



AGENDA
Plan Commission
Regular Meeting
Village Hall

1900 Hassell Road, Hoffman Estates, IL 60169

November 19, 2025	Council Chambers	6:30 PM
1.	CALL TO ORDER/ROLL CALL	
2.	PLEDGE OF ALLEGIANCE TO THE FLAG	
3.	APPROVAL OF MINUTES	
	A. Plan Commission 11-05-2025	
4.	CHAIRPERSON'S REPORT	
5.	NEW BUSINESS	
	A. Special Use for a Planned Development for Grand Reserve of Hoffman Estates located at 2300 W. Higgins Road	
6.	STAFF DISCUSSION	
7.	PUBLIC COMMENT	
8.	ADJOURNMENT	

The next regular Plan Commission meeting is scheduled for **Wednesday, December 03, 2025 at 6:30 p.m.**

Further details and information can be found in the agenda packet attached hereto and incorporated herein and can also be viewed online at www.hoffmanestates.org and/or in person in the Village Clerk's office. The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.



MINUTES
Plan Commission
Regular Meeting
Village Hall

1900 Hassell Road, Hoffman Estates, IL 60169

November 5, 2025

Council Chambers

6:30 PM

1. CALL TO ORDER/ROLL CALL

Chairperson Chhatwani called the meeting to order at 06:30 PM.

Commissioners Present: Kendra Alexander, Rajkumari Chhatwani, Lon Harner, Lenard Henderson, Minerva Milford, John Wise

Commissioners Absent: Excused: Adam Bauske, Nancy Trieb | Unexcused: Daniel Lee

A quorum was present.

Administrative Personnel Present: Kevin Anderson, Planner II; Daisy Dose-Adamzadeh, Planner II

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. APPROVAL OF MINUTES

A. Plan Commission 07-16-2025

Motion by Commissioner Harner, seconded by Commissioner Henderson, to approve the July 16, 2025, regular meeting minutes. Voice vote taken. Ayes - 5 | Nays - 0 | (Abstain: Kendra Alexander). Motion Passed.

B. Plan Commission 08-06-2025

Motion by Commissioner Harner, seconded by Commissioner Henderson, to approve the August 6, 2025, regular meeting minutes. Voice vote taken. Ayes - 5 | Nays - 0 | (Abstain: Kendra Alexander). Motion Passed.

C. Plan Commission 09-03-2025

Motion by Commissioner Harner, seconded by Commissioner Henderson, to approve the

September 3, 2025, regular meeting minutes. Voice vote taken. Ayes - 4 | Nays - 0 | (Abstain: Kendra Alexander, John Wise). Motion Passed.

4. CHAIRPERSON'S REPORT

Chairperson Chhatwani stated the request for a special use to Advance Preschool Inc. for a daycare for the property at 2353 Hassell Road #110 from the September 3, 2025 Plan Commission meeting was approved by the Village Board on September 15, 2025.

5. NEW BUSINESS

A. Public Hearings

1. Variation from Section 9-5-5-D-5 of the Municipal Code to permit a combined side yard setback of 12 feet instead of the minimum required 15 feet for the property at 3992 N. Parkside Drive

Motion by Commissioner Harner, seconded by Commissioner Henderson, to open the Public Hearing. Voice vote taken. Ayes - 6 | Nays - 0 | (Abstain: None). Motion Passed.

Chairperson Chhatwani swore in the petitioner.

Bryan Ackerlund (3992 N Parkside Drive)

Bryan Ackerlund presented an overview of the project.

Kevin Anderson presented an overview of the staff report.

Commissioner Wise had no questions.

Commissioner Milford had no questions.

Commissioner Harner had no questions.

Commissioner Henderson asked if there are any utilities in the setback area. Mr. Ackerlund stated there was a private Nicor line that would be relocated.

Commissioner Henderson asked if the setback would allow for the ability to maintain the area. Mr. Ackerlund stated there is plenty of space to maintain and mow the area and allow for proper drainage.

Commissioner Alexander had no questions.

Chairperson Chhatwani asked how long the petitioner had lived in the house. Mr. Ackerlund

stated the house was purchased in January 2012 as a married couple and now, with multiple children, they have quickly outgrown the space.

Chairperson Chhatwani asked the petitioner if they agreed with the conditions of approval in the staff report. Mr. Ackerlund stated yes.

There were no public comments.

Motion by Commissioner Harner, seconded by Commissioner Henderson, to close the Public Hearing. Voice vote taken. Ayes - 6 | Nays - 0 | (Abstain: None). Motion Passed.

Motion by Commissioner Harner, seconded by Commissioner Henderson, to adopt the Findings of Fact for a Variation as outlined in the attached Findings & Recommendations Summary.

Roll call vote:

Aye: Kendra Alexander, Rajkumari Chhatwani, Lon Harner, Lenard Henderson, Minerva Milford, John Wise

Nay: None

Absent: Daniel Lee, Adam Bauske, Nancy Trieb,
Motion Passed.

Motion by Commissioner Harner, seconded by Commissioner Henderson, to recommend to the Village Board of Trustees approval of a Variation from Section 9-5-5-D-5 of the Municipal Code to permit a combined side yard setback of 12 feet instead of the minimum required 15 feet for the property at 3992 N. Parkside Drive, subject to the conditions noted in the November 5, 2025, Findings & Recommendations Summary.

Roll call vote:

Aye: Kendra Alexander, Rajkumari Chhatwani, Lon Harner, Lenard Henderson, Minerva Milford, John Wise

Nay: None

Absent: Daniel Lee, Adam Bauske, Nancy Trieb,
Motion Passed.

Chairperson Chhatwani stated this recommendation would be presented to the Village Board at the next regular meeting on Monday, November 17, 2025, at 7:00 PM.

6. STAFF DISCUSSION

Daisy Dose-Adamzadeh stated there would be a meeting on November 19 and asked that the Commissioners notify her if they are unable to attend.

Kevin Anderson stated that the November 19 meeting would be larger in scope and duration than the past few meetings.

7. PUBLIC COMMENT

None.

8. ADJOURNMENT

Motion by Commissioner Harner, seconded by Commissioner Henderson, to adjourn at 06:43 PM. Voice vote taken. Ayes - 6 | Nays - 0 (None) | Abstain - 0 (None). Motion Passed.

Minutes prepared by Marquelle Cnota, Administrative Assistant.

Chairperson's Approval

Date Approved

Draft



PLAN COMMISSION STAFF REPORT

Meeting Date: 11/19/2025

From: James Donahue, Senior Planner

PLN25-0024

Public Hearing

Special Use for a Planned Development for Grand Reserve of Hoffman Estates located at 2300 W. Higgins Road

REQUEST SUMMARY

The Petitioner, Grand Reserve HE LLC (Synergy Construction and Development Company), is requesting approval of a Special Use for a Planned Development for Grand Reserve of Hoffman Estates, a 335-unit luxury apartment development proposed on the vacant land in the Barrington Square Town Center.

Location:	2300 W. Higgins Road
Property Owner / Applicant:	Deschouw BSM LLC/ Grand Reserve HE LLC (Synergy Construction and Development Company)
Property Size:	7.2 Acres
Zoning / Land Use:	B-2 / Vacant
Adjacent Properties:	North: R-10 - Blackberry Creek Townhomes South: B-2 - 7-Eleven/McDonald's/Popeyes East: A-1 - Barrington Square Townhomes B-2 - Governor's Place Office Building West: B-2 - Barrington Square Town Center

BACKGROUND / ANALYSIS

The subject property is a vacant 7.2 acre site located within the Barrington Square Town Center shopping mall area. The property is zoned B-2 Community Business and is the site of a former Menards that was demolished in 2011. The current property owner has had the vacant property on the market for many years, and has now entered into a contract for sale with the Petitioner of this request.

PLANNED DEVELOPMENT PROCESS

Planned Developments for multi-family dwellings are permitted as a Special Use in the B-2 zoning district in conformance with Section 9-1-18A of the Municipal Code. The process is similar to the Village's Special Use/Site Plan review process in that a Petitioner submits plans (as required per Section 9-1-18A) which are reviewed by staff and then brought forth to the Plan Commission and Village Board for consideration. Pending favorable approval, the Petitioner may submit for building permits.

PROJECT SUMMARY

The proposed development consists of two buildings that will be constructed in two

phases. The buildings include a combination of studio, one and two-bedroom apartments with ground level entrances, common corridor on all floors, and elevators. A summary of each building is included below:

	Building #1 (Phase 1 - South)	Building #2 (Phase 2 - North)
Units	194	141
Stories / Height	5 Stories / 60'	4 Stories / 48'
Amenity Space (inside)	6650 SF	2693 SF
Parking	282 (86 in garage)	206 (11 in garage)

The development includes over 20,000 square feet of indoor and outdoor amenity spaces including a pool, gym, pickleball courts, shared offices, media rooms, golf simulators, storage lockers, dog wash stations and DIY rooms.

The proposed development will cater to the strong demand for luxury rental residential units in Hoffman Estates as noted in the 2023 Tracy Cross and Associates study completed in 2023. The study noted that there is significant pent-up demand for Class A rental apartments within Hoffman Estates. The study noted that Hoffman Estates, because of its sheer size and lack of apartment development over the last 20+ years, can accommodate multiple Class A rental housing communities without creating significant competitive overlaps.

The proposed buildings feature high-quality architectural design that will fit well within the context of the neighboring retail, offices and townhomes. The building materials are designed for a low-maintenance lifestyle and include brick, Hardie Board, and metal siding.



SITE PLAN

The development plans are consistent with all site design and build requirements as outlined in Section 9-1-18A-N of the Municipal Code, including building height, floor area ratio, land improvements, utilities, landscaping, parking, and signage.



Access & Traffic: The proposed plan integrates into the existing internal drives serving the Barrington Square Town Center property and provides access via Higgins Road (one full access and one right-in/right-out), Governors Lane, and Hassell Road. The petitioner provided a detailed traffic study which studied all existing and future impacts on all private drives within the Barrington Square Town Center property and intersections within the public right-of-way (Higgins Road, Governors Lane, and Hassell Road). The study analyzed trip generation, site access, internal circulation (i.e. cross access), and capacities and concluded that the existing roadway system, the center's access drives, and the center's internal intersections have sufficient reserve capacity to accommodate the traffic to be generated by the proposed development.

The site of the apartment development formerly contained an approximately 125,000 square-foot Menards store and is currently zoned to allow a similar-sized commercial use. A trip generation comparison has shown that the proposed apartment development is estimated to generate significantly less peak hour traffic than the previous Menards store and many other commercial uses and is a far less traffic intense use than the commercial uses that could be developed on the site per the existing zoning.

Parking: Parking will be provided through a mix of ground level garages containing 95 total garage spaces combined for both buildings and surface parking throughout the site. The plan includes 486 spaces (1.45 spaces per unit / 1.20 spaces per bedroom). A detailed parking analysis was done and concluded that the proposed parking supply would be sufficient to meet the peak parking demand of the fully occupied shopping center and the proposed apartment development.

Additionally, staff completed parking occupancy counts on three occasions at the nearby Seasons apartments for a real-world comparison. Based on these observations, the supplied parking (1.9 spaces per unit / 1.6 spaces per bedroom) was significantly higher than the average actual demand (0.98 per unit / 0.63 per bedroom).

Staff believes the proposed parking ratio of 1.45 spaces per unit will be sufficient to meet the parking demand for the development. Future exterior EV parking locations will be strategically located throughout the site in compliance with Illinois state law.

Cross Access: Cross access between this property and all properties within Barrington Square Town Center is provided for via the Barrington Square Resubdivision #3 plat dated 03/12/2019 as Document # 1907106066 as well as outlined in the Declaration of Easements, Covenants and Restrictions for Barrington Square Town Center recorded on 7/1/2015 as Document # 1518250064. This Declaration will be amended to account for the addition of the Grand Reserve of Hoffman Estates site plan. It provides cross access for the purpose of pedestrian and vehicular access, ingress and egress upon, over, across and through all access drives, and parking of vehicles, and pedestrian access, ingress and egress on, over, across and through all parking lots within the Barrington Square Town Center property.

Engineering: Existing utilities near the site will be utilized for the development. The Engineering Division has reviewed the proposed engineering, grading, utility, and erosion control plans and found that the plans are acceptable per the Planned Development requirements. As part of the final permit submittal, engineering comments from 10/30/25 shall be incorporated into the final engineering design. This has been added as a condition of approval.

Landscaping: The proposed landscape plan incorporates many trees, shrubs and perennials into the site design. The existing trees and retaining walls along the east side are being preserved as part of the development with additional landscape being added throughout the site.

School and Park Donations: The proposed development is subject to school and park donation requirements as per Section 10-9-2 of the Municipal Code. Based on the size of the development, the petitioner will be paying cash-in-lieu of land for both the school and park donation requirement. The cash donation amounts are noted in the conditions of approval.

Signage

The Petitioner is proposing a unified signage plan as noted in the table below, which is intended to meld with the existing signage for the overall Barrington Square Town

Center property. The signs will not be illuminated. A Master Sign Plan or amendment to the existing Barrinton Square Town Center Master Sign Plan shall not be required for any of the signs approved as part of the approved Planned Development. A building permit must be issued for each sign prior to construction.

<u>Signage Type</u>	<u>Proposed</u>
Subdivision Monument	One main monument sign - 5' in height, 50 sq. ft. per face
Small Subdivision Entry Signs	2 signs - 6' in height, 80 square feet
Barrington Square Add-On Sign	1 sign - 2' in height, 15 square feet
Temporary Marketing Signs	A combination of banners, A-Frame signs and Feather signs on the subject property (subject to staff approval at time of permit)

MOTIONS

The Plan Commission shall make the following motions (a total of 2 motions are required):

1. Adopt the Findings of Fact for Special Use for a Planned Development as outlined in the attached document.
2. Recommend to the Village Board approval of Special Use for a Planned Development for Grand Reserve Apartments located at 2300 W. Higgins Road; subject to the following conditions:
 - a. The submittal for a Building Permit for Planned Development shall address all staff review comments noted in staff memo dated 10/30/25.
 - b. The building permit shall be obtained within twelve (12) months of the Village Board action on this request.
 - c. A performance guarantee based on an Engineer's Estimate of Cost shall be submitted to the Village prior to issuance of a building permit.
 - d. A permit from the Metropolitan Water Reclamation District (MWRD) shall be provided prior to site construction commencing.
 - e. At the time of subdivision acceptance, the subdivision improvements shall be accepted as a single unit. Acceptance shall be done in accordance with the Municipal Code.
 - f. Cash contribution in lieu of school and park land donation must be submitted prior to the issuance of any building permit for the Development as provided for in 10-9-2 G. of the Municipal Code, at a rate of \$165,000 per acre of required land dedication (Elementary School District 54 - \$30,809, High School District 211 - \$11,968, Hoffman Estates Park District - \$521,621).

- g. Signage approved as part of this Planned Development approval shall require building permits. A Master Sign Plan shall not be required.
- h. No conveyance of any portion of the property within the Planned Development shall occur without approval of a minor amendment approved by the Village Board.
- i. Amendments to the Planned Development plans shall be subject to the requirements of the process in effect at the time of the requested amendment.
- j. The following documents and plans, all on file with the Village, are hereby approved and constitute Planned Development approval for the Development:
 - 1. Preliminary Civil Engineering Plans updated through 10/9/25.
 - 2. Final Landscape Plans updated through 10/8/25.
 - 3. Elevations updated through 9/12/25.
 - 4. Traffic Study dated 10/8/25.
 - 5. Signage Plan dated 10/31/25
 - 6. Application and Narrative as submitted by the applicant.
- k. The following conditions relate to the site construction:
 - 1. A pre-construction meeting shall be conducted with the Village staff prior to construction commencing.
 - 2. Fire Department and emergency access to the property shall be maintained at all times. Petitioner shall make any adjustments on the site as needed for access as per direction by the Village.
 - 3. In accordance with the Municipal Code, construction hours shall be limited to 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 6 p.m. Saturday and Sunday.

ATTACHMENTS

- 1. PC Staff Report - Grand Reserve Apartments
- 2. PZC Findings and Recommendations Summary - 2300 W. Higgins Rd. - Grand Reserve Apartments
- 3. Location Map - Grand Reserve Apartments - 2300 W. Higgins Road
- 4. Supporting Documents - Grand Reserve Apartments - 2300 W. Higgins Road



**PLANNING & ZONING COMMISSION
FINDINGS & RECOMMENDATION SUMMARY**

Meeting Date: 11/19/2025

Prepared By: Jim Donahue, Senior Planner

PLN25-0024

Special Use for a Planned Development for Grand Reserve of Hoffman Estates located at 2300 W. Higgins Road

Draft Findings of Fact – Special Use *(as drafted by staff and may be modified by the Commission)*

Sec. 9-1-18-1: Standards. No special use shall be recommended by the Planning and Zoning Commission unless said Planning and Zoning Commission shall find:

1. That the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.
FINDING: There is no evidence that the development will be detrimental to the public health, safety, morals, comfort, or general welfare.
2. That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
FINDING: There is no evidence that the development will be injurious to the surrounding established uses nor that it will diminish property values.
3. That the establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
FINDING: There is no evidence that the development will impede the orderly development of surrounding properties.
4. That adequate utilities, access roads, drainage, and/or necessary facilities have been or are being provided.
FINDING: Adequate utilities, access, and drainage are already serving the property. Upgrades to the existing infrastructure are proposed as part of this request.
5. That adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in public streets.
FINDING: Existing traffic patterns within the site have been planned so as to not negatively impact the surrounding public street system.
6. That the special use shall in all other respects conform to the applicable regulations of the district in which it is located, except in each instance as such regulations may be modified by the Village Board pursuant to the recommendation of the Plan Commission.
FINDING: The development conforms to applicable site design and bulk regulations as required by the Municipal Code.

7. That the special use shall support the economic development goals of the Village as conveyed through the Village's Comprehensive Plan, or other relevant adopted sub-area or strategic plans.

FINDING: The development adheres to recommendations in the Barrington Road I-90 Sub-Area Plan, which promotes walkability while facilitating a more productive and sustainable land use mix, including residential development, in the southeast quadrant of the Sub-Area.

Draft Recommendations

The Planning & Zoning Commission shall make the following motions (*a total of 2 motions are required*):

- 1) Adopt the Findings of Fact for a Special use as outlined in the Findings & Recommendations Summary.

Motion by _____, seconded by _____, to adopt the findings.

Roll call vote:

Aye:

Nay:

Absent:

- 2) Recommend to the Village Board approval of the request of a Special Use for a Planned Development to Grand Reserve HE LLC for Grand Reserve Apartments located at 2300 W. Higgins Road, subject to the following conditions:
- The submittal for a Building Permit for Planned Development shall address all staff review comments noted in staff memo dated 10/30/25.
 - The building permit shall be obtained within twelve (12) months of the Village Board action on this request.
 - A performance guarantee based on an Engineer's Estimate of Cost shall be submitted to the Village prior to issuance of a building permit.
 - A permit from the Metropolitan Water Reclamation District (MWRD) shall be provided prior to site construction commencing.
 - At the time of subdivision acceptance, the subdivision improvements shall be accepted as a single unit. Acceptance shall be done in accordance with the Municipal Code.
 - Cash contribution in lieu of school and park land donation must be submitted prior to the issuance of any building permit for the Development as provided for in 10-9-2 G. of the Municipal Code, at a rate of \$165,000 per acre of required land dedication (Elementary School District 54 - \$30,809, High School District 211 - \$11,968, Hoffman Estates Park District - \$521,621).
 - Signage approved as part of this Planned Development approval shall require building permits. A Master Sign Plan shall not be required.
 - No conveyance of any portion of the property within the Planned Development shall occur without approval of a minor amendment approved by the Village Board.
 - Amendments to the Planned Development plans shall be subject to the requirements of the process in effect at the time of the requested amendment.
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- k. The following conditions relate to the site construction:
1. A pre-construction meeting shall be conducted with the Village staff prior to construction commencing.
 2. Fire Department and emergency access to the property shall be maintained at all times. Petitioner shall make any adjustments on the site as needed for access as per direction by the Village.
 3. In accordance with the Municipal Code, construction hours shall be limited to 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 6 p.m. Saturday and Sunday.

Motion by _____, seconded by _____, to recommend approval.

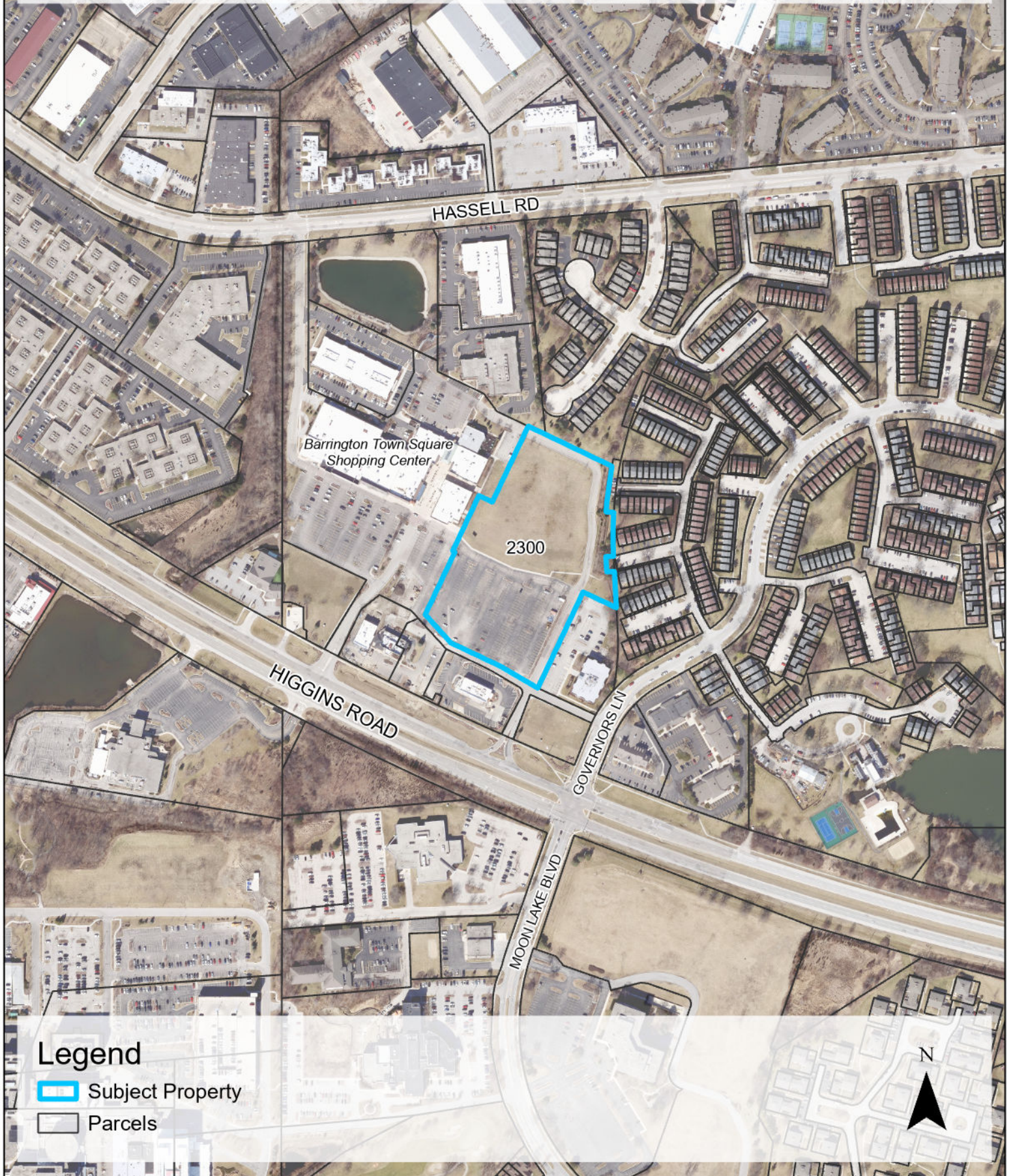
Roll call vote:

Aye

Nay:

Absent:

2300 W HIGGINS RD
PIN: 07-07-205-014-0000





VILLAGE OF HOFFMAN ESTATES PLANNING & ZONING APPLICATION SUMMARY

APPLICATION INFORMATION

Project Number:	PLN25-0024
Project Name:	Grand Reserve at Hoffman Estates apartments (335 units)
Project Application Date:	6/13/2025
Project Manager:	James Donahue

PROJECT TYPE

Special Use For Planned Development

SITE INFORMATION

Property Address:	2300 W HIGGINS RD
All Included PINs:	07-07-205-014-0000

PROJECT CONTACTS

Relationship to Project	Name / Firm	Address
APPLICANT	Synergy Construction & Development Group	2037 W Carroll Ave Chicago, IL 60612
OWNER	Deschouw BSM LLC	2314 W. Higgins Rd Hoffman Estates, IL 60169

Grand Reserve of Hoffman Estates – Written Statement

(1) A general description of the proposed Planned Development, the planning objectives to be achieved by it, including the rationales and assumptions of the applicant supporting the proposed Planned Development, and the market it is intended to serve.

Synergy Construction and Development Company is proposing to redevelop the long vacant 7.24 acre retail site at Barrington Square Mall into a 335-unit luxury rental multi-family destination. Grand Reserve at Hoffman Estates will have over 20,000 SF of indoor and outdoor amenity spaces including a pool, gym, shared offices, media rooms, golf simulators, storage lockers, dog wash stations and DIY rooms. The site currently has 330 surface parking spaces and our proposed multi-family development will include 486 parking spaces. Our proposed development will not only cater to the strong demand for luxury rental residential units in Hoffman Estates but will also increase local demand for restaurant and retail businesses.

