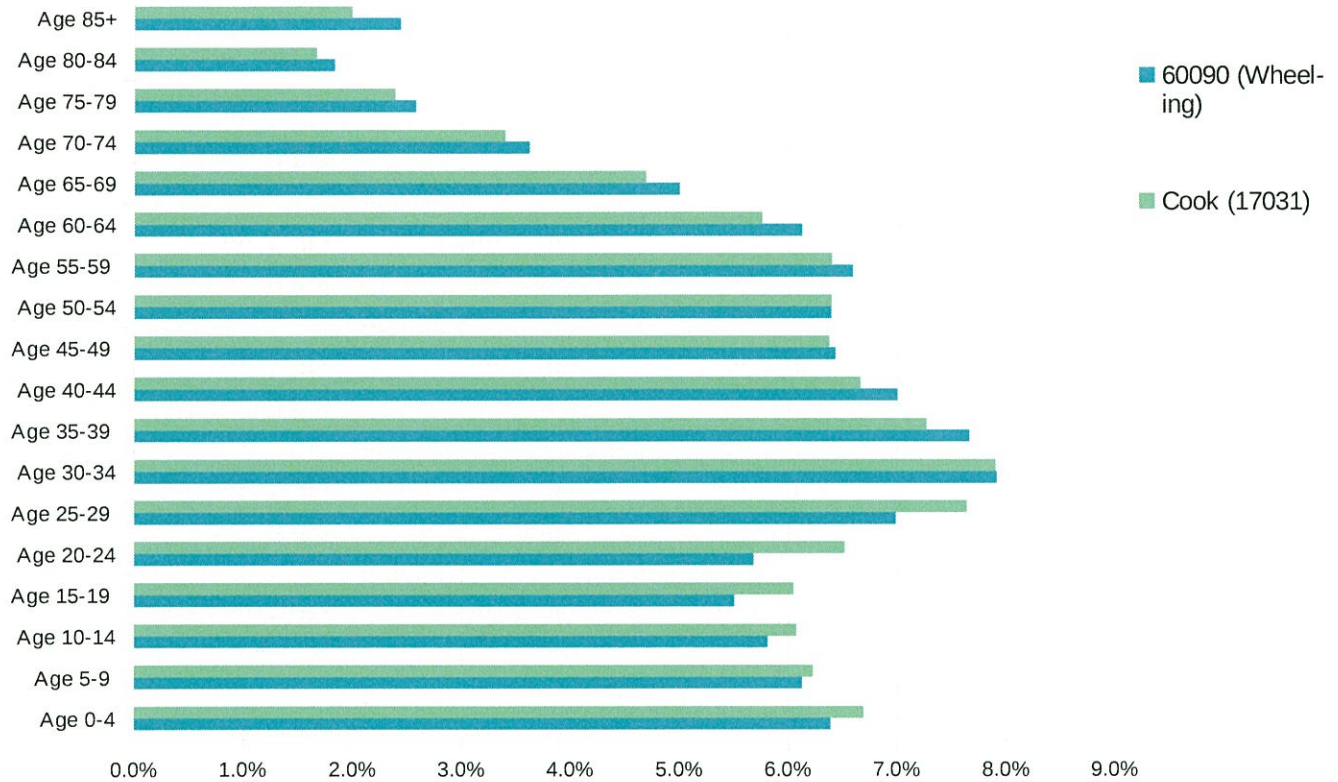
Demographic Snapshot Report

Population Growth for 60090 (Wheeling) and Cook (17031)



2017 Q2 Population Age	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 Average Age	39		38		103
2017 Q2 Median Age	39		37		105
2017 Q2 Pop Age 0-4	2,429	6.4%	347,713	6.7%	95
2017 Q2 Pop Age 5-9	2,329	6.1%	323,488	6.2%	98
2017 Q2 Pop Age 10-14	2,209	5.8%	315,400	6.1%	96
2017 Q2 Pop Age 15-19	2,092	5.5%	314,056	6.0%	91
2017 Q2 Pop Age 20-24	2,160	5.7%	338,605	6.5%	87
2017 Q2 Pop Age 25-29	2,656	7.0%	396,734	7.6%	91
2017 Q2 Pop Age 30-34	3,008	7.9%	410,378	7.9%	100
2017 Q2 Pop Age 35-39	2,912	7.7%	377,405	7.3%	105
2017 Q2 Pop Age 40-44	2,661	7.0%	345,930	6.7%	105
2017 Q2 Pop Age 45-49	2,444	6.4%	331,195	6.4%	101
2017 Q2 Pop Age 50-54	2,430	6.4%	332,214	6.4%	100
2017 Q2 Pop Age 55-59	2,505	6.6%	332,282	6.4%	103
2017 Q2 Pop Age 60-64	2,328	6.1%	299,098	5.8%	106
2017 Q2 Pop Age 65-69	1,901	5.0%	243,424	4.7%	107
2017 Q2 Pop Age 70-74	1,377	3.6%	176,616	3.4%	107
2017 Q2 Pop Age 75-79	979	2.6%	123,850	2.4%	108
2017 Q2 Pop Age 80-84	694	1.8%	86,303	1.7%	110
2017 Q2 Pop Age 85+	925	2.4%	103,320	2.0%	122

2017 Q2 Population Distribution for 60090 (Wheeling) and Cook (17031)



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Demographic Snapshot Report

2022 Q2 Population Age	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 Average Age	40		39		103
2022 Q2 Median Age	40		38		104
2022 Q2 Pop Age 0-4	2,373	6.3%	346,780	6.7%	93
2022 Q2 Pop Age 5-9	2,351	6.2%	333,669	6.5%	96
2022 Q2 Pop Age 10-14	2,268	6.0%	317,488	6.1%	97
2022 Q2 Pop Age 15-19	2,156	5.7%	307,610	6.0%	96
2022 Q2 Pop Age 20-24	2,104	5.6%	311,410	6.0%	92
2022 Q2 Pop Age 25-29	2,256	6.0%	338,311	6.6%	91
2022 Q2 Pop Age 30-34	2,575	6.8%	369,992	7.2%	95
2022 Q2 Pop Age 35-39	2,773	7.3%	377,170	7.3%	100
2022 Q2 Pop Age 40-44	2,744	7.3%	359,070	7.0%	104
2022 Q2 Pop Age 45-49	2,563	6.8%	335,104	6.5%	104
2022 Q2 Pop Age 50-54	2,401	6.3%	319,679	6.2%	102
2022 Q2 Pop Age 55-59	2,347	6.2%	312,512	6.1%	102
2022 Q2 Pop Age 60-64	2,282	6.0%	297,707	5.8%	105
2022 Q2 Pop Age 65-69	2,041	5.4%	262,864	5.1%	106
2022 Q2 Pop Age 70-74	1,647	4.4%	209,602	4.1%	107
2022 Q2 Pop Age 75-79	1,191	3.1%	151,045	2.9%	108
2022 Q2 Pop Age 80-84	797	2.1%	99,777	1.9%	109
2022 Q2 Pop Age 85+	978	2.6%	114,693	2.2%	116

