

HENRY L. UTEG & ASSOCIATES

CONSULTING ENGINEERS  
125 WEST MAIN STREET  
DUNDEE, ILLINOIS 60118

PHONE 312-426-2763

February 28, 1964

Mr. William W. Brough  
Algonquin Rd.  
Barrington, Illinois

Dear Sir:

Persuant to your request and with the consent of Torgny Westerberg, P.E., I have reviewed the engineering plans of Pickwick Place, a proposed subdivision in Barrington, Illinois, revised date, February 11, 1964.

In my opinion, the estimated cost of improvements in the subdivision may be reduced without affecting the quality or benefits therein. These recommended changes are shown on the attached sketch and are outlined below.

The sanitary improvements for lots 32 through 41 would be revised by placing the sanitary sewer in the back easement of lots 33, 36 and 39. The manhole at the Southeast corner of lot 39 would have an invert of 50.0 feet and run thence Northwesterly in aforesaid easement with an average cut of approximately 13 feet. The cost of the additional cut would be more than warranted by removal of the proposed 8 inch sanitary sewer from the railroad right-of-way.

The principal change in the water distribution system would be (A) the placement of an 8 inch main from the terminus of existing 8 inch line just South of Russell Street, thence Southeasterly on Bristol Drive to Concord Lane, thence Southerly on Concord Lane to a point adjacent to the Southeast corner of lot 27 from which the main would divide into two six-inch mains. The Southerly portion would remain as shown on the plan. The Northerly portion, however, would follow an easement along lot 43 to the Southerly line of lot 33 and thence through an easement on the South line of lots 33, 36 and 39 to the Southeast corner of lot 39, thence Southerly between lots 40 and 41 to a terminus with a proposed main on Concord Lane. The hydrants presently shown on Bristol Drive could just as effectively be placed at the Southeast corner of lots 33 and 36. The property in this subdivision could just as effectively be serviced from these points, since it is not feasible to imagine these hydrants would serve any property to the North, as the Chicago & Northwestern Railway and Route 14 are immediately adjacent to this property. These hydrants could be serviced by the two alleys running through the property at these points.

A substantial financial savings as well as increased utility could be achieved by the placing of a six inch monolithic unreinforced Portland Cement Concrete pavement

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DUNDEE, ILLINOIS 60118

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page 2

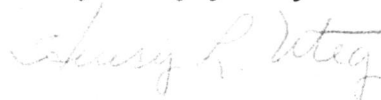
in the roadway designated. The biggest advantage in the concrete pavement would be immediate utilization, as compared with the delay in the placement of a bituminous concrete surface course over the proposed water bound macadam or pozzolanic base course.

AASHO Road Test Data indicates that this six inch pavement would provide more strength and additional life over the alternates previously suggested, and thus more readily take the anticipated loading from the multiple dwelling units.

In regard to the storm sewer, the placement of inlets on both sides of the alleys or drives represents a waste of money because it would not be necessary to crown the alley ways or drives at their junction with the major streets. The percent slope at these particular points of juncture are ample to insure that no standing water would occur at these points.

A detailed revised cost estimate reflecting these changes is attached.

Very truly yours,



Henry L. Uteg  
I.R.P.E. 18473

HLU:gr

COPY

*Discuss with Village Engineer*

February 18, 1964

*Discuss this letter  
Street*

President and Board of Trustees  
206 S. Hough Street  
Barrington, Illinois

Re: Review of Plans and Specifications  
for Pickwick Place  
C. T. & A. No. 63-248

Gentlemen:

Plans and specifications for the subject project were originally transmitted to us by the Village in December, 1963, and, based upon discussions which we had with Mr. Torgny J. Westerberg, Consulting Engineer, the material was resubmitted to us by Mr. Brough on February 3, 1964. A second meeting was held with Mr. Westerberg on February 10, 1964, and the submitted material was revised in accordance with this meeting and resubmitted to us on February 13, 1964.

Changes recommended to Mr. Westerberg are reflected in the revised material transmitted herewith, and it is our recommendation that this material be approved by the Village of Barrington, subject to the minor corrections indicated in red on Sheet 1. In detail, the material which is hereby recommended for approval consists of the following:

1. Improvement plans consisting of five (5) sheets bearing revision date of February 11, 1964. ✓
2. Specifications consisting of General Provisions; Specifications, Water Main Construction; Specifications, Sanitary Sewer Construction; Special Provisions, Sanitary Sewer Construction; Special Provisions for Pozzolanic Base Course Type A, Illinois Division of Highways.