(2) How the proposed Planned Development is to be designed, arranged, and operated so as not to adversely affect the development and use of neighboring property in accordance with applicable regulations of this title.

Synergy has worked closely with the owner of Barrington Square Mall as well as Village Staff over the last several months to create a plan that balances scale, density, parking, traffic and pedestrian circulation for the broader site.

(3) A summary of existing natural and environmental resources and features on the subject property, including its topography, vegetation, soils, geology, and scenic view, and the impact of the proposed Planned Development on such resources and features, including proposals to preserve or protect such resources and features.

Site is currently underutilized as a former retail pad and surface parking lot. We worked with a landscape architect to preserve many existing trees and we are proposing to add a significant amount of landscaping throughout the site with our new project.

(4) Applicant's intent with respect to the ownership, sale and leasing of the various completed units, structures, spaces and areas within the proposed Planned Development.

Synergy Construction and Development Company a Chicago based developer, is partnering with BJB Properties a Park Ridge, IL based multi-family owner/operator to construct, lease-up and own/operate this property long-term.

(5) A development schedule for each and every stage of construction stating the approximate beginning and completion date, proportion of total public or common open space to be provided for each use and with each development stage.

A development schedule has been provided with this submittal. Our goal is to break ground this fall. Construction of phase-1 (194 units) will take approximately 18 months to complete then about 12 months to lease up and stabilize the property by the end of 2027. Then construction will begin immediately on phase-2 (141 units) with a similar schedule in terms of construction and lease-up leading to full project stabilization of both Phase 1 and Phase 2 in 2030.

(6) A summary of density of residential uses, including the number of dwelling units by type, the number of buildings by type and the number of bedrooms in each building and dwelling unit type.

BUILDING 1 (PH 1)			1ST FLR	2ND FLR	3RD FLR	4TH FLR	5TH FLR	BLDG AREA	-	-
AMENITY			6,650	-	-	-	-	6,650	2.92%	
GARAGE			35,242	-	-	-	-	35,242	15.48%	
STR/CORR/UTIL/OTHER			3,994	6,657	6,906	6,906	6,906	31,369	13.78%	
RESIDENTIAL			-	37,322	39,010	39,010	39,010	154,352	EFF: 67.81%	
SUBTOTAL BLDG AREA			45,886	43,979	45,916	45,916	45,916	227,613	TOTAL GROSS AREA	
UNIT	TYPE	AREA (SF)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	4TH FLR	UNIT COUNT	AREA (SF)	UNIT MIX
STUDIO	S2	600	0	7	8	8	8	31	18,600	16.0%
1BD	A1	720	0	15	15	15	15	60	43,200	63.9%
1BD	A2	768	0	12	12	12	12	48	36,864	
1B+DEN	A4	888	0	2	2	2	2	8	7,104	
1B+DEN	A5	897	0	2	2	2	2	8	7,176	
2BD + 2BA	B1	1020	0	4	4	4	4	16	16,320	20.1%
2BD + 2BA	B2	1088	0	4	5	5	5	19	20,672	
2BD + 2BA	B3	1104	0	1	1	1	1	4	4,416	
UNITS/FLR			0	47	49	49	49	194	154,352	100.0%

BUILDING 2 (PH 2)			1ST FLR	2ND FLR	3RD FLR	4TH FLR	BLDG AREA	-	-
AMENITY			2,693	-	-	-	2,693		1.90%
GARAGE			4,064	-	-	-	4,064		2.87%
STR/CORR/UTIL/OTHER			6,544	4,780	4,780	4,780	20,884		14.77%
RESIDENTIAL			22,325	29,758	30,846	30,846	113,775	EFF:	80.45%
SUBTOTAL BLDG AREA			35,626	34,538	35,626	35,626	141,416	TOTAL GROSS AREA	
UNIT	TYPE	AREA (SF)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	UNIT COUNT	AREA (SF)	UNIT MIX
STUDIO	S2	600	4	6	6	6	22	13,200	15.6%
1BD	A1	720	10	11	11	11	43	30,960	64.5%
1BD	A2	810	7	9	9	9	34	27,540	
1B+DEN	A4	888	1	2	2	2	7	6,216	
1B+DEN	A5	897	1	2	2	2	7	6,279	
2BD + 2BA	B1	1020	3	4	4	4	15	15,300	19.9%
2BD + 2BA	B2	1088	1	2	3	3	9	9,792	
2BD + 2BA	B3	1122	1	1	1	1	4	4,488	
UNITS/FLR			28	37	38	38	141	113,775	100.0%

(7) Information on the type and amount of primary and accessory uses, including the amount of open space.

Our proposed plan will include open spaces in our outdoor amenity areas like the pool, door run and outdoor patio area for each 1st floor residential unit.

(8) A detailed summary of existing bicycle, pedestrian, and transit improvements serving the site and what improvements will be made to enhance or maintain connectivity within the Planned Development and surrounding network.

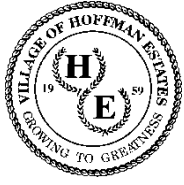
Current site provides little if any pedestrian sidewalks through the site. Our proposed plan will include pedestrian sidewalks around and through the entire site to connect adjacent retail, office and residential properties, as well as public transportation on West Higgins and Hassel Roads.

(9) Economic impact summary addressing the economic impacts of the Planned Development on the community including sales tax, equalized assessed property values, transit ridership, employer housing and workforce, etc.

A TIF GAP economic analysis was provided separately.

(10) A summary of areas proposed to be conveyed, dedicated or reserved for public uses including parks, playgrounds and open spaces.

NA



VILLAGE OF HOFFMAN ESTATES PLANNING AND ZONING

PLANNED DEVELOPMENT OBJECTIVES AND SPECIAL USE STANDARDS

PROJECT NAME: GRAND RESERVE OF HOFFMAN ESTATES

PROJECT NUMBER: PLN25-0024

OBJECTIVES OF PLANNED DEVELOPMENT

Zoning Code Section 9-1-18A-D requires that the Planned Developments meet the following objectives.

You must answer and explain how the proposed project meets each objective. Incomplete submittals will not be considered. Any submittal that does not contain an explanation of why and how each objective is met will not be accepted.

1. Creation of a more desirable environment than would be possible through strict application of other Village land use regulations.

RESPONSE: The creation of a Planned Development provides much more flexibility than the existing Village Ordinances governing the develop of a 2-phase multi-family residential project (the "Project"). These include matters related to height, overall layout, location of internal streets, landscaping, onsite parking, density, and other Village Development Code requirements. Creating a Planned Development will create give the Developer the opportunity to construct, lease and operate a first-class multi-family development.

2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities.

RESPONSE: The use of a Planned Development allows the Developer to use a more creative approach to the use of land and the multi-family apartment buildings with extraordinary first-class amenities, resulting in better design and development of a multi-family residential project, including aesthetic amenities.

3. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation, and geologic features, and the prevention of soil erosion.

RESPONSE: The site was previously occupied by a large retail store. By developing the property with a residential development more open space, landscaping and natural amenities will now be possible. With the flexible application of the Chapter 9 of the Village's Municipal Code, preservation and enhancement of desirable site characteristics, such as natural topography, vegetation, and geologic features, and the prevention of soil erosion will be available.

4. Combination and coordination of architectural styles, building forms, and building relationships.

RESPONSE: The Planned Development allows the Developer the ability to create a different architectural style and building forms, as well as building relationships between the Phase I building and Phase II building and the surrounding properties.

5. Provisions for the preservation and beneficial use of open space.

RESPONSE: The former large building on the site did not provide for any internal greenspace and significant landscaping. Since the Developer is able to do a Planned Development, fewer parking spaces than the Development Code requires allows developer to provide more green spaces both within and surrounding the Property. The Project also has a large open space for pets!

6. Encouragement of land uses that promote the public health, safety, and general welfare.

RESPONSE: Apartment buildings create a sense of community. Steps will be taken to insure the safety and general welfare of the approximately 400 new residents. Developer is strongly committed to safety concerns as expressed above.

7. Support the economic development goals of the Village, as conveyed through the Village's Comprehensive Plan, or other relevant adopted sub-area or strategic plans.

RESPONSE: The addition of approximately 400 new residents will be a significant economic benefit to the Village. Most likely the approximately 400 residents will shop, eat and recreate within the Village. In addition, the amount of real estate taxes that will go to the schools and other taxing districts once the TIF expires in 2036 will create a very significant economic benefit to all of the taxing bodies

STANDARDS OF SPECIAL USE

Zoning Code Section 9-1-18-I requires that the Planning and Zoning Commission shall, in making its determination, find that adequate evidence is provided to meet the Standards of Special Use.

You must answer and explain each Standard of Special Use. Incomplete submittals will not be considered. Any submittal that does not contain an explanation of why and how each standard is met will not be accepted.

1. That the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. Please explain how and why you meet this standard.

RESPONSE: The Development is adding a total of 317 first-class apartment units, and the tenants of the Project must meet certain standards, including number of occupants of a unit, previous experience in other apartment projects, and must have adequate income to afford the higher rents that Developer will be charging. The Developer truly believes that neither the Development nor its tenants will impose a threat to or endanger the public health, safety, morals, comfort or general welfare of the Village, its citizens, business and rule of law.

2. That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within that neighborhood. Please explain how and why you meet this standard.

RESPONSE: The Project is adjacent to Barrington Square Mall, a thriving and long-standing shopping center. The addition of approximately 400 new residents will only not be a danger to the surrounding property in its immediate vicinity, but it will also add a significant number of additional residents who are likely to increase the sales, and therefore the value of Barrington Square Mall. In addition, with a first in class residential project, Developer believes that the property values in the neighborhood will increase.

3. That the establishment of the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district. Please explain how and why you meet this standard.

RESPONSE: All of the surrounding property is already developed with Barrington Square Mall, office buildings, apartments and other commercial development. Therefore, the special use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

4. That adequate utilities, access roads, drainage, and/or necessary facilities have been or are being provided. Please explain how and why you meet this standard.

RESPONSE: The property was previously developed, and all utilities, access roads, drainage, and/or necessary facilities for the prior building remain available for Developer's use. To the extent that additional, upgraded or new utilities are necessary to construct and operate the Development, the Developer has confirmed with the Seller and the village that such utilities, access roads, drainage, and/or necessary facilities are either at the Property or are available.

5. That adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in public streets. Please explain how and why you meet this standard.

Response: Developer has been working very closely with the Village staff and its consultants in order to avoid traffic congestion in public streets. Obviously the most significant public street is Higgins Road. The Developer will be using all existing drives for ingress and egress from the Project. By providing residents with no less than four (4) points of existing access, there will be several choices for the residents. Also, by not adding an additional point of access on to Higgins Road, Developer has designed the Project to minimize traffic congestion in public streets

6. That the special use shall in all other respects conform to the applicable regulations of the district in which it is located, except in each instance such as regulations may be modified by the Village Board pursuant to the recommendation of the Planning and Zoning Commission. Please explain how and why you meet this standard.

RESPONSE: Developer has been working diligently with the Village staff in order to ensure that special use shall in all other respects conform to the applicable regulations of the zoning district. Although Developer may request that modifications of certain regulations are necessary and beneficial for the Project, Developer is working diligently and carefully so as to avoid any significant request for modifications, as well as minimize the number of modifications requested.

7. That the special use shall support the economic development goals of the Village as conveyed through the Village's Comprehensive Plan, or other relevant adopted sub-area or strategic plans

RESPONSE: There is little question that the special use will not only support, but will significantly enhance the economic development goals of the Village as conveyed through the Village's Comprehensive Plan. The ability to construct the Project that will have 400+ new residents, the Project will provide the following: (i) increase the tax base of the Village, (ii) once the TIF is over in 2036, the amount of real property taxes going to the Village, the schools, and other taxing bodies will significantly increase, (iii) bring in 400+ residents who will live, shop, eat and recreate in the Village, thereby producing a significant increase of the share of retail sales taxes going to the Village, and (iv) other less tangible benefits will inure to the benefit of the Village.

VIEW 01



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*ALL BUILDING AREAS ARE APPROXIMATE UNTIL BUILDING FOOTPRINT / ENTRY DESIGNS ARE FINALIZED.

VIEW 02



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VIEW 03



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VIEW 04



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VIEW 05



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VIEW 06



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VIEW 07

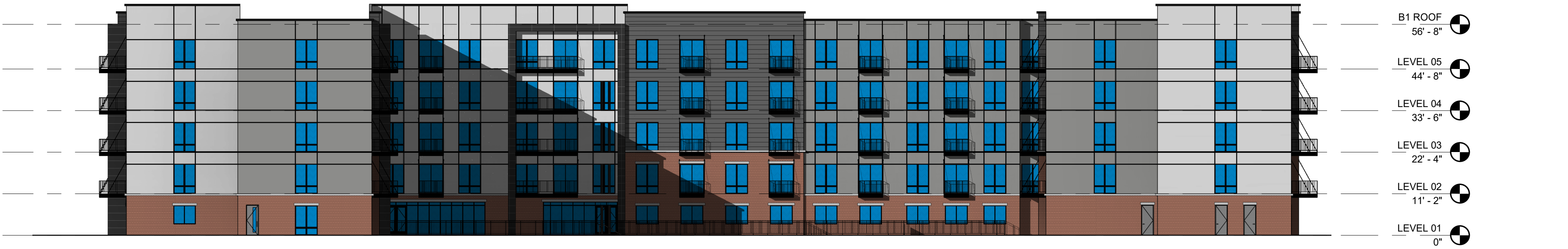


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*ALL BUILDING AREAS ARE APPROXIMATE UNTIL BUILDING FOOTPRINT / ENTRY DESIGNS ARE FINALIZED.

BUILDING 01 - OVERALL ELEVATIONS...

OVERALL ELEVATIONS

SCALE: 1" = 20'-0"



BUILDING 01 - NORTH ELEVATION

SCALE: 1" = 20'-0"



BUILDING 01 - EAST ELEVATION

SCALE: 1" = 20'-0"



BUILDING 01 - SOUTH ELEVATION

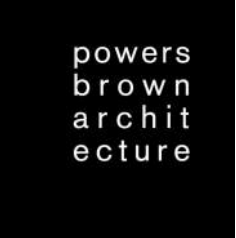
SCALE: 1" = 20'-0"



BUILDING 01 - WEST ELEVATION

SCALE: 1" = 20'-0"

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BUILDING 02 - OVERALL ELEVATIONS

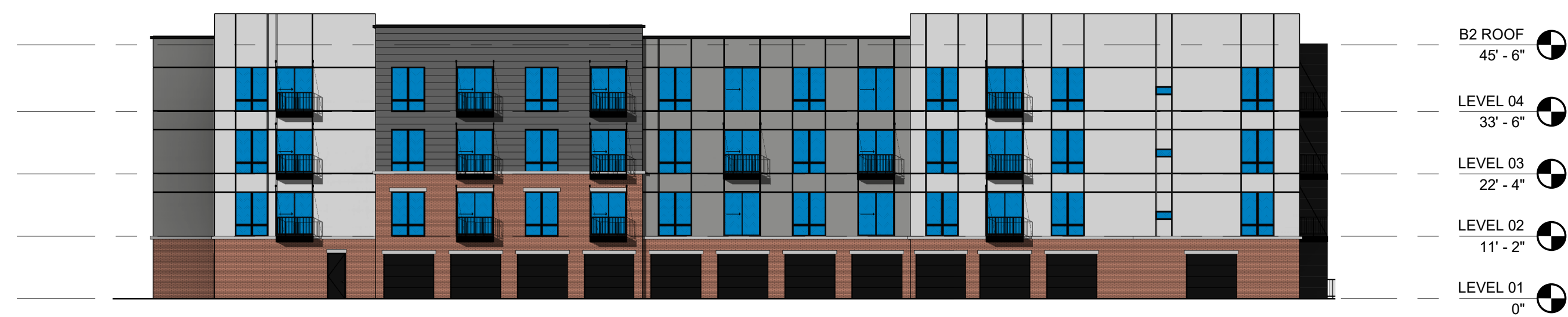
OVERALL ELEVATIONS

SCALE: 1" = 20'-0"



BUILDING 02 - WEST ELEVATION

SCALE: 1" = 20'-0"



BUILDING 02 - NORTH ELEVATION

SCALE: 1" = 20'-0"



BUILDING 02 - SOUTH ELEVATION

SCALE: 1" = 20'-0"



BUILDING 02 - EAST ELEVATION

SCALE: 1" = 20'-0"

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FINISH SCHEDULE AND CALLOUTS



1 **EXTERIOR BRICK**
CUTAWABA BRICK - BRICKCRAFT

2 **LAP SIDING**
JAMES HARDIE FINISHES
MIDNIGHT BLACK - SMOOTH FINISH

3 **PANEL SIDING**
JAMES HARDIE FINISHES
ARTIC WHITE - SMOOTH FINISH

4 **ALUMINUM COMPOSITE METAL SIDING**
ALUCOBOND FINISHES - PLATINUM MICA

5 **BALCONY COLOR**
FACTORY FINISH BLACK

6 **ALUMINUM STOREFRONT**
FACTORY FINISH BLACK
BLACK HARDWARE

7 **HOLLOW METAL DOOR/FRAME COLOR**
1. @ BRICK - PAINTED BLACK TO MATCH
2. @ SIDING - PAINTED TO MATCH SIDING
3. HARDWARE TO BE BLACK @ EXTERIOR & INTERIOR

8 **PTAK GRILLS**
1. @ BRICK - SW6258 TRICORN BLACK
2. @ SIDING
SW6258 TRICORN BLACK @ DARK SIDING/PANELING
SW7056 RESERVED WHITE @ LIGHTING SIDING/PANELING

9 **DRYER/VENT COLOR**
EXHAUST VENTS | LAMBRO INDUSTRIES
MATCH ADJACENT FINISH
(BLACK @ DARK PANELING & WHITE @ WHITE PANELING)

10 **WALL PAKS**
FACTORY FINISHED BLACK

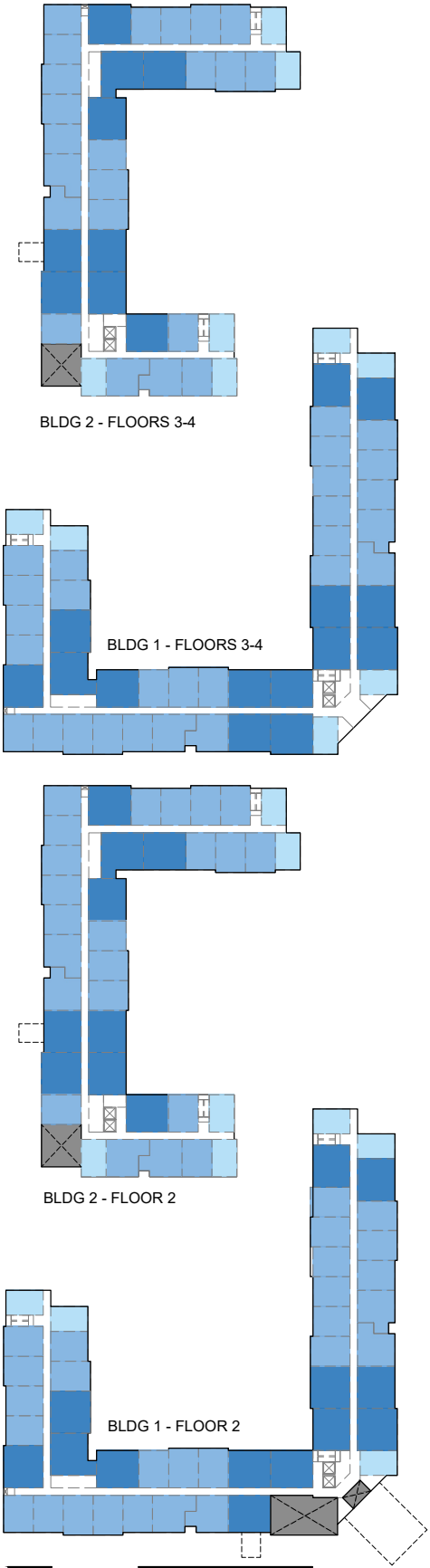
11 **VINYL WINDOWS**

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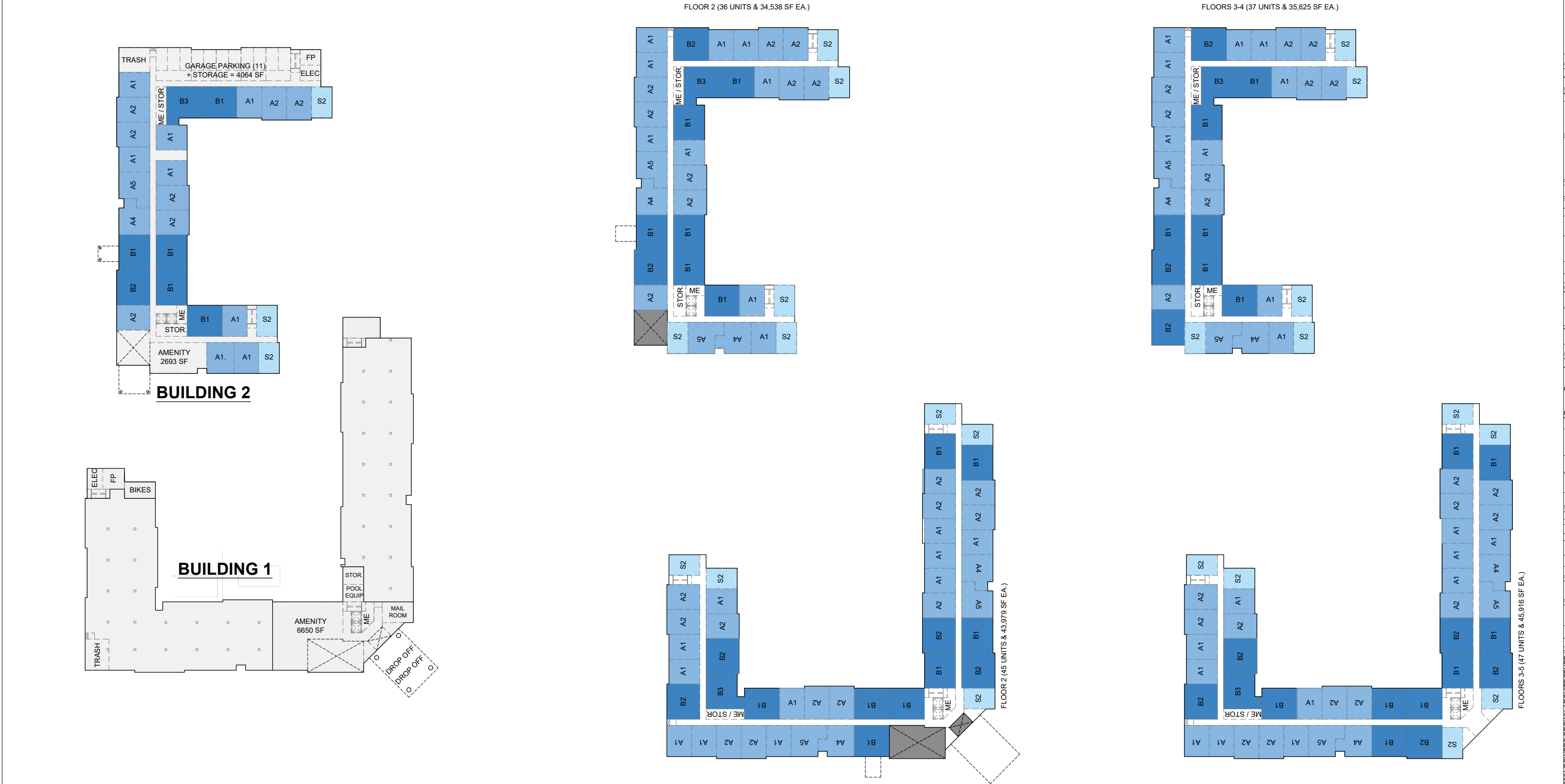
OVERALL SITE PLAN