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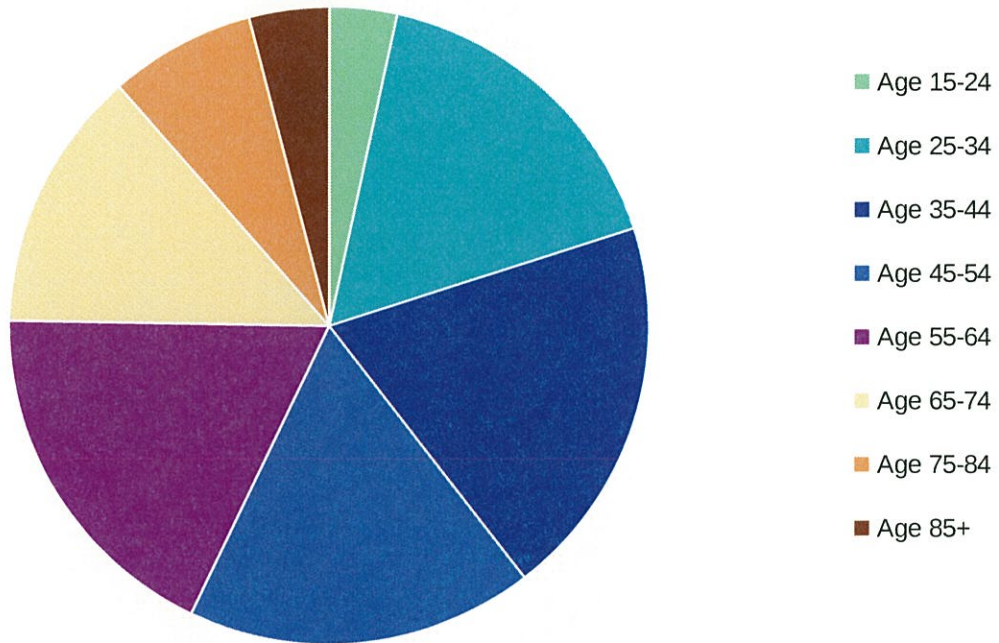
Demographic Snapshot Report

2010 Census Population Age	60090 (Wheeling)		Cook (17031)		Index
2010 Census Average Age	38		37		104
2010 Census Median Age	37		35		104
2010 Census Pop Age 0-4	2,629	7.0%	342,493	6.6%	106
2010 Census Pop Age 5-9	2,210	5.9%	331,837	6.4%	92
2010 Census Pop Age 10-14	2,090	5.5%	339,576	6.5%	85
2010 Census Pop Age 15-19	2,219	5.9%	360,190	6.9%	85
2010 Census Pop Age 20-24	2,191	5.8%	372,503	7.2%	81
2010 Census Pop Age 25-29	3,437	9.1%	435,510	8.4%	109
2010 Census Pop Age 30-34	3,146	8.3%	396,053	7.6%	109
2010 Census Pop Age 35-39	2,748	7.3%	362,415	7.0%	104
2010 Census Pop Age 40-44	2,386	6.3%	347,380	6.7%	94
2010 Census Pop Age 45-49	2,499	6.6%	357,556	6.9%	96
2010 Census Pop Age 50-54	2,738	7.3%	359,507	6.9%	105
2010 Census Pop Age 55-59	2,476	6.6%	312,366	6.0%	109
2010 Census Pop Age 60-64	1,990	5.3%	256,960	4.9%	107
2010 Census Pop Age 65-69	1,318	3.5%	183,907	3.5%	99
2010 Census Pop Age 70-74	1,153	3.1%	140,614	2.7%	113
2010 Census Pop Age 75-79	864	2.3%	112,278	2.2%	106
2010 Census Pop Age 80-84	749	2.0%	92,153	1.8%	112
2010 Census Pop Age 85+	919	2.4%	91,377	1.8%	138

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Demographic Snapshot Report

2017 Q2 Household Age for 60090 (Wheeling)



2017 Q2 Household Age	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 HHs Age 15-24	501	3.4%	77,858	4.0%	86
2017 Q2 HHs Age 25-34	2,437	16.6%	351,233	17.9%	93
2017 Q2 HHs Age 35-44	2,847	19.4%	376,872	19.2%	101
2017 Q2 HHs Age 45-54	2,576	17.6%	355,489	18.1%	97
2017 Q2 HHs Age 55-64	2,662	18.2%	353,102	17.9%	101
2017 Q2 HHs Age 65-74	1,942	13.3%	251,330	12.8%	104
2017 Q2 HHs Age 75-84	1,084	7.4%	135,662	6.9%	107
2017 Q2 HHs Age 85+	594	4.1%	65,833	3.3%	121
2017 Q2 Average HH Age	52		51		102
2017 Q2 Median HH Age	51		50		102

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2022 Q2 Household Age	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 Average HH Age	53		52		102
2022 Q2 Median HH Age	53		52		102
2022 Q2 HHs Age 15-24	492	3.4%	71,278	3.6%	93
2022 Q2 HHs Age 25-34	2,016	13.8%	296,021	15.1%	91
2022 Q2 HHs Age 35-44	2,791	19.2%	379,512	19.4%	99
2022 Q2 HHs Age 45-54	2,652	18.2%	354,496	18.1%	100
2022 Q2 HHs Age 55-64	2,553	17.5%	340,212	17.4%	101
2022 Q2 HHs Age 65-74	2,159	14.8%	279,546	14.3%	104
2022 Q2 HHs Age 75-84	1,272	8.7%	160,649	8.2%	106
2022 Q2 HHs Age 85+	629	4.3%	72,844	3.7%	116