We have prepared and transmit herewith a detailed estimate of construction cost of the proposed improvements. To the best of our knowledge, the plans and specifications, as revised, conform to the requirements of the Village's Subdivision Control Ordinance, except as specifically noted below:

COPY

President and Board of Trustees

February 18, 1964  
Page 2

1. The plans provide for either an 8 inch compacted road gravel base or a 6 inch Pozzolanic base course. As you probably recall, the Subdivision Control Ordinance requires the construction of waterbound macadam base course, having a thickness of 8 inches. However, the Village has approved the use of Pozzolanic base course in a recently constructed paving project. In our opinion, the 6 inch Pozzolanic base course equals or exceeds the pavement required by the Subdivision Control Ordinance, from an engineering point of view. The decision as to whether a deviation should be made from the Subdivision Control Ordinance, of course, is a matter of policy and rests with the Village Board.

Unnecessary  
Concrete  
30 yrs. service life  
OK

2. The Subdivision Control Ordinance also requires a 36 foot roadway, and sidewalks on both sides of the right-of-way are required for any street improved with two family or multi-family structures. The plans transmitted herewith make provision for a pavement width of 28 feet with sidewalks on one side only adjacent to the apartment development, which Mr. Westerberg has indicated the Village has agreed to approve. This, again, appears to be a matter of Village policy.

Georgan  
Terrace  
28 feet ✓

OK

3. The print of the subdivision plat which we received from the Village Clerk on December 9, indicates four 20 foot wide dedications between Bristol Drive and Concord Lane. Only a schematic diagram is indicated on the plan to indicate the nature and extent of pavement to provide ingress and egress to the proposed parking areas.

Excess

Did you know I have from time  
charly  
elect to  
with a  
village.  
ally improvements

Cross-section of village to maintain

4. The installation of underground improvements will require the creation of additional easements to provide for operation and maintenance of sewers and water mains by the Village. The locations are as follows:

Easterly 10 feet of Lot 20 and the Westerly 10 feet of Lot 17.

The 5 foot easements shown for lots 18 and 19, in our opinion, are insufficient in width for satisfactory maintenance of the proposed improvements. It is our recommendation that these easements be increased to 10 feet in width.

at least  
10 feet  
easements

Filing

5. The plans make provision for the construction of a public walk on the south side of Hillside Ave., rather than adjacent to lots 1 through 5 and lots 18 and 19 on the north side of the right-of-way. Mr. Westerberg has indicated to us that the Village has consented to this deviation from the Ordinance.

Not Required in Subd. Ord.  
at least 10 feet between major street.  
More than required on Subd. Ord.

Major Street  
Sidewalk North side

COPY

President and Board of Trustees

February 18, 1964  
Page 3

*Mod*

In setting forth our recommendations for approval of these plans and specifications, we wish to call the Board's attention to the fact that approximately 850 feet of 8 inch sanitary sewer is to be constructed under a license agreement between the Village of Barrington and the Chicago and North Western Railway. The proposed location of this sewer is on Railway right-of-way, rather than in Bristol Drive. In reviewing the plans, we can understand the reasoning for choosing the Railway right-of-way to locate the proposed sewer, rather than locating it in Bristol Drive, because of substantial changes in ground elevation, thus resulting in a more economical design. We wish to call the Board's attention, however, to the fact that the license granted by the C&NW reserves the right to request removal of any improvements constructed under such permit at any time the Railway Company deems it advisable. This is a standard provision of licenses issued by the C&NW, but we would recommend that this matter be discussed with the Village Attorney. ✓

In recommending approval of these plans and specifications, we wish to apprise the Board further of the following points, and suggest that they be made a matter of record at the time approval is given to the developer:

*Re-write it. follow Bristol. left station.*

1. The ultimate development of lot 42 has not been determined at this time, although it is shown as a part of the subdivision plat. We are not in position to render an opinion concerning the adequacy of proposed improvements in Bristol Drive for serving a future development. We have advised Mr. Brough that, depending on the density of use of lot 42, a water main extension along Hillside Ave. easterly, thence northerly across the C&NW and Rt. 14 to Eastern Ave., might become necessary in the future. In order that there will be no misunderstanding between the developer and the Village, we suggest that in the Village's approval of the plat of subdivision the Village reserve the right to ask for a submittal of plans for public improvements prior to issuing a building permit for lot 42. ✓