DEVELOPMENT SUMMARY									
GROSS SITE AREA (SF):	315,291	7.24	AC.						
STORMWATER MANAGEMENT AREA:	0	-	AC.						
NET SITE AREA:	315,291	7.24	AC.						
TOTAL UNIT COUNT:									
AVG UNIT AREA:	800	SF							
SITE DENSITY:	46.28	DU/AC.							
TOTAL BLDG AREA (SF):	369,029	SF							
F.A.R.:	1.17								
BUILDING & UNIT CALCULATIONS									
BUILDING 1 (PH 1)									
AMENITY	6,650	-	-	-	-	6,650			
GARAGE	35,242	-	-	-	-	35,242			
STR/CORR/UTIL/OTHER	3,994	6,657	6,906	6,906	6,906	31,369			
RESIDENTIAL	27,322	39,019	39,019	39,019	39,019	154,352			
SUBTOTAL BLDG AREA	45,886	43,979	45,935	45,935	45,935	227,613			
TOTAL GROSS AREA									
UNIT	TYPE	AREA (SF)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	5TH FLR	UNIT COUNT	AREA (SF) UNIT MIX
STUDIO	S2	600	0	7	8	8	8	31	18,600 16.0%
1BD	A1	720	0	15	15	15	15	60	43,200 16.0%
1BD	A2	768	0	12	12	12	12	48	36,864 63.9%
1B+DEN	A4	888	0	2	2	2	2	8	7,104
1B+DEN	A5	897	0	2	2	2	2	8	7,176
2BD + 2BA	B1	1020	0	4	4	4	4	16	16,320 20.1%
2BD + 2BA	B2	1088	0	4	5	5	5	19	20,672
2BD + 2BA	B3	1104	0	1	1	1	1	4	4,416
UNITS/FLR			0	47	49	49	49	194	254,352 100.0%
NOTE: 1BA PER UNIT U.O.N.									
								233	BEDS
PARKING SUMMARY									
TARGET PARKING RATIO:	1.50							196	
REQ'D PARKING COUNT:	291							84	
PARKING RATIO PROVIDED:	1.44	/DU						280	
BUILDING & UNIT CALCULATIONS									
BUILDING 2 (PH 2)									
AMENITY	2,693	-	-	-	-	2,693			
GARAGE	4,064	-	-	-	-	4,064			
STR/CORR/UTIL/OTHER	6,544	4,780	4,780	4,780	4,780	20,894			
RESIDENTIAL	22,325	29,758	30,846	30,846	30,846	113,775			
SUBTOTAL BLDG AREA	35,626	34,538	35,626	35,626	35,626	141,416			
TOTAL GROSS AREA									
UNIT	TYPE	AREA (SF)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	UNIT COUNT	AREA (SF) UNIT MIX	
STUDIO	S2	600	4	6	6	6	22	13,200 15.6%	
1BD	A1	720	10	11	11	11	43	30,860 15.6%	
1BD	A2	810	7	9	9	9	34	27,540 64.5%	
1B+DEN	A4	888	1	2	2	2	7	6,216	
1B+DEN	A5	897	1	2	2	2	7	6,279	
2BD + 2BA	B1	1020	3	4	4	4	15	15,300 19.9%	
2BD + 2BA	B2	1088	1	2	3	3	9	9,792	
2BD + 2BA	B3	1122	1	1	1	1	4	4,488	
UNITS/FLR			28	37	38	38	141	113,775 100.0%	
NOTE: 1BA PER UNIT U.O.N.									
								169	BEDS
PARKING SUMMARY									
TARGET PARKING RATIO:	1.50							140	
REQ'D PARKING COUNT:	212							11	
PARKING RATIO PROVIDED:	1.46	/DU						206	



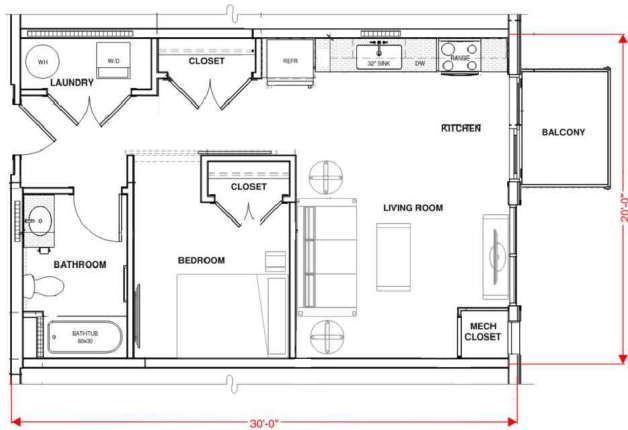
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FLOOR PLANS

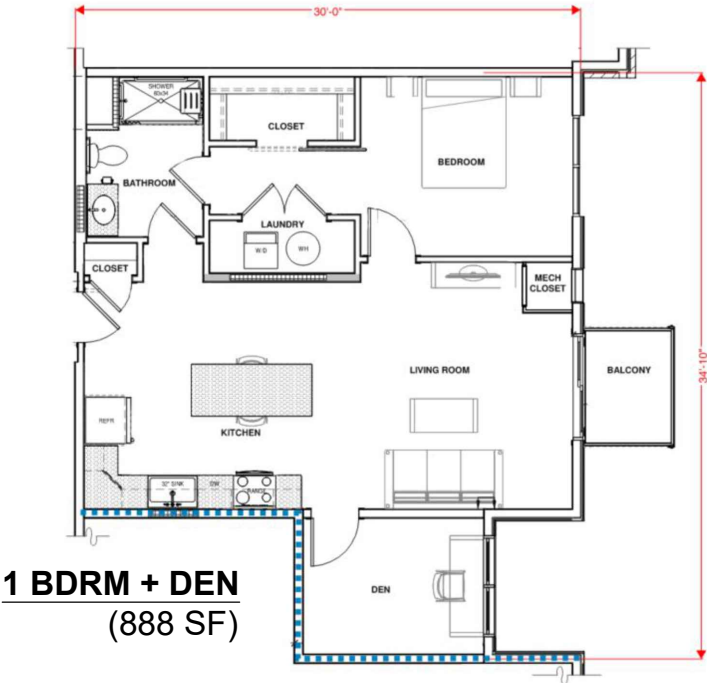


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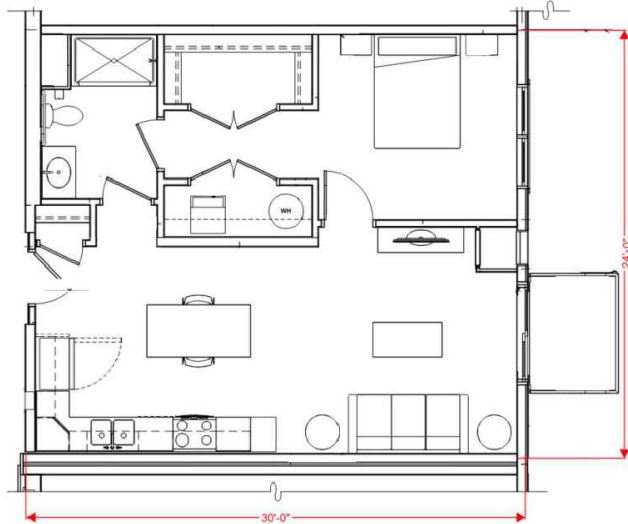
TYPICAL UNIT PLANS



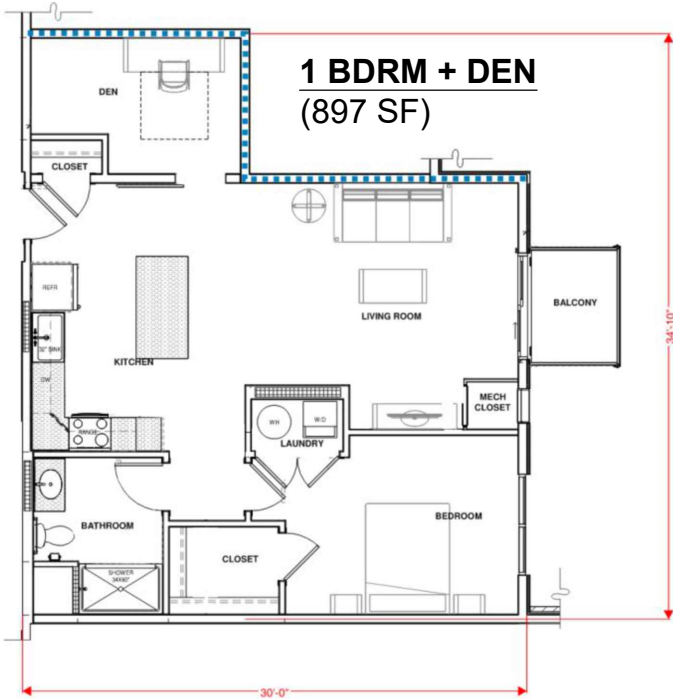
STUDIO
(600 SF)



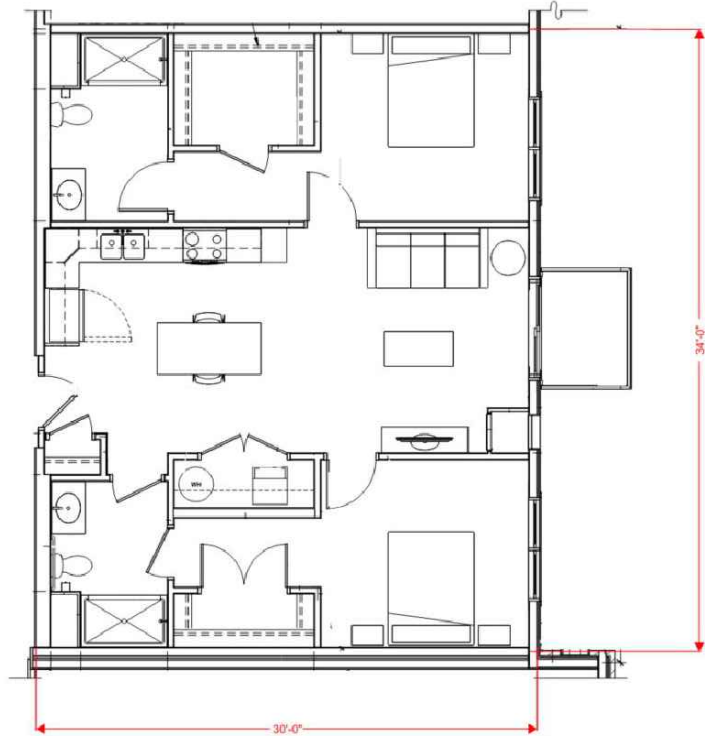
1 BDRM + DEN
(888 SF)



1 BDRM
(720 SF)



1 BDRM + DEN
(897 SF)



2 BDRM
(1020 SF)

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DEVELOPMENT SUMMARY

GROSS SITE AREA (SF):	315,291	7.24	AC.
STORMWATER MANAGEMENT AREA:	0	-	AC.
NET SITE AREA:	315,291	7.24	AC.

TOTAL UNIT COUNT:	335	DU	402	BEDS
AVG UNIT AREA:	800	SF		
SITE DENSITY:	46.28	DU/AC.		
TOTAL BLDG AREA (SF):	369,029	SF		
F.A.R.:	1.17			

BUILDING & UNIT CALCULATIONS										
BUILDING 1 (PH 1)			1ST FLR	2ND FLR	3RD FLR	4TH FLR	5TH FLR	BLDG AREA		
AMENITY			6,650	-	-	-	-	6,650	EFF:	2.92%
GARAGE			35,242	-	-	-	-	35,242		15.48%
STR/CORR/UTIL/OTHER			3,994	6,657	6,906	6,906	6,906	31,369		13.78%
RESIDENTIAL			-	37,322	39,010	39,010	39,010	154,352		67.81%
SUBTOTAL BLDG AREA			45,886	43,979	45,916	45,916	45,916	227,613	TOTAL GROSS AREA	
UNIT	TYPE	AREA (SF)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	4TH FLR	UNIT COUNT	AREA (SF)	UNIT MIX
STUDIO	S2	600	0	7	8	8	8	31	18,600	16.0%
1BD	A1	720	0	15	15	15	15	60	43,200	63.9%
1BD	A2	768	0	12	12	12	12	48	36,864	
1B+DEN	A4	888	0	2	2	2	2	8	7,104	
1B+DEN	A5	897	0	2	2	2	2	8	7,176	
2BD + 2BA	B1	1020	0	4	4	4	4	16	16,320	20.1%
2BD + 2BA	B2	1088	0	4	5	5	5	19	20,672	
2BD + 2BA	B3	1104	0	1	1	1	1	4	4,416	
UNITS/FLR			0	47	49	49	49	194	154,352	100.0%
								233	BEDS	

*NOTE - 1BA PER UNIT U.O.N.

PARKING SUMMARY

TARGET PARKING RATIO:	1.50	PROVIDED PARKING:	
REQ'D PARKING COUNT:	291	SURFACE	196
		GARAGE	84
		OFF-SITE	0
PARKING RATIO PROVIDED:	1.44	TOTAL PARKING:	280

RESI AREA CHECK

TRUE

ULTIMATE POPULATION TABLE

BUILDING 1								
Type of Unit	Units	Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total/DU
Efficiency	31	0	0	0	0	0	1.294	1.294
1 bedroom	124	0	0.002	0.001	0.003	0.001	1.754	1.758
2 bedroom	39	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Type of Unit	Units	Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total/DU
Efficiency	31	0	0	0	0	0	40.114	40.114
1 bedroom	124	0	0.248	0.124	0.372	0.124	217.496	217.992
2 bedroom	39	1.833	3.354	1.638	4.992	1.794	66.027	74.646
Totals	194	1.833	3.602	1.762	5.364	1.918	323.637	332.752

BUILDING & UNIT CALCULATIONS

BUILDING 2 (PH 2)			1ST FLR	2ND FLR	3RD FLR	4TH FLR	BLDG AREA		
AMENITY			2,693	-	-	-	2,693	EFF:	1.90%
GARAGE			4,064	-	-	-	4,064		2.87%
STR/CORR/UTIL/OTHER			6,544	4,780	4,780	4,780	20,884		14.77%
RESIDENTIAL			22,325	29,758	30,846	30,846	113,775		80.45%
SUBTOTAL BLDG AREA			35,626	34,538	35,626	35,626	141,416	TOTAL GROSS AREA	
UNIT	TYPE	AREA (SF)	1ST FLR	2ND FLR	3RD FLR	4TH FLR	UNIT COUNT	AREA (SF)	UNIT MIX
STUDIO	S2	600	4	6	6	6	22	13,200	64.5%
1BD	A1	720	10	11	11	11	43	30,960	
1BD	A2	810	7	9	9	9	34	27,540	
1B+DEN	A4	888	1	2	2	2	7	6,216	
1B+DEN	A5	897	1	2	2	2	7	6,279	19.9%
2BD + 2BA	B1	1020	3	4	4	4	15	15,300	
2BD + 2BA	B2	1088	1	2	3	3	9	9,792	
2BD + 2BA	B3	1122	1	1	1	1	4	4,488	
UNITS/FLR			28	37	38	38	141	113,775	100.0%
*NOTE - 1BA PER UNIT U.O.N.								169	BEDS

*NOTE - 1BA PER UNIT U.O.N.

PARKING SUMMARY

TARGET PARKING RATIO:	1.50	PROVIDED PARKING:	
REQ'D PARKING COUNT:	212	SURFACE	140
		GARAGE	11
		OFF-SITE	55
PARKING RATIO PROVIDED:	1.46	TOTAL PARKING:	206

RESI AREA CHECK

TRUE

Building 2

Type of Unit	Units	Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total/DU
Efficiency	22	0	0	0	0	0	1.294	1.294
1 bedroom	91	0	0.002	0.001	0.003	0.001	1.754	1.758
2 bedroom	28	0.047	0.086	0.042	0.128	0.046	1.693	1.914
Type of Unit	Units	Pre-School	Elementary	Junior High	Total K-8	High School	Adults	Total/DU
Efficiency	22	0	0	0	0	0	28.468	28.468
1 bedroom	91	0	0.182	0.091	0.273	0.091	159.614	159.978
2 bedroom	28	1.316	2.408	1.176	3.584	1.288	47.404	53.592
Totals	141	1.316	2.59	1.267	3.857	1.379	235.486	242.038

PRELIMINARY ENGINEERING PLANS
FOR
GRAND RESERVE OF HOFFMAN ESTATES

2302 W. HIGGINS ROAD
HOFFMAN ESTATES, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

Synergy Construction Group
2037 West Carroll Street
Chicago, Illinois 60612
312 243 3700
Contact: Phil Domenico

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Ryan M. Wagner, P.E.
rwagner@v3co.com
Project Engineer: Jenna Greenlees
jgreenlees@v3co.com

ARCHITECT

Powers Brown Architecture
18W140 Butterfield Road, Suite 1560
Oakbrook Terrace, Illinois 60181
312 967 4530
Contact: Grant Brandenburg, AIA, NCARB, CDP

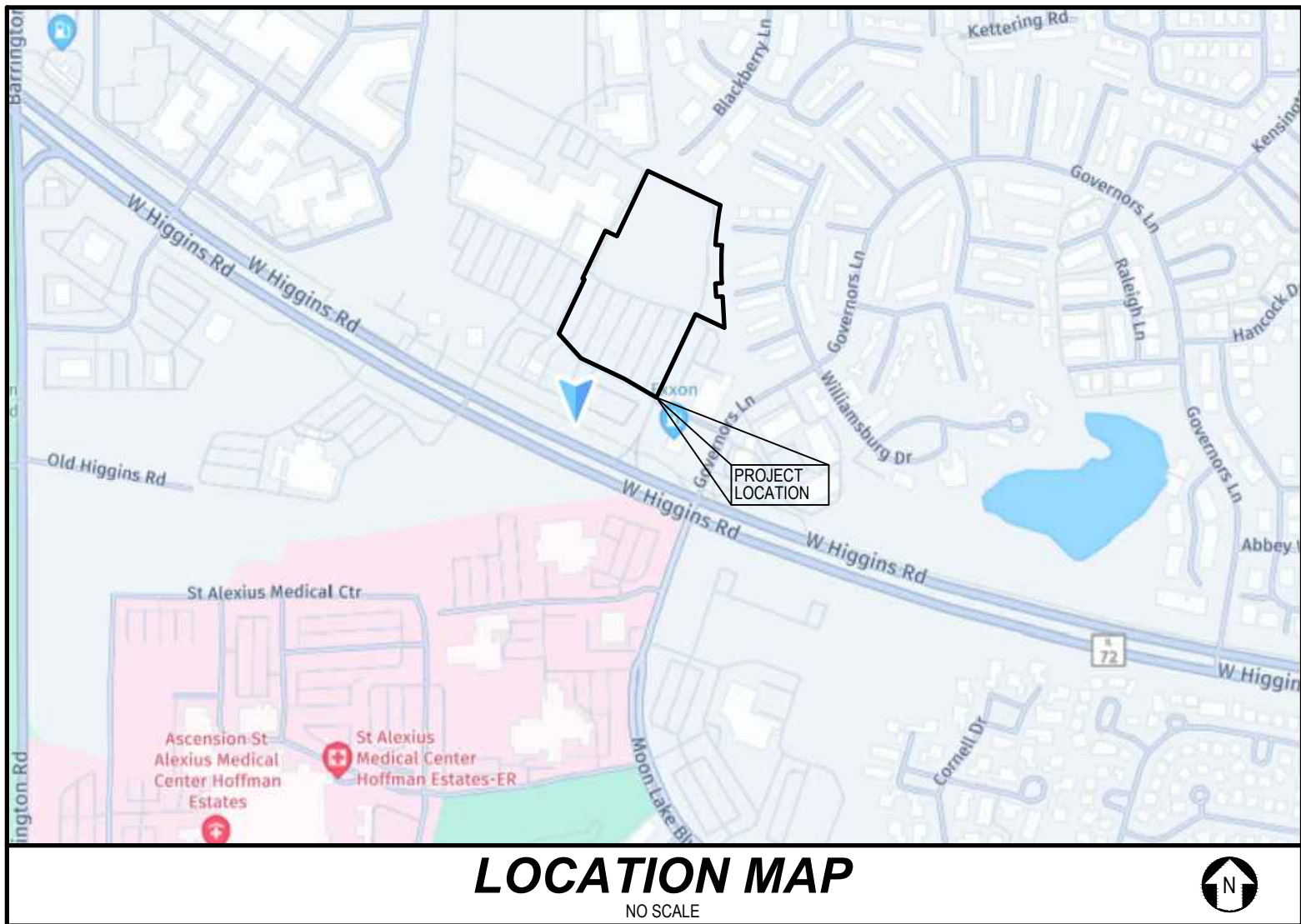
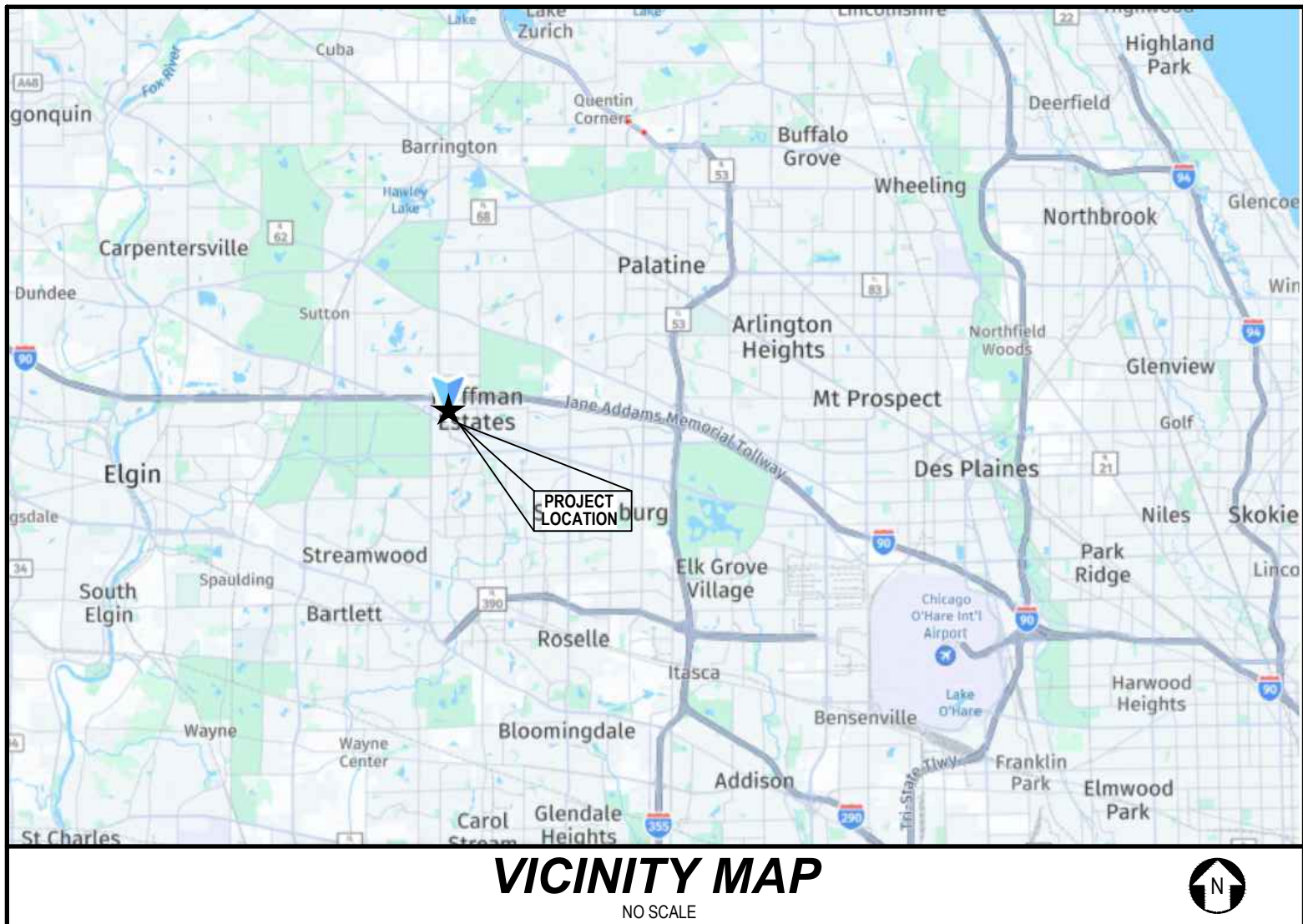
BENCHMARKS

SOURCE: TRIMBLE VRS NETWORK
WITH PROJECT ORIGIN AT:
LATITUDE: 42-03-30.80972 N
LONGITUDE: 88-06-16.45391 W
ELLIPSOIDAL HEIGHT: 685.255 SFT
GROUND SCALE FACTOR: 1.0000544807

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 04-25-25
ELEVATION: 806.76 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTH BOLT ON HYDRANT AT THE EAST SIDE OF THE EASTERLY BITUMINOUS DRIVE TO THE SITE NEAR SOUTHEAST CORNER OF PROPERTY.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 04-25-25
ELEVATION: 801.66 (MEASURED)
DATUM: NAVD88
DESCRIPTION: NORTH BOLT ON HYDRANT AT THE EAST SIDE OF THE EASTERLY BITUMINOUS DRIVE, 1ST HYDRANT NORTH OF THE SOUTHEAST CORNER OF PROPERTY.



INDEX

CIVIL ENGINEERING PLANS

- C0.0 TITLE SHEET
- C1.0 GENERAL NOTES, LEGEND, AND ABBREVIATIONS
- C1.1 SPECIFICATIONS
- C2.0 EXISTING CONDITIONS AND DEMOLITION PLAN
- C3.0 PRELIMINARY LAYOUT AND PAVING PLAN
- C4.0 PRELIMINARY GRADING PLAN
- C5.0 PRELIMINARY UTILITY PLAN

SUPPORTING DOCUMENTS

- 2 Sheets ALTA/NSPS LAND TITLE SURVEY AND TOPOGRAPHIC SURVEY



Joint
Utility
Locating
Information
for
Excavators

Call 48 hours before you dig

PROFESSIONAL ENGINEER'S CERTIFICATION

I, RYAN M. WAGNER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF SYNERGY CONSTRUCTION GROUP BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____ DAY OF _____, A.D., 2025.

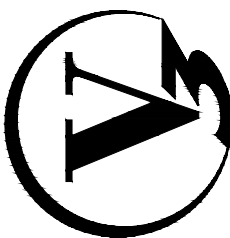
ILLINOIS LICENSED PROFESSIONAL ENGINEER
MY LICENSE EXPIRES ON NOVEMBER 30, 2025

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

TITLE SHEET

GRAND RESERVE OF HOFFMAN ESTATES
HOFFMAN ESTATES 2302 W HIGGINS ROAD ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com



DRAWING NO.

