



## BARRINGTON

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### NOTICE OF A PUBLIC MEETING OF THE PLAN COMMISSION

The Plan Commission of the Village of Barrington will hold a meeting on **Tuesday September 22, 2020 at 7:00 P.M. virtually** at 200 South Hough Street, Barrington, Illinois.

**ZOOM Meeting Link Available Here:**  
<https://www.barrington-il.gov/sept22pc>

**Webinar ID: 811 0822 4642**

**Please use this information to attend with video:**

**Meeting Link:** <https://www.barrington-il.gov/sept22pc> OR visit [www.zoom.com](http://www.zoom.com) click "Join a Meeting" and enter Webinar ID: **811 0822 4642**

**You can also join by phone by dialing any of the following numbers, then entering the Webinar ID: 811 0822 4642 followed by the pound (#) key.**

**Dial: +1 312 626 6799 or +1 301 715 8592 or +1 646 558 8656 or +1 346 248 7799 or +1 669 900 9128 or +1 253 215 8782**

**PUBLIC COMMENT: Public comment for this meeting will be accepted in three (3) ways:**

1.) Live public comment at the virtual meeting. Instructions for how to provide a live public comment at the virtual meeting will be provided at the beginning of the meeting and again prior to the public comment section of the meeting.

2.) By email prior to the meeting if received by 5:00 p.m., Tuesday September 22, 2020. To submit public comment in advance of the meeting, submit an email to: [jtennant@barrington-il.gov](mailto:jtennant@barrington-il.gov) including: Name, Street Address (Optional), City/State, Phone (Optional), Organization, Agency, etc. Being Represented (If representing yourself, put "Self"), Topic or Agenda Item, followed by your comment. Any comments received by the deadline will be read by Staff during the public comment section of the meeting.

3.) By phone prior to the meeting if received by 5:00 p.m. on Tuesday September 22, 2020. The public without access to email or unable to attend the live virtual meeting may leave a message with the Plan Commission at (847) 304-3462.

#### **AGENDA:**

- **Call to Order**
- **Roll Call**

VILLAGE HALL  
200 S. HOUGH ST.  
BARRINGTON, IL. 60010  
(847) 304-3400

VILLAGE PRESIDENT &  
VILLAGE MANAGER'S OFFICE  
T. (847) 304-3444  
F. (847) 304-3490

FINANCIAL SERVICES  
T. (847) 304-3400  
F. (847) 381-7506

DEVELOPMENT SERVICES  
T. (847) 304-3460  
F. (847) 381-1056

PUBLIC WORKS  
300 N. RAYMOND AVE.  
BARRINGTON, IL 60010  
T. (847) 381-7903  
F. (847) 382-3030

PUBLIC SAFETY  
400 N. NORTHWEST HWY.  
BARRINGTON, IL 60010

POLICE  
T. (847) 304-3300  
F. (847) 381-2165

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T. (847) 304-3600  
F. (847) 381-1889

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- **Old Business**
- **New Business**
  - **PC 20-03: 1201–1203 S. Northwest Highway Special Use Planned Development – Public Hearing**  
The Petitioner is seeking approval of a new special use planned development for the redevelopment of the existing building and site into an Automobile Dealership for the sales and service of motorcycles, scooters, all-terrain vehicles, utility task vehicles and the like as well as related site improvements.
- **Approval of Minutes**
  - August 25, 2020
- **Planner’s Report**
- **Other Business**
- **Adjournment**

Posted: Barrington Village Hall

Plan Commission Members, Village President and Board of Trustees, Village Manager, Department Heads, Recording Secretary, Courier/ Herald/ Chicago Tribune/ Chicago Sun Times

**The Village of Barrington is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the Village’s facilities, are requested to contact the Village Clerk’s Office at 200 S. Hough Street, Barrington, Illinois 60010 or call at 847/304-3400 promptly to allow the Village to make reasonable accommodations for those persons.**

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# PLAN COMMISSION STAFF REPORT

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|--|---|
| <b>TO:</b> Plan Commission                   | <b>HEARING DATE:</b> September 22, 2020   |
| <b>FROM:</b> Development Services Department | <b>PREPARED BY:</b> Jennifer Tennant,<br>Assistant Director of Development Services |

**PC 20-03: Special Use Planned Development – 1201-1203 S. Northwest Highway:** The Petitioner is seeking approval of a new Special Use Planned Development for the redevelopment of the existing building and site into an Automobile Dealership for the sales and service of motorcycles, scooters, all-terrain vehicles, utility task vehicles and the like as well as related site improvements including but not limited to parking, landscaping and signage.

## GENERAL INFORMATION

**PETITIONER(s):** Midwest Triumph Corporation of Mundelein  
**PROPERTY OWNER(s):** Land Trust No. 1148 (Dobe Agency, LLC)

## PROPERTY INFORMATION

**EXISTING ZONING:** B-1 General Business Service District  
**EXISTING LAND USE:** Commercial (Roadster Salon/formerly Contract Builders Hardware)  
**PROPERTY SIZE:** 55,840 sq. ft. / 1.28 acres  
**COMPREHENSIVE PLAN:** Neighborhood 13: Mixed-Use (Retail/Office/Residential)

|               | <b>ZONING</b>  | <b>COMP. PLAN LAND USE</b>            |
|---------------|--|---------------------------------------|
| <b>NORTH:</b> | R-1 Single-Family Residential                              | Single-Family Residential             |
| <b>SOUTH:</b> | UP Railroad/Village of Inverness residential               | n/a                                   |
| <b>EAST:</b>  | B-1 General Business Service District (former gas station) | Mixed-Use (Retail/Office/Residential) |
| <b>WEST:</b>  | B-1 General Business Service District (landscape yard)     | Mixed-Use (Retail/Office/Residential) |

## SUBMITTALS

This report is based on the following documents, which were filed with the Development Services Dept.:

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. Cover Letter</li> <li>2. Rendering</li> <li>3. Existing Site Photos</li> <li>4. Traffic Memo by GHA (Petitioner)</li> <li>5. Traffic Memo by JJ Benes (Village)</li> <li>6. Plat of Survey</li> <li>7. Preliminary Engineering Plan</li> <li>8. Architectural Plans A100-A400</li> <li>9. Sign Plans</li> </ol> | <ol style="list-style-type: none"> <li>10. Building Materials</li> <li>11. Tree Survey</li> <li>12. Landscape Plan</li> <li>13. Photometric Plan</li> </ol> |
|---|---|

**Note: the 11x17 copies of A100-A400 are the same as the large scale plans provided with the addition of updated signage to reflect the sign plans and the relocated dumpster enclosure.**

## **PROJECT DESCRIPTION**

The Petitioner is requesting a special use planned development for the redevelopment and adaptive reuse of the existing site and building located at 1201-1203 S. Northwest Highway for the relocation of DSP Honda from their current location in Des Plaines to Barrington. The DSP Honda dealership sells, services and finances new and pre-owned Honda motorcycles, scooters, all-terrain vehicles, utility task vehicles and personal watercraft. This facility is currently located in Des Plaines where it has been in operation since 1983 with the current owner and Petitioner owning and operating the facility since 1998.

The Petitioner is proposing to reuse the existing building for the dealership. The footprint of the building will not be modified. The site will remain largely unchanged with the exception of a small pavement expansion in the rear of the building to allow for additional parking, a slight widening of the western drive aisle on the side of the building and the addition of several vehicle display areas near the front of the property.

The dealership will be a full scale sales and service center with approximately 14,000 sq. ft. dedicated to display, sales, financing, accessory areas and storage and approximately 3,800 sq. ft. dedicated to the service center with 10 service bays. All service center activities will be conducted wholly inside the building as required by the Zoning Ordinance.

The Petitioner is proposing limited outdoor vehicle display for several all-terrain and utility vehicles as well as well limited motorcycle display on the west side of the front parking area. Due to the nature of the vehicles sold, there will be no permanent or overnight outdoor display of any vehicles. All vehicle inventory will be brought inside the building at the close of business each day.

All of the customer facing activities of the business will be conducted from the front of the facility including the main facility entrance and customer parking, the service facility entrance and the customer area designated for new vehicle pick-up. Additionally, due to the existing site constraints, all vehicle deliveries will take place in the front parking area, not in the rear of the building. Several trucks and trailers owned by the facility will be stored in the elongated parking spaces in the rear parking area. These are used daily for vehicle transport and customer deliveries.

The facility operates on a seasonal schedule with shorter hours October – March (approx. T-F 10:00am – 6:00pm & Sat. 9:00am – 5:00pm) and slightly expanded hours April – September (approx. M-F 10:00pm – 7:00pm & Sat. 9:00am – 5:00pm). The dealership employs 14 full-time employees year round and 4-6 seasonal employees. The dealership operates with approximately 10-12 employees daily at any given time.

The Petitioner engaged a traffic engineer to assess the traffic impact as well as site parking needs. The Petitioner's consult determined that approximately 41 parking spaces would be necessary based on the ITE classification for motorcycle dealerships. However, the report also indicated that based on staffing levels and customer traffic at the current facility in Des Plaines that the peak parking demand for the business is 33 spaces. The Village's traffic consult, JJ Benes, indicated that they find the conclusions of the GHA report to be reasonable with regards to traffic impact and parking. The Petitioner is proposing 45 parking spaces (2 accessible and 43 standard spaces). Additionally, as indicated below in the summary of exceptions, Staff is proposing to allow "buddy" parking in order to permit the double parking of motorcycles at the rate of two motorcycles per one parking space.

The Petitioner is proposing minor landscaping improvements to clean-up the appearance of the site. The existing billboard will be removed at the conclusion of the existing lease term in 2024.

The Petitioner has worked closely with the Village to ensure the proposed redevelopment will be sensitive to the neighboring residential property to the north by limiting lighting levels in the rear of the building, maintaining the existing fence, tree line and brush buffer, limiting all activities to the front of the building and substantially improving the general appearance of the property.

Lastly, the Petitioner will also be taking control of the two parcels to the west of the subject property which are currently occupied by a landscape yard. The site will eventually be converted to a vacant site. No off-site parking, storage, test driving, etc. will be permitted on these parcels. Any future development to expand the dealership, its facilities and/or operations to these parcels would require an amendment to any planned development approval granted.

The Petitioner held a neighborhood meeting on August 10, 2020. No neighbors attended.

## **EXCEPTIONS FROM ZONING ORDINANCE**

The requested exceptions from the Zoning Ordinance are listed below. It is important to note that although it may seem as though there is an unusual number of exceptions requested, the Zoning Ordinance is written for the majority of permitted land uses. Automobile Sales is a special use and therefore unique compared to a standard permitted use. It is expected that it may not conform to all of the standards for the underlying zoning which are designed for standard permitted uses. Additionally, the proposed redevelopment is an adaptive reuse of an existing building and site which has many pre-existing nonconformities. The Zoning Ordinance contemplates this situation in the mission of the B-1 General Business Service District which states "...It is further intended to provide for carefully regulated establishment of automobile and recreation vehicle sales and service and other establishments that, due to their inherent nature, require careful scrutiny in order to endure that they will not have a detrimental effect on adjacent neighborhoods".

### **ZO Section 4.10-5.B-5 Access**

Staff recommends an exception to allow "buddy" or double parking throughout the parking lot to allow two motorcycles to park in one standard vehicle parking space. Restricting parking to one motorcycle per standard parking space would be an underutilization of the available parking. The exception would also allow tandem parking of trailers and dealership vehicles in the elongated parking spaces in the rear of the building.

### **ZO Section 4.10-5.G Illumination**

The Petitioner is requesting an exception to allow a small area of the rear parking area to dip below the required 1.0 footcandles for parking lot lighting levels. This only occurs behind the building which is a benefit to the neighboring residential property.

### **4-10.10 Off-Street Parking Requirements**

The required parking count for Automobile Sales is 5 spaces per 1,000 sq. ft. of gross floor area plus 1 space for every 10 display spaces. This calculation yields a required parking count of 89 parking spaces for the proposed development. However, this calculation is clearly designed to account for permanent exterior vehicle display spaces/vehicle inventory parking spaces as well as spaces for staff and customers. This calculation does not directly correspond with the business model of a motorcycle and utility vehicle dealership due to the fact that there is no exterior inventory parking or other exterior permanent vehicle displays therefore they do not need to be accounted for in the required parking count.

The GHA traffic report estimates that there will be a maximum of 15 employee and 9 customers at any one given time based on information provided by the Petitioner. In order to estimate conservatively, they assume

that 9 customers will be present at the same time that 9 new customers are arriving creating the need for 18 customer parking spaces and 15 employee parking space for a total of 33 parking spaces.

According to the ITE Trip Generation Manual use classification “840 Motorcycle Dealerships”, 41 spaces are needed for a 17,755 sq. ft. motorcycle dealership. The Petitioner is proposing 45 parking spaces and staff is recommending approval to allow “buddy” or double parking in standard parking spaces.

The Petitioner also offers pick-up and delivery services for customers and staggers service appointment times.

The Petitioner is requesting an exception to allow a reduction in the number of required parking spaces from 89 to 45 based on the analysis above and the GHA traffic report.

#### **4.14.C Illuminated Signs**

The Petitioner is requesting an exception to allow an increase in the allowable size of internally illuminated channel letters from 24” to 28” to permit the use of the Honda corporate wall sign. Only the Honda wing logo exceeds 24”. The “Honda” portion of the sign is compliant.

#### **4.14-D Color Restrictions**

The Petitioner is requesting an exception to allow the use of the Honda red on the full background of the monument sign where a neutral background or a compliant less bright color would be required. .

#### **ZO Section Table 4-16.B-4 Permanent Monument Signs – District Specific Requirements**

The Petitioner is requesting an exception to allow a slight increase in allowable height from 7’-6” to approx. 8’-0” and a slight increase in size from 24 sq. ft. to 25.93 sq. ft. The Petitioner is proposing to reuse the existing brick sign base as well as custom made back-lit steel Honda wing logos from their existing dealership on the monument sign. The requested exceptions were reduced by 24” in height and 12 sq. ft. in size from the preliminary proposal in order to request the minimum necessary to achieve reuse of the existing custom signs which are a branding staple at their current location. This exception is necessary because the existing monument sign base is only setback 13’ rather than the required 15’.

#### **ZO Section Table 4.16-D-1 Permanent Wall Signs – General Requirements**

The Petitioner is requesting an exception to allow two wall signs on the front elevation, one (1) for the Honda brand and dealership name and one (1) for the service center. Additionally, the Petitioner is also requesting an exception to allow an 8” sign projection on the “Honda” channel letter sign and a 6-1/2” projection on the service center sign when a maximum projection of 6” is permitted.

#### **Table 4.16-D-4 Permanent Wall Signs – District Specific Requirements**

The Petitioner is requesting an exception to allow the reuse of their existing internally illuminated service center box sign. Although internally box signs are not permitted, the proposed sign does have a compliant sign face with an opaque background thereby meeting the aesthetic intent of the regulation. Staff finds that reuse of the existing sign is a better alternative than permitting a new sign from the corporate branding package which does not have an opaque background and therefore does not meet the aesthetic intent of the regulation.

#### **ZO Section 7.2-D Special Uses**

The Petitioner is requesting a Special Use for a new Planned Development and Automobile Sales.

#### **7.2-H Transitional Yard Requirements**

A transitional yard of 35' is required and no parking is permitted within this yard. The existing transitional yard is established at approximately 20' from the nearest point of the rear parking pavement to the residential property line to the north. The Petitioner is actually proposing to reduce the existing nonconformity by reducing the closest point of pavement by approximately 2'-3'. However, the Petitioner is also proposing to establish 5 additional parking spaces within the transitional yard by squaring off the existing parking area in the rear of the building. There is an existing 6'-0" solid wood fence and substantial tree cover and brush screening between the rear parking area and the residential property line to the north. The Petitioner is requesting an exception to allow an additional 5 parking spaces to be located in the transitional yard. These spaces will be between 27'-38' from the residential property line to the north.

#### **ZO Section 7.2-I.1 Design Standards – Exterior Wall Materials**

The Petitioner is requesting an exception for the use of metal panels and standing seam metal on the front elevation. The Zoning Ordinance only permits wood siding, cementitious siding, brick, stone and/or stucco. This standard does not accommodate corporate branding/architecture requirements for national auto/motorcycle retailers.

#### **7.2-I.6 Exterior Colors**

The Petitioner is requesting an exception to allow the use of the Honda red on the proposed standing seam metal mansard.

#### **ZO Section 11.6-A Exceptions from Use Regulations, Bulk Intensity, Landscaping, Parking, Signage and Architectural Design Guidelines**

The Petitioner is requesting an exception to allow a further reduction in the required common open space from the existing 77.8% to 83.7% when 50% open space is required for planned developments. Additionally, the Petitioner is requesting an exception to allow the amount of exceptions to cover more than 40% percent of the site area. It is important to note that this is an adaptive reuse of an existing site and there is no opportunity for compliance due to the size of the existing building, circulation and parking requirements. The increase in paved surface is due to the slight widening of the drive aisle on the side of the west side of the building and the addition of 5 new parking spaces. All of the open space on the site is on the northern portion of the property adjacent to the residential property to the north. This space will remain open as this is the location of the well and septic field for the property.

### **PLANNED DEVELOPMENT GUIDELINES**

The following guidelines will be used by the Architectural Review Commission, Plan Commission and the Village Board to evaluate the suitability of proposed Planned Developments. These guidelines represent sound planning principles which should be incorporated into Planned Developments. However, it is not intended that each and every one of these guidelines be rigidly conformed to, provided that just cause for any departure from these guidelines is demonstrated.

- A. The Planned Development shall be consistent with the intent and purpose of this Zoning Ordinance, as stated in Chapter 1.** In general, the proposed planned development is consistent with the intent of the Zoning Ordinance to promote orderly, sensible and beneficial growth.
  
- B. The Planned Development shall be compatible with the character of the underlying zoning district and Neighborhood in which it is located.** The proposed planned development is located in the B-1 General Business Service District and the establishment of a new automobile sales and service facility is compatible with the intent of the District which includes the establishment of carefully regulated automobile sales and service facilities.

- C. **The Planned Development should be consistent with the official planning policies and the Village Comprehensive Plan.** The 2010 Comprehensive Plan designates the land use for the subject property and neighboring properties along Northwest Highway as Mixed-Use (Retail/Office/Residential). The subject property is located in Neighborhood 13 which includes several residential areas, Makray Golf Course and the commercial properties along Northwest Highway beginning with Ace Hardware and going southeast to Ela Road. The goals for Neighborhood 13 do not address the commercial properties on Northwest Highway. However, the overall goals of the Comprehensive Plan include maintaining a prosperous economic base and promoting future development. Staff finds that the requested special use for the establishment of a new automobile sales and service facility is essential to meeting the overall goals and objectives of the Comprehensive Plan.
- D. **The Planned Development should preserve the value of the surrounding residential area.** There is one residential neighbor located directly north of the subject property and additional residential properties as you continue north on Ela Road. This is an existing site which currently houses one small auto repair use and previously housed two small auto repair uses simultaneously. The Petitioner has worked to ensure the proposed redevelopment will be sensitive to the neighboring residential property to the north by limiting lighting levels in the rear of the building, maintaining the existing fence, tree line and brush buffer, limiting all customer activities to the front of the building and substantially improving the general appearance of the property especially due to the fact that there will be no exterior inventory storage in the rear of the building.
- E. **Significant physical, topographical, environmentally sensitive or historical features of the site of the Planned Development, which are of importance to the community, should be preserved.** According to Village regulations, there are no environmentally sensitive or historical elements present on the subject property.
- F. **The entire property proposed for Planned Development treatment shall be in single ownership or under such unified control, or the petition shall include a unit of local government as a petitioner or as a co-petitioner, so as to ensure that the entire property will ultimately be developed as a unified whole. All owners of the subject property shall be included as joint applicants on all applications and all approvals shall bind all owners, except that notwithstanding anything to the contrary, a unit of local government may petition for property which it does not own provided the unit of local government is a co-petitioner. Parties entitled to apply for a Special Use permit shall be limited to the property owner, agent of the property owner, or the contract purchaser of subject property, acting with the consent of the property owner, or the Village, or another unit of local government. The violation of any owner as to any lot shall be deemed a violation as to all owners and all lots.** Staff finds that this guideline is satisfied.
- G. **In business districts, the Planned Development shall be consistent with the Village's specific goal of maintaining and/or increasing the retail sales tax base of the Village. Conversion of an existing use or uses which generate retail sales tax to a Planned Development use or uses which do not generate retail sales tax has an adverse effect on the retail sales tax base of the Village. Where a Planned Development which does not generate retail sales tax is proposed on a site currently or most recently occupied by a retail sales tax generating use or uses, substantial evidence shall be provided that the benefits to the community provided by the proposed use are greater than the benefits provided by a use or uses which generate retail sales tax on the site. A first floor Planned Development use or uses which do not generate retail sales tax proposed within the B-1 or B-4**

zoning districts as part of larger retail developments shall constitute no more than 20% of the first floor area unless substantial evidence is provided that the use of more than 20% of the first floor area as a use or uses which do not generate retail sales tax is instrumental in allowing the larger retail development to go forward or otherwise enhances in some substantial manner the retail sales tax base of the Village. Staff finds that this guideline is satisfied.

## **SPECIAL USE STANDARDS**

- 1. The proposed special use is, in fact, a special use listed and authorized in the zoning district regulations within which the property is located.** A Planned Development and Automobile Sales are both listed as a Special Use in the B-1 General Business Service District. Staff finds that this standard is met.
- 2. The proposed special use is consistent with the objectives of the Village's Comprehensive Plan and Zoning Ordinance.** The current land use designation for the subject property and neighboring properties along South Northwest Highway is Mixed-Use (Retail/Office/Residential). The goals for Neighborhood 13 do not address the commercial properties on South Northwest Highway. However, the overall goals of the Comprehensive Plan include maintaining a prosperous economic base and promoting future development. Staff finds that the requested special use to allow the establishment of a new automobile sales and service facility is essential to meeting the overall goals and objectives of the Comprehensive Plan. Staff finds that this standard is met.

**The proposed special use is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity.** The Petitioner is proposing to implement a more modern appearance through the implementation of corporate branding elements for Honda Powersports. Although there is not a significant amount of commercial development at this end of the Village, the subject property is located on Northwest Highway in the B-1 District which is intended for carefully regulated commercial development including vehicle dealerships. Generally speaking, the architecture along all of Northwest Highway ranges from eclectic to traditional with some buildings being of no particular style and in need updating or enhancement. Staff finds that the reuse of the existing brick/block building provides a unique opportunity to blend traditional and modern materials through the adaptive reuse of an existing building. The building is located at the southern entrance to the Village and the redevelopment of the site will be an enhancement to this entrance point to the Village. The community has indicated through the comprehensive plan survey that Northwest Highway beautification should be a top priority of the Village. While that comes in many forms, investment into and adaptive reuse of existing buildings and properties along this frontage is a significant step towards that goal. Staff finds that this standard is met.

- 3. The proposed special use will not significantly diminish the safety, use and enjoyment of surrounding property.** Staff finds that there will be no impact on the adjacent commercial properties as this area of the Village is intended for commercial development. There is one residential neighbor located directly north of the subject property and additional residential properties as you continue North on Ela Road. The Petitioner has worked to ensure the proposed redevelopment will be sensitive to the neighboring residential property to the north by limiting lighting levels in the rear of the building, maintaining the existing fence, tree line and brush buffer, limiting all customer activities to the front of the building and substantially improving the general appearance of the property especially due to the fact that there will be no exterior inventory storage in the rear of the building. Staff finds that this standard is met.

5. **The proposed special use is adequately served by essential public facilities and services such as streets, police and fire service, drainage, refuse disposal, water and sewer, and schools, or the persons or agencies responsible for the establishment of the proposed special use shall provide adequately any such service.** The proposed amendment does not impact any essential public facilities or services. The site is currently served by well and septic. Staff finds that this standard is met.
6. **The proposed special use does not create excessive additional requirements at public expense for public facilities and services and is not detrimental to economic welfare of the community.** The proposed amendment does not create any public expense for public facilities. All proposed improvements will be at the sole cost of the Petitioner. Staff finds that this standard is met.
7. **The proposed special use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.** The proposed facility will be required to meet all noise and lighting restrictions imposed by the Zoning Ordinance. All service center activities will be conducted wholly within the building. All of the customer facing activities of the business will be conducted from the front of the facility including the main facility entrance and customer parking, the service facility entrance and the customer area designated for new vehicle pick-up. Additionally, due to the existing site constraints, all vehicle deliveries will take place in the front parking area, not in the rear of the building. No exterior paging systems or other exterior sound amplification systems will be permitted. The Petitioner is proposing to light the rear parking lot with shielded building mounted lights which reach lighting levels below the maximum allowable lighting of 0.5 footcandles at the north property line. This means there will be no light spillage onto the adjacent residential property to the north. Staff finds that the Petitioner has provided sufficient measures to ensure that there will be no detrimental impacts to the general welfare of the community or on the surrounding properties. Staff finds that this standard is met.
8. **The proposed special use provides vehicular access to the property and does not create an interference with traffic on surrounding public thoroughfares.** The existing site access will remain unchanged. The Petitioner commissioned a traffic study which concludes that the traffic impact on Northwest Highway is minimal. The Village's independent traffic review confirms this assessment. Staff finds that this standard is met.
9. **The proposed special use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance.** There is no loss or destruction of any natural, scenic or historic features caused by the proposed redevelopment. Staff finds that this standard is met.
10. **The proposed special use complies with all additional regulations in the Zoning Ordinance specific to the special use requested.** The Petitioner is requesting several exceptions from the Zoning Ordinance, all of which are summarized above.