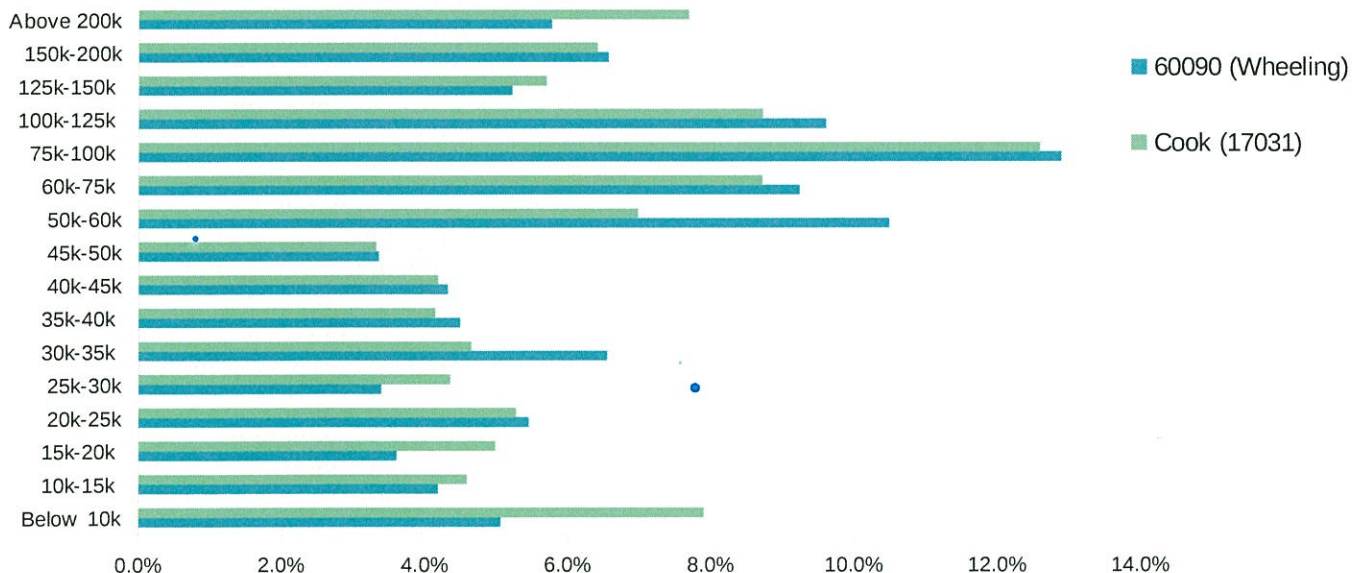
2010 Census Household Age	60090 (Wheeling)		Cook (17031)		Index
2010 Census Average HH Age	51		50		101
2010 Census Median HH Age	50		49		101
2010 Census HHs Age 15-24	382	2.6%	78,017	4.0%	66
2010 Census HHs Age 25-34	2,762	19.0%	368,995	18.8%	101
2010 Census HHs Age 35-44	2,751	18.9%	375,112	19.1%	99
2010 Census HHs Age 45-54	2,907	20.0%	399,055	20.3%	98
2010 Census HHs Age 55-64	2,698	18.5%	336,757	17.1%	108
2010 Census HHs Age 65-74	1,515	10.4%	206,776	10.5%	99
2010 Census HHs Age 75-84	1,028	7.1%	139,317	7.1%	100
2010 Census HHs Age 85+	503	3.5%	62,327	3.2%	109

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Demographic Snapshot Report

2017 Q2 Household Income	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 Average HH Income	\$81,345		\$83,998		97
2017 Q2 HH Income Below 10k	740	5.1%	155,126	7.9%	64
2017 Q2 HH Income 10k-15k	611	4.2%	89,988	4.6%	91
2017 Q2 HH Income 15k-20k	527	3.6%	97,871	5.0%	72
2017 Q2 HH Income 20k-25k	797	5.4%	103,549	5.3%	103
2017 Q2 HH Income 25k-30k	495	3.4%	85,488	4.3%	78
2017 Q2 HH Income 30k-35k	957	6.5%	91,257	4.6%	141
2017 Q2 HH Income 35k-40k	656	4.5%	81,264	4.1%	108
2017 Q2 HH Income 40k-45k	631	4.3%	82,091	4.2%	103
2017 Q2 HH Income 45k-50k	490	3.3%	65,131	3.3%	101
2017 Q2 HH Income 50k-60k	1,534	10.5%	136,941	7.0%	151
2017 Q2 HH Income 60k-75k	1,351	9.2%	171,296	8.7%	106
2017 Q2 HH Income 75k-100k	1,885	12.9%	247,414	12.6%	102
2017 Q2 HH Income 100k-125k	1,405	9.6%	171,348	8.7%	110
2017 Q2 HH Income 125k-150k	762	5.2%	111,842	5.7%	92
2017 Q2 HH Income 150k-200k	959	6.5%	125,829	6.4%	102
2017 Q2 HH Income Above 200k	843	5.8%	150,944	7.7%	75

2017 Q2 Household Income for 60090 (Wheeling) and Cook (17031)



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2022 Q2 Household Income	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 Average HH Income	\$82,722		\$85,328		97
2022 Q2 HH Income Below 10k	751	5.2%	152,384	7.8%	66
2022 Q2 HH Income 10k-15k	589	4.0%	89,086	4.6%	89
2022 Q2 HH Income 15k-20k	525	3.6%	96,029	4.9%	73
2022 Q2 HH Income 20k-25k	803	5.5%	102,772	5.3%	105
2022 Q2 HH Income 25k-30k	459	3.2%	83,993	4.3%	73
2022 Q2 HH Income 30k-35k	962	6.6%	90,130	4.6%	143
2022 Q2 HH Income 35k-40k	652	4.5%	79,812	4.1%	110
2022 Q2 HH Income 40k-45k	595	4.1%	80,891	4.1%	99
2022 Q2 HH Income 45k-50k	466	3.2%	63,669	3.3%	98
2022 Q2 HH Income 50k-60k	1,596	11.0%	133,911	6.9%	160
2022 Q2 HH Income 60k-75k	1,276	8.8%	165,015	8.4%	104
2022 Q2 HH Income 75k-100k	1,799	12.4%	245,013	12.5%	99
2022 Q2 HH Income 100k-125k	1,416	9.7%	171,938	8.8%	111
2022 Q2 HH Income 125k-150k	781	5.4%	114,209	5.8%	92
2022 Q2 HH Income 150k-200k	1,002	6.9%	129,588	6.6%	104
2022 Q2 HH Income Above 200k	892	6.1%	156,118	8.0%	77