C0.0

REVISIONS

ORIGINAL ISSUE DATE: SEPT. 12, 2025

PROJECT NO.: 250353

PROJECT MANAGER: RMW

DESIGNED BY: JG

DRAWN BY: DB

DESCRIPTION

NO. DATE

DESCRIPTION

NO. DATE

GENERAL NOTES

1.

EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

V3 COMPANIES, LTD.
7325 JAMES AVENUE
WOODRIDGE, IL 60517

COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.
2.

ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.
3.

CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.
4.

ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
5.

THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.
6.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.
7.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
8.

EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA, LATEST EDITION.

d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF HOFFMAN ESTATES.

e. THE NATIONAL ELECTRIC CODE.

f. THE ILLINOIS ACCESSIBILITY CODE.

g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
9.

THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.
10.

ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.
11.

CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.
12.

THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF HOFFMAN ESTATES MUNICIPAL CODE AND IDOT REQUIREMENTS.
13.

NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.
14.

ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15.

REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.
16.

NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.
17.

FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.
18.

BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.
19.

THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.
20.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.
21.

ALL CURB RADII REFER TO BACK OF CURB.
22.

ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.
23.

STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
24.

PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.
25.

CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.
26.

BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.
27.

BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.
28.

WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
29.

PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.
30.

FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.
31.

ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
32.

ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.
33.

PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.
34.

ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
35.

PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
36.

THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE, TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
37.

BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.
38.

CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.
39.

THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6" POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.
40.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41.

COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.
42.

ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.
43.

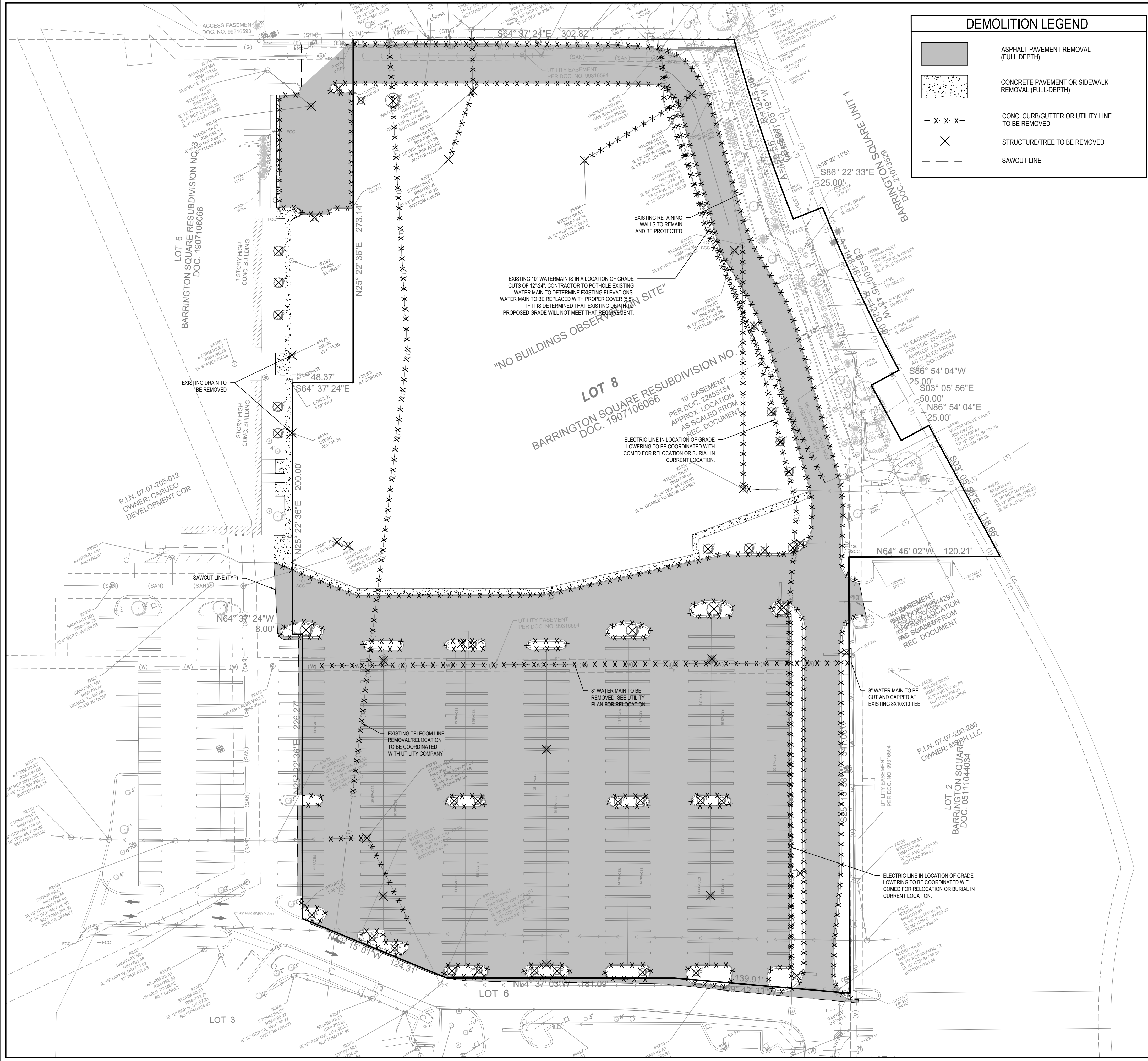
THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

LEGEND		ABBREVIATIONS	
EXISTING	PROPOSED	DESCRIPTION	
		RIGHT-OF-WAY LINE	
		PROPERTY LINE (EXTERIOR)	
		LOT LINE (INTERIOR)	
		EASEMENT LINE	
		FENCE LINE	
		CENTERLINE	
		PROPERTY CORNER	
		CONTOUR	
		CURB & GUTTER	
		DEPRESSED CURB & GUTTER	
		REVERSE PITCHED CURB	
		SPOT ELEVATION	
		TOP OF CURB ELEVATION	
		EDGE OF PAVEMENT ELEVATION	
		UTILITY STUB	
		SANITARY SEWER	
		SANITARY FORCE MAIN	
		STORM SEWER	
		WATER MAIN	
		GAS MAIN	
		UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK	
		BURIED CABLE-ELECTRIC	
		BURIED CABLE-TELEPHONE	
		ATLAS LOCATED UTILITY	
		UTILITY STRUCTURE WITH CLOSED LID	
		CURB INLET	
		DRAINAGE STRUCTURE WITH OPEN LID	
		FIRE HYDRANT	
		VALVE IN VALVE BOX	
		GATE VALVE IN VALVE VAULT	
		POST INDICATOR VALVE	
		THRUST BLOCK	
		TREE	
		TREE LINE	
		CONCRETE HEADWALL	
		SUBMERGED HEADWALL	
		FLARED END SECTION	
		GUY WIRES	
		FLOOD LIGHT	
		UTILITY POLE	
		LIGHT STANDARD	
		TRAFFIC SIGNAL POLE	
		HAND HOLE	
		SOIL BORING	
		IRRIGATION HEADS	
		SIGN	
		TELEPHONE MANHOLE	
		MONITORING WELL	
		TELEPHONE PEDESTAL	
		TRANSFORMER PAD	
		UTILITY TO BE ABANDONED	
		FEATURE TO BE REMOVED	
		STORMWATER FLOW DIRECTION	
		STORMWATER OVERFLOW ROUTE	
		DITCH CHECK	
		INLET FILTER BASKET	
		RIP RAP	
		BOLLARD	
		SILT FENCE	
		WATER MAIN PROTECTION	
		UTILITY CROSSING LABEL	
		GUARDRAIL	
		RAILROAD TRACKS	
		RETAINING WALL	
		REVISION DELINEATION	
		CONSTRUCTION LIMIT LINE	
		TREE PROTECTION FENCE	

ABBREVIATIONS	
A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN
CL	CENTERLINE
CL	CLOSED LID
CO	CLEAN OUT
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
DIWM	DUCTILE IRON WATER MAIN
DWG	DRAWING
E	EAST OR ELECTRIC OR EDGE
EJ	EXPANSION JOINT
ELEV	ELEVATION
E/P	EDGE OF PAVEMENT
EX.	EXISTING
F & CL	FRAME & CLOSED LID
F & G	FRAME & GRATE
F & OL	FRAME & OPEN LID
FES	FLARED END SECTION
F-F	FACE TO FACE OF CURB
FF	FINISHED FLOOR
F/G	FINISHED GRADE
FH	FIRE HYDRANT
FIL	FLOW LINE
G	GAS LINE
GVVB	GATE VALVE IN VALVE BOX
GV/VV	GATE VALVE IN VALVE VAULT
HDGP	HANDICAP
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HOR	HORIZONTAL
HP	HIGH POINT
HWL	HIGH WATER LEVEL
IE	INVERT ELEVATION
IN	INLET
LF	LINEAL FEET
LP	LOW POINT OR LIGHT POLE
L	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MW	MONITORING WELL
N	NORTH
NIC	NOT IN CONTRACT / NOT INCLUDED
NWL	NORMAL WATER LEVEL
OC	ON CENTER
OL	OPEN LID
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
S	SLOPE OR SOUTH
SAN	SANITARY
SF	SILTATION FENCE
SFM	SANITARY FORCE MAIN
SHT	SHEET
SHW	SUBMERGED HEADWALL
SMH	SANITARY MANHOLE
STA	STATION
ST	STORM STRUCTURE OR STORM SEWER
STMH	STORM MANHOLE
T	TANGENT LENGTH OR TELEPHONE
T/C	TOP OF CURB
T/P	TOP OF PIPE
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
VC	VERTICAL CURVE
VERT	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WEST
WM	WATER MAIN

GENERAL NOTES LEGEND AND ABBREVIATIONS		REVISIONS		
PROJECT NO.: 250353	PROJECT MANAGER: RMW	DESCRIPTION		
		NO.	DATE	
7325 James Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	DESIGNED BY: JG			
GRAND RESERVE OF HOFFMAN ESTATES		ILLINOIS		
HOFFMAN ESTATES 2302 W HIGGINS ROAD				
DRAWING NO.				
C1.0				

	SPECIFICATIONS		EARTHWORK		2.		MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.		B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:	
	1.		THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.		3.		VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".		I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR	
	2.		THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.		4.		THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.		II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.	
	3.		THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.		5.		WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.		C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.	
	4.		EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.		6.		ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.		D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.	
	5.		ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.		REVISIONS		ORIGINAL ISSUE DATE: SEPT. 12, 2025		NO.	
	6.		COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.		STORM SEWER		1.		BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).	
	7.		THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.		2.		STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:		SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).	
	8.		BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.		A.		REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C78. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.		3.	
	SANITARY SEWER		1.		B.		POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.		CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.	
	1.		SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:		C.		HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.		4.	
	A.		POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.		D.		DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).		AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.	
	B.		DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).		2.		STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".		6.	
	2.		MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".		A.		WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.		PAVING	
	3.		ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.		B.		WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN: I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET; II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.		7.	
	4.		ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.		I.		BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.		TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.	
	5.		CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.		2.		VERTICAL SEPARATION:		8.	
	A.		DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.		A.		A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.		ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.	
	B.		POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.		SPECIFICATIONS		PROJECT NO.: 250353		PROJECT MANAGER: RMW	
	C.		WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.		IPEA CROSSING REQUIREMENTS		DESIGNED BY: JG		DRAWN BY: DB	
	WATERMAIN DISTRIBUTION SYSTEM		1.		1.		HORIZONTAL SEPARATION:		SPECIFICATIONS	
	A.		DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.		A.		WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.		GRAND RESERVE OF HOFFMAN ESTATES	
	B.		POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.		B.		WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN: I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET; II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.		HOFFMAN ESTATES 2302 W HIGGINS ROAD	
	C.		WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.		I.		BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.		ILLINOIS	
	7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		DRAWING NO.		7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		DRAWING NO.		C1.1	
	7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		DRAWING NO.		7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		DRAWING NO.		C1.1	
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DEMOLITION LEGEND

ASPHALT PAVEMENT REMOVAL
(FULL DEPTH)

CONCRETE PAVEMENT OR SIDEWALK
REMOVAL (FULL-DEPTH)

- x x x -

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- - -

- NOTES:
1.

THE EXTENT OF DEMOLITION WORK IS AS GENERALLY SHOWN ON THE CONSTRUCTION DOCUMENTS. SPECIFIC DEMOLITION PROCESSES OR PROCEDURES FOR DEMOLITION AND STRUCTURAL CONSIDERATIONS ARE THE RESPONSIBILITY OF OTHERS. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFFSITE OF THE FOLLOWING ITEMS:
- SIDEWALK AND ON-SITE PAVEMENT
- UTILITIES
- CONSTRUCTION DEBRIS
2.

ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.
3.

CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
4.

STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK.
5.

ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED.
6.

CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES.
7.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF BUILDINGS, PAVEMENTS AND UTILITIES TO REMAIN FROM ANY DAMAGE AND SHALL BE RESPONSIBLE FOR REPAIRING THE SAME.
8.

EXISTING UTILITIES, WHICH DO NOT SOLELY SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS.
9.

EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO HAVE THEIR TRENCHES BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY.
10.

ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
11.

CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12.

REMOVAL, ABANDONMENT, AND RELOCATION OF EXISTING UTILITIES SHALL BE COMPLETED AS GENERALLY DEPICTED ON THESE PLANS. CONTRACTOR TO COORDINATE RELOCATIONS WITH THE UTILITY OWNER. CONTRACTOR SHALL MINIMIZE DISRUPTION OF SERVICE AND SHALL WORK WITH UTILITY OWNER TO MAINTAIN AN ACCEPTABLE LEVEL OF SERVICE.
13.

USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO MINIMIZE DUST AND DIRT FROM RISING AND SCATTERING IN THE AIR. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14.

DEMOLITION DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
15.

COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED AGGREGATE (CA-6) OR APPROVED EQUAL.
16.

SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.
17.

EXISTING MONITORING WELLS ARE TO BE REMOVED AS NECESSARY AND SEALED BY STATE LICENSED WELL DRILLER PER ILLINOIS DEPARTMENT OF PUBLIC HEALTH REQUIREMENTS AND/OR LOCAL/COUNTY REQUIREMENTS. CONTRACTOR TO COORDINATE WITH THE COOK COUNTY HEALTH DEPARTMENT (708-492-2000) FOR DIRECTION AND REQUIRED SEALING REPORT DOCUMENTATION.
18.

THESE DRAWINGS DO NOT INCLUDE THE REMOVAL OF UNDERGROUND STORAGE TANKS. SHOULD UNDERGROUND STORAGE TANKS BE ENCOUNTERED, CONTRACTOR TO CONTACT OWNER AND ENGINEER TO DETERMINE RESPONSIBILITY FOR ANY ENVIRONMENTAL REMEDIATION OR REMOVAL WORK AS NECESSARY. ANY REMOVAL OF UNDERGROUND STORAGE TANKS MUST BE IN CONFORMANCE WITH LOCAL AND STATE STANDARDS.

EXISTING CONDITIONS AND
DEMOLITION PLAN

GRAND RESERVE OF HOFFMAN ESTATES

HOFFMAN ESTATES 2302 W HIGGINS ROAD ILLINOIS

PROJECT NO.: 250353

PROJECT MANAGER: RMW

DESIGNED BY: JG

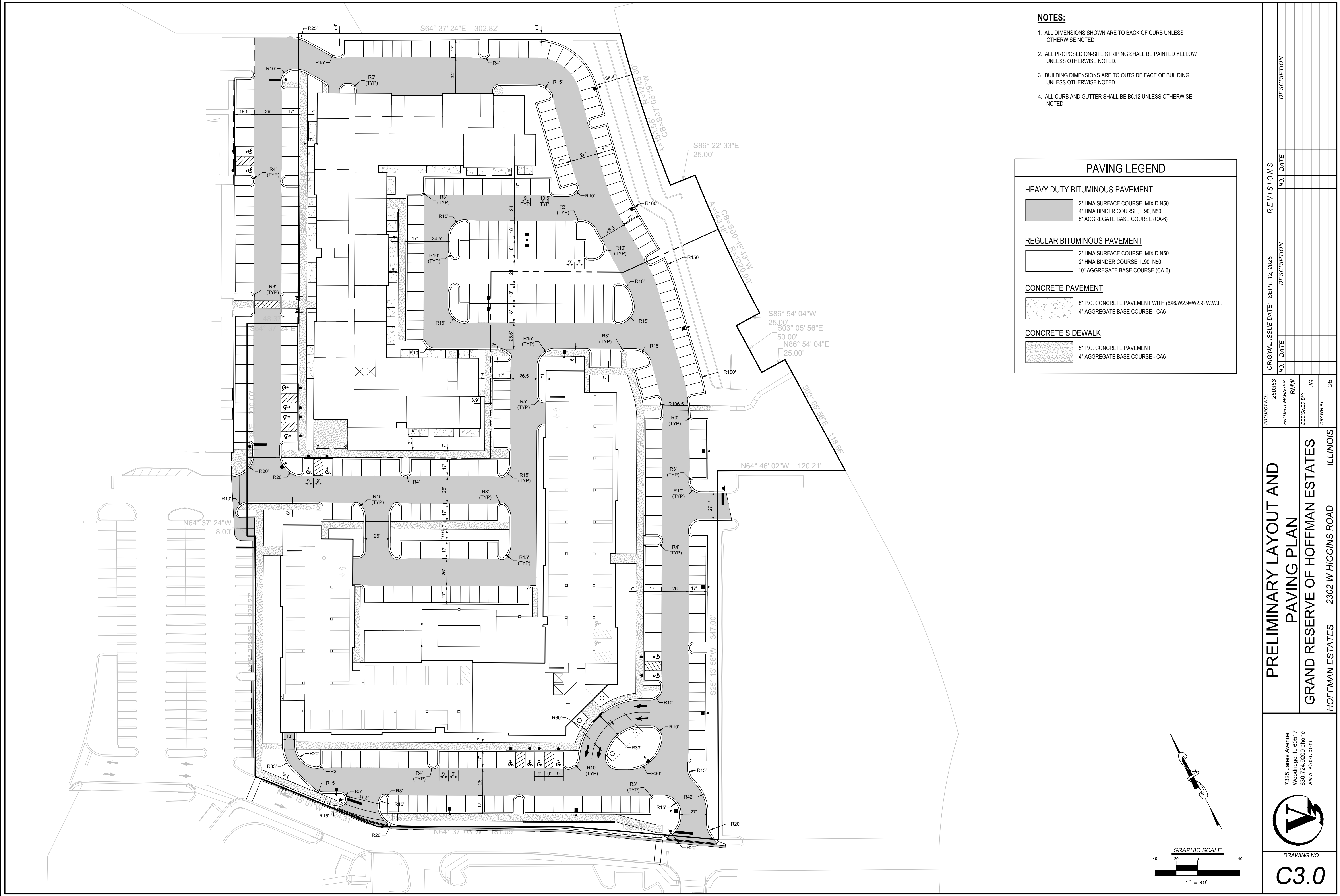
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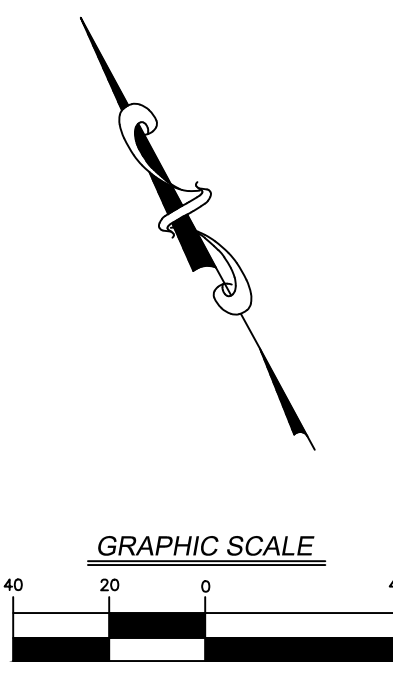
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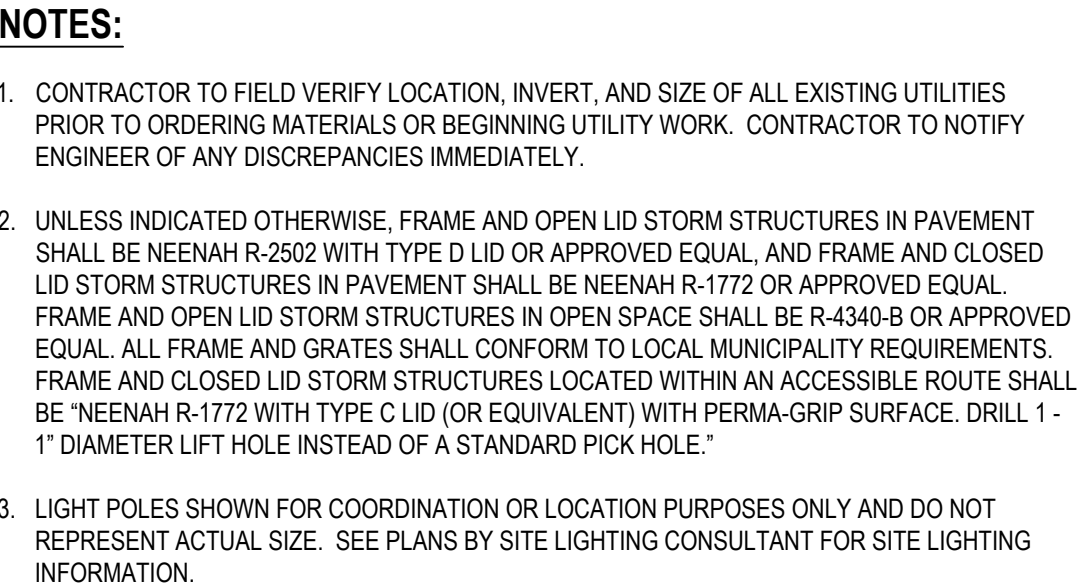


REVISIONS		ORIGINAL ISSUE DATE: SEPT. 12, 2025		DESCRIPTION	
		NO.	DATE	DESCRIPTION	NO.
PROJECT NO.: 250353		PROJECT MANAGER: RMW		DESIGNED BY: JG	
DRAWING NO. C3.0		DRAWN BY: DB		HOFFMAN ESTATES 2302 W HIGGINS ROAD ILLINOIS	
7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com		PRELIMINARY LAYOUT AND PAVING PLAN		GRAND RESERVE OF HOFFMAN ESTATES	

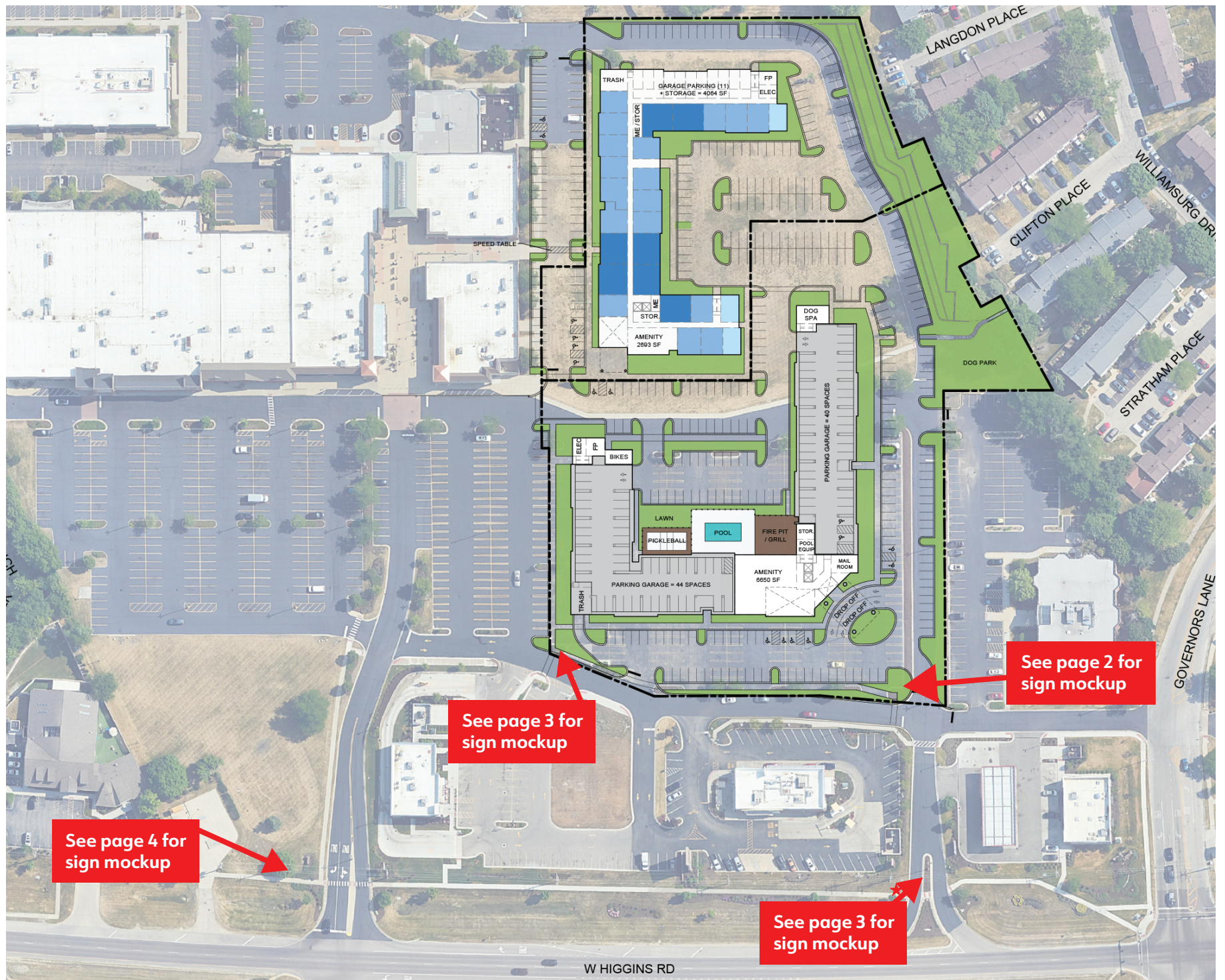


- NOTES:**
1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
 2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
 3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PRELIMINARY GRADING PLAN		PROJECT NO.: 250353	ORIGINAL ISSUE DATE: SEPT. 12, 2025				REVISIONS	
	GRAND RESERVE OF HOFFMAN ESTATES		PROJECT MANAGER: RWV	NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
			DESIGNED BY: JG	NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
			DRAWN BY:	NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
			DB	NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
HOFFMAN ESTATES 2302 W HIGGINS ROAD ILLINOIS									