**Additionally, the following standards shall be given consideration**

11. **The existing uses and zoning of nearby property.** The subject property is surrounded by B-1 General Business Service District to the east and west, R-1 Single-Family Residential District to the north and the UP railroad and Village of Inverness residential neighborhood to the south on the far side of Northwest Highway and the UP railroad.

12. **The extent to which property values are diminished by the particular zoning restrictions.** The property values of the site are not diminished by the applicable zoning restrictions. The current site is currently under a special use planned development to allow expanded uses and the base zoning of the property is B-1 General Business Service District which is the zoning designation for the majority of commercial properties in the Village on Northwest Highway and South Barrington Road.
13. **The extent to which limitation or destruction of property values of the petitioner promotes the general health, safety and welfare.** Staff finds that there are no limitations or destruction of property values as explained in #12 above.
14. **The relative gain to the public as compared to the hardship imposed upon the petitioner.** The Petitioner is proposing to relocate a well-known successful business to Barrington. This new dealership facility will be a significant enhancement over the current underutilized facility. The public stands to gain an increase in sales tax and an enhancement to the economic base of the Village, a substantial aesthetic enhancement and adaptive reuse of an existing facility on South Northwest Highway as well as a well a retail and service business in the community.
15. **The suitability of the particular property for the purpose for which it is now zoned.** No change to the underlying zoning of the subject property is proposed. The subject property is located in the B-1 General Business Service District and surrounded by similar uses along South Barrington Road.
16. **The length of time that the property has been vacant, as zoned, considered in the context of land developed in the area in which the property is located.** The subject property is not vacant. Staff finds this standard is not applicable.
17. **The care with which the community has undertaken to plan its land use development.** The Village has undertaken great care in developing its land use plan. The Comprehensive Plan designates this property as Mixed-Use (Retail/Office/Residential) which is compatible with the underlying zoning of B-1 General Business Service District. Therefore the underlying zoning, land use classification and special use planned development process provide guidelines for the development of an automobile dealership on the subject property.
18. **The evidence or lack of evidence of community need for the use proposed by the property owner.** Although not a currently established business in Barrington, DSP Honda is a long time established business currently located in Des Plaines. The Village is already home to one successful motorcycle dealership and many successful traditional auto dealerships. All of which are very successful in the community.

## **RECOMMENDATION**

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**If the Plan Commission concurs with the above findings of fact, Staff recommends that the Plan Commission adopt this finding of fact and make a motion to recommend approval of PC 20-03 to the Village Board of Trustees subject to consideration of the following items:**

1. **The existing planned development for 1201-1203 S. Northwest Highway shall become null and void as part of the approval for the new special use planned development.**

2. A plat of resubdivision for PINS (02-08-100-013, 02-08-100-030, 02-08-100-031, 02-08-100-040) will be required within two (2) years of any approval granted.
3. The two parcels to the west of the subject property (02-08-100-011 & 02-08-100-012) which will be under the control of the Petitioner shall not be utilized for parking for vehicles, trailers, etc., storage, test driving, etc. Any use of the site by DSP Honda shall require an amendment to any approval granted.
4. The existing billboard sign on the subject property shall be removed within 90 days of the existing lease term ending in 2024.
5. If existing trees or vegetation die and lessen the impact of the existing landscape buffer between the subject property and the residential property line to the north, the installation of evergreen trees or other similar plant material consistent with the Zoning Ordinance may be required at the discretion of the Zoning Official.
6. The site circulation around the building must be reversed to counter-clockwise to accommodate the proposed parallel parking, rear angled parking and service center entrance.
7. Rear building mounted lights shall be full cut-off. Final photometric calculations for the north property line must be provided at the time of permitting and shall not exceed 0.5 footcandles.
8. No vehicle deliveries shall be permitted on Northwest Highway.
9. No exterior paging systems or other exterior sound amplification of any kind shall be permitted.
10. A final engineering plan is required at the time of permit. The final engineering plan must document full ADA compliance for all parking lot modifications. The Petitioner is aware that the accessible parking configuration shown on the architectural site plan and the preliminary geometric plan is not compliant; however, there is sufficient space to reach compliance.
11. The business shall not expand to include the sales of any vehicles which require permanent outdoor parking or outdoor inventory display spaces without seeking an amendment to any approval granted.
12. The fire sprinkler and fire alarm system must be modified accordingly at the time of permit. A Knox Box will be required.
13. All building modifications must be fully compliant with all current codes adopted by the Village.
14. All other permanent and or temporary signage on the property must be fully compliant with the Zoning Ordinance. Signage may be modified from time to time provided it falls within the exceptions granted herein and all other applicable provisions of the Zoning Ordinance.



Village of Barrington  
Attn: Jennifer Tennant, AICP  
200 S. Hough Street  
Barrington, IL

Dear Members of the Architectural Review Commission and Plan Commission:

The purpose of this letter is to explain our operation and scope of the project being presented for your consideration located at 1201-1203 South Northwest Highway.

The Midwest Triumph Corporation Of Mundelein DBA: Des Plaines Honda has been in operation since 1983 at its present location located at 550 E. Northwest Hwy in Des Plaines, Illinois. We are a full service single line level 4 Honda Powerhouse dealership that sells, services and finances new Honda motorcycles, scooters, all terrain vehicle (ATV), utility task vehicle (MUV) and personal watercraft (PWC) as well as offering a fully stocked parts, accessory and apparel department. We also have a full service department that services most makes and models of powersport products.

In addition to selling and servicing new Honda powersport products, Des Plaines Honda has become one of Chicagoland's leading dealerships for pre-owned powersports vehicles. Our selection of pre-owned vehicles are always extremely clean and fully serviced.

Des Plaines Honda's current retail location is a 2-story 8000 sq. ft. masonry building with the upstairs (4000 sq ft) designated to sales, finance, administration, parts, accessories and apparel departments that our customers access through the front entrance facing Northwest Hwy. We estimate that 85% of our daily customer access is through the main entrance. The downstairs (4000 sq ft) is designated to the service department in which customers access through a staircase located in the northeast corner of the facility or a service entrance which is located in the rear of the building. We estimate that 15% of our daily customer access is through the service entrance. Due to the size of our current facility and nature of the products we sell and service, it is our policy to secure all powersport products that fit into our current facility on a nightly basis by bringing the units into the dealership. This means daily both on the upper level and lower level we push in and out approx 60 units to create flow and work space. We also have a 9000 sq ft warehouse for additional storage.

(Rev. 8/11/20)

In the proposed location at 1201-1203 S. Northwest Hwy in Barrington we see a number of improvements from our current location and operations. The proposed location is a 17,638 sq ft single level masonry building that provides us with access to allow for the majority of all powersport products we currently sell to be displayed, stored and serviced indoors. It also allows us to eliminate our off site warehouse facility and have everything in one location. This will allow us to enhance our customer service by being able to schedule our drivers for more pickup and deliveries. The majority if not all of the customer access and activity will be conducted from the front of the facility. All customers shopping or taking delivery of a new or used vehicle, parts, accessories and apparel will be directed to front main or west side entrance. Service Customers will access the service department through the east overhead or man door in which they will be greeted by our service writers. The majority of the vehicles in service will remain indoors until complete and the customers schedules delivery or picks the unit up. Due to the nature of the products we sell and service our policy will remain unchanged as to securing all powersport products in our possession, which means there will be no powersport vehicles stored outside.

Des Plaines Honda's hours of operations are broken down into Summer and Winter Hours. Our Summer Hours ( April thru September) are typically Monday thru Friday 10:00 a.m to 7:00 p.m and Saturday 9:00 a.m to 5:00 p.m. Our Winter Hours (October thru March) are typically Tuesday thru Friday 10:00 a.m to 6:00 p.m and Saturday 9:00 a.m to 5:00 p.m

We currently employ 14 Full-Time employee's year round and a additional 4-6 Seasonal Employee's from April thru August on average. The dealership operates with between 10 and 12 employee's daily ( September thru March) and 14-16 employee's daily ( April – August)

Des Plaines Honda's has been all about customer satisfaction and customer experience as long as I can remember. Des Plaines Honda is a member of Garage Composites and participates in 20 clubs, management training courses and employee training programs.

We also offer our customers benefits such as: VIP Membership Programs, Three Years Prepaid Maintenance, Priority Service, Discounts, Service Loaners, Pick up, Delivery, Winter storage and Much more.

In order to support our customer expectations and our Service Schedules we own and operate 1 Sprinter Van, 2 Pick up Trucks, 3 Motorcycles and 3 Trailers which are used almost daily to Pickup and Delivery customer units.

The existing 17,638 SF single story masonry building located at 1201-1203 S. Northwest Hwy in Barrington shall be remodeled to house the new tenant and use the current zoning listed as B-1 general business district. We understand the tenant DSP Honda applicant: The Midwest Triumph Corporation of Mundelein, Mr. Jeff McLennan as President is seeking approval of his Honda Powersports Dealership. The new facility shall house sales, executive offices, parts, accessories and service department.

The existing footprint of the building is not changing. The site paving area will be repaved and expanded on the west side and in the rear yard per current engineering drawings.

Certain plans submitted along with this cover letter shall depict the specific scope of work for the interior. The exterior shall be upgraded to include a new front façade / elevation. The existing mansard roof shall be re-clad in the "Honda" red to match Panatone 186C standing seam metal roofing. A new front entry structure constructed of metal panels and branded signage over the new pair of doors. The remainder of the masonry building shall be painted in Benjamin Moore Shadow Gray BM2125-40 paint to match the typical Honda standards.

The front of the building, under the roof overhang soffit can lights will be replaced with Juno 6" RLD G3 07LM LED retrofit trims. ( See Attached) and existing wall sconces will have screw in LED bulbs. The rear fixtures will be replaced with Lumark WP AXCS5A 52 watt LED fixture ( See Attached ) which the photometrics show that at 50 feet from building the foot candles are 0.2 and 0.0 at the property line.

The existing windows, trim and doors shall remain as they are in good condition.

Existing overhead doors shall be painted for the service entrance on the east and a new motorcycle delivery area on the west side of the front elevation.

The existing roof top HVAC units appear to be set back far enough to provide for minimal site line from Northwest Highway.

The landscaping generally shall be cleaned up to remove overgrown and dead buckthorns and weeds as well as installing a new brick retaining wall to replace the existing railroad ties on the west and rear side of the building. The front yard area shall be improved to include two vehicle display areas located on the east and west entries, sod, steel edging and #6 grade gravel shall be placed to establish a fixed spot to display product.

The existing large billboard sign on the west property line will be removed within a 180 days of November 30, 2024 which is the current expiration date of the lease with Eller Media Company dated September 15, 1999.

(Rev. 8/11/20)

The existing monument sign in the front of the building in the area near the parkway shall be remodeled to comply with the Honda standards. The sign design is shown on exhibit A100.

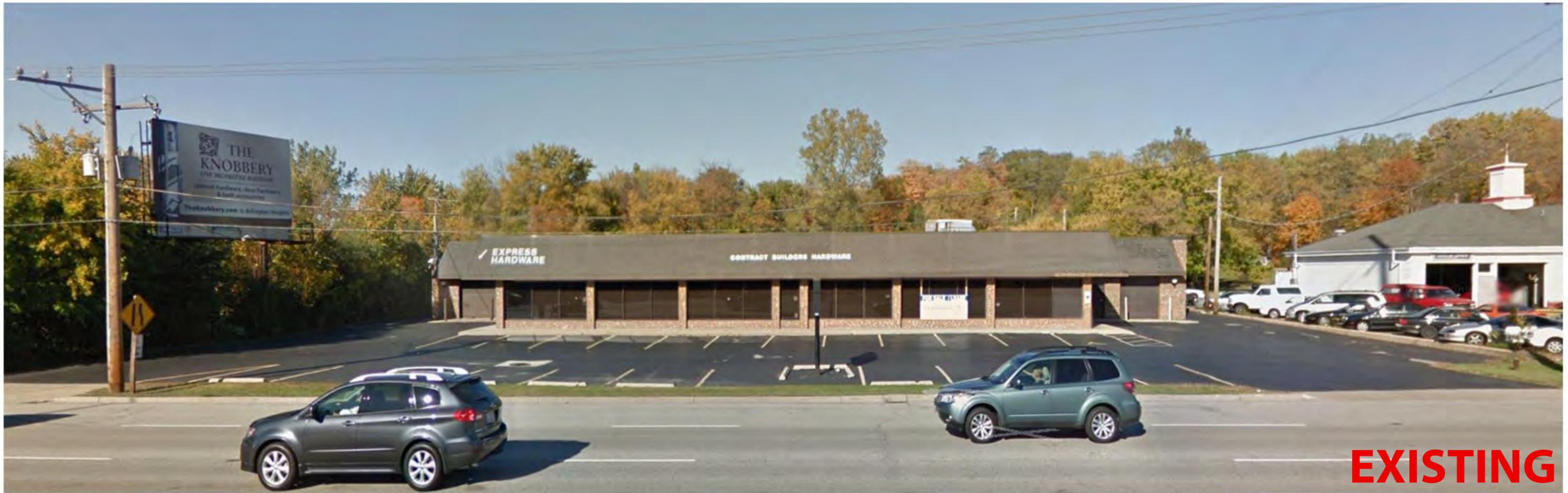
The property to the west known as 1997-1999 S. Northwest Hwy will become a maintained open field at this time. We will be removing the structure in the back northeast corner, removing debris, removing dead buckthorns and weeds along east side of property and trimming existing hedges to 6 feet along front of property.

In conclusion, Thank You for your consideration of this request. We look forward to a new beginning in Barrington and many years of successful business relations with the Village and other outstanding business in the community.

Sincerely,



Jeff McLennan



**EXISTING**



**PROPOSED**

FACTORY DIRECT OUTLET  
**GUN & AMMO STORE**  
ARMS  
BARRINGTON | USARMS.COM  
6 MILES AHEAD, RIGHT ON PEPPER RD.  
00-028





1207

F



ELECTRICAL  
ROOM

ELECT  
200-345-6781







Looking towards the north  
property line towards the east



Looking towards the north  
property line towards the west

# Memorandum

To: Mr. Jeff McLennan

From: Lynn M. Means, P.E., PTOE  
Senior Transportation Engineer

Date: June 24, 2020

Subject: Honda Motorcycles Dealership  
1201-1203 S. Northwest Highway  
Barrington, Illinois

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

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## Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic and Parking Summary for the proposed Honda motorcycles dealership. The site is located at 1201-1203 S. Northwest Highway (US Route 14) in Barrington, Illinois. It currently contains Roadster Salon (classic roadster restoration, sales and service) and approximately 8,900 square-foot of vacant space, formerly occupied by Hardware Express. The site had been occupied previously by Contract Builders Supply. Access to the site is provided via two driveways on Northwest Highway.

As proposed, the project includes the redevelopment of the existing approximately 17,750 square-foot building to contain a Honda Motorcycle dealership. Access to the site will be maintained via the two existing driveways on Northwest Highway.

The development will be served by 36 parking spaces. Motorcycle and buggy displays will also be provided on site.

The following provides a summary of site traffic characteristics and the analysis conducted, which includes an analysis of the development's impact on the surrounding roadway network and parking analysis. *Exhibits* and *Appendices* referenced are in the Technical Addendum at the end of this document.

## Part II. Background Information

### ***Site Location Map and Roadway Inventory***

***Exhibit 1*** provides a site location map. The existing traffic operations in the site area are illustrated on ***Exhibit 2***. ***Appendix A*** provides a photo inventory of current traffic operations.

Pertinent comments to the adjacent roadways and study area include:

#### Area Land Uses

The site is bound by a vacant service station to the east, a landscaping/tree service facility to the west, residential to the north and Northwest Highway and the Union Pacific Railroad to the south.

### US Route 14 (Northwest Highway)

- Northwest Highway is northwest-southeast, primary arterial roadway under the jurisdiction of the Illinois Department of Transportation (IDOT).
- It generally provides a five-lane cross section (two through lanes in each direction and a center mountable median/left-turn lane at intersections) with a posted speed limit of 45 miles per hour (mph). In the vicinity and to the southeast of the site, Northwest Highway expands to a seven-lane cross section.
- Northwest Highway is designated as a Strategic Regional Arterial (SRA) route. SRA routes are designed to carry higher traffic volumes at higher travel speeds through access control and traffic signal installation / spacing. It is also designated as a Class II Truck route.
- At its signalized intersections with Ela Road, Northwest Highway provides a left-turn lane, two through lanes and a right-turn lane (to Dundee Road) in the southeast bound direction and two through lanes and a shared through/right-turn lane in the northwest bound direction.
- Northwest Highway has a full diamond interchange with Dundee Road, approximately 1/4-mile southeast of its intersection with Ela Road
- The annual average daily traffic (AADT) on Northwest Highway is 20,900 vehicles with 300 trucks (1.4%), (year 2019).

### Ela Road

- Ela Road is a north-south, two-lane (one through lane in each direction) major collector roadway in the study area.
- It is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOH) with a posted speed limit of 40 mph.
- At its signalized intersection with Northwest Highway, Ela Road provides a single approach lane, with shared left- and right-turns.
- The AADT on Ela Road is 10,300 vehicles, year 2018.

## **Existing Traffic**

**Exhibit 3** summarizes the existing weekday morning and evening peak hour traffic volumes. Peak period count data along Northwest Highway was obtained from IDOT's Traffic Count Database System from year 2019, as well as along Ela Road from year 2018. Based on these counts, the weekday morning peak hour occurred from 7:00 to 8:00 AM and the weekday evening peak hour occurred from 5:00 to 6:00 PM.

**Exhibit 3** also provides the Annual Average Daily Traffic (AADT) along Northwest Highway (year 2019) and Ela Road (year 2018) obtained from IDOT's website: [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com). Summaries of the IDOT traffic counts can be found in **Appendix B**.

- Notes:*
1. *The traffic volumes presented in Appendix B represent "raw", unadjusted data. These volumes are adjusted based on day of week and month of year factors, resulting in an AADT which is lower than the total.*
  2. *No new traffic data was collected due to current abnormal traffic conditions within the study area associated with school and business closures due to COVID-19.*

## Crash Analysis

Crash data was obtained from the IDOT Division of Transportation and Safety for the last five calendar years, 2014 through 2018<sup>i</sup>. A summary of the crash data is provided in **Table 1** with the locations mapped on the exhibit contained in **Appendix C**.

**Table 1: Crash Summary (2014 – 2018)**

| Location                     | No. of Crashes | Severity <sup>A</sup> |                 |          |          |          | Crash Type <sup>C</sup> |           |          |          |          |          | Percent During Wet/Icy Conditions |
|------------------------------|----------------|-----------------------|-----------------|----------|----------|----------|-------------------------|-----------|----------|----------|----------|----------|-----------------------------------|
|                              |                | PD                    | PI <sup>B</sup> |          |          | F        | CM                      | RE        | HO       | FO       | Ped      | Bike     |                                   |
|                              |                |                       | A               | B        | C        |          |                         |           |          |          |          |          |                                   |
| <b>Intersections</b>         |                |                       |                 |          |          |          |                         |           |          |          |          |          |                                   |
| NW Hwy & Ela Rd              | 25             | 18                    | 1               | 2        | 4        | -        | 10                      | 12        | 2        | 1        | -        | -        | 16%                               |
| NW Hwy & Gas Station Access  | 4              | 4                     | -               | -        | -        | -        | 2                       | 1         | -        | 1        | -        | -        | 0%                                |
| NW Hwy & Site Access         | 4              | 4                     | -               | -        | -        | -        | 2                       | 1         | -        | 1        | -        | -        | 25%                               |
| <b>Segments</b>              |                |                       |                 |          |          |          |                         |           |          |          |          |          |                                   |
| NW Hwy, West of Site Access  | 1              | 1                     | -               | -        | -        | -        | -                       | 1         | -        | -        | -        | -        | 0%                                |
| Ela Rd, North of Gas Station | 1              | 1                     | -               | -        | -        | -        | -                       | -         | -        | 1        | -        | -        | 0%                                |
| <b>Total (2014-18)</b>       | <b>35</b>      | <b>28</b>             | <b>1</b>        | <b>2</b> | <b>4</b> | <b>0</b> | <b>14</b>               | <b>15</b> | <b>2</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>14%</b>                        |

<sup>A</sup> PD = property damage only; PI = personal injury; F = fatality.

<sup>B</sup> Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

<sup>C</sup> CM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Ped = pedestrian.

As shown in Table 1, the intersection of Northwest Highway and Ela Road has experienced the highest number of crashes within the study area over the five-year analyses period, with an average of 5 crashes per year. Approximately 72 percent (18 of 25) of the crashes involved property damage only and approximately 48 percent (12 of 25) were rear end type collisions.

There were no reported crashes over the five-year analysis period that involved a bicyclist or pedestrian.

## No-Build Traffic

**Exhibit 4** summarizes the 2026 No-Build weekday morning and evening peak hour traffic volumes. Traffic growth in the area is a function of expected land development in the region. Future traffic volume conditions were developed for the year 2026, build-out year of the development (year 2026) plus five years. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see **Appendix D**), traffic volumes along Northwest Highway and Ela Road are assumed to experience a compounded growth rate of approximately 0.5 to 0.8 percent per year. The CMAP forecasts considered multiple scenarios for regional improvements in the area (CCDOTH Quentin Road add lanes project). However, to provide a conservative analysis scenario, a 1.0 percent per year compounded growth rate was applied.

<sup>i</sup> Complete year 2019 crash data was not available from IDOT at the time of this study.

## Part III. Project Traffic Characteristics

### Proposed Development

The preliminary site plan is provided in **Appendix E**. As currently proposed, the development consists of redeveloping the site to provide a Honda Motorcycle dealership. Access to the site will be maintained via the two existing driveways on Northwest Highway. The site will be served by 36 parking spaces. The site is anticipated to replace the existing Honda Motorcycle dealership located on Northwest Highway in Des Plaines, Illinois.

Operational characteristics of the proposed facility include:

- *Typical Hours of Operation:* Tuesday through Friday, 10 AM-6 PM; Saturday, 9 AM – 5 PM; closed on Sunday and Monday.
- *Staff:* 20 to 22 employees, with a maximum of 15 employees present at one time. *Note: During summer/warmer months, during peak facility operations, approximately 50% of employees travel to/from work via motorcycle.*
- *Customers:* Maximum of 9 present at any time.
- *Service/Appointments:* Appointments are scheduled to minimize wait times for customers and traffic. Pick-up and delivery service is also offered for customers; this is frequently used during winter months / inclement weather.

### Trip Generation and Directional Distribution

Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 10<sup>th</sup> Edition of the Manual *Trip Generation* were used to determine the anticipated traffic from the proposed motorcycle dealership use (see **Appendix F**). The number of vehicle trips anticipated during the weekday morning peak hour (one hour between 7:00 and 9:00 AM) and weekday evening peak hour (one hour between 4:00 and 6:00 PM) is displayed in **Table 2** and includes all traffic attributed to the proposed development (employees, customers, deliveries, etc.).

**Table 2: Estimated Trip Generation**

| Land Use / Size                   | ITE Land Use Code | Weekday                     |     |       |                           |     |       |       |     |       |
|-----------------------------------|-------------------|-----------------------------|-----|-------|---------------------------|-----|-------|-------|-----|-------|
|                                   |                   | AM Peak Hour <sup>1 3</sup> |     |       | PM Peak Hour <sup>2</sup> |     |       | Daily |     |       |
|                                   |                   | In                          | Out | Total | In                        | Out | Total | In    | Out | Total |
| Motorcycle Dealership / 17,755 SF | 840               | 24                          | 9   | 33    | 21                        | 33  | 54    | 240   | 240 | 480   |

<sup>1</sup> One hour between 7:00 and 9:00 AM.    <sup>2</sup> One hour between 4:00 and 6:00 PM.

<sup>3</sup> The proposed dealership is *not* anticipated to be open during the morning peak hour of adjacent street traffic; however, these trips were assumed to be conservative, to account for any potential customers or employees that arrive/depart during this timeframe.

As shown in Table 2, it is expected that the proposed development will generate approximately 480 total trips (240 entering and 240 exiting) on a typical weekday. During the peak hours, the development is expected to generate approximately 33 bi-directional vehicle trips (9 entering and 33 exiting) during the weekday AM and 54 bi-directional trips (21 entering and 33 exiting) during the weekday PM.

*Note: The existing site formerly contained commercial/retail uses: Roadster Salon, Hardware Express, Contract Builders Supply. Thus, the new trips as presented in Table 2 provides a conservative analysis scenario.*

The anticipated trip distribution of site traffic is summarized in **Table 3**. This was based on current travel patterns, the operational characteristics of the street system and site access.