*Extend water main. agreement will have right to review 42.*

2. It is our understanding that the Architect's plans for lots 32 through 41, which set forth site grading, off-street parking, and the precise location of buildings, have not as of this writing been finalized. These facilities are shown only schematically on Sheet 1 of the plans. Under these circumstances it would appear equitable to request the developer to provide, in writing, an agreement to add such drainage structures and storm sewers as necessary at the time building permits are requested in

*By whom  
agreement*

*Drainage structures, storm sewers  
necessary - sheet #1.*

*Effect main calm (minor)*

*Final*  
*Agreement*

COPY

President and Board of Trustees

February 18, 1964  
Page 4

the event that actual site development differs from that schematically shown  
on Sheet 1 of the drawings.

Very truly yours,

CONSOER, TOWNSEND & ASSOCIATES

Walter Hodel

WH:JL  
Enc.

cc: Mr. John H. D. Blanke  
cc: Mrs. May L. Pinkerman  
cc: Mr. J. Frank Wyatt ✓  
cc: Mr. Frederick J. Voss  
cc: Mr. William Brough  
cc: Torgny J. Westerberg

Cubs -  
water mains, 4 to 6" one house to long.  
sewer duct to subdivision.  
liability clause in license.  
Plans - subject to charge on plans.

# WHITEHOUSE ENGINEERING, INC.

7650 BARRINGTON ROAD - HANOVER PARK, ILLINOIS 60169

PHONE 837-2233

February 25, 1964

Mr. William W. Brough  
Rte. 1, Box 397  
Barrington, Illinois

Dear Mr. Brough:

As you requested, I have reviewed the plans for Pickwick Place in Barrington, Illinois, designed by Mr. Torgny Westerberg. Before I make any comments, however, I want it clearly understood that my remarks should not be taken as any type of criticism of Mr. Westerberg. I have seen some of his work and believe him to possess a high degree of professional ability and ethics. However, being a contractor who has constructed many subdivision improvements, as well as engineering them, I may have a few ideas that would be of value to you.

Since the railroad tracks and the Northwest Highway block any further expansion to the Northeast, I would consider it very adequate to run the 6" water main from Lot 27 across the street and down the Southeast side of Lot 43 to the North corner of Lot 32; thence down the Northeast lot lines of 32, 34, 35, 37, 38 and 40; Thence down the Westerly line of Lot 41 across the street to Lot 7 as shown. Hydrants should be placed on this line (since they will be accessible by driveways) at the intersection of lots 32-34 and lots 37-38. I believe the 6" lines between 34-35 and 37-38 are unnecessary.

Concerning the sanitary sewer, I believe a much cheaper system serving the same purpose could be constructed by running a 10" sewer with minimum grade along Lots 31, 30, 29 and 28 from the existing 10" sewer main to the manhole as shown at Lot 28. From there, with an easement across the Park, down the Northerly lot lines of 32, 34, 35, 37, 38, and 40 with an 8" main. Stubs could be run to the individual lots as required. I believe the extra cost of deep excavation will end up far cheaper than the long route down the railroad track. Maintenance costs for the Village will be correspondingly cheaper.

# WHITEHOUSE ENGINEERING, INC.

7650 BARRINGTON ROAD - HANOVER PARK, ILLINOIS 60169

PHONE 837-2233

I see no reason for any change in the storm sewer layout.

In regard to the streets, I believe the village board and you as developer should strongly consider a 6" concrete pavement with integral curb following the specifications of the Portland Cement Association.

6" concrete streets are becoming more and more common as the cost comes closer and closer to that of Blacktop. 6" concrete streets have been accepted by every village in which a subdivider has indicated his desire to construct them. The list is very long, but to mention a few; St. Charles, Lombard, Wheaton, Lisle, Du Page County, Hanover Park, South Elgin, etc. The Portland Cement Assn. has backed up its designs and specifications with the data gathered at the Ottawa Road Test.

As long as this subdivision is strictly residential, you can plan on many years of maintenance-free streets. I believe that by contacting the Portland Cement Association, you and the Village Board can get the complete information you desire.

Should you decide to build using curb & gutter and black-top, it would seem to me that a plain 18" curb with a 7" face and 10" back would be more than adequate. If the roll in the curb is more than 4" as shown on your plans, the bump will be very noticeable.