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See page 4 for
sign mockup

See page 3 for
sign mockup

See page 2 for
sign mockup

See page 3 for
sign mockup

EXAMPLES



LARGE MONUMENT SIGN

146" W X 42" H

MATERIALS: STONE, CONCRETE, ALUMINUM, ACRYLIC
SIGN WILL NOT BE ILLUMINATED

LOCATION





SMALL MONUMENT SIGN
46" W X 64" H
MATERIALS: ALUMINUM, ACRYLIC
SIGN WILL NOT BE ILLUMINATED

EXAMPLES



LOCATIONS





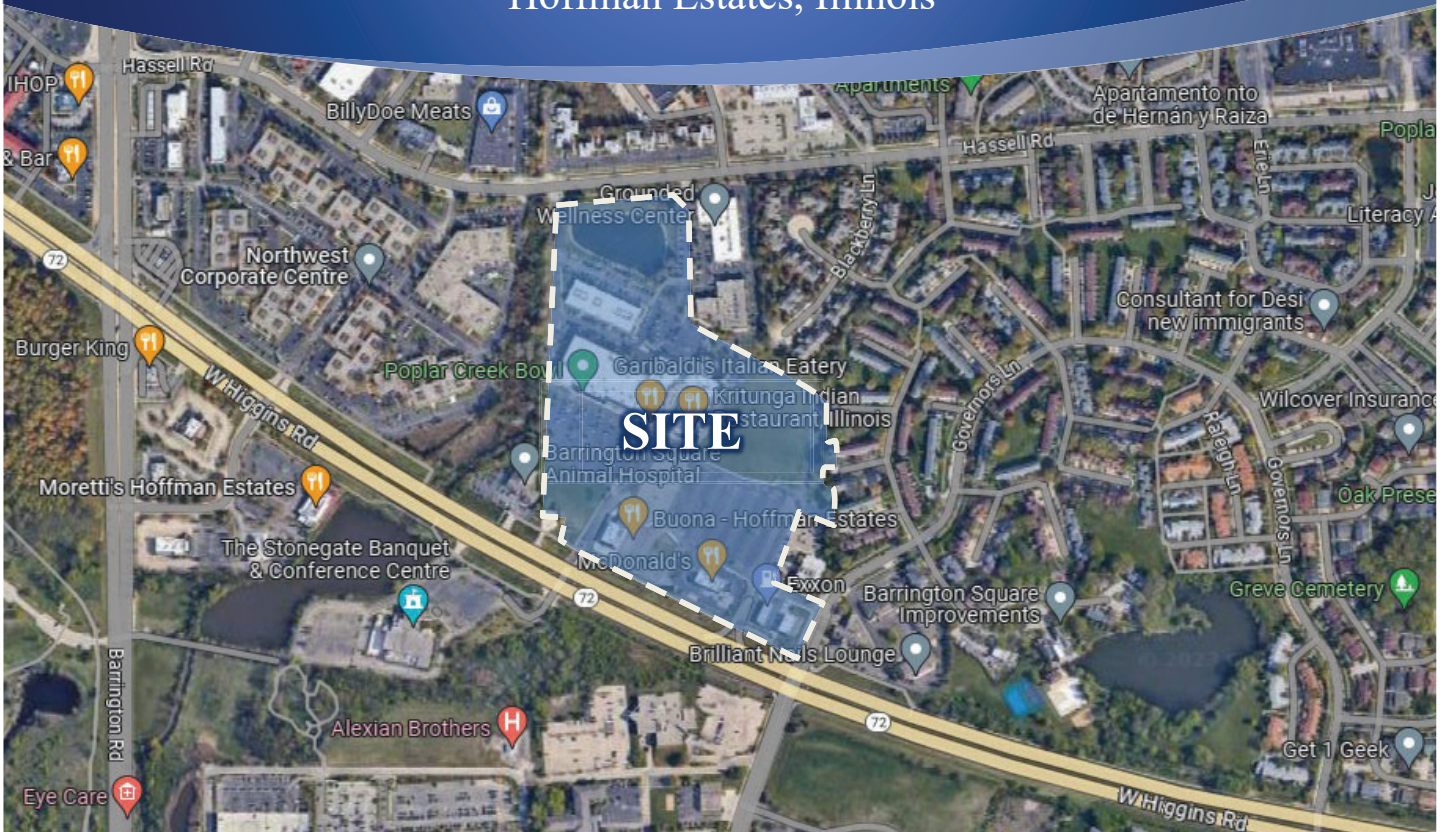
ADDITION TO EXISTING MONUMENT SIGN
78" W X 18" H
MATERIALS: ALUMINUM, ACRYLIC
SIGN WILL NOT BE ILLUMINATED

LOCATION



Traffic and Parking Study Proposed Barrington Square Residential Development

Hoffman Estates, Illinois



Prepared For:



October 8, 2025

1. Introduction

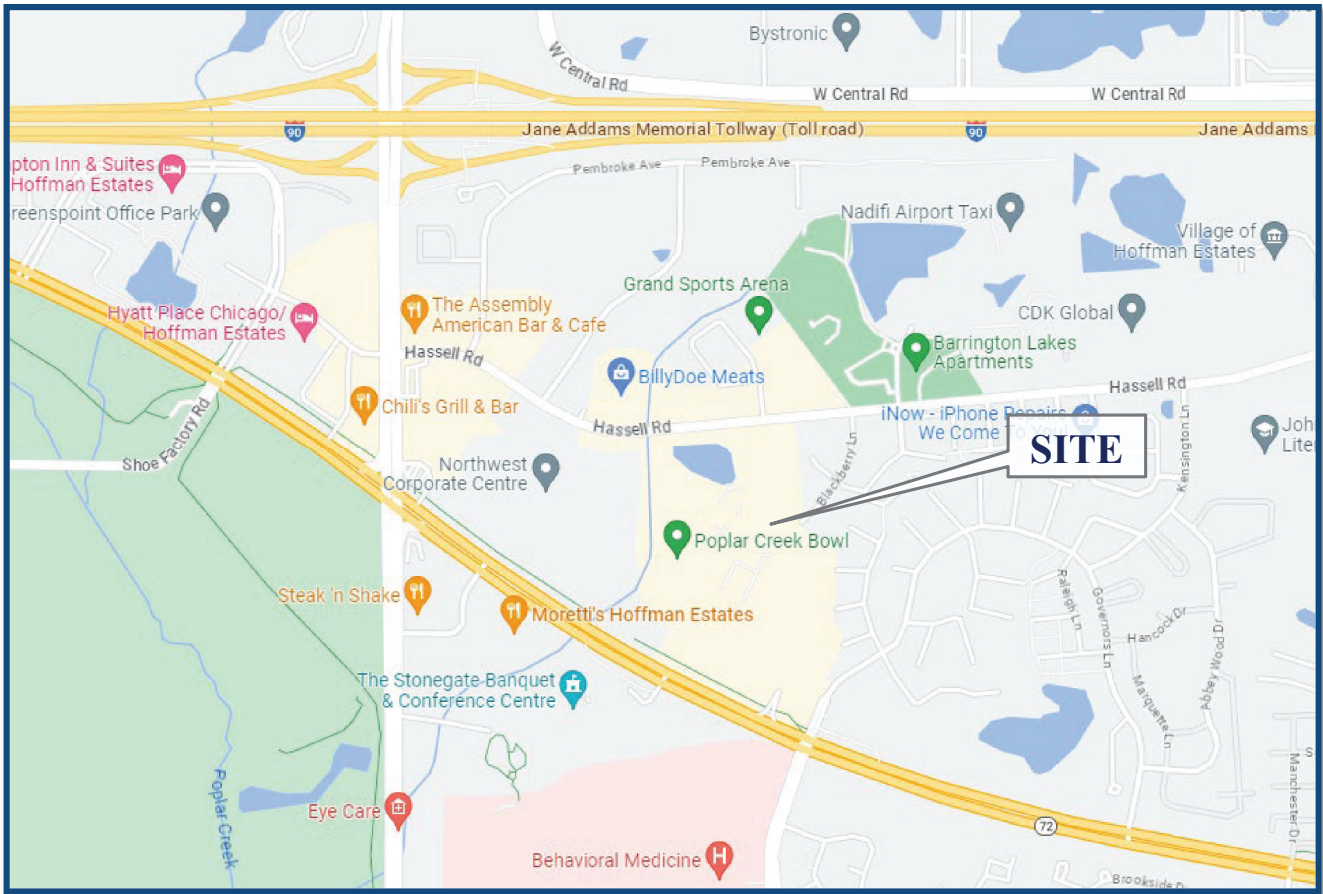
This report summarizes the methodologies, results, and findings of a traffic and parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in the Barrington Square Town Center located in Hoffman Estates, Illinois. The center is located on the north side of Higgins Road (IL 72) just west of Governors Lane and currently consists of the following uses:

- A 101,769 square-foot shopping center which contains a number of commercial, institutional, and entertainment uses.
- The Duly Medical Group medical office building, which is located directly north of the shopping center.
- Four outlot parcels located along Higgins Road that contain a McDonald's restaurant, a Popeyes restaurant, a Buona restaurant, and an Exxon/7-Eleven fuel center.

The center currently provides a total of 977 parking spaces. Access to the center is provided via a full access drive and a restricted right-turn in/right-turn out access drive on Higgins Road, a full access drive on Governors Lane, a full access drive on Hassell Road, and two cross-access connections with the Blackberry Falls office development located directly north of the center. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

As proposed, the development is to be developed in two phases. Phase I will encompass the development of 194 apartment units within the vacant Menards store parcel with 280 parking spaces. Phase II will develop an additional 141 apartment units south of Phase I with 206 parking spaces. The development will share access and circulation with the existing Barrington Square Town Center.

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



Site Location

Figure 1

*Proposed Barrington Square Center Residential Development
Hoffman Estates, Illinois*

2





Aerial View of Site

Figure 2

*Proposed Barrington Square Center Residential Development
Hoffman Estates, Illinois*

3



The sections of this report present the following:

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

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

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development and the traffic volumes estimated to be generated by other proposed developments in the area as well as the occupancy of any vacant space in the shopping center.
3. Year 2028 and 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2028 and 2031 no-build volumes and the traffic estimated to be generated by the proposed apartment development in two phases.

2. Existing Conditions

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

Site Location

The center is bounded by Hassell Road and the Blackberry Falls office development to the north, Governors Lane, an office building, and multi-family buildings to the east, Higgins Road to the south, and Poplar Creek to the west. Currently, the center contains the following uses:

- A 101,769 square-foot shopping center building. **Table 1** lists the current tenants of the shopping center.
- The Duly Medical Group medical office building, which is located directly north of the shopping center.
- Four outlot parcels located along Higgins Roads that contain a McDonald's restaurant, a Popeyes restaurant, a Buona restaurant, and a 7-Eleven fuel center.

It should be noted that a fast-food restaurant has been proposed for the vacant outlot parcel just east of Barrington Square Animal Hospital and a Fire Station is proposed to be located on the east side of Governors Lane. The center currently provides a total of 977 surface parking spaces, including the parking spaces in front of the former Menards store. Land uses in the area include office and commercial developments to the north and west and multi-family and office developments to the east. The Stonegate Banquet & Conference Centre (Stonegate), medical office, and residential uses are located to the south on the south side of Higgins Road.

Table 1

BARRINGTON SQUARE TOWN CENTER SHOPPING CENTER TENANTS

Tenant	Size
Poplar Creek Bowl	38,844 square feet
Advance Pre-School	15,007 square feet
Gigi's Playhouse	12,734 square feet
Fred Astaire Dance Studio	5,950 square feet
Kritunga restaurant	5,258 square feet
Garibaldis restaurant	5,790 square feet
Enopi / Eye Level Learning Center	1,783 square feet
Safety Alternative	1,863 square feet
State Farm office	1,634 square feet
Pawparazzi Pet Salon	1,140 square feet
MGMT office	700 square feet
Vacant Commercial Space	11,066 square feet

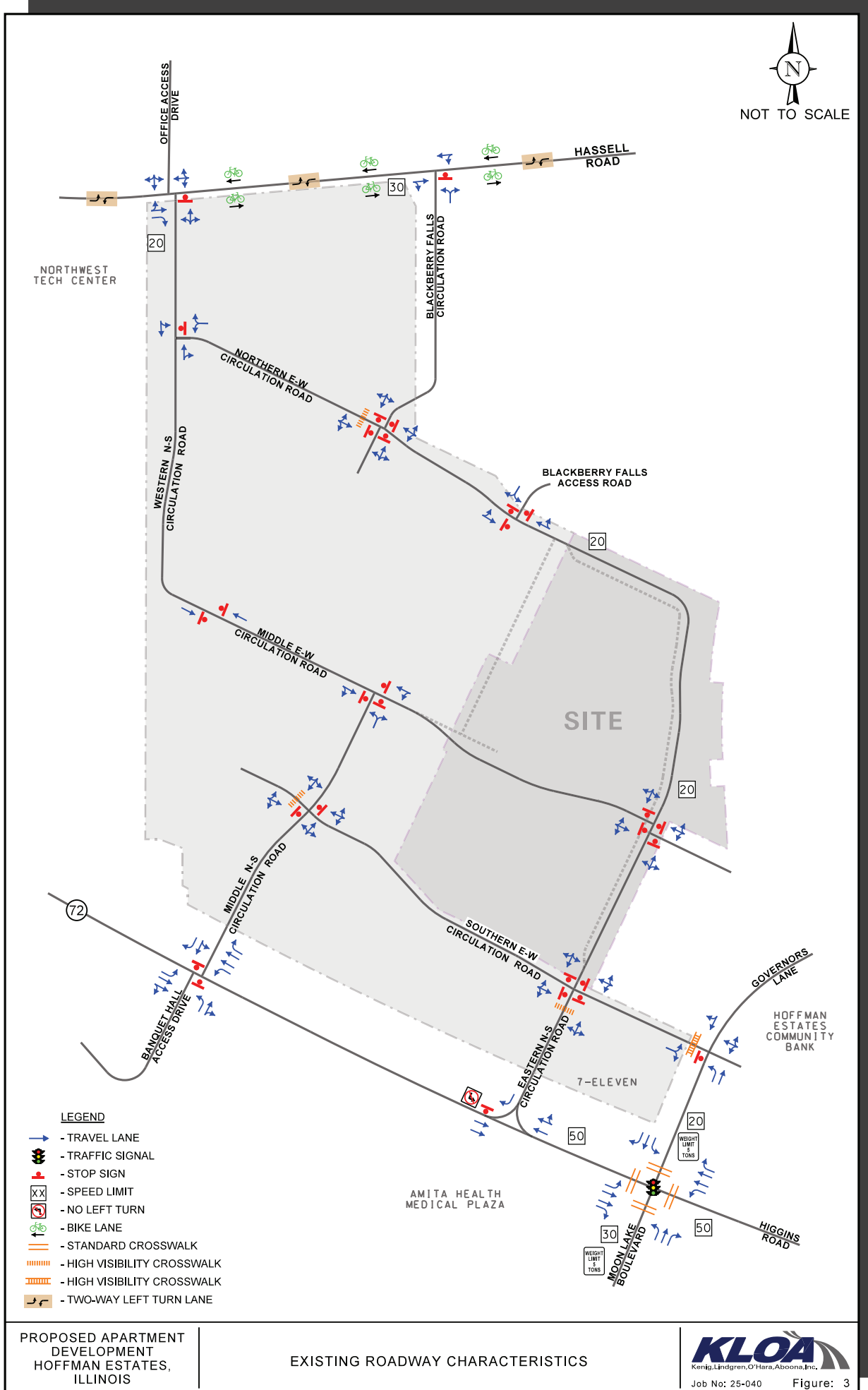
Existing Roadway System Characteristics

The characteristics of the existing roadways near the center are described below and illustrated in **Figure 3**.

Higgins Road (IL Route 72) is an east-west principal arterial roadway that provides two travel lanes in each direction separated by a grass median. At its signalized intersection with Governors Lane/Moon Lake Boulevard, Higgins Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. Standard style crosswalk and pedestrian countdown signals are provided on all four legs of this intersection. At its unsignalized intersection with the center full-movement access drive/Stonegate access drive, Higgins Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the westbound approach. At its unsignalized intersection with the center right-in/right-out access drive, Higgins Road provides two through lanes on the eastbound approach and a through lane and a shared through/right-turn lane on the westbound approach. Higgins Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) route, carries an annual average daily traffic (AADT) volume of 23,400 vehicles (IDOT 2023) west of Governors Lane/Moon Lake Boulevard and 21,300 vehicles (IDOT 2023) east of Governors Lane/Moon Lake Boulevard, and has a posted speed limit of 50 miles per hour.

Governors Lane is generally a north-south local roadway that provides one travel lane in each direction. At its signalized intersection with Higgins Road, Governors Lane is aligned opposite Moon Lake Boulevard and provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach. At its unsignalized intersection with the center access drive/Community Bank access drive, Governors Lane provides an exclusive left-turn lane and a through lane on the northbound approach and a wide through lane that can operate as a through lane and a shared through/right-turn lane on the southbound approach. Governors Lane is under the jurisdiction of the Village of Hoffman Estates and has a posted speed limit of 20 miles per hour.

Moon Lake Boulevard is generally a north-south minor collector roadway that extends from Higgins Road south to Golf Road and is aligned opposite Governors Lane. Moon Lake Boulevard provides one travel lane and an exclusive bicycle lane in each direction separated by a raised landscape median. At its signalized intersection with Higgins Road, Moon Lake Boulevard provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. Moon Lake Boulevard is under the jurisdiction of the Village of Hoffman Estates, carries an AADT volume of 3,800 vehicles (IDOT 2022), and has a posted speed limit of 30 miles per hour.



Hassell Road is generally an east-west major collector roadway that provides one travel lane and a bike lane in each direction that are separated by a two-way, left-turn lane. At its unsignalized intersection with the center access drive/office access drive, Hassell Road provides a left-turn lane (via the two-way left-lane), a through lane, and an exclusive right-turn lane on the eastbound approach and a left-turn lane (via the two-way left-lane) and a shared through/right-turn lane on the westbound approach. At its unsignalized “T” intersection with Blackberry Falls access road, Hassell Road provides a shared through/right-turn lane on the eastbound approach and a left-turn lane (via the two-way left-lane), and a through lane on the westbound approach. Hassell Road is under the jurisdiction of the Village of Hoffman Estates, carries an AADT volume of 7,050 vehicles (IDOT 2022), and has a posted speed limit of 30 miles per hour.

Traffic Signal Interconnect

It should be noted that the intersection of Higgins Road with Governors Lane/Moon Lake Boulevard is part of a traffic signal interconnect system that contains eight intersections and extends along Barrington Road between Higgins Road and Mundhank Road and along Higgins Road between Shoe Factory Road/Greenpoint Parkway and Huntington Boulevard.

Barrington Square Town Center Access System

Access to the center is provided via the following access drives:

- A full-movement access drive located on the north side of Higgins Road approximately 930 feet west of Governors Lane. This access drive provides one inbound lane and two outbound lanes that are striped to provide a shared left-turn/through lane and an exclusive right-turn lane. The outbound lanes are under stop sign control. Turning movements from Higgins Road to the access drive are accommodated via an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane.
- A right-in/right-out access drive located on the north side of Higgins Road approximately 280 feet west of Governors Lane. This access drive provides one inbound lane and one outbound lane that is under stop sign control. Turning movements at this access drive are physically restricted to right turns only via a raised median and via the existing landscaped median along Higgins Road.
- A full-movement access drive located on the west side of Governors Lane approximately 280 feet north of Higgins Road and aligned opposite the Community Bank access drive. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control.
- A full access drive on located on the south side of Hassell Road at the west end of the site. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control.
- Two cross-access connections with the Blackberry Falls office development located directly north of the center. The office development has a single access drive on Hassell Road. Further, parking is provided along the Blackberry Falls office development circulation roads.

It should be noted that all the internal roadways that serve the center provide one lane in each direction and no exclusive lanes are provided at any of the internal intersections. Typical of shopping centers, many of the circulation roads provide access to parking aisles and perpendicular parking are provided on portions of a few of the circulation roads. The following intersections within the center are under all-way stop sign control:

- The middle north-south circulation road with the middle east-west circulation road which runs along the front of the shopping center.
- The eastern north-south circulation road with the middle east-west circulation road.
- The eastern north-south circulation road with the southern east-west circulation road.
- The northern east-west circulation road that extends along the rear of the center and the two cross-access connections with the Blackberry Falls office development.

It should be noted that both legs of the middle east-west circulation road at its intersection with the westernmost parking aisle are under stop sign control (two of the three legs of the intersection under stop sign control). The other primary intersections within the center are under one-way or two-way stop sign control.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units in March 2025 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday during midday (12:00 noon to 2:00 P.M.) peak period at the following intersections:

- Higgins Road with Governors Lane/Moon Lake Boulevard
- Higgins Road with the middle north-south circulation road (center full-movement access drive) and the Stonegate access drive
- Governors Lane with the center access drive and the Community Bank access drive
- Hassell Road with the western north-south access drive (center access drive)
- Southern east-west circulation road/eastern north-south circulation road
- Southern east-west circulation road/middle north-south circulation road
- Middle east-west circulation road/eastern north-south circulation road
- Northern east-west circulation road/western north-south circulation road

The results of the traffic counts indicate that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M., the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. and the Saturday midday peak hour of traffic occurs from 12:00 P.M. to 1:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data from IDOT for the most recent available past five years (2019 to 2023) for the main intersections within the study area. The crash data for the intersections of Higgins Road with Governors Lane/Moon Lake Boulevard and Hassell Road with Barrington Square Town Center Access Drive/office access drive, which experienced crashes during the reviewed period, are summarized in **Tables 2** and **3**. According to the IDOT data, the other intersections did not experience any crashes in the five-year period. A review of the data indicated that no fatalities were reported at any of the study area intersections during the reviewed period.

Table 2

HIGGINS ROAD WITH GOVERNORS LANE/MOON LAKE BOULEVARD – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Pedestrian	Object	Rear End	Sideswipe	Turning	Other	
2019	1	0	0	2	0	5	0	8
2020	0	0	0	2	0	2	0	4
2021	1	1	0	0	0	2	0	4
2022	0	0	0	1	0	2	0	3
2023	1	0	1	1	0	6	0	9
Total	3	1	1	6	0	17	0	28
Average	<1.0	<1.0	<1.0	1.2	--	3.4	--	5.6

Table 3

HASSELL ROAD WITH BARRINGTON SQUARE TOWN CENTER WEST ACCESS DRIVE/OFFICE ACCESS DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Pedestrian	Object	Rear End	Sideswipe	Turning	Other	
2019	0	0	0	0	0	1	0	1
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1
Average	--	--	--	--	--	<1.0	--	<1.0

3. Traffic Characteristics

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

Proposed Site and Development Plan

As proposed, the development is to be developed in two phases. Phase I will encompass the development of 194 apartment units and 280 parking spaces on the parcel containing the vacant Menards store parcel. Phase II will develop an additional 141 apartment units with 206 parking spaces directly south of Phase I on the parcel containing the parking for the vacant Menards store. Overall, the addition of the apartment development will result in a net gain of approximately 157 parking spaces to the center. Access to the apartment development is to be provided via the existing access system and circulation system serving the center. The following summarizes the access to the proposed apartment development parking and the modifications to the center's internal circulation system proposed as part of the development:

- The existing north-south connector on the east side of the site will be maintained providing the continuous connection between the southeast and northwest corner of the development.
- The existing middle east-west access drive will remain as is, however, as it approaches the proposed parking garage serving Phase II, it will be rerouted to the north where it will then connect to the existing north-south connector on the east side of the development.

A site plan depicting the proposed apartment development layout and Exhibit A which illustrates the proposed internal configuration are included in the Appendix.

Directional Distribution

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

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed apartment development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). The "Multifamily Housing (Mid-Rise)" (Land-Use Code 221) rates were utilized for the proposed apartments. The ITE trip generation sheets are included in the Appendix. **Table 4** summarizes the trips projected to be generated by the proposed apartment development.