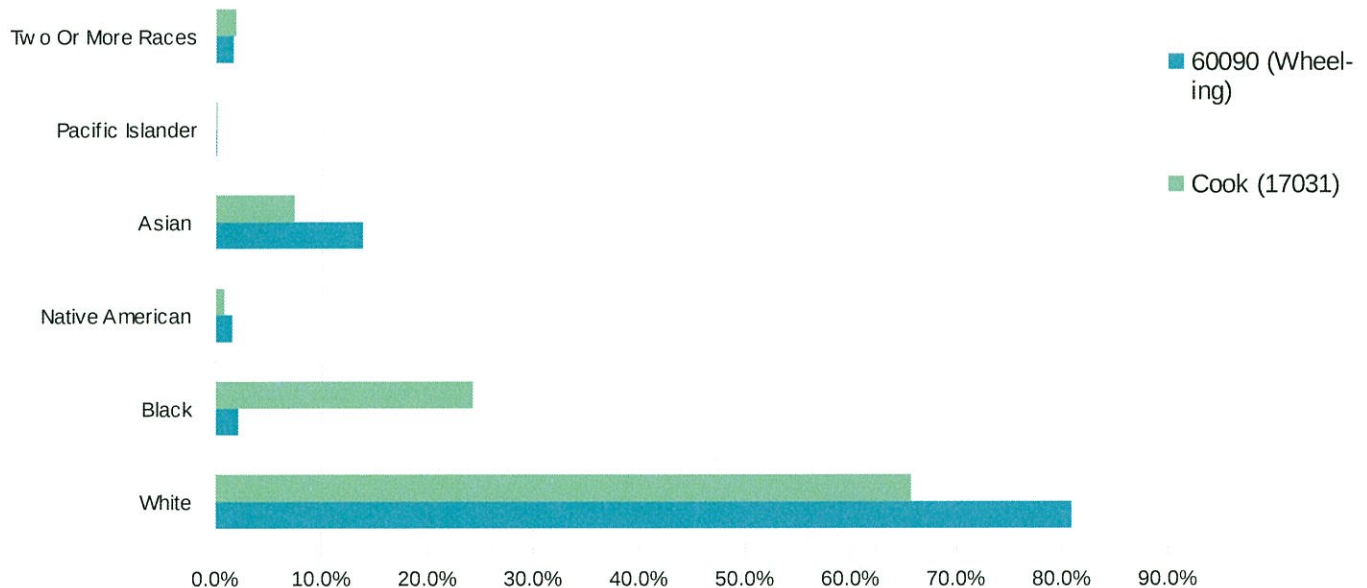
2010 Census Household Income	60090 (Wheeling)		Cook (17031)		Index
2010 Census Average HH Income	\$67,225		\$72,190		93
2010 Census HH Income Below 10k	651	4.5%	168,271	8.6%	52
2010 Census HH Income 10k-15k	842	5.8%	100,407	5.1%	113
2010 Census HH Income 15k-20k	595	4.1%	114,761	5.8%	70
2010 Census HH Income 20k-25k	719	4.9%	111,484	5.7%	87
2010 Census HH Income 25k-30k	864	5.9%	95,323	4.8%	123
2010 Census HH Income 30k-35k	867	6.0%	97,790	5.0%	120
2010 Census HH Income 35k-40k	758	5.2%	92,081	4.7%	111
2010 Census HH Income 40k-45k	898	6.2%	93,467	4.8%	130
2010 Census HH Income 45k-50k	654	4.5%	80,394	4.1%	110
2010 Census HH Income 50k-60k	1,012	7.0%	148,220	7.5%	92
2010 Census HH Income 60k-75k	1,748	12.0%	200,713	10.2%	118
2010 Census HH Income 75k-100k	2,340	16.1%	232,953	11.8%	136
2010 Census HH Income 100k-125k	1,188	8.2%	151,767	7.7%	106
2010 Census HH Income 125k-150k	559	3.8%	89,371	4.5%	85
2010 Census HH Income 150k-200k	485	3.3%	89,031	4.5%	74
2010 Census HH Income Above 200k	366	2.5%	100,323	5.1%	49

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Demographic Snapshot Report

2017 Q2 Race	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 White	30,765	80.9%	3,413,585	65.7%	123
2017 Q2 Black	801	2.1%	1,259,622	24.2%	9
2017 Q2 Native American	579	1.5%	39,366	0.8%	201
2017 Q2 Asian	5,249	13.8%	384,896	7.4%	186
2017 Q2 Pacific Islander	26	0.1%	3,879	0.1%	92
2017 Q2 Two Or More Races	619	1.6%	96,663	1.9%	88

2017 Q2 Race for 60090 (Wheeling) and Cook (17031)



2022 Q2 Race	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 White	30,309	80.1%	3,379,733	65.4%	122
2022 Q2 Black	728	1.9%	1,222,214	23.7%	8
2022 Q2 Native American	584	1.5%	39,143	0.8%	204
2022 Q2 Asian	5,570	14.7%	417,126	8.1%	182
2022 Q2 Pacific Islander	20	0.1%	3,866	0.1%	71
2022 Q2 Two Or More Races	636	1.7%	102,401	2.0%	85

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Demographic Snapshot Report

2010 Census Race	60090 (Wheeling)		Cook (17031)		Index
2010 Census White	30,905	81.8%	3,420,675	65.8%	124
2010 Census Black	942	2.5%	1,312,251	25.3%	10
2010 Census Native American	560	1.5%	39,706	0.8%	194
2010 Census Asian	4,758	12.6%	332,228	6.4%	197
2010 Census Pacific Islander	20	0.1%	3,573	0.1%	77
2010 Census Two Or More Races	577	1.5%	86,242	1.7%	92

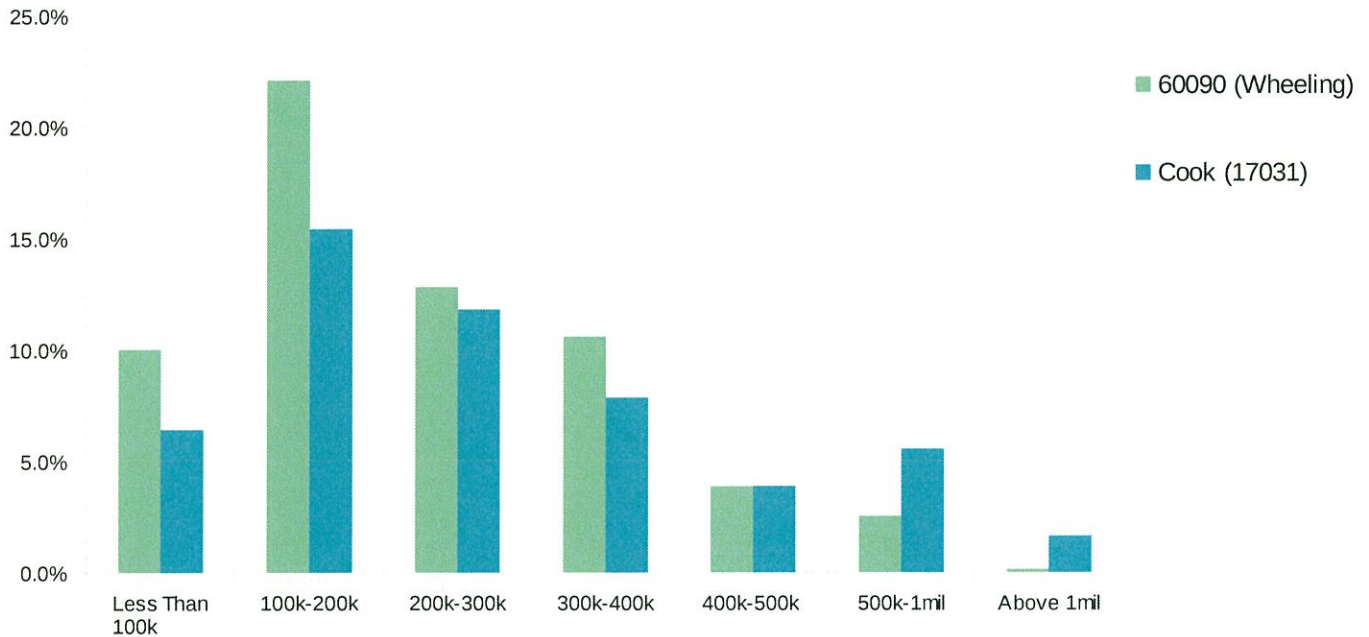
Ethnicity	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 Not Hispanic	24,745	65.1%	3,888,880	74.8%	87
2017 Q2 Hispanic	13,294	34.9%	1,309,131	25.2%	139
2022 Q2 Not Hispanic	24,062	63.6%	3,828,493	74.1%	86
2022 Q2 Hispanic	13,785	36.4%	1,335,990	25.9%	141
2010 Census Not Hispanic	25,959	68.7%	3,949,913	76.0%	90
2010 Census Hispanic	11,803	31.3%	1,244,762	24.0%	130