**Table 3: Trip Distribution**

| Route & Direction          | Percent Route To/From Site |
|----------------------------|----------------------------|
| <b>Northwest Highway</b>   |                            |
| Northwest of Site Access   | 35%                        |
| Southeast of Ela Road      | 45%                        |
| <b>Ela Road</b>            |                            |
| North of Northwest Highway | 20%                        |
| <b>Totals =</b>            | <b>100%</b>                |

### **Site and Total Traffic Assignments**

**Exhibit 5** illustrates the site traffic assignment for the proposed development's trips, which is based on the traffic characteristics summarized in *Tables 2 and 3* (traffic generation and trip distribution) and assigned to the area roadways. The site traffic (*Exhibit 5*) and 2026 No-Build traffic (*Exhibit 4*) were combined to produce the 2026 Total traffic, which is illustrated on **Exhibit 6**.

### **Traffic Increases**

As shown on *Exhibit 5*, the total (including both entering and exiting traffic) weekday AM and PM peak hour vehicle trips of 33 and 54, respectively, are expected on the roadways leading beyond the study area, or one additional vehicle every 1 to 2 minutes. On a daily basis, volume increases of 480 vehicles (total both entering and exiting) are expected on the study area roadways. This represents an approximately 2% increase on Northwest Highway.

Accordingly, the amount of site-generated traffic is expected to have minimal effects on the operations of the external street network.

### **Capacity Analysis**

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Sixth Edition, is provided in **Table 4**.

**Table 4: Level of Service (LOS) Summary**

| LOS | Description   | Delay (sec/veh) |              |
|-----|---|-----------------|--------------|
|     |   | Traffic Signal  | Stop Sign    |
| A   | Describes conditions with little to no delay to motorists.  | <10             | < 10         |
| B   | Represents a desirable level with relatively low delay to motorists.  | >10 and < 20    | >10 and < 15 |
| C   | Describes conditions with average delays to motorists.  | >20 and < 35    | >15 and < 25 |
| D   | Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.  | >35 and < 55    | >25 and < 35 |
| E   | Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay. | >55 and < 80    | >35 and < 50 |
| F   | Is unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.   | >80             | >50          |

Capacity analyses were performed at the site access intersections with Northwest Highway using the methodologies outlined in the HCM, for the following scenario: *Total Traffic* – Future No-Build traffic volumes (year 2026) plus the addition of site generated traffic.

**Table 5** summarizes the intersection capacity and queue analysis results. Capacity analysis summary printouts are provided in **Appendix G**.

**Table 5: Level-of-Service and Queue Summary**

| Intersection / Timeframe                 |                            | Roadway Conditions       | Movement Group By Approach                               |    |    |           |    |    |            |    |    |            |    |          |   |
|--|----------------------------|--------------------------|--|----|----|-----------|----|----|------------|----|----|------------|----|----------|---|
|  |                            |                          | > = Shared Lane - = Non Critical or not Allowed Movement |    |    |           |    |    |            |    |    |            |    |          |   |
|  |                            |                          | Eastbound  |    |    | Westbound |    |    | Northbound |    |    | Southbound |    |          |   |
|  |                            |                          | LT   | TH | RT | LT        | TH | RT | LT         | TH | RT | LT         | TH | RT       |   |
| <b>1. US 14 at Northwest Site Access</b> |                            | <b>TWSC - SB Stops</b>   |  |    |    |           |    |    |            |    |    |            |    |          |   |
| AM Peak                                  | 2026 Total (See Exhibit 6) | • LOS                    | <b>B</b>   | -  | -  | -         | -  | -  | -          | -  | -  | -          | >  | <b>C</b> | < |
|  |                            | • Delay                  | 12.1   | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 18.1     | - |
|  |                            | • 95th Queue Length (ft) | 3  | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 3        | - |
| PM Peak                                  | 2026 Total (See Exhibit 6) | • LOS                    | <b>C</b>   | -  | -  | -         | -  | -  | -          | -  | -  | -          | >  | <b>E</b> | < |
|  |                            | • Delay                  | 24.6   | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 47.4     | - |
|  |                            | • 95th Queue Length (ft) | 3  | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 22       | - |
| <b>2. US 14 at Southeast Site Access</b> |                            | <b>TWSC - SB Stops</b>   |  |    |    |           |    |    |            |    |    |            |    |          |   |
| AM Peak                                  | 2026 Total (See Exhibit 6) | • LOS                    | <b>B</b>   | -  | -  | -         | -  | -  | -          | -  | -  | -          | >  | <b>C</b> | < |
|  |                            | • Delay                  | 12   | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 17.5     | - |
|  |                            | • 95th Queue Length (ft) | -  | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | -        | - |
| PM Peak                                  | 2026 Total (See Exhibit 6) | • LOS                    | <b>C</b>   | -  | -  | -         | -  | -  | -          | -  | -  | -          | >  | <b>D</b> | < |
|  |                            | • Delay                  | 23.6   | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 33.2     | - |
|  |                            | • 95th Queue Length (ft) | 3  | -  | -  | -         | -  | -  | -          | -  | -  | -          | -  | 5        | - |

Northwest Highway at Site Access Driveways

Under future conditions, all movements at the site access unsignalized intersections with Northwest Highway operate at acceptable Levels of Service (at LOS “D” or better) during both peak hours studied with the exception of southbound exiting movements from the northwest access during the weekend PM peak hour. These movements are anticipated to operate at LOS “E”. The delay experienced by these movements is typical for a minor street/driveway intersection with a major street with heavy through volumes, such as Northwest Highway. The 95<sup>th</sup> percentile queue lengths for exiting movements, as well as left-turn entering movements, at both site access driveways are not anticipated to exceed one vehicle, which will not impact operations on- or off-site.

## Part IV. Parking Evaluation

### ***Parking Demand Requirements***

Based on the parking requirements outlined in the Village of Barrington Code of Ordinance (Section 4.10-10), 90 spaces are required for the proposed site. The Village’s parking requirements are summarized in **Table 6**.

**Table 6: Village Parking Requirements**

| Use             | Size      | Parking Requirement  | Parking Spaces Required |
|-----------------|-----------|--|-------------------------|
| Auto Dealership | 17,755 SF | 5 spaces / 1,000 SF floor area plus 1 space for every 10 vehicle display spaces. | 90                      |

### ***Parking Demand Projections***

Based on GHA’s experience, the Village’s parking requirements for the proposed development appear to exceed the anticipated peak parking demand that may be generated by the proposed motorcycle dealership use. In order to project the peak parking demand for the proposed development, GHA referenced the following sources:

- ITE *Parking Generation, 5<sup>th</sup> Edition*;
- Anticipated peak staff and customer demand (developer provided) and
- Aerial Photography Data (2015-19) of the existing Des Plaines Honda Motorcycles, located on Northwest Highway in Des Plaines: sources Nearmap and Google Earth.

#### **ITE Parking Generation**

Using the ITE Parking Generation data (see **Appendix H**), **Table 7** presents a summary of the projected peak parking demand for the proposed development.

**Table 7: Projected Peak Parking Demand: ITE – Parking Generation**

| Land Use              | ITE LUC | Size      | Peak Parking Demand |        |
|-----------------------|---------|-----------|---------------------|--------|
|                       |         |           | Rate/Unit           | Spaces |
| Motorcycle Dealership | 840     | 17,755 SF | 2.29                | 41     |

As shown in Table 6, the projected peak parking demand for the development is anticipated to be 41 spaces, or 49 fewer spaces than required per Village Code.

#### **Peak Staff and Customer Demand**

As previously noted, based on historical information provided by the developer, the site is anticipated to serve a maximum of 9 customers, served by 15 staff. Conservatively assuming the turnover of customers coincide (i.e., 9 new customers would arrive before the 9 would depart), the development’s peak parking demand would be anticipated at 33 parking spaces (9 customers, times 2, plus 15 employee spaces). This is considerably less than the requirements calculated based on Village Code (57 fewer spaces) and is relatively consistent with available ITE data (8 fewer spaces).

#### **Aerial Photography (2015-20)**

**Exhibit 7** shows aerial photos of the site obtained from Google Earth and NearMap between April 30, 2015 and March 8, 2020. A review of the aerials indicates the parking demand ranges between 15 and 30 spaces, which includes adjacent on-street parking demand and trailer/truck parking (assumed at two spaces per truck/trailer). *Note: It did not include the motorcycles displayed/stored in the front and the rear of the facility.*

## Part V. Recommendations and Conclusions

Analyses have been conducted to determine the impact from the proposed motorcycle dealership development on the adjacent roadway network. The capacity analysis results indicate that the project site-generated traffic has little effect upon the operations of the area roadway network. And, based on the parking analysis, it can be concluded the existing parking supply is adequate to accommodate the anticipated parking demand. In addition, the following recommendations should be considered to facilitate traffic both on and off site, as well as parking:

- To the extent feasible, deliveries / trash removal should occur during off-peak hours.
- Employees should be encouraged to park in remote spaces (in the rear, north side of the building) to provide convenient parking for customers.
- A total of two (2) accessible parking spaces should be provided to comply with Americans with Disabilities Act (ADA) requirements. Consideration should be given to providing a shared access aisle for the spaces to maximize the number of spaces.
- Due to the narrow drive aisle widths on the east and west sides of the building, consideration should be given to making the east aisle one-way southbound and the west aisle one-way northbound, including supplemental pavement markings / arrows and signing (do not enter), as / where applicable, to minimize potential conflicts.
- Consideration should be given to signing the drive aisle on the west side of the building for authorized vehicles only (employee and delivery vehicles).

## Part VI. Technical Addendum

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

### Exhibits

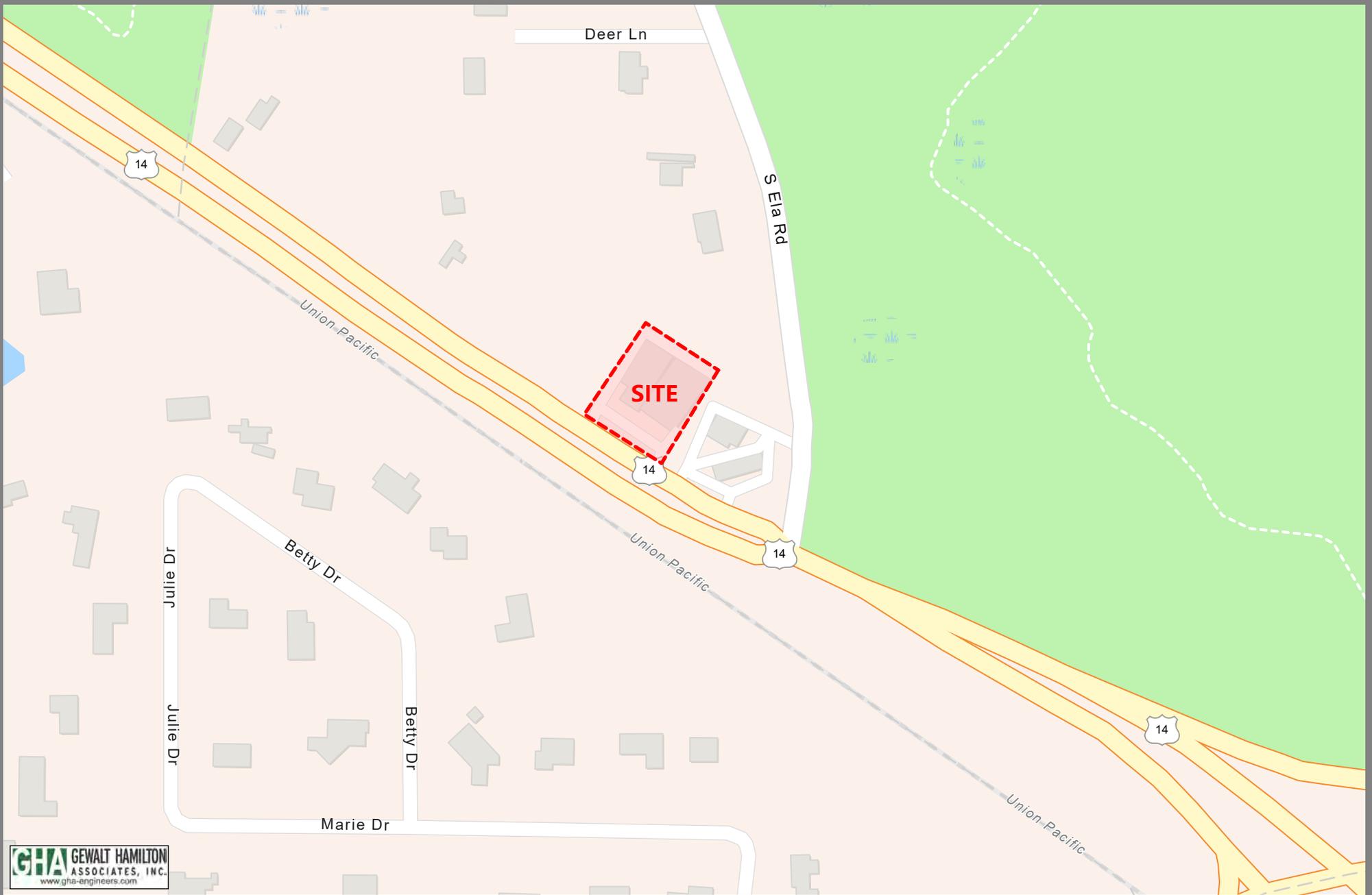
1. Location Map
2. Existing Operations
3. Existing Traffic
4. 2026 No-Build Traffic
5. Site Traffic
6. 2026 Total Traffic
7. Aerial Photography

### Appendices

- A. Photo Inventory
- B. IDOT Traffic Count Summaries
- C. Crash Summary Map
- D. CMAP Traffic Volume Projections
- E. Preliminary Site Plan
- F. ITE Trip Generation Excerpts
- G. Capacity Analysis Worksheets
- H. ITE Parking Generation Excerpts

# Technical Addendum

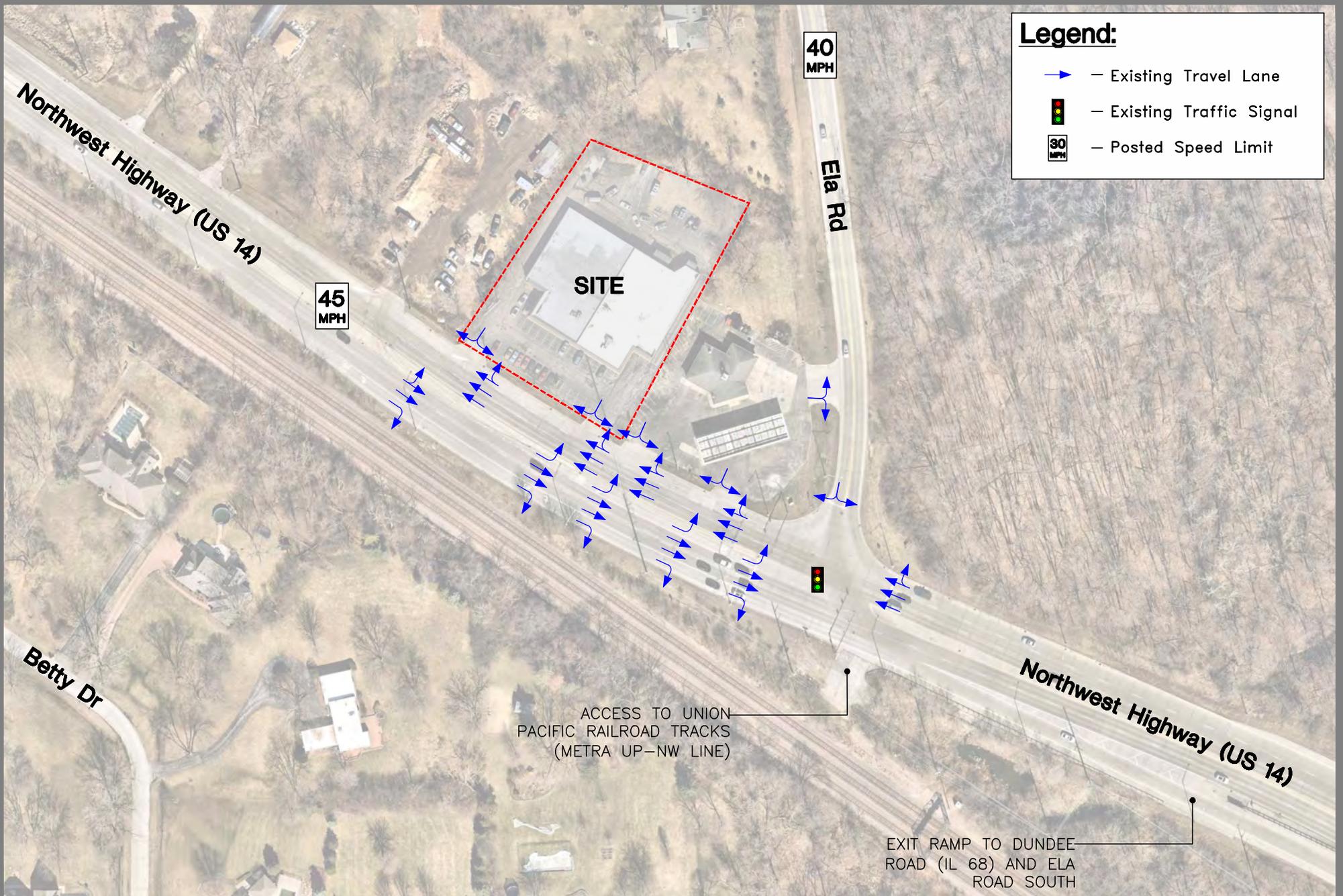
# Exhibits

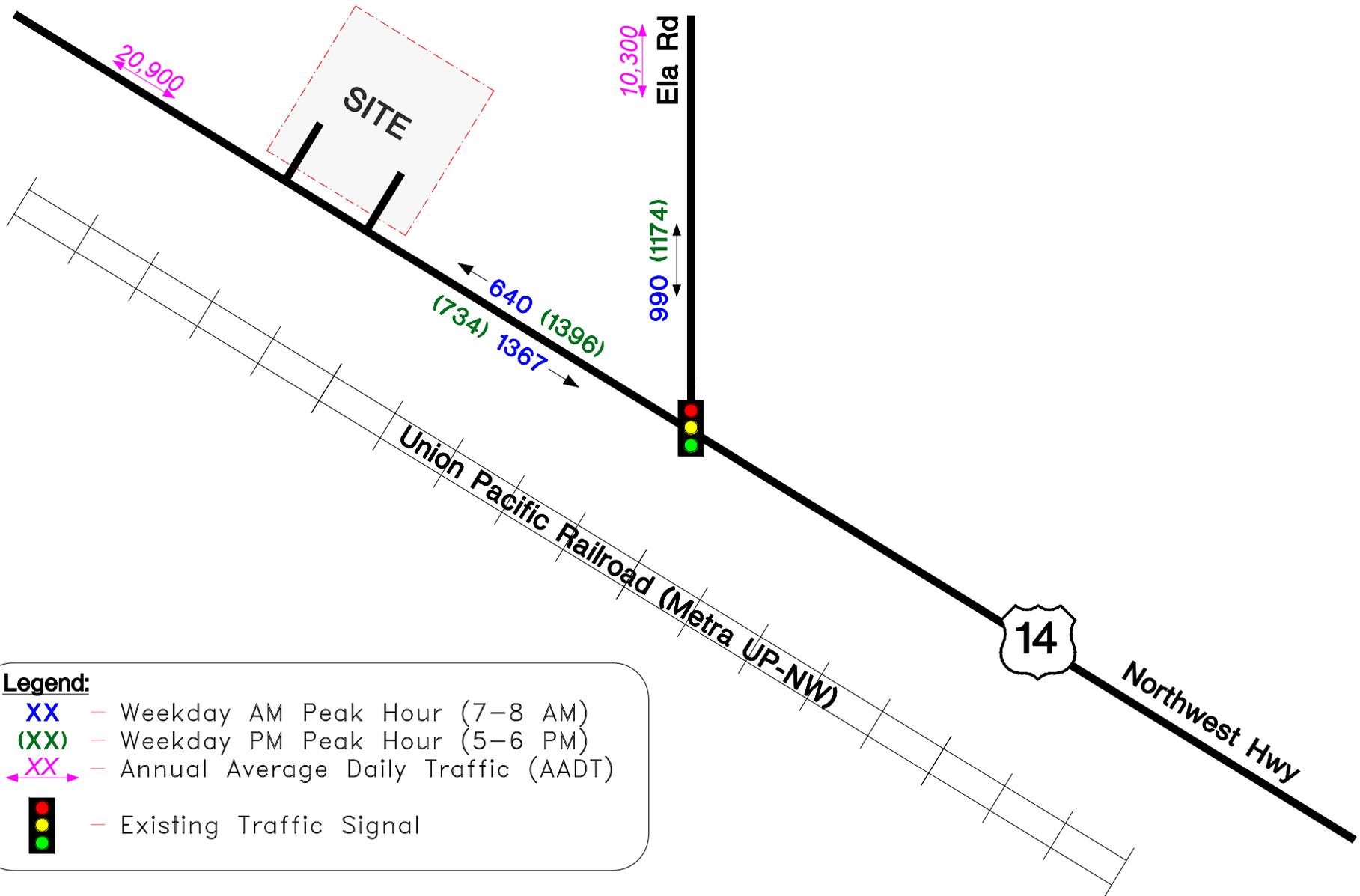


1 inch = 340 Feet

## Exhibit 1 - Location Map

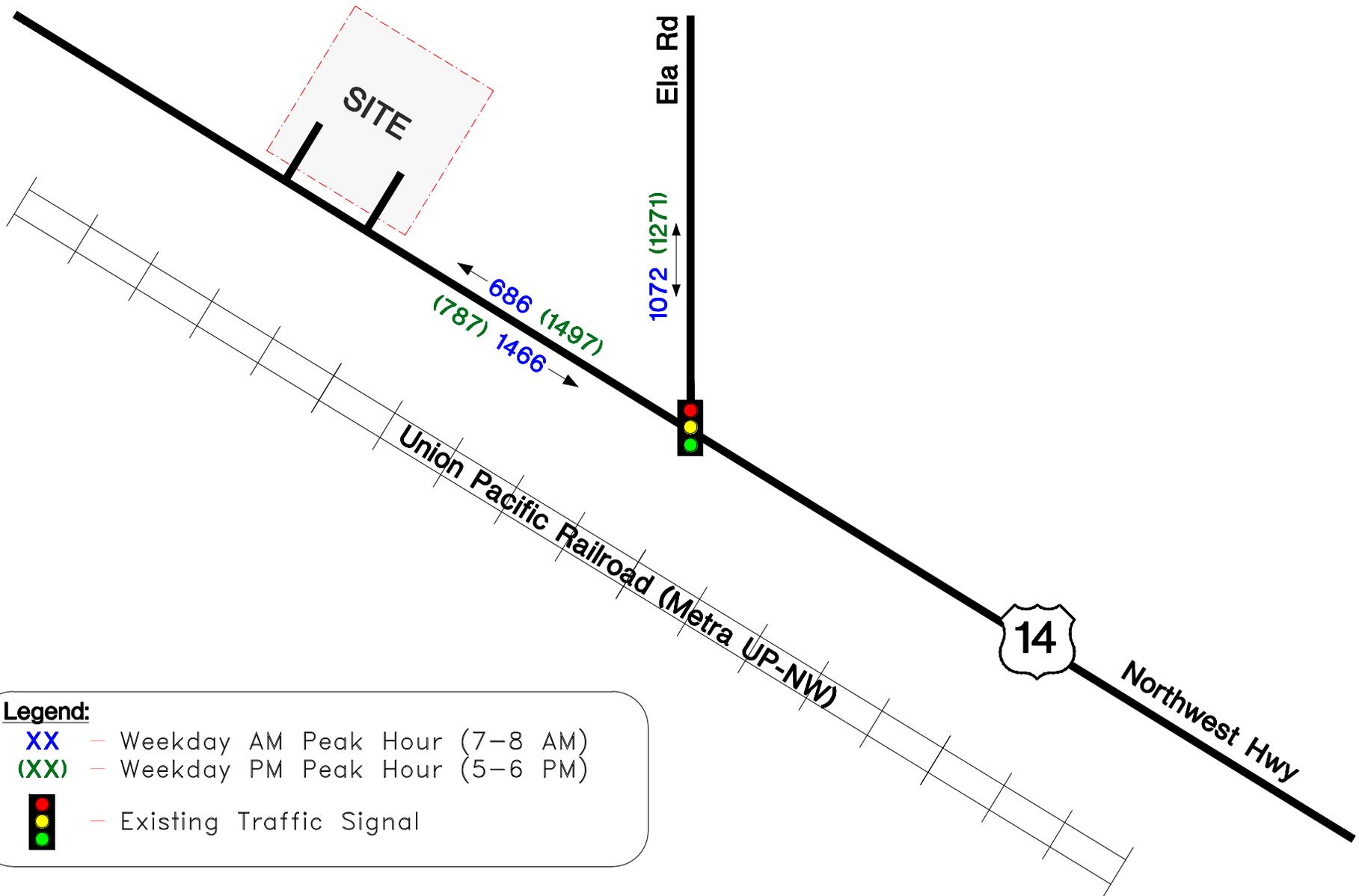
Honda Motorcycles  
Barrington, IL





**Legend:**

- XX** — Weekday AM Peak Hour (7–8 AM)
- (XX)** — Weekday PM Peak Hour (5–6 PM)
- XX** — Annual Average Daily Traffic (AADT)
-  — Existing Traffic Signal