If you desire any additional comments or thoughts on this subdivision, please do not hesitate to call on me.

Philip K. Whitehouse



P. E. #62-19473



R 1, Box 397  
Barrington, Illinois  
February 28, 1964

President and Board of Trustees  
Village of Barrington  
Barrington, Illinois

Gentlemen: RE: Pickwick Place

It is my understanding that you are meeting on Saturday, February 29, with a representative of Consoer, Townsend & Associates to discuss their letter of February 18, 1964. In connection with that letter and the plans and specifications to which it refers, I would like to suggest the following for your consideration:

1. Sheet 5 of the plans shows a curb and gutter detail as requested by the Village engineers. However, while the curb shown on sheet 5 is 16 inches thick at the back and 10 inches thick at the pavement, Section VIII B. 2, page 20 of Barrington Subdivision Regulations, provides for curbs "having a thickness of not less than 11 inches at the back or outside of the curb and not less than 6 inches where the gutter meets the pavement".

While I am willing to provide a curb in accordance with the subdivision regulations, I am informed that a thickness of 11 inches at the back results in a considerable obstacle to a vehicle passing over the curb to a driveway. What frequently happens is that the back of the curb must be broken off when installing the driveway, resulting in uneven curbs, unsightliness, and more rapid deterioration of the curbs. It is requested, therefore, that I be allowed to use a curb having a height at the back and a shape similar to the installation on Ela Street in the vicinity of the Georgian Apartments.

*Change  
radius with  
4"*

My recent conversations with Mr. Hodel indicate that the Village engineers will accept curbs of a size other than now shown on the plans.

In connection with my desire to develop a high quality subdivision, I have had Mr. Westerberg's plans reviewed by other engineers. With reference to the curb question, see the next to the last paragraph in the enclosed Whitehouse Engineering letter.

2. Also on Sheet 5 of the plans is the detail as to the pavement (see paragraph 1, page 2 of the Consoer, Townsend letter). Section VIII B. 3, page 20, of the Village subdivision regulations calls for either Portland cement concrete roads 8 inches thick or a 7 inch compacted macadam base with a 1 inch cushion and

*Permissible*

*Final*

*Let him put  
in 3" exposure*

February 28, 1964

- 2 -

with 2 inches of bituminous asphalt surface. In discussing this matter with Mr. Hodel, I understand that he will recommend to you the acceptance of a 6 inch thick concrete street. In this connection please see the third paragraph on page 2 of the Whitehouse Engineering letter and the first full paragraph on page 2 of the Henry L. Uteg & Associates letter, also enclosed. It is generally recognized that a concrete street is superior to and more costly than macadam. One advantage to the Village is that concrete can be poured immediately after the road base is prepared, thus avoiding the approximate one-year period of dirt, dust and incomplete roads required to compact the base before black top is applied.

*Portland Cement  
with spec thickness  
30 yrs service life*

3. My conversations with Mr. Hodel indicate that Consoer, Townsend now will recommend deletion of the 6 inch water main, which they had requested in Hill Street, running from Concord Lane to the west side of Prairie Avenue. This water main would have served only Lot 24 and would have necessitated digging up Prairie Avenue in order to connect to the existing 4 inch main on the west side of Prairie Avenue. The proposed 6 inch mains in the subdivision will already be connected to existing city mains at three locations.

*→ 6" Carry to West end*

*Village \$800*

4. Paragraph 2, page 2, of the Consoer, Townsend letter refers to the width of streets. My investigation of the streets in the vicinity of the Georgian Apartments, Barrington Highlands, First Addition and the Schurecht Town House development on Lageschulte Street, reveals that all the pavements are 28 feet wide. Since every attempt should be made to reduce the volume of traffic through the subdivision and avoid having the subdivision residential streets used as a short cut between Hillside Avenue and downtown Barrington, I respectfully request that you allow 28 foot pavement widths. It should be pointed out that all streets will have a 66 foot dedicated width and the request for a 28 foot pavement in no way decreases the land dedicated. Both the Village Zoning Ordinance and my plans for the subdivision provide very adequate off-street paved parking which will make it most unlikely that the streets will be used extensively for parking purposes. Should this prove to be a problem it is suggested that the city may prohibit parking on at least one side of the street throughout the subdivision.