2017 Q2 Housing Units	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 HUs	15,557		2,179,159		
2017 Q2 Owner Occupied HUs	9,655	62.1%	1,146,007	52.6%	118
2017 Q2 Renter Occupied HUs	4,988	32.1%	821,372	37.7%	85
2017 Q2 HU Value Less Than 100k	1,557	10.0%	139,936	6.4%	156
2017 Q2 HU Value 100k-200k	3,440	22.1%	336,268	15.4%	143
2017 Q2 HU Value 200k-300k	1,997	12.8%	257,409	11.8%	109
2017 Q2 HU Value 300k-400k	1,649	10.6%	171,405	7.9%	135
2017 Q2 HU Value 400k-500k	600	3.9%	84,577	3.9%	99
2017 Q2 HU Value 500k-1mil	392	2.5%	120,904	5.5%	45
2017 Q2 HU Value Above 1mil	20	0.1%	35,508	1.6%	8

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Demographic Snapshot Report

2017 Q2 Housing Units value for 60090 (Wheeling) and Cook (17031)



2022 Q2 Housing Units	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 HUs	15,591		2,181,486		
2022 Q2 Owner Occupied HUs	9,588	61.5%	1,138,779	52.2%	118
2022 Q2 Renter Occupied HUs	4,976	31.9%	815,779	37.4%	85
2022 Q2 HU Value Less Than 100k	1,538	9.9%	138,935	6.4%	155
2022 Q2 HU Value 100k-200k	3,407	21.9%	333,598	15.3%	143
2022 Q2 HU Value 200k-300k	1,990	12.8%	255,534	11.7%	109
2022 Q2 HU Value 300k-400k	1,643	10.5%	170,547	7.8%	135
2022 Q2 HU Value 400k-500k	600	3.8%	84,112	3.9%	100
2022 Q2 HU Value 500k-1mil	390	2.5%	120,488	5.5%	45
2022 Q2 HU Value Above 1mil	20	0.1%	35,565	1.6%	8

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Demographic Snapshot Report

2010 Census Housing Units	60090 (Wheeling)		Cook (17031)		Index
2010 Census HUs	15,496		2,180,359		
2010 Census Owner Occupied HUs	9,664	62.4%	1,143,857	52.5%	119
2010 Census Renter Occupied HUs	4,882	31.5%	822,499	37.7%	84
2010 Census HU Value Less Than 100k	867	5.6%	101,188	4.6%	121
2010 Census HU Value 100k-200k	2,725	17.6%	321,259	14.7%	119
2010 Census HU Value 200k-300k	3,645	23.5%	308,990	14.2%	166
2010 Census HU Value 300k-400k	1,490	9.6%	194,678	8.9%	108
2010 Census HU Value 400k-500k	516	3.3%	81,197	3.7%	89
2010 Census HU Value 500k-1mil	337	2.2%	108,417	5.0%	44
2010 Census HU Value Above 1mil	84	0.5%	28,128	1.3%	42

2017 Q2 Commuting	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 Take Car Or Truck To Work	19,020	95.4%	1,821,675	74.1%	129
2017 Q2 Take Public Transportation To Work	466	2.3%	467,227	19.0%	12
2017 Q2 Other Means Of Transport To Work	461	2.3%	168,967	6.9%	34
2017 Q2 Work At Home	713	3.5%	109,036	4.2%	81
2017 Q2 Travel Below 30 Min To Work	12,360	59.8%	1,115,002	43.4%	138
2017 Q2 Travel 30-60 Min To Work	6,502	31.5%	987,879	38.5%	82
2017 Q2 Travel Above 60 Min To Work	1,085	5.3%	354,988	13.8%	38

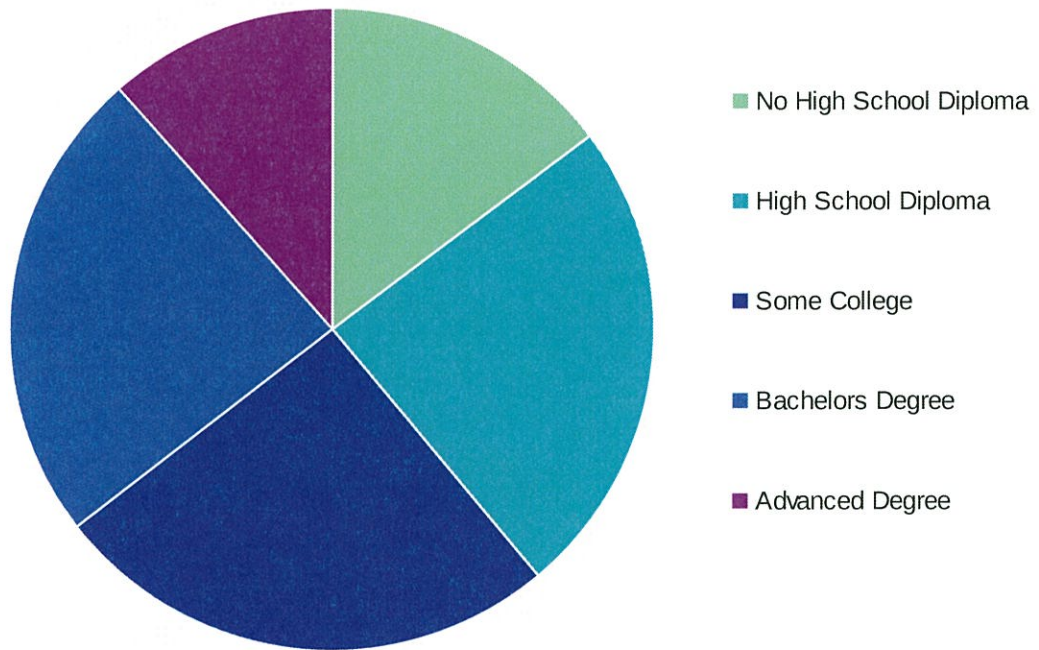
2022 Q2 Commuting	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 Take Car Or Truck To Work	18,870	95.3%	1,804,305	74.2%	128
2022 Q2 Take Public Transportation To Work	466	2.4%	460,523	18.9%	12
2022 Q2 Other Means Of Transport To Work	461	2.3%	166,899	6.9%	34
2022 Q2 Work At Home	708	3.5%	107,898	4.2%	81
2022 Q2 Travel Below 30 Min To Work	12,269	59.8%	1,103,790	43.5%	138
2022 Q2 Travel 30-60 Min To Work	6,444	31.4%	976,575	38.5%	82
2022 Q2 Travel Above 60 Min To Work	1,084	5.3%	351,362	13.8%	38

