

MEMORANDUM

June 3, 2014

TO: Lake County Planning, Building and Zoning Committee

FR: Roberto Rodriguez-Torres, Senior Planner
Lake County Planning, Building, and Development Department

RE: Oak Lane Acres Subdivision – Vernon Township
Modifications from the Lake County Unified Development Ordinance

Oak Lane Acres, a two lot subdivision, is proposed in Vernon Township at the west end of Oak Lane, directly adjacent to Barks Oak Lane Acres Subdivision. The property is in the Estate (E) zoning district.

The Final Plat of Subdivision submitted by the applicant, Art Stunard, consists of 5.5 acres and is proposed to be developed as a Conventional Residential Subdivision consisting of two lots. The subdivision will be served by the Elm-Oak Community Water Association and private septic systems. A public informational meeting for the proposed subdivision was held on February 20, 2014.

The applicant has requested six minor modifications, which may be approved administratively by the Planning, Building and Development Department Director and County Engineer in consultation with multi-disciplinary team members. In this instance, the Director and County Engineer have deferred decision on this request to the Planning, Building and Zoning Committee based on significant neighborhood feedback on the project.

Background

The existing house will maintain the access from the bulb turnaround area at the end of Oak Lane, and the proposed house on the south side of the property will take access from the access easement, a private street. The proposed private drive is designed to retain the character of a driveway and to maintain the mature trees adjacent to the east, which provides a buffer to neighboring residents. Such a design requires a number of modifications from the Lake County Unified Development Ordinance (UDO).

Subdivision Modification Requests

1. A modification from Section 10.10.4.3.e of the UDO to allow the proposed private drive to intersect Oak Lane at an angle not in conformance with the right angle standard.
2. A modification from Section 10.10.11.1.b of the UDO to allow the private street to meander within the private street easement, instead of being centered.

3. A modification from Table 10.10.13 of the UDO to allow a 12-foot pavement width for a private street in lieu of the required 18-foot pavement width.
4. A modification from Section 10.10.13.3.c of the UDO to allow the pavement structure to consist of an 8-inch aggregate base and a 2-inch bituminous surface instead of the 10-inch aggregate base with a 2.5-inch bituminous surface course, as required.
5. A modification from Section 10.10.14 to negate installation of a cul-de-sac.
6. A modification from Section 10.10.20 of the UDO to eliminate the requirement for lighting at the terminus of the private road.

Staff Recommendation

Staff has considered the requested modifications related to various private street standards and pavement width, with the exception of Modification 4 regarding pavement structure. These modifications will protect natural resources and the character of the neighborhood by allowing for the private drive to retain the character of a driveway, instead of a street. The narrow meandering driveway will allow preservation of mature trees that provide a buffer for neighboring properties, and stormwater runoff would be reduced.

Furthermore, the subject property may not be further subdivided, and should the adjacent property be developed in the future, site conditions render access to adjacent properties unfeasible. Lastly, the Lincolnshire-Riverwoods Fire Protection District has reviewed the Final Plat and Final Engineering documents and has indicated that they support the modifications and design.

Staff does not support Modification 4 and recommends the private drive be built using the pavement structure standards in the UDO. Although staff and the fire department recommend approval of modification of the dimensional and placement standards of the Ordinance, a stronger pavement structure will result in a longer-lasting road with fewer maintenance needs going forward and will provide adequate access for emergency vehicles that may need to access the property.