*? 1/2 cars per unit*

5. By suggested changes to sheet 1 of the plans, the Village engineers are requesting 7 additional storm water basins, 3 additional man holes, about 360 feet of additional 10 inch storm sewer and 130 feet of additional 8 inch storm sewer. In the conversations which my engineer, Mr. Westerberg, originally had with the Village engineers, I understand that it was agreed that storm water could run 400 feet down a gutter to a catch basin.

- 3 -

In the plan submitted to the Village engineers, at no point would the water run for a distance greater than 400 feet. The letter of Henry L. Uteg, last paragraph, page 2, confirms Mr. Westerberg's opinion that the additional catch basins, man holes, and storm sewer are unnecessary. This additional work would cost in excess of \$3,000.

In my conversation with Mr. Hodel in the past few days he agreed that some of the catch basins may not be required since I now plan to have private drives between Concord Lane and Bristol Drive, whereas formerly dedicated alleys were being considered. It is recognized that additional storm drainage may be required within the subdivision as it is being developed and I have no objection to providing an agreement as referred to in paragraph 2, page 3 of the Consoer, Townsend letter.

6. In discussing with the Village engineers, my engineer and other engineers, the question of the sanitary sewer being located in the Chicago and Northwestern Railroad right of way (see Consoer, Townsend letter, first paragraph, page 3) it became clear that an alternate solution would be desirable.

The Whitehouse Engineering letter (last paragraph, page 1) and the Uteg letter (third paragraph, page 1) suggest a means of retaining the sewer within the subdivision, thus avoiding the Chicago and Northwestern Railroad problem. This matter has been discussed with Mr. Hodel and it is my understanding that he finds the preliminary data acceptable, subject to detailed drawings. I recognize that such a sewer would be located within easements rather than entirely within dedicated streets but I am advised that the Village could have full rights to maintenance of the sewers within the easement.

Your attention to this entire subdivision question is sincerely appreciated. I share with you the desire to have a high grade subdivision with all improvements of a quality which will best serve the Village, the subdivision residents and the public interest.

Respectfully yours,

*William W. Brough*  
William W. Brough

*Resolution*

*Underline  
concrete curb*

LAW OFFICES OF  
KING, ROBIN, GALE & PILLINGER  
135 SOUTH LA SALLE STREET  
CHICAGO 3

TELEPHONE CENTRAL 6-4280  
CABLE ADDRESS "HAMROSE"

FORMERLY  
ROSENTHAL, HAMILL & WORMSER

February 24, 1964

WILLARD L. KING  
SIDNEY L. ROBIN  
DOUGLASS PILLINGER  
GEORGE W. GALE  
ALEXANDER I. LOWINGER  
J. WILLIAM BRAITHWAITE

Honorable John H. D. Blanke, President,  
Village of Barrington  
Barrington, Illinois

Re: Pickwick Place

Dear President Blanke:

In early December, 1963, the plans for this subdivision were submitted to the Village engineers. By letter dated February 18, 1964, the Village engineers have approved the plans and specifications subject to several policy matters to be determined by the Board.

In view of the fact that March is almost upon us and the building season is close behind, it is respectfully requested that the Village Board meet in committee with Mr. Brough, his engineer and the undersigned as soon as possible.

It would be appreciated if a date for such a meeting can be determined at your Board meeting this evening.

Since the letter from the Village engineers also went to Messrs. Wyatt and Voss, as committee members, they are receiving a copy of this letter. ]

Very truly yours,

*J. William Braithwaite*  
For  
KING, ROBIN, GALE & PILLINGER

Sat March 14  
9:30 Public works Garage  
JWB/mlb

CC: J. Frank Wyatt, Esq.  
Mr. Frederick J. Voss

LAW OFFICES OF  
**KING, ROBIN, GALE & PILLINGER**  
135 SOUTH LA SALLE STREET  
CHICAGO 60603

TELEPHONE CENTRAL 6-4280  
CABLE ADDRESS "HAMROSE"  
FORMERLY  
ROSENTHAL, HAMILL & WORMSER

February 18, 1965

WILLARD L. KING  
SIDNEY L. ROBIN  
DOUGLASS PILLINGER  
GEORGE W. GALE  
ALEXANDER I. LOWINGER  
J. WILLIAM BRAITHWAITE

PERSONAL AND CONFIDENTIAL

J. Frank Wyatt, Esq.  
640 Grove Avenue  
Barrington, Illinois

Dear Frank:

I am taking the liberty of writing a personal letter to you on this matter as I do not wish to become involved publicly, for obvious reasons, and for an additional reason which would not be as obvious to you - namely, I represent a purchaser of property from the subdivider in another community.