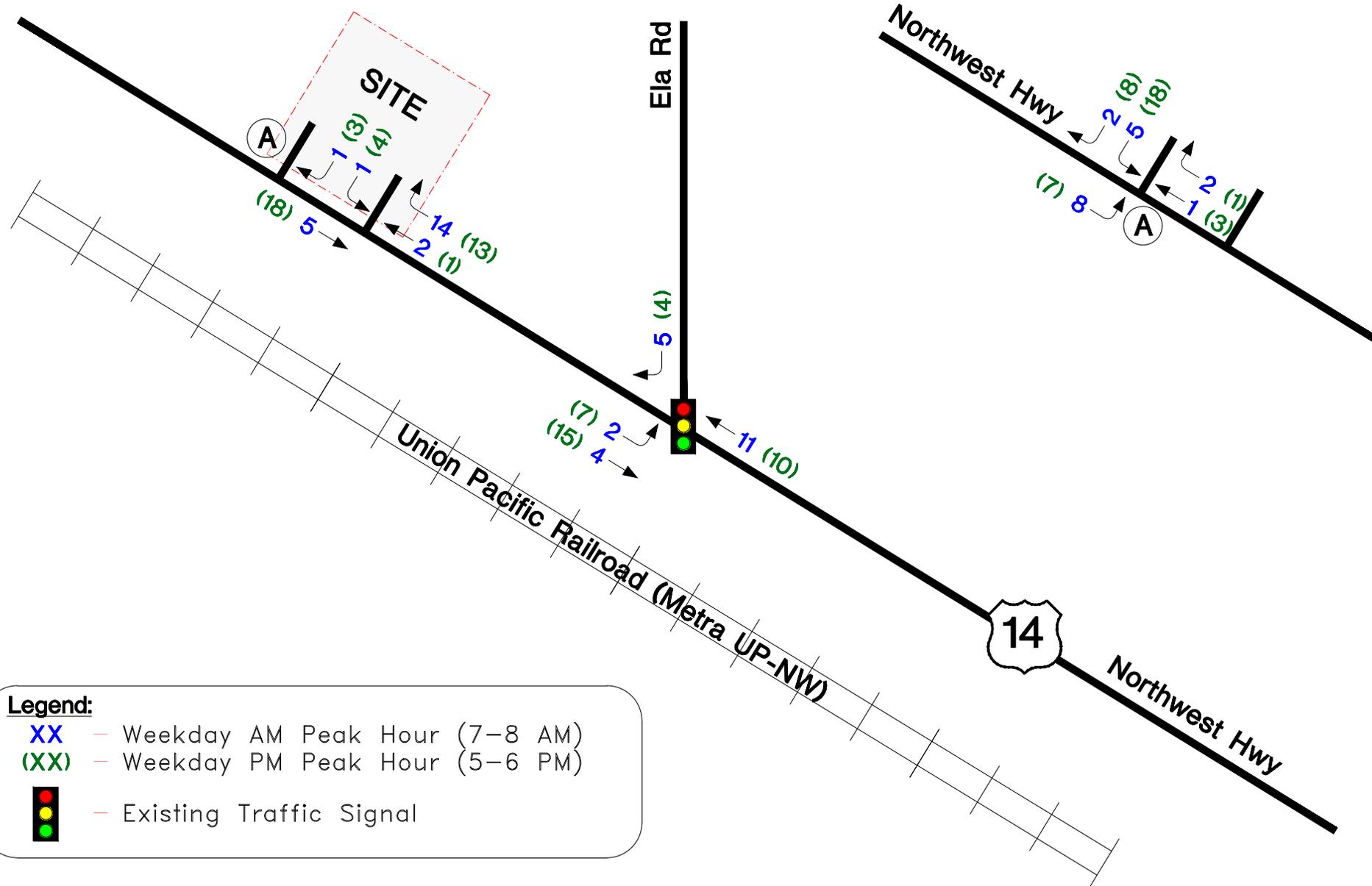


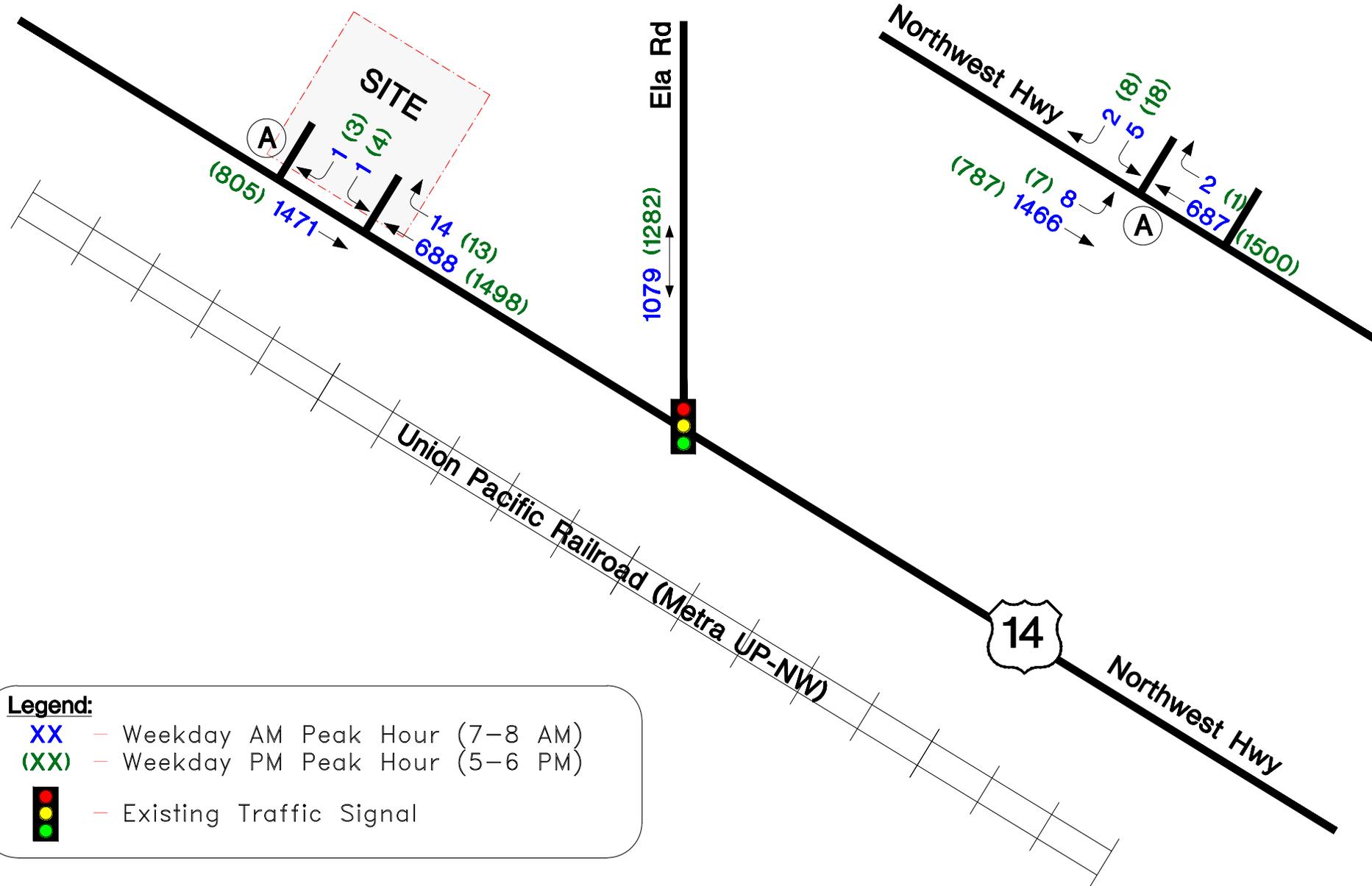
**Legend:**

- XX** - Weekday AM Peak Hour (7-8 AM)
- (XX)** - Weekday PM Peak Hour (5-6 PM)



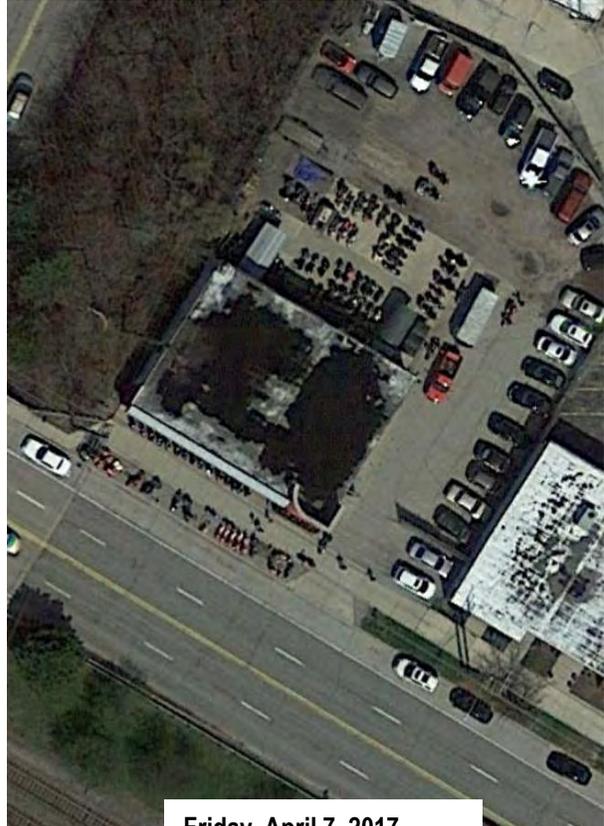
- Existing Traffic Signal



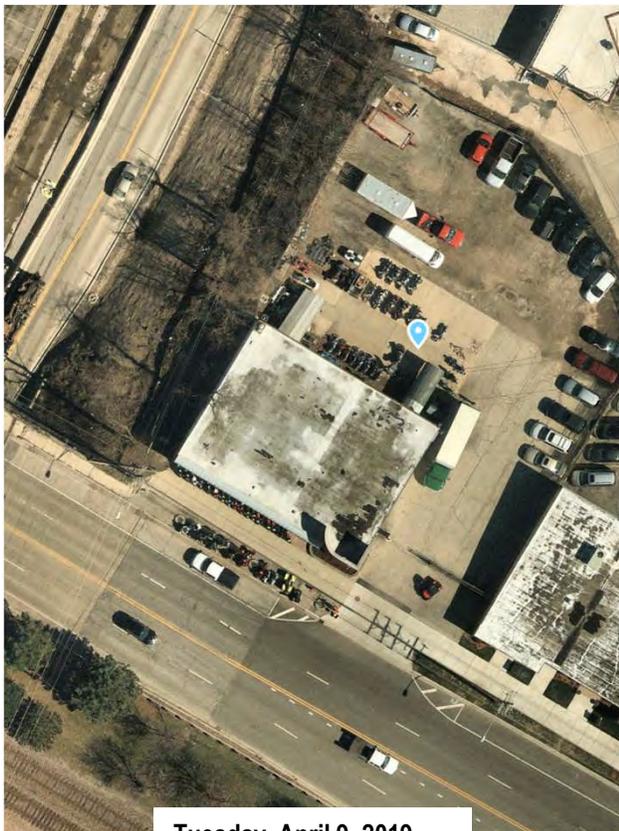




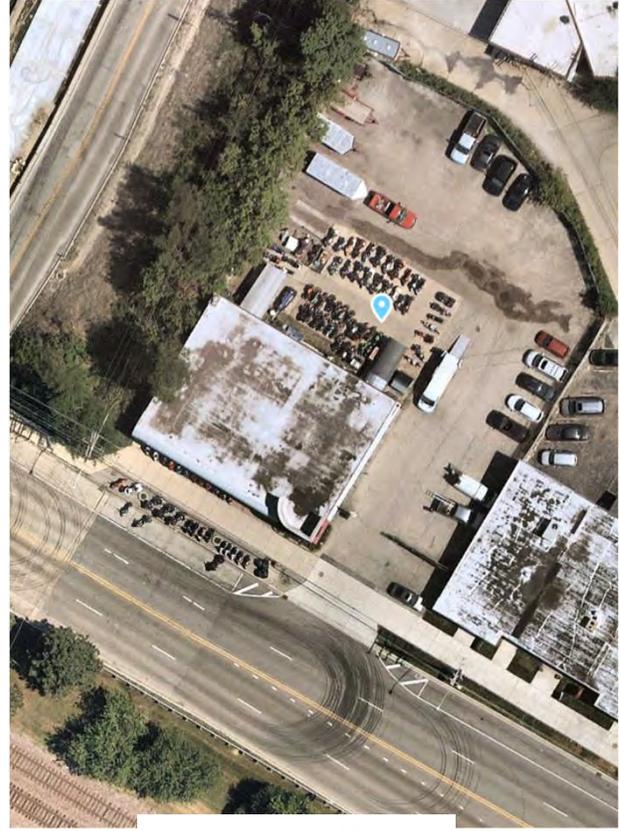
Thursday, April 30, 2015



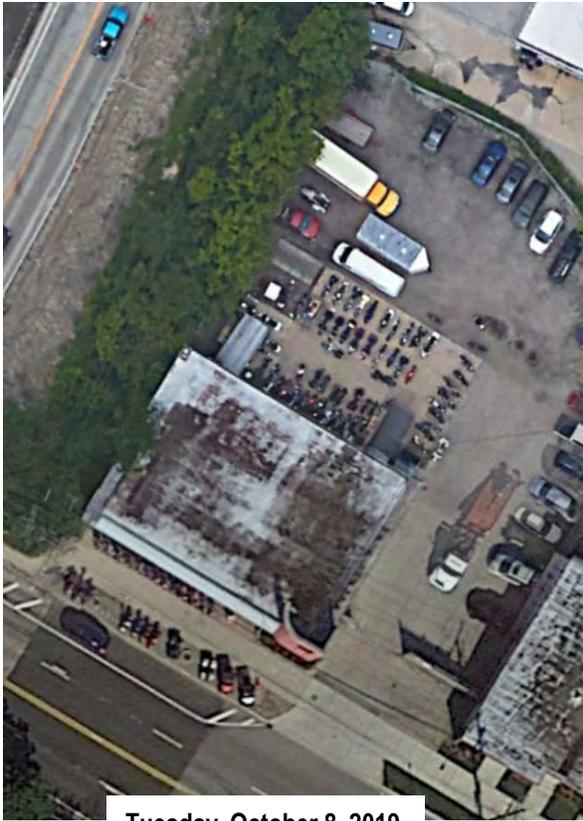
Friday, April 7, 2017



Tuesday, April 9, 2019



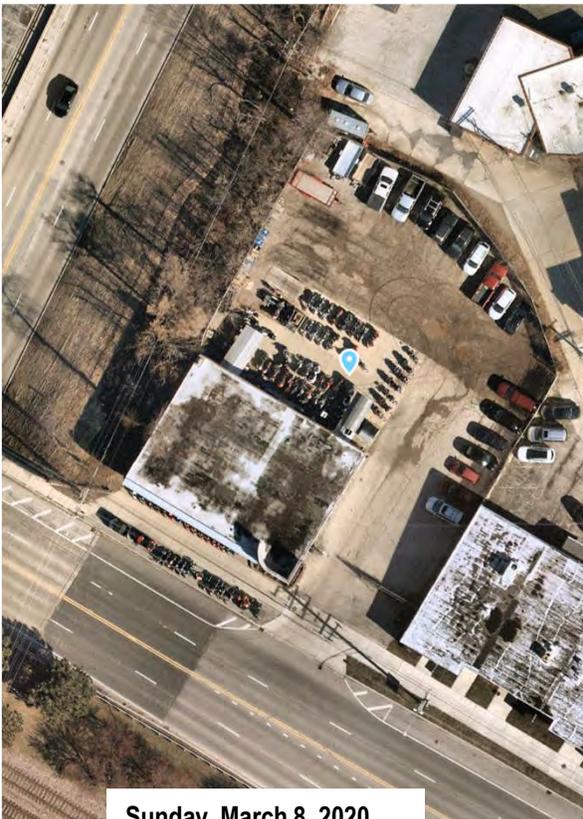
Tuesday, July 9, 2019



Tuesday, October 8, 2019



Friday, October 18, 2019



Sunday, March 8, 2020

# Appendices

# Appendix A

## Photo Inventory



Looking south at east Site Access onto NW Hwy



Looking east from east Site Access along NW Hwy



Looking west along NW Hwy at west Site Access



Looking east from west Site Access along NW Hwy



Looking east along NW Hwy at Ela Rd



Looking south along Ela Rd at NW Hwy



Looking west along NW Hwy at Ela Rd



Looking west along NW Hwy from Gas Station SE Access

# **Appendix B**

## **IDOT Traffic Count Summaries**



# Volume Count Report

| LOCATION INFO |               |
|---------------|---------------|
| Location ID   | 016 0123      |
| Type          | LINK          |
| Funct'l Class | 3             |
| Located On    | Northwest Hwy |
| From Road     | Northwest Hwy |
| To Road       | Dundee Rd     |
| Direction     | 2-WAY         |
| County        | Cook          |
| Community     | BARRINGTON    |
| MPO ID        |               |
| HPMS ID       |               |
| Agency        | Illinois DOT  |

| COUNT DATA INFO    |                                |
|--------------------|--------------------------------|
| Count Status       | Accepted                       |
| Start Date         | Mon 7/22/2019                  |
| End Date           | Tue 7/23/2019                  |
| Start Time         | 9:00:00 AM                     |
| End Time           | 9:00:00 AM                     |
| Direction          | 2-WAY                          |
| Notes              |                                |
| Station            | US 14                          |
| Study              |                                |
| Speed Limit        |                                |
| Description        |                                |
| Sensor Type        |                                |
| Source             | CombineVolumeCountsIncremental |
| Latitude,Longitude |                                |

| INTERVAL:60-MIN |                      |
|-----------------|----------------------|
| Time            | Hourly Count         |
| 0:00-1:00       | 95                   |
| 1:00-2:00       | 47                   |
| 2:00-3:00       | 38                   |
| 3:00-4:00       | 76                   |
| 4:00-5:00       | 183                  |
| 5:00-6:00       | 612                  |
| 6:00-7:00       | 1,276                |
| 7:00-8:00       | 2,007                |
| 8:00-9:00       | 1,735                |
| 9:00-10:00      | 1,284                |
| 10:00-11:00     | 1,090                |
| 11:00-12:00     | 1,114                |
| 12:00-13:00     | 1,176                |
| 13:00-14:00     | 1,109                |
| 14:00-15:00     | 1,321                |
| 15:00-16:00     | 1,633                |
| 16:00-17:00     | 2,008                |
| 17:00-18:00     | 2,130                |
| 18:00-19:00     | 1,462                |
| 19:00-20:00     | 925                  |
| 20:00-21:00     | 669                  |
| 21:00-22:00     | 505                  |
| 22:00-23:00     | 297                  |
| 23:00-24:00     | 159                  |
| <b>Total</b>    | 22,951               |
| <b>AM Peak</b>  | 07:00-08:00<br>2,007 |
| <b>PM Peak</b>  | 17:00-18:00<br>2,130 |



# Volume Count Report

| LOCATION INFO |               |
|---------------|---------------|
| Location ID   | 016 0123_EB   |
| Type          | LINK          |
| Funct'l Class | 3             |
| Located On    | Northwest Hwy |
| From Road     | Northwest Hwy |
| To Road       | Dundee Rd     |
| Direction     | EB            |
| County        | Cook          |
| Community     | BARRINGTON    |
| MPO ID        |               |
| HPMS ID       |               |
| Agency        | Illinois DOT  |

| COUNT DATA INFO    |                                |
|--------------------|--------------------------------|
| Count Status       | Accepted                       |
| Start Date         | Mon 7/22/2019                  |
| End Date           | Tue 7/23/2019                  |
| Start Time         | 9:00:00 AM                     |
| End Time           | 9:00:00 AM                     |
| Direction          | EB                             |
| Notes              |                                |
| Station            | US 14                          |
| Study              |                                |
| Speed Limit        |                                |
| Description        |                                |
| Sensor Type        |                                |
| Source             | CombineVolumeCountsIncremental |
| Latitude,Longitude |                                |

| INTERVAL:60-MIN |                      |
|-----------------|----------------------|
| Time            | Hourly Count         |
| 0:00-1:00       | 42                   |
| 1:00-2:00       | 19                   |
| 2:00-3:00       | 20                   |
| 3:00-4:00       | 56                   |
| 4:00-5:00       | 145                  |
| 5:00-6:00       | 501                  |
| 6:00-7:00       | 947                  |
| 7:00-8:00       | 1,367                |
| 8:00-9:00       | 1,051                |
| 9:00-10:00      | 743                  |
| 10:00-11:00     | 574                  |
| 11:00-12:00     | 600                  |
| 12:00-13:00     | 613                  |
| 13:00-14:00     | 521                  |
| 14:00-15:00     | 600                  |
| 15:00-16:00     | 646                  |
| 16:00-17:00     | 690                  |
| 17:00-18:00     | 734                  |
| 18:00-19:00     | 512                  |
| 19:00-20:00     | 384                  |
| 20:00-21:00     | 307                  |
| 21:00-22:00     | 227                  |
| 22:00-23:00     | 129                  |
| 23:00-24:00     | 68                   |
| <b>Total</b>    | 11,496               |
| <b>AM Peak</b>  | 07:00-08:00<br>1,367 |
| <b>PM Peak</b>  | 17:00-18:00<br>734   |

# Volume Count Report

| LOCATION INFO |               |
|---------------|---------------|
| Location ID   | 016 0123_WB   |
| Type          | LINK          |
| Funct'l Class | 3             |
| Located On    | Northwest Hwy |
| From Road     | Northwest Hwy |
| To Road       | Dundee Rd     |
| Direction     | WB            |
| County        | Cook          |
| Community     | BARRINGTON    |
| MPO ID        |               |
| HPMS ID       |               |
| Agency        | Illinois DOT  |

| COUNT DATA INFO    |                                |
|--------------------|--------------------------------|
| Count Status       | Accepted                       |
| Start Date         | Mon 7/22/2019                  |
| End Date           | Tue 7/23/2019                  |
| Start Time         | 9:00:00 AM                     |
| End Time           | 9:00:00 AM                     |
| Direction          | WB                             |
| Notes              |                                |
| Station            | US 14                          |
| Study              |                                |
| Speed Limit        |                                |
| Description        |                                |
| Sensor Type        |                                |
| Source             | CombineVolumeCountsIncremental |
| Latitude,Longitude |                                |

| INTERVAL:60-MIN |                      |
|-----------------|----------------------|
| Time            | Hourly Count         |
| 0:00-1:00       | 53                   |
| 1:00-2:00       | 28                   |
| 2:00-3:00       | 18                   |
| 3:00-4:00       | 20                   |
| 4:00-5:00       | 38                   |
| 5:00-6:00       | 111                  |
| 6:00-7:00       | 329                  |
| 7:00-8:00       | 640                  |
| 8:00-9:00       | 684                  |
| 9:00-10:00      | 541                  |
| 10:00-11:00     | 516                  |
| 11:00-12:00     | 514                  |
| 12:00-13:00     | 563                  |
| 13:00-14:00     | 588                  |
| 14:00-15:00     | 721                  |
| 15:00-16:00     | 987                  |
| 16:00-17:00     | 1,318                |
| 17:00-18:00     | 1,396                |
| 18:00-19:00     | 950                  |
| 19:00-20:00     | 541                  |
| 20:00-21:00     | 362                  |
| 21:00-22:00     | 278                  |
| 22:00-23:00     | 168                  |
| 23:00-24:00     | 91                   |
| <b>Total</b>    | 11,455               |
| <b>AM Peak</b>  | 08:00-09:00<br>684   |
| <b>PM Peak</b>  | 17:00-18:00<br>1,396 |