Table 4
ESTIMATED TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily Trips	Saturday Daily Trips
		In	Out	Total	In	Out	Total	In	Out	Total		
Phase I												
221	Multifamily Housing (Mid-Rise) – 194 units	17	57	74	47	26	73	36	34	70	865	834
Phase II												
221	Multifamily Housing (Mid-Rise) – 141 units	12	39	51	34	20	54	26	25	51	624	606
Total Trips		29	96	125	81	46	127	62	59	121	1489	1440

It should be noted that the volume of traffic to be generated by the proposed apartment development and the existing center will be reduced by the anticipated interaction between the two uses. For example, it is expected that many residents will frequent commercial uses at the center which will reduce the number of trips generated by the two uses. It should be noted that most of the internal trips will occur via walking or biking with some internal vehicle trips. However, to provide a worst-case analysis, no interaction reductions were assumed for the study.

Trip Generation Comparison

As discussed previously, the site of the apartment development formerly contained an approximately 125,000 square-foot Menards store and is zoned to contain a similar sized commercial use. To provide a comparative analysis, the traffic generated by the former Menards store or 125,000 square feet of commercial space that is permitted under the current zoning was estimated based on rates provided in the *ITE Trip Generation Manual*, 11th Edition. **Table 5** shows the peak hour traffic estimated to be generated by the proposed apartment development, the former Menards store, and 125,000 square feet of commercial space. From the table it can be seen that the proposed apartment development is estimated to generate significantly less peak hour traffic than the commercial uses and, as such, is a far less traffic intense use than the commercial uses that could be developed on the site per the existing zoning.

Table 5
TRIP GENERATION COMPARISON

Land Use Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Residential ¹	26	90	116	75	49	124	65	62	127
Home Improvement Store ² - 125,000 s.f.	178	82	189	140	146	286	279	267	546
General Retail ³ 125,000 s.f.	274	167	441	517	561	1,078	548	527	1,075
1. Based on the Multifamily Housing – Mid-Rise (Land-Use Code 221) trip rates published in the <i>ITE Trip Generation Manual</i> , 11 th Edition. 2. Based on the Home Improvement Superstore (Land-Use Code 862) trip rates published in the <i>ITE Trip Generation Manual</i> , 11 th Edition. 3. Based on the Shopping Center (Land-Use Code 821) trip rates published in the <i>ITE Trip Generation Manual</i> , 11 th Edition.									

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject apartment development and other proposed developments in the area.

Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed apartment development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the traffic volumes generated by Phase I, and **Figure 7** illustrates the traffic assignment of the traffic volumes generated by Phase I and Phase II of the development.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.59 percent per year for three and six years for a total of approximately two and four percent to project Year 2028 and 2031 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix. Additionally, the background traffic includes the traffic estimated to be generated by the following area developments and future tenants within the center:

- The traffic to be generated by the occupancy of approximately 7,000 square feet of vacant space located within the shopping center.
- The traffic to be generated by a proposed fast-food restaurant (assumed to be 3,000 square feet) approved for the vacant outlot parcel east of Barrington Square Animal Hospital.
- The traffic to be generated by the proposed fire station (27,000 square feet) to be located east of Governors Lane.

The trip generation for each use and the vacancies is included in the Appendix.

The traffic assignments for the proposed land uses are illustrated in **Figures 8 to 11**. **Figure 12** illustrates the Year 2031 no-build traffic volumes.

Total Projected Traffic Volumes

The apartment-generated traffic (Figures 6 and 7) was added to the Year 2028 and 2031 no-build traffic volumes to determine the Year 2028 and 2031 total projected traffic volumes, shown in **Figures 13 and 14.**

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing (Year 2025), Year 2031 no-build, and Year 2028 and 2031 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using the Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersection was accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2028 and 2031 total projected conditions are presented in **Tables 6** through **10**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Discussion and Recommendations

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

Higgins Road with Governors Lane/Moon Lake Boulevard

The results of the capacity analysis indicate that this intersection currently operates at an overall Level of Service (LOS) C during the weekday morning, weekday evening, and Saturday midday peak hours. The eastbound and westbound approaches currently operate at LOS C or better during all three peak hours. It should be noted that the eastbound and westbound left-turn turn movements currently operate at LOS E during the peak hours and are projected to continue to operate at LOS E. However, the lower level of service is due to the operations of these movements under a protected phase only, the fact they receive a limited amount of green time, and the long cycle length. The northbound and southbound approaches currently operate at LOS D/E during all three peak hours. However, the lower level of service is due to the long cycle length and limited amount of green time allocated to the northbound and southbound approaches given that Higgins Road is a major arterial road and is classified as an SRA route.

Under Year 2031 no-build and Year 2028 and 2031 total projected conditions, the intersection is projected to operate at an overall LOS C during all three peak hours. The westbound and eastbound approaches are projected to continue to operate at LOS C or better during all three peak hours and the northbound and southbound left-turn movements are projected to continue to operate at LOS E. The maximum 95th percentile queue for the southbound left-turn movement is projected to be approximately 190 feet during the weekday morning peak which can be accommodated by the existing left-turn lane storage. The northbound and southbound approaches are projected to continue to operate at LOS D/E during all three peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements or traffic control modifications will be required. As mentioned earlier, the maximum 95th percentile queue for the southbound left-turn movement of Governors Lane at Higgins Road is projected to be approximately 190 feet during the weekday morning peak hour, which will not extend beyond the location of the shopping center's access drive. However, in order to be conservative the following recommendations are proposed to further minimize the impact on the intersection:

- “Do Not Block Intersection” signage and/or striping should be provided at the Governors Lane/access drive intersection to ensure that southbound traffic does not block the intersection which will allow for vehicles to enter and exit the center access drive.
- Work with IDOT to reoptimize the traffic signal to provide some additional green time for the southbound left-turn movement.

Table A is inclusive of all 95th percentile queues for this intersection under the existing conditions, Year 2031 no-build conditions, and Year 2031 total projected conditions are included in the Appendix.

Higgins Road with Eastern N-S Circulation Road (Center Right-In/Right-Out Access Drive)

The results of the capacity analysis indicate that the southbound approach currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening and Saturday midday peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the southbound approach is projected to operate at LOS B or better during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control modifications will be required.

Higgins Road with Middle N-S Circulation Road (Center Full-movement Access Drive)/Stonegate Access Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS D during the weekday morning and weekday evening peak hours and LOS A during Saturday midday peak hour. The southbound approach currently operates at LOS B during all three peak hours. The eastbound and westbound left-turn movements operate at LOS B or better during the peak hours.

Under Year 2031 no-build conditions, the northbound approach is projected to operate at LOS E during the weekday morning and weekday evening peak hours and LOS A during the Saturday midday peak hour. The southbound approach is projected to operate at LOS B during the weekday morning and Saturday midday peak hours and LOS C during the weekday evening peak hour. The eastbound and westbound left-turn movements are projected to operate at LOS B or better during both peak hours.

Under Year 2028 and 2031 total projected conditions, all the approaches and their critical movements are projected to continue to operate at the same levels of service as in no-build conditions during all three peak hours except for the eastbound left-turn movement that is projected to operate at LOS C during the weekday evening peak hour. As such, this access drive has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control modifications will be required.

Governors Lane with Center Access Drive/Community Bank Access Drive

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours and the westbound approach currently operates at LOS A during the weekday morning and LOS B during the weekday evening and Saturday midday peak hours. The northbound left-turn movement currently operates at LOS A during all three peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the eastbound and westbound approaches are projected to operate at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. The northbound left-turn movement is projected to continue to operate at the same existing levels of service during all three peak hours. Furthermore, the maximum 95th percentile queue for the northbound left-turn movement is projected to be one to two vehicles during all three peak hours, which can be accommodated by the existing 110 feet of left-turn storage provided.

Hassell Road with Western N-S Circulation Road (Center Access Drive)/Office Access Drive

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS D or better during the weekday morning, weekday evening, and Saturday midday peak hours. The eastbound and westbound left-turn movements currently operate at LOS A during all three peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the northbound and southbound approaches are projected to operate at LOS D or better during the peak hours while the eastbound and westbound left-turn movement are projected to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control modifications will be required.

Hassell Road with Blackberry Falls Circulation Road

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours and the westbound left-turn movement operates at LOS A during all three peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours while the eastbound and westbound left-turn movement are projected to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control modifications will be required.

Eastern North-South Circulation Road with Southern East-West Circulation Road

The results of the capacity analysis indicate that this intersection currently operates at LOS A during the weekday morning, weekday evening, and Saturday midday peak hour. All the approaches also operate at LOS A during all three peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the intersection and all its approaches are projected to continue to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control adjustments will be required at this intersection.

Middle North-South Circulation Road with Southern East-West Circulation Road

The results of the capacity analysis indicate that the eastbound and westbound approaches currently operate at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours. The northbound and southbound left-turn movements currently operate at LOS A during all three peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the eastbound and westbound approaches are projected to operate at LOS C or better during the peak hours. The northbound and southbound left-turn movements are projected to continue to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control adjustments will be required at this intersection.

Eastern North-South Circulation Road with Middle East-West Circulation Road

The results of the capacity analysis indicate that this intersection and all its approaches currently operate at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours.

Under Year 2031 no-build, this intersection and all its approaches are projected to continue to operate at LOS A during all three peak hours. Under Year 2028 and 2031 total projected conditions, the eastbound approach at this intersection will be eliminated.

Western North-South Circulation Road with Northern East-West Circulation Road

The results of the capacity analysis indicate that the westbound approach and the southbound left-turn movement currently operate at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the westbound approach and the southbound left-turn movement are projected to continue to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control adjustments will be required at this intersection.

Blackberry Falls Circulation Road with Northern East-West Circulation Road

The results of the capacity analysis indicate that these intersections and all its approaches currently operate at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, this intersection and all its approaches are projected to continue to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control adjustments are required.

Blackberry Falls Access Road with Northern East-West Circulation Road

The results of the capacity analysis indicate that the intersection currently operates at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours. Additionally, all the approaches currently operate at LOS A during all three peak hours.

Under Year 2031 no-build, Year 2028 and Year 2031 total projected conditions, the intersection and all its approaches are projected to continue to operate at LOS A during all three peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed apartment development and no roadway improvements or traffic control adjustments will be required at this intersection.

6. Parking Study

In order to properly evaluate future parking conditions at the Barrington Square Town Center, it was necessary to survey the parking supply and demand of the existing center, determine the change in the parking supply with the proposed development, estimate the future parking demand, and evaluate if the future parking supply will be sufficient to accommodate the estimated peak parking demand.

Existing Conditions

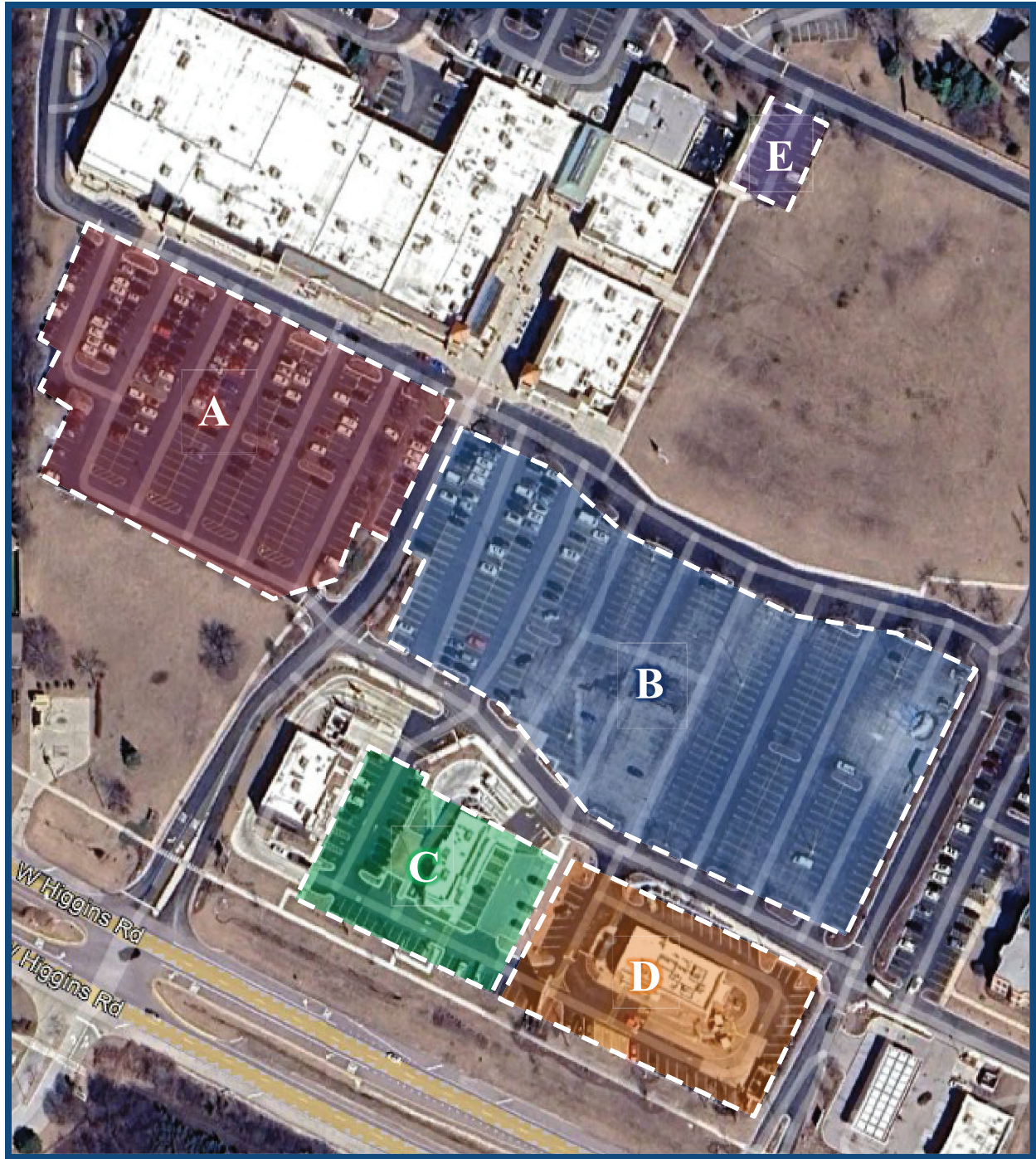
Existing Parking Supply

The Barrington Square Town Center, which includes the shopping center, the three outlot parcels, and the Duly Medical Group medical office building, has a total of 977 parking spaces that are broken down as follows:

- The parking lots serving the outlot parcels have a total of 104 parking spaces.
- The parking lots located in front of the shopping center have a total of 668 parking spaces.
- The parking lots located behind the shopping center have a total of 205 parking spaces.

Existing Parking Demand

To determine the existing parking conditions, parking inventory and occupancy surveys were conducted for the parking lots located in front of the shopping center and the four outlot parcels. Surveys were not performed for the 186 parking spaces located behind the shopping center as the proposed apartment development is anticipated to have limited, if any, impact on these parking spaces. The surveys were performed every hour from 10:00 A.M. to 10:00 P.M. on Tuesday, February 25, 2025 and Saturday, March 1, 2025, and were broken out by parking lot as shown in **Figure 15**. The results of the parking inventory and occupancy surveys are shown in **Tables 11** and **12**. Since the parking occupancy surveys were not performed in the parking lots located behind the shopping center, to provide a worst-case scenario, it was assumed that the spaces were 100 percent occupied the entire day.



Aerial View of Parking Lots

Figure 15

Table 11
BARRINGTON SQUARE TOWN CENTER PARKING SURVEYS
TUESDAY, FEBRUARY 25, 2025

Hour	Area A	Area B	Area C	Area D	Area E	Behind Center	Total
Inventory	229	439	58	46	19	186	977
10:00 AM	77	21	3	10	5	186	302
11:00 AM	82	22	11	14	5	186	320
12:00 PM	67	29	27	8	5	186	322
1:00 PM	55	25	25	9	5	186	305
2:00 PM	81	30	15	7	3	186	322
3:00 PM	49	16	11	12	4	186	278
4:00 PM	50	16	11	9	2	186	274
5:00 PM	71	15	16	9	2	186	299
6:00 PM	110	18	18	8	1	186	341
7:00 PM	177	18	13	6	1	186	401
8:00 PM	168	12	9	9	1	186	385
9:00 PM	147	10	6	6	1	186	356
10:00 PM	55	8	8	4	1	186	262

Table 12

BARRINGTON SQUARE TOWN CENTER PARKING SURVEYS
SATURDAY, MARCH 1, 2025

Hour	Area A	Area B	Area C	Area D	Area E	Behind Center	Total
Inventory	229	439	58	46	19	186	977
10:00 AM	139	100	5	20	1	186	451
11:00 AM	142	133	8	11	1	186	481
12:00 PM	87	131	29	10	1	186	444
1:00 PM	109	132	22	21	1	186	471
2:00 PM	107	113	14	10	1	186	431
3:00 PM	104	133	13	11	1	186	448
4:00 PM	74	127	8	6	1	186	402
5:00 PM	92	113	23	8	1	186	423
6:00 PM	108	103	33	6	1	186	437
7:00 PM	111	78	29	4	1	186	409
8:00 PM	84	58	19	2	1	186	350
9:00 PM	59	27	15	7	1	186	295
10:00 PM	55	14	15	7	1	186	278

The following summarizes the results of the parking surveys:

- Excluding the outlot parcels, the parking lots in front of the shopping center had a peak parking demand of 195 occupied parking spaces at 7:00 P.M. on weekday and 275 occupied parking spaces at 11:00 A.M. on Saturday. With a total of 668 parking spaces available, approximately 29 percent of the parking spaces were occupied during the center's peak parking demand on the weekday and approximately 41 percent of the parking spaces were occupied during the center's peak parking demand on Saturday. A minimum of 393 parking spaces were available on the weekday and the Saturday.
- The parking lots located in the front of the shopping center and the four outlot parcels had a peak parking demand of 215 occupied parking spaces at 7:00 P.M. on a weekday and 295 occupied parking spaces at 11:00 A.M. on Saturday. With a total of 791 parking spaces available, approximately 27 percent of the parking spaces were occupied during the center's peak parking demand on the weekday and approximately 37 percent of the parking spaces were occupied during the center's peak parking demand on Saturday. A minimum of 496 parking spaces were available on the weekday and the Saturday.

As such, only approximately 37 percent of the center's parking is currently occupied with significant parking available within the center.

Future Conditions

Future Parking Supply

The following summarizes the changes to the parking inventory of the center:

- The proposed apartment development is to be located on the site of the former Menards store and the parking lot located directly south of the former Menards store site. As proposed, the development will provide approximately 486 parking spaces.
- The construction of the apartment development will eliminate a total of approximately 329 existing parking spaces serving the center.
- A fast-food restaurant with drive-through has been proposed for the vacant outlot parcel located to the west of Buona restaurant. Per the assumption of 3,000 square feet restaurant and the zoning code of Hoffman Estates Village that requires 14.8 parking spaces per 1,000 square feet of floor area, the restaurant should provide approximately 45 parking spaces which will result in a net gain of 45 parking spaces to the center's total parking inventory.

Table 13 shows the future parking inventory of the center with the apartment development and the approved fast-food restaurant, the center is to have a total of approximately 1,179 parking spaces.

Projected Future Parking Demand

The parking demand of the center with the outlot parcels and the proposed apartment development was estimated based on the existing parking surveys and the projected demand of the proposed uses and any vacant space at the center as discussed below:

- *Existing Conditions:* The existing parking demand of the center and the outlot parcels was determined based on the parking surveys as summarized in Tables 11 and 12.
- *Vacant Space at the Center:* Currently the center has approximately 7,000 square feet of vacant space. It was assumed that the vacant space will be occupied by retail uses. The peak demand to be generated by the retail space was estimated based on the Strip Retail Plaza (< 40k) (Land-Use Code 822) parking rates and hourly distribution surveys published in the *ITE Parking Generation Manual*, 6th Edition.
- *Proposed Fast-Food Restaurant:* The parking demand to be generated by the restaurant was estimated based on Fast Food Restaurant with Drive Through (Land-Use Code 934) parking rates and hourly distribution surveys published in the *ITE Parking Generation Manual*, 6th Edition.
- *Apartment Development:* The peak parking demand of the proposed apartment development was determined based on the following sources:
 - The *ITE Parking Generation Manual*, 6th Edition indicates that Mid-Rise Apartments have a peak rate of 1.75 parking spaces per unit with a 95th Percentile Confidence Interval of 1.15 to 1.31 parking spaces per unit.
 - Surveys performed by KLOA, Inc. at two existing apartment complexes in the area. The surveys were performed at The Element at the Veridian in Schaumburg on Friday and Saturday, February 25 and 26, 2023 at various times throughout the two days and at Seasons at Hoffman Estates on Friday and Saturday, May 16th and 17th, 2025. The results of the surveys, which are included in the Appendix, indicated that the Element at the Veridian has a peak parking demand of 1.12 vehicles per occupied unit and Seasons at Hoffman Estates had a peak parking demand of 1.2 vehicles per occupied unit.

Table 13
FUTURE PARKING INVENTORY
BARRINGTON SQUARE TOWN CENTER

	Number of Parking Spaces
Existing Parking Inventory with the Fast-Food Restaurant	
Barrington Square Town Center	873
Existing Restaurant Outlot Parcels	104
Proposed Fast-Food Restaurant with Drive-Through	45
Total	1,022
Proposed Apartment Development	
Proposed Parking Spaces	486
Elimination of Existing Parking	329
Total Net Increase	157
Total Parking	
Center Shared Parking	704
Apartment Development Reserve Parking	475
Total	1,179

The hourly distribution of the parking demand was based on hourly distribution surveys published in the *ITE Parking Generation Manual*, 6th Edition. At a rate of 1.15 to 1.31 parking spaces per unit, the proposed apartment development is projected to have a peak parking demand of approximately 372 to 423 occupied parking spaces which can be accommodated by the proposed 486 parking spaces. It should be noted that numbers provided in Tables 14 and 15 were calculated based on the average number of projected parking demand (398 spaces). Although the apartment development will have shared access with the center, the parking to be developed as part of the proposed apartment development will meet its peak parking demand.

Tables 14 and 15 illustrate the total projected parking demand for the front of the center, the outlot parcels, and the apartment development, and the following summarizes the projected total parking conditions:

- *Front of the Center Overall Parking.* The front of the center, the outlot parcels, and the apartment development is projected to have a peak parking demand of 517 occupied parking spaces at 8:00 P.M. on a weekday and 508 occupied parking spaces at 6:00 P.M. on a Saturday. With a total of 704 spaces available within the front of the center, the outlot parcel, and the apartment parking lot, approximately 73 percent of the parking spaces will be occupied during the center's peak parking demand on a weekday and approximately 72 percent of the parking spaces on the front of the center will be occupied during the center's peak parking demand on a Saturday. A minimum of 187 parking spaces will be available in the front of the center on a weekday and a Saturday.
- *General Shopping Center Parking Only.* The shopping center (excluding the outlot parcels and apartment development) is projected to have a peak parking demand of 229 occupied parking spaces at 7:00 P.M. on a weekday and 308 occupied parking spaces at 11:00 A.M. on a Saturday. A total of 350 surface parking spaces will be provided in the front of the shopping center within Zone A and the remaining of Zone B with the shared parking spaces located on the east side of the shopping center. Approximately 65 percent of the 350 parking spaces will be occupied during the shopping center's peak parking demand on a weekday and approximately 88 percent of the 350 parking spaces will be occupied during the shopping center's peak parking demand on a Saturday. A minimum of 42 parking spaces will be available.

As such, the future parking supply of the center with the proposed apartment development will be sufficient to meet the peak parking demand of the fully occupied center and the apartment development.