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Demographic Snapshot Report

2010 Census Commuting	60090 (Wheeling)		Cook (17031)		Index
2010 Census Take Car Or Truck To Work	18,305	95.5%	1,788,898	75.4%	127
2010 Census Take Public Transportation To Work	441	2.3%	432,806	18.2%	13
2010 Census Other Means Of Transport To Work	428	2.2%	151,185	6.4%	35
2010 Census Work At Home	1,021	5.1%	91,958	3.7%	136
2010 Census Travel Below 30 Min To Work	11,907	59.0%	1,102,997	44.7%	132
2010 Census Travel 30-60 Min To Work	5,998	29.7%	941,691	38.2%	78
2010 Census Travel Above 60 Min To Work	1,269	6.3%	328,201	13.3%	47

2017 Q2 Education for 60090 (Wheeling)



2017 Q2 Education	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 No High School Diploma	3,955	14.7%	513,835	14.4%	102
2017 Q2 High School Diploma	6,485	24.2%	844,923	23.7%	102
2017 Q2 Some College	6,856	25.6%	911,633	25.6%	100
2017 Q2 Bachelors Degree	6,435	24.0%	766,329	21.5%	111
2017 Q2 Advanced Degree	3,089	11.5%	522,029	14.7%	79

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Demographic Snapshot Report

2022 Q2 Education	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 No High School Diploma	3,942	14.8%	514,046	14.5%	102
2022 Q2 High School Diploma	6,448	24.2%	844,540	23.8%	102
2022 Q2 Some College	6,799	25.6%	910,476	25.7%	100
2022 Q2 Bachelors Degree	6,363	23.9%	759,899	21.4%	112
2022 Q2 Advanced Degree	3,043	11.4%	518,565	14.6%	78

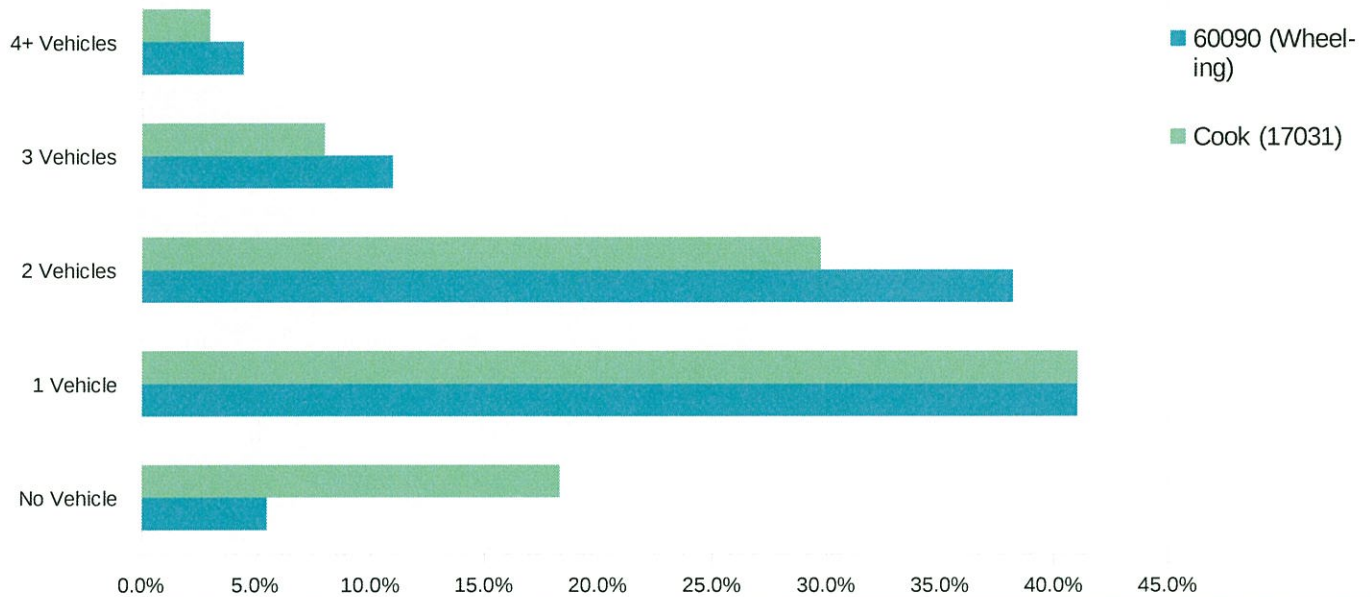
2010 Census Education	60090 (Wheeling)		Cook (17031)		Index
2010 Census No High School Diploma	3,609	13.7%	576,573	16.7%	82
2010 Census High School Diploma	6,671	25.2%	849,791	24.6%	102
2010 Census Some College	6,078	23.0%	866,280	25.1%	92
2010 Census Bachelors Degree	7,024	26.6%	697,198	20.2%	131
2010 Census Advanced Degree	3,041	11.5%	458,234	13.3%	87

2017 Q2 Number of Vehicles	60090 (Wheeling)		Cook (17031)		Index
2017 Q2 Average Number Of Vehicles	2		1		200
2017 Q2 HHs With No Vehicle	800	5.5%	359,724	18.3%	30
2017 Q2 HHs With 1 Vehicle	6,004	41.0%	807,117	41.0%	100
2017 Q2 HHs With 2 Vehicles	5,589	38.2%	584,815	29.7%	128
2017 Q2 HHs With 3 Vehicles	1,602	10.9%	157,071	8.0%	137
2017 Q2 HHs With 4+ Vehicles	648	4.4%	58,652	3.0%	148

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Demographic Snapshot Report

2017 Q2 Number of Vehicles for 60090 (Wheeling) and Cook (17031)



2022 Q2 Number of Vehicles	60090 (Wheeling)		Cook (17031)		Index
2022 Q2 Average Number Of Vehicles	2		1		200
2022 Q2 HHs With No Vehicle	801	5.5%	358,919	18.4%	30
2022 Q2 HHs With 1 Vehicle	5,971	41.0%	802,362	41.1%	100
2022 Q2 HHs With 2 Vehicles	5,551	38.1%	579,603	29.7%	129
2022 Q2 HHs With 3 Vehicles	1,594	10.9%	155,597	8.0%	137
2022 Q2 HHs With 4+ Vehicles	647	4.4%	58,077	3.0%	150