# Volume Count Report

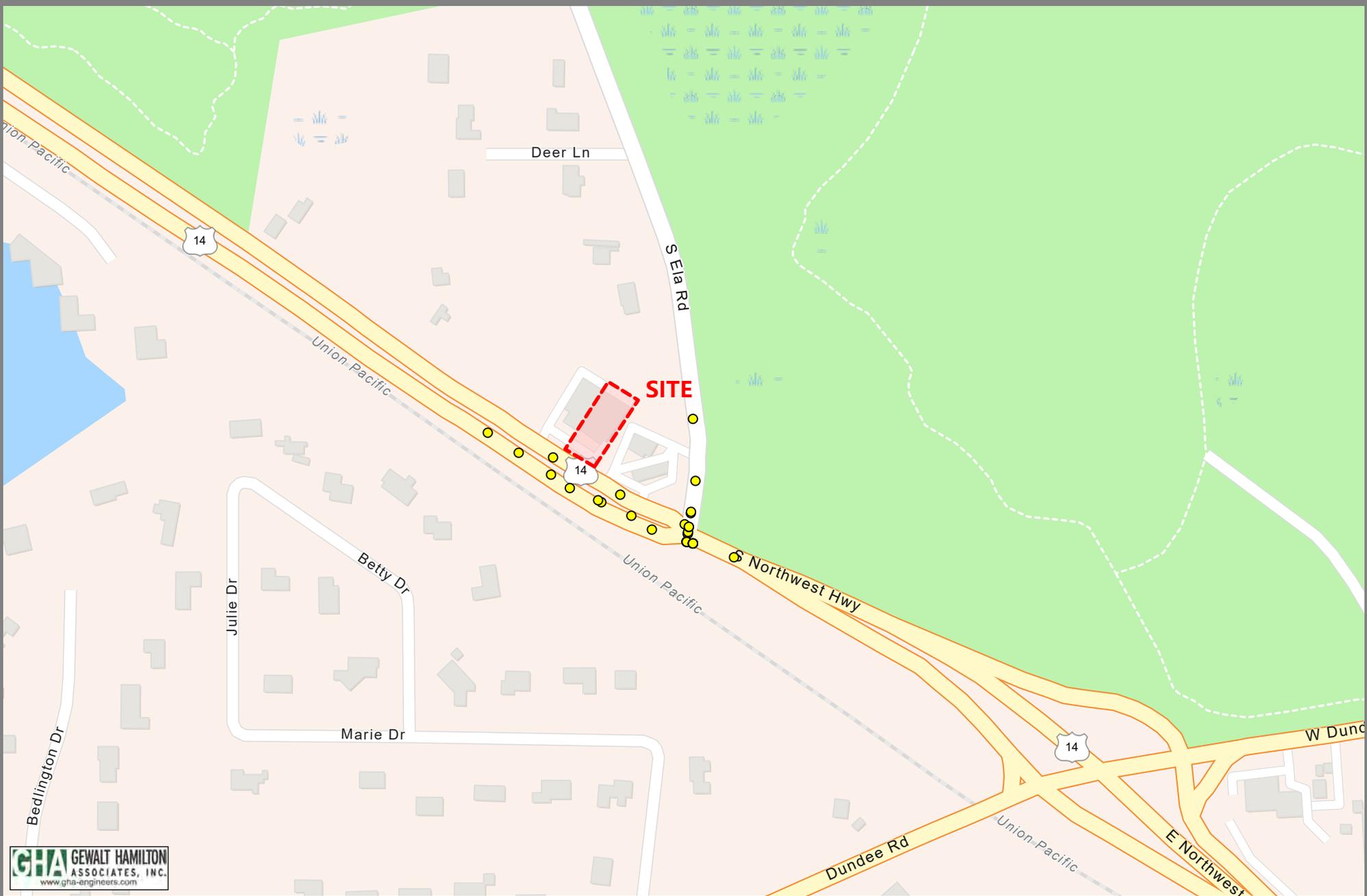
| LOCATION INFO |               |
|---------------|---------------|
| Location ID   | 016 5493      |
| Type          | LINK          |
| Funct'l Class | 5             |
| Located On    | Ela Rd        |
| From Road     | Lake Cook Rd  |
| To Road       | Northwest Hwy |
| Direction     | 2-WAY         |
| County        | Cook          |
| Community     | BARRINGTON    |
| MPO ID        |               |
| HPMS ID       |               |
| Agency        | Illinois DOT  |

| COUNT DATA INFO    |                                |
|--------------------|--------------------------------|
| Count Status       | Accepted                       |
| Start Date         | Tue 7/24/2018                  |
| End Date           | Wed 7/25/2018                  |
| Start Time         | 11:00:00 PM                    |
| End Time           | 11:00:00 PM                    |
| Direction          | 2-WAY                          |
| Notes              |                                |
| Station            | ELA RD                         |
| Study              |                                |
| Speed Limit        |                                |
| Description        |                                |
| Sensor Type        |                                |
| Source             | CombineVolumeCountsIncremental |
| Latitude,Longitude |                                |

| INTERVAL:60-MIN |                      |
|-----------------|----------------------|
| Time            | Hourly Count         |
| 0:00-1:00       | 42                   |
| 1:00-2:00       | 25                   |
| 2:00-3:00       | 10                   |
| 3:00-4:00       | 13                   |
| 4:00-5:00       | 50                   |
| 5:00-6:00       | 254                  |
| 6:00-7:00       | 679                  |
| 7:00-8:00       | 990                  |
| 8:00-9:00       | 894                  |
| 9:00-10:00      | 623                  |
| 10:00-11:00     | 558                  |
| 11:00-12:00     | 577                  |
| 12:00-13:00     | 611                  |
| 13:00-14:00     | 617                  |
| 14:00-15:00     | 645                  |
| 15:00-16:00     | 888                  |
| 16:00-17:00     | 1,009                |
| 17:00-18:00     | 1,174                |
| 18:00-19:00     | 904                  |
| 19:00-20:00     | 509                  |
| 20:00-21:00     | 376                  |
| 21:00-22:00     | 325                  |
| 22:00-23:00     | 183                  |
| 23:00-24:00     | 90                   |
| <b>Total</b>    | 12,046               |
| <b>AM Peak</b>  | 07:00-08:00<br>990   |
| <b>PM Peak</b>  | 17:00-18:00<br>1,174 |

# Appendix C

## Crash Summary Map



1 inch = 470 Feet

## IDOT Crash Data (2014-2018)

Honda Motorcycles  
Barrington, IL

# Appendix D

## CMAQ Traffic Projections



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
  
312 454 0400  
www.cmap.illinois.gov

June 12, 2020

Lynn M. Means, P.E., PTOE  
Senior Transportation Engineer  
Gewalt Hamilton Associates  
625 Forest Edge Drive  
Vernon Hills, IL 60061

**Subject: Northwest Highway (US 14) @ Ela Road**  
IDOT

Dear Ms. Means:

In response to a request made on your behalf and dated June 12, 2020, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT                          | Current Volume | Year 2050 ADT – Quentin 2 Ln | Year 2050 ADT – Quentin 3 Ln | Year 2050 ADT – Quentin 4 Ln |
|---------------------------------------|----------------|------------------------------|------------------------------|------------------------------|
| NW Hwy (US 14) from Ela Rd to Main St | 20,900         | 26,200                       | 26,200                       | 25,500                       |
| Ela Rd from US 14 to Lake Cook Rd     | 10,300         | 13,300                       | 13,200                       | 12,200                       |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. Multiple-scenario Year 2050 forecast results of a proposed Quentin Road add-lanes project (Cook County DOTD) are shown. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Quigley (IDOT)  
2020\_TrafficForecast\Barrington\ck-62-20\ck-62-20.docx

# Appendix E

## Preliminary Site Plan

# CD Group

Construction Design Architects, Ltd.  
 Construction Design Services, Ltd.  
 249 E. Prospect Avenue Suite 100  
 Mount Prospect, IL 60056  
 T 847.797.1700  
 F 847.797.7800  
 www.cdgroupllc.com

PROJECT NAME & LOCATION:  
 Barrington Honda

1201-1203 South Northwest Highway  
 Barrington, IL

CONSULTANTS:

## PROJECT DATA

ZONING:  
 B-1 GENERAL BUSINESS SERVICE DISTRICT  
 SPECIAL USE  
 MOTORCYCLE (AUTOMOBILE) REPAIR  
 MOTORCYCLE (AUTOMOBILE) SALES  
 LOT AREA 95,840 SF.  
 BUILDING AREA (EXISTING) 17,638 SF.  
 OFF STREET PARKING  
 REGULAR 35 PARKING  
 HANDICAPPED 1 PARKING  
 TOTAL 36 PARKING  
 PAVED SURFACE AREA 25,781 SF.  
 LANDSCAPING AREA 12,415 SF.

PROJECT SITE



SITE MAP  
 NO SCALE

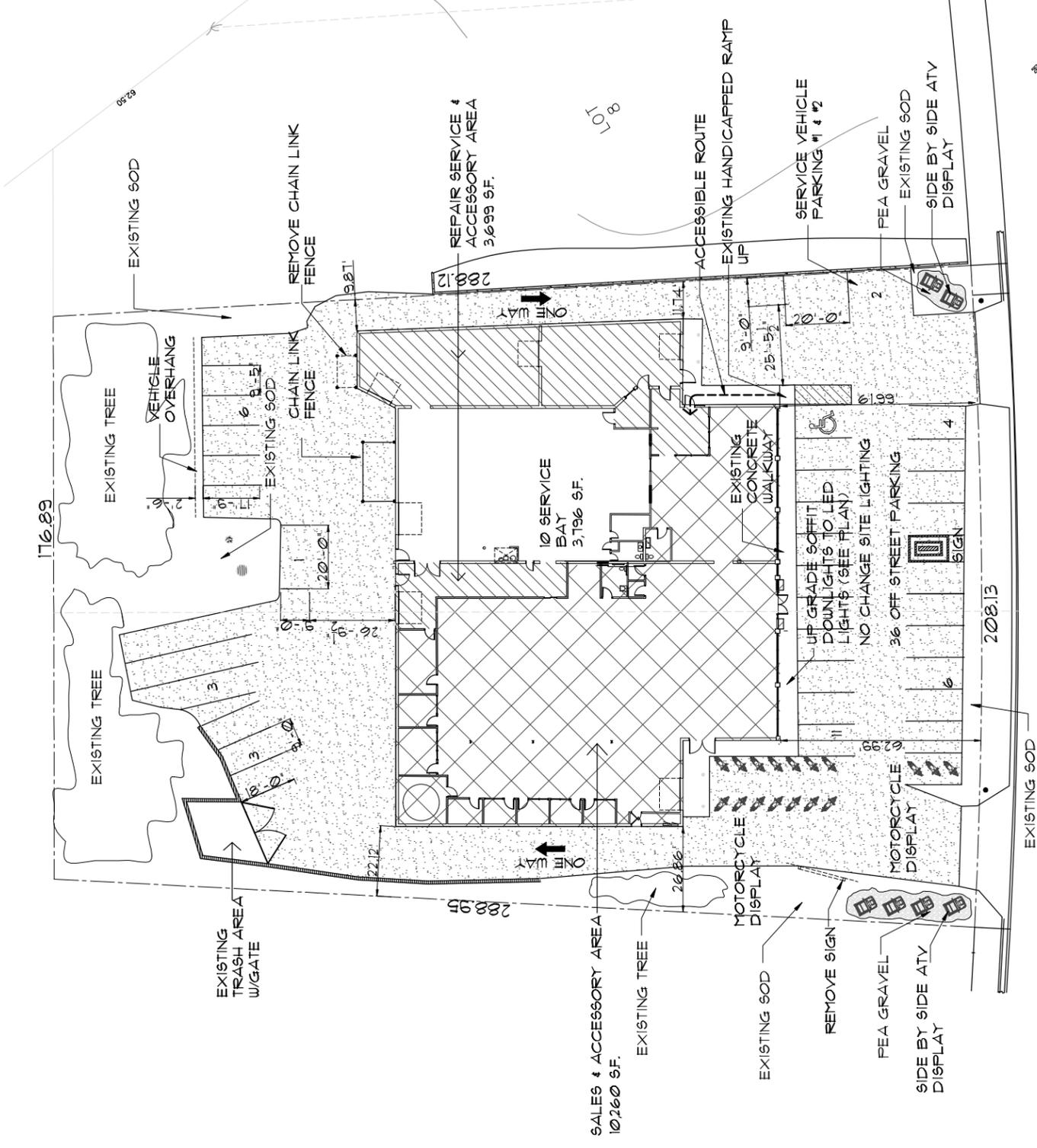


SHEET TITLE:  
 SITE/ LANDSCAPE PLAN  
 SITE MAP

SHEET NUMBER

A001  
 OF

SHEET

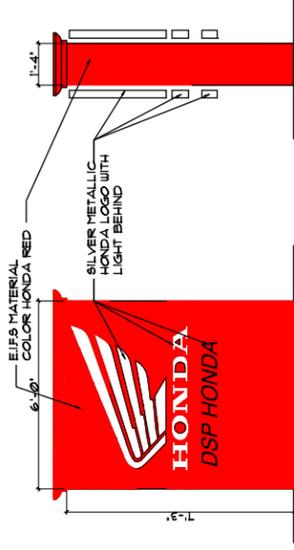


SITE PLAN/ LANDSCAPE PLAN

SCALE: 1" = 20'-0"



SOUTH NORTHWEST HIGHWAY



SIGN ELEVATIONS  
 SCALE: 3/8" = 1'-0"

# Appendix F

## ITE Trip Generation Excerpts

# Land Use: 840

## Automobile Sales (New)

### Description

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities; however, automobile services, parts sales, and used car sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.

### Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 1:45 and 2:45 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Oregon, Texas, Vermont, and Virginia.

### Source Numbers

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975

# Automobile Sales (New) (840)

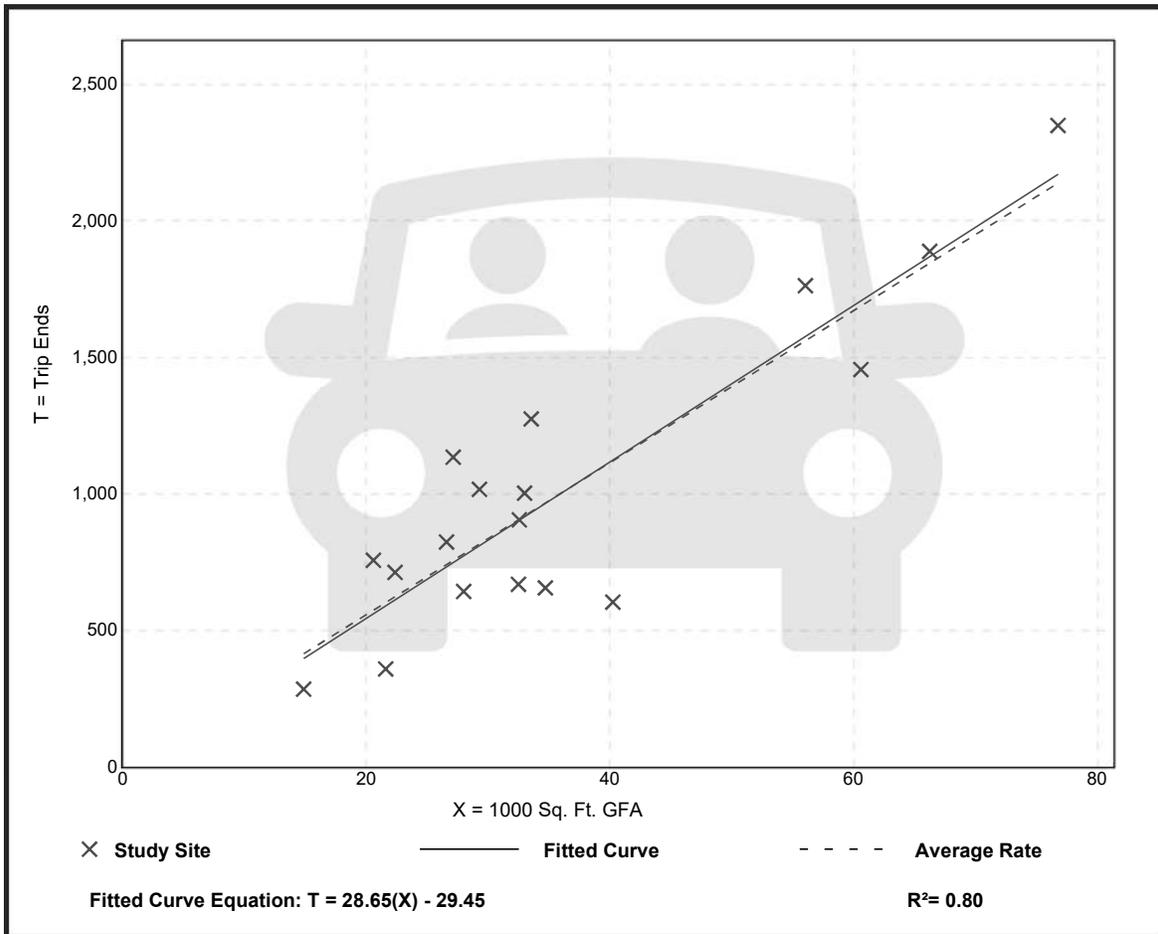
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 18  
Avg. 1000 Sq. Ft. GFA: 36  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 27.84        | 14.98 - 41.78  | 7.01               |

## Data Plot and Equation



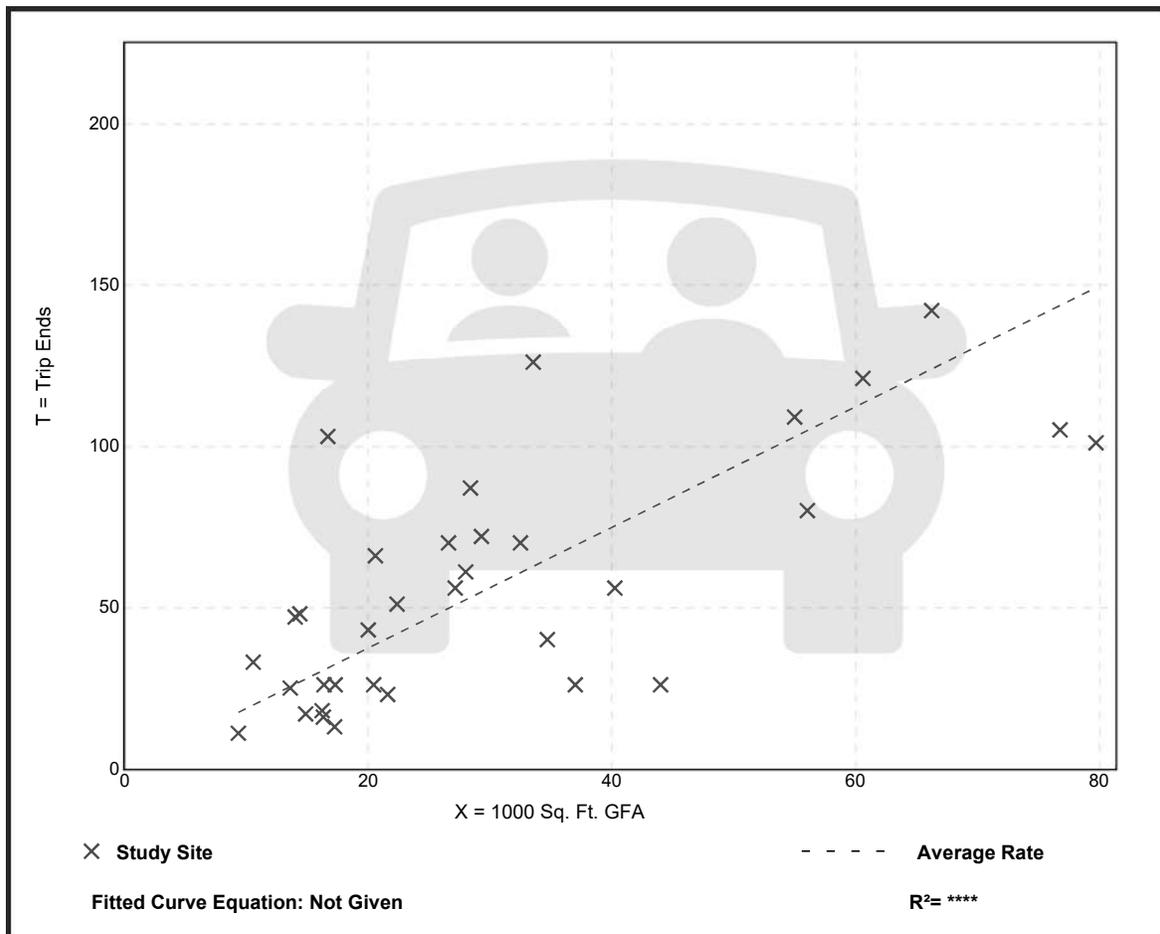
# Automobile Sales (New) (840)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 34  
 Avg. 1000 Sq. Ft. GFA: 31  
 Directional Distribution: 73% entering, 27% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.87         | 0.59 - 6.17    | 0.95               |

## Data Plot and Equation



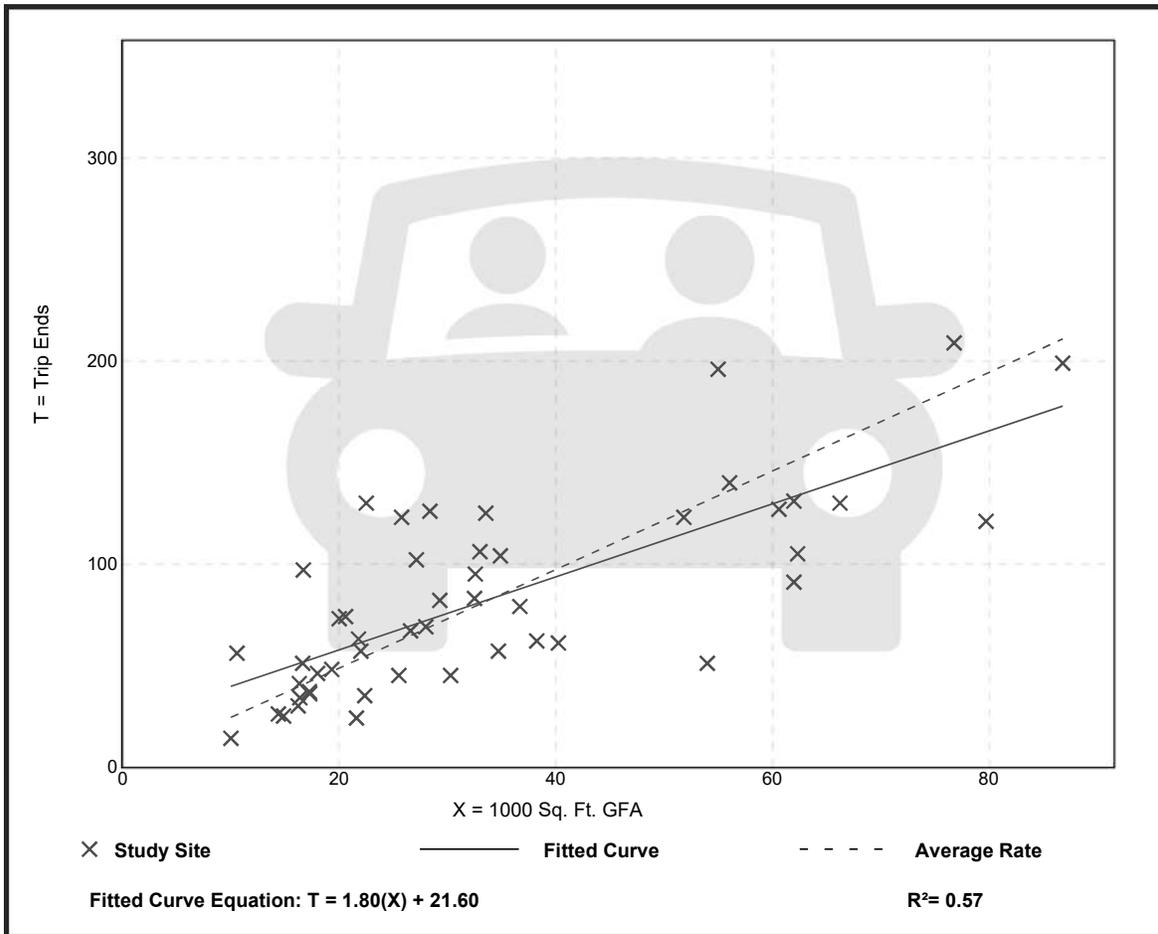
# Automobile Sales (New) (840)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 49  
 Avg. 1000 Sq. Ft. GFA: 34  
 Directional Distribution: 40% entering, 60% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.43         | 0.94 - 5.81    | 0.99               |

## Data Plot and Equation



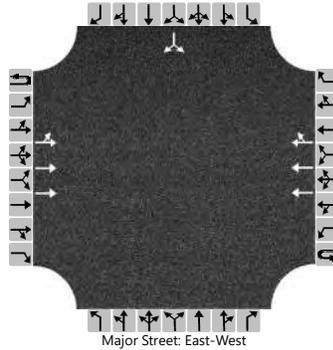
# **Appendix G**

## **Capacity Analysis Worksheets**

# HCS7 Two-Way Stop-Control Report

| General Information      |           |  |  | Site Information           |                        |  |  |
|--------------------------|-----------|--|--|----------------------------|------------------------|--|--|
| Analyst                  | LMM       |  |  | Intersection               | US 14/Northwest Access |  |  |
| Agency/Co.               | LMM       |  |  | Jurisdiction               | IDOT                   |  |  |
| Date Performed           | 6/18/2020 |  |  | East/West Street           | Northwest Hwy (US 14)  |  |  |
| Analysis Year            | 2026      |  |  | North/South Street         | NW Site Access         |  |  |
| Time Analyzed            | Total AM  |  |  | Peak Hour Factor           | 0.92                   |  |  |
| Intersection Orientation | East-West |  |  | Analysis Time Period (hrs) | 0.25                   |  |  |
| Project Description      | 5713.900  |  |  |                            |                        |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |      |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|------|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L  | T    | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1  | 2    | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0  | 3    | 0 | 0         | 0 | 3   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT | T    |   |           |   | T   | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 8  | 1466 |   |           |   | 687 | 2  |            |   |   |   |            | 5  |    | 2  |
| Percent Heavy Vehicles (%) |           | 2  |      |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |      |   |           |   |     |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 5.3  |  |  |  |  |  |  |  |  |  |  |  | 6.4  |  | 7.1  |
| Critical Headway (sec)       |  | 5.34 |  |  |  |  |  |  |  |  |  |  |  | 5.74 |  | 7.14 |
| Base Follow-Up Headway (sec) |  | 3.1  |  |  |  |  |  |  |  |  |  |  |  | 3.8  |  | 3.9  |
| Follow-Up Headway (sec)      |  | 3.12 |  |  |  |  |  |  |  |  |  |  |  | 3.82 |  | 3.92 |