Table 14

PROJECTED PARKING DEMAND

PARKING IN FRONT OF THE CENTER AND OUTLOT PARCELS – WEEKDAY

Hour	Existing Demand	Center Vacant Retail Space	Fast-Food Restaurant	Apartment Development	Total
10:00 AM	116	9	5	227	357
11:00 AM	134	11	10	219	374
12:00 PM	136	17	23	207	383
1:00 PM	119	19	22	199	359
2:00 PM	136	14	19	207	376
3:00 PM	92	14	13	203	322
4:00 PM	88	13	8	227	336
5:00 PM	113	14	10	247	384
6:00 PM	155	15	9	259	438
7:00 PM	215	14	5	271	505
8:00 PM	199	11	8	299	517
9:00 PM	170	10	5	327	512
10:00 PM	76	0	0	347	423

Table 15

PROJECTED PARKING DEMAND

PARKING IN THE FRONT OF THE CENTER AND OUTLOT PARCELS – SATURDAY

Hour	Existing Demand	Center Vacant Retail Space	Fast-Food Restaurant	Apartment Development	Total
10:00 AM	265	11	0	192	468
11:00 AM	295	13	13	185	506
12:00 PM	258	17	21	175	471
1:00 PM	285	19	25	168	497
2:00 PM	245	19	24	175	463
3:00 PM	262	16	16	172	466
4:00 PM	216	13	16	192	437
5:00 PM	237	13	15	209	474
6:00 PM	251	13	25	219	508
7:00 PM	223	14	18	229	484
8:00 PM	164	14	18	252	448
9:00 PM	109	10	16	276	411
10:00 PM	92	0	0	293	385

SURVEY OF EXISTING TREES

TREE #	SIZE	SCIENTIFIC NAME	COMMON NAME	CONDITION	COMMENTS	SPECIES GROUP
101	8"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
102	7"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
103	7"	Gleditsia triacanthos v.	Honeylocust	2	Remove	A
104	8"	Gleditsia triacanthos v.	Honeylocust	2	Remove	A
105	3"	Ginkgo biloba	Maidenhair Tree	1	Remove	A
106	3"	Ginkgo biloba	Maidenhair Tree	1	Remove	A
107	3"	Ginkgo biloba	Maidenhair Tree	1	Remove	A
108	3"	Ginkgo biloba	Maidenhair Tree	1	Remove	A
109	3"	Ginkgo biloba	Maidenhair Tree	1	Remove	A
110	3"	Ginkgo biloba	Maidenhair Tree	1	Off-Site, Preserve	A
111	3.5"	Gleditsia triacanthos v.	Honeylocust	1	Preserve	A
113	7"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
114	8"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
115	7"	Gleditsia triacanthos v.	Honeylocust	3	Remove	A
116	8"	Gleditsia triacanthos v.	Honeylocust	2	Remove	A
117	7"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
118	7"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
119	11"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
120	12"	Gleditsia triacanthos v.	Honeylocust	2	Remove	A
121	11"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
122	9"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
123	9"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
124	9"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
125	10"	Gleditsia triacanthos v.	Honeylocust	2	Remove	A
126	10"	Gleditsia triacanthos v.	Honeylocust	1	Remove	A
127	10"	Gleditsia triacanthos v.	Honeylocust	2	Off-Site, Preserve	A
128	9"	Pyrus ssp.	Pear	1	Off-Site, Preserve, Root Prune*	A
128B	6"	Pyrus ssp.	Pear	1	Off-Site, Preserve, Root Prune*	A
129	8"	Pyrus ssp.	Pear	1	Off-Site, Preserve, Root Prune*	A
130	8"	Gleditsia triacanthos v.	Honeylocust	1	Off-Site, Preserve, Root Prune*	A
131	8"	Gleditsia triacanthos v.	Honeylocust	1	Off-Site, Preserve, Root Prune*	A
132	9"	Gleditsia triacanthos v.	Honeylocust	1	Off-Site, Preserve, Root Prune*	A
133	9"	Pyrus ssp.	Pear	1	Off-Site, Preserve, Root Prune*	A
134	10"	Picea pungens	Green Spruce	2	Off-Site, Preserve	A
135	10"	Ulmus hybrid	Hybrid Elm	1	Preserve	A
136	7"	Acer freemanii	Freeman Maple	3	Remove	A
137	9"	Ulmus hybrid	Elm hybrid	1	Remove	A
144	6"	Acer freemanii	Freeman Maple	3	Bark peeling, Preserve	A
146	7"	Acer freemanii	Freeman Maple	6	Dead, Remove	A
147	7"	Acer freemanii	Freeman Maple	2	Bark peeling, Preserve	A
148	7"	Acer freemanii	Freeman Maple	2	Bark peeling, Preserve	A
149	7"	Acer freemanii	Freeman Maple	2	Bark peeling, Preserve	A
150	7"	Picea pungens	Green Spruce	1	Preserve	A
151	8"	Picea pungens	Green Spruce	1	Preserve	A
152	7"	Acer freemanii	Freeman Maple	2	Bark Peeling, Preserve	A
153	6"	Ginkgo biloba	Maidenhair Tree	1	Preserve	A
155	6"	Ginkgo biloba	Maidenhair Tree	1	Preserve	A
156	7"	Picea pungens	Green Spruce	1	Preserve	A
157	7"	Picea pungens	Green Spruce	2	Preserve	A
158	8"	Picea pungens	Green Spruce	3	Preserve	A
159	7"	Ginkgo biloba	Maidenhair Tree	1	Preserve	A
160	32"	Populus deltoides	Cottonwood	2	Preserve	C
161	10"	Acer freemanii	Freeman Maple	1	Preserve	A
162	9"	Acer freemanii	Freeman Maple	2	Bark Peeling, Preserve	A
163	14"	Gleditsia triacanthos v.	Honeylocust	2	Off-Site, Preserve	A
164	6"	Acer freemanii	Freeman Maple	2	Bark peeling, Remove	A
165	6"	Acer freemanii	Freeman Maple	2	Bark peeling, Preserve	A

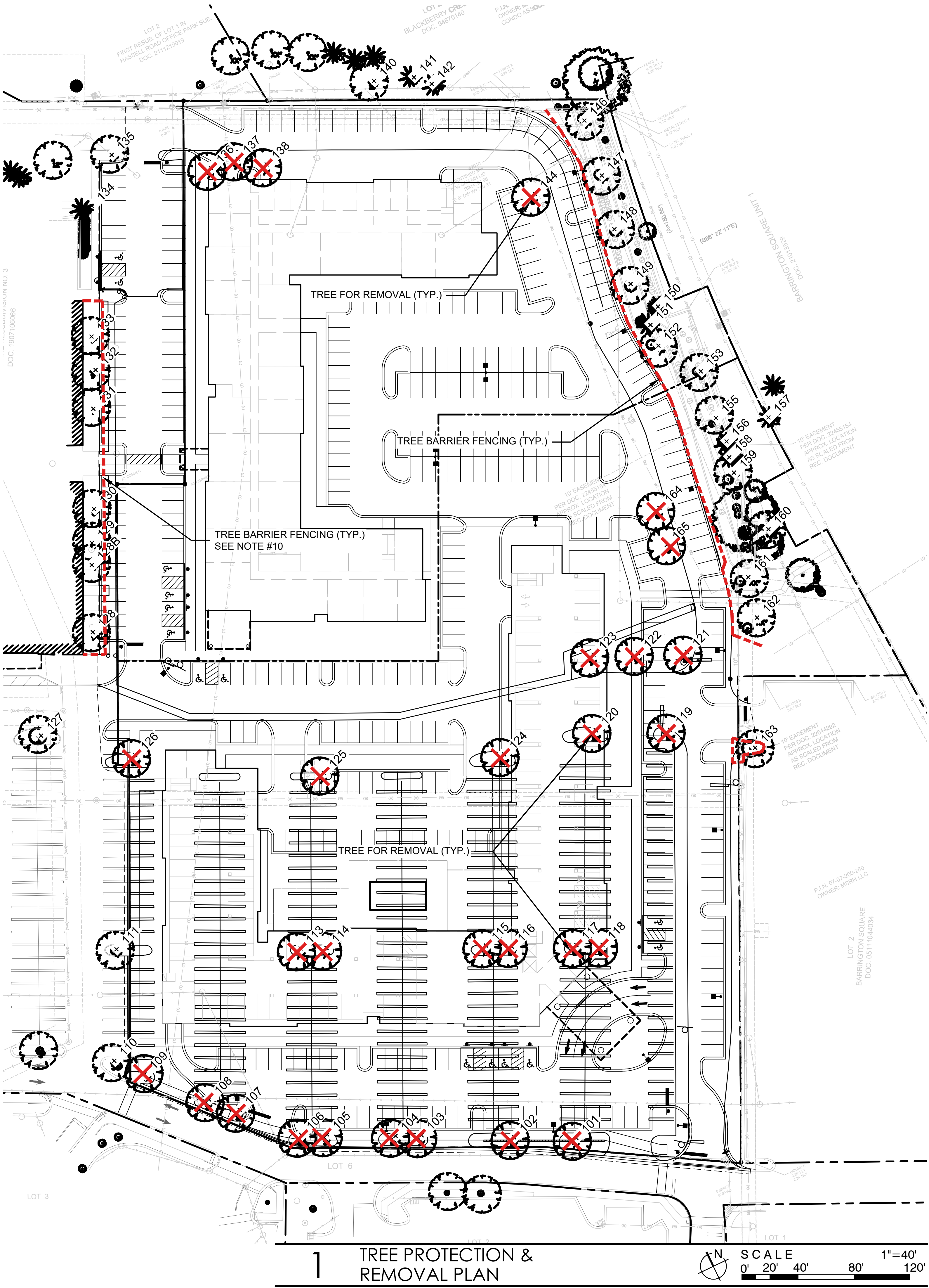
TOTAL TREES PRESERVED = 24 / 45 = 167 TOTAL CAL. INCHES TO BE REMOVED			
Required Tree Retention (without Mitigation)			
Species Quality	6-11.5" DBH	12-29.5" DBH	>= 30" DBH
Species Group A	(45%) 20 / 44 = 46%	(55%) 100%	(65%) = 100%
Species Group B	(30%) = 100%	(40%) 100%	(50%) 100%
Species Group C	(0%) 100%	(10%) 100%	(15%) 1/1 = 100%

TREE PROTECTION & REMOVAL NOTES

- CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
- DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
- DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
- BARRIER SHALL BE CONSTRUCTED OF A MIN. 48" TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
- BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
- NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
- NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
- NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
- STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.
- ROOT PRUNING. IF SOIL UNDER TREE CANOPIES IS TO BE EXCAVATED BELOW EXISTING SUBGRADE LEVEL, A LICENSED ARBORIST SHALL BE ON-SITE TO PERFORM ROOT PRUNING ON ANY ROOTS EXPOSED BY EXCAVATION LARGER THAN 2" IN DIAMETER. CROWN OF TREE SHALL BE PRUNED TO COMPENSATE FOR THE ROOT LOSS.

TREE PROTECTION & REMOVAL LEGEND

-  EXISTING TREE TO REMAIN
-  EXISTING TREE TO BE REMOVED
-  BARRIER FENCING TO BE INSTALLED



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SEAL



PROJECT TEAM

PROJECT NAME

 GRAND RESERVE of
HOFFMAN ESTATES
A SYNERGY COMMUNITY

HOFFMAN ESTATES, IL

DRAWING ISSUED

NO.	TITLE	DATE
1.	Preliminary Review	06/11/2025
2.	Issued for Approval	09/11/2025
3.	Rev's-Village Comments	10/08/2025

SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2505060

DATE
05-19-2025
DRAWN BY: LCG

APPROVED BY:
LCG

SHEET TITLE
TREE PROTECTION & REMOVAL
PLAN

SHEET NUMBER

L.1



PROJECT TEAM

PROJECT NAME



DRAWING ISSUED

NO.	TITLE	DATE
1.	Preliminary Review	06/11/2025
2.	Issued for Approval	09/11/2025
3.	Rev's-Village Comments	10/08/2025

SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2505060

DATE
05-19-2025
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN
SOUTH PROPERTY

SHEET NUMBER

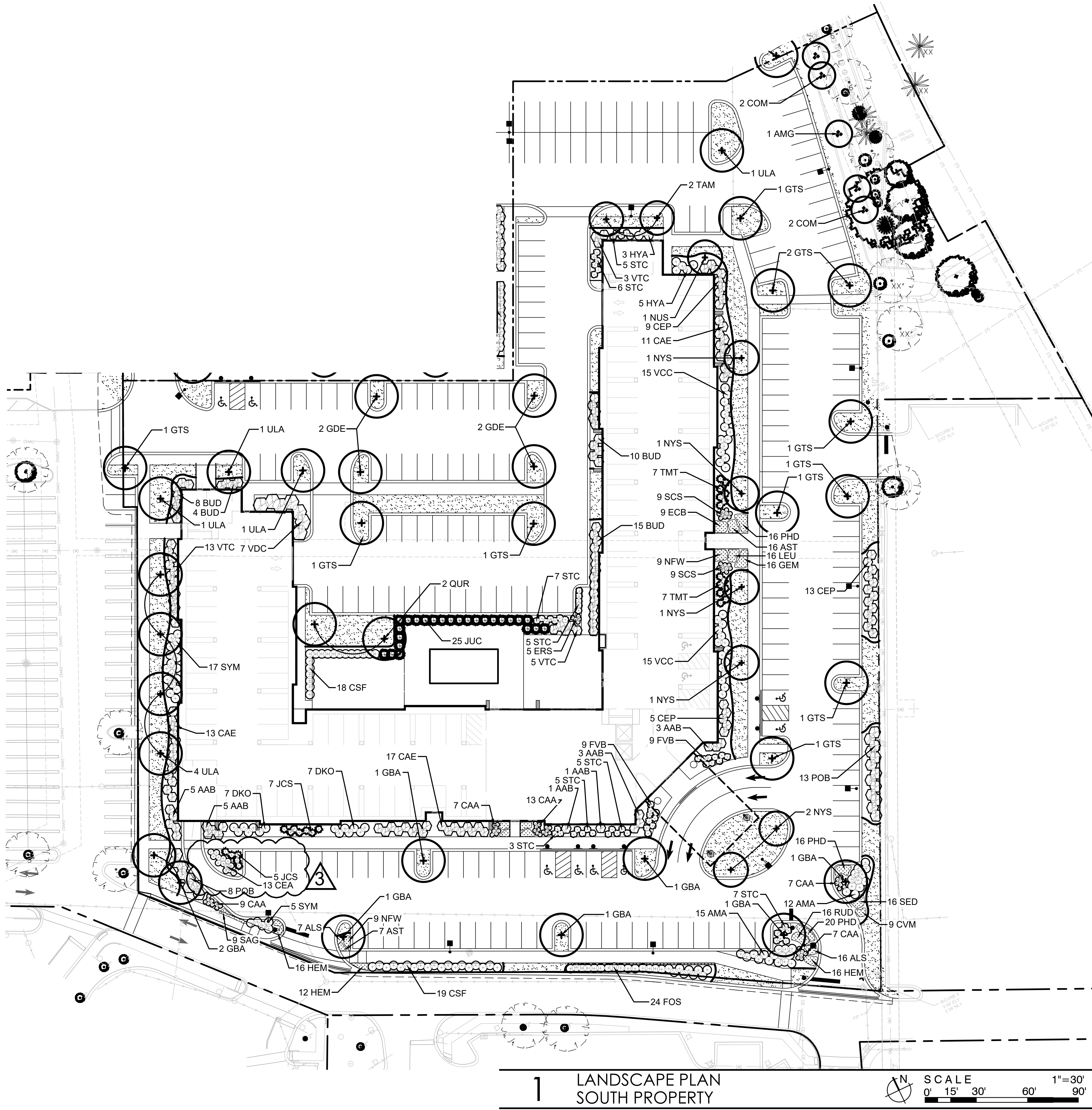
L.2

PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
CANOPY TREES					
AFA	2.5" cal.	4	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	B&B
CEO	2.5" cal.	2	Celtis occidentalis	Common Hackberry	B&B
GBA	2.5" cal.	8	Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair Tree	B&B
GDE	2.5" cal.	7	Gymnocladus dioicis 'Espresso'	Espresso Kentucky Coffeetree	B&B
GTS	2.5" cal.	12	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
NYS	2.5" cal.	10	Nyssa sylvatica 'Forest Fire'	Forest Fire Black Tupelo	B&B
QUR	2.5" cal.	2	Quercus rubra	Red Oak	B&B
TAM	2.5" cal.	8	Tilia americana 'McKsentry'	American Sentry Linden	B&B
TCG	2.5" cal.	2	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	B&B
ULA	2.5" cal.	9	Ulmus davidiana var. japonica 'Morton'	Accolade Elm	B&B
UNDERSTORY TREES					
AMG	6' multi.	2	Amelanchier x grandiflora.	Shadblow Serviceberry	B&B
COF	6' multi.	4	Cornus florida	White Flowering Dogwood	B&B
COM	6' multi.	4	Cornus mas	Cornellancherry Dogwood	B&B
VIP	6' multi.	2	Viburnum prunifolium	Blackhaw Viburnum	B&B
EVERGREEN TREES					
JUC	6' ht.	25	Juniperus chinensis 'Fairview'	Fairview Juniper	B&B
DECIDUOUS SHRUBS					
AAB	24" ht.	52	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	
AMA	24" ht.	34	Aronia melano. 'Low Scape Snowfire'	Low Scape Snowfire Black Chokeberry	
BUD	24" ht.	44	Buddleia 'Pugster Blue'	Pugster Blue Butterfly Bush	
CAE	24" ht.	51	Cornus alba 'Elegantissima'	Variegated Dogwood	
CEA	24" ht.	53	Ceanothus americanus	New Jersey Tea	
CEP	24" ht.	27	Cephalanthus occidentalis	Buttonbush	
CSF	24" ht.	37	Cornus stolonifera 'Farrow'	Arctic Fire Redtwig Dogwood	
DKO	24" ht.	38	Diervilla Kodiak Orange	Orange Kodiak Honeysuckle	
FOS	24" ht.	36	Forsythia x 'sunrise'	Sunrise Forsythia	
FVB	24" w.	35	Forsythia viridissima 'bronzensis'	Bronx Greenstem Forsythia	
HYA	24" ht.	28	Hydrangea arborescens 'Haas Halo'	Haas Halo Hydrangea	
POB	24" ht.	57	Physocarpus opulifolium 'Monlo'	Diabolo Ninebark	
STC	24" w.	65	Stephanandra incisa 'Crispa'	Cutleaf Stephanandra	
SYM	24" ht.	33	Syringa patula 'Miss Kim'	Miss Kim Korean Lilac	
VDC	24" ht.	38	Viburnum carlesii 'Cayuga'	Cayuga Koreanspice Viburnum	
VDD	24" ht.	7	Viburnum dentatum 'Chicago Lustre'	Chicago Lustre Arrowwood Viburnum	
VTC	24" ht.	38	Viburnum trilobum 'Alfredo'	Compact Alfredo American Cran. Vib.	
EVERGREEN SHRUBS					
BUW	24" w	14	Buxus micro. x. B. sem. 'Wilson's Charm'	Wilson Northern Charm Boxwood	
JCS	24" w.	15	Juniperus chinensis 'Sea Green'	Sea Green Juniper	
TMT	24" w.	21	Taxus x media 'Taunton'	Taunton's Yew	
ORNAMENTAL GRASSES					
CAA	#1 cont.	83	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	
ERS	#1 cont.	20	Eragrostis spectabilis	Purple Love Grass	
PAV	#1 cont.	16	Panicum virgatum 'Shenandoah'	Shenandoah Red Switch Grass	
SCS	#1 cont.	28	Schizachyrium scop. 'Standing Ovation'	Blue Stem Standing Ovation	
GROUNDCOVER / PERENNIALS					
ACH	#1 cont.	7	Achillea Millefolium 'Paprika'	Paprika Yarrow	18" O.C.
ALS	#1 cont.	44	Allium 'Summer Beauty'	Summer Beauty Onion	18" O.C.
AMB	#1 cont.	19	Amsonia tabernaemontana 'Blue Ice'	Blue Ice Blue Star	18" O.C.
AAD	#1 cont.	17	Astilbe arendsii 'Deutschland'	Deutschland False Spirea	18" O.C.
AST	#1 cont.	23	Aster oblongifolius October Skies	October Skies Aromatic Aster	24" O.C.
BAP	#1 cont.	7	Baptisia australis	Blue Wild Indigo	30" O.C.
CVM	#1 cont.	9	Coreopsis verticillata 'Moonbeam'	Moonbeam Coreopsis	18" O.C.
ECB	#1 cont.	14	Echinacea x. 'Balsomoblanc'	Sombrero Blanco Coneflower	18" O.C.
GEM	#1 cont.	32	Geranium sanguineum 'Max frei'	Max Frei Bloody Cranesbill	18" O.C.
HEM	#1 cont.	68	Hemerocallis x 'Stella de oro'	Stella de Oro Daylily	18" O.C.
LEU	#1 cont.	16	Leucanthemum superbum 'becky'	Becky Shasta Daisy	24" O.C.
NFW	#1 cont.	19	Nepeta fasseni 'Walker's low'	Walkers Low Catmint	24" O.C.
PHD	#1 cont.	52	Phlox subulata Amazing Grace	Amazing Grace Phlox	15" O.C.
RUD	#1 cont.	27	Rudbeckia fulgida 'Little Goldstar'	Little Goldstar Black-Eyed Susan	18" O.C.
SAG	#1 cont.	9	Perovskia atriplicifolia 'Denim n Lace'	Denim n Lace Russian Sage	24" O.C.
SAL	#1 cont.	12	Salvia nemerosa 'May Night'	May Night Sage	18" O.C.
SED	#1 cont.	30	Sedum x 'Autumn joy'	Autumn Joy Sedum	18" O.C.
SOD	sq. yd.	2803	Sodded Lawn		

LANDSCAPE LEGEND

	EXISTING TREE
	PROPOSED SHADE TREE
	PROPOSED EVERGREEN TREE
	PROPOSED ORNAMENTAL TREE
	PROPOSED LARGE SHRUB
	PROPOSED MEDIUM SHRUB
	PROPOSED EVERGREEN SHRUB
	PROPOSED LOW SHRUB
	PROPOSED ORNAMENTAL GRASS
	PROPOSED PERENNIAL PLANTING
	SODDED LAWN



SEAL



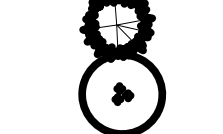
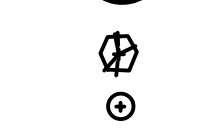
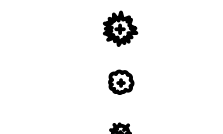
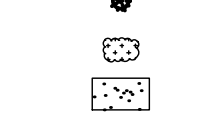
EXPIRES 08/2027

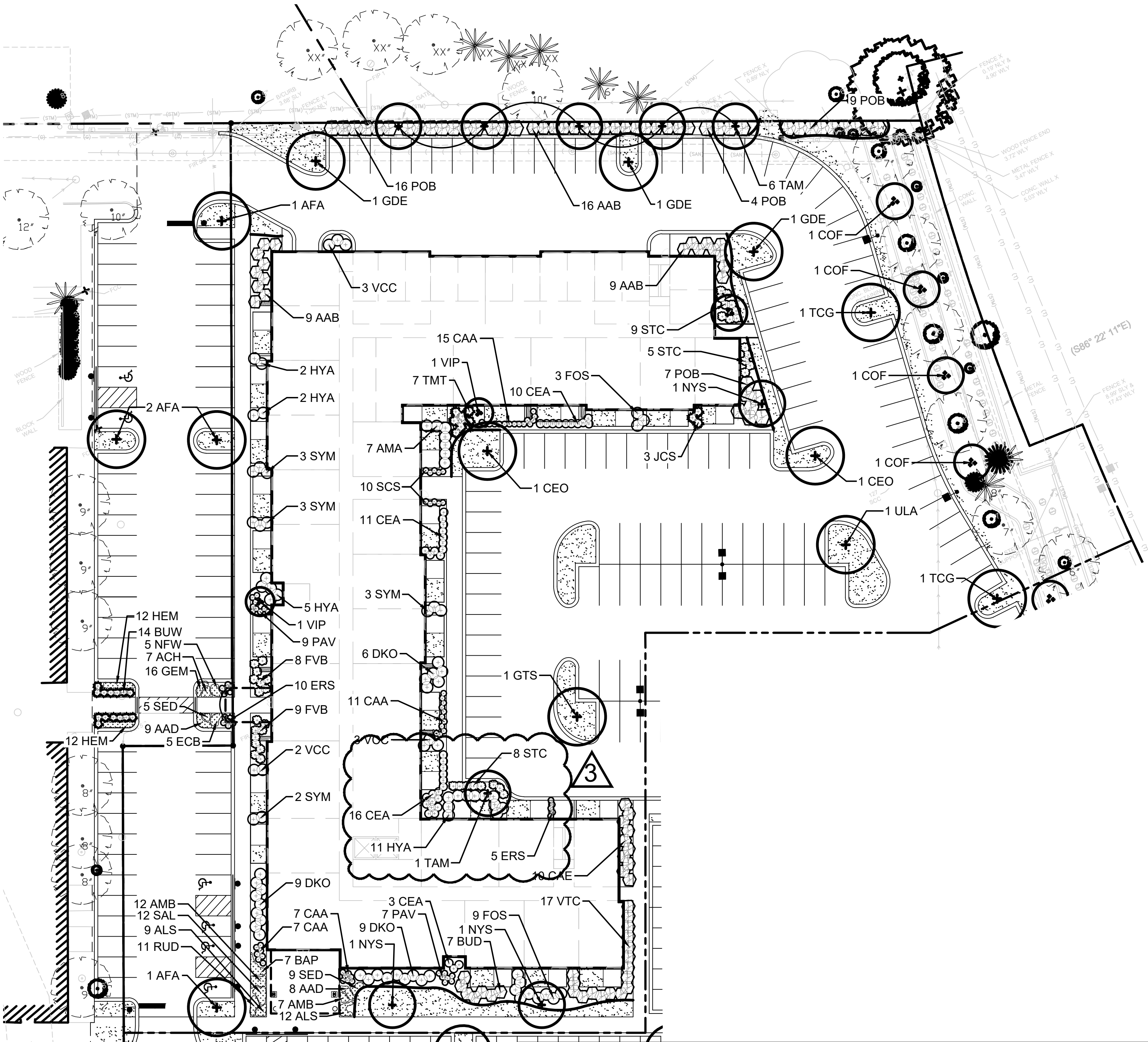
PROJECT TEAM

VILLAGE CALCULATIONS
LANDSCAPE LEGEND

DESCRIPTION	REQUIREMENT	AREA / CALC.	PROPOSED
TOTAL SITE		315,378 S. F.	
TOTAL BUILDING		80,159 S.F.	
RIGHT-OF-WAY	Street trees shall be provided at the equivalent of not more than 50' apart in parkway areas	N/A	NO FRONTAGE ON R.O.W.
10-4-2.D	Unless dictated elsewhere in the Municipal Code, a minimum of 20 percent of the total gross lot area of all multi-family residential development shall be comprised of a landscaped pervious surface area	.20 X 315375 = 63,075 S.F.	72,673 S.F. PERVIOUS = 23.0%
SITE PERIMETER SCREENING AND BUFFER AREAS	A minimum site perimeter width of ten feet shall be required	10' PERIMETER	ADJACENT TO R10 = 5'-3" MIN. & 6' FENCE ADJACENT TO A1 = 29'-4" MIN.
	Shade trees, evergreen trees, or a mix of shade and evergreen trees, as determined appropriate, shall be provided at the equivalent of 40 feet apart. Ornamental trees shall be permitted in required perimeter areas if perimeter area is located directly under overhead utility lines. Such trees may be clustered or spaced linearly.	685 L.F. / 40 = 17.1 TREES	15 EXISTING SHADE TREES 5 PROPOSED SHADE TREES 9 PROPOSED ORNAMENTAL TREES 29 TREES
	In no case, though, shall less than 60 percent of a parking lot perimeter adjacent to public or private roads be screened with shrubs and/or trees. If an opaque wall or fence is a selected screening option...A minimum of five shrubs (deciduous or evergreen) shall be provided, on average, per each 40 linear feet of continuous, visible expanse of wall or fence.	.60 X 464 L.F. = 278 L.F.	280 L.F.
		464 L.F. / 40 = 11.6 X 5 = 58 SHRUBS	69 PROPOSED SHRUBS / GRASSES
PARKING LOT INTERIOR	The equivalent of one shade tree per 15 parking spaces is required	396 / 15 = 26.4 TREES	36 PROPOSED TREES IN ISLANDS

LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN



1 LANDSCAPE PLAN
NORTH PROPERTY

N
SCALE
0' 15' 30' 60' 90'
1"=30'

PROJECT NAME

GRAND RESERVE of
HOFFMAN ESTATES
A SYNERGY COMMUNITY
HOFFMAN ESTATES, IL

DRAWING ISSUED

NO.	TITLE	DATE
1.	Preliminary Review	06/11/2025
2.	Issued for Approval	09/11/2025
3.	Rev's-Village Comments	10/08/2025

SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2505060

DATE
05-19-2025
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN
NORTH PROPERTY

SHEET NUMBER

L.3

- LANDSCAPE NOTES
1.

CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2.

ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF HOFFMAN ESTATES LANDSCAPING CODES AND ZONING ORDINANCES.
3.

PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4.

ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSEYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5.

IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
6.

SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7.

DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FINE GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8.

TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
9.

ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
10.

NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.
11.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12.

CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13.

SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDDED LAWN. PRIOR TO SEEDING, 2" OF FINE TOPSOIL SHALL BE TILLED INTO EXIST SOIL MIXTURE. A MIX CONSISTING OF ROUGHLY 30 % BLUEGRASS / 30% FINE FESCUES / 40% RYE GRASSES (AND TACKIFIER FOR HYDROSEEDING) SHALL BE APPLIED AT MANUFACTURERS SPECIFIED RATES FOR NEW LAWNS BETWEEN 5 AND 10 LBS PER 1,000 SF.
14.

MINIMUM CLEARANCES SHALL BE PROVIDED AS FOLLOWS:

14.1.

EIGHT FEET BETWEEN A FIRE HYDRANT AND THE CENTER TRUNKLINE OF ANY TREE.

14.2.

SIX FEET BETWEEN A PRIVACY FENCE, WALL, OR ANY PAVED SURFACE (E.G., SIDEWALK, DRIVEWAY OR CURB) AND THE CENTER TRUNKLINE OF AN EVERGREEN TREE.

14.3.

FIVE FEET BETWEEN A PRIVACY FENCE OR WALL AND THE CENTER TRUNKLINE OF A CLUMP FORM SHADE OR ORNAMENTAL TREE.

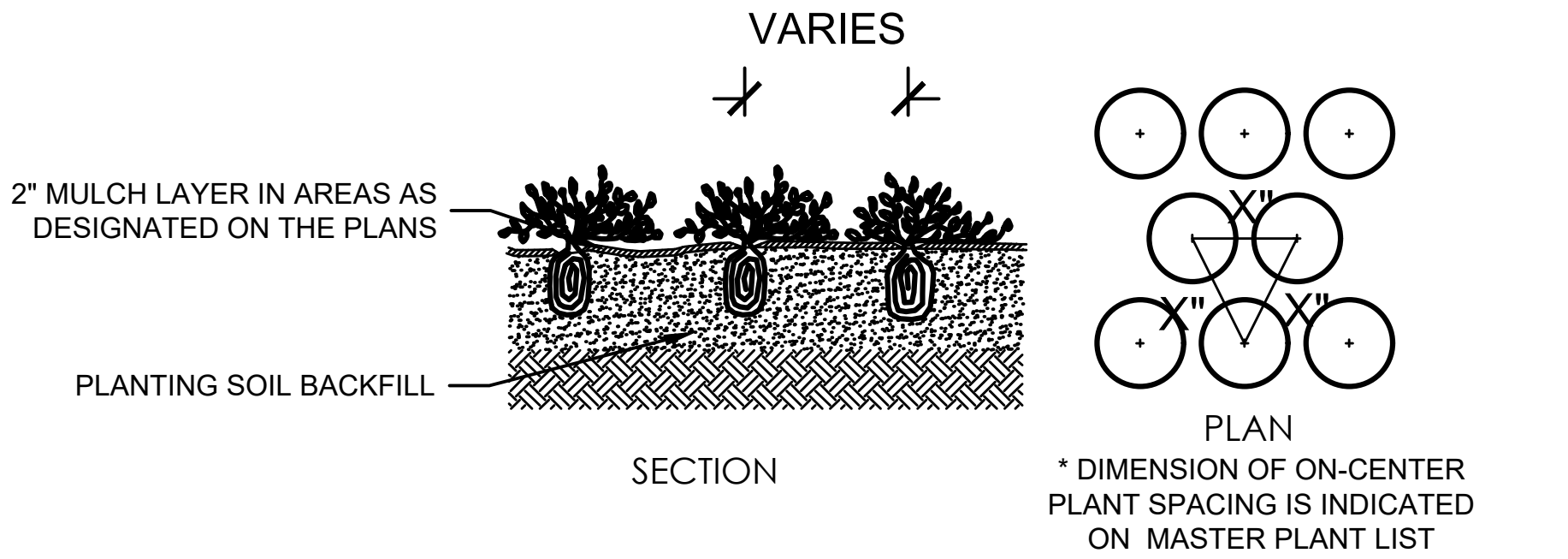
14.4.

FOUR FEET BETWEEN A PRIVACY FENCE OR WALL AND THE CENTER TRUNKLINE OF A STANDARD FORM SHADE OR ORNAMENTAL TREE.

14.5.

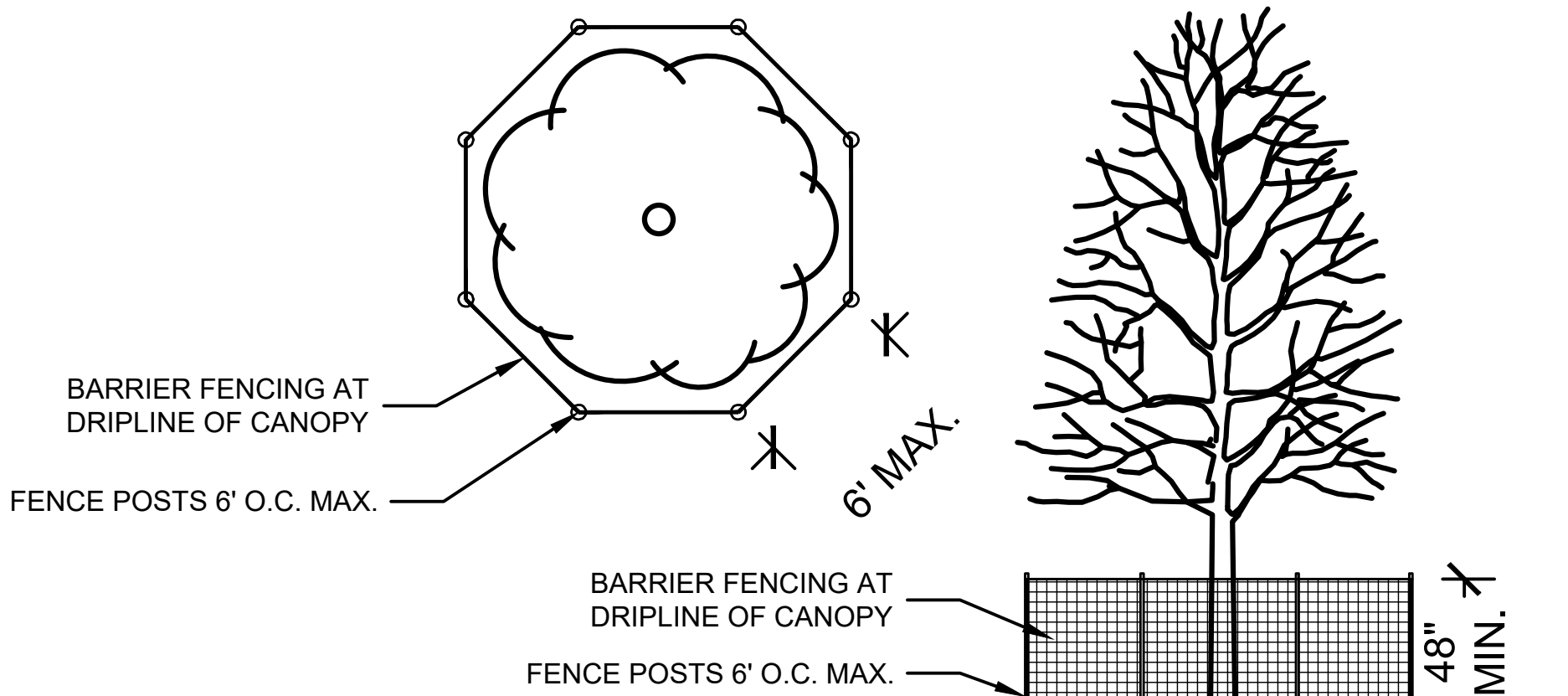
FOUR FEET BETWEEN THE CENTER TRUNKLINE OF A SHADE OR ORNAMENTAL TREE AND ANY PAVED SURFACE (E.G., SIDEWALK, DRIVEWAY OR CURB).
15.

CONTRACTOR SHALL PROVIDE A SEPARATE FEE FOR MAINTENANCE OF ALL INSTALLED PLANT MATERIAL FOR A PERIOD OF 6 WEEKS OF WATERING, WEEDING AND MOWING AFTER TOTAL INSTALLATION. GATOR BAGS OR EQUAL ARE RECOMMENDED. WATERING SHALL BE COORDINATED WITH NOTE 12 - IRRIGATION.



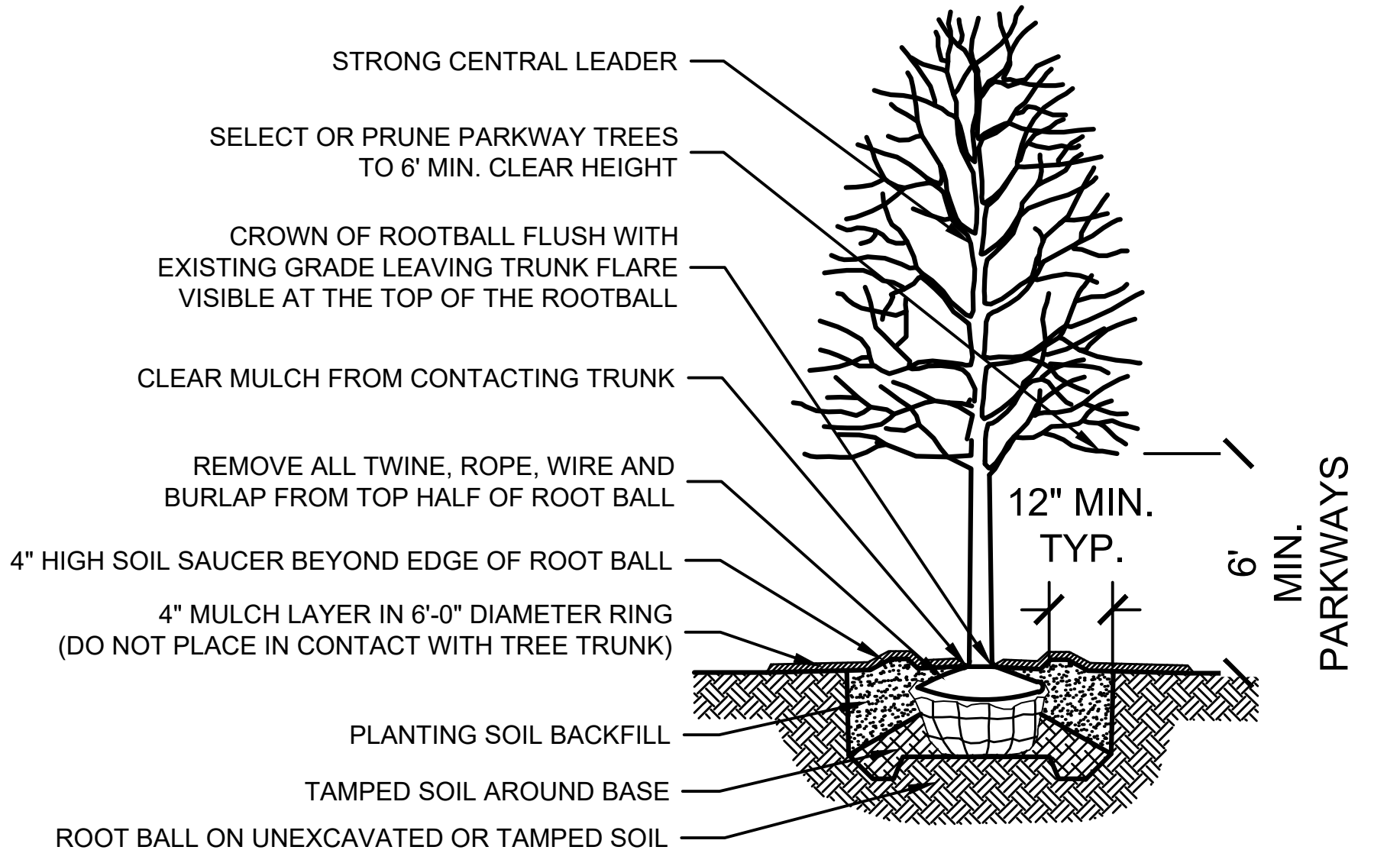
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PERENNIAL / ANNUAL PLANTING DETAIL



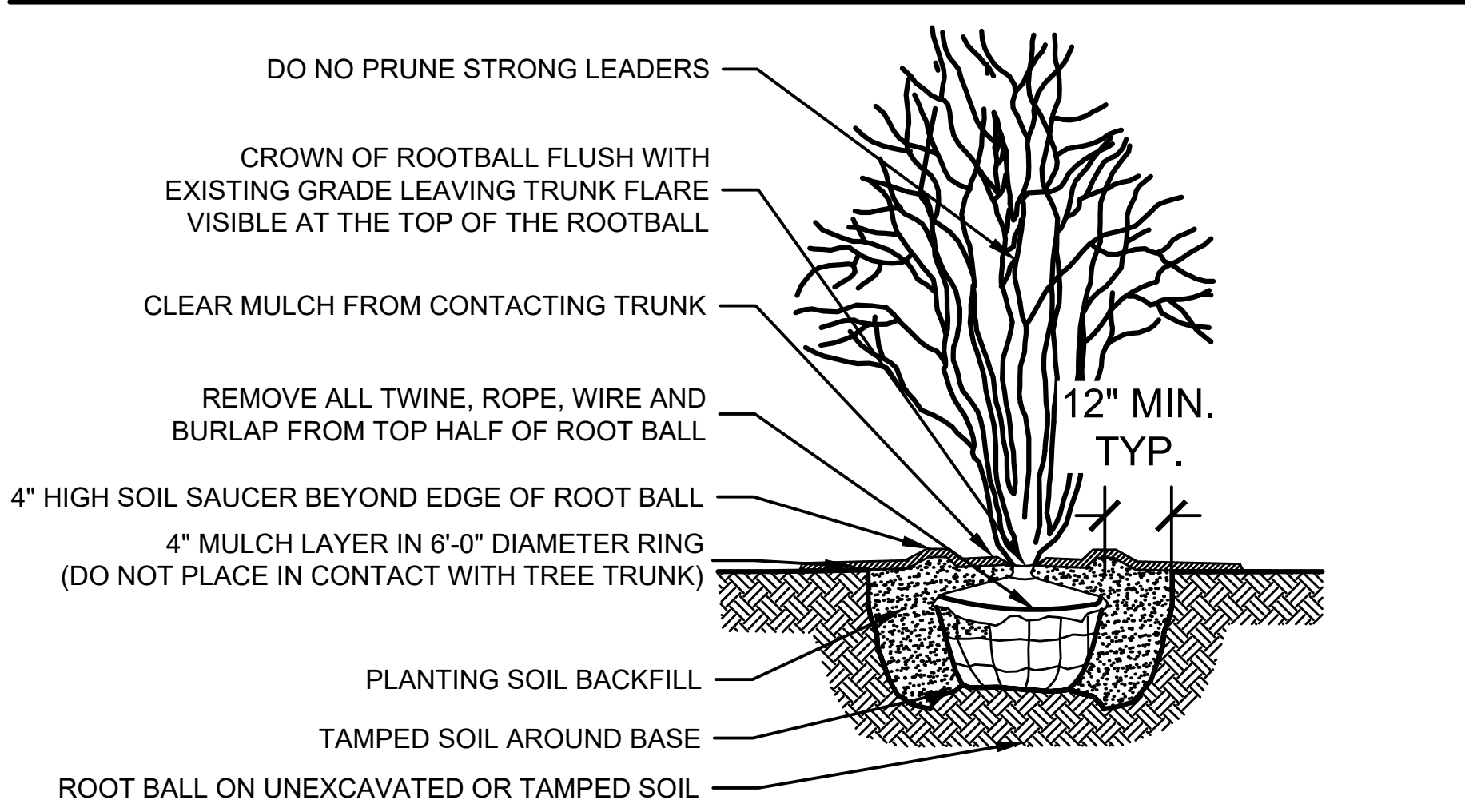
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TREE PRESERVATION BARRIER FENCING DETAIL



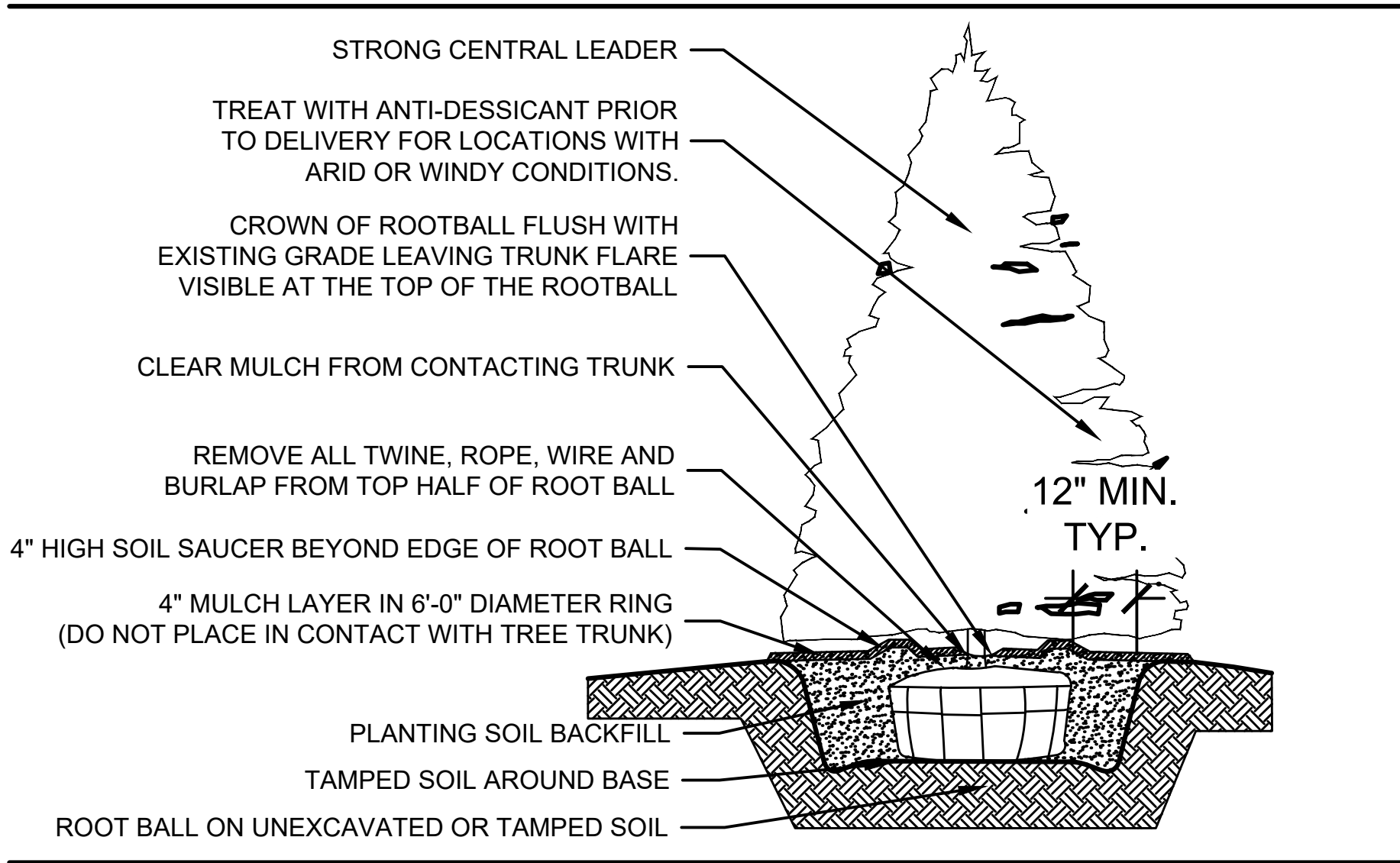
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SHADE TREE PLANTING DETAIL



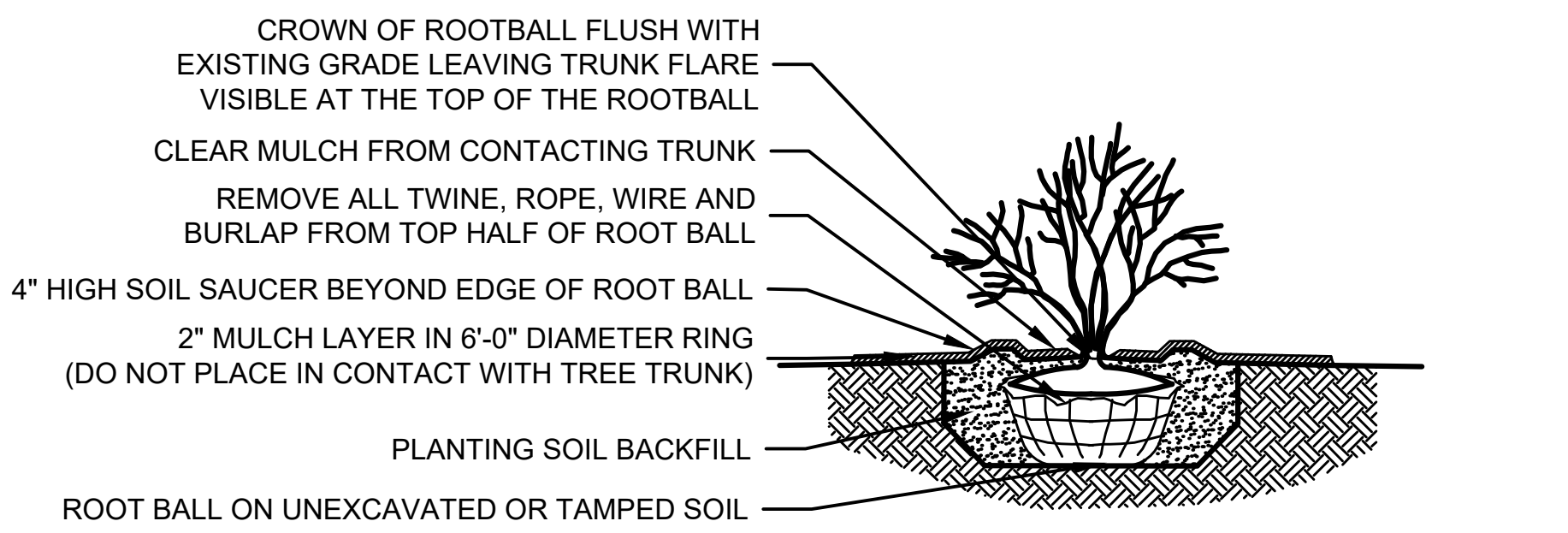
2

ORNAMENTAL TREE PLANTING DETAIL



3

EVERGREEN TREE PLANTING DETAIL



4

SHRUB PLANTING DETAIL

LG

Landscape Architecture
Master Planning
Site Planning

Workshop,LLC

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ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT

LARRY C. GLASSCOCK, JR.

167-201060

STATE OF ILLINOIS

EXPIRES 08/2027

PROJECT TEAM

PROJECT NAME



GRAND RESERVE of
HOFFMAN ESTATES
A SYNERGY COMMUNITY

HOFFMAN ESTATES, IL

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2505060

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SHEET TITLE
LANDSCAPE DETAILS & NOTES

SHEET NUMBER

L.4