2010 Census Number of Vehicles	60090 (Wheeling)		Cook (17031)		Index
2010 Census Average Number Of Vehicles	2		1		200
2010 Census HHs With No Vehicle	802	5.5%	337,985	17.2%	32
2010 Census HHs With 1 Vehicle	5,945	40.9%	789,866	40.2%	102
2010 Census HHs With 2 Vehicles	5,680	39.0%	607,308	30.9%	126
2010 Census HHs With 3 Vehicles	1,520	10.4%	168,426	8.6%	122
2010 Census HHs With 4+ Vehicles	599	4.1%	62,771	3.2%	129



June 2, 2017

Mr. Edward Perez
D.R. Horton, America's Builder
301 Commerce Street, Suite 500
Fort Worth, Texas 76102

Subject: Summary Report
(CGO) Wolf Road
411 North Wolf Road
Wheeling, Cook County, Illinois 60090
Tetra Tech Project Number: 212C-HN-D1703-CGO0571A

Dear Mr. Perez,

Tetra Tech, Inc. (Tetra Tech) is pleased to provide this letter in order to summarize the Phase I Environmental Site Assessment (ESA) conducted for the above-referenced property dated January 13, 2017. At the time of Tetra Tech's site reconnaissance on June 10, 2016, the target property was improved with one commercial building and an asphalt-paved parking lot. According to the Cook County Assessor, the on-site building was constructed in 1961. The building was occupied by Deerfield Moving and Storage and Ivan Furniture Repairs. The results of Tetra Tech's ESA did not identify evidence of on-site or off-site Recognized Environmental Conditions (RECs); however, the following Historical REC (HREC) was identified:

- On May 30, 1996, a leaking underground storage tank (LUST) incident involving gasoline and diesel was recorded at the target property. Approximately 11,500 gallons of contaminated groundwater and approximately 2,940 cubic yards of contaminated soil were removed from the site. Post-remediation soil and groundwater confirmation sampling conducted on September 3 and 4, 1996 indicated concentrations of constituents of concern were below the applicable Illinois Environmental Protection Agency (ILEPA) screening levels. On February 7, 1997, a No Further Remediation (NFR) letter was issued for this LUST incident which approved the target property for unrestricted land use. Mr. Mike Lowder of the ILEPA confirmed the existing NFR letter will still allow for unrestricted use of the target property.

June 2, 2017

Please contact Mr. Keith Bell at (832) 251-6015 if you have any questions or if we may be of further service.

Sincerely,

TETRA TECH, INC.

A handwritten signature in black ink, appearing to read "K. Bell", written in a cursive style.

Keith D. Bell, P.G.
Program Manager

A handwritten signature in black ink, appearing to read "Julie Evans", written in a cursive style.

Julie Evans
Project Manager

1. CALL TO ORDER

Chairman Ruffatto called the meeting to order at 6:30 p.m. on Thursday, July 13, 2017.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present were Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Also present were Brooke Jones, Senior Planner and Mallory Milluzzi, Village Attorney.

4. CHANGES TO THE AGENDA - None

5. CITIZEN CONCERNS AND COMMENTS – None

6. CONSENT ITEMS - None

7. ITEMS FOR REVIEW

- A) Docket No. 2017-8
Target
1400 Lake Cook Road
Special Use-Site Plan Approval to Establish Packaged Liquor Sales

See Findings of Fact and Recommendation for Docket No. 2017-8.

Commissioner Dorband moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2017-8, granting Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish Packaged Liquor Sales, substantially in conformance with the cover letter and floor plan submitted June 13, 2017 by Target, located at 1400 Lake Cook Road, Wheeling Illinois with the following conditions:

1. The area of liquor display shall be limited to one aisle and one cooler section both within the highlighted area of the floor plan;
2. Consider additional security measures for the liquor areas; and
3. Additional seasonal or promotional liquor displays shall be allowed in the grocery, front of store and checkout areas.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: None
PRESENT: None
ABSTAIN: None

There being seven affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Powers to close Docket No. 2017-8. The motion was approved by a voice vote.

8. APPROVAL OF MINUTES – [June 22, 2017 \(including Findings for Docket No. 2017-3 and Docket No. 2017-5A&B\)](#)

In response to Commissioner Dorband's question, Ms. Jones confirmed Commissioner Kalis should have been listed under roll call.

Commissioner Dorband also noted that Commissioner Kalis was not listed under the first motion.

Commissioner Dorband moved, seconded by Commissioner Powers to approve the minutes dated June 22, 2017 as amended. The motion was approved by a voice vote.

9. OTHER BUSINESS

Chairman Ruffatto welcomed new Commissioner Kalis to the Plan Commission.

Chairman Ruffatto announced the invitation for the Wheeling Town Center groundbreaking on Wednesday, July 19th at 11:30 a.m. – 2:30 p.m.

Chairman Ruffatto referred to the photograph of the existing conditions on the outside of the Target store. He was unsure if it was relevant for the docket this evening since the petition was for the interior of the store. Ms. Jones explained it gave familiarity of the property but noted that she didn't have to provide a photograph if the Commission didn't need it. Chairman Ruffatto was uncertain of the value since the petition was not for the exterior of the store.

Commissioner Johnson mentioned that there had been a lot of work done on the spec building on Northgate Parkway.

Commissioner Blinova had no comments.

Commissioner Powers had no comments.

Commissioner Dorband announced that the Wheeling Prospect Heights Chamber of Commerce & Industries golf outing is scheduled on Thursday, July 20th. Please contact 847.541.0170 for information.

Commissioner Kalis was excited to be part of the community.

Commissioner Creech had no comments.

10. ADJOURNMENT

Commissioner Powers moved, seconded by Commissioner Johnson to adjourn the meeting at 7:00 p.m. All were in favor on a unanimous voice vote and the meeting was adjourned.

Respectfully submitted,

Steve Powers, Secretary
Wheeling Plan Commission

**DISTRIBUTED TO THE COMMISSION 7.21.2017
FOR APPROVAL ON 7.27.2017**

**FINDINGS OF FACT
AND RECOMMENDATION**

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: [Docket No. 2017-8](#)
Target
1400 Lake Cook Road
Special Use-Site Plan Approval to Establish Packaged Liquor Sales

2017-8 Target, tenant, is seeking Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish Packaged Liquor Sales, at an existing retail store at 1400 Lake Cook Road, Wheeling Illinois.

Present were Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Powers and Ruffatto. Also present were Brooke Jones, Senior Planner and Mallory Milluzzi, Village Attorney.

Commissioner Powers read the following statement aloud.

A zoning Special Use, as defined in Title 19, of the village of Wheeling (Zoning), is a use of parcel of land that requires review and consideration before approval due to circumstances or effects on the surrounding properties that may adversely affect them. In order to be considered for a special use the petitioner is required to demonstrate through testimony to the Plan Commission at the public hearing why their request meets the conditions of the village code including, but not limited to, how the proposed use will not damage the enjoyment or use of the surrounding properties. Prior to the public hearing the petitioner provides written statements meant to show that their request for a special use meets the standards established in Title 19. The Commission Chairperson will typically direct that these statements be entered into the record without a full reading of them at the hearing. Based upon the testimony and supporting materials submitted, the Plan Commission will make findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Ms. Jones reported that the Staff Report and submittals of the petitioner were part of the public record.