This morning I noticed in the Barrington paper the zoning amendment relative to the Kennedy Development. While some question may be raised as to the validity of Section 4 (tying the amendment to the tentative plat) probably an practical answer to any attempt by Kennedy to substantially vary the plat would be to have the Village, at that time, rezone the property to a more restrictive classification on the initiative of the Village.

However, I have been wondering about the effectiveness of Section 4 as to a future owner. Such an owner could claim vested rights based upon the zoning ordinance and the accompanying map which will show the property as zoned R-6 and R-5. Such a future owner would not have any obligations to examine the ordinance under which the rezoning was granted. This question may be especially crucial if, as is frequently the case, Kennedy plans to subdivide the property in various stages over a course of several years. A bona-fide purchaser of an unsubdivided portion of the property might be able to force the Village to accept a plat of subdivision which complied with the subdivision control ordinance and a strict interpretation of R-5 or R-6 zoning, whichever might be applicable.

One possible solution to the problem would be the recording of some documents, to run with the land, putting any future owner on notice as to the restrictive nature of the rezoning.

Frank, I hope you will not consider it unduly presumptuous of me to have written to you on this subject. Please be assured that

- 2 -

having passed these thoughts on to you, I consider the matter closed. I am sure that you know that my faith in your judgment and actions is wholly without qualifications.

With best regards,

Sincerely yours,

A handwritten signature in cursive script, appearing to read 'J. William Braithwaite', written in dark ink.

J. William Braithwaite

JWB/mlb

*Informational*

CONSOER, TOWNSEND AND ASSOCIATES • CONSULTING ENGINEERS

360 EAST GRAND AVENUE • CHICAGO, ILLINOIS 60611 • TELEPHONE DELAWARE 7-6900

February 4, 1965

Mr. Patrick J. Gaffigan  
Village Manager  
206 S. Hough St.  
Barrington, Illinois

RECEIVED

FEB 5 1965

VILLAGE OF BARRINGTON

Re: Sanitary Sewer for Kennedy  
Development; C. T. & A. No. 65-022

Dear Mr. Gaffigan:

We wish to advise you that we had to take some flow measurement in the field in connection with questions relative to the area to be served by the proposed Kennedy sanitary sewer, necessary relief capacity, etc. This field information has been taken and will be evaluated this week. We will forward a letter-report to you on the above information by the middle of next week.

Very truly yours,

CONSOER, TOWNSEND & ASSOCIATES

*Walter Hodel*  
Walter Hodel

WH:JL

cc: Mr. J. H. D. Blanke  
cc: Mrs. M. L. Pinkerman

*Approved*  
February 8, 1965

Items to be included in news release:

1. Annexation and rezoning meets the criteria of the promotion of orderly and planned development of the Barrington community.
2. Factual situation as to the Kennedy Development Company annexation and rezoning.
3. Board of Trustees made a very thorough study of this matter and believes that the annexation will not result in additional taxes to the present residents of the Village for services of the Village.
4. The Board also believes that such a development will result in a minimum impact to our schools in view of the period of development of the area and the nature and cost of houses to be constructed. This development results in a minimum density for the number of acres included in a residential development. This is fully improved.
5. The Board recognizes that this property must be developed and the Board contemplates that the Kennedy Development will be a quality development for the area and it far exceeds anything proposed in the past for this area. This illustrates that work and perseverance will pay off for every resident.
6. The borders of the area have been projected to the extent reasonably possible to assure that no breakdown in surrounding zoning will occur as a result of this annexation and rezoning.
7. The Board has made every effort to have Kennedy Development Company incorporate those suggestions made by the Plan Commission and schools that appeared to be a definite improvement and which the Board believed was a reasonable request to make of the Kennedy Development Company.



VILLAGE BOARD ANNEXED NEW "FOX POINT" COMMUNITY!

In their meeting on Monday night, the Barrington Village Board annexed the new Kennedy Community in Barrington, to be called "FOX POINT", the area, consisting of 224 acres, has been zoned R5 and R6.

"We are planning to build approximately 300 homes in "FOX POINT", said Mr. Robert J. Kennedy, President of the Kennedy Development Company, 29 Deerfield Rd., Deerfield, Ill., "They will be in the \$40,000.00 to \$55,000.00 price range", he continued, "and they will be similar to many homes we have built in "COLONY POINT" in Deerfield."