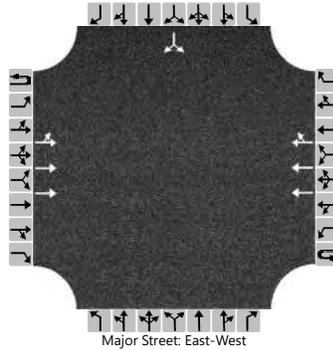
## Delay, Queue Length, and Level of Service

|   |  |      |  |  |  |  |  |  |  |  |  |  |  |      |      |  |  |
|---|--|------|--|--|--|--|--|--|--|--|--|--|--|------|------|--|--|
| Flow Rate, v (veh/h)                    |  | 9    |  |  |  |  |  |  |  |  |  |  |  |      | 8    |  |  |
| Capacity, c (veh/h)                     |  | 516  |  |  |  |  |  |  |  |  |  |  |  |      | 283  |  |  |
| v/c Ratio                               |  | 0.02 |  |  |  |  |  |  |  |  |  |  |  |      | 0.03 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  | 0.1  |  |  |  |  |  |  |  |  |  |  |  |      | 0.1  |  |  |
| Control Delay (s/veh)                   |  | 12.1 |  |  |  |  |  |  |  |  |  |  |  |      | 18.1 |  |  |
| Level of Service (LOS)                  |  | B    |  |  |  |  |  |  |  |  |  |  |  |      | C    |  |  |
| Approach Delay (s/veh)                  |  | 0.6  |  |  |  |  |  |  |  |  |  |  |  | 18.1 |      |  |  |
| Approach LOS                            |  |      |  |  |  |  |  |  |  |  |  |  |  | C    |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |           |  |  | Site Information           |                        |  |  |
|--------------------------|-----------|--|--|----------------------------|------------------------|--|--|
| Analyst                  | LMM       |  |  | Intersection               | US 14/Northwest Access |  |  |
| Agency/Co.               | LMM       |  |  | Jurisdiction               | IDOT                   |  |  |
| Date Performed           | 6/18/2020 |  |  | East/West Street           | Northwest Hwy (US 14)  |  |  |
| Analysis Year            | 2026      |  |  | North/South Street         | NW Site Access         |  |  |
| Time Analyzed            | Total PM  |  |  | Peak Hour Factor           | 0.92                   |  |  |
| Intersection Orientation | East-West |  |  | Analysis Time Period (hrs) | 0.25                   |  |  |
| Project Description      | 5713.900  |  |  |                            |                        |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |      |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|------|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L  | T   | R | U         | L | T    | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5    | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0  | 3   | 0 | 0         | 0 | 3    | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT | T   |   |           |   | T    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 7  | 787 |   |           |   | 1500 | 1  |            |   |   |   |            | 18 |    | 8  |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |      |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |      |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      |           |    |     |   | Left Only |   |      |    |            |   |   |   | 1          |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 5.3  |  |  |  |  |  |  |  |  |  |  |  | 6.4  |  | 7.1  |
| Critical Headway (sec)       |  | 5.34 |  |  |  |  |  |  |  |  |  |  |  | 5.74 |  | 7.14 |
| Base Follow-Up Headway (sec) |  | 3.1  |  |  |  |  |  |  |  |  |  |  |  | 3.8  |  | 3.9  |
| Follow-Up Headway (sec)      |  | 3.12 |  |  |  |  |  |  |  |  |  |  |  | 3.82 |  | 3.92 |

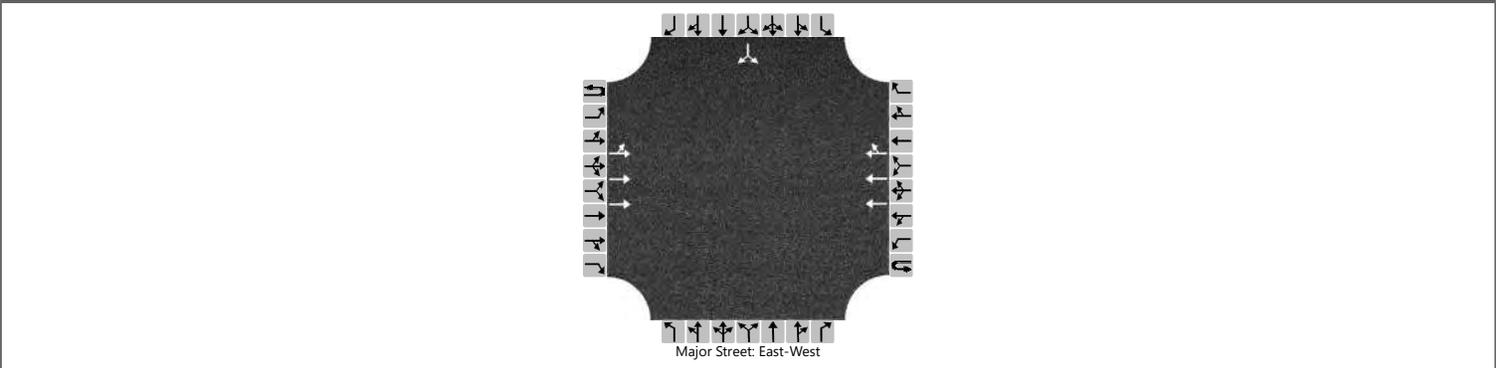
## Delay, Queue Length, and Level of Service

|   |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|---|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |  | 8    |  |  |  |  |  |  |  |  |  |  |  |      |  | 28   |  |
| Capacity, c (veh/h)                     |  | 192  |  |  |  |  |  |  |  |  |  |  |  |      |  | 113  |  |
| v/c Ratio                               |  | 0.04 |  |  |  |  |  |  |  |  |  |  |  |      |  | 0.25 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  | 0.1  |  |  |  |  |  |  |  |  |  |  |  |      |  | 0.9  |  |
| Control Delay (s/veh)                   |  | 24.6 |  |  |  |  |  |  |  |  |  |  |  |      |  | 47.4 |  |
| Level of Service (LOS)                  |  | C    |  |  |  |  |  |  |  |  |  |  |  |      |  | E    |  |
| Approach Delay (s/veh)                  |  | 0.8  |  |  |  |  |  |  |  |  |  |  |  | 47.4 |  |      |  |
| Approach LOS                            |  |      |  |  |  |  |  |  |  |  |  |  |  | E    |  |      |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |           |  |  | Site Information           |                        |  |  |
|--------------------------|-----------|--|--|----------------------------|------------------------|--|--|
| Analyst                  | LMM       |  |  | Intersection               | US 14/Southeast Access |  |  |
| Agency/Co.               | LMM       |  |  | Jurisdiction               | IDOT                   |  |  |
| Date Performed           | 6/18/2020 |  |  | East/West Street           | Northwest Hwy (US 14)  |  |  |
| Analysis Year            | 2026      |  |  | North/South Street         | SE Site Access         |  |  |
| Time Analyzed            | Total AM  |  |  | Peak Hour Factor           | 0.92                   |  |  |
| Intersection Orientation | East-West |  |  | Analysis Time Period (hrs) | 0.25                   |  |  |
| Project Description      | 5713.900  |  |  |                            |                        |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |      |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|------|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L  | T    | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1  | 2    | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0  | 3    | 0 | 0         | 0 | 3   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT | T    |   |           |   | T   | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 0  | 1471 |   |           |   | 688 | 14 |            |   |   |   |            | 1  |    | 1  |
| Percent Heavy Vehicles (%) |           | 0  |      |   |           |   |     |    |            |   |   |   |            | 0  |    | 0  |
| Proportion Time Blocked    |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |      |   |           |   |     |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |      |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 5.3  |  |  |  |  |  |  |  |  |  |  |  | 6.4  |  | 7.1  |
| Critical Headway (sec)       |  | 5.30 |  |  |  |  |  |  |  |  |  |  |  | 5.70 |  | 7.10 |
| Base Follow-Up Headway (sec) |  | 3.1  |  |  |  |  |  |  |  |  |  |  |  | 3.8  |  | 3.9  |
| Follow-Up Headway (sec)      |  | 3.10 |  |  |  |  |  |  |  |  |  |  |  | 3.80 |  | 3.90 |

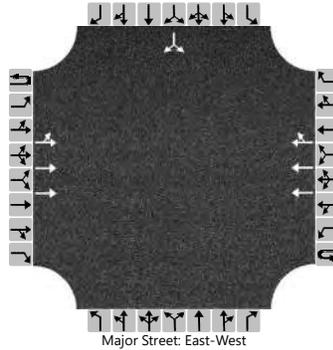
## Delay, Queue Length, and Level of Service

|   |  |      |  |  |  |  |  |  |  |  |  |  |  |      |      |  |  |
|---|--|------|--|--|--|--|--|--|--|--|--|--|--|------|------|--|--|
| Flow Rate, v (veh/h)                    |  | 0    |  |  |  |  |  |  |  |  |  |  |  |      | 2    |  |  |
| Capacity, c (veh/h)                     |  | 515  |  |  |  |  |  |  |  |  |  |  |  |      | 289  |  |  |
| v/c Ratio                               |  | 0.00 |  |  |  |  |  |  |  |  |  |  |  |      | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  | 0.0  |  |  |  |  |  |  |  |  |  |  |  |      | 0.0  |  |  |
| Control Delay (s/veh)                   |  | 12.0 |  |  |  |  |  |  |  |  |  |  |  |      | 17.5 |  |  |
| Level of Service (LOS)                  |  | B    |  |  |  |  |  |  |  |  |  |  |  |      | C    |  |  |
| Approach Delay (s/veh)                  |  | 0.0  |  |  |  |  |  |  |  |  |  |  |  | 17.5 |      |  |  |
| Approach LOS                            |  |      |  |  |  |  |  |  |  |  |  |  |  | C    |      |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |           |  |  | Site Information           |                        |  |  |
|--------------------------|-----------|--|--|----------------------------|------------------------|--|--|
| Analyst                  | LMM       |  |  | Intersection               | US 14/Southeast Access |  |  |
| Agency/Co.               | LMM       |  |  | Jurisdiction               | IDOT                   |  |  |
| Date Performed           | 6/18/2020 |  |  | East/West Street           | Northwest Hwy (US 14)  |  |  |
| Analysis Year            | 2026      |  |  | North/South Street         | SE Site Access         |  |  |
| Time Analyzed            | Total PM  |  |  | Peak Hour Factor           | 0.92                   |  |  |
| Intersection Orientation | East-West |  |  | Analysis Time Period (hrs) | 0.25                   |  |  |
| Project Description      | 5713.900  |  |  |                            |                        |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |      |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|------|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L  | T   | R | U         | L | T    | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5    | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0  | 3   | 0 | 0         | 0 | 3    | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT | T   |   |           |   | T    | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 0  | 805 |   |           |   | 1498 | 13 |            |   |   |   |            | 4  |    | 3  |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           |   |      |    |            |   |   |   |            | 0  |    | 0  |
| Proportion Time Blocked    |           |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |      |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |      |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 5.3  |  |  |  |  |  |  |  |  |  |  |  | 6.4  |  | 7.1  |
| Critical Headway (sec)       |  | 5.30 |  |  |  |  |  |  |  |  |  |  |  | 5.70 |  | 7.10 |
| Base Follow-Up Headway (sec) |  | 3.1  |  |  |  |  |  |  |  |  |  |  |  | 3.8  |  | 3.9  |
| Follow-Up Headway (sec)      |  | 3.10 |  |  |  |  |  |  |  |  |  |  |  | 3.80 |  | 3.90 |

## Delay, Queue Length, and Level of Service

|   |  |      |  |  |  |  |  |  |  |  |  |  |  |      |      |  |
|---|--|------|--|--|--|--|--|--|--|--|--|--|--|------|------|--|
| Flow Rate, v (veh/h)                    |  | 0    |  |  |  |  |  |  |  |  |  |  |  |      | 8    |  |
| Capacity, c (veh/h)                     |  | 193  |  |  |  |  |  |  |  |  |  |  |  |      | 135  |  |
| v/c Ratio                               |  | 0.00 |  |  |  |  |  |  |  |  |  |  |  |      | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  | 0.0  |  |  |  |  |  |  |  |  |  |  |  |      | 0.2  |  |
| Control Delay (s/veh)                   |  | 23.6 |  |  |  |  |  |  |  |  |  |  |  |      | 33.2 |  |
| Level of Service (LOS)                  |  | C    |  |  |  |  |  |  |  |  |  |  |  |      | D    |  |
| Approach Delay (s/veh)                  |  | 0.0  |  |  |  |  |  |  |  |  |  |  |  | 33.2 |      |  |
| Approach LOS                            |  |      |  |  |  |  |  |  |  |  |  |  |  | D    |      |  |

# Appendix H

## ITE Parking Generation Excerpts

# Automobile Sales (New) (840)

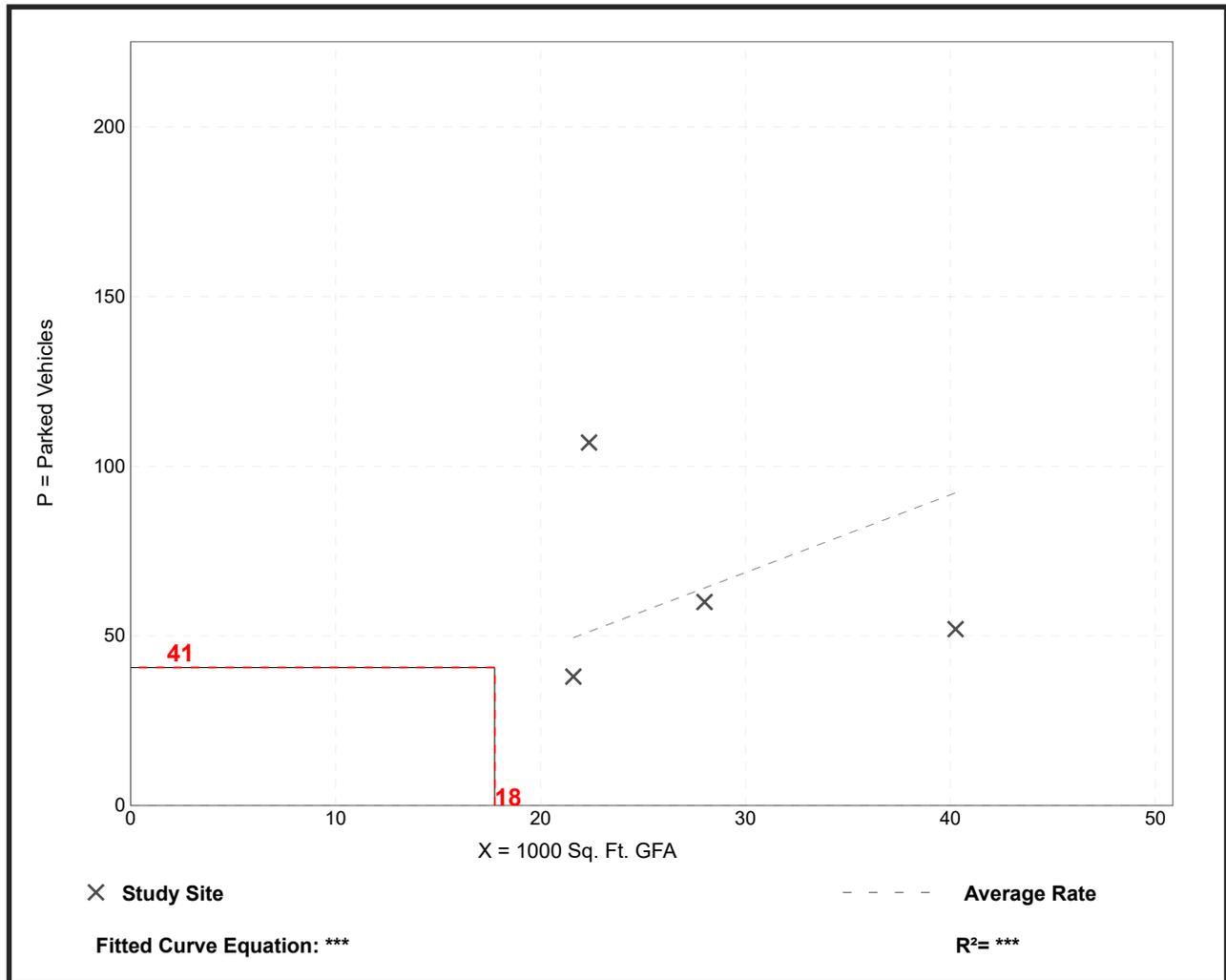
**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**  
**On a: Weekday (Monday - Friday)**  
**Setting/Location: General Urban/Suburban**  
**Peak Period of Parking Demand: 10:00 a.m. - 3:00 p.m.**  
 Number of Studies: 4  
 Avg. 1000 Sq. Ft. GFA: 28

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 2.29         | 1.29 - 4.78    | 1.60 / 4.78            | ***                     | 1.49 (65%)                               |

## Data Plot and Equation

*Caution – Small Sample Size*





**JAMES J. BENES AND ASSOCIATES, INC.**

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Tel. (630) 719-7570 ▪ Fax (630) 719-7589

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**MEMORANDUM**

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Date: August 3, 2020

To: Jennifer Tennant  
Assistant Director of Development Services  
Village of Barrington

From: Thomas Adomshick, P.E., PTOE      Lynn Kroll, P.E.  
President    Project Engineer

Re: Traffic Engineering Review  
Honda Motorcycle  
1201-1203 S. Northwest Highway  
JJB Job No. 644.117

---

At your request we have performed a traffic engineering review of the following documents for the subject proposed automotive service facility:

1. Architectural Site Plans prepared by CD Group and dated July 24, 2020
2. Traffic and Parking Summary prepared by Gewalt Hamilton Associates Inc.(GHA) of Vernon Hills, Illinois and dated June 24, 2020

The site is located on the north side of Northwest Highway (US Route 14) west of Ela Road. There are two existing full access driveways on Northwest Highway which will be maintained. The existing 17,638 square foot building will be remodeled. The existing building footprint and paved area will not be changed. The existing parking lot with 36 parking spaces will be maintained.

The following are our comments:

1. We agree with the Village recommendation that the traffic flow should be counterclockwise around the building. The east aisle should be one-way northbound and the west aisle one-way southbound. This flow pattern will avoid conflicts between vehicles exiting at the east aisle and vehicles entering the site at the east entrance. This traffic flow pattern will also encourage visitors to exit at the west entrance where there will be reduced traffic queuing interference. Please confirm that a trash truck and any other large vehicles will be able to circulate through the site.
2. The Northwest Highway existing westbound AM peak hour traffic is 684 per the IDOT Volume Count Report. Exhibit 3 – Existing Traffic shows the value as 640. Exhibit 4 – 2026 Traffic shows the Northwest Highway AM westbound traffic is 686 which is based upon an existing value of 640. The 2026 projected AM westbound traffic should be recalculated with the existing value of 684 and also the capacity analyses should be updated accordingly for accuracy. The update is not expected to change the level of service. The capacity analysis results are reasonable.
3. The display vehicles parked near the site entrance driveways should be parked a minimum of 16' from the Northwest Highway edge of pavement so as to not obstruct the sight lines for vehicles exiting the site.
4. We understand that the building footprint will remain unchanged, as will the dimensions of the parking areas and drive aisles. The front parking area provides approximately 18' deep parking spaces with a 17' wide drive aisle.
5. The Parking Evaluation methodology is reasonable. The 2015-2019 aerial photography data should clarify the square footage of Des Plaines Honda Motorcycles to ensure that the Des

Plaines building size is of comparable size to the proposed Barrington building.

-end-

# PLAT OF SURVEY

BY  
**JOHN M. HENRIKSEN**

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WWW.HENRIKSENSURVEY.COM

OF  
THE WESTERLY 9.35 FEET OF LOT 8 EXCEPT THAT PART THEREOF TAKEN FOR ROAD AND LOTS 9 AND 10 (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 10, THENCE ON AN ASSUMED BEARING OF SOUTH 55 DEGREES, 08 MINUTES, 41 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 A DISTANCE OF 1.32 FEET THENCE SOUTHEASTERLY 198.55 FEET ALONG SAID SOUTHWESTERLY LOT LINE AND A TANGENTIAL CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1852.96 FEET THROUGH A CENTRAL ANGLE OF 06 DEGREES, 08 MINUTES, 22 SECONDS TO THE SOUTHEASTERLY CORNER OF SAID LOT 9, THENCE NORTH 28 DEGREES, 42 MINUTES, 08 SECONDS EAST ALONG THE EASTERLY LINE OF SAID LOT 9 A DISTANCE OF 11.42 FEET TO A POINT ON A 1923.09 FOOT RADIUS CURVE, THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 28 DEGREES, 45 MINUTES, 19 SECONDS EAST FROM SAID POINT, THENCE WESTERLY ALONG SAID CURVE 198.66 FEET THROUGH A CENTRAL ANGLE OF 05 DEGREES, 55 MINUTES, 08 SECONDS TO THE WESTERLY LINE OF SAID LOT 10, THENCE SOUTH 34 DEGREES, 48 MINUTES, 42 SECONDS WEST ALONG SAID WESTERLY LINE 11.11 FEET TO THE POINT OF BEGINNING) IN ARTHUR T. MCINTOSH AND COMPANY'S PARKVIEW ACRES IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1201-1203 S. NORTHWEST HIGHWAY  
BARRINGTON, ILLINOIS 60010

AREA = 55,840 SQUARE FEET



ORDER NUMBER: **20083**

SCALE: 1 INCH = 20 FEET

ORDERED BY: **DES PLAINES HONDA**

BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE BUILDING LINES AND EASEMENTS AS SHOWN ON THE RECORDED SUBDIVISION PLAT. CONSULT LOCAL AUTHORITIES FOR BUILDING LINES ESTABLISHED BY LOCAL ORDINANCES.

PLEASE CHECK LEGAL DESCRIPTION WITH DEED.

COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DISCREPANCY IMMEDIATELY.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

FRACTIONAL INCH EQUIVALENTS  
OF HUNDREDTHS OF A FOOT

|             |             |
|-------------|-------------|
| 0.01-1/16"  | 0.25-3/16"  |
| 0.02-1/8"   | 0.31-1/4"   |
| 0.03-3/16"  | 0.37-1/2"   |
| 0.04-1/4"   | 0.38-1/2"   |
| 0.05-5/16"  | 0.42-3/4"   |
| 0.06-3/8"   | 0.50-1"     |
| 0.07-7/8"   | 0.58-7/8"   |
| 0.08-1"     | 0.62-7/8"   |
| 0.09-1 1/8" | 0.67-1/2"   |
| 0.10-1 1/4" | 0.67-3/4"   |
| 0.11-1 3/8" | 0.75-1"     |
| 0.12-1 1/2" | 0.83-10/8"  |
| 0.13-1 5/8" | 0.87-11/8"  |
| 0.14-1 3/4" | 0.88-11/4"  |
| 0.15-1 7/8" | 0.92-1 1/8" |
| 0.16-1 7/8" | 1.00-1 1/4" |
| 0.17-2"     |             |

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

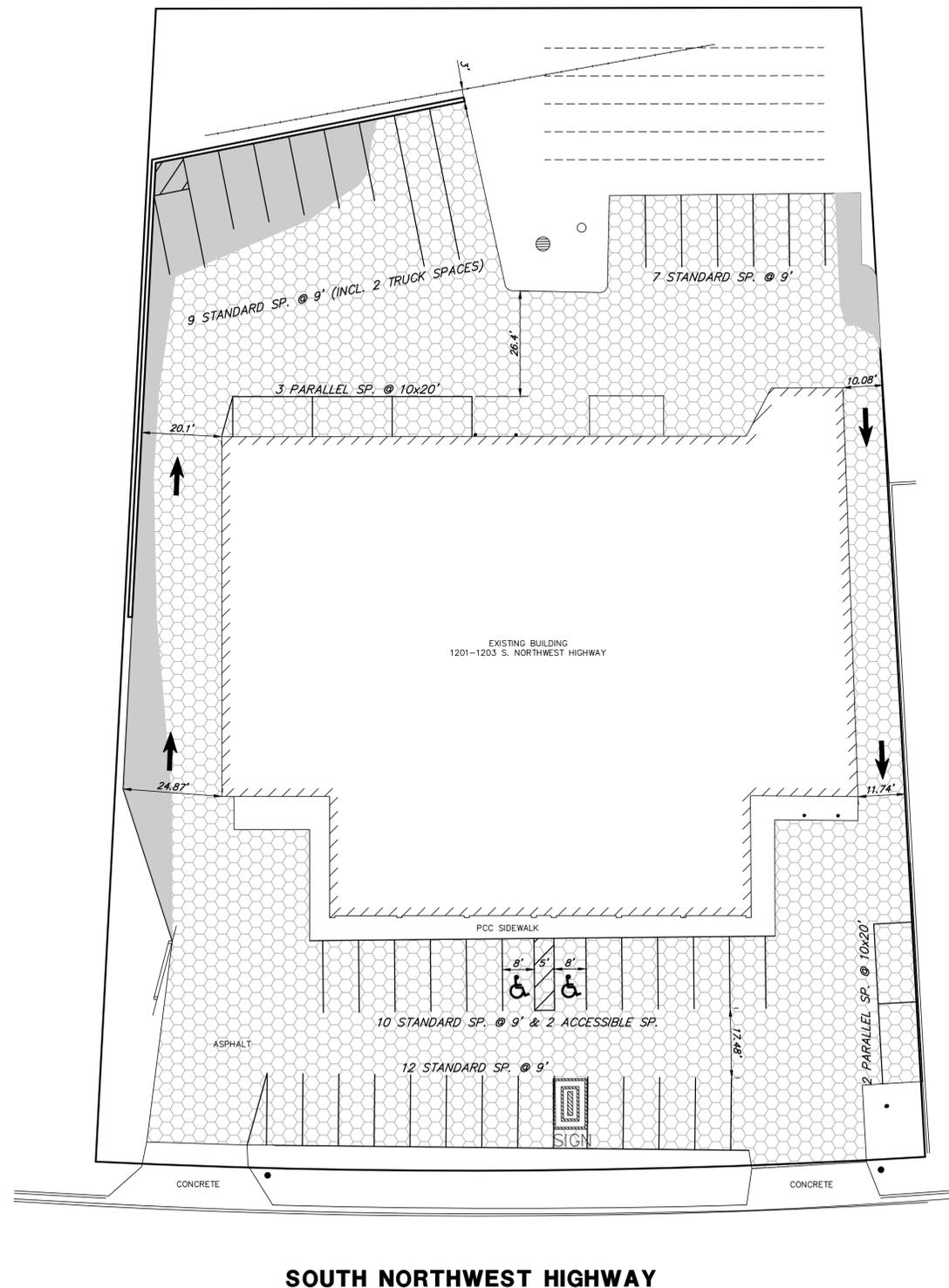
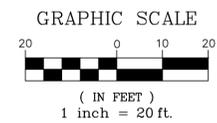
STATE OF ILLINOIS  
COUNTY OF COOK

I, JOHN M. HENRIKSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET DECIMAL PARTS THEREOF.

ARLINGTON HEIGHTS, ILLINOIS MAY 6, 2020

*John M. Henriksen*  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2668  
LICENSE EXPIRES NOVEMBER 30, 2020.





**PARKING SUMMARY**

|                           |                   |
|---------------------------|-------------------|
| EXISTING PARKING PROVIDED | 33 STANDARD       |
|                           | 1 ACCESSIBLE      |
|                           | 34 TOTAL EXISTING |
| PARKING PROPOSED          | 43 STANDARD       |
|                           | 2 ACCESSIBLE      |
|                           | 45 TOTAL PROPOSED |

**PROPOSED LEGEND**

- FULL DEPTH PAVEMENT
- 2" HMA SURFACE COURSE
- 2" HMA BINDER COURSE
- 8" AGGREGATE BASE COURSE
- HMA SURFACE REMOVAL & REPLACEMENT
- 2" HMA SURFACE COURSE
- 2" HMA BINDER COURSE
- RETAINING WALLS

| NO. | BY | DATE | REVISION | NO. | BY | DATE | REVISION |
|-----|----|------|----------|-----|----|------|----------|
|     |    |      |          |     |    |      |          |
|     |    |      |          |     |    |      |          |

|                        |               |
|------------------------|---------------|
| FILE: 5713.200-PR1.dwg | GHA PROJECT # |
| DRAWN BY: DJS          | 5713.200      |
| DATE: 08-18-20         |               |
| CHECKED BY: DJS        | SCALE:        |
| DATE: 08-18-20         | 1"=20'        |

© 2020 GHA ASSOCIATES, INC. BARRINGTON, ILLINOIS 5713.200-PR1.DWG 8/20/2020 5:07 PM



# CD Group

Construction Design Architects, Ltd.  
Construction Design Services, Ltd.

249 E. Prospect Avenue Suite 100  
Mount Prospect, IL 60056

T 847.797.1700  
F 847.797.7800

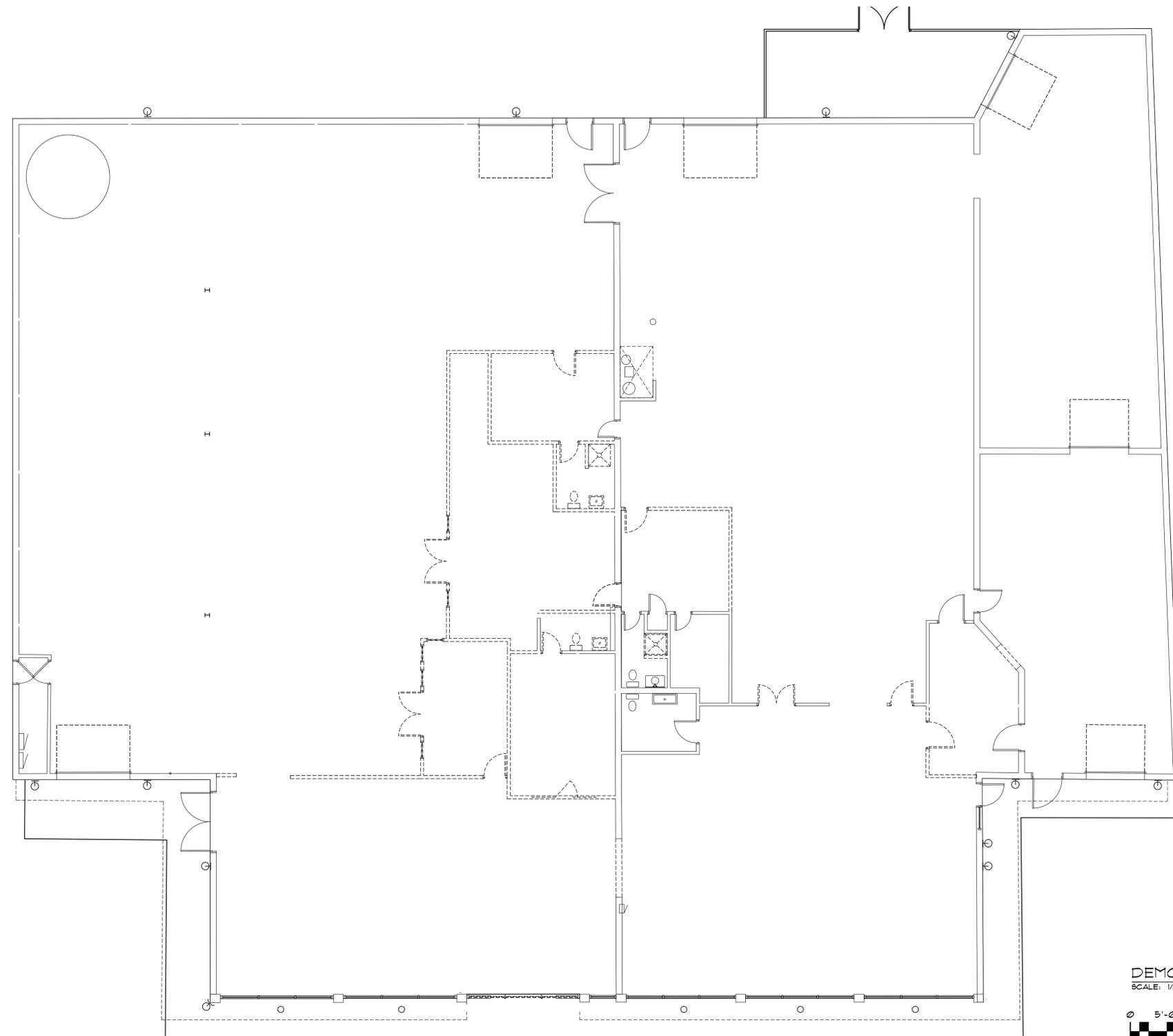
www.cdgroupllc.com

PROJECT NAME & LOCATION:

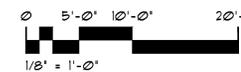
Barrington Honda

1201-1203 South Northwest Highway  
Barrington, IL.

CONSULTANTS:



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



| MARK | DATE     | DESCRIPTION   |
|------|----------|---|
| ---  | 04/28/20 | ISSUED FOR REVIEW                                     |
| ---  | 04/30/20 | ISSUED FOR REVIEW                                     |
| ---  | 05/04/20 | ISSUED FOR REVIEW                                     |
| ---  | 05/06/20 | ISSUED FOR REVIEW                                     |
| ---  | 06/16/20 | ISSUED FOR REVIEW                                     |
| ---  | 06/22/20 | ISSUED FOR REVIEW                                     |
| ---  | 06/24/20 | ISSUED FOR ARC AND PRELIMINARY PLAN COMMISSION REVIEW |
| ---  | 08/09/20 | ISSUED FOR ARC AND PLAN COMMISSION REVIEW             |
| ---  | 09/01/20 | REVISED PER VILLAGE REVIEW                            |
| ---  |          |   |
| ---  |          |   |
| ---  |          |   |
| ---  |          |   |
| ---  |          |   |

PROJECT NO.: 3825

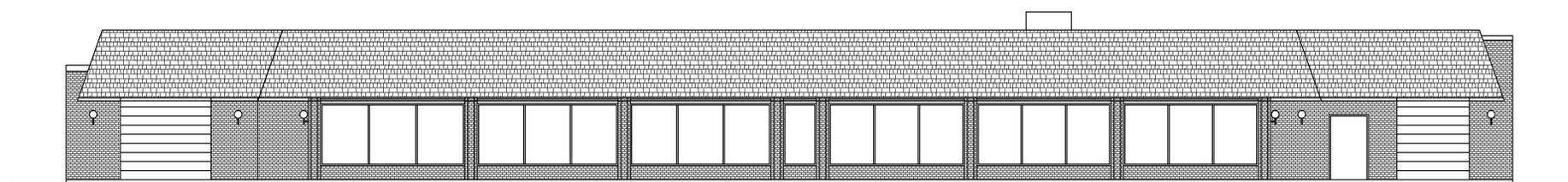
DRAWN BY: Y.S.

CHK'D BY:

DATE: 03/16/20

SHEET TITLE:

DEMOLITION  
PLAN  
EXISTING FRONT  
ELEVATION



EXISTING FRONT ELEVATION  
SCALE: 1/8"=1'-0"



SHEET NUMBER

A002

SHEET

OF

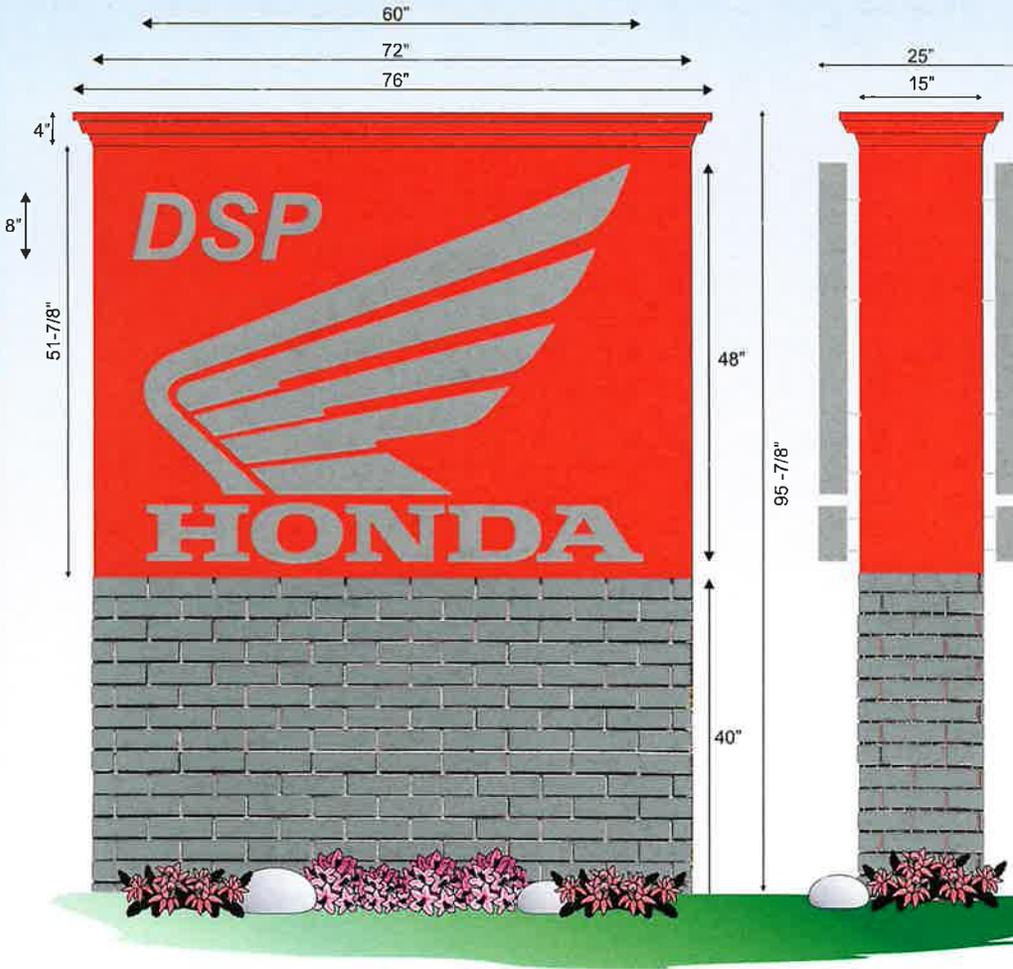




Sign location:



Square feet: 25.93



All letters to be back-lit stainless steel channel letters

**Colors:**

- Red
- Silver

|  |       |                                   |                           |
|--|-------|-----------------------------------|---------------------------|
| Customer Approval:   | Date: | Job Name: Honda                   | Drawn By: Bryana Schramer |
|  |       | Job Address: 1201 S Northwest Hwy | Scale: Not to scale       |
|  |       | Date: 08/28/2020                  |                           |
| Signature  |       |                                   |                           |
| <p><b>BRIGHT LIGHT SIGN</b><br/>         310 Teiser Road<br/>         Lake Zurich, IL 60047<br/>         Tel. 847-550-8902<br/>         Fax 847-550-6383<br/>         Email: sales@brightlightsign.com</p> |       |                                   |                           |

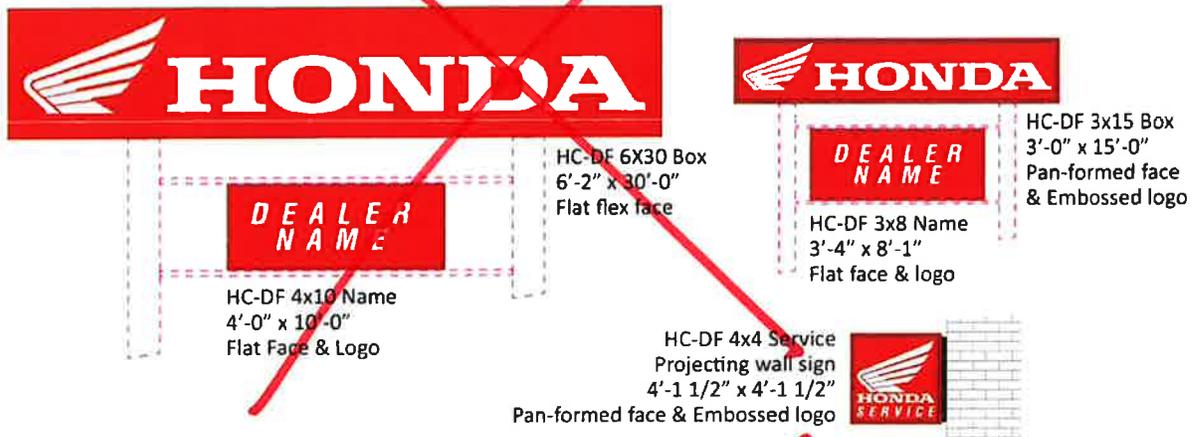
Dimensions:

(H) 4-11/2" x (W) 4-11/2" x (D) 6-1/2"

Only letters and logo are illuminated



Double-Sided Exterior Signs - Pylon Sign poles by others



Single-Sided Exterior Wall Signs



Channel Letters





# HCL-27 RED

## ILLUMINATED CHANNEL LOGO & LETTERS ON CUSTOM RACEWAY

|                            |                                    |   |          |
|----------------------------|------------------------------------|---|----------|
| Installation:              | <input type="checkbox"/> Interior: | <input checked="" type="checkbox"/> Exterior: |          |
| Electrical Specifications: |                                    |   |          |
| Volts:                     | 000                                | Amp.: 00.0                                    | Circ.: 0 |
| #                          | Descriptions:                      |   |          |
|                            | SEE PAGE 2                         |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |
|                            |                                    |   |          |

| # | Colors:                 |
|---|-------------------------|
| A | SATIN ANODIZED ALUMINUM |
| B | 3M 3630-73 DARK RED     |
| C | HONDA SILVER            |
| D | SATIN SILVER JEWELITE   |
| E |                         |

| # | Notes: |
|---|--------|
| 1 | XXX    |
| 2 |        |

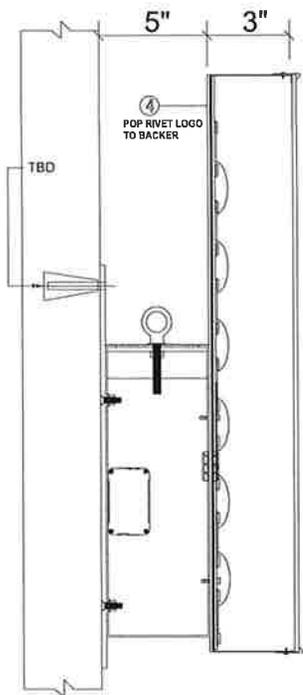
| # | Revision(s) | By: | Date: |
|---|-------------|-----|-------|
| 1 |             |     |       |
| 2 |             |     |       |
| 3 |             |     |       |



410 N. Cedar Bluff Rd. - Suite 101 - Knoxville, TN 37923  
 Tel (865) 693-1105 - Fax (888) 694-1106 - Toll Free (866) 218-1976

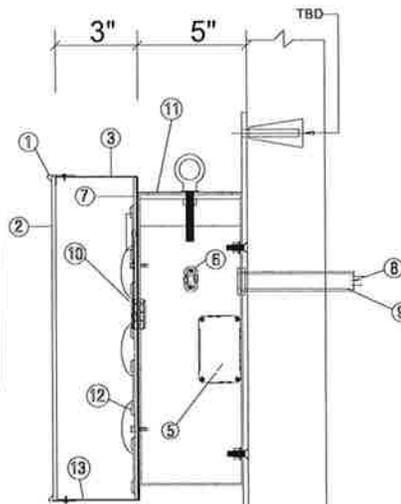
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|            |                   |             |               |
|------------|-------------------|-------------|---------------|
| Client:    | HONDA MOTORCYCLES | Site:       | # 000         |
| Location:  |                   | Date:       | 2.02.2016     |
| Draftsman: | C. Williams       | Checked By: |               |
| Page:      | XXXX              | Scale:      | XX-XX = XX-XX |

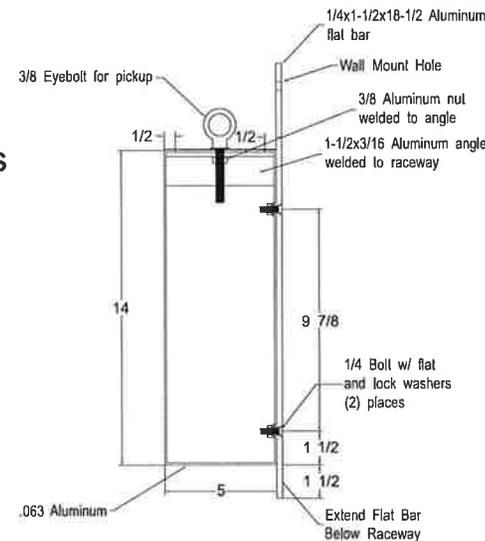


Section Thru Wing

- LEGEND**
- 1" Trim Cap
  - 2447 .177 Acrylic Face - White
  - .040 Aluminum Return
  - .125 Backer behind Wing Logo
  - LED Transformer, Class II 12V
  - Safety Switch
  - Signabond Backs
  - 120V Primary Wire
  - Flexible Weatherproof Conduit
  - UL Approved Standard Bushing
  - Aluminum Fab'd Raceway
  - LED Module
  - Drain Hole



Section Thru Letters



Customer Approval: \_\_\_\_\_ Date: \_\_\_/\_\_\_/2015

By: \_\_\_\_\_ Date: \_\_\_/\_\_\_/2015

|                         |            |              |     |          |     |
|-------------------------|------------|--------------|-----|----------|-----|
| Production Information: | 00.00.2015 | Description: | XXX | Plate #: | XXX |
|                         |            |              |     |          |     |
|                         |            |              |     |          |     |
|                         |            |              |     |          |     |
|                         |            |              |     |          |     |
|                         |            |              |     |          |     |

This sign is intended to be installed in accordance with the requirements of Article 605 of the National Electrical Code and any applicable local codes. The architect and/or engineer shall be responsible for the sign.

Pattison Sign Group Illuminated signs contain Fluorescent, Neon and/or LED Lights. They are not suitable for use in hazardous locations and are subject to local, state, and federal regulations.

THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.

# HCL-27 RED

## ILLUMINATED CHANNEL LOGO & LETTERS ON CUSTOM RACEWAY

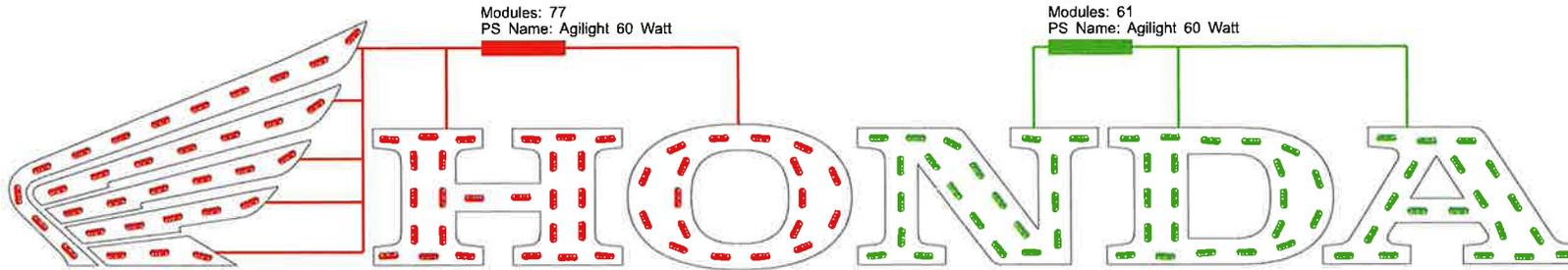
Installation:  Interior:  Exterior:

Electrical Specifications:

Volts: 000 Amp.: 00.0 Circ.: 0

# Descriptions:

SEE PAGE 2



138 Modules: Agilight - SignRayz COLOR Gen 2 True Red - LS-COLOR-TR-G2

| # | Colors:                 |
|---|-------------------------|
| A | SATIN ANODIZED ALUMINUM |
| B | 3M 3630-73 DARK RED     |
| C | HONDA SILVER            |
| D | SATIN SILVER JEWELITE   |
| E |                         |

| #   | Notes: |
|-----|--------|
| XXX |        |

### ELECTRICAL REQUIREMENTS

LED's: (138) Agilight SignRayz Color Red  
#LS-COLOR-TR-G2

Power Supply: (2) Agilight 60w Self Enclosed  
#PS12-60W-100-277V ENC  
@ 1.0A ea.

Total Load: 2.0A @ 120VAC  
Circuits: (1) 20 AMP Required

| # | Revision(s) | By: | Date: |
|---|-------------|-----|-------|
| ▲ |             |     |       |
| ▲ |             |     |       |



410 N. Cedar Bluff Rd. - Suite 101 - Knoxville, TN 37923  
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| Production Information: | 00.00.2015 | Description: | Plate #: |
|-------------------------|------------|--------------|----------|
| XXX                     |            | XXX          | XXX      |
| Description:            | Plate #:   | XXX          | XXX      |
| XXX                     | XXX        | XXX          | XXX      |
| XXX                     | XXX        | XXX          | XXX      |

**UL** This sign is intended to be installed in accordance with the requirements of Article 650 of the National Electrical Code and/or other applicable local codes. The installer must ground and bond all wiring.