Mr. Abraham Vysocky, Assistant Manager, Target and Ms. Stephanie Tierhold, General Manager, Target, 1400 Lake Cook Road were present and sworn in.

Mr. Vysocky reported they were requesting a separate area for alcohol within the store. It is part of their ongoing efforts to deliver a convenient one stop shopping experience for their customers. The Special Use would allow them to complement the assortment of grocery and general merchandise items. Their nearby stores in Palatine and Arlington Heights carry alcohol and their guests have come to expect the ability to purchase beer, wine and spirits. Ms. Tierhold confirmed it would not alter the surrounding area since it would be located within the building.

Chairman Ruffatto opened the discussion to the audience. No one from the audience came forward.

Commissioner Johnson had no issues with the proposal. He questioned what was being removed in order to add the alcohol. Ms. Tierhold explained nothing was being removed from their store, they were just moving sections around the store to accommodate the alcohol.

Commissioner Blinova had no issues with the proposal.

Commissioner Powers had no issues with the proposal.

Commissioner Dorband questioned if they would be selling individual bottles or just the full package. Ms. Tierhold believed they would just be selling full packages.

Commissioner Creech questioned if they would offer refrigerated alcohol. Ms. Tierhold confirmed they would have a refrigerated section for beer. They would utilize one full aisle for the alcohol along with one section of the cooler.

Commissioner Kalis questioned the reason they hadn't offered liquor in the past. Ms. Tierhold didn't believe they petitioned for it when they originally opened.

Chairman Ruffatto referred to the drawing which included four aisles of liquor. He asked for clarification since the petitioner had indicated just one aisle. Ms. Tierhold confirmed it was just one aisle but explained the drawing included the movement of aisles. If the chilled section was considered an aisle, it would then be considered two aisles. Chairman Ruffatto noted the proposed drawing showed 5 aisles. Ms. Tierhold confirmed the liquor would only be in the last aisle. The shaded area on the drawing would not be used for liquor. Chairman Ruffatto requested a condition be added that indicated the correct information.

Chairman Ruffatto questioned the square footage for the beer, wine and spirits. Ms. Tierhold did not have the square footage. She felt the drawing showed the range in the store they would like to display the liquor. Chairman Ruffatto suggested adding a condition that limited it to one aisle within the shaded section. Village Attorney Milluzzi agreed it would be appropriate along with the refrigerated section. Ms. Tierhold confirmed the refrigerated section was along the rear wall.

Chairman Ruffatto questioned if there would be security devices attached to the bottles to prevent theft. Mr. Vysocky explained they had already received some merchandise protection for the bottles and the section would also be under surveillance. Chairman Ruffatto mentioned an alert on the coolers that was added at Walgreens when the cooler was opened. Mr. Vysocky agreed to look into it.

Chairman Ruffatto questioned if they planned to include any seasonal liquor display areas. Ms. Tierhold explained they were planning to start with the aisle and cooler and would follow the Village Code for any seasonal display in the future. They weren't planning to add any seasonal displays at this time. Ms. Jones explained if the current proposal was approved it would be limited to the one aisle and one cooler area. They should request approval for seasonal displays at this time if they were considering it in the future. Ms. Tierhold was in agreement to request it at this time.

Commissioner Powers questioned if the petitioner was limited to the amount of linear feet. Village Attorney Milluzzi was unsure on the specific classification they were requesting under the Code. It is based on square footage and is under their Liquor License. The Special Use is limited to the floor plan. It is limited to one aisle.

Chairman Ruffatto felt the Plan Commission would leave it open it at this time and would allow the Village Board and/or Village Commission to add limitations.

Chairman Ruffatto asked the Commissioners if they were in agreement with the proposed condition.

Commissioner Johnson: in agreement

Commissioner Blinova: in agreement

Commissioner Powers: in agreement

Commissioner Dorband: She noted that the third condition did not include an area for seasonal or promotional liquor displays. She questioned if it should be specific. Chairman Ruffatto thought promotional meant out in the open and in front. He questioned if they would have liquor displayed on the end caps at all times. Ms. Tierhold explained there would be the potential to have it on an end cap within the one liquor aisle. Commissioner Dorband felt the condition should state within the liquor area. Village Attorney Milluzzi explained allowing seasonal promotional items would allow it to be placed either within the seasonal section or in the front with promotional items.

Commissioner Powers questioned what was done at their other locations. Ms. Tierhold explained their promotional displays would stay primarily by the grocery section or checkout lanes. It would never be near the toy section.

Commissioner Johnson questioned what was being done at Walmart. Chairman Ruffatto mentioned Walmart was a little out of control. Chairman Ruffatto suggested limiting it to the grocery area and/or the checkout area. Commissioner Dorband was in agreement.

Ms. Tierhold questioned if the front checkout area included just at the lanes or also the front of the store. She mentioned there was a promotional area at the front of the store. She wanted it to include the promotional area at the entry. All Commissioners were in agreement.

Commissioner Johnson referred to the second condition and mentioned the petitioner had referred to two coolers but the proposed condition was for only one section. He expressed concern the condition was limiting. Ms. Tierhold explained their cooler door sections were set up in sections of five doors. One cooler was associated with five opening doors so one section would be sufficient.

Commissioner Dorband questioned if the one cooler section should be clearer in condition number one. Ms. Jones felt the minutes would clarify that one section included five doors.

Commissioner Dorband moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2017-8, granting Special Use-Site Plan Approval as required under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-06 Commercial Districts, Chapter 19-10 Use Regulations, Chapter 19-12 Site Plan Approval Requirements, and associated sections, in order to establish Packaged Liquor Sales, substantially in conformance with the cover letter and floor plan

submitted June 13, 2017 by Target, located at 1400 Lake Cook Road, Wheeling Illinois with the following conditions:

1. The area of liquor display shall be limited to one aisle and one cooler section both within the highlighted area of the floor plan;
2. Consider additional security measures for the liquor areas; and
3. Additional seasonal or promotional liquor displays shall be allowed in the grocery, front of store and checkout areas.

On the roll call, the vote was as follows:

AYES: Commissioners Blinova, Creech, Dorband, Johnson, Kalis, Powers, Ruffatto
NAYS: None
ABSENT: None
PRESENT: None
ABSTAIN: None

There being seven affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Powers to close Docket No. 2017-8. The motion was approved by a voice vote.

Respectfully submitted,

Jim Ruffatto, Chairman
Wheeling Plan Commission/
Sign Code Board of Appeals

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FOR APPROVAL ON 7.27.2017**