Kennedy Development Company also developed "INNISFAEL" in Northbrook, Ill. and "SCATTERWOOD" and "COLONY POINT" in Deerfield, Ill.

The development of the property is subject to the tentative plat of subdivision previously approved by the Village Board of Trustees and the Plan Commission. The area will be serviced with Municipal Sewerage disposal and Water supply and will have paved streets and curbs.

Duplicate for Board Meeting 2-8-65



*Barrington Public Schools*

*820 South Northwest Highway  
Barrington, Illinois*

*Community Consolidated School*

*District #*

*Consolidated High School*

*District 224*

*Board of Education*

*384-6300 Area Code 312*

*Rolland H. Lundahl, Business Manager*

January 27, 1965

Mr. Patrick Gaffigan  
Village Manager  
206 S. Hough Street  
Barrington, Illinois

Re: Middle School  
Barrington, Illinois

*Sidewalk  
along south side  
JK*

Dear Mr. Gaffigan:

I have been directed to write to you requesting consideration by you and the Board of Trustees of the Village of Barrington for the following:

1. That sidewalks be constructed along both the north and south sides of East County Line Road in the Kennedy Development.
2. That an easement be provided for foot traffic between the Kennedy Development and Hillcrest Acres in order that students may travel on foot from Hillcrest Acres to the new Middle School and thereby eliminating the need to walk along East County Line Road or Hillside Avenue.

Your favorable consideration of the above requests will be greatly appreciated by the Board of Education of Community Consolidated School District No. 4 and the administrative staff.

Very truly yours,

*Rolland H. Lundahl*  
Rolland H. Lundahl  
Business Manager

RHL:lt

c.c. Mr. Leslie Gleason, Jr.  
Dr. Hubert Bruins  
Mr. Douglas Millin  
Dr. Robert Finley



3

Wyatt

ORDINANCE NO. \_\_\_\_\_

ZONING AMENDMENTS

WHEREAS a public hearing was held before the Plan Commission of the Village of Barrington on the 18th day of November, 1964 and on the 2nd day of December, 1964, on the question of enacting the zoning amendments set out below, which hearings were held pursuant to notice published not less than fifteen days prior thereto; and

WHEREAS said Plan Commission has made a report and recommendation to the President and Board of Trustees on said zoning changes:

NOW THEREFORE BE IT ORDAINED by the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois, that:

Section 1. The President and Board of Trustees hereby find that the statements in the preambles to this ordinance are true.

Section 2. The Zoning Ordinance of the Village, as amended, is hereby further amended by classifying the following described property to the R-6 one family dwelling district with minimum lot areas of 15,000 square feet:

The North West quarter of the North West quarter (except the West 982.6 feet and except the North 50 feet) in Section 6, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois

also

That part of the North West quarter of Section 6, Township 42 North, Range 10 East of the Third Principal Meridian, commencing at a point on the North South Center Line of Section 6 aforesaid which is 825 feet North of the center of Section 6 aforesaid; thence running North 1,818 feet to the center of the County Line Road; thence West 1,335 feet; thence South 1,819.5 feet; thence East 1,333 feet, more or less, to the place of beginning (except the North 50 feet thereof), in Cook County, Illinois.

Section 3. The Zoning Ordinance of the Village is hereby further amended by classifying the following described territory as R-5 one family dwelling district with minimum lot areas of 20,000 square feet:

The East half of the South West quarter and the East half of the West half of the South West quarter of Section 31, Township 43 North, Range 10, East of the Third Principal Meridian, (except a parcel described as follows: Beginning at the South West corner of the East half of the West half of the South West quarter of said Section 31; thence North along the West line of the East half of the West half of the South West quarter of said Section 31, for a distance of 753 feet; thence East parallel with the South line of said Section 31, for a distance of 350 feet; thence South parallel with the West line of the East half of the South West quarter of Section 31 for a distance of 753 feet to the South line of said Section 31; thence West along the South line of said Section 31 for a distance of 350 feet to the place of beginning) and (except the South 50 feet thereof), in Lake County, Illinois

also

The West half of the West half of the South East quarter of Section 31, Township 43 North, Range 10 East of the Third Principal Meridian, (except the South 50 feet thereof), in Lake County, Illinois.