**Warning:** Sign Group illuminated signs contain fluorescent lamps and/or LED lamps. These lamps contain mercury. Do not dispose of these lamps according to local, provincial, state or Federal laws.

IF THIS SUBSTRATE INCLUDES THE MANUFACTURING AND INSTALLATION OF A SIGNIFY LED LIGHT SOURCE FOR THE SIGN GROUP'S QUALITY ASSURANCE PROGRAM, THE SIGNIFY LED LIGHT SOURCE MUST BE INSTALLED IN ACCORDANCE WITH THE SIGNIFY LED LIGHT SOURCE INSTALLATION MANUAL. THE SIGNIFY LED LIGHT SOURCE MUST BE INSTALLED IN ACCORDANCE WITH THE SIGNIFY LED LIGHT SOURCE INSTALLATION MANUAL. THE SIGNIFY LED LIGHT SOURCE MUST BE INSTALLED IN ACCORDANCE WITH THE SIGNIFY LED LIGHT SOURCE INSTALLATION MANUAL. THE SIGNIFY LED LIGHT SOURCE MUST BE INSTALLED IN ACCORDANCE WITH THE SIGNIFY LED LIGHT SOURCE INSTALLATION MANUAL.

Customer Approval: \_\_\_\_\_ Date: \_\_\_/\_\_\_/2015

By: \_\_\_\_\_ Date: \_\_\_/\_\_\_/2015

|             |                   |        |               |
|-------------|-------------------|--------|---------------|
| Client:     | HONDA MOTORCYCLES | Site:  | # 000         |
| Location:   |                   |        |               |
| Draftsman:  | C. Williams       | Date:  | 2.02.2015     |
| Checked By: |                   |        |               |
| Page:       | XX/XX             | Scale: | XX-XX = XX-XX |

# STEEL ROOFING

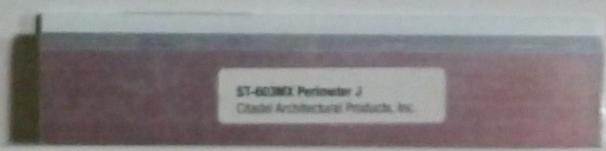
|             |                 |               |               |
|-------------|-----------------|---------------|---------------|
|             |                 |               |               |
| BRITE WHITE | WHITE           | PRAIRIE WHEAT | LIGHT STONE   |
|             |                 |               |               |
| PINEWOOD    | BEIGE           | TAN           | CHOCOLATE     |
|             |                 |               |               |
| BRONZE      | BURNISHED SLATE | BROWN         | BLACK         |
|             |                 |               |               |
| ASH GRAY    | LIGHT GRAY      | CHARCOAL GRAY | MIDNIGHT GRAY |
|             |                 |               |               |
| BRITE RED   | RED             | COLONIAL RED  | BURGUNDY      |
|             |                 |               |               |
| SAGE        | EMERALD GREEN   | SLATE BLUE    | OCEAN BLUE    |

**MENARDS** offers the BEST CHOICE of Residential Steel Roofing Panels. Complete the look with our other Quality Steel Products: Steel Siding, Soffit, Fascia, Gutter, Vents, Trim, Trim Coll and Custom Bent Trim.

Note: Color Chips show approximate tone. Color of actual product may vary. Final color approval should be made with actual material. Samples are available at [www.menards.com](http://www.menards.com)

\*COPPER COLORED  
\*Only Available in Premium Products

EXTERIOR  
CLADDING



**JCLight**

RTM SERVICES

---

2125-40  
Shadow Gray  
N448- Ultra Spec EXT Satin

EXTERIOR  
PAINT COLOR

STEEL ROOFING  
"BRIGHT RED"





TREE GUARDIANS  
1400 Patriot Blvd #2373  
Glenview, IL 60025

8/17/2020

To whom it may concern,

I was asked by Jeff McLennan of Des Plaines Honda, to inspect the trees at 1201 – 1203 S. Northwest Hwy Barrington, IL.

I have noted the trees on the plat of survey; created a list of the trees with common name, diameter at breast height, approximate age and comments.

I have been in the tree care industry in Chicagoland for over 27 years and an International Society of Arboriculture for over 21 years.

Chris Mest  
Certified arborist #IL-1367A

| Number | Tree type     | DBH | Approximate Age | Comments           |
|--------|---------------|-----|-----------------|--------------------|
| 1      | Box Elder     | 24  |                 |                    |
| 2      | Box Elder     | 26  |                 | Needs pruning      |
| 3      | Buckthorn     | 5   |                 | Invasive           |
| 4      | Buckthorn     | 3   |                 | Invasive           |
| 5      | Buckthorn     | 8   |                 | Invasive           |
| 6      | Buckthorn     | 12  |                 | Invasive           |
| 7      | Cottonwood    | 21  | 42              | Deadwood to remove |
| 8      | Cottonwood    | 14  | 28              |                    |
| 9      | American Elm  | 16  | 64              | Deadwood to remove |
| 10     | Box Elder     | 4   |                 |                    |
| 11     | Black Cherry  | 6   | 30              |                    |
| 12     | American Elm  | 8   | 32              |                    |
| 13     | American Elm? | 4   | 16              | Remove tree        |
| 14     | Buckthorn     | 8   |                 | Invasive           |
| 15     | Buckthorn     | 8   |                 | Invasive           |
| 16     | Buckthorn     | 6   |                 | Invasive           |
| 17     | American Elm  | 5   | 20              |                    |
| 18     | American Elm  | 4   | 16              |                    |
| 19     | American Elm  | 7   | 28              |                    |
| 20     | Buckthorn     | 12  |                 | Invasive           |
| 21     | American Elm  | 3   | 12              |                    |
| 22     | American Elm  | 4   | 16              |                    |

Ages determined by this calculator <https://www.purduelandscapereport.org/article/how-old-is-my-tree/>



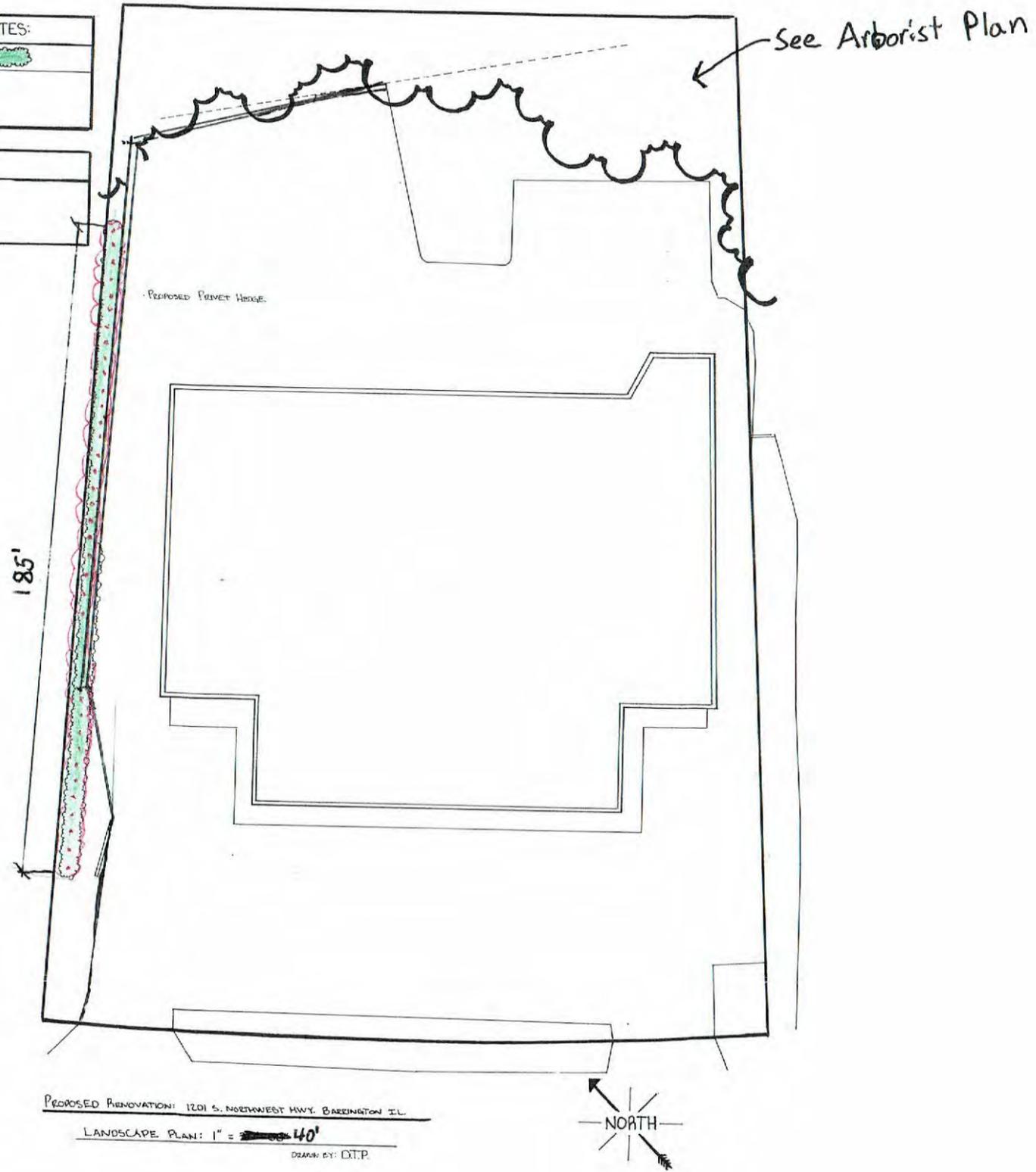
## Japanese Waxleaf Privet

- Height: 8-10'
- Spread: 4-6'
- Light: Partial to full sun.
- Bloom: May - June. White.
- A versatile evergreen with a compact habit and glossy green foliage that responds well to regular pruning into formal topiary, clipped hedges, or small standard trees. Displays a profusion of fragrant, white blooms in spring. Useful as an informal hedge, screen or windbreak. Performs well in containers. Makes an effective sound barrier near busy streets.

| BOTANICAL NAME:         | COMMON NAME:    | QTY: | SIZE: | NOTES:  |
|-------------------------|-----------------|------|-------|---|
| LIGULISTEMUM JERMANICUM | WAXLEAF PERIVET | 40   | 36"   |  |
|                         |                 |      |       |   |

**HARDSCAPE:**

- REMOVE EXIST. C/P. THE RETAINING WALL.
- Δ PK. 400 FACE FOOT.
- RE-CONSTRUCT RETAINING WALL WITH PAVED MATERIAL.



# PLAT OF SURVEY

BY  
**JOHN M. HENRIKSEN**

415 E. GOLF ROAD - SUITE 103 - ARLINGTON HEIGHTS, ILLINOIS 60005  
TEL. 224-875-7833 FAX. 224-875-7834  
WWW.HENRIKSENSURVEY.COM

OF  
THE WESTERLY 9.35 FEET OF LOT 8 EXCEPT THAT PART THEREOF TAKEN FOR ROAD AND LOTS 9 AND 10 EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 10, THENCE ON AN ASSUMED BEARING OF SOUTH 55 DEGREES, 08 MINUTES, 41 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 A DISTANCE OF 132 FEET THENCE SOUTHEASTERLY 198.55 FEET ALONG SAID SOUTHWESTERLY LOT LINE AND A TANGENTIAL CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 162.84 FEET THROUGH A CENTRAL ANGLE OF 96 DEGREES, 08 MINUTES, 22 SECONDS TO THE SOUTHEASTERLY CORNER OF SAID LOT 9, THENCE NORTH 28 DEGREES, 41 MINUTES, 08 SECONDS EAST ALONG THE EASTERLY LINE OF SAID LOT 9 A DISTANCE OF 114.2 FEET TO A POINT ON A 192.89 FOOT RADIUS CURVE, THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 28 DEGREES, 45 MINUTES, 19 SECONDS EAST FROM SAID POINT, THENCE WESTERLY ALONG SAID CURVE 178.64 FEET THROUGH A CENTRAL ANGLE OF 85 DEGREES, 45 MINUTES, 08 SECONDS TO THE WESTERLY LINE OF SAID LOT 10, THENCE SOUTH 34 DEGREES, 48 MINUTES, 42 SECONDS WEST ALONG SAID WESTERLY LINE 111 FEET TO THE POINT OF BEGINNING IN ARTHUR L. MCINOSH AND COMPANY'S PARKVIEW ACRES IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1201-1203 S. NORTHWEST HIGHWAY  
BARRINGTON, ILLINOIS 60010

AREA = 65,840 SQUARE FEET



9RLD G3 07LM 35K 90CR1 120 FRPC WWH M6 Juno Recessed Can 10W 759Lumens

- A Existing Decorative Sconce 11W 855 Lumens
- B Lumark accent 52W 6300 Lumens

Illumination = (FC)  
Average = 4.2  
Maximum = 20  
Minimum = 1

ORDER NUMBER: **20083**  
SCALE: 1 INCH = 20 FEET  
ORDERED BY: **DES PLAINES HONDA**  
BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE BEING LINED AND EASEMENTS AS SHOWN ON THE RECORDS SUBMITTED TO THE LOCAL AUTHORITIES FOR BUILDING LINES (STABILIZED) BY LOCAL ORDINANCES.  
PLEASE CHECK LEGAL DESCRIPTION WITH DEED.  
COMPARE ALL POINTS BEFORE SETTING AND REPORT ANY DISCREPANCY IMMEDIATELY.  
DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

| DESCRIPTION | COORDINATES |
|-------------|-------------|
| 1           | 1201.00     |
| 2           | 1202.00     |
| 3           | 1203.00     |
| 4           | 1204.00     |
| 5           | 1205.00     |
| 6           | 1206.00     |
| 7           | 1207.00     |
| 8           | 1208.00     |
| 9           | 1209.00     |
| 10          | 1210.00     |
| 11          | 1211.00     |
| 12          | 1212.00     |
| 13          | 1213.00     |
| 14          | 1214.00     |
| 15          | 1215.00     |
| 16          | 1216.00     |
| 17          | 1217.00     |
| 18          | 1218.00     |
| 19          | 1219.00     |
| 20          | 1220.00     |



THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
STATE OF ILLINOIS  
COUNTY OF COOK  
I, JOHN M. HENRIKSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET DECIMAL PARTS THEREOF.  
AN ARROW POINTS TO THE POINT OF BEGINNING.  
DATE: MAY 6, 2009  
BY: *John M. Henriksen*  
PROFESSIONAL LAND SURVEYOR NO. 12083  
COMMISSION EXPIRES: NOVEMBER 30, 2011

*Village of Barrington  
Plan Commission Meeting  
Minutes Summary*

Date: August 25, 2020

Time: 7:00 p.m.

Location: **Virtual** through ZOOM

In Attendance: Anna Markley Bush, Chairperson  
Dan Hogan, Vice-Chairperson  
Susan Ferry, Commissioner  
Joann Lee, Commissioner  
Robert Windon, Commissioner  
Anna Kesler, Commissioner  
David Holtermann, Commissioner

Staff: Jennifer Tennant  
Andrew Binder

**Call to Order**

Chairperson Bush called the meeting to order at 7:04 p.m.

Roll call noted the following: Anna Kesler, present; David Holtermann, present; Robert Windon, present; Susan Ferry, present; Joann Lee, present; Vice-Chairperson Hogan, present; Chairperson Anna Markley Bush, present.

There being a quorum, the meeting proceeded.

Chairperson Bush announced the order of proceedings and swore in those wishing to address the Commission.

**New Business**

**PC 20-02: Zoning Ordinance Text Amendment**

**PETITIONER:** Village of Barrington  
(Scott Anderson, Village Manager)  
200 South Hough Street  
Barrington, Illinois 60010

The Village seeks approval of an amendment to the text of the Village of Barrington Zoning Ordinance for the purpose of amending all chapters of the Zoning Ordinance including but not limited to Chapter 2 (“Definitions”), Chapter 3 (“Ordinance Administration”), Chapter 4, Part I (“General Regulations”), Chapter 4, Part II (“Off-Street Parking and Loading”), Chapter 4, Part III (“Landscaping and Tree Preservation Regulations”), Chapter 4, Part IV (“Sign Regulations”), Chapter 6 (“Residential Districts”), Chapter 7 (“Business Districts”), Chapter 9 (“Special Purpose and Overlay Districts”), Chapter 10

("Nonconformity") Chapter 11 ("Planned Developments"), and Appendices, along with such other amendments as may be related to this application as discovered in the public hearing process.

Chairperson Bush commences the meeting. Then gives the floor to Ms. Tennant, who provides a presentation on behalf of the Village of Barrington.

Ms. Tennant said this is an amendment to take care of a lot of little items. The changes include:

- Amend the ARC Review regulations to clarify that new residential subdivisions will still be required to go through the ARC process to ensure the proposed architecture for the subdivision is compatible with the character of the Village.
- There is currently a conflict between the ARC approval process for properties that fall in both the Historic Overlay District (Cert. of Appropriateness required) and non-residential Districts (Cert. of Approval required) such as the B-4, B-R and P-L Districts. The Historic Overlay District regulations and the Cert. of Appropriateness process are more specific and therefore Staff proposes that the Certificate of Appropriateness process should be used for all properties within the Historic Overlay District. This only applies to a handful of properties and the majority of commercial buildings in the Historic District are noncontributing. This will also reduce the length of the approval process by eliminating the requirement for Village Board approval in addition to ARC approval.
- Adding language to the fence section to specifically state powder coated aluminum similar to a wrought iron design as a permitted fence material. Additionally, adding language to allow fences installed on decks or raised terraces/patios for the purpose of privacy screening subject to several conditions.
- When an existing residential driveway is replaced it is required to come into conformance with the configuration and width requirements in the ZO. This means that a driveway may need to be narrowed sometimes requiring curb work and some circle driveways or second driveways eliminated completely. Staff proposes to allow existing driveways to be maintained and/or replaced in their existing footprint. All new driveways will be required to meet the current requirements.
- Staff proposes to clarify the language to clearly indicate that a parking pad in excess of the maximum driveway width is permitted from a rear alley access. Staff's current interpretation of the language is that they are technically permitted but the driveway width requirements can be construed to conflict with this interpretation.
- The current process for obtaining an antique sign classification is overly burdensome and requires review by the ARC, Zoning Board of Appeals and the Village Board. Staff recommends modifying the requirements to allow Staff to determine if the criteria for an antique sign has been met. The antique sign classification would allow the structure and electrical systems of these nonconforming signs to be maintained and repaired as necessary.
- Staff proposes to clarify that the minimum front yard setback may be established at either the average setback for the block or 30'-0", whichever is less. This will apply unless a specific subdivision has other specific setbacks established by a planned development ordinance or plat of subdivision.
- The Village Board has directed Staff to proposed several amendments relating to the Historic Overlay District regulations in response to the community's desire to maintain the historic character and appearance in the Historic Overlay District while easing restrictions on property owners and residents of the District. The Village plans to reclassify all contributing detached

garages to noncontributing status. Additionally, the Village plans to eliminate the public hearing requirement for approval of a Certificate of Appropriateness (COA) which is the approval process for exterior modifications, additions, new construction, etc. for properties in the Historic Overlay District. In addition, the Village plans to modify the date or age which qualifies a structure to be classified as contributing from a rolling date of at least 50 years old to pre-date 1950.

- An amendment to update the Commissions and Village Board timeline and Planned Development Review process. Staff is proposing to modify the language to allow a reasonable amount of time for many of the aforementioned processes to occur.
- Staff is proposing an amendment on the allowable materials for siding, trim and architectural to reflect more common terminology such as composite or other similar material.
- Staff finds that the lot coverage requirement can disproportionately impact one-story homes or homes with a partial second story which has a larger first floor footprint compared to a typical two-story home which has a more equal distribution of square footage on the first and second floors. Staff recommends an additional 5% lot coverage allowance for substandard lots of up to 2,625 sq. ft., which is the total lot coverage a standard 7,500 sq. ft. lot would be allowed in the R-6, R-7 & R-8 Districts.
- Staff proposes to separately define open graded stone within the Zoning Ordinance to more accurately reflect its permeable properties. Staff proposes adding a provision to the Zoning Ordinance that for all residential lots "Open Graded Stone" coverage plus "Impervious Surface" coverage not exceed 55%. Based on preliminary calculations, 55% would allow for open graded stone to be used in the center of most carriage driveways where grass is difficult to maintain.

Vice Chairperson Hogan asked about the language within the zoning ordinance for screening purpose.

Ms. Tennant indicated that the language proposed was to try to limit the screening on decks to prevent fully enclosed walls and Staff thinks limiting it on two sides will be a productive solution. She indicated that Staff can revisit the wording of the proposed amendment to simplify it.

Commissioner Kesler asked if there would be maximum for the amount of open graded stone that can be used on a property.

Ms. Tennant indicated that there would not be a maximum, but there is a maximum for total amount of impervious surface which could help regulate the amount of open graded stone on a property.

Chairperson Bush indicated that having the open graded stone instead of grass does not appear well and it should only be used for a transitional area of the yard.

Commissioner Ferry asked if pea gravel would count as open graded stone.

Mr. Tennant indicated that pea gravel would count as open graded stone.

Commissioner Lee asked if the open graded stone has an infiltration rate.

Mr. Tennant indicated that Staff added a definition to classify the stone must be uniform and does not fines in the stones.

Commissioner Kesler stated that a minimal stone size of an inch or so would help regulate the smaller compactable stones.

Commissioner Lee asked if the Canteen and the Catlow signs are formally classified as historical signs.

Ms. Tennant indicated that they are not classified as historical signs. She continued that the amendment would allow the historical signs in the Village to be updated. Ms. Tennant indicated that if there is another historical sign in the Village that Staff is not thinking of, Village Staff would consider applying the historical sign regulations to the sign but the property owner would need to contact the Village so the sign could be reviewed.

Vice-Chairperson Hogan moved to approve PC 20-02, subject to edits discussed during the meeting, of a text amendment to the Zoning Ordinance for the Village of Barrington for the purpose of amending Chapter 2 (“Definitions”), Chapter 3 (“Ordinance Administration”), Chapter 4, Part I (“General Regulations”), Chapter 4, Part II (“Off-Street Parking and Loading”), Chapter 4, Part III (“Landscaping and Tree Preservation Regulations”), Chapter 4, Part IV (“Sign Regulations”), Chapter 6 (“Residential Districts”), Chapter 7 (“Business Districts”), Chapter 9 (“Special Purpose and Overlay Districts”), Chapter 10 (“Nonconformity”) Chapter 11 (“Planned Developments”), and Appendices. Commissioner Ferry seconded the motion.

*Roll call Vote: Ms. Kesler, yes; Mr., Holtermann, yes; Mr. Windon, yes; Ms. Lee, yes; Ms. Ferry, yes; Vice-Chairperson Hogan, yes; and Chairperson Bush, yes. The vote was 7-0; the motion carried.*

### **Approval of Minutes**

*February 11, 2020*

Vice-Chairperson Hogan made a motion to approve the February 11, 2020 meeting minutes. Commissioner Windon seconded the motion. A voice vote noted all ayes, and Chairperson Bush declared the motion approved.

*February 25, 2020*

Commissioner Windon made a motion to approve the February 25, 2020 meeting minutes. Vice-Chairperson Hogan seconded the motion. A voice vote noted all ayes, and Chairperson Bush declared the motion approved.

*Special March 9, 2020*

Vice-Chairperson Hogan made a motion to approve the special March 9, 2020 meeting minutes. Commissioner Lee seconded the motion. A voice vote noted all ayes, and Chairperson Bush declared the motion approved.

*Special Joint PC/COW March 4, 2020*

Vice-Chairperson Hogan made a motion to approve the Special Joint PC/COW March 4, 2020 meeting minutes. Commissioner Windon seconded the motion. A voice vote noted all ayes, and Chairperson Bush declared the motion approved.

*Special Joint PC/COW July 29, 2020*

Commissioner Lee made a motion to approve the Special Joint PC/COW July 29, 2020 meeting minutes. Commissioner Ferry seconded the motion. A voice vote noted all ayes, and Chairperson Bush declared the motion approved.

**Planner's Report**

Ms. Tennant explained several upcoming project. She indicated that the Village has received an application for a motorcycle and ATV dealership at 1203 S Northwest Hwy.

Ms. Tennant continued that 407 E Main is looking for an amendment to the existing planned development. There have been two approved project for this site, one in 2007 and one in 2015.

Ms. Tennant continued that 222 S Cook Street is looking to construction an addition to their building and expand their current office space.

**Adjournment**

There being no additional business to come before the Commission, a motion was duly made by Vice-Chairperson Hogan and Commissioner Windon seconded to adjourn the meeting at 8:00 p.m. Chairperson Bush declared the motion approved.

Respectfully submitted,

Andrew Binder  
Planning and Zoning Coordinator

Approved:

DRAFT