

April 5, 2017

To: Public Works and Transportation Committee

From: Eric Waggoner, Director

Re: Hawthorn Trails Phase 3 Project Analysis

As discussed with the Public Works and Transportation Committee on March 1, the Village of Hawthorn Woods requests an amendment of its Retail Sewer Service Agreement with the County to incorporate the existing Cypress Grove Subdivision along the northeast corner of Quentin Road and IL Route 22 and a proposed reconfiguration of the southern portion thereof consisting of a mixed use development ("Hawthorn Trails Phase 3"). The new development (approx. 14.5 acres) includes both commercial lots (approx.. 4.3 acres), small lot residential uses (approx. 6.5 acres) and open space/stormwater detention (approx.. 3.8 acres). At its March 1 meeting, the Committee was introduced to the project details and staff's initial report in light of the Committee's sewer policy entitled "Considerations and Principals Relating to Intergovernmental Agreements for Sewer and Amendments to Existing Agreements". Following staff's comments about potential modifications to the project to better conform to the factors included in the Committee's sewer policy, the Committee directed staff to meet with the developer to discuss further modifications to the project design.

Per the Committee's direction, staff has met with the developer and discussed potential changes. The developer was agreeable to incorporating these changes into the overall project design. *In turn, it is staff's position that the revised project design satisfactorily integrates the project into the community and mitigates adverse impacts on the surrounding area.* Following is a summary of those policy factors affected by the project design improvements.

Consistency with County and Municipal Plans

As noted in staff's March 1 report, while the project's commercial component is generally consistent with the corridor's emerging development pattern and recent comprehensive plans, the project's residential component is significantly denser than surrounding residential land use plan densities and with existing developments to the north and northeast.

Mitigating Factors/Improvements:

Elimination of two residential lots along the northern perimeter of the project facing Cypress Grove has (1) provided sufficient space to introduce a park into the project's northern perimeter and (2) increased lot sizes and setbacks between the houses proposed along the project's northern perimeter. The new park's alignment with the project's north/south-oriented pedestrian space creates the visual effect of a continuous

corridor of open space throughout the project to the edge of IL Route 22. Setbacks between the proposed houses along the northern perimeter are now consistent with the setbacks between the homes along the southern edge of Cypress Grove to the north.

In turn, the reduction in lot density, introduction of a park, increased lot sizes and distances between homes on the project's northern ring combine to improve the overall transitioning of the project to the existing residential developments to the north (Cypress Grove) and northeast (Beacon Hill). This transitioning improvement allows the Village an opportunity to provide a housing option not otherwise readily available within the Village (in light of the Village's – and the County's – comprehensive plan goals of providing greater choice in housing options) while not compromising the character of the area.

Impacts on Other Affected Public Bodies

The originally planned internal vehicular circulation of the Cypress Grove subdivision has been compromised by the removal of a portion of Catalpa Drive that was platted to intersect with Providence Drive (the entrance road to Beacon Hill to the east). This removal eliminates any vehicular connection between Cypress Grove, Beacon Hill and the proposed development, which in turn complicates the ability of school buses and first responders to circulate between the three developments.

Mitigating Factors/Improvements: First responders (police, fire) had requested a secondary means of access to the project to improve circulation of emergency vehicles. *Following the introduction of a proposed secondary access point (exclusively for emergency access) along IL Route 22, these agencies have indicated in writing that the project improvement addresses their concerns.* Further, contact with the school districts serving the project (and surrounding residential developments) confirms that the bus routes for Stevenson High School and Kildeer-Consolidated District both enter and exit the neighborhoods to the north of 22 and east of Quentin (including the new project, Cypress Grove, Beacon Hill and the southern portion of Forest Lake) in a generally westerly and northerly direction. *These routes allow for a right-in/right-out ingress and egress to neighborhoods along Route 22 and Quentin Road, thereby optimizing school bus safety at the neighborhoods' entrances.*

Conclusion

The design changes referenced above provide better transitioning and hence more compatibility with the surrounding neighborhoods to the north and northeast of the project. Access for first responders to the project has been improved by way of a second point of access along IL Route 22. The project's location along the area school districts' bus routes will provide the most efficient ingress/egress to and from the project's entrance at Quentin Road. The aggregate impact of these factors, in staff's opinion, provides for balanced growth within the Village while not compromising community character and safety. *In turn, it is staff's position that the project design, as amended, adequately addresses the factors identified in the Public Works and Transportation Committee's sewer policy.*