Section 4. The zoning amendments granted herein are enacted pursuant to the agreement by the owner of the subject property to develop said property substantially in accordance with the tentative plat approved December 14, 1964; no substantial changes shall be made in the lot sizes and lot locations between the tentative plat and the final plat, without the approval of the President and Board of Trustees of the Village.

Section 5. The zoning map of the Village is hereby ordered amended to effectuate this change.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 1965.

APPROVED:

\_\_\_\_\_  
President

ATTEST:

\_\_\_\_\_  
Clerk

PUBLISHED

Wyatt

ORDINANCE NO. \_\_\_\_\_

ANNEXATION OF LAND IN LAKE COUNTY

WHEREAS a petition has been received signed by all of the owners of record of the land described in Section 2 below, there being no electors residing therein, requesting that said territory be annexed to the Village of Barrington; and

WHEREAS the part of Lake-Cook Road described in Section 3 below is contiguous to the territory described in Section 2 and not in any other municipality; and

WHEREAS the territory described in Section 2 is contiguous to the Village and not in any other municipality:

NOW THEREFORE BE IT ORDAINED by the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois, that:

Section 1. The President and Board of Trustees hereby find that the statements in the preambles to this ordinance are true.

Section 2. The following described territory is hereby annexed to the Village of Barrington:

The East half of the South West quarter and the East half of the West half of the South West quarter of Section 31, Township 43 North, Range 10, East of the Third Principal Meridian, (except a parcel described as follows: Beginning at the South West corner of the East half of the West half of the South West quarter of said Section 31; thence North along the West line of the East half of the West half of the South West quarter of said Section 31, for a distance of 753 feet; thence East parallel with the South line of said Section 31, for a distance of 350 feet; thence South parallel with the West line of the East half of the South West quarter of Section 31 for a distance of 753 feet to the South line of said Section 31; thence West along the South line of said Section 31 for a distance of 350 feet to the place of beginning) and (except the South 50 feet thereof), in Lake County, Illinois

also

The West half of the West half of the South East quarter of Section 31, Township 43 North, Range 10 East of the Third Principal Meridian, (except the South 50 feet thereof), in Lake County, Illinois.

Section 3. All that part of Lake-Cook Road lying East of the East Line of the West half of the West half of the South East quarter of Section 31 aforesaid, all in Lake-County, Illinois.

Section 4. An accurate map of the territory hereby annexed shall be recorded with the Recorder of Deeds, together with a certified copy of this ordinance.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 1965.

AYES \_\_\_\_\_

NAYS \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
President

ATTEST:

\_\_\_\_\_  
Clerk

Recorded

Wyatt (2)

ORDINANCE NO. \_\_\_\_\_

ANNEXATION OF LAND IN COOK COUNTY

WHEREAS a petition has been received signed by all of the owners of record of the land described in Section 2 below, there being no electors residing therein, requesting that said territory be annexed to the Village of Barrington; and

WHEREAS the part of Lake-Cook Road described in Section 3 below is contiguous to the territory described in Section 2 and not in any other municipality; and

WHEREAS the territory described in Section 2 is contiguous to the Village and not in any other municipality;

NOW THEREFORE BE IT ORDAINED by the President and Board of Trustees of the Village of Barrington, Cook and Lake Counties, Illinois, that:

Section 1. The President and Board of Trustees hereby find that the statements in the preambles to this ordinance are true.

Section 2. The following described territory is hereby annexed to the Village of Barrington:

The North West quarter of the North West quarter (except the West 982.6 feet and except the North 50 feet) in Section 6, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois

also

That part of the North West quarter of Section 6, Township 42 North, Range 10 East of the Third Principal Meridian, commencing at a point on the North South Center Line of Section 6 aforesaid which is 825 feet North of the center of Section 6 aforesaid; thence running North 1,818 feet to the center of the County Line Road; thence West 1,335 feet; thence South 1,819.5 feet; thence East 1,333 feet, more or less, to the place of beginning (except the North 50 feet thereof), in Cook County, Illinois.

Section 3. All that part of Lake-Cook Road lying West of the North South Center Line of Section 6 aforesaid and East of the existing Village limits is hereby annexed, all in Cook County, Illinois.



Section 4. An accurate map of the territory hereby annexed shall be recorded with the Recorder of Deeds, together with a certified copy of this ordinance.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 1965.

AYES \_\_\_\_\_

NAYS \_\_\_\_\_

APPROVED:

\_\_\_\_\_  
President

ATTEST:

\_\_\_\_\_  
Clerk

RECORDED